

Appendix G: Tranent Analysis of Proposals, Representation and Recommended Mitigation

Appendix G.1 On Street Short Stay Parking – Tranent High Street

<p>The Parking Proposal</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 45 minutes free parking, with a maximum stay of 90 minutes at a cost of £2.00. 75 minutes of parking will cost £1.</p>
<p>Background and Purpose of the Proposal</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>Issue raised from the Public Engagement – Summary of the representations</p> <ul style="list-style-type: none">• The proposals will discourage visitors / damage the Town centre, the local economy, and businesses.• 45 minutes free is not long enough
<p>Body or Persons submitting a representation rising the issue (if known)</p> <p>Residents of Tranent and businesses on the High Street</p>
<p>Particulars to the proposals to which the issues relate</p> <p>Tranent 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 45 minutes free parking, with a maximum stay of 90 minutes at a cost of £2.00. 75 minutes of parking will cost £1.</p> <p>Vehicles on arrival will need to register their length of stay through Ringo or pay by parking meter. Parking survey information indicates the median length of stay within the main High Street area is 14 minutes. Approximately 6% of vehicles parked on the main High Street stayed longer than the 90-minute restriction.</p>
<p>Potential mitigation</p> <ul style="list-style-type: none">• Extend the free period of parking.
<p>Impact of mitigation</p> <ul style="list-style-type: none">• Extension of extended free period would impact revenue and the funding for increased on street enforcement.• The extension of the free period of parking would have little impact on length of stay with the median length of stay being 14 minutes, which is well below the proposed 45 minutes free period.
<p>Amendments made to improve the proposal / mitigate the respondent's concern</p> <p>No amendments proposed.</p>

Appendix 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 a maximum stay of 5 hours and the provision of resident parking permits. These locations include Loch Road, Bridge Street, New Row and Blawearie Road.

The parking permit allows residents to park in charged bays by buying 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 on the High Street, combined with the proposed increased enforcement of on street waiting restrictions may 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

- 3 hours maximum length of stay preferred
- Residents should not have to pay for a parking permit

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

Residents of Tranent

Particulars to the proposals to which the issues relate

Proposed on street charging, maximum length of stay, 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

- Reduce maximum length of stay (except permit holders)
- Remove the parking permit element of the proposals

Impact of Mitigation

Residents would be restricted to the length of time they could park and would need to pay the on-street parking charge.

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

Reduce maximum length of stay to 3 hours (except permit holders).

Appendix G.3 Resident Parking Permit Only

The Parking Proposal

The initial parking proposal assigned areas adjacent to the High Street as resident permit parking only, including Elphinstone Road, John Crescent, Meeting House Drive, Balfour's Square, Forester's View and Harkness Crescent. 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 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 on the High Street, combined with the proposed increased enforcement of on street waiting restrictions may displace parked vehicles into the adjacent residential streets. The proposal to introduce residential permits seeks 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 spaces, 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.

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

Residents of Tranent, in particular residents of John Crescent and Meeting House Drive area.

Particulars to the proposals to which the issues relate

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

Residents of John Crescent and Meeting House Drive area felt that the permit scheme was not required.

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

Potential Mitigation

Removal of some or all of the permit only parking areas from the scheme.

Impact of Mitigation

Potential for displacement of parking into areas with no restrictions on parking.

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

Remove John Crescent and Meeting House Drive area from the resident permit parking scheme.

Appendix G.4 Off Street Short Stay – Winton Place

The Parking Proposal The initial parking proposal assigned Winton Place / the Fraser Centre car park as short stay parking with an associated length of stay and parking charge.
Background and Purpose of the Proposal Winton Place and the associated facilities which would need to accommodate a short length of stay for visitors to the Fraser Centre and High Street. There is concern of displacement from adjacent on street parking. The introduction of a maximum length of stay and parking charge seeks to displace any long stay parking ensuring availability for users of the Winton Place car park.
Issue raised from the Public Engagement – Summary of the representations <ul style="list-style-type: none">• Max 90 minute stay does not provide sufficient time for those using the Fraser Centre facilities• The Car Club space should be removed as it is underused• Introduction of disabled parking spaces within this car park• No charging on a Sunday
Body or Persons submitting a representation rising the issue (if known) Residents of Tranent, The Fraser Centre Community Trust
Particulars to the proposals to which the issues relate The introduction of a parking charge and maximum stay at the car park.
Potential Mitigation <ul style="list-style-type: none">• Extend the maximum stay period• Remove the car club space• Introduce disabled spaces• Reduce/remove operating hours of on-street parking on a Sunday
Impact of Mitigation <ul style="list-style-type: none">• Extending the maximum stay period would introduce a period longer than currently provided, it is noted that the adjacent car park on Lindores Drive is designated as Medium stay which accommodates parking beyond the 90 minutes.• The removal of the car club space would be subject to operation of the car club scheme and is not being considered as part of the current proposals.• The proposals allow for disabled parking without charge, the introduction of specific disabled bays will impact car park capacity due to the need to provide a clear area around disabled bays to ensure access.• The businesses on the High Street are a mix of retail and food outlets, the demand for parking on a Sunday is likely to be reduced with no significant revenue.
Amendments made to improve the proposal / mitigate the respondent's concern Remove Sunday short stay off street charging and retain the maximum 90 minute length of stay. Reduction in free period to 30 minutes in Winton Place car park combined with the introduction of a free 45 minute period in Lindores Drive car park.

Appendix G.5 Off Street Medium Stay – Lindores Drive

The Parking Proposal The initial parking proposal assigned Lindores Drive car park as medium stay parking with an associated length of stay and parking charge.
Background and Purpose of the Proposal Lindores Drive has associated facilities which would need to accommodate a 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.
Issue raised from the Public Engagement – Summary of the representations <ul style="list-style-type: none">• Disabled bay occupied by delivery vans• Currently used by Fraser Centre staff who would be displaced if charges implemented• Concerns of displacement of parking onto neighbouring residential streets• Needs 45 mins free parking to support short trips to the High Street
Body or Persons submitting a representation rising the issue (if known) Residents of Tranent, The Fraser Centre Community Trust
Particulars to the proposals to which the issues relate The introduction of a parking charge and maximum stay at the car park.
Potential Mitigation <ul style="list-style-type: none">• Increased enforcement of disabled bays• Displacement of long stay parking expected. Forester's car park to be free of charge to accommodate long stay parking• Displacement of parking into residential streets addressed through the introduction of on street charging and resident permits• Introduction of free period of parking
Impact of Mitigation <ul style="list-style-type: none">• Increased enforcement requires revenue from on street charging to cover additional costs• Displacement of long stay parking addressed• Displacement of parking into residential streets addressed• The introduction of a free period of parking would have minimal impact
Amendments made to improve the proposal / mitigate the respondent's concern Introduction of 45 minutes free parking in Lindores Drive car park

Appendix G.6 Off Street Medium Stay – Loch Road & Loch Centre

The Parking Proposal The initial parking proposal assigned to the Loch Road car park as medium stay parking with an associated 5 hour length of stay and parking charge.
Background and Purpose of the Proposal Loch Road has associated facilities which would need to accommodate a 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.
Issue raised from the Public Engagement – Summary of the representations <ul style="list-style-type: none">• Those attending the Loch Centre or GP should not be paying parking charges• 30 minutes free is not long enough for doctor appointments• 3 hours maximum length of stay preferred
Body or Persons submitting a representation rising the issue (if known) Residents of Tranent, Tranent Medical Centre
Particulars to the proposals to which the issues relate The introduction of a parking charge and maximum stay at the car park.
Potential Mitigation <ul style="list-style-type: none">• Reduce maximum length of stay• Introduction of vehicle register system for visitors to the GP surgery.• Introduction of free parking period• Allocation of the parking in Loch Square as free short stay parking Monday to Friday 8.30am – 6.00pm
Impact of Mitigation <ul style="list-style-type: none">• The administration of the car park through a 3rd party is not desirable and opens challenges to the issue of penalty charge notices.• Reduced income to offset car park revenue costs of inspection and maintenance.• The introduction of a free period would have minimal affect as appointments can easily overrun.
Amendments made to improve the proposal / mitigate the respondent's concern <ul style="list-style-type: none">• Maximum length of stay reduced to 3 hours.• Free parking for up to 90 minutes for users of the leisure centre.• Allocation of Loch Square area of Loch Centre car park as short stay parking. Maximum stay 45 minutes Monday to Friday 8.30am – 6.00pm.

Appendix G.7 Off Street Long Stay – Foresters Car Park

The Parking Proposal The initial parking proposal assigned to the Foresters car park as long stay parking with an associated length of stay and parking charge.
Background and Purpose of the Proposal Foresters car park has associated facilities which would need to accommodate a longer 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.
Issue raised from the Public Engagement – Summary of the representations <ul style="list-style-type: none">• Car park is not underused• Those attending the football club should not have to pay for parking• Additional financial burden to volunteers at the club• Creates barrier to sport• Redistribution of car parking onto neighbouring residential streets
Body or Persons submitting a representation rising the issue (if known) Residents of Tranent, Tranent Football Club
Particulars to the proposals to which the issues relate The introduction of a parking charge and maximum stay at the car park.
Potential Mitigation <ul style="list-style-type: none">• Remove parking charges at the car park to allow for free long stay parking• Displacement of parking into residential streets addressed through the introduction of on street charging and resident permits.
Impact of Mitigation <ul style="list-style-type: none">• No income to offset car park revenue costs of inspection and maintenance.• Opportunity to promote free long stay parking to accommodate displacement of parking from the town core area.• Displacement of parking into residential streets addressed.
Amendments made to improve the proposal / mitigate the respondent's concern No charge for parking within the Foresters car park

Appendix G.8 Off Street Long Stay – The Butts

The Parking Proposal The initial parking proposal assigned to The Butts car park as medium stay parking with an associated length of stay and parking charge.
Background and Purpose of the Proposal The Butts car park has associated facilities which would need to accommodate a longer 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.
Issue raised from the Public Engagement – Summary of the representations <ul style="list-style-type: none">• Parking charges will encourage people to park on neighbouring streets (e.g. Market View, Market Loan and Market Way)
Body or Persons submitting a representation rising the issue (if known) Residents of Tranent, Parkview Residents 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 <ul style="list-style-type: none">• Remove parking charges at the car park to allow for free long stay parking.• Extend on street/permit parking area• Introduction of on street yellow line waiting restrictions
Impact of Mitigation <ul style="list-style-type: none">• No income to offset car park revenue costs of inspection and maintenance.• Opportunity to promote free long stay parking to accommodate displacement of parking from the town core area.• Extended parking charge /permit area is unlikely to generate sufficient income to cover implementation costs• Introduction of further yellow line restrictions will potentially increase vehicle displacement.
Amendments made to improve the proposal / mitigate the respondent's concern Removal of parking charge from the Butts car park