

## Appendix G – Analysis of Proposals, Representations and Recommended Mitigation

### Appendix G.1 On Street Short Stay Parking – Haddington: Market Street, Court Street and High Street

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| <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, 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> <li>• 90-minute parking period is supported by 65% of survey respondents</li> </ul>  |
| <p><b>Body or Persons submitting a representation raising the issue (if known)</b></p> <p>General survey response</p>   |
| <p><b>Particulars to the proposals to which the issues relate</b></p> <p>Haddington 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><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>Removal of permit parking within High Street and Market Street to maintain parking turn over with an extended free period of parking of 45 minutes.</p>   |
| <p><b>Impact of mitigation</b></p> <p>The outputs from the survey show that those respondents 36% stay for a maximum of 90 minutes with 13% indicating their stay is up to 30 minutes and 23% indicating a 2 hour stay. The responses are for all parking areas within the town with Tesco car park being cited the most.</p> <p>The 75<sup>th</sup> percentile parking duration in the High Street and Court Street is 30 minutes for both streets. In other words, three quarters of all vehicles parking on Court Street and High Street left within 30 minutes or less.</p> <p>The extension of free parking will potentially reduce parking turn over, unlike other towns the core parking area for Haddington looks to retain resident permit exception for payment and length of stay reducing the opportunity for visitors to park.</p> <p>Current information on parking within the core area of Market Street, High Street and Court Street shows for weekdays that between 8% and 10% of spaces are occupied throughout the day by permit holders. During the morning and evening at the start and end of the limited waiting period this increases to 18%. With a significant increase for Saturdays.</p> |
| <p><b>Amendments made to improve the proposal / mitigate the respondent's concern</b></p> <p>No proposed amendments.</p>  |

**Appendix G.2 On Street Short Stay Parking – Haddington: Market Street, Court Street and High Street**

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| <p><b>The Parking Proposal</b></p> <p>The initial proposals introduce limited waiting and charging 8.30am to 6.00pm on every day, retaining the short-stay parking 90-minute maximum stay restrictions.</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 introduction of limited waiting between 8.30am and 6.00pm on a Sunday will impact those visiting local churches, particularly on a Sunday.</li><li>• Most town centre shops do not trade on a Sunday.</li></ul>   |
| <p><b>Body or Persons submitting a representation raising the issue (if known)</b></p> <p>Haddington Community Church.</p>   |
| <p><b>Particulars to the proposals to which the issues relate</b></p> <p>Haddington 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><b>Potential mitigation</b></p> <p>The mitigation to address the issue raised being the imposition of restrictions on a Sunday where there is no parking demand is to drop Sundays from the scheme with limited waiting and charging only enforced Monday to Saturday.</p>  |
| <p><b>Impact of mitigation</b></p> <p>There would be a minor reduction in scheme income which would be marginally offset by there being no need for enforcement of parking bays on a Sunday as these would not be restricted or subject to payment although the need for enforcement of yellow line parking would still be needed.</p>   |
| <p><b>Amendments made to improve the proposal / mitigate the respondent's concern</b></p> <p>Limit on street charging and limited waiting to Monday to Saturday 8.30 am to 6.00pm.</p>   |

**Appendix G.3 On Street Permit Parking – Haddington: Market Street, Court Street and High Street**

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| <p><b>The Parking Proposal</b></p> <p>The initial proposals retain the permit parking within the 90-minute maximum stay restrictions on the High Street, Market Street and Court Street with a £40 administration fee for the issue of permits.</p>   |
| <p><b>Background and Purpose of the Proposal</b></p> <p>The proposals' look to formalise the extent of the permit parking area, clarify permit eligibility and to ensure excessive permit parking does not impact businesses through the blocking of parking bays preventing parking turn over.</p> |

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

- 65% of respondents do not support changes to the resident parking scheme.
- Letter from Haddington Community Council requesting permit parking operating between the hours 5.00pm and 9.00am.

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

Haddington Community Council, undated letter presented during early engagement.

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

All though the survey response does not support changes to the permit scheme, the scheme currently has no defined parking bays or scheme extent on street. In terms of enforcement the permits are not valid as there are no associated bays and penalty charge notices could be issued for overstay parking within the 90-minute limited waiting bays with no exemption for permit holders.

The operation of a permit scheme after 5.00pm would impact residents as during the day residents would be limited on the length of stay and would be subject to any associated parking charge. The demand for on street parking overnight is primarily residents and with the proposed maximum length of stay and parking charge capping at 6.00pm gives no advantage to residents overnight.

The proposals do not include the introduction of visitor permits, although makes provision for health workers.

**Potential mitigation**

The mitigation to address the concerns raised is to formally implement a permit scheme with associated marked and signed parking bays.

**Impact of mitigation**

The formalising of parking bays as combined paid for and permit parking has no impact on the number of available parking bays.

The clarification of eligibility for parking permits will potentially increase the number of issued permits which could give rise to a reduction in parking turn over in the core area of Haddington. The impact of this is limited as the scheme does not include the visitor permits.

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

The formalising of the permit scheme with marked/signed bays and clear definition of permit eligibility.

**Appendix G.4 Resident Parking Permits - The Sands****The Parking Proposal**

The initial parking proposal assigned The Sands as resident only parking. Church Street leads to The Sands which is a Cul-de-sac and is narrow with no formal turning head. Church Street is proposed as on street medium stay and resident only parking.

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**

The narrow nature of The Sands and with no provision of a turning head is not desirable for casual parking, the introduction of permit only parking would discourage short term parking and limit the amount of potential vehicle movements within the road.

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

There is a Pétanque pitch located at the southern end of The Sands which attracts visitors which would not be eligible to park within permit holder only bays.

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

Members of East Lothian Pétanque Club.

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

Proposed on permit holders only on The Sands, 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**

Introduce Medium stay parking with an exemption for permit holders.

**Impact of Mitigation**

Potential additional vehicle movement during initial implementation where drivers are looking for areas to park without charge. No potential reduction in vehicle movements in a narrow road with no turning head.

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

Introduction of Medium Stay on street parking with an associated charge and maximum stay of 6 hours Monday to Saturday.

**Appendix G.5 Knox Place****The Parking Proposal**

The introduction of medium stay on street parking with charges with an exception for permit holders.

**Background and Purpose of the Proposal**

The scheme encompassed Knox Place to replicate the extent of the original permit parking scheme.

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

Medium stay car park charging with permit holder parking. The extent of parking on Knox Place is limited due to existing waiting restrictions.

**Potential Mitigation**

Removal of Knox Place from on street charging.

**Impact of Mitigation**

The position of Knox Place in relation to the High Street and the existing waiting restrictions is not expected to have any impact.

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

Removal of Knox Place parking bays for on street charging and permit holders.

**Appendix G.6 Neilson Park Road Car Park (John Muir House) Medium Stay off Street Parking****The Parking Proposal**

The initial parking proposal assigned Neilson Park Road Car Park as medium stay. The proposals looked to integrate ELC employee parking through the issue of permits.

**Background and Purpose of the Proposal**

The car park is provided as part of the John Muir House complex and provides parking for East Lothian Council workers. Requests for 120 spaces of the car park being available for the public.

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

Letter from Haddington Community Council requesting 120 spaces of the car park allocated as paid for parking.

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

Haddington Community Council.

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

Medium stay car park charging with permit holder parking for council workers looks to maximise the use of the car park and to ensure sufficient parking opportunity for workers and visitors to John Muir House.

**Potential Mitigation**

Exclude council workers from the car park.  
Increase maximum stay from 5 hours to 6 hours to reflect public response.

**Impact of Mitigation**

The complete removal of council worker car parking would impact operation of the council. The Neilson Park Road car park has 74 designated spaces for general use. Increasing to 120 spaces would significantly impact on Council services including fleet vehicles, electric vehicle charge points, disabled and visitor designated parking.  
The charge for parking would apply to visitors to the council offices.

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

Introduction of permit parking for John Muir House staff.  
No proposed amendments to parking charge but maximum length of stay increased to 6 hours.

**Appendix G.7 Tesco Park Road Car Park Long Stay off Street Parking**

**The Parking Proposal**

The initial parking proposal assigned Tesco Car Park as long stay.

**Background and Purpose of the Proposal**

The car park is provided as part of the John Muir House complex and was provided as overflow parking for East Lothian Council workers.

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

Parking stress on provisions provided for John Muir House.

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

Internal discussions with staff representatives.

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

Long stay car park charging.  
The introduction of public car parking in Neilson Park Road (John Muir House) car park has a potential to displace parking for those the provision has been provided.

**Potential Mitigation**

The introduction of permit parking for council staff will maintain the provision for workers at John Muir House.  
The introduction of a flat rate daily charge of £5 to prevent short stay parking.

**Impact of Mitigation**

Maximises the use of the car park and to ensure sufficient parking opportunity for workers and visitors to John Muir House. Increasing the charge to a flat rate £5.00 would significantly reduce car park usage, which is important surplus in the town centre.

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

Introduction of Council parking permits.  
Provide long stay parking facilities but keep a £0.50 / ½ hour charge up to a maximum value of £5.00

**Appendix G.8 Newton Port**

**The Parking Proposal**

The initial parking proposal assigned Newton Port as a short stay car park with 30 minutes free, up to 60 minute £1 up to 90 minute £2.

**Background and Purpose of the Proposal**

The car park is primarily used for patients of the adjacent doctors with a turnover of spaces for surgery users.

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

Short stay car park charging.

Parking surveys indicated that most trips.

The median duration for parking during the weekday survey was 30 minutes and the 75<sup>th</sup> percentile parking duration was 45 minutes. The maximum stay of 90 minutes will reduce parking turn over.

**Potential Mitigation**

The introduction of free parking for up to 45 minutes with a maximum stay of 90 minutes.

Free parking for up to 45 minutes

**Impact of Mitigation**

Maximises the use of the car park, ensuring parking turn over.

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

Introduction of 45-minute maximum stay with no charge.

**Appendix G.9 Mill Wynd / Aubigny Sports Centre****The Parking Proposal**

The initial parking proposal did not extend to include Mill Wynd or Aubigny Sports Centre.

**Background and Purpose of the Proposal**

The area of Mill Wynd was not included in the initial high-level proposals as it is some distance from the central shopping area.

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

Parking during events at the adjacent sports facilities particularly at weekends results in dangerous and inconsiderate parking with no provision of junction protection.

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

Raised during the public consultation.

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

No amendments to parking arrangements were included as part of the proposals although scheme looks introduce measures to ensure road safety.

**Potential Mitigation**

The introduction of no waiting at any time restrictions to provide junction protection.

Introduction of parking bays on street to define safe areas for parking.

Introduction of parking charges in Aubigny Sport Centre with free 90-minute parking for leisure centre users to ensure a turnover of spaces for centre users.

**Impact of Mitigation**

Potential displacement of parking during peak periods of sports ground use.

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

Introduction of junction protection waiting restrictions and marked parking bays (subject to detailed design).

Introduction of maximum stay at Aubigny Sports Centre car park for 90 minutes with no charge.