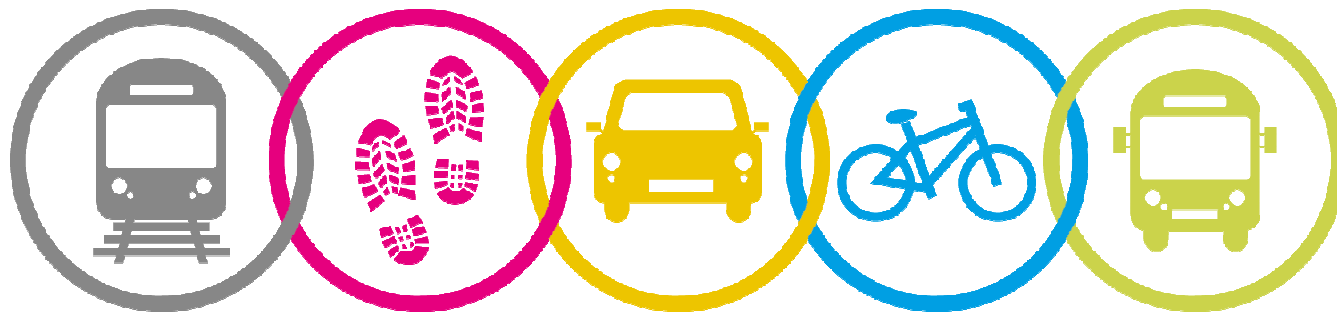


Phase 1 Consultation Feedback Summary

Preston Seton Gosford 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.

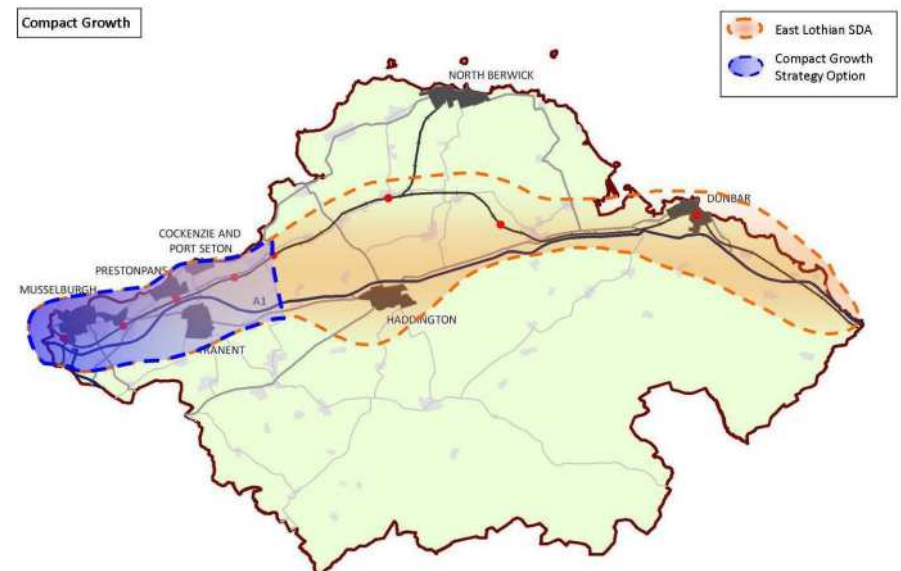
East Lothian Local Transport Strategy

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 Preston Seton Gosford Area Partnership was on the 10th September 2015, between 3pm and 8pm at the Port Seton 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.

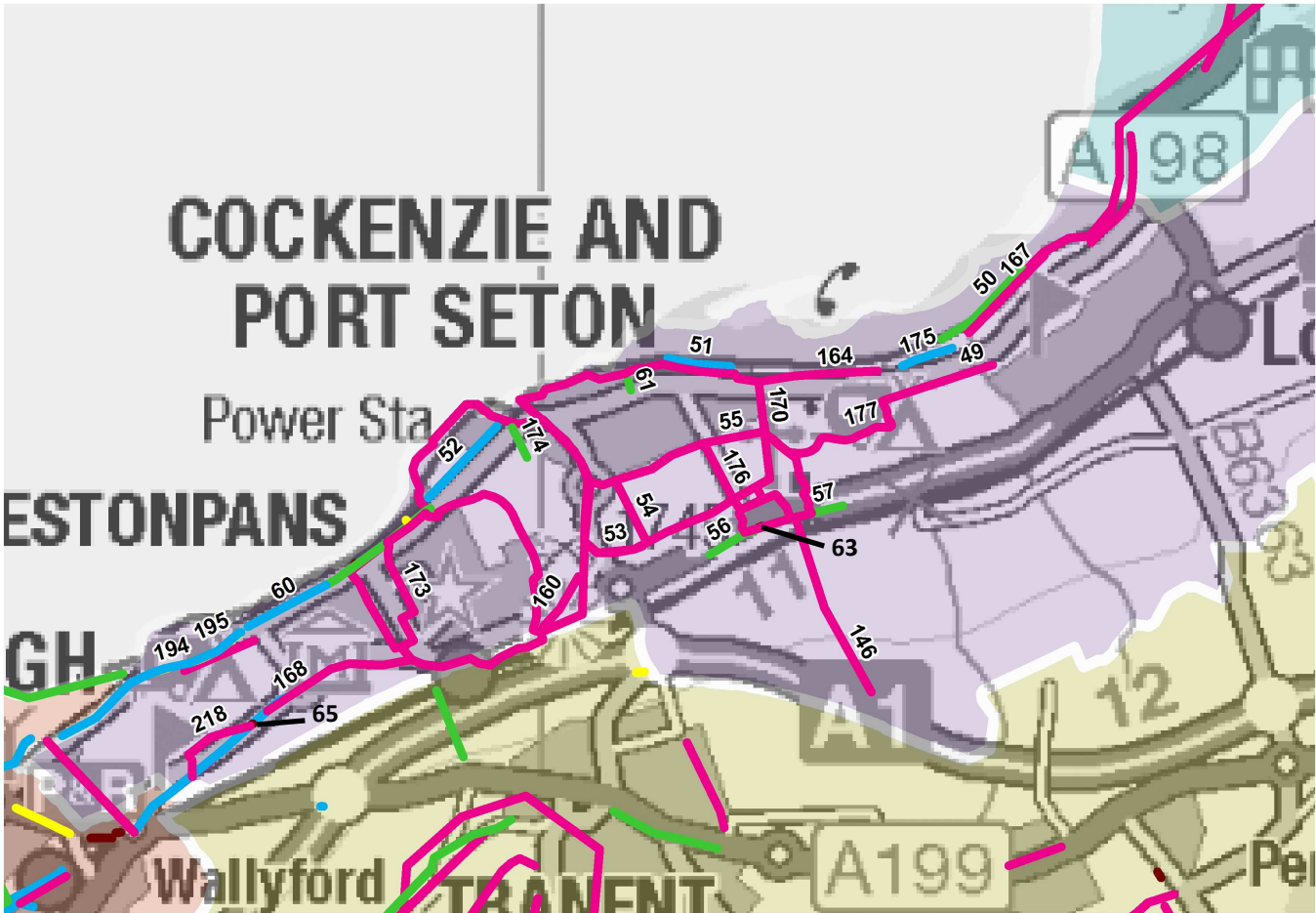
The survey was informed by a detailed review of existing information so that it provided data which was not currently available, for example, from the East Lothian Residents Survey.

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.

49	Missing link in path network from Seton Fields to Longniddry
50	Improve path and signage from Preston Seton Gosfrod towards Aberlady
51	Cars too fast - puts people off cycling
52	Cars too fast - puts people off cycling
53	Existing route (tracks) should be formalised
54	Existing route (tracks) should be formalised
55	Missing Link - would enable people from Cockenzie/ West Port Seton to reach the path network in the east (Seton Fields).
56	Speed Reduction - dual carriageway speed needs to be reduced to improve environment for pedestrians, horse riders and cyclists
57	Safety barriers should be installed to improve environment for pedestrians/other users
59	Bus stop on northern side of carriageway (High Street east of West Loan) for buses going to Port Seton does not have a shelter - footway narrow but could a shelter be accommodated at an alternative location?
60	Signs pointing to local attractions along John Muir Way
61	No signal controlled crossing - dangerous to negotiate for pedestrians/cyclists
62	T junction at Lidl has signals which are unnecessary and holds up traffic
63	Bus stop for buses to North Berwick and locations other than Musselburgh are on the A198, some distance from centre of town and necessitating long walks. Buses should go through the town centre.



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_o_n_the_move-the_route_to_smarter_travel

Mode

Cycling

Other

Public Transport

Road

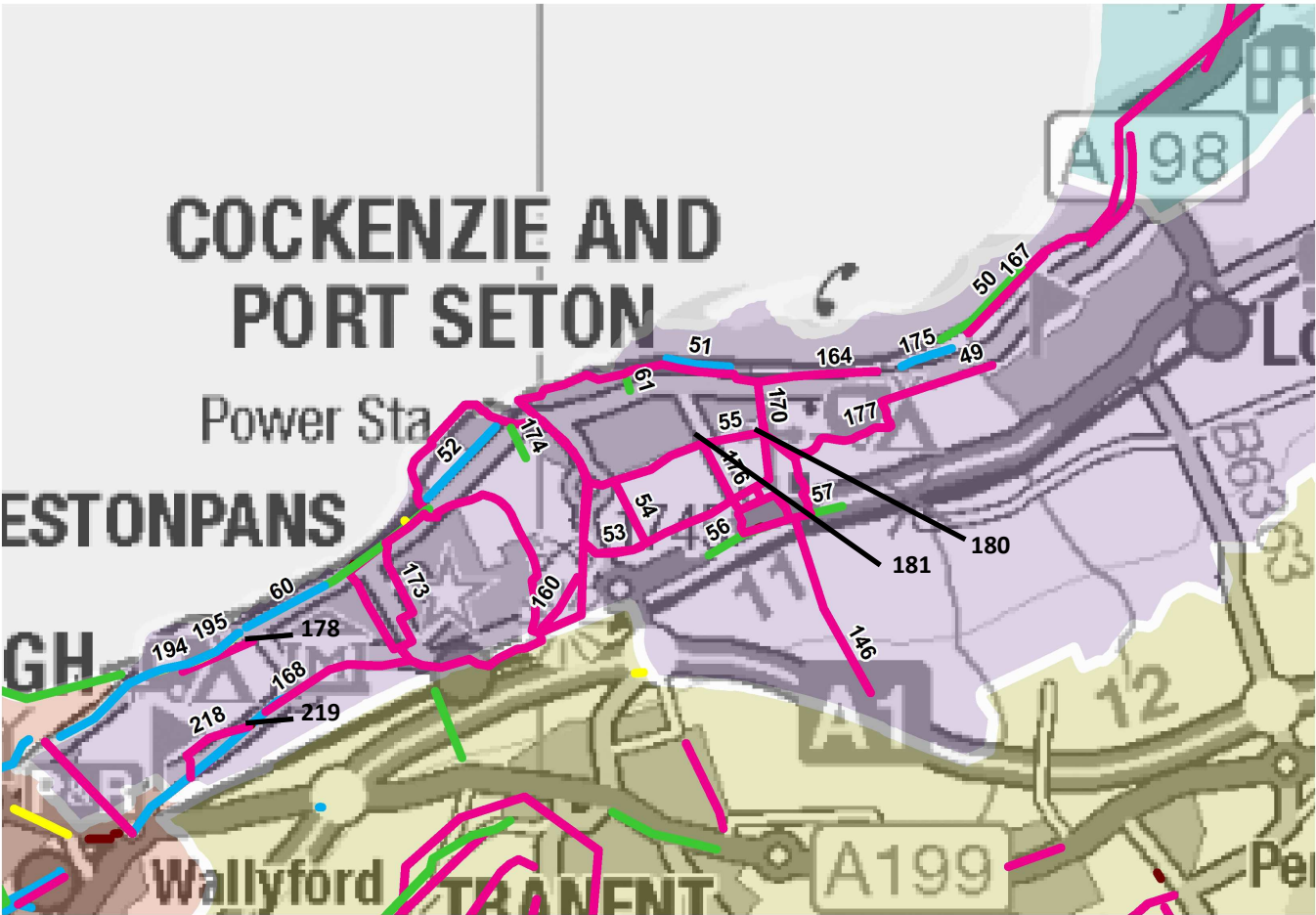
Walking

Walking and Cycling

Mapped Suggestions

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

65	Bus stop has no shelter - sufficient space as there is a grass verge
146	No signs on this route
160	There is still a path here which needs to be maintained
164	Not very nice to walk as alongside road
167	Better path surface needed on this section
168	Road very busy especially on weekends
170	Create / publicise a circular walk
173	Create / publicise a circular walk
174	Hawthorn Terrance Lane should be a shared use route which is safe for cyclists and pedestrains
175	Cycle route very uneven - tree roots are coming up through the tarmac
176	Create / publicise a circular walk
177	Core Path route needs to be updated and confirmed with Boune Leisure
178	What is happening about the path route from Prestongrange to Cuthill Park? What about a route along the edge of the Golf Course
179	Look into the current status of the old route
180	The fence and gate along Sandy Walk is broken
181	Very dirty (dog fouling). Muddy track along edge of field. Path has now doubled in size for the farmers vehicles - not an attractive environment
182	Householders along here dump their garden rubbish - makes it unpleasant environment
194	Reduce speed limit along here to 40mph
195	Existing cycle route is poor quality alongside road



206	Low quality connection
218	Existing route needs publicised
219	Barrier here which needs to be opened up

Mode

Cycling

Other

Public Transport

Road

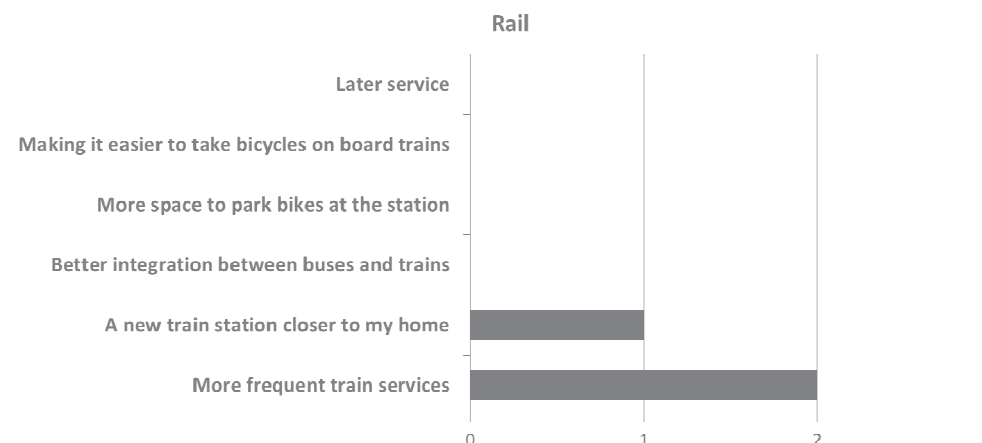
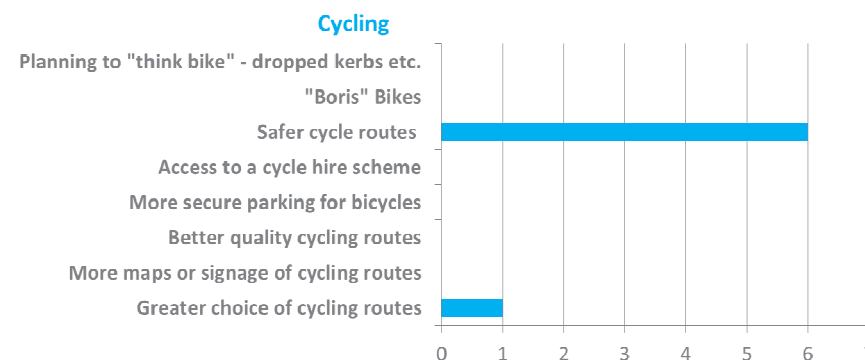
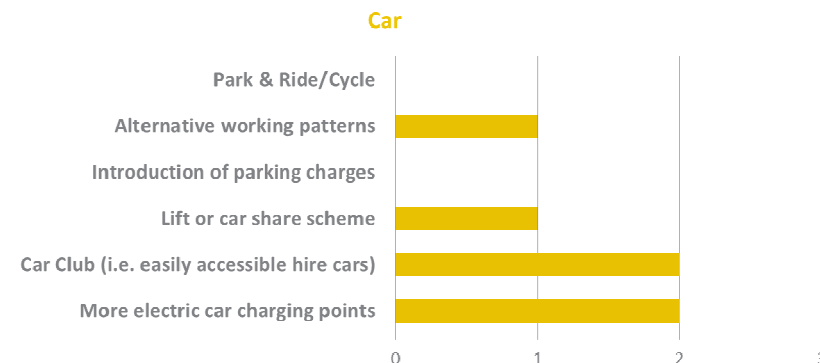
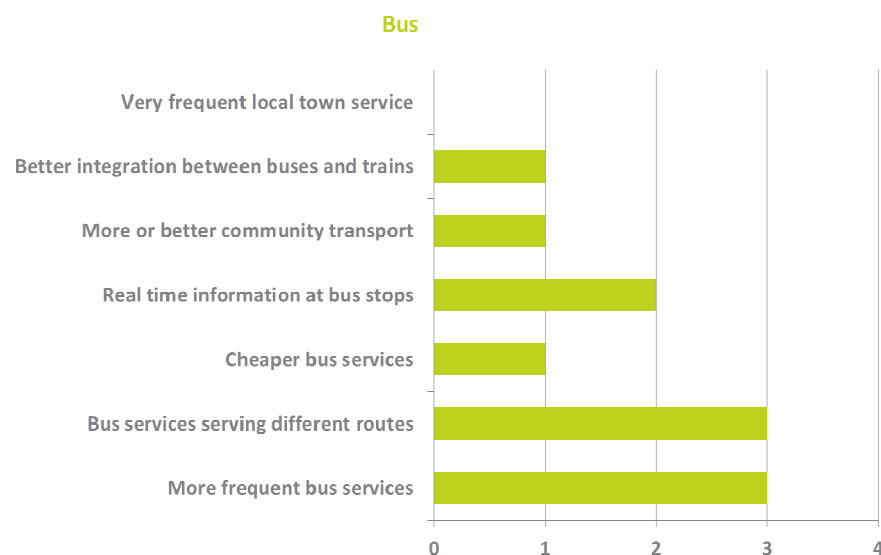
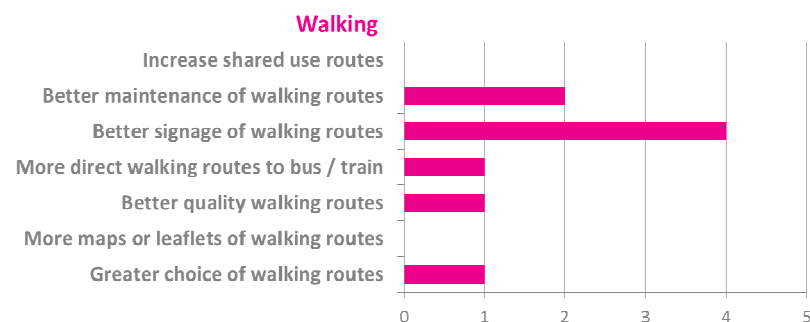
Walking

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 signage of walking routes
- Cycling— safer cycle routes
- Bus—bus services serving different routes and more frequent bus services
- Train— more frequent train services
- Car— Car Club and more electric car charging points



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



- Expansion of existing routes and "joining up" pathways e.g. Cockenzie / West Port Seton to Seton Fields.
- Trees at Alder Road need clearing and cleaning and trees continued to aspirational path in front of Long Craigs.



- 20mph limits throughout towns and villages would encourage more people to cycle. Safer for everyone.
- Less cars on road by more people thinking about how to get about and choosing healthier options.
- Child cycle training in primary schools in East Lothian? From early ages e.g. Primary 3. Very important to get kids out and it would encourage parents, carers and friends.



- Parking charges on High Street should be introduced to encourage people to leave car at home or Park and Ride. Less congestion, healthier people!
- Need to encourage and simplify use of electric cars.



- Bigger car park at train station with better pick up/drop off facilities needed also.
- Half hourly rail service on Saturday, why can't services be run half hourly during week?
- Scotrail trains don't stop at any intervening stations between Dunbar to Edinburgh; can they stop?



- Direct bus linking Dunbar and Tranent / Musselburgh only runs evenings and Sundays!!!
- Express bus service - 26a or 26b.
- Bus service from Port Seton to Musselburgh via Prestonpans rail station.
- Direct bus from Port Seton to Haddington. Also bus from Port Seton to North Berwick along past Seton Sands and onwards.
- Well served for Edinburgh but need to be able to get to Tranent and North Berwick.
- Important for buses to serve rail station too. Although 110 runs this route it is a long round-about way in one direction. Not a good service.
- No direct bus to Fort Kinnaird.
- Services earlier in the morning and afternoon - 7.00 - 3.45. Bus to Royal Infirmary currently not operating long enough, it needs to run earlier and later so that people can get to and from work.
- More buses from Port Seton and Seton Sands to various areas.
- All the buses that go along Edinburgh Road/Links Road go to Musselburgh. If you want to go elsewhere you need to take two buses or walk down Fishergate Road.
- Service 26 is really very busy especially at weekends and when there is a football match. It is half hourly on a Saturday but there is no extra buses on weekend when there are events.
- Too many buses go to Queen Margaret University and students don't use it; they use the train.
- Need an electric community bus for people to get to surgery and shops in Tranent, especially older people living in the south area of Port Seton.

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



- No direct bus to North Berwick / Longniddry without walking up very dark road.
- Limited bus to Gullane, would be good if expanded.
- No buses from Port Seton which go up Milton Road.
- Bus timetables should be more available - put them in the libraries/community centres etc. and make sure they are at bus stops etc.
- Bus to Edinburgh - used to have an express service - Service 26 - approx. an hour. X26 is not quick service - needs it to be fewer stops. X26 only during peak times but need outside of this.
- There needs to be buses direct to Fort Kinnaird.
- More buses from Port Seton to other parts of East Lothian - e.g. Haddington, Longniddry, Gullane, North Berwick. Currently infrequent or takes two buses (to Musselburgh and then onward).
- Rail link - it is possible to reinstate the old rail link to power station? Alternatively provide better buses to rail stations.
- No bus services from the area to North Berwick. People currently have to take two buses to get to N. Berwick.
- Service 111 (Prentice) to hospital is not good. They keep changing the timetable and the route was better when run by Eve's. Drivers don't always stick to routes always and some buses are too big for the number of passengers they carry.
- The large settlements on the corridor are well catered for but smaller coastal / outlying areas are being missed.
- First buses are poor and not meeting the requirements of the Charter.
- An hourly service to Edinburgh not good enough.
- Park and ride for buses at Longniddry.
- North Berwick bus takes too long and have too many stops. Can they not go onto the A1 at Wallyford? There should be an express service at least once per hour.
- Bus route 111 used to come into Port Seton and provided a direct route to Haddington, but no longer. The route provided a good link for disabled young people travelling into the community centre.
- Electric bus information displays only show Lothian buses and First buses do not appear. Can they be included?
- Common ticketing system throughout the region so you are able to use your ticket on all modes.
- Bus links to Midlothian from Port Seton e.g. Gorebridge.
- Park and Ride - Bus 15 does not serve the Park and Ride currently, can this pull in? It would provide greater connectivity.
- A standard form of timetable should be provided at each bus stop.
- We need more bus shelters.
- Eve's coaches used to go direct to Fort Kinnaird but the new service doesn't and it now takes two buses. People want to visit this area and also travel here for work.
- The X26 to Edinburgh in the peak morning and night needs to have fewer stops to make it an express service.

Event Feedback

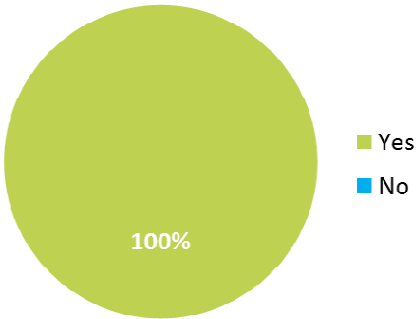
A total of 18 people completed the exit survey with all saying they found the event worthwhile.

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

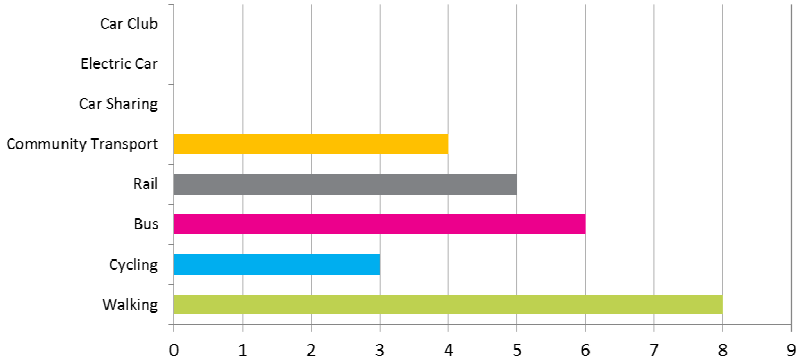
Most said they had learnt more about walking in the area.



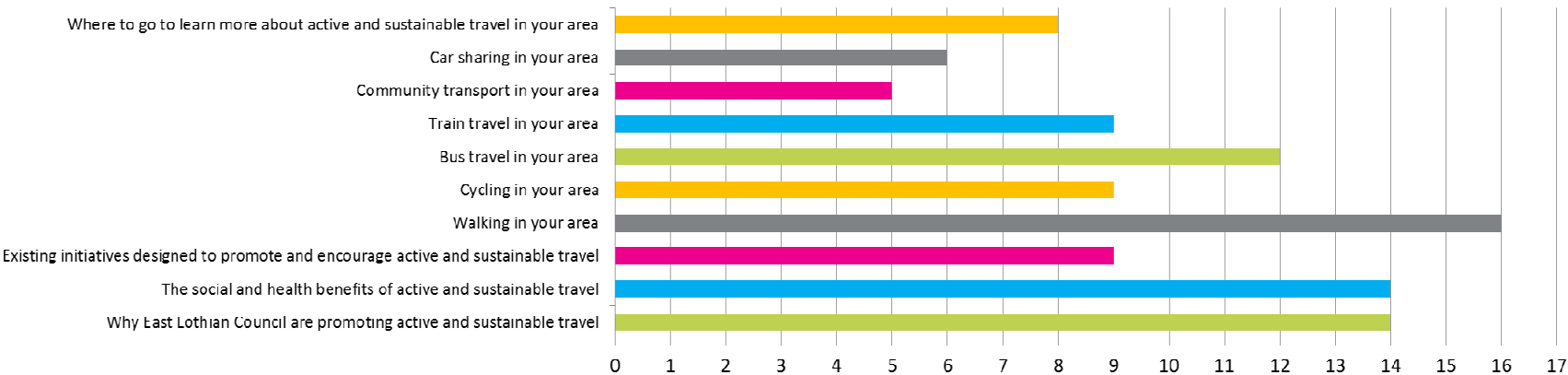
Did you find today's event useful? (N=18)



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



Would you say you now know more about?

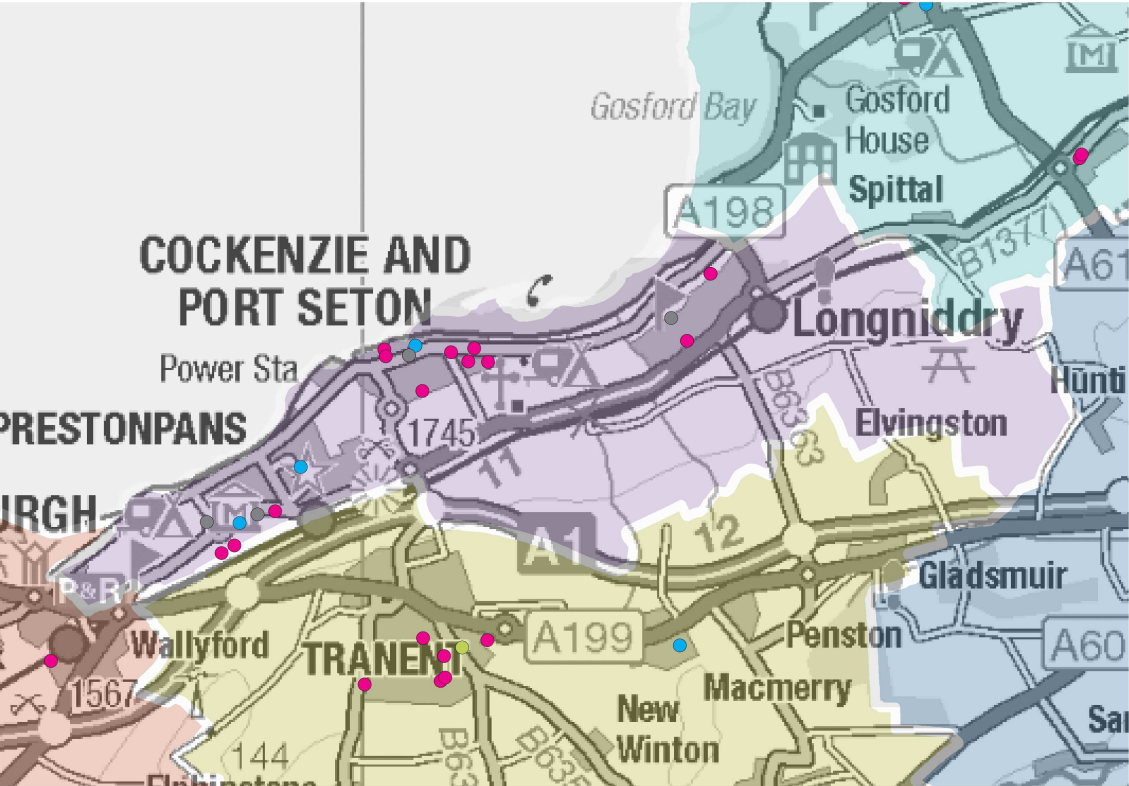


Online Survey—Preston Seton Gosford Area

As shown opposite, over half of respondents feel a car is essential for their everyday needs with the majority of respondents saying this is because it is convenient

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

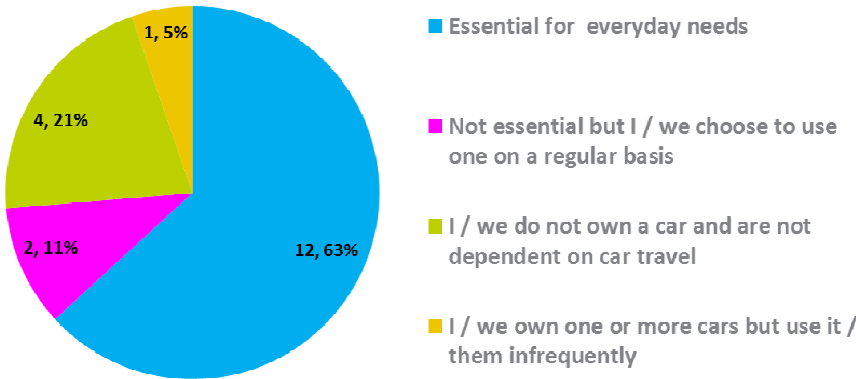
Dependence on the Car



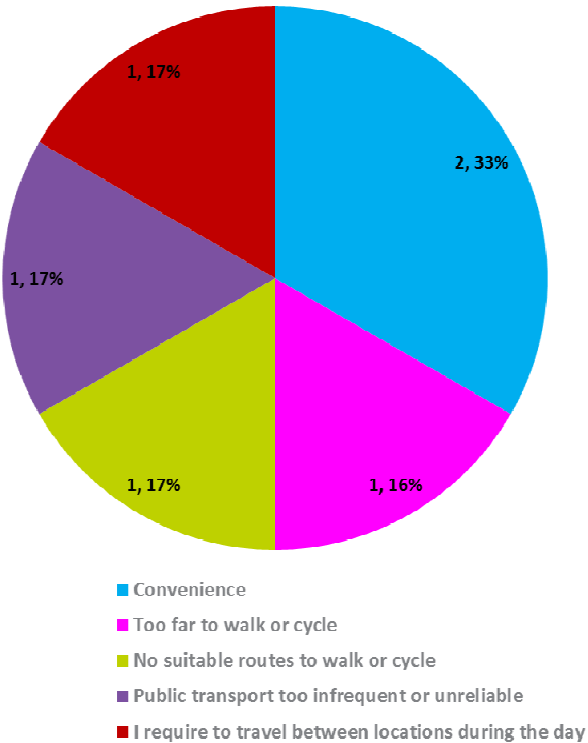
Car Dependency

- 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?



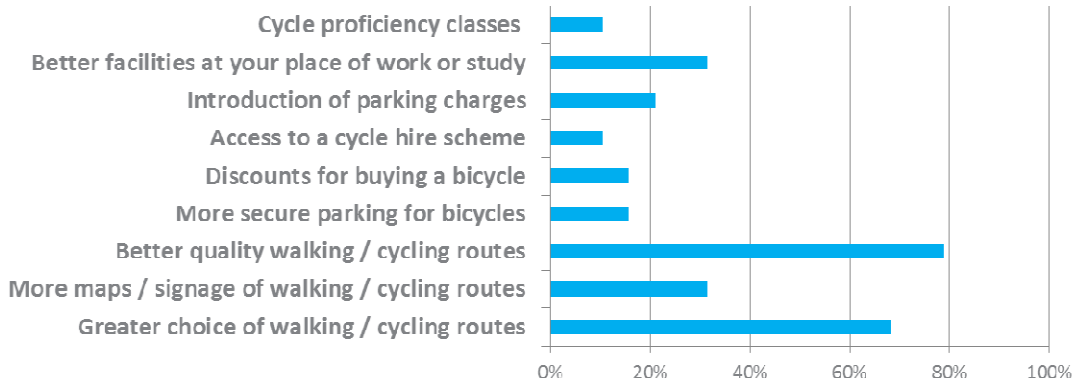
Why do you drive?



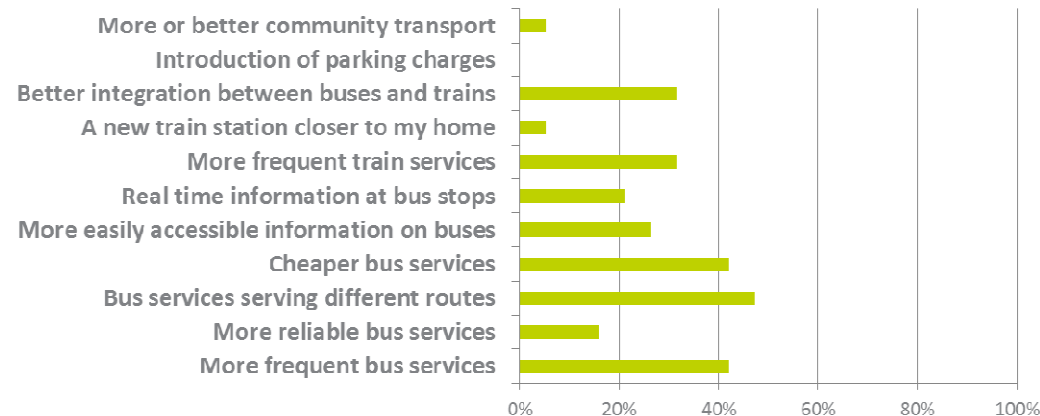
Sustainable Mode Choices

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.

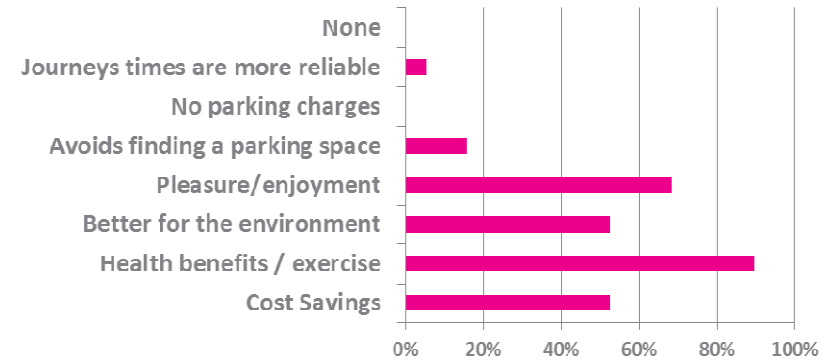
What would encourage people to walk or cycle more?



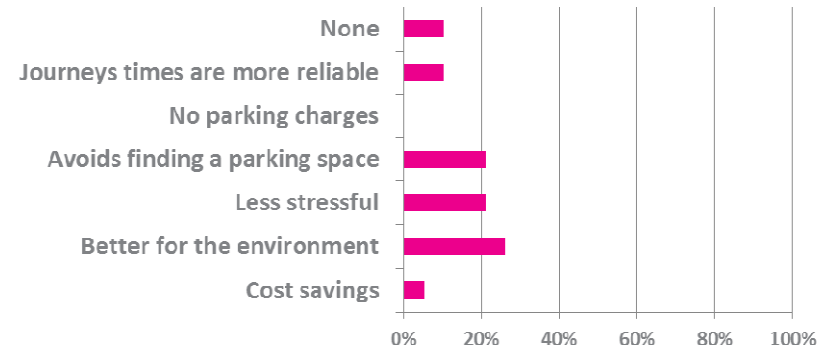
What would encourage people to get the bus or train more?



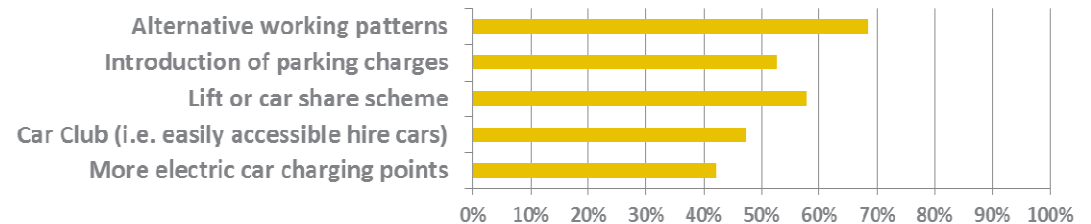
Benefits of Active Travel



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 maintained cycle routes and more cycle only lanes with more choice of public transport and lower prices.
- One ticket for bus/train/tram.
- Safer roads, better training of drivers / driver awareness (re cyclists).
- A safe off road cycle path all the way to Dirleton and Athelstaneford.
- Encourage children to learn safe biking habits: more should be integrated into the curriculum and schools held to their health and wellbeing commitments.
- Better provision for through journeys. One Ticket is expensive and inflexible. IC card that works across ALL public transport and can easily be topped up would be ideal (works well in Japan for example).
- The current bus service should be going through Fort Kinnaird for young and old people to access cinema, food, employment and health clubs.
- There needs to be car parking charges to have income to spend on increasing bus services. The bus services need to be expanded to more routes, be more frequent and costs reduced. There needs to be a smartcard system which you can use on any train or bus service which debits cash from your bank account directly and there should be an equality in fares. We should have cycle stops as in Holland where you just pick up a bike and leave at its destination. There needs to be more carriages on the trains and more car parking at stations. The North Berwick / Edinburgh trains are routinely packed full and virtually no space for bikes. Every supermarket car park should have public parking and cycle parking so that people can leave cars and get buses or bicycles to work from these areas. All supermarkets should be accessible by bus. All bus stops should have live travel info about when the next bus is coming. There should be regular buses going to and from train stations and there needs to be taxis at stations when trains come in. We should have park and ride areas in each main town with buses available to take people to next town i.e. why can't we have park and ride at

Musselburgh, Prestonpans and Port Seton with buses to take people along the coast to all the villages and North Berwick.

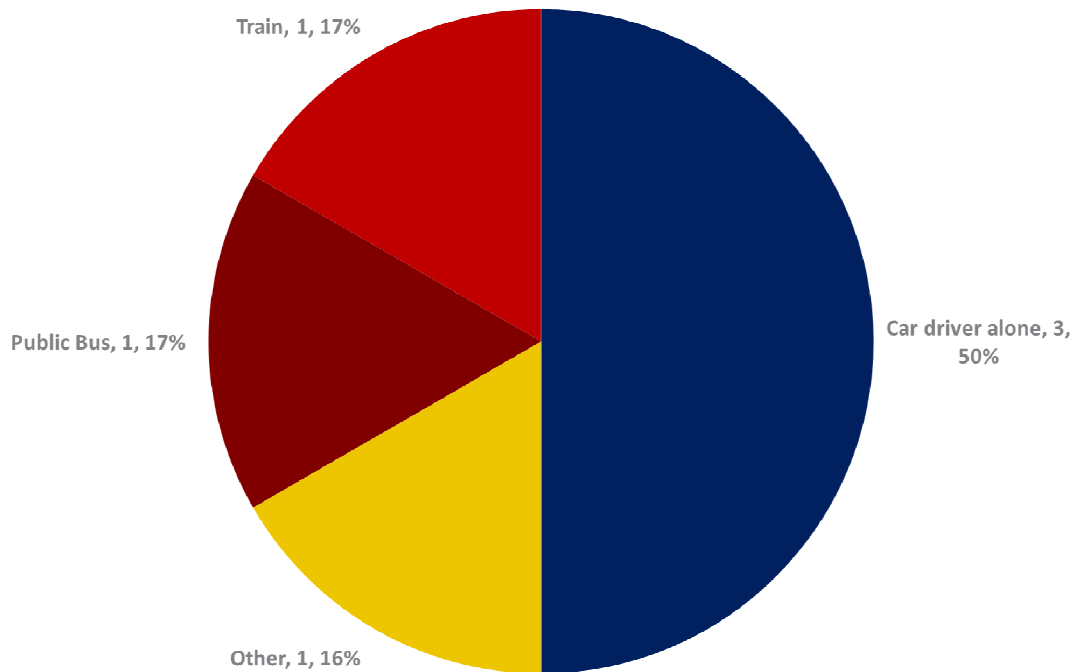
- Cycle paths, cycle paths cycle paths!
- The North Berwick to Edinburgh train line is at capacity. The earliest train into Edinburgh on a Sunday is too late to be useful. Current train time is hourly during the day which means people will not take the chance on it being cancelled so opt for car instead. A half hourly service is much needed on the North Berwick-Edinburgh train line! People who haven't been on a bus in years haven't a clue how to get on a bus. Think about how you would explain the information to a visitor to the country.
- Common fares pool between operators to make tickets valid by any operator. Common electronic information system encompassing all operators.
- An express route for car sharers / buses on bypass.
- Real time information at bus stops. More frequency for some routes 15.
- Services need to be appropriate for all age groups. Safe, comfortable, reliable and frequent public transport would be used. Cycle paths away from cars and proper shelters at train stations and bus stops would help.
- Freephone taxi service which would collect people from home and take to central point e.g.. Wallyford Park and Ride to join express bus to popular destinations such as major hospitals (to the door). There are too many buses with hardly any passengers on them. Could we move towards using all the amazing technology/data collection etc. we have access to, to provide more of a "just in time" approach? On-line booking of transport within a time-slot (similar to booking a shopping deliver slot)? More proper Express buses e.g. the X26 stops at almost every normal 26 stop. Put on buses which only collect at Port Seton and Prestonpans, then down A1 with a few city centre stops.

Online Survey

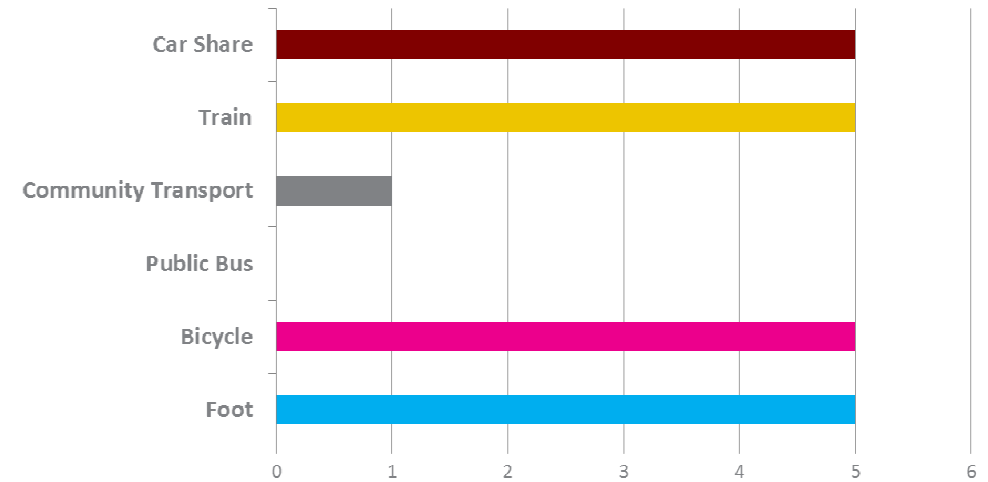
The graph below shows that most respondents to the survey from this area travel to work as a car driver alone. However, a considerable number say they would like to car share, cycle, walk or get the train more often.

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

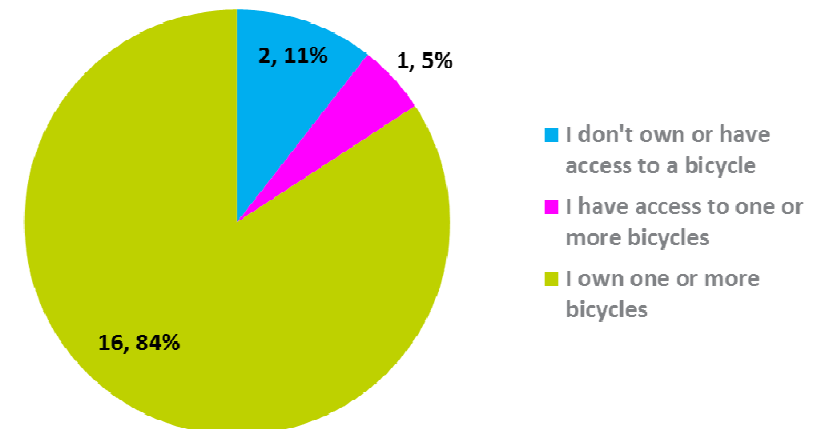
Main Mode of Travel to Work



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

Preston Seton Gosford — 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.



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.



Various issues with the coverage, frequency and operating times of bus services, including that they frequently change. Many suggestion 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.



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