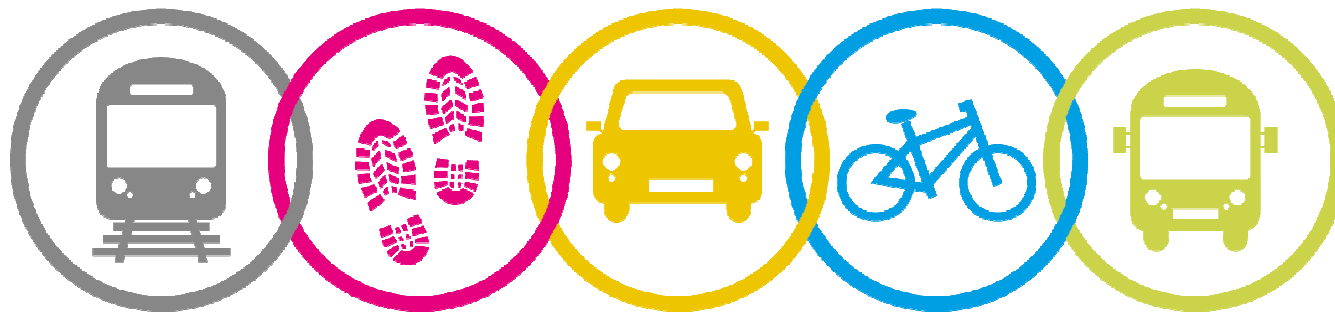


# Phase 1 Consultation Feedback Summary

## Haddington and Lammermuir 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.

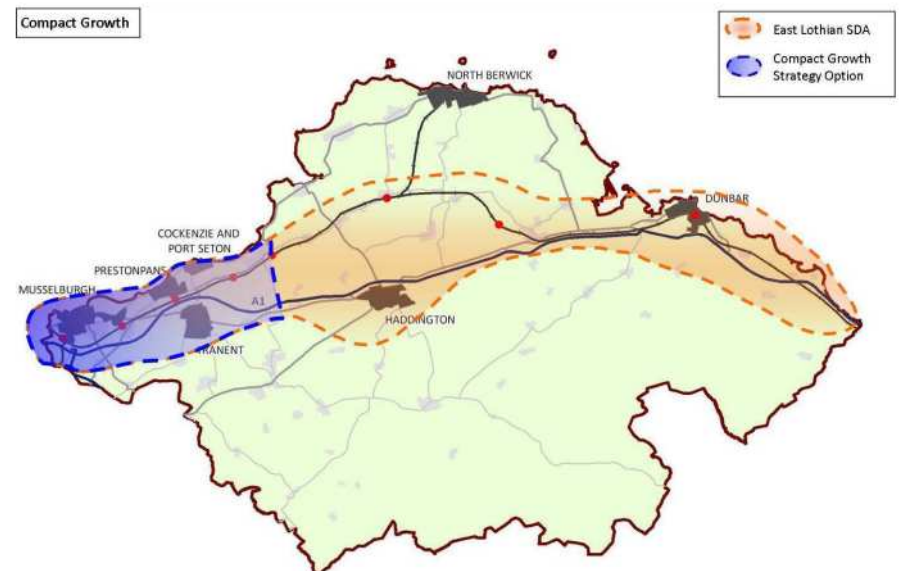
## East Lothian Local Transport Strategy

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 Haddington and Lammermuir Area Partnership was on the 7th September 2015, between 3pm and 8pm at the John Gray Centre in Haddington.

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.

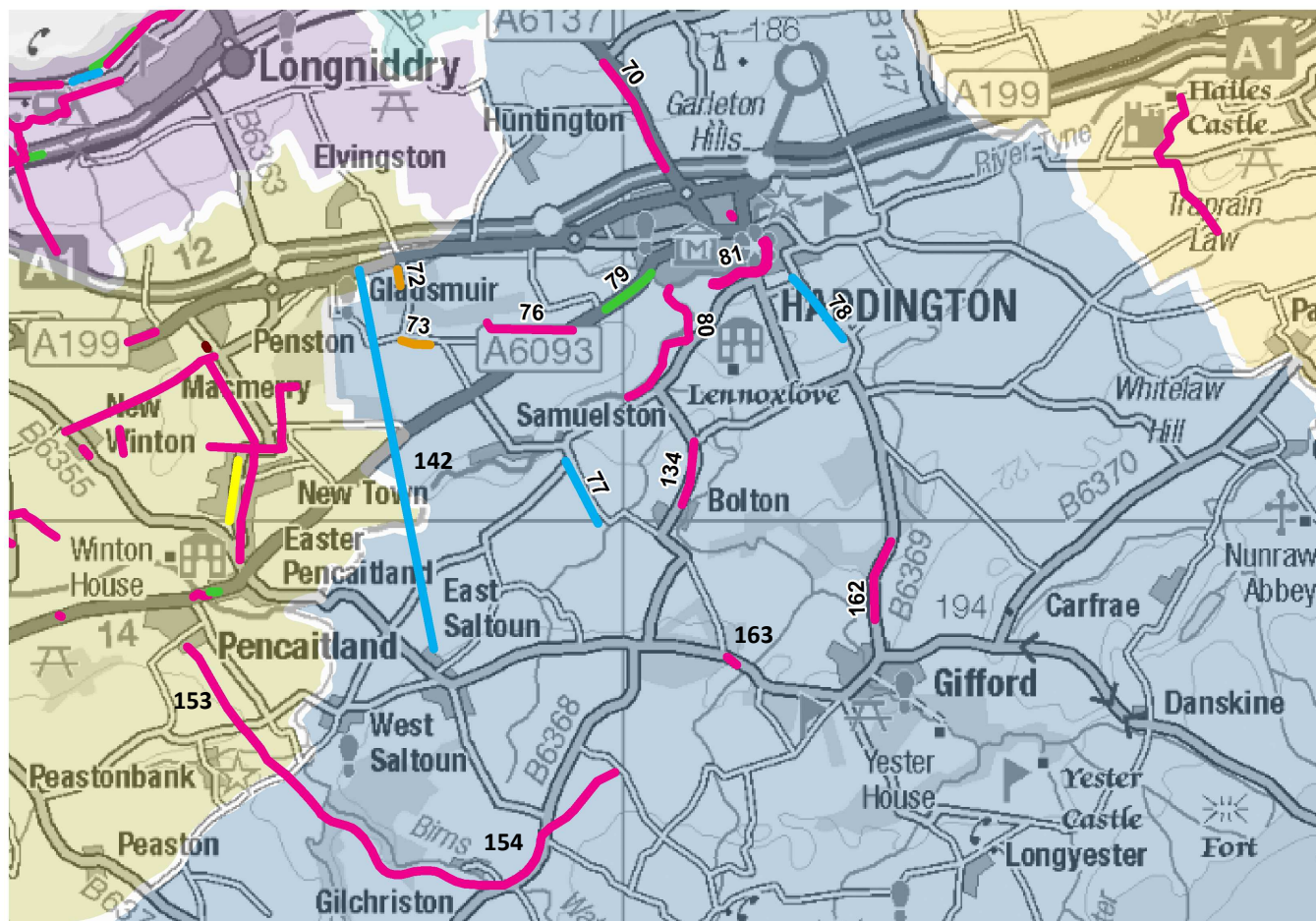
The survey was informed by a detailed review of existing information so that it provided data which was not currently available, for example, from the East Lothian Residents Survey.

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.

70	No proper footway and fast road
71	Bollards on footway make it too narrow for buggies
72	Ditch at side of road
73	Ditch at side of road
76	Make circular walk here
77	Potholes very dangerous for cyclists
78	Could promote cycling here and take traffic onto B6369
79	60mph no footway on either side of road, existing path very narrow - cut grass? Too busy to cycle
80	Proposed Path
81	Circular Path
134	Needs brambles cutting back/wild roses across path
142	Need cycling connection from East Saltoun e.g. onto segregated active travel highway (route shown indicative only)
153	Maintenance - Railway walk only been cut once this summer
154	Continue Railway walk to Gifford
162	Missing link - would be nice to have off-road section
163	Missing sign - route not clear



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](http://www.eastlothian.gov.uk/info/1523/transport_and_streets/1674/east_lothian_on_the_move-the_route_to_smarter_travel)

## Mode

- Cycling
- Other
- PT
- 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:

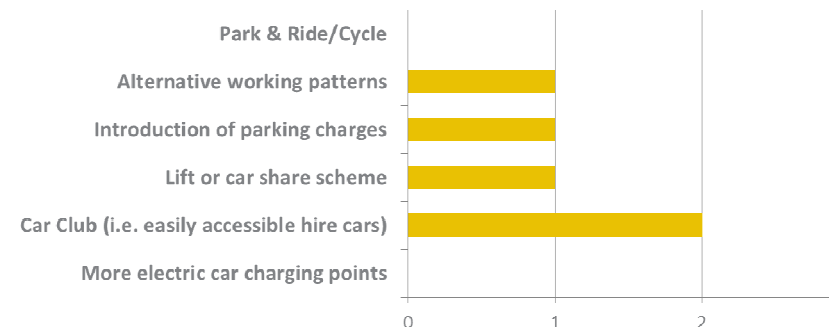
- **Walking**— more direct walking routes to bus/train and a greater choice of walking routes
- **Cycling**— safer cycle routes
- **Bus**—no definitive preferred intervention
- **Train**—a new train station closer to their home and more frequent train services
- **Car**— Car Club



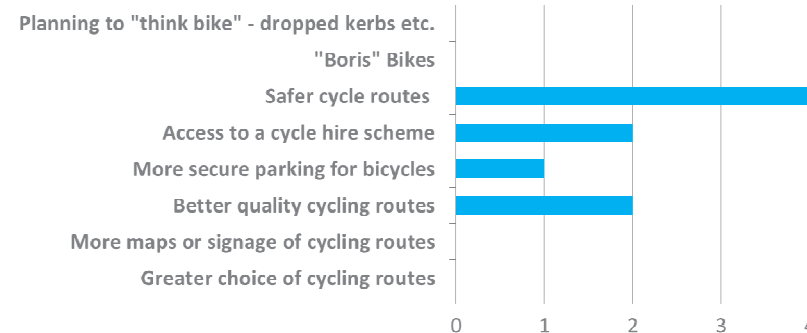
## Bus



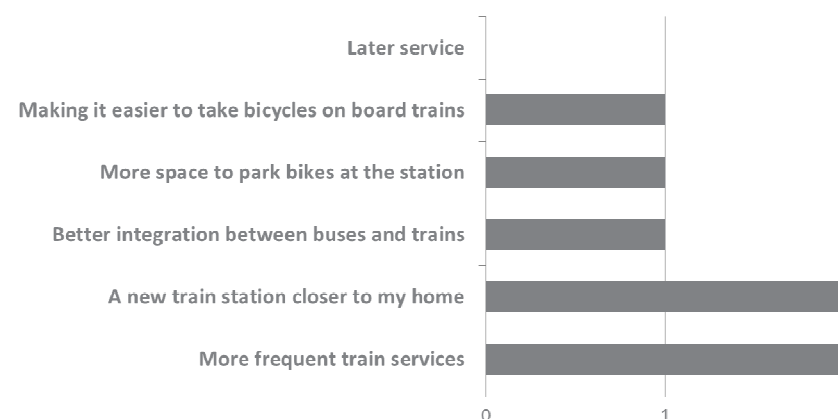
## Car



## Cycling



## Rail



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



- Ensure the labelled service actually happens if there are more direct walking routes to bus/train stations.
- Pavement from Bolton towards Haddington is in a dreadful mess - brambles need cutting back - who is responsible for maintenance on this path? Self help?
- Seats along walking routes (for older people etc.).
- Plenty good paths but need to 'join the dots' and create loops off core paths to give people variety and options.
- Extend River Tyne path up to Pencaitland and link into PRW.
- Extend PRW South to Gifford.
- Speed of traffic on B roads B6369 and 6368.
- The main track through Colstoun Estate could make a very good cycle route between Gifford and Haddington.



- Extend Co-wheels to rural areas.
- Bike racks next to Co-wheels car club parking spaces across East Lothian.
- Parking for car club cars at NB train station (Abellio).
- A car club car at west end of Haddington (parked at proposed Sainsbury's or housing developments?).
- Signs from High Streets to car club spaces (NB, Haddington and Dunbar) to help tourists especially.



- One ticket - confusion amongst Scotrail (don't know about it), poor local knowledge, One Ticket hotline and SEStran couldn't help, zone system is confusing, confusing pricing scenario.
- Request for reopening of East Linton railway station soon.
- More cycle spaces on trains - local and on trains going north from Edinburgh.



- More secure parking for bicycles at South platform, Longniddry.
- I would like to see a "safe" cycle path from Lime Tree Walk to Kirklandhill A199 to avoid very busy road.
- Cycle racks on buses are a good idea.
- Consider temporary closures to certain roads (think Holyrood Park) at certain times. E.g. cycling between Longniddry - Aberlady via coast road - close to motorised vehicles on Sundays (they can go via Ballencrieff) and also at Garletons minor road between Haddington - Athelstareford.
- Finish resurfacing of H-L Railway (and lighting under bridge at Longniddry).
- Cycle lane (or something!) to make North Berwick - East Linton (A198) less terrifying.
- Have 'cycle clinics' - addresses of willing volunteers in each of the villages who you can call upon in case of breakdowns!
- Generally move away from designing roads with motorists in mind to cyclists.
- For those less able - subsidised scheme to purchase electric bikes.
- Inconsiderate cyclists (racing groups) - dangerous, should go in single file.

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



- I take the bus to Cockenzie (and other bits of EL) for work and the rates are good, but very difficult to get there and back in reasonable time e.g. Cockenzie changes bus is every 2 hrs. No Berwick bus similar so very difficult to get there in time for work or meetings.
- Put all the displays on the website.
- Rural buses (East Saltoun) 1 or 2 only to make it quicker to make journeys (no 2 hr waits to get home).
- Bus connecting to rail is preferred method - this should be a priority, even just 2 or 3 times a day.
- Frustration where bus services are removed/reduced - leads to dependence on car.
- What about even small buses? - not wheelchair accessible.
- The area is lucky to have the subsidised services it does!
- 122 to Edinburgh from Pencaitland takes too long.
- Buses that don't stop at all stops?
- Integrated buses (feeder buses).
- Park and Ride in Haddington.
- Older population reliant on bus when they can no longer drive.
- The train is good - buses should link to this.
- Bus: Tranent to Prestonpans.
- More information on community transport.
- Some supported bus services, not very frequent but better than nothing!
- I don't have enough time to use public transport!
- Haddington needs a Park and Ride.
- Making family tickets available on buses - for adult(s) and children to travel together.
- Buses to Prestonpans from Haddington and Musselburgh - more direct routes.
- First Group buses - buses not of a high standard - a lot of First buses are a disgrace.
- More information on the fares and timetables - routes on the bus stops e.g. in Haddington town centre.
- Neilson Park Road - roads going to school are residents only but other people use it - needs to be a greater enforcement.
- Better timetabling - Gifford to Haddington at about 8.40 to get me to work.
- Haddington to MacMerry Industrial Estate - return trip in afternoon - very infrequent - before 5pm or 5.35. Better to have 5.10 bus service. Industrial Estate - a few workers so demand (x8 +106).

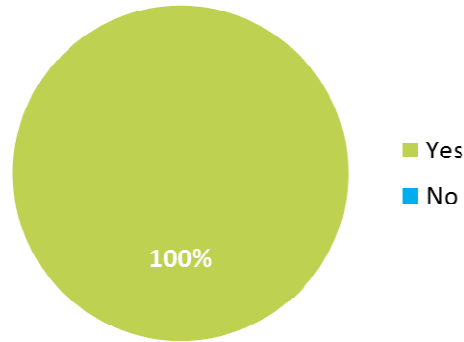
A total of 9 people completed the exit survey with all saying they found the event worthwhile.

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

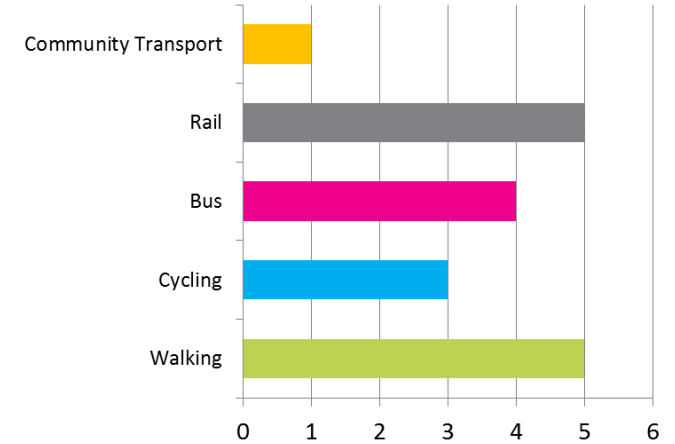
Most said they had learnt more about train travel in the area.



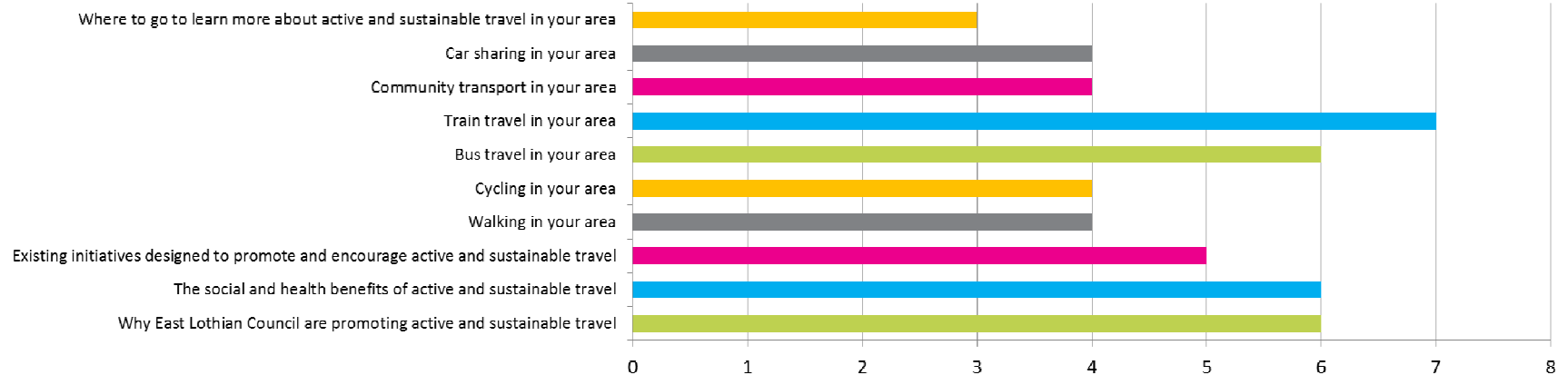
## Did you find today's event useful? (N=9)



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



## Would you say you now know more about?



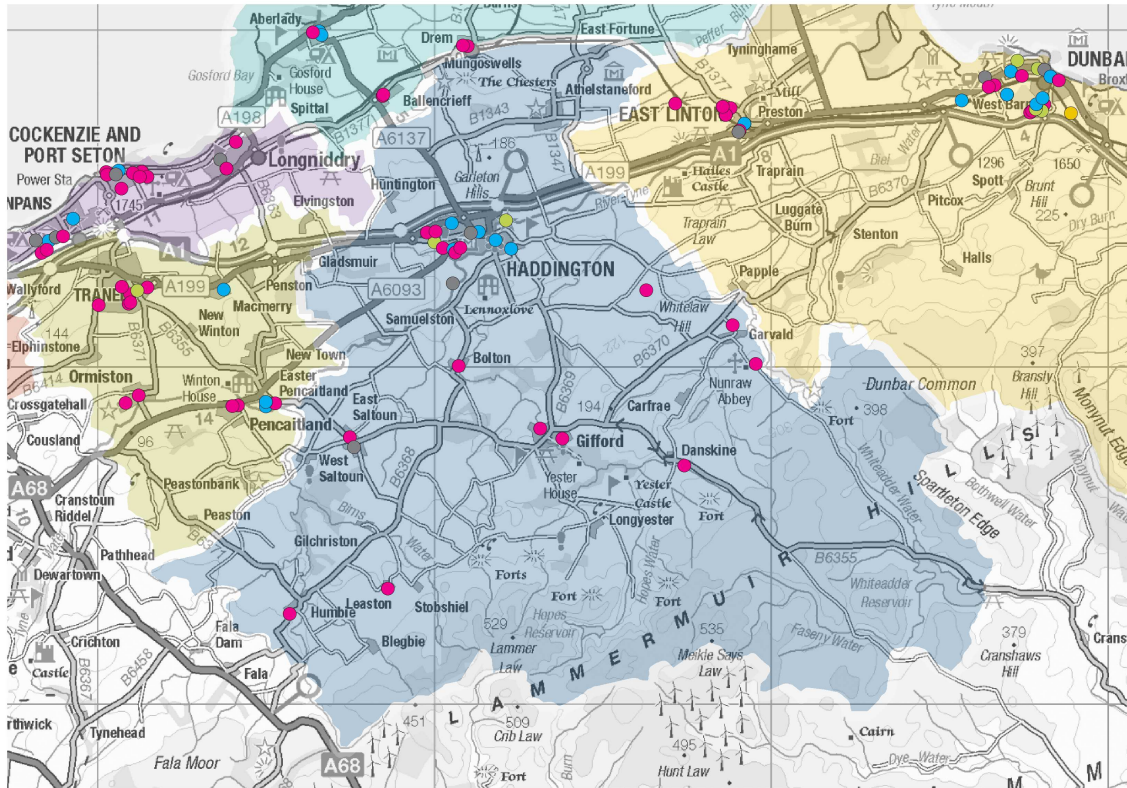


# Online Survey—Haddington and Lammermuir Area

As shown opposite, over half of respondents feel a car is essential for their everyday needs with the main reason being the convenience.

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

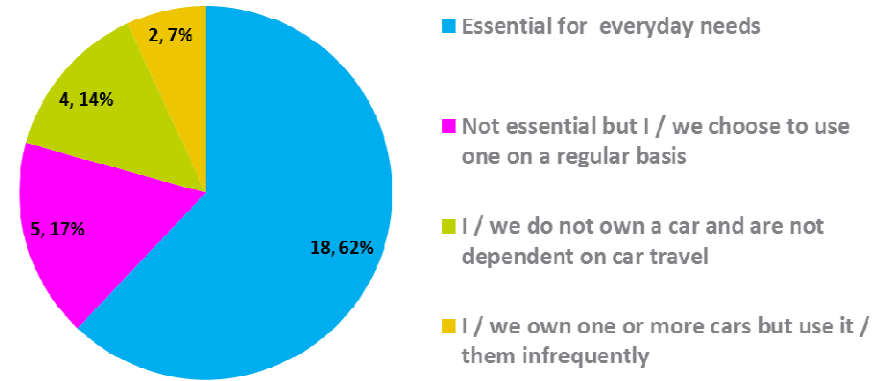
## Dependence on the Car



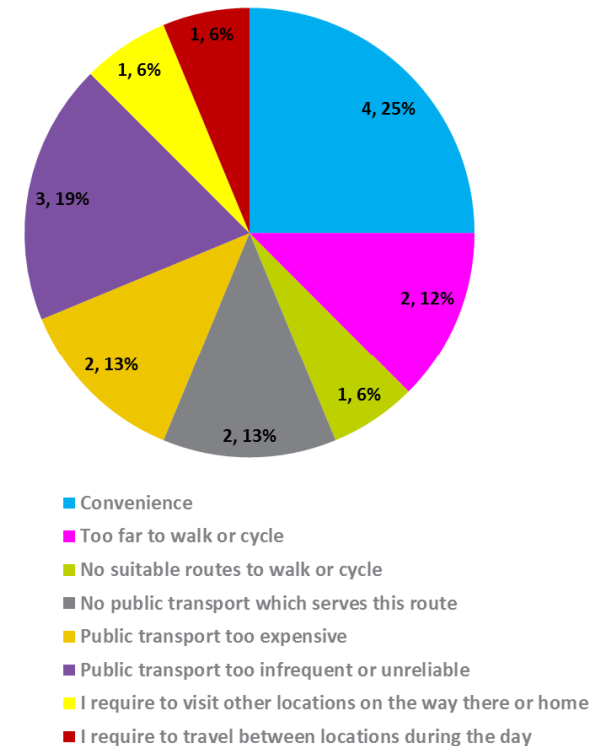
### Car Dependency

- 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?



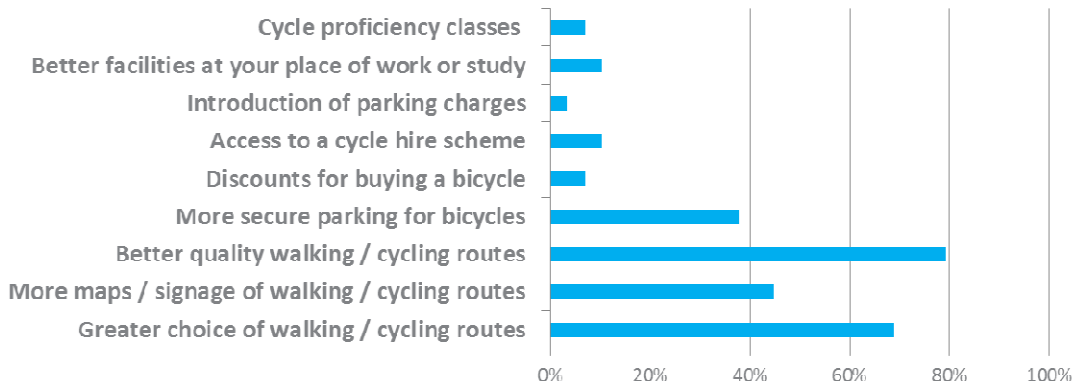
## Why do you drive?



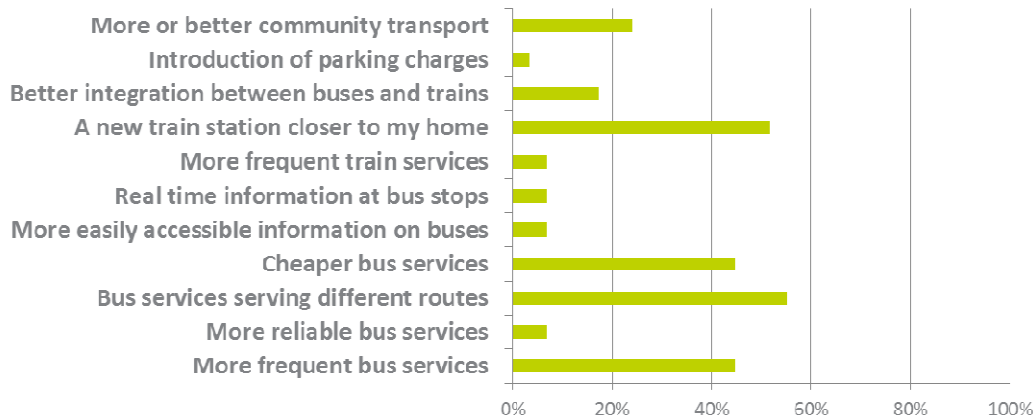
# Sustainable Mode Choices

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.

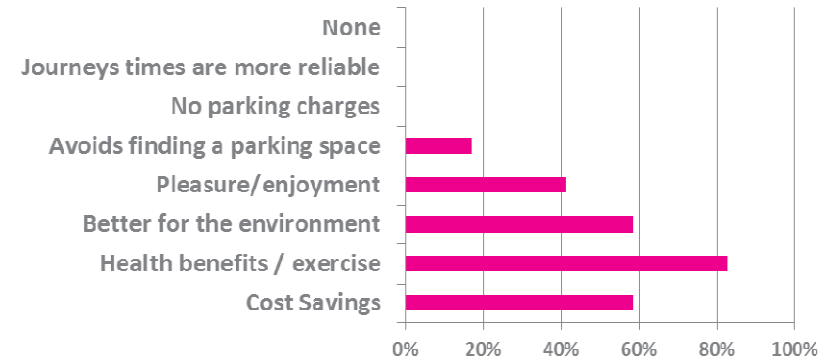
## What would encourage people to walk or cycle more?



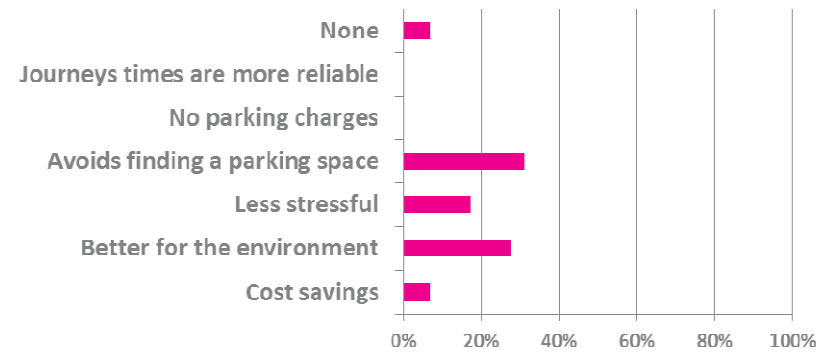
## What would encourage people to get the bus or train more?



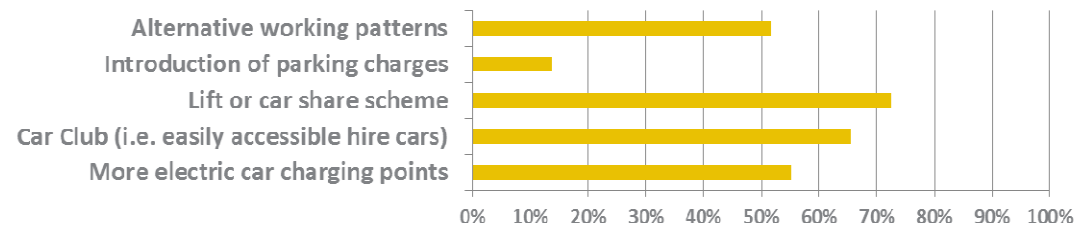
## Benefits of Active Travel



## Benefits of Bus or Train



## What would encourage people to travel more sustainably by car?



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

- Many of us would wish to be able to make these travel choices but regrettably, due to no public transport and distance/safety issues we are unable to do so.
- More choice of travel especially in Haddington.
- We have no choice but to use a car, so any other forms of transport would be welcome. You should consider an electric bike scheme (charging points and help with purchase) for us older people.
- Charge for parking in towns, introduce parking permits for residents-some households have 4 cars-too many. Buses later in the evening-most concerts and shows in Edinburgh do not finish in time for last bus.
- Linking villages in East Lothian to train times for Edinburgh. Many southern villages have Very poor links for mainline options (bus and train) into city. Coastal routes and Haddington Dunbar etc. all very well serviced. Gifford, humbler etc. not so much if at all.
- Park and Ride in Haddington.
- We have no public transport where we live so car use has to be the norm unfortunately.
- A railway station to be returned to Haddington.
- Buses going directly to Edinburgh which take less than one and a half hours. Bike racks.
- More frequent buses to more destinations especially from Haddington and outlying villages. Folk from Gifford would like to come into Haddington on Sundays but no buses.
- Cheaper bus fares - buses to Haddington are very expensive compared with fares to Tranent. Better information at bus stops about timetables and real time information. Transport East Lothian web page with all information in one place - adverts for car share etc.
- Cheaper bus fares and better information for young people/ families. Since

my eldest turned 16 it is now cheaper to hire the car club car than get 4 of us to our destination by bus - it's also more convenient as we don't have to worry about rushing to the bus stop for the service that comes once every two hours (once every 4 hours on a Sunday). It makes it impossible for him to attend his activities without a car. The roads are too dangerous for him to cycle - 60 mph rural roads. I had not known - and my son didn't know - that there is a discount for YoungScot card holders on many bus services - nobody tells you and we just thought he had to pay the adult fare. The more people use the bus, the better it becomes for everyone. Better info about One-Ticket. One-Ticket for families/ children. Being able to buy One-Ticket on the bus - my nearest outlet is 2 miles from my house and I don't want to buy in advance in case something happens to prevent me using it on the day (if an event is cancelled or someone is unwell). Actually it would be great to have something equivalent to the oyster card for use on all the buses.

- Haddington paths need upgraded on the butts as it is unsafe to cycle on with pot holes all over it. Get a train station of much better bus service.
- Better cycle infrastructure. Charges for workplace parking. Encourage local provision of services. Try and stop the things that help people get and stay fat so they feel more like cycling/walking e.g. design jobs so that people aren't sitting all the time. Shorten the working day so there is more time for active travel. Put the age for a driving licence up to 21 so people have to learn to get about on their own before they can drive (maybe unless they have a job that they need a licence for).
- More rural bus links.
- I would like to see a cycle route and path to Humble, East and West Saltoun, a path is particularly needed from Humble village to Humble Kirk. I would also like to see a regular bus service to and from Humble (Haddington, and Pencaitland). The Pencaitland bus service could be extended to include Humble, the Pencaitland bus travels to Tranent, Musselburgh and Edinburgh. If a bus was put on from Humble to Haddington, Humble people would then have access to all areas of East Lothian (Dunbar, North Berwick Gladsmuir, Macmerry, Tranent Musselburgh, and Edinburgh) as well as

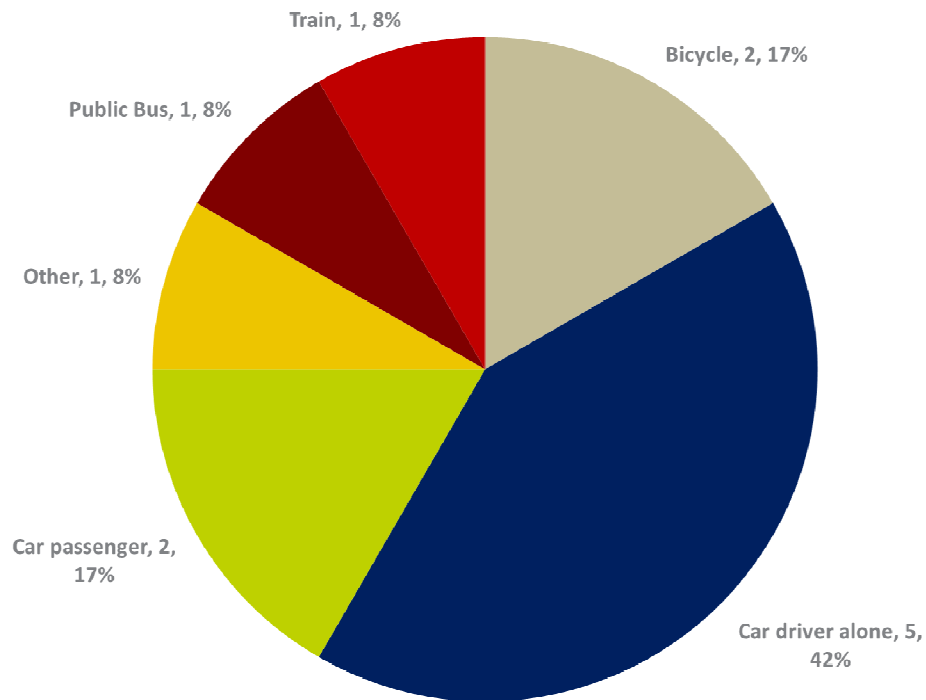
express services to Edinburgh and a bus service to Berwick and train stations ad Dunbar and Musselburgh. I think it's shocking that Humble and other rural areas have had no bus at all for years. I would also like to see a scheme introduced where people could hire purchase electric vehicles, I think this would encourage more people to buy one and would greatly benefit the environment.

- Speed limit reductions and traffic calming measure on main roads wherever these also form a principle pedestrian and / or cycling route. Greatly improved alternative cycling and pedestrian routes that are properly designed to avoid conflict with motor traffic and, where this is not possible, proper traffic calming and appropriate speed limits in place.

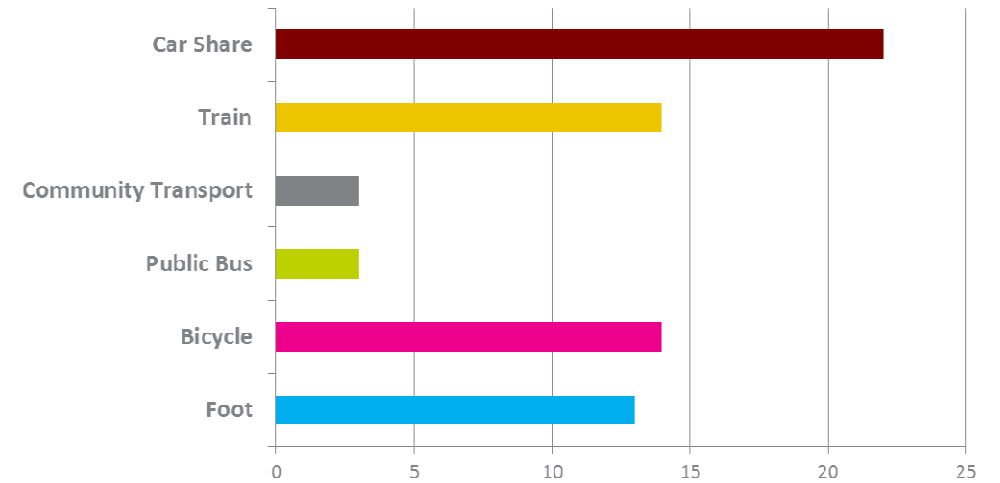
The graph below shows that most respondents to the survey from this area travel to work as a car driver alone. However, a considerable number say they would like to car share more often.

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

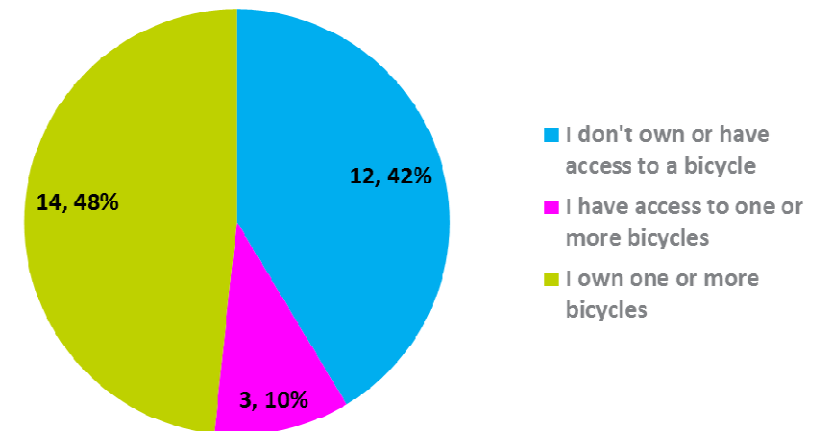
**Main Mode of Travel to Work**



**What modes would you like to use more often?**



**Access to a Bicycle**



## Haddington and Lammermuir — Key Issues Identified



Reasonably good path network but many suggestions for joining up existing routes, particularly to access bus stops and train stations. The speed of traffic on some routes was identified as being a concern for pedestrians.



A need for safer cycle routes which are segregated from other traffic, for example, the A199, a cycle hire scheme and more cycle parking in Haddington.



More clarity on the One-Ticket and perhaps a family ticket

A bus park and ride with acknowledgement that while some bus services are good, some could be better and are not meeting the terms of the Bus Passenger Charter. More buses linking up to train stations and service for Humble.



Reopening of the East Linton railway station and more space to take bikes on trains.  
More cycle spaces on trains - local and on trains going north from Edinburgh.



Extension of car club, especially to more rural parts of the area.

Speed limit reductions and traffic calming measure on main roads wherever these also form a principle pedestrian and / or cycling route.