



## **Appendix C**

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

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Stantec UK Limited

September 2025



## Revision Schedule


Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
01	First Draft Report	MS / JR	29.07.2025	GB	30/7/25		
02	Second Draft Report	MS / JR	05/08/25	GB	11/09/25		
03	Third Draft Report	MS	1/10/25	GB	1/10/25		

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# 1 Introduction

## 1.1 Background

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

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

Informing the proposals for Tranent, 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 Tranent, 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 Tranent community.

## 1.3 Structure of the Report

The remainder of this report is structured as follows:

- **Chapter 2: Tranent 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 Tranent Parking Proposals

### 2.1 Understanding Local Parking Issues

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

- Misuse of parking facilities, including commuters parking in residential areas, widespread disregard for double yellow lines, and blocked bus stops, largely due to limited enforcement.
- Low turnover of parking spaces, reducing availability for shoppers and visitors.
- Dangerous parking around schools and drop-off areas, raising concerns for pupil, staff, and driver safety.
- High traffic volumes were reported, particularly on A199 Edinburgh Road near Polson Park.
- Concerns for pedestrian safety on Church Street due to vehicles parking on the footway.
- Significant parking pressure on Elphinstone Road where business customers often park in residential areas.

### 2.2 Initial High Level Parking Management Proposals

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

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

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



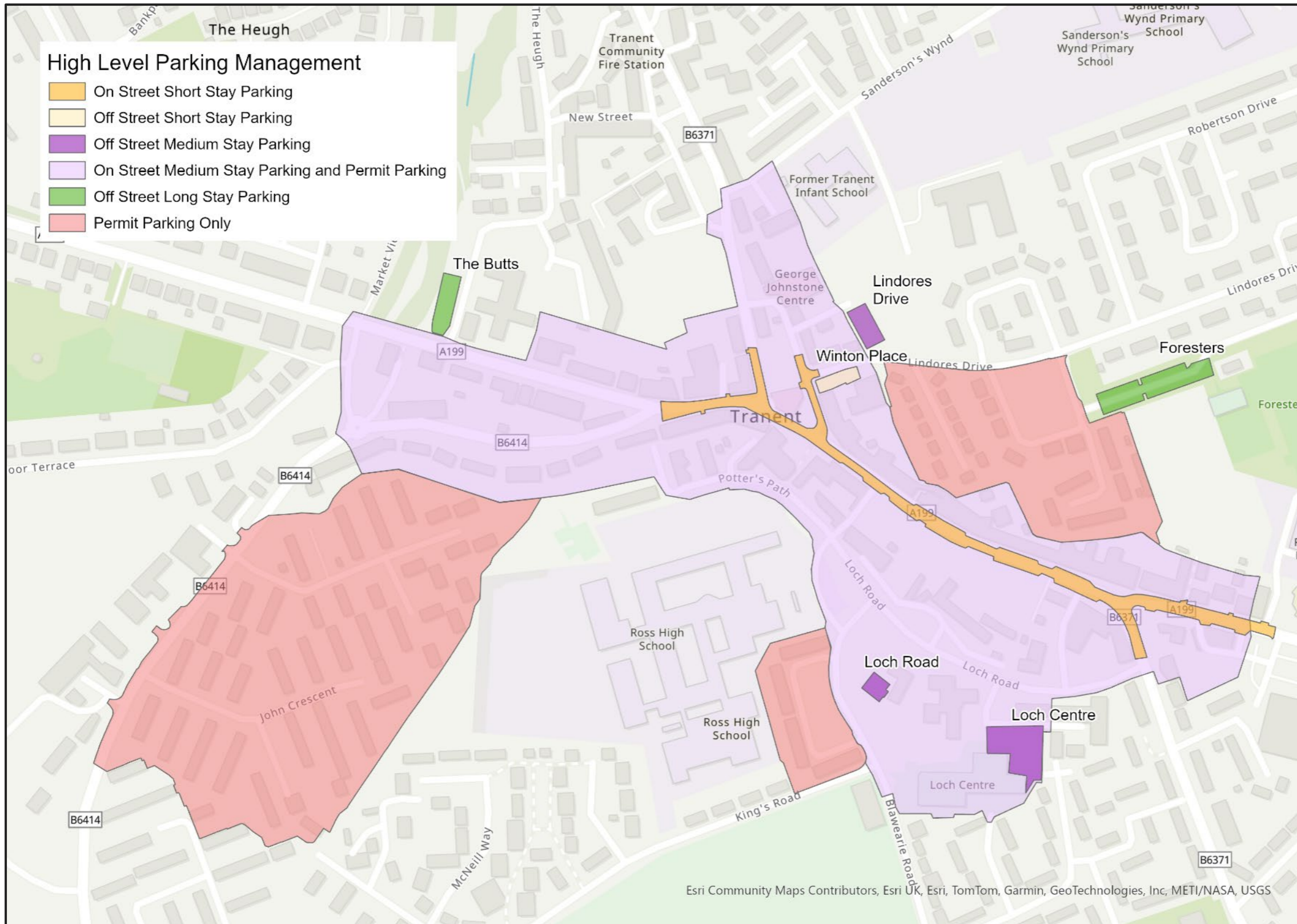


Figure 2-1: Initial High-Level Parking Management Proposals for Tranent



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

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

Proposed Length of Stay	Car Park
<b>Short Stay</b>	<b>Winton Place</b> – junction with Lindores Drive, access from Lindores Drive
<b>Medium Stay</b>	<b>Lindores Drive</b> – north side of the road, east side of the new library and Council offices
	<b>Loch Road</b> – adjacent to Dewar House, access from Loch Road
	<b>Loch Centre</b> – adjacent to the leisure centre and the medical centre access from Loch Road
<b>Long Stay</b>	<b>The Butts</b> – adjacent to Bridge Street access from Coal Neuk
	<b>Foresters</b> – accessed of Balfour’s Square

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

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

Designation of parking	Permitted Hours (Charging hours)	Scale of Charges	Maximum Stay	No return within	Disabled Person Badge Holder
<b>Short Stay</b>	Everyday 8:30am to 6:00pm	Up to 45 mins free; 75 mins £1.00; 90 mins £2.00 (max stay: 90 mins)	90 minutes	90 minutes	Free; no max stay
<b>Medium Stay</b>	Everyday 8:30am to 6:00pm	£0.50 for 30 mins; £0.50 per 30 mins up to max 5 hrs	Pay & display parking - <b>5 hours</b> Electric parking bay: Journey bay – <b>45 minutes</b> Destination bay – <b>4 hours</b>	90 minutes	Free; no max stay
<b>Long Stay</b>	Everyday 8:30am to 6:00pm	£0.50 for 30 mins; £0.50 per 30 mins up to £5 max	23 hours	8 hours	Free; no max stay



## 3 Public Engagement Activities

### 3.1 Overview

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

### 3.2 Community Council and Area Partnership

Early discussions with the Tranent Community Council and the Area Partnership helped shape the initial draft proposals, which were then subject to wider public engagement.

On 12<sup>th</sup> March 2025, an initial meeting was held with the Vice Chair of the Tranent Community Council to discuss parking management in the town. A follow-up meeting was held on 19<sup>th</sup> March 2025 with the Area Partnership. This second meeting was attended by representatives from Stantec and Connected Communities.

### 3.3 Questionnaire

An online questionnaire was live from 22<sup>nd</sup> April until 3<sup>rd</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 Tranent.
- Paper copies of the questionnaire were made 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 **493 responses were received**, 18 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 1 May 2025** at the Fraser Centre in Tranent. The event allowed members of the public to view the consultation materials, ask questions, and complete a paper questionnaire.

A large map of Tranent 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 the drop-in event to answer questions and discuss the proposals in more detail.



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The event was split into two sessions to maximise attendance:

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



It is estimated that 35 people attended the in-person event; however, not all attendees opted to record their name and time when they arrived, so the exact number of attendees is likely to be higher.



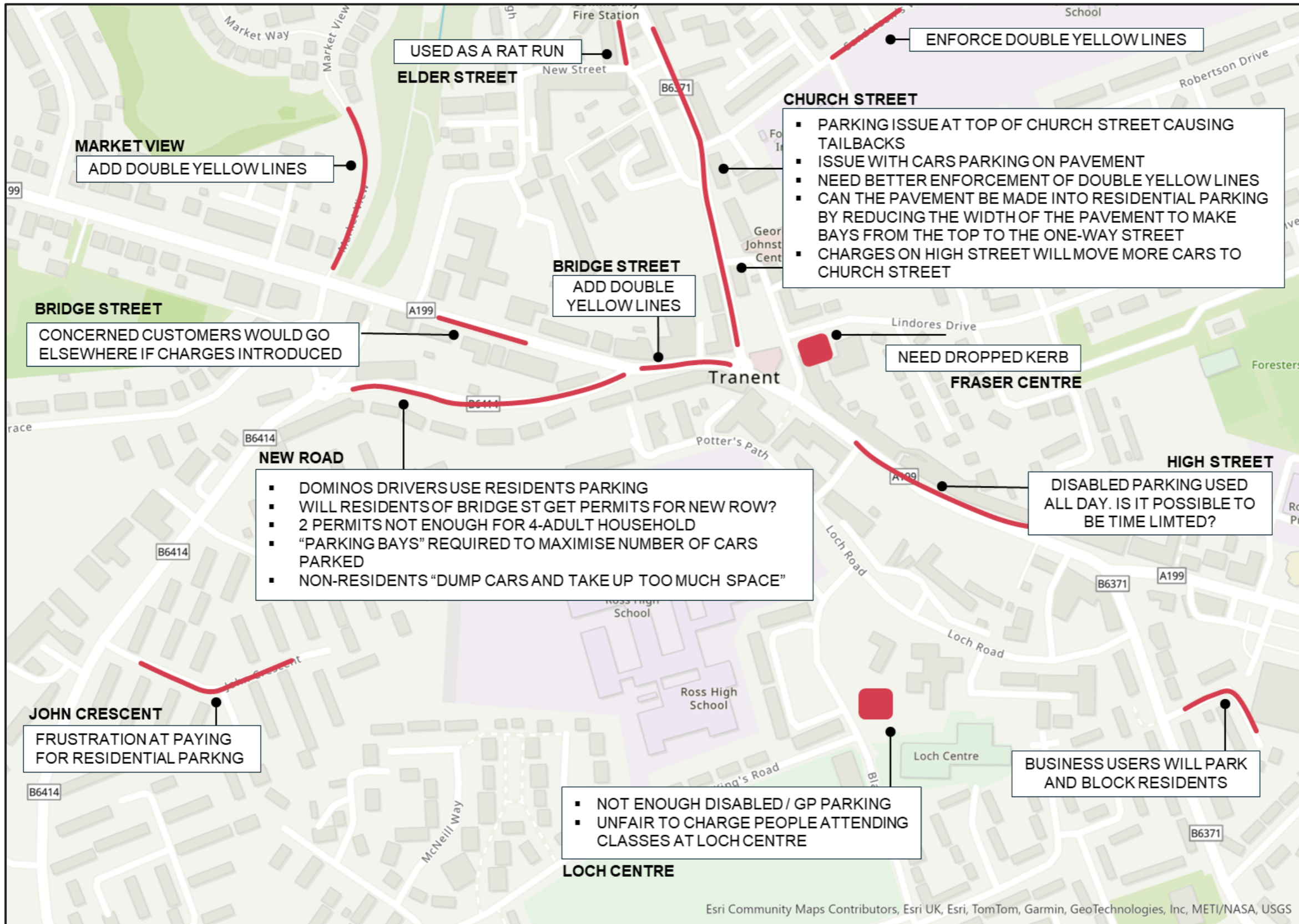


Figure 3-1: Tranent Public Drop-In: Post It Note Activity



## 4 Public Questionnaire Analysis

### 4.1 Overview

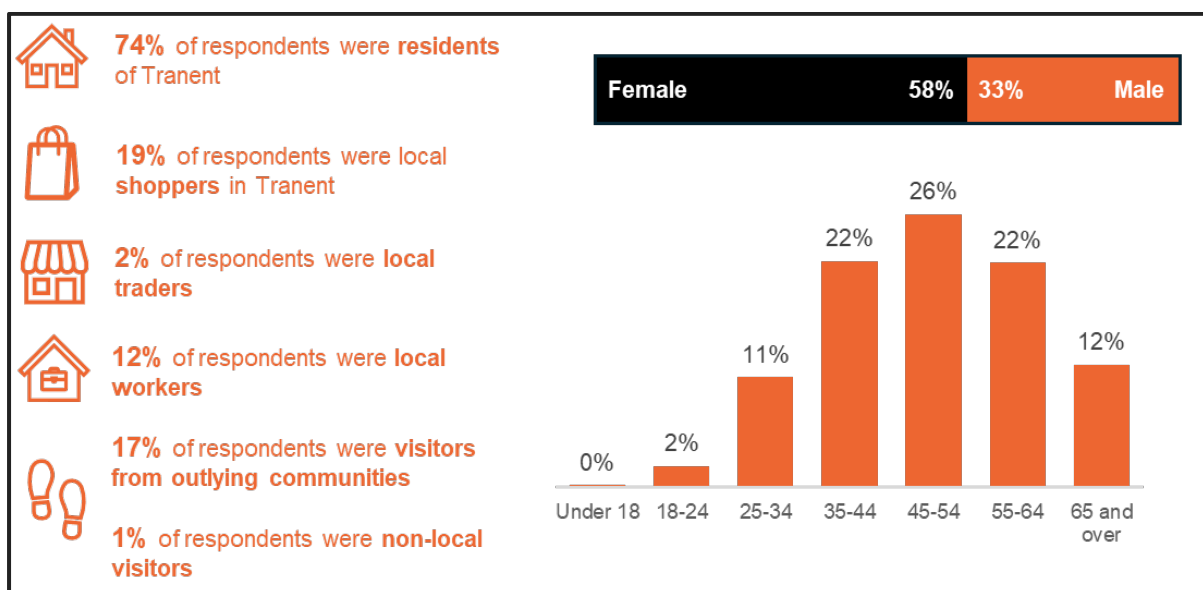
A total of **493 people** responded to the questionnaire. The vast majority **98% (n = 475)** completed the questionnaire online, with the other 18 respondents returning a paper copy.

This chapter is structured as follows:

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

### 4.2 Respondent Breakdown

Respondents were asked to describe their connection to Tranent, for example, whether they were residents, local shoppers, local business owners, or visitors. Around three quarters (**74%, n = 364**) of respondents, i.e. the majority, identified as residents of Tranent as shown below.

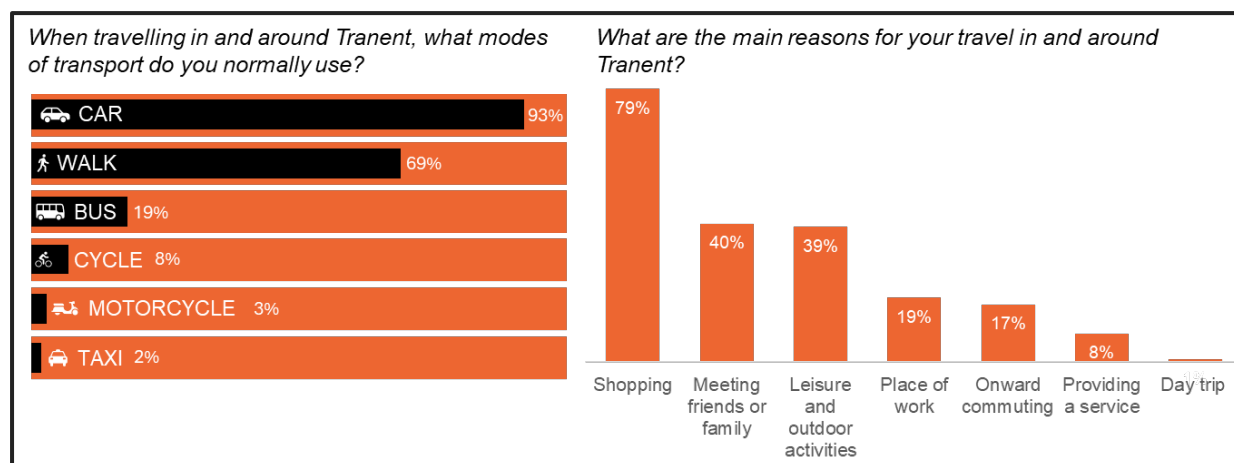


## 4.3 Travel in and around Tranent

### Travel Mode and Purpose

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

- **93% (n = 458)** of respondents reported travelling in and around Tranent by **car**
- **24% (n = 118)** indicated that **car was their only mode** of travel
- **6% (n = 29)** stated that they **only travel by walking**
- **Public transport use was modest**, with **18% (n = 91)** reporting that they usually take the **bus**
- No respondents selected **bus as their only mode** of travel; all who used the bus also reported using at least one other mode, most commonly car or walking
- **79% (n = 391)** of respondents indicated that they travel to Tranent for **shopping**



### Existing Parking Behaviour

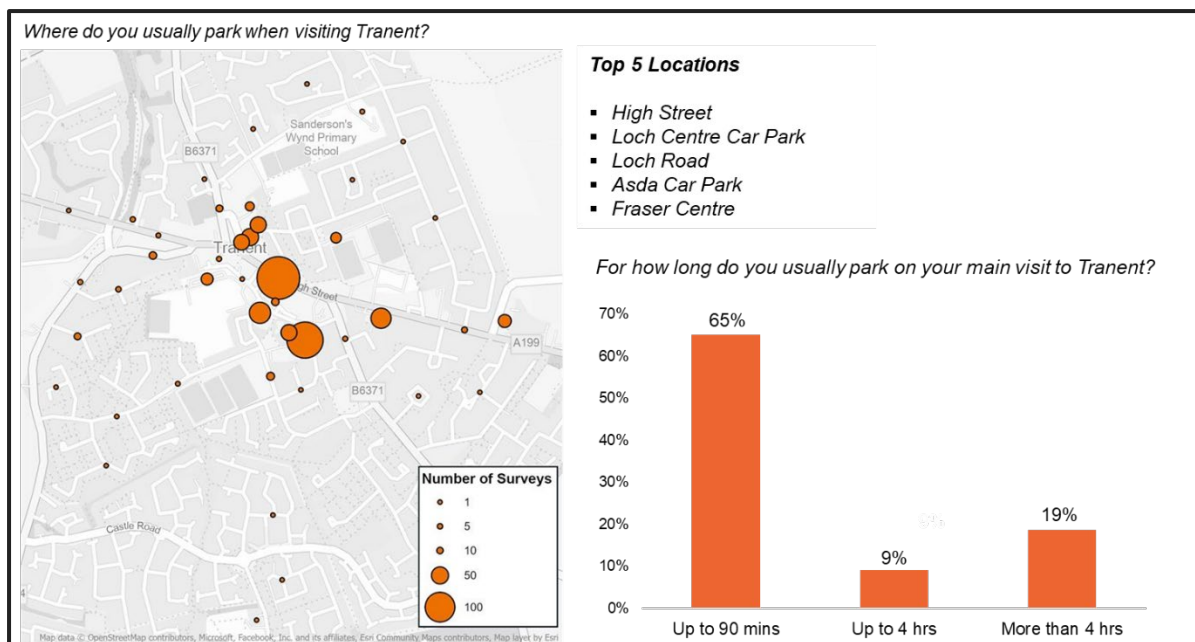
To better understand parking behaviours in Tranent, respondents were asked where and for how long they usually park during their main visit to Tranent.

The majority (**65%, n = 320**) of respondents reported parking for **up to 90 minutes**, suggesting that most do not park in Tranent for a long period of time.

The High Street was the most commonly cited parking location; followed by the Loch Centre, Loch Road, Asda and the Fraser Centre. The map below indicates the frequency with which each location was mentioned.



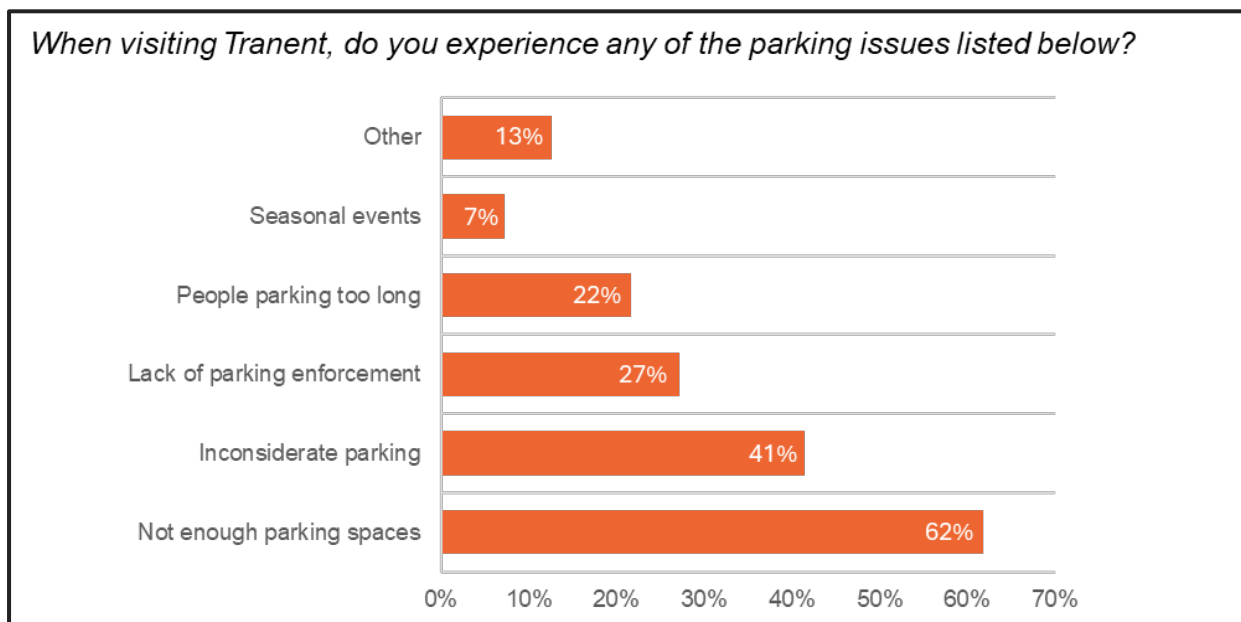
## Tranent Parking Management Strategy – Public Engagement Report



### Existing Parking Issues

When visiting Tranent, **62% (n = 305)** of respondents reported that a **lack of parking spaces** was an issue. Of those, **145 respondents** identified this as their **only parking-related concern**.

**Inconsiderate parking** and **lack of parking enforcement** were also deemed as issues with **41% (n = 204)** and **27% (n = 134)** of respondents selecting these issues respectively.



Among the respondents who selected "other", **41** stated that they had no parking issues. However, additional issues raised included:

- People using disabled parking spaces despite not having a Blue Badge
- Lack of parking enforcement, specifically near local schools



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- Congestion on the High Street limiting parking turnover
- Business users and owners occupying spaces on the High Street
- Inconsiderate parking on residential streets near Foresters Park, especially during football matches
- Limited parking availability at the Loch Centre

### ***Businesses***

Respondents were asked, if they managed a business in Tranent, 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>• Shield Handyman Services, George Grieve Way</li> <li>• Ross High Rugby Football Club</li> <li>• Royal Mail, Civic Square</li> <li>• Fraser Centre</li> <li>• Jurassic Bark Dog Training / fur the Love of Dogs</li> <li>• Church Street</li> <li>• Tranent Medical Practice, Loch Road</li> </ul>
No	<ul style="list-style-type: none"> <li>• Ormiston Road</li> <li>• Verman's Pets &amp; Co, 134 High Street</li> <li>• Bridge Street</li> <li>• PB Events</li> </ul>

### **Alternative Mode Provision**

#### ***Motorhome Provision***

There was **limited support for dedicated motorhome parking** in Tranent. Only **5% (n = 27)** of respondents felt there was a need for such provision, while **69% (n = 341)** felt there was no need, and **25% (n = 122)** were unsure.

Among those in favour, **Aldi's car park** was the most frequently suggested location. The **High Street** and the **Library** were also mentioned by more than one respondent.

#### ***Cycling Parking***

Views on the existing cycle parking provision in Tranent were mixed. **27% (n = 135)** of respondents felt that there was insufficient provision, **30% (n = 147)** felt that the provision was sufficient, and **42% (n = 208)** were unsure.



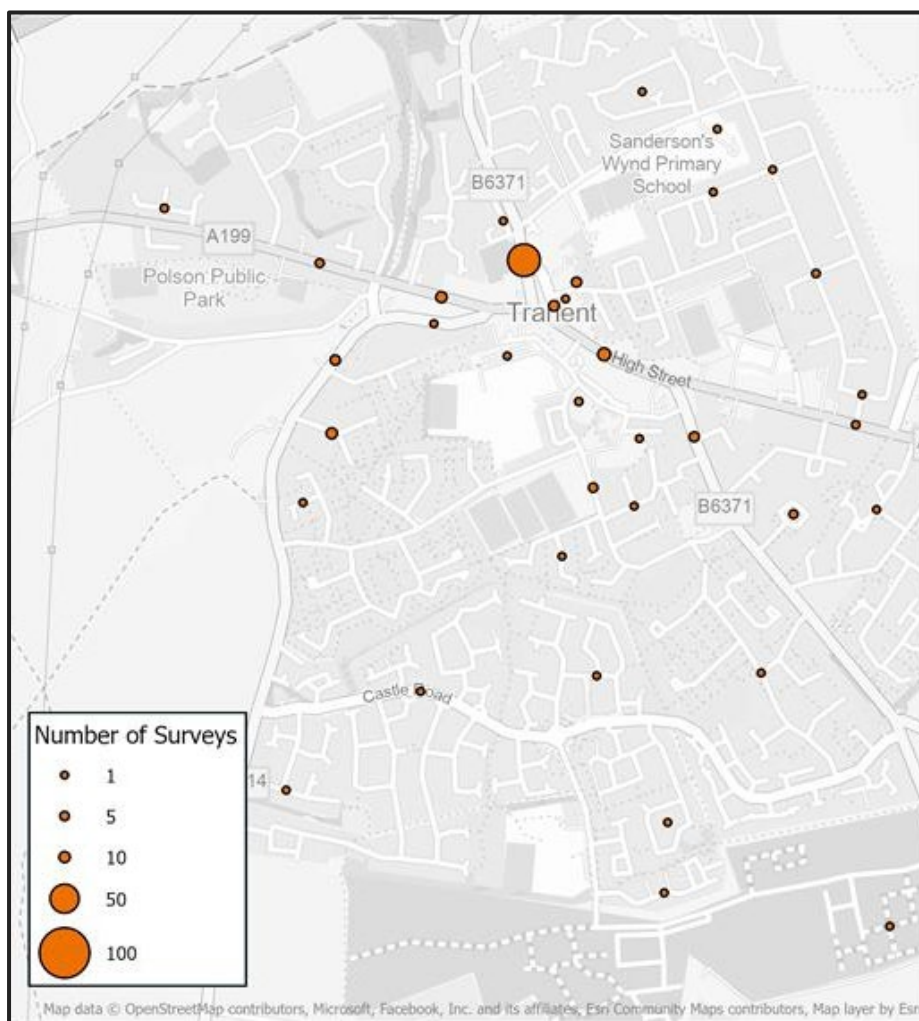
### ***Motorbike / Moped / Scooter Parking***

21% (n = 102) of all respondents felt that the motorbike / moped / scooter parking was insufficient. Among those who reported using these modes, 57% (n = 8) said provision was inadequate.

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

28% (n = 141) of respondents reported **difficulties walking around Tranent** due to vehicles obstructing footpaths. **Church Street** was the most frequently cited location, mentioned by 58 respondents. The **High Street** and **Bridge Street** were each raised by 10 or more respondents. All cited locations are shown in Figure 4-1 below.

Generally, the comments indicated that footway parking and general pedestrian obstruction are significant concerns on certain streets in the town.



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

## **4.4 Residents of Tranent**

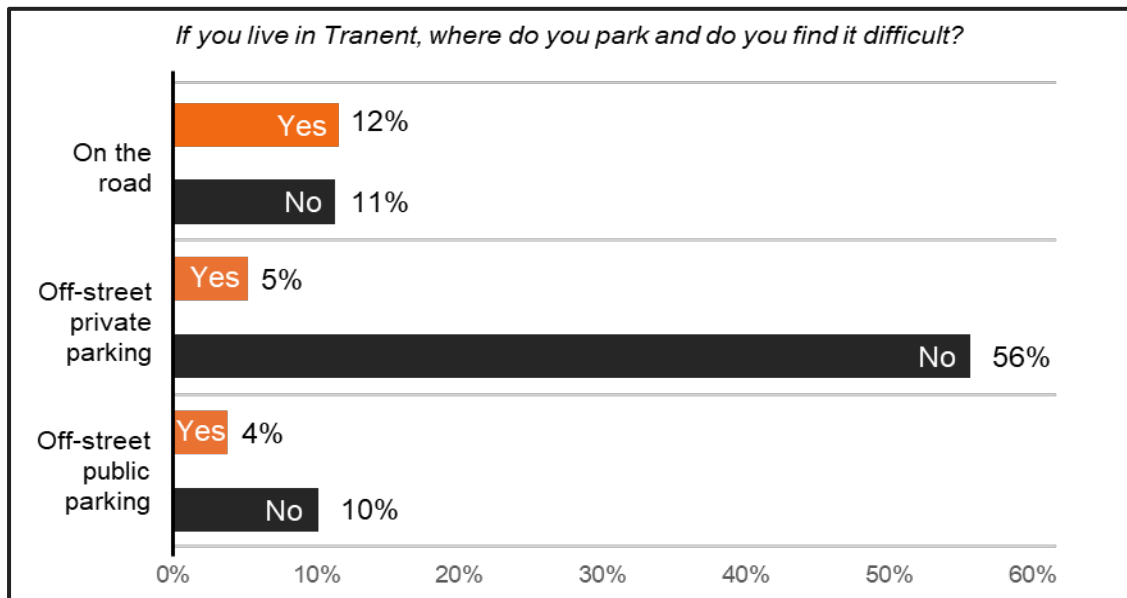
Of the **364 respondents** who identified as **residents of Tranent (74%)**, follow-up questions asked where they usually park and whether they experience difficulties parking at their home.



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The majority (**61%, n = 222**) of residents reported using **private off-street parking** such as a driveway. Most of these respondents indicated **no difficulty** parking at home.

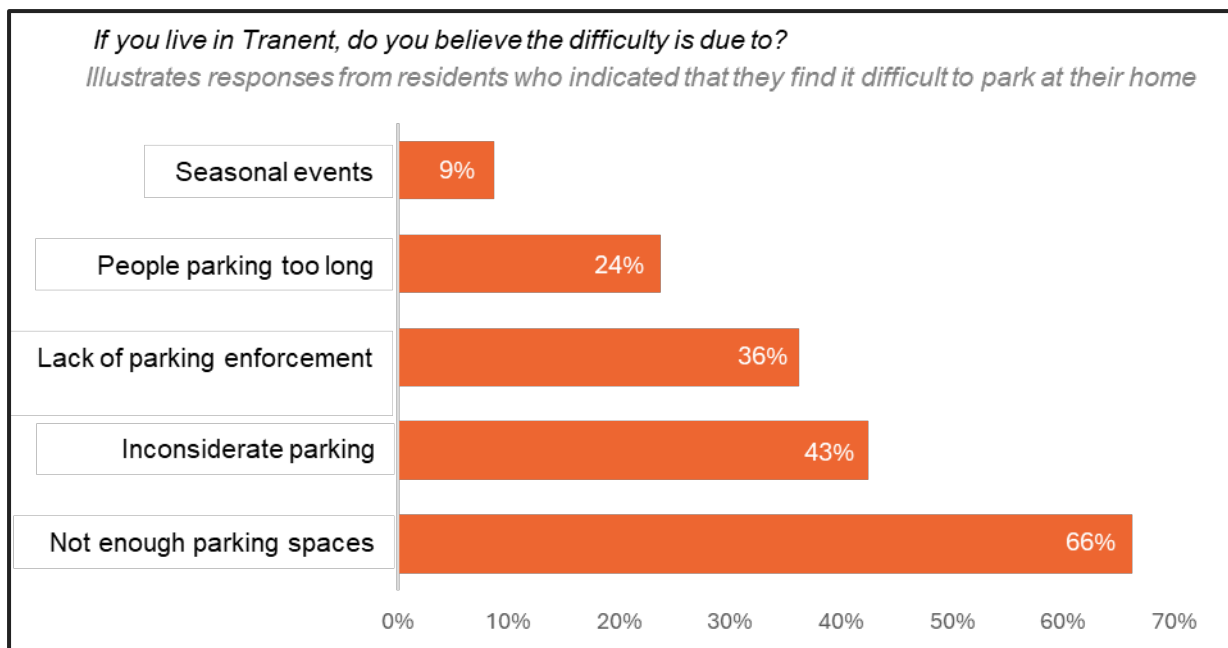
In contrast, residents who typically park **on the road** were **more likely to report parking difficulties**, suggesting that on-street parking availability is a concern in residential areas.



Overall, **16% (n = 80)** of all respondents, representing **22% of residents**, indicated that they find it **difficult to park at their home**. Among those residents, the most cited reason was a **lack of available parking spaces (66%, n = 53)**.

Other key contributing factors included **inconsiderate parking** (e.g., parking on yellow lines, double parking and using disabled spaces without a blue badge) and a **lack of parking enforcement**. These issues closely reflect the challenges identified by all respondents when asked about the parking problems they experience during their visits to Tranent.



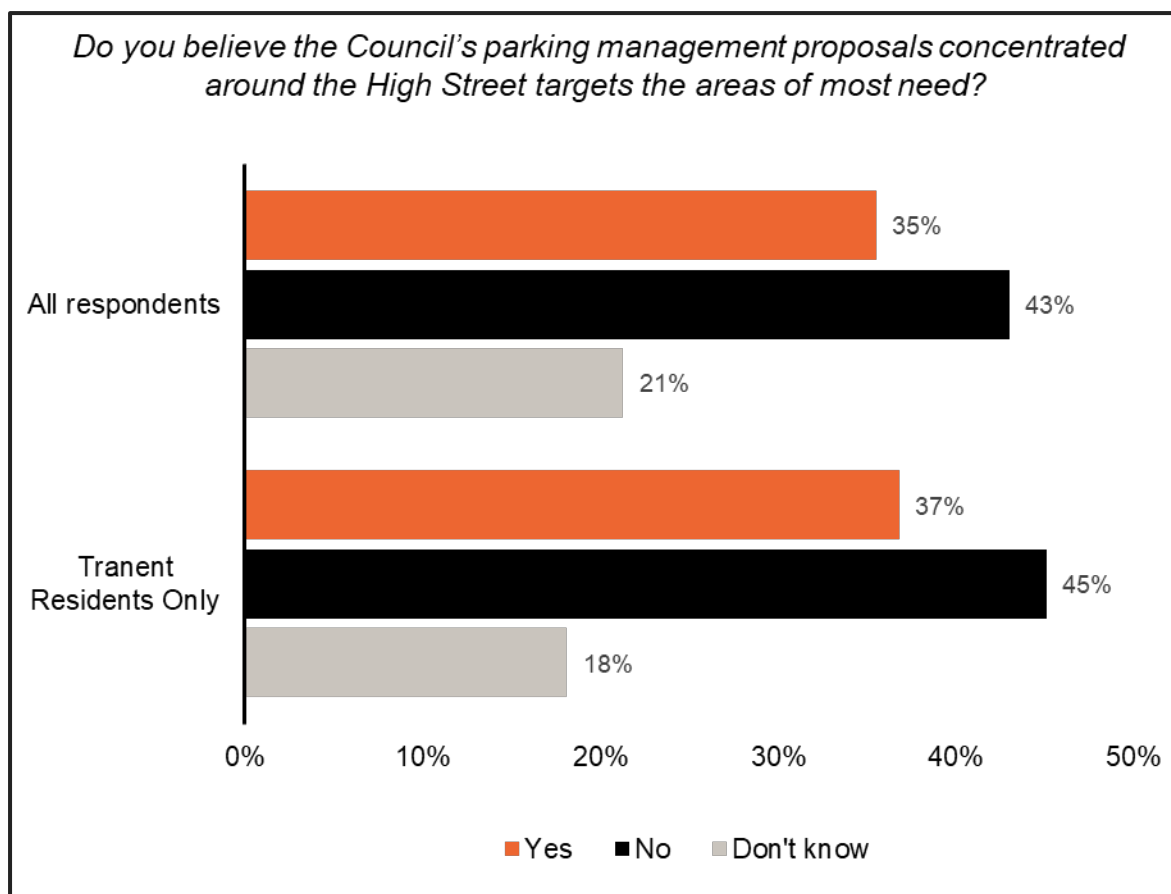


## 4.5 Initial Parking Management Proposals

When asked whether the initial parking management proposals, which primarily concentrate around the High Street, target the correct areas, **43% (n = 212)** said that they **do not believe the proposals are appropriately targeted**. **35% (n = 175)** felt the proposals **do** target the right areas, while **21% (n = 105)** said that they did not know.

Among those who identified as **residents of Tranent**, uncertainty was lower. Within this group, **45% (n = 164)** **disagreed** that proposals target the right areas, while **37% (n = 134)** **agreed**. Just **18%** were unsure, compared to **21%** of all respondents.





With around a fifth of respondents (**21%, n = 105**) indicating that they were unsure whether the proposals focused on the appropriate areas, there could be a potential gap in awareness or clarity around the plans.

A total of 179 respondents provided comments via the open-ended text boxes explaining their opposition to the proposals. The most commonly expressed view was that the **scheme is unnecessary**. Many stated that they **do not experience parking difficulties** or felt the changes would introduce avoidable problems.

The second most frequent theme was a **sense of unfairness**. Respondents raised concerns that the proposals could penalise residents without addressing the root cause of the parking pressures, e.g. lack of enforcement. Others felt the introducing of charges could **deter short visits to the town centre**, potentially negatively impacting local businesses.

Additional concerns included a **lack of parking capacity**, which was often linked to recent housing growth, and **insufficient enforcement of existing restrictions**. Several respondents suggested that better enforcement would be more effective than introducing new measures.

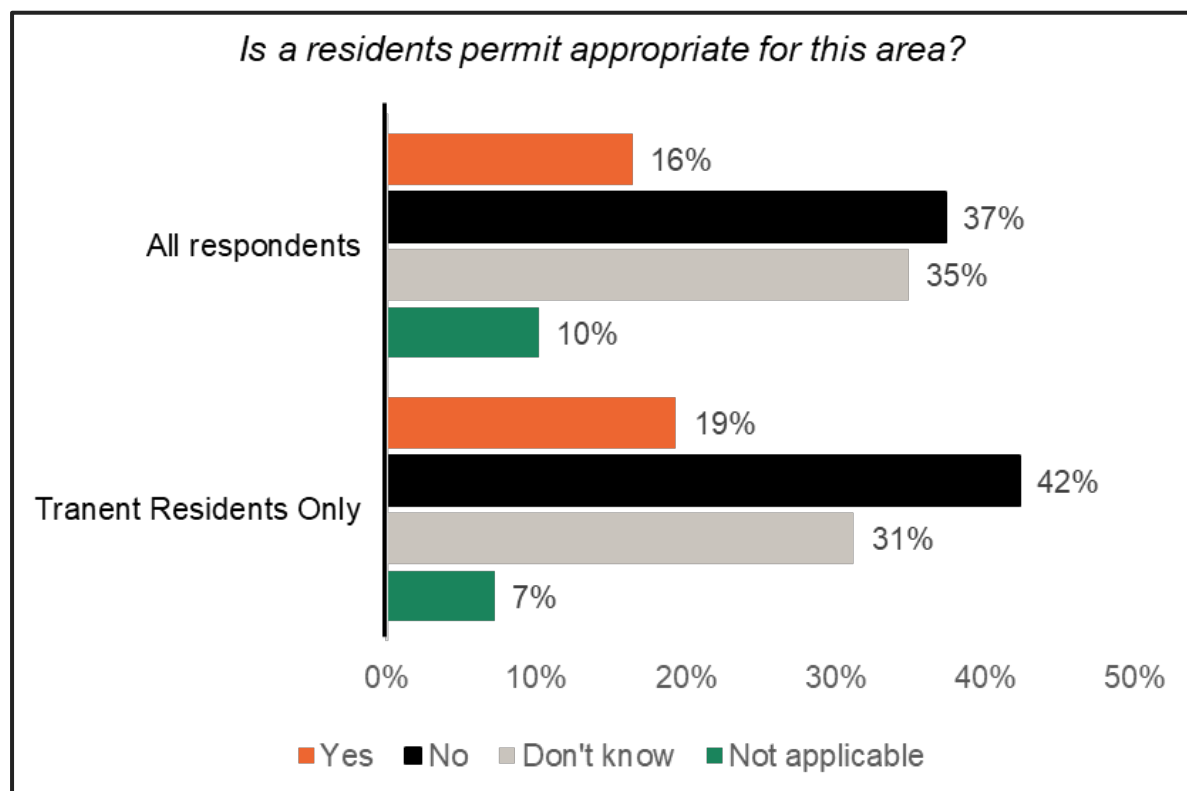
**Poor public transport links**, particularly to outlying areas, were also cited as a reason for car dependency. A number of respondents expressed **scepticism about the aims of the proposals**, with some perceiving them as primarily revenue generating.

In summary, the open-ended responses from those opposed to the proposals reflected concerns around necessity, fairness, unintended consequences, and a lack of trust in the Council's intentions.



## 4.6 Resident Parking Permit Proposals

Respondents were asked whether they felt that resident permits were appropriate for the proposed permit area. While it was not possible to determine how many respondents lived specifically within the proposed permit area, among those who identified as residents of Tranent, **42% (n = 153) disagreed with the introduction of resident permits** in the proposed area. In contrast, just under a fifth (**19%, n = 70**) of residents **expressed support** for the introduction of permits.



Just under 100 residents provided additional comments explaining why they felt resident parking permits were not appropriate for the area. The most common objection was the belief that **residents should not have to pay to park near their homes**. This was closely followed by the repeated perception that the **scheme is unnecessary**, with further concerns raised regarding affordability and suspicions that the proposals are primarily a “money-making scheme.”

Several respondents expressed doubts that the scheme would address existing parking problems, suggesting that they will simply **displace parking pressures onto neighbouring streets**. Others questioned the potential effectiveness of the scheme considering the lack of parking enforcement.

In addition, many respondents indicated **confusion** about key aspects of the proposals, including how visitors would be impacted and what households with multiple cars would do. This lack of clarity may have influenced the overall response to the proposals and contributed to levels of opposition in the questionnaire.



## 4.7 Parking Structure and Pricing Proposals

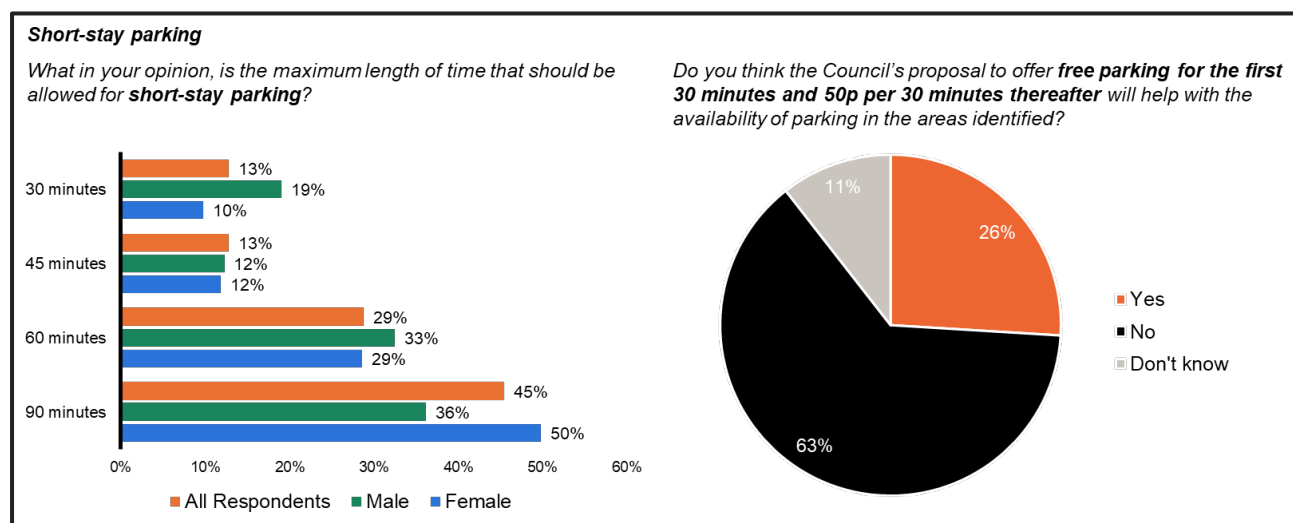
### Short-Stay Parking

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

Nearly half of respondents (45%, n = 224) preferred a maximum duration of **90 minutes** for short-stay parking. This was followed by **29% (n = 142)** who preferred **60 minutes**. Generally, the findings suggested a preference for longer short-stay durations, potentially reflecting a desire for greater flexibility when visiting local amenities.

Duration preferences also varied by gender, with **50% (n = 143)** of female respondents preferred a **90-minute** limit, compared with **36% (n = 59)** of male respondents. In contrast, a higher proportion of males (**19%, n = 31**) supported a 30-minute limit, compared with just **10% (n = 28)** of females. This indicated that females were more likely to favour longer durations for short-stay parking.

Regarding the proposed pricing structure for short-stay parking, which would allow 30 minutes of free parking followed by a 50p charge for every additional 30 minutes, **63% of respondents (n = 313)** did **not believe it would improve parking availability** in the identified areas. A smaller proportion of respondents (**26%, n = 128**) supported the proposal, while others were undecided 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 **3 hours**, which was selected by **39% (n = 190)** of respondents. A further **30% (n = 147)** preferred a 4-hour limit. 5-hour was the least popular option.

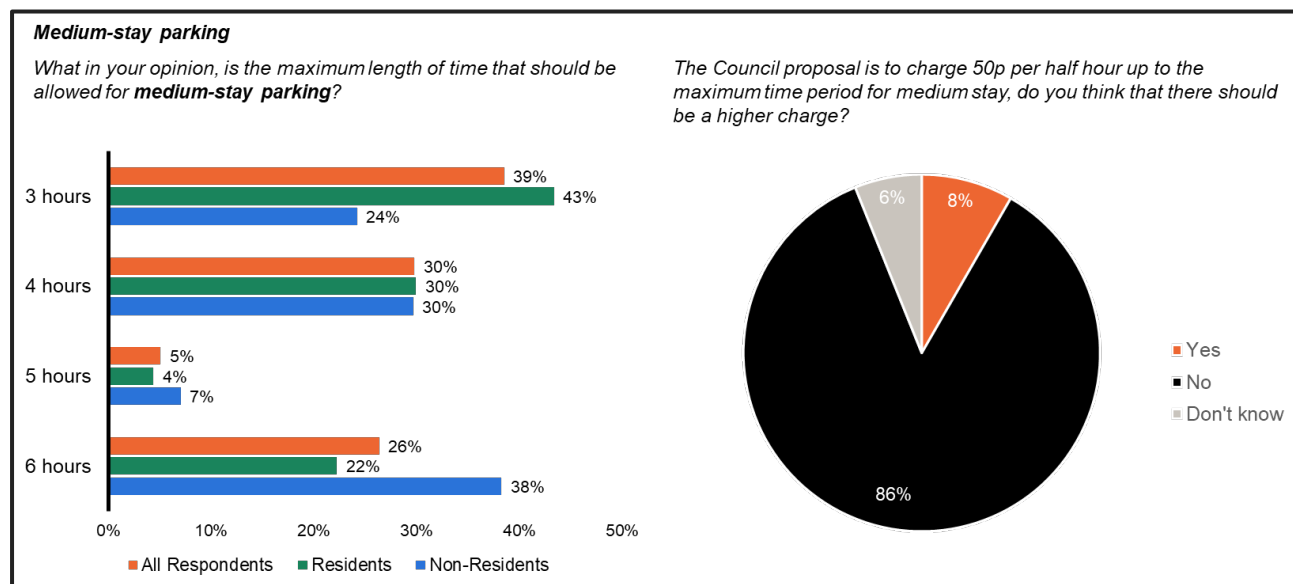
Preferences varied notably between residents and non-residents. A greater proportion of **residents supported a 3-hour maximum stay (43%, n = 158)** compared to just **24% (n = 31)** of **non-residents**. Conversely, **38% (n = 49)** of non-residents favoured a 6-hour limit compared to **22% (n = 81)** of residents. Unlike both short-stay and long-stay parking, residents indicated a preference towards the shortest period for medium-stay parking.



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This difference suggests that residents may prioritise a high turnover of parking spaces, which could reduce congestion and improve availability near homes, while non-residents prefer longer stays for shopping, meeting friends or undertaking leisure activities.

Respondents were also asked whether the Council's proposed pricing of 50p per half hour should be increased. The vast majority (**86%, n = 422**) **did not support a higher charge**. Only **8% (n = 41)** thought the charge should be higher, and **6% (n = 30)** were unsure.



## Long-Stay Parking

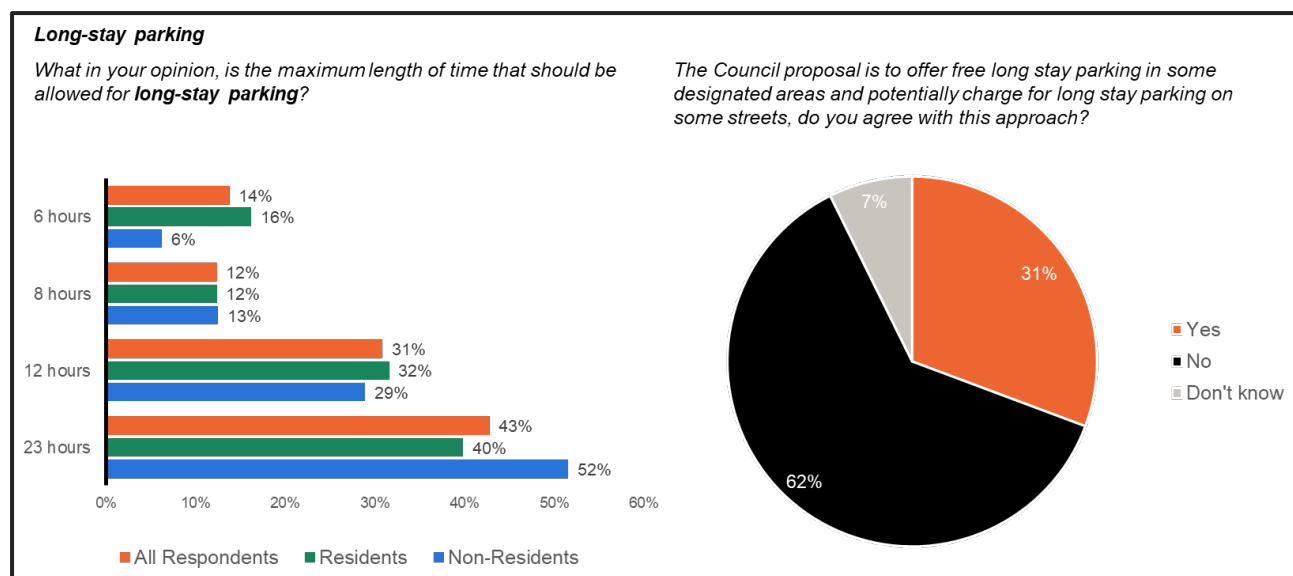
When asked about the maximum duration for long stay parking, **43% (n = 211)** of respondents preferred a limit of **23 hours**. This was followed by **31% (n = 152)** who supported a 12-hour limit.

As illustrated below, as with medium-stay parking, there were notable differences between **residents and non-residents**. While the highest proportion of residents selected **23 hours (40%, n = 145)**, this increased to **52% (n = 66) of non-residents**. Similarly, **16% (n = 59)** of residents selected **6 hours** but this reduced to only **6% (n = 8) of non-residents**.

As with the findings for medium-term parking preferences, this would suggest that non-residents favour longer parking durations, likely accommodating extended shopping trips or day visits. In contrast, residents appear to be more likely to prioritise the turnover of parking.

As part of the initial parking management proposals, the Council considered introducing free long-stay parking in designated areas, alongside charging for long-stay parking on certain streets. This proposal received mixed feedback, with **62% (n = 305)** of respondents **disagreeing with the approach**.





### Blue Badge Parking

75% (n=370) of respondents indicated that they **support free parking for blue badge holders** in all parking bays. A further **23% (n=112)** do not support this and **2% (n=11)** stated that they do not know.

## 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.

### Cost and Affordability

The most frequently raised issue was cost (**138 responses**). Many respondents opposed both the introduction of parking charges and residents' permits, expressing that there are no parking problems and that they should be able to park free of charge.

*“Other than the high street no other parking restrictions are required. This appears to be a money-making exercise”*

*“It seems to be an ill thought out money making scam”*

### Impact on Local Businesses

Concerns about the impact on Tranent High Street were raised by **104 respondents**, with many fearing that parking restrictions could harm local businesses, which are already considered to be struggling. Given that only **2% (n = 11)** of the respondents identified as local traders, **the vast majority of these comments were provided by residents of, or visitors to, Tranent and not local business owners:**

*“We should be encouraging people and businesses into our High Street but unfortunately I think some of these proposals might keep people away even more!”*



## Tranent Parking Management Strategy – Public Engagement Report

*“Perhaps a permit should be considered for shop owners. I don’t want to pay a whole days parking for a week to run my business. This would make me re think having my business.”*

However, others felt that parking charges could improve turnover and accessibility for shoppers:

*“Turn-over of parked cars is needed to bring life back to Tranent High St so if has my full support.”*

*“Some days it is impossible to find a parking space...I support the proposal in the hope that they alleviate this issue and make it easier to park to supper local businesses.”*

### **Commuter Parking and Public Transport**

A number of respondents highlighted that parking demand is driven by people from surrounding villages using Tranent as a Park and Ride. Reduced bus services, particularly from Macmerry, were identified as a key factor:

*“Due to the issues for Macmerry, Gladsmuir, Pencaitland and Ormiston residents and no direct buses going through the villages i.e. X6. They need to get a connecting bus from Tranent...”*

There was strong support (**49 responses**) for new or improved Park and Ride facilities, as well as general calls (**27 responses**) for better public transport connectivity:

*“Linked to recent deterioration in bus services to through Tranent...we need park and ride facilities and an integrated transport plan, not just about cars...”*

*“I do believe one of the main issues with the parking in Tranent is people parking around the area of the high street then commuting to work, meaning car parking spaces are used up for the entirety of the day.”*

### **Support for Addressing Parking Issues**

In addition to the acknowledgment of commuter parking, respondents also expressed support for tackling a range of problems, including inconsiderate parking, a lack of enforcement, and insufficient Blue Badge spaces:

*“The bottle necks and issues come from inconsiderate parking for those quickly nipping to the shop picking up takeaway etc.”*

*“Enforcement should be the top priority in this review. Increase the number of Wardens and ensure double yellows and dropped kerbs are kept free to allow access and traffic flow.”*

### **Loch Centre and Medical Centre**

Many respondents opposed charges for parking at the Loch Centre and Medical Centre, especially given the longer duration of gym classes and medical appointments:

*“I’m already paying money to Enjoy Leisure and classes are sometimes an hour long - the parking charge would be an extra charge on people trying to keep fit which is not fair. Perhaps there can be an alternative free if enjoy leisure member?”*

*“It should be extended to at least 90 minutes free parking. Patient appointments may or may not take longer than 30 minutes.”*



## Tranent Parking Management Strategy – Public Engagement Report

While opposition to charging was strong, several acknowledged that the car park is often full due to long-stay commuter parking:

*“The car park at the Loch Centre and the other side of the children’s panel building are used by commuters and it is difficult to park to go to the Loch Centre and Doctors.”*

*“Currently the Loch Centre carpark is used by people who park and travel on to their work. Whilst this may suit ELC’s sustainable transport plans, in reality it means that customers of the Loch Centre - especially between 5 and 6pm, can rarely get parked.”*

### **Parking Pricing Structure**

Many comments provided additional context on preferences for short, medium, and long-stay parking charges.

For **short-stay parking**, respondents wanted 30-90 minutes of free parking to support quick visits and encourage footfall on the High Street:

*“The first 30 mins should be free across all car parks. It encourages people to the town and to use the local facilities.”*

*“All high streets should be 45 mins free parking. If I can’t get easy and quick access to the shops, I’ll get things elsewhere.”*

*The only area I can think of where short stay parking might be appropriate is Loch Road behind the P.O. delivery office.*

For **medium-stay parking**, there was some support modest charges after an initial free period:

*“Suggest that the medium stay should be free for first hour, then charge thereafter.”*

*“Absolutely bring in parking management. But to charge for medium stay car parks for the first 30 mins in Tranent is the most ridiculous thing.”*

For **long-stay parking**, many wanted parking to remain free:

*“Good free long stay provision and a permanent parking warden would better prevent the misuse of parking facilities in the town.”*

### **Additional Concerns**

There was scepticism over the aims and merits of Council policies, especially in relation to introducing parking charges. Respondents also questioned the value of introducing new parking management measures without stronger enforcement.

Some respondents felt that the proposals unfairly penalised working in Tranent, with specific concerns raised about the impact on carers and tradespeople.

*“As someone who lives in Dunbar but works full time in Tranent High Street charging me for parking would feel like I’m being penalised for working in Tranent. I personally make an effort to park in a car park and obviously need some where close to my workplace. Charging me a daily charge would place further pressure on my income.”*



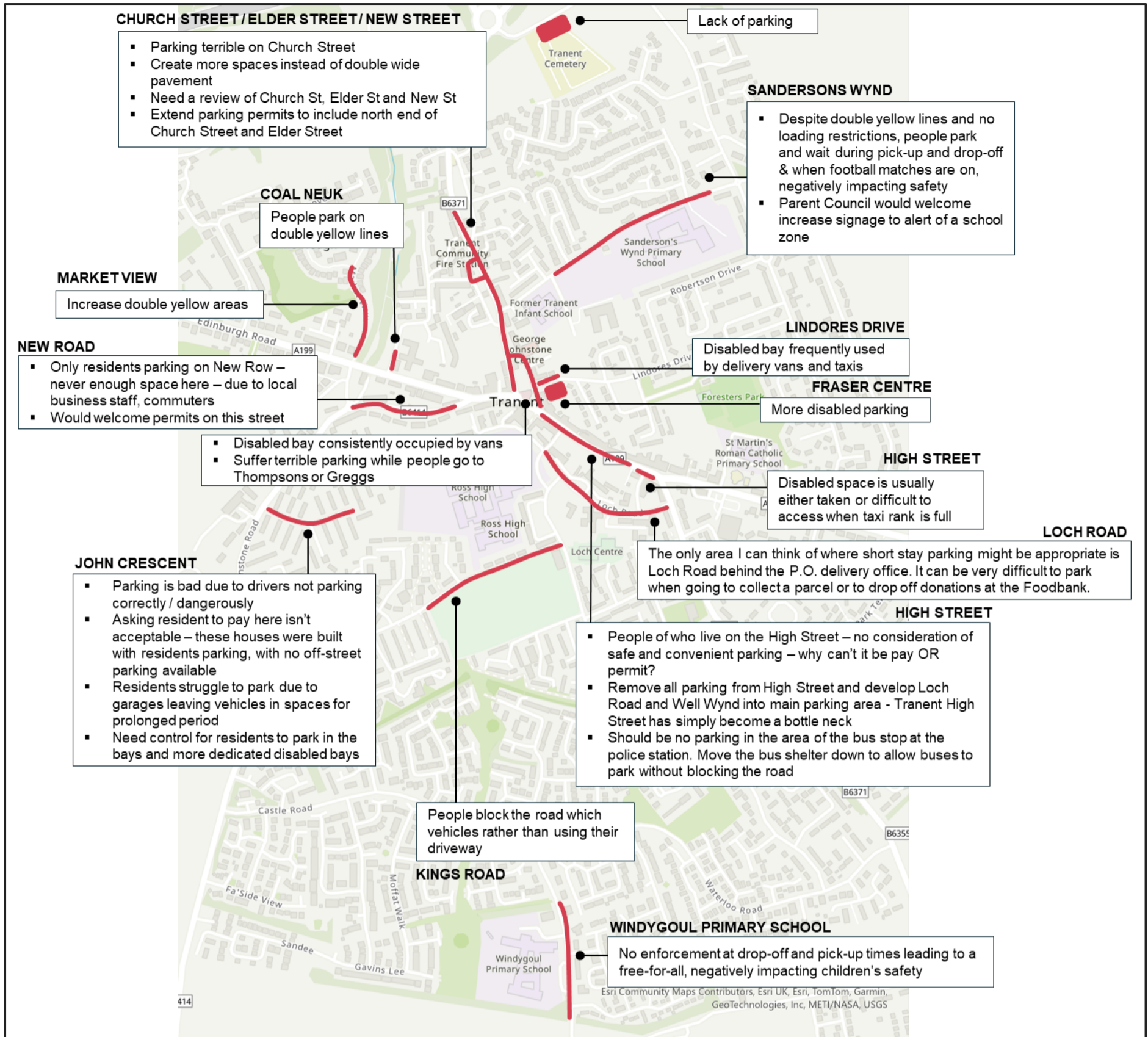


Figure 4-2: Open-ended responses – street specific comments



## 5 Formal Written Submissions

### 5.1 Overview

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

### 5.2 Response Breakdown

In total, 17 emails were received; six of which were scanned questionnaires. In addition, two formal letters were received.

There were nine formal submissions from individuals, and four from the following businesses / organisations:

- Tranent Football Club
- The Fraser Centre Community Trust
- Tranent Medical Practice
- Parkview Residents Association representing residents of Market View, Market Loan and Market Way

One further organisation submitted its views via letter addressed to the project team within the council.

### 5.3 Individuals' Comments

One of the formal responses was **very supportive** of the initial high-level proposals, including the introduction of charges for both on street and some off-street parking, and the introduction of the resident permits.

A couple of respondents reiterated concerns raised in the open-ended responses regarding the **introduction of charges at the Loch Centre and Medical Practice** for those who already have a leisure centre membership and attending appointments.

Looking at specific areas of concern, there were concerns raised regarding the retention of disabled parking spaces on **New Row**, and an acknowledgement of a parking problem on both **Elphinstone Road** and **John Crescent**. A respondent also felt that dedicated disabled parking bays should be introduced on **Harkness Crescent**.

Those living on **Market View**, **Market Loan** and **Market Way** expressed a desire for the double yellow lines on Market View to be extended to the junction with Edinburgh Road to deter people parking there when avoiding parking charges. There was also a request for double yellow lines on **Kings Road**.



## Tranent Parking Management Strategy – Public Engagement Report

There was additional comment received from a local councillor highlighting a constituent concern about **inconsiderate parking** on **Church Street**, which is causing problems for residents and pedestrians trying to use the pavements.

Regarding parking timing and pricing, it was suggested that car parks should have free parking for the first 90 minutes in short-term car parks and 2-hours in medium stay car parks. It also was suggested that introducing a **Park and Ride** would allow workers to commute while reducing parking issues.

### 5.4 Business / Organisation Comments

Four businesses / organisations submitted formal responses. The comments raised by each representative largely focused on the area surrounding their main premise. Those comments are shown in Figure 5-1.

In addition to those specific comments, it was highlighted multiple times that Tranent is an area with high levels of deprivation and that parking charges could add additional strain on the lives of residents in the area. It was also noted that, generally, parking areas are empty on Sundays, with the only people parking being church goers. As such, it was recommended that charges are not applied on Sunday mornings.

Tranent Football Club raised significant concerns regarding the introduction of long-stay parking management measures at the Foresters car park. The Club's representatives noted that the measures presented in the initial high-level proposals would "*impose undue financial burden and operational inflexibility*" on the club, which is solely run by volunteers. They requested that the proposals for this area are reconsidered.

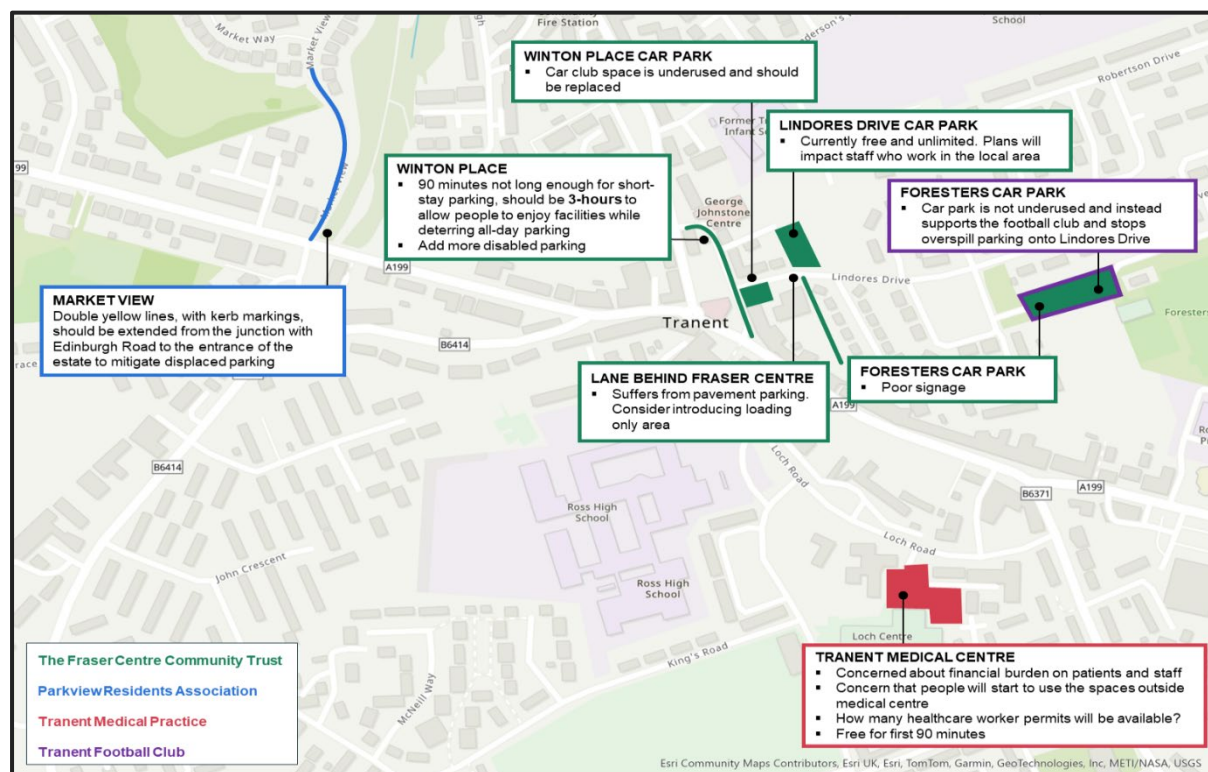


Figure 5-1: Business / Organisation Comments



## 6 Public Engagement Summary

The public were able to comment on the initial high-level parking management proposals for Tranent 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.

Feedback from the public engagement exercise revealed both support and concern regarding the initial parking management proposals. While some welcomed better management, this support was consistently dependent on modifications to and clarity on the initial proposals. Key issues included perceived unnecessary coverage, fairness of charges, potential displacement effects, and negative impacts on businesses and vulnerable groups

Generally, there were consistent themes raised across the three engagement activities. While there was a **proportion of participants that felt that the scheme was unnecessary**, there was also an **acknowledgement of parking issues in Tranent**, including inconsiderate parking and long-stay parking by commuters from outlying communities.

Quantitatively, 35% of respondents to the questionnaire indicated that the initial parking proposals were appropriately targeted, compared to 43% of respondents who did not believe they were appropriately targeted. This mixture of opinions suggests a disconnect between the perceived need and support for the proposed parking management measures.

Only 16% of the respondents supported the introduction of resident parking permits, increasing to 19% when only considering the response of Tranent residents.

The preferred length of time for the short-stay parking was 90 minutes, which is the maximum proposed duration, for medium-stay parking it was 3-hours, which was the shortest duration proposed, and for long-stay parking 23 hours.

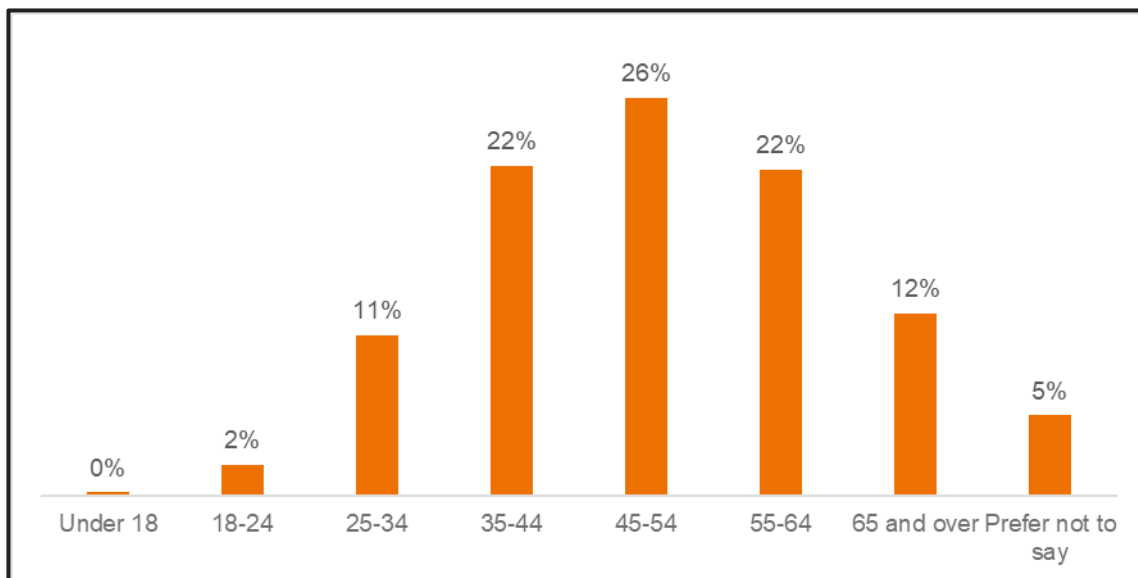
Other common themes raised were a general opposition to introducing parking charges in light of areas of Tranent being relatively deprived compared to other areas in East Lothian, **concerns about the impact on Tranent High Street** and the long-term viability of shops, and the strong suggestion that parking at the **Loch Centre / Medical Practice should be free**.

Respondents expressed a desire for additional disabled parking space and increased enforcement of all existing parking management arrangements. More specifically, residents of the Market View area suggested an extension of the double yellow lines on Market View to be extended.

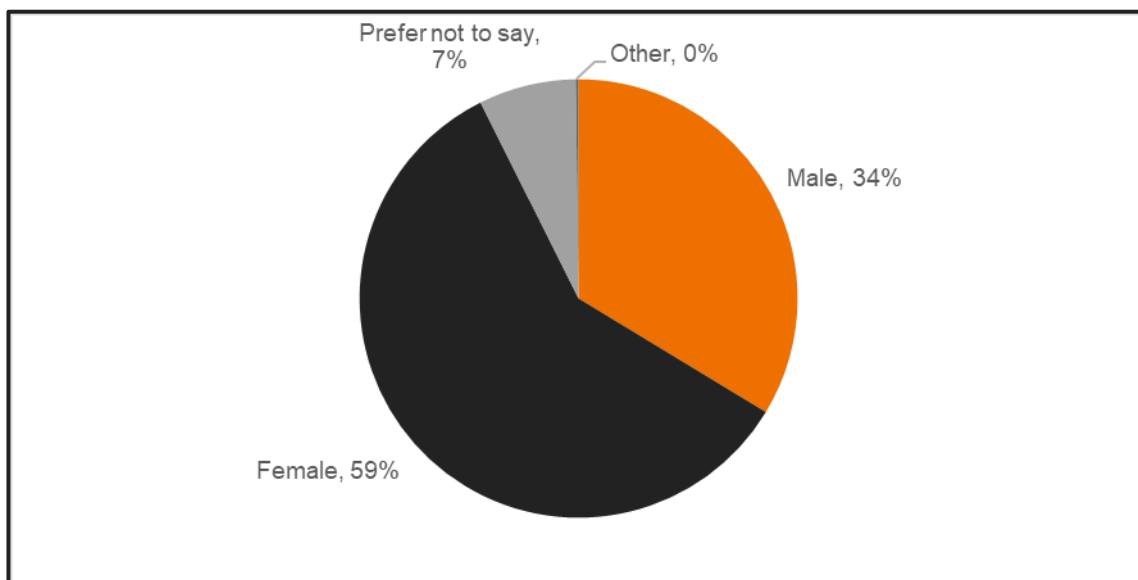


## Appendix A Demographic Summary

As shown from the graph below, a quarter of respondents are between 45-54 (**26%, n = 129**), while **22%** are aged 35-44 (**n=107**) or 55-64 (**n=106**). **12%** (**n = 59**) are 65 and over while **11%** (**n = 52**) are aged between 25 and 34. Only 11 people are 24 and under.



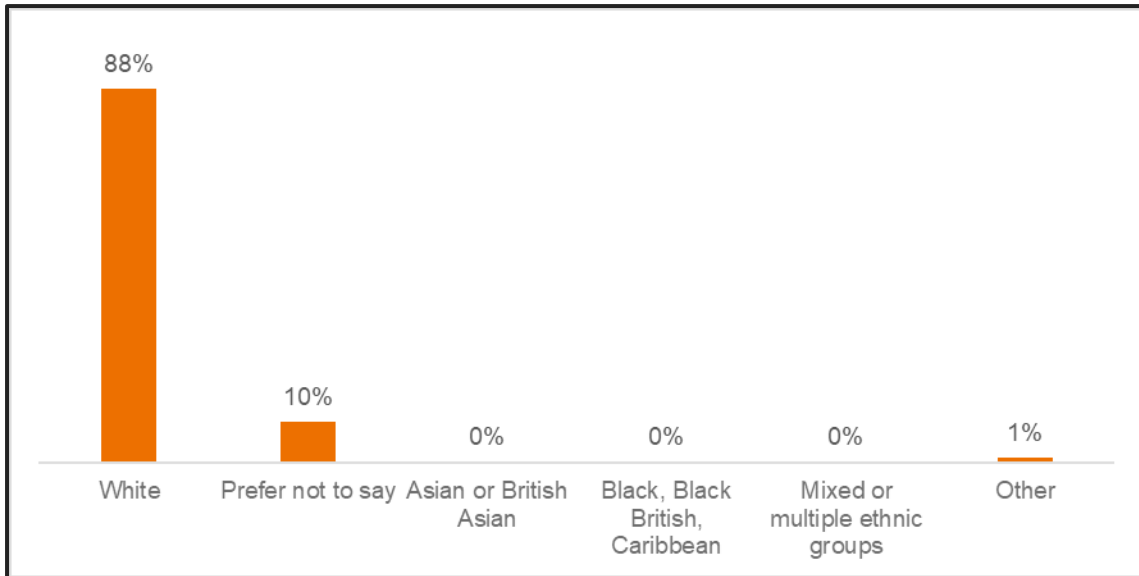
Of all of the respondents, **59% (n = 287)** noted that they are female and **34% (n = 164)** are male. The remaining **7% (n = 35)** opted not to say and one person selected 'Other'.



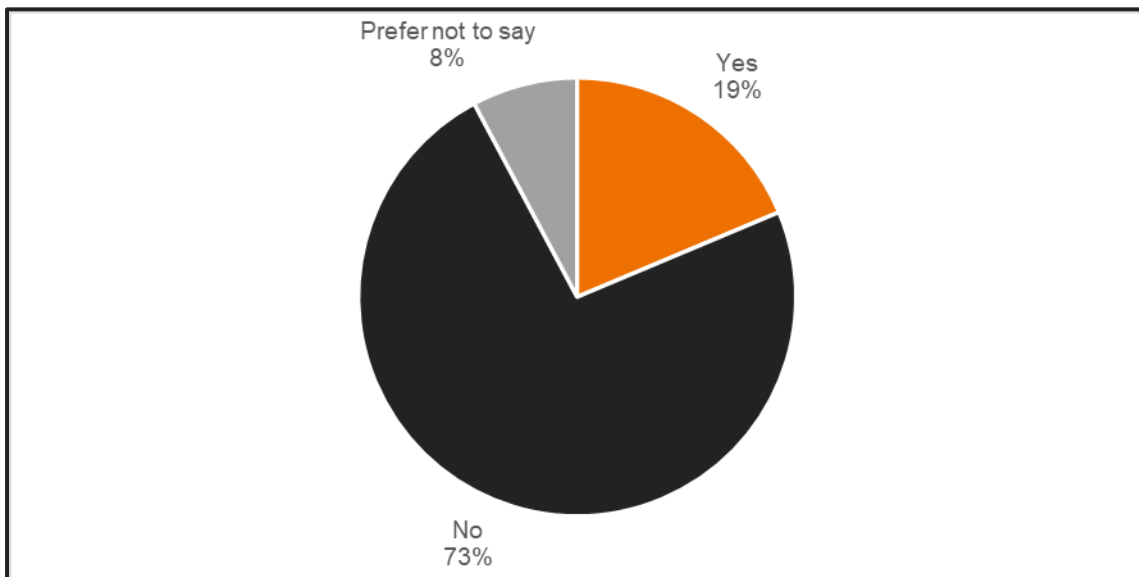
In terms of ethnicity, the majority of respondents identify as White (**88%, n = 430**). A further **10% (n = 47)** preferred not to say. Of those who selected 'Other', three of them noted that they are White Scottish. Two people identified as being Asian or British Asian while one person identifies as Black, Black British, Caribbean and another as Mixed or multiple ethnic groups.



## Tranent Parking Management Strategy – Public Engagement Report



The vast majority (**73%**, **n = 358**) of respondents noted that they do not have a disability while **19%** (**n = 91**) stated that they do and **8%** (**n = 38**) prefer not to say.



## Appendix B Formal Letters Received

### B.1 The Fraser Centre



THE FRASER CENTRE COMMUNITY TRUST  
3A WINTON PLACE, TRANENT, EAST LoTHIAN, EH33 1AF  
[WWW.THEFRASERCENTRE.COM](http://WWW.THEFRASERCENTRE.COM) [INFO@THEFRASERCENTRE.COM](mailto:INFO@THEFRASERCENTRE.COM)  
01875 617444 REGISTERED CHARITY: SCO43597

6<sup>th</sup> May 2025

#### Tranent Parking Consultation

Dear Sir/Madam,

On behalf of The Fraser Centre Community Trust, I would like to share our thoughts regarding the Tranent parking consultation.

The Fraser Centre has always aimed to be a facility that attracts people to visit, work and socialise in the town centre and to boost the local economy. We are concerned the proposals will affect the opportunity to do so.

1. **Short stay car park at Winton Place.** This is located at the access to The Fraser Centre. 90 minutes is not long enough for people to utilise the local facilities on offer, for example go to a class/activity; watch a film; go to the hairdresser and go to the shops; go for lunch with friends after visiting the shops or a class. We appreciate the time limit is to deter people commuting into town. A 3-hour time limit would also achieve this and allow people more time to spend in the town centre.
2. **Lindores drive car park.** This is currently free and unlimited. The plans to restrict the time here affect staff who work in the local area.
3. **Signage.** Many people do not know of the parking at Forresters, which is usually largely empty through the week during the day. Improved signage would help guide people here.
4. **Car Club parking space at Winton Place Car Park.** This is underused and should be replaced.
5. **Disabled Parking.** Could some of the parking at Winton Place be changed to disabled parking?
6. **Lane running behind The Fraser Centre on to Lindores Drive.** People parking on the pavement and potentially blocking our fire escapes. We would appreciate consideration for this to be a loading/unloading area only as it is used by clients for this purpose.
7. **Charges.** We would ask that consideration is given to the fact that Tranent has the highest areas of poverty in the region before charges are introduced.
8. **Sunday parking.** The parking areas are almost empty on Sundays, and charges or time restrictions would only penalise people attending nearby church services.

Thank you for the opportunity to share our opinion on parking in Tranent and specifically around The Fraser Centre.

Kind regards,

David Orr.

The Fraser Centre Community Trust  
3a Winton Place, Tranent, East Lothian, EH33 1AF  
01875 617444  
[info@thefrasercentre.com](mailto:info@thefrasercentre.com)  
[www.thefrasercentre.com](http://www.thefrasercentre.com)

Scottish Charity: SCO43597



Scottish Government  
Riaghaltas na h-Alba  
gov.scot



## B.2 Tranent Medical Centre

### TRANENT MEDICAL PRACTICE

GP Partners: Dr A Reeks, Dr A McClure, Dr J Smail, Dr S Zaidi, Dr D Sheridan,  
Dr R Duncan, Dr J Healy & Dr C Cameron

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27 May 2025

To whom it may concern,

#### Objection to Car Parking Charges

We are writing to raise concerns regarding the proposal to implement car parking charges in the car parks surrounding Tranent Health Centre.

Our concerns are as follows:

- **Financial Burden**  
The proposed car parking charges are a financial burden for patients using the health centre and healthcare workers who are based at Tranent Health Centre. This is a particular financial burden for patients who may be vulnerable or have limited mobility.
- **Healthcare Workers Permits**  
Within the consultation document a solution has been described as 'a provision for healthcare workers to obtain parking permits. These permits would function similarly to resident permits. Healthcare providers would need to apply to the council to receive permits for their staff. Can you advise if there is a limit on the number of permits that would be issued? Tranent Medical Practice employs over 30 members of staff. We would like to ensure that healthcare workers can continue their work without incurring unnecessary costs. We, therefore, request free parking for Healthcare workers.
- **Lack of alternative transport options**  
Health centre staff need access to transport to complete home visits to patients across Tranent and surrounding areas as part of their roles. There is not sufficient transport links from the Health Centre to support this function without access to a car.
- **Potential deterrent to accessing care**  
The parking charges may discourage patients from accessing healthcare services. It is important that patients have equity of access to the Health Centre. By imposing parking charges this creates inequality. Consequently, the number of missed appointments may increase which impacts on our staffing resource.
- **Health Centre Parking**  
We have a limited number of NHS car parking spaces at the front of the building. There is a risk that if the parking charges are implemented that the public will use these spaces for all day parking and therefore, limiting parking for healthcare staff. There would likely be a cost incurred to the Practice and/or NHS to secure and manage our parking spaces because of parking charges being implemented.

Tranent Health Centre, Loch Road, Tranent, East Lothian, EH33 2JX

Tel: 0300 790 6277 Email: loth.tranent@nhs.scot Website: [www.tranentmedicalpractice.co.uk](http://www.tranentmedicalpractice.co.uk)

Tranent Medical Practice LLP is a Limited Liability Partnership registered in Scotland No SO308123. A list of members is available for inspection at our registered office at Tranent Health Centre, Loch Rd, Tranent, East Lothian, EH33 2JX.



## Tranent Parking Management Strategy – Public Engagement Report

- **Management Of Car Park**

We agree it is inconvenient when people park for long periods of time, so we understand the need for managing the car park. Would it be possible for parking to be free for the first 90 minutes and then charges applied? Imposing charges on the car parks are likely to force patients and healthcare workers to park on the streets outside of the controlled zone, affecting residents in these areas.

We urge you to consider these concerns and investigate the possibility of the car parking around Tranent Health Centre remaining free or at a reduced cost.

Yours sincerely,

GP Partners  
Tranent Medical Practice LLP

Tranent Health Centre, Loch Road, Tranent, East Lothian, EH33 2JX  
☎ Tel: 0300 790 6277 Email: loth.tranent@nhs.scot Website: [www.tranentmedicalpractice.co.uk](http://www.tranentmedicalpractice.co.uk)

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## B.3 Tranent Football Club



### Tranent Football Club

Secretary (Youth)  
Michael Dick  
70 Moffat Walk  
Tranent  
07966 773179

Chair (Youth)  
Kevin Bathgate  
7 Moffat Walk  
Tranent  
07568 445352

Chair (Senior)  
Brian Johnston  
35 Fleets Grove  
Tranent  
07967 690625



### Parking Management Review Team

East Lothian Council

**Subject: Response to the Tranent Parking Management Consultation – Use of Foresters Car Park for “Long Stay” with Charges**

Dear Sir/Madam,

We are writing to you on behalf of the entire Tranent Football Club (Senior and Youth) and the hundreds of volunteer football coaches and helpers of the football club to formally object to the proposed management review regarding the Foresters car park. The review’s proposal to designate this facility as a ‘long stay’ car park—charging 50p per 30 minutes (with an estimated cost of approximately £2 for an average game session). This raises significant operational, financial, and community concerns which directly impact our club and the local families we serve.

### Key Points of Concern:

- **Impact on Football Training & Match-Day Operations:**
  - The car park is currently used by our football club to provide parking for both the 3G and Foresters grass pitches for both match day and week day training sessions.
  - Charging 50p per 30 minutes would mean a coach, volunteer or supporter (parents or those attending matches) would typically accrue costs of around £2 in parking fees for any given match. Furthermore, any training sessions that begin at or before 18:00 or anytime at the weekend would also incur charges for our volunteers / supporters. We could not expect our volunteers to meet these costs so the club itself would have to. For a club that runs multiple matches and multiple training sessions per day, these charges would add up rapidly. Please note the club on average per month pays £5000 to hire these facilities and the car park is an integral part of that facility.

  **Tranent FC**  
**Tranent FC Youth**  
Website – [www.tranentfc.co.uk](http://www.tranentfc.co.uk)



Tranent FC & Tranent FC Youth are the providers of Senior, Youth & community football within the Tranent community and is a SFA Licensed and Quality Mark club with PLATINUM Status.





## Tranent Football Club

Secretary (Youth) Michael Dick 70 Moffat Walk Tranent 07966 773179	Chair (Youth) Kevin Bathgate 7 Moffat Walk Tranent 07568 445352	Chair (Senior) Brian Johnston 35 Fleets Grove Tranent 07967 690625
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- The stipulated rule prohibiting a return to the car park within 8 hours is also problematic. For example, a coach overseeing a youth game in the morning might be unable to return later in the day to watch an adult game or to manage an evening session. This restriction undermines the flexible use of a facility that is fundamental to the smooth running of our match day operations.
- **Contrary to Current Usage and Purpose:**
  - While the proposal states that the Foresters car park is “underused,” we dispute this claim. The car park is being utilised exactly as it was designed—to support our club by preventing parking congestion on Lindores Drive and by providing adequate parking for the pitches when they are in use. This car park is continually full throughout training sessions and over the weekends on Saturday and Sundays.
  - Changing its designation to a long-stay facility with charges would not only disrupt its intended role but would force our club, which relies on this resource during peak times, to absorb additional operating costs on top of the £5000 on average costs of this facility.
- **Financial Impact on a Volunteer-Led Club:**
  - Tranent FC is entirely volunteer-led. Our coaches are not paid professionals, and the club operates on tight budgets.
  - As already stated, the proposed parking charges would likely need to be covered by the club. As a result, these costs would filter down to the families of our young players, leading to increased fees and ultimately fewer youths participating in sport.
  - Such an impact is unacceptable when it risks reducing community participation in local football—a sport that is vital for youth development and community cohesion.
- **Participation in sports activity:**
  - Tranent FC provide access to sports and other health & wellbeing activities through our community programs. These are predominately hosted at the Foresters Park facility with plans to expand this with the proposed Community Sports Hub next to Foresters Park.
  - There is a danger that additional costs to parents and other users of our activities will reduce participation levels and be prohibitive for the club to provide.



Website – [www.tranentfc.co.uk](http://www.tranentfc.co.uk)



Tranent FC & Tranent FC Youth are the providers of Senior, Youth & community football within the Tranent community and is a SFA Licensed and Quality Mark club with PLATINUM Status.



## Tranent Parking Management Strategy – Public Engagement Report



### Tranent Football Club

Secretary (Youth)  
Michael Dick  
70 Moffat Walk  
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07966 773179

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Kevin Bathgate  
7 Moffat Walk  
Tranent  
07568 445352

Chair (Senior)  
Brian Johnston  
35 Fleets Grove  
Tranent  
07967 690625



#### Summary and Conclusion:

The Foresters car park is a key asset for Tranent FC. Its designated purpose is both to provide essential parking for our 3G and grass pitches during match and training sessions and to protect the local streets by preventing spillover parking on Lindores Drive. The proposal's plan to classify the car park as a "long stay" facility, enforce charges of 50p per 30 minutes, and implement a no-return rule within 8 hours would be fundamentally misaligned with this purpose.

Such measures, rather than addressing any genuine underuse, will impose undue financial burden and operational inflexibility on our club—an organisation run solely by unpaid, community volunteers. This would likely lead to an increase in fees charged to families, adversely affecting community participation and the sustainability of local football.

For these reasons, we respectfully request that the proposed measures be reconsidered. We urge the Council to recognise the current and intended use of the Foresters car park and its vital role for community sports and other health & wellbeing activities, and to avoid imposing a management strategy that would harm Tranent FC and the community we serve.

Thank you for your attention to these concerns. We look forward to your response and to a positive resolution that supports both the community's transport management goals and our sports activities.

Yours faithfully,

**Michael Dick**

**Club Secretary – Tranent FC Youth**

**On behalf of Tranent FC**



Website – [www.tranentfc.co.uk](http://www.tranentfc.co.uk)



Tranent FC & Tranent FC Youth are the providers of Senior, Youth & community football within the Tranent community and is a SFA Licensed and Quality Mark club with PLATINUM Status.



## Meeting Agenda: Discussion on the Foresters Car Park Proposal

Date: 01/05/2025

Location: The Fraser Centre.

- a. Foresters' car park is **not** 'underused'. It is used heavily, and as designed: To provide parking for when the foresters' facilities are in use.
2. **Resident's Permit Parking**
  - a. The proposal is to implement permit parking with a likely "Annual Fee". The areas designated for permit parking are considered 'deprived' with high levels of low-income families. Any annual charge would severely impact families in this area.
3. **Health Care Worker Permits**
  - a. Why are health care workers being treated differently to other workers? What is the justification for this?
4. **Lack of a 'free' period on Medium and Long Stay car parks.**
  - a. Why is there no '45 min' free period on the medium and long stay car parks?
  - b. These car parks are used regularly to pick-up school children or youths playing football. Will parents now have to pay 50p each training session to drop-off and collect their kids? How does the 8 Hour rule affect this?
  - c. This will also impact 'linked' journeys. "I'll just drop my son off at football and head over to the butchers". People are likely to factor in the charge and 'hassle' and may no longer make the linked journey.
5. **Foresters and the Impact on Football Club Operations & Community Sports**
  - a. **Foresters' Car Park is 'Underused'**
    - i. Foresters' car park is **not** 'underused'. It is used heavily, and as designed: To provide parking for when the foresters' facilities are in use. Its smooth running is essential to ensuring Lindores Drive is kept free of on-street parking.
  - b. **Match-day and Training Disruption:**
    - i. The 8-hour return rule prevents coaches & spectators who have attended a game in the morning, from returning to coach, watch or participate in additional sessions later in the day.
    - ii. A Saturday morning match would result in a £2 charge for all coaching volunteers, spectators and visiting teams. It's likely avoidance of this charge would be high & parking would be pushed out to Lindores Drive. **EXACTLY** what the car park was designed to prevent.



**c. Financial Impact on the Club:**

- i. Any parking charges for the coaching volunteers are likely to be absorbed by Tranent FC, these costs would need to be passed on, leading to increased fees for Tranent families.
- ii. Tranent Youth FC is already paying £75 per 90 minutes to hire the Foresters' facilities. Additional costs to meet the parking needs of its coaches is unacceptable.
- iii. **6. Linking Journeys Impact:**
- iv. Detail your personal experience: weekly high street visits (e.g., for shopping) and dropping off/picking up children from Ross High School, using dedicated car parks like Loch Road.
- v. Explain that charging for these short linked journeys (drop-offs, brief visits) will discourage these everyday trips.

**6. High Street Parking**

- a. I agree with the high street proposals
  - i. I agree that parking on the high street is problematic and that turnover is needed. The proposals for charging here make sense. I would actually be more aggressive, eg. Only the first 15 minutes free.

**7. Personal Parking Experience**

- a. On a Saturday morning I always park in the Loch Road car park (which is never full) and then walk a short distance to the high street. I consider this to be the desired behavior: I'm not needlessly clogging up a high street space. This proposal will actively discourage me. Instead I'll seek parking on Asda or a nearby street to avoid charges.

**8. Linked Journeys**

- a. While I support the concept of charging for the high street, all other car parks should provide the first 45 mins free to enable short, linked journeys common in community life.

**9. Questions**

- a. Please provide clarifications regarding the annual permit fee proposal
- b.

**10. Problems with the Survey**

- a. The question "*If you live in Tranent, do you find it difficult to park at your home?*" does not have a "I do not live in tranent option" thus all data gathered up to now is likely worthless.
- b. The question "*As part of the Council's parking management proposals, resident parking permits are being considered. If you are a resident within a permit parking area, is a residents permit appropriate for this area?\**" does



not have an “I am not a resident” option, thus the data gathered today is likely worthless.

- c. The question “*When visiting Tranent, do you experience any of the parking issues listed below?*” Does not have an “I do not experience any parking issues” option!
- d. “*To improve parking management and increase enforcement, the Council proposal is to offer free parking for the first 30 minutes and 50p per 30 minutes beyond this for short stay parking, do you think that this will help with the availability of parking in the areas identified?*” This contradicts the pre-amble on the main website which has a different charging structure and durations. Whis is it?
- e. The question “*The Council proposal is to offer free long stay parking in some designated areas, and potentially charge for long stay parking on some streets, do you agree with this approach?*” Where is the free long stay parking? Which streets are having parking charged? How can I agree or disagree if you’re not documenting where?

### 11. Conclusion

- a. The car park at foresters needs to provide the first 3-4 hours free and allow unlimited returns. Any other proposal will severely impact its primary purpose of supporting the foresters’ sports facilities.
- b. All short and medium stay car parks should allow the first 45 minutes of parking for free to encourage linked trips and to ensure people are not discouraged from the preferred behavior: Using the local car parks and walking to the high street.
- c. The issues with the survey questions should be resolved immediately.
- d. Charging for parking permits in some of the countries most deprived & worsening areas (Scottish Index of Multiple Deprivation) is a shameful proposition and should be withdrawn immediately.



**Matthew Galvin**

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**23/04/2025**

**Parking Management Review Team**

East Lothian Council

**Subject: Response to the Tranent Parking Management Consultation – Use of Foresters Car Park for “Long Stay” with Charges**

Dear Sir/Madam,

I am writing in my capacity as a volunteer football coach for Tranent FC to formally object to the proposed management review regarding the Foresters car park. The review’s proposal to designate this facility as a ‘long stay’ car park—charging 50p per 30 minutes (with an estimated cost of approximately £2 for an average game session)—raises significant operational, financial, and community concerns which directly impact our club and the local families we serve.

**Key Points of Concern:**

- **Impact on Football Training & Match-Day Operations:**
  - The car park is currently used by our football club to provide parking for both the 3G and Foresters’ grass pitches for both match day and weekday training sessions. The club already pays substantial fees to hire the foresters’ facilities. £75 for a 90-minute booking.
  - Charging 50p per 30 minutes would mean a coach would typically accrue costs of around £2 in parking fees for any given match. Furthermore, any training sessions that begin at or before 18:00 or anytime at the weekend would also incur charges for our coaching volunteers. We could not expect our volunteers to meet these costs so the club itself would have to. For a club that runs multiple matches and multiple training sessions per day, these charges would add up rapidly.



- The stipulated rule prohibiting a return to the car park within 8 hours is also problematic. For example, a coach overseeing a youth game in the morning might be unable to return later in the day to watch an adult game or to manage an evening session. This restriction undermines the flexible use of a facility that is fundamental to the smooth running of our match day operations.
- **Contrary to Current Usage and Purpose:**
  - While the proposal states that the Foresters car park is “underused,” we dispute this claim. The car park is being utilised exactly as it was designed—to support our club by preventing parking congestion on Lindores Drive and by providing adequate parking for the pitches when they are in use.
  - Changing its designation to a long-stay facility with charges would not only disrupt its intended role but would force our club, which relies on this resource during peak times, to absorb additional operating costs.
- **Financial Impact on a Volunteer-Led Club:**
  - Tranent FC is entirely volunteer-led. Our coaches, including myself, are not paid professionals, and the club operates on tight budgets.
  - As already stated, the proposed parking charges would likely need to be covered by the club. As a result, these costs would filter down to the families of our young players, leading to increased fees and ultimately fewer youths participating in sport.
  - Such an impact is unacceptable when it risks reducing community participation in local football—a sport that is vital for youth development and community cohesion.

### **Summary and Conclusion:**

The Foresters car park is a key asset for Tranent FC. Its designated purpose is both to provide essential parking for our 3G and grass pitches during match and training sessions and to protect the local streets by preventing spillover parking on Lindores Drive. The proposal’s plan to classify the car park as a “long stay” facility, enforce charges of 50p per 30 minutes, and implement a no-return rule within 8 hours would be fundamentally misaligned with this purpose.

Such measures, rather than addressing any genuine underuse, will impose undue financial burden and operational inflexibility on our club—an organisation run solely by unpaid, community volunteers. This would likely lead to an increase in fees charged to families, adversely affecting community participation and the sustainability of local football.



## Tranent Parking Management Strategy – Public Engagement Report

For these reasons, I respectfully request that the proposed measures be reconsidered. I urge the Council to recognise the current and intended use of the Foresters car park and its vital role for community sports, and to avoid imposing a management strategy that would harm Tranent FC and the families we serve.

Thank you for your attention to these concerns. I look forward to your response and to a positive resolution that supports both the community's transport management goals and our sports activities.

Yours faithfully,

**Matt Galvin**

**Volunteer Football Coach, Tranent FC**



## B.4 Parkview Residents Association

Good afternoon,

I am writing as Chairman of the Parkview Residents Association, representing residents of Market View, Market Loan, and Market Way in Tranent. I would like to formally raise a concern regarding the proposed Tranent Parking Management Plan currently under consultation, and to highlight a specific area we request be considered for inclusion in the final plans.

We note that the car park referred to in the consultation documents as “The Butts” is proposed to become a long-stay facility, with charges set at £0.50 per half hour, capped at £5.00 per day. This car park is frequently used by commuters travelling beyond Tranent. The introduction of these charges—potentially amounting to £25 per week—may deter use of the facility, leading drivers to seek alternative free parking nearby.

Given that both New Row and Bridge Street are also proposed to be subject to parking restrictions, there is a high likelihood that displaced parking will move to the nearest unrestricted streets which will include the entrance to our estate.

To mitigate the risk of increased congestion and to maintain road safety, we respectfully request that, should the current plans proceed without amendment, the double yellow lines with kerb markings be extended from the junction of Market View and Edinburgh Road to the entrance of the estate (The wall with Parkview signage). This section of road is relatively narrow, and even a single parked vehicle can cause significant obstruction and safety issues.

This proposal has been shared with local residents, and to date, no objections have been received.

We would be grateful if this request could be given full and careful consideration as part of the consultation process. Should you require any further information or wish to discuss this matter, please do not hesitate to contact me directly using the details below.

I have attached a Google Map picture marking the proposed area.

Kind regards,  
Mr Gareth Watt  
Chairman, Parkview Residents Association

[jock340@hotmail.com](mailto:jock340@hotmail.com)





Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

