

# Appendix G: Dunbar Analysis of Proposals, Representation and Recommended Mitigation

## G.1 On Street Short Stay Parking – Dunbar High Street and Queens Road

<p><b>The Parking Proposal</b></p> <p>The initial proposals retain the short-stay parking 90-minute maximum stay restrictions on the High Street and north end of Queens Road, with the introduction of a charge. The charges being 30 minutes free parking, with £1 per 30 minutes after that, up to a maximum stay of 90 minutes.</p>
<p><b>Background and Purpose of the Proposal</b></p> <p>Concentration of activity around town centre / High Street results in a high demand for parking within these areas, parking turn-over is low in some streets due to commuter and worker parking limiting access to short stay parking, affecting access for visitor.</p>
<p><b>Issue raised from the Public Engagement – Summary of the representations</b></p> <ul style="list-style-type: none"><li>• The proposals will discourage visitors / damage the Town centre, the local economy, and businesses.</li><li>• The 30 minutes free parking period is too short.</li></ul>
<p><b>Body or Persons submitting a representation rising the issue (if known)</b></p> <p>Residents of Dunbar, people who live elsewhere in East Lothian and some from outside East Lothian. Businesses on the High Street and elsewhere within Dunbar, and organisations including Dunbar Community Council and Dunbar Trades Association.</p>
<p><b>Particulars to the proposals to which the issues relate</b></p> <p>Dunbar High Street area – introduction of charging for parking on the High Street.</p> <p>The maximum length of stay for the High Street is retained at 90 minutes comprising of 30 minutes free parking period and £1 for each 30 minutes thereafter up to a maximum stay of 90 minutes.</p> <p>Vehicles on arrival will need to register their length of stay through Ringo with either a fully electronic register of parking or issue pay and display ticket to be placed on display within the relevant vehicle.</p> <p>Parking survey information indicates the average length of stay within the High Street area is 28 minutes which is approximately 45% of those parking on the High Street with approximately 12% to 16% of vehicles parked on the High Street staying longer than the 90-minute restriction.</p>
<p><b>Potential mitigation</b></p> <p>The mitigation to address the issue raised being the length of free parking is too short is to extend the period of free parking. The proposed mitigation is to extend the free parking period from 30 minutes to 45 minutes with parking up to 75 minutes £1 and parking up to 90 minutes £2.</p> <p>The removal of Queens Road from on street short stay parking proposals</p>
<p><b>Impact of mitigation</b></p> <p>The increase in the free parking period from 30 minutes to 45 minutes will accommodate, without charge, approximately 70% of vehicles currently parking within the High Street area compared to approximately 45% with a 30-minute free parking period when compared against the available parking survey information.</p> <p>The increase in the free charge period to 45 minutes will potentially reduce parking turn over when compared to the proposed 30 minutes free period due to increase in potential period of free parking if visitors look to undertake their visit without charge. The retention of charging for the period 45 minute to 90 minutes will continue to provide for longer stay parking up to a maximum stay of 90 minutes.</p> <p>It is noted that day trippers and tourists would be parking in areas that offer a longer parking time than 90 minutes. East Lothian Visitor Statistics &amp; Insight Report (February 2025) shows 41% of day trippers to East Lothian in 2024 stayed for more than 3 hours and 12% less than 3 hours.</p> <p>The parking period is paid for on arrival, with the need to register the vehicle for the free period of parking. The increase in the free parking period from 30 minutes to 45 minutes, will potentially have</p>

a minor impact on revenue with the majority of those looking to park within the High Street area expected to vacate parking spaces within the free period or park within adjacent residential streets. It is noted that with proposed mitigations for adjacent residential streets comprising of the removal of on street charging will have an impact on overall scheme income and potential have a detrimental impact on residents seeking to park within the street they live in due to an increase in displaced vehicles from the high street are as a result of increased enforcement.

**Amendments made to improve the proposal / mitigate the respondent's concern**

Remove Queens Road from proposal and extend free parking period on High Street to 45 minutes, £1 for up to 75 minutes parking and £2 for up to 90 minutes maximum stay parking.

## G.2 On Street Medium Stay & Resident Parking Permits

### **The Parking Proposal**

The initial parking proposal assigned areas adjacent to the High Street as on street charged parking with the provision of resident parking permits these include Bayswell Road and Bayswell Park around Lauderdale Park and Victoria Street.

The parking permit gives priority to residents in bays with a parking charge by giving the opportunity for residents to buy an annual parking permit allowing them to park without incurring the daily on street charge or maximum limit on stay. There is an annual fee for the permit to cover administration costs associated with registering and management of permits.

### **Background and Purpose of the Proposal**

Concentration of activity around town centre / High Street results in a high number of traffic and pedestrian movement with associated parking demand. Parking extends into the immediately neighbouring residential streets, with competition for on street parking spaces between residents, commuters, and visitors. The introduction of on street charging within the High Street, combined with the proposed increased enforcement of on street waiting restrictions, is expected to displace parked vehicles into the adjacent residential streets. The proposal to introduce on street charging in some areas adjacent to the high street looks to minimise vehicle displacement and, in combination with residential permits, address any negative impacts for residents.

On street / permit parking – The introduction of on street charging would impact residents as the charge would apply to all parked vehicles. The provision of permit parking in streets with paid for parking allows permit holders to park without having to pay the associated hourly charge or being restricted on their length of stay.

### **Issue raised from the Public Engagement – Summary of the representations**

- There are no parking problems on Bayswell Road and Bayswell Park.
- Implementing parking proposals would displace parking to other areas
- and that any proposals implemented here would cause a problem elsewhere.
- Residents should not have to pay to park outside their homes.
- Displacement of cars to areas outside of the area to avoid paying for permits/parking.
- Visitors should not have to pay to park when visiting residents.
- There should not be an additional cost of a visitors parking permit.

### **Body or Persons submitting a representation rising the issue (if known)**

Residents of Dunbar, Local shoppers, Dunbar Trades Association, Dunbar Medical Group, Dunbar Shore and Harbour Neighbourhood Group, Businesses on the High Street, Dunbar Community Council

### **Particulars to the proposals to which the issues relate**

Proposed on street charging, proposed allowance for permit holder within on street charging areas, and the allowance for parking for health worker permit holders.

The introduction of an administration charge for a permit to give residents the opportunity to park without a daily charge or limit on the maximum length of stay.

### **Potential Mitigation**

Remove on street charging from residential roads in the north of Dunbar and associated permit parking.

### **Impact of Mitigation**

Residents may have difficulty being able to park near their homes as visitors and commuters in Dunbar may park in these areas as there is no restriction on the length of stay for parking. The need for health care worker permits is removed as no restriction would apply for permit holders to be exempt from.

The loss of income from on street charging which would support increased on street enforcement. It is noted that the removal of the resident and health care worker permit element in respect of income would be neutral as there would be no associated administration activity for the permit charge to cover.

**Amendments made to improve the proposal / mitigate the respondent's concern**

Areas of on street parking charges in residential areas have been removed from the scheme with all associated areas with parking permits also being removed from the proposals, directly addressing the issue of paid for parking on residential streets and the need for purchase of a permit for residents to be exempt from daily charge and maximum stay.

### **G.3 On Street Long Stay & Resident Parking Permits**

#### **The Parking Proposal**

The initial parking proposal assigned Countess Road, Countess Crescent and West Port as on street long stay parking with associated charging and the provision of resident parking permits.

The resident parking permit gives priority for residents in bays with a parking charge by giving the opportunity for residents to buy an annual parking permit which allows them to park without incurring the on-street daily charging or maximum limit on length of stay. There is an annual fee for the permit to cover administration costs.

#### **Background and Purpose of the Proposal**

From discussions with Community Groups, when the station car park is full, commuters park on neighbouring streets (e.g. Countess Road). This leads to parking congestion particularly along Countess Road and instances of commuters parking over driveways of residents of this street.

On street / permit parking – The introduction of on street charging would impact residents as the charge would apply to all parked vehicles. The provision of permit parking in streets with paid parking allows permit holders to park without having to pay the associated hourly charge or being restricted on their length of stay.

#### **Issue raised from the Public Engagement – Summary of the representations**

- Inadequacy of parking at the station, due to the limited number of spaces available.
- The car park is frequently full, leading to overspill parking on surrounding streets, particularly Countess Road.
- Concern that the introduction of on street parking charges may push the overspill into residential areas outside of the proposed parking restrictions.
- The station car park should be expanded to resolve the issue
- A link should be provided to the new housing estate to the south of the rail line.
- Residents should not have to pay to park outside their homes.
- Displacement of cars to areas outside of the area to avoid paying for permits/parking

#### **Body or Persons submitting a representation rising the issue (if known)**

Residents of Dunbar, Staff at local primary school, Local shoppers, Dunbar Trades Association, Dunbar Medical Group, Dunbar Shore and Harbour Neighbourhood Group, Businesses on the High Street, and Dunbar Community Council

#### **Particulars to the proposals to which the issues relate**

On street charging with permit holder parking on Countess Road. Countess Road is part of the wider proposal for a long stay parking area with allowance for permit holders within on street charging areas and the allowance for parking for health worker permit holders. The introduction of an administration charge for a permit to give residents the opportunity to park without a daily charge or limit on the maximum length of stay.

It is noted that the station car park charges are £2 per hour or £4 all day, the proposed £5 daily charge of on street parking will prioritise parking at the station facilities limiting the impact of commuter parking on neighbouring streets within the limits of the proposed on-street charging area with associated resident parking permits.

#### **Potential Mitigation**

Remove long stay on street charging with associated permit parking.

Introduction of short stay parking on east end of Countess Road and Delisle Street.

Introduction of long stay parking on mid-section of Countess Road.

Introduction of limited waiting bays on west section of Countess Road.

#### **Impact of Mitigation**

Removal of long stay on street charging with associated permit parking - Overspill parking from the station car parks not addressed, impact on Countess Road and opportunity to address driveway parking through enforcement of parking within designated charge for bays not addressed.

Introduction of limited waiting bays with time restriction on parking varying between 2 hours and 12 hours – long stay bays maintain access for long stay commuter parking with bays to address short stay school pick up and short stay residential visitors. Opportunity to enforce out of bay parking addressing drive obstruction through issue of PCN.

The loss of income from on street charging which would support increased on street enforcement. It is noted that the removal of the resident and health care worker permit element in respect of income would be neutral as there would be no associated administration activity for the permit charge to cover.

**Amendments made to improve the proposal / mitigate the respondent's concern**

To minimise train related commuter parking and provide enforcement opportunity for driveway obstruction, the following are proposed:

- On street short stay parking on Delisle Street and east section of Countess Road.
- On-street long stay parking on mid-section of Countess Road with a maximum stay of 23 hours.
- Limited waiting on the west section of Countess Road with parking areas allocated between 2 and 12 hours maximum stay and no charge.

#### **G.4 Resident Parking Permit Only**

##### **The Parking Proposal**

The initial parking proposal assigned areas adjacent to the High Street as resident permit parking only, including Parsonspool, Castle Street, Church Street and Lamer Street. The streets are narrow with limited available parking opportunity. The permit only proposal is to give priority to residents in an area where general traffic circulating looking for parking spaces is not desirable. There is an annual fee for the permit to cover administration costs associated with registering and management of permits.

##### **Background and Purpose of the Proposal**

Concentration of activity around town centre / High Street results in a high number of traffic and pedestrian movement with associated parking demand. Parking extends into the immediately neighbouring residential streets, with competition for on street parking spaces between residents, commuters, and visitors. The introduction of on street charging within the High Street, combined with the proposed increased enforcement of on street waiting restrictions, is expected to displace parked vehicles into the adjacent residential streets. The proposal to introduce residential permits looks to address vehicles circulating looking for parking spaces and the negative impacts for residents due to vehicle displacement.

Permit parking – the introduction of permit only parking restricts parking to permit holders and is proposed for roads with very limited amount of available parking, areas which are narrow and congested with residents' cars and the likes of cul-de-sacs where vehicles circulating for parking spaces is not desirable.

##### **Issue raised from the Public Engagement – Summary of the representations**

- Residents should not have to pay to park outside their homes.
- Parking displacement outside of the permit areas to avoid paying for a permit.
- Concerns about friends and relatives having a visitor parking permit and the associated cost with this.
- Visitors should not have to pay to visit their family or friends.
- Properties in this area are holiday rentals, concerns about the implementation of permit parking and the provision of parking for those staying for a holiday.

##### **Body or Persons submitting a representation rising the issue (if known)**

Residents of Dunbar, Business owners, Dunbar Community Council and Dunbar Trades Association

##### **Particulars to the proposals to which the issues relate**

Proposed areas of permit only parking with provision of health worker permits undertaking calls as part of their duties.

The introduction of an administration charge for a permit to give residents the opportunity to park.

##### **Potential Mitigation**

Remove the proposal for resident only parking permits in roads adjacent to the High Street.

##### **Impact of Mitigation**

Residents may have difficulty being able to park near their homes as visitors and commuters in Dunbar may park in these areas as there is no restriction on the length of stay or charge for parking. The need for health worker permits is removed as no restriction would apply for permit holders to be exempt from. It is noted that the removal of the resident and health care worker permit element in respect of income would be neutral as there would be no associated administration activity for the permit charge to cover.

##### **Amendments made to improve the proposal / mitigate the respondent's concern**

All areas with resident only parking permits removed from the proposals.

### **G.5 Off Street Medium Stay – Lauderdale Car Park**

#### **The Parking Proposal**

The initial parking proposal assigned Lauderdale car park as medium stay parking with an associated length of stay and parking charge.

#### **Background and Purpose of the Proposal**

Lauderdale car park has associated facilities which would need to accommodate a medium length of stay for visitors to the park. There is concern of displacement from adjacent on street parking. The introduction of a maximum length of stay and parking charge looks to displace any long stay parking ensuing availability for users of Lauderdale Park.

#### **Issue raised from the Public Engagement – Summary of the representations**

- Parking should be free at community facilities such as the Lauderdale Park to encourage people to use the facilities.

#### **Body or Persons submitting a representation rising the issue (if known)**

Residents of Dunbar, Local workers, Dunbar businesses, Dunbar Community Council, Dunbar Trades Association.

#### **Particulars to the proposals to which the issues relate**

The introduction of a parking charge and maximum stay at the car park.

#### **Potential Mitigation**

Remove parking charge and provide a reduced medium parking duration up to 3 hours to discourage longer stay parking to ensure availability for park visitors.

#### **Impact of Mitigation**

No impact with the amended proposals has identified.

#### **Amendments made to improve the proposal / mitigate the respondent's concern**

Removal of parking charge and introduction of a maximum length of stay of 3 hours.

## **G.6 Off Street Medium Stay – Countess Crescent (Bleachingfield Centre)**

<b>The Parking Proposal</b> The initial parking proposal assigned Countess Crescent car park as medium stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Countess Crescent has associated facilities which would need to accommodate a short to medium length of stay. There is concern of displacement from adjacent on street parking as a result of on street charging. The introduction of a maximum length of stay and parking charge is to remove long stay parking ensuing availability of parking for users of the Community Centre.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• Parking should be free for those who are using the Bleachingfield Centre and library.</li><li>• People should not be penalised for attending classes at the centre.</li><li>• The local primary school car park is not large enough for staff and many use this car park to park when working</li><li>• Concerns about inappropriate parking elsewhere as parents use this car park to drop off and pick up for the primary school.</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Dunbar, Local workers, Dunbar businesses, Dunbar Community Council, Dunbar Trades Association
<b>Particulars to the proposals to which the issues relate</b> The introduction of a parking charge and maximum stay at the car park.
<b>Potential Mitigation</b> No parking charge Introduction of a maximum length of stay of 5 minutes except for centre users Registration of vehicles on arrival to ensure vehicles parked are using the community facilities. .
<b>Impact of Mitigation</b> Displacement of vehicles not associated with use of the community centre. Burden on administration of vehicle registration at the community centre.
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> Introduction of a maximum length of stay of 5 minutes except for Centre users. No charge for centre users

### **G.7 Disabled Parking Only – Smaller Countess Crescent Car Park**

<b>The Parking Proposal</b> The initial parking proposal assigned the smaller Countess Crescent car park as disabled parking only with non-blue badge holders prohibited.
<b>Background and Purpose of the Proposal</b> The proposal looks to verify the existing use of the car park for blue badge holders only.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• This car park is very far away from any amenities on the High Street so not a preferred location by disabled people who typically cannot walk / wheel long distances.</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Dunbar, Dunbar Community Council, Dunbar Trades Association
<b>Particulars to the proposals to which the issues relate</b> The introduction of a disabled parking only restriction
<b>Potential Mitigation</b> Reduce the number disabled parking only restriction within the car park
<b>Impact of Mitigation</b> Potential for better use of the car park and opportunity to accommodate long stay parking displaced from the community centre car park.
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> No changes to existing car park proposed

### **G.8 Off Street Long Stay – Countess Road Car Park**

<b>The Parking Proposal</b> The parking proposal assigned Countess Road car park as long stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Countess Road car park provides off street parking for long stay commuters and visitors. There is a concern of displacement from adjacent on street parking if charging is introduced.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• Do not want to pay for parking</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Dunbar, Dunbar Community Council, Dunbar Trades Association
<b>Particulars to the proposals to which the issues relate</b> The introduction of car park charges
<b>Potential Mitigation</b> Remove the proposed car park charge
<b>Impact of Mitigation</b> No income to offset car park revenue costs of inspection and maintenance
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> No proposed amendments.

### **G.9 Off Street Medium Stay – Dunbar Leisure Centre**

#### **The Parking Proposal**

The initial parking proposal assigned Dunbar Leisure Centre car park as medium stay parking with an associated length of stay.

#### **Background and Purpose of the Proposal**

Dunbar Leisure Centre car park provides medium stay parking for visitors to the leisure centre, residents of the High Street and overnight parking for motorhomes. The proposals looked to ensure sufficient parking availability for users of the leisure centre.

#### **Issues raised from the Public Engagement – Summary of the representations**

- Parking at the leisure centre should be free of charge, especially for those using the Leisure Centre facilities.
- The introducing charging in the leisure centre car park would discourage use.
- Many of the residents on the High Street park their cars in this car park and are concerned about where they would be able to park that is relatively near to their property.
- Motor caravans are parked for long periods of time / overnight and this should be discouraged.

#### **Body or Persons submitting a representation rising the issue (if known)**

Residents of Dunbar, Dunbar Community Council, Dunbar Trades Association

#### **Particulars to the proposals to which the issues relate**

The introduction of day time charged parking with maximum stay restrictions.

#### **Potential Mitigation**

Provide overnight parking with a charge for motor caravans within the coach parking area to discourage overstaying parking.

Day time parking charge linked to use of leisure centre to ensure availability of parking for the leisure centre.

Increase maximum length of stay

#### **Impact of Mitigation**

Overnight motor caravan parking charge may displace parking on to neighbouring roads or Lauderdale Park car park.

#### **Amendments made to improve the proposal / mitigate the respondent's concerns**

Maximum length of stay increased to 6 hours

90 minutes free parking for centre users

Introduction of overnight motor caravan parking charge.

### **G.10 Off Street Long Stay – Abbeylands**

<b>The Parking Proposal</b> The initial parking proposal assigned Abbeylands car park as long stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Abbeylands car park provides long stay parking for visitors, and commuters.
<b>Issues raised from the Public Engagement – Summary of the representations</b> Many of the residents on the High Street park their cars in this car park and are concerned about where they would be able to park for free that is relatively near to their property. Lack of parking enforcement leads to a low turnover in spaces
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Dunbar, Dunbar Community Council, Dunbar Trades Association
<b>Particulars to the proposals to which the issues relate</b> The introduction of charged parking restrictions
<b>Potential Mitigation</b> Long stay parking with charging limited to between 9am and 4pm Introduction of flat charge for parking based on maximum charge for long stay £5
<b>Impact of Mitigation</b> Charging hours limited to daytime hours will not affect overnight resident parking. Flat £5 charge for parking will discourage short and medium stay parking ensuring availability of parking for workers.
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> No amendments proposed

### **G.11 Off Street Medium Stay – Harbour**

<b>The Parking Proposal</b> The initial parking proposal assigned The Harbour car park which is part of the Roads Authority adopted area as medium stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> The Harbour car park provides medium stay parking for visitors and those using the harbour
<b>Issues raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• The Harbour car park is owned by the Dunbar Harbour Trust</li><li>• Access is required at all times by those using the harbour and RNLI volunteers, neither of whom should have to pay to park</li><li>• No parking problem</li><li>• Motorhomes should be banned</li><li>• Parking charges will have a negative impact on the Sailing Club</li><li>• Concerns for workers and where they would be able to park without incurring charges</li><li>• Charges will have a detrimental impact on businesses</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Dunbar, Dunbar Community Council, Dunbar Trades Association, Dunbar Harbour Trust, Dunbar Shore and Harbour Neighbourhood Group, the Harbour Chapel
<b>Particulars to the proposals to which the issues relate</b> The introduction of charged parking restrictions
<b>Potential Mitigation</b> Remove proposed parking charges for this area
<b>Impact of Mitigation</b> Potential for providing exemption for RNLI volunteers removed No restriction on length of stay or class of vehicle permitted to park
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> Removal of parking restrictions and charges

### **G.12 Off Street Medium Stay – The Vennel**

<b>The Parking Proposal</b> The initial parking proposal assigned The Vennel car park as medium stay parking with an associated length of stay and parking fee.
<b>Background and Purpose of the Proposal</b> The Vennel car park provides medium stay parking for visitors to the local play park and the High Street.
<b>Issues raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• The Vennel is reported to be common good land.</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Dunbar, Dunbar Community Council, Dunbar Trades Association
<b>Particulars to the proposals to which the issues relate</b> The introduction of car park charging
<b>Potential Mitigation</b> Remove proposed car park parking charge and introduction of maximum day time stay giving opportunity for visitors to the adjacent play area to park.
<b>Impact of Mitigation</b> Displacement of all day residents parking, as with initial proposal although without adjacent on street parking being resident only parking. No financial income for the maintenance of a common good assets
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> Removal of parking charges