East Lothian Council

# Appendix E
# TRANENT PARKING

## Impact Assessment

October 2025

In partnership with: Stantec

# Document Control Sheet

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# Introduction

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# 1 Introduction

## 1.1 Background

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

1.1.2 The remainder of the report is structured as follows:

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

# Methodology and Approach

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# 2 Methodology and Approach

## 2.1 Theory of Change

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

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

2.1.3 The main components of the logic chain are:

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

2.1.4 A high-level Theory of Change / logic map for the parking interventions is shown in Figure 2.1. The expected outcomes and impacts outlined in the Theory of Change have been used the direction of the impact assessment for the study.

## Strategic Need (Summary)

- Higher than average levels of car usage by residents of Tranent
- Demand for parking often exceeds supply on Tranent High Street, leading to instances of illegal parking.
- Other streets and off-street car parks within walking distance of the High Street have spare parking capacity, which can be better utilised to ease pressure on the High Street.
- Illegal stopping and waiting is occurring on the High Street. Many vehicles are loading and unloading outside of designated loading bays, sometimes illegally.
- The compact nature of Tranent's built layout means most residents can walk or cycle to the High Street within 15 minutes, providing the opportunity to encourage active travel.
- Organising parking in the town centre by stay duration is an opportunity to make parking in Tranent more coherent and make more spaces available on the High Street for short stops.
- Parking management provides an opportunity to make it easier for blue-badge holders to park closer to their destination.
- There is an opportunity to support the High Street by it easier for people to find parking, while improve the town centre environment by reducing vehicle traffic volumes.

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## Inputs

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

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## Outputs

**On-street parking measures:**

- On-street short stay parking on High Street and sections of Winton Place, Church Street and Ormiston Road – this includes 45 minutes free parking, with a maximum stay of 90 minutes at a cost of £2.00. 75 minutes of parking will cost £1.
- On-street medium stay parking and permit parking on in central zone (including Bridge Street, New Row, Winton Place, Church Street, Loch Road, and Ormiston Road) at a cost of £0.50 per 30 minutes, with a maximum stay of 3 hours, except permit holders.
- There will also be permit holder zones in the South (Covering Harkness Crescent), and North East (covering Forester's View and, Balfour's Square) of Tranent, where only permit holders can park.

**Off-street parking measures:**

- Off-street short stay parking at Winton Place this includes 30 minutes free parking, with a maximum stay of 90 minutes. 75 minutes of parking will cost £1.
- Off-street medium stay parking at Lindores Drive (free for first 45 minutes), Loch Road and Loch Centre at a cost of £0.50 per 30 minutes, with a maximum stay of 3 hours.
- Loch Centre free 90 minutes parking for users of the leisure centre.
- Loch Centre free designated short stay parking at Loch Square for visitors of the medical centre. Maximum stay 45 minutes.
- Free off-street long stay car parking at Foresters Park and the Butts.
- 5-minute maximum stay / waiting time at The George Johnson Centre, except for centre users.

**Outcomes**

- Redistribution of parking demand across the town centre to better utilise spare capacity across all car parks.
- Improved provision and availability of short-term parking on the High Street for all users, including for blue-badge holders and for loading or unloading goods.
- Increase in parking tariff revenues.
- Increased enforcement action against illegal parking.
- Increase in the use of walking, cycling, or public transport to access the town centre.

**Impacts**

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

Figure 2.1: Theory of Change

2.1.5 We have undertaken several tasks to support development of this study. This includes:

- Analysis of strategic context specific to the economic and transport data for Tranent, to build a body of evidence to underpin the stated outcomes and impacts as outlined in the logic map above.
- Collated and reviewed the relevant national and local policies, such as the Local Transport Strategy and Parking Strategy Objectives.
- Qualitative assessment of impacts of the proposed parking intervention options based on the criteria specified in the Scottish Transport Appraisal Guidance (STAG), considering the environmental, social, and economic impacts on the local community, its businesses and town centre.
- Desktop evidence and case study review to develop a comprehensive understanding of likely implications of parking management for Tranent

# Strategic Need

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# 3 Strategic Need

## 3.1 Overview

3.1.1 Tranent is a town in East Lothian with a population of approximately 12,000 residents. The town is located south of the A1 and approximately 9 miles southeast from the centre of Edinburgh. Although previously a mining community, it is now a commuter town for people working in Edinburgh.

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

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

- Most streets in Tranent, which are generally located in residential areas, have unrestricted parking.
- Off-street car parks at Lindores Drive, Loch Road, Loch Centre, Foresters Park, Winton Place, and The Butts are operated by East Lothian Council free of charge. There are several other free off-street car parks in the town, but they are for facility users, staff, and customers only.
- Various parking restrictions, including on parking duration limits, single-yellow, double-yellow lines, are in place during the daytime on Mondays to Saturdays on several streets in the town centre and high street of Tranent. This includes on High Street, Bridge Street, Loch Road, Church Street, and Winton Place.

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

- Concentration of economic activity around the town centre and High Street attracts high traffic and pedestrian demand in these areas
- Higher than average levels of car usage by residents of Tranent, based on 2011 Scottish Census Travel to Work data.
- Demand for parking often exceeds supply on Tranent High Street, leading to instances of illegal parking.
- There is an imbalance in parking demand across the town centre. While parking on the High Street is often in high demand, other streets and off-street car parks within walking distance of the High Street are under-utilised.
- Many vehicles are loading and unloading outside of designated loading bays, sometimes illegally. This is further impacting parking supply.
- Disabled parking bays are heavily used with a high turnover. However, disabled bays are often not being used for parking, but for loading and unloading.

- The compact nature of Tranent's built layout means most residents can walk or cycle to the High Street within 15 minutes, providing the opportunity to encourage active travel.

## 3.2 Socio-Economic Profile

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

### Data Geography

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

Table 3-1: Datazones Used for Analysis

| Location | Datazones |
|---|---|
| Tranent | S01008218 S01008219 S01008220 S01008221 S01008222 S01008223 S01008224 S01008225 S01008226 S01008227S01008228 S01008229 S01008230 S01008231 S01008232 S01008233 |

### Economic Activity

3.2.3 Figure 3.1 shows the proportion of the population aged 16 or over by economic activity status in 2022 Scottish Census. Orange sections represent the proportion of economically active population, while grey and black areas represent the economically inactive proportion. Overall, a higher proportion of residents in Tranent are economically active compared to East Lothian and Scotland overall. Of those aged 16 or above, 67 percent of people in Tranent are economically active, compared to 62 percent in East Lothian and 61 percent in Scotland overall. Inversely, there is a smaller proportion of people in Tranent who are economically inactive compared to national and regional average. Only 20 percent of Tranent residents being retired compared to 26 percent in East Lothian and 23 percent in Scotland overall.

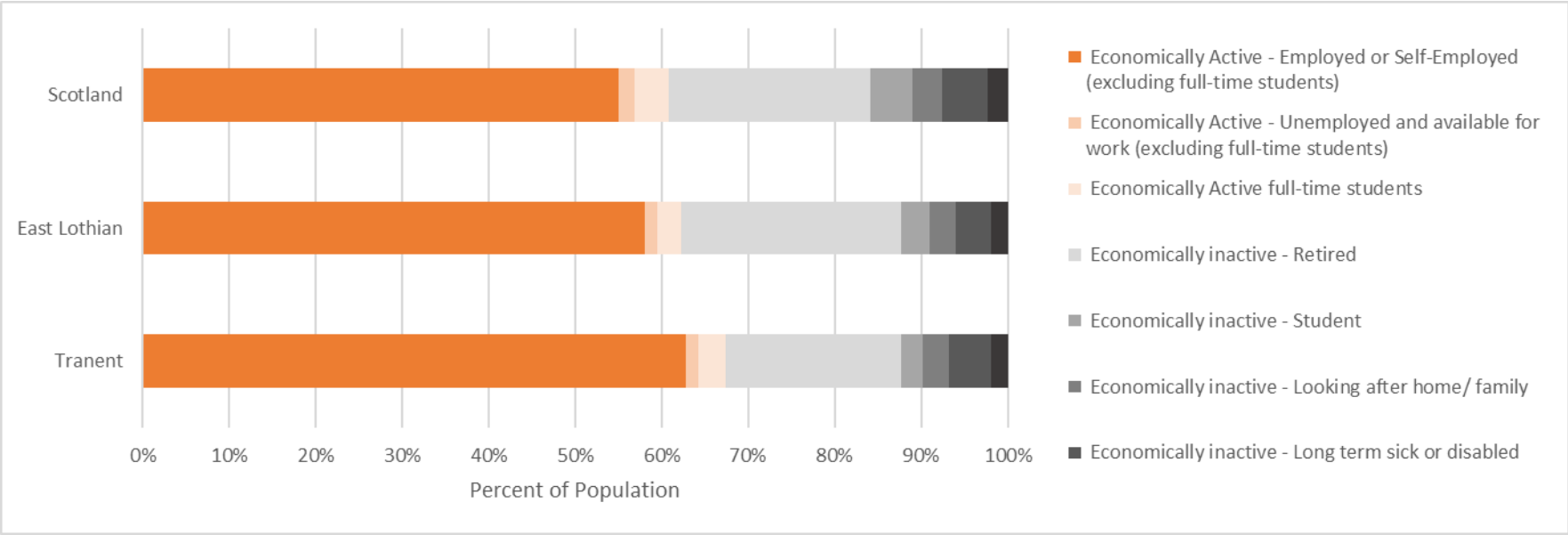


Figure 3.1: Economic Activity Status of people aged 16 and above in Tranent, East Lothian, and Scotland, from the 2022 Scottish Census

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

## Indices of Multiple Deprivation

3.2.4 Figure 3.2 shows the 2020 Scottish Indices of Multiple Deprivation percentiles for Data Zones in Tranent. A lower percentile and darker red colour indicate a higher level of multiple deprivation compared to the rest of Scotland, while higher percentile and darker grey colour indicates lower relative deprivation. The level of multiple deprivation varies significantly across Tranent. Areas in the centre of town surrounding the high-street have significant levels of multiple deprivation, with these zones being the top 10 to 17 percent most deprived areas in Scotland. Meanwhile, the southern part of the town has much lower deprivation levels, with one zone being in the top 12 percent least deprived areas in Scotland.

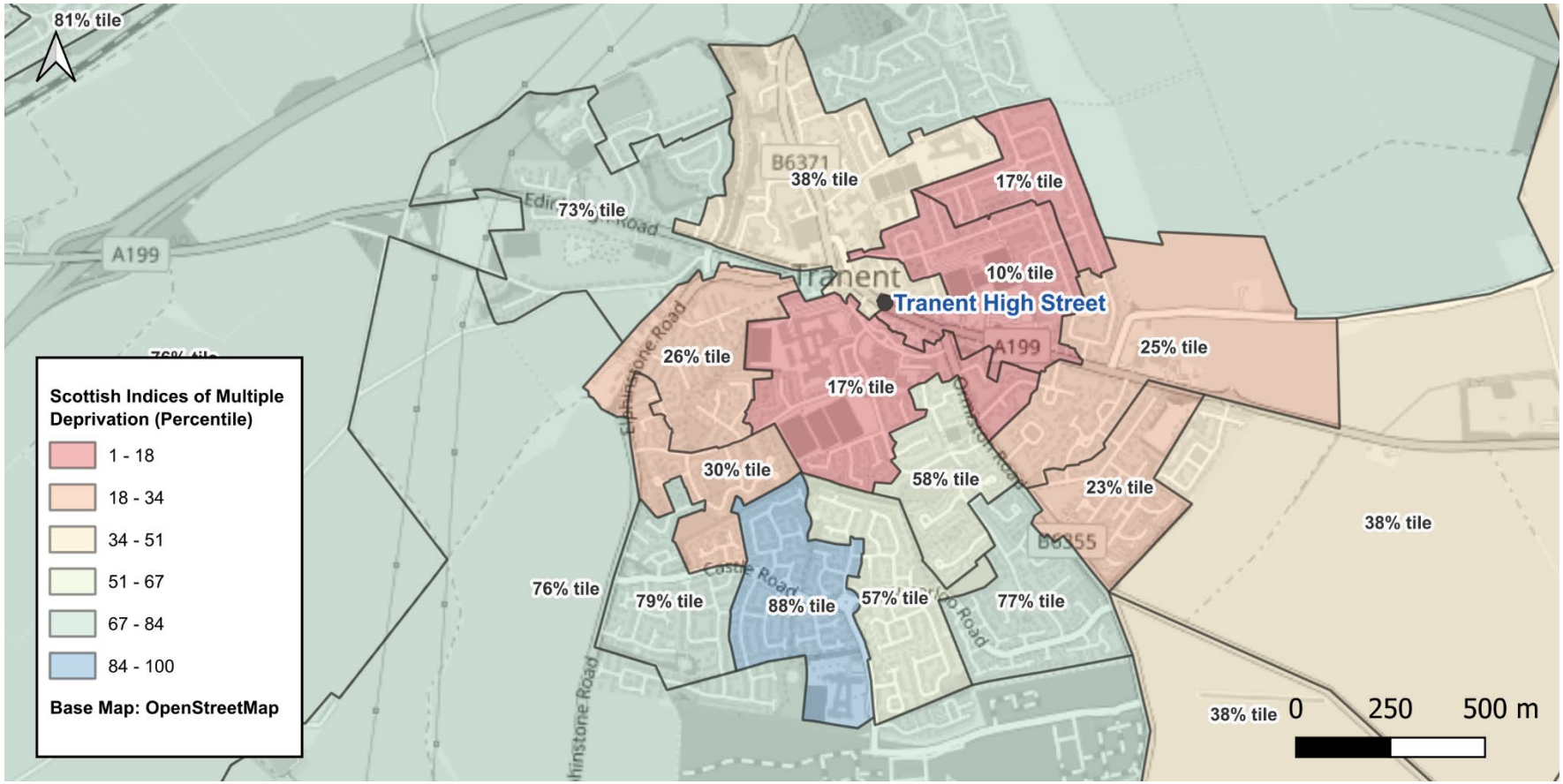


Figure 3.2: Map showing the Scottish Indices of Multiple Deprivation percentiles in Tranent, 2020

**Key Point:** Tranent has a wide variation in deprivation levels across the town. While the centre of Tranent has relatively high levels of multiple deprivation compared with Scotland as a whole, the peripheral areas to the south of the town are much less deprived.

## 3.3 Employment and Industries Profile

3.3.1 The 2023 Business Register and Employment Survey provides detailed information on what business sectors operate in a small geographic area. Electoral Wards are used as the rounding of employment counts at the data zone level makes aggregation inappropriate. As the Electoral Ward area

includes other smaller villages, this may not necessarily represent the situation exclusively within Tranent but remains a good indicator of the businesses in the area. Figure 3.3 shows the difference between the percentage of those in employment in Tranent, Wallyford and Macmerry compared to the overall figures for East Lothian and Scotland.

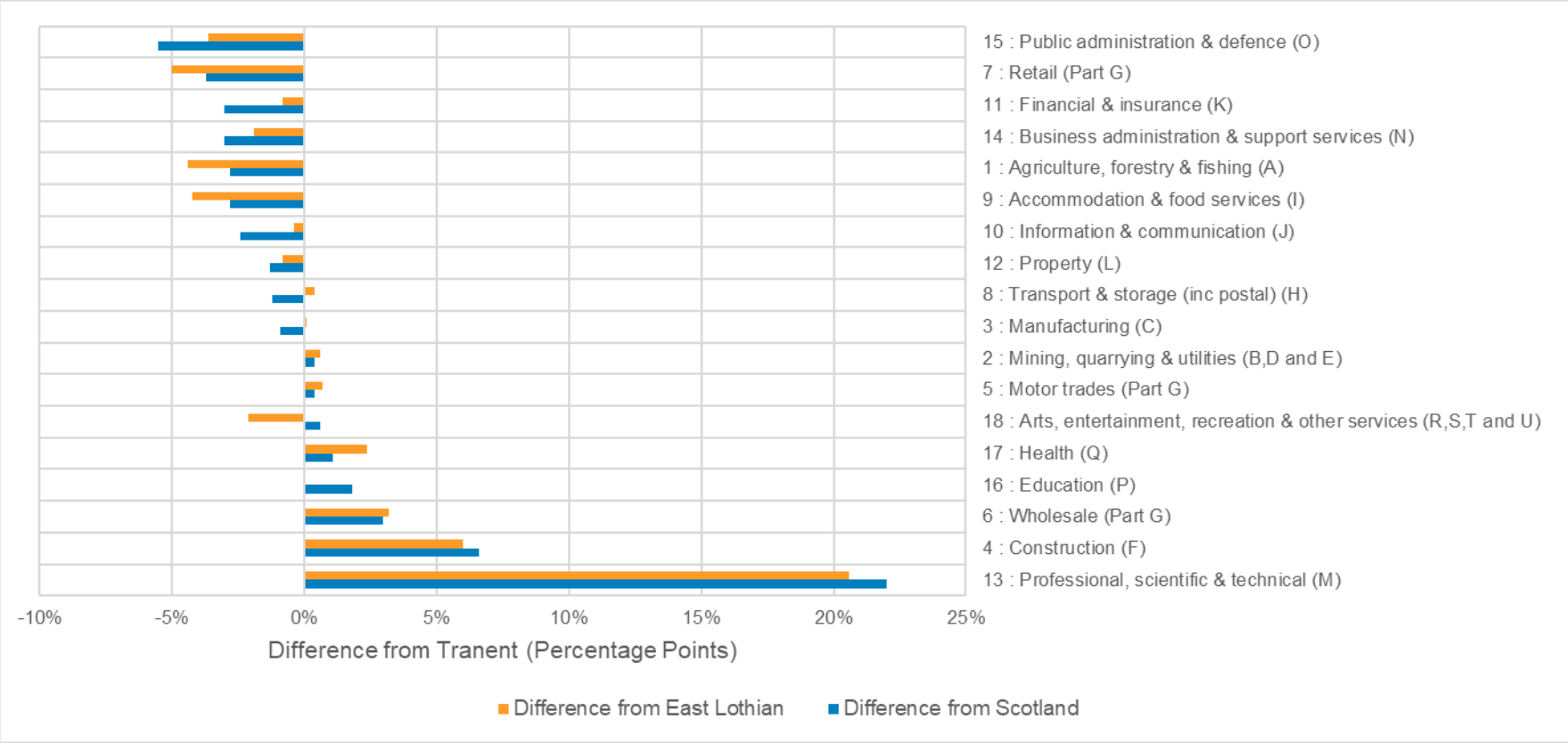


Figure 3.3: Difference in percentage of persons employed in different industries between Tranent, Wallyford and Macmerry compared to East Lothian and Scotland overall, 2023 Business Register and Employment Survey

3.3.2 Figure 3.3 shows that Tranent and the surrounding area have a higher proportion of professional, scientific, and technical businesses compared to East Lothian and Scotland as a whole. There is also a higher proportion of construction and wholesale businesses compared to regional and national averages. From analysis of the BRES data at the data-zone level, these employment figures are skewed by a research laboratory to the south of Tranent. This is likely responsible for most of the professional, scientific and technical industry employment in Tranent.

3.3.3 There were fewer employed people working in public administration and defence, retail, and the finance and insurance industries in this area. Retail and hospitality industries were not significant employers in this area, with retail industry only making up 5 percent of employment and the accommodation and food services industry making up 5.8 percent of employment. This was less than the overall proportions in these sectors in East Lothian and Scotland.

**Key Point:** Employment is largely concentrated in the Tranent Town Centre, which is largely made up of Retail and Health workers. The number of workers in the retail and hospitality industries was much lower in Tranent compared to the East Lothian and Scottish averages.

## 3.4 Overall Transport Profile

### Method of Travel to Work

3.4.1 Figure 3.4 shows the distribution of journeys to work by primary mode. Although journeys to work only represent a portion of the possible trip purposes, this can still provide an indication of local travel behaviours. Travel patterns are shown from the 2011 Scottish Census, as travel patterns during the data-collection period for the 2022 Scottish Census were still influenced by the COVID-19 pandemic.

3.4.2 Overall, Tranent has a higher proportion of residents driving to work, with 62 percent of Tranent residents driving to work, compared to 57% in East Lothian and 56% in Scotland overall. Subsequently, walking and cycling to work is much less common in Tranent, with 7 percent of residents walking or cycling to work in Tranent, compared to nine percent in East Lothian and 11 percent in Scotland overall. Public transport usage for journeys to work was 16 percent in Tranent, which is broadly comparable to East Lothian (17 percent) and Scotland overall (14 percent).

3.4.3 This mode share reflects the significant proportion of Tranent residents commuting out of Tranent for work, with about 82 percent of Tranent residents travelling further than two kilometres to work. The most common commuting destination is Edinburgh.

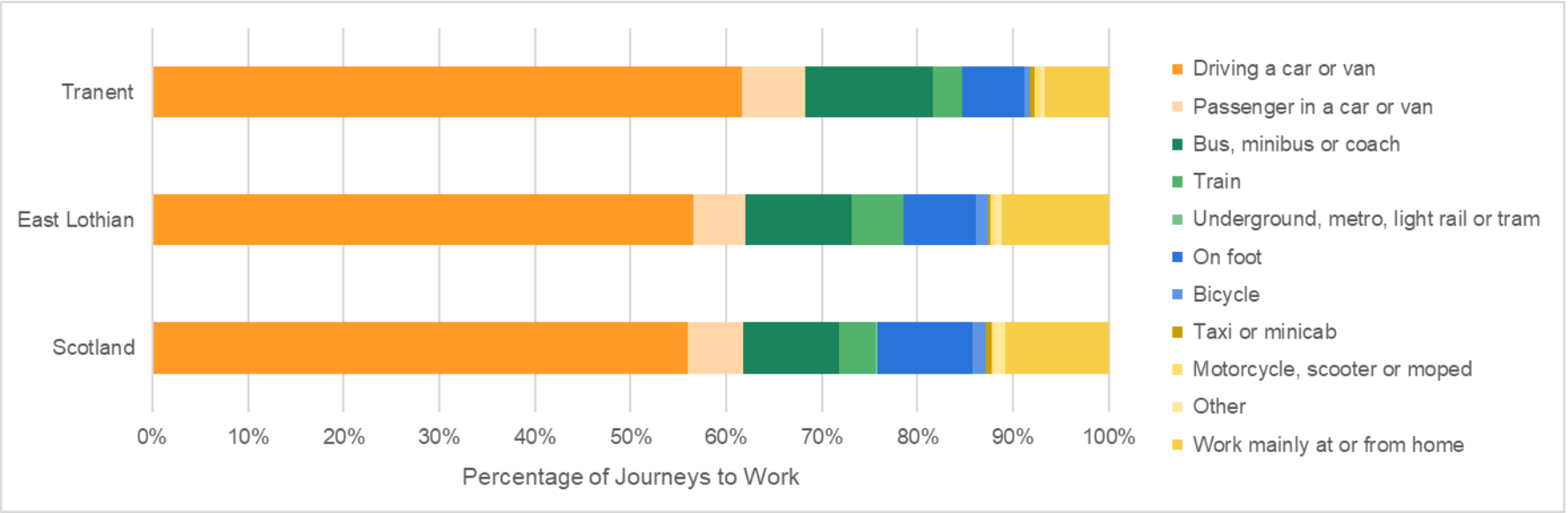


Figure 3.4: Method of Journey to Work in Tranent, East Lothian, Scotland, Census 2011

**Key Point:** Tranent has a higher proportion of people driving to work compared with the rest of East Lothian and Scotland, with a much smaller proportion of Tranent residents walking or cycling to work.

## Car or Van Availability

3.4.4 Figure 3.5 shows the percentage of households in Tranent, East Lothian and Scotland by the number of household cars available. The level of car ownership in Tranent is around the same as in East Lothian but is higher than Scotland overall. In Tranent, 19 percent of households did not have access to a car or van, compared to 26 percent of households in Scotland.

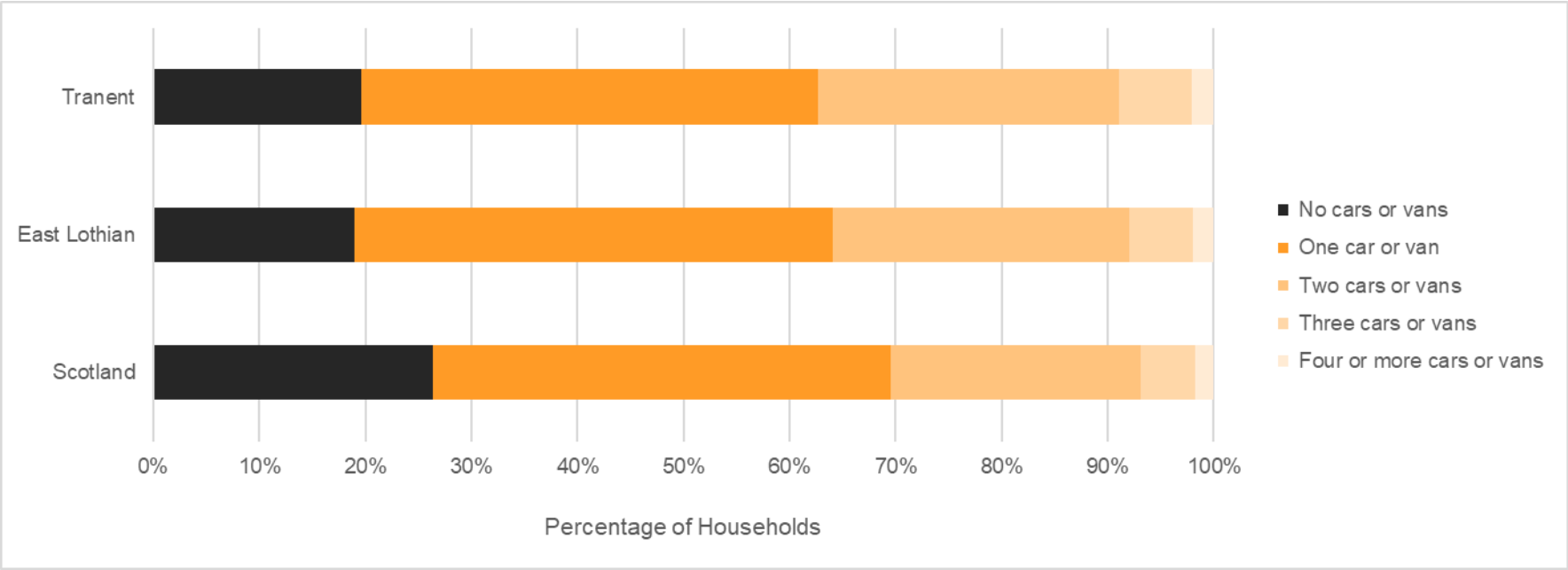


Figure 3.5: Household Car or Van Availability in Tranent Compared with Scotland and East Lothian, Census 2022

**Key Point:** Tranent has higher than average car ownership compared with Scotland overall. Around 80 percent of households in Tranent have access to at least one car.

## Public Transport Network

3.4.5 Tranent is served by several bus routes connecting the town with the rest of East Lothian and Edinburgh. Table 3-2 shows the main bus services in Tranent. In addition to the services shown in Table 3-2, there are several night services from Edinburgh (Route N107 and N113), providing a combined total of one late night service on weekdays and three on Saturdays and Sundays. In addition, there is an additional limited-stop service between Edinburgh and Tranent (Route X6), providing three outbound trips to Edinburgh in the morning peak and three return departures in the evening.

Table 3-2: Key Bus Services in Tranent

| Service Number | Route | Approximate Weekday Daytime Frequency | Operator |
|---|---|---|---|
| 106 | Haddington to Fort Kinnaird via Tranent and Musselburgh | Every 60 minutes | East Coast Buses |
| 108 | Haddington to Fort Kinnaird via Tranent and Musselburgh | Every 60 minutes (No Evening Services) | Prentice Coaches |
| 110 | Prestonpans to Haddington via Tranent and Pencaitland | Every 60 minutes | Prentice Coaches |
| 113 | Pencaitland to Edinburgh via Tranent | Every 30 minutes | East Coast Buses |
| 115 | Prestonpans to Macmerry via Tranent | Every 60 minutes (No Evening Services) | Prentice Coaches |
| X4 | Windygoul (Tranent South) to Edinburgh (Limited Stop) | Every 30 minutes | East Coast Buses |

3.4.6 All routes listed above make additional stops while passing through the town towards the High Street. Additionally, X4 route connects the southern residential areas of Tranent before going via the High Street on its route towards Edinburgh. This means there is some level of local bus connectivity between the residential periphery of Tranent and the town centre. Overall, Tranent is well connected to the rest of the region and to Edinburgh through several bus routes that converge on Tranent High Street. These external routes also provide some degree of local connectivity within the town itself.

**Key Point:** Tranent is reasonably well connected by public transport. There are various bus services to other towns in East Lothian and to Edinburgh. These services also provide a degree of local connectivity in the town where their routes go through Tranent.

## Walking Accessibility

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

3.4.8 Figure 3.6 shows the area of Tranent accessible within 15 minutes walking distance of Tranent High Street. The majority of Tranent's resident can reach the town centre on foot within 15 minutes. Additionally, more than half of the town's population (approximately 7,700 people) live within a ten-minute walk of the High Street. This reflects the compact nature of Tranent's built-up environment.

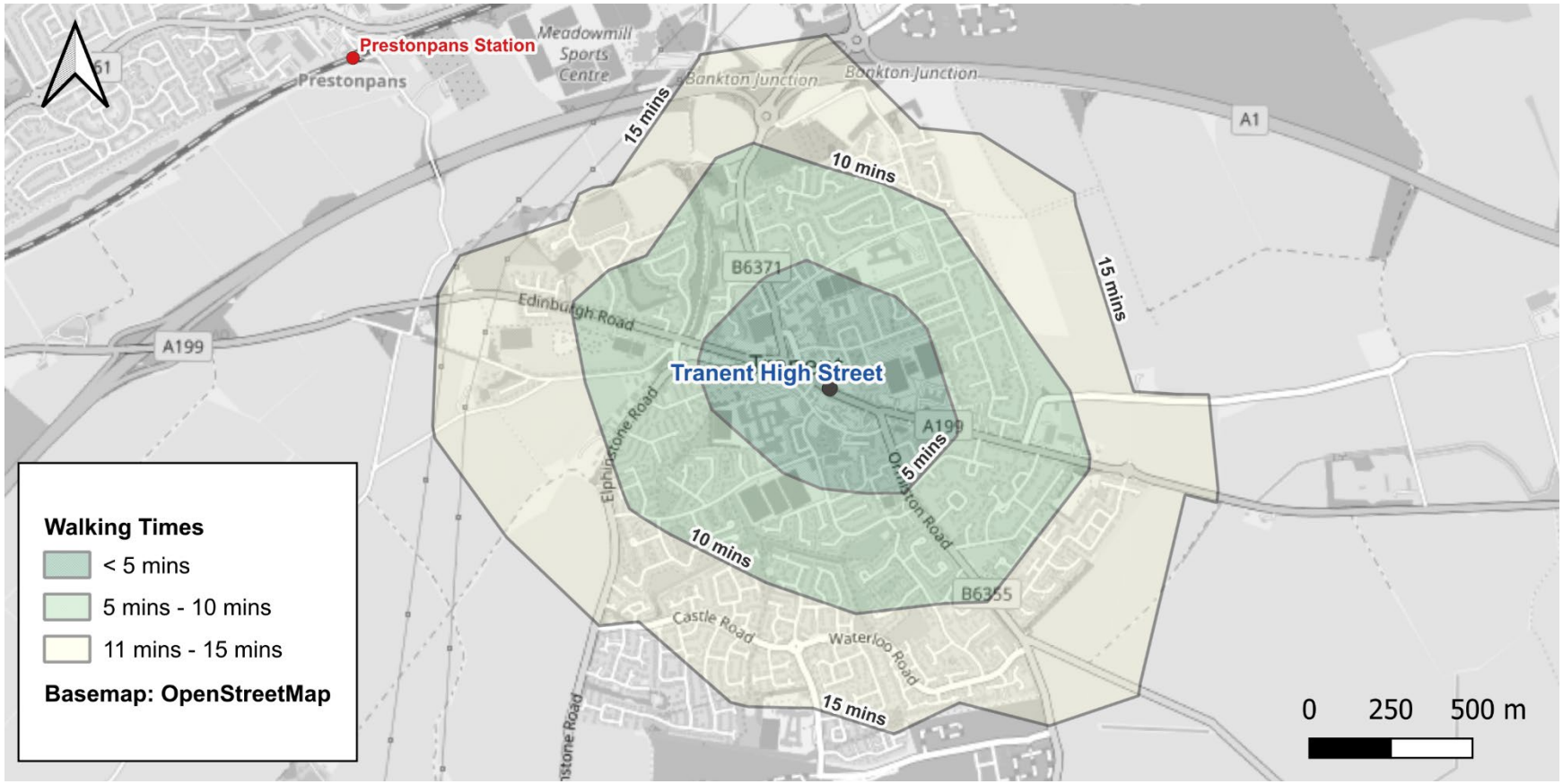


Figure 3.6: Area accessible within 15 minutes walking distance of Tranent High Street. Analysis using OpenRouteService API.

**Key Point:** Tranent has a compact layout, which means most of the town's residents can walk to the High Street within at least 15 minutes.

## Cycling Accessibility

Figure 3.7 shows the area of Tranent accessible within 15 minutes cycling time of Tranent High Street. Cycling infrastructure is overlayed on the map in blue, showing the extent of the cycling network in this region, based on data held on OpenStreetMaps. This shows most of the town can reach the

High Street within five minutes of cycling. This includes new housing developments located to the south of the town. Notably, the extent of cycling catchments extends into neighbouring towns, including Macmerry, Ormiston, Prestonpans, and parts of Wallyford.

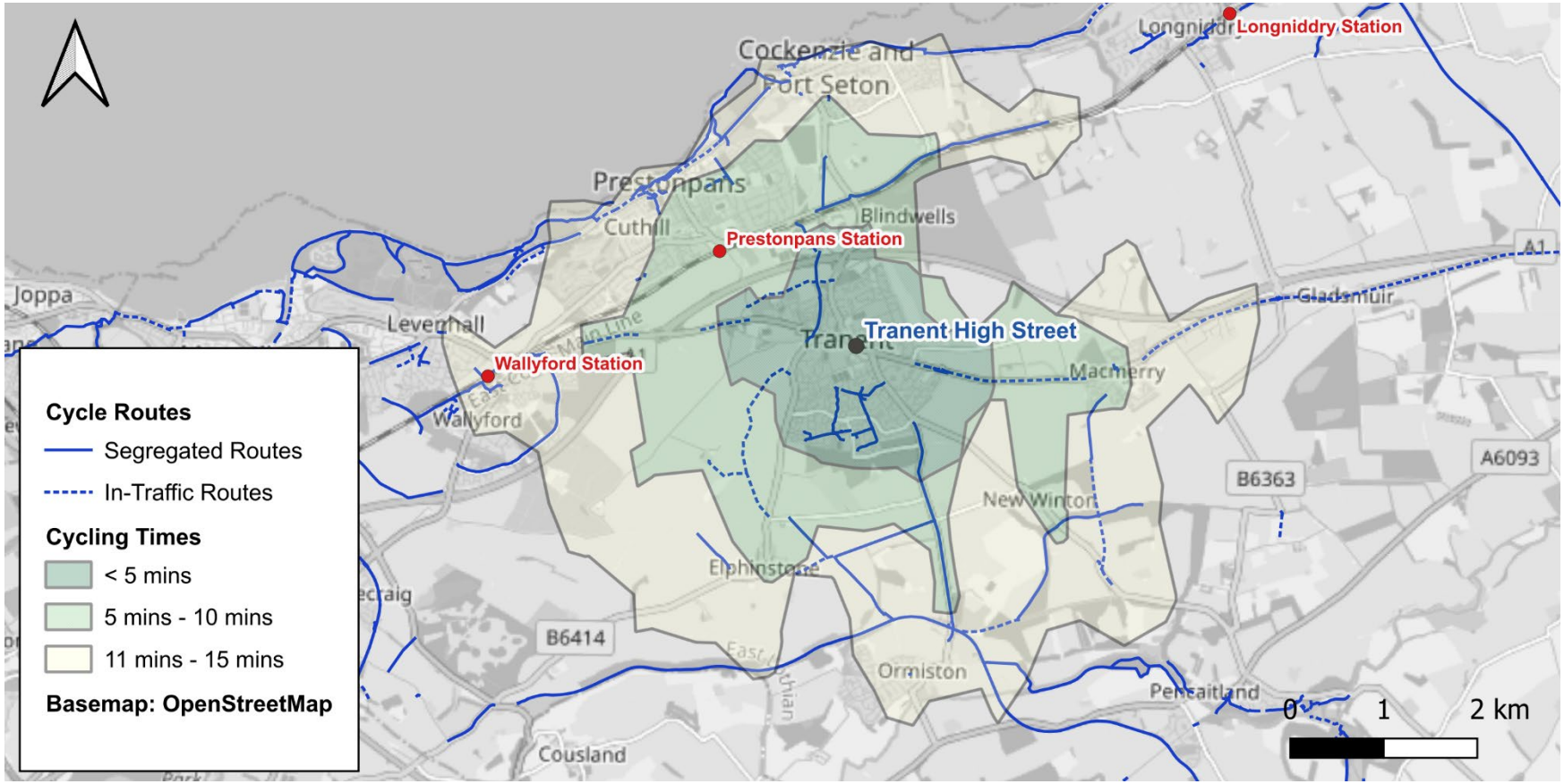


Figure 3.7: Area accessible within 15 minutes cycling from Tranent High Street, from OpenRouteService API.

3.4.9 A caveat is that this accessibility analysis only considers cycling time and does not consider the quality of cycling infrastructure. A brief review of cycling infrastructure on OpenStreetMaps showed the following key cycle infrastructure:

- Shared off-street cycle paths linking Bridge Street in Tranent to Meadowhill Sports Centre and Prestonpans
- A small network of shared off-street cycle paths around housing estates in the south of Tranent

- A shared-use pavement on the B6371 linking Tranent and Ormiston
- Advisory cycle lanes on the A199 linking Tranent and Macmerry
- Sections of advisory cycle lanes on the A199 linking Tranent and Wallyford.

**Key Point:** Most residential areas in Tranent are within a five-minute cycle ride from Tranent's High Street. Additionally, several neighbouring towns and villages are within a 15-minute cycle from Tranent's High Street, including Macmerry, Ormiston, Wallyford, and Prestonpans.

## 3.5 High Street Footfall

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

3.5.2 The survey involved 18 count points covering the retail area. The survey counted pedestrians passing the count points in both directions, except for children under the age of eight, vagrants, post-persons, traffic wardens, police officers, and delivery staff. These locations are listed in Table 3-3.

Table 3-3: Footfall Survey Count Point Locations

| Number | Occupier in 2022 | Street Address |
|---|---|---|
| 1 | DWELLING | 37 Bridge Street |
| 2 | LIFESTYLE EXPRESS | 32 Bridge Street |
| 3 | LIFESTYLE EXPRESS | 1 New Row |
| 4 | CANTON EXPRESS T/A | 2 New Row |
| 5 | FOOD BANK | Civic Square |
| 6 | VACANT | 43-47 High Street |
| 7 | VACANT | 71 High Street |
| 8 | MR CROLLAS FISH & CHIPS T/A | 101 High Street |
| 9 | GARDEN STIRLING BURNET | 1 Ormiston Road |
| 10 | DWELLING | 135 High Street |

| Number | Occupier in 2022 | Street Address |
|---|---|---|
| 11 | DWELLING | 128 High Street |
| 12 | BETFRED | 88-90 High Street |
| 13 | VACANT | 52 High Street |
| 14 | L A L HAIR & SKL BEAUTY | 26 High Street |
| 15 | SWEET HAVEN | 13 Winton Place |
| 16 | COFFEE SHOP | Winton Place |
| 17 | THE SALVATION ARMY | Winton Place |
| 18 | TRANENT ARMS P/H | Church Street |

## Footfall – Annual Trend

3.5.3 Figure 3.8 shows the percentage change in the weekly footfall count on Tranent High Street since 2016. This shows that footfall on Tranent High Street experienced a small and gradual decline between 2016 and 2022. Footfall fell by around 11% in this seven-year period, although the High Street experienced a somewhat rapid recovery in footfall to near pre-COVID levels between 2020 and 2021.

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

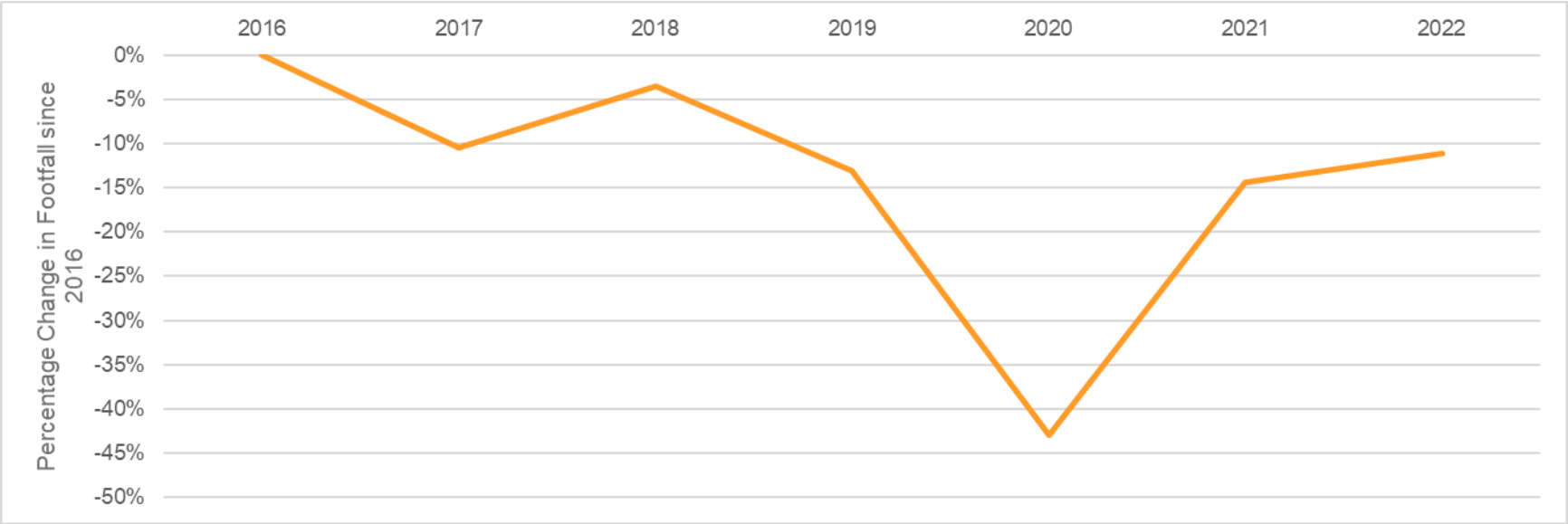


Figure 3.8: Trend in Footfall on Tranent High Street. Percentage change from 2016 to 2022, from Pedestrian Market Research Service (PMRS) 2022 footfall survey commissioned by ELC.

Key Point: Tranent High Street has experienced a gradual but slight fall in footfall between 2016 and 2022 of around 11 percent, although this footfall data potentially reflects wider external pressures rather than the specific internal characteristics of Tranent.

## Footfall – By Location

3.5.5 Figure 3.9 shows the how the weekly footfall counts are distributed spatially along the High Street. Overall, this shows the highest footfall activity was recorded on the approximately 250 metre section of the High Street between Winton Place and Ormiston Road. This section reflects the core activity area of the town, with a footfall exceeding 3,751 persons per week. Immediately outside of this area, pedestrian activity falls significantly. This reflects the compact nature of Tranent High Street, with most pedestrian activities occurring within this core section.

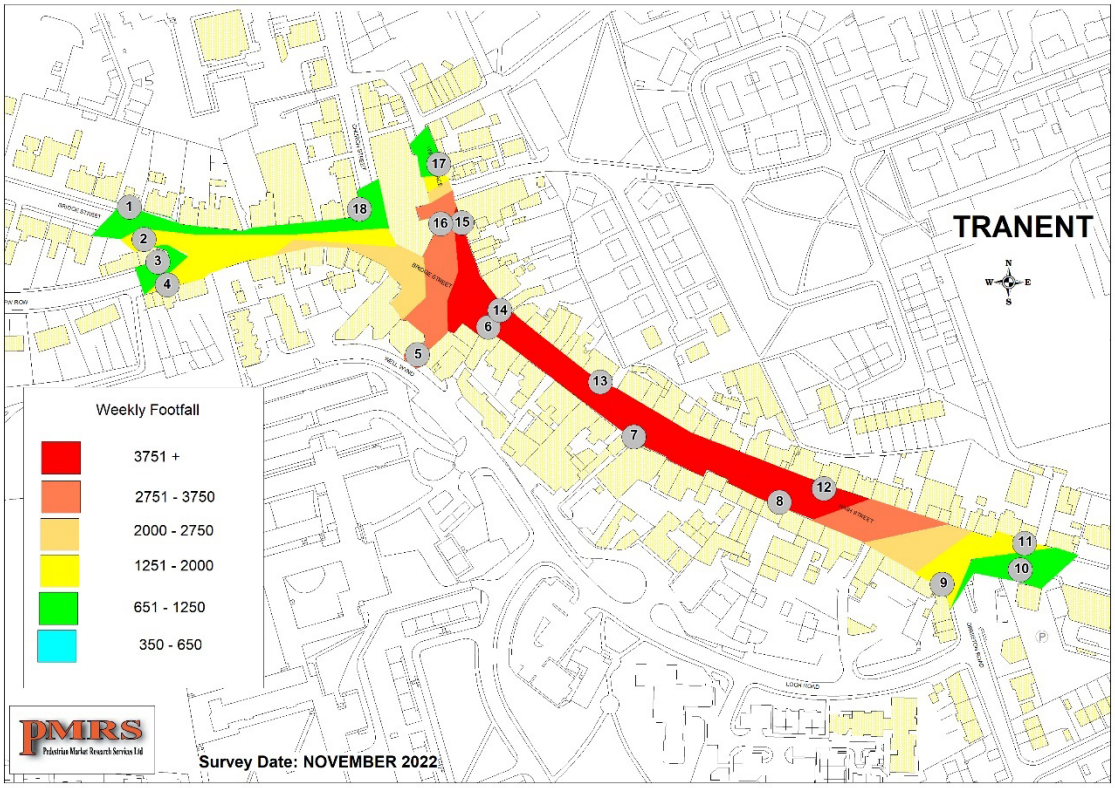


Figure 3.9. Spread of Weekly Footfall Counts on Tranent High Street, from Pedestrian Market Research Service (PMRS) 2022 footfall survey commissioned by ELC.

Key Point: Footfall on Tranent High Street is concentrated heavily on the main area of activity between Winton Place and Ormiston Road. Footfall reduces significantly immediately outside of this area.

## 3.6 Parking Profile

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

### Off-Street Parking

3.6.1 Within the centre of Tranent, there are five free car parks operated by ELC, four of which are open to the public and one is open for staff and users of the George Johnstone Centre only. There are an additional four off-street car parks, of which one (Foresters Park) is free for public use. These provide a combined total of approximately 190 off-street parking spaces within 350 metres walking distance of the High Street. The five car parks open for public use, along with other major car parks in Tranent, are shown in Figure 3.10.


Figure 3.10: Car parks in Tranent town centre. Number of spaces available shown in brackets if data is available. Information from East Lothian Council Parking Strategy 2018-2024

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

- The Butts – there are now 21 parking bays.
- Winton Place - there are 12 general parking bays, 2 electric vehicle charging bays, and 1 private car club space.
- Loch Road - Not all the 60 spaces are available; there are 43 general parking bays and 4 electric vehicle charging bays.

- North on Loch Square – there are 8 max stay general parking bays.
- Loch Centre - there are 35 general parking bays, 2 electric vehicle charging bays, and 3 disabled parking spaces.

3.6.3 To understand the utilisation of off-street parking in Tranent, entry and exit surveys were undertaken on off-street parking locations around Tranent town centre. The surveys were conducted on May 26, 2022. The surveys was conducted on a weekday (Thursday) in a neutral month, thereby representing a typical parking demand. Figure 3.11 shows the percentage occupancy of the five ELC-operated public car parks in Tranent town centre.

3.6.4 From the survey data, it can be noted that Winton Place car park exceeded 100 percent capacity during the day between 10am and 12pm. Winton Place also maintained a high occupancy rate above 70 percent throughout much of the afternoon. Notably, this car park has the lowest number of spaces, with 12 regular bays and two EV charging bays. It is also the closest to the High Street. The occupancy rate exceeding the actual capacity could be caused by the survey counting method being based on vehicle entries and exits only. This means that vehicles may have entered the car parks but did not occupy a bay. One possible explanation for this is that some vehicles are entering the car park area and waiting for a bay to become available.

3.6.5 Lindores Drive, Loch Road, and The Butts car parks had maximum occupancy rates of 73 percent, 72 percent, and 62 percent respectively. Usage of these car parks peaked before noon and began falling slowly throughout the afternoon. Less than 15 percent of spaces at Forester Park were occupied during the morning and early afternoon. However, the Foresters Park car park began filling up after 3pm, reaching a maximum occupancy of 77 percent at 5pm. This likely reflects afternoon activities taking place at the adjacent Foresters Park football grounds. It also reflects how this car park is one of the furthest from the High Street in terms of walking distance, with the shortest walking route using back-alleyways being around 210 metres.

3.6.6 Occupancy at the Loch Centre car park builds throughout the morning, peaking at 70 percent capacity at noon. The occupancy then fluctuates around 50 and 70 percent throughout the afternoon, before falling after 16:00pm. The George Johnstone Centre has an observed peak in occupancy at around 57 percent at 10:00am. However, occupancy here stays low for the rest of the day, hovering around 30 percent for the afternoon.

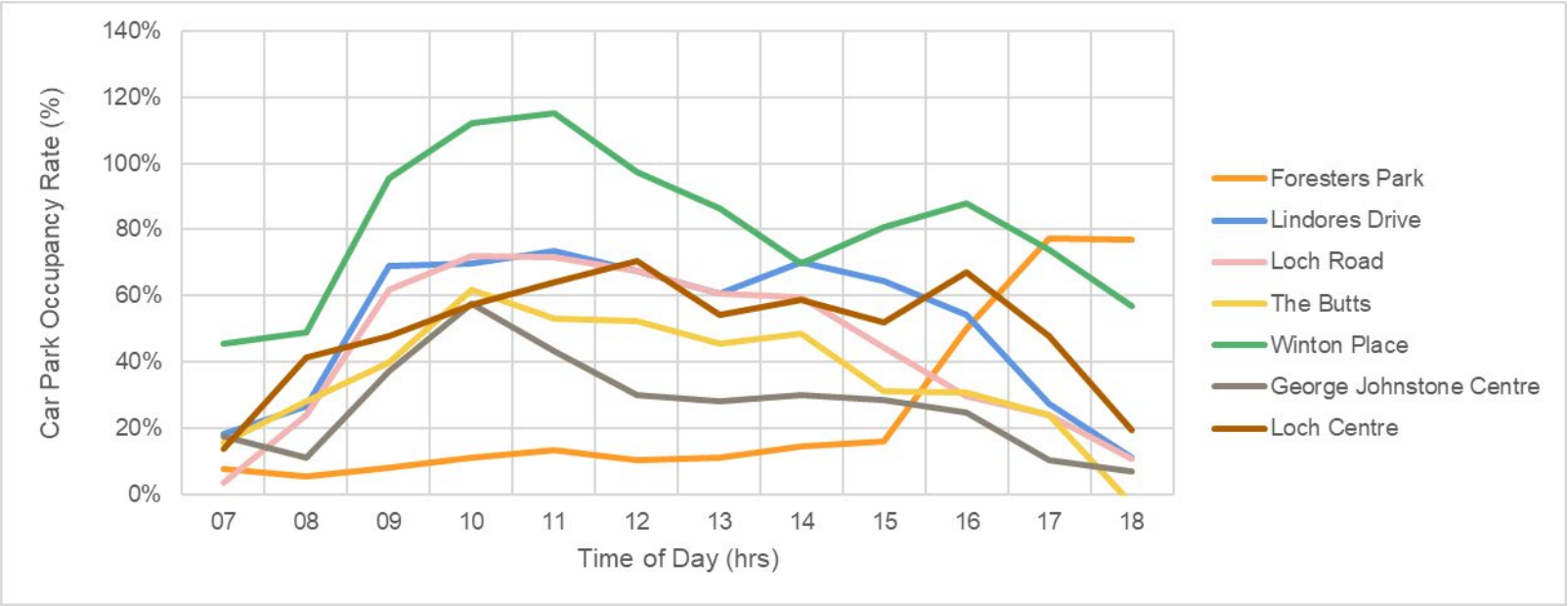


Figure 3.11: Occupancy of off-street car parks in Tranent town centre in survey conducted May 26, 2022. Note: Occupancy above 100% may represent vehicles entering the car park but not parked in a bay.

**Key Point:** Demand for parking at Winton Place was high during the day, exceeding capacity at some times. Other off-street car parks located further from the High Street had significantly less parking demand.

## On-Street Parking

3.6.7 Figure 3.12 shows the number of legal waiting and parking spaces during daytime hours (between 08:30am and 17:30pm) on four streets around Tranent Town Centre, organised by the restriction type. The largest number of spaces are located on the eastern section of the High Street. The main section of the High Street, which is the focus of activity, has 21 regular parking spaces, three loading bays, and three disabled parking bays.

3.6.8 Parking supply increases outside of these daytime hours. There are 129 spaces available for legal parking on single-yellow lines outside of the restricted times (Monday to Saturday 08:30am to 17:30pm). Most of these are on Bridge Street and Loch Road, with only three single-yellow line spaces being available on the main High Street section.

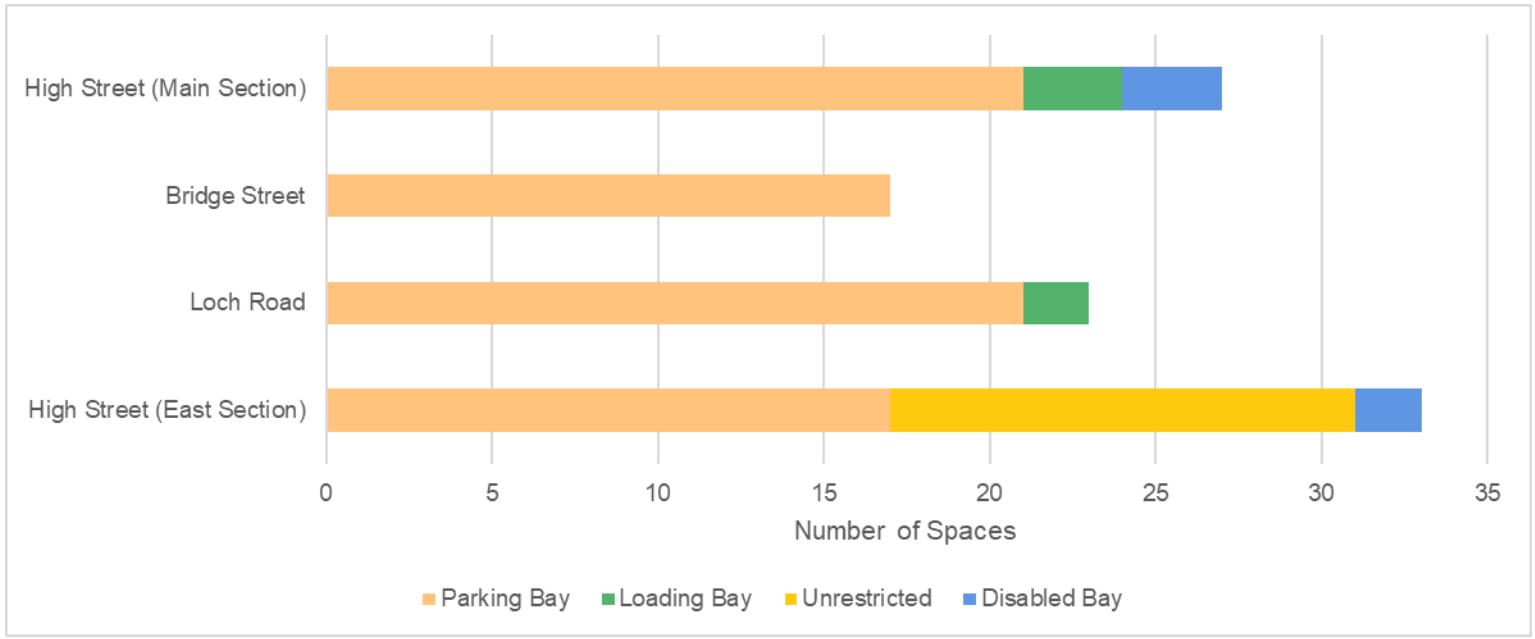


Figure 3.12: Number of legal parking spaces in Tranent Town Centre between 08:30am and 17:30pm.

3.6.9 To understand the utilisation of on-street parking in Tranent, a camera-based kerbside parking and loading survey was undertaken at the following locations:

- Bridge Street, between Coal Neuk and Church Street
- Church Street, between High Street and Winton Place
- High Street (Main Section), between Church Street and Ormiston Road. Note the section between 79 High Street and 28 High Street on both sides of the street was not covered by a survey camera and is excluded from the analysis. This excluded approximated 13 regular parking bays and two disabled bays, and a section of double-yellow lines. The excluded area is shown in Figure 3.13.
- High Street (East Section), between Ormiston Road St. Martins Lane
- Loch Road, between Potters Lane and Ormiston Road

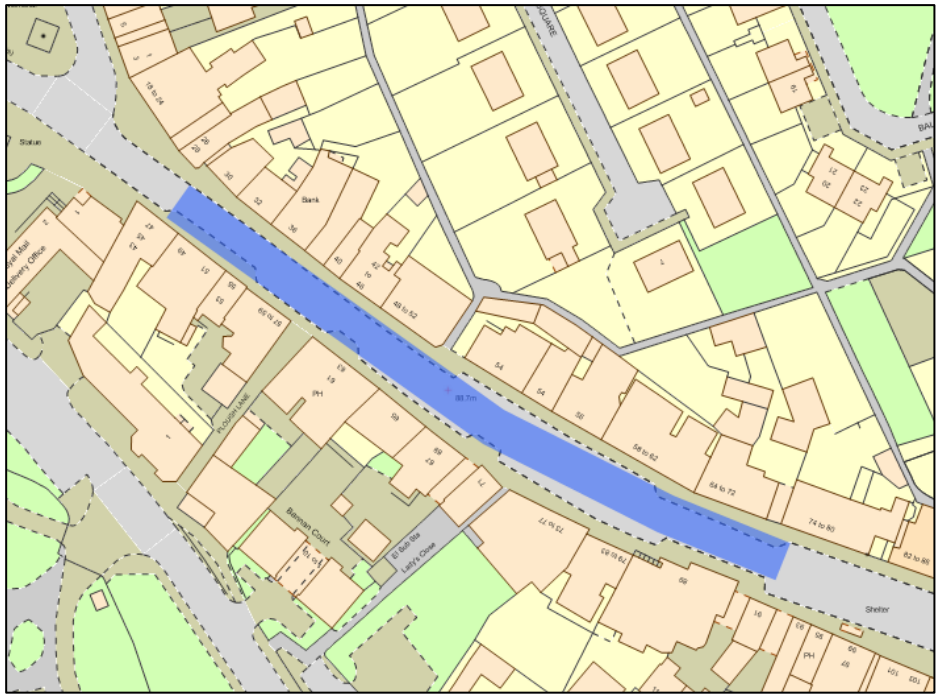

Figure 3.13: Section of High Street not covered by the survey cameras.

3.6.10 The surveys were conducted on May 26, 2022. The surveys was conducted on a weekday (Thursday) in a neutral month, thereby representing a typical parking demand for the streets.

3.6.11 Figure 3.14 shows the number of vehicles parking on surveyed streets in every 10-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 below, and taxis parked in taxi ranks. Note that the percentage occupancy increases for all areas between 08:30am and 17:30pm, as waiting restrictions on single-yellow lines enter effect.

3.6.12 Parking on the surveyed portions of main High Street section exceeded capacity at several points during the day. At 13:20pm on the survey day, the number of vehicles parked on Tranent High Street exceeded the number of permitted parking spaces available by around 63 percent. This spike in demand during the middle of the day was mostly likely related to the fact that it was lunch time.

3.6.13 Demand for parking on the High Street fluctuated near 100 percent through much of the morning after 08:00am, and subsequently parking demand exceeded supply at several points during the day. When parking occupancy exceeds 100 percent, this shows that some vehicles are parking where not permitted, such as on loading bays, bus stops, or double-yellow-lines.

3.6.14 On other streets, parking demand remains within supply. Demand is highest on Loch Road and the eastern section of the High Street, with around a 50 to 75 percent occupancy rate during the day. The other surveyed streets, namely Church Street and Bridge Street, had significant remaining capacity throughout much of the day. It is also noted Church Street is a single yellow line so parking returns on street after 5.30pm. However, based on observations from council staff and members of the public that day-time parking on Church Street is predominately on the footpath, which may not have been accurately captured in the survey. Notably, pavement parking in Scotland was banned under the Transport (Scotland) Act 2019.

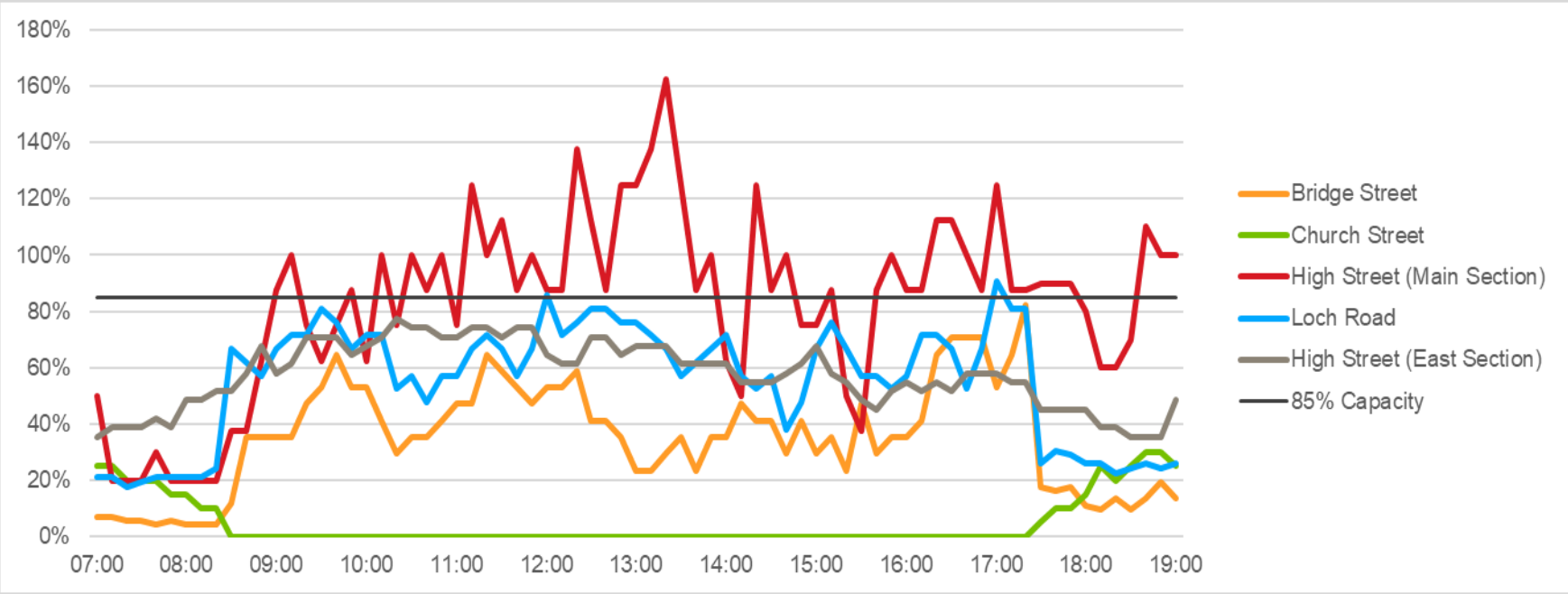


Figure 3.14: Percentage of legal spaces occupied by parked vehicles on streets around Tranent Centre, by time of day.

**Key Point:** Demand for parking in the main section of the High Street was high during the day, with camera-based surveys suggesting the number of vehicles parking on the street exceeding capacity several times throughout the day. Throughout the day there were a number of spikes in demand which could indicate higher proportion of vehicle turn-over in short periods of time.

3.6.15 Figure 3.15 shows the cumulative distribution of parking durations for the surveyed streets. 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. This is broken down in further detail in Table 3-4.

3.6.16 Parking durations observed on Bridge Street, Church Street, and the main section of the High Street are relatively short. The median parking duration was 14 minutes on the High Street, while the 75th percentile parking duration for main section of the High Street was around 30 minutes. In other words, 50 percent of vehicles parking on this section of the High Street parked for 14 minutes or less, while 75 percent parked for around 30 minutes or less. Inversely, 25 percent of vehicles parking on High Street stayed for longer than 30 minutes. The longest parking stays on the main High Street section, excluding outliers, was around one hour. This distribution was similar on Bridge Street and Church Street, although parking stays on Church Street were slightly longer.

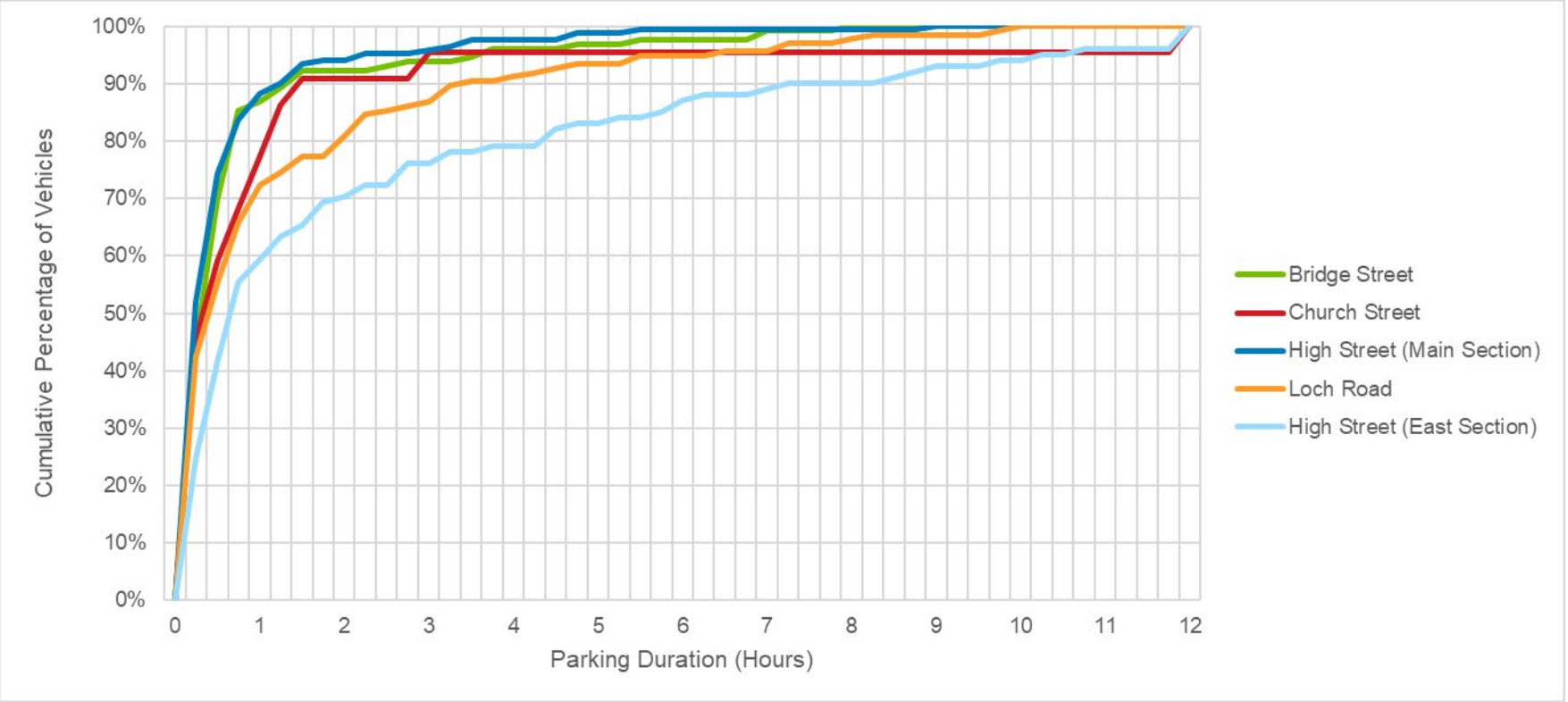


Figure 3.15: Cumulative distribution of surveyed parking durations in Tranent Town Centre. From May 2022 on-street parking survey.

Table 3-4: 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 | 58 | 91 | 111 | 113 | 116 | 120 | 130 |
| | **% of Total Surveyed** | **45%** | **70%** | **85%** | **87%** | **89%** | **92%** | **100%** |
| **Church Street** | Number of Vehicles | 10 | 13 | 15 | 17 | 19 | 20 | 22 |
| | **% of Total Surveyed** | **45%** | **59%** | **68%** | **77%** | **86%** | **91%** | **100%** |
| **High Street (Main Section)** | Number of Vehicles | 89 | 127 | 143 | 151 | 154 | 160 | 171 |
| | **% of Total Surveyed** | **52%** | **74%** | **84%** | **88%** | **90%** | **94%** | **100%** |
| **Loch Road** | Number of Vehicles | 58 | 76 | 90 | 99 | 102 | 106 | 137 |
| | **% of Total Surveyed** | **42%** | **55%** | **66%** | **72%** | **74%** | **77%** | **100%** |
| **High Street (East Section)** | Number of Vehicles | 25 | 42 | 56 | 60 | 64 | 66 | 101 |
| | **% of Total Surveyed** | **25%** | **42%** | **55%** | **59%** | **63%** | **65%** | **100%** |

3.6.17 Parking durations on the eastern section of the High Street and Loch Road were skewed towards longer stays. This means that vehicles are parking for longer on these streets. On the eastern section of the High Street, around 25 percent of vehicles had a parking duration longer than 36 minutes. On Loch Road, 50 percent of vehicles had a parking duration of more than 19 minutes. The longest parking stays, excluding outliers, was six hours five minutes on the eastern High Street, and three hours nine minutes on Loch Road. This also reflects the nature of land-uses on these streets, which are further from the main High Street activity areas.

3.6.18 An important variable is parking turnover. Parking turnover is calculated by dividing the cumulative number of parking vehicles by the parking capacity of the facility in any given time. Where a turnover rate is larger than one, the demand is greater than supply and more than one car is using one space. When the parking turnover rate is less than one, then the demand is less than the supply and only one car occupies the parking space throughout the day. When the parking turnover is large, it means that parking is better utilised and operates in a more efficient way with more vehicles accessing the parking spaces. This is influenced by limited duration of parking or charged parking.

3.6.19 Table 3-5 shows the number of parking turnover for the surveyed streets in Tranent between 08:30am and 17:30pm. This includes only vehicles where the stopping purpose was recorded as 'parking' or 'waiting' on sections where waiting is permitted. This also excluded disabled parking spaces. Parking turnover was highest on the main section of the High Street, with about a utilisation of about nine vehicles per space. Bridge Street has the lowest parking turnover of exactly one, meaning an average utilisation of one vehicle per space.

Table 3-5: Parking turnover of surveyed streets in Tranent

| | Number of Vehicles Parking | Parking Capacity | Parking Turnover |
|---|---|---|---|
| **Bridge Street** | 19 | 19 | 1.0 |
| **High Street (East Section)** | 94 | 31 | 3.0 |
| **High Street (Main Section)** | 72 | 8 | 9.0 |
| **Loch Road** | 50 | 21 | 2.4 |
| **Overall** | 235 | 79 | 3 |

**Key Point:** Cars parked on Bridge Street, Church Street, and the main section of the High Street stayed for a short time. Around 75 percent of cars on the High Street parked for 30 minutes or less. Cars parked on the eastern section of the High Street and Loch Road often stayed for much longer.

## Loading and Unloading

3.6.20 Loading and unloading behaviour was also recorded in the Tranent kerbside usage survey conducted on 26 May 2022. Figure 3.16 shows the number of loading and unloading stops made by vehicles on the surveyed street sections, organised by stopping purpose. The most common loading or unloading behaviour was the drop-off and pick-up of parcels, followed by passenger pick-ups and drop-offs. In total, there were only 45 loading or unloading stops observed in the survey. Bridge Street saw the most observed stops, with most stops being parcel deliveries. This is possibly related several takeaways and convenience stores located at the end of Bridge Street at the junction of New Row, where delivery pick-ups are likely to be more frequent. This number possibly also reflects the stopping restrictions present, as loading/unloading is permissible on most sections of Bridge Street.

3.6.21 Bridge Street is followed by the main section of the High Street, which most stops also being parcel deliveries. This pattern reflects the nature of businesses and residential land-uses on these streets, along with the restrictions in place.

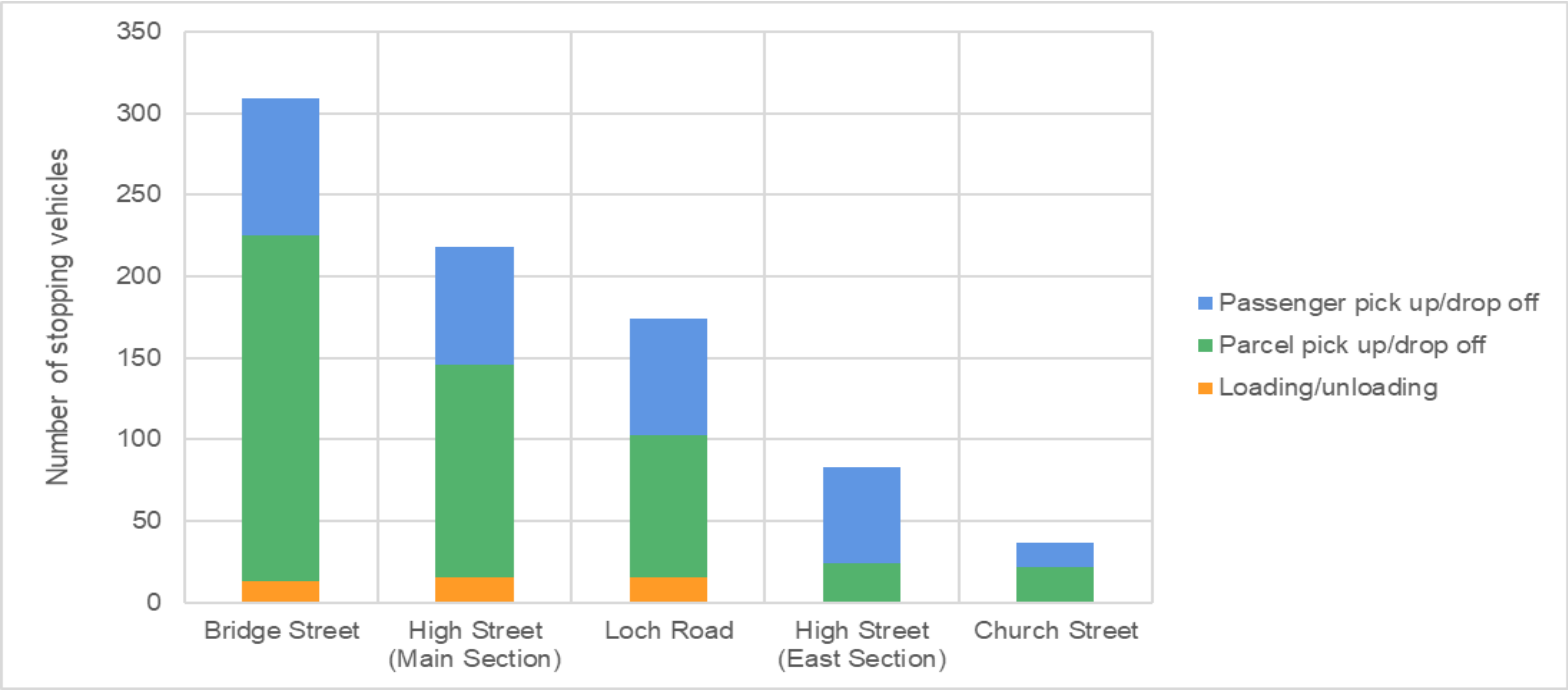


Figure 3.16: Number of loading and unloading stops in Tranent town centre survey

3.6.22 Figure 3.17 shows the percentage distribution of loading or unloading stops on each street according to the kerbside restrictions in place, excluding passenger pick-ups and drop-offs. This figure is useful as it shows where most of the loading and unloading is taking place on each street.

3.6.23 The most notable behaviour observed in the survey was the location of loading and unloading on the main section of the High Street. The most popular loading position was on double-yellow lines where loading is also prohibited. There was also a significant portion of loading/unloading taking place in taxi ranks, bus stops, and disabled parking bays. Only five loading/unloading stops were recorded in the designated loading bays on the main High Street. There are two loading bays on the main High Street with total space for four cars or light-goods-vehicles. However, the survey recorded frequent use of the loading bays for parking, with 22 vehicles parking in loading bays for an average of 42 minutes.

3.6.24 Despite this, the survey showed that loading bays on the High Street main section did not exceed full capacity for the entire survey day, with at least one loading bay space being available throughout most of the day. However, it is reasonable to assume that even when the last remaining loading bay space is available, this may not be preferred stopping point for drivers transporting larger deliveries. This is because the last available bay might

be on the wrong side of the street, or too far away from their destination. Nevertheless, this pattern reflects a degree of disorganisation in parking on the High Street and a lack of compliance with kerbside restrictions.

3.6.25 Overall, these findings are significant. It shows there is a limited supply of stopping spaces on the high-street to serve all the competing parking and loading purposes on Tranent High Street. The limited parking supply might be encouraging non-compliance with stopping restrictions among some road users. Due to the limited parking supply and for convenience, a minority of road users appear to be opportunistically parking wherever possible but not necessarily permissible. This could further exacerbate parking challenges, as designated areas reserved for loading are blocked by parked vehicles, pressuring commercial drivers to load/unload in prohibited sections. Importantly, there are potential safety concerns if vehicles are being pressured to stop on prohibited areas such as zigzag markings or double-yellow lines in a way that obstructs view of pedestrians attempting to cross the road or the flow of traffic.

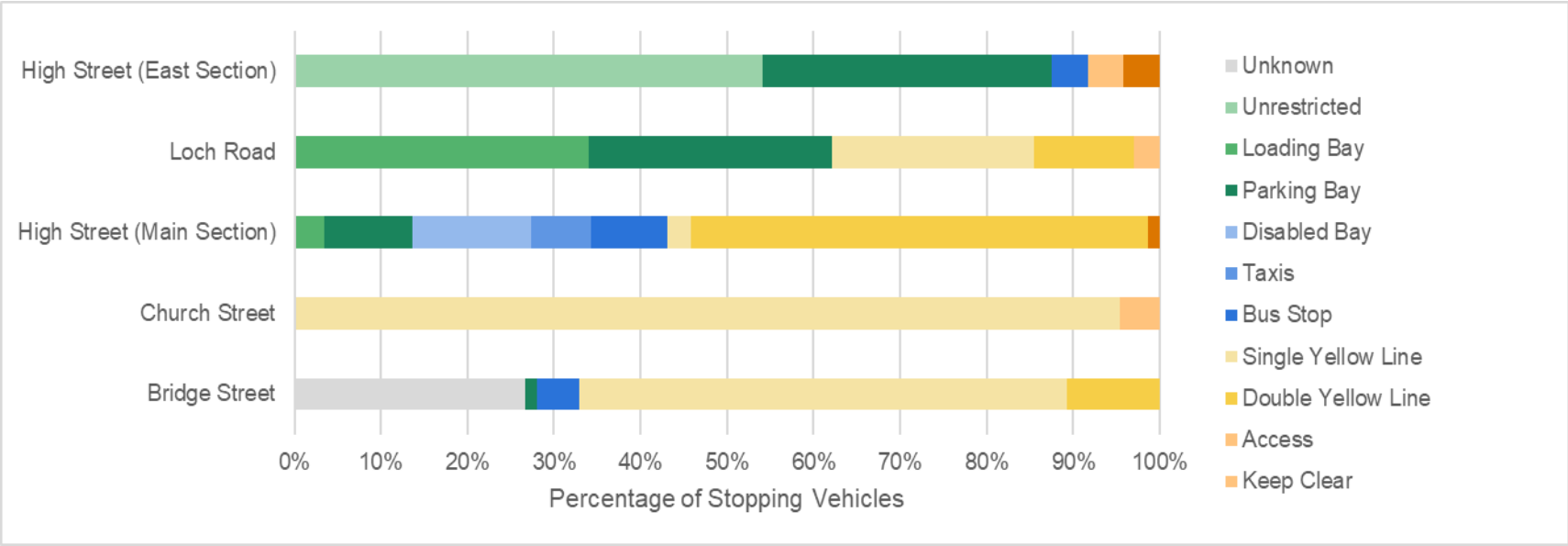


Figure 3.17: Distribution of where vehicles stopped in Tranent town centre, by kerbside restrictions in place. From May 2022 on-street parking survey.

**Key Point:** Combined demand for parking and loading spaces on the High Street means that loading or unloading activities are often taking place outside of designated loading bays.

## Disabled Parking

3.6.26 There were three disabled parking bays included in the kerbside usage survey conducted on 26 May 2022, one on the main section of the High Street and two on the eastern section. There are two other disabled parking bays in the main section of the High Street, although these were not included in the survey.

3.6.27 Figure 3.16 shows the number of stopping vehicles observed in the surveyed disabled bays, organised by stopping purpose. There was a high turnover of 34 vehicles on the disabled parking bay on the main section of the High Street, with 34 stops recorded during the survey period. The average duration stays in this disabled parking bay was short. The average duration of loading/unloading in this disabled bay was around seven and a half minutes, while the average parking duration was around eleven minutes. Although the most common usage of the disabled bay was for parcel deliveries, it is not possible to say conclusively whether these stops were permissible or not as the survey did not record whether a Blue Badge was displayed by the stopping vehicle. There were only six stops in the disabled bay for parking, making up only 17.6 percent of the bay's usage.

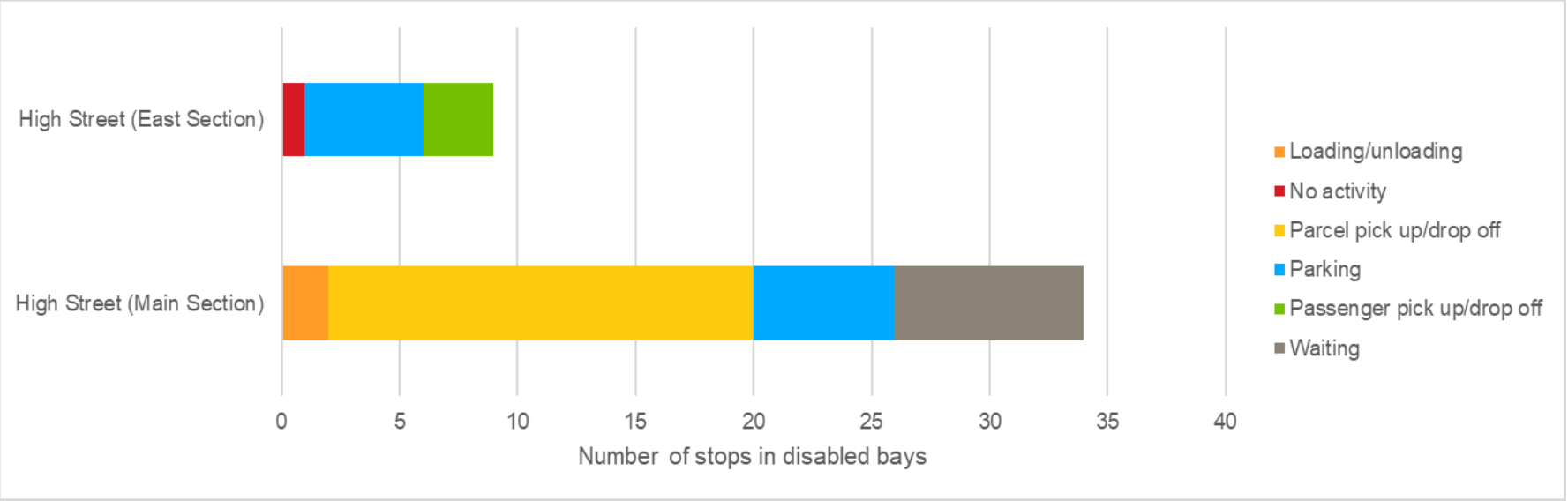


Figure 3.18: Disabled parking utilisation in Tranent town centre

**Key Point:** The surveyed disabled parking bay on Tranent High Street has a high turnover, but most of the stops made in the disabled bays were for deliveries and loading, and not for parking.

## 3.7 Overview of the Strategic Need

3.7.1 Based on the analysis set out above a series of key problems and opportunities that form the strategic need have been identified and is set out in Table 3-6. These provide the rationale for intervention and for proceeding with parking interventions.

Table 3-6 Summary of Strategic Need

| Problem / Opportunity | Evidence |
|---|---|
| **Problems:** | |
| Higher than average levels of car usage by residents of Tranent | • Census 2011 Car Availability for Households<br>• Census 2011 Method of Journey to Work |
| Demand for parking often exceeds supply on Tranent High Street, leading to instances of illegal parking. | • Camera-based kerbside occupancy survey<br>• Off-street car park entry and exit surveys |
| Illegal stopping and waiting is occurring on the High Street. Many vehicles are loading and unloading outside of designated loading bays, sometimes illegally. | • Camera-based kerbside occupancy survey |
| **Opportunities:** | |
| Other streets and off-street car parks within walking distance of the High Street have spare parking capacity, which can be better utilised to ease pressure on the High Street. | • Camera-based kerbside occupancy survey<br>• Off-street car park entry and exit surveys |
| The compact nature of Tranent's built layout means most residents can walk or cycle to the High Street within 15 minutes, providing the opportunity to encourage active travel. | • Walking and Cycling Catchment Analysis.<br>• Review of cycling infrastructure |
| The duration of parking varied across the town centre, with most parking on the High Street being less than 30 minutes. Organising parking in the town centre by stay duration is an opportunity to make parking in Tranent more coherent and make more spaces available on the High Street for short stops. | • Camera-based kerbside occupancy survey |
| Parking management provides an opportunity to make it easier for blue-badge holders to park closer to their destination. This is because parking measures would increase the availability of regular spaces and discourage spillover of ineligible parking in disabled bays. | • Camera-based kerbside occupancy survey |
| There is a concentration of economic activity around town centre / High Street with high traffic and pedestrian demand. This is an opportunity to make it easier for people to park on the High Street and improve the town centre environment by reducing vehicle traffic volumes. | • BRES analysis<br>• Footfall surveys on High Street |

# Inputs

**Tranent Parking**

Impact Assessment

# 4 Inputs – Policy Context

## 4.1 Overview

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

## 4.2 National Policy

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

### National Transport Strategy 2

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

*'We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors'.*[1]

4.2.3 The Vision is underpinned by four 'Priorities' and 12 'Outcomes', as shown in Figure 4.1: NTS2 Priorities below.

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


Figure 4.1: NTS2 Priorities

4.2.4 The NTS2 establishes two 'hierarchies' which define the principles upon which future transport investment decision making and services should be planned. The 'Sustainable Travel Hierarchy' defines the priority which will be given to each mode of transport in future investment planning and is shown in Figure 4.2: NTS2 Sustainable Travel and Investment Hierarchies below which also includes the 'Sustainable Investment Hierarchy' which establishes a structured set of steps to be followed when planning investment in transport provision.

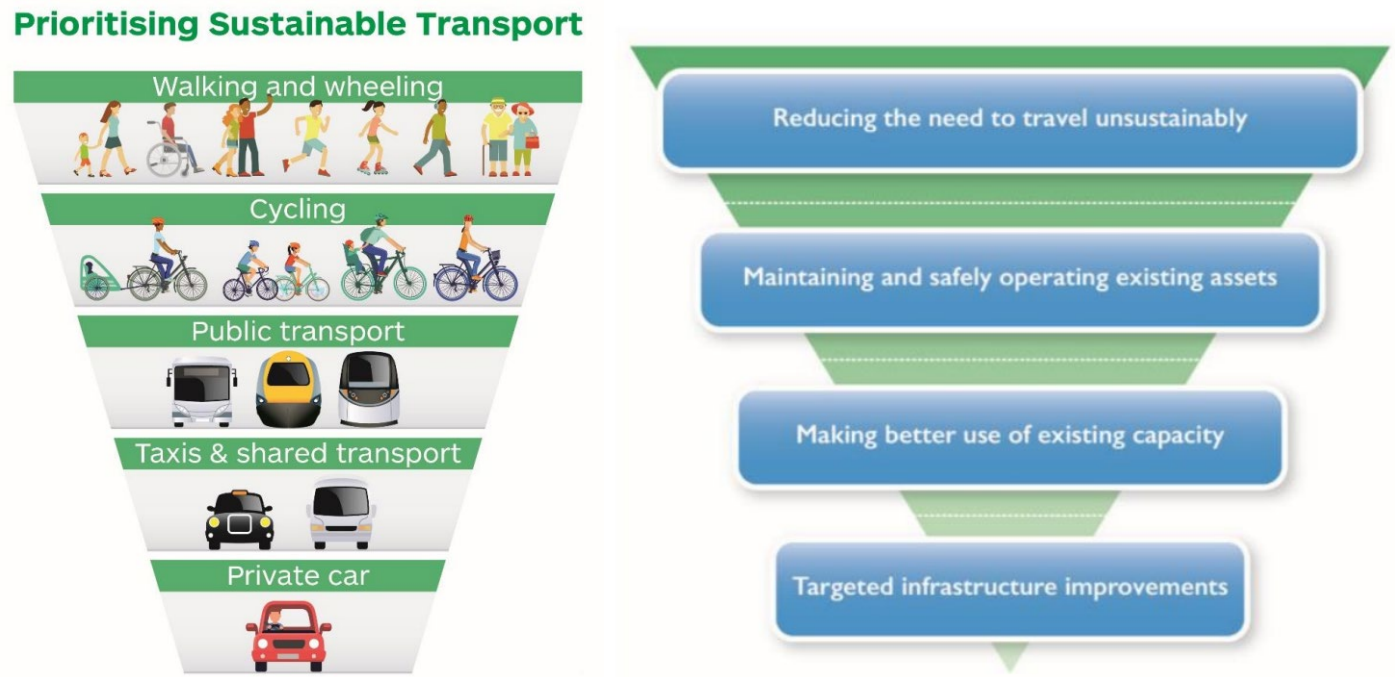


Figure 4.2: NTS2 Sustainable Travel and Investment Hierarchies

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

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

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

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

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

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

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

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

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

4.2.10 Following the commitment to reduce car kilometres by 20% within the *Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018 – 2032* policy document, Transport Scotland published a stakeholder consultation report setting out a route map for how this target can be achieved. The framework recognises that any solution must include a holistic framework of interventions to provide car-use reduction options for different trip types in different geographical areas. To encourage the reduction in car usage, the framework outlines the need for a behaviour change by users through positive messaging. This has led to the development of four desired behaviours which are displayed in Figure 4.3 below. Parking interventions can contribute to helping people to live well locally by enabling them to access local services and amenities whilst also supporting switching modes to walking, wheeling, cycling and public transport where appropriate.

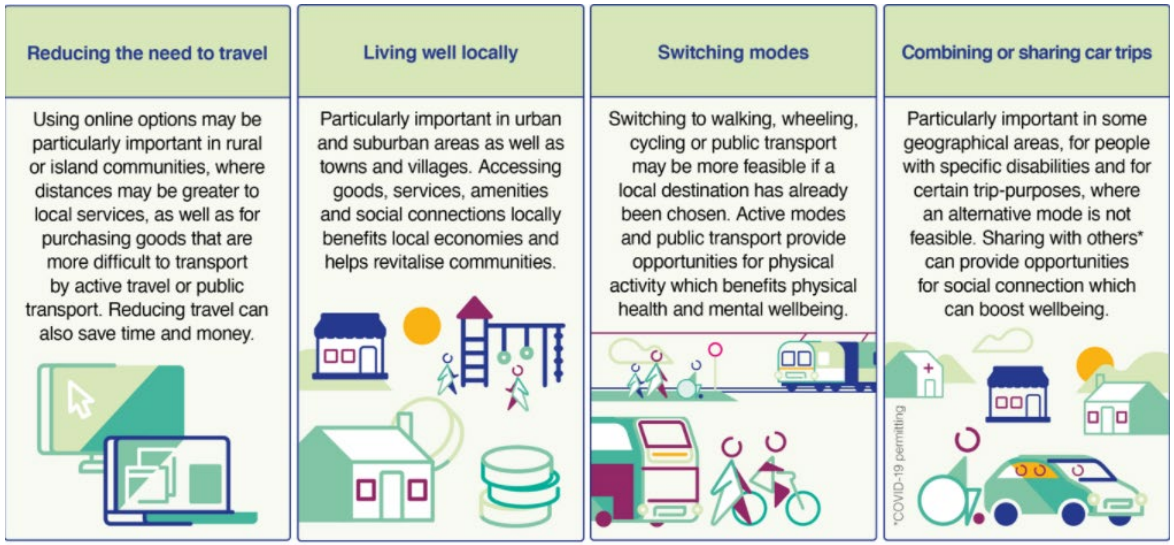


Figure 4.3 Route Map to 20% Car KM Reduction – Four Behaviours

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

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

## National Planning Framework 4

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

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

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

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

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

## 4.3 Local Policy

### East Lothian Local Transport Strategy

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

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

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

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

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

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

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

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

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

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

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

### East Lothian Parking Strategy 2018 - 2024

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

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

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

4.3.9 The outcomes underpinning the objectives are:

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

4.3.10 To achieve the outcomes, 22 policies were developed:

- ELC will apply a hierarchical approach to parking strategy supply starting with the application of parking enforcement then parking management and, finally, increasing parking provision if these other measures fail to resolve the problem
- ELC will implement a parking management hierarchy in the towns
- ELC will monitor and amend the scale of Decriminalised Parking Enforcement (DPE) in East Lothian, as necessary

- ELC will review the use of the Coastal car parks and consider the introduction of new sites, expanding existing sites, and / or remove sites and re-assess the pricing structure every 3 years following introduction
- ELC will assess the demand on town centre parking supply and appraise, where appropriate the introduction of charging for off-street car parks and / or for on-street parking places. The introduction of restrictions and charging has the potential to boost the financial viability and community / business productivity of an area by increasing turnover. All parking regimes would require annual monitoring
- ELC will introduce a standard 90-minute waiting restriction in towns (following consultation) where the existing waiting restrictions are less than this. Towns with no waiting restrictions will not be affected at this time.
- ELC will keep loading provision including Taxi stances in town centres under constant review and amend, as necessary
- ELC will keep under review existing schemes and consider the need for new Resident Parking Schemes
- ELC shall consider and review the need for and introduce Controlled Parking Zones to balance parking demand in multi-use areas
- ELC will continue to undertake measures to ensure compliance with the Disabled Persons' Parking Places (Scotland) Act 2009 and will continually review the provision of Blue Badge parking in town centres
- ELC will apply national and regional parking standards where appropriate and its own local parking standards where developments do not meet the requirements for these standards
- ELC will review and keep under review the charging policy for its parking services in relation to event management and public utilities works requiring on-street parking suspension
- ELC will support additional appropriate Park & Ride provision wherever possible
- ELC will give priority to public transport by ensuring it is not hindered by illegal parking
- ELC will endeavour to ensure Park & Ride parks are used solely for this purpose and not for long-stay parking by non-travelling public
- ELC will continue to support the provision of electric vehicle charging points in East Lothian
- ELC will review the 'free at point of use' Electric Vehicle charging point policy, at regular intervals
- ELC will continue to support the provision of parking spaces for Car Club vehicles in East Lothian
- ELC will implement improved signage to guide drivers to appropriate parking spaces
- ELC will implement appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill (a pavement parking prohibition has now been enacted into law via the Transport (Scotland) Act 2019)
- ELC will consider the introduction of school streets following consultation and which meets the assessment criteria
- ELC will consider the use of Local Authority powers to set private car park tariffs, condition parking charges through the planning process and work in partnership with private car park operators to apply consistent parking policy

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

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

| Problem | Solutions |
|---|---|
| There is a lack of parking provision on High Street and a low turnover of spaces as existing parking restrictions suffer from a lack of enforcement | • Control through Decriminalised Parking Enforcement<br>• Continuous review of the requirement for Controlled Parking Zones<br>• Ongoing review of waiting and loading provision<br>• Consider the introduction of on-off street parking charges |
| Problems relate to availability of servicing and loading facilities on the High Street causing difficulties for retailers. Loading bays are frequently abused. Lack of kerbside provision in general leads to conflicts between parking and loading demand, particularly on High Street | • Ongoing review of waiting and loading provision<br>• Implementation of Decriminalised Parking Enforcement |
| Layout of off-street car parks could be improved | • Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations<br>• Implementation of a coherent and hierarchical approach to parking supply |
| On-street parking problems in the vicinity of the football pitches (Polson Park) and bowling green (Polson Park and Blawearie). | • Control through Decriminalised Parking Enforcement<br>• Continuous review of the requirement for Controlled Parking Zones<br>• Ongoing review of waiting and loading provision |
| Church Street suffers from parking on the footway and does not have waiting restrictions in place | • Implementation of appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill<br>• Ongoing review of waiting and loading provision |
| Tranent subject to town centre regeneration proposals including better functioning of parking spaces | • Application of national and regional parking standards where appropriate and local parking standards where developments do not meet the requirements for these standards |
| Short-term on-street problems at peak school travel periods around schools | • Control through Decriminalised Parking Enforcement |
| Lack of Blue Badge parking on High Street | • Ongoing review of Blue Badge parking |
| Informal Park & Ride is also taking place in the vicinity of Loch Road | • Potential new Park & Ride site on Edinburgh Road will formalise this provision |

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

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

| Measures | Locations |
|---|---|
| Potential short-stay car parking (up to 90 minutes) | • On-street – limited waiting<br>• Winton Place |
| Potential medium stay car parking (up to 4 hours) | • Loch Road<br>• Loch Centre<br>• Lindores Drive<br>• George Johnstone Centre |
| Potential long-stay car parking (over 4 hours) | • The Butts<br>• Foresters Park |
| Private car parking (Make open to the public) | • Aldi on Haddington Road<br>• ASDA on Haddington Road |
| Clearways (No Stopping) | • Bridge Street<br>• High Street<br>• Ormiston Road |
| New Park and Ride Site | • Edinburgh Road |
| Increased Car Parking | • Lindores Drive<br>• George Johnstone centre. |

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

## East Lothian Local Economy Strategy (2024-2034)

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

- Fairness
- Enterprising

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

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

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

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

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

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

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

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

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

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

## East Lothian Local Development Plan 2018

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

4.3.20 The LDP includes a spatial strategy for Tranent. Figure 4.4 displays a map containing proposed development sites in Tranent and surrounding villages. In Tranent, the LDP includes provision for housing developments in the south of the town, along with housing sites in the north and west of the town. In total, these sites would have provision for around 750 homes. There is also provision for two employment sites. Work on new housing development in the south of the town have already been begun, with several homes having already being completed and occupied.

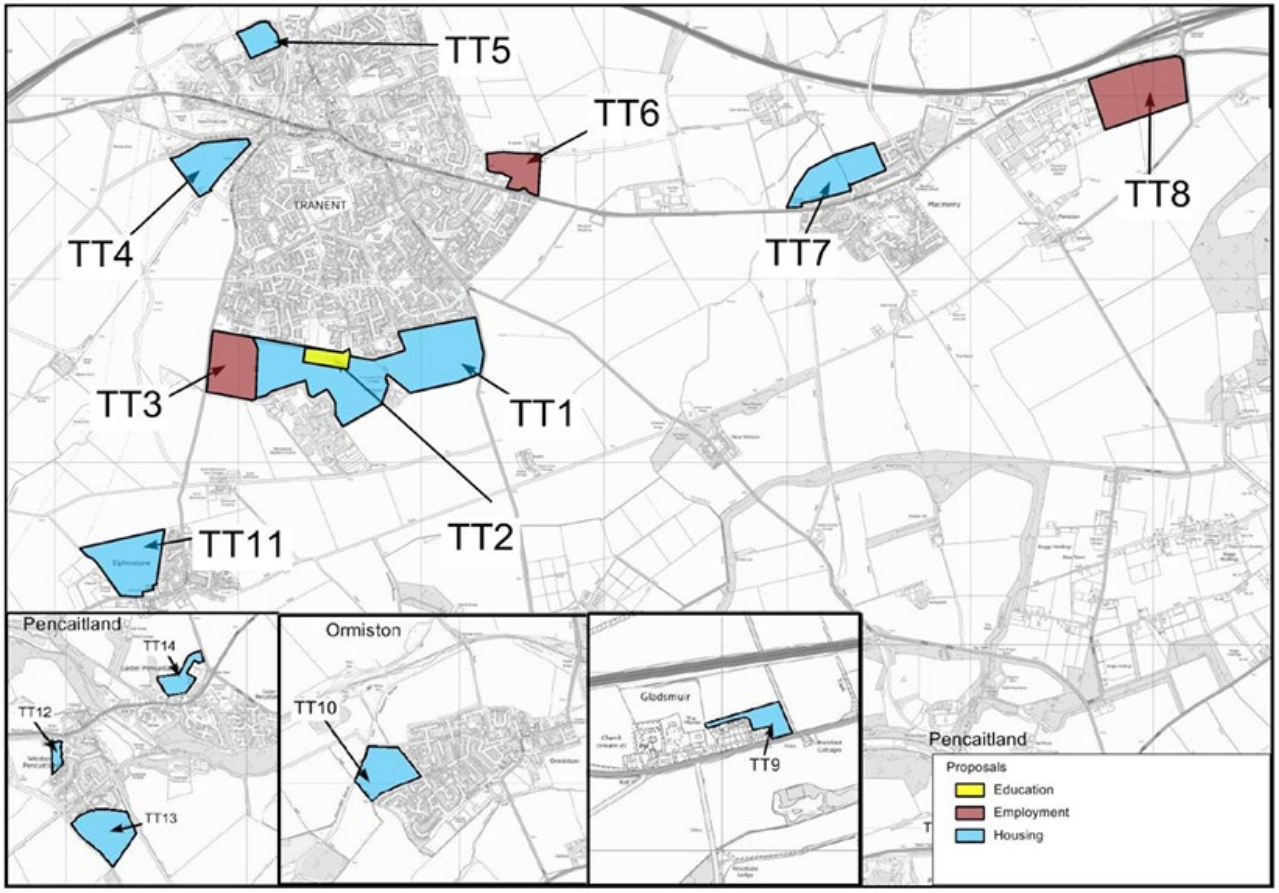


Figure 4.4: East Lothian Local Development Plan Development Sites in Tranent.

4.3.21 The LDP spatial strategy identifies the potential for a new trunk road and interchange with the A1, located to the east of the town. This is part of a potential new eastern bypass for Tranent. The LDP has safeguarded land to the east of Tranent for any potential trunk road to be built here.

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

## Tranent Town Centre Strategy 2019

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

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

*"Tranent town centre responds to the expanding population of the town and surrounding villages with opportunities and investment in the shopping and leisure offer. Repair and improvement of buildings, spaces and the environment help make Tranent an accessible town centre which is attractive to residents and visitors, both old and new.*

4.3.24 Table 4-3 lists the outcomes of the strengths, weaknesses, opportunities and threats (SWOT) analysis for Tranent Town Centre identified in the strategy. Notably, in the years since this was published, some of the opportunities and threats noted have already materialised, such as the opening of the Fraser Centre. Those issues relating to transport and parking have been separated for clarity, showing that several weaknesses and threats relate to traffic volumes and parking provision.

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

| Item | Identified: |
|---|---|
| **Strengths** | **Related to Transport and Parking:**<br>• Good number of town centre car parks and access lanes to the town.<br>• Good public transport links by bus.<br>**Other Items:**<br>• The town centre is located centrally in the town and its uses draw people located to it e.g. health centre, library, sports centre and High School.<br>• Characterful street with shops and businesses.<br>• New residents will be living in Tranent following extensive new housing developments (1513 units by 2025) and may use the town centre, supporting businesses and potentially helping to create new ones.<br>• Proximity of Ross High School provides additional High Street spend.<br>• Community group Blooming Belters has enhanced the town's appearance using floral displays.<br>• Low business vacancy rate.<br>• Good quality exemplar building restorations through CAR (Conservation Area Regeneration Scheme).<br>• New supermarkets within walkable distance of town centre.<br>• Range of sizes of commercial units.<br>• Improving variety of shops and restaurants |
| **Weaknesses** | **Related to Transport and Parking:**<br>• Volume of traffic within High Street detracts from the enjoyment of the street by pedestrians (although national Air Quality Standards are met). |

| Item | Identified: |
|---|---|
| | • Can be difficult to find a parking space as many are occupied all day long.<br>• Pedestrian footways narrow in places.<br>**Other Items:**<br>• Vacant former Coop buildings detract from the look of the town centre.<br>• High proportion of retail expenditure made outwith the town (81% for convenience goods).<br>• Some poor-quality shopfronts and advertisements detract from the appearance of the street.<br>• Residents are choosing to travel to other shopping areas (primarily Musselburgh and Haddington).<br>• No branding/marketing of the town centre or coordination of businesses.<br>• Perception that there should be a wider range of shops.<br>• Tranent Town Centre has the lowest proportion of shops compared to the other East Lothian town centres.<br>• Over half Tranent residents do not visit the town centre after 6pm.<br>• Restaurants/cafes represent only 3% of the total units in Tranent. |
| **Opportunities** | **Related to Transport and Parking:**<br>• On and off-street parking can be managed to enforce short, medium and long stay parking to ensure that town centre users can find parking easily.<br>• Encourage path links from new residential developments to town centre.<br>• New development could provide an alternative through route, thereby reducing the volume of traffic in the town centre.<br>• Parking charges could raise income that could benefit the town centre<br>**Other Items**<br>• CARS (Conservation Area Regeneration Scheme) offers grants for high quality repair and restoration projects for buildings and shops.<br>• The former Coop Buildings in the centre of the town are being converted to new shops and residential properties.<br>• Re-landscaping of civic space within the town centre.<br>• Re-landscaping and tidying up of the open space between Lindores Drive and the former Infants School to create more useable and attractive space.<br>• Proposed new Fraser Centre will attract more people to the town centre.<br>• Former Infants School requires a new use to support the town centre.<br>• Installation of public wi-fi could allow specific marketing, attract people and allow businesses further advertising opportunity.<br>• Claw back leaked expenditure through increasing range/quality of shops.<br>• Encourage Class 3 uses in an attempt to increase the evening offer. |
| **Threats** | **Related to Transport and Parking:**<br>• Volume of new traffic in Tranent as a result of new development could continue to adversely affect the town centre until a one-way gyratory traffic flow scheme can be introduced.<br>• High volumes of traffic could cause air pollution to rise triggering the need for an Air Quality Management Zone<br>• Parking charging could be introduced which may deter people from visiting the town centre.<br>**Other Items:**<br>• Lack of maintenance by building owners could harm the appearance of town centre buildings making it less attractive to new businesses.<br>• In longer term Blindwells new settlement may also attract people away from Tranent Town Centre. |

| Item | Identified: |
|---|---|
| | • Loss of civic space at Civic Square to create one way system and link Bridge Street to Well Wynd.<br>• Changes of use from shops (Class) 1 may increase sui generis (hot food take-away offer) instead of restaurants (Class 3).<br>• Online shopping. |

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

- Creation of a Tranent Gyratory one-way Traffic flow system
- Re-landscaping of Tranent High Street following the introduction of the one-way system
- Remove Winton Place as a road and re-allocate the space as part of an enlarged civic space at Winton Place
- Reorganisation of town centre parking.

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

## Summary

4.3.26 The policy documents listed within this chapter provide a framework of what parking interventions could be implemented within Tranent. Scottish Government policy has seen a significant shift towards prioritising walking, wheeling and cycling as preferred methods of transport for shorter journeys, with public transport and shared mobility the preferred mode for medium to longer journeys. This shift will require a behavioural change which can require a 'carrot and stick' approach. The implementation of parking controls within Tranent will provide a demand reducing measure that would fall within the Scottish Government's ambitions to reduce car kilometres by 20% by 2030.

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

# Scheme Outputs

**Tranent Parking**

Impact Assessment

# 5 Scheme Outputs

## 5.1 Overview

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

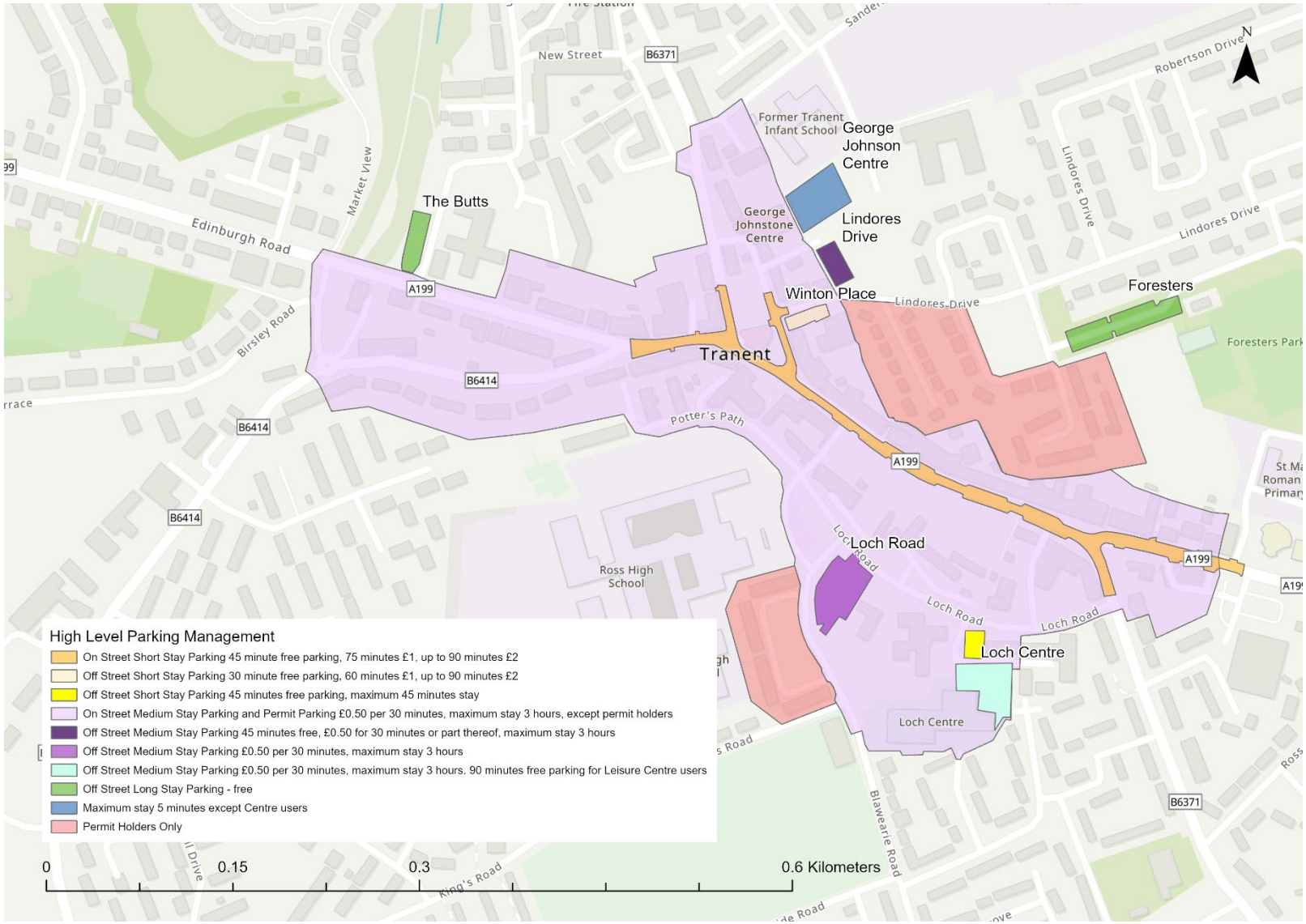


Figure 5.1: Recommended parking measures in Tranent

5.1.2 The following on-street parking measures are proposed:

- On-street short stay parking on High Street and sections of Winton Place, Church Street and Ormiston Road – this includes 45 minutes free parking, with a maximum stay of 90 minutes at a cost of £2.00. 75 minutes of parking will cost £1.
- On-street medium stay parking and permit parking in central zone (including Bridge Street, New Row, Winton Place, Church Street, Loch Road and Ormiston Road) at a cost of £0.50 per 30 minutes, with a maximum stay of 3 hours, except permit holders.
- There will also be permit holder zones in the South (Covering Harkness Crescent) and North East (covering Forester's View and Balfour's Square) where only permit holders can park.

5.1.3 The following off-street parking measures are proposed:

- Off-street short stay parking at Winton Place this includes 30 minutes free parking, with a maximum stay of 90 minutes. 75 minutes of parking will cost £1.
- Off-street medium stay parking at Lindores Drive (free for first 45 minutes), Loch Road and Loch Centre at a cost of £0.50 per 30 minutes, with a maximum stay of 3 hours.
- Loch Centre 90 minutes free for users of the leisure centre.
- Loch Centre free designated short stay parking at Loch Square for visitors of the medical centre. Maximum stay 45 minutes.
- Free off-street long stay car parking at Foresters Park and the Butts.
- 5-minute maximum stay / waiting time at The George Johnson Centre, except for centre users.

# Scheme Outcomes

**Tranent Parking**

Impact Assessment

# 6 Scheme Outcomes

## 6.1 Introduction

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

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

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

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

## 6.2 Environment

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

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

- Historic Environment
- Landscape
- Noise and Vibration

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

6.2.3 Academic research have shown that increased parking charges in urban centres increases the likelihood of car-users changing modes and using public transport, as well as displaces parking demand to other areas outside of the urban centre[2,3]. This research also shows these measures reduce cruising for parking and reduces congestion. In the local context of Tranent, these changes would likely have the following local impacts on travel behaviour.

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

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

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

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

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

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

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

## 6.3 Climate Change

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

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

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

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

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

## 6.4 Health, Safety and Wellbeing

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

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

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

### Accidents:

6.4.3 It is expected that there would be a minor to moderate beneficial impact on accidents and safety resulted from the introduction of parking management and charges. This impact is expected because the existing strategic context has shown that there is a significant degree of illegal stopping in the High Street, including on double-yellow lines and zig-zag markings at pedestrian crossings. Anecdotal observations have also noted frequent pavement parking in some locations, particularly Church Street.

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

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

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

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

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

### Health Outcomes

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

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

### Access to Health and Wellbeing Infrastructure

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

- Loch Centre – Leisure Centre with gym, swimming pool, and activity facilities
- Tranent Medical Practice – GP surgery and clinic
- Recharge Youth Centre – Charity facilities supporting secondary aged young people

6.4.11 The Loch Centre and Tranent Medical Practice are located directly adjacent to the Loch Centre car park. Parking charges and duration restrictions are proposed for this car park. However, the current parking proposals include provision for these facility users to be exempted from parking charges for

up to a period of 90 minutes for users of the leisure centre and 45 minutes for users of the medical centre. Therefore, there is not expected to be any impact on medical facility users accessing this car park. Therefore, there is not expected to be any impact on access to health and wellbeing infrastructure because of the parking proposals.

6.4.12 The Recharge Youth Centre is located next to the Loch Road car park in Dewar House. This building has a private parking area with approximately 12 parking spaces, which is accessed through the Loch Road car park and delineated with a short section of kerbing. The Dewar House car park is not under East Lothian's Road adoptions and the charges in the Loch Road car park will not apply inside the Dewar House parking area. Therefore, there will be no access impact for any drivers seeking to park at the youth centre.

## 6.5 Economy

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

### Transport Economic Efficiency

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

#### Local Travel Delay and Congestion

6.5.3 The current parking situation in Tranent is causing increased congestion and travel delay, as drivers cruise to find suitable parking. When drivers cannot immediately find a vacant parking space, they are likely to drive and circle around the town for a parking space. This in turn increases the amount of traffic on a road and adds additional pollution to a town centre. One academic model suggests that cruising for a free parking space can reduce efficiency[4]. Similarly, commercial vehicles often require space to load/unload closer to their destinations, as delivering large cargo is more cumbersome. This would result in excess cruising for commercial vehicles as they have more specific requirements for parking. A study conducted in Seattle[5] on the effects of commercial vehicle cruising suggests that most vehicles cruised for an average of 5.8 minutes.

6.5.4 However, if a parking fee is implemented at the optimal level to discourage cruising, then there is no welfare losses recorded. This allows for an authority to collect revenues with no burden at all[6]. The model in Figure 6.1 shows how a parking fee being implemented at an optimal level can reduce the level of cruising, so no welfare losses are recorded. This would allow Tranent to collect revenue with no burden at all.

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

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

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

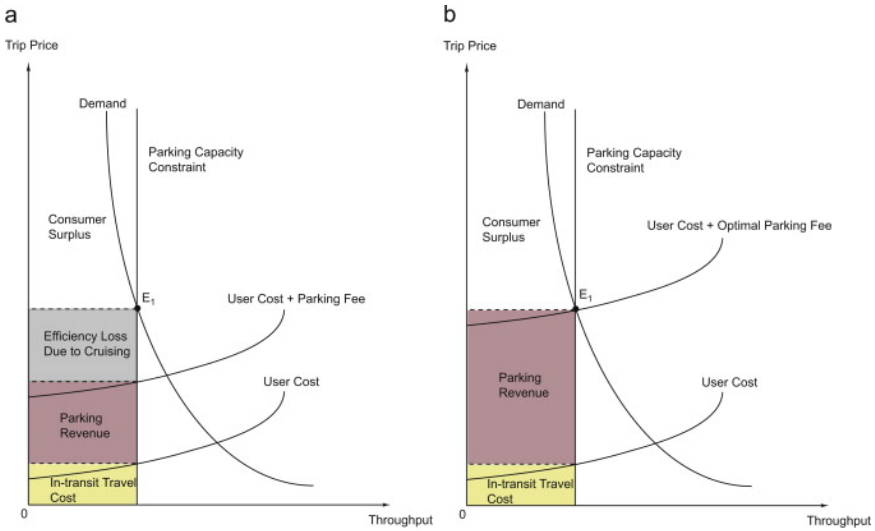


Figure 6.1: Economic model of optimal parking charge levels[7]

6.5.5 Panel A of Figure 6.1 shows the current cost of driving to town means that demand for parking in the town centre is exceeding supply. Because supply is limited, the difference between the maximum supply and the actual demand creates inefficiency in the form of drivers cruising around for spaces. If parking charges were introduced, demand for parking in the town centre would fall to the same level as the supply. The economic inefficiency caused by cruising would be eliminated and the value of that inefficiency turned into additional parking charge revenue for East Lothian Council instead.

6.5.6 This, however, needs to be implemented across both on street and off-street parking. This is because off-street parking would be considered a perfect substitute as it would be cheaper. If suitable alternative parking is not provided, drivers will continue to look for the cheapest parking options, which could lead to cruising[8].

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

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

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

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

### Public Expenditure and Revenue

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

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

6.5.11 Overall, this shows that East Lothian Council is expected to recuperate capital and operational costs associated with the introduction and running of the parking management scheme, with a surplus of around £138,000 per annum for the council finances. These forecasts are subject to a degree of uncertainty, based on the variability in the assumptions used in forecasting. Therefore, the impact on public expenditure and revenue is expected to be **moderate beneficial.**

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

| Item | 10yr Total Modelled Costs / Income (£) |
|---|---|
| **Costs** | |
| Capital Cost (including risk) | 271,000 |
| Operating Costs (including risk) | 1,583,000 |
| **Total** | **1,854,000** |
| **Income** | |
| Parking Charges | 2,558,000 |
| Enforcement Income | 492,000 |
| Permit income | 179,000 |
| **Total** | **3,229,000** |
| **Net Position Over 10-Years** | **£1,380,000** |

## Wider Economic Impacts

6.5.12 Wider economic impacts has a broad definition covering any economic impacts not directly related to transport user benefits. In the context of Tranent and the proposed parking measured, the most likely area of wider economic impacts would be on shopper numbers and economic viability of existing high street businesses. On this measure, it is expected that would be either a neutral or minor beneficial impact on visitor numbers and subsequently high street economic viability.

6.5.13 A review of academic evidence notes that there was no systematic relationship between parking provision and the economic performance of urban centres[9]. Academic evidence suggests that when new parking charges are introduced in urban centres, many more drivers prefer to switch modes or parking locations than to change trip destination or avoiding travel entirely[10,11]. Furthermore, it is worth noting that shoppers and visitors are typically less sensitive to parking charges than people driving for work[12]. This makes sense, as commuters would be regularly required to pay for parking for the duration of their work day, whereas shoppers are generally more flexible and not impacted by charges every day. Overall, this evidence suggests the impact of parking charges on the number of shoppers is likely to be neutral.

6.5.14 It is acknowledged that there is often concern among residents and businesses that the introduction of parking charges will cause people to choose to avoid visiting the town centre or choose to travel to other destinations to shop. However, it is worth noting that the retail and services offering on Tranent High Street would be markedly different to those provided by the two major supermarkets in Tranent with free parking (namely ASDA and Aldi). Therefore, the attractors for visiting Tranent High Street would be different from out-of-town retail offerings, thereby making parking charge measures less likely to displace shoppers to other locations.

6.5.15 Additionally, although there is often concern from local businesses on the impact of parking charges on footfall and economic viability of local high street, there is evidence to suggest these impacts are often overestimated. Businesses often overestimate how many customers travel by car to reach them[13], with some overestimating the share of shoppers coming by car by as much as 400 percent [14]. A survey of businesses and customers[15] in Bristol found that retailers thought only 12 percent of their customers lived within a half mile radius, when in fact 42 percent lived in this nearby area. Furthermore, most businesses believed cars were the most frequent mode of arrival, when in fact walking was the most popular. Businesses also believed parking would elevate the shopping experience, when in fact shoppers said less traffic and more street area improvements would improve the overall experience.

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

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

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

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

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

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

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

6.5.16 The proposed parking measures in Tranent will generally improve the availability and provision of parking by organising parking by duration. This has the impact of making the High Street an easier and more coherent place for drivers to find parking spaces. The proposed 45-minute free parking period on the High Street would increase parking turnover and availability here. A review of existing research has shown that increasing parking turnover can increase visitor numbers to local centres[16]. Additionally, improving the organisation and ease of finding parking would improve the overall access experience for shoppers, potentially increasing visitor numbers.

6.5.17 However, there is a degree of uncertainty that must be acknowledged. The economic viability and vitality of the High Street is influenced by many interacting factors beyond the availability and price of parking. Importantly, parking is not the only consideration for people choosing whether to visit a particular High Street. If the mix of shops and services, along with quality of street environment, are poor, then parking provision is unlikely to be the major constraint to visitor numbers[17].

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

## 6.6 Equality and Accessibility

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

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

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

### Comparative Access by People Group

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

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

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

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

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

### Disabled Persons and Those with Reduced Mobility

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

6.6.6 This is supported by academic evidence which suggests short-term parkers, car-poolers, those who have difficulty walking, and those who attach a high value on saving time are more likely to park in more convenient parking spaces. Meanwhile long-term parkers, solo drivers, those who love walking, and those who attach low value on saving time are expected to move towards more distant parking spaces[18].

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

### Car-Dependent Economically Deprived Groups

6.6.8 Introducing parking charges could potentially disproportionately impact access to Tranent town centre for economically deprived groups who are car dependent. However, the proposed parking measures provide for cheaper medium-stay parking and free long-stay parking around the town centre. This provides affordable or free alternative parking provision within a short walking distance of the High Street. Therefore, the proposed measures are only expected to have a **minor negative impact** for access to the town centre for this specific people group.

## Affordability

6.6.9 The introduction of parking charges will reduce the affordability of driving into the town centre. However, the negative impact of parking charges is balanced by a range of parking provisions being proposed. This includes a 45-minute free parking period on the High Street itself, cheaper medium-stay parking in car parks and streets surrounding the High Street, and free long-stay parking in two car parks just outside of the High Street. These

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

provide a range of alternative parking provisions that are either relatively affordable or free of charge. Therefore, there is expected to be only a **minor negative impact** on the affordability of driving into Tranent town centre.

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

## 6.7 Appraisal Impact Summary

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

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

Table 6-3: Summary of Appraisal Impacts

| STAG Criteria | Sub-Criteria | Seven-Point Assessment Scale | | Description |
|---|---|---|---|---|
| **Environment** | Air Quality | + | Minor positive impact | Parking charges are expected to:<br>• Reduce driving mode share for trips to the High Street, reducing vehicular emissions.<br>• Lead to more drivers choosing to park in the off-street car parks outside of the High Street, thereby not driving right into the centre of town where footfall is highest.<br>• Reduce the amount of time drivers spend cruising around the town centre looking for a parking space, reducing vehicular emissions. |
| **Climate Change** | Greenhouse Gas Emissions | + | Minor positive impact | |
| **Health, Safety and Wellbeing** | Accidents | ++ | Minor to moderate positive impact | There is currently a significant degree of illegal stopping in the High Street, including on double-yellow lines and zig-zag markings at pedestrian crossings. Increased parking availability would decrease the attractiveness of illegal stopping locations, and increased enforcement would act as a deterrent. |
| | Health Outcomes | + | Minor positive impact | Parking charges will likely result in some people who previously drove or walked to the High Street to switch to walking or cycling instead, bringing associated health benefits. |

| STAG Criteria | Sub-Criteria | Seven-Point Assessment Scale | | Description |
|---|---|---|---|---|
| | Access to Health and Wellbeing Infrastructure | **0** | Neutral / No Impact | Current parking proposals include provision for Loch Centre's leisure facilities and Tranent Medical Practice users to be exempted from parking charges for up to 90 minutes and 45 minutes respectively. |
| **Economy** | Transport Economic Efficiency | **+** | Minor positive impact | In terms of travel delay and congestion:<br>• Increasing parking availability will mean drivers can easily find a suitable parking space, thereby reducing travel delays and congestion associated with cruising around town looking for parking. |
| | | **++** | Moderate positive impact | In terms of public expenditure and revenue for East Lothian Council:<br>• East Lothian Council is expected to recuperate capital and operational costs for the parking management measures with the revenue from parking charges, enforcement notices, and permit sales.<br>• The council is forecast to have a surplus of around £138,000 per annum from the parking management measures. |
| | Wider Economic Impacts | **0 / +** | Neutral to Minor positive impact | In terms of impacts on High Street economic viability, the following issues were noted:<br>• Current evidence suggests that existing drivers are more likely to switch modes or parking locations than to forgo travel altogether, meaning neutral/no impacts on shopper numbers.<br>• Improved parking provision and organisation would make it easier to find appropriate parking, thereby improving the offering for shoppers to the High Street. This would have a positive impact on shopper numbers.<br>• There is no systematic relationship between parking and town centre economic performance. There are many other factors impacting the High Street. |
| **Equality and Accessibility** | Comparative Access by People Group | **++** | Moderate positive impact | For disabled persons and people with reduced mobility:<br>• Increasing turnover and availability of parking on the High Street will mean disabled drivers with blue badges or those with reduce mobility more broadly can more easily find parking closer to their destination.<br>• Increasing parking enforcement will reduce illegal pavement parking and prevent blocking of pavement for people walking or wheeling. |
| | | **-** | Minor negative impact | For car-dependent economically deprived groups:<br>• The increased cost for parking directly on the High Street could reduce their access. This impact is strongly counter balanced by affordable and free parking alternatives within a short walking distance. |
| | Affordability | **-** | Minor negative impact | The negative impact of parking charges is counter balanced by a range of affordable and free parking provisions being proposed within a short distance of the High Street. |

# 7 Summary

## 7.1 Overview

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

7.1.2 A review of the current strategic context of Tranent and its parking situation has been conducted. This has highlighted several key opportunities and problems in Tranent related to the current parking provision. This included high levels of illegal parking, parking demand outstripping supply on the High Street, and significant spare parking capacity being available in off-street car parks located a within short walking distance of the town centre, among others. This has shown the strategic need for intervention to better manage parking provision.

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

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

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