

## TECHNICAL NOTE

**Job Name:** ELC Parking Management Support Services

**Job No:** 332611186

**Note No:** Final

**Date:** 11/09/2025

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**Subject:** **Tranent Parking Demand Data Analysis**

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### 1. Overview

- 1.1.1. 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.
  - 1.1.2. 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.
  - 1.1.3. The following key parking restrictions are in place in Tranent:
    - Most streets in East Lothian, which are generally located in residential or rural areas, have unrestricted parking.
    - Off-street car parks on Lindores Drive, Loch Road, 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.
  - 1.1.4. A set of problems and opportunities have been identified. The remainder of this section outlines the data and supporting evidence for each problem and opportunity identified.
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### Problems and Opportunities

- 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.

## 2. Parking Profile

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

### Off-Street Parking

- 2.1.2. 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 1.

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Figure 1: Carparks in Tranent town centre. Number of spaces available shown in brackets if data is available. Information from East Lothian Council Parking Strategy 2018-2024<sup>1</sup>

2.1.3. 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:

<sup>1</sup> It should be noted that the Loch Centre car park is not tied to the leisure centre.

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- 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 as some of the spaces are assigned to Recharge Youth Centre; 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.

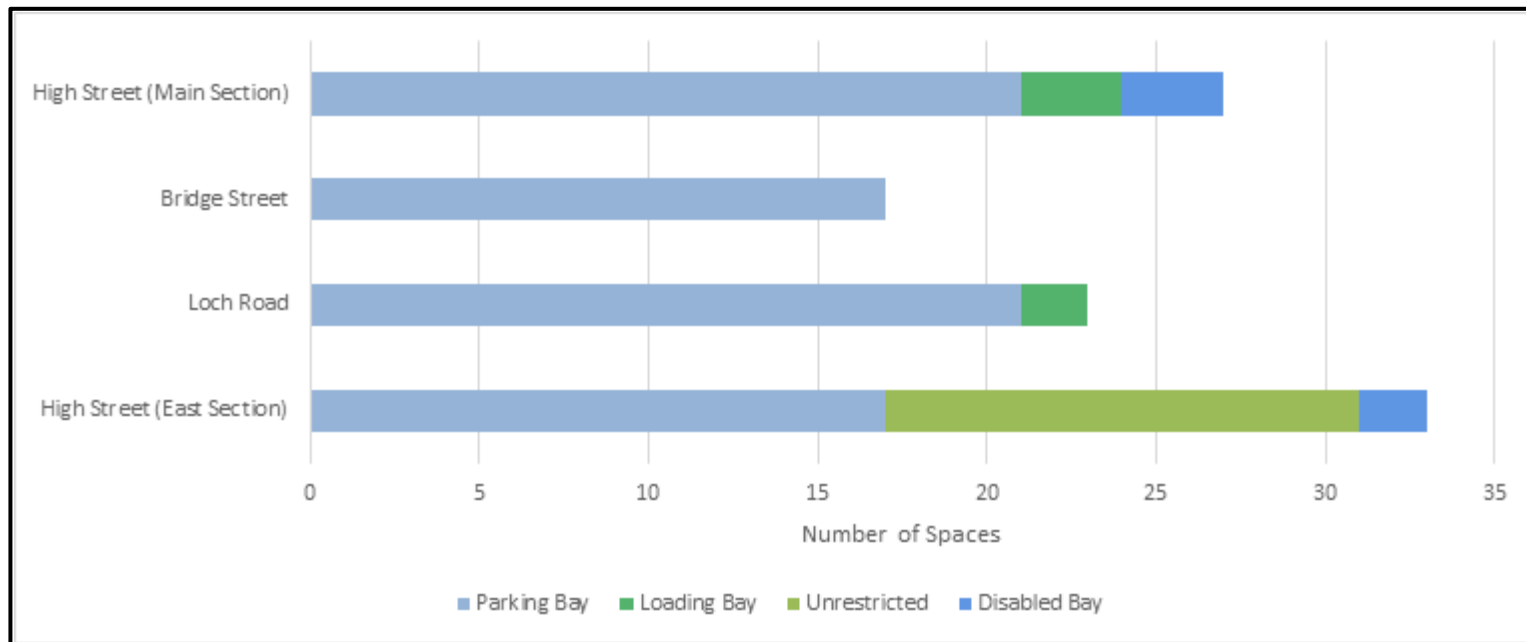
- 2.1.4. To understand the utilisation of off-street parking in Tranent, entry and exit surveys were undertaken on off-street parking locations around Tranent town centre. The surveys were conducted on May 26, 2022. The surveys were conducted on a weekday (Thursday) in a neutral month, thereby representing a typical parking demand. Figure 2 shows the percentage occupancy of the five ELC-operated public car parks in Tranent town centre.
- 2.1.5. From the survey data, it can be noted that Winton Place carpark 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 carpark 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 carpark area and waiting for a bay to become available.
- 2.1.6. 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 Foresters Park car 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 200 metres in length.
- 2.1.7. 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.

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**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

- 2.1.8. Figure 2 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.
- 2.1.9. 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 2: Number of legal parking spaces in Tranent Town Centre between 08:30am and 17:30pm*

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2.1.10. 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 (see Figure 3 and is excluded from the analysis. This excluded approximately 13 regular parking bays and two disabled bays, and a section of double-yellow lines
- High Street (East Section), between Ormiston Road St. Martins Lane
- Loch Road, between Potters Lane and Ormiston Road

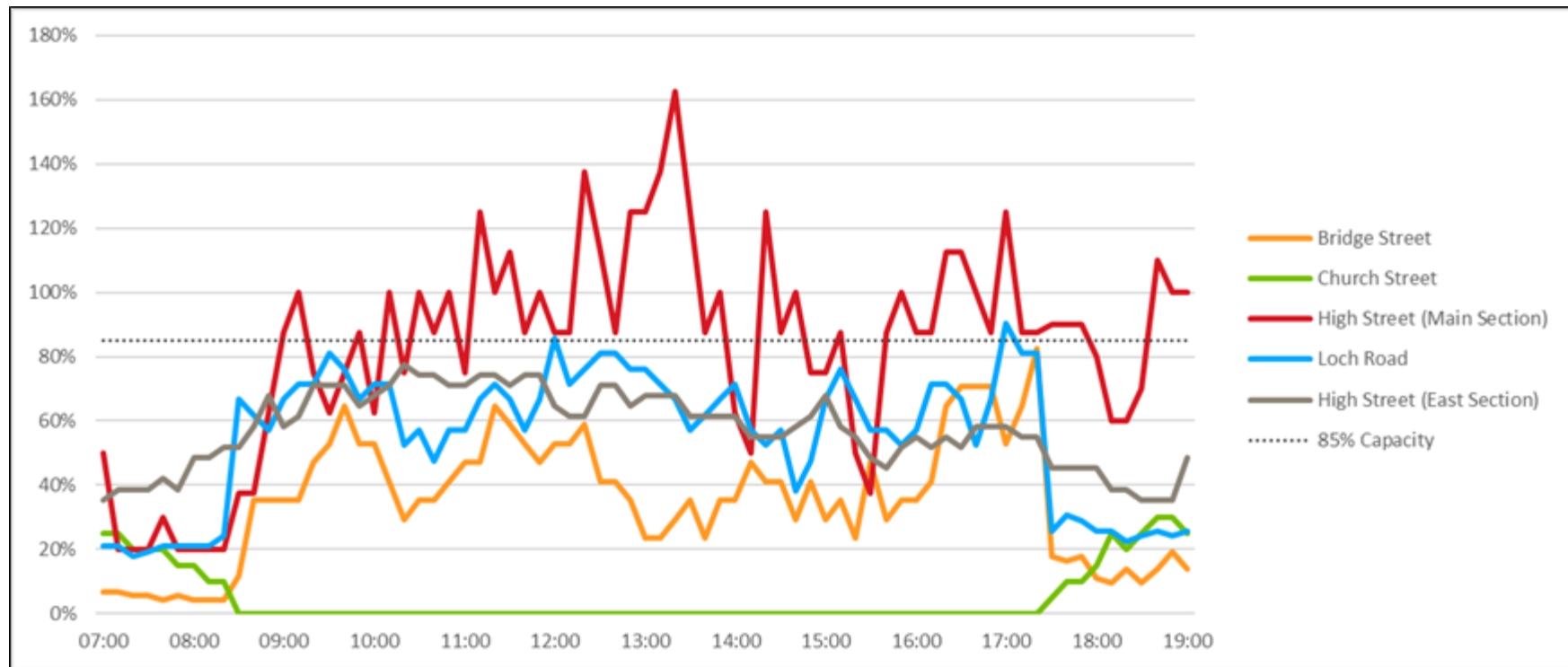


**Figure 3: Section of High Street not covered by the survey cameras.**

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- 2.1.11. The surveys were conducted on May 26, 2022. The survey was conducted on a weekday (Thursday) in a neutral month, thereby representing a typical parking demand for the streets.
- 2.1.12. Figure 4 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.
- 2.1.13. 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.
- 2.1.14. 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.
- 2.1.15. 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.

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*Figure 4: 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.

2.1.16. Figure 5 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 1.

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2.1.17. 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.

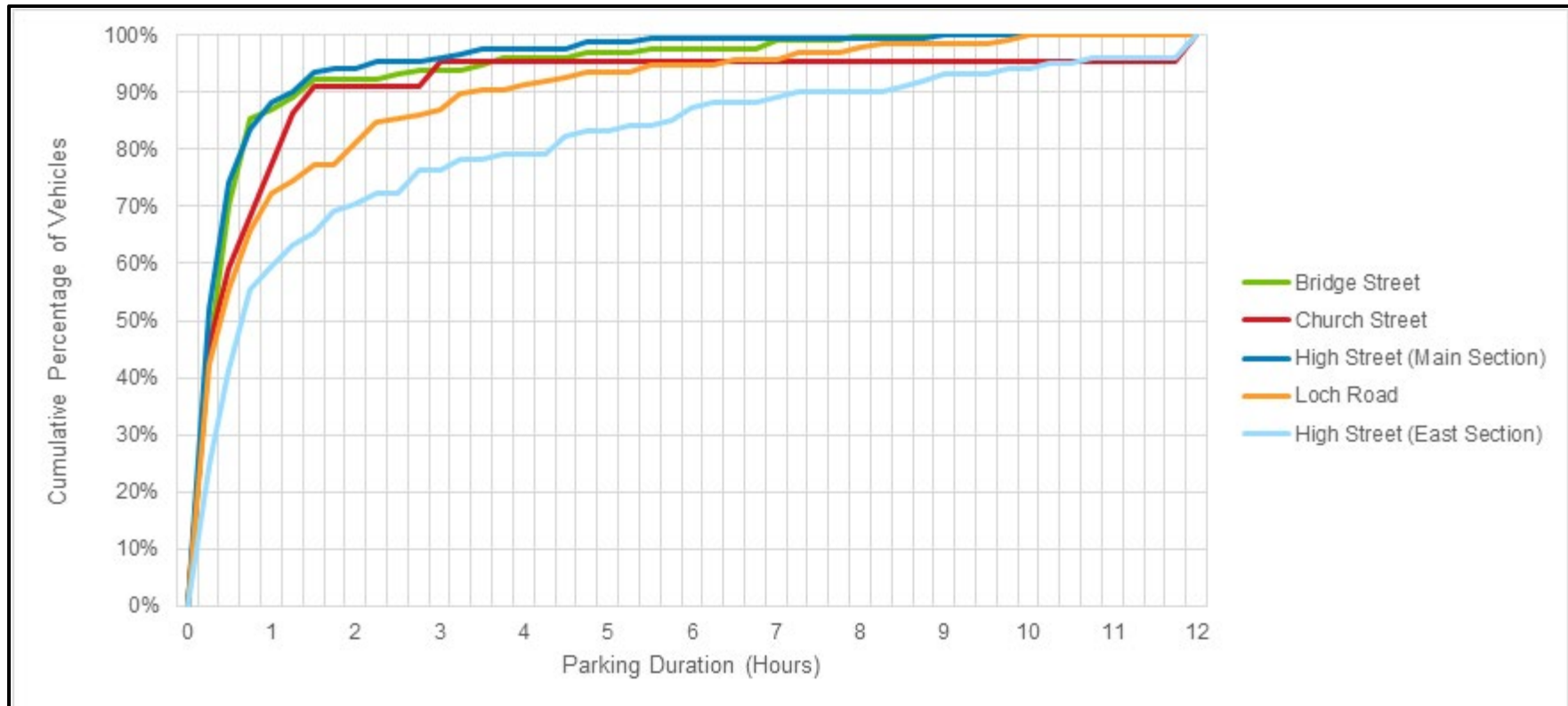


Figure 5: Cumulative distribution of surveyed parking durations in Tranent Town Centre. From May 2022 on-street parking survey

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*Table 1: 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%

2.1.18. 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.

2.1.19. 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

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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.

- 2.1.20. Table 2 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 2: 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

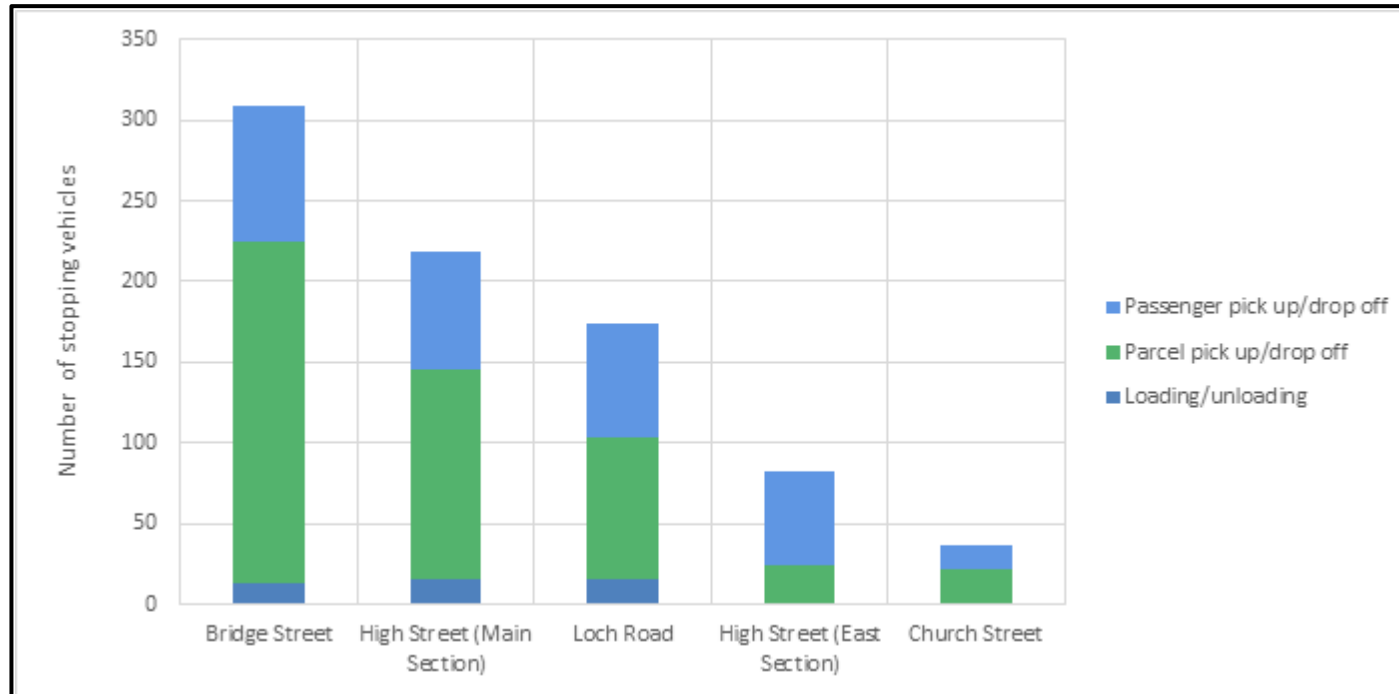
**Key Point:** Cars parked on Bridge Street, Church Street, and the main section of the High Street stayed for a short time. Around 75 percent of cars on the High Street parked for 30 minutes or less. Cars parked on the eastern section of the High Street and Loch Road often stayed for much longer.

### Loading and Unloading

- 2.1.21. Loading and unloading behaviour was also recorded in the Tranent kerbside usage survey conducted on 26 May 2022. Figure 6 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.

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2.1.22. 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.

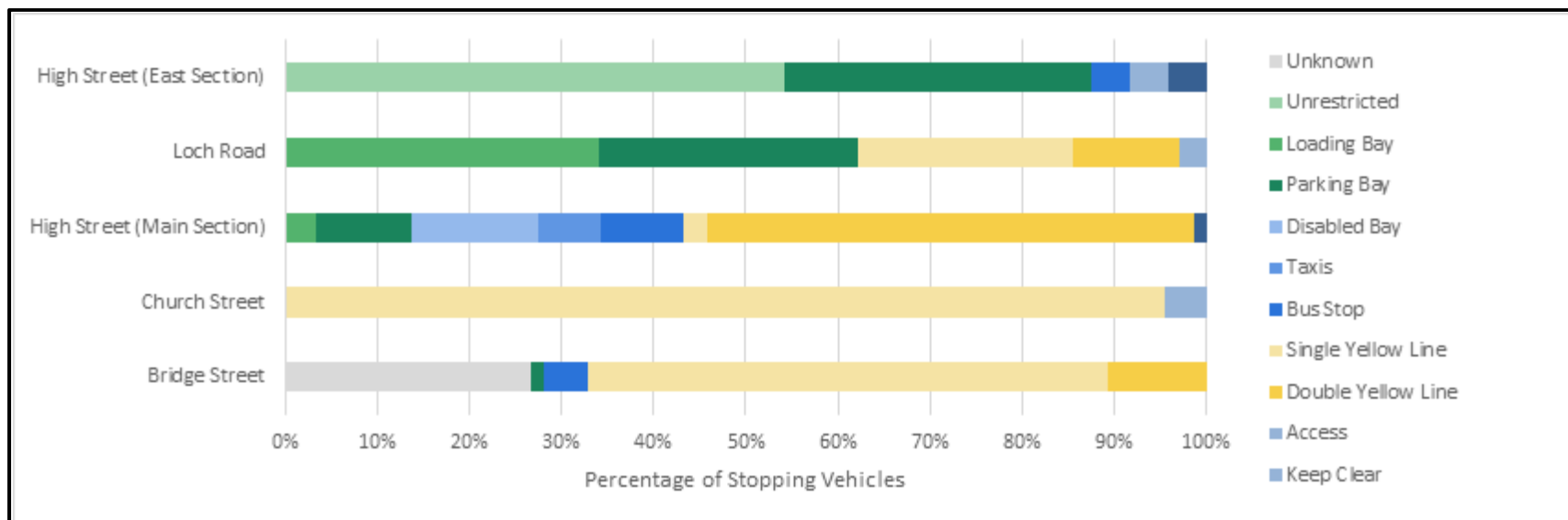


**Figure 6: Number of loading and unloading stops in Tranent town centre survey**

2.1.23. Figure 7 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.

2.1.24. 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.

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*Figure 7: Distribution of where vehicles stopped in Tranent town centre, by kerbside restrictions in place. From May 2022 on-street parking survey*

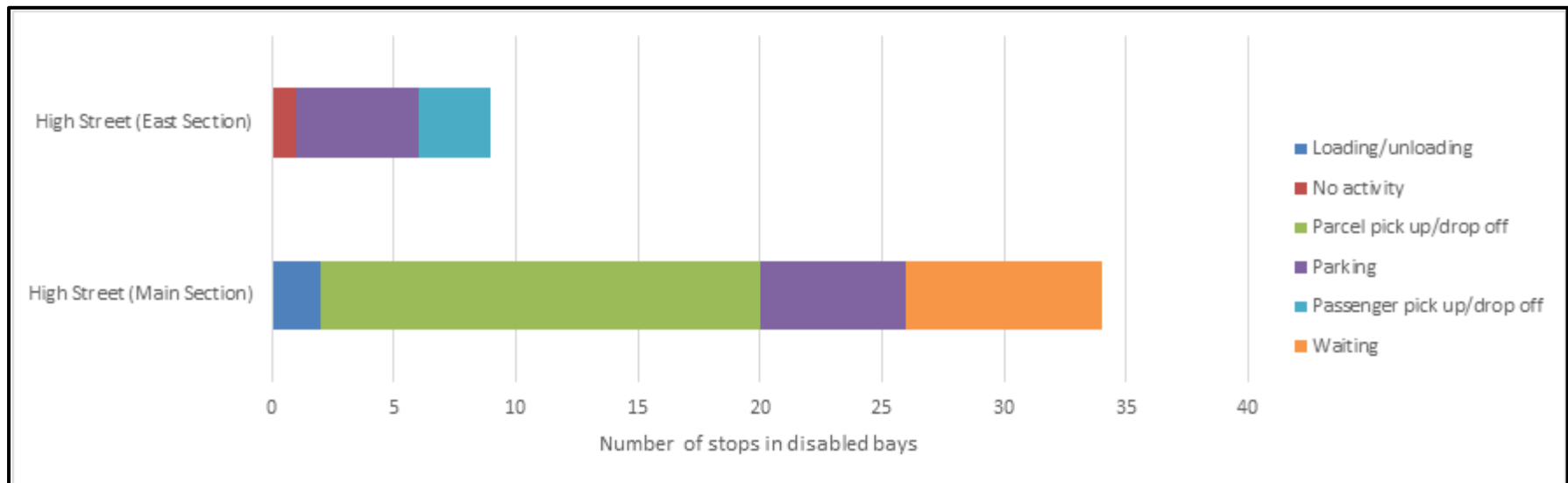
- 2.1.25. Despite this, the survey showed that loading bays on the High Street main section did not exceed full capacity for the entire survey day, with at least one loading bay space being available throughout most of the day. Even when loading and unloading space is available on street, drivers choose to stop closer to their destination, rather than within the available space. This might be due to space being located on the wrong side of the street or too far from their destination, or it is convenient to unload / load in place with little risk of enforcement. Nevertheless, this pattern reflects a degree of disorganisation in parking on the High Street and a lack of compliance with kerbside restrictions.
- 2.1.26. 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.

**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.

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### Disabled Parking

- 2.1.27. 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.
- 2.1.28. Figure 8 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 8: 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.

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### 3. Overview of the Strategic Need

3.1.1. 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. 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. Based on this the following on-street 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 on in central zone (including Bridge Street, New Row, Winton Place, Church Street, Loch Road and Ormiston Road) at a cost £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.

3.1.2. Demand for parking at Winton Place car park 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. Based on this the following off-street measures are proposed:

- Off-street short stay parking at Winton Place this includes 30 minutes free parking, with a maximum stay of 90 minutes at a cost of £2.00. 75 minutes of parking will cost £1.
- Off-street medium stay parking at Lindores Drive (first 45 minutes free), Loch Road and Loch Centre at a cost £0.50 per 30 minutes up to maximum stay of 3 hours.
- Loch Centre car park - introduction of 90 minutes free parking for users of the leisure centre and free designated short stay parking at Loch Square for visitors of the medical centre, with a 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 registered centre users.
- Remove Sunday short stay off street charging.
- Reduction in free period to 30 minutes in Winton Place car park combined with the introduction of a free 45-minute period in Lindores Drive car park.

3.1.3. 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. These provide the rationale for intervention and for proceeding with the Preferred Parking Management Proposals for Tranent.

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**Table 3: Summary of Strategic Need**

Problem / Opportunity	Evidence
<b>Problems:</b>	
Higher than average levels of car usage by residents of Tranent	<ul style="list-style-type: none"> <li>• Census 2011 Car Availability for Households</li> <li>• Census 2011 Method of Journey to Work</li> </ul>
Demand for parking often exceeds supply on Tranent High Street, leading to instances of illegal parking.	<ul style="list-style-type: none"> <li>• Camera-based kerbside occupancy survey (26 May 2022)</li> <li>• Off-street car park entry and exit surveys (26 May 2022)</li> </ul>
Illegal stopping and waiting are occurring on the High Street. Many vehicles are loading and unloading outside of designated loading bays, sometimes illegally.	<ul style="list-style-type: none"> <li>• Camera-based kerbside occupancy survey (26 May 2022)</li> </ul>
<b>Opportunities:</b>	
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.	<ul style="list-style-type: none"> <li>• Camera-based kerbside occupancy survey (26 May 2022)</li> <li>• Off-street car park entry and exit surveys (26 May 2022)</li> </ul>
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.	<ul style="list-style-type: none"> <li>• Walking and Cycling Catchment Analysis.</li> <li>• Review of cycling infrastructure</li> </ul>
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.	<ul style="list-style-type: none"> <li>• Camera-based kerbside occupancy survey (26 May 2022)</li> </ul>
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.	<ul style="list-style-type: none"> <li>• Camera-based kerbside occupancy survey (26 May 2022)</li> </ul>
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.	<ul style="list-style-type: none"> <li>• BRES analysis</li> <li>• Footfall surveys on High Street</li> </ul>