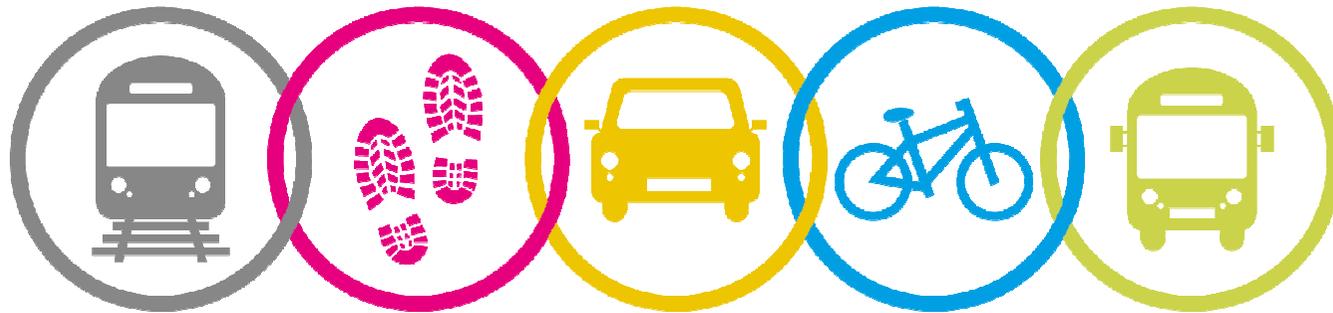


Phase 1 Consultation Feedback Summary

Dunbar and East Linton Area Partnership

October 2015



East Lothian on the Move

The route to smarter travel

Context

East Lothian is a hugely attractive place to live with countryside and coast, a vast amount of cultural and natural heritage, settlements of different sizes and character and close proximity to Edinburgh. The area is facing great change in its population, economy and way of life, which will affect everyone who lives there and all of its towns and villages.

The National Records of Scotland 2010 population projection (published 2012) anticipates that by 2035 East Lothian's population is projected to increase by 33% to around 129,229, the highest percentage rate of growth in Scotland during this period. Around 30% of this is expected to be natural change, whereas 70% is expected to be net in-migration. This is largely as a result of the area's proximity to Edinburgh and because it is part of the wider Edinburgh Housing Market Area.

This level of population growth will put further pressure on the existing transport network, adding to issues such as the A1 approaching capacity (for example at Old Craighall Junction) and congestion on the train network, which has capacity constraints, at peak commuting times.

East Lothian Local Development Plan

The existing East Lothian Local Plan was developed in 2008 and the Council is currently in the process of preparing a new Local Development Plan (LDP) in line with SESplan. The South East Scotland Strategic Development Planning Authority, SESplan, is a partnership of six member authorities including Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders and West Lothian, working together on strategic development planning matters. Their key role is to prepare and maintain an up to date Strategic Development Plan (SDP) for the South East Scotland area.

The new LDP will focus on key changes and the big ideas for future development, taking in to account the environmental and infrastructure opportunities and constraints in the area. A main challenge will be how the LDP can align its development proposals with available infrastructure capacity / ability to provide additional infrastructure capacity and with the funding and delivery solutions that will be required to allow new development to take place.

The preferred option for accommodating new housing is currently compact growth; which focusses the search for new housing and economic development land on the main settlements within the west of the Strategic Development Area

(SDA), closest to the origin of demand adjacent to the city, and then consider those main settlements further east. This is shown opposite. Land may also be identified at settlements outwith the SDA if required.

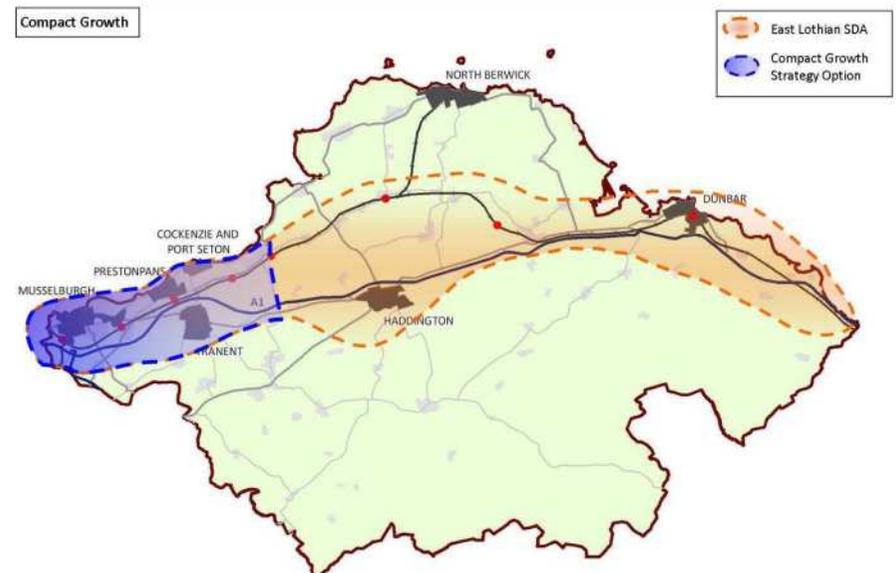
East Lothian Local Transport Strategy

The Council is also currently preparing the East Lothian Local Transport Strategy (LTS).

The LTS will look to explicitly promote the need for a sustainable transport policy, which encourages cycling, walking and public transport over the use of the private car.

The objectives of the emerging LTS are:

- to deliver a more attractive and safer environment for pedestrians and cyclists;
- to reduce the overall dependence on the car and the environmental impact of traffic;
- to promote the availability and use of more sustainable means of travel;
- to locate new development to reduce the need to travel;
- to maximise accessibility for all and reduce social exclusion;
- to promote integration and interchange between different means of travel; and
- to maintain the transport network to a suitable standard to ensure it meets the needs of all users.



This Study

With all of this in mind, East Lothian Council are keen to be proactive in tackling the challenges they face and identify measures which can improve the transport infrastructure and services across each of its six partnership areas.

This project uses a proportion of the Smarter Choices, Smarter Places funding allocated to East Lothian to, firstly, plan, promote and deliver a series of 6 events in association with each of East Lothian's 6 Area Partnerships, that seek to encourage sustainable travel choices.

The overall aim of the study is to produce a series of effective, achievable, community endorsed Action Plans designed to have an impact on improving community awareness, encouraging behavioural change and increasing access to and use of active and sustainable travel options, that can be integrated into ward level Area Plans.

Outcomes

- The main outcome of the project will be community endorsed, short, medium and long term actions which will feed into the [East Lothian's Local Transport Strategy](#) and its associated [Active Travel Improvement Plan](#) (ATIP), as well as the [Area Partnership Area Plans](#).
- A key aim is to develop low cost (<£10k) 'seed projects, to be delivered in this financial year, which would act as 'pump-primers' to get the ball rolling. These are likely to be soft measures, rather than new infrastructure, given the relatively low costs.

The project is being undertaken in the context of relevant national, regional and local policy and the process will benefit from being broadly aligned with the Scottish Transport Appraisal Guidance (STAG). Whilst not a STAG-based study as such, following an objective-led and evidence-based process will add credibility to the process and also be beneficial in later funding bids.

Engaging

A key part of the study is engaging with the groups and individuals who live and work in the area.

Events

The first event held in the Dunbar and East Linton Area Partnership was on the 2nd September 2015, between 3pm and 8pm at the Bleachingfield Centre in Dunbar.

A significant volume and wide range of feedback was received and is summarised in this report. There were a number of ways attendees could have their say:

- Using stickers to vote for their preferred intervention from a list of possible options for each mode of travel (or adding their own interventions);
- Participating in a workshops which discussed the strengths, problems / barriers and opportunities for each individual mode (as well as integration between them);
- Speaking to members of the team who recorded comments and encouraged people to annotate maps to show issues with a geographical dimension.

We also distributed a short exit survey to get feedback on the events and identify people who would be interested in being involved in the later stages of engagement.

Online Survey

Simultaneously we hosted an online survey with the aim of exploring issues such as:

- information provision and awareness of existing infrastructure and options;
- identifying the most effective interventions / incentives to promote behaviour change;
- gaps, or perceived gaps, in infrastructure – where current provision does not support the types of journeys people want or need to make; and
- barriers, or perceived barriers, to active travel.

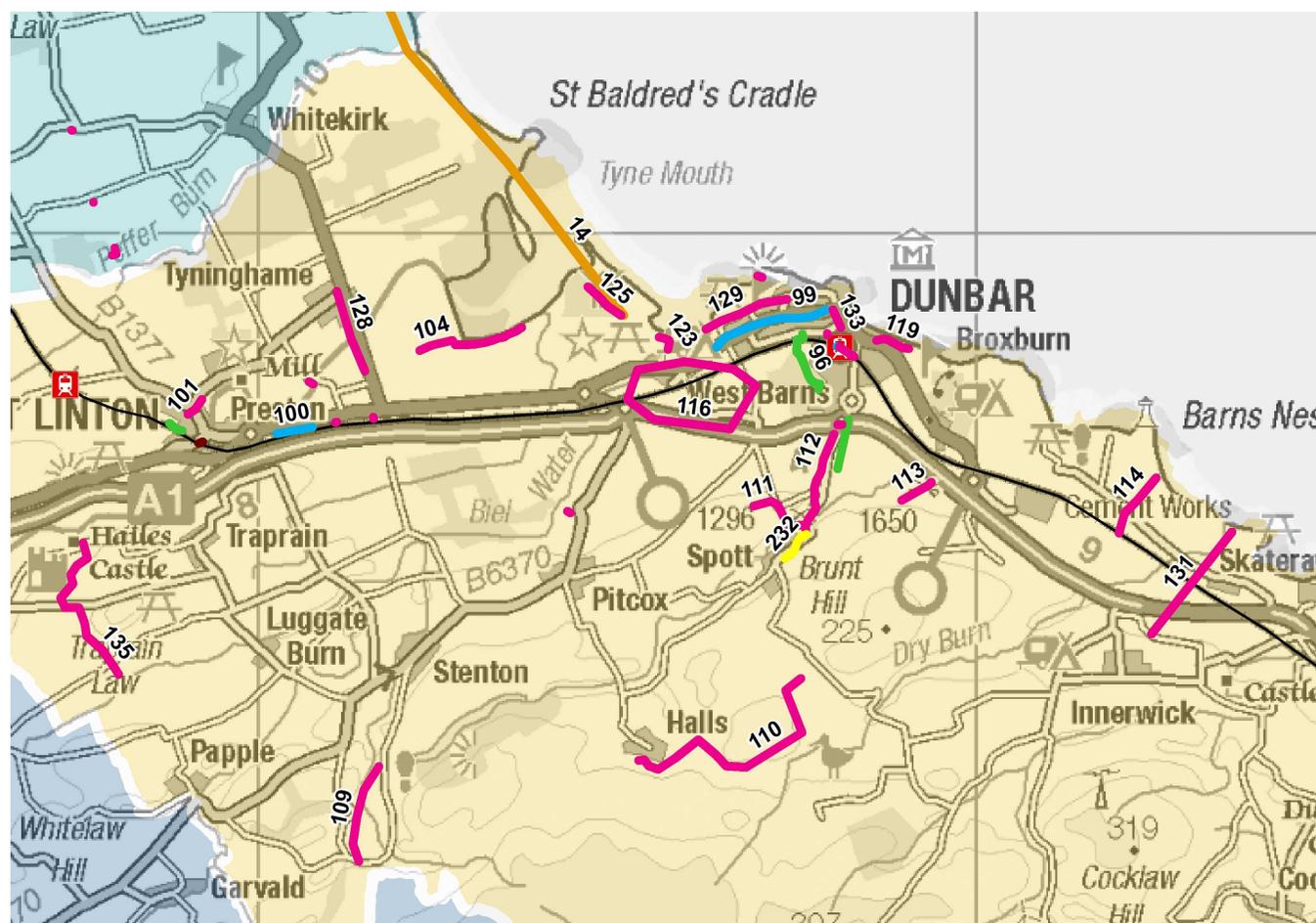
The survey was informed by a detailed review of existing information so that it provided data which was not currently available, for example, from the East Lothian Residents Survey.

We also used the survey to identify enthusiastic individuals who would be interested in being involved in later stages of the project.

Mapped Suggestions

A host of comments on specific routes and suggested interventions were identified; these are shown opposite with short descriptions below.

14	John Muir Way diverted along the coast
95	No provision for pedestrians to cross Countess Road
96	One of the key routes to school - could this be made a designated cycle route?
97	No footway
98	Uphill section very wide - would be useful to have a cycle lane
99	Belhaven Road - cycle route needs refreshing/repositioning - pinch points along section
100	Cycle way not maintained well - gravel in cycle lane
101	Footway very narrow
102	Bus stop located far away from those living in homes off High Street. Can a bus serve these homes e.g. Evening service 120 goes near - could it be diverted so as to serve these locations
103	Safer routes to school
104	Can't access with physical disabilities
105	Can't access with physical disabilities
109	New Path connection
110	Could connect existing farm access
111	Proposed new link
112	No footway
113	Overgrown - no signposts
114	Natural Link- existing
115	This is not a path - rough, overgrown field margin. Not suitable for walking or cycling and can't access with physical disabilities
116	Opportunities to create circular paths



It is not possible to show all the suggestions in the map above at this scale. Therefore a separate, larger scale, map which shows how all suggestions link to the existing walking and cycling network has been produced and can be viewed at:

http://www.eastlothian.gov.uk/info/1523/transport_and_streets/1674/east_lot_hian_on_the_move_the_route_to_smarter_travel

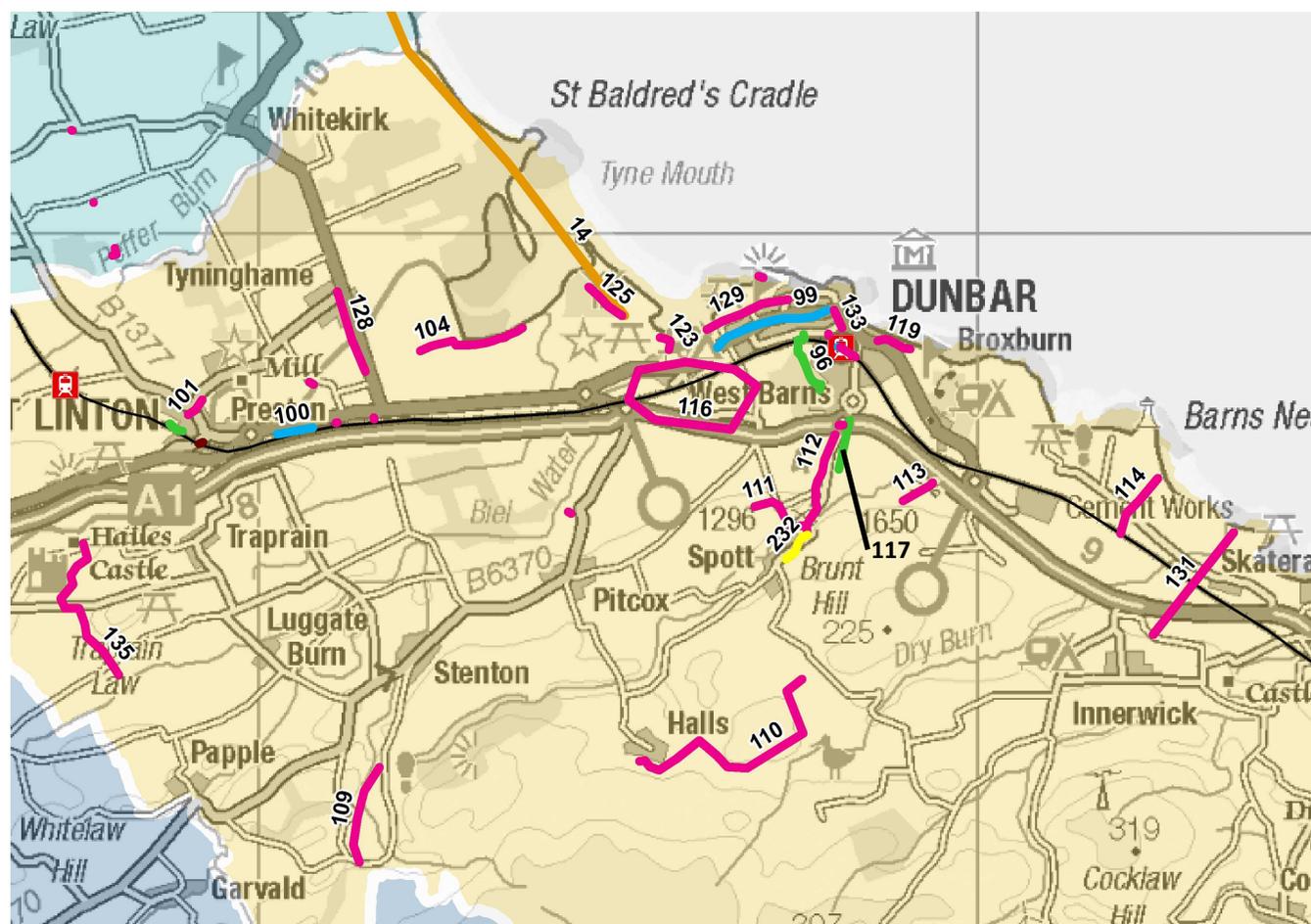
Mode

- Cycling
- Other
- Public Transport
- Road
- Walking
- Walking and Cycling

Mapped Suggestions

A host of comments on specific routes and suggested interventions were identified; these are shown opposite with short descriptions below.

117	Creation of safe walking and cycling links across the A1 to connect to Core Paths
118	Segregated cycleway along Kellie Road to separate walkers/prams from bikes
119	Walking section along Golf Course could be improved
120	Better cycling connections from station to houses south of the railway
121	box junction - constrains route, congestion at school time
122	Gate across route - congestion at school time as one child can pass at a time
123	Bad section beyond bridge
124	Need level option beyond the end of cliff top trail
125	Path badly eroded
126	Poor visibility at road crossing
127	No dropped kerbs opposite underpass and railway bridge
128	Need safe segregated path
129	Provide safe route along sea road
130	Better access from Spott Road to Station - there is a locked gate which could be opened
131	New route - Innerwick to the coast, but would require funding (estimated over £2 million)
132	Spott Road roundabout - at the path here pedestrians can't see to cross the road because of the sign. Vegetation also needs to be cut back more regularly
133	Church Street footway very narrow ;car parking should be alternated on either side of road to slow traffic



135	Improve this section of existing path
136	Gate blocked with trailer which prevents right of way - check right of way status
232	Introduce parking restrictions (no waiting)

Mode

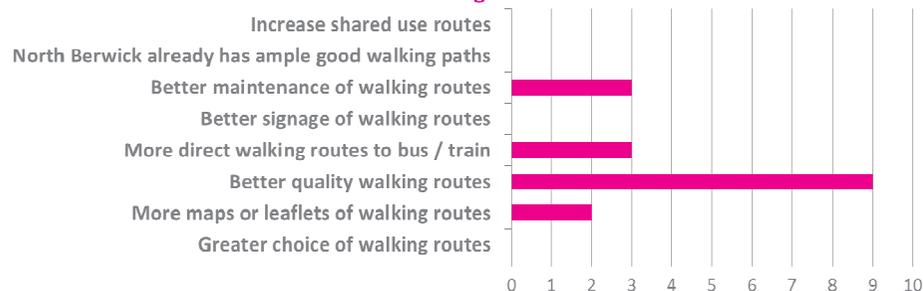
- Cycling
- Other
- Public Transport
- Road
- Walking
- Walking and Cycling

Intervention Voting Sheets

Using the voting sheets, respondents identified a range of preferred interventions as shown in the graphs with the preferred options for each mode as follows:

- Walking— better quality walking routes
- Cycling— safer cycle routes
- Bus— more frequent bus services
- Train— more frequent train services
- Car— lift of car share scheme

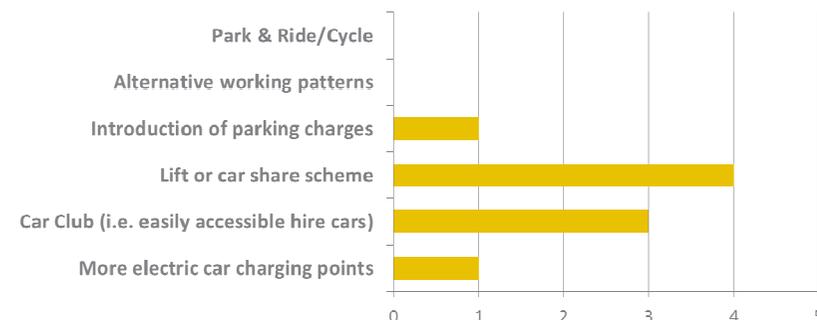
Walking



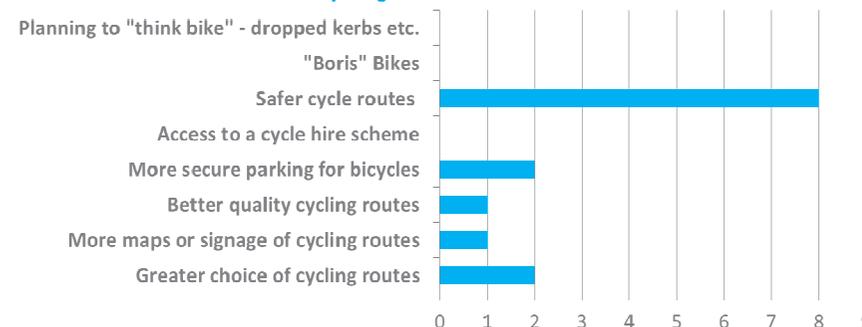
Bus



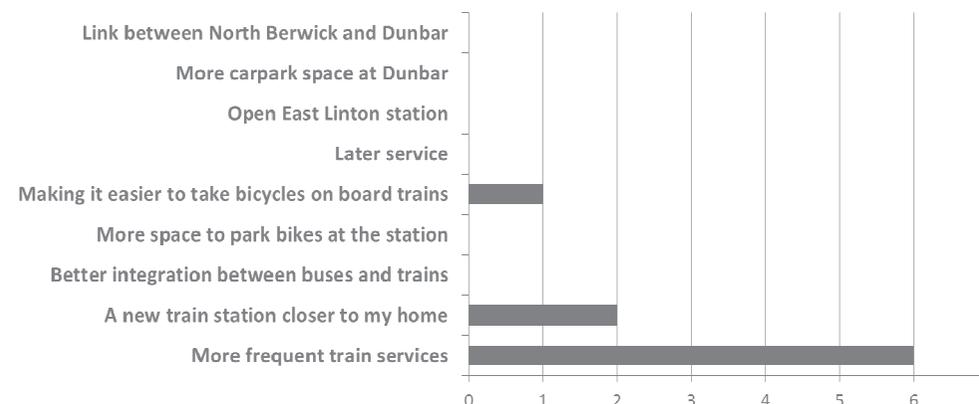
Car



Cycling



Rail



Some of the comments made by respondents on walking, cycling and sustainable car travel are shown below.



- Footpaths in bad condition. Regular reports to East Lothian Council on potholes and trip hazards.
- A more direct walking route to Dunbar station from new houses / Lochend. The back gate at the station (beside graveyard) should be opened to provide better access from Spott road.
- Taxi card system or other mechanism to allow travel to/from outlying settlements at all times of day/evening to suit teens and older generation.
- Mend the pavements - too many potholes / trip hazards!
- Keep cars off pavements.
- Narrower crossings at road junctions e.g. end of Summerhill Road.
- Bikes off pavements.
- Cyclists using their lights at night.
- Reopen the underpass between Lochend and Belhaven.
- Wish we could cycle/walk from Pinkerton to Dunbar, Innerwick etc. without having to cross the A1.



- More enforcement of 'No Cycling on Pavements' - cycle only on designated routes.
- More cycling only paths e.g. along the A1.
- Signed routes from each town or station - like in Borders region.
- Safe route across from Inverroma to the Coast. It needs a flyover which needs support from Transport Scotland.
- More cycle parking on High Street.



- Enforcement of 'No Cycling' on pavements in Dunbar.
- Crossing the A1 - bridge or underpass.
- Cycle path along A1 to connect with Torness.
- A1 crossing at Innerwick (Transport Scotland have no interest).
- Mend potholes!
- Speed cushions - shape and repair a big issue for tricycle.
- Cycle lane through Belhaven.
- Signing walking/cycling routes to town centre - giving times.
- 20mph speed limits all over Dunbar.
- More cycle sheds for people living in flats to keep bikes.
- Car share scheme.
- A1 South of Dunbar needs dualling.
- Need safety measures at A1 junction.
- Need better definition on A1 urgently at change to single carriageway .
- All planning applications to consider impact on active travel.

Some of the comments made by respondents on train travel are shown below.



- Better quality of parking at Dunbar Park and Ride.
- Dunbar station has limited parking, there should be more.
- Oyster card Lothians.
- More regular trains in the evening.
- Too many trains cancelled.
- Later service back from Edinburgh in the evening and a more regular service in the mornings for commuters.
- Definitely more trains (especially on weekend evenings) to Musselburgh/Edinburgh Waverley.
- A station at East Linton.
- A later train service at the weekend from Edinburgh - Dunbar - last train on Saturday evening is 10pm - has knock on effect for Glasgow trains (last viable train from Glasgow is 9pm).
- A more direct walking route to the station - open the gate at the back of the station so there is access from Spott road.
- More affordable train travel - Dunbar to London Single on 30th November £125-140!! Standard class.
- Better deals to Edinburgh.
- Edinburgh deals available from Dunbar.
- Covered cycle parking.
- Change layout at top of Countess Road to make it cycle friendly and so they don't have to negotiate the one way system.
- Train much preferable to bus from Edinburgh - takes too long by bus.
- Dunbar trains don't stop at Drem, they should to create a direct link.
- A train station / stop at Newcraighall to get on the Borders Line.
- Later train service back from Edinburgh at night.

Some of the comments made by respondents on bus travel are shown below.



- Information at bus stops limited in Belhaven.
- Better bus access for wheelchairs and buggies .
- Buses finish too early at the weekend (i.e. no use for a trip to Edinburgh Festival).
- Not reliable for journeys (miss connections) makes it a long journey.
- Problem getting bus to hospitals.
- Buses to North Berwick no longer go into estates in Dunbar - have to walk further to get to bus stop.
- Have bus access in parts of East Linton.
- More late buses; the last Perryman is 7.10pm on a Saturday.
- More Perryman services at weekends; every 2 hours is not enough.
- Relative costs; a single from Edinburgh to Dunbar on Perryman costs £5.20. A single from Haddington to Dunbar on First is £4.20 . No change is given.
- Bus pass needs to be accepted on Edinburgh tram.
- Edinburgh Smart Card must not have a time limit (6 months). London oyster has no time limit.
- Need to be able to pay £1.50 on the tram - not £10. An issue when machine is not working.
- No early bus from Dunbar to Western General Hospital - have to go by car.
- More buses from Dunbar to Musselburgh / North Berwick without changing. Not enough buses, they don't late enough or have enough on a Sunday .

- Service 106 doesn't run during the day in Musselburgh.
- More affordable fares.
- First bus the worst; reliability is poor, no change given, rude drivers/failing to stop, age of vehicles (old vehicles transferred from elsewhere), cost (there should be cheaper local fares).
- The Bus Charter needs to be enforced against First bus.
- No bus services to get to Dunbar for onward travel to East Linton for work. Also, no bus on Sunday.
- By improving services from Haddington, more people are encouraged to drive here from outlying areas meaning services from these areas are not viable (lack of numbers) and cut backs.

General:

- Reopen the underpass between Lochend and Belhaven.
- Wish we could cycle/walk from Pinkerton to Dunbar, Innerwick etc. without having to cross the A1.

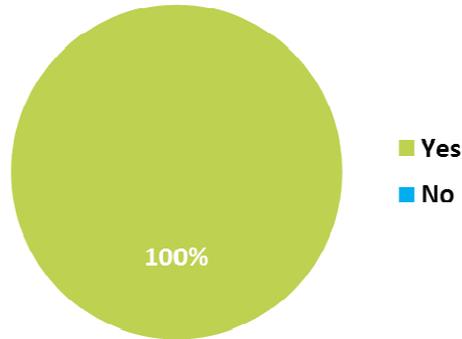
A total of 12 people completed the exit survey with all saying they found the event worthwhile.

Most people said they would be more encouraged to cycle or walk following viewing the materials on display at the event.

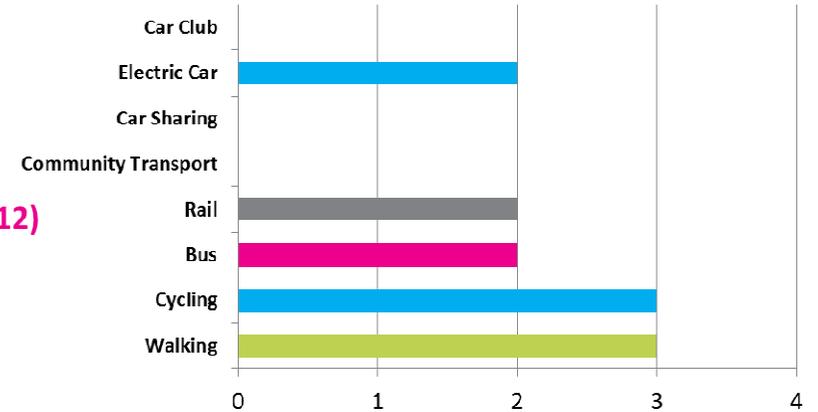
Most said they had learnt more about active and sustainable travel options in the area, particularly why the council are promoting them and what existing initiatives there are.



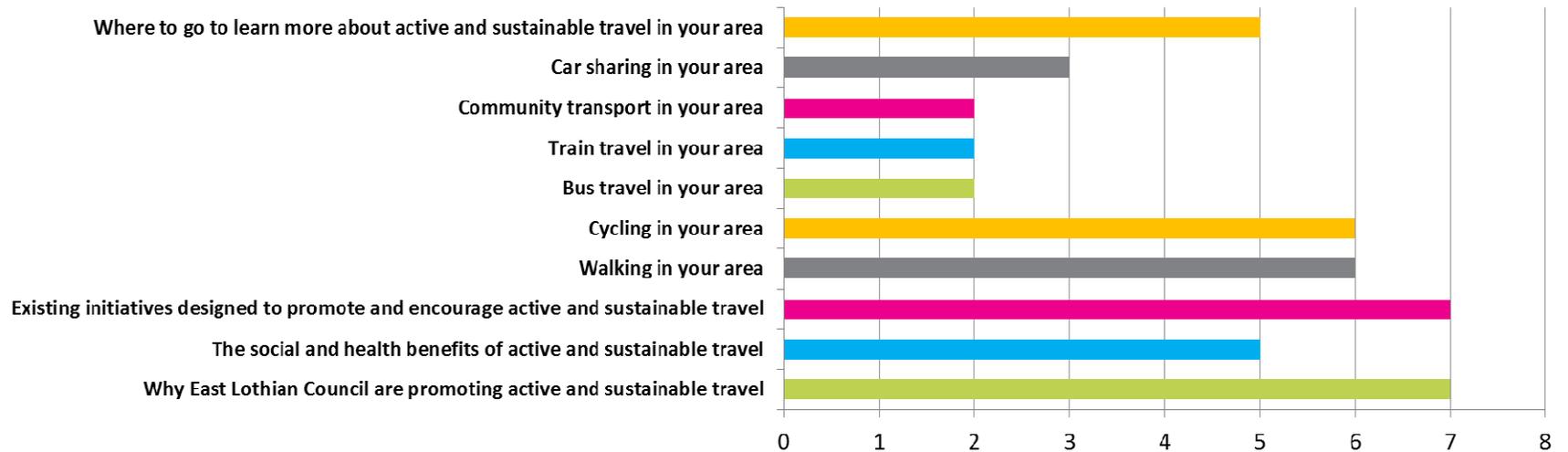
Did you find today's event useful? (N=12)



Will you be encouraged to use any of the following more often?



Would you say you now know more about?

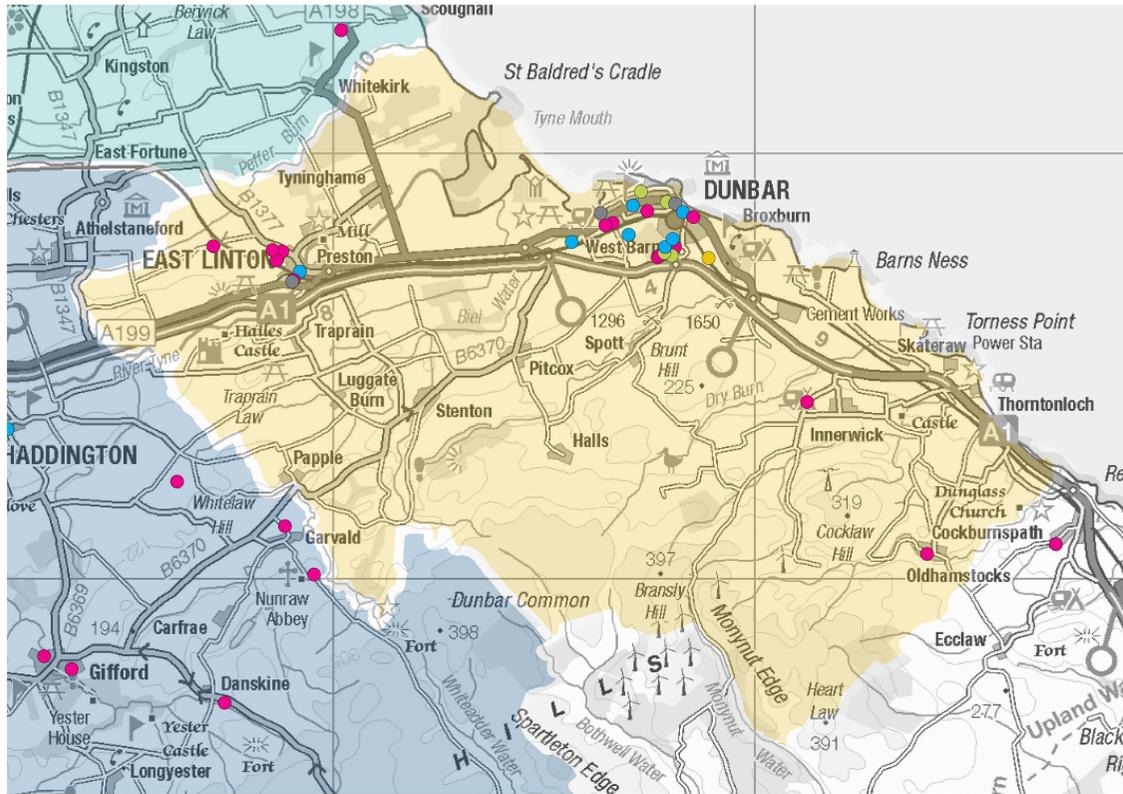


Online Survey—Dunbar and East Linton Area

As shown opposite, nearly half of respondents feel a car is essential for their everyday needs with the majority of respondents saying this is because they require to travel between locations during the day.

Respondents living closer to Dunbar and East Linton are less likely to be dependent on the car with outlying areas more likely as shown in the map below.

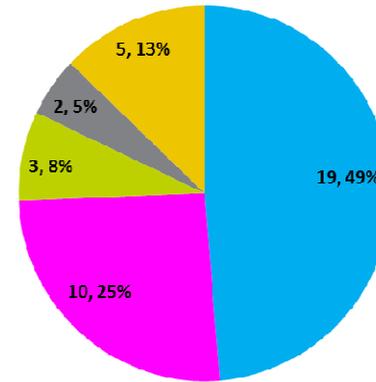
Dependence on the Car



Car Dependency

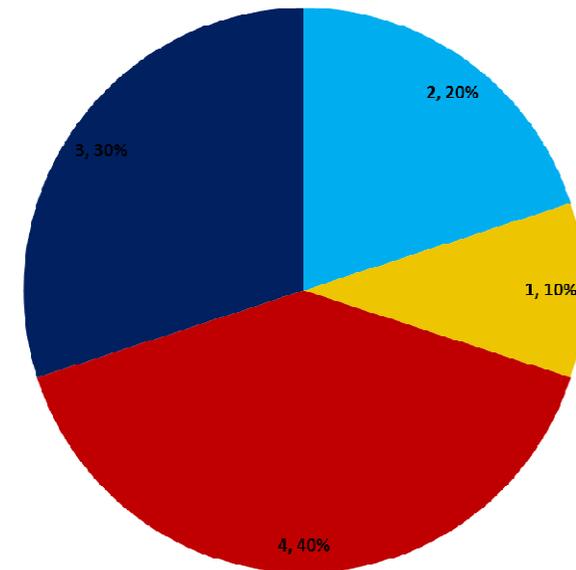
- Car essential for everyday needs
- Car not essential but choose to use one on a regular basis
- Do not own a car but are reliant on others for the use of their car(s)
- Own a car but use it infrequently
- Do not own a car and are not dependent on car travel

How essential is a car?



- Essential for everyday needs
- Not essential but I / we choose to use one on a regular basis
- I / we do not own a car and are not dependent on car travel
- I / we do not own a car but are reliant on others for the use of their car(s)
- I / we own one or more cars but use it / them infrequently

Why do you drive?

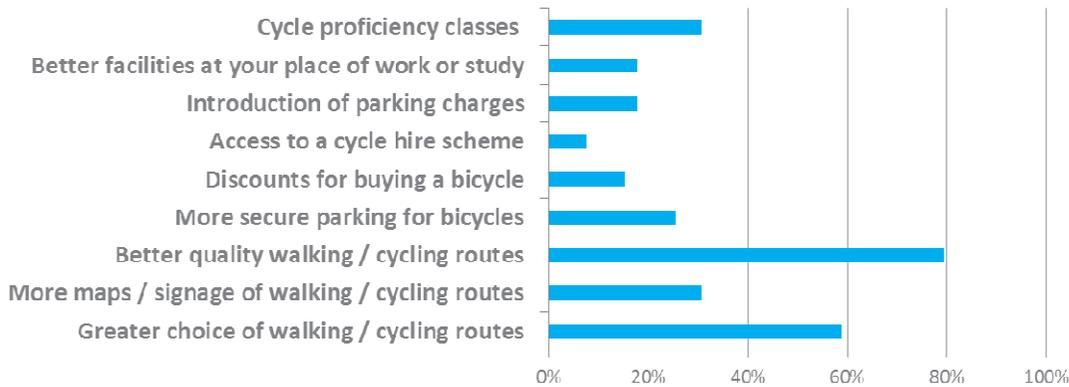


- Convenience
- Public transport too expensive
- I require to travel between locations during the day
- I require the car to carry material

Sustainable Mode Choices

The graphs on this page show what respondents felt are the main benefits of active and sustainable travel. They also show what respondents felt would encourage people to walk or cycle more often, get the bus or train more often or travel more sustainably by car.

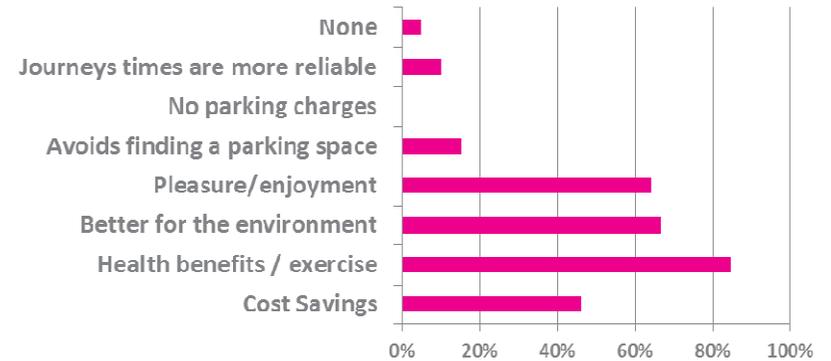
What would encourage people to walk or cycle more?



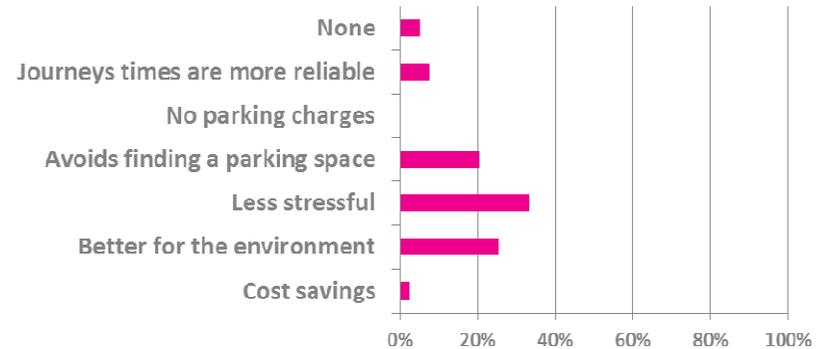
What would encourage people to get the bus or train more?



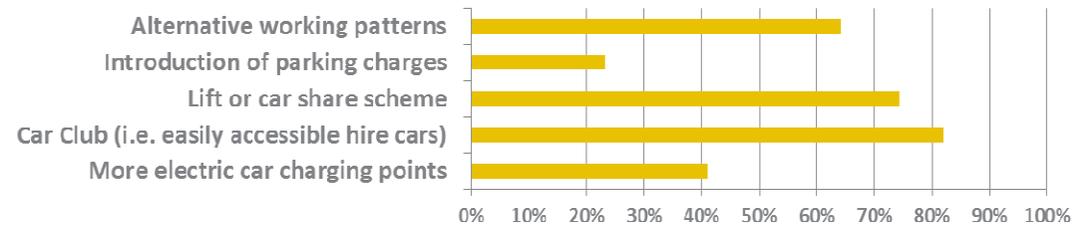
Benefits of Active Travel



Benefits of Bus or Train



What would encourage people to travel more sustainably by car?



Comments Received about what would encourage people to make active and sustainable travel choices:

- Some 'try biking days' maybe to build confidence. A cycling buddy type system. Publicise local cycling clubs Better quality cycle lanes or paths, well maintained with on road signage on quiet back roads to remind drivers that it is a cycle route (e.g. Hailed Road).
- Buses of a better standard than the rattling, hard seat First buses on X6 route. Perrymans are better but infrequent.
- Better timetable information at bus stops. Real time information at bus stops. Cheaper fares.
- Greater restrictions on housing developments that are reliant on the car. Parking charges for visitors and permits for residents. Safer streets for cyclists. Action on speed. Wide streets and well illuminated spines seem to encourage unsafe speeds, even if speed limits are kept to. Street designs that make it difficult to take the car. Imaginative public transport options, like hydrogen or electric buses that service town centres (hub and spoke) with a regular day time service. De-emphasise commuting by bus - it takes far too long, but reinstate train stations and improve train services, which serve commuters better (to at least the standard of North Berwick). Single ticketing. Franchising of bus services so that quality contracts can be put in place, a clear single livery and much higher standards of maintenance and quality.
- More places to access the Car Club. Improved network of walking & cycling routes. More & cheaper parking near railway station.
- Locally, the car is the easy option. It is too easy. It is too easy to park. A convenience culture (and instant gratification available 7-11) dominates people's choices, which coupled with relatively easy parking (anyone who says otherwise needs to get out more to see the world) make it far too easy to make an unsustainable choice. Furthermore, I'd say that the roads are NOT considered as a shared space. So drivers (taxis and buses are the worst) regard pedestrians crossing as a nuisance, even speed up. The towns and villages are really not that busy, yet cyclists feel safer on the pavement. This may not be a problem in its own right, but it is symptomatic that the road is

not perceived as safe. Here I would recommend 20s plenty in towns and villages. It is a good idea here, as residential areas already de facto have low speeds. Anything that kills car speed would be good. Surveys seem to show that 20s plenty affects people's perceptions of safe speeds and in practice too. Anything that discourages car drivers from taking the car in the first place comes first though, so parking charges are one very effective way of signalling to drivers - leave it behind. I use the car all the time, but only to reach destinations which are not reachable by public transport, or within walking or appropriate cycling distances. Edinburgh and many other towns make very little provision for car drivers on street, so rural towns really ought to take this forward, with better transport links and, if parking is deemed necessary, outside the town. East Lothian doesn't seem to have embraced residents parking. This would have a considerable calming effect, benefitting cyclists and pedestrians, and have multiple other benefits (making town centres desirable places to live?). It would be resisted by shops who somehow believe that convenience shopping is sustainable and that their livelihoods are more important than the people who live above them. I don't think that more information, nor maps and signage, will affect people's choices measurably, nor will electric charging points, desirable though this may be if you own an electric car - well lucky you. Incentives to leave the car behind could be a carrot though, so shops could participate in a scheme that did just that, coupled perhaps to a delivery service (all supermarkets and mainstream shops seem to offer deliveries). As for the buses, complicated routing which makes even short inter village journeys longish need to be simplified, costs reduced and vehicles adapted to the rural environment. Small, less polluting/noisy buses would be a better way to provide subsidy. Dependable timetables, buses seem to leave early too often, and regularity are important too, as an irregular service is the same as no service. Services should not be designed around minority users, for whom specialist services may be more fitting. At the moment it seems that it would be cheaper to offer a private taxi service to such users rather than run empty buses. Radical options need to be considered to improve patronage, such as free buses (that connect a small ring in a town centre, so people that must drive park outside the ring).

- Better cycle paths. For example, the path alongside the A199 is very rough

and dangerous.

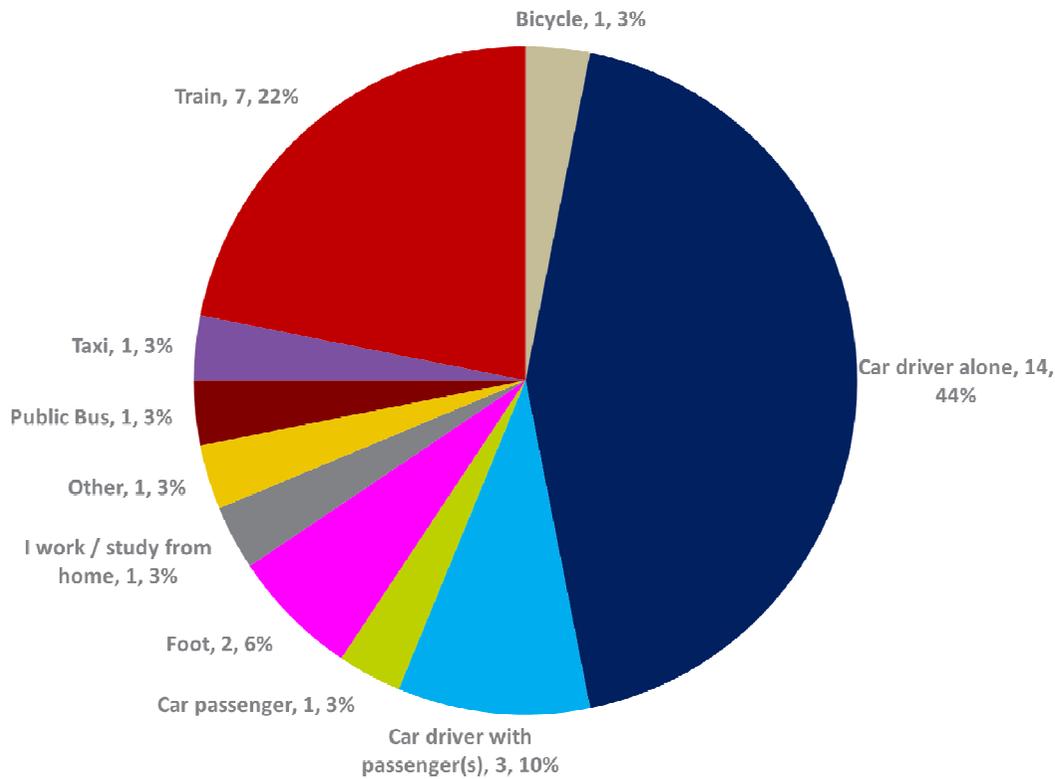
- Adult cycle training freely available. Use of personalised travel planning. People need lots of encouragement. Catching people when they change place of work or move house.
- I would like to see a rising percentage of the LA travel budget allocated mainly towards cycling as I think walking is already well catered for. A percentage earmarked for cycling would provide the kind of stable funding that attracts matched funds from elsewhere. Also a detailed plan in the Local Transport Strategy to enhance existing and create new segregated and standalone cycle paths for everyday cycling. Subjective safety is very important in getting more people on their bikes.
- Why does it cost almost double to travel from Dunbar to Edinburgh compared to North Berwick to Edinburgh?
- Better train service and introduction of bus service.
- A lot of Dunbar and it's surrounding area already have a good, safe, off-road cycle network. If the few bottlenecks/gaps in this could be addressed it would make me much more willing to cycle, especially with my children.
- Separate cycle routes based on a Dutch model.
- More regular trains to reduce large gaps between train times and later evening trains.
- More trains stopping at Dunbar or even a station at East Linton; More frequent buses but reasonable prices; better signage for cycle and foot paths, in cases lighting too.
- Proper cycle infrastructure around Dunbar town centre, school and surrounding areas. Only new estate has decent multi use cycle paths.
- For Dunbar, it's all about the frequency of public transport. If they were so frequent and regular (say, a train every 30 mins) you wouldn't have to think twice about just hopping on. Currently you have to figure out infrequent and irregular train timetables which are often inconvenient.
- Trains should be cheaper and going more frequently (especially Sunday, late night).

- Bus linking outlying villages in Dunbar and East Linton to train services to Edinburgh. More electric car charging points. Increased council support for non-for-profit car clubs. Better and safer cycle routes - especially between North Berwick and Dunbar.
- Safer cycle paths/routes/crossings, within planning not just squashed in after thought. More late night trains back not just 10pm or 11pm.
- A bus connection a couple of times a day at Broxburn is really needed.
- 20mph speed limits. More priority for pedestrians in towns. More welcoming walking environments. More support/promotion of car clubs and buses. Better information about buses (the services are mostly OK, but people don't know about them). Cheaper bus fares.
- Quiet comfortable buses with decent seats, greater frequency particularly in the evenings and late night services and low preferably free fares as that would really make all the difference.
- NOT parking charges anywhere. NOT more signage. NOT car clubs or car shares. PLEASE just use funds to encourage cross county bus routes; cheap or free travel for young people (especially looked after young people) and more frequent and later in the evening train services to and from Dunbar and other East Lothian Train stations. Please retain and expand rural bus services - they're a lifeline. Again, please no parking charges anywhere - it really puts people off coming to or shopping in East Lothian.
- Considerable money has been spent on providing cycle routes/lanes already & more frequently than not cyclists do not bother to use them (e.g. narrow section along A199 from EL to Dunbar) - they should be fined if they don't use them / no more public money should be spent on them if they're not going to be used! Public transport needs to be reliable, cost effective and there when people need/want to use it! (it costs nearly double to get the bus to Edinburgh than petrol costs).
- Greater integration of bus and rail services, coupled with more frequent timetables. Better quality surfaced and segregated cycle routes with additional cycle routes connecting the various towns in East Lothian and at Musselburgh with the Edinburgh cycle routes, which should also be segregated.
- Encourage Scotrail to increase services to Dunbar and increase more cycle friendly public transport.

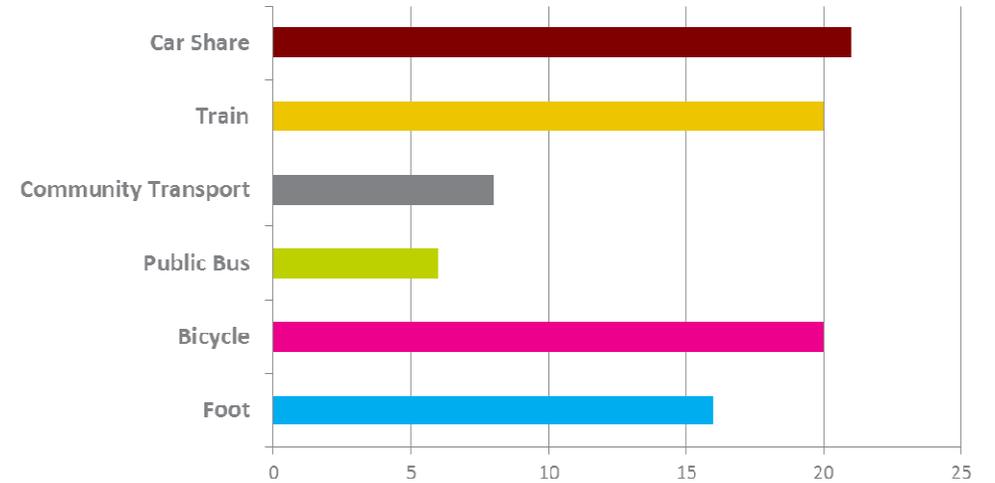
The graph below shows that most respondents to the survey from this area travel to work as a car driver alone. However, a considerable number say they would like to car share more often.

The vast majority of respondents already own or have access to a bicycle.

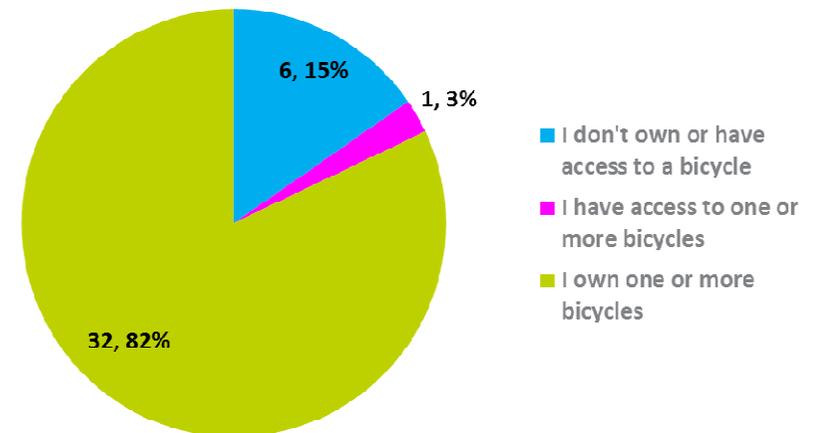
Main Mode of Travel to Work



What modes would you like to use more often?



Access to a Bicycle



Dunbar and East Linton— Key Issues Identified



More priority for pedestrians and cyclists at key junctions and town centres with provision of good walking and cycling routes to be a key feature of new development.

A maintenance plan for walking routes and more segregated cycle paths, for example, alongside the A1.

Promote the benefits of walking.



Enforce on-street parking restrictions to prevent parking which makes it dangerous to cycle. Provide more segregated cycle routes with some suggesting cars should be banned in certain areas or streets.

Promote the benefits of cycling.



Inconsistency in the standard of buses and service provided by different bus operators. The One-ticket is not value for non-commuters and people making occasional local journeys.

More frequent bus services.



Demand for a rail station at East Linton with a car park and abolition of parking charges at Dunbar station.

More frequent train services.



Reduce vehicle speeds at some locations with reactive warning signs identified as being preferred to physical measures.

Consider the impact of the car as part of all planning applications.

A lift or care share scheme.

Some demand for car club; with Co-wheels already in Dunbar it may need promoted more.