



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

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# Revision Schedule

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
First draft		MS	18/11/25	GB	20/11/25	GB	20/11/25

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# 1 Introduction

## 1.1 Overview

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 Haddington, 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 Haddington, 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 Haddington community.

## 1.3 Structure of the Report

The remainder of this report is structured as follows:

- **Chapter 2: Haddington 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 Parking Proposals

### 2.1 Background

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

- A lack of car parking enforcement throughout the town.
- Residents being unable to park close to their properties.
- A general misuse of parking facilities – e.g. drivers abusing the use of free parking spaces by parking for long periods.
- Need for John Muir House car park to be accessible to the public.
- New out of town retail parks offering free parking and discouraging people from using the High Street.
- Vehicles parking on grassy area at Haddington Athletic FC 3G pitches.
- Inappropriate parking on Church Street and Hardgate.
- Inadequate car park signage throughout the town.

### 2.2 Initial High Level Parking Management Proposal

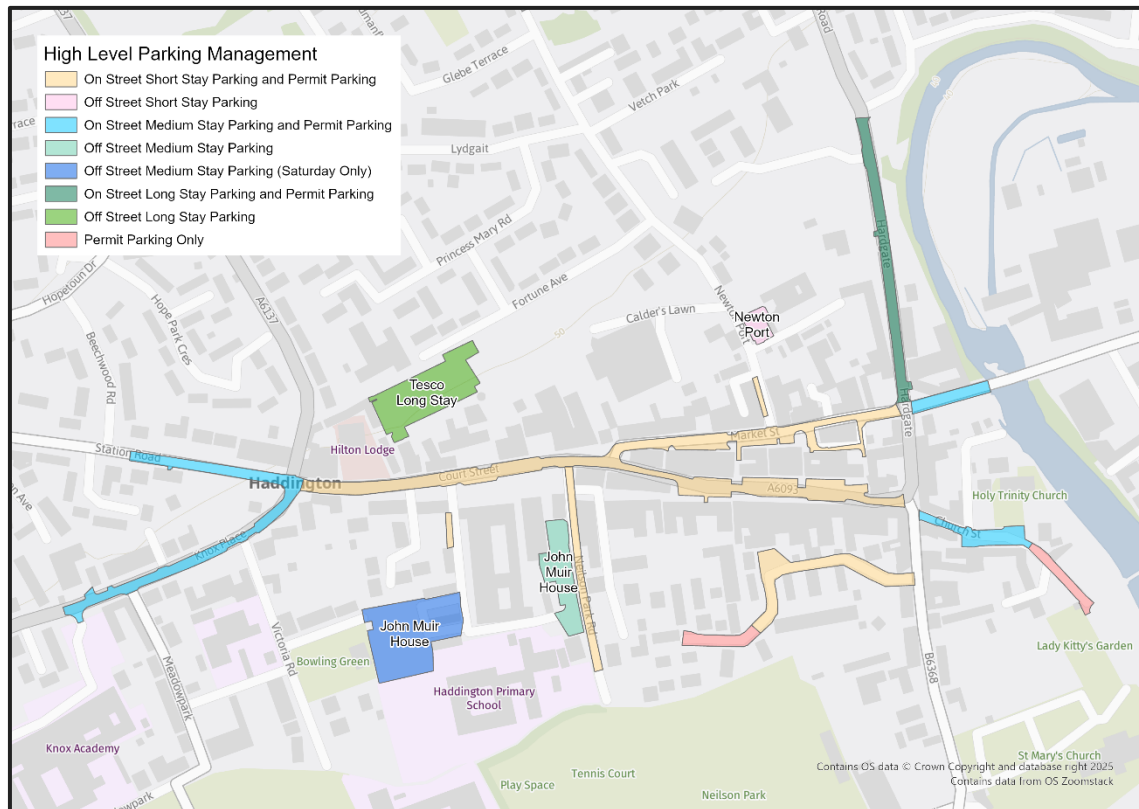
Drawing on these issues, a set of high-level parking management proposals was developed to address the challenges in Haddington. This includes:

- **Introduction of controlled parking** where appropriate, with designated as short, medium or long-term parking.
- Short-stay car parking areas would include a limited **free** period, after which charges would apply.
- **A review of 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, supporting the local economy and improving pedestrian safety.
- **Reducing illegal parking**, particularly where it affects footways or obstructs traffic flow.

These potential solutions have been used to form the initial proposal shown in **Figure 2:1** below.



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**Figure 2-1: Initial High Level Parking Management Proposal – Haddington**

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.

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

Proposed length of stay	Suggested car park
Short Stay (disabled bays 90 mins)	Newton Port
Medium Stay	John Muir House (Neilson Park Road)
Medium Stays (Saturday)	John Muir House (Brewery Park)
Long Stay	Long Stay beside Tesco

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

**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
Short Stay	Everyday 8:30am to 6:00pm	Up to 30 minutes <b>free</b> Up to 60 minutes <b>£1.00</b> Up to 90 minutes <b>£2.00</b> and <b>maximum stay 90 minutes</b>	90 minutes	90 minutes	No charge



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Designation of parking	Permitted Hours (Charging hours)	Scale of Charges	Maximum Stay	No return within	Disabled Person Badge Holder
<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>	Pay and display parking space - <b>5 hours</b> Electric parking bay: <ul style="list-style-type: none"> <li>• Journey bay – <b>45 minutes</b></li> <li>• Destination bay – <b>4 hours</b></li> </ul>	90 minutes	No charge
<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 No maximum length of stay



## 3 Public Engagement Activities

### 3.1 Overview

A range of engagement activities was carried out to inform the development of the parking proposals as described below. Early discussions with Haddington Community Council and the Area Partnership helped shape the initial draft proposals, which were then subject to wider public consultation.

### 3.2 Community Council and Area Partnership

On 3<sup>rd</sup> March 2025, a meeting was held with the Secretary of the Haddington Community Council as well as a few members. A follow up meeting was held on 18<sup>th</sup> March 2025 with the Area Partnership, attended by representatives from Stantec, Haddington Community Council, Haddington District Community Council, Connect Communities and Haddington Central Tenants and Residents Association.

### 3.3 Public Questionnaire

An online questionnaire was live from 19<sup>th</sup> May until 30<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 Haddington
- 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 **1,003 questionnaire responses were received**, 33 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 event was held on **Thursday, 12<sup>th</sup> June** at the **Corn Exchange Haddington**. 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 Haddington 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 over two sessions to maximise attendance:

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

65 people attended the in-person event; however, not all attendees opted to record their name and time when they arrived, so the actual number of attendees is likely to be slightly higher.



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

- Lack of enforcement
- Objection to initial proposals, citing that they are not needed as there is no parking problem
- Concerns that introducing parking charges will have a negative impact on businesses and the wider community
- Suggestion that it should be 90 minutes free parking
- Buses are not a viable alternative to the car



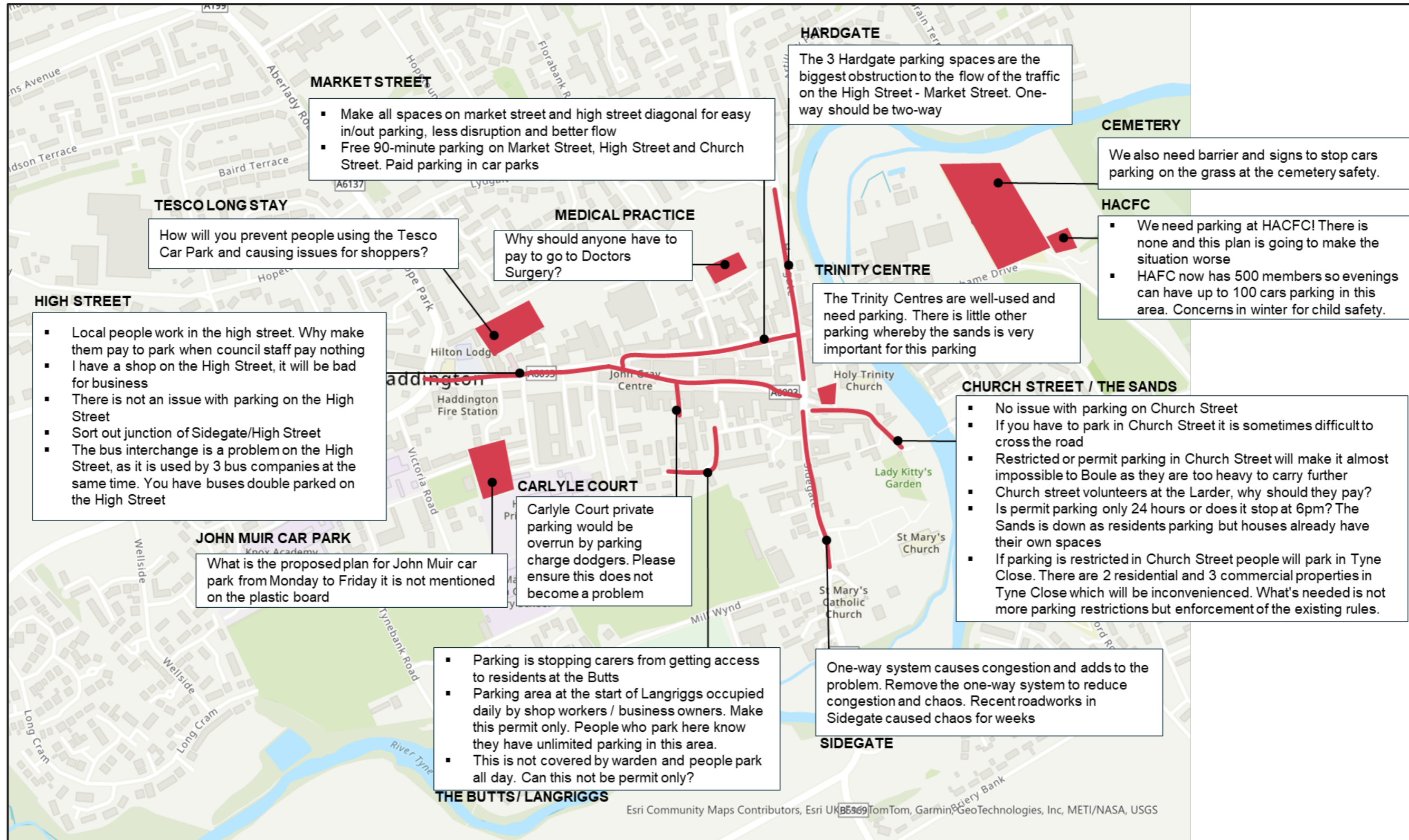


Figure 3-1: Haddington Public Drop-In: Post-It Note Activity Findings



## 4 Public Questionnaire Analysis

### 4.1 Overview

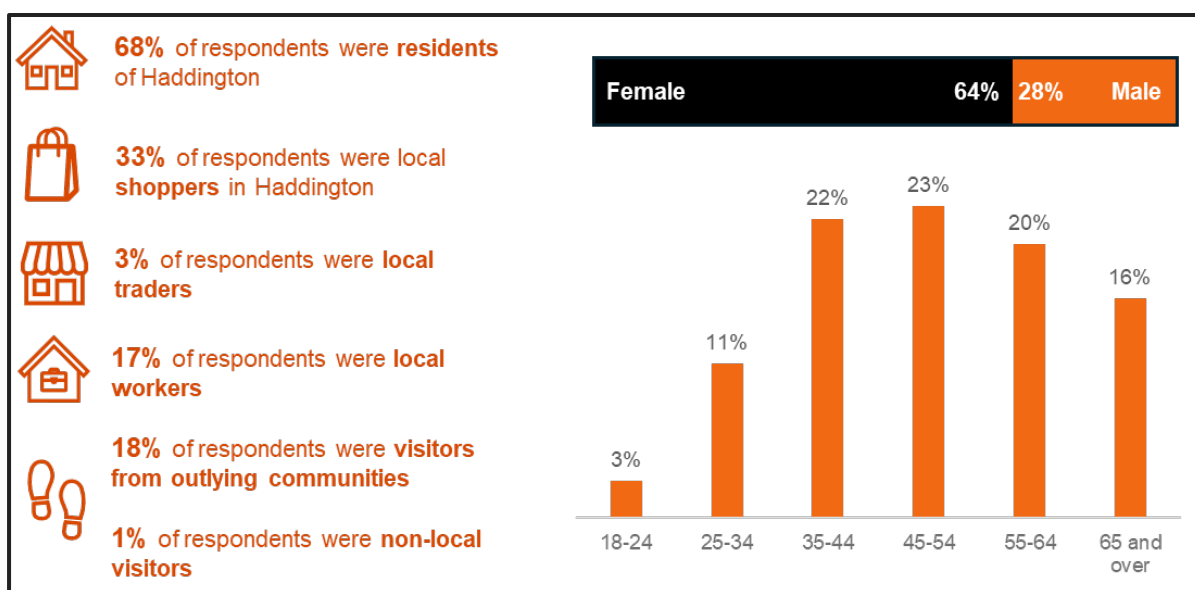
A total of **1,003** people responded to the questionnaire. 97% (n=970) of respondents completed the questionnaire online, with the other 6% (n=33) respondents returning a paper copy.

This chapter is structured as follows:

- Section 4.2: **Respondent Breakdown**
- Section 4.3: **Travel in and around Haddington** – Travel Mode and Purpose, Existing Parking Behaviour, Parking Issues, Alternative Mode Provision
- Section 4.4: **Residents of Haddington**
- Section 4.5: **Parking Management Proposal**
- Section 4.6: **Resident Parking Permit Proposals**
- Section 4.7: **Parking Structure and Pricing Proposals** – Time of Restrictions, 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 Haddington; be that, for example, resident of the area, local shopper, local trader etc. Overall, the majority of respondents (68%, n=687) were residents of Haddington. The breakdown of this question, along with the respondent's sex and age is shown below.

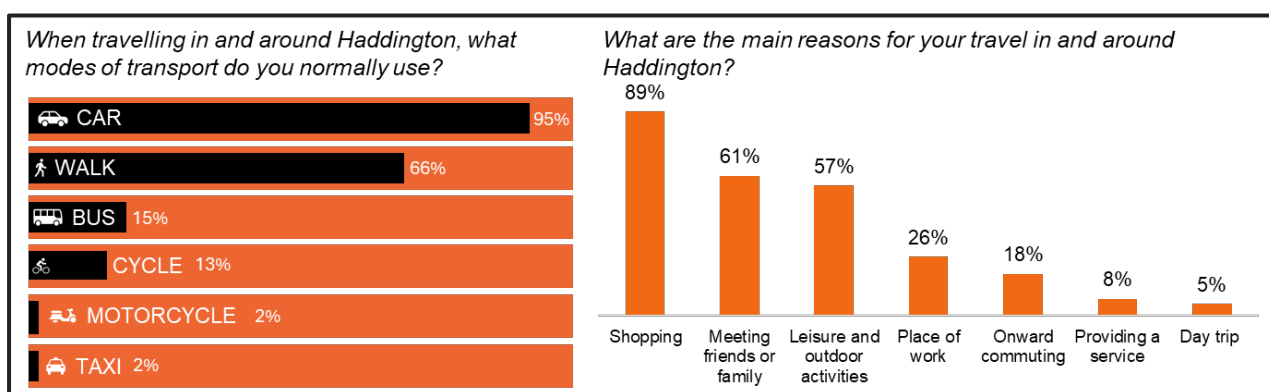


## 4.3 Travel in and around Haddington

### Travel Mode and Purpose

To gain a better understanding of travel in and around Haddington, 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:

- **95% (n = 955)** of respondents reported travelling in and around Haddington by **car**
- **29% (n = 291)** indicated that **car was their only mode of travel**
- **66% (n = 662)** stated that they **walk** with **3% (n = 33)** only travelling by foot
- **Public transport use was modest**, with **15% (n = 152)** reporting they travel by bus
- **89% (n = 892)** of respondents noted that they travel to Haddington for **shopping**



### Existing Parking Behaviour

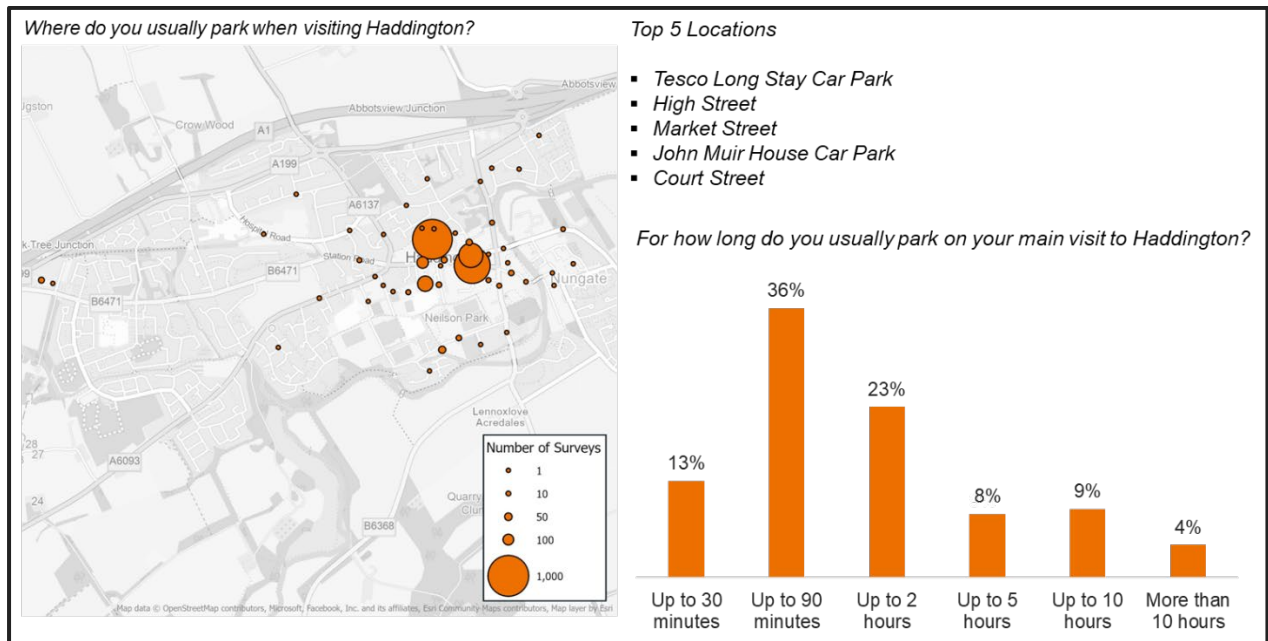
To better understand parking behaviours in Haddington, respondents were asked where they usually park and for how long during the main visit to the town on their main visit to Haddington.

The majority (36%, n=357) of respondents reported parking for **up to 90 minutes**, suggesting that most do not park in Haddington for a long period of time.

The Tesco long stay car park was the most cited parking location; followed by the High Street, Market Street, John Muir House car park and Court Street. The map below indicated the frequency with which each location was mentioned.



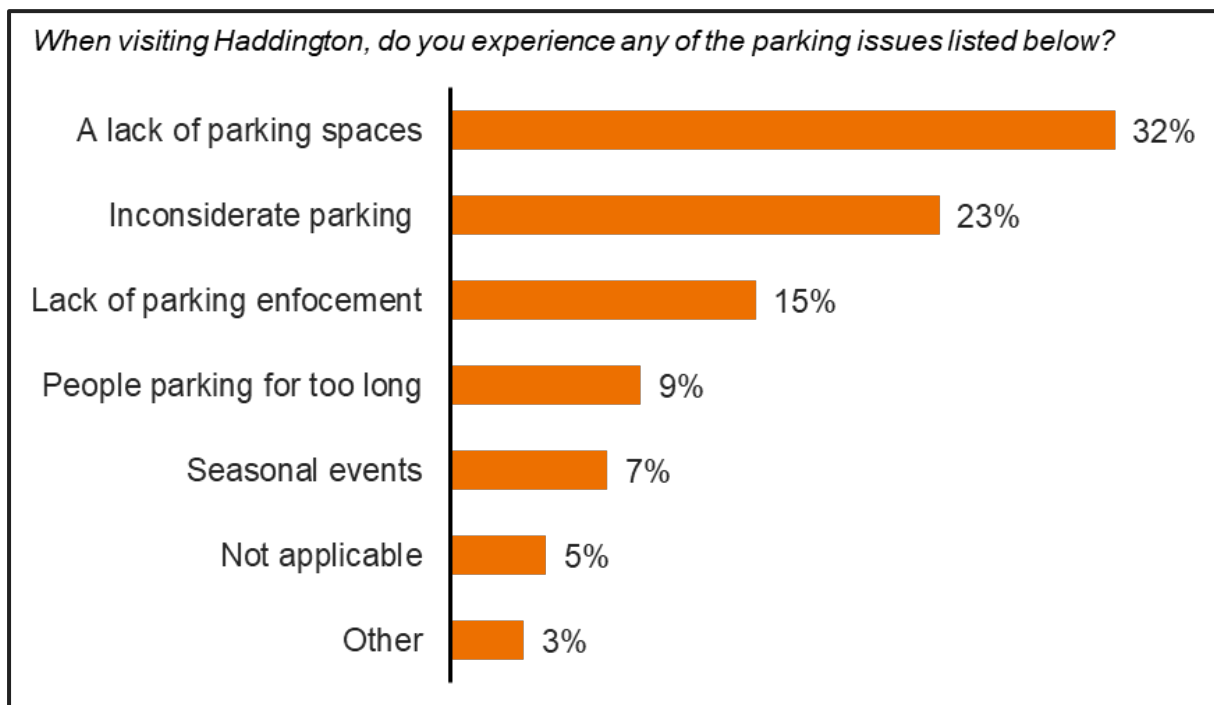
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### Existing Parking Issues

When visiting Haddington, **32% (n = 318)** of respondents reported that a **lack of parking spaces** was an issue. Of those, **150 respondents** identified this as their **only parking-related concern**.

**Inconsiderate parking** and **lack of enforcement** were also deemed as issues with 23% (n=234) and 15% (n=146) of respondents selecting these issues respectively.



Among those who selected "Other," 26 individuals provided further comments highlighting specific parking-related concerns in Haddington. These included:



**Misuse of designated parking:**

- Visitor parking at **John Muir House** reportedly being used by employees.

**Limited parking availability:**

- Insufficient spaces at **Aubigny Leisure Centre** and nearby sports fields.
- **Not enough disabled parking** on the High Street.

**Obstructive or inappropriate parking behaviour:**

- **Vans and delivery vehicles** occupying general parking spaces on the High Street.
- **Double parking** occurring frequently.
- **Inappropriate short-term parking**, such as people stopping briefly for takeaways or to “pop into” shops.

**Design and capacity issues:**

- **Parking bays too narrow** for modern vehicles.
- **Tesco car park** often full, with spaces used by people not shopping at the store.

**Alternative Mode Provision**

***Businesses***

Respondents were asked, if they managed a business in Haddington, whether delivery vehicles can conveniently make deliveries to their premises. The findings are shown in the 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>• Baynes</li> <li>• Leisure Time Sports</li> <li>• The Compass School</li> <li>• Barber Shop</li> <li>• The Malt Kiln</li> <li>• Expressions (43 High Street)</li> <li>• Day Today</li> <li>• Loft Café and Bakery</li> <li>• Oxfam</li> <li>• ELHA</li> <li>• Haddington Farmers Market</li> <li>• Haddington RFC</li> <li>• 1 Court Street</li> <li>• 15 Hardgate</li> </ul>
No	<ul style="list-style-type: none"> <li>• Braw Beard Oils Ltd (town centre)</li> <li>• Carlyle House (town centre)</li> <li>• Health and Beauty Centre (town centre)</li> <li>• Court Street (town centre)</li> <li>• Lodge Street (town centre)</li> </ul>



## Haddington Parking Management Strategy – Public Engagement Report

Of those businesses which noted that they face difficulties with delivery vehicles being able to access their premises one explained it was due to **buses backing up along Court Street**, blocking deliveries.

### ***Motorhome Provision***

There was little support for dedicated **motorhome parking** in Haddington. A total of **59% (n = 587)** of respondents felt there was no need for motorhome parking to support local businesses while **12% (n = 124)** felt there was a need for this provision and **29% (n = 290)** were unsure.

Among those in favour they suggested Tesco long stay car park, Whittingehame Drive and John Muir House car park as the areas for dedicated motorhome parking.

### ***Cycling Parking***

Views on the current cycle parking in Haddington were mixed. **49% (n = 487)** of respondents felt that there was sufficient provision, **18% (n = 181)** felt that it was insufficient, and **33% (n = 335)** were unsure.

If cycle parking facilities increased, **71% (n = 714)** of respondents noted that it would not encourage them to cycle more. **10% (n = 105)** said that it would and **6% (n = 56)** were unsure. The remaining respondents selected 'Not applicable'

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

The majority (40%, n = 400) of respondents were unsure whether motorbike / moped / scooter parking was sufficient and 15% (n = 148) noted that it was insufficient. Among those who reported using these modes, **89% (n = 16)** said provision was inadequate.

### ***Walking and Wheeling***

**17% (n = 174)** of respondents reported **difficulties walking around Haddington** due to vehicle obstructing footpaths. The **High Street** was the most frequently mentioned location, highlighted by 35 respondents. **Market Street, Sidegate, Church Street, Hardgate, and Court Street** were all raised by more than 10 respondents. All cited locations are shown in Figure 4-1 below.





Figure 4-1: Location of areas of walking difficulties around Haddington

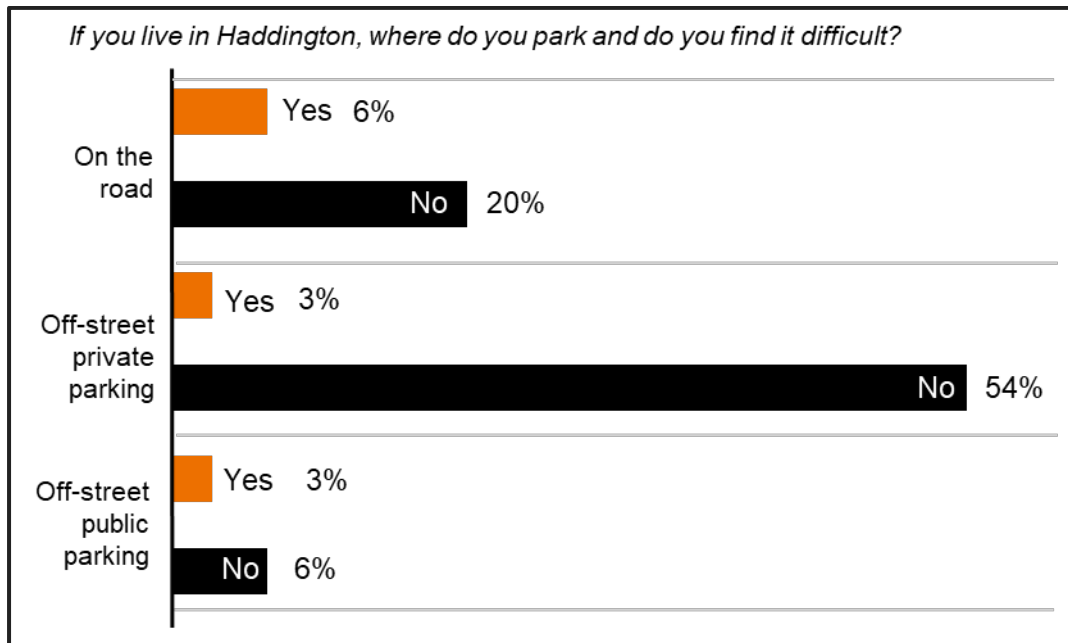
**Public Transport**

Of all respondents, **61% (n = 607)** indicated that they would not be encouraged to leave their car at home if bus frequencies increased. **24% (n = 240)** noted that they would while **5% (n = 52)** were unsure. The remaining respondents selected 'Not applicable'.

**4.4 Residents of Haddington**

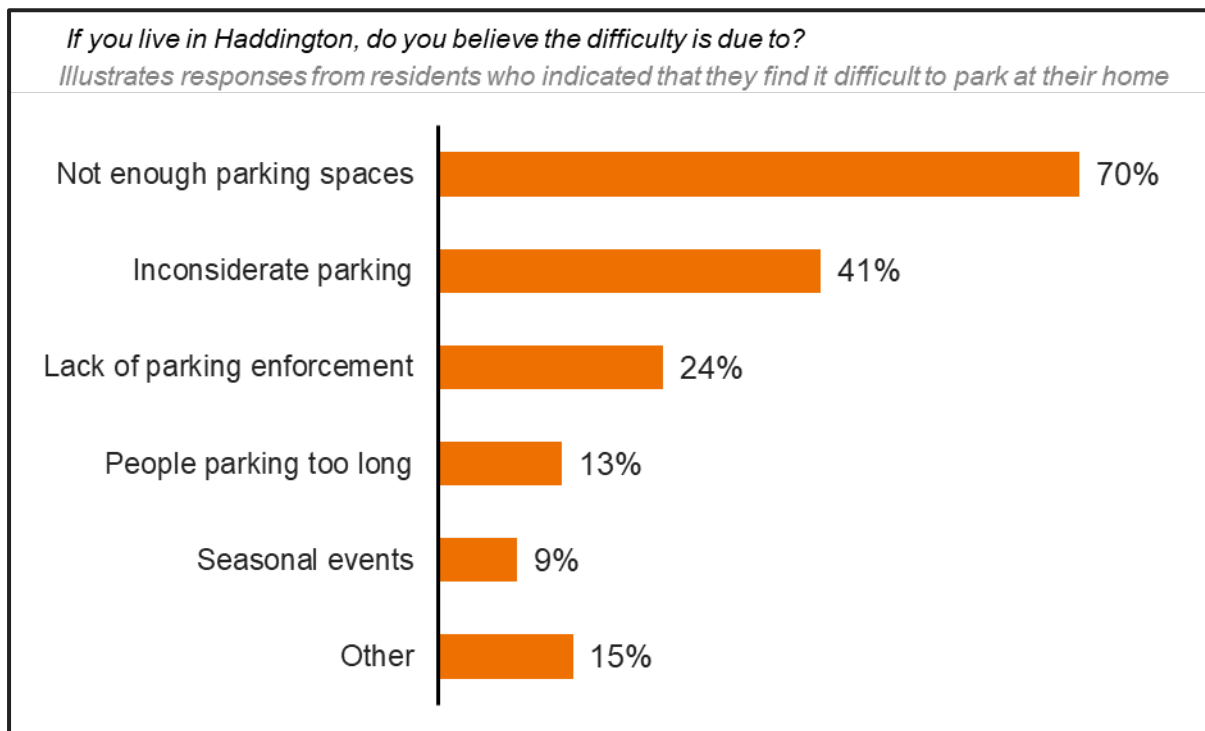
The **687 (68%) respondents** who indicated that they were residents of Haddington were asked where they normally park and whether they find it difficult to park at their home. The majority (**58%, n=396**) indicated that they park in **private off-street parking** e.g., a driveway. As shown, most of these respondents noted that they do not find it difficult to park at their home. Generally, **those who park on the road were most likely to find it difficult to park.**





Overall, **12% (n = 82)** of 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 (70%, n = 57)**.

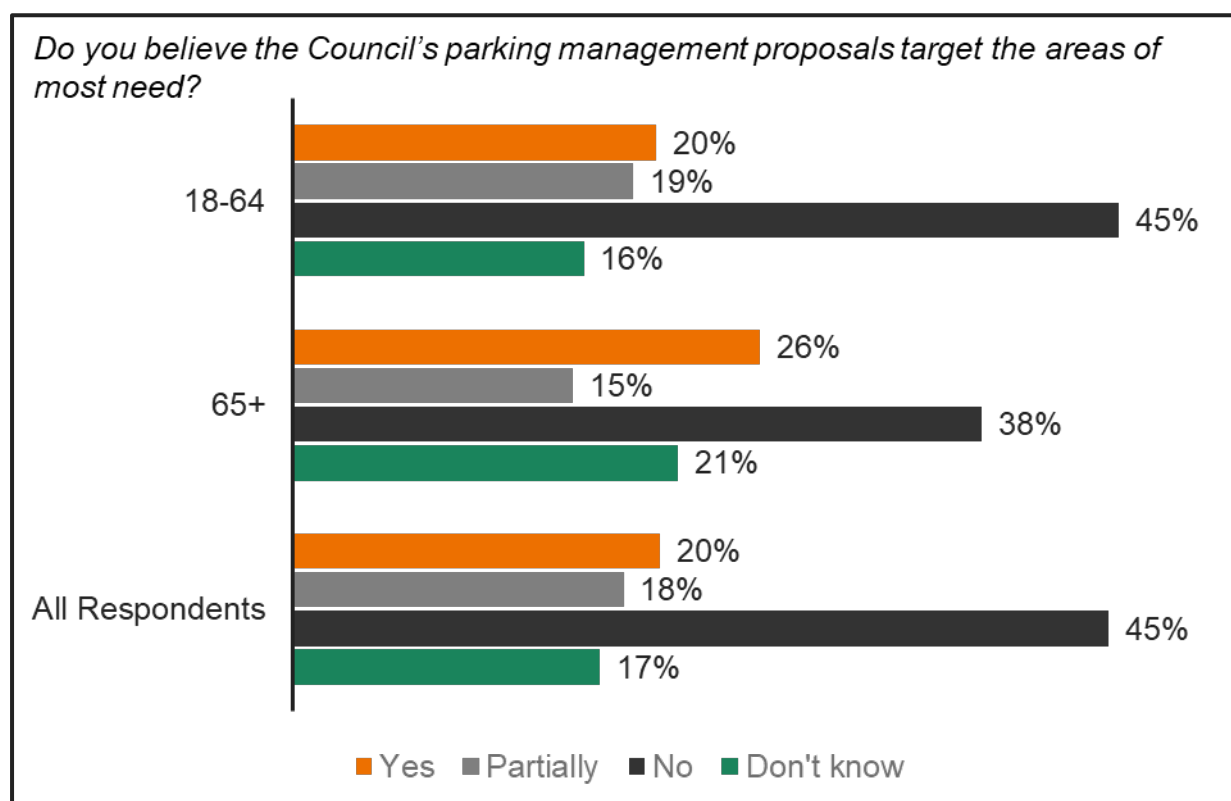
Other key contributing factors included **inconsiderate parking** (e.g., parking on yellow lines, double parking, and using disabled bays) and a **lack of parking enforcement**. These issues closely reflect the challenges identified by all respondents when asked about parking problems during visits to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



## 4.5 Parking Management Proposals

When asked whether the parking management proposals, focused on the High Street and nearby streets such as Court Street and Market Street, target the right areas, **45% (n = 446)** of respondents said they **do not believe the proposals are correctly targeted**. In contrast, **20% (n = 201)** felt the proposals **do target the right areas**, while **18% (n = 181)** believed they only **partially cover** the appropriate locations. Meanwhile, **17% (n = 168)** were **unsure**.

Among those who are **65 and over**, disagreement was lower. Within this group, **38% (n = 59)** **disagreed** that proposals target the right areas, while **26% (n = 40)** **agreed**. Around a fifth (**21%, n = 33**) were unsure compared to **17%** of all respondents.



With almost a fifth of respondents 17% (n = 168) 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.

Of those who selected 'no' and 'partially', a total of **147** respondents provided comments explaining their opposition to the proposals. The key themes from those 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 scheme	73
Additional / alternative intervention(s) needed	34
Adverse economic impacts	33



Comment / Concern / Query	Number of Respondents
Opposes parking charges	19
Perceived as a money-making exercise	15
Displacement of parking problems	14
Lack of enforcement	14
General opposition to the scheme	9
Displacement of parking into unsuitable areas	9
Opposes specific proposal	5
Inconsiderate parking	5

The locations most frequently highlighted as experiencing car parking problems in Haddington were on and around the **High Street**, including **John Muir House Car Park, Hardgate, Sidegate**.

## 4.6 Resident Parking Permit Proposals

Residents were asked whether they have an existing resident parking permit. The vast majority (**75%, n = 518**) of residents do not have a parking permit while only **5% (n = 37)** indicated that they have a parking permit and 19% (n = 132) selected 'not applicable' it is noted that 138 permits have been issued for the core area of Haddington. Those with parking permits noted that they tend to park on the High Street (n = 13), Langriggs (n = 6), Market Street (n = 6), Court Street (n = 3), Hardgate and Neilson Park Road.

Residents of Haddington who live in the existing permit parking area were then asked whether they feel that the existing parking permit areas needs amending. Around two thirds (**65%, n = 98**) **do not support** the amendment of the permit area while **11% (n = 17)** **do support** it. The remaining 23% (n = 35) were unsure. It is noted that the current parking permit arrangements are not signed on street or clearly defined.

The questionnaire concentrated on the area of Market Street and High Street for resident permit holders and asked if parking Monday to Saturday, between 8:30am and 18:00 pm was appropriate. A total of **73% (n = 728)** noted that they **do think it is appropriate** while 10% (n = 106) do not think it is appropriate and 17% (n = 166) were unsure. The questionnaire did not raise the link between parking availability for visitors against the number of permits issued for Market Street and High Street.

## 4.7 Parking Payment Structure

### Time of Restrictions

Respondents were asked whether the proposed parking restriction times of 08:30 am to 6:00pm everyday were appropriate. Most respondents noted that **they are not appropriate (68%, n = 672)** while **19% (n = 189)** thought those timings **are appropriate**. A further **11% (n = 114)** were **unsure**.

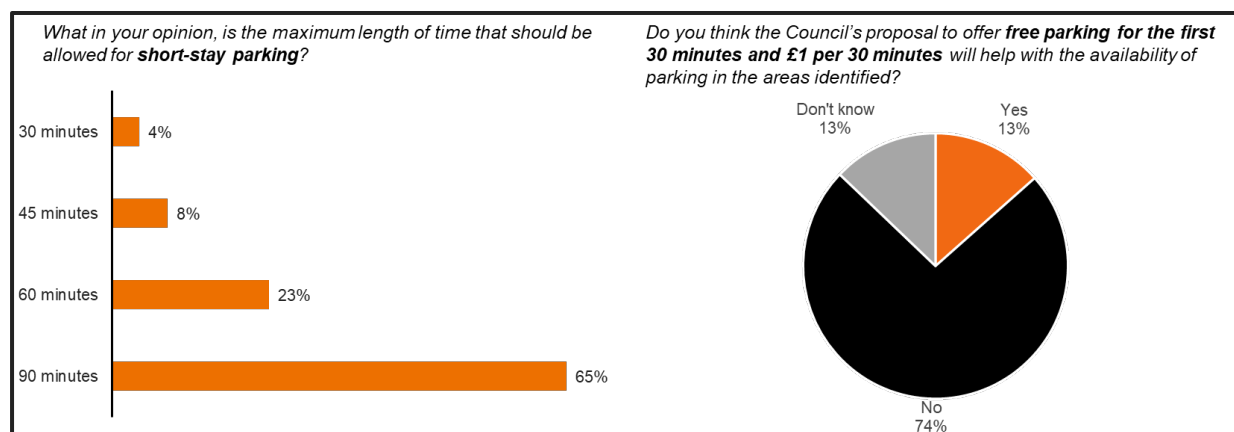


### Short Stay Parking

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 (65%, n = 653)** preferred a maximum duration of **90 minutes** for short-stay parking. This was followed by **23% (n = 226)** 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, **74% (n = 738) did not believe it would improve parking availability**. A smaller proportion (13%, n = 135) supported the proposal, while others were not decided or did not respond.



### 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 **35% (n = 346)** of respondents. A further **30% (n = 296)** preferred a 4-hour limit. 5 hours was the least popular option.

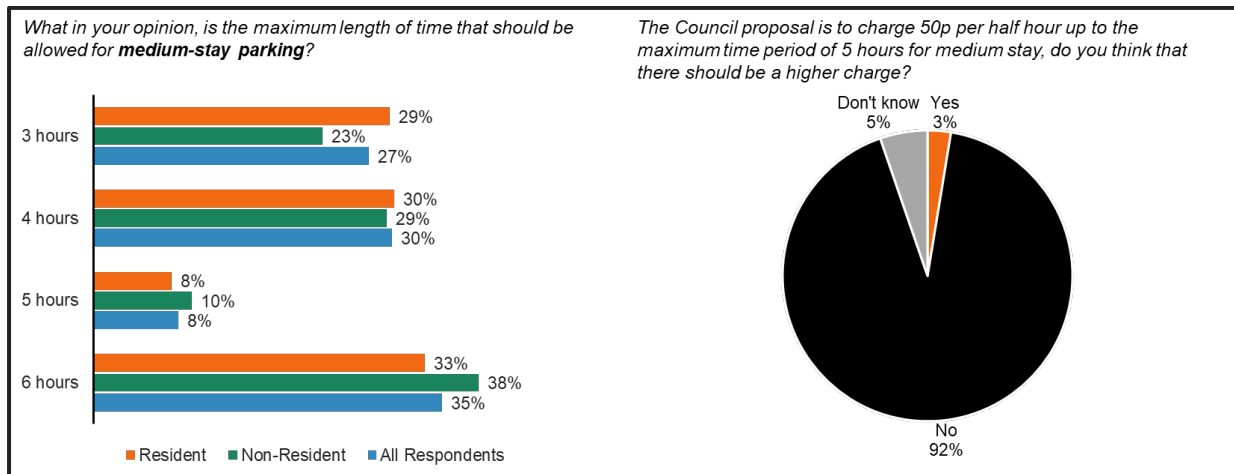
Preferences notably varied between residents and non-residents. A greater proportion of those **non-residents supported a 6-hour maximum stay (38%, n = 121)**, compared to **33% (n = 201) of residents**. Conversely, 29% (n = 201) of residents favoured a maximum stay of 3 hours compared to 23% (n = 72) of non-residents.

These differences suggest that residents are making shorter stays when parking in Haddington while non-residents 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 (**92%, n = 922) did not support** a higher charge. Only **3% (n = 26)** thought the charge should be higher and **5% (n = 53)** were unsure.



## Haddington Parking Management Strategy – Public Engagement Report



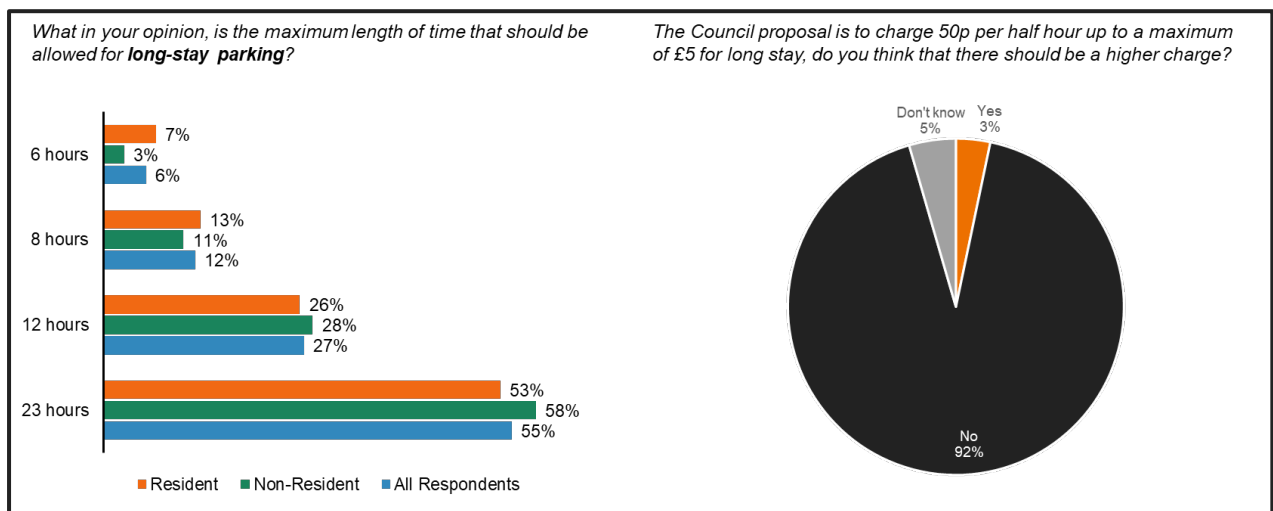
### Long Stay Parking

When asked about the maximum duration for long stay parking, **55% (n = 548)** of respondents preferred a limit of **23 hours**. This was followed by **27% (n = 269)** who supported the **12-hour limit**.

As illustrated, there was notable difference between residents and non-residents. While the highest proportion residents selected **23 hours (53%, n = 364)** this increased to **58% (n = 184)** of non-residents.

Like the findings for medium term parking preferences, this would suggest that residents are making shorter stays when parking in Haddington while those who are non-residents are likely to want to park for longer.

As part of the proposal, the Council is considering introducing a 50p charge for every 30 minutes in long stay parking areas. Respondents were asked whether this should be higher. An overwhelming majority (**92%, n = 923**) do not think the charge should increase while a small proportion of **3% (n = 33)** agree that it should be higher.



All respondents were asked if they would park outside of the charged areas in the proposal. The majority (**63%, n = 628**) stated that they would and **17% (n = 172)** would still park within the charged areas. A further **15% (n = 148)** were unsure.



Those who would park outside the charged areas (n = 628) were able to indicate where they would park. Most noted that they would park on the closest street which is free of charge with others noting that they would not visit Haddington. A high proportion noted that they would park in the **Tesco long stay car park** (n = 129), while the **Haddington Retail Park** and **Aubigny Sports Centre** were also mentioned.

### Blue Badge Parking

When asked whether they support free parking for Blue Badge holders in all parking bays, **75% (n = 750)** noted that they **agree** with the free parking. A further **20% (n = 204)** **disagree** and 5% (n = 48) 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.

### Economic Impact on Haddington

The most frequently mentioned theme was **adverse economic impacts**, raised by 361 respondents (around 50%). Many respondents were worried that introducing or increasing parking charges would deter visitors, reduce footfall and spending, and place further pressure on local businesses.

*“I don't think that there should be charges for parking in Haddington, it would damage the small business throughout the whole town and make everything more difficult for people to visit and to live daily life.”*

*“The town needs more parking, not fees for parking. People will go elsewhere to shop that has free parking such as the retail park, Fort Kinnaird or just shop online.”*

*“This is ridiculous to introduce parking charges in Haddington. It will be the end of town centre shopping as people will go elsewhere out with our town centre if they have to pay for parking.”*

*“No parking charges - you will kill the high street and all these small and important businesses will suffer. The high street needs people to buy from them and so free parking is fundamental to that. This is a ridiculous scheme.”*

### Opposes Parking Charges

Related to this, 335 respondents (46%) explicitly **opposed parking charges**, while 172 (24%) stated that there is no need for the scheme.

*“There is no need to introduce parking charges at all”*

*“I disagree with all proposals to introduce chargeable parking in Haddington town centre. I have no problem parking currently and it's just another scheme to try and drive down car usage and to pay for recent ELC massive wage increases...”*

*“Shouldn't be a charge for parking, you have plenty of areas to make parking free for all.”*



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*“I don't feel that there is an issue with parking in Haddington. I do not feel that it is necessary to charge people to park and I worry that people will instead shop at the retail park and not support small, independent shops.”*

A further 103 respondents (14%) perceived the proposals as a primarily **money-making exercise** for East Lothian Council.

*“No justification has been provided for this proposed change. This seems to be nothing more than a cynical cash grab by the council.”*

*“Introducing car parking charges is a cheap cash grab from the council and is only likely to reduce business to the centre of town. There is no need to introduce car parking charges.”*

A total of 53 respondents (7%) expressed broader concerns about **affordability**, particularly the impact these charges would have for lower-income households and in light of the cost of living crisis.

*“This proposal will see the downfall in local businesses. The cost of living is already impacting everyone and now this is going to be a further cost people will need to consider. I believe if you can prove you work in Haddington you should not be charged to park.”*

*“I do not believe that there is an issue with the parking around Haddington, I have never found it difficult to find a parking space and feel to add an extra cost on to people at this time, when everything else is so expensive, feels wrong.”*

### **General Criticism**

There were also a significant number (182 responses) who noted that there is **no need for the scheme** with many citing that there are currently no parking problems in Haddington.

*“Paying for parking in a local town is ridiculous. I have never found an issue getting a parking space.”*

*“Absolutely no need for parking charges in Haddington. The system is not broken and doesn't need to be 'fixed'.”*

44 respondents (6%) were **critical of the consultation**, 25 (3%) suggested that the Council should focus spending on other priorities. Some respondents questioned whether the proposals were based on pre-COVID conditions or were aligned with current patterns of town centre use. Others felt that the proposals were complicated, unclear or insufficiently justified.

*“I strongly disagree with any charges being introduced. This questionnaire is biased and until this point the questions assumes that the proposal to charge is a good idea.”*

*“This questionnaire is utterly loaded! No space for comments. You aren't interested in opinions other than your own. There is no space at all for those who don't believe there is a problem. You are imposing this. The questions are clearly stating this. There isn't space in the questions to say I don't agree with this and don't want to comment it's forcing you to answer. Bad questionnaire! You are only interested in how much you will charge. Utterly bias. No community engagement. This is a tick box exercise and utterly disgusting.”*



### Alternative Interventions

A number of respondents provided **alterative interventions** (118 respondents) instead of the proposed parking charges in Haddington. Several of these responses centred around John Muir House and specifically the need for this car park to be for Council staff only.

*“John Muir House needs to be staff only as more public will try and park there if charges are in place. As an employee carrying out vital visits to vulnerable people it is very frustrating if I cannot get parked on a daily basis, or when i return to office, time is wasted looking for a space instead of working.”*

*“Ban parking entirely on Hardgate between Market Street and High Street, as it narrows the road too much and causes terrible congestion.”*

### Parking Enforcement and Displacement

Concerns about the practical operation of parking also featured prominently. 97 respondents (13%) raised issues about **lack of enforcement**, arguing that existing restrictions are not effectively enforced and that this should be addressed before introducing new controls.

*“If we had regular traffic wardens and current parking rules enforced there would be no need for parking charges”*

*“Enforcement of current 90 minutes parking allowance would free up spaces on a regular basis, this is very rarely enforced.”*

62 respondents (9%) anticipated **displacement of parking into unsuitable residential streets** or other areas outwith the parking restrictions, with associated concerns about access and amenity.

*“Charging for parking in Haddington would be a disaster. People will clog residential streets instead to find free spaces.”*

*“This will only move people to park elsewhere in residential areas and block other roads. It will encourage people to shop out of town which is not ideal as people are lazy and won't walk”*

### Public Transport Connections

64 respondents (9%) indicated that **public transport is inadequate** or should be improved, and a smaller number supported free parking at transport hubs or park-and-ride sites as a way of encouraging onward travel by more sustainable modes.

*“I live 4 miles from Haddington in a village with no public transport links so have no choice but to drive to shop or interact with people.”*

*“Ridiculous! Haddington is my nearest town that provides services, doctors, chemist, bank. Have no option but to drive as public transport is non-existent. Now being charged to take a sick child to doctors. Or pick up family prescriptions. Crazy!”*

*“Living in the country the bus service is not adequate if you need to get to Dr or hospital so rely on using car.”*



### Equity of Access

Accessibility and equality issues were also raised. 39 respondents voiced concerns that proposals may **reduce accessibility and increase the likelihood of social isolation** while 25 respondents (3%) highlighted impacts on **older people and disabled users**, with some emphasising the importance of maintaining convenient access to shops, services and healthcare. There were specific requests for more Blue Badge parking and for more inclusive infrastructure design, although these themes were less frequent than the wider economic and operational concerns.

*“If these proposals are introduced it will significantly impact local people accessing local facilities. Once again ELC seems to have no regard for the people it serves. Much more research needs to be done into what facilities local people are accessing when parking in Haddington.”*

*“These proposals discriminate against older people who take a long time to walk to shops and complete purchases. They also do not consider the high number of rural residents who have Haddington as their nearest town but have no public transport options to get there as no bus routes exist. Individuals will choose to go to fort Kinnaird or Dunbar new stores where parking is free.”*



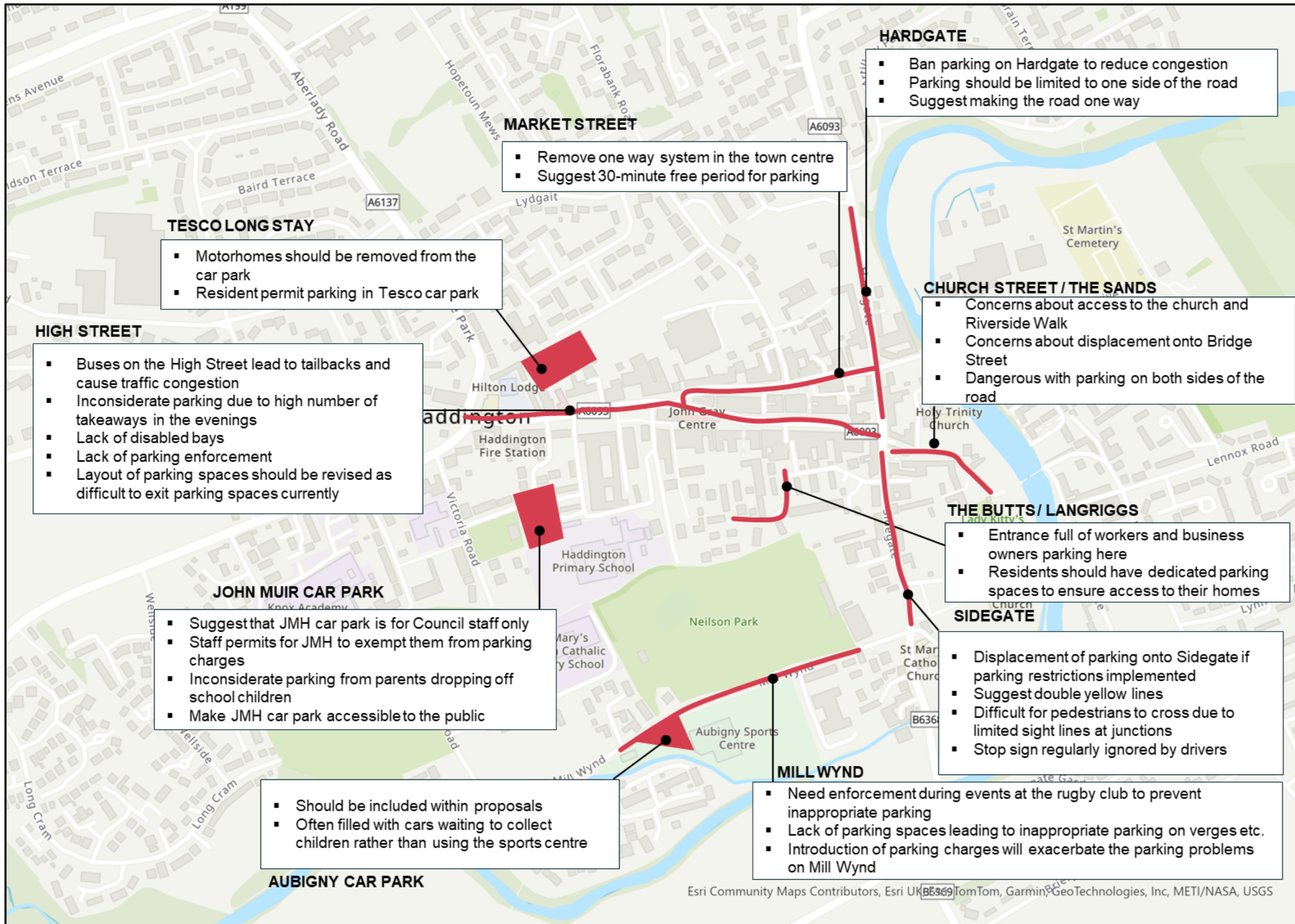


Figure 4-2: Location Specific Comments



## 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, 18 emails were received the majority of which 61% (n = 11) were from individuals, with 39% (n = 7) submitted by businesses / community organisations. The following businesses / community organisations responded to the consultation:

- County Physio
- ELHA
- Gibsons of Haddington
- The Malt Kiln
- Haddington Community Church
- Haddington District Community Council

### 5.3 Individuals Comments

Of the 11 emails from individuals, the vast majority comments on the high-level proposals. Comments are illustrated in Figure 5-1.





### General Concerns

- **Negative impact on the High Street:** Fears that parking charges will deter visitors, reducing footfall and harming local businesses.
- **Disproportionate effect on vulnerable groups:** Worries that the charges will unfairly affect those with limited mobility, lower incomes, or other challenges.

### Accessibility and Equity

- **Places of worship:** Concerns that attendees will be discouraged due to the added cost of parking.
- **Residential parking:** Residents already struggling to find nearby parking fear the situation will worsen.
- **Workers' access:** Many employees rely on free parking and may face increased costs or difficulty commuting.

### Transport Limitations

- **Poor public transport links:** Limited alternatives to driving, especially in areas like Haddington, make parking charges more burdensome.

### Suggestions for Improvement

- **Free short-stay parking:** A proposal to allow the first 60 minutes of parking to be free.

## 5.4 Business / Organisation Comments

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



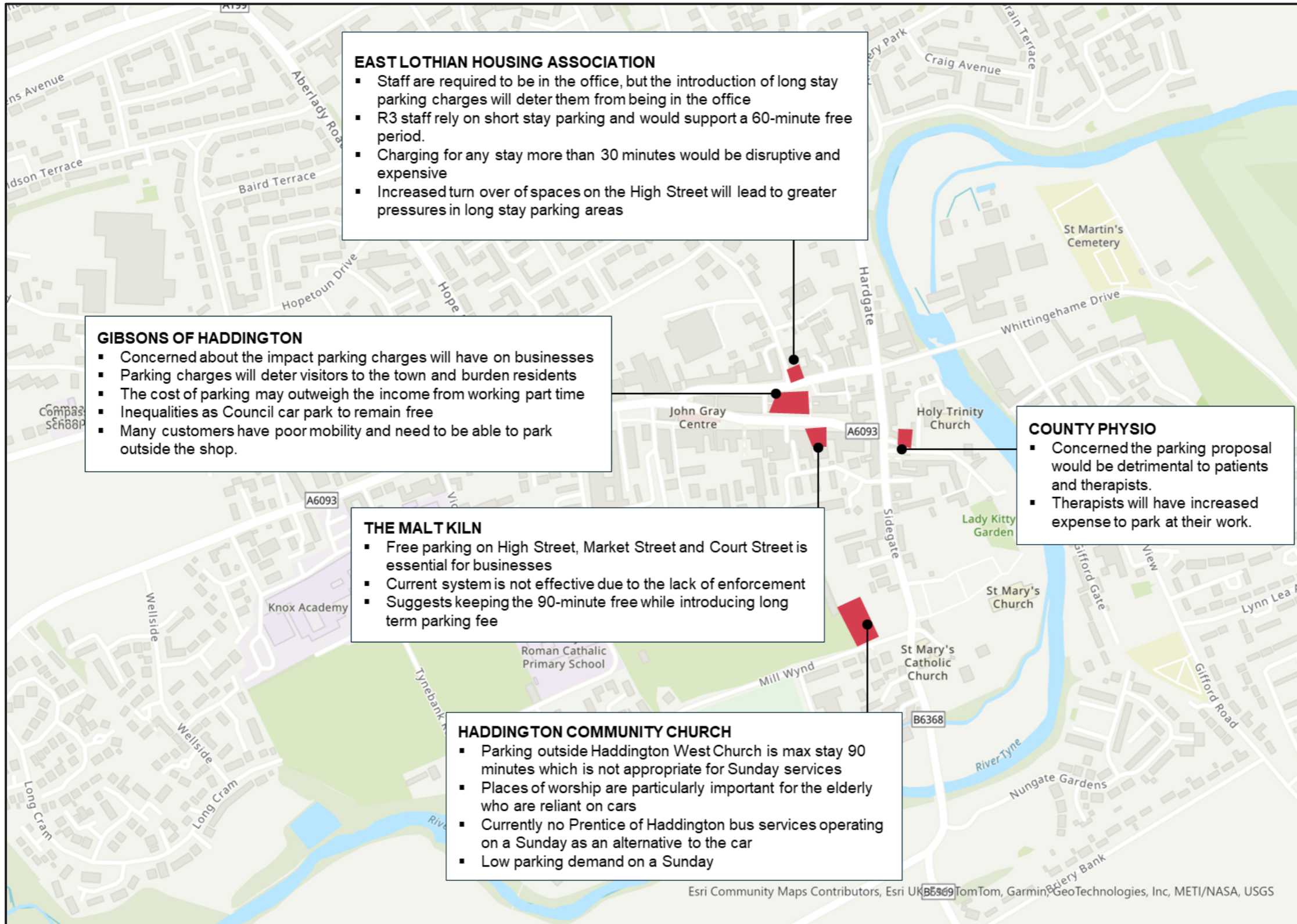


Figure 5-2: Business / Organisation Comments



### *Haddington and Lammermuir Area Partnership*

The Haddington and Lammermuir Area Partnership requested the names of those who attended the pre-consultation event held on the 18<sup>th</sup> of March 2025.

### *Haddington District Community Council*

The Haddington District Community Council (HDCC) submitted a response to the consultation which included the findings from their own independent questionnaire that sought to ascertain the public's views on parking in Haddington.

86% of residents who responded noted that there are currently no parking issues in Haddington Town Centre. However, 52% added that parking could be improved with the majority citing that there should be fewer free car parking spaces for staff at John Muir House. The vast majority of residents (96%) noted that they did not support metered parking in Haddington.

86% of customers added that there is not a parking problem in Haddington and 97% stated that they did not think parking should be metered. A total of 60% of customers highlighted that it is either very easy or easy to find a parking space when they arrive in Haddington.

Again, the vast majority of businesses in Haddington (89%) did not think that there is a parking problem in Haddington while 97% do not think metered parking would benefit their business. Most of the businesses felt that the parking availability is good or excellent, however, 28% of complaints from customers are about the lack of availability of parking spaces.

In addition to the survey, they also submitted a letter following a meeting with East Lothian Council. This stated Haddington District Community Council's objection to the introduction of metered parking in Haddington Town Centre.

The HDCC suggested that ELC produce an integrated draft parking strategy that considers a range of issues with the accompanying data to justify the proposal. They suggest several proposals to be considered by the Council, these are:

1. Release a minimum of 120 spaces behind the Plough Tavern for a short stay car park
  - Visible signage for this car park and the long stay car park behind Tesco
2. A review of existing arrangements concerning resident parking permits in the town centre
  - Consideration of a clock card system for residents – similar to that operated in Northumberland
3. Consideration of outsourcing fee collection to a commercial organisation
4. Review of parking arrangements for the safety of primary school children

HCDD also noted their support of proposal 1 and 2 above.

## **5.5 Haddington Petition**

A petition was circulated by the Haddington Business Group for the 'Opposition to parking charges / meters in Haddington town centre'. The aim is to scrap the proposed parking management proposals by East Lothian Council to have parking charges / meters in Haddington town centre.

In total **3,008** people signed the petition in **objection to the parking management proposals**. The reasons for the objections included:



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- Parking charges do not work – as evidenced from towns across Scotland and the UK
- Haddington’s businesses will suffer, noting that the proposed 30 minutes free would not support short trips to the High Street
- Turn Haddington into a ghost town – suggesting people will shop elsewhere to avoid parking charges
- The current 90 minutes free is an effective restriction in Haddington



## 6 Public Engagement Summary

The public were able to comment on the initial high level parking management proposals for Haddington 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 high proportion of respondents who felt the scheme was unnecessary and that there were no parking problems in Haddington at present.

Quantitatively, 45% of respondents indicated that the initial parking proposals were not appropriately targeted compared to 20% 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 of Haddington and have an existing resident parking permit, 61% do not support the amendment of the permit area while 28% support it being amended.

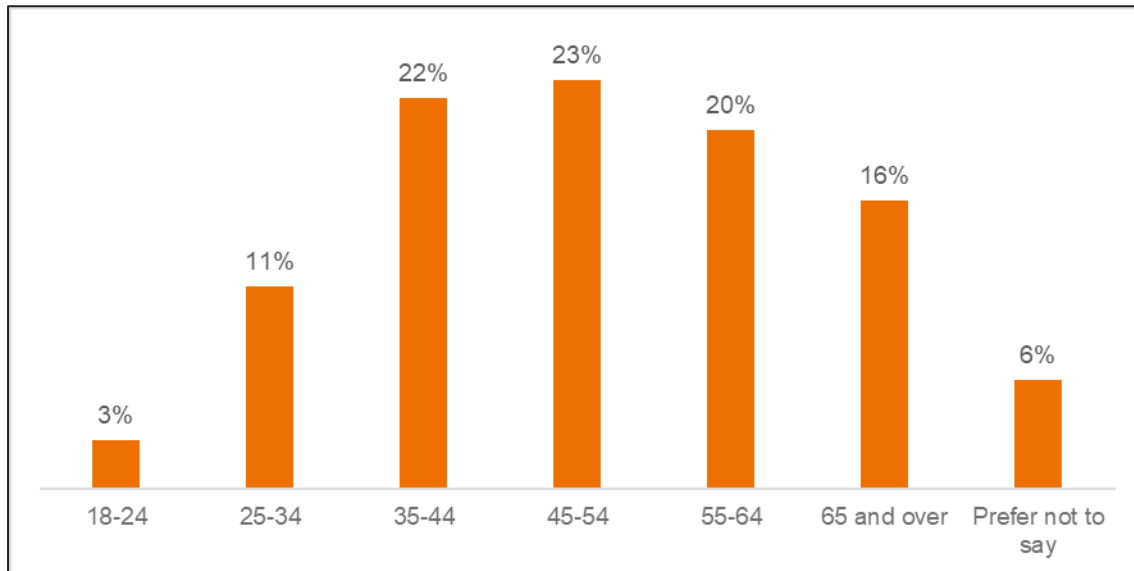
Across all streams of engagement, respondents were most concerned about the negative impact that these parking proposals would have on the High Street and the local businesses. The potential adverse impact that parking charges could have on these businesses was felt to be compounded by the availability of free parking at out-of-town retail parks,

Generally, there was widespread objection to the proposals with many stating they should not need to pay to park while others cited the cost-of-living crisis and the inability to be able to afford to park their car for extended periods of time.

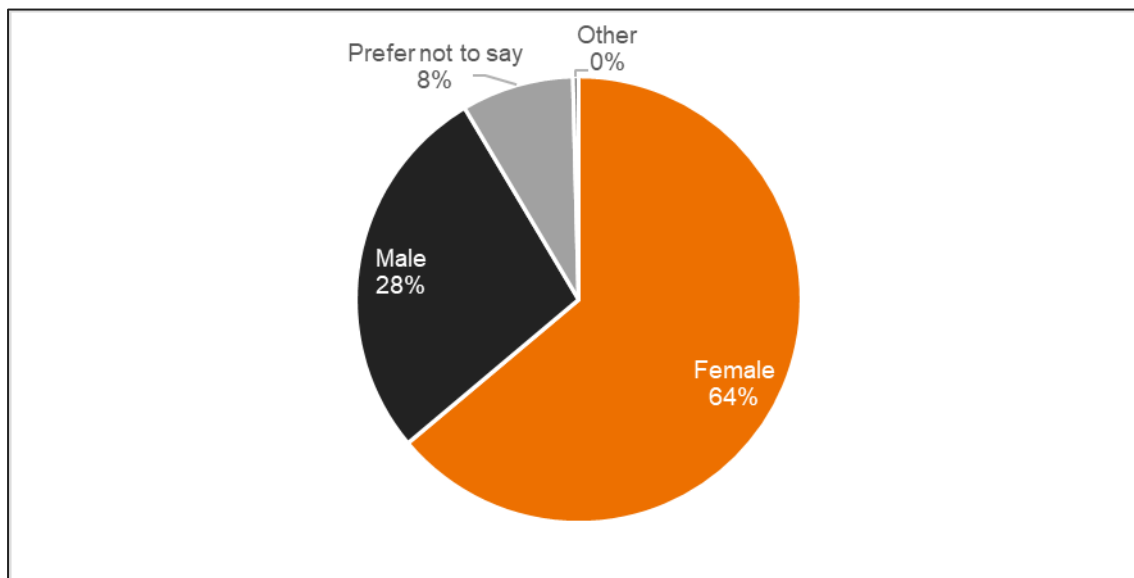


## Appendix A Demographic Summary

Most respondents are **45-54** years of age (n = 226), with a further 22% (n = 216) between **35 and 44** and 20% (n = 198) between the age of **55 and 64**. There were no respondents under 18 years of age and a low proportion completed the questionnaire who were in their 20s.

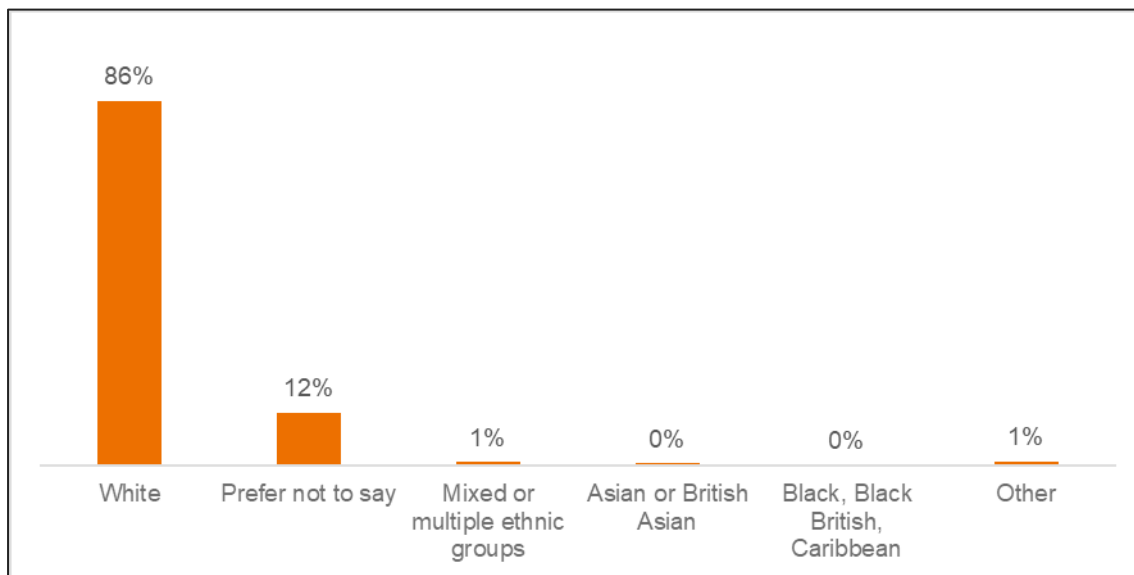


**Females** make up the majority of respondents (64%, n = 635) while 28% (n = 274) are males. A further 8% (n = 81) selected 'Prefer not to say'.

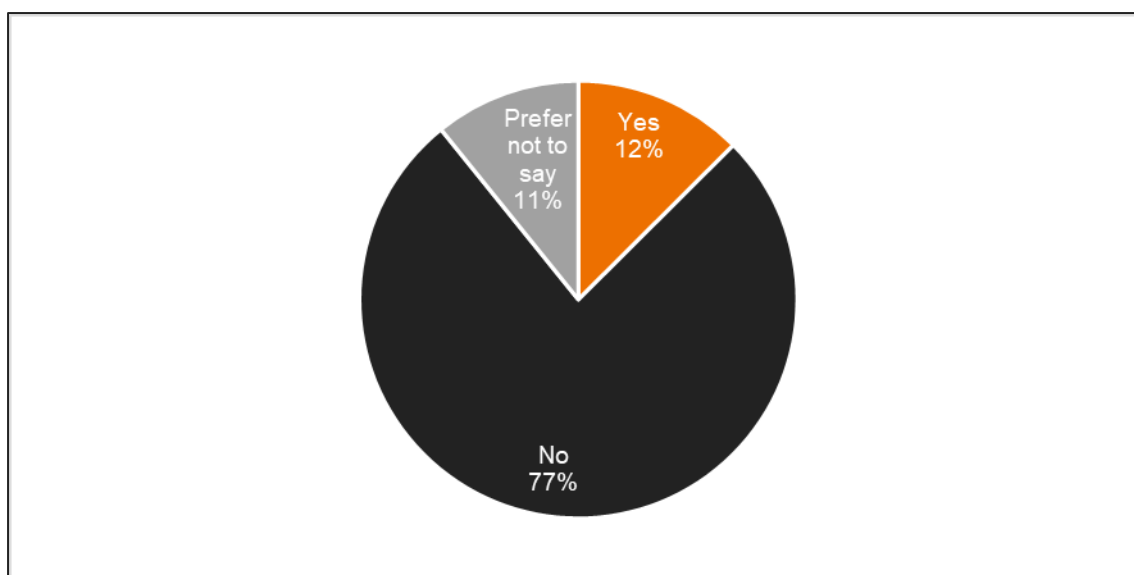


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The majority of respondents identified as **White (86%, n = 857)** and 12% (n = 122) selected 'Prefer not to say'. A low proportion identified as being **Mixed or multiple ethnic groups (1%, n = 7)**. Of those who selected 'Other' (1%, n = 8) they added that they were Scottish or British.



The respondents were asked to indicate whether they consider themselves to have a disability. Most noted that they do not have a disability (77%, n = 759), while 12% (n = 124) indicated that they do and 11% (n = 107) withheld the information.





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