

TOWN - DUNS

Survey Day:	Monday	Tuesday	Wednesday
Survey Date:	15 August 2016	16 August 2016	17 August 2016
<p><u>Length of Stay:</u> Some 80% of drivers were parking on-street for less than an hour. Less than 5% of drivers stayed for 3 or more hours and of those a total of 19, across the three days, were in place throughout the survey period.</p> <p>Some 85% of drivers were parking off-street in the Showground for less than an hour. Less than 4% of drivers stayed for 3 or more hours and of those a total of 4, across the three days, were in place throughout the survey period.</p>			
<p><u>Occupancy Levels:</u> Occupancy levels were always at manageable levels. On-street occupancy levels ranging from 40% to 80% of capacity over the 3 survey days. The Showground showed occupancy levels ranging from 30% to 80% of capacity on the Monday, 50% to 90% of capacity on the Tuesday and 60% to 90% of capacity on the Wednesday.</p>			
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual on-street spaces over the course of a day was generally high. Turn-over in the Showground was medium to high with spaces showing slightly less average usage than those on-street.</p>			
<u>Stress Levels:</u>			
	Day 1	Day 2	Day 3
Overall Capacity Range			
On street	50% - 86%	44% - 82%	39% - 80%
Car park areas	30% - 80%	50% - 90%	60% - 90%
<p><u>Busier Streets:</u> Market Square and Showground</p>			
<p><u>Quieter Streets:</u> Castle Street, Easter Street and South Street</p>			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
	On-street	31	29	22
	Off-street	10	11	14
Vehicles in place at 17:00		Day 1	Day 2	Day 3
	On-street	29	25	25
	Off-street	14	16	12
Total vehicle Turn over on-street		241	292	297
Total vehicle Turn over off-street		107	106	129
<u>On-street</u>				
Within the half hour periods in between, arrivals and departures tended to balance each other out. There was some fluctuation in movements throughout the day ranging from 5 to 31 in terms of arrivals per period and 9 to 27 for departures. There was a tendency for movements to peak slightly over the lunch period.				
<u>Off-street</u>				
Within the half hour periods in between, arrivals and departures tended to balance each other out. There was some fluctuation in movements throughout the day ranging from 2 to 14 in terms of arrivals per period and 2 to 11 for departures.				
Observations on Restricted Parking:				
On-street observations over the 3 days suggest that while there was occasional short term parking on syl but dyl were much better observed. The situation was exacerbated over the survey period by 3 highway maintenance vans that parked for long periods on the sections of syl in South Street.				
Off-street				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Market Square			
	South Street			
	Easter Street	0,0	0,0	0,0
	Castle Street			
SYL	Market Square	0,0	8,2	3,4
	South Street	3,0,1,1	0,0,1,3	2,0,5,2
	Easter Street	0	0	0
	Castle Street			
Other Observations:				
There was also evidence of occasional short term parking in bus bays and at an I-bar marking (not enforceable). The taxi bay appears to be well respected by other vehicles.				

TOWN - EYEMOUTH

Survey Day:	Thursday	Friday	Saturday
Survey Date:	04 August 2016	05 August 2016	06 August 2016
<p><u>Length of Stay:</u> Some 67% of drivers were parking on-street for less than an hour. Some 16% of drivers stayed for 3 or more hours and of those, a total of 52 (5%) across the three days were in place throughout the daily survey period.</p>			
<p><u>Occupancy Levels:</u> Occupancy levels varied between 43% and 67% with generally 55% occupancy throughout the core of the survey days. Occupancy levels were lower on Saturday ranging from 43%-65%.</p>			
<p><u>Turnover Levels:</u> Turnover in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were in the High Street and Market Place where length- of-stay restrictions exist. Home Place also has length- of-stay restrictions but showed a lower turnover of vehicles.</p>			
<p><u>Stress Levels:</u></p>			
Overall Capacity Range	Day 1 50% - 67%	Day 2 46% - 65%	Day 3 43% - 65%
<p><u>Busier Streets:</u> There was a consistently high level of occupancy in Market Place with little spare capacity, seldom below 85% and often at 100%. High Street also had a high turnover but occupancy levels were lower with maximum occupancy around 85%</p>			
<p><u>Quieter Streets:</u> Home Street and Church Street were quieter. Home Street was often used to capacity with Church Street peaking at around 50% capacity</p>			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
		69	57	53
Vehicles in place at 17:00		Day 1	Day 2	Day 3
		68	62	64
Total vehicle Turn over		318	344	324
Arrivals and departures tend to balance throughout the day during all days with weekday lunchtimes showing a higher number of departures than arrivals. Saturday's figures were more evenly spread at lunchtime. Arrivals and departures were around 10-25 per half hour with least on Thursday.				
Observations on Restricted Parking:				
In High Street the narrow sections appear to be self-regulating. Most areas with DYL were also reasonably well observed with mainly low levels of non-compliance. There was however some incidences of vehicles illegally parking for much longer periods than permitted in Home Street but particularly in Market Place area opposite Royal Bank of Scotland.				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Albert Road	0,3,2,0,0,0,1,0,1	0,8,1,0,0,0,1,0,0	0,2,3,0,0,1,1,0,0
	Home Street	0,0,0	0,4,0	2,2,0
	Church Street	0,0	0,2	0,2
	High Street	0,0,0,0,1,0,0,21	0,0,0,0,0,0,0,21	0,0,0,0,0,0,0,24
	Market Place	0,0,1,1	0,0,0,0	1,2,0,0
SYL	Home Street	0	2	0
Other Observations:				
67 vehicles were observed parking on double yellow lines in the High Street. Of these, 52 stayed for up to 30 minutes, 12 up to 1 hour, 1 for up to 2 hours, 1 for up to 2.5 hours and 1 for up to 3 hours. Of the 67 observations, all but one was in the Market Place area opposite the Royal Bank of Scotland.				

TOWN - Galashiels

Survey Day:	Monday	Tuesday	Wednesday
Survey Date:	15 August	16 August	17 August
<p><u>Length of Stay:</u> There was general compliance on all days to the 1 hour restriction with the majority of vehicles staying moving on within the 1 hour limit in Bank Street and some parts of High Street and Channel Street but a number of vehicles were seen staying for 6 or more hours in High Street near Bridge Street and in Channel Street at the lower end near cinema.</p>			
<p><u>Occupancy Levels:</u> Occupancy levels on all days are generally above the Parking Strategy Threshold Level of 85% with only short periods where this level is not exceeded viz. on Monday from 09:00-09:30 & 16:00-16:30, Tuesday from 10:30-11:00 & 15:00-15:30 and Wednesday from 15:00-16:00. There are areas of single yellow lines being used for short-term parking in High Street near Bridge Street, at Bank Street/High Street junction and in Channel Street at the lower end near cinema.</p>			
<p><u>Turnover Levels:</u> Monday's survey showed good turnover all through town on limited waiting but as above, this is less in High Street and lower end of Channel Street. Tuesday's survey showed a lower level of turnover especially at south-east end of High Street Wednesday's survey results were similar to Tuesday's</p>			
<p><u>Stress Levels:</u> This emphasises the situation of long-stay and over-capacity in the High Street area.</p>			
Overall Capacity Range	Day 1 75% - 100%	Day 2 77% - 101%	Day 3 81% - 104%
<p><u>Busier Streets:</u> Yellow line restrictions as well as length-of-stay restrictions on High Street and Channel Street widely abused. High Street varied from 93% - 160% occupancy and Channel Street 113% - 165%</p>			
<p><u>Quieter Streets:</u> Bank Street would seem to be "quieter" but with more parking bays and a much higher turnover, was also busy but never over capacity reaching around 97 % maximum capacity. There was generally around 85% occupancy in Bank Street.</p>			

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1	Day 2	Day 3
	57	67	66
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	62	70	64
Total vehicle Turn over	520	536	526

Over the half hour periods arrivals and departures were fairly consistent with morning arrivals just more than departures with increased movements tending to occur during lunchtime and a balance of arrivals and departures during the afternoon. The ranges of arrivals and departures were 18-45 and 15-45 respectively.

Observations on Restricted Parking:

There are areas of single yellow lines being used for short-term parking in High Street near Bridge Street, at Bank Street/High Street junction and in Channel Street at the lower end near cinema. A number of vehicles were observed staying for 6 or more hours in High Street near Bridge Street and in Channel Street at the lower end near the cinema.

Restriction	Street	Day 1	Day 2	Day 3
DYL	Bank Street	2,1,1,0,0	1,0,3,0,2	0,0,4,0,3,0
	High Street	6,2,0,1,3,1,0,0,1, 0,0,2,0,0,0	3,1,0,0,0,0,0,0,0, 0,0,0,0,0,0	2,2,0,1,0,0,0,0,0, 0,0,2,1, 0,0,1
	Channel Street	0,0,0,1,1,1	0,0,0,1,0,0	0,0,2,2,0,0
SYL	High Street	14	17	11
	Channel Street	10,13	17,14	12,11

Other Observations:

Channel Street and High Street were generally operating at or near capacity during all survey days. Bank Street had some spare capacity most of the time during the surveys. There was low turnover of vehicles in High Street, medium turnover in Channel Street and the highest turnover was in Bank Street.

TOWN - Hawick

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	11 August 2016	12 August 2016	13 August 2016								
<p><u>Length of Stay:</u> Generally, this was very positive with a significant majority (85%) of vehicles only staying for under an hour at a time. Where there were exceptions to this it tended to be for much longer periods, often the whole 8 hour survey period.</p>											
<p><u>Occupancy Levels:</u> In overall terms the central area was at times close to, but always below capacity.</p>											
<p><u>Turnover Levels:</u> This was mixed across the area with poor turn over in O'Connell Street, but reasonable to good turn over in most of the High Street and the north side of Bourtree Place.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 35%;"></th> <th style="width: 20%; text-align: center;">Day 1</th> <th style="width: 20%; text-align: center;">Day 2</th> <th style="width: 25%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">84% - 98%</td> <td style="text-align: center;">76% - 95%</td> <td style="text-align: center;">58% - 93%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	84% - 98%	76% - 95%	58% - 93%
	Day 1	Day 2	Day 3								
Overall Capacity Range	84% - 98%	76% - 95%	58% - 93%								
<p><u>Busier Streets:</u> O'Connell Street was by far the busiest street in capacity terms with its legal parking fully occupied and parking on syl and dyl on occasions taking it to 300% capacity. High Street was typically between 80% and 90% of capacity on the weekdays and somewhat less on the Saturday.</p>											
<p><u>Quieter Streets:</u> Bourtree Place was quieter by comparison but only in the afternoon when it would typically range from 50% to 80%. In the morning and between 1600 and 1700 it was more normally between 90% and full capacity.</p>											

Arrivals v Departures:

Vehicles in place at 09:00	Day 1	Day 2	Day 3
	94	77	79
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	87	83	59
Total vehicle turnover	750	765	677

Over the half hour periods in between arrivals and departures were fairly consistent and tended to roughly match each other. The ranges being 26 to 62 and 28 to 61 respectively. The higher movements tending to occur just after lunch and over the final hour.

Observations on Restricted Parking:

There were a number of observations of parking on double yellow lines but in the main most restricted sections were well observed. A marked exception to this was a 26 metre length on High Street where there was much more regular abuse.

Despite the fact that they have the same meaning in law during the time periods of the survey there was a marked difference in the approach to parking on syl as opposed to dyl. Parking on syl was more commonplace at 3 of the 5 lengths in the survey area.

With the occasional exception those observed as parking on either a dyl or a syl were gone by the time of the next recording circuit (i.e. within the half hour).

Restriction	Street	Day 1	Day 2	Day 3
DYL	High Street	0,1,8,0,3,0,3,2,0,0,29	0,2,5,0,1,2,2,1,0,0,32	0,0,3,1,0,0,3,1,1,0,0,40
	Bourtree Place	0,0,0,4,0,0,1,1,1	0,1,0,7,0,0,1,1,0	0,0,0,6,1,2,0,0,0
	O'Connell Street	0,4,0	0,6,0	0,4,0
SYL	O'Connell Street	1,32,20,0	1,28,16,0	2,21,23,0
	High Street	18	18	18

Other Observations:

There was also observance of vehicles parked or waiting on zig-zag markings, keep clears and disabled bays when not entitled to do so. Again this tended to be for short periods.

TOWN - INNERLEITHEN

Survey Day:	Monday	Tuesday	Wednesday								
Survey Date:	8 August 2016	9 August 2016	10 August 2016								
<p><u>Length of Stay:</u> Over half (55%) of the vehicles observed during the surveys were only present for one half hour period, with a further 10 – 15% gone within two half hour periods. Between 17 and 23% of vehicles were in place for 3 or more hours and of those a total of 44 across the three days were in place throughout the whole survey day.</p>											
<p><u>Occupancy Levels:</u> Overall the streets were quite busy throughout most of the day but parking levels were always well within capacity levels.</p>											
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were on the north side of High Street at the west end and on the south side of High Street at the east end. Some isolated areas of Chapel Street and Bond Street also showed up reasonably well in terms of vehicle turn-over.</p>											
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	Day 1	Day 2	Day 3								
Overall Capacity Range	59% - 85%	58% - 80%	70% - 90%								
<p><u>Busier Streets:</u> The small numbers of spaces at the bottom of Leithen Road were often all occupied and at times this area was above capacity due to an additional illegally parked vehicle. Chapel Street was another section that went over capacity, although again this was on a rare occasion and levels were more typically between 60% and 85%. High Street was marginally above capacity on one isolated occasion but more typically occupancy was between 60 and 85%</p>											
<p><u>Quieter Streets:</u> Bond Street was predominantly between 60% and 80% capacity during the survey period.</p>											

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
	50	48	50	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
	42	45	57	
Total vehicle Turn over	246	224	271	
<p>Within the half hour periods in between arrivals and departures tended to balance each other out. They were also fairly consistent throughout the day ranging from 4 to 22 and 7 to 23 respectively with a slight drop off of activity at either end of the survey period.</p>				
Observations on Restricted Parking:				
<p>In general both dyl & syl appear to be fairly well observed with observations of mis-use at low levels. Two exceptions to this on syl were a 61 metre length on High Street and a 31 meter length on Chapel Street where there was more regular mis-use, albeit this was, in the main, over relatively short durations. There was however some incidences of vehicles illegally parking for much longer periods on one occasion for 4 hours (syl).</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Chapel Street	0,0,0,2,1,0,1	1,0,0,1,0,0,0	0,0,1,2,0,0,1
	Bond Street	0,1,0	0,0,0	0,1,0
	High Street	0,0,0,0,0,0,0	0,0,1,0,0,1,0	0,1,0,1,0,0,0,0
	Leithen Road	0,0	0,0	1,0
SYL	Chapel Street	1,0,0,0,15	4,0,0,0,8	3,0,2,0,11
	Bond Street	0	0	0
	High Street	2,0,1,0,1,9,0,0	3,0,1,0,3,11,0,0	1,3,2,0,4,19,0,1
	Leithen Road			
Other Observations:				
<p>There was also evidence of occasional short-term parking, at dropped kerbs, bus stops and in disabled bays when not entitled to do so.</p>				

TOWN - JEDBURGH

Survey Day:	Thursday	Friday	Saturday
Survey Date:	04 August 2016	05 August 2016	06 August 2016
<p><u>Length of Stay:</u> Some 73% of drivers were parking on-street for less than an hour. Across the three survey days, less than 13% of drivers (128 no) stayed for 3 or more hours and of those, a total of 48 were in place throughout the daily survey period. There was a high level of overstaying the time limit of 45 minutes in all areas and especially in mid High Street, Canongate and Castlegate.</p>			
<p><u>Occupancy Levels:</u> Of the 3 survey days, Thursday and Saturday were quieter days whereas on Friday, occupancy levels were in the range of 73% - 94% with 11:00-11:30 and 13:30-14:00 the highest times. There were occasions in each day when overall occupancy was at a significantly high level in Exchange Street through a degree of illegal parking rather than a lack of actual spaces, but all of the other areas generally had parking places available.</p>			
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were in the central and northern areas of the High Street where length-of-stay restrictions exist. Sections of Castlegate and Canongate as well as the southern area of High Street gave a poorer turnover than on other sections of those streets.</p>			
<u>Stress Levels:</u>			
Overall Capacity Range	Day 1 73% - 90%	Day 2 73% - 94%	Day 3 72% - 90%
<p><u>Busier Streets:</u> Exchange Street operated from 57% - 157% Lanton Place also operated at over-capacity and with a combined total of only 9 spaces the overspill was on DYL Market Place also tended to be busy ranging between 85% and 100% on Thursday and Friday but was quieter on Saturday with levels of occupancy from 71% - 85%</p>			
<p><u>Quieter Streets:</u> There was a consistent level of occupancy in the High Street, seldom below 75% but never reaching 100%. Abbey Place showed long-term parking in nose in bays with little turnover due to being unrestricted but was very rarely at capacity, especially on the Saturday</p>			

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
	59	59	58	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
	62	60	57	
Total vehicle Turn over	376	381	300	
<p>Much less usage on Saturday. Within the half hour periods arrivals and departures tended to balance each other out. On Thursday and Friday, the range of arrivals and departures were between 15 and 30 and fluctuated throughout the day. On Saturday, the balance between arrivals and departures and fluctuation was similar but arrivals/departures dropped to around 15-25</p>				
Observations on Restricted Parking:				
<p>In general dyl appear to be fairly well observed with observations of mis-use at fairly low levels but with locations in Market Place, High Street and Abbey Place having more incidences recorded. As in some other towns syl (despite having the same restriction in law as dyl for the time period of the survey) suffered much greater abuse.</p> <p>In the main parking on syl & dyl was for fairly short durations. There was however some incidences of vehicles illegally parking for much longer periods; on one occasion for 6.5 hours on a dyl.</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Lanton Road	0,3	1,3	0,1
	Exchange Street	2,0,2,0,0,2	2,0,3,0,0,0	3,0,1,0,0,0
	High Street	0,1,0,1,1,2,0	0,0,0,2,0,7,0	0,0,0,0,0,0,0
	Market Place	6,0,3,3,1	8,0,2,3,0	1,0,0,1,0
	Canongate	0,0,0,0,0	0,0,0,0,0	0,0,0,0,0
	Castlegate	1,0,1	0,0,1	0,0,1
	Abbey Place	1,0,4,1	0,1,0,1	0,0,0,0
	Abbey Bridge End	0,0,0,0	0,0,0,0	0,0,0,0
SYL	High Street	12	3	4
Other Observations:				
<p>Vehicle parking over a section of I-bar was also noted on occasion. This is not an aspect that is enforceable in law.</p> <p>Exchange Street and Lanton Road were often operating at over capacity during Thursday and Friday but this occurred only once on Saturday.</p>				

TOWN – KELSO

Survey Day:	Monday	Tuesday	Wednesday																				
Survey Date:	8 August 2016	9 August 2016	10 August 2016																				
<p><u>Length of Stay:</u> In each of the days surveyed over 60% of drivers were parking on-street for less than half an hour. A further 19 to 20 % of drivers stayed for between half an hour and an hour. Some 5% of drivers stayed for 3 or more hours and of those a total of only 16 across the three days remained in place throughout the survey period. Average length of stay in the Market Square car park area ranged from 1.7 hours on day 1 to 2.3 hours on day 2. Average length of stay in the unrestricted Coal Market car park was markedly higher at 3.3 hours.</p>																							
<p><u>Occupancy Levels:</u> There were occasions in each day when overall occupancy was at a significantly high level. This was exacerbated however by a survey error in that the rear section of the taxi rank which is available for cars during the day was not assigned as available capacity. The high level was also driven at times by good use of loading bays and a degree of illegal parking (neither of which is assigned as capacity) rather than a complete lack of allocated spaces.</p>																							
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was good with the majority of areas where parking was permitted displaying in the higher ranges of what would be expected. In the Market Square car park area turn-over was over 6 vehicles per space with a high of 13 and a low of 1 (i.e. vehicle never moved). In the Coal Market car park average duration of stay was 3.5 vehicles per space with a high of 9 and a low of 1 (i.e. vehicle never moved).</p>																							
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	Day 1	Day 2	Day 3																				
Overall Capacity Range																							
On Street	69% - 114%	77% - 123%	62% - 122%																				
Market Square Car Park Area	80% - 102%	76% - 102%	70% - 100%																				
Coal Market Car Park Area	65% - 100%	50% - 100%	65% - 100%																				
<p><u>Busier Streets:</u> All the main areas had high occupancy rates; being at or near capacity from about 0930 onwards. Market Square car park operated at 90+% most of the day. Coal Market car park operated at 90% most of the day.</p>																							
<p><u>Quieter Streets:</u> N/A</p>																							

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
On Street	53	59	48	
Market Square Car Park Area	51	47	38	
Coal Market Car Park Area	18	12	18	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
On Street	60	89	79	
Market Square Car Park Area	46	41	45	
Coal Market Car Park Area	16	10	13	
Total vehicle Turn over				
On Street	617	657	631	
Market Square Car Park Area	363	289	352	
Coal Market Car Park Area	70	76	81	
On Street areas				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also reasonably consistent throughout the day ranging from 28 to 59 and 21 to 54 respectively but there tended to be slight peaks in turn-over late morning and mid-afternoon.				
Market Square Car Park				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also reasonably consistent throughout the day ranging from 4 to 30 and 1 to 36 respectively but there tended to be slight peaks over the lunch period and mid-afternoon.				
Coal Market Car Park				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also reasonably consistent throughout the day ranging from 1 to 9 and 1 to 12 respectively but there tended to be slight peaks late morning, over the lunch period and late afternoon as well as lower numbers first and last thing.				
Observations on Restricted Parking:				
In general syl and dyl were reasonably well observed in most locations. Notable exceptions to this however were at a section of double yellows near the bookmakers in Woodmarket and a section of single yellows outside the cash dispenser in Bridge Street and to a lesser extent a section of single yellows near the Post Office in Horsemarket. In the main this illegal parking was for short periods and vehicles were not observed in successive walk pasts. Again however there were exceptions with some vehicles observed as being in place for several hours.				
It should also be noted that not all incidences of parking on syl and dyl is illegal as blue badge holders have dispensation to park there when there is no accompanying loading prohibition.				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Horsemarket	4,0,0	0,0,0	1,0,0
	Woodmarket	1,0,7,0	0,0,11,0	0,0,3,0
	Bridge Street			
	Shedden Park Road			
SYL	Horsemarket	3,0,0,0,0,2,1,1,2	18,0,1,0,0,2,1,1,0	19,4,2,0,0,1,1,0,3
	Woodmarket	1,0	0,0	2,0
	Bridge Street	0,1,20	1,0,20	0,0,18
	Shedden Park Road	0,0	0,0	0,
Other Observations:				
There was evidence of short-term parking in the bus stop in Woodmarket.				
Disabled bays were well used, with only occasional abuse by non-blue badge holders.				
The electric car charging point was reasonably well used (typically 4 uses per survey day)				

TOWN - LAUDER

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	18 August 2016	19 August 2016	20 August 2016								
<p><u>Length of Stay:</u> this was varied with a lot of short term parking but also a number of vehicles being in place for long periods or the entire survey time. Typically between 35 & 40% of vehicles were parked for only one half hour period with a further up to 20% being parked for two such periods. This is actually less than in most other towns but this can be attributed to the lack of limited waiting restrictions. Similarly the percentage of vehicles staying 3 hours or more was higher than in other towns at 25% on weekdays and 33% on the Saturday. Between 29 and 49 vehicles each day were observed as being place for the full survey period.</p>											
<p><u>Occupancy Levels:</u> Throughout the survey overall occupancy was well within capacity for the available parking.</p>											
<p><u>Turnover Levels:</u> Turn-over of parking was reasonable in the central area of the High Street with typically 3 to 6 vehicles using each space over the survey period. At all other locations the turn-over was much poorer.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;">Day 1</th> <th style="width: 15%; text-align: center;">Day 2</th> <th style="width: 15%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">40% - 53%</td> <td style="text-align: center;">48% -56%</td> <td style="text-align: center;">47% - 60%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	40% - 53%	48% -56%	47% - 60%
	Day 1	Day 2	Day 3								
Overall Capacity Range	40% - 53%	48% -56%	47% - 60%								
<p><u>Busier Streets:</u> East High Street was consistently above capacity through illegal parking, but only made up a small percentage of the survey area. The Avenue was consistently well occupied and on occasion at, or above, capacity.</p>											
<p><u>Quieter Streets:</u> Market Place typically between 35% and 60% capacity There was always significant spare capacity on West High Street</p>											

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1	Day 2	Day 3
	88	101	110
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	89	93	88
Total vehicle Turn over	344	401	333
<p>Within the half hour periods in between arrivals and departures tended to balance out. There was a level of consistency over the day with between 11 & 32 arrivals and 7 & 26 departures respectively in any half hour. Typically there was slight peaks in movements each day over the extended lunch period and later afternoon.</p>			
Observations on Restricted Parking:			
N/A			
There are no single or double yellow line restrictions in Lauder town centre.			
Restriction	Street	Day 1	Day 2
DYL			
SYL			
Other Observations:			
<p>There were a number of observations of short-term parking at marked bus stops and, to a lesser extent, at Keep Clear markings or in front of dropped kerbs. Zig zags appeared to be much better observed with only one recorded observance of parking during the 3 days. Unfortunately that one errant driver being in place for 2.5 hours.</p>			

TOWN - MELROSE

Survey Day:	Monday	Tuesday	Wednesday
Survey Date:	15 August 2016	16 August 2016	17 August 2016
<p><u>Length of Stay:</u> Overall approximately 55% of vehicles only stayed for half an hour, with a further almost 20% leaving within the hour. There are however examples of all day parking with up to 3% doing this each day. The majority of this took place where such parking was permissible but there was the odd example of it where parking was restricted to a much lesser period.</p>			
<p><u>Occupancy Levels:</u> At no point in the survey period did occupancy exceed capacity for the overall area. On one or two half hour periods both Buccleuch Street and Market Place were shown to be marginally over capacity as the result of vehicles parking in areas that were undesignated for parking.</p>			
<p><u>Turnover Levels:</u> The turn-over is highest in the limited waiting areas on Market Square and High Street and to a lesser extent on Buccleuch Street and Abbey Street. Even in areas where there is no time period on parking there would appear, in the main, to be reasonably good turn-over of vehicles</p>			
<p><u>Stress Levels:</u> Overall there was always sufficient capacity in the town. The bulk of this capacity was on the west end of the High Street, but it was also rare for any of the other three streets to reach full capacity.</p>			
Overall Capacity Range	Day 1 47% - 71%	Day 2 50% - 84%	Day 3 52% - 72%
<p><u>Busier Streets:</u> Market Street, Abbey Street and Buccleuch Street all tended to be busy at most points in the day. In percentage terms Abbey Street often reached the high 90s and on one occasion was over capacity. Buccleuch Street performed very similarly, while Market Square was often quiet until 1000 before fluctuating typically between 70% and 100%.</p>			
<p><u>Quieter Streets:</u> High Street began most days in the mid- teens and would typically peak at 45% occupancy in mid - afternoon but did get as high as 64% on one occasion.</p>			

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1	Day 2	Day 3
	72	85	79
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	92	87	97
Total vehicle Turn over	601	626	631

Over the half hour periods in between arrivals and departures were fairly consistent and tended to balance each other out. There was slightly increased activity over the lunch time period and mid-afternoon on each day.

Observations on Restricted Parking:

In general the survey showed that dyl and syl were well observed in Melrose with the vast majority of lengths of restriction having no recorded parking on them. Where there were observations these tended to be for the minimum time period and often were noted as waiting as opposed to parked. There was however some exceptions including one example of a vehicle parked for 2 hours on a dyl in the High Street. It was also noted that what abuse did occur tended to be on the same lengths of restriction each day.

Restriction	Street	Day 1	Day 2	Day 3
DYL	High Street	0,0,0,0,0,0,0,0,5,0,0	0,0,0,0,0,0,0,0,1,0,0	1,0,0,0,0,0,0,0,2,0,0
	Market Square	0,0,0,0,0,0	0,0,0,0,0,0	3,0,0,0,0
	Abbey Street	5,1,0,0,2	9,0,0,0,0	5,0,0,0,1
	Bucclench Street	2,0,0,6,2,0,0,0,0,0	3,0,0,1,2,0,0,0,0,0,0	1,0,0,3,1,0,0,0,0,0,0
SYL	High Street	0	0	0

Other Observations:

In High Street and Market Square the bus stop markings and the Keep Clear were very well observed with no recordings of any mis-use at all over the 3 days. In Bucclench Street however there was regular occurrences of vehicles parking for short periods in the marked bus stop. More informal markings such as I-bar and dropped kerbs also tended to suffer greater mis-use.

TOWN - PEEBLES

Survey Day:	Thursday	Friday	Saturday
Survey Date:	18 August 2016	19 August 2016	20 August 2016
<u>Length of Stay:</u> There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even full 8 hour period parking. The majority of parkers however were in the shorter category periods with over 60% each day staying for the minimum half hour period and a further 15 to 20% staying for one hour. Between 5 and 7% of vehicles were observed as staying for 3 or more hours and of these the number staying all day was 5 or less each day.			
<u>Occupancy Levels:</u> Overall occupancy was at a high level with there never being more than 25% spaces unoccupied throughout the period of the survey. At times, particularly on the Saturday capacity levels were approaching, and even over 100%. That does not necessarily mean there was no available spaces at that time as areas such as taxi ranks, buses and double yellow lines are allocated zero capacity but often had vehicles in them counting towards the overall number of vehicles parked.			
<u>Turnover Levels:</u> Turn-over was generally good with the vast majority of spaces displaying the mid to high range levels of vehicles per space.			
<u>Stress Levels:</u>			
Overall Capacity Range	Day 1	Day 2	Day 3
	76% - 91%	79% - 111%	79% - 96%
<u>Busier Streets:</u> Eastgate was regularly over capacity as a result of illegal parking on double yellow lines and in bus stops. The situation was exacerbated by taxi parking as it was not assigned as parking capacity due to it being unavailable to private vehicles. High Street was busy throughout the day ranging from 70 % to 100%, but typically being in the low 80%.			
<u>Quieter Streets:</u> N/A			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
		66	67	62
Vehicles in place at 17:00		Day 1	Day 2	Day 3
		66	81	62
Total vehicle Turn over		511	568	550
<p>Over the half hour periods in between the arrivals and departures tended to balance each other out and were fairly consistent ranging from 21 to 43 and 18 to 41 respectively; with slight peaks in movements tending to occur at lunch-time and mid-afternoon.</p>				
Observations on Restricted Parking:				
<p>Parking and waiting was observed at dyl but this was at a fairly low level and typically only for short periods at a time.</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Eastgate	3,1,1,0,0,0	7,7,2,0,0,0	2,3,4,0,0,1
	High Street	0,5,1,3,3,1,3	0,4,2,3,2,2,7	1,4,3,3,2,0,4
SYL	Eastgate			
	High Street			
Other Observations:				
<p>Disabled bays appear to be well used and have a good turn-over.</p> <p>There was evidence of abuse of bus stops by other vehicles but this tended to be for short periods only.</p> <p>Taxi bays appear to be well observed by other users and relatively well utilised by the trade particularly later in the afternoon.</p>				

TOWN - SELKIRK

Survey Day:	Thursday	Friday	Saturday
Survey Date:	11 August 2016	12 August 2016	13 August 2016
<p><u>Length of Stay:</u> Some 80% of drivers were parking on-street for less than an hour. Less than 10% of drivers stayed for 3 or more hours and of those a total of 19 across the three days were in place throughout the survey period.</p>			
<p><u>Occupancy Levels:</u> There were occasions in each day when overall occupancy was at a significantly high level. This was often driven by the high degree of illegal parking rather than a lack of actual spaces,</p>			
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were in the Market Place and the High Street where length of stay restrictions exist. Sections of Tower Street and The Valley gave mid-range results while there was a poor turn over on other sections of those streets.</p>			
<p><u>Stress Levels:</u></p>			
Overall Capacity Range	Day 1 51% - 103%	Day 2 51% - 86%	Day 3 64% - 94%
<p><u>Busier Streets:</u> There was a consistently high level of occupancy in the High Street, seldom below 80% and often at or significantly above 100%. This included one exceptional lunch time period when 27 vehicles were observed compared to the capacity figure of 15. Market Place also tended to be busy ranging between 58% and 95% but more typically being in the high 70% Tower Street ranged between 30% and 70 % most of the time but occasionally reached capacity.</p>			
<p><u>Quieter Streets:</u> The Valley ranged between 32% and 74% but more typically was in its mid-range.</p>			

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
	32	67	48	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
	49	46	41	
Total vehicle Turn over	331	377	339	
<p>Within the half hour periods in between arrivals and departures tended to balance each other out. They were also fairly consistent throughout the day ranging from 10 to 39 and 10 to 36 respectively.</p>				
Observations on Restricted Parking:				
<p>In The Valley and Tower Street dyl appear to be fairly well observed with observations of mis-use at low levels. Some areas of Market Place and High Street were also reasonably well observed but at other locations there was consistent and regular abuse albeit this was, in the main, over relatively short durations. There was however some incidences of vehicles illegally parking for much longer periods on one occasion for 3 hours.</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	The Valley	0,0,1	0,1,0	1,0,0
	Market Place	4,2,4,7,1	4,0,6,6,0	0,0,4,12,1
	High Street	1,0,10,23	0,0,8,29	0,0,9,17
	Tower Street	0,1,0,0,1	7,1,0,0,0	2,0,0,0,1
SYL	The Valley			
	Market Place			
	High Street	18	17	17
	Tower Street			
Other Observations:				
<p>There was also evidence of short to medium term parking on areas of zig zags, at dropped kerbs and in disabled bays when not entitled to do so.</p>				

TOWN – WEST LINTON

Survey Day:	Monday	Tuesday	Friday
Survey Date:	8 August 2016	9 August 2016	12 August 2016
<p><u>Length of Stay:</u></p> <p>Main Street Some 65 to 70% of drivers were parking on-street for less than an hour each day. A little over 20% of drivers stayed for 3 or more hours and of those a total of 46 were in place throughout the survey period on 1 of the 3 days.</p> <p>Raemartin Square There was some short term parking but average stays tended to be 4 to 5 hours</p>			
<p><u>Occupancy Levels:</u></p> <p>Occupancy levels on Main Street were always at very manageable levels. In Raemartin Square they were much higher ranging from 60% to 107% over the 3 days.</p>			
<p><u>Turnover Levels:</u></p> <p>This was not as good as in some towns, but as there are no limited waiting restrictions and no capacity issues , this is not particularly surprising.</p>			
<p><u>Stress Levels:</u></p>			
Overall Capacity Range	Day 1 34% - 53%	Day 2 31% - 41%	Day 3 34% - 43%
<p><u>Busier Streets:</u></p> <p>Raemartin Square was typically near to being, or fully, occupied at the start of the survey day and stayed at high levels most of the morning but dropped away slightly in mid-afternoon finishing the period at between 65% and 85% occupancy.</p>			
<p><u>Quieter Streets:</u></p> <p>Main Street was seldom above half its overall capacity ranging between 31% and 53% over the 3 survey days.</p>			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
Main Street		42	37	36
Raemartin Square		13	11	13
Vehicles in place at 17:00		Day 1	Day 2	Day 3
Main Street		42	40	40
Raemartin Square		11	10	11
Total vehicle Turn over				
Main Street		169	169	169
Raemartin Square		34	34	28
Main Street				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also fairly consistent throughout the day ranging from 10 to 39 and 4 to 17 respectively.				
Raemartin Square				
Within the half hour periods in between, arrivals and departures were infrequent and tended to balance each other out. They were also fairly consistent throughout the day ranging from 0 to 4 and 0 to 3 respectively.				
Observations on Restricted Parking:				
Observations on the ground suggest excellent compliance on dyl but a level of illegal parking on syl between the 0700 and 1000 regulated time.				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Main Street	0,0,0,0,0,0	0,0,0,0,0,0	0,0,0,0,0,0
SYL	Main Street	2	1	2
Other Observations:				
There was also evidence of short to medium term parking on areas of I-bars (not enforceable).				

TOWN – PEEBLES 2013

Survey Day:	Saturday		Tuesday
Survey Date:	18 May 2013		21 May 2013
<u>Length of Stay:</u>			
<p>There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even on a rare occasion the full 9 hour parking period. The majority of parkers however were in the shorter category periods with 65% on the Tuesday and 82% on the Saturday staying for an hour or less. Some 9% of vehicles on a Tuesday and 5% on a Saturday were observed as staying for 3 or more hours and of these the number staying all day was 4 on the Tuesday (0900 – 1600) and 8 on the Saturday (0900 – 1700).</p>			
<u>Occupancy Levels:</u>			
<p>Overall occupancy was regularly at a high level. At times, particularly on the Saturday, capacity levels were approaching, and even at 100%. That does not necessarily mean there was no available spaces at that time as areas such as double yellow lines are allocated zero capacity but often had vehicles on them counting towards the overall number of vehicles parked.</p>			
<u>Turnover Levels:</u>			
<p>On a Tuesday turn-over was mixed with typically 2 to 4 cars observed per space over the survey period. The south side of Eastgate was the only area to show a better turn-over than this. Saturday figures were much better with both Eastgate and High Street showing turn-over in the mid to higher ranges and up to 10 vehicles per space per day at some locations.</p>			
<u>Stress Levels:</u>			
	Day 1		Day 2
Overall Capacity Range	80% - 100%		42% - 92%
<u>Busier Streets:</u>			
<u>Saturday</u>			
<p>High Street was regularly in the high 90% and over the lunch period when it was at or marginally over capacity as a result of illegal parking on double yellow lines. Eastgate was also busy throughout the day ranging from 81 % to 96%, but typically being in the low 80%.</p>			
<u>Tuesday</u>			
<p>After the 0900 to 0930 period when it was at 35% High Street was between 60% and the high 90s reaching capacity at one point in the afternoon.</p>			
<u>Quieter Streets:</u>			
<u>Tuesday</u>			
<p>Eastgate was between 56 % and 78% capacity on the Tuesday.</p>			

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1		Day 2
		86	
Vehicles in place at 17:00	Day 1		Day 2
	102		87
Total vehicle Turn over	820		453
<p>Over the half hour periods in between the arrivals and departures tended to balance each other each day. On the Tuesday the movements over each half hour were quite varied ranging from 5 to 60 arrivals and 6 to 59 departures; with distinct peaks in movements tending to occur over the lunch-time period, early and late afternoon. On the Saturday this was much more evenly balanced over the day with ranges of 33 – 58 and 32 – 62 respectively.</p>			
Observations on Restricted Parking:			
<p>Parking and waiting was observed at dyl but this was at a fairly low level, with one area of exception. On the Tuesday the periods of waiting observed ranged from 0.5 hrs to 2.5 hours with 1 hr to 1.5 hours being typical. On a Saturday those observed parked or waiting on a dyl were all gone within the half hour period.</p>			
Restriction	Street	Day 1	Day 2
DYL	Eastgate		
	High Street	6/0/4/2/2	4/2/0/0/14
SYL	Eastgate		
	High Street		
Other Observations:			
<p>Disabled bays appeared to be well used and have a good turn-over, but disappointingly there was as many parking in disabled bays that were not entitled to as those who were. On the Tuesday there were observances of illegal parking on zig zags.</p>			