
Connecting Dunbar

Overview of Previous
Transport Studies
2003-2010

DRAFT 3 – MAY 2010

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1 EXECUTIVE SUMMARY

This report is an overview of the work carried out to date on travel in Ward 7 (Dunbar and District) and related issues. Studies into travel in the area have been carried out by East Lothian Council and other local organisations and interest groups such as Sustaining Dunbar, Living Streets and Dunbar Primary School. Many of these studies have sought views and opinions from local residents about travel and common themes have appeared.

Ward 7 is a diverse area made up of urban and rural settlements. Almost 13000 people live in the ward, in nearly 6000 households. The ward's population has grown by 17% since 2000, faster than the rest of East Lothian, and is still growing.

Dunbar is a compact town which is suitable for a cohesive network of attractive cycle and pedestrian routes and a useful local bus service; unfortunately, it has none of these. The surrounding rural area has poor public transport provision and a lack of dedicated cycle and pedestrian routes.

In the urban area of Dunbar the many poorly-maintained and dirty footpaths are seen as a big issue, with dog fouling a major concern. On-street parking causes obstructions for pedestrians and cyclists, particularly children travelling to school. Traffic speeds are also perceived to be high around the schools, with the 20mph school zones considered ineffective. Also highlighted is the need for safer road crossings and cycle paths particularly to schools and the rail station, and on Dunbar's High Street.

Existing walking and cycling routes between the residential areas to the south of the railway line and the rest of the town are inadequate and unwelcoming, leading to a degree of severance and causing many people to use their cars for even short journeys. Dunbar also lacks regular and affordable public transport routes, particularly around the town. Although there are seven bus services in and around Dunbar, they are poorly co-ordinated, and information is hard to find, even at bus stops. Publicity is non-existent.

The surrounding rural areas suffer from poor public transport provision with very infrequent and unreliable services and few dedicated cycle and pedestrian paths, leading to a high level of car usage. Bus and train services are considered to be expensive and the lack of services later in the evening and earlier in the weekend is a problem. Again, the safety of children travelling to and from school is an area for concern.

National data shows that there is huge scope for reducing the number of journeys made by car; over 50% of driver journeys are less than 5km, an ideal distance for cycling, and nearly 30% are less than 2km, a walkable distance. National and regional strategies suggest that there is the political will, even if financial backing is not always forthcoming. A great deal of research has been carried out into what measures can encourage people to walk and cycle more. High quality soft measures such as travel plans, awareness campaigns, teleworking, car clubs and car sharing and the provision of comprehensive travel information have been demonstrated to be very effective in transferring

journeys from cars to other modes of transport, but require supportive policies such as public transport improvements, pedestrianisation, parking controls and cycle networks to ensure that traffic reductions are permanent.

UK and Scottish Government advice on design has the central theme that “good street design can promote a better quality of living for everyone”. Provision for pedestrians, cyclists and public transport is key and there is a focus on walkable neighbourhoods, inclusive social spaces and reduced traffic speeds. Europe leads the way in cycling projects; there are many examples of car free city centres which offer high quality routes for pedestrians, cyclists and public transport users.

Local trends suggest that people in Ward 7 walk and cycle more than anywhere in East Lothian, yet this is despite of, not because of local conditions. Many respondents to surveys, both locally and nationally, consider that the provision of dedicated cycle and pedestrian routes would encourage them to use these forms of travel more. The joint initiative between Dunbar Primary School and Sustaining Dunbar’s Transport Group to promote cycling and walking to school has been very successful.

The Scottish Government has developed a Cycling Action Plan for Scotland which has an ambitious target of increasing the number of journeys made by bike from the current level of 1% to 10% by the year 2020. Funding has been provided to raise the profile of cycling and develop the National Cycle Network. The importance of access to information, materials and incentives to make day to day cycling a realistic choice is also recognised. A Bus Action Plan which focuses mainly on services in rural areas and Demand Responsive Transport has also been published, with a number of follow up studies planned for all areas of Scotland, including East Lothian.

High quality information about the various options is also of the utmost importance in Dunbar. Route maps for cyclists, pedestrians and public transport users showing existing routes, distances, timetables, fares and the location of bus stops are urgently required. Only then will walking, cycling and public transport begin to be seen as viable options for day to day travel. The preparation of aspirational route maps will enable meaningful input to the planning process and bring forward a sustainable transport network which will lead to many benefits; less CO2 and pollution, improved health, friendlier and safer communities with less dependence on the car.

2 INTRODUCTION

This report contains an overview of the work carried out to date on travel in Ward 7 (Dunbar and District) and related issues. There is also a brief summary of current government policy, local information and other sustainable travel projects. The conclusion gathers together common themes.

3 PREVIOUS TRAVEL STUDIES IN WARD 7

The following documents include studies into the travel issues of Ward 7:-

- The Dunbar Traffic Management and Environmental Improvements Study, a report by Colin Buchanan Traffic Consultants for East Lothian Council (2007).
- Dunbar Primary School Walk to School Travel Survey (2005 onwards).
- Dunbar Primary School Travel Plan (updated 2007/8)
- Living Streets Community Street Audit of Routes to Dunbar Primary School (2005).
- Sustaining Dunbar Transport Group (2007 onwards)
- Sustaining Dunbar 2025 M.A.P. Project Survey (2009 -10).
- Paths in and around Dunbar: Local People's Opinions and Ideas, a report by Scottish Participatory Initiatives for East Lothian Council (2003).
- What do people think about living in Dunbar, a survey by Scottish Participatory Initiatives for East Lothian Council (2008)

In the time since these reports were completed, a few of the issues have been addressed and will not therefore be included in the summaries below. A list of recent improvement schemes may be found in Appendix 7.1.

3.1 Dunbar Traffic Management and Environmental Improvements Study

This Study was carried out by Colin Buchanan and Partners on behalf of East Lothian Council, and addresses (a) pedestrian and cycle safety, (b) traffic patterns and movement, (c) public transport and parking. In the pedestrian and cycle safety section, routes to schools, to the rail station, to the town centre, within the town centre and in the Harbour area were investigated. A summary of the main points follows; a more detailed outline is included in Appendix 7.2.

3.1.1 Routes to Schools

The study focused on Dunbar and West Barns Primary Schools and Dunbar Grammar School. It was noted that access to Dunbar Primary School from areas south of the railway line needed to be improved. The report stated that this was due to be addressed as part of the new school provision, but it is understood that due to planning and financial constraints, this has been withdrawn.

It was recommended that the Bleachingfield Car Park be designated as Dunbar Primary School's drop off zone, setting aside the car park nearer to the school for disabled parking only. The southern length of Countess Crescent could be subject to traffic restrictions.

A new pelican crossing on Belhaven Road near the Grammar School was also recommended, although its exact location was not determined. It was suggested that the routes to West Barns Primary School be improved by the introduction of dropped kerbs and tactile paving on footways.

3.1.2 Routes to the Rail Station

The report noted that more direct pedestrian and cycle routes to the rail station were needed from all areas of the town. To the south of the town, the possibility of providing a new shared path from Spott Road through the railway goods yard was suggested. To the north, a new pelican crossing at the Abbey Road/Countess Road junction was proposed.

3.1.3 Routes to the Town Centre

There was some concern about the junctions with Belhaven Road; many are wide and difficult to cross, but the report states that it is not possible to narrow the junctions due to vehicle swept curves. It was also suggested that street lighting be improved at the vennels between the High Street and Castle St/Church St. and that footway build-outs be provided. The proposals for routes from the south of the town to the railway station are also included here.

3.1.4 Routes within the Town Centre

The section raises the possibility of providing signalised crossings at West Port/High Street junction and at either end of the High Street. It states that disabled accessibility should be improved and also suggests 'gateways' at either end of the High Street to improve road safety and promote the pedestrian environment. The report contains a number of detailed proposals for routes linking the High Street and Church Street to provide a safe and accessible route from the seafront to the High Street for pedestrians and cyclists.

3.1.5 Routes within the Harbour Area

It was suggested that the seafront be improved by upgrading the promenade and providing benches, hard and soft landscaping and crossing facilities to link with routes to the High Street. These routes should be improved to rebalance priority for pedestrians, as described in the section dealing with routes to the town centre.

3.1.6 Traffic Patterns and Movement

The study acknowledged that new development to the south of the railway line will lead to increased traffic volumes, particularly on Beveridge Row and School Brae in Belhaven and the Spott Road/Queens Road junction in town, and that measures will be required at these locations to alleviate this, for example a new link road between Beveridge Row underpass and the Edinburgh Road was put forward. On Spott Road, the junctions with Queens Road and Brodie Road were put forward for signalisation, with the further possibility of a pedestrian crossing on Spott Road to be reviewed.

3.1.7 Public Transport

The study recognised the shortcomings of the public transport system in Dunbar and proposed a number of measures to improve aspects of the service such as integrated bus and rail timetables where possible, provision of route and timetable information at all bus stops and bus stop enhancement. It also suggested the provision of a bus link to the rail station, possibly including a new link road.

3.1.8 Parking

There were concerns about parking, particularly town centre demand and on street parking by commuters at the rail station. It was suggested that improved pedestrian and cycle accessibility of the rail station would help, as would traffic orders to prevent all day parking on Countess Road. A possible new area of short stay parking at the old railway yard was also put forward.

3.1.9 General Issues

The report recommended that awareness of routes to the rail station be improved and walking and cycling be encouraged by development and implementation of pedestrian and cycle signage strategy for the town centre and key destinations.

3.1.10 Update

East Lothian Council has prepared a report about this traffic and environment study which will go to cabinet in April 2010. Recommendations will include priority for parking restrictions on Countess Road, Delisle Street and Brewery Lane and works to Cossar's Wynd in the first year. The report will also set out a medium and long term programme with levels of funding sought for future years.

3.2 Dunbar Primary School “Walk to School” Week Surveys

Data relating to how children travel to school has been collected from these surveys since 2005, summary graphs are shown below. It can be seen that there are very high levels of walking and cycling to the primary school, with the level of cycling being considerably higher than county or national levels. Survey data shows that 43% of children live less than 1km from the school, with a further 42% living between 1km and 2km away. These distances are well suited to active travel.

Since 2005, Dunbar Primary School has seen a 70% drop in the number of pupils arriving by car. There are many reasons for this, including minor improvements on the routes to school, and a growing culture of bike use by children in the newer residential areas to the south of town. There has also been a significant increase in cycle parking provision at the school. The following charts illustrate the above and show comparisons of travel to school week data for Dunbar Primary School with county and national figures.

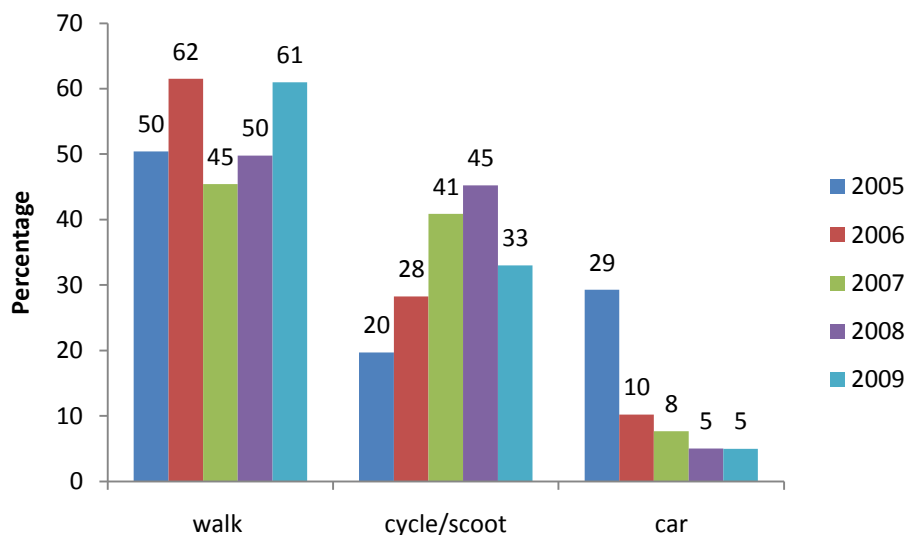


Chart 1: DPS Comparison of Walk to School Week Data for years 2005-9

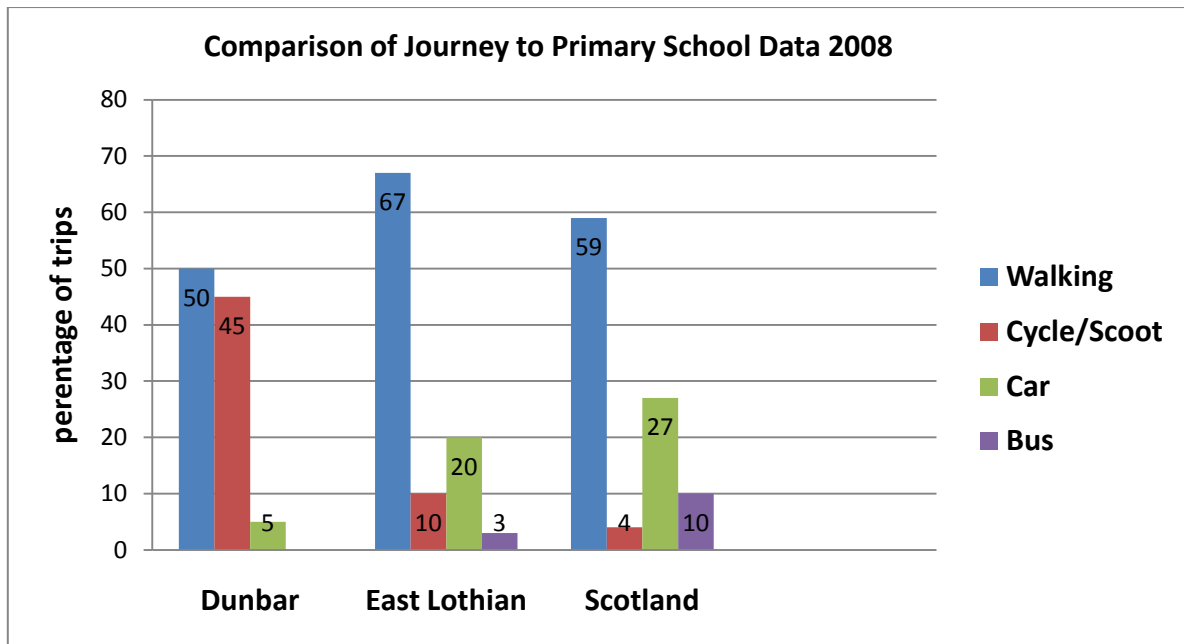


Chart 2: Comparison of Local and National Journey to School Data

Note: East Lothian and Scotland data taken from Sustrans "Hands Up" Travel to School Survey 2008

In later years, information has also been collected about problems encountered on the journey to school. Detailed comments can be found in Appendix 7.3, but in summary the main points raised were:-

- The high level of traffic, fast in places, in the vicinity of the school.
- Parked cars causing problems for pedestrians and cyclists.
- The lack of dedicated cycle paths.
- Poorly maintained and cleaned footpaths.
- Increasing level of pedestrian/cyclist conflict on paths approaching the school.

A concerned parent studied the problems encountered on journeys to the primary school and suggested a comprehensive list of improvements which may be found in Appendix 7.4. In summary, these improvements included the provision of dedicated pedestrian/cycle routes from the south, including the creation of off-street cycle routes where achievable, improvements for pedestrians and cyclists on major routes such as Belhaven Road, Queens Road, and Countess Road. There is also the suggestion that pupils could prepare safe routes to school maps for pupils who cycle and walk.

3.3 Dunbar Primary School Travel Plan

A School Travel Plan is a document produced by a school in conjunction with the local council, parents and pupils. It looks at journeys to and from the school, covering issues of safety and health, and suggests improvements. Its aims include:-

- Improve the health of children by exercise and fresh air on the journey to and from school.
- Improve safety on the school journey.
- Reduce congestion and traffic danger around the school.
- Make the journey more enjoyable for everyone.
- Strengthen the school community by increasing interaction.

The first School Travel Plan was written in 2005/06, and is due to be extensively reviewed and updated this year. It outlines the many initiatives in place to encourage active travel to school, such as cycle training schemes, continuing participation in walk to school weeks and the possibility of walking buses.

3.4 Living Streets Community Street Audit of Routes to Dunbar Primary School

Living Streets, formerly known as the Pedestrians Association, is a national organisation which carries out Community Street Audits to assess the user-friendliness of streets and footpaths from the point of view of pedestrians. The audit of routes to Dunbar Primary School was conducted in April 2005 in response to concerns about the problems that parents and their children faced in walking to and from the school. The routes were selected by local parents, and comprised of:-

Route 1 - Kellie Road – Hallhill – Countess Road – Primary School

Route 2 - Belhaven Road – path – Primary School

A summary of the findings follows:-

3.4.1 Route 1

Pavement parking was observed at various places around the entrance to the primary school from the south, presenting severe obstructions.

The railway line presented a major barrier to walking routes from south of the line to schools and the town centre. The audited route included the substandard underpass at the Hallhill Centre where priority was given to vehicles and which itself blocked a direct route, leading to substantial detours for pedestrians. Walking routes past the Hallhill centre were considered as unattractive and ill defined, requiring urgent upgrading, and the audit suggested that relocation of space was needed to accommodate a widened footpath and cycle route. It also recommended that the entrance road to Hallhill be resurfaced to show a shared space, removing vehicle priority.

High traffic speeds were observed along Countess Road, therefore the audit recommends the introduction of traffic calming measures along this road. Problems at the Countess Road crossing were compounded by turning movements of traffic into Countess Crescent from Countess Road. The audit recommended closure of vehicular access from Countess Road into Countess Crescent. It also recommended that this wide splay junction be narrowed and the pavement widened, and that raised crossing facilities are introduced at other crossing points along Countess Road.

The audit noted that the Kellie Road/Bruntsfield Crescent junction had a very wide splay and poorly located dropped kerbs.

3.4.2 Route 2

High traffic speeds were observed along Belhaven Road even though there was a 20mph zone along part. It appeared ineffective, with pedestrians experiencing problems crossing this wide road. The introduction of traffic calming measures along this route was recommended.

Poorly located litter bins, lighting columns and telephone poles and obstructions caused by sheep pen railings opposite the Parsonspool play area were observed along Belhaven Road. Sloping pavements and surface ponding of water were also causing problems. Footpaths at the sites of bus

stops were not wide enough to properly accommodate the bus shelters, which were generally considered to be substandard.

3.4.3 Conclusions

The overall conclusion of the audit was that the improvements detailed above were the absolute minimum required to raise the standard of the pedestrian environment to no more than good basic functional standards.

It recommended that a major initiative was needed to reduce barriers to movement caused by the railway line and to promote better access to the town centre from the new residential areas. This was considered vital for social inclusion and to encourage less dependence on the car. There was also a clear need for traffic calming and better crossing facilities on the routes audited.

3.5 Sustaining Dunbar – Transport Group

Sustaining Dunbar's Transport Group wants to make it easier to travel around Dunbar by sustainable means and to reduce the need to travel out of town. The Group has developed a draft Dunbar Transport Action Plan which covers cycling, walking, car clubs and car sharing, traffic calming; employers travel plans, public transport and pedestrian and cycle friendly design. The full action plan may be found in Appendix 7.5, and was used as the basis for Connecting Dunbar's successful bid for Climate Challenge Funding. In summary, the Group is seeking to develop a cycle and footpath network and acknowledges the importance of providing maps and information for cyclists, pedestrians and public transport users.

3.6 Sustaining Dunbar 2025 M.A.P. Project Local Surveys

In January 2010, Sustaining Dunbar began a series of surveys in Dunbar, West Barns, East Linton, Oldhamstocks, Innerwick, Pinkerton, Spott and Tynninghame to obtain views on a number of issues including public transport usage and what would make it easier to cycle or walk to work or school. A brief summary of these findings follows:-

3.6.1 Innerwick/Spott/Pinkerton

These areas have little or no public transport. Respondents thought that more bus and train services, later train services and cheaper fares and parking at the station would make it easier to use public transport. It was considered that the provision of proper cycle and pedestrian paths would make it easier to use these modes.

3.6.2 Oldhamstocks

Respondents stated that there were two buses to Oldhamstocks/week and that few people used it. The train was occasionally used for work and leisure. In order to make it easier to use public transport, respondents thought that the Perrymans service from Innerwick should be extended to Oldhamstocks. As Oldhamstocks is very hilly, most people thought that it was not suitable for cycling.

3.6.3 Tynninghame

Respondents stated that the bus went through the village 3-4 times/day and that it was not used because it was irregular, although children used the school bus. They thought that they would maybe use the bus if it was more regular, but many have their own cars.

3.6.4 West Barns

Respondents wanted more frequent and cheaper bus services. They were concerned about children travelling to school, requesting cycle paths, better pavements and safer crossings.

3.6.5 Wingate Area of Dunbar

Respondents said that they did not use public transport because they had their own transport or got a lift, or that the service was irregular and unreliable. To make it easier to use public transport, it would have to be more regular and reliable, and be more accessible for disabled passengers. Respondents requested better crossing facilities between Belhaven Road and the school, and cycle paths to make it easier to walk or cycle to work or school.

3.6.6 Central Dunbar

Respondents indicated that public transport was not well used as it was expensive and did not cover all locations. Many preferred to use their own cars. The train and bus were used to travel to Edinburgh for pleasure and shopping. More regular services and cheaper fares would encourage public transport use. Not many people walk or cycle in this area, but thought that more cycle paths and local work would encourage people to work or cycle.

3.7 Paths in and around Dunbar

This report was carried out by Scottish Participatory Initiatives, an independent survey group, for East Lothian Council to gain a better idea of where people go walking, cycling and horse riding, the problems encountered and where they would like to see paths in the future. A wide cross section of Dunbar, comprising over 160 people, was interviewed on the streets and at a drop-in base. The most frequently used paths were identified as the coastal path, routes to school, the town and short walks through woodlands.

The majority of walkers wanted to see the coastal path extended/improved, especially along the coast at both golf courses. Many people said they wanted safe crossings all along Dunbar High Street and safer/better paths to schools and those with buggies also shared these views.

Respondents also said they'd like more path access into the surrounding countryside. Cyclists said that they would like to be able to cycle all along the coast in both directions, and to be able to cycle into the surrounding countryside.

Detailed findings of the survey may be found in Appendix 7.6. Looking at the information with regard to more functional pedestrian and cycle trips, respondents likes included routes such as Back Road, High Street, the new road to Whitesands, Lochend Woods, the cliff top trail and Winterfield. These routes were considered enjoyable because of the scenery, for health reasons and sociability.

Despite the above, the High Street was also the main route in Dunbar which was disliked. It was described as having dangerous crossings, being dangerous for cyclists, and dog mess was also a problem. Dog mess on paths throughout Dunbar was the major issue with respondents, with other including the conditions at the railway underbridge, poor pedestrian crossing facilities near the rail station, lack of cycle paths to school for children, routes not suitable for wheelchairs, no provision for cyclists on the A1, the pavements on Belhaven Road, traffic speed and parked cars on Countess Road. The detailed list of dislikes may be found in Appendix 7.6.

Ideas for improving routes included works to the High Street such as pedestrianisation, improved pedestrian crossings, cycle paths, and maps to show paths, safe routes to school, and reducing traffic by improving public transport. Again, a detailed list of suggested improvements may be found in Appendix 7.6.

3.8 What Do People Think About Living in Dunbar

This draft report was produced in February 2008 by Scottish Participatory Initiatives for Dunbar Community Development Company (DCDC). The travel issues recorded were; what people like about living in Dunbar, what would make it better in the future, what would make the High Street better, and the needs of young people. Almost 700 people responded, providing a wide cross section of replies. This summary will only concentrate on the travel information gained from the survey.

- Of the five things people liked most about living in Dunbar, the transportation links were fifth.
- Of the five top things people did not like about living in Dunbar, transportation fares being too high and a bad service (bus and train) was third.
- Asking for comments, the following responses appeared many times:-

Transport fares and services (57), dog fouling(60), poor parking and crossings on the High Street(47), appearance of High Street(44), too many speed bumps and poor roads(18), poor walkways(2), paths not all accessible(3), traffic calming(12), pavements not level(7), crossing High Street dangerous(10), routes to school are not safe for walking or bikes(20).

- Of the top five ideas people had to make things better in the future, cheaper and better transport systems (bus and train) was fourth. It is also interesting to note that a cleaner High Street and streets with more bins, no dog fouling etc. was third. Comments included:

Cheaper and better transport (bus and train), improving car parking on the High Street and streets in old parts of Dunbar, fewer speed humps, safer street crossings, more disabled parking, and improving pavements, especially in the old parts of town.
- When asked what would make the High Street better, people said better parking/stop double parking (66 respondents), safer crossings (22), pedestrianisation (16), wider pavements (11), improved bus and train service (5), and better surfacing (2). More seating and building a car park were also suggested.
- Suggestions to make things better for young people did not really bring up any travel suggestions, other than to provide a mountain bike track.

4 OVERALL SUMMARY OF TRAVEL STUDIES

There are several common themes to all the travel studies carried out so far in Dunbar. These are:-

- A lack of dedicated cycle routes, particularly to schools and the rail station.
- A need for improved pedestrian crossings, particularly on the High Street (including Westgate and West Port), and near the rail station.
- Poorly maintained and cleaned (dog mess) footpaths.
- Problems caused by parked cars, especially Countess Road near the rail station.
- Poor links between residential areas south of the railway line and the rest of town.
- Lack of regular, affordable and connected public transport routes.

The more rural areas also have problems such as:-

- Poor public transport provision; cheaper and more frequent buses were often requested.
- Lack of dedicated cycle and pedestrian paths.

5 OTHER LOCAL INFORMATION

In addition to the specific studies into travel issues in Dunbar, the following local information will also be useful.

5.1 Hallhill South West Development Framework

In October 2009, East Lothian Council published its Development Framework for Hallhill South West, an area of land in Dunbar which has been allocated in the Local Plan for development of 500 houses and associated development. The framework states that safe, direct and high quality path and cycleway links will be required to the town centre, schools, sports and health facilities. A bus service will also be required with stops placed at points to encourage residents to use public transport. Some existing paths may need to be upgraded by the developer.

The framework also states that a study into the feasibility of providing a new southern platform at Dunbar Rail station and associated direct accessibility to the southern platform from the south of the station is underway.

5.2 East Lothian Core Path Plan

In February 2010, East Lothian Council formally approved its East Lothian Core Path Plan. Over the last few years, East Lothian Council has been asking people where they walk, cycle and horse ride in East Lothian (see Paths in and around Dunbar survey above), and asking land owners and land managers where they would prefer people to go on their land. This information has been used to identify a number of paths and routes which could form a core path network in East Lothian. To date, there are a few outstanding objections to some of the paths identified in the plan, a local inquiry will be arranged to consider these objections. A plan showing the draft core plan network may be found in Appendix 7.7.

5.3 Review of Public Transport Services

5.3.1 Local Bus Routes

There are seven bus routes serving the Ward Seven area. These are:-

- Route 6 Edinburgh (Haymarket) to Dunbar via Musselburgh, Tranent, Haddington and East Linton. Morning (approx. ½ hourly) and evening (hourly) service only, 1st bus leaves Dunbar for Edinburgh at 0620, last bus arrives at Dunbar from Edinburgh at 2321.
Cost of Dunbar-Edinburgh return ticket £8.60
Journey time 90 minutes (approx)
COMMERCIAL SERVICE – FIRST BUS
- Route X6 Edinburgh (Haymarket) to Dunbar, limited stop, via Haddington and East Linton. Together with X8, provides a regular (2 buses/hr) service between Edinburgh and Dunbar.
Cost of Dunbar-Edinburgh return ticket £8.60
Journey time 75 minutes (approx)
COMMERCIAL SERVICE – FIRST BUS
- Route X8 Edinburgh (Haymarket) to Dunbar, limited stop, via Tranent, Haddington and East Linton. Together with X6 provides a regular (2 buses/hr) service between Edinburgh and Dunbar.
Cost of Dunbar-Edinburgh return ticket £8.60
Journey time 80 minutes (approx)
COMMERCIAL SERVICE – FIRST BUS
- Route 120 Dunbar to North Berwick, via East Linton
Two hourly service between Dunbar and North Berwick, 1st bus leaves Dunbar 0746, last bus arrives at Dunbar 1951 (later service on Friday and Saturday).
Cost of Dunbar-North Berwick return ticket £5.20
Journey time 50 minutes (approx)
SUPPORTED SERVICE - East Lothian Council £66,600 (2009), EVES
- Route 253 Edinburgh to Berwick-Upon-Tweed via Haddington, East Linton, Dunbar, Innerwick and Eyemouth
A two hourly service (with an extra service at morning peak). 1st bus leaves Berwick at 0635; last bus leaves Berwick at 1555. 1st bus leaves Edinburgh at 1010, and last leaves at 1910.
Cost: Dunbar-Edinburgh return ticket £7.10, Dunbar-Berwick return ticket £8.30
Journey time Dunbar-Edinburgh 1hr (approx), Dunbar-Berwick 70 mins (approx)
SUPPORTED SERVICE - East Lothian Council £1,900 (2009), PERRYMANS
- Route 1A Dunbar ASDA Spott Rd-Spott-Dunbar-Stenton-Pitcox-S.Belton
Circular service runs 13 loops/ day, (4 times daily to outlying areas). 1st bus at 0855, last at 1715.
Typical cost of journey from Dunbar to Asda £1.00
Full circular route takes approx. 1 hr.
SUPPORTED SERVICE – Asda contribution (Section 75 planning agreement) - EVES
- Gaberlunzie Connects outlying areas with Dunbar or Haddington. Fixed route Monday-Saturday service, operating different routes on different days, with the ability to divert on demand. Telephone bookings must be made a day in advance (approx. 5 bookings per week). Service generally very poorly used and operator states that the service is probably not offering value of money for the purchaser, although with fares and subsidy is still maintaining profitability.
SUPPORTED SERVICE – East Lothian Council (£48,600) , EVES

5.3.2 Rail Services

Dunbar lies on the main East Coast Main Line from London to Edinburgh. There are 10 services daily from Dunbar to Edinburgh and 13 services from Edinburgh to Dunbar (mainly peak hour). Scotrail is to begin 4 new services running between Dunbar/Musselburgh/Edinburgh in May 2010. The last train from Edinburgh to Dunbar is the 2100. Weekend services are less frequent. A new East Coast timetable is currently out for consultation, and due to be adopted in 2011.

A day return from Dunbar to Edinburgh is £9.40, and the journey takes approx. 25 minutes.

5.4 Dunbar and East Linton Ward – Community Profile (October 2009)

This profile was prepared for the Dunbar Cluster Area Local Forum. It provides information about the residents of the Dunbar and East Linton Ward (Ward 7). A summary of the information which may be of use for Connecting Dunbar follows:-

- 12761 people live in the Dunbar area (5673 dwellings), 13% of the population of East Lothian. The ward's population has grown by 17% since 2000, faster than the rest of East Lothian.
- Almost 25% of all people are aged 0-15, 20% are aged 65+.

5.4.1 Travelling to work

Travelling by car was the main form of transport used by commuters, but twice as many people walk to work in Ward 7 as across East Lothian as a whole:-

- 72% car driver or passenger (74% East Lothian)
- 6% train (5% East Lothian)
- 11% bus (13% East Lothian)
- 1% cycle (1% East Lothian)
- 22% walk (11% East Lothian)

(N.B. it appears that some people have more than one main mode of travel)

The East Lothian Customer Survey (2009) was conducted for East Lothian Council and covered a wide range of issues such as quality of life, social attitudes and community safety. It asked residents which environmental complaints were common in their neighbourhoods. Results showed that 37% of residents in Ward 7 reported that dog fouling and litter were common in their area, more often than it was reported across East Lothian as a whole. When asked in the survey "What most needs improving in your local area?", 14% thought cleaner streets were a priority and 5% thought traffic congestion was a key issue.

31% of people in Ward 7 thought public transport was important in making somewhere a good place to live, with 23% thinking that a sense of community was important. Less than 5% thought that levels of traffic congestion were among the most important factors in making somewhere a good place to live.

6 NATIONAL INFORMATION: GOVERNMENT STRATEGIES AND PUBLICATIONS

6.1 Scotland's National Transport Strategy (2006)

The National Transport Strategy has three strategic outcomes:-

- To improve journey times and connections
- To reduce emissions
- To improve quality, accessibility and affordability.

The document gives information about key trends in transport in Scotland which may be useful:-

- Estimated average distance travelled per person per year increased by 59% between 1985/86 and 2004/5, although there was little change in total time spent travelling, around 350 hours/person/year.
- Travelling by car and plane has increased significantly, whereas there has been a reduction in walking and cycling rates. Air travel is predicted to rise by 150% between 2004/30 and road travel by 32% between 2005/15.
- Public transport, both rail and bus, has seen small rises over recent years. Rises in bus passenger journeys is supported largely by growth in concessionary bus travel.
- Despite increases in road traffic, there is an ongoing decline in the number of road accidents and casualty numbers, with the number of children killed or seriously injured showing a particular decrease in recent years. Scotland has fewer road deaths than the EU average.

The Strategy wished to promote smart measures such as travel plans and high quality travel information to encourage more sustainable travel. It estimated that every £1 spent on well designed soft measures could bring about £10 of benefit in reduced congestion. The smart measures outlined in particular were:-

- Travel Plans
- Public Transport Information
- Travel Awareness Campaigns
- Travel to School Campaigns (75% of schools in Scotland are working on a school travel plan)
- Car Clubs
- Car Sharing Schemes
- Cycling/Walking
- Car Free Housing Zones
- Teleworking

The Strategy commits to improving government travel information services such as Transport Direct and Traveline Scotland, aiming to add cycling and walking to this information.

The Scottish Government has provided funding to Cycling Scotland to raise the profile of cycling, to local authorities for developing projects including Street Audits to promote walking for shorter journeys and to Sustrans to develop the National Cycle Network and improve links, especially to schools and hospitals. It is also working in partnership with COSLA on the *Smarter Choices, Smarter Places* initiative which develops innovative transport initiatives to encourage people out of their cars, and funding the *Safer Streets* programme (projects which seek to reduce street violence).

In conjunction with the National Transport Strategy, the Scottish Government also published its Bus Action Plan outlining a commitment to expanding the rural transport fund and Demand Responsive Transport (DRT). DRT can involve the use of taxis/private hire vehicles, community car schemes and public transport. The Plan notes that in rural and small urban areas of Scotland, infrequency of services is a major concern, and acknowledges the need to investigate integrated ticketing and higher quality interchanges.

6.2 Cycling Action Plan for Scotland (CAPS)

In his introduction, Stewart Stevenson, the MSP Minister for Transport, Infrastructure and Climate Change, said that “CAPS is about everyone in Scotland who is able to, having the choice to cycle in their everyday life by creating safe, welcoming and inclusive communities.” His vision is to have 10% of journeys made by bike (Scotland is currently 1%, Netherlands is currently 27%). By 2020:

- People of all ages and abilities will be able to cycle safely and comfortably if they want to
- Everyone will have access to information, materials and incentives to make day to day cycling a realistic choice.
- Legal powers and investment will assist in achieving a target of 10% modal share for cycling and will reduce carbon emissions.
- People will live longer, healthier lives (!!).

CAPS highlights the need for people to have the confidence and right information to make cycling a realistic choice - better integration with public transport for example; park and choose interchanges and secure parking at major bus stops and rail stations. Interesting findings from the consultation exercises for CAPS include:-

The major factors deterring people from cycling :-

- 13% danger from traffic
- 11% vehicle driver behaviour
- 10% not enough road space for cyclists
- 9% too much traffic

The major factors influencing the decision to cycle:-

- 30% personal health and fitness
- 23% enjoyment
- 14% concern for the environment
- 9% cost
- 9% travel time

CAPS states that “due to high levels of awareness of alternative routes, maps were not the highest priority, even free ones. Many believed the first priority is getting the infrastructure sorted. Many said free maps would only be effective if the facilities needed were built first and the maps used to

publicise them. However, almost everyone welcomed the possibility of more information being made available, whether free or for a cost. Some respondents did feel maps played a role in promotion especially cycle tourism.”

Web based mapping received backing; the SPOKES maps were widely praised. Local Authorities believed that maps are a useful tool and some are currently involved in producing cycle maps. Another idea is to map and promote lesser used roads as safer and quieter cycle routes.

CAPS also notes that:-

- People cycling regularly in mid adulthood typically have a level of fitness equivalent to being 10 years younger and a life expectancy 2 years above the average.
- A research study in California showed that children who walk or cycle to school arrived more ready to learn and achieved higher exam results than those who were driven to school.
- In addition to health benefits, children who cycle to school learn a sense of responsibility for their travel and for looking after their bikes. They connect more directly with their surroundings, the changing weather and seasons, developing social skills and becoming independent travellers. Walking and cycling to school and both mentioned in the new curriculum for excellence.

The final CAPS document is expected to be published in April 2010.

6.3 Department for Transport “Smarter Choices – Changing the Way We Travel” (2005)

This report focused on soft policy measures for encouraging people to reduce car travel by enhancing the attractiveness of the alternatives. The main initiatives investigated were:-

- Workplace and school travel plans
- Personalised travel planning, travel awareness campaigns and public transport information and marketing
- Car clubs and car sharing schemes
- Teleworking, teleconferencing and home shopping

The report observed that a high intensity expansion of such initiatives would lead to a substantial traffic reduction which could in turn attract more car use by other people. It was therefore considered that, along with the soft measures, supportive policies such as improvement of public transport, pedestrianisation, parking controls and cycle networks be introduced.

Appendix 8 gives a useful table of Department for Transport websites providing information about various sustainable transport initiatives. There is also a very good website for walking maps at www.dft.gov.uk/sustainable/walking/maps.pdf.

6.4 Scottish Household Survey Travel Diary 2007/8

Ten thousand households in Scotland are interviewed every year and this is the most current survey to date. From 2007 onwards, the travel diary included journeys of less than ¼ mile or shorter than 5 minutes on foot, increasing the proportion of trips made by cycle or on foot over past years. Some results are summarised in the charts below

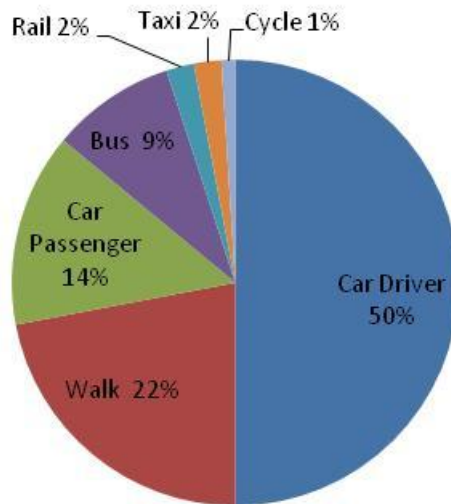


Chart1: Model split for travel in Scotland

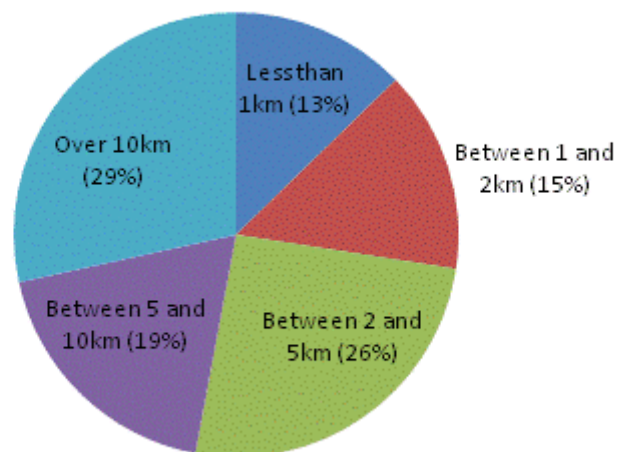


Chart2: For all trips, distance travelled by car in Scotland

6.5 Short Car Driver Journeys - Scotland

(Source: Scottish Household Survey Results, Government, 2005)

This was a detailed analysis of the 2005 Scottish Household Survey, carried out by the Scottish Executive Transport Statistics branch. For the purpose of this analysis, short car journeys were defined as less than 2 miles.

6.5.1 Main purpose of car journeys:

	All car journeys	Short car journeys
Shopping	20%	25%
Commuting	27%	20%
Escorting someone		13%

6.5.2 Where do drivers live?

	All car journeys	Short car journeys
Urban areas	63%	75%
Rural areas	23%	13%

6.5.3 Travel to work:

Scotland	16% drive less than 2 miles to work
East Lothian	8% drive less than 2 miles to work

The East Lothian figure of 8% is the lowest in Scotland.

Women, part time workers and people living in urban areas account for higher proportions of short distance car driver commutes. The most popular reason for driving a short distance to work was because it was the most convenient method, followed by it being the quickest.

6.5.4 Drivers Attitudes to Public Transport

Those who travelled a short distance to work by car were asked whether they could use public transport instead. 42% who drove a short distance said they could but didn't because:-

- 32% no need because they use their car
- 32% it takes too long
- 15% no direct route

6.6 Other Projects

6.6.1 Do the Localmotion

Darlington is one of the government's sustainable travel demonstration towns. It is a major project with all the usual sustainable travel objectives, on a considerable scale: major redevelopment of the town centre to include traffic free area; substantial investment in cycle routes/roads/paths; restructuring of bus services; rationalisation of car parking. Ideas which are most relevant to Dunbar are:

- Bus timetables at all stops, including information relevant to each stop (this could have community input and make each stop individual).
- Launch of a local journey planning website and publication of bus, cycle and walking guides.
- Marketing – the Darlington project set up a club membership which included an information pack and regular newsletters.
- Schools participation, including pedestrian training as well as cycling training, events such as Wheelie Wednesdays, Bike breakfasts and after school cycle maintenance classes.

The website of this project is **www.dothelocalmotion.co.uk** and has a great deal of information about the project, including the survey methodology. Some of the findings of the project include:-

- Respondents to survey made over estimation of door to door travel times by public transport of 70% and underestimation of door to door travel times by car of 26%.
- Project experienced a backlash from the motoring community.
- Relationship built up with health and environment groups were beneficial
- Behaviour change is a complex process, not everyone ready to change.
- Personal advantage is key to changing behaviour.
- Raised community expectations...
- Main reason for changing travel behaviour was health-50%. Saving money was second-35%

6.6.2 High Street, Kensington

This project was completed in 2003, and involved the removal of all unnecessary visual and physical clutter from the street, creating a shared space environment which redressed the balance from vehicles to pedestrians and cyclists.

6.6.3 Groningen, The Netherlands

The Netherlands leads the way in cycling projects, with its most celebrated being the city of Groningen, which has the highest percentage of cycle use in the world at just under 60%. Since 1970's local authorities have considered the town centre as the "living room" for its people; building a ring road encircling the town, reducing car access to the town centre and providing a vast network of 46 cycle routes (used by 216,000 citizens daily). The city centre is car free, with high quality routes for pedestrians, cyclists and public transport.

7 CONCLUSIONS

Ward 7 is a diverse area made up of rural and urban settlements. Its rural areas suffer from poor public transport provision and a lack of dedicated cycle and pedestrian paths, leading to a high level of car usage.

The town of Dunbar itself has many inadequate pedestrian routes with poorly maintained and cleaned footpaths being perceived as a big issue. The need for road crossings and dedicated cycle paths has been highlighted often, particularly to schools and the rail station. In Dunbar, there are no good quality routes between the newer residential areas to the south of the railway line and the rest of the town, leading to a certain degree of severance, and causing many people to use their cars for even short journeys. Dunbar also lacks of regular and affordable public transport routes, particularly around the town. Routes are poorly co-ordinated and publicised, and information is hard to find, even at bus stops.

National data shows that with over 50% of driver journeys less than 5km and nearly 30% less than 2km, there is huge scope for journeys to transfer to cycling and walking. National and regional strategies suggest that there is the political will, even if financial backing is not always forthcoming. A great deal of research has been carried out into what measures can encourage people to walk and cycle more. High quality soft measures such as the provision on comprehensive travel information are often quoted, and can provide excellent value for money.

Local trends suggest that people in Ward 7 walk and cycle more than anywhere in East Lothian, yet this is despite of, not because of local conditions. Many respondents to surveys, both locally and nationally, consider that the provision of dedicated cycle and pedestrian routes would encourage them to use these forms of travel more. In Ward 7, and particularly the urban area of Dunbar, one of the major targets should be to ensure that the very high level of children cycling to primary school is retained to grammar school and beyond.

8 CONCLUSIONS

The starting point of sustainable transport projects is to understand local travel patterns: where do people want to travel to and from? Why do they choose their mode of transport? What other options are available? The information obtained can be used to lobby for improvement and to target publicity about sustainable transport.

Government strategies suggest that there is the political will to reduce the number of journeys made by car. There is an acceptance that “good street design can promote a better quality of living for everyone” and additionally, that high quality soft measures such as travel plans and the provision of comprehensive travel information provide excellent value for money. These measures are seen as the way forward for sustainable transport by the UK and Scottish Governments, but it is also noted that supportive policies such as public transport improvements, pedestrianisation, parking controls and cycle networks would be required to ensure that traffic reductions are permanent.

There are many European examples of car free city centres which offer high quality routes for pedestrians, cyclists and public transport users. Although Dunbar is small, ideas can be adapted from these projects. Greater priority must be given to non-car travel, removal of unnecessary visual and physical clutter, and creation of shared spaces where pedestrians and cyclists can feel safe.

Local trends suggest that people in Ward 7 walk and cycle more than anywhere in East Lothian, yet this is despite of, not because of local conditions. The joint initiative between Dunbar Primary School and Sustaining Dunbar’s Transport Group to promote cycling and walking to school has been very successful and a major target should be to ensure that the very high level of children cycling to primary school is retained to grammar school and beyond.

Dunbar requires a cohesive network of attractive cycle and pedestrian routes and a useful local bus service. The compact nature of the town and local facilities is such that most destinations would be within easy reach on foot or by bike, and the need to drive would be much reduced. The surrounding rural settlements deserve an improved bus service including links to the mainline train station in Dunbar and safer cycle and pedestrian routes.

High quality information about the various options is also of the utmost importance in Dunbar. Route maps for cyclists, pedestrians and public transport users showing existing routes, distances, timetables, fares and the location of bus stops are urgently required. Only then will walking, cycling and public transport begin to be seen as viable options for day to day travel. The preparation of aspirational route maps will enable meaningful input to the planning process and bring forward a sustainable transport network which will lead to many benefits; less CO2 and pollution, improved health, friendlier and safer communities with less dependence on the car.

9 APPENDICES

9.1 Recent Travel Improvements

- Works at Dunbar Primary School such as local widening of the pavement and relocation of parking spaces has improved safety and reduced traffic congestion at the school gates. The pelican crossing at this site has also been upgraded to a Toucan Crossing to accommodate the high number of cyclists.
- Street lighting has been improved on the paths through the Bleachingfield (Dunbar).
- Paths around Hallhill (Dunbar) have been lit and resurfaced, including the end of Kellie Road
- 20 mph zones have been introduced in Belhaven Road and Summerfield Road (Dunbar).
- Traffic islands with cycle lanes have been installed on Belhaven Road to slow traffic and ease crossing for pedestrians.
- Work is being carried out on a new pelican crossing on Belhaven Road near the Parsonspool Play area and the path to the primary school.
- Speed cushions have been introduced on Countess Crescent, and on various routes around Dunbar Primary and Grammar Schools and West Barns Primary School.

9.2 Detailed Outline of Dunbar Traffic and Environmental Improvements Study

9.2.1 Routes to Schools

- Improve pedestrian and cycle facilities between Dunbar Primary School and the railway line by the provision of a shared path. Note: This was to have been developed as part of the new school provision, but it is understood that this has now been dropped.
- Improve safety around the existing car park at the south end of Countess Crescent by setting it aside for disabled parking only.
- Provision of a crossing on Belhaven Road, possibly near “Springfield” to improve safety.
- Improve access to West Barns Primary School with dropped kerbs and tactile paving.

9.2.2 Routes to the Rail Station

- Provision of a more direct pedestrian/cycle route to the rail station from the south by lighting the underpass and banning vehicles except for access, and installing steps on the north side of the underpass to link in with a pedestrian/cycle path to the station
- Provision of a pedestrian/cycle route to the rail station from Spott Road through the works yard and upgrading of the existing path to provide cycle access from Spott Road.
- Provision of a safer pedestrian route from the town centre to the rail station by installing a pelican crossing just west of the junction of Abbey Road and Countess Road. Provision of footway on the west side of Station Road dependent on Network Rail.

The report recognises that many of the proposals are dependent on the Rail companies.

9.2.3 Routes to the Town Centre

- Stakeholders requested that the width of junctions along the A1087 (Belhaven Road) be reduced, making it easier to cross.
- Provision of a shared pedestrian and cycling path through the works yard immediately east of the rail station to link with the footpath connecting Spott Road and old Spott Road, and upgrade the existing path to include cycle access from Spott Road (continuous footway on the west side of Queens Road)
- Provide direct and accessible link under the railway line to the town centre by provision of shared path from Kellie Road, lighting the underpass and banning vehicles except for access; installation of pelican crossing just west of Abbey Road/Countess Road junction.
- Improved safety and accessibility of the vennels by lighting and footway built-outs, closing Church Street and of Cossar’s Wynd to vehicles; widen footways of Silver Street and make it one way. Provide a crossing point on Lamer Street, possibly controlled for disabled users.

9.2.4 Routes Within the Town Centre

- Signalise the High Street/West Port junction, providing a pedestrian crossing phase.
- Replace the existing setts on the High Street with a smoother surface to improve accessibility
- Install pelican crossing at the north/south end of the High Street.

- Introduce gateways in West Port, Westgate and south end of High Street to reduce of road accidents in the general High Street area and promote the pedestrian environment.
- Introduce raised tables at the junctions of Cossar's Wynd and Silver Street
- Upgrade West Port to match specification of High Street
- Improve access by upgrading the Monks Walk with lighting and signing between town centre and supermarkets.

9.2.5 Routes Within the Harbour Area

- Improve access along Castle Street/Church Street by widened and resurfaced footways to manage street parking and reduce traffic speed, with footway built-outs.
- Provide pedestrian facilities at the seafront with an improved promenade, benches, landscaping and a crossing linking Silver Street, The Vennel and Lamer Street. These, together with improvements above and to Cossar's Wynd should reduce vehicle speeds and rebalance priority for pedestrians.

9.2.6 Traffic Patterns and Movement

- The impact of new development to the south of the railway line will lead to increased traffic volumes on Beveridge Row and School Brae and require the provision of a new link road between Beveridge Row underpass and Edinburgh Road. Signalisation of underpass also necessary and ban use by certain vehicle types.
- Signalisation of Spott Road/Queens Road junction to reduce congestion. The increased traffic on Spott Road has made crossing difficult so the need for a pedestrian crossing should be reviewed. Similarly, increased traffic on Spott Road/Brodie Road means that the option of signalisation should be reviewed.

9.2.7 Public Transport

- Provision of Dunbar Town bus service (1A bus)
- Provision of a bus link to Dunbar Rail Station with financial support. Could include a new link road or enhance existing roads to station.
- Seek to integrate bus and rail timetables where possible.
- Improve bus accessibility by providing bus boarders, route and timetable information at all bus stops in Dunbar and programme of bus stop enhancements.

9.2.8 Parking

- The key issues here are to monitor parking demand and ensure that parking turnover is maintained. There are concerns that the leisure centre is being used as a town centre parking overspill.
- By improving pedestrian and cycle accessibility of the rail station, car trips will be discouraged. Traffic orders to prevent all day parking on Countess Road to be introduced.
- Possible new area of short stay parking – Spott Road near railway station.

9.3 Dunbar Primary School Walk to School Week Survey

9.3.1 Detailed Comments

- Obstructions at the school gate e.g. telegraph pole and dogs tied to the school fence.
- Speeding traffic and narrow pavements on Belhaven Road.
- Lack of cycle paths from the town centre to the primary school.
- Countess car park is dangerous for pedestrians and cyclists to negotiate.
- It is difficult to cross Station Road and Countess Road.
- There are too many parked cars on Countess Crescent and Countess Road.
- Lack of cycle paths on Queens Road - Countess Road - Countess Crescent route.
- High traffic speeds on Summerfield Road.
- Generally, there is a high volume of traffic in the vicinity of the primary school.
- The footpaths are poorly maintained and cleaned.
- Pedestrian/cyclist conflict on paths approaching the school, particularly Hallhill area.
- There is a general lack of dedicated cycle paths.

9.3.2 Suggested List of Improvements on Routes to Dunbar Primary School

- Upgrade links around the Hallhill Healthy Living Centre
- Form pedestrian/cycle route from Dunbar Utd football ground to east, under railway bridge
- Form pedestrian/cycle route from Dunbar Utd football ground to west, linking to Kellie Rd
- Create off street cycle routes where achievable i.e. Kellie Road, Brodie Road & Middlemas Road (potential to widen existing segregated footways).
- Form pedestrian/cycle route from Kellie Rd to existing footway adjacent to Astro turf pitch.
- Create pedestrian/cycle link from Countess Road to Belhaven Road immediately adjacent to school entrance.
- Create pedestrian/cycle link from school to Belhaven Rd, at junction with public library.
- Provide crossing facilities on Belhaven Road at Public Library.
- Traffic calm Belhaven Road and Countess Road (excessive vehicle speeds).
- Upgrade pedestrian crossing on Countess Road at Hallhill Healthy Living Centre.
- Footway improvements to Countess Road, linking to nursery and High Street.
- Improve pedestrian space on south east section Countess Road leading to Queens Road (area around station and doctors surgery).
- Pedestrian crossing facilities on east section of Countess Road.
- On street cycle lanes on sections of Belhaven Road.
- Ensure cycle friendly layout of all new road layouts.
- Identify potential links to future development e.g. through Belhaven Rd to Countess Rd
- Review parking arrangements: potential to move existing car park/amend size of car park/review entry and egress arrangements/review size of car park opening
- Review footpath width adjacent to car park.

9.4 Sustaining Dunbar Transport Group Action Plan

Action Plan October 2009

Sustaining Dunbar's Transport Group wants to make it easier to travel around Dunbar by sustainable modes of transport and to reduce the need to travel out of town. In addition to the environmental imperatives, we all benefit directly from a more sociable and pleasant community, freed from the nuisance and danger of busy roads. In order to achieve this, we have identified the following priorities

1. Better Public Transport

a. Timetable and Route Analysis

What: Analyse public transportation timetables and routes and make recommendations for improvement

Why: Current system is virtually unusable, as buses do not connect with each other, nor with the trains. Public transport services do not run at times that suit users. Improved transportation links were identified as necessary improvements in Dunbar in a recent survey of 600 local people

Collate data from previous surveys about how and why local people travel and conduct new surveys as necessary	Requires funding
Cross-reference survey conclusions with bus and train timetables and routes	Requires funding
Publish maps showing existing routes and deficiencies	Requires funding

b. Lobby for change

What: Work with East Lothian Council, bus and train operators and other campaign groups to make improvements

Why: Everyone needs to work together to fix this

Persuade service providers to run services at times that suit local needs	Ongoing, but will be easier after stage (a) complete
Try to persuade bus and train companies not to charge so much	???
Liaise with East Linton Bus Users Group (via Dan Maclean?)	
Liaise with RAGES (Rail Action Group East of Scotland) to provide improved train services to Dunbar	
Work with ELC on the Public Transport Review	

c. Provide information

What: Publish public transport information

Why: People need to know when services run or they can't use them. Amazingly many bus stops in Dunbar still do not display a timetable, nor any information about when a bus might appear

Use Sustaining Dunbar website to provide links to all local transport information services	Complete
Encourage service providers to keep their public information up-to-date	Ongoing
Help East Lothian Council to collect all current public transport information and to publish it in a regularly up-dated (quarterly) paper format and online	
Ensure information is distributed through the area and available to all	

d. Pedestrian and Cycle links to Stations

What: Develop safe and direct walking and cycle routes to public transport hubs

Why: Parking at the train station over-spills onto nearby streets causing problems for pedestrians. The station is at the heart of this small town and people should be able to walk there easily

How:

Identify how to make it easier to walk/cycle to the train station	Complete
Work with ELC and Network Rail to improve access for pedestrians by implementing:	Ongoing

<ul style="list-style-type: none"> • Drop-kerb by Coast café is very high • Pedestrian desire lines need to be taken into account when designing new places at top of Station Road • Providing direct access from Station Road • Providing direct access to the station from the South 	
Work with ELC and Network Rail to improve facilities for cyclists by: <ul style="list-style-type: none"> • Providing covered bike parking places 	Ongoing

2. More Cycling

a. Prepare cycle maps

What: Identify physical barriers to cycling locally and investigate how they can be overcome. Publish this information on a map

Why: People who jump in their cars at every opportunity have often never considered the alternatives. The maps will show where it is easy to cycle locally and encourage people to experiment. The maps will also provide evidence to allow us to lobby for improvements

Identify key local trip generators and services	Complete
Prepare draft Dunbar Cycle Network Map	Complete
Place Map on Sustaining Dunbar website	Complete
Create facility to add comments and links on website map	Requires funding
Publicise work through posters in public locations, including work places, ELC buildings, train station etc, and ask for comments	Requires funding
Use map as an informative tool with hyperlink nodes to provide information on locations (photos and text, contact details).	
Use map as a project identification tool.	
Assess comments and adjust map accordingly	
Liaise with appropriate bodies (ELC? Sustrans? Spokes?)	
Identify potential advertisers/sponsors for map	
Finalise Dunbar Cycle Network Map and publish	

b. Develop cycle network

What: Develop a comprehensive network of cycle paths around the town which take people where they want to go.

Why: Having defined the existing cycle network, it will be possible to identify gaps which need to be filled. We will then seek solutions.

Identify route options in detail and create individual projects	Professional assistance required
Identify issues and improvements (identify key stakeholders)	Professional assistance required
Identify sites for cycle parking	Ongoing
Cost projects	Professional assistance required
Seek funding	Assistance required to identify funding sources
Put forward regulations/orders	Professional assistance required
Land acquisition if required	Professional assistance required
Management of any works and future management	Professional assistance required
Signage	Professional assistance required
Promote awareness of the network to potential users and key stakeholders, including future developers	Requires funding

c. Promote Cycling

What: Raise the profile of cycling in and around Dunbar

Why: As the Cyclists Touring Club (CTC) has recorded, there is safety in numbers – the more people who cycle, the safer it becomes. Also, as cycling becomes more commonplace, newcomers are more likely to take it up

Organise a bike festival during Dunbar Civic Week	Very successful Bikefests held in June 2008 & 2009
Organise 'bike doctor' stalls at local events	Dr Bike has attended School Fairs, Civic Week etc.
Encourage local schools to provide the 'Scottish Cycle Training Scheme'	This is now a compulsory for P6 pupils at DPS – other schools?
Encourage leisure cycling through maintenance of existing facilities (Lochend Wood tracks), Tree Scheme BMX park	

d. Create opportunities for bike hire

What: Provide local bike hire scheme

Why: People might like to try out cycling before committing, or hire specialist equipment such as trailers

Encourage local bike shop to hire bikes	Complete. Belhaven Bikes running hire scheme since 2008
Assist in promotion of bike hire scheme by provide links through website and sign-posting	Imminent

3. More walking

a. Prepare pedestrian maps

What: Identify physical barriers to walking locally and investigate how they can be overcome. Publish this information on a map

Why: People who jump in their cars at every opportunity have often never considered the alternatives. The maps will show where it is easy to walk locally and encourage people to experiment. The maps will also provide evidence to allow us to lobby for improvements.

A walking map is significantly different from a cycle map in that it covers a smaller area in more detail and shows more features such as bus stops. The walking map will focus on short functional trips rather than tourism, though encouraging tourism may be a welcome side effect bringing trade to the town and further supporting local shops.

Identify key local trip generators and services	Requires funding
Prepare draft Dunbar Walking Map	Requires funding
Place Map on Sustaining Dunbar website	Requires funding
Create facility to add comments and links on website map	Requires funding
Publicise work through posters in public locations, including work places, ELC buildings, train station etc, and ask for comments	Requires funding
Use map as an informative tool with hyperlink nodes to provide information on locations (photos and text, contact details).	
Use map as a project identification tool.	
Assess comments and adjust map accordingly	
Liaise with appropriate bodies (ELC? John Muir Birthplace? Woodland Group? Living Streets? Access Forum?)	
Identify potential advertisers/sponsors for map	
Finalise Dunbar Walking Map and publish	

b. Develop footpath network

What: Develop a comprehensive network of footpaths around the town which take people where they want to go.

Why: Having defined the existing footpath network, it will be possible to identify gaps which need to be filled. We will then seek solutions.

Identify route options in detail and create individual projects	Professional assistance required
Identify issues and improvements (identify key stakeholders)	Professional assistance required
Cost projects	Professional assistance required
Seek funding	Assistance required to identify funding

	sources
Put forward regulations/orders	Professional assistance required
Land acquisition if required	Professional assistance required
Management of any works and future management	Professional assistance required
Signage	Professional assistance required
Promote awareness of the network to potential users and key stakeholders, including future developers	Requires funding
Work with Dunbar Community Woodland Group to integrate Lochend Woods path network into the town network	Ongoing

c. Promote Walking

What: Encourage people to see walking as a mode of transport!

Why: Sometimes people don't even think to walk places

Make links with other walking groups through 'Paths for All'	Ongoing
Encourage local schools to participate in annual Walk to School Weeks	This is now a regular event at DPS – other schools?
Promote International Car-Free Day (In Town Without My Car) on 22 nd September	Did this in 2007 & 2008. 2009?
Encourage ELC to promote Car-Free Day on 22 nd September	

4. Reduced Car Use

a. Car Club

What: Investigate feasibility of car club along the lines of City Car Club in Edinburgh

Why: Informal discussions with residents suggest that an active and easy-to-use local car club would reduce the need for families to have a 'second car', as the car-club car could fill the gaps. Data from Edinburgh City Car Club suggests that after joining a car club, former car owners increase their use of other transport modes by 40%, and decrease their car use by 15%.

Identify parking locations	
Survey local people to identify what kind of scheme would be used	Required funding
Identify funding opportunities/partners	ELC is taking this forward
Promote membership	

b. Demand Responsive Transport

What: Investigate feasibility of local Demand Responsive Transport system e.g. Dial-A-Bus which is a regular bus with a set route which will make detours on demand

Why: The buses run empty a lot of the time; perhaps this system would be more useful to people and cheaper to run

Identify funding opportunities/partners	
Survey local people to identify what kind of scheme would be used	Required funding

c. Traffic Calming

What: Work with ELC to introduce measures to slow traffic in towns

Why: Perceived danger from traffic is a major reason given for not walking or cycling, especially for children.

Identify roads which require calming	
Press for blanket default 20mph limit in built-up areas	Ongoing
Suggest physical measures to slow down traffic	
Work with ELC to persuade public of the need for traffic calming	Ongoing

d. Employer Travel Plans

What: Encourage local employers to develop Travel Plans which promote sustainable travel

Why: Travelling to work is one of the main reasons why people buy cars

Assist in the preparation of employers own Travel Plans	
Evaluate Travel Plans and seek to assist where appropriate	
Raise awareness of the work of Sustaining Dunbar	Ongoing
Promote awareness Scottish Government’s Bike to Work Scheme and monitor take-up	

5. Community Planning

a. Future development

What: Work with ELC to ensure future developments are pedestrian and cycle oriented.

Why: It is far better and cheaper to build-in walking and cycle friendly infrastructure than to correct it afterwards. Additionally, the developers will be paying for it, rather than the local authority.

Liaise with ELC	Ongoing
Join the planning application email list	Imminent
Comment on proposals for local development	Ongoing
Be represented on East Lothian Community Planning Forum	Ongoing

9.5 Paths In and Around Dunbar, Detailed Comments

Respondents likes included:-

- Enjoy walking up and down the Back Road.
- Good pavements on the High Street.
- New road to Whitesands is great, good for cycling.
- Like the path around the promenade opened up now.
- No complaints, paths are not too bad; Lochend Woods can vary the walk.
- Cycling through the woods – no car and safe.
- Paths heading to the park.
- Paths to go on my scooter to Hallhill.
- Cliff top walk is brilliant.
- Good paths for walking in Lochend Woods.
- Cycle path from Parkfield to train station is great (as far as it goes).
- Good network if maintained to a better standard.

In general, respondent’s dislikes included:-

- Pavement doesn’t have a proper surface on route to Train Station.
- Dangerous crossings along the High Street.
- Narrow Road with no cycle paths, very dangerous.
- We don’t like bumps on paths.
- High Street dangerous for cyclists – need separate cycle paths.
- Dog mess everywhere (many respondents)
- Rubbish on the paths.

Specific comments included:-

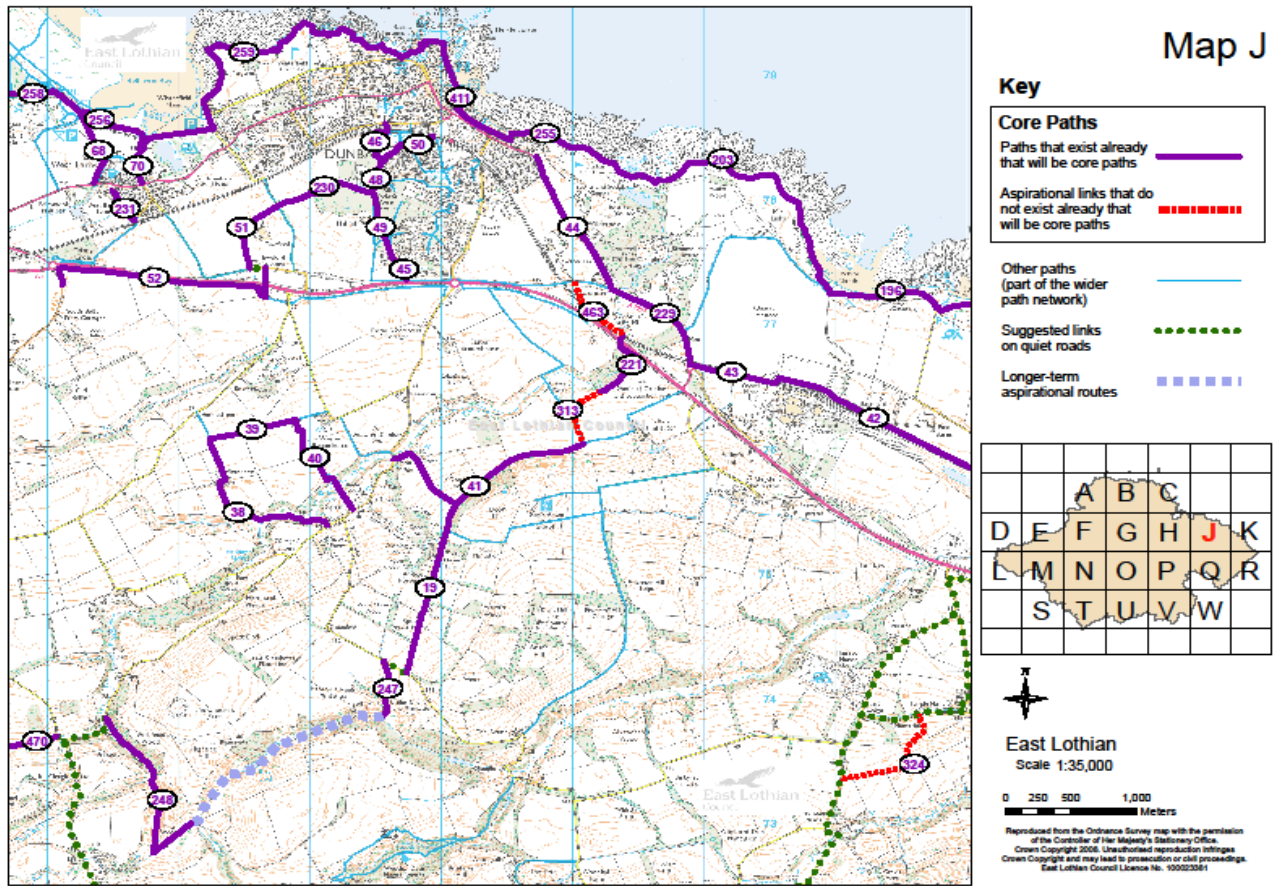
- Path too narrow near school, when have prams and bikes, it's lethal.
- State of paths near Hallhill covered in dog dirt.
- Bits in pavement to let wheelchairs on – people park there especially near Hillside Hotel. You have to walk right down the road with the wheelchair.
- Too many pigeons and pigeon poo under bridge (underpass at railway line), also too dark at night under the bridge, pot holes and muddy, badly lit...
- Junction at Station Road very dangerous and no lollipop person.
- Between Kellie Drive and Lochend cottages the wall is dangerous and knocked over (Check?)
- No way to cycle to school for children (Queens Road area).
- No provision for cyclists on A1.
- Pavements bad for buggies on Belhaven Road.
- Dog fouling along Belhaven Road.
- Bleachingfield muddy in winter.
- Dog fouling everywhere, beach and High Street.
- Not much pavement space at corner of High Street (southern end).
- Not always crossing attendants at top of Spott Road.
- Bad kept route to school (Countess Road).
- Cars speed on the road – difficult for children and cyclists (West Barns).
- This is the safe walk to school but cars park on the pavement and lots of dog dirt (Countess Road).
- Top end of cycle path bad to get through with a buggy (where?)
- Path from train station very muddy, and at night very dark.
- Can't cycle here, no pavement (where?).
- Many people came up with ideas for improving paths in and around Dunbar:-
- Less dog poo (and many other suggestions relating to dog poo).
- More maintenance of footpaths throughout Dunbar.
- Zebra crossings along High Street.
- Pedestrianise Dunbar High Street.
- Reduce traffic by improving public transport.
- Narrowing round one way circuit.
- Need safe cycle routes to school.
- Close Countess Avenue.
- More safe cycle routes needed around town.
- More cycle paths which are child friendly and circular.
- Need direct/safe cycle route/footpath from school to Co-op and High Street.
- More cycle parking on High Street (outside John Muir House?).
- Safe cycling routes to school.

- Cycle parking at Hallhill (entrance from Kellie Road).
- Consultation with schools as to what/where will constitute a safe route.
- Build cycle ways next to roads (or paint Roads).
- Put in cycle paths.
- Could do with direct route from Kellie Road past Hallhill Centre to town for cyclists and walkers.
- A map which clearly shows paths and starting points.
- Added sign posts at some road junctions.
- Freely available paths maps of Dunbar.
- Getting from school to Co-op and up to High Street (an easy path).
- Improve access to station and medical centre (such as road).

Other specific suggestions included:-

- Traffic calming i.e. speed bumps or signage to remind still in speed limit.
- Cycle track to make it safe here (West Barns).
- Need a cycle route along Middlemass Road to School.
- Speed reminder? Speed bumps? (Middlemass Road area).
- Swimming pool to harbour path steep and very slippery in winter, railing would help disabled.
- Safe crossing Dunbar High Street.
- Have safe crossing at top of Countess Road.
- Left hand side down Countess Road. Near station – make a footpath.
- Need a way across new Road (A1).
- A cycle route to school along the field (near railway line).
- Access to station from south side of railway would reduce car use to station.
- Alternative routes into station (from underpass and Spott Road engineering depot side).
- Pedestrian crossing needs upgrading on one side (check where).
- Bike path from A1 would be good.
- A bike path round the golf course would be good (Dunbar Golf Course).

9.6 East Lothian Core Path Plan



10 WEBSITES

10.1 Department for Transport links to Sustainable Travel Initiatives

Typical Measures for Sustainable Travel Packages	
Supporting travel planning	<ul style="list-style-type: none"> • workplaces • schools • people, i.e. personalised travel planning
Promoting public transport	<ul style="list-style-type: none"> • Fare incentives and smart ticketing • improving the service • better access • better integration with other transport services
Active travel choices: cycling and walking	<ul style="list-style-type: none"> • road cycle/walking infrastructure • cycle training • business cycle facilities and incentives • cycle hire schemes • cycle and walking route maps
Influencing demand and locking in benefits	<ul style="list-style-type: none"> • tele-working/teleconferencing • home shopping • parking restrictions • traffic management • integrated land use planning
Marketing, communication and branding	<ul style="list-style-type: none"> • information on travel choices • travel awareness campaigns • branding
Sustainable car use and supportive infrastructure	<ul style="list-style-type: none"> • car clubs • car sharing where possible • eco driving • low carbon vehicle choice • electric vehicle infrastructure

- Your options need to be carefully tailored to your specific location and objectives
- These initiatives might form part of a package
- Best packages include elements to lock-in behaviour change.
- If you do not lock-in the benefits, there is a risk that measures release road space that is quickly occupied more traffic.
- Measures that do lock-in the benefits may be challenged locally, but are likely to be more publically acceptable if implemented as part of a package.

10.2 Other Websites

www.carbusters.org – comprehensive information about Groningen, Netherlands.

www.aetransport.org – Association for European Transport, papers presented at conferences can be found at www.etcproceedings.org