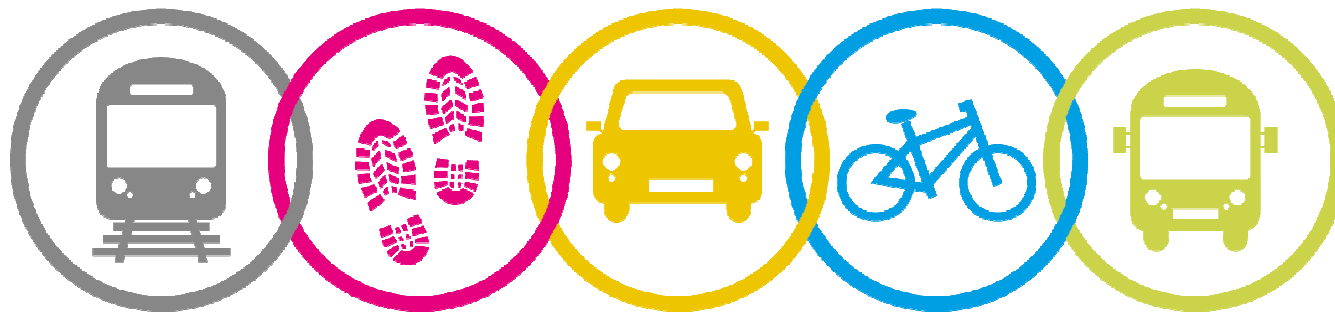


Phase 1 Consultation Feedback Summary

Fa'side 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.

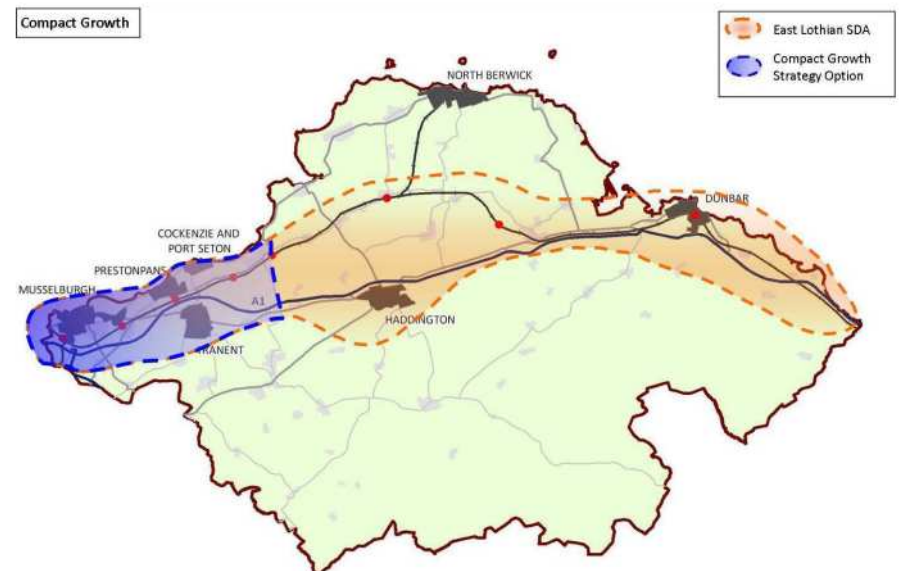
East Lothian Local Transport Strategy

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 Fa'side Area Partnership was on the 1st September 2015, between 3pm and 8pm at the Fraser Centre in Tranent.

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.

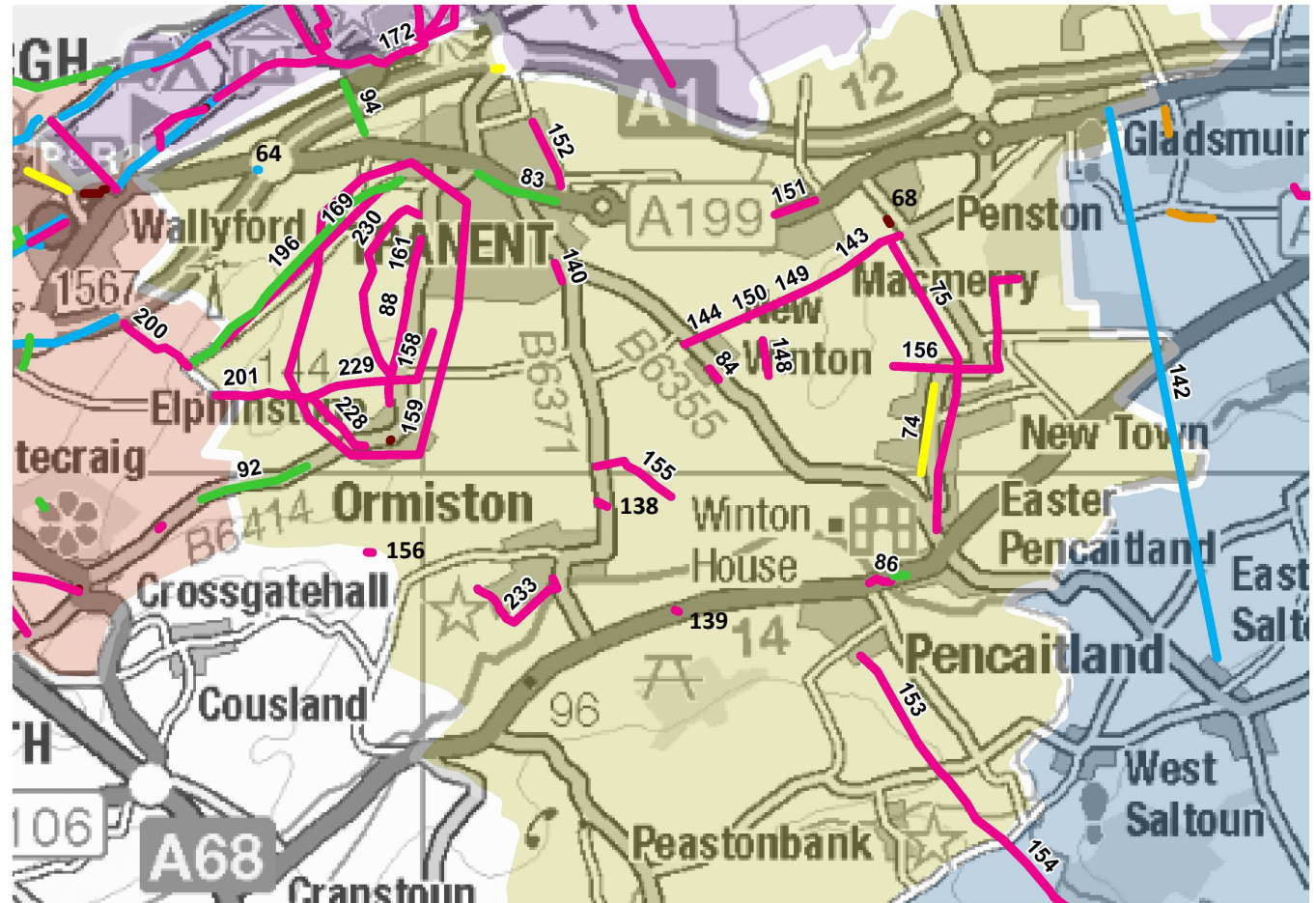
The survey was informed by a detailed review of existing information so that it provided data which was not currently available, for example, from the East Lothian Residents Survey.

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.

64	Issue with cars going changing lanes at roundabout
68	Penston Industrial Estate - bus stop is not overlooked - is it possible to put it in a safer location
69	Penston Industrial Estate - bus services 108 and X8 are infrequent
74	ATCs installed here 18 entrance points
75	Lack of footways and vehicles travel to fast (60mph limit)
82	Lights change too quickly for cyclists travelling uphill to Tranent. Could benefit from a push button crossing for cyclists to add 10/20 seconds to the delay
83	High Street not cycle friendly - lack of cycle parking/footways need to be shared with pedestrians
84	No footway
85	Narrow footway
86	Is this path finished?
87	Introduce 20mph zones around schools
88	Very narrow footways
89	No Footway
90	No Footway - missing link
92	Road surface very poor for cycling and walking
93	Poor bus routes to Elphinstone
94	Walk and Cycle routes to station
138	No provision for crossing road
139	No provision for crossing road
140	No provision for crossing road
141	Overgrown hedges
142	Cycle connection from East Saltoun e.g. onto segregated active travel highway (route shown indicative only)
143	Very rough surface



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_lothian_on_the_move-the_route_to_smarter_travel

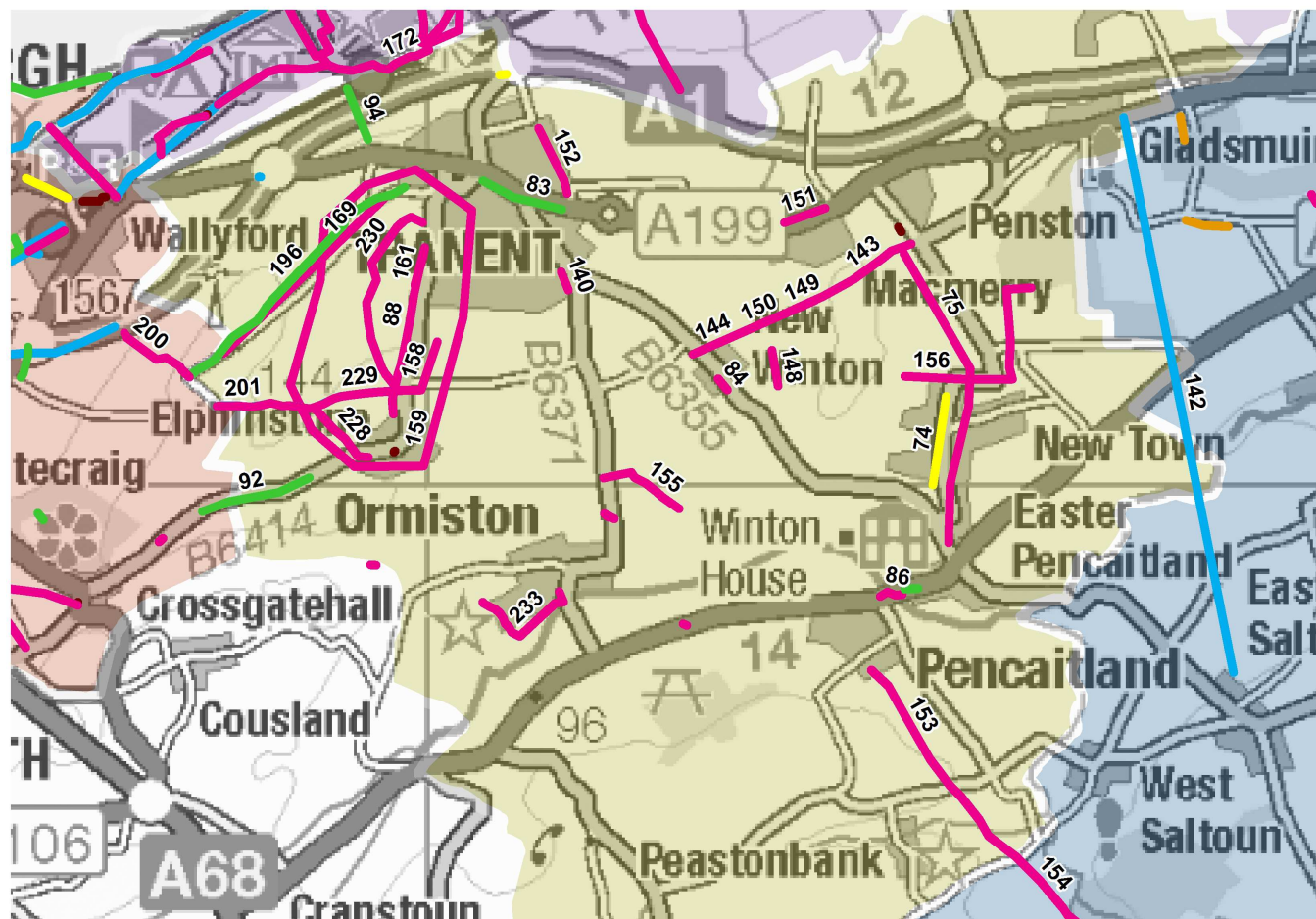
Mode

- 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.

144	Very overgrown and path very narrow
145	Need connection onto railway walk from new shared use footway/cycleway
147	No Signs
148	Very narrow
149	Sign is overgrown and in wrong place
150	Drainage Problem - section is sloped and gets very muddy when it rains
151	No signs near the shops in Macmerry (opposite pizza shop) to highlight where paths are and where they go
152	Antisocial behaviour on this path - should it be removed from the path network
153	Maintenance - Railway walk only been cut once this summer
154	Continue Railway walk to Gifford
155	Resolve the route at East Mains including better signage
156	Proposed new route
157	Check is bridge damaged?
158	Proposed new route - this would be an option to get people away from the road
159	Signage in the area marked by this ring needs to be improved
161	No footway
169	Circular route back to Tranent
172	Circular Walk



196	Very attractive route to walk along - could this be designated as a rural quiet road where walkers and cyclists have priority
200	Southern section of footpath is unusable/degraded - needs to be reinstated
201	Proposed cycle link
228	Path surface condition is poor
229	Path surface is very poor
230	Path surface is very poor - needs to be improved
233	Potential new path around the outskirts of Ormiston - formalise existing

Mode

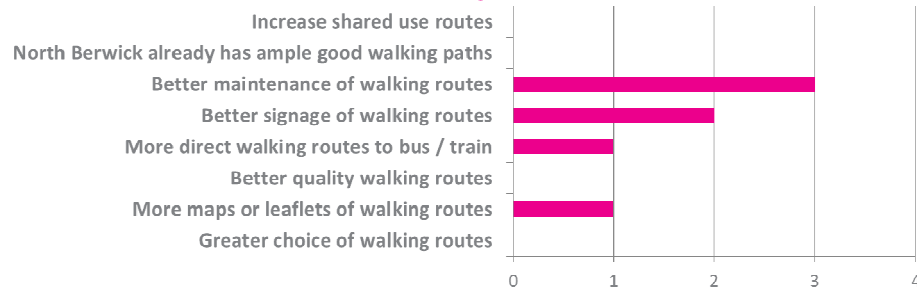
- Cycling
- Other
- Public Transport
- Road
- Walking
- Walking and Cycling

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 maintenance of walking routes
- **Cycling**— safer cycle routes
- **Bus**— no definitive preferred intervention
- **Train**—better integration between buses and trains
- **Car**— lift or car share scheme and more electric car charging points

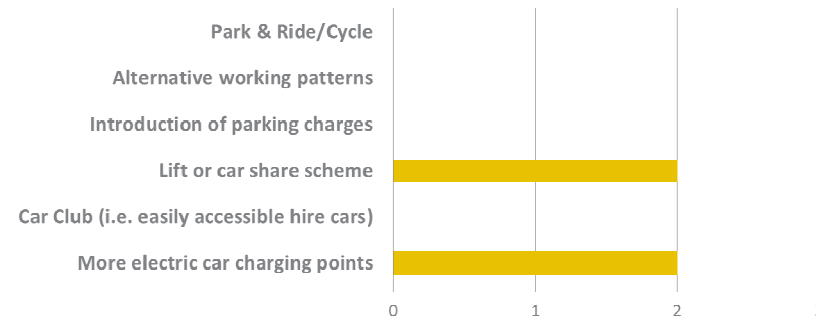
Walking



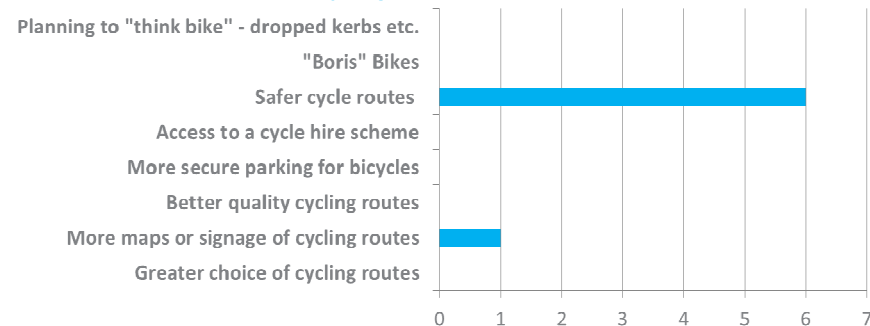
Bus



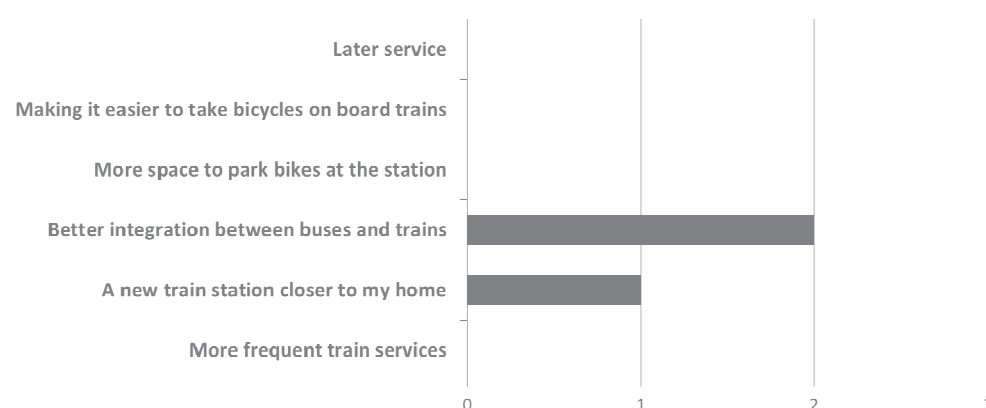
Car



Cycling



Rail



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



- Bus timetables need changed, they are not up-to-date.
- Give buses significant space to pull in to laybys. Parking in the bus stop layby makes it difficult to get off the bus, causes delays and congestion.
- Bus 44 used to go up to Carlaverock but this was removed and they put on Bus 26 to Tranent with Asda and Aldi now no longer served. The only bus that goes up Haddington Road is the 104 but that comes from the West End and is no good for people in Prestonpans or Tranent.
- The Royal Infirmary Service 111 only stops in the North of Prestonpan, it doesn't go through Prestonpans High Street. People find it difficult to walk all the way up Prestonpans to get the bus.
- Seafield Crematorium—there is no bus that runs there from East Lothian; service 26 stops at Portobello High Street.
- The X8 misses out Wallyford/Musselburgh.
- MacMerry / Tranent / Musselburgh.
- The buses First use are difficult for disabled people to access.
- Better integration of bus services.
- Service 15 and 104 could meet at same place.
- The Macmerry main bus stop is not clean and when it rains it becomes water logged.
- The Macmerry to Dunbar service is very infrequent and there is a big gap in the middle of the day.
- Improved buses from East Saltoun to Prestonpans/Wallyford and to rail station for onward links to Edinburgh . The service 123 is circular, takes a long time and actually goes away from

Edinburgh.

- The service 44 to Elphinstone Road End is now discontinued,. The route of the 26 should be altered to serve this or the number 44 should be brought back in.



- Cycle led groups for leisure cyclists (East Saltoun).

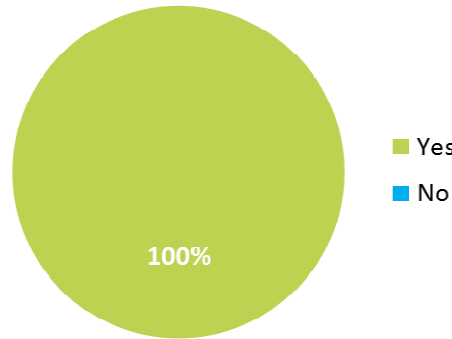
A total of 9 people completed the exit survey with all saying they found the event worthwhile.

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

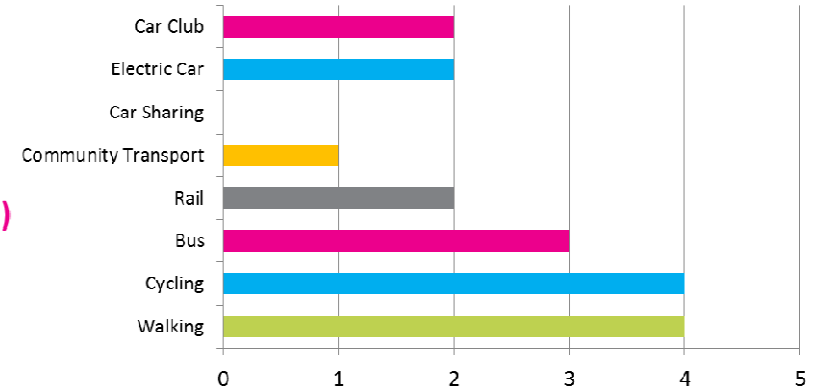
Most said they had learnt more about walking in the area.



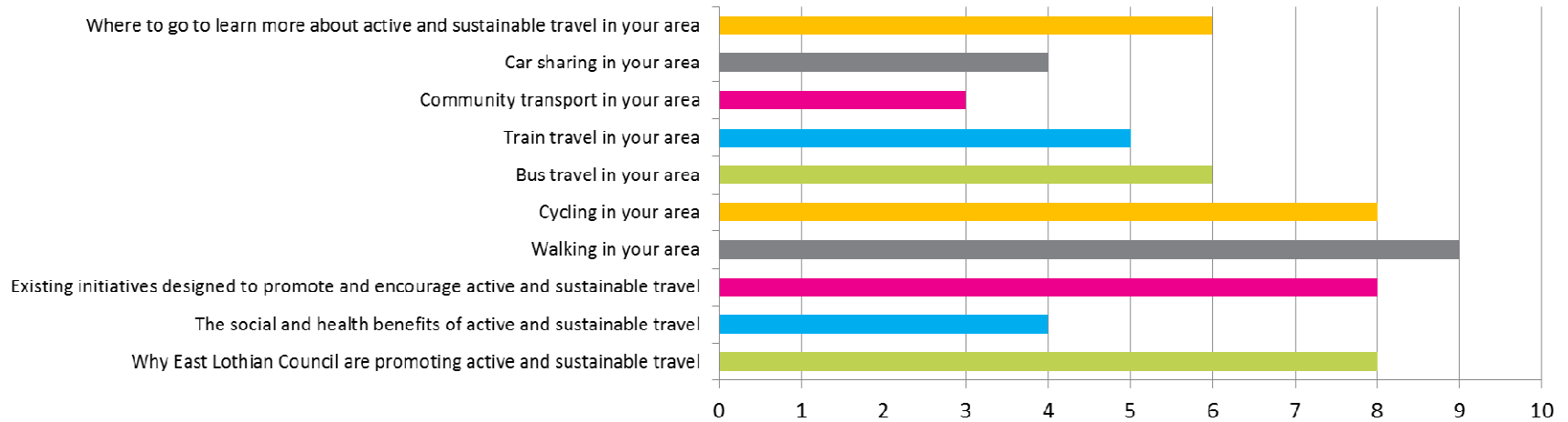
Did you find today's event useful? (N=9)



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



Would you say you now know more about?

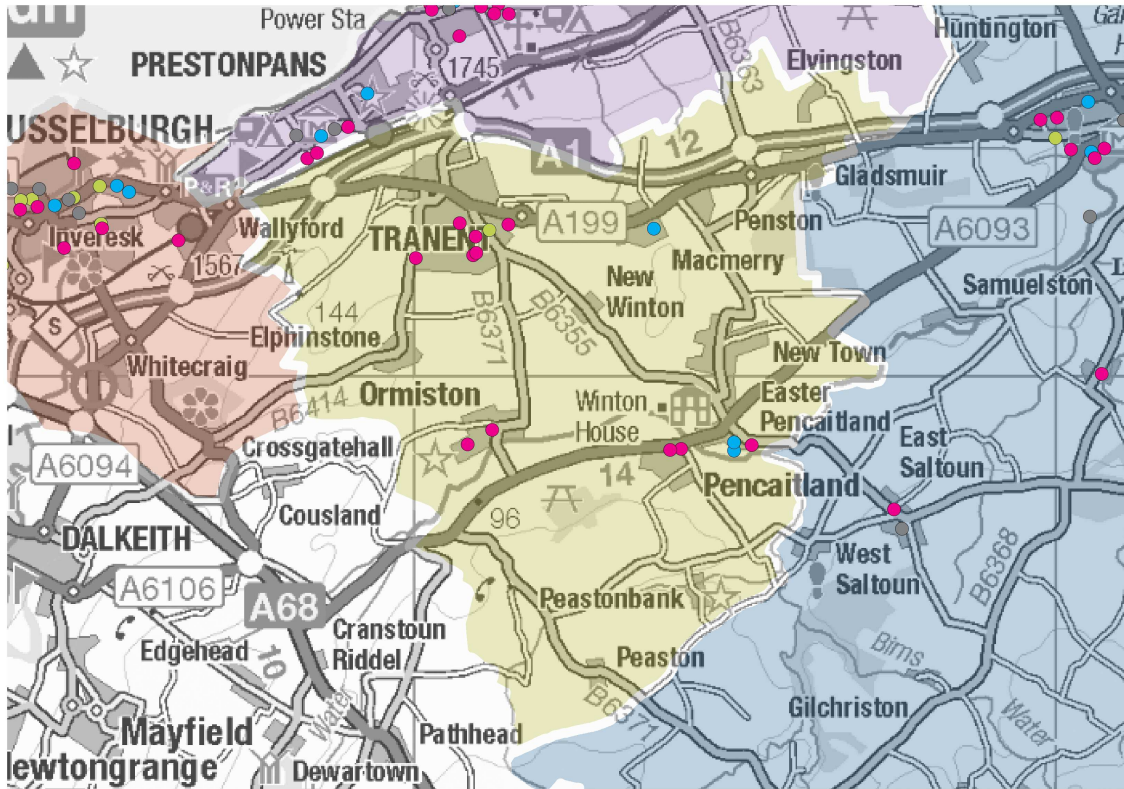


Online Survey—Fa'side Area

As shown opposite, nearly half of respondents feel a car is essential for their everyday needs with respondents saying the main reason for this is that public transport is too infrequent or unreliable.

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

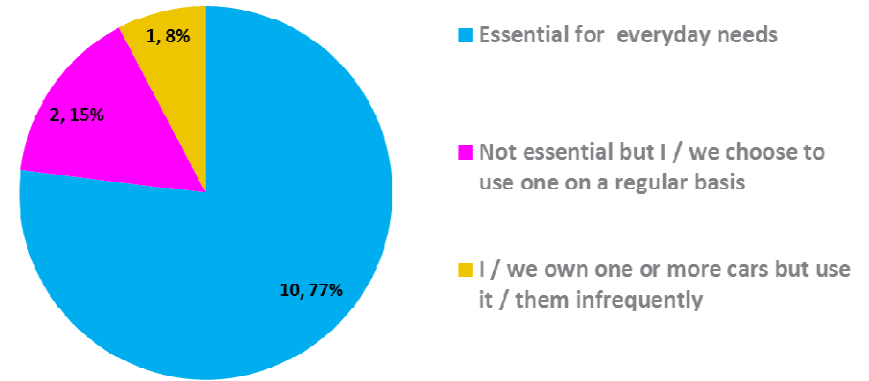
Dependence on the Car



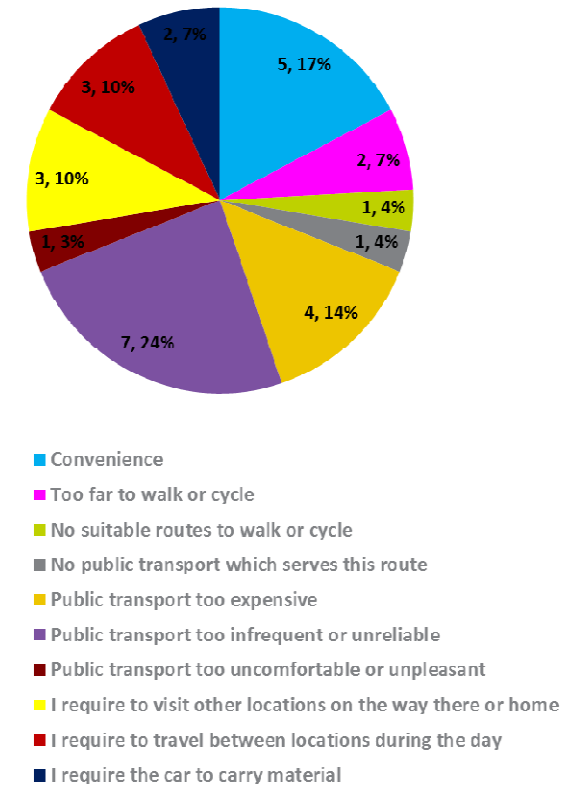
Car Dependency

- 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?



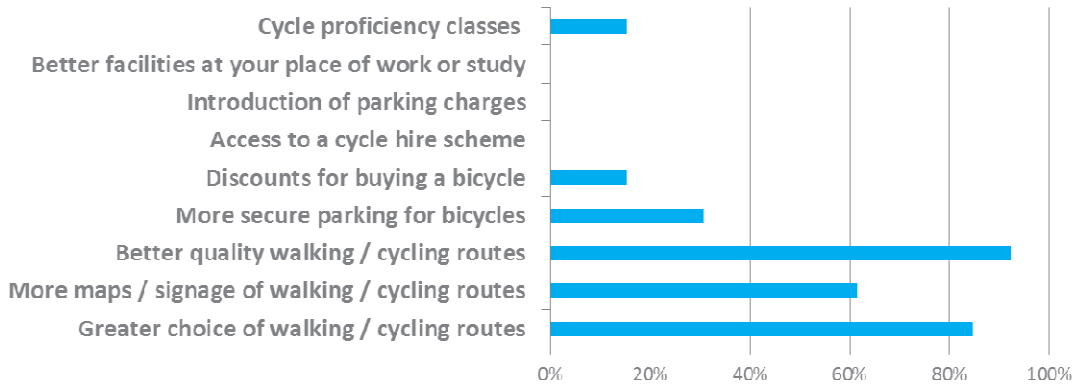
Why do you drive?



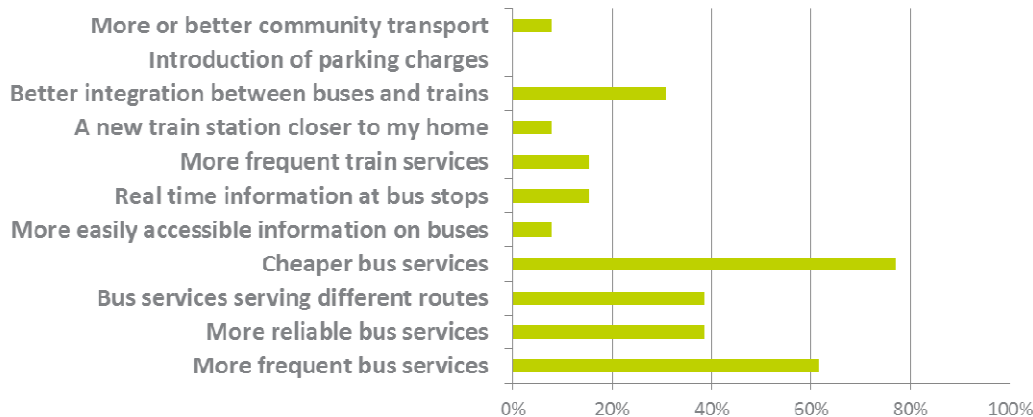
Sustainable Mode Choices

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.

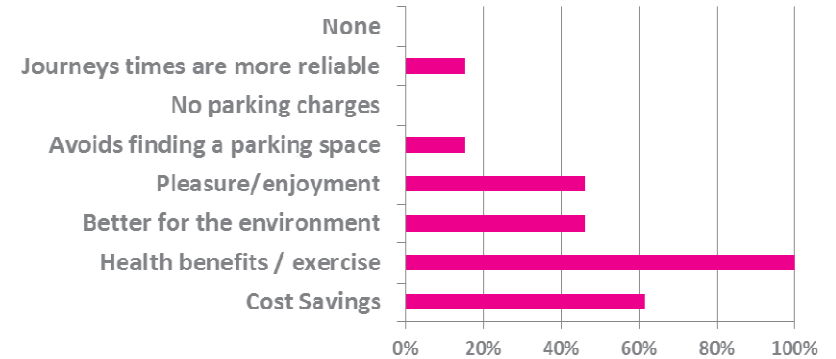
What would encourage people to walk or cycle more?



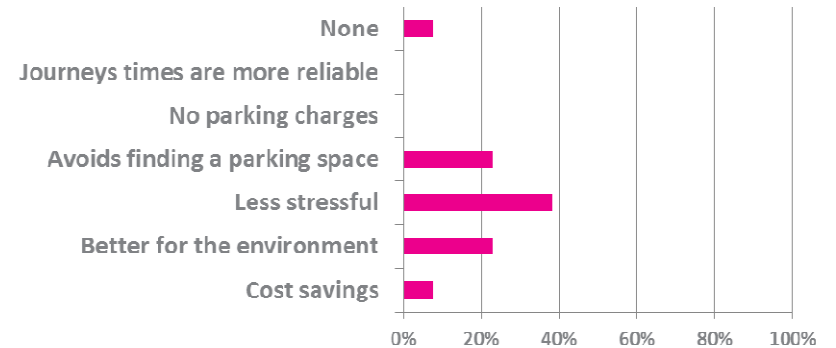
What would encourage people to get the bus or train more?



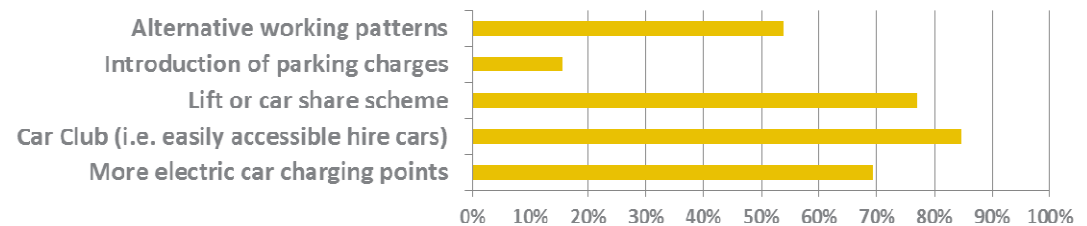
Benefits of Active Travel



Benefits of Bus or Train



What would encourage people to travel more sustainably by car?



General Comments from Online Survey

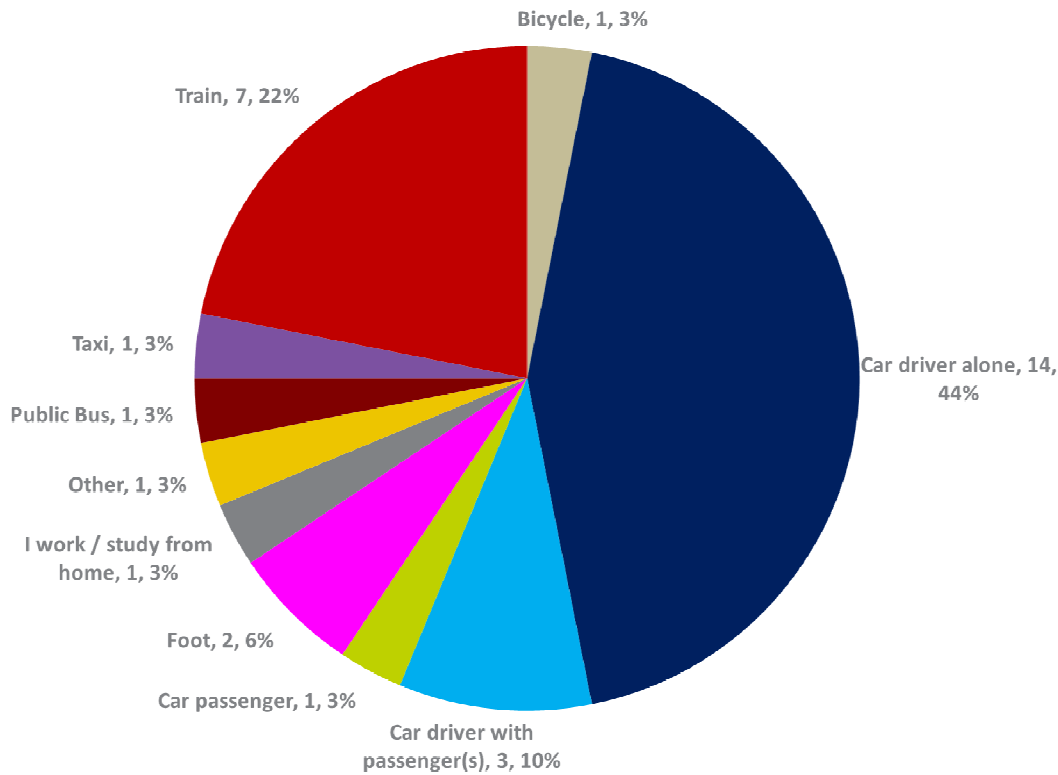
Comments Received about what would encourage people to make active and sustainable travel choices:

- Better traffic lights.
- More segregated cycle paths with unfettered access for ALL cyclists (e.g.. no barriers and no motorcycle inhibitors).
- For the Fa'side Ward bus travel is very good from Tranent. But the cost of travel from the surrounding villages into Tranent is far to high and some parity should be introduced into the charging regime.
- Safe route to walk or cycle to train station.
- Better behaviour (some passengers) on buses.
- Safer walking/cycling routes to school - ban cars from school road. Bus fares for east Lothian to be more inline with Edinburgh prices. More Lothian country buses coming to east Lothian and going to more destinations.
- Better cycle routes into Edinburgh from East Lothian.
- Better segregated cycle paths and cycle routes. Road surfaces are particularly bad and the cycle paths on roads are never swept.
- Cheaper taxis, better weather.

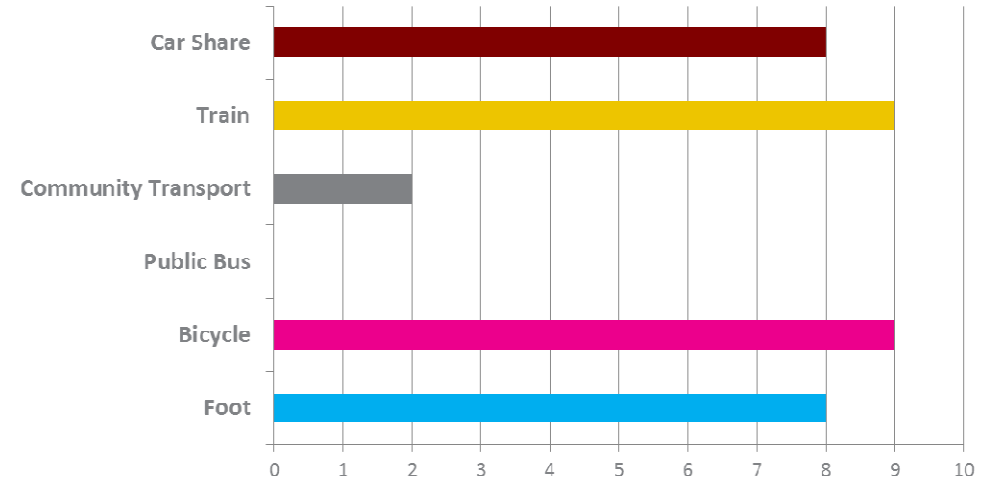
The graph below shows that most respondents to the survey from this area travel to work as a car driver alone. However, a considerable number say they would like to cycle or get the train more often.

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

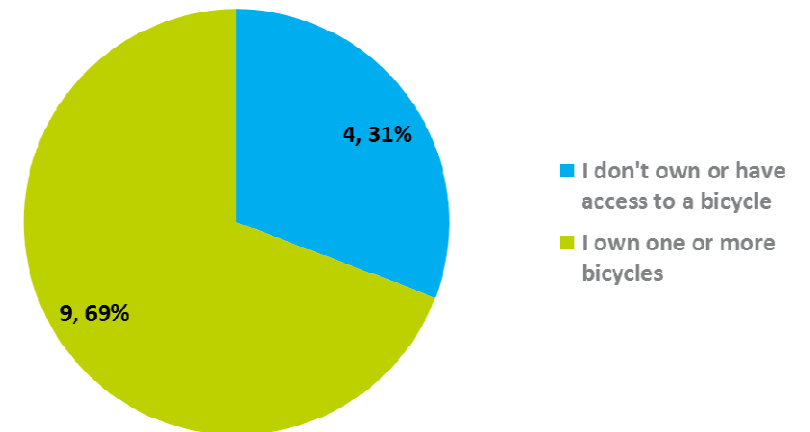
Main Mode of Travel to Work



What modes would you like to use more often?



Access to a Bicycle



Fa'side — Key Issues Identified



Existing walking routes need to be better maintained with better signage and more maps (an app was suggested).



A need for safer cycle routes which are segregated from other traffic including through the High Street in Tranent where there should also be secure cycle storage / parking. Particular focus on providing infrastructure and conditions to encourage school pupils to cycle.



Improved bus services to the Royal Infirmary and better access for those with mobility impairments.



Better integration between buses and trains with later trains from Edinburgh at the weekend and more consistency of fares.



More electric car charging points in the area.