



## **Appendix C**

# **Dunbar Parking Management Strategy – Public Engagement Report**

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# Revision Schedule


| Revision | Description                  | Author  | Date     | Quality Check | Date     | Independent Review | Date |
|----------|------------------------------|---------|----------|---------------|----------|--------------------|------|
| 01       | Draft Report                 | JR / MS | 04.08.25 | GB            | 05/08/25 |                    |      |
| 02       | 2 <sup>nd</sup> Draft Report | MS      | 06.08.25 | GB            | 11/09/25 |                    |      |
| 03       | 3 <sup>rd</sup> Draft Report | MS      | 24/09/25 | GB            | 1/10/25  |                    |      |

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# Dunbar Parking Management Strategy – Public Engagement Report

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# 1 Introduction

## 1.1 Background

The 2018 Local Transport Strategy for East Lothian Council introduced the Parking Management Strategy, which aimed to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns across the area. The strategy also seeks to maximise the efficient use of parking provision.

To support the strategy, East Lothian Council is developing proposals to change parking management arrangements in North Berwick, Tranent, Dunbar, Haddington and Musselburgh. The proposals aim to encourage greater use of sustainable transport, including buses, cycling, wheeling and walking, while also raising revenue to enable full enforcement of parking controls, with any surplus revenue being reinvested into the local transport network and services.

Informing the proposals for Dunbar, the Council commissioned Stantec to design and deliver a programme of public engagement. The purpose of this engagement was to firstly understand the views, experiences and priorities of those who live, work, and travel in and around Dunbar, to then inform the development of practical, fair, and sustainable parking management arrangements in the town.

## 1.2 Purpose of this Report

This report presents the findings gathered through the public engagement on the initial high-level parking management proposals. It summarises the key themes from the engagement activities, outlining the community's concerns and suggestions. The insights captured here will play a vital role in shaping future parking management measures that reflect the needs and aspirations of the Dunbar community.

## 1.3 Structure of the Report

The remainder of this report is structured as follows:

- **Chapter 2: Dunbar Parking Proposals** – provides an overview of the initial parking management proposals presented to the public.
- **Chapter 3: Public Engagement Activities** – describes the activities undertaken as part of the public engagement exercise.
- **Chapter 4: Public Questionnaire Analysis** – presents the detailed analysis of the questionnaire responses.
- **Chapter 5: Formal Written Submissions** – provides a summary of responses received via the dedicated project email inbox.
- **Chapter 6: Public Engagement Summary** – provides an overall summary and conclusions drawn from the public engagement exercise.



## 2 Dunbar Parking Proposals

### 2.1 Understanding Local Parking Issues

Initial meetings were held with the Community Council and Area Partnership in March 2025 to understand the current parking problems in Dunbar. The key problems identified were:

- Inadequate car park signage throughout the town.
- A lack of car parking enforcement throughout the town.
- Residents being unable to park close to their properties.
- Infrequent turnover of parking spaces on the High Street and at the swimming pool car park, leading to a reduced number of parking options for shoppers and visitors to Dunbar.
- Parking congestion around the train station, Countess Road and the surrounding area.
- A lack of designated disabled car parking spaces.
- Limited bicycle parking bays on the High Street.

### 2.2 Initial High Level Parking Management Proposal

Drawing upon these issues, a set of high-level parking management proposals was developed to address the identified issues in Dunbar. This included the introduction of:

- **Controlled parking** where appropriate, with designated as short, medium or long-term parking.
- **Short-stay parking** areas would include a limited free period, after which charges would apply.
- **Resident parking permits**, allowing all day parking without a daily charge. These would likely carry an annual fee.
- **Parking permits for healthcare workers** which would offer similar benefits to resident permits.
- **Stronger enforcement** of parking regulations to increase parking turnover in order to support the local economy and improve pedestrian safety, and **reduce illegal parking**, particularly where it affects footways or obstructs traffic flow.

These measures form the basis of the initial high-level parking proposals shown in **Figure 2:1**.



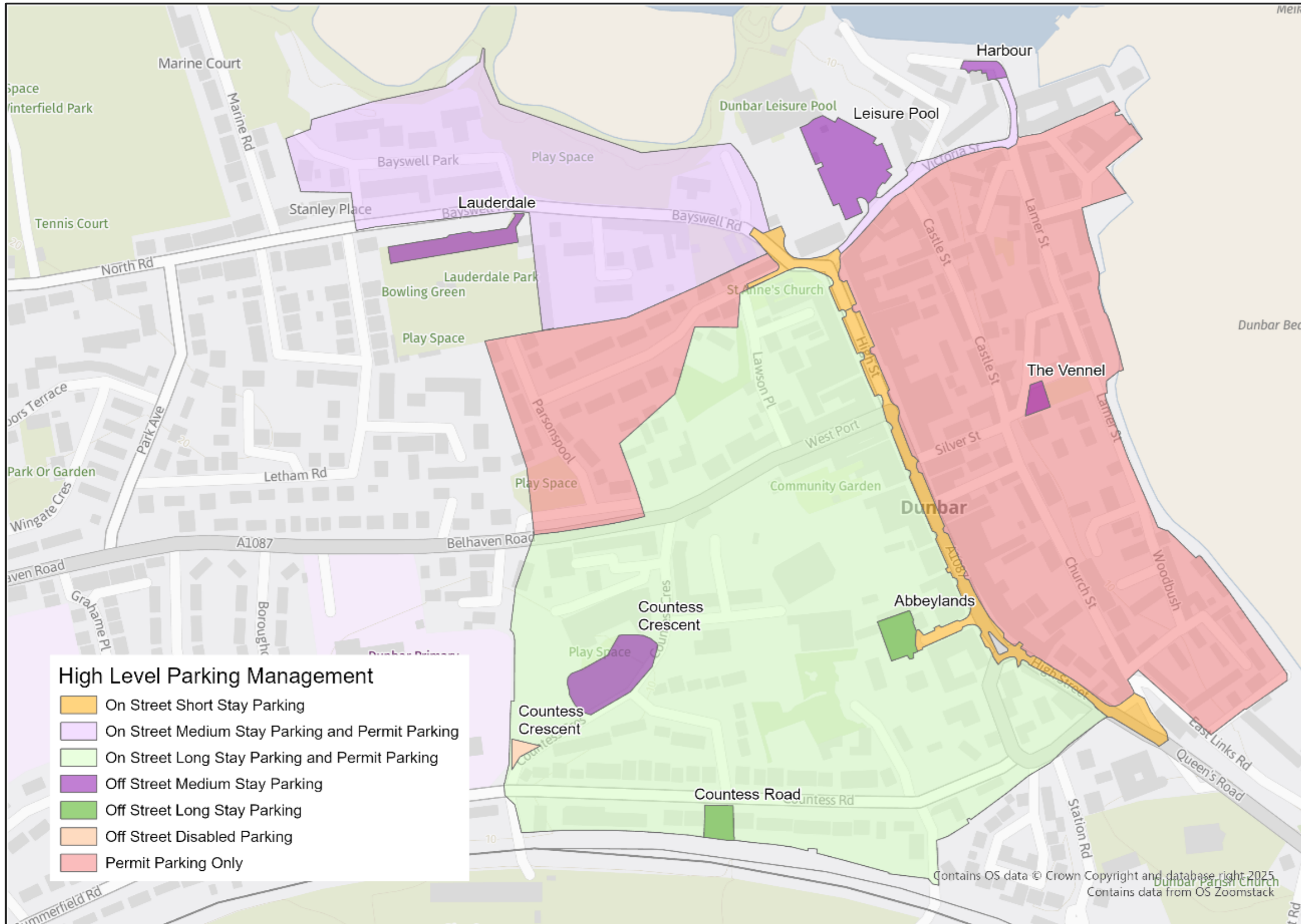


Figure 2-1: Initial High-Level Parking Management Proposals for Dunbar

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The initial proposals include short-stay parking restrictions on the High Street and new resident permit zones to protect parking access for residents. The off-street car parks and their proposed durations are listed in Table 2-1 below.

**Table 2-1: Car parks in Dunbar and length of stay**

| Proposed length of stay | Suggested car park   |
|-------------------------|--|
| <b>Medium Stay</b>      | <b>Leisure Pool</b> – access from Victoria Street (managed by Enjoy Leisure) |
|                         | <b>Lauderdale</b> – access from Bayswell Road                                |
|                         | <b>Countess Crescent</b> – south side of community centre                    |
|                         | <b>Dunbar Harbour</b>  |
|                         | <b>The Vennel</b>  |
| <b>Long Stay</b>        | <b>Countess Road</b>   |
|                         | <b>High Street (Abbeylands)</b>  |

The proposed hours of operation, scale of charges and the maximum stay restrictions for each length of stay is shown in Table 2-2 below.

**Table 2-2: Proposed hours of operation and charges for each duration of stay**

| Designation of parking | Permitted Hours (Charging hours) | Scale of Charges  | Maximum Stay   | No return within | Disabled Person Badge Holder           |
|------------------------|----------------------------------|---|--|------------------|--|
| <b>Short Stay</b>      | Everyday 8:30am to 6:00pm        | Up to 30 minutes <b>free</b><br>Up to 60 minutes <b>£1.00</b><br>Up to 90 minutes <b>£2.00</b> and <b>maximum stay 90 minutes</b> | 90 minutes   | 90 minutes       | No charge<br>No maximum length of stay |
| <b>Medium Stay</b>     | Everyday 8:30am to 6:00pm        | Up to 30 minutes <b>£0.50</b> and <b>£0.50 for each 30 minutes</b> thereafter up to a <b>maximum of 5 hours</b>                   | Parking pay and display parking space - <b>5 hours</b><br>Electric parking bays: | 90 minutes       | No charge<br>No maximum length of stay |



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| Designation of parking | Permitted Hours (Charging hours) | Scale of Charges   | Maximum Stay  | No return within | Disabled Person Badge Holder           |
|------------------------|----------------------------------|--|---|------------------|--|
|                        |                                  |  | <ul style="list-style-type: none"> <li>Journey bay – <b>45 minutes</b></li> <li>Destination bay – <b>4 hours</b></li> </ul> |                  |  |
| <b>Long Stay</b>       | Everyday 8:30am to 6:00pm        | Up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a <b>maximum of £5</b> | 23 hours  | 8 hours          | No charge<br>No maximum length of stay |



## 3 Public Engagement Activities

### 3.1 Overview

A range of engagement activities were carried out to inform the development of the parking proposals as described below. The engagement activities sought to gather feedback from a broad range of representatives.

### 3.2 Community Council and Area Partnership

Meetings were held with members of Dunbar Community Council on 11<sup>th</sup> of March 2025 and the Area Partnership, Dunder Community Council and East Lammermuir Community Council on the 17<sup>th</sup> of March 2025. Outcomes from those meetings helped shape the initial draft proposals, which were then subject to wider public engagement.

### 3.3 Questionnaire

An online questionnaire was live from 5<sup>th</sup> May until 9<sup>th</sup> June 2025. The questionnaire was hosted on an ArcGIS StoryMap and was accessible via the East Lothian Council website. To promote participation:

- A QR code linking to the questionnaire was displayed on posters across Dunbar including libraries, community centres, leisure centres and GP surgeries.
- Posters and paper copies of the questionnaire were available in all East Lothian libraries.
- The questionnaire was advertised in the East Lothian Courier.
- A dedicated project email address was provided for queries and feedback.

A total of **1,795 questionnaire responses were received**, 113 of which were paper questionnaires submitted either at the drop-in event or at a library across East Lothian.

### 3.4 Drop-in Event

An in-person drop-in event was held on **Thursday, 22nd May** at the **Dunbar Town House Museum & Gallery**. The event allowed members of the public to view the consultation materials, ask questions, and complete a paper questionnaire if desired.

A large map of Dunbar was displayed, where attendees could provide location-specific feedback using post it notes. This interactive approach encouraged participants to highlight more detailed issues relating to individual streets, which would not necessarily have been gathered through the questionnaire. The findings from this activity are shown in Figure 3-1.

Council officers and Stantec representatives were present throughout to answer questions and discuss the proposals in more detail.



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The event was held across two sessions to maximise attendance:

- **Afternoon session:** 2:00 PM – 4:30 PM
- **Evening session:** 6:00 PM – 8:30 PM



It is estimated that approximately 130 people attended the event. The Community Council were stationed outside the venue canvassing for people to participate in the consultation event.

The key themes emerging from the post it notes that were not geographically specific were:

- General disagreement towards the proposals: citing that there are no parking problems, there would be a detrimental impact on trade in the town, that resident permits should not be introduced in the most deprived areas, that people shouldn't be charged to use council services / facilities and that there would be displacement of parking issues to streets on the periphery of the charged areas.
- Comments on existing provision in Dunbar: very poor enforcement of existing measures, not enough dedicated disabled parking and poor bus service.
- Queries regarding the proposals: will permits be issues for visitors, care workers and tradesmen, how much will resident permits cost, what the payment method will be.



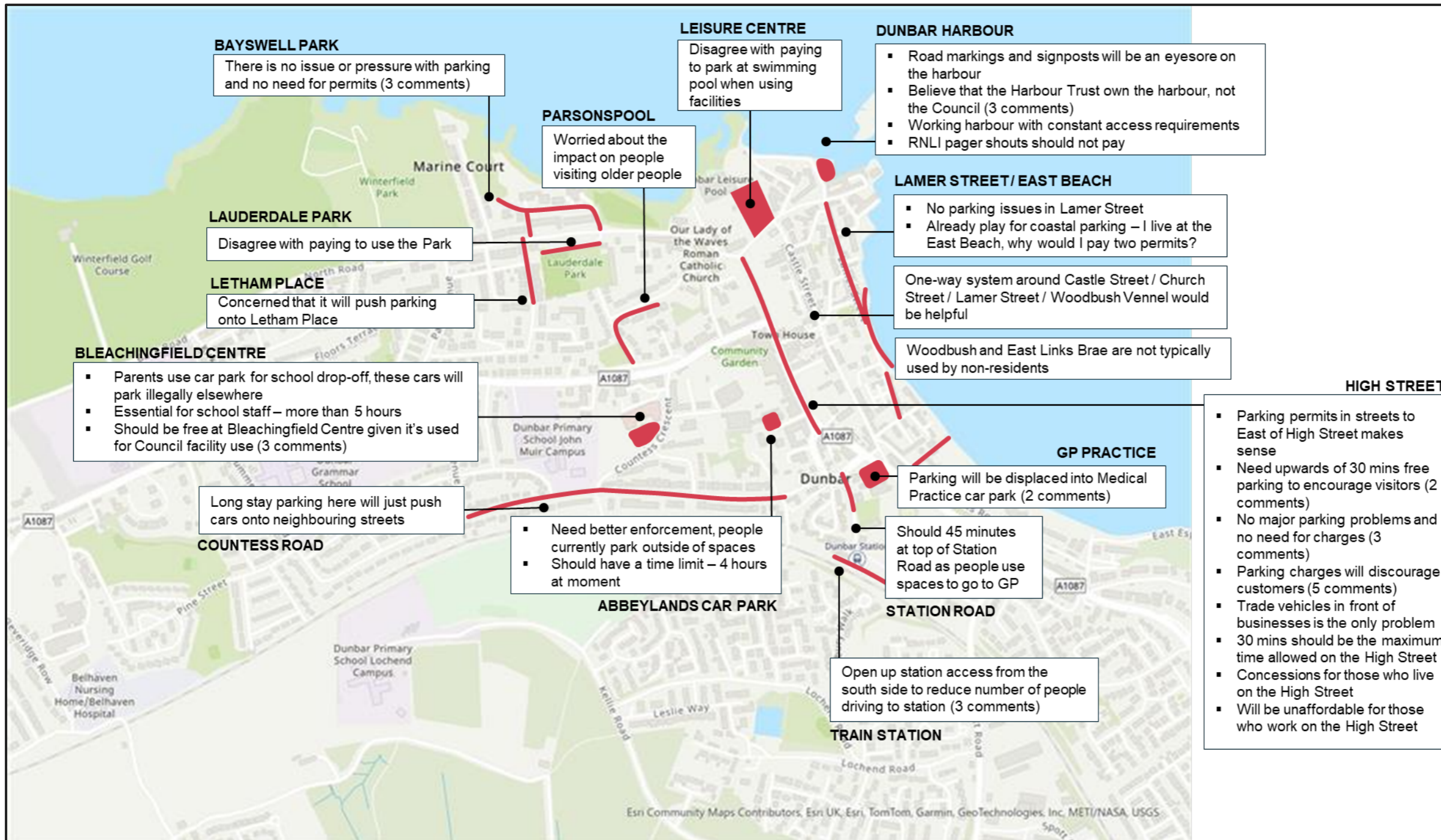


Figure 3-1: Dunbar Public Drop-In: Post-It Note Activity Findings



## 4 Public Questionnaire Analysis

### 4.1 Overview

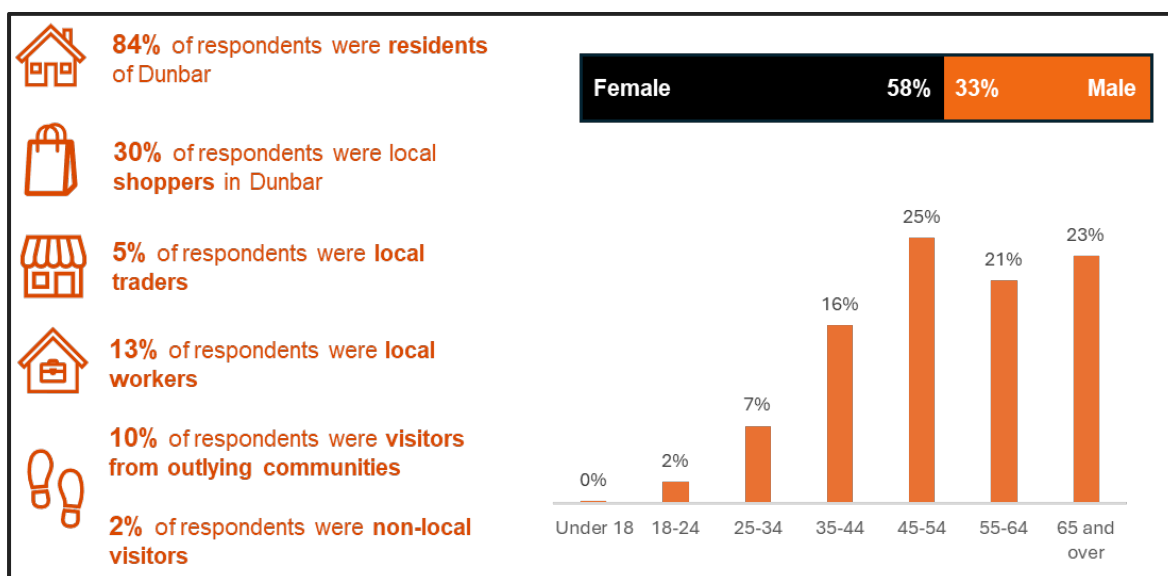
A total of **1,795** people responded to the questionnaire. **94% (n=1,682)** of respondents completed the questionnaire online, with the other **6% (n=113)** respondents returning a paper copy. It should be noted that the percentages in the following sections are rounded to the nearest whole number.

This chapter is structured as follows:

- Section 4.2: **Respondent Breakdown**
- Section 4.3: **Travel in and around Dunbar** – Travel Mode and Purpose, Existing Parking Behaviour, Parking Issues, Dunbar Rail Station, Alternative Mode Provision
- Section 4.4: **Residents of Dunbar**
- Section 4.5: **Parking Management Proposal**
- Section 4.6: **Resident Parking Permit Proposals**
- Section 4.7: **Parking Structure and Pricing Proposals** – Short-Stay Parking, Medium-Stay Parking, Long-Stay Parking, Blue Badge Parking
- Section 4.8: **Analysis of Open-Ended Responses**

### 4.2 Respondent Breakdown

Respondents were asked to indicate their relation to Dunbar; be that, for example, resident of the area, local shopper, local trader etc. Overall, the majority of respondents (**84%, n=1,510**) were residents of Dunbar.

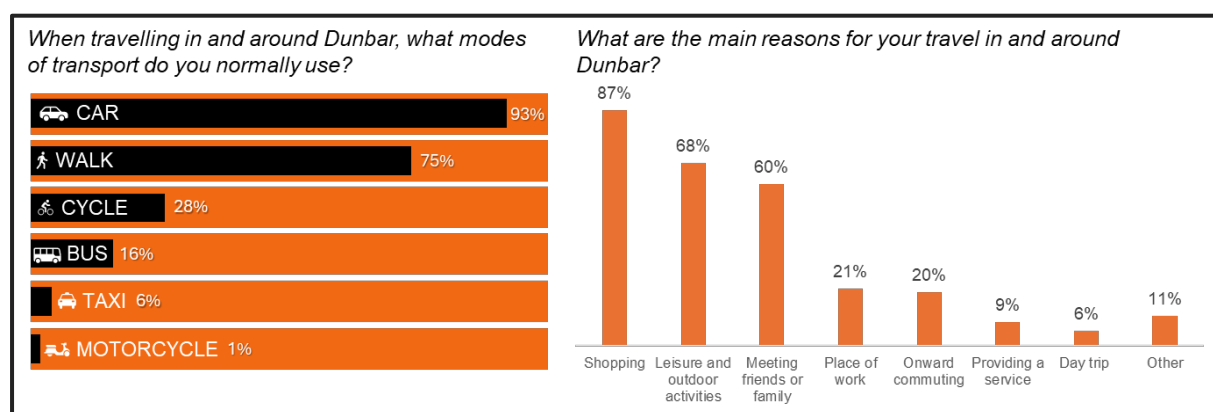


## 4.3 Travel in and around Dunbar

### Travel Mode and Purpose

To gain a better understanding of travel in and around Dunbar, respondents were asked to indicate the modes of transport they typically use and their main reasons for travelling in this area. The key findings were:

- **93% (n = 1,666)** of respondents reported travelling in and around Dunbar by **car**
- **21% (n = 382)** indicated that **car was their only mode of travel**
- **75% (n = 1,340)** stated that they **walk** with **3% (n = 62)** only travelling by foot
- **Public transport use was modest**, with **16% (n = 288)** reporting they travel by bus
- **87% (n = 1,569)** of respondents noted that they travel to Dunbar for **shopping**



### Existing Parking Behaviour

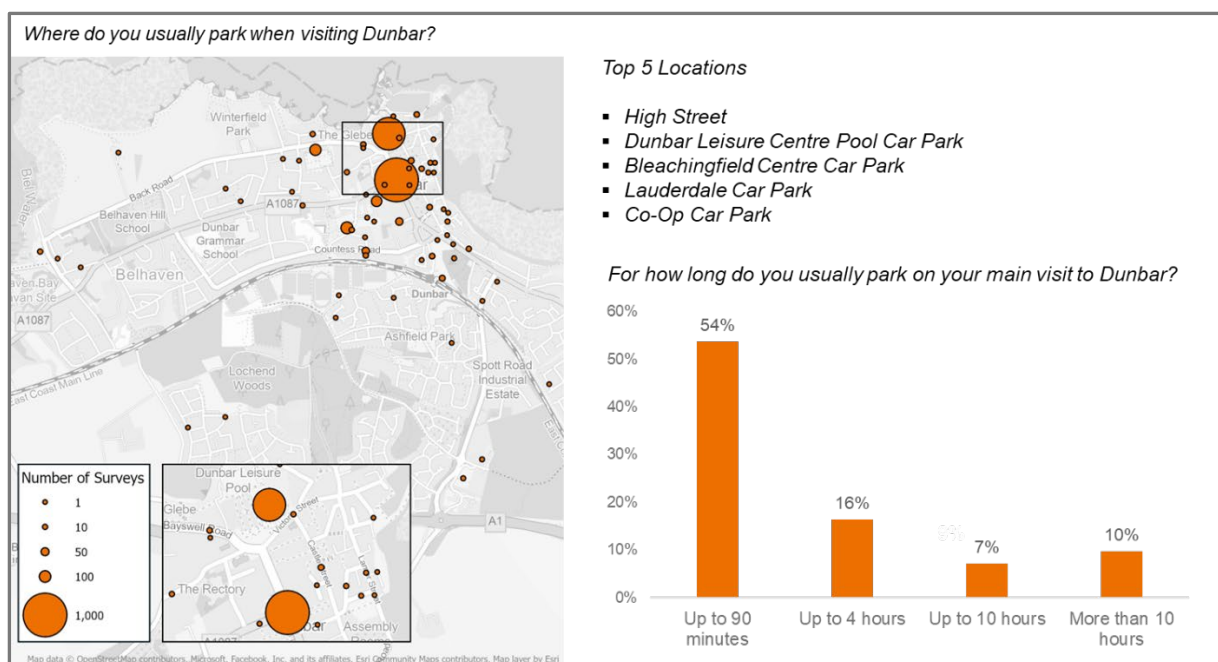
To better understand parking behaviours in Dunbar, respondents were asked where they usually park and for how long during the main visit to the town on their main visit to Dunbar.

The majority (**54%, n=945**) of respondents reported parking for **up to 90 minutes**, suggesting that most do not park in Dunbar for a long period of time.

The High Street was the most cited parking location; followed by the Dunbar Leisure Pool, Bleachingfield Centre, Lauderdale and Co-op car parks. The map below indicates the frequency with which each location was mentioned.



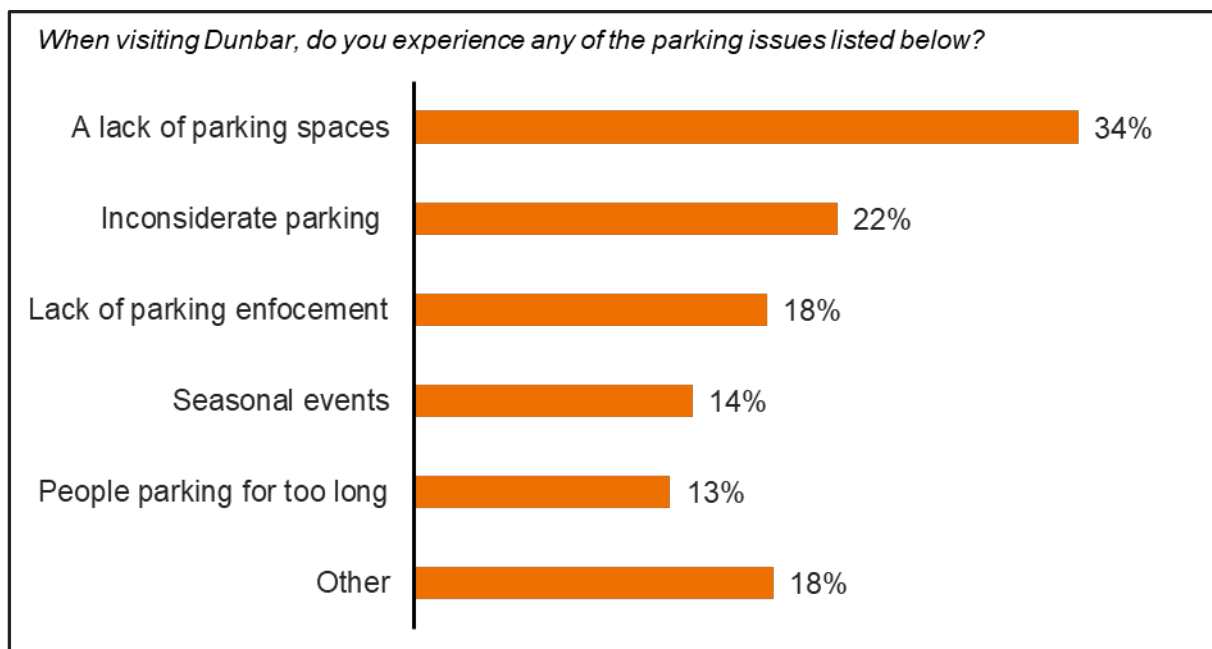
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### Existing Parking Issues

When visiting Dunbar, **34% (n = 613)** of respondents reported that a **lack of parking spaces** was an issue. Of those, **269 respondents** identified this as their **only parking-related concern**.

**Inconsiderate parking** and **lack of enforcement** were also deemed as issues with **22% (n=390)** and **18% (n=325)** of respondents selecting these issues respectively.



Of the respondents who selected 'other', **168** stated that they had no parking issues in Dunbar. The additional issues raised included:

- Skips, work vans, and campervans occupying public spaces
- Shops reserving bays outside their business with cones
- Double parking, use of double yellows, and blocking passing places causing congestion



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- Several commented that traders and commuters occupying spaces long-term
- Private residents' spaces used by the public
- Few short / medium stay options, especially near key areas
- Excess taxi / loading bays on the High Street, unclear parking bay markings, and lack of disabled spaces
- Multiple roadworks approved by the Council simultaneously
- General fear of future charges, lack of enforcement, and poor questionnaire design

### Dunbar Rail Station

To understand the parking provision at Dunbar Station, respondents were asked to indicate whether they felt that the parking provided is adequate. A majority of **35% (n = 617)** stated that it is **not adequate** while **34% (n = 610)** think that it is. A further **22% (n = 397)** do not know if it is or not.

The primary concern raised in the feedback is the **inadequacy of parking at the station**, largely due to the **limited number of spaces** available. The car park is frequently full, leading to **overspill parking on surrounding streets**, particularly Countess Road. Several respondents expressed concern that the **introduction of on street parking charges** may push the **overspill** into residential areas outside of the proposed parking restrictions.

There were **multiple suggestions to expand the car park** into the adjacent vacant plot to help alleviate pressure. Additionally, respondents noted that **parking demand at the station has increased significantly** in recent years, driven by **new housing developments** in the area; however, the **number of available spaces has not kept pace** with this growth.

A further contributing factor is the **lack of active travel connections**, particularly from the south, which may be encouraging more people to drive to the station rather than walk or cycle.

When the car park at the station is full, the vast majority (**n=556**) of respondents indicated that they tend to park on **Countess Road**. Others mentioned parking around the **High Street, Countess Crescent** and in the **Abbeylands car park**.



**Businesses**

Respondents were asked, if they managed a business in Dunbar, whether delivery vehicles can conveniently make deliveries to their premises. The findings are shown in Table 4-1.

**Table 4-1: Can Delivery Vehicles Park Conveniently at Business Premises?**

| Can delivery vehicles park conveniently to make deliveries to your premises? | Business Location / Name  |
|--|---|
| Yes  | <ul style="list-style-type: none"> <li>• High Street</li> <li>• Morris Jones Photography</li> <li>• Lamer Street</li> <li>• Letham Road</li> <li>• Victoria Place</li> <li>• Victoria Street</li> <li>• Queens Road</li> <li>• Dunbar Medical Centre</li> <li>• Hillside Hotel</li> <li>• West Port</li> <li>• Sinton Park</li> <li>• Writers Court</li> <li>• East Links Road</li> <li>• Woodbrush Brae</li> <li>• The Kipper House</li> <li>• Lammermuir Crescent</li> <li>• Danmuir Hotel</li> <li>• The Makery</li> <li>• Fiddlers Yard and Cromwell Haven</li> <li>• Colvin Street</li> <li>• Belhaven Surf Centre</li> <li>• Countess Road</li> <li>• Lauderdale Park</li> <li>• Thornton Loch</li> </ul> |
| No   | <ul style="list-style-type: none"> <li>• Pharmacies (town centre)</li> <li>• Flux (town centre)</li> <li>• Crunchy Carrot and Parkers (town centre)</li> <li>• Dunbar Pet Food (town centre)</li> <li>• Knox Newsagent and Garden Centre (town centre)</li> <li>• Ian J. Brown (town centre)</li> <li>• Lindsays (town centre)</li> <li>• The Food Hamper (town centre)</li> <li>• Dunbar Town House &amp; Museum (town centre)</li> <li>• Lamer Court (residential)</li> </ul>   |

Of those businesses who noted that their delivery vehicles cannot park conveniently at their business the main comment was that **other businesses owners / workers** are parking **all day** outside their business. One business on the High Street noted that the loading bays are **occupied by cars**



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therefore delivery lorries need to **double park** to make deliveries. Others mentioned that there are too many taxi ranks on the High Street which would be used as loading bays instead.

### Alternative Mode Provision

#### *Motorhome Provision*

There was a mix of support for dedicated **motorhome parking** in Dunbar. A total of **37% (n = 664)** of respondents felt there was no need for motorhome parking to support local businesses while **33% (n = 591)** felt there was a need for this provision and **30% (n = 531)** were unsure.

Among those in favour it was suggested that Dunbar Leisure Pool car park, Winterfield Park car park and / or the Harbour as locations for dedicated motorhome parking.

#### *Cycling Parking*

Views on the current cycle parking in Dunbar were mixed. **36% (n = 651)** of respondents felt that there was sufficient provision, **28% (n = 504)** felt that it was insufficient, and **36% (n = 634)** were unsure.

If cycle parking facilities increased, **71% (n = 1,271)** of respondents noted that it would not encourage them to cycle more. **18% (n = 325)** said that it would and **11% (n = 185)** were unsure.

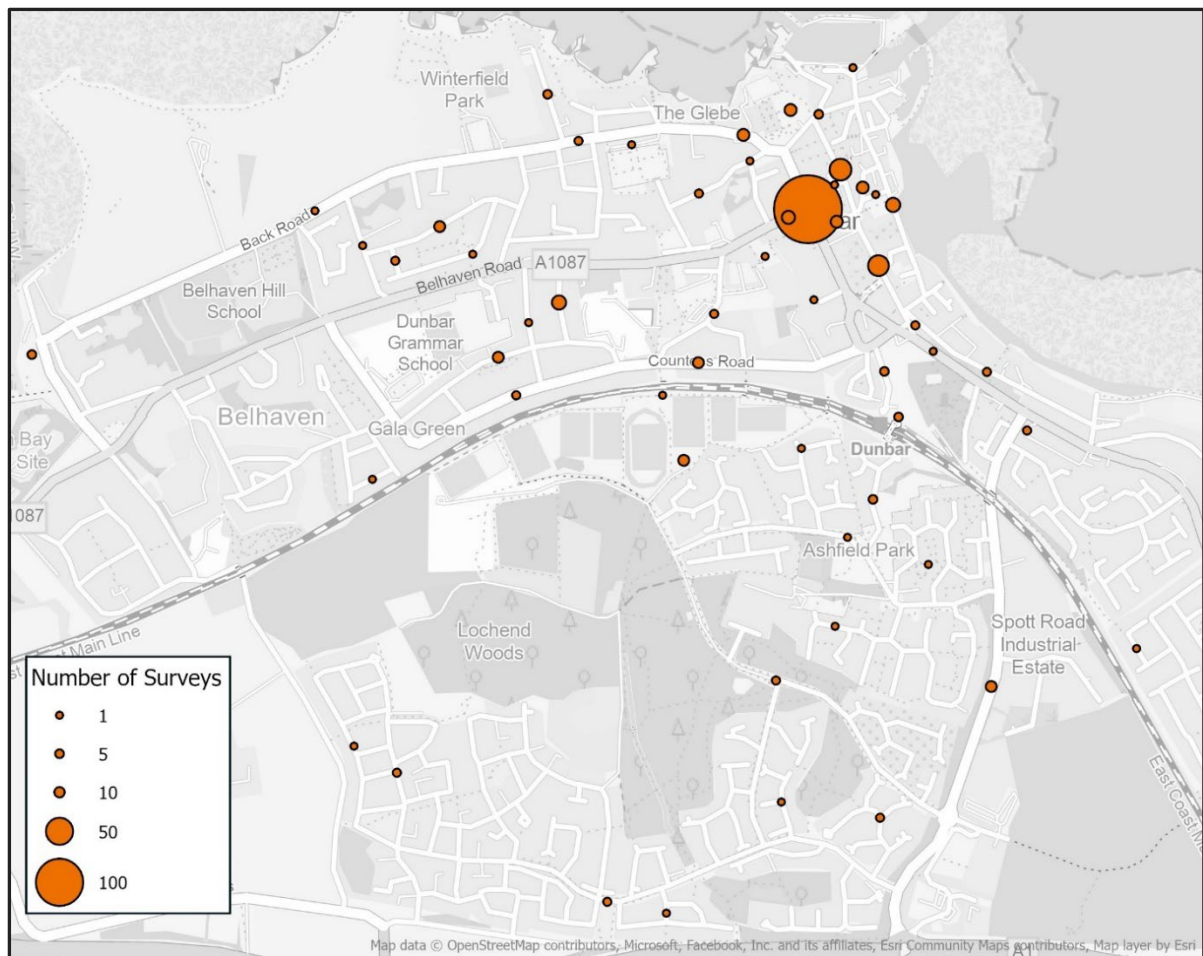
#### *Motorbike / Moped / Scooter Parking*

The majority (**65%, n = 1,165**) of respondents were unsure whether motorbike / moped / scooter parking was sufficient and **13% (n = 230)** noted that it was insufficient. Among those who reported using these modes, **76% (n = 16)** said provision was inadequate.

#### *Walking and Wheeling*

**16% (n = 286)** of respondents reported **difficulties walking around Dunbar** due to vehicles obstructing footpaths. The **High Street** was the most frequently mentioned location, highlighted by **62 respondents**. **Castle Street** and **Church Street** were both raised by more than 10 respondents. All cited locations are shown in the map below.





**Figure 4-1: Where do you encounter difficulties walking around Dunbar as a pedestrian due to vehicles obstructing footpaths?**

#### **Public Transport**

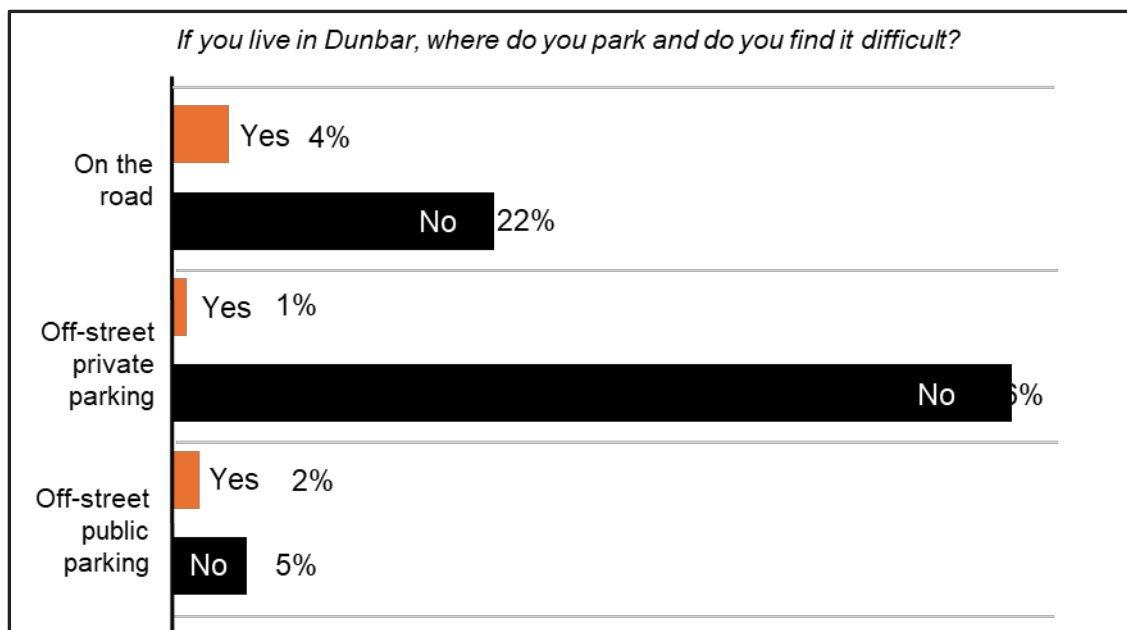
Of all respondents, **52% (n = 930)** indicated that they would not be encouraged to leave their car at home if bus frequencies increased. **30% (n = 542)** noted that they would, while **7% (n = 125)** were unsure.

### **4.4 Residents of Dunbar**

The **1,510 (84%) respondents** who indicated that they were residents of Dunbar were asked where they normally park and whether they find it difficult to park at their home. The majority (**58%, n=863**) indicated that they park in **private off-street parking** e.g., a driveway.

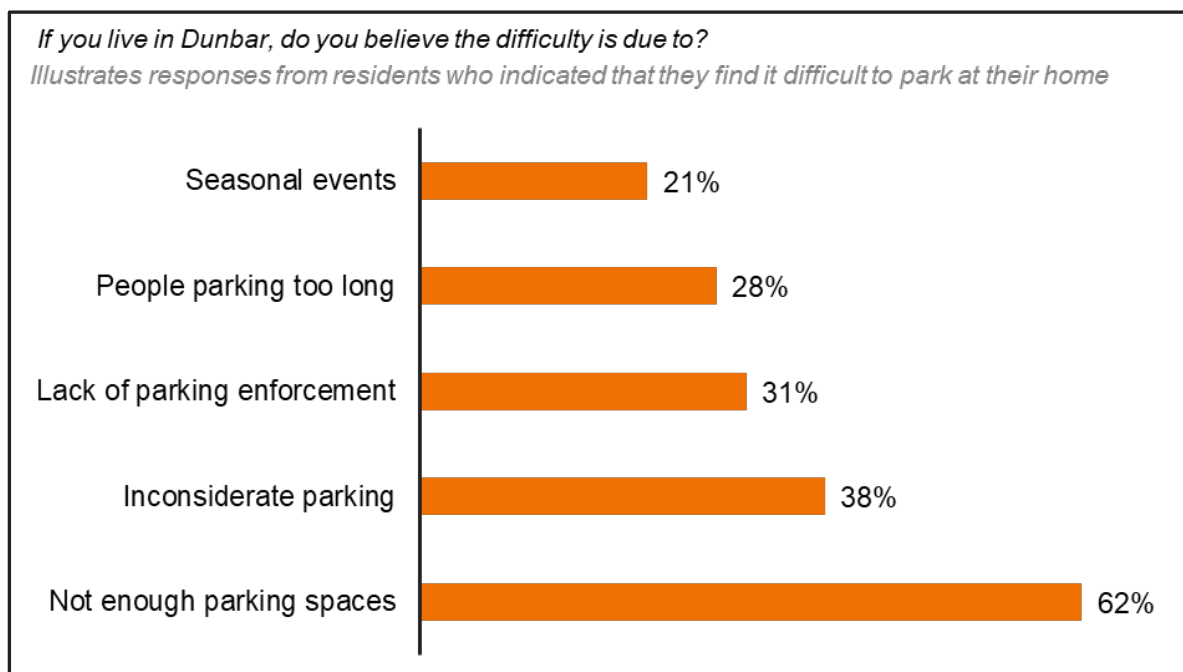
Of those who park in Dunbar and stated they either have a problem parking or do not have a problem parking (n=1,277), most noted that they do not find it difficult to park at their home. **Those who park on the road were most likely to find it difficult to park**, although the number of respondents who raised this as a problem accounts for a very small percentage (**4%, n=55**) of the total.





Overall, **7% (n=108)** of Dunbar residents, indicated that they find it **difficult to park at their home**. Among these residents, the most cited reason was a **lack of available parking spaces (62%, n = 67)**.

Other key contributing factors included **inconsiderate parking** (e.g., parking on yellow lines, double parking, and using disabled bays) and a **lack of parking enforcement**. These issues closely reflect the challenges identified by all respondents when asked about parking problems during visits to Dunbar.



## 4.5 Initial Parking Management Proposals

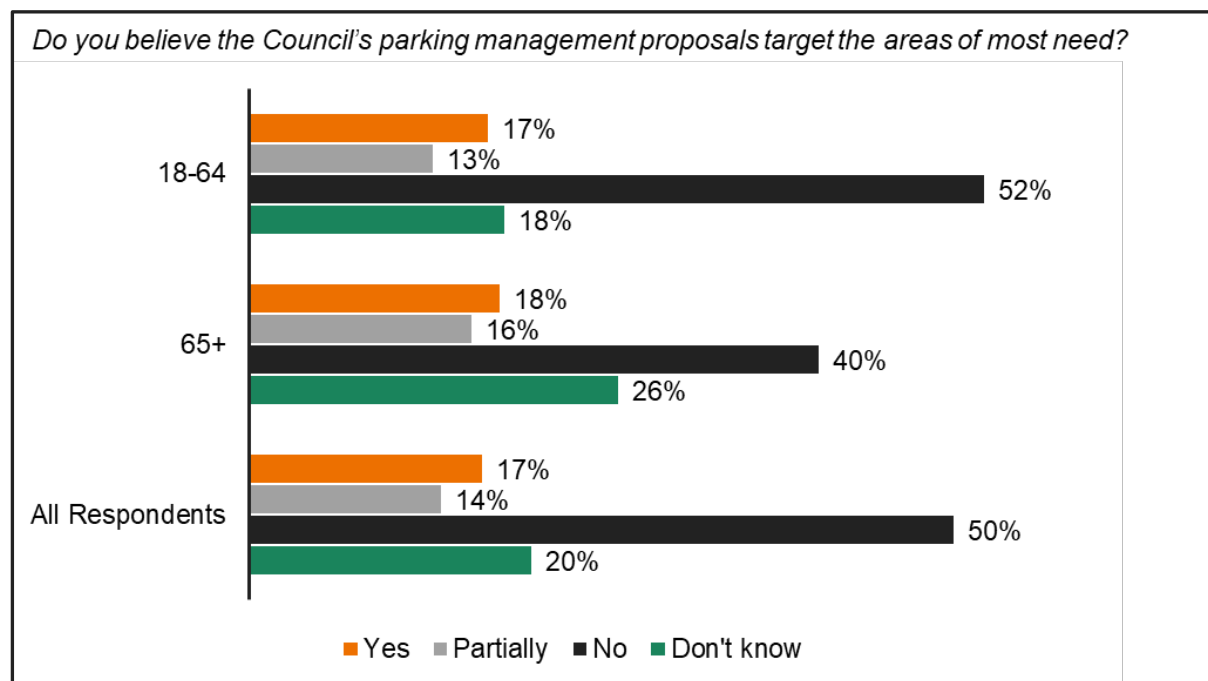
When asked whether the initial parking management proposals, focused on the High Street and nearby streets such as Church Street, Castle Street, and Countess Road, target the right areas, **50%**



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(n = 885) of respondents said they **do not believe the proposals are correctly targeted**. In contrast, **17% (n = 293)** felt the proposals **do target the right areas**, while **14% (n = 241)** believed they only **partially cover** the appropriate locations. Meanwhile, **20% (n = 355)** were **unsure**.

Among those who are **65 and over**, disagreement was lower. Within this group, **40% (n = 159)** **disagreed** that proposals target the right areas, while **18% (n = 70)** **agreed**. Around a quarter (**26%, n = 103**) were unsure compared to **20%** of all respondents.



With a fifth of all respondents (**20%, n = 355**) indicating that they were unsure whether the proposals focused on appropriate areas, there could be a potential gap in awareness or clarity around the plans.

A total of **290** respondents who had either answered “*partially*” or “*no*” provided comments explaining their opposition to the proposals. The key themes from these comments, and the corresponding number of respondents who raised each issue, are shown in Table 4-2.

**Table 4--2: Number of Respondents Opposing Initial Proposals**

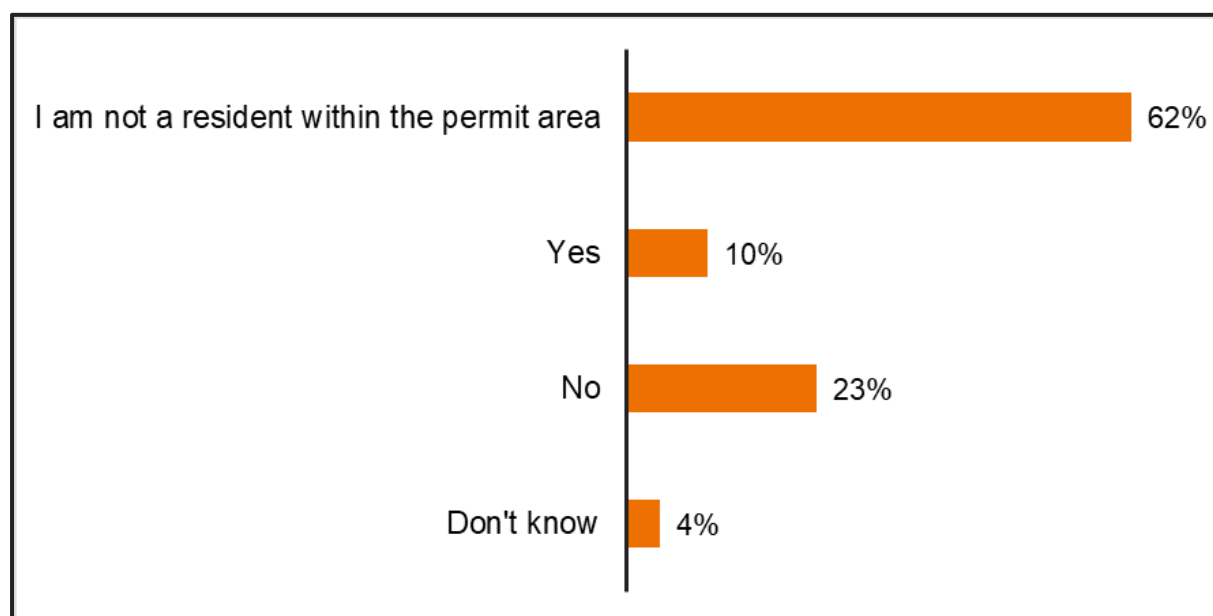
| Comment / Concern / Query                               | Number of Respondents |
|---|-----------------------|
| No need for the scheme                                  | 150 respondents       |
| Concerns about the town centre / business viability     | 49 respondents        |
| Perception that the proposals are a money-making scheme | 32 respondents        |
| Disagree with proposals for residential area            | 27 respondents        |
| Existing parking restrictions need to be enforced       | 27 respondents        |
| Proposals will displace parking problems                | 19 respondents        |
| Target area should be reduced in size                   | 15 respondents        |
| More parking spaces are needed                          | 9 respondents         |
| Parking at the leisure centre should be free            | 8 respondents         |
| Agree with parking proposals on the High Street         | 8 respondents         |



| Comment / Concern / Query                                   | Number of Respondents |
|---|-----------------------|
| Parking at Lauderdale Park should be free                   | 6 respondents         |
| Improve sustainable travel options to reduce parking demand | 5 respondents         |
| Introduce disc parking system akin to Northumberland        | 4 respondents         |
| Agree with proposals for Countess Road                      | 4 respondents         |
| More parking at the train station                           | 3 respondents         |
| Agree with parking proposals on Abbeylands                  | 3 respondents         |

## 4.6 Resident Parking Permit Proposals

Respondents were asked whether they felt that resident permits were appropriate for the proposed permit area. 62% (n = 1,087) indicated that they **do not live within the proposed resident permit area**. Of those residents who do live within the proposed area, 23% (n = 408) **disagreed** with the proposed introduction of parking permits while 10% (n = 175) **agreed** and 4% (n = 70) **were unsure**.



320 of Dunbar residents provided additional comments explaining why they felt resident parking permits were not appropriate for the area. The most common concern raised was that **residents should not be required to pay for parking** outside their own homes. Respondents cited the ongoing **cost of living crisis** and financial pressures on households. Many felt that the cost of a resident parking permit would be an unfair additional burden. Several also argued that Council Tax, which has recently increased, should already cover infrastructure costs, including parking provision.

A significant number of respondents stated that there are **no existing parking problems in Dunbar**. Specific streets mentioned as having no issues included:

- Church Street
- High Street
- Bayswell Road
- Bayswell Park
- Parsonspool
- Woodbush Place



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- Lamer Street
- East Links Brae
- Victoria Street
- Countess Road

Residents in these areas expressed that there is no justification for introducing a resident permit scheme.

Residents living on the **High Street** expressed concern that they may be excluded from applying for permits, leaving them unable to park near their homes or on adjacent streets. Suggestions were made to allocate spaces in **Abbeylands** and the **Leisure Centre car park** specifically for High Street residents.

Many respondents voiced general opposition to the initial parking management proposals, with several perceiving them as a revenue-generating initiative by the Council. Concerns were raised that:

- Paid parking would **discourage people from visiting the High Street**, potentially harming local businesses.
- Parking problems would be **displaced** to surrounding streets not included in the scheme.
- Non-residents might begin using private parking spaces, creating further issues.

There was a strong call for **visitor permits** to be excluded, with the view that friends and family should not be expected to pay to visit residents. One holiday let owner questioned how the permit system would accommodate properties with regularly changing vehicles.

A recurring theme was the **lack of current parking enforcement**. Many felt that better enforcement of existing rules would negate the need for new parking measures. Some also highlighted the need for more parking spaces, noting that parking provision has not kept pace with population growth.

The only support for resident permits came with the condition that they be **free of charge**. One respondent also suggested that **Countess Road** should be restricted to residents only, to prevent all-day commuter parking.

## 4.7 Parking Structure and Pricing Proposals

### Short Stay Parking

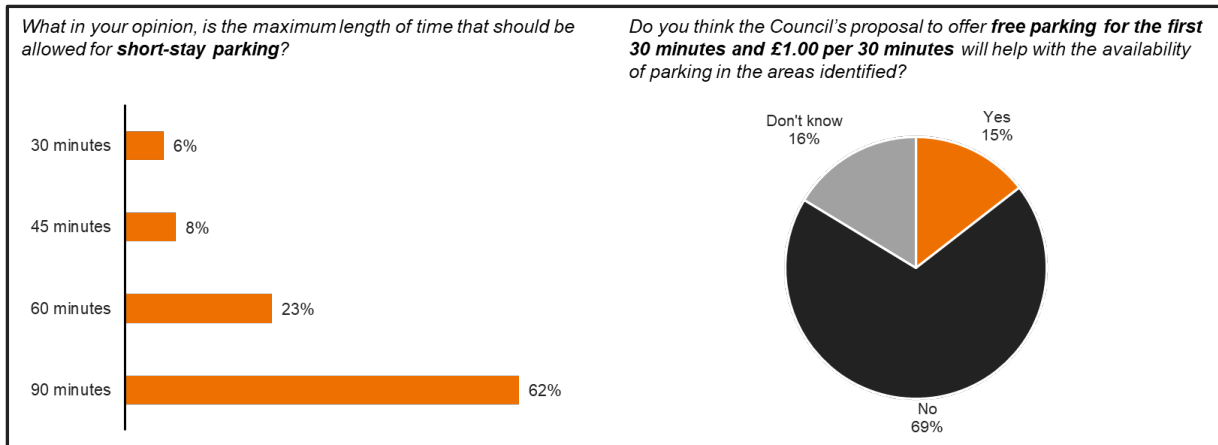
To understand the views on short-stay parking, respondents were asked to indicate both their preferred maximum parking duration and whether they felt the proposed pricing structure would help with the availability of parking.

Nearly **two-thirds of respondents (62%, n = 1,108)** preferred a maximum duration of **90 minutes** for short-stay parking. This was followed by **23% (n = 413)** who preferred **60 minutes**. Generally, the findings suggested a general preference for longer short-stay durations, reflecting the desire for greater flexibility when visiting local amenities.

Regarding the proposed parking structure, which would allow for 30 minutes of free parking, followed by a £1.00 charge for every additional 30 minutes, **69% (n = 1,226) did not believe it would improve parking availability**. A smaller proportion (15%, n = 257) supported the proposal, while others were not decided or did not respond.



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### Medium Stay Parking

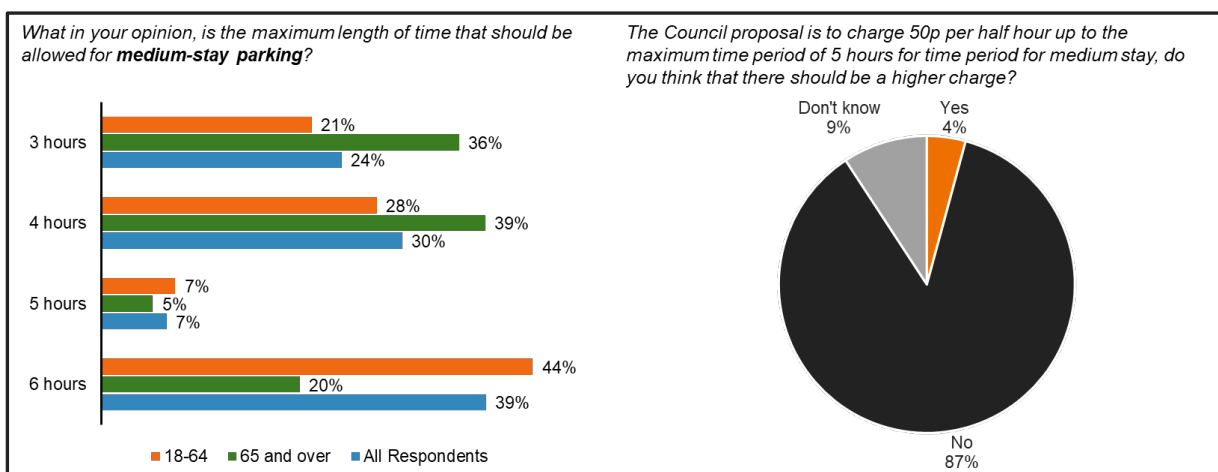
To understand views on medium-stay parking, respondents were asked to indicate what they believed the maximum permitted duration should be.

The most popular option was **6 hours**, which was selected by **39% (n = 685)** of respondents. A further **30% (n = 536)** preferred a **4-hour limit**. 5 hours was the least popular option.

Preferences notably varied between those aged between 18 and 64 and those aged 65 and over. A greater proportion of those **65 and over supported a 4-hour maximum stay (39%, n = 149)**, compared to **28% (n = 347) of those between 18 and 64**. Conversely, **44% (n = 543)** of those between 18-64 favoured a maximum stay of 6 hours compared to **20% (n = 77)** of those 65 and over.

These differences suggest that those who are 65 and over are making shorter stays when parking in Dunbar while those who are typically fall into the working population category are likely to want to park for longer.

Respondents were also asked whether the Council's proposals to charge 50p per half hour should be increased. The vast majority (**87%, n = 1,534**) **did not support** a higher charge. Only **4% (n = 75)** thought the charge should be higher and **9% (n = 164)** were unsure.



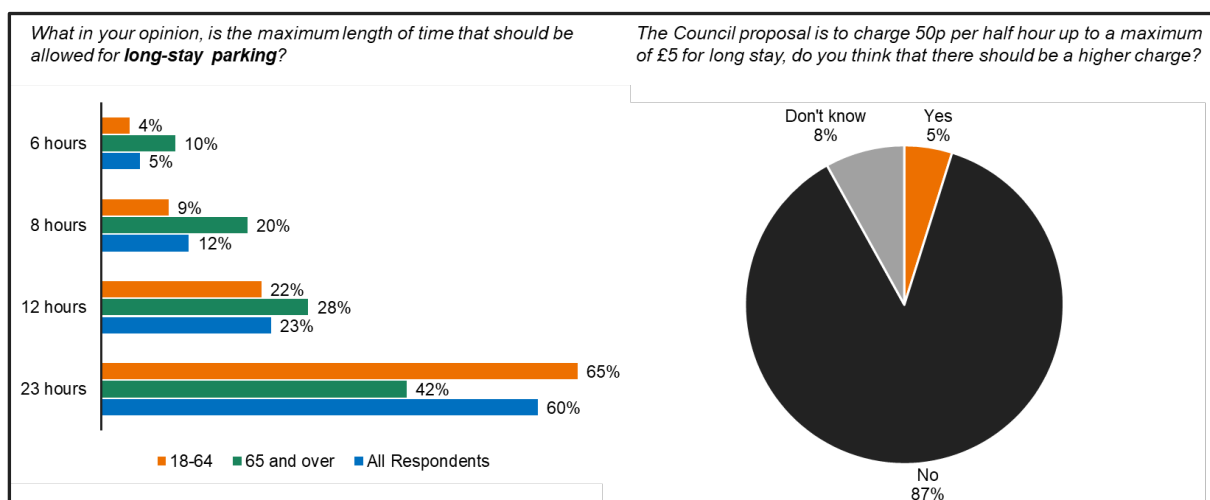
## Long Stay Parking

When asked about the maximum duration for long stay parking, **60% (n = 1,052)** of respondents preferred a limit of **23 hours**. This was followed by **23% (n = 409)** who supported the **12-hour limit**.

As illustrated, there was a notable difference between those aged 65 and over and those aged between 18 and 65. While the highest proportion of those aged 65 and over selected **23 hours (42%, n = 161)** this increased to **65% (n = 818)** of those aged between 18 and 64.

Like the findings for medium term parking preferences, this would suggest that those who are 65 and over are making shorter stays when parking in Dunbar while those who are typically fall into the working age population category are likely to want to park for longer.

As part of the initial parking management proposals, the Council considered introducing a 50p charge for every 30 minutes in long stay parking areas. Respondents were asked whether this should be higher. An overwhelming majority (**87%, n = 1,544**) do not think the charge should increase while a small proportion of **5% (n = 86)** agree that it should be higher.



All respondents were asked if they would park outside of the charged areas in the proposal. The majority (**62%, n = 1,107**) stated that they would and **16% (n = 293)** would still park within the charged areas. A further **15% (n = 274)** were unsure.

## Blue Badge Parking

When asked whether they support free parking for Blue Badge holders in all parking bays, **74% (n = 1,324)** noted that they **agree** with the free parking. A further **19% (n = 336)** **disagree** and **7% (n = 122)** were unsure.

## 4.8 Analysis of Open-Ended Responses

Respondents were invited to leave additional comments on the proposals at the end of the questionnaire. These comments were analysed thematically to identify key issues and commonly raised concerns. Road-specific comments are shown in Figure 4-2.



### Concerns for Town Centre and Businesses

The most frequently raised concern (**485 responses**) was the potential **negative impact of parking charges on Dunbar High Street**. There was a widespread view that such measures could **deter people from visiting the High Street**, driving them instead to out-of-town retail areas offering free parking. Many feared this would significantly **harm local businesses** and risk the long-term vitality of the town centre.

*“As a business owner I think this would discourage people from visiting Dunbar and locals would avoid the High Street. You’re not encouraging anyone to browse on the street with time restrictions.”*

*“I also believe enforcing this plan will kill the high street and damage our livelihoods. It’s already a struggle to survive and this will be awful.”*

*“Bringing in parking charges to Dunbar will kill some businesses in Dunbar. It’s a terrible idea.”*

*“Don’t kill our town by introducing these parking charges!”*

### Permit Concerns

The second most prominent theme was around **parking permits (156 responses)**. Some **residents objected** to the principle of **paying to park outside their own homes**, while others feared that permits would not guarantee space or solve congestion.

*“It’s ridiculous to charge Dunbar residents to park outside their own homes, particularly streets like Lamer Street, where they need to buy permits for the whole household and are not guaranteed a space despite buying several permits for the householders and visitors.”*

*“Residents should not pay for parking permits, they should be free. Charging creates inequality across residential areas of Dunbar and penalises those living near the town centre”*

Those who **live on the High Street** raised concerns that the initial proposals do not indicate whether they will be eligible for a permit while some residents of the High Street are somewhat supportive of resident permits for those on the High Street.

*“Having resided on the High Street in the past, regardless of current situation, resident permits should have always been a thing.”*

*“As I live on the High Street, I just worry that all residents would be compacted into only “permit parking only” areas set out on the map. I want to be able to park close to my flat, or at least a very short walk. I hope that permits would allow High Street parking.”*

There were also concerns raised about **visitor permits** as it is considered to be ridiculous to expect friends and family to have to pay to visit.

*“The introduction of permits would mean I couldn’t park outside my relatives (with a drive of over an hour) and would mean having to fork out to pay for a long stay and walk!”*

*“Residents parking should extend to family members who provide childcare... I have family members who regularly park on my street to help with childcare, and they should be able to apply for permit parking here too, so they are not fined for helping to facilitate our everyday lives.”*



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**Business permits** were also raised as it is unclear whether businesses will qualify for a permit as they are not a resident but need to be able to park near their premises. If not, these permits should be considered for businesses.

*“No mention of permits for traders who may not live in town but have their workplace there.”*

*“I think consideration should be given to a business owner / worker permit for those with businesses on the high street to ensure they are able to readily access their business / place of work.”*

### **Impact on Visitors**

Many respondents highlighted the negative implications for visitors and tourists (**153 responses**), worrying that the introduction of charges would **reduce the appeal of Dunbar**.

*“Parking charges will deter visitors and will kill the high street and town”*

*“There is no need to further disincentivise visitors and residents to park on the high street.”*

*“I also am concerned about the impact that these proposals will have on the holiday trade, in terms of holiday lets and the high street spend by the guests of such businesses.”*

### **Criticism of Consultation**

**Over 100** responses contained direct criticism of the **consultation process** and **questionnaire design**, with many arguing that the questionnaire was biased, poorly framed, or designed to produce a predetermined outcome.

*“This questionnaire has been written from an incredibly biased perspective. It seems to presume there is an issue without actually confirming that there is an issue.”*

*“This questionnaire is badly worded, with significant bias towards the answers ELC are seeking, against recognised good practice in questionnaires.”*

Some respondents described the process as unclear, lacking transparency, or rushed, leading to a sense of distrust in how decisions were being made.

*“The construction of this questionnaire suggests the decision to introduce Parking Charges has already been taken.”*

### **Lack of Parking Enforcement**

Another major comment was the **lack of enforcement (107 responses)** of parking restrictions. Some respondents noted that adequate enforcement of existing restrictions would solve the parking problems, without the need to charge users.

*“The very few parking issues within my zone are usually due to a lack of enforcement where people have parked on a single or double line or on the station roundabout.”*

*“Yes there are issues with pavement parking, double parking (high street) and abuse of blue badge bays. These would be better dealt with by clearer signage and stronger enforcement.”*

### **General Criticism of the Parking Proposals**



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The majority of respondents **generally object** to the initial parking proposals (**87 responses**) with the main reason being that here is **no parking problem in Dunbar (53 responses)**.

*“Scrap charges as there is no problem at the moment with the 90 minutes maximum in High Street.”*

*“Parking in Dunbar is NOT a problem. I have lived here for 10 years having moved from North Berwick, where lack of parking was a major part of my decision to move.”*

*“As far as I’m aware Dunbar does not have a parking problem. I’ve never failed to get parked in the town centre.”*

*“There is not a parking problem in Dunbar. I am totally against introducing parking charges to Dunbar.”*

In addition, many responses suspect that this is just a **money-making scheme** by the Council to raise money.

*“I am totally opposed to this plan, it is not needed and is simply a money making scheme by ELC...”*

*“This appears to be a money making exercise rather than something that would benefit residents of Dunbar”*

### **Alternative Suggestions**

A smaller but important subset of responses provided constructive suggestions. This included calls for a **Park & Ride system** (7):

*“Providing Park and Ride facilities on edge of town would eliminate any need for parking charges.”*

There were other suggestions (22) to adopt a similar **disc-based parking scheme** like Berwick-Upon-Tweed have.

*“...If you want to limit time in parking spaces, introduce a system like Berwick upon Tweed where a disc is bought for £1 and you note the time of arrival. This could ensure people are not parking all day in areas such as the High Street.”*

*“I feel the council should adopt a parking clock like what is utilised in a number of towns including Berwick upon Tweed. This system works well and ensures a quick turnaround of spaces with short and long stay carpark available. Clocks are purchased for £1 from local shops or a machine.”*

There are also general comments about improving the **signage** (16) of car parks and allow for grace periods at car park.

*“A bit of extra signage would fix issues and tbh this feels like taking a sledgehammer to crack a nut.”*

A number of people asked for more accessible parking near amenities, and **longer free initial periods** to support use of the High Street.

*“First 90 minutes should be free otherwise you will kill off businesses on the high street...”*

*“Free parking for 90 minutes essential to support local businesses on the high street esp services which take more than an hour...”*



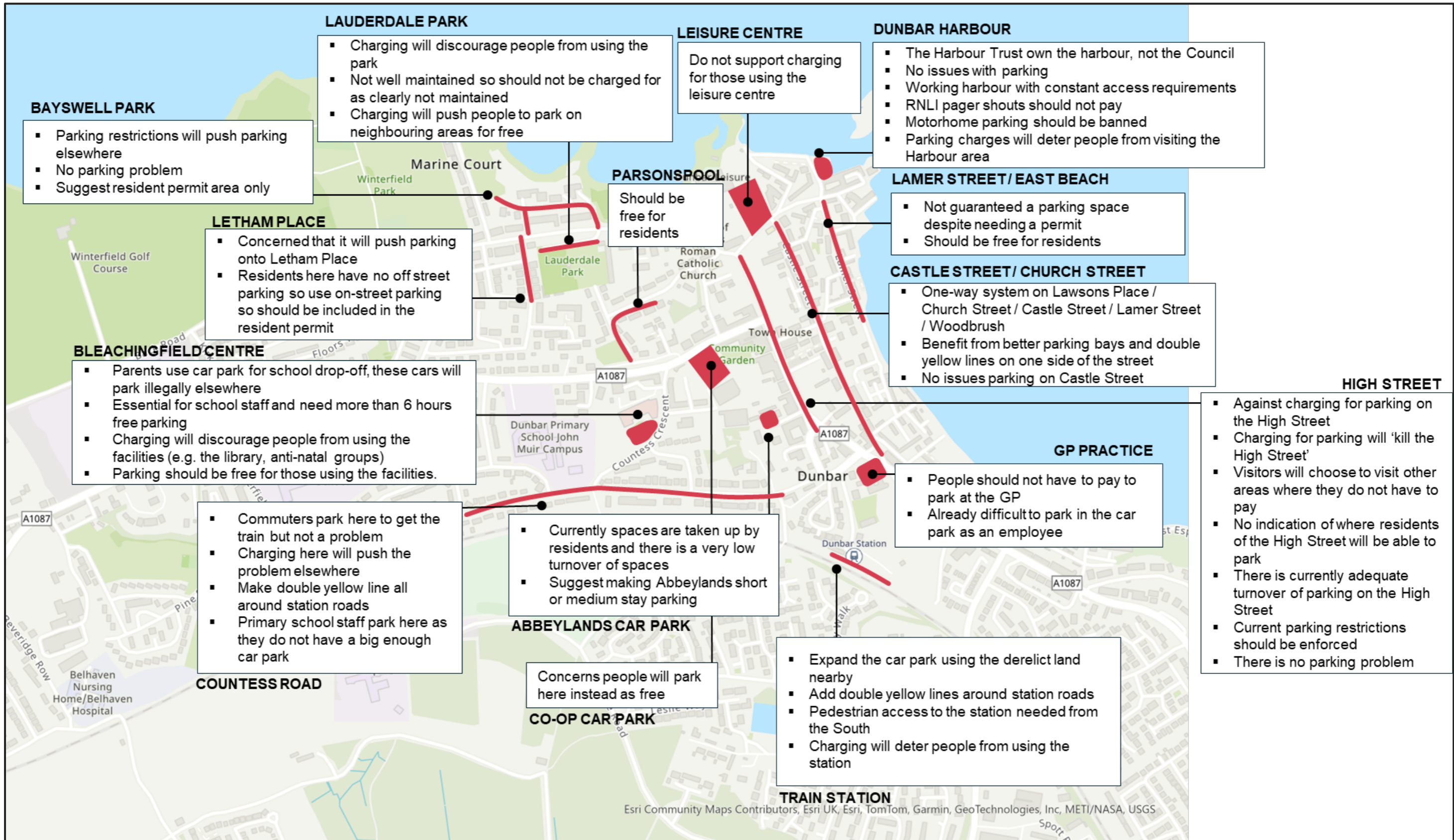


Figure 4-2: Open-ended responses – street specific comments



## 5 Formal Written Submissions

### 5.1 Overview

In addition to the questionnaire and public drop-in event, a dedicated project email inbox was established to allow members of the public and organisations to raise concerns directly with the project team. This email inbox was promoted alongside the engagement materials and public questionnaire, with the mailbox actively monitored through the consultation period.

### 5.2 Response Breakdown

In total, 113 individuals sent emails; four of which were scanned questionnaires. The majority, **(87%, n = 98)** of emails were from individuals, with **10% (n = 11)** submitted by businesses / community organisations. The following businesses / community organisations responded to the consultation:

- The Dolphin Inn
- Dunbar Community Bakery
- Dunbar Community Council
- Dunbar Harbour Trust
- Dunbar Medical Group
- Dunbar Shore and Harbour Neighbourhood Group
- Dunbar Trade Association
- Dunbar and East Linton Health and Wellbeing Group
- Georgia May Fashion
- The Found Gallery
- The Harbour Chapel Limited

### 5.3 Individuals' Comments

Of the 98 emails from individuals, the vast majority commented on the high-level proposals. Comments are thematically analysed and shown in Table 5-1.

**Table 5-1: Thematic Comments from Individuals via Email**

| Comment / Concern / Query   | Number of Respondents |
|---|-----------------------|
| Concerns about the town centre / business viability                       | 56 respondents        |
| General opposition to the proposals                                       | 51 respondents        |
| Belief that there are no parking problems in Dunbar                       | 33 respondents        |
| Comments on the consultation i.e. leading questionnaire, lack of evidence | 21 respondents        |



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| Comment / Concern / Query  | Number of Respondents |
|--|-----------------------|
| Perception that the proposals are a money-making scheme  | 20 respondents        |
| Community assets should have free parking i.e., swimming pool, Lauderdale Park, Bleachingfield | 15 respondents        |
| Existing parking restrictions need to be enforced  | 14 respondents        |
| Specifically disagree with proposals for residential area                                      | 12 respondents        |
| Proposals will displace parking problems   | 11 respondents        |
| Cost / affordability concerns  | 9 respondents         |
| Concerns for resident's visitor access   | 9 respondents         |
| Concerns for tradespeople / worker access  | 9 respondents         |
| Improve signage to existing car parks  | 6 respondents         |
| Introduce disc parking system akin to Northumberland   | 5 respondents         |
| 2018 Strategy is outdated and not reflective of post-COVID life                                | 3 respondents         |

The most commonly cited concern was that the introduction of parking charges would discourage people from visiting the town centre, compounded by the availability of free parking out-of-town shops. Respondents noted that this would significantly impact small businesses in the town centre, with some respondents noting that the High Street would “become a ghost town.”

There was a general opinion that there are currently no parking issues in Dunbar and that regular enforcement of the existing restrictions would sufficiently increase the turnover of vehicles on the High Street.

Several residents of the High Street expressed concerns regarding the ability to use a resident permit on the High Street. There was dissatisfaction from those residents that they would no longer be able to park outside their house. The same residents wished to be able to use their resident permit at either the Leisure Centre or Abbeylands, as this is where they also often park.

Respondents raised various queries regarding how the introduction of resident permits would impact tradespeople and other self-employed individuals such as cleaners. There were also several questions regarding resident visitor access.

The cost of parking was also a key concern. Several respondents who worked in Dunbar raised concerns regarding this additional monthly cost; with many noting that it was unaffordable. With regards to the resident permits, there were comments noting that the proposed area is relatively deprived compared to the rest of the town. Those who support the introduction of residents permits felt that they should be free.

Other suggestions / comments that individual respondents raised included:

- For tourists, the addition of a municipal motorhome site would bring in significant revenue without introducing parking charges.
- Increase council tax by a small amount if it is needed but be honest about it.
- Ensure future infrastructure planning puts residents and community sustainability at its core.



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- The introduction of parking charges at the coastal car parks has shown how unpopular and problematic such measures can be.
- Charging on Sundays will impact the church community.
- Residents expect any revenue raised to be ring-fenced and transparently reinvested in local transport infrastructure.

Street / area specific comments from individuals are shown in Figure 5-1.



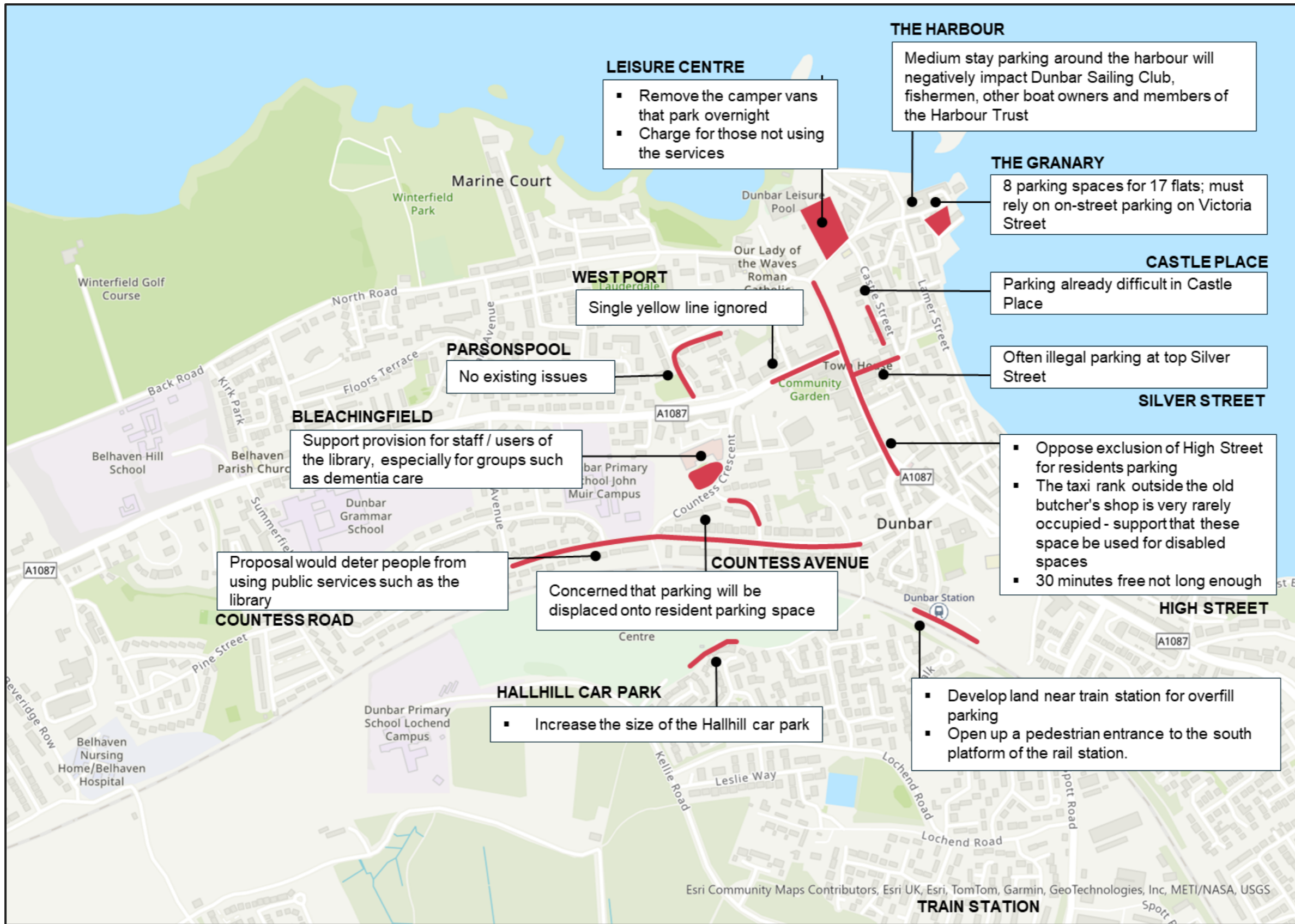


Figure 5-1: Street / Area Specific Comments from Individuals via Email



## 5.4 Business / Organisation Comments

11 businesses / organisations submitted formal responses to the consultation via the project-specific email. The comments from businesses / organisations, which have a premise in the town, are shown in Figure 5-2.



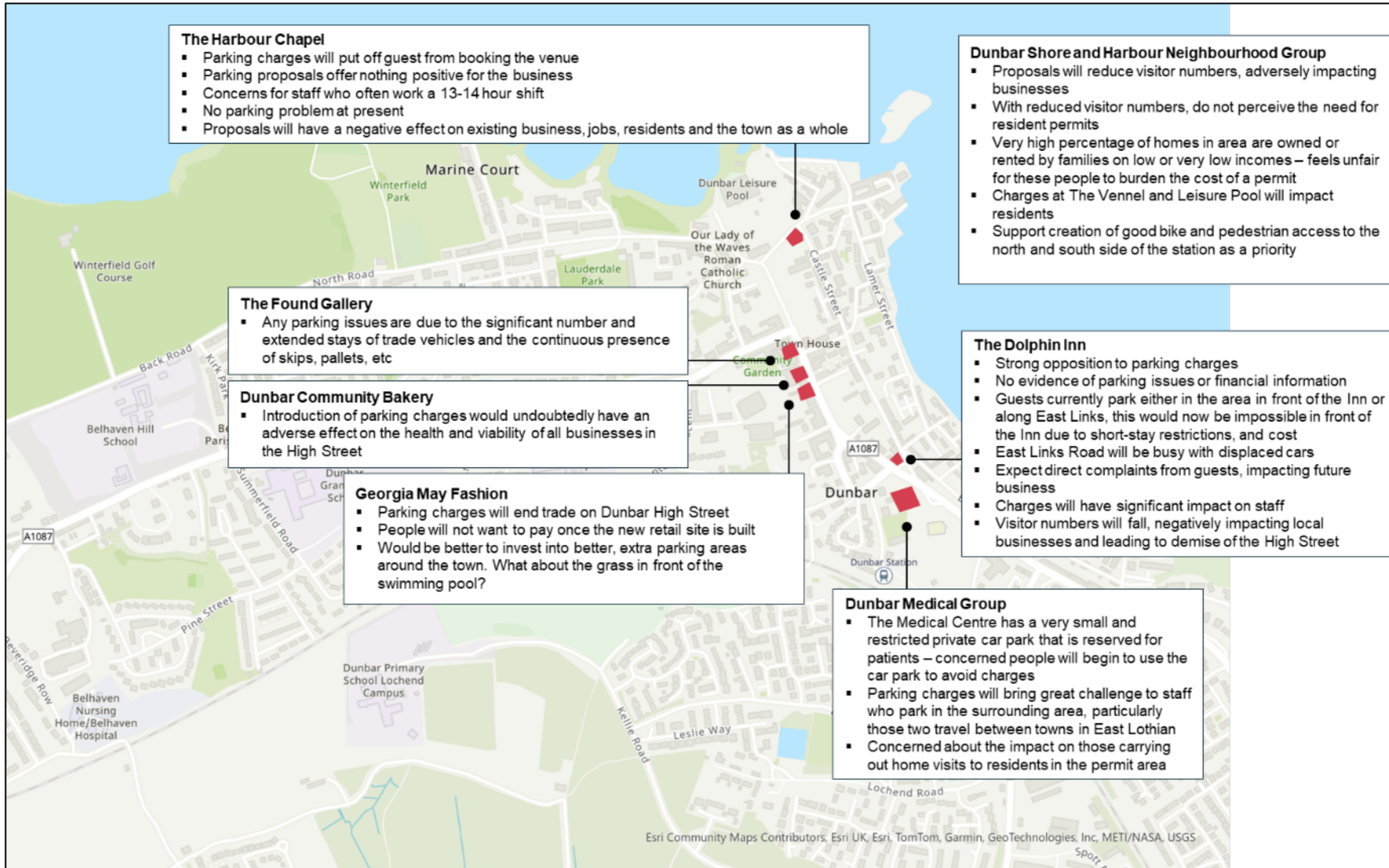


Figure 5-2: Business / Organisation Comments



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### ***Dunbar Harbour Trust***

East Lothian Council held a meeting with Dunbar Harbour Trust, in May, to discuss the proposed changes and the potential impacts. It was highlighted that, without controls, the area may be subject to parking displacement.

A second meeting was held in mid-July with the Dunbar Harbour Trust. This meeting discussed the needs of the Harbour as well as aspirations for maintenance, development and risk. The Dunbar Harbour Trust aim to identify needs and form partnerships to work with over the next 25-30 years to enhance and protect the harbour while providing a sustainable platform for harbour management.

The general points raised included:

- Current Harbour wall work is funded by Marine Scotland and £150K received to date
- Broadhaven breakwater – the stone between the new and the old harbour is damaged. How do they maintain, enhance and close the risk between the two harbours. Ideally looking to enhance rock protection or replaces rocks with a sea wall
- Trying to build a relationship with Tarmac which may bring technical support
- Aiming to have shelf ready plans for the future
- Harbour walls require long term inspection, protection and enhancement
- Desire for a community and mobility friendly harbour
- Feasibility study into wave deflection at entrance to old harbour
- Seeking £30k to replace all mooring chains – potentially with the CIF fund 2026/27
- Desire to use the Battery for commercial gain
- Enjoy Leisure land between the leisure centre and Harbour master repurposed to store, food or container village for water sports
- The entrance to the road into the harbour is within the Trusts title deeds and is not adopted by ELC. There is a risk that introducing parking charges will lead to displacement which would have an impact on harbour operations
- Dunbar Harbour Trust is interested in parking charges but not enforcement. There were concerns around campervans and congestion

### ***Dunbar Health and Wellbeing Group***

The Chair of the Dunbar Health and Wellbeing Group submitted a formal response in which they opposed the initial high-level proposals. They noted concerns that the proposals are based on a strategy that does not consider the impact of COVID on communities and local economies. In addition to this, they are concerned there will be parking displacement, which could specifically impact the Medical Centre.

### ***Dunbar Trade Association***

The Dunbar Trade Association (DTA) noted that with the challenging backdrop of online shopping and retail park, having local independent shops and a thriving town centre where people can meet and connect is really important. The DTA conducted a questionnaire of members ahead of the official consultation process, and the findings showed that the feeling against the introduction of charges and permits is very strong amongst local businesses, especially those in the town centre. Their members do not believe that there is a significant parking problem and do not agree that charges or permits are required. Concerns include the displacement of parking, loss of visitors, reduction in the quality of visitor experience, loss of business and the perception that the proposals are a money-making scheme. In conclusion, the Trade Association wish it to be recorded that they are *“absolutely against*



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*the imposition of the proposed parking charges and permits believe that they will seriously undermine the prosperity of the town.”*

To view the formal submission, please use the following link

<https://stantec.maps.arcgis.com/sharing/rest/content/items/aeaf3bc80b1844ee96a63dc88a9cae28/data>

### ***Dunbar Community Council***

Finally, in addition to participating in the initial engagement exercise ahead of wider public engagement, the Dunbar Community Council submitted a comprehensive response to the consultation, including the findings from their own independent questionnaire that sought to ascertain the potential impacts of the proposals.

The Community Council reported that from the 1,215 people who completed their questionnaire, 85% said that the imposition of parking charges on the High Street and West Port would use the shops less. This was a similar percentage for the use of the Leisure Centre and Lauderdale Park. Between 3% and 5% of respondents supported the introduction of resident parking permits in Parsonspool area, Dunbar North and Dunbar West respectively.

Other key points raised were:

- There are no parking issues on the High Street, could be sorted through better enforcement
- Establishment of parking provision at Dunbar Station and a direct walking and cycling route through the Coal yards to Dunbar Station from the east required
- Introduction of parking charges would have a significant impact on local businesses and the Leisure Centre

More generally, the organisation highlighted their disappointment at the consultation process; noting that the community are angry and do not understand why they were not given the chance to consider the need for parking charges. This may reflect a misunderstanding and lack of communication of the conclusions from the 2018 Strategy.

The Community Council concluded; noted that they do not support any aspect of the proposals and that they are firmly of the view that the introduction of parking charges would be devastating for the local community.

The full response by Dunbar Community Council can be found here [Dunbar Parking - DCC Response](#)



## 6 Public Engagement Summary

The public were able to comment on the initial high-level parking management proposals for Dunbar through attendance at the public drop-in event, completing the online or paper copy of the questionnaire, and / or submitting formal feedback via the project email inbox.

Generally, there were consistent themes raised across the three engagement streams. There was a very high proportion of respondents who felt the scheme was unnecessary and that there were no parking problems in Dunbar at present.

Quantitatively, 50% of respondents to the public questionnaire indicated that the initial parking proposals were not appropriately targeted compared to 17% who did believe they were appropriately targeted. The overwhelming objection to the initial parking management proposals highlights the lack of support for such a scheme.

Of those who are residents in Dunbar and live within the proposed resident permit parking areas, only 27% are supportive of the introduction of resident permit zones while 63% are opposed.

Across all streams of engagement, respondents were aggrieved at the perceived lack of evidence demonstrating a parking problem in Dunbar, and more generally the consultation process. The most commonly cited concern was the impact that parking charges would have on the long-term viability and success of local, independent business in the town centre, many of which were felt to be crucial to the sense of community in the town. The potential adverse impact that parking charges could have on these businesses was felt to be compounded by the availability of free parking at out-of-town retail parks and supermarkets.

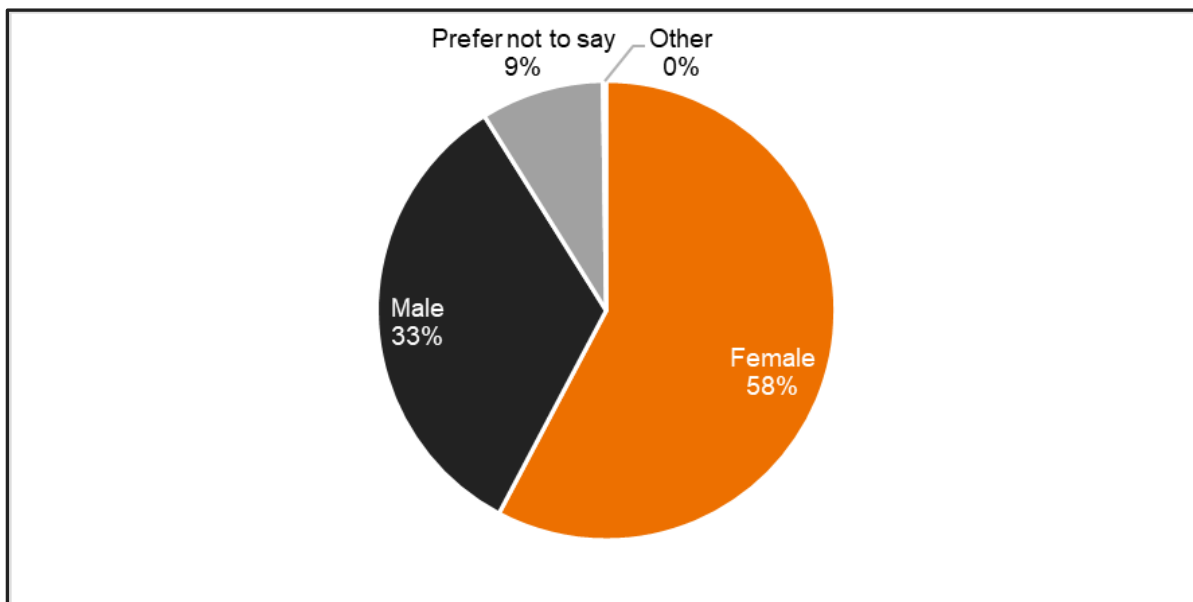
There was also widespread opposition to the introduction of resident parking permits, with concerns regarding the impact on tradespeople and visitors. Respondents noted that the targeted areas do not currently experience a parking problem.

There were also concerns that parking would be displaced onto residential streets on the periphery of the paid parking areas, moving and concentrating any issues onto these streets.

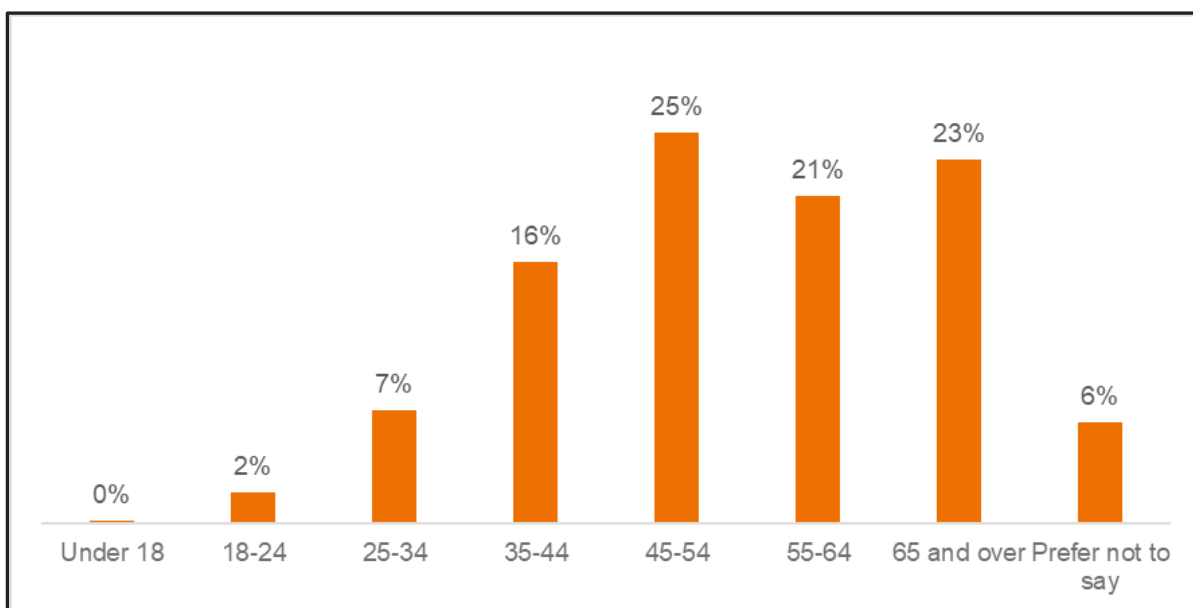


## Appendix A Demographic Summary

The respondents were asked to indicate what their gender is. This question, like all the demographic questions, does not require a response. A total of **58% (n = 1,017)** of the respondents identified as a **female** while **33% (n = 587)** are **male**. A further **9% (n = 153)** noted that they would prefer not to say and four respondents selected 'Other'.

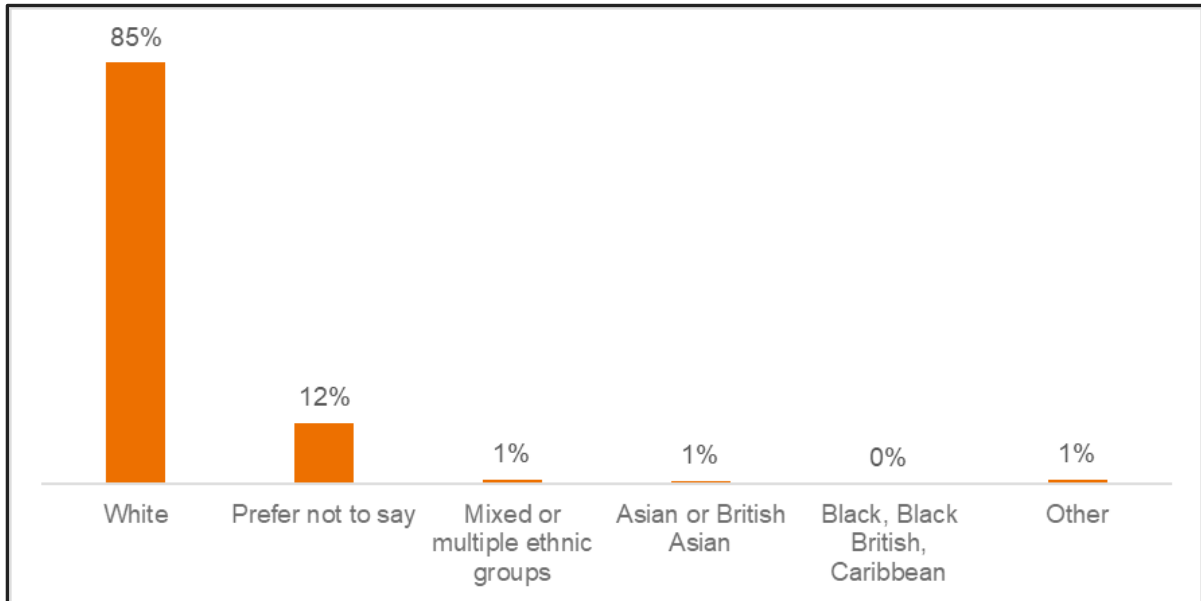


A quarter of respondents (**25%, n = 436**) indicated that they are between **45 and 54** years of age while **23% (n = 406)** are **65 and over** and **21% (n = 365)** fall into the **55-64** age group. **16% (n = 292)** are aged between 35 and 44 and **7% (n = 126)** are between 25 and 34. A total of 37 people are under 25 years of age and **6% (n = 113)** preferred not to say.

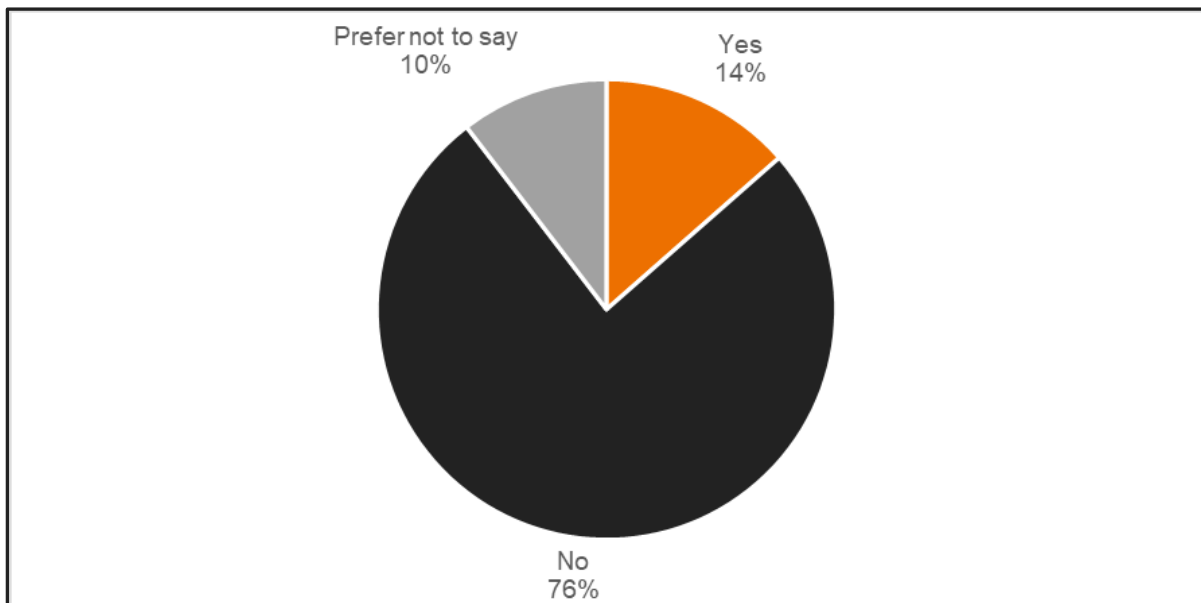


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Respondents were asked to indicate what ethnicity they identify as and **85% (n = 1,498)** indicated that they were **White**. A further **12% (n = 218)** opted **not to say** while **1% (n = 16)** are **Mixed or multiple ethnic groups**, **1% (n = 10)** are **Asian or British Asian** and **1% (n = 14)** selected 'Other'. Of those who selected 'Other' they noted they were Scottish or British.



Respondents were asked to indicate whether they considered themselves to have a disability. **76% (n = 1,341)** stated that they **do not have a disability** while **14% (n = 239)** **do**. The remaining **10% (n = 184)** preferred not to comment.





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