

WILL DUNBAR PARKING CHARGES CHANGE YOUR HABITS?

RESULTS OF SURVEY
June 2025



DUNBAR
COMMUNITY
COUNCIL

On 5th May 2025, East Lothian Council's (ELC) consultants, Stantec, launched a questionnaire in Dunbar to ascertain community views on a parking management regime.

The proposals provided for parking charges over some 37 hectares of Dunbar, stretching from the sea to the north and east, to Dunbar Primary School/Marine Road in the west, and to the railway line to the south.

The proposals were predicated on ELC's Transport Management Strategy (2018) and upon the following target outcomes:

1. To support a move to net zero by encouraging people to use their cars less and public transport, more.
2. To increase parking turnover in the High Street to increase trade.
3. To raise revenue, badly needed to support safer streets and parking enforcement.

The introduction of parking charges in Dunbar 35 years ago resulted in a rapid decline in the prosperity of Dunbar High Street, with 50% of shops closing within a year. With the development of edge of town shopping in Dunbar, Haddington and Edinburgh, Dunbar Community Council (DCC) wanted to understand what the impact of parking charges would have now, on community behaviours.

On 21st May, DCC's own survey was launched on-line and in paper form.

1,336 people completed submissions before Stantec's deadline of 16th June 2025. 81 people used the paper form and the balance entered their responses on line.

To accord with the deadline for all representations, DCC presented results from their survey as part of their comprehensive representation to East Lothian Council and Stantec, made on 13th June 2025. 1215 responses were received by that date.

A further 121 people submitted forms before the deadline on 16th June and the overview of all 1336 responses is captured in this paper.

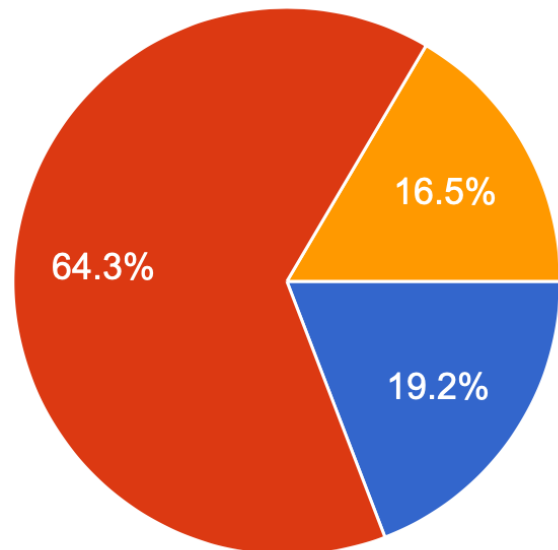
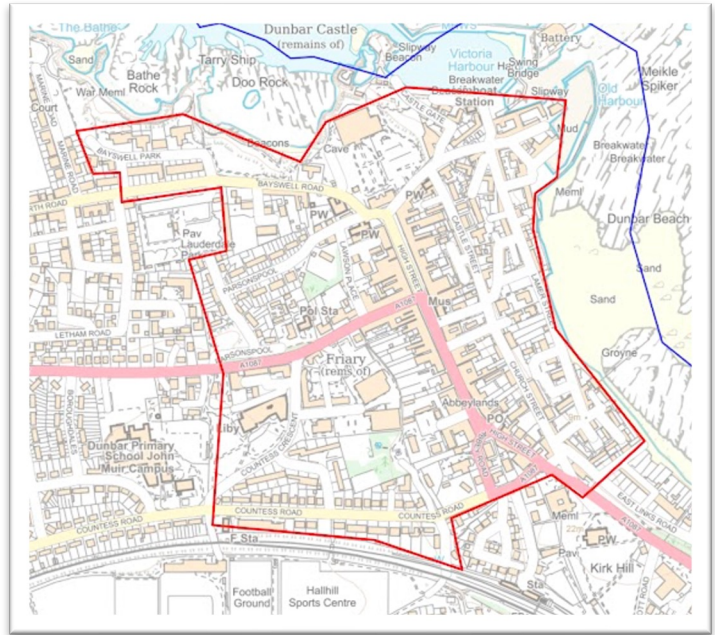
The response splits have remained virtually constant since the first 200 forms were received.

Pippa Swan
Chair
Dunbar Community Council
20th June 2025

ABOUT YOU

We wanted to know where respondents lived so that we could gauge the impacts by location.

1336 people answered this question.



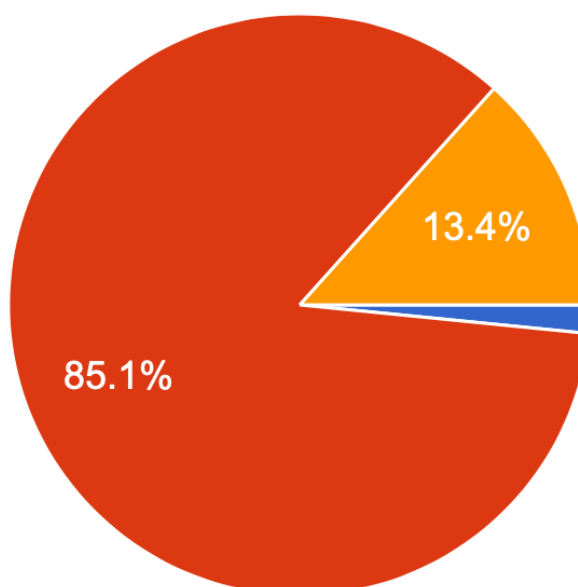
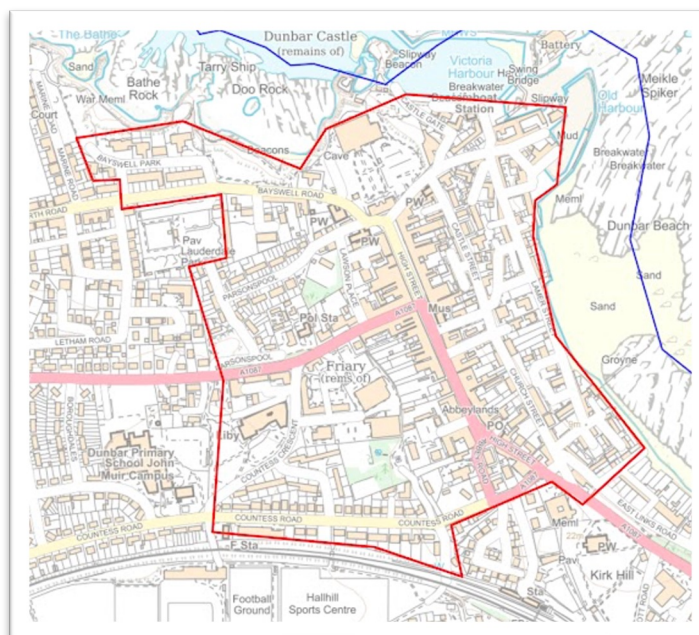
- I live within the Parking Controls and Charge Area (red outline on map, below)
- I live in Dunbar but not in the Parking Controls and Charge Area
- I live outside Dunbar and travel into the town

- ❑ 255 respondents lived in the parking control area
- ❑ 862 respondents lived in Dunbar but outwith the control area.
- ❑ 219 respondents lived outwith Dunbar and travelled into town

HIGH STREET IMPACTS

We asked how short stay and parking charges on High Street and West Port would change your habits.

1333 people answered this question.



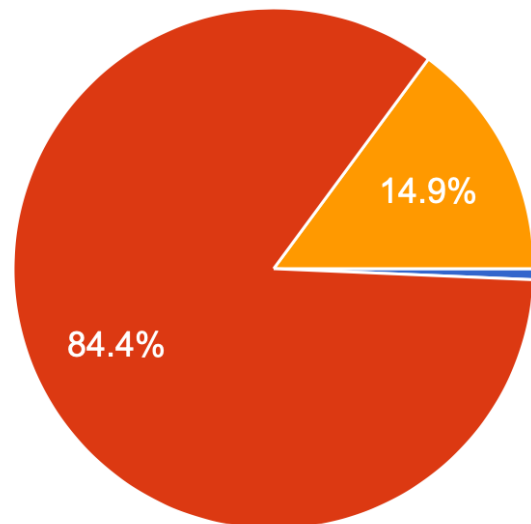
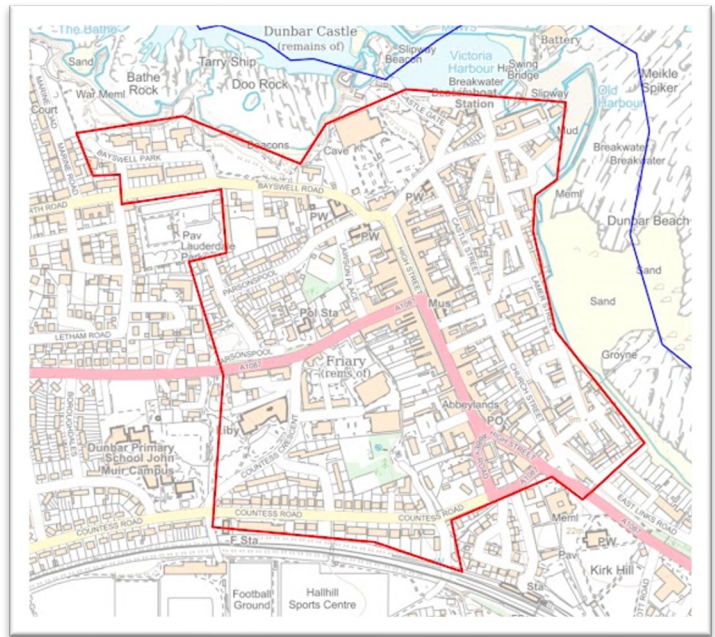
● MORE
● LESS
● NO CHANGE

- ❑ **1,134 people** said that charges on High Street and West Port would make them **visit less**.
- ❑ **178 people** said that charges would make **no difference**. This aligns with the numbers of people who live in the proposed charge area and walk to High Street to shop/socialise/use services.
- ❑ **21 people** said that charges would encourage them to use the High Street **more**.

LAUDERDALE PARK IMPACTS

We asked how medium stay and parking charges at Lauderdale Park would change your habits.

1333 people answered this question.



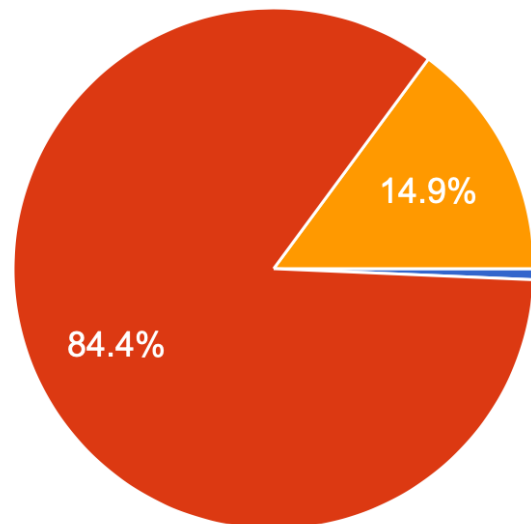
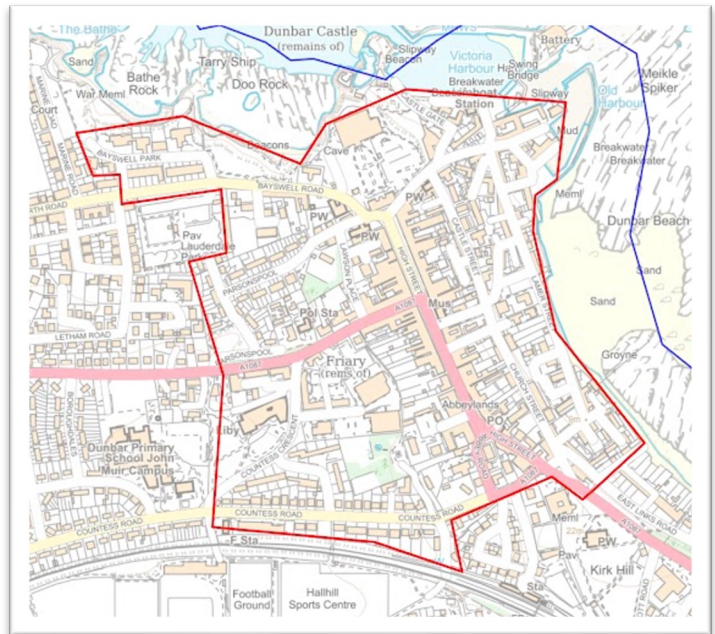
● MORE
● LESS
● NO CHANGE

- ❑ **1,124 people** said that charges at Lauderdale Park would make them **visit less**.
- ❑ **198 people** said that charges would make **no difference**. This aligns with the numbers of people who live in the proposed charge area and walk to Lauderdale Park for leisure and to socialize.
- ❑ **9 people** said that charges would encourage them to use the Lauderdale Park and High Street **more**.

LEISURE POOL IMPACTS

We asked how medium stay and parking charges at Dunbar Leisure Pool would change your habits.

1328 people answered this question.



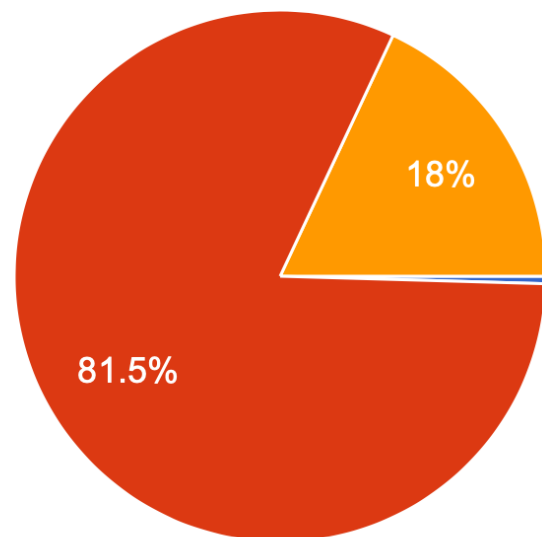
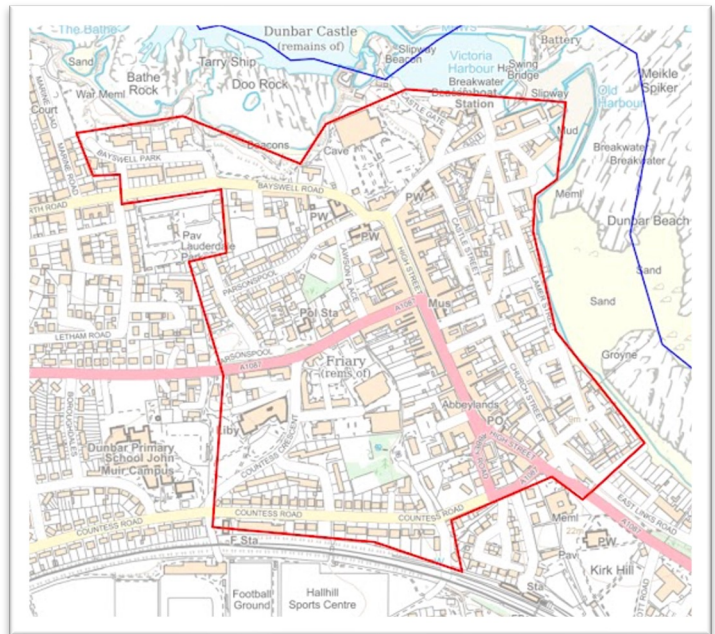
● MORE
● LESS
● NO CHANGE

- ❑ **1,132 people** said that charges at Dunbar Leisure Pool would make them visit the pool and High Street **less**.
- ❑ **189 people** said that charges would make **no difference**. This aligns with the numbers of people who live in the proposed charge area and walk to the pool and High Street for leisure and to socialize.
- ❑ **7 people** said that charges would encourage them to use the Pool and High Street **more**.

BLEACHINGFIELD IMPACTS

We asked how medium stay and parking charges at the Bleachingfield Centre would change your habits.

1332 people answered this question.

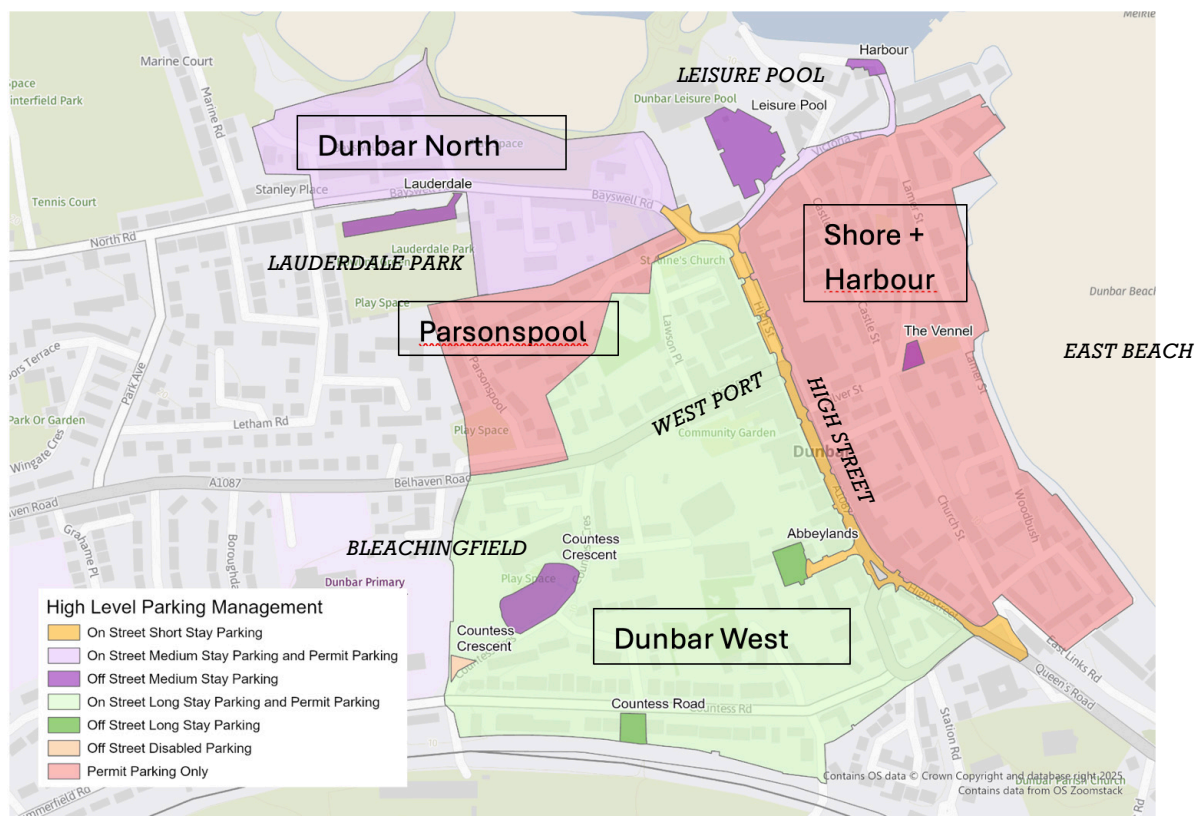


● MORE
● LESS
● NO CHANGE

- ❑ **1,086 people** said that charges at Bleachingfield would make them visit the centre **less**.
- ❑ **240 people** said that charges would make **no difference**. This aligns with the numbers of people who live in the proposed charge area and walk to the centre and that the centre offers services that are essential to some people.
- ❑ **6 people** said that charges would encourage them to use the Bleachingfield Centre **more**.

Proposed Parking Control Zones

Short, medium and long stay car parking and permit parking only (see key)



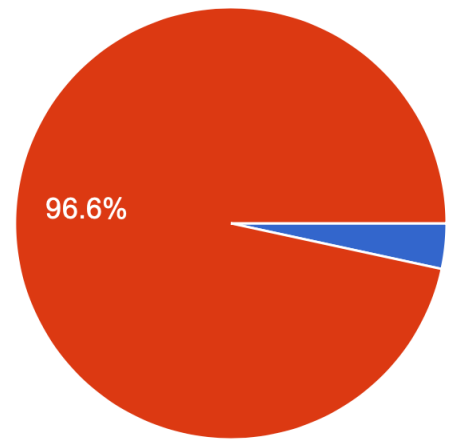
Proposed Parking Charges (see map above for parking designation zones)
(ELC/Stantec have provided no detail on charges for parking permits)

Designation of parking	Permitted Hours (Charging Hours)	Scale of Charges	Maximum Stay	No return within	Disabled Persons Badge Holder (Blue Badge)
Short stay	Every day 8.30am to 6.00pm	Up to 30 minutes Free Up to 60 minutes £1.00 Up to 90 minutes £2.00 Maximum stay 90 minutes	90 minutes	90 minutes	No charge No maximum length of stay
Medium stay	Every day 8.30am to 6.00pm	Up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of 5 hours.	Pay and display parking place – 5 Hours Electric Vehicle charging bay Journey bay – 45 minutes Destination bay – 4 hours	90 minutes	No charge No maximum length of stay
Long stay	Every day 8.30am to 6pm	Up to 30 minutes £0.50 and £0.50 for each 30 minutes thereafter up to a maximum of £5.	23 hours	8 hours	No charge No maximum length of stay

PARKING CHARGES + PERMITS

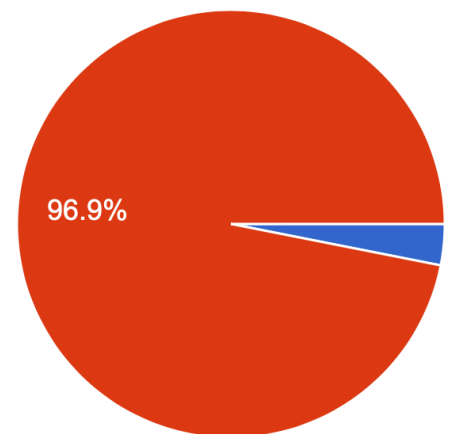
We asked if you were supportive of the idea of parking charges + Permit Parking in Dunbar North and Dunbar West.

(Purple and green areas on map)



Dunbar North

Dunbar West



● Yes
● No

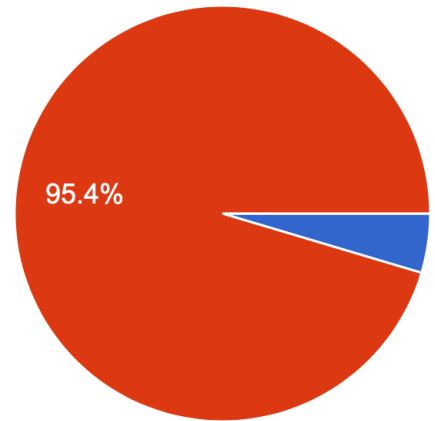
1283 people were **opposed** to charges in Dunbar North
45 people **supported** charges in Dunbar North

1281 people were **opposed** to charges in Dunbar West
41 people **supported** charges in Dunbar West

PERMIT AREAS ONLY

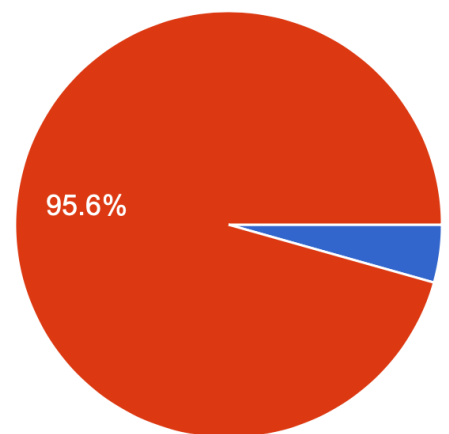
We asked if you were supportive of the idea of Permit Parking only at Parsonspool and Dunbar East (Shore/Harbour areas).

(Pink areas on map)



Parsonspool

Shore/Harbours



● Yes
● No

1264 people were **opposed** to Permits at **Parsonspool**
61 people **supported** Permits here.

1270 people were **opposed** to Permits in **Dunbar East**
58 people **supported** Permits here

YOUR REASONS.....

We asked you to tell us more about why you had responded the way you did.

770 of you did so.

The key messages were:

- ☐ **There is no parking problem in Dunbar that couldn't be fixed by better enforcement.**
- ☐ **Charges are a cynical, money-making scheme and nothing to do with parking issues.**
- ☐ **Charges will badly impact town centre residents who will have no choice and are least able to pay**
- ☐ **Parking charges will kill the High St.**

695 responses received by 13th June 2025 were submitted to ELC as part of Dunbar Community Council's response to the Stantec proposals. A full record of comments is available by contacting dunbarcommunitycouncil@gmail.com

NO PROBLEM...

'Parking isn't a problem in Dunbar and hasn't been for years.'

'I never have a problem parking'

'I have never encountered any issues parking in Dunbar. I have lived in and around this area for 56 years '

'As far as I am aware, there are no issues currently with parking in the town.'

'No need to change the status quo which works well'

MONEY...

'If ELC is short of money and this is a way to create revenue then I would pay more Council Tax on condition they 1) stop paying consultants with ideas of solving problems that don't exist 2) abolish parking charges throughout East Lothian. Especially in town centres.'

'Nothing to help "parking issues", just raising revenue. The council need to find another way to fill that BLACK HOLE. '

'Just a way for ELC to make money.'

Cost based scheme to boost the Council's coffers.'

TAX ON SOME...

'Charges for Resident Permits is just a tax on all those living in the controlled area. Most of these are the least able to pay.'

'I use the pool for my health and now I won't. The extra charges to park will make it unaffordable for me every week'

'Why should I pay to park my car outside my house when those in the new houses don't have to pay anything?'

My family and friends will all visit less with Permit charges. This can't be right.'

KILL HIGH ST...

'The new retail development will have free parking and the great worry is that our lovely Dunbar High Street will go into decline. East Lothian Council should be ashamed of itself.'

'I visit Dunbar almost daily and this would really discourage me from doing so.'

'I have a business on the High Street and charges will just kill it now.'

'The High St will just die'.

'Charging to park means I won't just nip to the shops on the High Street or use any of the cafes. I will just have to use Asda for shopping or the garden centre to meet friends for coffee but I would prefer to use local businesses without paying to park. Most people are likely to do the same, it will be the death of our High Street.'