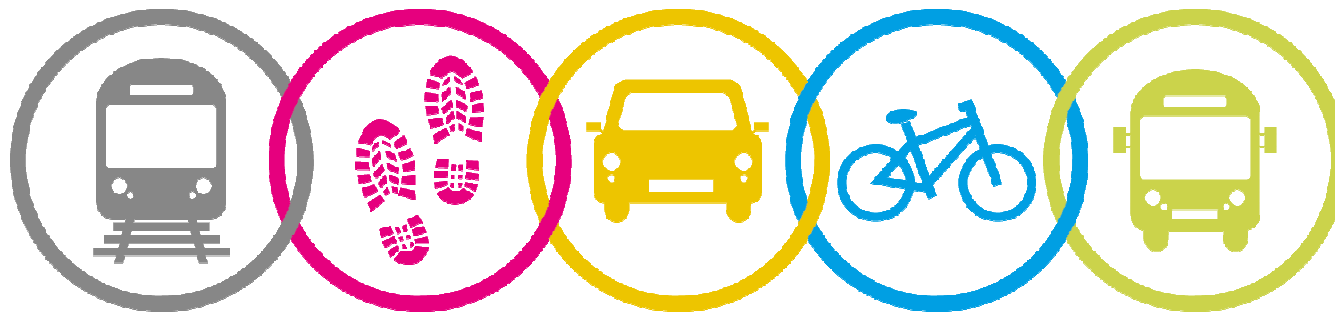


Phase 1 Consultation Feedback Summary

North Berwick Coastal 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.

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.

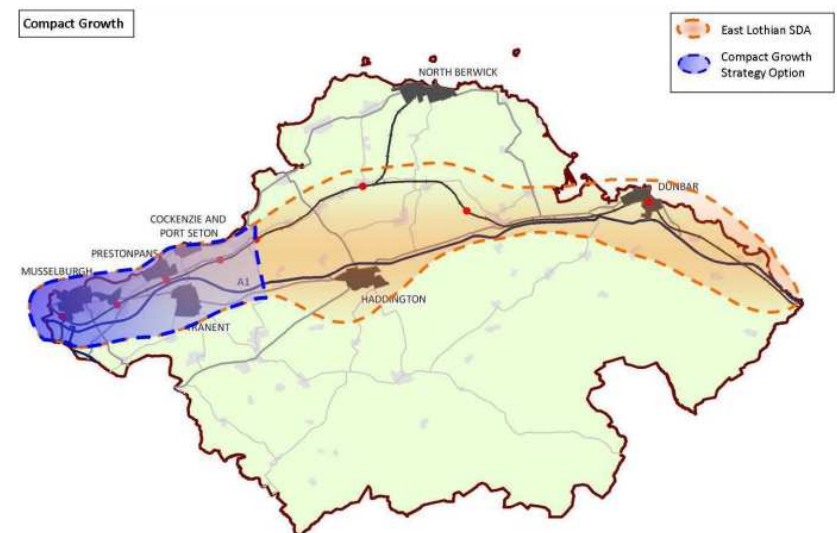
East Lothian Local Transport Strategy

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 North Berwick Area Partnership was on the 27th August 2015, between 3pm and 8pm, at the North Berwick Community Centre.

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.

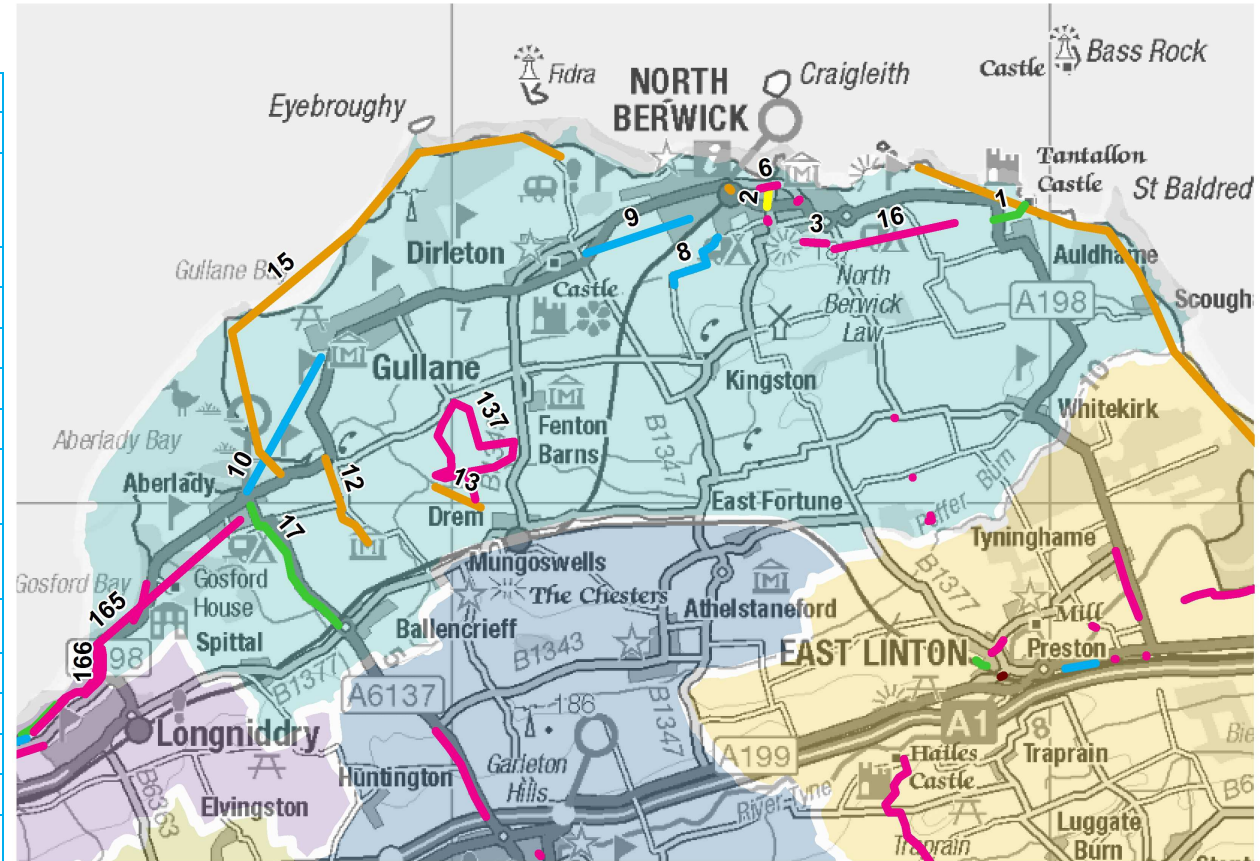
The survey was informed by a detailed review of existing information so that it provided data which was not currently available, for example, from the East Lothian Residents Survey.

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.

| | |
|-----|--|
| 1 | Walking route to Tantallon Castle |
| 2 | Widen Law Road |
| 3 | Identified as a gap in the walking network, but perhaps exists just needs publicised |
| 4 | Introduce zebra crossings - giving priority to pedestrians |
| 5 | Introduce zebra crossings - giving priority to pedestrians |
| 6 | Widen footway at locations |
| 7 | Overhanging vegetation at train station |
| 8 | Tight bends on Haddington Road - unsuitable for cyclists |
| 9 | Better cycle route between Dirleton and N Berwick (off road) - route shown indicative only |
| 10 | Better cycle route between Gullane and Aberlady - route shown indicative only |
| 11 | New pedestrian crossing to improve east / west link in North Berwick |
| 12 | New route or upgrade route |
| 13 | New route or upgrade route |
| 15 | John Muir Way diverted to follow coast |
| 16 | Path to Tantallon Castle |
| 17 | Create route suitable for school pupils (walking and cycling) |
| 106 | Replace signage - incorrect distances |
| 107 | Replace signage - incorrect distances |
| 108 | Replace signage - incorrect distances |
| 137 | Connection from Drem to old airfield and promote walk |
| 165 | Off road cycleway from Longniddry to Aberlady - route shown indicative only |
| 166 | Coast Road very busy, especially at weekends - not suitable for cyclists/walkers |
| 171 | Some parts of route not well signed or looked after especially at Gosford |



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

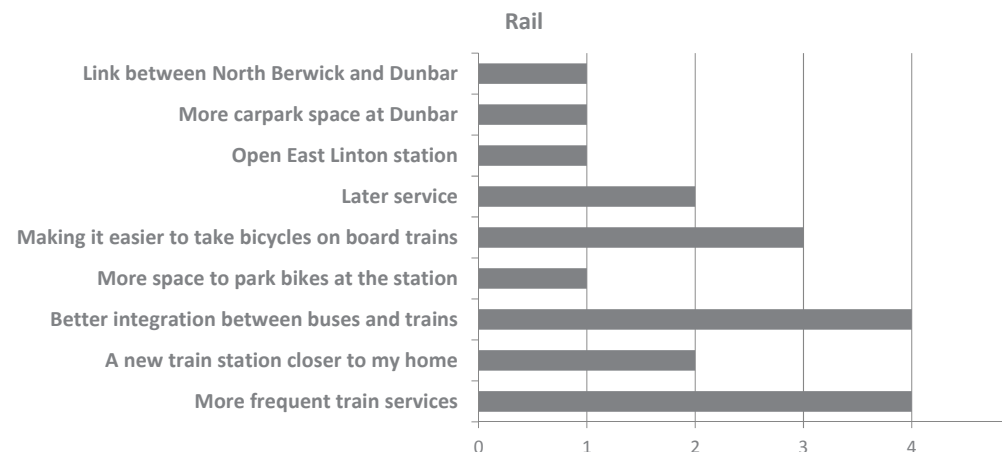
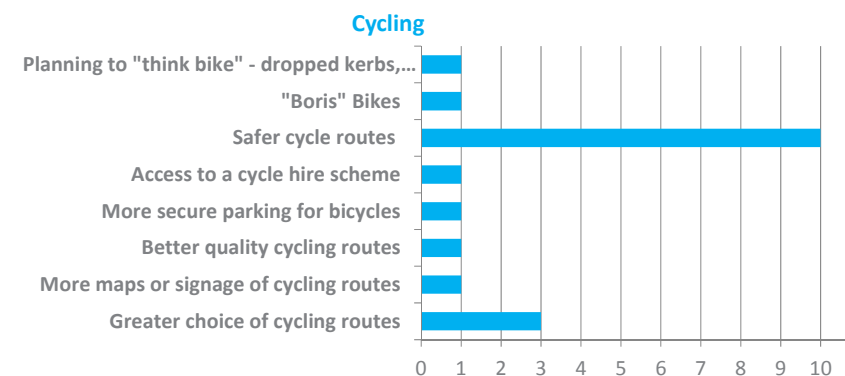
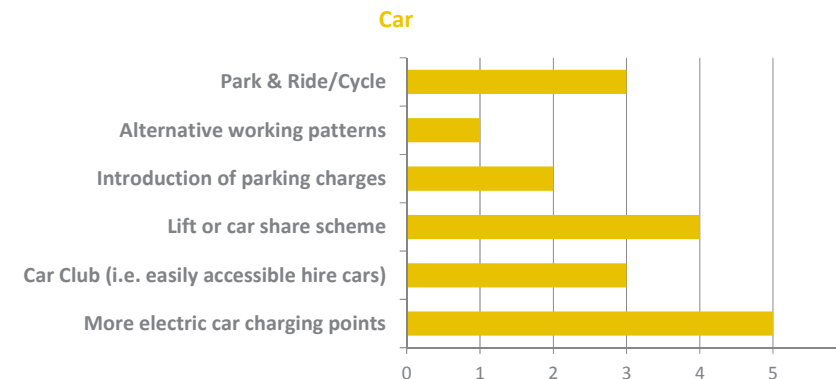
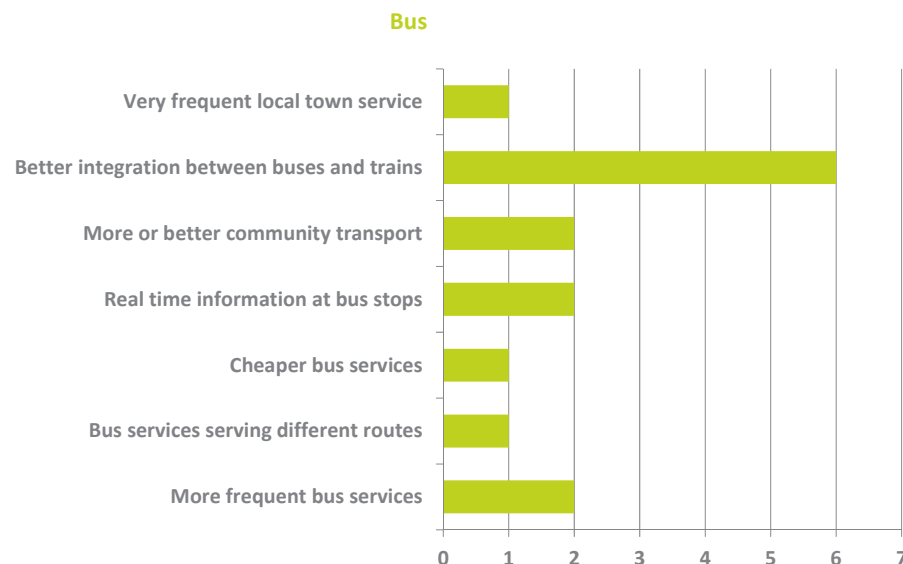
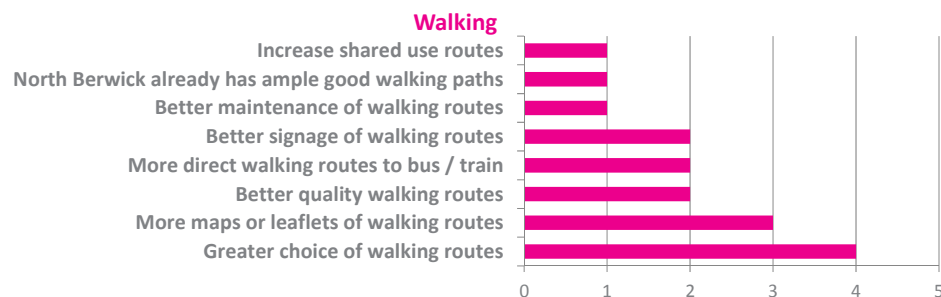
Mode

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

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— a greater choice of walking routes
- Cycling— safer cycle routes (segregated from other traffic)
- Bus—better integration between buses and trains
- Train—better integration with buses and more frequent train services
- Car— more electric car charging points



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



- Coastal route like Fife Coastal route.
- Short signposted walks (accessible by all).
- Consideration of all path users - do cyclists/pedestrians/dog walkers/riders mix?
- Walks that link different (themed) points of interests - a "doing" walk.
- Sea "paths" for kayak and board users.
- Stargazers walk.
- Linking communities and visitor sites with a specific brand for this area.
- Printed leaflets required.
- Better signage linking to local attractions.
- Good surface for pushchairs and wheelchairs etc.
- There are already a lot of short walks in the town but I don't like walking my dog on the core paths as there are too many people including cyclists on them. I prefer quieter places.
- We need maps of walks in the town – just showing all of the paths that link between the streets. This would encourage people to walk rather than use the car.
- How about a panel at the station showing walks and other destinations?



- Better bike storage at North Berwick Station.
- More bike storage on trains.
- More bike storage on buses.
- More dedicated biking routes between North Berwick/Dirleton/Gullane/Aberlady.
- Improved road surface on major routes.
- More well designed bike racks (parking) at North Berwick, Gullane and along the coast route.
- Dedicated cycle paths (not just painted lanes on roads) and well maintained.
- Coastal path accessible to cyclists.



- Pedestrianise "narrow" section on North Berwick High St.
- Remove parking from narrow part of North Berwick High Street. It is currently "miserable" for pedestrians in the summer months.
- Stop accommodating (prioritising) cars.
- Publicise and encourage public transport use to visitors to North Berwick.
- Promotion and expansion of Co-wheels car club; provide space in all new housing developments and local areas.
- More car options' the area needs electric vehicle charging points (that are public accessible) to encourage electric vehicles in the area. Currently nothing exists in North Berwick.
- Easy to read signs, when the road is being blocked off, clearly showing alternative routes (when highland games are on etc.).



- Bike racks on rural buses (like many countries).
- Regular bus between Dunbar and North Berwick which runs earlier and later too.
- Cycle maps for the bus stop noticeboards.
- Don't increase bus rates for kids if still in school.

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



- Regular trains between North Berwick and Dunbar which run much earlier and later.
- A train from Edinburgh to North Berwick at around 22:30.
- More dedicated bike space on trains.
- Integrated train and bus timetabling.
- Linking North Berwick and Dunbar stations up.
- More than hourly service between North Berwick and Edinburgh Monday to Friday and earlier than 11:27 on Sundays.
- Car-club cars parked at train stations.
- Earlier train service on Sunday.
- More frequent trains (especially 1.5 hour gap between 9:45pm and 11:45pm).
- Ability to use concession passes at ticket machines. On full trains with a ticket collector you quite often reach your destination without being able to buy ticket and then have to queue to buy one on platform.
- Later trains (e.g. midnight) during summer months, not just for the Edinburgh Festival.

Event Feedback

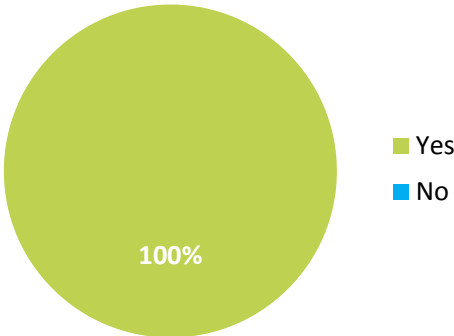
A total of 13 people completed the exit survey with all saying they found the event worthwhile.

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

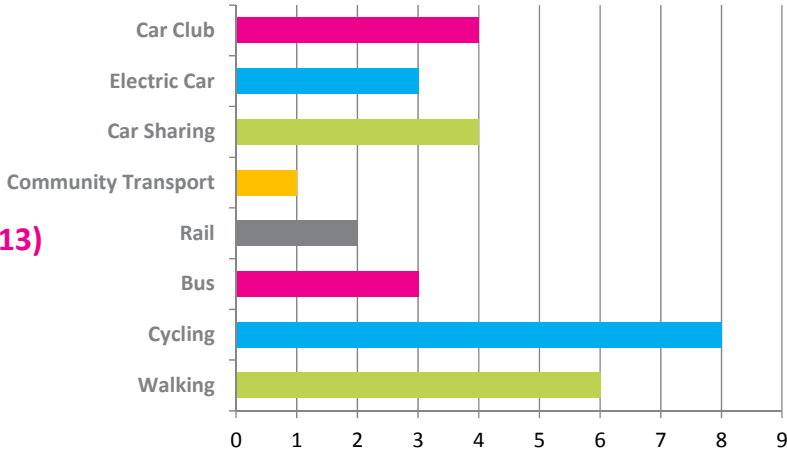
Most said they had learnt more about active and sustainable travel options in the area, particularly why the council are promoting them.



Did you find today's event useful? (N=13)

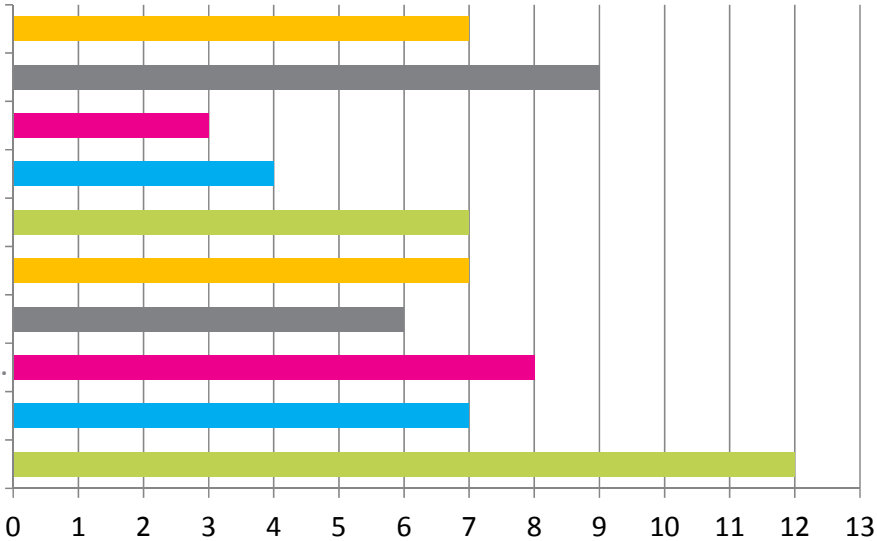


Will you be encouraged to use any of the following more often?



Would you say you now know more about?

- Where to go to learn more about active and sustainable travel in your area
- Car sharing in your area
- Community transport in your area
- Train travel in your area
- Bus travel in your area
- Cycling in your area
- Walking in your area
- Existing initiatives designed to promote and encourage active and...
- The social and health benefits of active and sustainable travel
- Why East Lothian Council are promoting active and sustainable travel

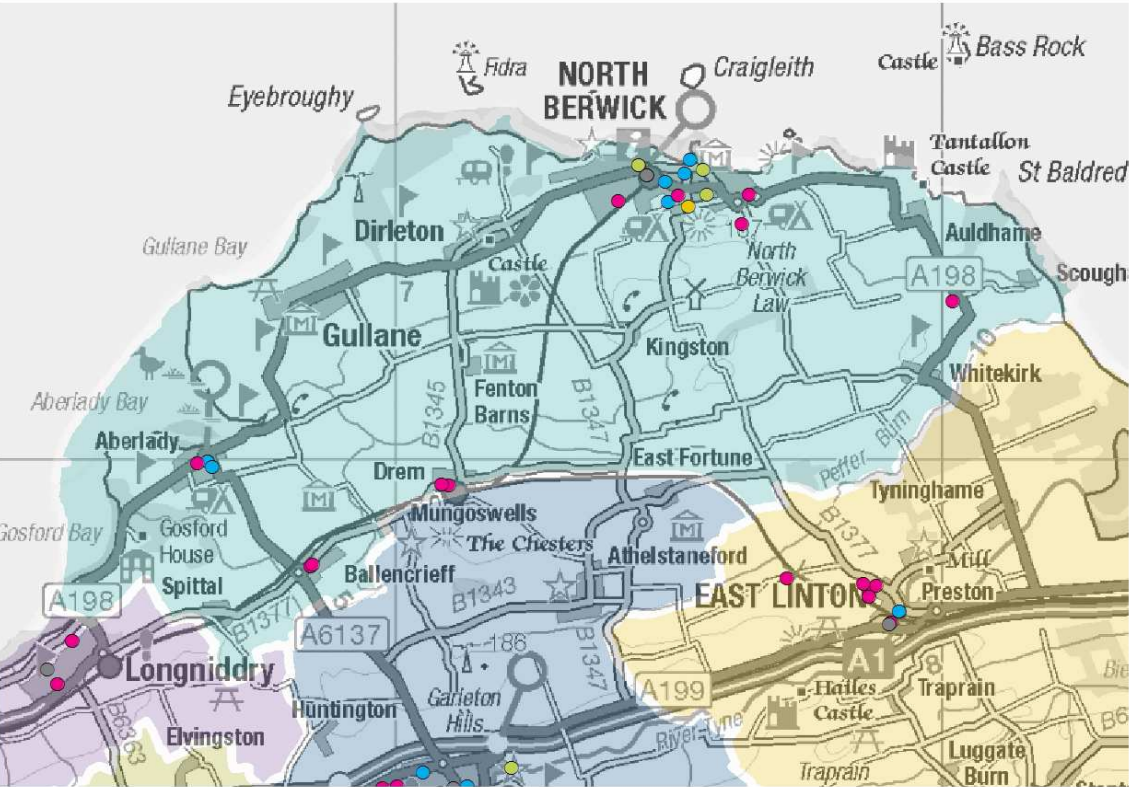


Online Survey—North Berwick Area

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 public transport is too infrequent or unreliable.

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

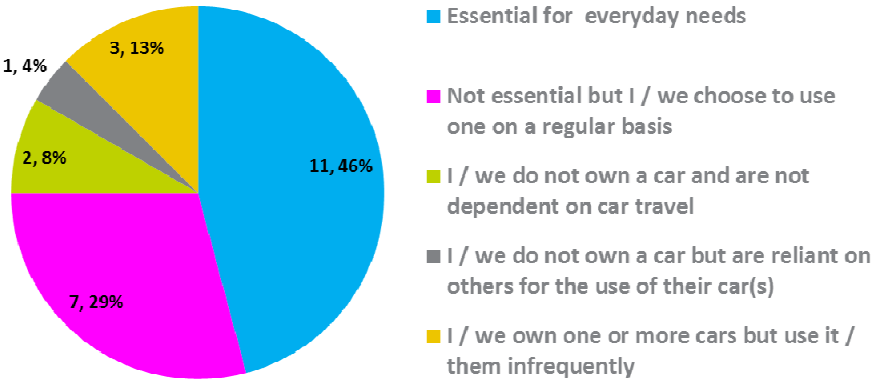
Dependence on the Car



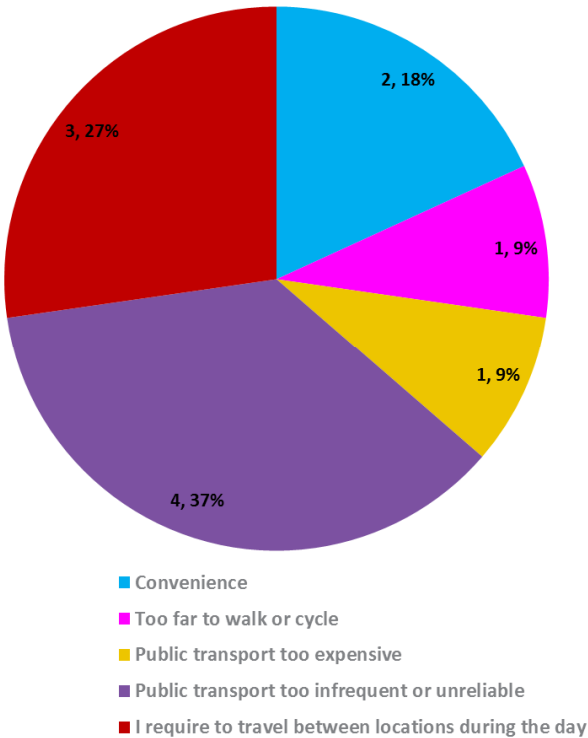
Car Dependency

- 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?



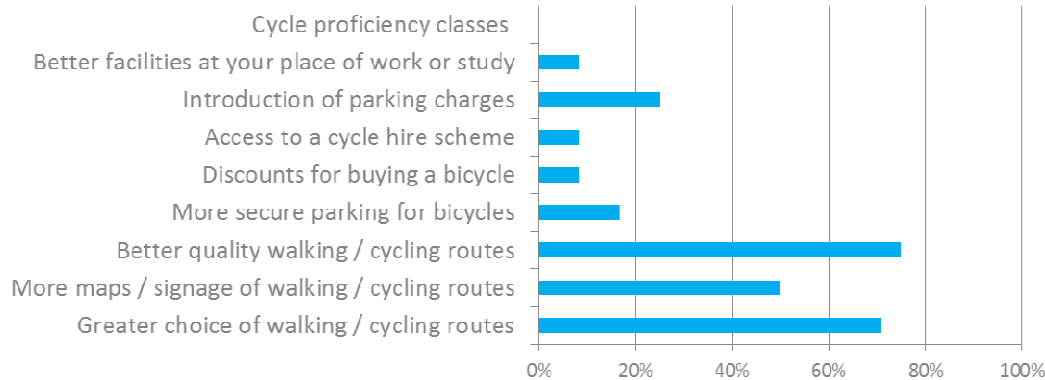
Why do you drive?



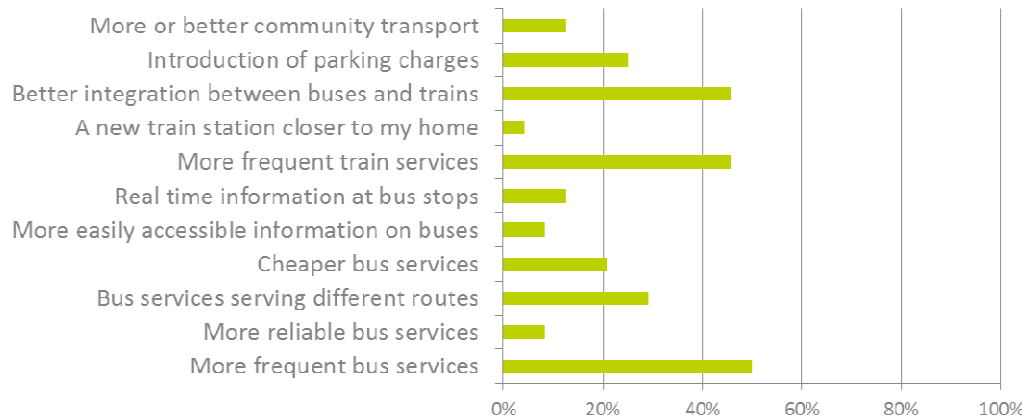
Sustainable Mode Choices

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.

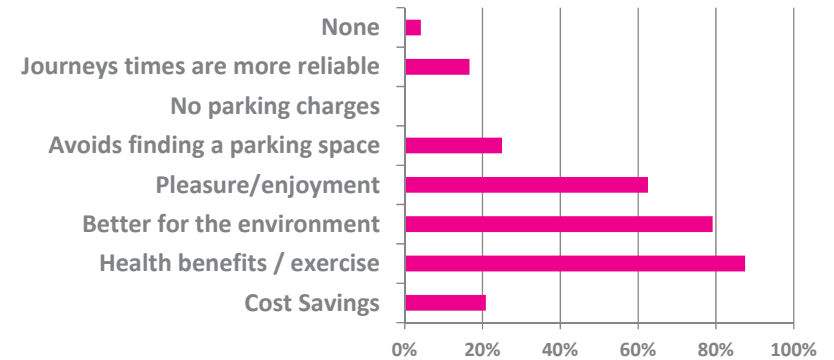
What would encourage people to walk or cycle more?



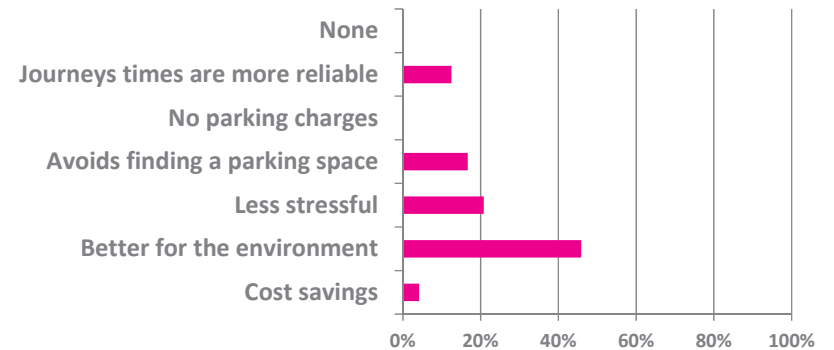
What would encourage people to get the bus or train more?



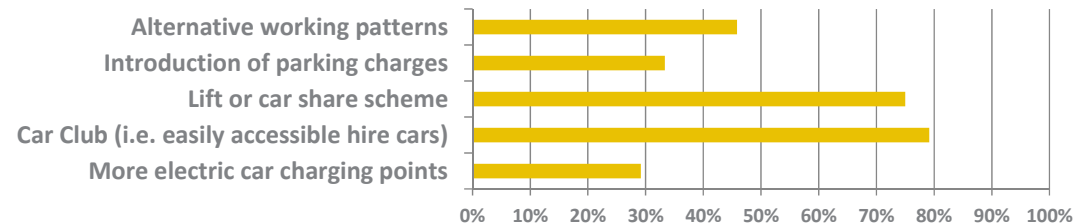
Benefits of Active Travel



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:

- Efforts to increase driver awareness of and consideration for bike users are vital. In my experience most drivers are pretty good but there is always a small number of drivers who show dangerous behaviour towards cyclists.
- Make roads less dangerous for pedestrians and cyclists, e.g. by significant reduction in speed limits, especially in built-up areas.
- Better quality buses (e.g. with Wi-Fi), more bus services, real-time bus information; buses to link with trains; more frequent and bigger train services; more off-road but safe and surfaced cycle routes, e.g. from Aberlady to Longniddry station; wider choice of leisure footpaths, e.g. Aberlady to Garleton Hills, with better signage and leaflets distributed locally.
- More rail services running later in evening.
- Within North Berwick cycle paths from west to the east of the town, also cycle access through the lodge grounds. Banning of cars by the school and sports centre in North Berwick.
- Additional capacity for bicycles on trains and introduce ability to take bicycles on buses.
- Better and more cycle tracks and walkways. More frequent bus services.
- Integrated public transport including cycle carriage.
- Actively discourage car use. Limit car parking and make it very costly. Actively encourage small business owners to provide cycle lockups and changing facilities for employees, flexible working to allow for public transport use. Make provision for cycles on rural buses to allow mixed travel.
- Integrated bus and trains. Better bus across East Lothian i.e. North Berwick to Haddington.
- More frequent, convenient and localised transportation choices that are easier to use than taking the car. Walking must be the default mode of

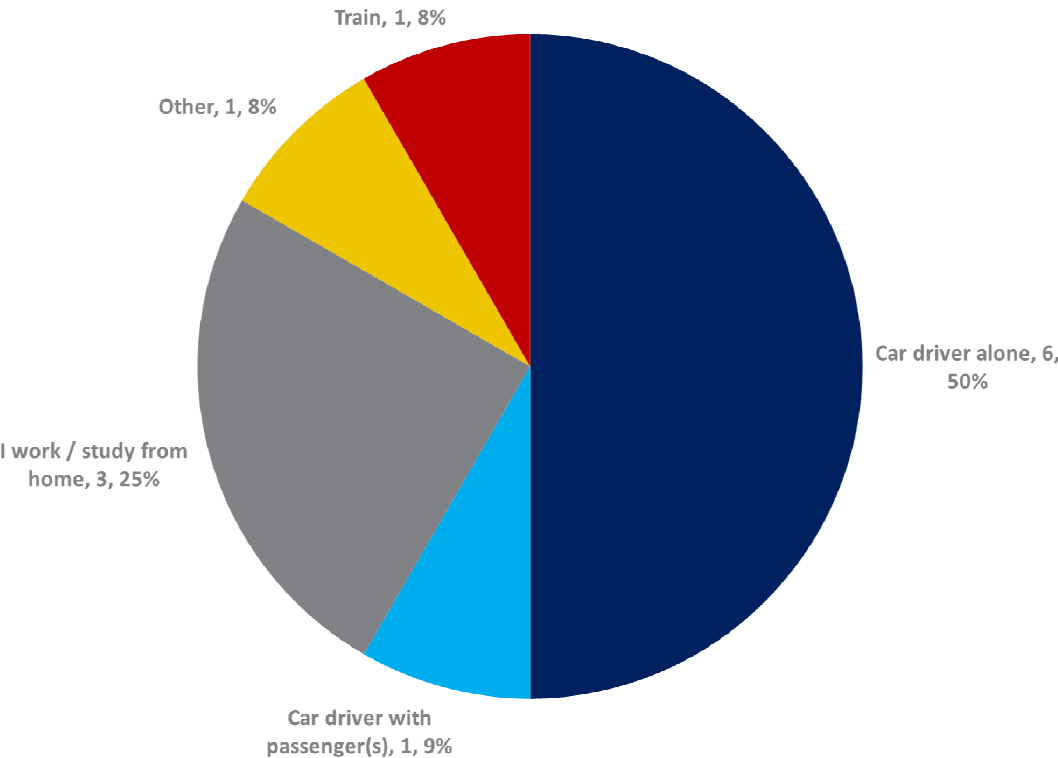
transport rather than jumping in the car.

- Better value train and bus fares to encourage people to leave cars at home. Joining up the bus and train service times.
- More pavements / cycle routes around Drem. More train services in the day as well as peak times and a link by train between Drem, Dunbar and East Linton.
- More off road cycle routes. Rail stations that are easier to navigate with children and for people with disabilities.
- More cycle tracks would be good as cars drive fast on country roads and often don't leave much room when overtaking. A network of bike/pedestrian tracks connecting all over the county would make me feel safer and therefore more likely to cycle and enjoy it more. I do cycle but often don't feel safe on the roads due to car drivers.
- Better public transport, more trains and buses. Rural areas dictate the use of cars so acknowledge that it is not a choice.
- Bicycles are too dangerous.

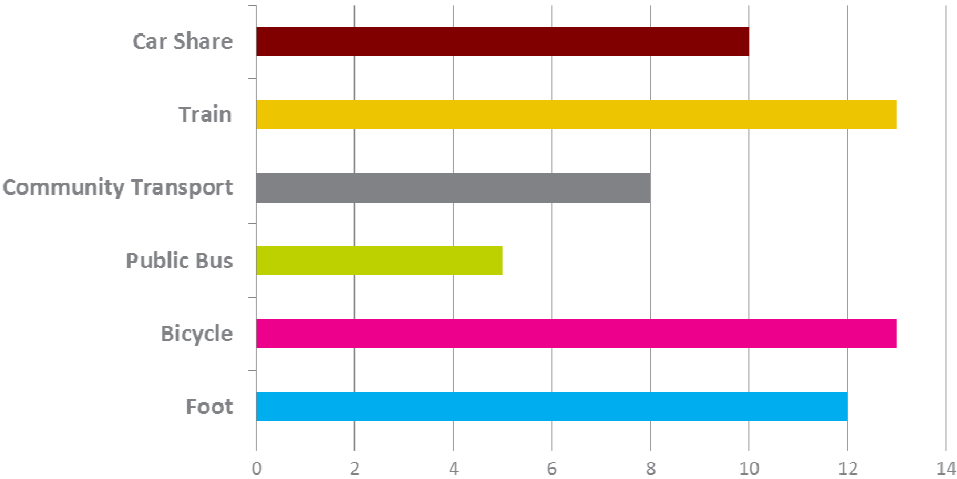
The graph below shows that most respondents to the survey from this area travel to work as a car driver alone. However, a considerable number say they would like to cycle or get the train more often.

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

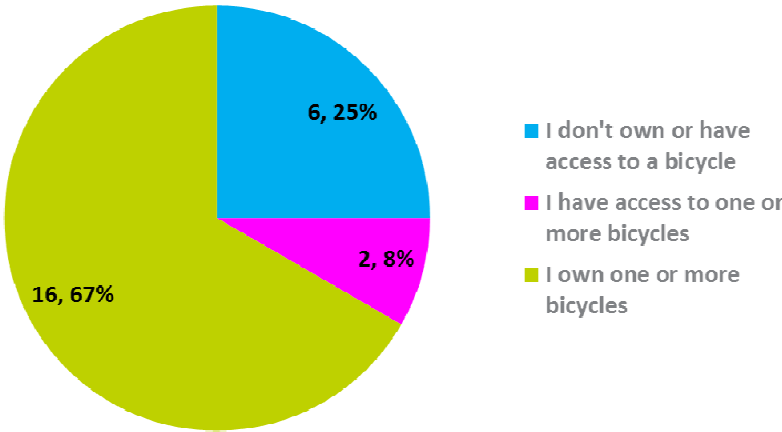
Main Mode of Travel to Work



What modes would you like to use more often?



Access to a Bicycle



- I don't own or have access to a bicycle
- I have access to one or more bicycles
- I own one or more bicycles

North Berwick Coastal — Key Issues Identified



Generally a good network of walking routes exists with some small gaps to be filled and better signage required to promote them.

Lowering of speed limits at entrances/exits to villages to improve pedestrian environment.

Focus on providing a network of walking routes to schools, which can also be used by the wider population, should be provided; these could potentially be provided as part of new developments.



More cycle training for children at school with more 20 mph speed limits in town and villages to make it safer for everyone to cycle.

A need for safer cycle routes which are segregated from other traffic, or cycle lanes at least.



Increasing older population, how do we reduce isolation through improved travel options? A need for improved community transport?

Various issues with the coverage, frequency and operating times of bus services, including that they frequently change. Many suggestions for improvements including better access to healthcare facilities.



Larger car parks at train station to allow more people to park and ride.

More frequent (half-hourly) train services to Edinburgh during the week and more affordable fares.

A need for better integration between buses and trains as well as later and earlier services, a Sunday service and improved links to health facilities.



Provision of a car sharing space at North Berwick Station and enforcement on illegal parking in existing spaces.

Measures to encourage people to use car clubs, car sharing and electric cars as well as others to discourage people from driving, including some debate about the introduction of parking charges.