



# **Appendix C Musselburgh Parking Management Strategy – Public Engagement Report**

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# Revision Schedule

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
01	First Draft	MS	16/9/25	GB	19/9/25		

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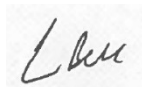
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# Musselburgh Parking Management Strategy – Public Engagement Report

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### Appendix A Demographic Summary



# 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 Musselburgh, 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 Musselburgh, 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 Musselburgh community.

## 1.3 Structure of the Report

The remainder of this report is structured as follows:

- **Chapter 2: Musselburgh 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 Musselburgh Parking Proposals

### 2.1 Understanding Local Parking Issues

Initial meetings were held with community representatives in March 2025 to understand the current parking problems in Musselburgh. The key problems identified were:

- A lack of car parking enforcement throughout the town
- Pressure on resident parking around Queen Margaret University and the train station
- Residents being unable to park close to their properties
- General misuse of parking facilities across the town
- Dangerous parking practices around some Musselburgh schools
- A lack of designated disabled car parking spaces
- Inadequate car park signage throughout the town

### 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 Musselburgh. 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.
- **Wider introduction of resident parking permits**, allowing all day parking without a daily charge or limit on the length of stay. These would likely incur an annual administration fee.
- **Parking permits for healthcare workers** which would offer similar benefits to resident permits.
- **Additional 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 2-2 and Figure 2-3**.



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**Figure 2-1: Initial High-Level Parking Management Proposals for Musselburgh East**





Figure 2-2: Initial High-Level Parking Management Proposals for Musselburgh West



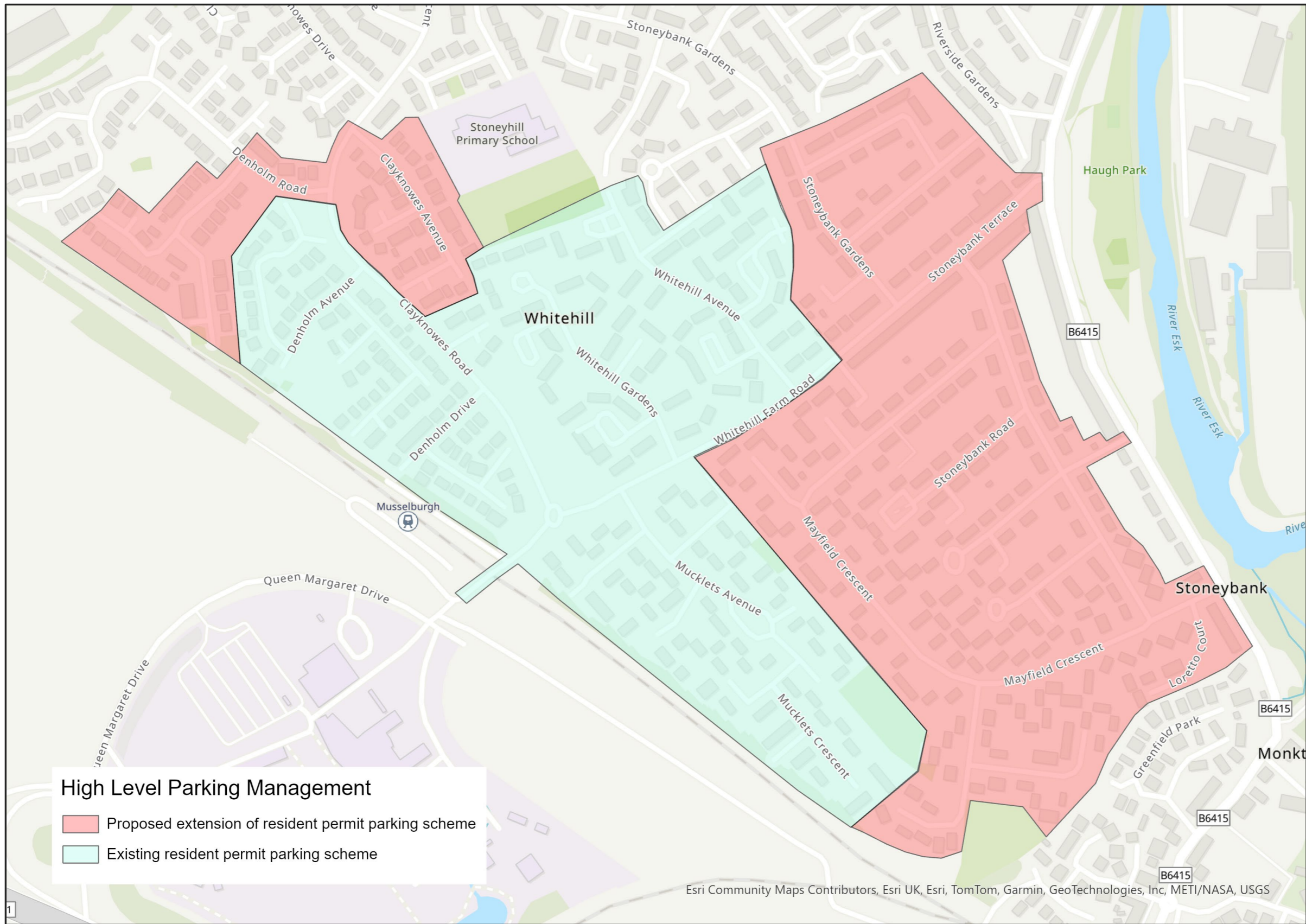


Figure 2-3: Initial High-Level Parking Management Proposals, Extension of Resident Parking Scheme



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The initial proposals include short-stay parking restrictions on the High Streets, North High Street, Bridge Street and an amendment to the existing resident permit zones adjacent to Musselburgh Railway Station 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 Musselburgh and length of stay**

Proposed length of stay	Suggested car park
<b>Medium Stay</b>	<b>Ladywell</b> – access from Ladywell Way
	<b>Shorthope Street</b> – access from Millhill and Shorthope Street
	<b>Kerr's Wynd</b> – access from Millhill
	<b>Newbigging</b> – adjacent to Loretto RC Primary School
	<b>Musselburgh Sports Centre</b> – access from Newbigging
<b>Long Stay</b>	<b>Olive Bank Road</b> – opposite Tesco access from Olive Bank Road
	<b>Fisherrow Harbour</b> – between harbour and New Street, access from New Street
	<b>Gracefield</b> – access from both North High Street and New Street exit onto New Street

The proposed hours of operation, scale of charges and the maximum stay restrictions for each length of stay is 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
<b>Short Stay</b>	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>	Parking pay and display parking space - <b>5 hours</b> Electric parking bays: <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 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 Representatives

A meeting was held with a community representative on 13<sup>th</sup> of March 2025. The outcomes from this meeting helped shape the initial draft proposals, which were then subject to wider public engagement.

### 3.3 Questionnaire

An online questionnaire was 'live' from 9<sup>th</sup> June and 28<sup>th</sup> July 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 Musselburgh, including libraries, community centres, leisure centres and GP surgeries
- 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 **971 questionnaire responses were received**, 132 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, 19<sup>th</sup> June** at **St Michael's Parish Church**. 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 Musselburgh 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 in excess of 70 people attended the event.

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

- There are insufficient disabled parking spaces.
- Generally, residents do not want to pay to park outside their home noting that the parking issues are caused by QMU and therefore they should be free. There were also concerns about the number of permits being issued and whether there was a limit per street.
- Questions were raised about visitor permits with it noted that people should be able to park for as long as they are visiting with these permits if they are introduced.
- Parking needs to 60 minutes free as a minimum and then charge.
- Long-stay parking needs to be charged at a rate which will discourage commuters from parking all day.
- Businesses should get permits to be able to park at their premises. There was also a concern that these charges will have a negative impact on the High Street.



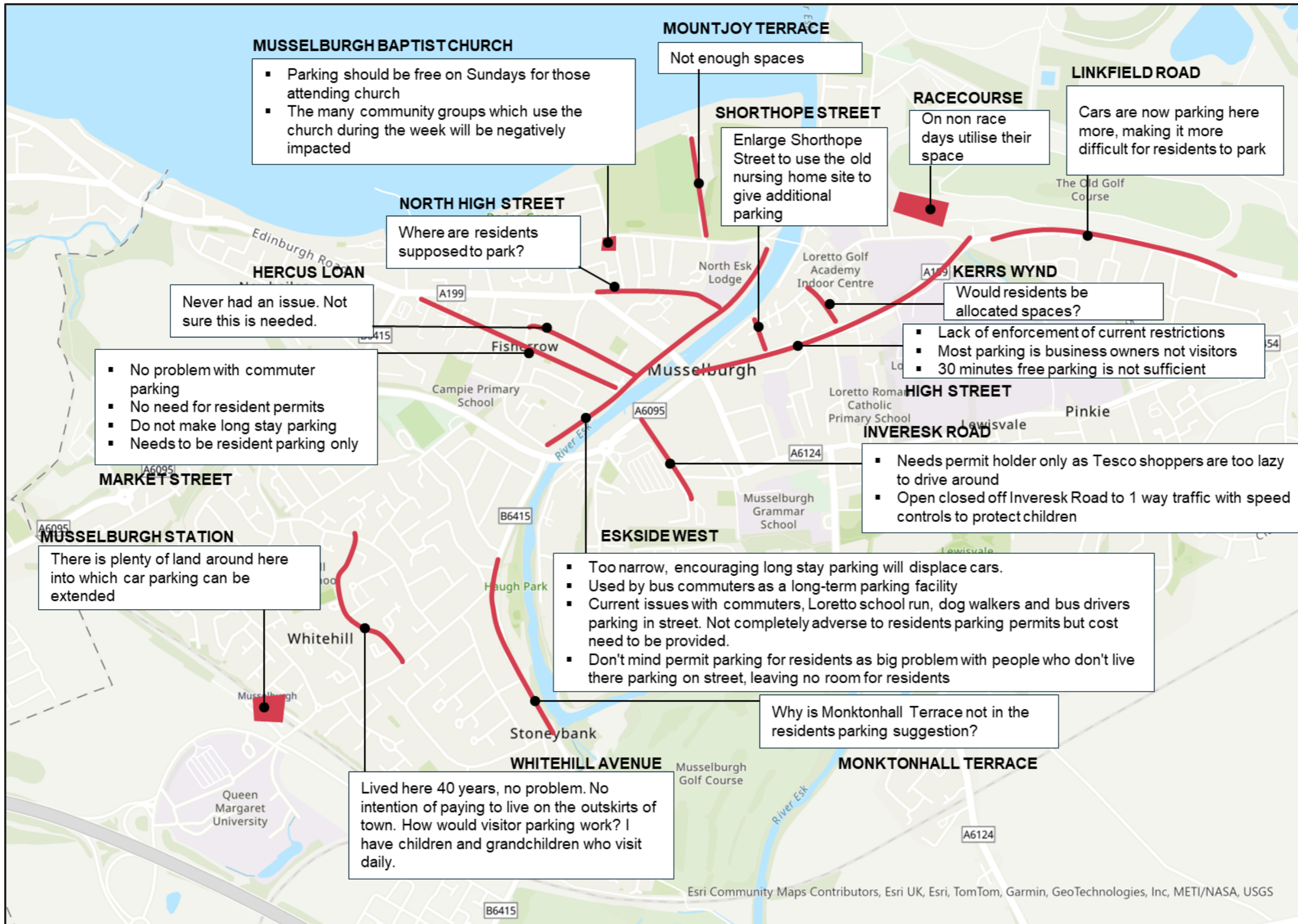


Figure 3-1: Musselburgh Public Drop-In: Post-It Note Activity Findings



## 4 Public Questionnaire Analysis

### 4.1 Overview

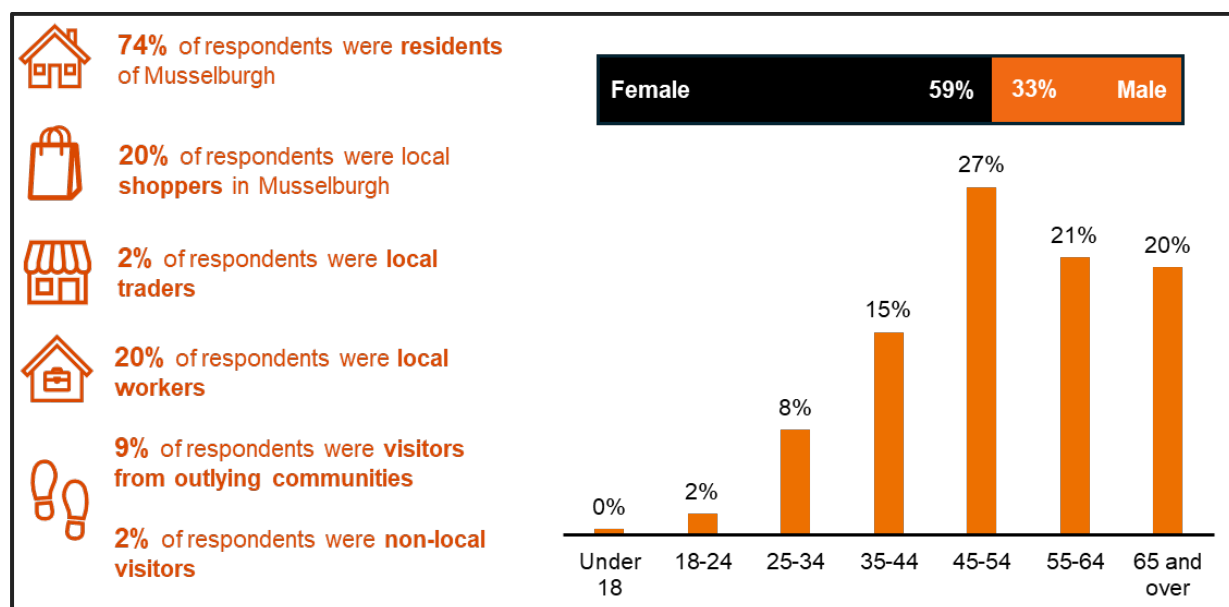
A total of **971** people responded to the questionnaire. **86% (n=839)** of respondents completed the questionnaire online, with the other **14% (n=132)** respondents returning a paper copy. Please note that all the percentages in the following sections have been rounded to the nearest whole number.

This chapter is structured as follows:

- Section 4.2: **Respondent Breakdown**
- Section 4.3: **Travel in and around Musselburgh** – Travel Mode and Purpose, Existing Parking Behaviour, Parking Issues, Alternative Mode Provision
- Section 4.4: **Residents of Musselburgh**
- 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 Musselburgh; be that, for example, resident of the area, local shopper, local trader etc. Overall, the majority of all respondents (**74%, n = 719**) were residents of Musselburgh.

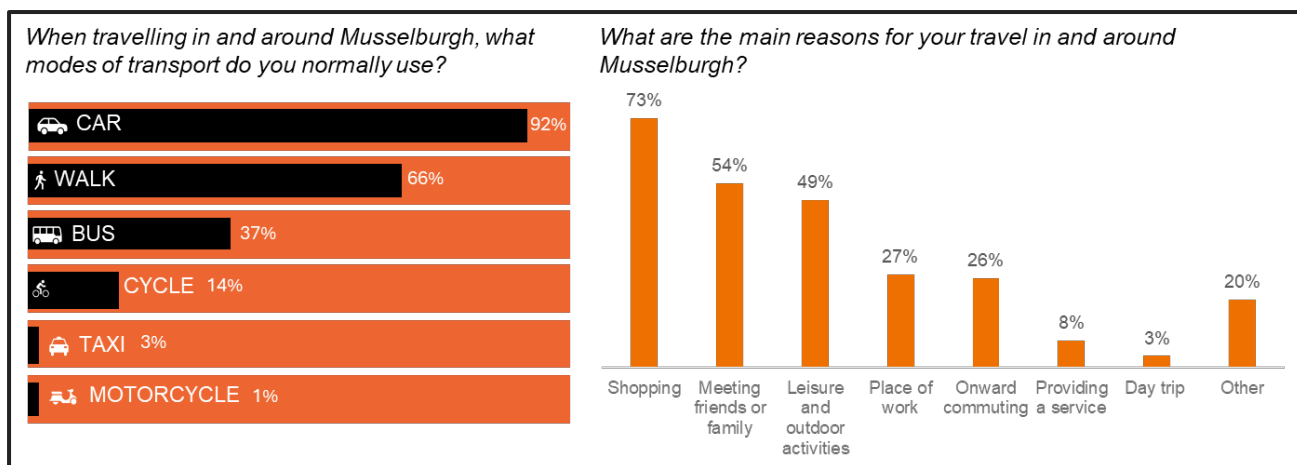


## 4.3 Travel in and around Musselburgh

### Travel Mode and Purpose

To gain a better understanding of travel in and around Musselburgh, respondents were asked to indicate the modes of transport they typically use and their main reasons for travelling in this area. Each respondent could select multiple modes when responding to the question. The key findings were:

- **92% (n = 893)** of respondents reported travelling in and around Musselburgh by **car**
- **26% (n = 256)** of respondents indicated that **car was their only mode of travel**
- **66% (n = 643)** stated that they **walk** with **4% (n = 35)** only travelling by foot
- **Public transport use relatively high**, with **37% (n = 357)** reporting they travel by bus
- **73% (n = 708)** of respondents noted that they travel to Musselburgh for **shopping**



### Existing Parking Behaviour

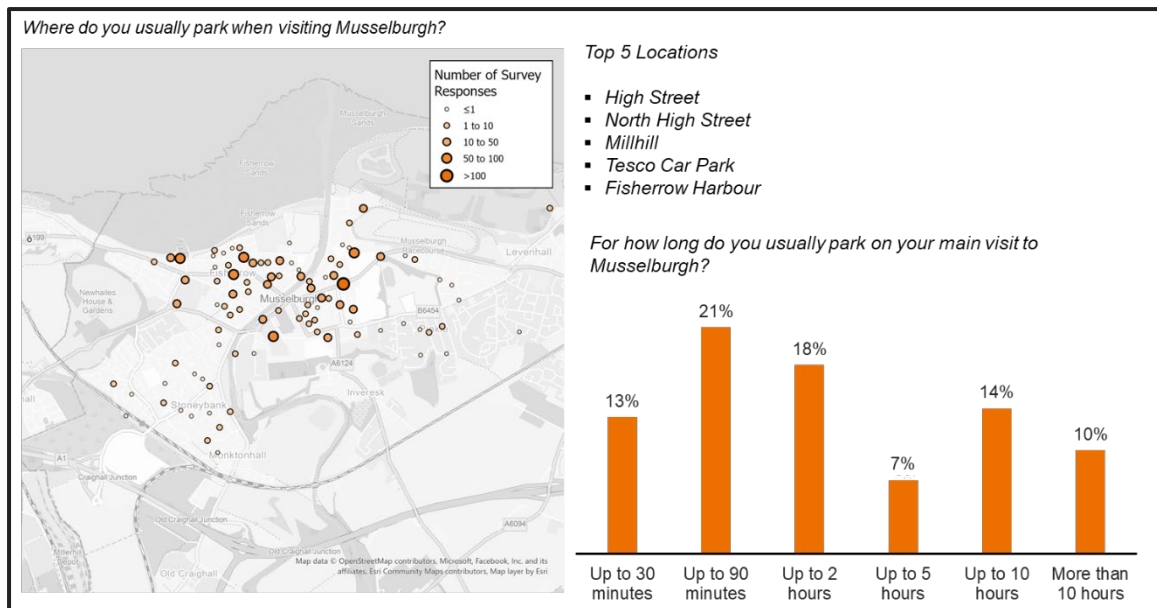
To better understand parking behaviours in Musselburgh, respondents were asked where they usually park and for how long during the main visit to the town on their main visit to Musselburgh.

The time people spend in Musselburgh varies across the proposed times but the majority (**21%, n = 204**) of respondents reported parking for **up to 90 minutes**. A further 18% (n = 170) stated they park for up to 2 hours, 14% (n = 131) up to 10 hours and 13% (n = 123) up to 30 minutes. The lowest proportion park for up to 5 hours (7%, n = 66) and 10% (n = 93) park for more than 10 hours.

The High Street was the most cited parking location; followed by North High Street, Millhill, the Tesco car park and the Fisherrow Harbour area. The map below indicates the frequency with which each location was mentioned.



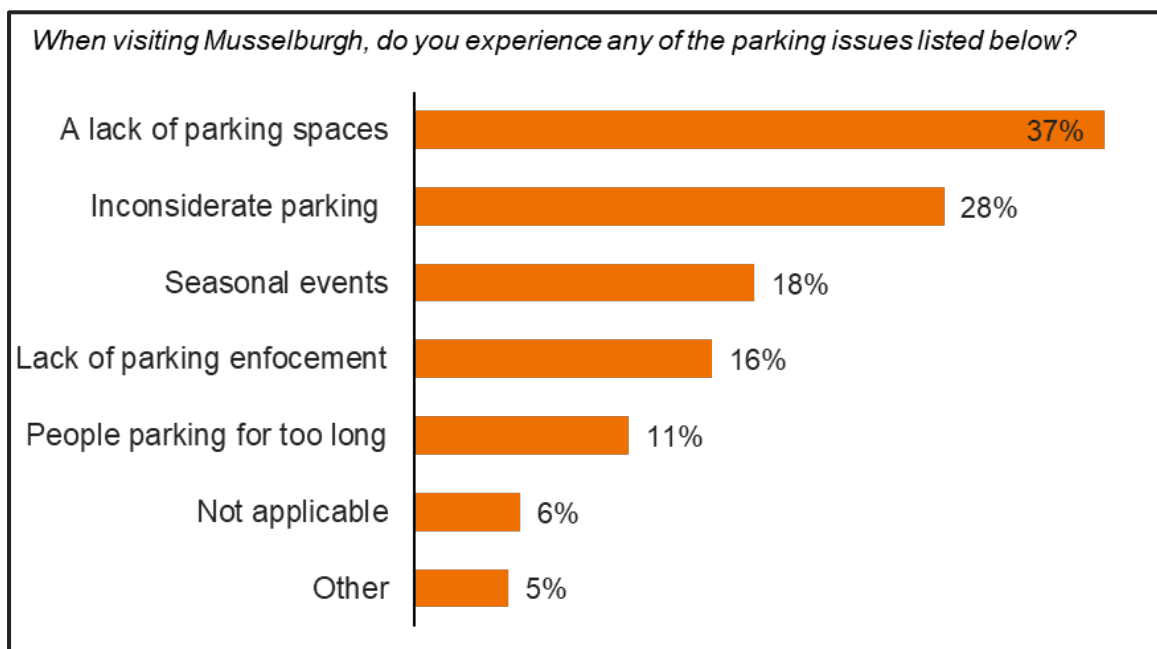
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### Existing Parking Issues

When visiting Musselburgh, **37% (n = 358)** of respondents reported that a **lack of parking spaces** was an issue. Of those, **117 respondents** identified this as their **only parking-related concern**.

**Inconsiderate parking** and **seasonal events** were also deemed as issues with **28% (n=275)** and **18% (n=176)** of respondents selecting these issues respectively.



Of the respondents who selected 'other', the issues raised included:

- Non-residents parking on residential street, e.g. Queen Margaret University staff and students and station users (n = 4)
- Parking at the train station being used by QMU staff and students (n = 4)
- Lack of parking enforcement, specially around school times (n = 3)
- Charging for parking is the issue (n = 2)



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- Lack of alternative to driving (n = 2)
- Motorhomes taking up multiple spaces (n = 2)
- Lack of medium stay parking (n = 2)
- Pavement parking (n = 1)
- Planters taking up parking spaces (n = 1)
- Millhill regularly full (n = 1)
- Parking spaces are too small (n = 1)
- Overnight parking at the Harbour (n = 1)
- Parking an issue on Race Days (n = 1)
- Lack of disabled bays (n = 1)
- Delivery vehicles parking in disabled bays (n = 1)

### Businesses

Respondents were asked, if they managed a business in Musselburgh (n =139), 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>• Loretto School</li> <li>• Active8 Massage</li> <li>• Blueberry Gifts</li> <li>• Royal Mail delivery office</li> <li>• Clark Brothers</li> <li>• Fisherrow Industrial estate</li> <li>• Fisherrow community centre</li> <li>• Ace Bike Co</li> </ul>
No	<ul style="list-style-type: none"> <li>• S Luca of Musselburgh</li> <li>• Fisherrow Wool Folk</li> <li>• 15 North High Street (Air BnB)</li> <li>• Musselburgh Community Pantry</li> <li>• Virtuoso Hairdressing</li> <li>• Angus Gordon Hairdressing</li> <li>• Town Hall</li> <li>• Tanz</li> </ul>

Of those businesses who noted that their delivery vehicles cannot park conveniently at their business they said they **no longer have a loading bay** outside their premises and another noted that **Blue Badge** holders are regularly parked in the loading bay, preventing access.

### Alternative Mode Provision

#### *Motorhome Provision*

There was limited support for dedicated **motorhome parking** in Musselburgh. A total of **53% (n = 506)** of respondents felt there was no need for motorhome parking to support local businesses while **15% (n = 148)** felt there was a need for this provision and **32% (n = 311)** were unsure.



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Among those in favour it was suggested that Fisherrow Harbour, Musselburgh Lagoons / Levenhall Links and the outskirts of Musselburgh be used for motorhome parking.

### ***Cycling Parking***

Views on the current cycle parking in Musselburgh were mixed. **45% (n = 432)** of respondents felt that there was sufficient provision, **14% (n = 138)** felt that it was insufficient, and **41% (n = 395)** were unsure. Among those who reported using this mode, **22% (n = 22)** said provision was **adequate** while **70% (n = 69)** were **unsure**.

Those who respondents who indicated that there should be more cycle parking said more parking should be available on the High Street, Fisherrow Harbour area and Ladywell Way.

If cycle parking facilities increased, **67% (n = 644)** of respondents noted that it would not encourage them to cycle more. **10% (n = 101)** said that it would and **6% (n = 60)** were unsure. Among those who already noted they cycle, **44% (n = 57)** stated increased parking facilities would encourage them to cycle more.

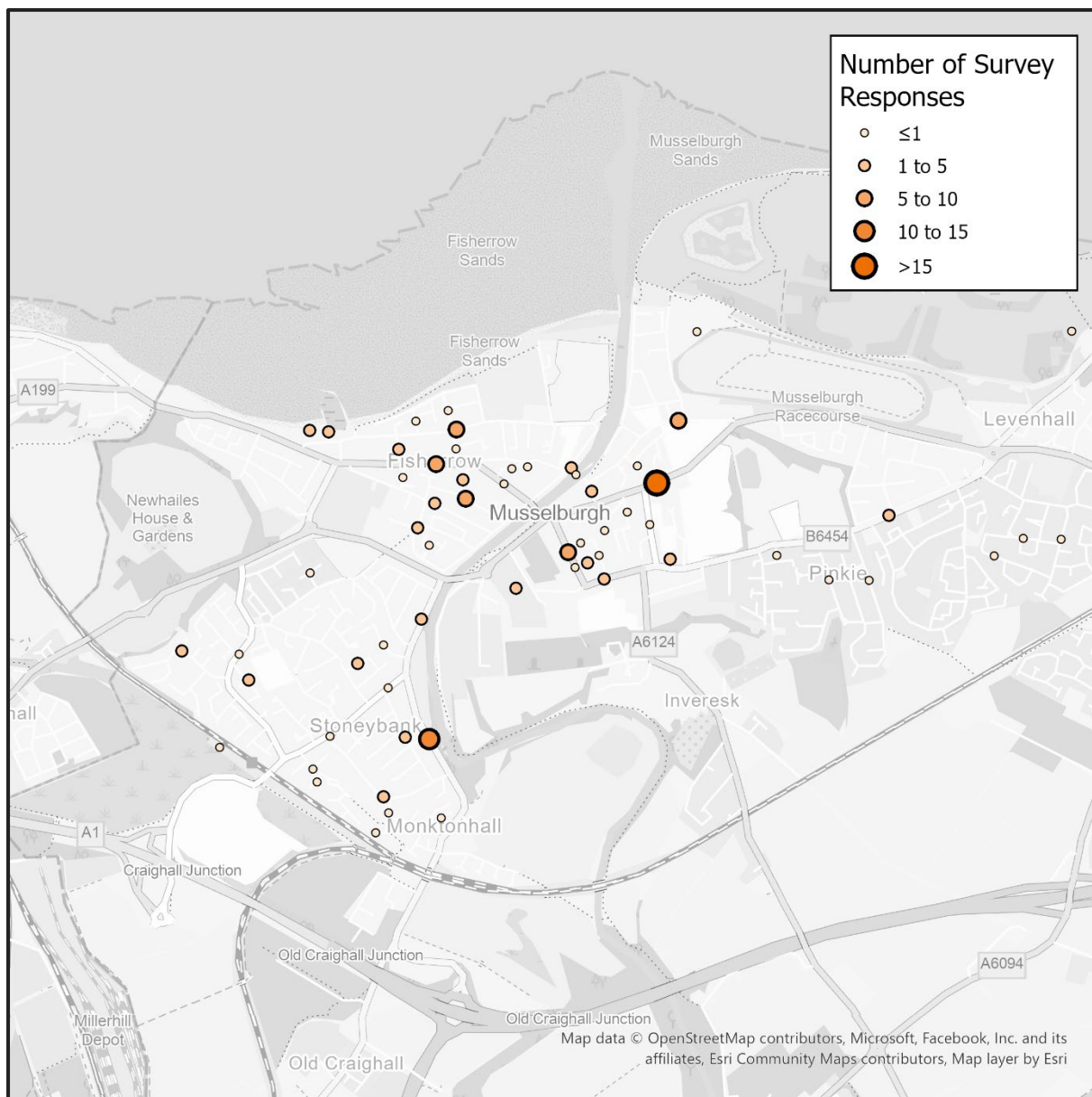
### ***Motorbike / Moped / Scooter Parking***

The majority (**45%, n = 439**) of respondents were unsure whether motorbike / moped / scooter parking was sufficient and **5% (n = 53)** noted that it was insufficient. Among those who reported using these modes, **75% (n = 6)** said provision was inadequate.

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

**23% (n = 220)** of respondents reported **difficulties walking around Musselburgh** due to vehicles obstructing footpaths. Most of the comments focused on the high instances of pavement parking. The **High Street** was the most frequently mentioned location, highlighted by **17 respondents**. **Monktonhall Terrace** was also raised by more than 10 respondents. All cited locations are shown in Figure 4-1.





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

**Public Transport**

Of all respondents to the questionnaire, **57% (n = 556)** indicated that they would not be encouraged to leave their car at home if bus frequencies increased. **26% (n = 252)** noted that they would, while **5% (n = 52)** were unsure. The remaining 11% (n = 107) selected not applicable and 1% (n = 4) did not respond to the question.

**4.4 Residents of Musselburgh**

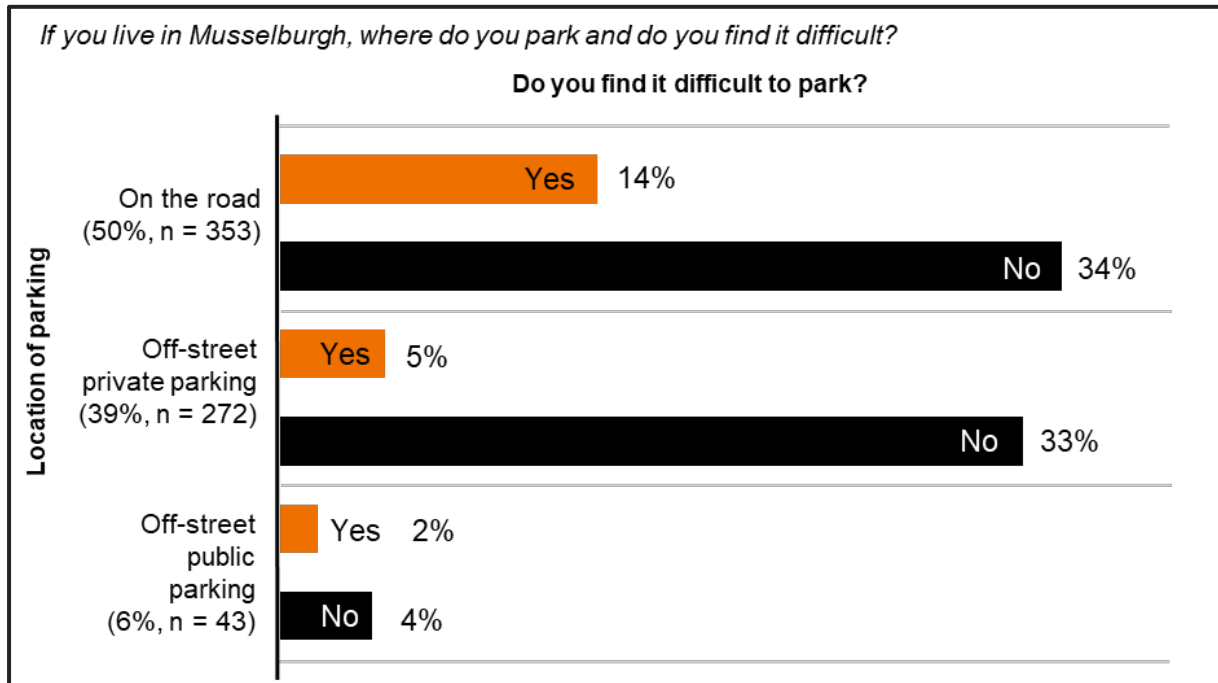
74% (n = 719) of all respondents who indicated that they were **residents of Musselburgh** were asked where they normally park and whether they find it difficult to park at their home. The majority of residents (**50%, n=535**) indicated that they park **on the road**. The majority of residents who park on



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the road **do not find it difficult to park** (34%, n = 246). However, compared to the other parking locations, a higher proportion (14%, n = 100) **find it difficult**.

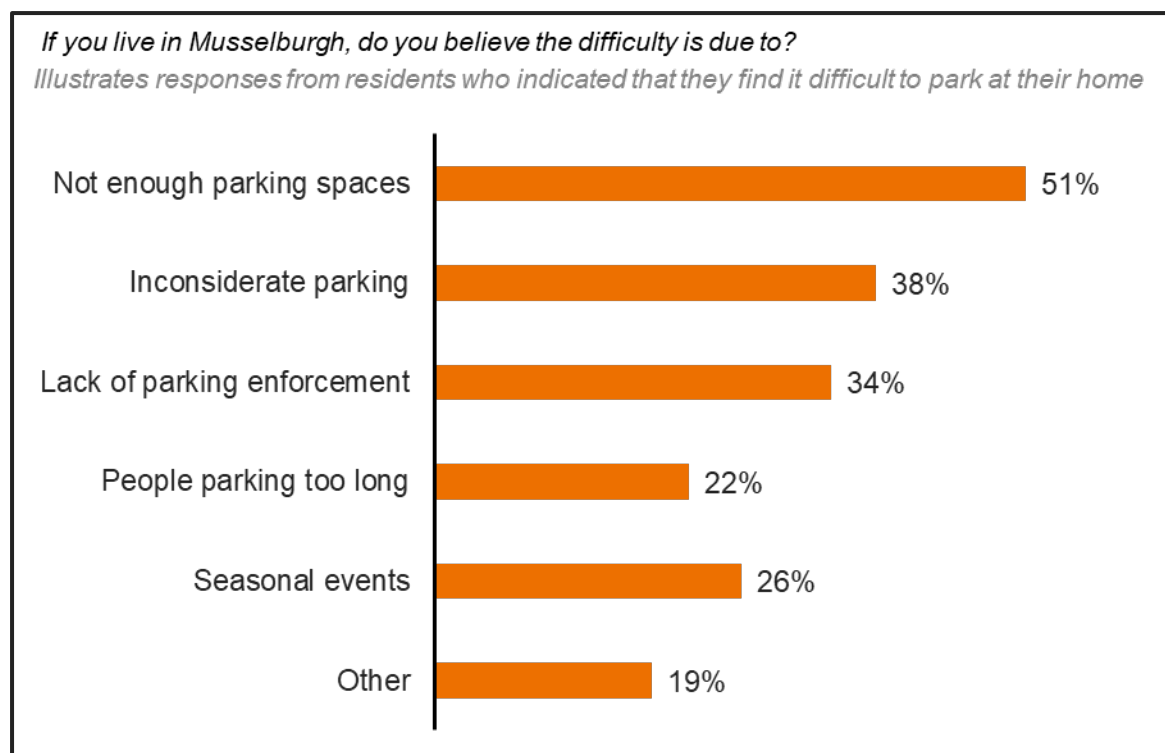
Of those who park their car in **off-street private parking** (39%, n = 272), **5% (n = 33) find it difficult to park** while 33% (n = 235) do not have difficulty parking.



Among residents who find it difficult to park, the most cited reason was a **lack of available parking spaces (51%, n = 79)**.

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 Musselburgh.



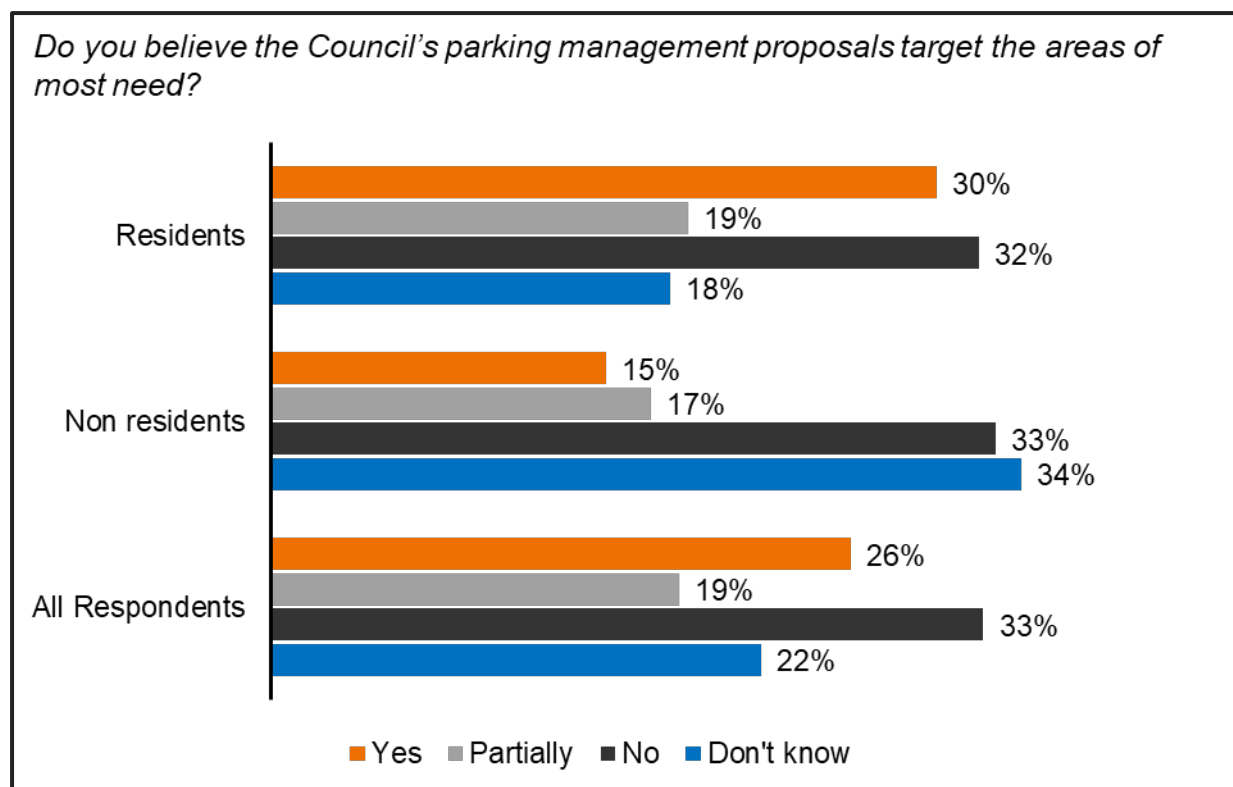


### 4.5 Initial Parking Management Proposals

When asked whether the initial parking management proposals, focused on the High Street, the railway station and Fisherrow Harbour, target the right areas, **33% (n = 311)** of respondents said they **do not believe the proposals are correctly targeted**. In contrast, **26% (n = 253)** felt the proposals **do target the right areas**, while **19% (n = 178)** believed they only **partially cover** the appropriate locations. Meanwhile, **22% (n = 214)** were **unsure**. A further 15 respondents did not respond to this question.

Among those who are **residents (n = 708)** agreement was higher than **non-residents**. **30% (n = 215)** of residents **agreed** that proposals target the right areas, while only **15% (n = 38)** of non-residents **agreed**, compared to all respondents (**26%, n = 253**). A total of 15 respondents did not respond to this question.





With around a fifth of all respondents (**22%, n =214**) 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 **341** respondents who had either answered “*partially*” or “*no*” 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
Proposed changes to parking restrictions are excessive/unnecessary in some areas	97
Entire scheme is unnecessary	62
Adverse economic impacts	60
Opposes parking charges	46
Perceived as a money-making exercise	41
Displacement of parking problems	27
Fairness/equity	27
Suggested expansion of parking control area boundaries	24
Suggest alternative parking controls	22
QMU should change their parking policy / increase on-site parking provision	20
Inconvenience to residents	18
Parking permits should be free	16



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Comment / Concern / Query	Number of Respondents
Right to park near home	14
Affordability	14
QMU staff/students responsible for existing parking problems	14
Inconsiderate parking behaviour	14
Adverse impact on those who work in Musselburgh but don't have workplace parking	14
Greater enforcement of existing restrictions needed	13
Concerns about impacts on people with disabilities, health or mobility problems	10
Confusion over proposals	9
QMU staff/students park in train station car park	8
More car parking should be provided	9
Criticism of consultation	7
Waste of council money	7
Limited alternative travel options	6
Proposals will not solve parking problems	5
Permits should be free	4
Event parking issues	4
Opposes parking permits	4
Train station car park should be expanded	4
Proposals may inhibit mobility/accessibility	3
Additional controls on motorhomes needed	2
Better signage is needed to direct drivers to appropriate parking areas	2
Parking capacity is limited by street furniture	2
Suggests P&R facilities for station	2
New housing development is exacerbating parking problems	2

The locations most frequently highlighted as experiencing car parking problems in Musselburgh were on and around the **High Street**, as well as the **railway station** and neighbourhoods surrounding **Queen Margaret University**. By contrast, those areas most frequently noted as not requiring greater parking controls were **New Street, Millhill, Mayfield Crescent** and **Denholm**, as well as **Fisherrow Harbour**.

This reflects a tension between support for targeted controls at hotspots and greater resistance to restrictions in residential neighbourhoods. The co-location of Musselburgh Railway Station and Queen Margaret University was repeatedly noted, underlining their combined impact on parking demand.

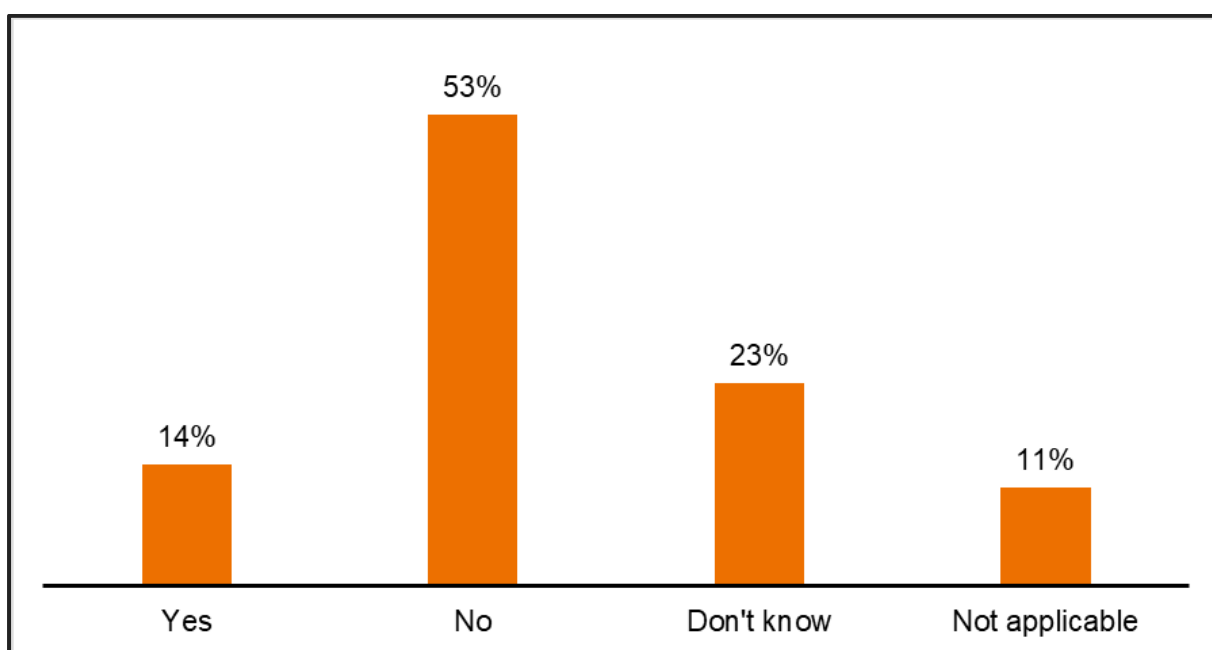


## 4.6 Resident Parking Permit Proposals

Of those who are residents of Musselburgh (n = 719), the majority (72%, n = 512) noted that they **do not have an existing resident parking permit** while 16% (n = 114) indicated that they do. A further 12% (n = 83) selected 'Not applicable' and 11 people did not answer this question.

Of those who have a parking permit (n = 114), they were asked to indicate where they park. The vast majority of responses were not location specific and noted that they park on their driveway or outside their house. The responses which were location specific included Whitehill Gardens, Whitehill Avenue and the Mucklets area.

Of those who are residents of Musselburgh, **53% (n = 372)** indicated that the **existing permit area should not be amended**, as shown below. **14% (n = 96)** felt that it **should be amended** while **23% (n = 160)** were **unsure**. An additional 13 people did not respond to this question.



**83** of Musselburgh residents who supported the amendment to the parking permit area provided additional comments explaining why. The most prominent concern was the **difficulty residents**, and their visitors, experience in **finding parking spaces** (23 mentions). Many also highlighted that non-residential parking reduces availability for local households (21 mentions), reinforcing the sense that **external demand is displacing residents**.

A substantial number felt that the proposed **permit area should be larger** (17 mentions), with some indicating that current boundaries risk leaving out streets experiencing the same pressures. **Overspill from Queen Margaret University (QMU)** was another significant problem (14 mentions), with respondents noting that student and staff parking contributes to **local congestion**.

A smaller but notable group emphasised general support for permits (11 mentions), seeing them as a necessary intervention. Cost considerations were present, with **affordability of permits raised**, alongside concerns about inconsiderate or unsafe parking. Calls for **greater enforcement** indicate scepticism that the scheme will succeed without active monitoring.



Resident only permit holders are currently allowed to park on roads adjacent to the train station and respondents were asked to indicate whether this is appropriate. The majority (**57%, n = 548**) felt that this is appropriate while **12% (n = 114)** stated it is **not appropriate** and **31% (n = 298)** were **unsure**. 11 respondents did not respond.

### 4.7 Parking Structure and Pricing Proposals

#### Time of Restrictions

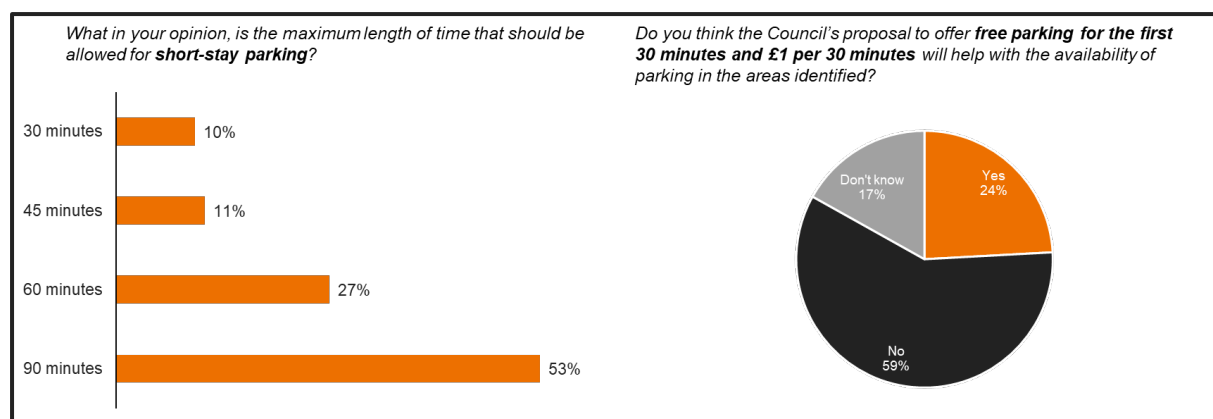
Respondents were asked if the proposed restricted times for parking of 8:30 am to 6:00 pm everyday were appropriate. The majority of respondents (61%, n = 590) **did not think there were appropriate**, while **27% (n = 255)** **thought they were** and 9% (n = 91) were unsure.

#### 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.

Over **half of respondents (53%, n = 507)** preferred a maximum duration of **90 minutes** for short-stay parking. This was followed by **27% (n = 256)** 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, **59% (n = 569)** **did not believe it would improve parking availability**. A smaller proportion (24%, n = 234) 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 **38% (n = 366)** of respondents. A further **29% (n = 276)** preferred a **3-hour limit**. 5 hours was the least popular option.

Preferences notably varied between residents and non-residents. A greater proportion of **residents supported a 3-hour maximum stay (35%, n =247)**, compared to **12% (n = 29) of non-residents**.

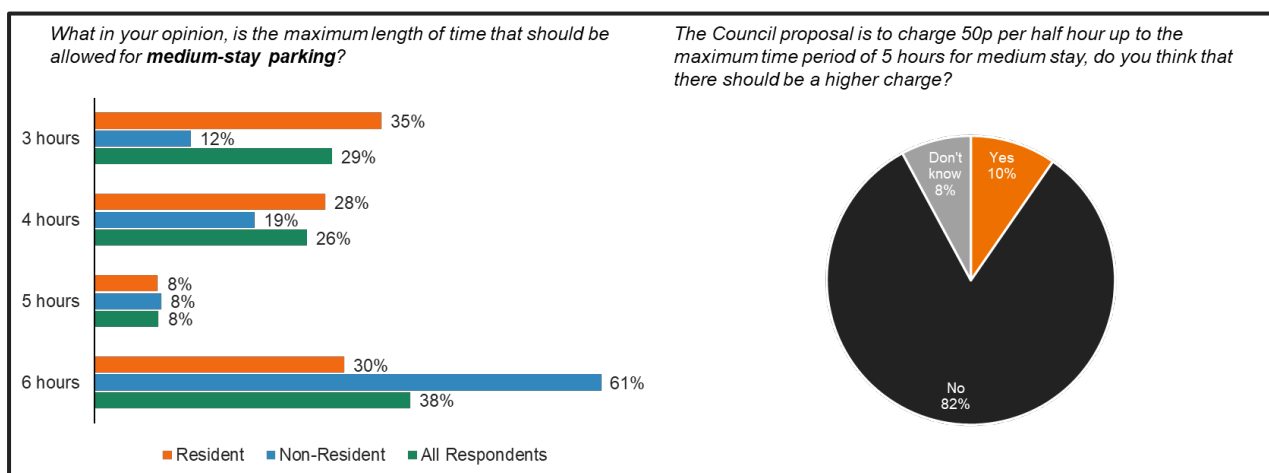


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Conversely, **61% (n = 152)** of non-residents favoured a maximum stay of 6 hours compared to **30% (n = 214)** of residents.

These differences suggest that residents are making shorter stays when parking in Musselburgh while those who are non-residents are likely to want to park for longer during their visit.

Respondents were also asked whether the Council's proposals to charge 50p per half hour should be increased. The vast majority (**82%, n = 796**) **did not support** a higher charge. Only **10% (n = 94)** thought the charge should be higher and **8% (n = 76)** were unsure.



### Long Stay Parking

When asked about the maximum duration for long stay parking, **51% (n = 495)** of respondents preferred a limit of **23 hours**. This was followed by **26% (n = 246)** who supported the **12-hour limit**.

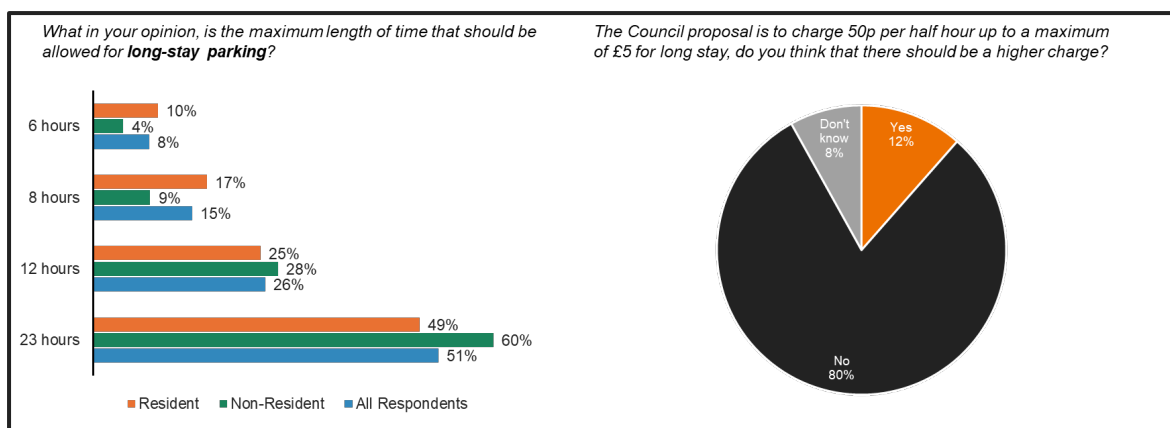
As illustrated, there was a notable difference between residents and non-residents. While the highest proportion of residents selected **23 hours (49%, n = 348)** this increased to **60% (n = 147)** of non-residents.

Like the findings for medium term parking preferences, this would suggest that residents are making shorter stays when parking in Musselburgh while non-residents 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 (**80%, n = 778**) do not think the charge should increase while a small proportion of **12% (n = 111)** agree that it should be higher.



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All respondents were asked if they would park outside of the charged areas in the proposal. The majority (**47%, n = 459**) stated that they would and **26% (n = 254)** would still park within the charged areas. A further **17% (n = 163)** were unsure.

When asked where they would park instead, the majority did not provide location specific responses. Instead, they noted that they would park outside of the charged areas or anywhere that is free of charge. Of those who provided a location specific response, the most common location was **Fort Kinnaird** which was mentioned by **22 respondents**. Tesco Car Park and the High Street were also mentioned by 10 or more respondents.

### Blue Badge Parking

When asked whether they support free parking for Blue Badge holders in all parking bays, **79% (n = 763)** noted that they **agree** with the free parking. A further **17% (n = 164)** **disagree** and **4% (n = 41)** were unsure. A total of three people did not respond to this question.

## 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 Musselburgh

The most frequently raised concern (186 responses) was the potential **negative impact the parking charges would have on the town centre**. There was widespread view that the proposed measures would deter visitors from visiting the High Street and would also significantly harm local businesses.

*“This will deter people from shopping locally, people will be more likely to go to Tesco where parking is free which will kill the high street.”*

*“People will stop coming to Musselburgh if you bring charges. It will affect businesses. I would go to Haddington & park in Tesco’s instead.”*

### Opposes Parking Charges

**Opposition to parking charges** was another common theme (143 responses) with many stating they do not support the introduction of parking charges.



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*“Parking charges should not be introduced in Musselburgh”*

Concerns around **affordability of parking** was raised by 91 responses citing people not being able to afford to park as regularly as they do.

*“NO PARKING CHARGES! Absolutely ridiculous idea. We have cost of living crisis, no one can afford it!”*

*“I don't agree with ELC plans to implement parking charges to high used areas in Musselburgh and I don't agree to the residence permits. Life is expensive enough without adding parking charges to our household expenses. I think this will affect businesses negatively on the high street.”*

Another comment which was made frequently (85 responses) was that the proposals are a ‘**money making scheme**’ by East Lothian Council.

*“This is yet another money-making scheme, thrown together to make it look like it's addressing a genuine problem when, in reality, no problem exists other than in very small parts of the town...”*

*“I think this is a money-making scheme for the council not intended to help Musselburgh...”*

There was also a high proportion of responses (83 responses) which requested that the proposed **resident parking permits were free**.

*“I object to parking charges and residents should have free parking in their town. We already pay councils tax etc, this potentially another hidden tax.”*

*“Resident parking needs to remain free for residents. Some residents have private spaces, but many others don't and should not be penalised for not having one.”*

### **Equity of Access**

Specific groups were mentioned who would be disadvantaged as a result of the proposed parking management scheme. The most common group (61 mentions) were **those who work in Musselburgh** but do not have workplace parking.

*“For people who work in Musselburgh long hours and daily, the parking fees are unaffordable so I believe proposed parking charges in these areas will result in empty streets with severe congestion in other areas of Musselburgh where parking is free. This is not a practical solution.”*

*“Staff at Campie Primary School would be particularly hard hit. We do not have an adequately sized car park for the amount of workers therefore road parking is the only option. I would really grudge having to pay for parking every day and to an extent it would play a big part in my budget planning.”*

There were also a high number of responses (59 mentions) that mention that residents should have the **right to park near their home** and should not have to pay to do so. It was felt that some people were being affected dependant on where they live.

*“I would reiterate that residents should not be charged for parking permits in their home street.”*

Concerns were also raised for those who are **disabled or vulnerable** (32 mentions) as many rely on a car to travel around Musselburgh and access amenities.



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*“Charges for visitors should be applicable however residents and in particularly elderly and disabled residents are unable to afford high parking costs, and due to ill health cannot walk long distances to and from their homes to access free parking.”*

*“As a disabled driver I find it annoying that not only are disabled bays abused by non-Blue badge holders, but out with the current parking restriction times I am unable to get parked in a disabled bay. I would therefore request that Disabled Badge Holders Only Spaces be at all times.”*

### **General Criticism**

The necessity and proportionality of the proposed parking management scheme was also raised as a concern by respondents (54 responses) as the current parking problems are not considered to require this level of parking restrictions. A further 53 responses stated that the scheme was **unnecessary**.

*“This scheme is completely unnecessary and is only another money grab from the council. The proposals will just make matters much worse in the now free areas.”*

*“As stated above there is no need for this amount of parking enforcement in Musselburgh. Where do you expect the people that work in Musselburgh to park if you do this?”*

Meanwhile the **consultation process** was also criticised by 47 respondents with suggestions of the questionnaire being biased and not being given an opportunity to provide their views.

*“This consultation demonstrates an enormous amount of bias. It assumes that parking charges should be introduced. There should not be mandated questions without an option to select no charges...”*

*“The above questions were leading and did not have an alternative answer for long stay or medium stay length. It should be 24 hours medium and up to 3 days long term for visitors to the area. Also, the charges are unnecessarily high considering the current level is zero. Again, this is fundraising masquerading as parking issues”*

### **Parking Displacement and Enforcement**

Another theme which was apparent from the open-ended question was concerns around the **displacement of current parking problems** onto streets outwith the proposed parking restrictions.

*“I think there need to be consideration of the knock-on impact to other areas. Will this just force parking issues to other areas?”*

*“This is going to cause problems in streets that at present don't have a problem like Market Street, you are going to force commuters to park in Market Street that will leave no space for residents, it also discriminates Market Street residents to those of their neighbours in Hercus Loan & West Holmes Gardens. It will also kill of the High Street.”*

It was suggested that **greater enforcement (29)** is needed across Musselburgh to ensure people are not overstaying when parked. They also highlighted that a **lack of parking enforcement (28)** exacerbates the parking problems in Musselburgh.

*“I would hope that this new system will actually be enforced. There are not enough enforcement officers and especially in our residential area, who is going to make sure the current situation just doesn't continue.”*



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*“Regarding all of these proposed changes, they will only work if enforcement takes place. There’s very little enforcement currently of blue badge spaces, double yellow line parking etc. currently in the town. There’s currently no enforcement about pavement parking, which is a national Scottish law...”*



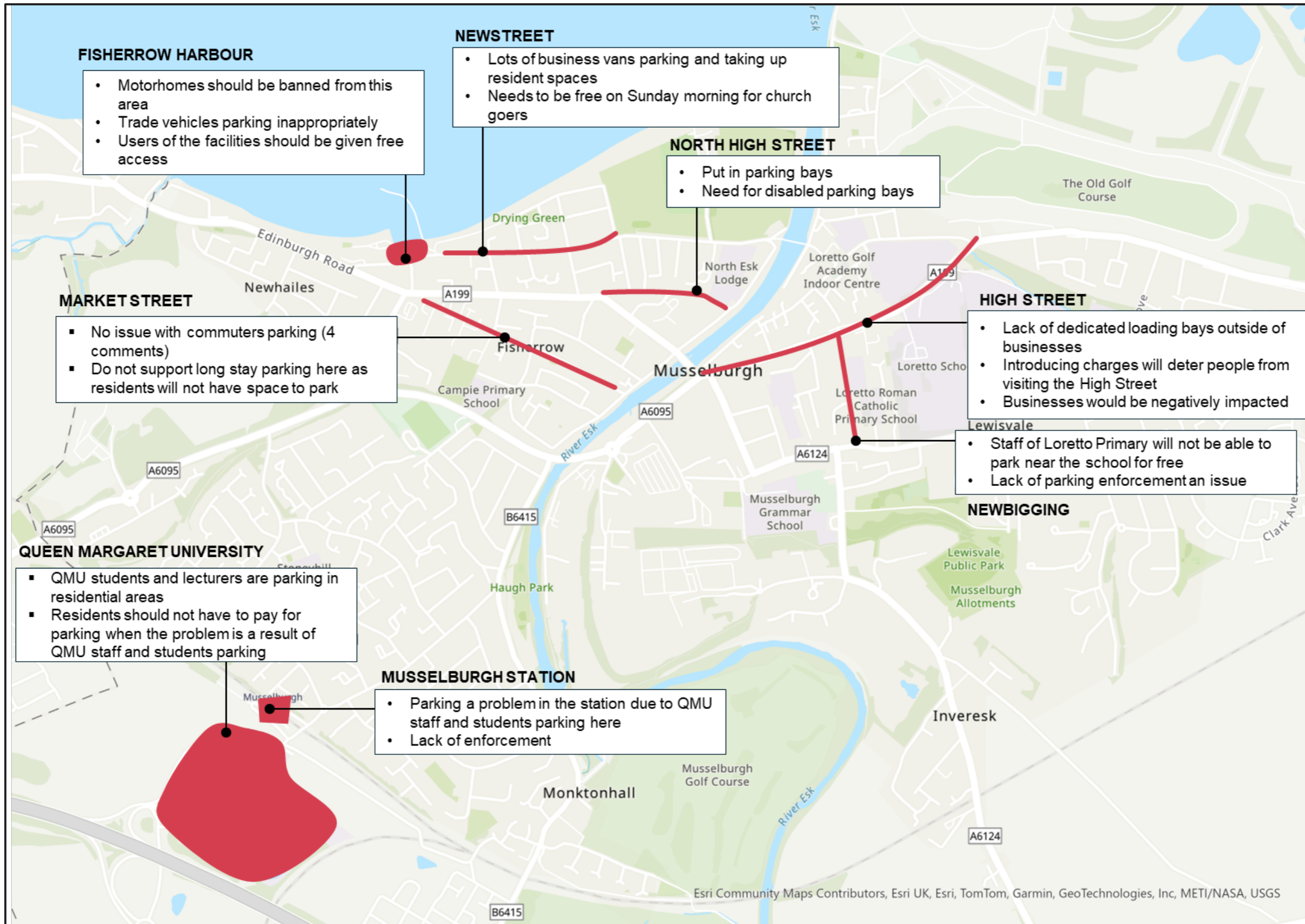


Figure 4-2: Street / Area Specific Comments from Open-Ended Questions



## 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, 35 individuals who sent emails; two of which were questionnaire responses. The majority, **(94%, n = 33)** of emails were from individuals, with **6% (n = 2)** submitted by businesses / community organisations. The following businesses / community organisations responded to the consultation:

- Musselburgh Conservation Society
- New Street West Tenants and Residents Association

### 5.3 Individuals' Comments

A total of 33 individual email responses were received as part of the consultation. The majority of these raised questions or concerns regarding the proposed changes to resident parking permits and the broader implications of the parking scheme.

#### Resident Parking Permits

A significant number of respondents queried how the resident permit system would operate, particularly whether it would guarantee the ability to park directly outside their homes. Several emails asked for clarification on whether specific streets, **Mayfield Avenue, Mansfield Avenue, Denholm Road, and North High Street**, would be included in the resident permit area.

Additional questions were raised about how the permit system would accommodate **car hire users** and **Car Club members**.

#### Visitor Parking Permits

**Nine** emails expressed concern about the **proposed visitor parking arrangements**. Respondents questioned whether visitor permits would be available and raised objections to having to pay for them. Several noted some of these visits are for caring responsibilities, such as supporting elderly relatives.

#### Impact on Local Businesses

**Eight** respondents warned that the introduction of parking charges could lead to the **closure of small businesses**, as customers may choose to shop at retail parks offering free parking.



### General Objections to the Scheme

Seven emails expressed outright opposition to the parking scheme and the requirement to pay for parking.

### Impact on Vulnerable Groups

Several respondents highlighted the **negative impact** on elderly residents and those on lower incomes, noting that the cost of a resident permit may be unaffordable during the ongoing cost of living crisis. They added that this can lead to increased isolation and loneliness in these groups.

### Parking for Workers

A small number of responses raised concerns about the lack of free parking options for workers in Musselburgh, arguing that employees should not be required to pay to park near their place of work. In some cases, they mentioned that paying for parking would mean they are earning even less than they currently do.



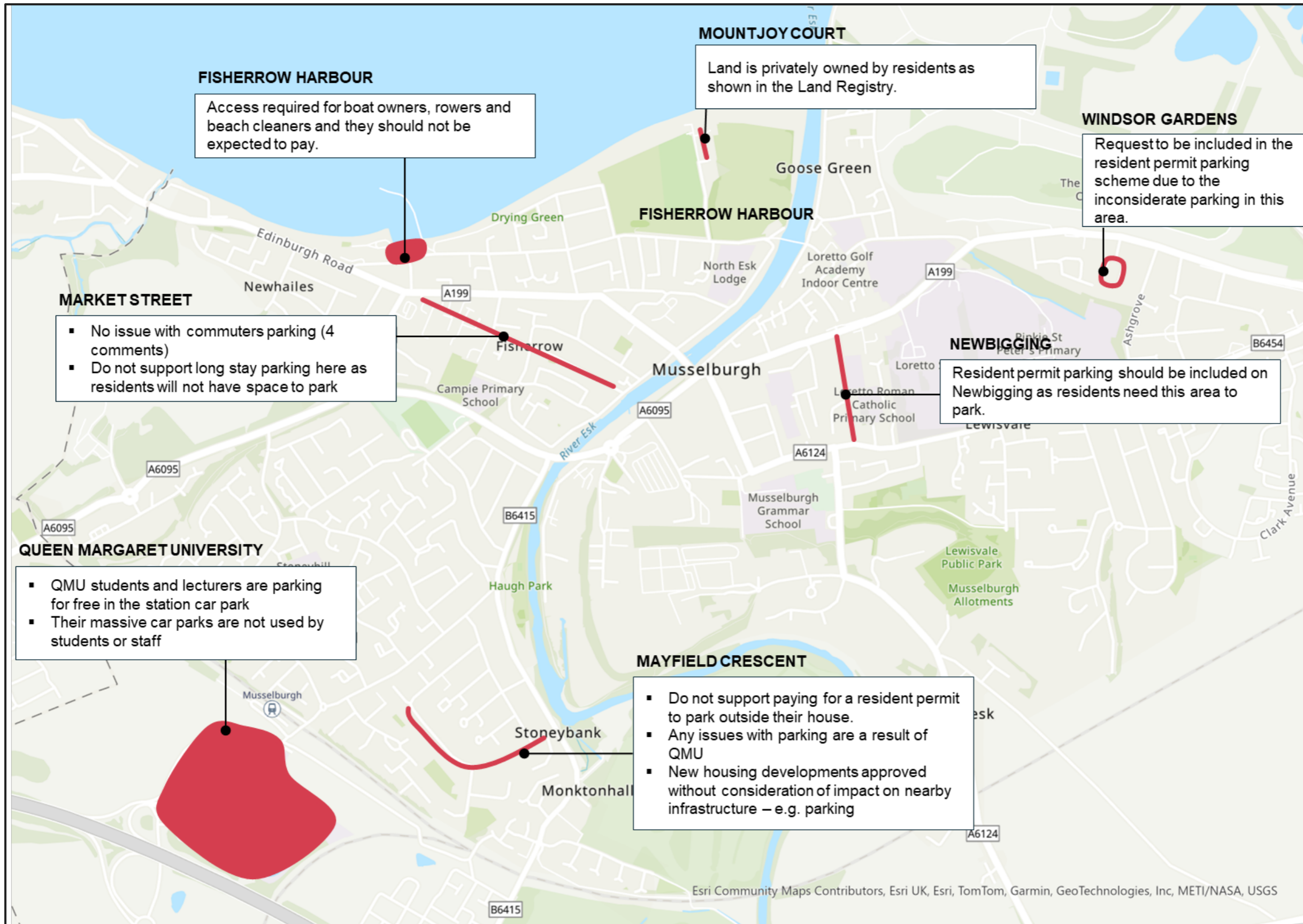


Figure 5-1: Street / Area Specific Comments from Individuals via Email



## 5.4 Business / Organisation Comments

Two businesses / organisations submitted formal responses to the consultation via the project-specific email. These are summarised below.

### ***Musselburgh Conservation Society***

The Musselburgh Conservation Society submitted a formal response to the consultation to express their concerns with the initial proposals and highlight their objection.

They note that the initial proposals will have a negative impact on residents of Musselburgh adding another household cost in a cost-of-living crisis. They added that this will have a disproportionate impact on lower income households and older people.

They raised a concern that small businesses will have to compete with retail parks which offer free parking and could be at a greater risk of closing.

As part of the initial proposals, there will be no increase in the number of parking spaces available, which will likely lead to difficulties when parking. They added that if a similar approach is replicated here as in other East Lothian towns, there will be more permits issued than the number of spaces available, which will lead to those who have paid for a permit not being able to park.

### ***New Street West Tenants and Residents Association***

The New Street West Tenants and Residents Association submitted a formal response to the consultation and most of their concerns related to Fisherrow Harbour and New Street.

The introduction of a height barrier at the Fisherrow Harbour car park has resulted in many of the campervans being displaced into New Street, outside residents' houses. There is also, generally, a high number of vans on the street and taking up spaces in the car park. They would like to see camper vans banned from Musselburgh and contained to campsites.

In addition to the pay and display parking, they would like dedicated residential spaces along New Street. Given the street is very narrow, making it dangerous for all, they suggest implementing effective speed bumps along New Street as well as limiting parking to one side of the road. They added that given the high number of disabled people who park in this area, they would not support them having free parking in residents' parking bays.

It was noted that Fisherrow Sea Front and Harbour Association require access at all times.



## 6 Public Engagement Summary

The public were able to comment on the initial high-level parking management proposals for Musselburgh 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 outwith the High Street in Musselburgh at present.

Quantitatively, 33% of respondents said they do not believe the proposals are correctly targeted compared to 26% felt the proposals do target the right areas. The mixture in responses suggests that there is uncertainty among respondents whether the proposals are appropriate for Musselburgh.

Of those who are residents of Musselburgh, 53% do not support the amendment of the parking permit area while 14% were supportive of the proposed changes.

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 and supermarkets such as Fort Kinnaird and Tesco.

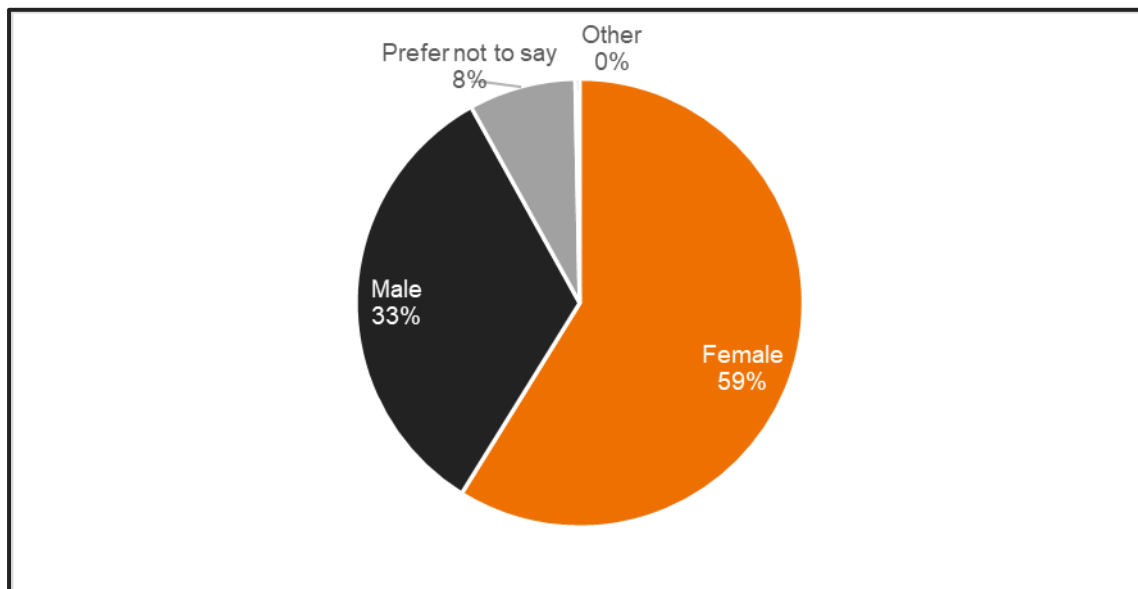
Generally, there was widespread objection to the proposals with many stating they should not need to pay to park while others cited the cost-of-living crisis and the inability to be able to afford to park their car for extended periods of time.

There was also widespread opposition to resident parking permits, particularly residents having to pay for these permits.

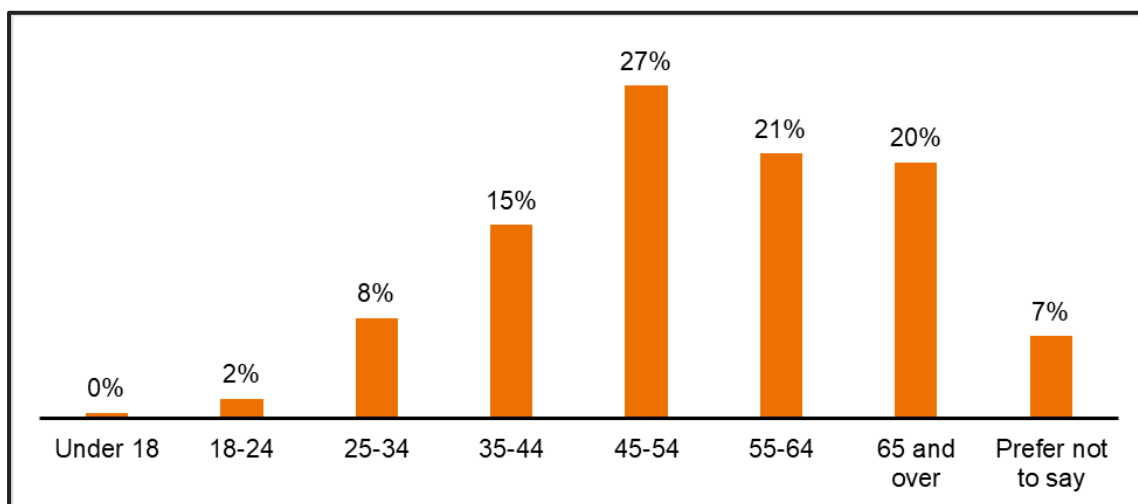


## Appendix A Demographic Summary

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 **59% (n = 563)** of the respondents identified as a **female** while **33% (n = 317)** are **male**. A further **9% (n = 74)** noted that they would prefer not to say and three respondents selected 'Other'.



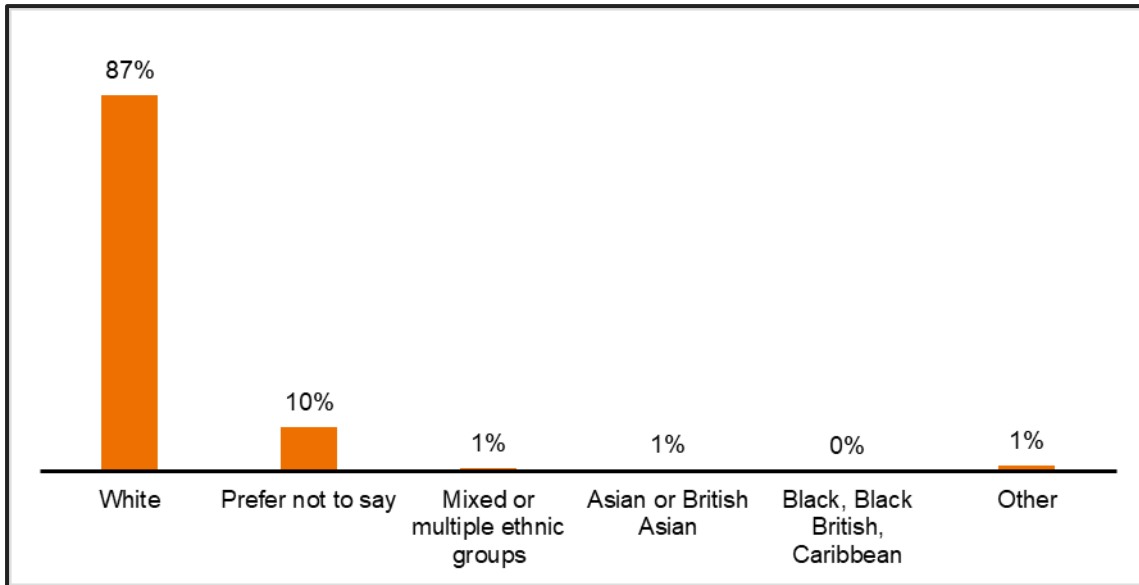
Around a quarter of respondents (**27%, n = 256**) indicated that they are between **45 and 54** years of age while **21% (n = 204)** are **55-64** and **20% (n = 197)** are **65 and over**. **15% (n = 149)** are aged between 35 and 44 and **8% (n = 77)** are between 25 and 34. A total of 19 people are under 25 years of age and **7% (n = 63)** preferred not to say.



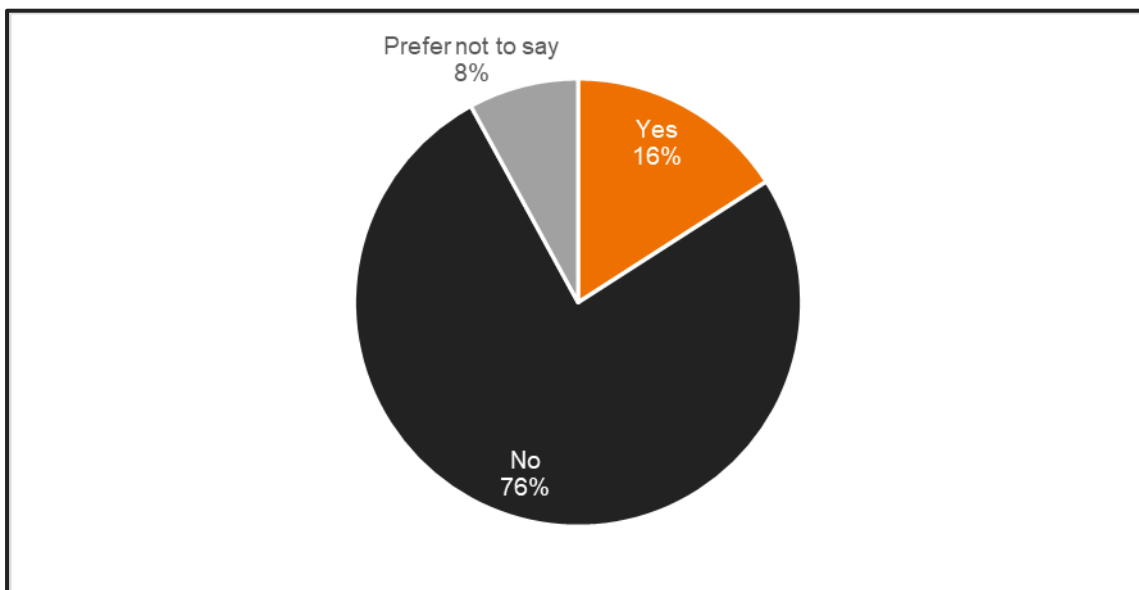
Respondents were asked to indicate what ethnicity they identify as and **87% (n = 838)** indicated that they were **White**. A further **10% (n = 98)** opted **not to say** while **1% (n = 6)** are **Mixed or multiple ethnic groups**, **1% (n = 5)** are **Asian or British Asian** and **1% (n = 13)** selected 'Other'. Of those who selected 'Other' they noted they were Scottish or Irish.



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Respondents were asked to indicate whether they considered themselves to have a disability. **76% (n = 728)** stated that they **do not have a disability** while **16% (n = 153)** do. The remaining **8% (n = 76)** preferred not to comment.





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