

# Appendix G: Musselburgh Analysis of Proposals, Representations and Recommended Mitigations

## Appendix G.1 On Street Short Stay Parking – Musselburgh High Streets

<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, North High Street and Bridge 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 visitors.</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 Musselburgh, Businesses of Musselburgh, Musselburgh Conservation Society</p>
<p><b>Particulars to the proposals to which the issues relate</b></p> <p>Musselburgh High Street area – introduction of charging for parking on the High Street, North High Street and Bridge Street.</p> <p>The maximum length of stay for the High Street and North 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 median length of stay within the High Street area is approximately 18 minutes with 74% of vehicles staying 30 minutes. Approximately 5% of vehicles parked on the High Street stayed longer than the 90-minute restriction. For the North High Street, the median stay is approximately 45 minutes.</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 charge) and parking up to 90 minutes (£2 charge).</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 83% of vehicles currently parking within the High Street area compared to approximately 74% with a 30-minute free parking period when compared against the available parking survey information. In the case of North High Street, the increase would accommodate approximately 50% of vehicles.</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>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 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.</p>

It is noted that with proposed mitigations for adjacent residential streets, comprising the removal of on street charging, will have an impact on overall scheme income and potentially 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**

High Street – no amendments to proposals.

North High Street extended the free parking period to 45 minutes, £1 for up to 75 minutes parking and £2 for up to 90 minutes maximum stay parking.

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

### The Parking Proposal

The initial parking proposal assigned areas as on street charged parking with the provision of resident parking permits. These locations include Bridge Street, North High Street, New Street, Harbour Road, Lochend Road N, Promenade, Fishers Wynd, Beach Lane, Mountjoy Terrace, Millhill, Linkfield Road, and Newbigging.

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 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 movements 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 areas, 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 seeks 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

- Parking needs to be free on a Sunday morning for those attending church
- Loretto staff use Newbigging and should not be expected to pay to attend work
- Parking is not a problem on New Street, Promenade or Millhill
- Residents should not have to pay to park outside their property
- Sailing Club members, boat owners and local sports clubs should be exempt from parking charges

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

Residents of Musselburgh, Musselburgh Conservation Society, New Street West Tenants and Residents Association.

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

On street pay and display parking for medium stay and resident permits for the streets proposed for on street parking charges.

### Potential Mitigation

- Increase maximum length of stay to 6 hours (except permit holders) to reflect public response
- Reduce/remove operating hours of on-street parking on a Sunday
- Remove on street charging
- Introduce wider availability of permits for all users

### Impact of Mitigation

- Potential minimal reduction in parking income with reduction in Sunday operating hours
- No income to offset increase of enforcement
- Blanket issue of permits for regular visitors/workers will reduce parking turnover and not meet the objective to increase visitors

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

- Increase maximum length of stay to 6 hours (except permit holders).
- Reduce the operating hours on a Sunday with on street charging from midday

### Appendix G.3 On Street Long Stay & Resident Permits

<p><b>The Parking Proposal</b></p> <p>The initial parking proposal assigned Market Street, Eskside West, New Street and Links View, 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 charging or maximum limit on length of stay. There is an annual fee for the permit to cover administration costs.</p>
<p><b>Background and Purpose of the Proposal</b></p> <p>Long stay worker parking removes turnover of spaces for local businesses and limits the opportunities for residents to park.</p> <p>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.</p>
<p><b>Issue raised from the Public Engagement – Summary of the representations</b></p> <ul style="list-style-type: none"><li>• No problem with commuter parking on Market Street</li><li>• Residents should not have to pay to park outside their home</li><li>• Charging on Eskside West will lead to a displacement of cars</li></ul>
<p><b>Body or Persons submitting a representation rising the issue (if known)</b></p> <p>Residents of Musselburgh, Musselburgh Conservation Society, New Street West Tenants and Residents Association.</p>
<p><b>Particulars to the proposals to which the issues relate</b></p> <p>On street charging with permit holder parking on Market Street, Eskside West, New Street and Links View.</p> <p>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.</p>
<p><b>Potential Mitigation</b></p> <ul style="list-style-type: none"><li>• Remove on street charging and associated residents permits</li><li>• Increase area of parking charge/permit parking to deter parking displacement</li></ul>
<p><b>Impact of Mitigation</b></p> <ul style="list-style-type: none"><li>• No revenue to support increase in parking enforcement</li><li>• Impact of displacement is considered low, the cost of extending the scheme is unlikely to raise sufficient revenue to cover the additional implementation costs</li></ul>
<p><b>Amendments made to improve the proposal / mitigate the respondent's concern</b></p> <p>No proposed amendments</p>

## Appendix G.4 Resident Parking Permit Only (Whitehill Area)

### The Parking Proposal

The initial parking proposal assigned areas adjacent to Musselburgh railway station as resident permit parking only, including Clayknowes Avenue, Denholm Road, Stoneybank Gardens, Stoneybank Terrace, Stoneybank Road, Mayfield Crescent. The permit only proposal is to give priority to residents in an area where there is demand for parking from Queen Margaret University (QMU) and the railway station and is an extension of the current resident only scheme.

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 QMU and Musselburgh railway station results in a high volume of traffic 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 proposal to introduce residential permits looks to address vehicles circulating looking for parking spaces and the negative impacts for residents due to vehicle displacement.

The extension of the existing scheme will enable the introduction of visitor permits and exemptions for healthcare permit holders and the introduction of a permit charge to offset scheme administration costs.

### 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.
- Problem caused by QMU so they should provide parking for staff and students
- No parking problems in the Denholm streets, Stoneybank Crescent, Stoneybank Gardens, Mayfield Crescent

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

Residents of Musselburgh, Musselburgh Conservation Society

### 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 the issue of permits.

### Potential Mitigation

- Withdraw extension of parking permit scheme
- Withdraw existing permit scheme
- Extend the permit scheme area to avoid displacement to areas without permit allocation
- Issue free visitor permits
- QMU increase parking provision/reduction in parking permit price

### Impact of Mitigation

- The withdrawal of the extension of the permit scheme will have no financial impact, although would not address outstanding requests for extension of the permit area.
- The withdrawal of the existing permit scheme will have minimal overall impact as some properties have off street parking provision. There would be direct competition for kerb space between residents and commuters/QMU students wanting to park.
- The withdrawal of the scheme would remove an administrative burden on the issue and verification of permits and their application.
- The extension of the permit scheme beyond the current proposal would have minimal impact as revenue raised by permit issue would compensate the addition administrative work.
- The issue of free visitor permits would be an administrative burden on council resources.

- The QMU is a third-party operator in the same way as the railway station car park and is out of the direct control of the council.

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

Remove the proposed extension to the permit scheme, maintain the existing scheme with the introduction of an administration charge for the issue of permits to ensure the existing scheme is cost neutral.

## Appendix G.5 Off Street Medium Stay – Ladywell Car Park

<b>The Parking Proposal</b> The initial parking proposal assigned Ladywell car park as medium stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Ladywell has associated facilities which would need to accommodate a medium length of stay for visitors to Musselburgh High Street areas. There is concern of displacement from adjacent on street parking.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• No problems with parking at Ladywell car park</li><li>• Parking should be free</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Musselburgh, Musselburgh Conservation Society
<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> <ul style="list-style-type: none"><li>• Increase maximum length of stay to 6 hours to reflect public response.</li><li>• Remove off street parking charge</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>• No income to offset car park revenue costs of inspection and maintenance.</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> <ul style="list-style-type: none"><li>• Increase maximum length of stay to 6 hours.</li></ul>

## Appendix G.6 Off Street Medium Stay – Shorthope Street

<b>The Parking Proposal</b> The initial parking proposal assigned Shorthope Street car park as medium stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Shorthope Street car park is close to the High Street and 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 ensuring availability of parking for users of the High Street.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>Proposed for pedestrian areas in the flood defences</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> <ul style="list-style-type: none"><li>Residents of Musselburgh</li></ul>
<b>Particulars to the proposals to which the issues relate</b> <ul style="list-style-type: none"><li>The introduction of a parking charge and maximum stay at the car park.</li></ul>
<b>Potential Mitigation</b> <ul style="list-style-type: none"><li>Increase maximum length of stay to 6 hours to reflect public response.</li><li>The use of the area as part of landscaping for flood defences is acknowledged.</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>The proposals do not impact the flood defence works as this will take precedence when the works are undertaken</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> <ul style="list-style-type: none"><li>Increase maximum length of stay to 6 hours.</li></ul>

## Appendix G.7 Off Street Medium Stay – Newbigging

<b>The Parking Proposal</b> The initial parking proposal assigned Newbigging car park as medium stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Newbigging car park is close to the High Street and associated facilities which would need to accommodate a short to medium length of stay. Parking extends beyond the marked parking bays causing obstruction. 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 High Street.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• Lack of parking enforcement</li><li>• Staff at Loretto Primary do not want to have to pay to park here when at work, especially given there is no parking available at the school</li><li>• Do not want to pay for parking here</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Musselburgh, Workers in Musselburgh
<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> <ul style="list-style-type: none"><li>• Increase maximum length of stay to 6 hours to reflect public response.</li><li>• Increase parking enforcement</li><li>• Remove off street parking charge</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>• Increase of parking enforcement is reliant on revenue to support additional resources</li><li>• Reduced income to offset car park revenue costs of inspection maintenance and enforcement.</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> <ul style="list-style-type: none"><li>• Increase maximum length of stay to 6 hours.</li></ul>

## Appendix G.8 Off Street Medium Stay – Musselburgh Sports Centre

<b>The Parking Proposal</b> The initial parking proposal assigned Musselburgh Sports Centre car park as medium stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Musselburgh Sports Centre car park 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>• Those using the sports centre should not have to pay for parking</li><li>• Charges will discourage use of the facilities</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Musselburgh, Musselburgh Conservation Society
<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> <ul style="list-style-type: none"><li>• Increase maximum length of stay to 6 hours to reflect public response.</li><li>• Remove off street parking charge</li><li>• Free parking for sports centre users</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>• Reduced income to offset car park revenue costs of inspection maintenance and enforcement.</li><li>• Maintains free parking for sport centre users</li><li>• Introduces an administration burden on the sports centre</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> <ul style="list-style-type: none"><li>• Increase maximum length of stay to 6 hours.</li><li>• Free parking for sports centre users up to 90 minutes.</li></ul>

### **Appendix G.9 Off Street Long Stay – Olive Bank Road**

<b>The Parking Proposal</b> The parking proposal assigned Olive Bank Road car park as long stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Olive Bank Road car park provides off street parking for long stay workers and visitors. There is a concern of displacement from adjacent on street parking if charging is introduced. It is noted that the car park is obstructed by caravans parked in the car park.
<b>Issue raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• Displacement of East Coast Bus drivers who park here to neighbouring streets</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Musselburgh
<b>Particulars to the proposals to which the issues relate</b> The introduction of car park charges
<b>Potential Mitigation</b> <ul style="list-style-type: none"><li>• Remove off street parking charge</li><li>• Provide annual season ticket parking at reduced rates from the daily charge</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>• The removal of a parking charge will remove income to offset car park revenue costs of inspection maintenance and enforcement.</li><li>• Displacement of parking into residential streets addressed through the introduction of on street charging and resident permits.</li><li>• Introduction of annual permits will give an income and is likely to reduce potential displacement.</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> No amendments proposed.

## Appendix G.10 Off Street Long Stay – Fisherrow Harbour Car Park

<b>The Parking Proposal</b> The initial parking proposal assigned Fisherrow Harbour car park as long stay parking with an associated length of stay.
<b>Background and Purpose of the Proposal</b> Fisherrow Harbour car park provides medium stay parking for visitors to the harbour and Musselburgh, residents of the surrounding streets and overnight parking for motorhomes.
<b>Issues raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• Fisherrow Sea Front and Harbour Association require access at all times and should not be charged</li><li>• Boat owners, rowers and beach cleaner volunteers should not be expected to pay for parking</li><li>• Motorhomes should be banned from this car park</li><li>• Lack of parking enforcement</li><li>• Parking should be free</li><li>• Discourages people visiting the area</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Musselburgh, New Street West Tenants and Residents Association
<b>Particulars to the proposals to which the issues relate</b> The introduction of charged parking with maximum stay restrictions of 23 hours.
<b>Potential Mitigation</b> <ul style="list-style-type: none"><li>• Remove off street parking charge</li><li>• Ban on Motor caravan parking</li><li>• Increase parking enforcement</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>• The removal of a parking charge will remove income to offset car park revenue costs of inspection maintenance and enforcement. The introduction of a parking charge will not limit access.</li><li>• Banning motorcaravan parking is likely to displace these vehicles to local residential streets</li><li>• Increased enforcement requires revenue from off street charging to cover additional costs.</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> No amendments proposed.

## Appendix G.11 Off Street Long Stay – Gracefield

<b>The Parking Proposal</b> The initial parking proposal assigned Gracefield car park as long stay parking with an associated length of stay and parking charge.
<b>Background and Purpose of the Proposal</b> Gracefield car park on North High Street provides long stay parking for residents, visitors, and workers
<b>Issues raised from the Public Engagement – Summary of the representations</b> <ul style="list-style-type: none"><li>• Parking should be free</li><li>• Never full</li><li>• Discourage people from visiting the town centre</li></ul>
<b>Body or Persons submitting a representation rising the issue (if known)</b> Residents of Musselburgh
<b>Particulars to the proposals to which the issues relate</b> The introduction of charged parking restrictions
<b>Potential Mitigation</b> <ul style="list-style-type: none"><li>• Remove off street parking charge.</li></ul>
<b>Impact of Mitigation</b> <ul style="list-style-type: none"><li>• The removal of a parking charge will remove income to offset car park revenue costs of inspection maintenance and enforcement. The introduction of a parking charge will not limit access.</li></ul>
<b>Amendments made to improve the proposal / mitigate the respondent's concern</b> No amendments proposed.