

<b>COMMITTEE:</b>	Cabinet
<b>MEETING DATE:</b>	10 March 2026
<b>BY:</b>	Depute Chief Executive – Resources and Economy
<b>REPORT TITLE:</b>	Various Roads – East Lothian, Introduction and Amendments to Traffic Regulation Orders March 2026 and Update on Experimental Traffic Regulation Order (ETRO) East End of North Berwick High Street
<b>REPORT STATUS:</b>	Public

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## **1 PURPOSE OF REPORT**

- 1.1 This report provides Cabinet with an update on the Experimental Traffic Regulation Order (ETRO) East End of North Berwick High Street, following the period of public consultation, engagement with local businesses and monitoring of the Order (Appendix A). The report also seeks Cabinet approval to start the statutory procedures necessary to introduce and amend various Traffic Regulation Orders as set out in the proposals listed in Appendices B, C, D and E.

## **2 RECOMMENDATIONS**

Cabinet is recommended to:

- 2.1 Note and consider the eight objections received from members of the public to ETRO 059/25 alongside other feedback, including from North Berwick Business Association, as set out in Appendix A;
- 2.2 Set aside the objections received to ETRO – 059/25 and agree to make the ETRO into a permanent Traffic Regulation Order (TRO) without modifications; and
- 2.3 Make and amend Traffic Regulation Orders to prohibit waiting, loading and unloading, introduce new speed limits and ban overnight parking, as set out in Appendices B, C, D and E.

### **3 BACKGROUND**

- 3.1 North Berwick High Street is a busy shopping area and tourist attraction. The high level of footfall combined with narrow footways and the increase in vehicle traffic has resulted in many different issues which have been highlighted to East Lothian Council over the years.
- 3.2 In partnership with the North Berwick Coastal Area Partnership, East Lothian Council supported the delivery of the North Berwick Charrette in 2017. This report placed improving walking and access at the east end of the High Street as a priority to create a safer, more attractive environment as one of the top 3 projects identified from their extensive community engagement.
- 3.3 Following extensive engagement and consultation with residents, businesses and community groups over many years, the Council looked at different options to improve pedestrian access as well as road safety and traffic congestion with a view to enhance the east end of the High Street while delivering wider improvements to the area to increase safety and accessibility.
- 3.4 The recommended option focused on enhancing pedestrian experience and accessibility, including widening footways and limiting parking between Quality Street and Market Place. To support local business and blue badge holders a number of loading bays were also proposed.
- 3.5 In April 2023, Council approved the North Berwick High Street: Safety and Access project. This project was delivered in two phases with phase 1 completed in December 2024 and phase 2 in April 2025. Phase 2 included parking restrictions from the junction at Quality Street to the junction at Market Place, including loading and unloading bays.
- 3.6 To allow the project to progress and implement the restrictions an Experimental Traffic Regulation Order (ETRO) was put forward. This was approved by Cabinet on 21 January 2025. Under the ETRO, lowered kerbs were introduced alongside dedicated areas for the loading/unloading of goods and the drop-off/pick up of blue badge holders to improve safe access.
- 3.7 The ETRO allowed the Council an opportunity to monitor the proposals in practice. This also allowed the public, businesses, and community groups the opportunity to provide feedback as they experienced the measures in practice.
- 3.8 The ETRO came into effect on 1 April 2025 and, following a six-month period of consultation, ELC received eight objections. The valid objections are contained within Appendix A.
- 3.9 The objections primarily related to one of the loading bays outside the former police station and the objectors did not want this to be made permanent.

- 3.10 ELC officers wrote to all the objectors, offering a face-to-face meeting. The purpose of these meetings was to give the objector an opportunity to discuss their objection directly with ELC as the Roads Authority, and to seek clarification on any aspects of the ETRO about which they were uncertain. In return, the Council endeavoured to establish whether any changes to the ETRO could be made to their mutual satisfaction, which would result in the withdrawal of the objection.
- 3.11 ELC officers met with three of the objectors on 17 December 2025 and, while these were constructive meetings, they did not result in the objectors withdrawing or amending their objections. A package of information containing the meeting invites, note of the meeting and subsequent emails is contained within a background paper for Members to review and consider.
- 3.12 As well as the formal objections, ELC also received feedback from the public and business community around the improvements to the High Street and the ETRO, including the loading bays. As part of the monitoring process, ELC were invited to discuss the matters around the loading bay requirement with some of the High Street traders and when attending meetings with these local business owners officers felt it was fair and appropriate to engage with other business owners to get their views on the loading bays and improvements to the High Street. ELC have been criticised for not listening to the views of the businesses, so it was important that this level of engagement was undertaken. From the subsequent face-to-face meetings that followed the feedback was favourable to the loading bays. In addition to this, ELC also received a letter from the North Berwick Business Association who represents 32 businesses in the east end of the High Street. In this letter they supported the loading bay outside the former police station and wanted this to be made permanent. A copy of the letter is in Appendix A.
- 3.13 ELC has air quality monitoring tubes located on the High Street near the former police station. This allowed officers to compare data prior to the introduction of the ETRO and after. Some of the concerns raised were around air quality and by allowing a loading bay outside the former police station this would impact on air quality.
- 3.14 The information provided to by our Environmental Compliance Officer was not a full year data set. We have been advised that before this is formally published in a report by ELC the data needs to be fully ratified, and officers have been advised this will not be reported until round June/July 2026. However, what has been shared with officers in good faith is that the current data is indicating no significant changes from 2024, and they have no concerns with the air quality at this location.
- 3.15 One of the main themes from the objectors was around misuse of the loading bays. This is something that was specifically covered in the face-to-face meetings with three of the objectors and acknowledged that this was something ELC needed to address. With the approval of the parking management project for North Berwick, additional parking attendants will be deployed so there will be more enforcement and opportunities to reduce abuse of the loading/unloading bay.

- 3.16 Another key theme of the objections was the loading bay outside the former police station would result in the loss of an amenity space and that it was hardly being used. The space in question is part of the adopted road network. Officers believe the space has been enhanced by widening the footway and installing a high-quality new footway with paving slabs. This has been done while also retaining the existing benches and planters. Feedback from businesses and locals is that the loading bay space outside the former police station has been well used by those serving businesses and those who want to stop for a short period to shop/buy coffee or drop items to the adjacent charity shops.
- 3.17 Having considered the formal objections and the overwhelming support from the business community, as well as input around air quality from the ELC Environmental Compliance Officer, it is the recommendation of officers that we set aside the objections and make the ETRO permanent with no modifications.
- 3.18 Following the successful introduction of decriminalised parking enforcement and the consolidation of Traffic Regulation Orders, an ongoing review of restrictions has highlighted several areas that require amendment / introduction (Appendix B)
- 3.19 There have been requests from the local community to introduce a 40mph buffer speed limit on Dean Road, Longniddry from its junction with the A198 coast road southwards to the existing 20mph speed limit (Appendix C).
- 3.20 An Elected Member has asked for an overnight parking ban to be placed within the car park of the Musselburgh East Community Learning Centre to stop camper vans from parking overnight (Appendix D).
- 3.21 To facilitate the construction of a new car wash there is a requirement to Stop Up a section of public verge. Works had to be halted on the A199 at Oak Tree, Haddington for the building of a new car wash as the applicant needs a Stopping Up Order to proceed (Appendix E).

## **4 POLICY IMPLICATIONS**

- 4.1 None

## **5 RESOURCE AND OTHER IMPLICATIONS**

- 5.1 Finance: All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within the Roads revenue budget.
- 5.2 Human Resources: None
- 5.3 Other (e.g. Legal/IT): Legal have reviewed this report

- 5.4 **Risk:** The majority of the feedback regarding the improvements to the east end of North Berwick High Street has been positive. Even some of those that objected to the ETRO have said they are really happy with the work done to improve the High Street but do not want the loading/unloading bay outside of the former police station. If the ETRO is not progressed and made permanent the feedback ELC have received from the business community is that it will have a significant impact on how they operate and will not allow them to operate without impacting on others and will result in congestion of the High Street. They do not want to see the community experience more difficulties in using the High Street.

Possible road safety issues associated with indiscriminate parking and vehicles travelling at excessive speeds for Appendices B, C & D.

## 6 INTEGRATED IMPACT ASSESSMENT

- 6.1 **Select the statement that is appropriate to your report by placing an 'X' in the relevant box.**

An Integrated Impact Assessment screening process has been undertaken and the subject of this report does not affect the wellbeing of the community or have a significant impact on: equality and human rights; tackling socio-economic disadvantages and poverty; climate change, the environment and sustainability; the Council's role as a corporate parent; or the storage/collection of personal data.

**or**

The subject of this report has been through the Integrated Impact Assessment process and impacts have been identified as follows:

Subject	Impacts identified (Yes, No or N/A)
Equality and human rights	
Socio-economic disadvantage/poverty	
Climate change, the environment and sustainability	
Corporate parenting and care-experienced young people	
Storage/collection of personal data	
Other	

*[Enter information on impacts that have been identified]*

The Integrated Impact Assessment relating to this report has been published and can be accessed via the Council's website:

[https://www.eastlothian.gov.uk/info/210602/equality\\_and\\_diversity/12014/integrated\\_impact\\_assessments](https://www.eastlothian.gov.uk/info/210602/equality_and_diversity/12014/integrated_impact_assessments)

## **7 APPENDICES**

- 7.1 Appendix A – Redacted formal objections and letter from North Berwick Business Association.
- 7.2 Appendix B – The amendments of the prohibition and restriction on waiting, loading and unloading at various streets.
- 7.3 Appendix C – Speed limits.
- 7.4 Appendix D – Restriction on overnight parking.
- 7.5 Appendix E – Stopping Up

## **8 BACKGROUND PAPERS**

- 8.1 Report to Council 25 April 2023, Town Centre Parking Management: Introduction of Parking Management Proposals in North Berwick
- 8.2 Report to Cabinet 21 January 2025, Various Roads – East Lothian, Introduction and Amendments to Traffic Regulation Orders and an Experimental Traffic Regulation Order 2025
- 8.2 A package of information containing the three objector meetings to ETRO 059/25, note of the meeting and subsequent emails.

## **9 AUTHOR AND APPROVAL DETAILS**

### **Report Author(s)**

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<b>Designation</b>	Roads Asset and Regulatory – Team Manager
<b>Tel/Email</b>	iking@eastlothian.gov.uk
<b>Date</b>	25/02/2026

### Head of Service Approval

<b>Name</b>	Tom Reid
<b>Designation</b>	Head of Infrastructure
<b>Confirmation that IIA and other relevant checks (e.g. finance/legal) have been completed</b>	Yes
<b>Approval Date</b>	2 March 2025

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**Roads Consultation**

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**From:** [REDACTED]  
**Sent:** 26 September 2025 20:08  
**To:** Roads Consultation  
**Subject:** East End, North Berwick High Street - ETRO

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I understand that the above is scheduled to close on 1st October.

I wish to formally object to this order on the following grounds :-

- 1) The narrowing of the access to the High Street from Quality Street has created an unsafe arrangement. Large vehicles approaching the junction from the North or South have difficulty in entering the street without running over the pavement. This is evidenced by the broken slabs on both sides of the junction.
- 2) While I do not object to the widening of the pavements, I do object to the complete removal of parking at this end of the High Street. This disadvantages people with mobility issues. There is no suitable way for, as an example, my elderly Mother to access most of this part of the High Street. Having worked in the High Street she can no longer see most of it other than passing by in a car. The Charrette proposed a few parking spaces in this end of the street which would make it more accessible.
- 3) I vehemently object to the works carried out outside the Police Station. This area was proposed as a public space in the Charrette, which had essentially been done using the blue box planters. With no public consultation ELC bowed to the request of one business owner and created a loading bay in this area. I have watched the use of this area, and have never seen it used as a loading bay unless Greggs customers stopping there to buy and eat goods from that shop can be considered loading. Even the shopkeeper who wanted this loading bay doesn't use it. Their deliveries are left on the pavement outside the shop. The seats in this area are not as well used as they used to be other than, again, Greggs customers. This area is essentially an outdoor seating area serving Greggs, as few other people want to sit there. This work should be reversed to create a bigger and more pleasant amenity space as was previously agreed by ELC. Also the design of the loading bay creates a hazard as large vehicles exiting the bay cannot do so without running over the pavement. This too is evidenced by the broken slabs.
- 4) While I agree with the principle of encouraging the use of cycles, the positioning of the cycle racks on the pavement completely defeats the point of widening the pavements.

Regards

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## Roads Consultation

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**From:** [REDACTED]  
**Sent:** 28 September 2025 21:35  
**To:** Roads Consultation  
**Cc:** Findlay, Jeremy; Allan, Liz; McFarlane, Carol  
**Subject:** EAST LOTHIAN COUNCIL (HIGH STREET (EAST), NORTH BERWICK) (RESTRICTED PARKING ZONE) EXPERIMENTAL ORDER 2025

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I write to object to the above Experimental Traffic Order.

Although I welcome many features of the new lay out such as wider pavements and the traffic calming strips, I object to the replacement of part of the amenity area outside the Police Station with a loading bay.

In my walks along the High St I have never seen it being used for loading. Instead it is abused frequently by shoppers using it for parking.

I urge the Council to reverse this aspect of the experiment and reinstate the original amenity area that Council agreed to originally before lobbying by one business.

[REDACTED]

3

## Roads Consultation

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**From:** [REDACTED]  
**Sent:** 26 September 2025 16:50  
**To:** Roads Consultation  
**Subject:** EAST LOTHIAN COUNCIL (HIGH STREET (EAST), NORTH BERWICK) (RESTRICTED PARKING ZONE) EXPERIMENTAL ORDER 2025

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I do not object to the restriction of parking in two of the loading bays. I do object to the imposition and provision of a third loading bay. There was no public consultation or engagement and a third loading bay was agreed between officers at one of two objectors at a very late stage. That agreement was a disgraceful means of usurping public involvement. It demonstrates contempt for public feelings over the use of that part of the High Street outside the Police Station. The decision was ultra vires. All this has done is to create a parking bay for drivers, usually of vans but not always, to park while they buy their Greggs Meal Deal. This unlawful activity is neither monitored nor actively enforced. It is unacceptable that a parking bay has been provided and a public space destroyed in order to facilitate the misuse of parking. The controls are not used and so it seems a waste of time to do anything further.

The scheme is also unfinished with tarmac in place on the south side of the High Street and the cycle racks create a significant hazard to pedestrians to the disabled and to pram and wheelchair pushers.

[REDACTED]

4

## Roads Consultation

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**From:** [REDACTED]  
**Sent:** 28 September 2025 23:01  
**To:** Roads Consultation  
**Subject:** ELC (HIGH STREET (EAST), NORTH BERWICK) (RESTRICTED PARKING ZONE) EXPERIMENTAL ORDER 2025

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Might I register a formal complaint against the parking lay-by in front of the police station in North Berwick. I used to love sitting there to catch my breath as I walked along the high street. Now, when I need to sit down, the lay-by is full of cars - parked, not loading. To make matters worse, they often just leave their engines running making my lung condition and asthma much worse. I was shocked to learn that this change of the original plan (most of which works well and is approved of by everyone I speak to) by ONE objector. Surely this is far from democratic. Please will you reverse this decision made under emergency powers. There is no justification for it. It detracts hugely from the quality and functionality of the high street, it is unnecessary, undemocratic, and fills the high street with fumes - contributing to the air pollution that causes 40,000 early deaths every year in this country.

Thank you.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

5

## Roads Consultation

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**From:** [REDACTED]  
**Sent:** 30 September 2025 16:17  
**To:** Roads Consultation  
**Subject:** East Lothian Council (High Street (East) North Berwick) Restricted Parking Zone) Experimental Order 2025.

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Dear Sirs

I hereby object to the above due to the unauthorised provision of a loading area in front of the former police station in place of the approved amenity space. ELC should:

- a) Revert to the approved drawings. The loading area is, in law, temporary in any case. This will see the provision of a social space that positively contributes to the town centre and a great facility for everyone, particularly disabled people;
- b) The loading area is rarely used for loading and simply causes problems by casual, unauthorised use, mainly as a stop off to join the queue at Greggs. This is also a waste of a valuable space. There should be consultation in the community on the detailed design of this space;
- c) It prevents the provision of an amenity and social space that could be landscaped to be a gem and attraction. This is good for business too - the pedestrian pound.
- d) Give people respite from the noise, pollution and intrusion of traffic.

I welcome the widening of the pavements, that I have argued for, for the past six years in the face of reactionary entitlement.

Yours faithfully

6

## Roads Consultation

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**From:** [REDACTED]  
**Sent:** 29 September 2025 15:30  
**To:** Roads Consultation  
**Subject:** EAST Lothian Council (High Street (East), North Berwick) (Restricted Parking Zone) Experimental Order 2025.

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To who it may concern

Re: EAST Lothian Council (High Street (East), North Berwick) (Restricted Parking Zone) Experimental Order 2025.

I am writing to object to the Experimental Order being made permanent within the period of six months from 1 April 2025 under section 10(2) of the 1999 Regulations.

The grounds for objection are 1. safety and 2. the loss of amenity space which contributed to the mental and physical wellbeing of many residents with a variety of special needs.

Firstly, I'd like to state that the east end of the High Street has been much improved in appearance by the introduction of the attractive paving stones, widened pavements and no parking.

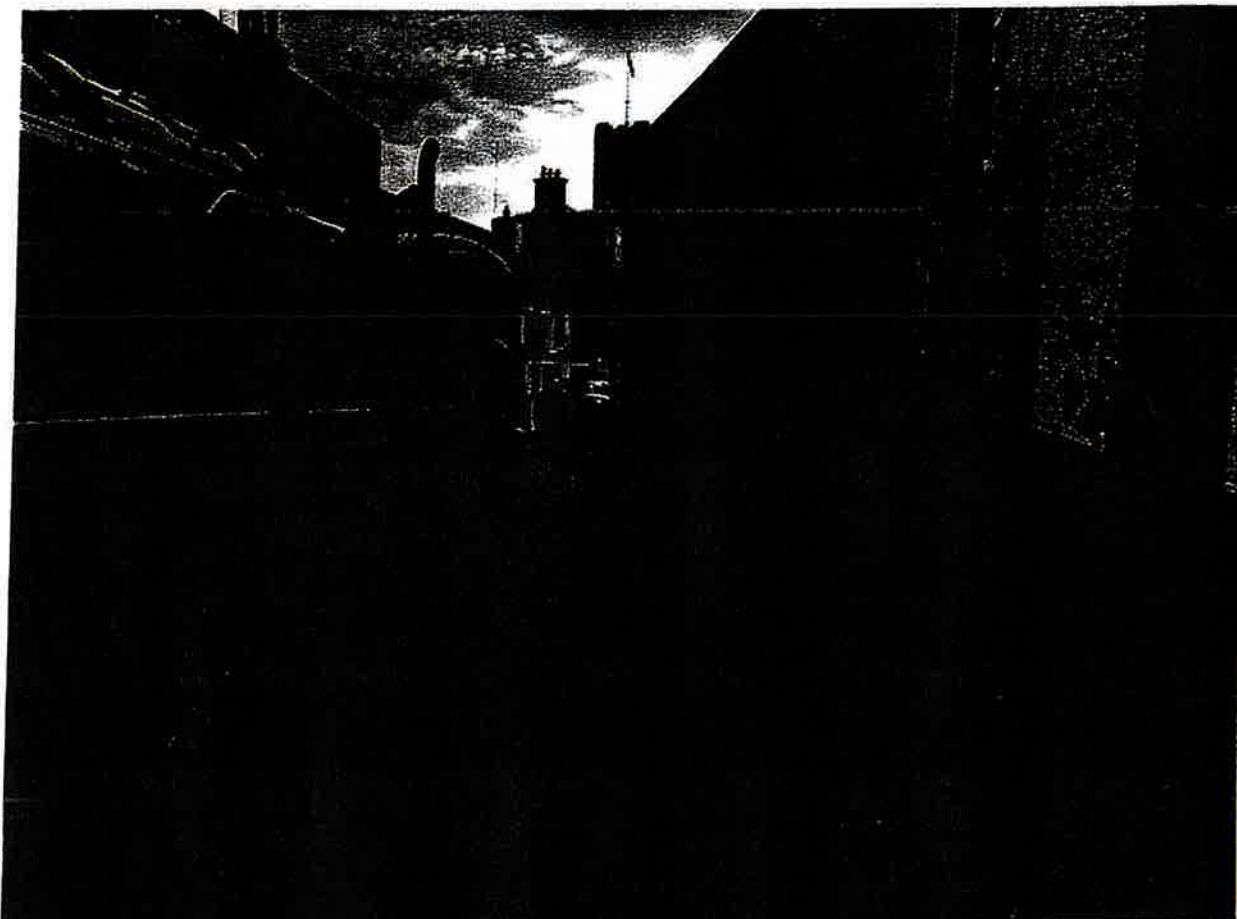
However, in terms of safety, it has become more dangerous as a driver and pedestrian because the lowered kerbs have the effect of making the street feel pedestrianised endangering those who walk out unthinkingly especially with elderly people or those with prams and scooters. I have witnessed many near misses.

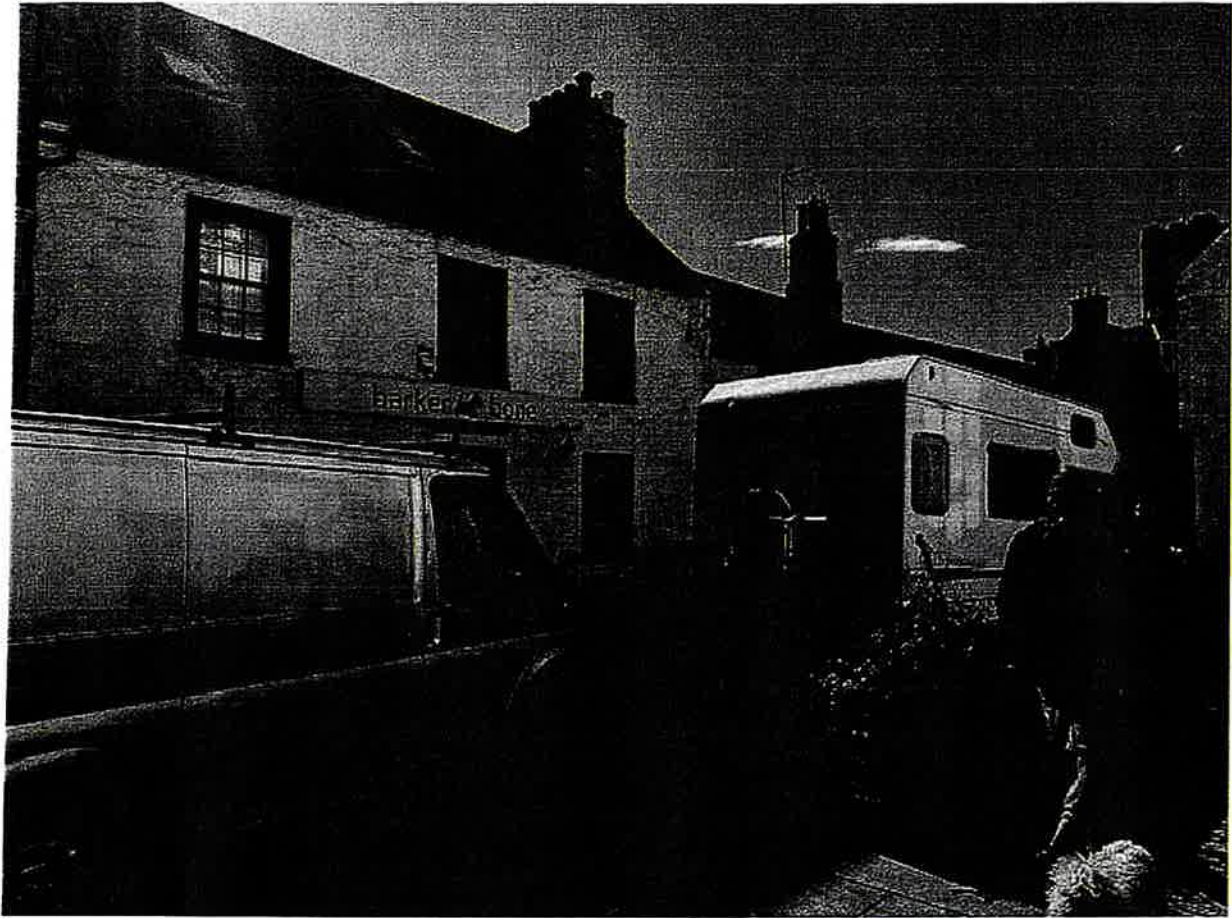
The lowered kerbs also mean that cars and lorries casually and dangerously cut the corners when turning into the High Street and when leaving the loading bays. Again, I have witnessed many near misses with pedestrians crossing when a lorry cuts the corner into High Street. The resulting damage to the kerbs and pavement means the surfaces have become trip hazards. Specifically the north corner from Quality Street to High Street.

The west end of Nisa loading bay has been badly broken up and the water riser damaged causing water to flow out for weeks. Once it was repaired the pavement was immediately broken up again. It is a waste of money, time and resources to continue with this arrangement unless a solution is found to prevent drivers cutting corners.

Similarly, the west corner of the loading bay outside the police station is also broken up and a trip hazard. A reasonable solution might be to place a sturdy planter or curved corner barrier or collapsible bollard ...

Secondly, I am saddened that there was no consultation about removing the valuable and much loved amenity area from the police station. I object to the change of use to a loading bay which blocks any view or sunshine from the people sitting there when vans, lorries and camper vans are parked there. Worse still is when vehicles sit there with engines running. This space was well used, appreciated and regarded as a safe space to stop and rest; park a pram or mobility scooter; a safe waiting area for families with young children, dogs. It was a safe space for clients of the Day centre or Scone Cafe, visitors and locals with wheelchairs and school children to eat their lunch. It does not feel safe any more as the lorries tower over the seating area and there is much less space for people to walk by or stop and chat. The lack of consultation with local people and community groups who know the needs of residents and visitors is most egregious as an alternative loading bay could have been constructed in the area at the junction of Market Place.





Yours faithfully

[Redacted signature]

**Roads Consultation**

**From:** [REDACTED]  
**Sent:** 30 September 2025 23:48  
**To:** Roads Consultation  
**Subject:** East End, North Berwick High Street - ETRO

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I understand that the above is scheduled to close on 1st October.

I wish to formally object to this order on the following grounds :-

The narrowing of the access to the High Street from Quality Street has made the road unsafe. Large vehicles turning into the High Street do not have enough room to turn and now run over the pavement. There is no pedestrian crossing or zebra crossing (as on the south side of Quality street) and pedestrians are frequently at risk of turning vehicles with restricted sight lines. Unfortunately the new slabs on either side are cracked and broken.

There is no parking at all at the East end of the High Street which means that the loading bays are constantly full of parked vehicles used by tradesmen, workmen, and people shopping. The Charrette proposed a few parking spaces in this end of the street which would make it more accessible.

The area in front of the Police Station which had been restored to a safe, sheltered seating area where people could sit and rest or meet others has been ruined by the change to make it a loading bay. It is no longer a safe space for vulnerable and infirm people to sit and rest and feel part of the community.

In 1960, a space was created in front of the Police Station with flowers, seats and space for people to meet and enjoy the company of friends or sit in the sunshine. It contributed to the economy of the town by encouraging people to linger, enjoy the flowers and then wander round the shops spending money or going for coffee.

In the 1990s it became a parking area, with people depositing wheelie bins and dumping unwanted items. The rundown space was reclaimed in 2022 when the Community Council, Police, and Voluntary groups joined together to place the planters and seats and remove the bins and parking. This was one of the key recommendations of the 2017 Charette which was endorsed by the Community Council.

The final plans were committed to saving this valuable space for pedestrians and vulnerable people who required a safe place within the busy High Street. At the very last minute, a change was made to remove half of this space, without consultation with anyone who used it or any of the groups who had fought to establish it 5 years ag

Many groups used this restored amenity area – High School pupils congregated at lunchtime after buying sandwiches and snacks; older people from the Day Centre sat to enjoy the company of old friends and the buzz of the town; cyclists from Edinburgh and tourists arriving from the station could pause while exploring the town and shops.

This area was proposed as a public space in the Charrette, which was achieved using the blue box planters. The ETRO reversed this decision without any consultation and at the very last minute before the road was dug up. One complaint from a business owner was enough to overturn the decision made by many representative groups and 'On the Move' a subgroup of the Area Partnership and the group tasked with the responsibility of reaching a consensus on the way forward.

The loading bay is too small for large vehicles which park daily and which have to go over the pavement at either end, cracking the paving slabs and causing damage to fire hydrants and pipes under the surface. This makes it a hazard for people with walking aids and visual disabilities.

Cycling racks are needed in the High street but the new ones positioned outside the Law hotel cannot be used as any bikes parked there would completely block the pavement.

As a result of this change endorsed by the ETRO there is now:

Continual parking in the loading areas at the East end of the High Street.

Cars and vans parked in the loading bays for shopping and working

People sitting on the seats now look out on the side of the lorries and cars, many of them idling their engines and polluting the air.

NBIB spoke to the Operations Manager of North Berwick Coastal Community Connections and she cited the use of this tranquil haven by many people including their buddy walkers. The Day Centre took clients there regularly to enjoy watching everything. A survey of passers by was organised one Saturday morning and the vast majority were opposed to the removal of the seating area. There was much anger that it was being removed to create a loading bay. And even greater anger at the last-minute change to an agreed plan on the basis of a request from one shopkeeper.

She said -

“All are saddened that as they anticipated the seating area is much less used with people only sitting to eat Gregg's snacks and moving on. No one arranges to meet there any longer and fewer spend time looking at and enjoying the plants. It is a thoroughfare not a treasured haven in a busy world. It could be easily restored by moving the blue planters into the loading bay area.”

#### Benefits of the lost Amenity Area

- Health & Well Being - combatting isolation and loneliness for all age groups – the space is in the town centre and accessible to most, especially the elderly and young for them to sit, walk to, enjoy plants, learn from the information boards, talk to friends and meet new people.
- It's the only seating in this section of the High Street: large number of elderly with poor mobility shop in this section of the High Street and it encourages them to come out and walk.
- A safe place - away from traffic - for people with prams, bikes, wheelchairs, mobility scooters, dogs and walkers to wait while companions/families visit shops and spend money!
- NB in Bloom's Planters and hanging baskets in this area contribute to it being named one of the Best High Streets in Britain and the top place to live in the UK (Sunday Times 2024)

Despite these positive benefits, a last minute change was made to the plan for alterations to the East end of the High Street in April 2025. As predicted,

- Drivers now use the unloading bay to park as they do now outside NISA.

· Pedestrians walk straight across from the vannel to Gregg's with the risk of injury from manoeuvring vehicles.

· People sitting on the benches are at risk from pollution from moving vehicles, as are volunteers maintaining the barrels and window boxes.



**Objection by North Berwick Coastal Area Partnership, On the Move Group to East Lothian Council (High Street (East) North Berwick) (Restricted Parking Zone) Experimental Order 2025.**

This is an objection to the above by North Berwick Coastal Area Partnership On the Move Group who voted unanimously to object to the provision of a loading bay/area at the front of the former police station at its meeting on 10<sup>th</sup> September, 2025 and reported to the AGM of the Area Partnership on 23<sup>rd</sup> September 2025. This is because the bay scuppers the provision of workable, valuable amenity space. In addition, we also welcome the provision of widened pavements elsewhere and make constructive suggestions at f below.

**a) Governance.** There has been a severe breach of governance on the part of the Road Services Department in altering the design of the area in front of the former police station so that only half of the proposed amenity space is retained due to the intrusion of a large loading area that replaced about half of an amenity space that was an integral part of the approved plans – plans approved by full Council on two occasions and then ratified by Cabinet, in January 2025, one month before construction work was due to start.

The approved plan was the result of years of discussion and meetings, starting with the North Berwick Charrette that involved the whole town in consultation through consultants appointed by the Area Partnership. Following approval of the Charrette further consultation took place with the project engineer from Road Services, Ian Lennox and his predecessor, Graeme Brown. Mr Lennox produced the plan that went forward for full Council approval in 2023 and then ratified by Cabinet. The main change from the Charrette plan as a result of feedback from representatives of the Business Association was to incorporate a loading area on the south side of the east end of High Street outside Home Hardware and Tiffanys, to supplement the existing loading bay at NISA. This was done as a compromise to appease some local traders and was then incorporated into the plan approved by full Council and Cabinet. It should be noted that there are two further loading areas at Cake, a short distance away on the High Street. In addition to these four loading areas, there is on street parking at and west of Market Place on the High Street and a handy car and van park one minute away at the rear of Great Escape. The subject loading area makes five bays over a short distance on the High Street.

Despite the years of consultation and hours of site meetings with Mr Lennox who retired prior to work commencing, the approved plans were altered two weeks before work was due to start. This was the result of two Road Services engineers meeting two traders and unilaterally altering the approved plan to keep these two traders happy. There was no report to Cabinet about the alteration and no consultation with the rest of the community, notably disabled people. There was no consultation with In Bloom who had lovingly cared for the existing space with planters and seats had been donated by individual residents. Previous discussions with representatives of the North Berwick Business Association indicated that the approved plan with the loading area at Home Hardware/Tiffanys was a fair compromise and that a pleasant pedestrian friendly High Street was good for business. This breach of governance affronts Transport Scotland’s *Guidance on Inclusive Design for Town Centres and Busy Streets – Part 1, Inclusive Engagement for Street Design*.

The unauthorised amended plan was hastily drawn up and was not made available until the day after construction work had started. Two of the three Ward councillors knew nothing of the last minute change and neither did the Community Council nor the Area Partnership.

The fact that Police Scotland had declared the police station surplus to requirements is irrelevant as it will at some time be sold for another use commensurate with the High Street.

**b) A Precious Space Wasted.** The continuing provision of this fifth loading area scuppers the chance of a spacious amenity space in the heart of the High Street where people can meet, segregated from the traffic and fumes by a cascade of planting and flowers and hard landscaping. In contrast, the unauthorised loading area is rarely used for loading and is abused by car and van

drivers popping into Greggs for a takeaway – by far the main use of the loading area. Ironically, the Greggs delivery lorry driver was seen transporting goods from the Cake bays as two cars were parked in the subject bay. Its lack of use for loading is supplemented by the anarchy it creates. Attached is a small selection of photos taken of witnessed abuses, in some cases with the engines idling for several minutes. No doubt the promised monitoring by Road Services will support what is being witnessed daily. Please provide all monitoring results to date.

**c) Inclusivity.** The pavement space provided under the ETRO, although nominally 3 metres wide, is in effect less than 1.5 metres wide when the in use seating, wheelchair/mobility scooters, planter widths and vehicle door reach are taken into account. This makes it difficult for the users of wheel chairs and mobility scooters and impossible as a meeting space where people can gather to chat face to face. This is contrary to Transport Scotland's *Guidance on Inclusive Design for Town Centres and Busy Streets, Part Two – Physical Design Measures for Inclusive Design*. It should be noted that only the approved drawings were the subject of an integrated impact assessment, not the loading area amendment. This change will have a significant impact on the wellbeing of the community, particularly people protected by the Equalities Act 2010. The planters are also functional for stopping vehicles mounting the pedestrian space and injuring people and cracking the pavings. This is shown on one of the attached photographs. Without the planters and seating this space will revert to a parking place and bin dump as before.

**d) An ETRO is a Temporary Measure.** Fortunately the fact that in law the works are temporary means that the loading area can be seen for what it is – a waste of space. The temporary nature of the scheme means that the loading bay can be removed to be replaced by a landscape scheme in consultation with In Bloom and disabled people.

**e) Monitoring.** Road Services' evidence will be welcome as the feedback that On the Move has received clearly indicates that the area is rarely used as a loading bay or even a drop off for Barker and Bone and Oxfam. Random half hour sits there will show that about 90% of users are stopping off to join the queue in Greggs for a takeaway. As stated above the Greggs' lorry was witnessed unloading from one of the Cake bays. It does not even function on its own terms – it is a waste of valuable space.

**f) Otherwise Good Feedback on the Approved Sections.** The feedback we have had on the widened pavements has been very positive, other than that a blind contributor has commented that the siting of the bike racks is intrusive and that the kerb upstands are not in accordance with the design Standards cited in Transport Scotland's *Design for Town Centres and Busy Streets*. This is illustrated in one of the attached photographs. The bike racks could be sited at Quality Street near the ice cream parlour where they were removed by undertakers and not replaced. Comment has also been made on the incongruous change of surfacing at Tipy Canoe. Further, OtM were asked what payment the consultants Stantec were paid for their work on this scheme and how much was added for the late change of plan.

**g) Statutory Breach?** This consultation was not placed on ELC's Consultation Hub until 18<sup>th</sup> September 2025, 13 days before the consultation deadline. Therefore ELC should be prepared to extend the statutory consultation period.

[REDACTED]

East Lothian Council  
Penston House  
11 DEC 2025



9th December 2025.

**Police Station loading bay North Berwick**

Dear Mr Stubbs,

I am contacting you on behalf of the thirty two businesses in the East End of North Berwick High Street and as a representative from NB Business Association.

We have recently been informed that a group from 'On the Move' are requesting that the loading bay at the police station is taken away to extend the public space already in existence.

We have not been included in any consultations / meetings concerning this. We know that ELC will be included and therefore contacting you direct.

All thirty two businesses have been contacted by me and they unanimously disagree with this proposal.

The loading bay is a designated zone for goods vehicles to load/unload, crucial to the logistics to service the High Street.

We have seven public spaces within the High Street and three loading bays in the East End. The majority of business in this area require adequate loading areas and the present set up works well.

Taking away this area will not allow business to operate without congesting the High Street.

It is a valuable drop off point for people with mobility issues. It is understood it is not a designated area for this purpose, but with no parking in the East End it has afforded accessibility to the essential shops in that area.

We do not want to see this section of the community experience more difficulties in using the High Street.

We work 24/7 on the High Street and have not witnessed any issues with the bay over a busy Summer. The area is regularly observed by the wardens who move on, or issue fines to those illegally parking.

We would be grateful that our comments are given consideration by ELC AND made known at any meetings concerning this proposal.

Please would you acknowledge receipt of my letter.

Kind regards



Appendix B – The amendments of the prohibition and restriction on waiting, loading and unloading at various streets

<b>No.</b>	<b>Location</b>	<b>Description</b>
1	Masons Way, Wallyford	Change existing schedule 2 “No waiting at any time” to schedule 1 “No waiting, loading and unloading at any time
2	15a Bridge Street, East Linton	Introduce waiting restrictions to control indiscriminate parking
3	Inveresk Place junction, Inveresk Road, Musselburgh	Introduce waiting restrictions to control indiscriminate parking and improve sightlines
4	Goodalls Place, Haddington	Introduce waiting restrictions to control indiscriminate parking and keep access from being obstructed near former Golf Tavern
5	Craighall Link at Queen Margaret University Drive, Musselburgh	Introduce waiting restrictions to control indiscriminate parking and damage to adjacent verge
6	Elder Court, Tranent	Introduce waiting restrictions to control indiscriminate parking and stop private parking spaces from being blocked
7	Alderston Gardens, Haddington	Introduce waiting restrictions to control indiscriminate parking
8	Marmion Court / Marmion Crescent, North Berwick	Introduce waiting restrictions to control indiscriminate parking
9	Meetinghouse Drive, Tranent	Introduce waiting restrictions to control indiscriminate parking and damage to grassed build out

Appendix C – Speed Limits

<b>No.</b>	<b>Location</b>	<b>Description</b>
1	Dean Road, Longniddry	Introduce 40mph buffer speed limit

Appendix D – Restriction on overnight parking

<b>No.</b>	<b>Location</b>	<b>Description</b>
1	Musselburgh East Community Learning Centre, Musselburgh	Overnight parking restriction to stop Motor homes / Camper vans

## Appendix E – Stopping Up

<b>No.</b>	<b>Location</b>	<b>Description</b>
1	A199 Oak Tree, Haddington	To facilitate the construction of a new car wash there is a requirement to Stop Up a section of public verge