

COMMITTEE:	East Lothian Council
MEETING DATE:	9 December 2025
BY:	Depute Chief Executive – Resources and Economy
REPORT TITLE:	Tranent – Parking Management Proposal
REPORT STATUS:	Public

1 PURPOSE OF REPORT

The purpose of this report is to:

- 1.1 Advise Council of the outcome of the public consultation on the parking interventions proposed in Tranent.
- 1.2 Present the resultant amendments made to improve the scheme and to mitigate public concerns raised.
- 1.3 Recommend that the Council progresses to next stage of the Traffic Regulation Order process, the intent to make the Order.

2 RECOMMENDATIONS

Members are recommended to:

- 2.1 Note the extensive consultation exercise carried out between 12 March 2025 and 3 June 2025, the level of community engagement, the welcome receipt of varied and detailed responses to the survey questionnaire, and the explanation as to how these have influenced the proposals for Tranent;
- 2.2 Approve the proposals shown in Appendix B and summarised in paragraphs 3.62 and 3.63, noting the amendments made to improve the scheme and mitigate public concerns raised through the consultation and engagement exercise.
- 2.3 Note the completion of the consultation stage of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulation 1999 (as amended), and that the intent to make the Order, will allow opportunity for the public

to raise further representations and objections to the proposals as amended. Following this a report will be brought back to Council.

3 BACKGROUND

- 3.1 The principles of parking management have evolved over time, to achieve a wide variety of outcomes benefiting society. Early parking policies were based on a 'predict and provide' model, when car ownership was lower than it is today. More recently, we have looked to parking management strategies to encourage the use of alternative and more sustainable modes of travel, as well as to reduce congestion and increase the turnover and thus generate parking opportunities in the spaces available. East Lothian Council set out its parking management Strategy in 2018, which provides the policy toolkit that the initial proposals for Tranent are consulted on. These interventions also accord with National Policy context, National Transport Strategy 2, the National Planning Framework 4, the Scottish Government's Climate Change Plan 2018-2032, and reduction in car kilometres – updated June 2025 and East Lothian Council's Climate Change Strategy 2025 - 2030.
- 3.2 At the regional and local level parking is recognised as having an impact on economic and development opportunities and town centre performance, which is recognised through local place-based strategies. As parking is a derivative of vehicular transport that supports wider growth opportunities it is essential that it is managed appropriately to maximise economic prosperity. Appropriate parking management tools can improve space availability, improve road safety and generate an income to incentivise alternative transport modes and reduce unsolicited car journeys.
- 3.3 Road and parking infrastructure requires significant investment. The Roads Authority maintains the local road network at considerable expense; has significant responsibilities but receive limited revenue out with public finance. This is in direct competition with health and social care, education and all other Council services.
- 3.4 In accordance with Section 55 of the Road Traffic Regulation Act 1984, an account of all income and expenditure will be reported annually.
- 3.5 The East Lothian Parking Strategy 2018 set out the policy context that maybe applicable to resolve some parking problems and issues. The strategy provides options to improve parking supply, to address parking shortages and/or a predicted increase in parking demand, which can generate safety risks and as a result may need more effective enforcement or to consider parking management proposals, rather than simply increasing supply. Parking management options may include time limitations, price setting, and improved enforcement, with the aim of making the most efficient use of the space available.

- 3.6 The introduction of new parking management proposals will require the existing Traffic Regulation Orders to be amended.
- 3.7 To help understand the impact of parking management proposals on the Tranent economy, Stantec was commissioned to build an Economic Impact Assessment to determine whether the proposals addressed the problems, is compliant with national, regional and local policy and strategy guidelines, delivered positive outcomes benefiting society and long-term impact resulting in positive change. The assessment has been organised against the five Scottish Transport Appraisal Guidance (STAG) criteria as detailed in the STAG Manager's Guide issued in January 2022, considering the impacts on environment, climate change, health, safety and wellbeing, economy and equality and accessibility. **Appendix E: Tranent Parking – Impact Assessment** provides further details.
- 3.8 In addition, to align with better decision making, the business case has adopted the key principles of the HM Treasury Green Book which recommends a four-stage process, which requires on-going review and update of risks to ensure that effective controls are implemented during project development and delivery. This is necessary to effectively mitigate risks through well-defined steps to understand potential risks inherent in the scheme and their likely impact. **Appendix D: East Lothian Council Parking Review – Tranent Business Case** provides further details.

Consultation and Engagement

- 3.9 On 12 March 2025, an initial meeting was held with the Vice Chair of the Tranent Community Council to discuss parking management in the town. A follow-up meeting was held on 19 March 2025 with the Area Partnership. This second meeting was attended by representatives from Stantec and Connected Communities. These discussions helped shape the initial draft proposals, which were then subject to wider public engagement.
- 3.10 The Council's public consultation on parking management in Tranent ran from 22 April 2025 to 3 June 2025. A website was provided via an ArcGIS StoryMap to explain the initial proposals for Tranent. The website also provided online access to the survey questionnaire. A face-to-face event held in the Fraser Centre also ran on Thursday 1 May from 14:00-16:30 and 18:00-20:30. This event allowed participants to study the proposals in more detail with Council officers and Stantec staff available to answer questions before completing their questionnaires.
- 3.11 A total of 493 questionnaire responses were received, of which 475 responses were online and 18 paper responses. A total of 364 identified as Tranent residents. In addition, a total of 15 emails and 2 letters were received.
- 3.12 The initial proposals were:

- The introduction of controlled parking; areas could be designated as short, medium or long-term parking.
 - Short-stay car parking areas would offer a limited period of free parking time. Once this time has elapsed, a charge would be applied.
 - The introduction of resident parking permit scheme. These permits would allow unlimited parking throughout the day without a daily charge but with an annual administration fee for the issue and management of permits. Mitigating the impact on residents where on street charging is proposed and where there would likely to be displacement impacting residential roads due to the introduction of parking charges.
 - A provision for health and social care workers to obtain parking permits. Health and social care providers would need to apply to the Council to receive permits for their staff.
 - Improved car park direction signage throughout the town. The signage would clearly define the car park locations and the type of car park, e.g. short, medium, or long stay, as well as any charges that may apply.
 - Greater enforcement of Tranent's parking regulations. This should result in a higher turnover of parking spaces, positively impacting the local economy by providing more parking options for shoppers and visitors. Additionally, better enforcement would improve pedestrian safety by reducing instances of illegal parking.
- 3.13 Plans showing the initial and recommended proposals are provided in **Appendix B: Tranent Initial Parking Management Proposals** and **Tranent Recommended Parking Management Proposals**.
- 3.14 The public engagement questionnaire was made available via the Parking Management Review website or hard copy from libraries. A QR code to the questionnaire was displayed on posters around Tranent including libraries, leisure centres, community centres and GP surgeries. The questionnaire was also advertised in the East Lothian Courier.
- 3.15 All the questions in the online questionnaire were mandatory to answer except open ended responses and the demographic questions. The paper version of the questionnaire did not have the capability to make questions mandatory, so some questions were not answered by all participants. The proportions presented are as a percentage of those who provided a response. There were also opportunities to make open comments and provide more detailed feedback. The wide range of comments made were analysed carefully to obtain a full picture of people's thoughts on the initial proposals.
- 3.16 **Appendix C: Tranent Parking Management Strategy – Public Engagement Report** provides a detailed analysis of the consultation feedback. For convenience the most important points are set out below.

- 3.17 The questionnaire sought to understand the respondents' relationship with Tranent,
- 74% were residents of Tranent (n=364)
 - 19% were local shoppers of Tranent (n=96)
 - 2% were local traders (n=11)
 - 12% were local workers (n= 61)
 - 17% were visitors from outlying communities (n=84)
 - 1% were non-local visitors (n=3)
- 3.18 From the responses provided, the age analysis showed 35% (n=170) of respondents were 44 years of age or under, with 60% (n=294) being over 44 years of age. One person under the age of 18 years of age responded to the questionnaire and 12% (n=59) over 65 years of age. This conforms with survey work carried out in Tranent that most respondents are over 44 years of age presenting over representation by older generations.
- 3.19 We sought to ascertain whether people who live in Tranent have a difficulty with parking and whether the difficulty was due to a specific matter. Of the respondents, only 5% (n=19) said they found it difficult to park at their homes, the main reason being lack of available parking spaces.
- 3.20 We also asked all respondents, if they experienced a parking problem when visiting Tranent. 62% (n=305) of respondents reported they found the lack of parking spaces to be a problem, with inconsiderate parking (41%, n=204) the second most reported concern and lack of parking enforcement 27% (n=134) third.
- 3.21 We sought to understand whether businesses needed further loading and unloading assistance, if they could conveniently make deliveries at their premises. This data was not site/location specific, so analysis does not highlight problem areas, however, the majority reported there was adequate provision.
- 3.22 We asked whether motorhome provision should be made in Tranent, with 69% (n=341) saying there was no need and 5% (n=27) thinking there was and 25% (n=122) unsure.
- 3.23 We asked whether people experienced difficulties walking in Tranent due to inconsiderate park vehicles. 28% (n=141) of people responded saying they had difficulties.
- 3.24 We also asked which modes of travel respondents used to travel in Tranent with respondents providing a combination of modes with driving being 93% (n=458), walking 75% (n=338) and cycling 8% (n=37). Peoples main reason for travel was shopping at 79% (n=391), meeting

friends and family at 40% (n=198) and leisure and outdoor activities at 39% (n=193).

- 3.25 In connection to the initial proposals, we looked to ascertain whether the proposals were correctly targeted to area of most need. 43% (n=212) of all correspondents felt they did not, 35% (n=175) agreeing, and 21% (n=105) being unsure.
- 3.26 We also sought to understand whether residents felt that a residents parking permit should be available to residents within the zones proposed. 37% (n=184) did not believe a permit was necessary, 16% (n=81) agreed and 35% (n=172) unsure.
- 3.27 We asked what respondents' opinion was on the length of stay for free parking proposed on the High Street. 45% (n=224) believed 90 minutes was the right length of time with 29% (n=142) wanting 60 minutes, and equally 13% (n=63) wanting 45 minutes and 30 minutes.
- 3.28 We asked what respondents considered was the optimum maximum length of stay for medium stay car parking. 39% (n=190) of respondents recommended 3-hours.
- 3.29 We sought to understand the length of stay for long stay car parking in Tranent. 43% (n=211) of all respondents preferred 23 hours with 31% (n=152) opting for 12 hours.
- 3.30 Finally, we asked whether people thought a higher charge than 50p for half hour parking should be levied for medium stay parking. 86% (n=422) felt that we should not exceed this charge with 8% (n=41) opting for a high charge and 6% (n=30) not knowing.

More Detailed Analysis of Concerns

- 3.31 To help understand people's concerns, respondents had the opportunity to set out their views and comments. Detailed analysis of comments was recorded by theme and is detailed in. **Appendix C: Tranent Parking Management Strategy – Public Engagement Report** – Chapter 4.8 details the number of responses under each theme. This highlighted that 138 respondents were opposed to the introduction of parking charging, 104 had concerns about the viability of businesses and the town centre, and many objected to charging for parking at the Loch Centre/Medical Centre.

Amendments Made to Improve the Scheme and Mitigate Concerns Raised

- 3.32 A number of amendments are presented to Council to mitigate the impact of the scheme where respondents expressed concerns about the initial proposals.

Concern for Town Centre and Businesses

- 3.33 The impact on local retail businesses was the greatest concern raised by respondents to the initial proposals. This has been a consistent theme across all the towns which have been surveyed.
- 3.34 The initial proposal within the town centre is for the areas with current 90-minute maximum stay having the first 45 minutes stay to be free of charge with a charge for the next 30 minutes and then up to 90 minutes retaining the maximum overall stay of 90 minutes.
- 3.35 The analysis of Public Engagement (**Appendix C: Tranent Parking Management Strategy - Public Engagement Report**) against Parking Demand Data (**Appendix H: Tranent Parking Demand Data Analysis**) highlights a lack of public support and that the data analysis supported a mechanism for a higher level of turn-over.
- 3.36 Specifically, the parking survey data shows that parking demand on the High Street is high. Space availability is never less than 75% occupancy and approached capacity most of the surveyed date. Surveys of vehicle length of stay also showed that the median length of stay was 15 minutes. This is below the proposed 45 minutes free parking and 74% of vehicles who parked on the High Street were leaving within 30 minutes.
- 3.37 An issue raised by respondents was that removing free parking would reduce footfall. People would be less likely to visit the High Street. Research has shown that increasing parking turnover can increase visitor numbers to local businesses and space availability increases. Improved enforcement of parking restrictions encourages turn-over/space availability and consequently increases potential footfall and access to shops.
- 3.38 There is a lot of complexity in determining influences and impacts on shopping footfall. Changing shopping habits, quality and selection of goods, price, accessibility, competition and UK economic performance all impact shoppers. Research undertaken in the development of the economic impact assessment states that businesses overestimate the impact the car has on footfall (Smith Lea et al, 2017) and (4 Reasons Retailers Don't Need Free Parking to Thrive - Bloomberg¹). In addition, the factors that influence footfall are not straight forward. From research undertaken in Wales (Caerphilly.gov.uk) pricing is of lower importance than availability of space, time, proximity to destination, traffic flow, signage, overall retail offering, out of town retail offering, security of parking.
- 3.39 The fear from traders and communities stems from their perception of mode of transport used to access services because they perceive all users to be the same as themselves and, as such, will travel similarly. There are multiple studies that point to this perception being wrong. One

¹ [Bloomberg UK article](#)

key takeaway is that traders' perceptions are based on their own practice and this stems from where they live.

- 3.40 Figure 1 indicates that traders' perceptions significantly overestimate travel by car and underestimate people walking compared with the mobility behaviour reported by shoppers.

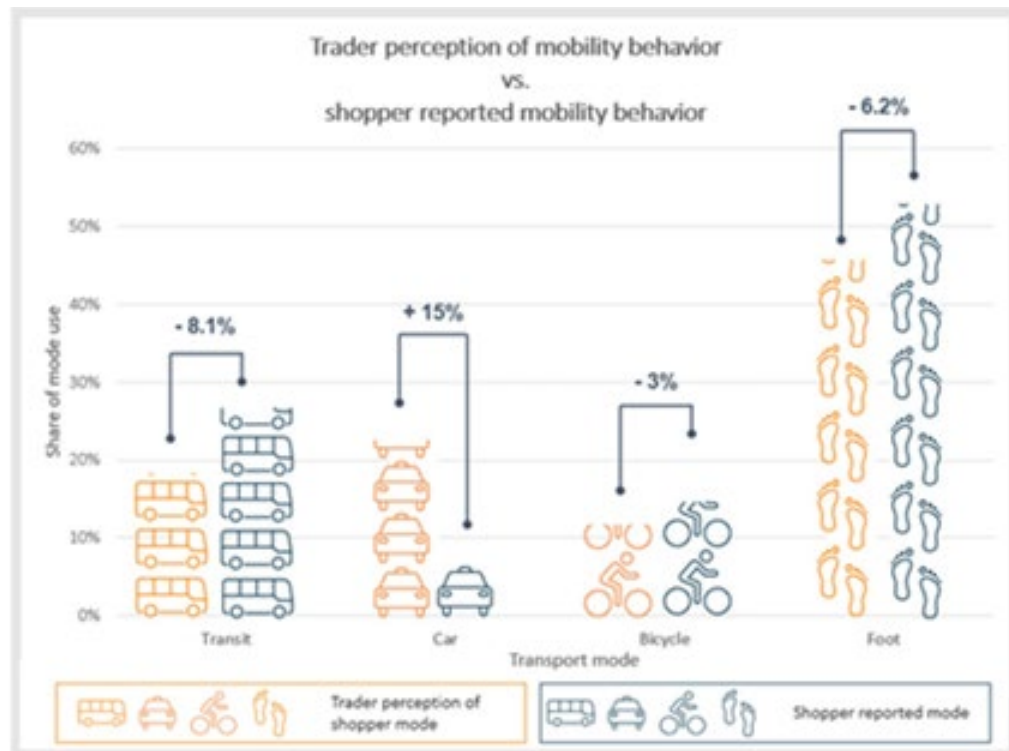


Figure 1: Mobility behaviour of reported by shoppers and trader perception of custom mobility behaviour²

- 3.41 Figure 2 shows that traders were found to overestimate the distance customers travel to visit their businesses, with the survey revealing over half of shoppers (denoted by the dark blue bars in the graphic) lived less than one kilometre from the shops. Conversely, traders estimated that just over 10% of customers live within this distance.

² [Survey Findings from Local Business Perception vs Mobility Behaviour of Shoppers](#)

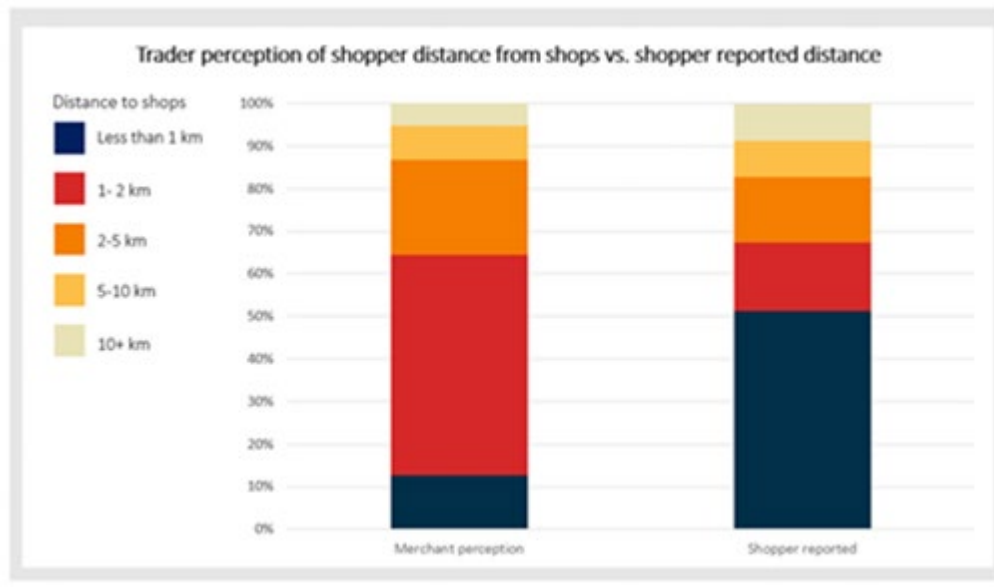


Figure 2: Distance from the street that shoppers live and merchant/trader perception of distance that shoppers travel to their shop³

- 3.42 It is also important to reflect on wider societal benefits that can be delivered through enhanced parking management. Table 3-2 of **Appendix D: East Lothian Council Parking Review - Tranent Business Case** provides a summary of appraisal impacts as a consequence of parking management proposals 3+ to 3- on the STAG criteria assessment scale; considering environmental impacts, climate change, health safety and well-being, economy, and equality and accessibility.
- 3.43 It is recommended that there is no change to the initial proposal of 45 minutes free on street parking.
- 3.44 It is recommended that the free period is reduced in Winton Place off-street car park to 30 minutes and that there is a free period of 45 minutes introduced in the Lindores Drive off street car park.

Resident and Other Permit Concerns

- 3.45 The main concern expressed by residents of Tranent who live within the proposed resident parking areas was that they would pay to park outside their house.
- 3.46 The initial proposal was to introduce on street charging for areas adjacent to the core shopping area with an associated permit scheme for residents and the introduction of permit only parking on residential streets with limited amount of on street parking or poor access. This would mitigate the impact on residents where on street charging is proposed and where there would likely to be displacement impacting residential roads due to the introduction of parking charges. The areas identified for this treatment were Harkness Crescent, Balfour's Square

³ [Survey Findings from Local Business Perception vs Mobility Behaviour of Shoppers](#)

and Forester's View. A further area to the west comprising roads within the John Crescent area were identified due to parking from the industrial area on the opposite side of Elphinstone Road. 5 representations were received indicating parking permits are not required for this specific area.

- 3.47 **Appendix G: Tranent Analysis of Proposals, Representations and Recommended Mitigations**, G.2 On Street Medium Stay and Resident Parking Permits and G.3. Resident Parking Permit Only, considered the free text questionnaire responses and the themes raised. The analysis considered both the on-street charging and permit parking as one proposal as the introduction of permit parking was a mitigation for on street charging as part of the initial proposals. This reflected the questionnaire with 37% of respondents did not believe a permit was necessary. Consideration is given to other representations and mitigations on other aspects of the parking.
- 3.48 As set out in **Appendix C: Tranent Parking Management Strategy – Public Engagement Report**, 74% (n=364) of respondents indicated that they were a resident of Tranent with 61% (n=222) stating they had a private driveway / private off-street parking. Only 5% (n=19) of all respondents stated they had a difficulty parking at their own home, with the most cited reasons being a lack of parking spaces, which would indicate parking demand in excess of the available parking spaces, inconsiderate parking and a lack of parking enforcement.
- 3.49 The free text element of the questionnaire highlighted residents concern that parking of Elphinstone Road did not justify the introduction of a permit only parking area. Therefore, it is recommended to set aside the area of John Crescent immediately off Elphinstone Road and monitor/evaluate public opinion and feedback, levels of parking infringement and inconsiderate parking practice closely going forward.
- 3.50 It was also highlighted that residents considered that charging for Sunday parking was not necessary within the proposed short stay off street car parks as these are generally empty on Sundays.
- 3.51 Concerns were raised over charges for use of the Loch Centre and Medical Centre, especially given the longer duration of gym classes and medical appointments.
- 3.52 Concerns were raised by Tranent Football Club and residents regarding the introduction of charged long-stay parking at the Foresters car park.
- 3.53 It is recommended that the proposal is amended to remove residents' permit parking proposals from the John Crescent area of the scheme and monitor.
- 3.54 It is recommended that short stay off-street parking is not charged on Sundays.

- 3.55 It is recommended that a 90-minute free period for users of the leisure centre is applied to the Loch Centre car park.
- 3.56 It is recommended that the Loch Square area of the Loch Centre car park is short stay parking, maximum stay 45 minutes with no charge to accommodate Medical Centre users.
- 3.57 It is recommended that there is no charge for parking at Foresters car park.

Lack of Parking Enforcement

- 3.58 A high percentage of individuals acknowledged that parking enforcement was lacking in the town. This might have been heightened due to the lack of parking attendants' resource across the county in recent months. It is clear that respondents see the relationship between poor parking practice and parking availability. However, while the view is that enforcement should be increased, there is little awareness that this requires charges to be applied.
- 3.59 Evidence gathered from the questionnaire revealed that 62% (n=305) of people's main concern was the lack of parking spaces, 47% (n=204) inconsiderate parking was a problem and 27% (n=134) believed lack of parking enforcement was a problem, 22% (n=107) people parked too long; all of which are direct related to enforcement and management of parking stock.
- 3.60 Improved parking enforcement will help address the issues identified above, potentially moving long stay parking from the main shopping area to car parks freeing up short stay parking. Increased enforcement, having a strengthened presence in town, will resolve most problems highlighted by respondents, although with an associated cost. As the argument is extended, income generated from charging will fund increased enforcement, which cannot be funded direct from general Council fund. Guidance from Transport Scotland⁴ and the Scottish Government is that DPE arrangements should be self-financing.
- 3.61 It is recommended that the principal of introducing parking charges is not amended and increased enforcement will be financed from parking charge income and not from General Fund.
- 3.62 Taking cognisance of the feedback on the initial proposals, the following table provides a summary of the initial proposals, potential mitigation that was considered and final recommended proposals. Further detailed analysis of the overall proposed mitigation and recommendations can be found in **Appendix G: Tranent Analysis of Proposals, Representations and Recommended Mitigations**. A plan showing the

⁴ <https://www.transport.gov.scot/media/52668/decriminalised-parking-enforcement-local-authorities-income-and-expenditure-2021-to-2022.pdf>

recommended parking management proposals is also provided in **Appendix B**.

Summary of Mitigation and Changes to the Proposals

Initial Proposal	Mitigation Considered	Recommended Proposal
Short-stay parking 90-minute maximum stay restrictions on the High Street, with the introduction of a charge. The charges being 45 minutes free parking, up to a maximum stay of 90 minutes at a charge of £2.00. 75 minutes will cost £1.00	Extend the free period of parking.	No amendments proposed.
Areas adjacent to the High Street as medium stay on street charged parking with the provision of resident parking permits. The charges are up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of 5 hours. These locations include Loch Road, Bridge Street, New Row and Blawearie Road.	Remove the parking permit element of the proposals. Reduce maximum length of stay to 3 hours (except permit holders) to reflect public response.	Reduce maximum length of stay to 3 hours (except permit holders).
Areas adjacent to the High Street as resident permit parking only, including Balfour's Square, Forester's View and Harkness Crescent.	Removal of the permit only parking areas from the scheme.	No amendments proposed.
Areas adjacent to the Elphinstone Road, as resident permit parking only, including John Crescent, Meeting House Drive.	Removal of the permit only parking areas from the scheme.	Remove permit parking area from the scheme and monitor.

Initial Proposal	Mitigation Considered	Recommended Proposal
<p>Winton Place car park as short stay parking with an associated length of stay and parking charge of up to 45 minutes free up to 75 minutes £1.00, up to 90 minutes £2.00 and maximum stay 90 minutes.</p>	<p>Extend the maximum stay period.</p> <p>Remove the car club space.</p> <p>Introduce disabled spaces.</p> <p>Reduce/remove operating hours of on-street parking on a Sunday.</p>	<p>Remove Sunday short stay off street charging.</p> <p>Reduction in free period to 30 minutes.</p>
<p>Lindores Drive car park as medium stay parking with an associated length of stay and parking charge of up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of 5 hours.</p>	<p>Increased enforcement of disabled bays.</p> <p>Displacement of long stay parking expected.</p> <p>Forester's car park to be free of charge to accommodate long stay parking.</p> <p>Displacement of parking into residential streets addressed through the introduction of on street charging and resident permits.</p> <p>Introduction of free period of parking.</p> <p>Reduce maximum length of stay to 3</p>	<p>Introduction of 45 minutes free parking.</p> <p>Reduce maximum length of stay to 3 hours</p>

Initial Proposal	Mitigation Considered	Recommended Proposal
	hours to reflect public response.	
Loch Road car park as medium stay parking with an associated length of stay and parking charge of up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of 5 hours.	<p>Introduction of free parking period.</p> <p>Reduce maximum length of stay to 3 hours to reflect public response.</p>	Maximum length of stay reduced to 3 hours.
Loch Centre car park as medium stay parking with an associated length of stay and parking charge up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of 5 hours.	<p>Remove off street parking charge.</p> <p>Introduction of vehicle register system for visitors to the GP surgery</p> <p>Introduce a free parking period in line with the short stay parking.</p> <p>Reduce maximum length of stay to 3 hours to reflect public response.</p>	<p>90 minutes free parking for users of the leisure centre.</p> <p>Allocation of Loch Square area of car park as free short stay parking with maximum stay 45 minutes to accommodate visitors to the GP surgery.</p> <p>Maximum length of stay reduced to 3 hours.</p>
Forester's car park as long stay parking with an associated length of stay and parking charge of up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of £5.	<p>Remove parking charges at the car park to allow for free long stay parking.</p> <p>Displacement of parking into residential streets addressed through the introduction of on street charging and resident permits.</p>	Removal of parking charge from the Forester's car park.

Initial Proposal	Mitigation Considered	Recommended Proposal
The Butts car park as medium stay parking with an associated length of stay and parking charge of up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of £5.	<p>Remove parking charges at the car park to allow for free long stay parking.</p> <p>Extend on street/permit parking area.</p> <p>Introduction of on street yellow line waiting restrictions.</p> <p>Reduce maximum length of stay to 3 hours to reflect public response.</p>	Removal of parking charge from the Butts car park.
George Johnson Centre – Identified post consultation.	No proposal.	5 minutes maximum stay except centre users.
Introduce parking management scheme to include the introduction of parking charges and enhanced enforcement	Parking management scheme not progressed	No amendments proposed

- 3.63 It is recommended that the scheme progresses to detailed design and draft Traffic Regulation Orders (TROs) are prepared taking account of the above recommendations and mitigations set out within this report. Formal advertising of the draft TROs, in accordance with regulations, will provide further opportunity to refine the proposed scheme as part of the statutory consultation process.

4 POLICY IMPLICATIONS

- 4.1 The proposals have multiple policy implications across many national, regional and local themes. **Appendix A: Policy and Legislative Context** provides further detail of these matters.

5 RESOURCE AND OTHER IMPLICATIONS

- 5.1 Finance: A financial business case for the proposals is provided in **Appendix F: Technical Note – Tranent Parking Management Financial Model**. The model uses the Flexible, Appropriate, Structured, and Transparent (FAST) financial modelling standard and provides a conservative estimate considering the benefits potential. The year one capital cost is estimated at £271,000. The annual predicted cost of operating the scheme £158,000 and annual income is forecast to be £323,000 (gross). The surplus revenue over the 10-year period is forecast to be approximately £138,000 per annum
- 5.2 Human Resources: There are no implications to human resources at this time.
- 5.3 Other (e.g. Legal/IT): The proposals are being considered in accordance with the Road Traffic Regulation Act 1084 as amended and the Local Authorities Traffic Orders Procedure Regulations (Scotland) as amended.
- 5.4 Risk: Risks identified at this stage include potential public opposition to the introduction of the proposed parking measures which may impact the projected income levels. Operational and implementation risks have also been noted. These risks are recorded within the project and corporate risk registers and will be actively assessed, monitored, and managed throughout the lifecycle of the project.

6 INTEGRATED IMPACT ASSESSMENT

- 6.1 **Select the statement that is appropriate to your report by placing an 'X' in the relevant box.**

An Integrated Impact Assessment screening process has been undertaken and the subject of this report does not affect the wellbeing of the community or have a significant impact on: equality and human rights; tackling socio-economic disadvantages and poverty; climate change, the environment and sustainability; the Council's role as a corporate parent; or the storage/collection of personal data.

☐

or

The subject of this report has been through the Integrated Impact Assessment process and impacts have been identified as follows:

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Subject	Impacts identified (Yes, No or N/A)
Equality and human rights	yes

Subject	Impacts identified (Yes, No or N/A)
Socio-economic disadvantage/poverty	yes
Climate change, the environment and sustainability	yes
Corporate parenting and care-experienced young people	no
Storage/collection of personal data	no
Other	yes

[Enter information on impacts that have been identified]

The Integrated Impact Assessment relating to this report has been published and can be accessed via the Council's website:

https://www.eastlothian.gov.uk/info/210602/equality_and_diversity/12014/integrated_impact_assessments

7 APPENDICES

Appendices A–B are attached to this report.

Appendices C–H are available in the Members' Library (Ref: 125/25, December 2025 Bulletin):

https://www.eastlothian.gov.uk/meetings/meeting/17561/members_library_service

- 7.1 Appendix A: Policy and Legislative Context
- 7.2 Appendix B: Tranent Initial Parking Management Proposals and Tranent Recommended Parking Management Proposals
- 7.3 Appendix C: Tranent Parking Management Strategy – Public Engagement Report
- 7.4 Appendix D: East Lothian Council Parking Review – Tranent Business Case
- 7.5 Appendix E: Tranent Parking – Impact Assessment
- 7.6 Appendix F: Technical Note – Tranent Parking Management Financial Model
- 7.7 Appendix G: Tranent Analysis of Proposals, Representations and Recommended Mitigations.
- 7.8 Appendix H: Tranent Parking Demand Data Analysis

8 BACKGROUND PAPERS

- 8.1 Report to Council on 10th December 2024 – Update on North Berwick Traffic Regulation Orders
- 8.2 Report to Council on 27th February 2024 – Update on Parking Management Traffic Regulation Order for North Berwick
- 8.3 Report to Council on 25 April 2023 – Town Centre Parking Management: Introduction of Parking Management Proposals in North Berwick
- 8.4 Report to East Lothian Council on Tuesday 28th June 2022 – Town Centre Parking Management: Consultation
- 8.5 Members' Library Report – Economic Impact Assessment Report (Ref: 34/23, April 2023 Bulletin)
- 8.6 Members' Library Report – Consultation Report (Ref: 35/23, April 2023 Bulletin)
- 8.7 Integrated Impact Assessment
- 8.1 Report to East Lothian Council on Tuesday 30th October 2018 – East Lothian Council Proposed Local Transport Strategy
- 8.2 East Lothian Council Proposed Local Transport Strategy 2018-24 – Draft Parking Strategy, Members' Library Ref: 142/18 (October 2018 Bulletin)
- 8.3 East Lothian Council Proposed Local Transport Strategy 2018-24 – Draft Active Travel Improvement Plan, Members' Library Ref: 141/18 (October 2018 Bulletin)
- 8.4 Policy and Performance Review Committee – 04 Roads Asset Management – Annual Status and Options Report
- 8.5 Report to East Lothian Council on Tuesday 25 April 2023 - Town Centre Parking Management: Introduction of Parking Management Proposals in North Berwick
- 8.6 Report to East Lothian Council on Tuesday 27 February 2024 – Update on Parking Management Traffic Regulation Order North Berwick
- 8.7 Members' Library Report – East Lothian by Numbers: Travel and Transport (Ref: 152/24, November 2024 Bulletin):

9 AUTHOR AND APPROVAL DETAILS

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Date	October 2025

Head of Service Approval

Name	Tom Reid
Designation	Head of Infrastructure
Confirmation that IIA and other relevant checks (e.g. finance/legal) have been completed	Yes
Approval Date	October 25

Appendix A: Policy and Legislative Context

A1. The policy context at a national, regional and local level supports a move to increase existing and to implement new parking demand management processes across the county.

A2. At a national level the development and publication of the National Transport Strategy (NTS), National Planning Framework (NPF4) and the Scottish Transport Projects Review (STPR2) all support moving towards more sustainable town centres. The NTS vision is that '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'.

A3. The national strategy outlines how the 'the benefits of place-making and sustainable and active travel infrastructure/modes will also play an important role in helping to re-vitalise town centres'.

A4. At its meeting on 29 March 2022 Council was asked to approve the outline of the 2022–2027 Council Plan. The 2017–2022 Council Plan set out the vision of 'an even more prosperous, safe and sustainable East Lothian, with a dynamic and thriving economy, that enables our people and communities to flourish'.

A5. New and increased management of parking across the county supports the overarching objective of reducing inequalities within and across our communities, and with the development of the four thematic objectives: Growing our Economy, Growing our People, Growing our Communities and Growing our Capacity.

A6. East Lothian's Climate Change Strategy was adopted in 2020 in response to the climate emergency. The strategy has a significant emphasis on the need to manage journeys made by the private car across the county.

A7. East Lothian Council – Local Transport Strategy (2018–2024). In 2018, East Lothian Council published a Local Transport Strategy sets out the challenges that town centres within East Lothian, have been facing in the context of the wider transport network. Accessing town centres and the management of parking is a key challenge articulated throughout the strategy document.

A8. East Lothian Council – Local Parking Strategy (2018–2024). There are a number of actions set out within the strategy to achieve many objectives when it comes to managing parking including that East Lothian Council will implement a parking management hierarchy in towns. The parking management hierarchy model states that 'in general, on-street parking will be for the purposes of short- stay parking, especially in our town centres, as it is essential that people have easy access to shops and services to maintain the economic vitality of our towns. Medium and long-stay parking will be

accommodated in off-street car parks but these are more likely to be at the edge of the town centre.'

A9. This proposal will contribute towards fulfilling the Local Parking Strategy 2018 -2024:

- Objective 1 – to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian.
- Objective 2 – to maximise the efficient use of parking provision.
- Parking Policy 5 – The council 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 prosperity on an area by increasing turnover. All parking regimes would require annual monitoring.

A10. The Council's Local Economy Strategy 2024 to 2034 was approved in April 2024. Consultation and analysis identified a number of issues facing town centres in East Lothian, stakeholders and community members reported that a limited availability and low turnover of town-centre parking spaces, competition from edge-of town retail developments, competition from Edinburgh, and changes in shopping habits have all deterred some residents from using their town centres. However, increased home working is driving increased demand for town centre service businesses and leisure opportunities. It was also argued that narrow pavements and conflicts with traffic can make town centres feel inaccessible and unsafe for older people, those with physical impairments, and pram and buggy users. Local challenges were identified where town centre congestion and parking was highlighted as an issue with implications for locals, visitor experiences, and public safety. Greater turnover of town centre parking to improve capacity was highlighted as a need. The Strategy highlights the distinctiveness of East Lothian's towns and villages as a key attribute of the area and includes actions to support thriving and district communities, vibrant town and rural centres. A key area where the Council can intervene is to improve safe and sustainable access for all users.

A11. Further, the proposals contribute to the Economic Development Strategy by offering 'the potential for increasing resident spend by improving town centres in East Lothian'. With short-stay parking freeing up spaces close to shops, residents would be able to quickly access shops and services, thereby supporting local and independent shops.

A12. East Lothian Council – Town Centre Strategies (2017–2022). Town Centre Strategies have been prepared for each of the 6 main settlements in

East Lothian. The purpose of the town centre strategies is to adopt a strategic approach to guide the improvement of town centres.

A13. The vision for Tranent town centre as articulated “*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.*”

A14. The following are the results from the 2015 RCS telephone survey: 56% of people who live in Tranent visit the town centre on a weekly basis or more frequently, 18% visit daily, 47% people walk to the centre, 36% travel by car and 14% travel by bus. The range of shops and parking availability are perceived to be poor by the survey respondents. A large proportion of respondents also think the quality of shops is poor. The top 5 improvements which would make people visit more are based on shop quality and quantity and more (or better) parking.

Climate Change and Road Safety Benefits

A15. 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’.⁵

A16. 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 which includes the ‘Sustainable Investment Hierarchy’ which establishes a structured set of steps to be followed when planning investment in transport provision.

A17. 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, the proposed parking interventions are highly consistent with the NTS2 Sustainable Travel Hierarchy.

A18. 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

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

existing infrastructure, influence travel behaviour or manage demand have been explored. Parking management interventions can 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.

A19. 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 A1 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 A1: Route Map to 20% Car KM Reduction – Four Behaviours

A20. The policy documents listed above provide a framework for the proposed parking interventions 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.

A21. East Lothian Council – Climate Change Strategy also looks to reduce transport emission and increase active travel and sustainable transport options for everyday journeys. Data shows that more people walk in East Lothian than surrounding local authorities and Scotland generally, with 59%

making short journeys by foot but 33% still choice to drive this relatively short distance. Only 1% choice to cycle. (East Lothian by Numbers – Members Library Report).

A22. Currently 83% of East Lothian's residents have access to one or more cars or vans and 35% have access to two or more cars or vans. Access to a car is greater in East Lothian than Midlothian (79%) and Scotland (75%) averages. Access to a private car or van has increased in East Lothian by 3% since 2014. This suggests that if residents have access to parking, they may be more likely to use their cars for short journeys to the town centre for economic / leisure purposes as cars are more prevalent.

A23. Nationally vehicular traffic accounted for 35.6% of emissions in 2018. It remains the largest CO₂ producing sector and presents a singular challenge to mitigate the transport sector to meet net zero targets. Transport is a derived demand, driven by the essential need to move people, goods, and services to drive economic growth. National objectives seek to promote walking, cycling and public transport over private car use as these present the greatest benefits to communities allowing improved mobility, safety, health and accessibility enhancements to be delivered through place making initiatives. Management of demand for parking provides a push behavioural change approach which can be incentivised with other pull initiatives to enhance the place for all users, over time.

A24. Interventions which increase walking, wheeling, cycling, or use of public transport can reduce car use and free up space on streets. A literature review by ClimateXChange⁶ shows there is considerable evidence to suggest that improved sustainable travel has environmental, economic, and social benefits to local high streets and towns. Evidence collected showed that there is a wide breadth of potential benefits of sustainable travel to communities, but that evaluation and measurement of impacts does not always capture this.

A25 The review found significant evidence of decrease in air pollution in all geographies across large sample sizes with a strong focus on sustainable transport. Modelling suggests that if 10% of the population switched from cars to bikes and public transport, emissions would decrease by about 10% (car to bike) and 3% (car to public transport).⁷ There is also significant evidence of a decrease in carbon emissions in all geographies across large sample sizes. In one case study, carbon emissions decreased by 66% over a 15-year period following pedestrianisation of a city centre⁸.

A26. There is also evidence of the short-term impact of suitable transport on increased land values and rental prices for businesses, making an area more attractive for investment and desirable to live in more than one geography

⁶ [The benefits of sustainable travel to local high streets and town centres | ClimateXChange](#)

⁷ [The climate change mitigation impacts of active travel: Evidence from a longitudinal panel study in seven European cities - ScienceDirect](#)

⁸ Council of Pontevedra, 2017. Fewer cars, more city.

across large sample sizes. The impact varied from an increase in land values between 70–300% with retail commercial rates increasing in the range of 10–30%.^{9,10} ClimateXChange review found evidence of higher footfall in businesses across large sample sizes in all geographies, as well as increased time and money spent in local businesses. Several UK studies found that footfall increase by approximately 30% after the introduction of sustainable travel measures.¹¹

A27. Nationally vehicular traffic accounted for 35.6% of emissions in 2018. It remains the largest CO2 producing sector and presents a singular challenge to mitigate the transport sector to meet net zero targets. Transport is a derived demand, driven by the essential need to move people, goods, and services to drive economic growth. National objectives seek to promote walking, cycling and public transport over private car use as these present the greatest benefits to communities allowing improved mobility, safety, health and accessibility enhancements to be delivered through place making initiatives. Management of demand for parking provides a push behavioural change approach which can be incentivised with other pull initiatives to enhance the place for all users, over time.

A28. Road collision incidents in East Lothian's towns are generally low with seven serious injuries being recorded over the 5-year period 2019-2023. It is noted that no fatal personal injury collisions have been recorded in proposed controlled parking area within Tranent for this period. However, within the built environment an unacceptable risk remains due to the high demand of parking space and constant search for parking opportunity close to the driver's destination. On-street parking contraventions or restricted parking abuse during busy times can place the public at risk.

Legislative Context

A29. The Road Traffic Regulation Act 1984 – the legislation laid out in the Act provides powers to local authorities to implement parking demand management processes including tariffs for on and off-street facilities.

A30. The general provisions of the Act allows an authority to make an order where it considers that it is expedient to do so:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or

⁹ [Living streets, 2018. The Pedestrian Pound: The business case for better streets and places.](#)

¹⁰ Litman, T., 2023. Guide to Valuing Walking and Cycling Improvements and Encouragement Programs. Transportation Research Record.

¹¹ Momentum Transport Consultancy, 2022. Funding Healthy Streets Assets: Guidance for Effective Public Private Partnerships in Delivering Healthy Streets Projects.

- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).]

A31. Provision 32 within the Act describes the powers local authorities have where for the purpose of relieving or preventing congestion provision of parking spaces can be provided.

A32. Provision 33 within the Act goes on to detail the additional powers of local authorities in connection with off-street parking places.

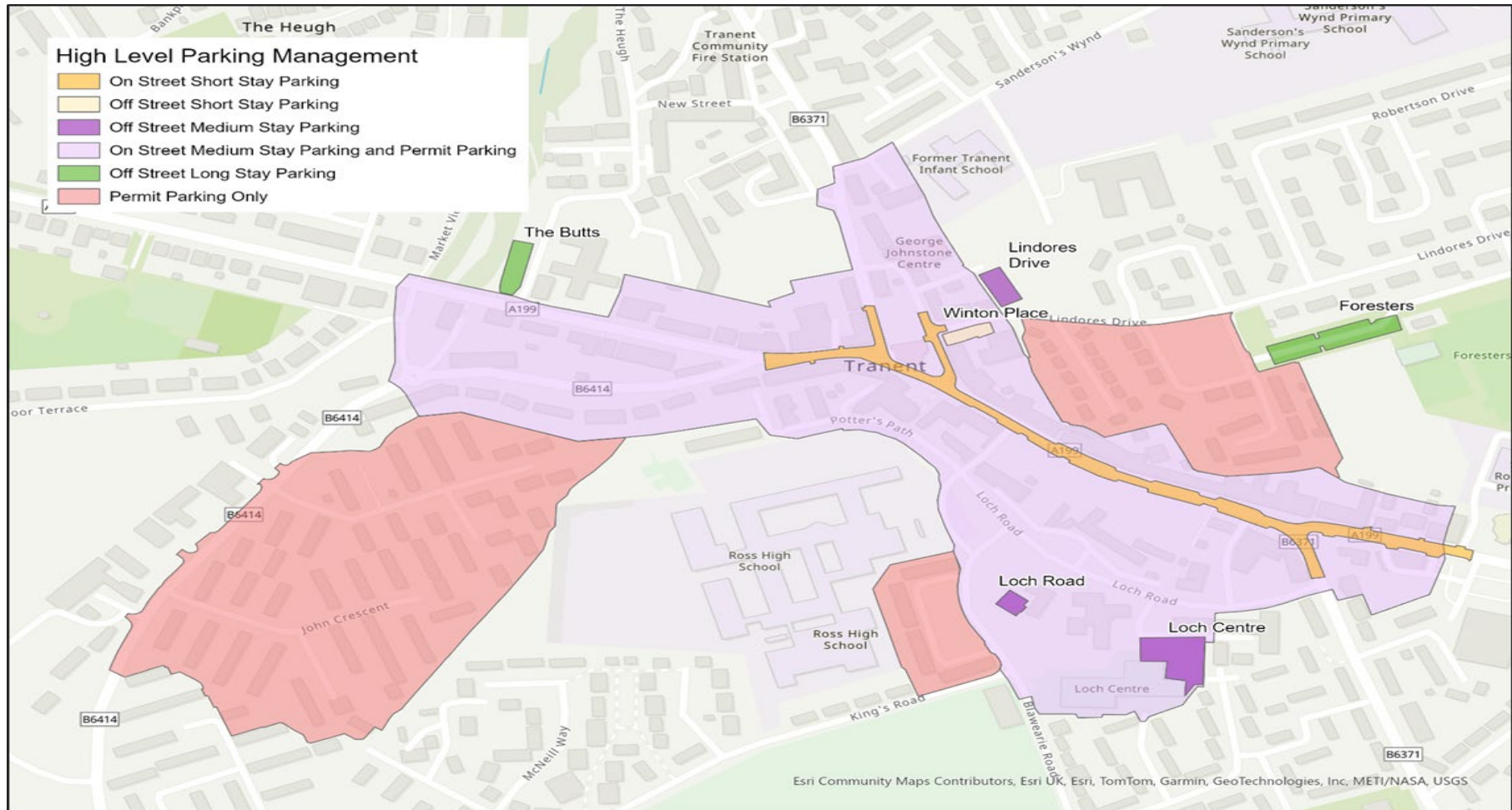
A33. Provision 45 within the Act details that a local authority may by order designate parking places on roads in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges for vehicles left in a parking place so designated.

A34. The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 sets out the requirements of advertising traffic orders, the means and requirements for objection and the basis of holding a hearing.

A35. Provisions 5 within the regulations sets out the requirements of advertising traffic orders, whilst provision 7 sets out the manner in which objections to the published order should be made, this requires objections to be in the form of a written statement.

A36. Provision Section 8 of the regulations outlines when a hearing should be held following objections to an order. The provisions also indicates that a hearing may be held in other circumstances. In the case of the advertised orders there is no requirement to hold a hearing for orders No. 1, No. 2 and No.3. The inclusion of on street parking charges fall under section 45 of the Road Traffic Regulation Act 1984, although these do not prohibit loading there is an implied requirement to hold a hearing to consider outstanding objections.

Appendix B: Tranent Initial Parking Management Proposals



Appendix B: Tranent Recommended Parking Management Proposals

