

REPORT TO: Cabinet

MEETING DATE: 8 March 2022

BY: Executive Director for People

SUBJECT: Updated Spaces for People Interventions 2022

1 PURPOSE

- 1.1 To present Cabinet with an update on the Spaces for People programme, including work completed to date and proposals to make some interventions permanent.

2 RECOMMENDATIONS

- 2.1 Cabinet is asked to approve the interventions listed below:
- Cycle parking at beaches and other attractions
 - Re-timing of pedestrian crossings to reduce pedestrian crowding
 - New speed limits (Appendix 1 – sub-appendix F, as published in the Members' Library Service (Ref 30/22 to 36/22, [March 2022 Bulletin](#))
 - Segregated footpath between Cockenzie and Prestonpans
 - Widened footpath on Countess Road, Dunbar
 - Path through Hallhill Centre, Dunbar
 - E-bike hire scheme

3 BACKGROUND

- 3.1 In May 2020, in response to the COVID-19 pandemic, East Lothian Council collated over 3,000 comments received via a widely promoted online portal, together with feedback from colleagues across the Council, in order to set the following priorities:

- Slower speeds for quicker recovery – reduce speed limits in our towns to 20mph to allow more flexible use of road space; and reduce speed limits on inter-urban routes to 40mph to support cycling between towns
 - Space for shopping – relocate parking in town centres to create space for queuing (and potentially eating) outside shops
 - Space for exercise – create an exercise circuit for walking and cycling around each town using traffic calming and improved off-road routes
 - Space at schools – localised school interventions to encourage physical distancing and manage private car drop-off
 - Bike racks and on-street e-bike hire – in towns and at coastal sites
- 3.2 An application was made to Sustrans to implement the measures, including monitoring and evaluation, and a grant of £1.3m was awarded to East Lothian Council on 25 June 2020. £1.01m of this was committed and £108,000 carried over into the financial year 2021/22, which is restricted to grant conditions to amending, removing or monitoring existing interventions or making them permanent.

4 POLICY IMPLICATIONS

- 4.1 These proposals will contribute towards fulfilling the East Lothian Plan 2017-2022, in particular:
- Outcome 2.1: ‘East Lothian has strong resilient communities where people respect and support each other’; and
 - Action (k): ‘We will make our roads safer, including a focus on making journeys safer for cyclists and pedestrians of all ages and abilities.’

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

6 RESOURCE IMPLICATIONS

- 6.1 Financial – adopting the proposals will have minimal impact on budgets as only small changes to boundaries are proposed in response to feedback. This can be accommodated within the Road Services budget. Removal of interventions will require the removal of signs and other measures, and restoration of the previous situation will come at a cost. Some additional costs may be incurred in responding to areas which have seen less good compliance during the trial period. It is expected that this would be met from the Road Services budget or, alternatively, by communities via Area Partnerships if they wished to prioritise the measures.

6.2 Personnel – none

6.3 Other – none

7 BACKGROUND PAPERS

7.1 Appendix 1 – Spaces for People Final Report

7.2 Members' Library Report (Ref: 25/22, March 2022 Bulletin): East Lothian Council Speed Limit Review (Appendix D of the Spaces for People Final Report), available at the link below:

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Spaces for People Final Report

March 2022

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1 Executive Summary

- 1.1 The Spaces for People (SfP) fund from the Scottish Government was used for temporary measures in East Lothian to support essential travel and exercise while Covid restrictions were in place throughout most of 2020-21.
- 1.2 The Scottish Government has recently made clear its desire to see these temporary measures made permanent, where they have been felt to be beneficial in terms of meeting road safety and climate change objectives.
- 1.3 Council officers, supported by external consultants, carried out an extensive consultation and review exercise in the latter half of 2021 and as a result we are undertaking the following:
- Making permanent the footway widening to the west of the signalised crossing on Countess Road, Dunbar, by constructing a properly formed footway
 - Making a Traffic Regulation Order (TRO) to make permanent the closure of the southern end of Countess Crescent in Dunbar to motorised traffic
 - Creating an ebike hire point at Prestonpans station (for a period of two years) which will be linked with the existing ebike hire points in Musselburgh

If these can be implemented before March, the costs can be claimed from the Spaces for People fund. However, there have been some delays and contingencies are being put in place to deliver them through other funding streams later in the year, if necessary.

- 1.4 The review exercise also established good compliance with the 20mph speed limits in towns and villages, and a desire from a majority of respondents to make them permanent. As a result of comments received, the boundaries of the proposed permanent speed limits have been changed slightly from the trial speed limits, and some locations added that were missed from the trial. The plans can be viewed in Appendix F and the recommendation is to make these permanent through the statutory TRO process.
- 1.5 If the lower speed limits are made permanent then ELC's Speed Limit Policy will need revised accordingly, and an updated Policy is also being put forward for members' approval.
- 1.6 The following SfP measures will also be retained. No traffic orders are required:
- Cycle parking at coastal and town centre locations
 - Re-timing of pedestrian crossings to reduce wait-time for pedestrians
 - Off-road segregated cycleway from Cockenzie to Prestonpans
 - On-going monitoring of pedestrian, cyclist and vehicle activity at SfP sites

2 Background

- 2.1 In May 2020, in response to the Covid pandemic, we collated over 3000 comments received via a widely-promoted online portal, together with feedback from colleagues across the council in order to set the following priorities:
- **slower speeds for quicker recovery** - reduce speed limits in our towns to 20mph to allow more flexible use of road space; and reduce speed limits on inter-urban routes to 40mph to support cycling between towns
 - **space for shopping** - re-locate parking in town centres to create space for queueing (and potentially eating) outside shops
 - **space for exercise** - create an exercise circuit for walking and cycling around each town using traffic calming and improved off-road routes
 - **space at schools** - localised school interventions to encourage physical distancing and manage private car drop off
 - **bike racks and on-street e-bike hire** - in towns and coastal sites
- 2.2 An application was made to Sustrans to implement the measures, including monitoring and evaluation, and a grant of £1.4m awarded on 25 June 2020.
- 2.3 We spent £1.01m of this, and have carried over £108k into FY 2021-22 which is restricted by the grant conditions to amending, maintaining, removing or monitoring existing interventions or making them permanent

3 Process

- 3.1 Working groups were set up for three areas of East Lothian and each worked with a supporting consultancy with previous experience of working in that area. The consultants were responsible for drawing up proposals, carrying out risk assessments, integrated impact assessments, and safety audits, and monitoring and reporting.
- 3.2 Additionally, advice and support came from across the council in particular from Economic Development, Connected Communities, Roads Operations, Education, Landscape and Countryside, and Amenity Services.
- 3.3 The working groups moved to create spaces for people in town centres as quickly as possible, via temporary Traffic Regulation Orders, given our understanding of the emergency. However, this approach encountered significant opposition from communities who wanted to have more involvement in the process, and at that point we widened the working groups to include some community stakeholders and decisions were taken collaboratively. This resulted in interventions moving forward at different speeds across the county.

4 Implementation

- 4.1 We moved early to install the signage and to undertake the statutory process to implement the temporary lower speed limits. This was to make it easier to walk and cycle around East Lothian when people were instructed to 'stay local', but would also give us more flexibility when looking to introduce other SfP schemes within town centres.

- 4.2 Other schemes took longer to design and agree with communities and, as other local authorities across the country were working along the same lines, materials and contractor resource were scarce. Ultimately, the restricted circumstances and the lack of available contractors meant that a number of fully-designed schemes could not be implemented in the available timescale.
- 4.3 A number of communities were disappointed, notably Dunbar and Prestonpans where members of the public had devoted time and energy into developing and supporting the schemes. In the case of Prestonpans we were subsequently able to install the desired speed cushions by taking advantage of resurfacing work which was being undertaken in the summer of 2021.
- 4.4 We were also unable to deliver the extensive on-street ebike scheme we had developed for the west of the county. This would have provided travel options for people who are unable to drive. When it became clear that the supplier would not have bikes available within the timeframe of the grant, we repurposed the funding to obtain monitoring equipment which will provide ongoing data on modes of transport throughout the county.
- 4.5 A full list of SfP proposals and interventions is presented in Appendix A.

5 Communication

- 5.1 We sought to keep the public involved via press releases, social media and on a dedicated section of our website (www.eastlothian.gov.uk/spaces-for-people) to explain the ongoing works.
- 5.2 In August 2020 we created a second online portal to present the plans and obtain on-going feedback from the public.
- 5.3 From October-December 2021 we ran an online consultation seeking feedback on the future of specific projects, and the lower speed limits in particular.
- 5.4 As well as providing advice and signage to schools on social distancing on the school run, we produced on-street signage around towns, at bus stops and in popular countryside destinations to explain the programme and encourage responsible behaviour.

6 Equalities Impact and Risk Assessment

- 6.1 Integrated Impact Assessments and Risk Assessments were carried out for all areas.
- 6.2 In no cases have we abstracted from existing infrastructure so, even where the enhancement may not be available to all users (for example, due to the lack of a dropped kerb), the original route will still be accessible.
- 6.3 Full Road Safety Audits were undertaken for all physical features, and for more unusual road layouts e.g. the floating bus stops proposed in Musselburgh.

7 Monitoring and evaluation

- 7.1 In August 2020 we undertook baseline speed surveys and pedestrian monitoring in towns and at school gates. The speed surveys were repeated in April and August 2021.
- 7.2 Feedback from communities has been a crucial element of the evaluation process.
- 7.3 Additionally a number of lamppost mounted cameras will collect aggregated data on pedestrian, cyclist and vehicle numbers at many SfP sites for the next two years. This data will be crucial in monitoring the longer-term effects of the interventions, and inform future decision-making.

8 Speed limits

- 8.1 A key intervention of SfP was the introduction of temporary 20mph speed limits in our towns and villages, and the reduction of speed limits on some inter-urban routes (mostly around Tranent) to 40mph to support cycling between towns.
- 8.2 The new speed limits were introduced under an 18-month Temporary Traffic Regulation Order, and it is timely to review this with a view to either:
- allowing it to lapse and return the streets to their previous speed limits, or;
 - making it permanent, taking into account feedback gathered through the public consultation exercise.
- 8.3 In order to measure public perception of the impact of the lower speed limits, a number of consultations were run over a period of six weeks to 26th November 2021. It was considered important to consult widely on this issue as it represents a fundamental shift in how we view traffic speed in East Lothian, and, if adopted, will necessitate an update to our 2018 Speed Limit Policy. We undertook the following consultations:
- a postal survey of county residents, undertaken by an independent market research company and weighted to form a representative sample of the population;
 - an open online survey;
 - a survey particularly aimed at young people;
 - a separate survey for community councils and community groups as representatives of their constituents.

Headline figures are presented in the paragraphs.

Independent market research

- 8.4 The Council's Policy, Improvements and Partnerships team commissions regular surveys of local residents to measure general trends. This work is carried out by an independent market research organisation who post paper-based questionnaires to a representative sample of local people. Recipients had the option of responding online (using a unique code to avoid double-counting) or returning the paper questionnaire. In the autumn of 2021, we added in eight questions to match those asked online around the lower speed limits.

8.5 Over 3,000 responses were received and the data has been weighted to ensure that the results are representative of the demographics of East Lothian. An interim report summarising the Transport and Travel questions is presented in Appendix C, while the full report will be published in April. Headline results are:

Do not keep any of the 20mph limits	8%	8% opposed to all changes
Keep some, but not all, of the 20mph limits	54%	91% in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	16%	
Keep all the new 20mph limits, and extend them/add more	21%	

8.6 Of those people who wanted to remove some, but not all, 20mph limits, 50% wanted them removed from arterial routes away from town centres and 50% wanted them removed from everywhere except around schools. It was possible to select both options.

8.7 In response to feedback received through this and the other surveys, the 20mph speed limit boundaries are being reviewed and rationalised (and extended to new communities).

Open online survey

8.8 This survey was available online for six weeks to anyone with access to the internet. There were no checks to ensure that people did not submit multiple responses, but, as answers were mandatory for a number questions, filling it out more than once would be quite onerous. Although this survey was potentially open to abuse, a key objective was to allow anyone (including those who had not been reached by the postal questionnaire) to put forward practical suggestions regarding the speed limits.

8.9 1152 online responses were received and the headline results are:

Do not keep any of the 20mph limits	22%	22% opposed to all changes
Keep some, but not all, of the 20mph limits	34%	78% in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	13%	
Keep all the new 20mph limits, and extend them/add more	31%	

8.10 Of those 34% of people who wanted to remove some of the 20mph limits, 19% wanted them removed from arterial routes away from town centres and only 16% wanted them removed from everywhere except around schools. Other suggestions for areas from which lower speed limits should be removed included:

- Larger roads where overtaking may be possible
- On open roads with no houses like approaching Haddington from Pencaitland

- Where the pavement is more than 1m from the road
- Everywhere except roads with high numbers of pedestrians, like high streets and sea fronts
- Anywhere without an accident history
- Case-by-case basis

We have taken these comments into account when putting together the final proposals for the new Speed Limit Policy and for the proposed traffic orders.

8.11 People who wanted to keep the new speed limits were given the opportunity to suggest areas to which they should be extended. These suggestions have been reviewed and incorporated into the report which forms Appendix D.

Young people

8.12 Again, this survey was an open online survey of a self-selecting group, and it was promoted online and through a couple of schools. 125 young people submitted a response, 73 of them from Dunbar and 15 from Haddington.

Do not keep any of the 20mph limits	16%	16% of young people opposed to all changes
Keep some, but not all, of the 20mph limits	36%	84% of young people in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	17%	
Keep all the new 20mph limits, and extend them/add more	31%	

8.13 Of the 48% of young people who wanted to keep or extend the 20mph speed limits, the following locations were suggested for extensions:

- Pencaitland Road, Haddington
- Kellie Road, Dunbar
- Drem
- West Barns
- Belhaven

Community Councils and neighbourhood groups

8.14 Only 10 local groups responded to the survey aimed at community councils, with the following results, and both the chair and vice-chair of one community council responded, but with different opinions. Therefore there are 11 responses.

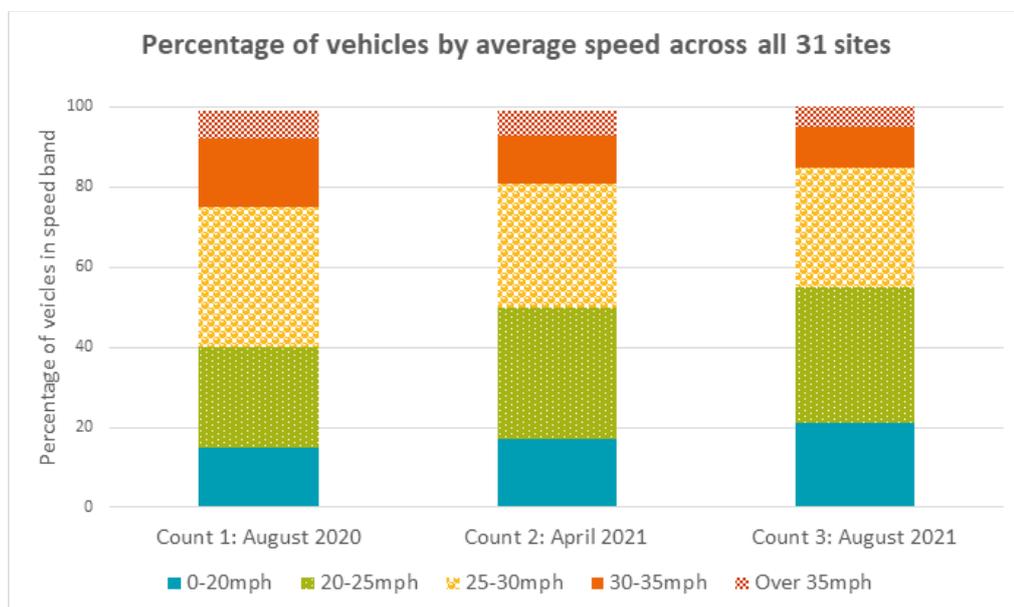
Do not keep any of the 20mph limits	18%	18% of community councils opposed to all changes
Keep some, but not all, of the 20mph limits	27%	82% of community councils in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	27%	
Keep all the new 20mph limits, and extend them/add more	36%	

8.15 Of those three groups who wanted to remove some, but not all, 20mph limits, one wanted them removed from arterial routes away from town centres and two wanted them removed from everywhere except around schools.

8.16 However, 63% of local groups who responded wanted to keep the new speed limits in their entirety and suggested extending them to West Barns and 'anywhere where people live alongside a road within a town's boundary'.

Traffic speeds analysis

8.17 Traffic speeds were monitored across the county on three occasions over the last 18 months. The headline findings presented in the graph below demonstrate that 85% of vehicles are now travelling at speeds lower than 30mph when previously only 75% were doing so. Over half (55%) of vehicles are travelling at less than 25mph.



8.18 The speed data for each site is available online at crt2.tracsis-tads.com/conduit/east-lothian?location_id=east_lothian_speed_25

8.19 Consultants Aecom collated the data and their report is presented in Appendix D. The report makes a recommendations for the few areas where good compliance with the new speed limits was not achieved. These have been taken into account (together with feedback from the surveys) in the final proposed interventions.

Boundary analysis

8.20 In all of the surveys, respondents who wanted to extend the 20mph had the opportunity to offer suggestions. These ideas have been considered in detail by East Lothian Council officers, advised by consultants Aecom, alongside the recommendations for modifications to the boundaries based on the speed data.

8.21 A final set of proposals for permanent new speed limits is presented in Appendix F.

9 Prestonpans to Cockenzie cycle path

9.1 A question was asked in the online surveys regarding the future of the Prestonpans to Cockenzie cycle path. This question was not included in the paper surveys. The wording was:

The path alongside the B1348 between Prestonpans and Cockenzie was widened to allow cycling as well as walking. This may be re-routed in future as the site to the north is developed. Do you think this path widening has been useful to cyclists and pedestrians in the area?

9.2 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	318	35	9
Yes, it is useful and should be retained as part of a wider network of cycle paths	65%	74%	67%
It is not particularly useful, but removing it serves no purpose	23%	11%	33%
No, it is not useful and should be removed	12%	14%	0

9.3 As there are no additional costs to retaining this path, and it is generally supported, the recommendation is to leave it be.

10 Law Road, North Berwick

10.1 The question that was asked was:

A section of Law Road was changed to one-way to allow a painted pedestrian area which provides a link to the town centre. The original scheme (in 2020) also made the section of Law Road north from St Andrews Street to Kirk Ports one way, but this short section was removed in 2021 due to concerns from the Lifeboat crew that it was increasing their critical response time. We have been notified that removing this short stretch has resulted in rat-running in St Margarets Road and St Andrews Street. How do you feel these concerns should be balanced?

10.2 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	271	16	6
Return all of Law Road to one-way by re-instating the one-way section between St Andrews Street and Kirk Ports	28%	56%	33%
Keep the current arrangement with one-way between St Margarets Road and St Andrews Street	38%	25%	33%
Return all of Law Road to two-way traffic and remove pedestrian area	34%	19%	33%

10.3 There is no clear mandate on the future of Law Road, and further discussion with local residents is recommended.

10.4 An independent analysis of the impact of introducing the full one-way system on Law road is presented in Appendix B. Additionally, concerns have been raised by residents of St Margarets Road and St Andrews Street who suggest that it encourages rat-running through their residential streets.

11 Dunbar

11.1 The Community Council, Area Partnership and school Parent Council were particularly involved in decision-making in Dunbar, but there was desire to consult more widely with the community. Therefore we presented an online survey to prioritise the works programme. The conclusions of this form Appendix E. However, ultimately very few interventions were taken forward due to lack of an available contractor within the timeframe.

Survey results on Countess Crescent

11.2 The question that was asked was:

The junction of Countess Crescent with Countess Road has been closed to vehicular traffic to improve safety at the school gates and provide additional space for social distancing. Should this become a permanent arrangement?

11.3 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	287	16	8
Yes	84%	86%	88%
No	16%	14%	13%

11.4 This is strongly supported by respondents, and a TRO will be progressed to make the road closure permanent.

Survey results on East side of Countess Road, Dunbar

11.5 The question that was asked was:

Segregated space has been created on Countess Road between the two railway underpasses at Hallhill. This gives more people the option of walking alongside the road and avoiding the very congested underpass at the back entrance to the sports centre. It also provides a short section of protected on-road space which can be used by cyclists. Do you think this has been useful?

11.6 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	249	53	8
Yes, it is useful and should be extended to the rail station	41%	34%	38%
Yes, it is useful but it needs more work to make it an attractive shared-use path	31%	30%	50%
Yes, it is useful and it should be kept as it is	8%	9%	0
No, it is not useful and should be removed	20%	26%	13%

11.7 Although this intervention is supported by respondents, the Fire Service and the Dunbar Community Council have raised some concerns. There is insufficient funding to take this forward at this time, so a decision has been reached to remove it at this time. Officers will continue to liaise with the community on future interventions to improve conditions for pedestrians and cyclists in this area.

Survey results on West side of Countess Road, Dunbar

11.8 The question that was asked was:

Segregated space has been created on Countess Road between the crossing and Lammermuir Crescent. This was previously used for parking and school-drop off and left limited space for pedestrians. When car doors were opened, the pavement was blocked. Do you think the new arrangement has been useful?

11.9 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	209	48	6
Yes, it is useful and should be kept as it is	46%	44%	50%
Yes, it is useful but should be improved	35%	29%	50%
No, it is not useful and should be removed	19%	27%	0

11.10 This is supported by respondents, although they wanted to see additional work done. Road Services operatives undertook the work to formally widen the footway in February 2022.

12 Conclusion

- 12.1 Under the Spaces for People programme over the last 18 months there has been an extensive amount of design work on measures which would create safer conditions for pedestrians and cyclists, and a lesser amount of construction due to the restrictions on working arrangements and the tight timeframes. However, a number of physical interventions have been well received and it is appropriate to spend the remaining funding on making those permanent.
- 12.2 We will continue to seek opportunities to implement the remaining designs, where these are popular with communities, or can be shown to be effective.
- 12.3 The 20mph speed limits have proved successful in terms of reducing average vehicle speeds in our towns and villages, and a number of additional locations have been identified. It is recommended that the revised speed limits shown in Appendix F are made permanent.
- 12.4 The 40mph speed limits on roads between towns and villages were devised in a climate where we were unsure whether school buses would be able to run due to Covid restrictions, and were intended to increase alternative options for getting to school. In general the 40mph speed limits have not been as well observed as the 20mph, and were not applied consistently across the county, and therefore they will be removed as the temporary orders lapse. However, 30mph or 40mph 'buffers' will be retained or added to some approaches to built-up areas as considered necessary.
- 12.5 A new policy has been drafted to reflect this change in approach to speed limits across the county.

13 Appendix A – Summary of interventions

14 Appendix B – Law Road Options Appraisal

15 Appendix C – 2021 Residents Survey: Interim Summary of Travel and Transport Questions

16 Appendix D – Traffic Speed Analysis

17 Appendix E – Dunbar Community Feedback

18 Appendix F – Recommended speed limits

Spaces for People Final Report

Appendix A – Summary of interventions

Measures which were implemented throughout 2020-2021 under Spaces for People			
	Intervention	Description	Legacy
1	Promotional initiatives	School gate posters and email/social media. Town centre and open space lamppost wraps and posters	Remaining posters will be removed once physical distancing restrictions are relaxed. Resources can be adapted for future use
2	Segregation and cycle parking	Barriers to segregate people at pinch-points in beauty spots. Cycle parking at beaches etc.	Cycle parking expected to stay
3	Re-timing pedestrian crossings	To reduce crowding when waiting to cross	Can be monitored and adjusted if necessary
4	New speed limits	20mph limits in most towns and 40mph on some routes to school connecting towns	It is recommended that the 20mph speed limits are made permanent, with some modifications to boundaries in response to feedback
5	Musselburgh town centre protected spaces	Planters and barriers creating space for queuing on Musselburgh High Street	Barriers have been removed since the maintenance burden was unsustainable, and replaced with a protected loading bay. Planters to be removed once requirement for physical distancing is lifted.
6	Tranent town centre protected spaces	Planters and barriers creating space for queuing on Tranent High Street	Cones were removed in spring 2021 following feedback from the community
7	Edinburgh Cycle Hire scheme in Musselburgh	Extension of Edinburgh Cycle Hire scheme to two stations in Musselburgh	Serco withdrew from the contract with City of Edinburgh Council and bikes have been removed from Edinburgh and Musselburgh.
8	Path from Cockenzie to Prestonpans	Segregated path adjacent to footway.	88% of respondents to the online survey who expressed an opinion wish to keep the cycle path. It should form part of any redevelopment of the area
9	Dunbar outdoor seating	Pop-up picnic area behind Lauderdale House	Dunbar Area Partnership and Amenity Services have taken on long-term responsibility for the seating
10	Closure of Countess Cres, Dunbar	Restriction of vehicles at the school gate makes more space for people	84% of respondents to the online survey who expressed an opinion wish to keep the road closed.
11	Protected space on Countess Rd, Dunbar	Widening of footways on the road outside the school	80% of online survey respondents who expressed an opinion want to keep the protected space. This will be taken forward separately to SfP.
12	Relocation of cabinet at Hallhill Centre	Removed obstruction on route to school	To stay
13	Path through car park at Hallhill Centre	Re-lining of car park to segregate pedestrian route	Was made permanent with drop-kerb crossing and cycle-lane dividers in July 2021. No TRO required.
14	Law Road, North Berwick, one-way	One-way for vehicles to create space to widen footway	No public consensus through the survey, and further consultation will be initiated
15	North Berwick High St parking restrictions	Planters create space for social distancing	Ongoing discussions with community over permanent arrangements
16	Extension of eBike hire scheme to Cockenzie	Temporary station of “geo-fenced” bikes	Potential to support this with permanent station at Prestonpans rail station

Measures which were designed but not implemented through Spaces for People, and which have been independently progressed or may yet be

	Intervention	Description	Legacy?
A	20mph Gateways	Prominent 'gateway' features to reinforce new speed limits	Some gateways may be implemented if necessary for permanent 20mph schemes
B	Traffic calming on Preston Road / Station Road, Prestonpans	Speed cushions and new crossing point on route to school	Speed cushions were installed through ELC Roads budget in autumn 2021
C	New crossing of Belhaven Rd, Dunbar at Brewery Lane	Footway build-out to facilitate pedestrians crossing on this route to school	73% of respondents to survey (Appendix G) supported this. May be progressed via Shore Road project
H	New crossing of Belhaven Road, Dunbar at Summerfield Road	Footway build-out to facilitate pedestrians crossing on this route to school	74% of respondents to survey (Appendix G) supported this.
D	Grange Road, North Berwick	Proposed drop kerbs impractical – further design work needed	May be progressed through work on school extension
E	Musselburgh – Portobello cycle route	Worked with City of Edinburgh on designs for continuous route.	Part of consultation under Musselburgh Active Town
F	Bus gate at The Loan, Wallyford	Re-designate The Loan for buses and cycles only to create more space for peds and improve bus times	Consulting with local communities through Bus Services Improvement Partnership funding
G	Wider on-street ebike hire scheme	Ebike hire stations throughout the west of the county, providing transport options for people who don't drive	Taking advantage of funding opportunities to expand the existing scheme incrementally

Measures which were designed through Spaces for People, but are unlikely to be taken forward at this time, as there is no clear mandate, or no clear route to funding.

	Intervention	Description	Notes
a	Knox Place/Court Street Haddington	Temporary scheme to create space for waiting pedestrians has been designed and safety audited	Ban of right-turn from town centre proved controversial so not progressed
b	Haddington Road, Tranent	Floating bus stop and cycle lane	Would have to be implemented as part of a wider package
c	Cycle lanes in Musselburgh and Tranent	On-road painted cycle lanes/cycle aware road markings	Question over whether this is sufficient or if physical segregation is required
d	Modifications to Levenhall roundabout, Musselburgh	To slow down traffic and improve conditions for cyclists	Further consultation required.
e	Speed cushions on Lochbridge Road	To reinforce 20mph speed limits on route to school	Further consultation required to establish local community support.
f	Speed cushions in Dunbar	To support 20mph speed limits on Queens Road, Belhaven Road and Kellie Road	Over 65% of respondents to online survey supported these
g	Further works on path from Cockenzie to Ppans	Improve access points for joining the cycleway	No further works planned
h	Contraflow cycle lane on Lammermuir Cres, Dunbar	Signage, lining and TRO for contraflow cycle lane	Has not been implemented
i	New crossing of Preston Road, Prestonpans to avoid narrow footway	Additional drop kerb to take pedestrians up west footway of Station Road (wider than east footway)	Has not been implemented
j	East Road, North Berwick	New raised table to reduce traffic speeds and improve walk into town	No clear funding steam for implementation
k	Upgrade to toucan crossing at Hallhill Centre, Countess Road, Dunbar	Temporary proposals proved impractical. Requires more work to design a permanent scheme.	Working with interested locals to look at future of the area



East Lothian Council
Spaces for People

Law Road (north)
Option Appraisal
07/12/2020

SPACES FOR PEOPLE

The Scottish Government (via Transport Scotland and Sustrans) has provided funding for councils to create space for physical distancing in our streets. The simple principle is to support people to safely resume daily life, as we all move out of lockdown.

East Lothian Council was awarded funding for temporary works to improve opportunities for walking and cycling locally. These ambitions form part of the national and local policy transport agenda to create environments that foster healthy, sustainable travel habits.

The Council propose to install temporary 'emergency' changes and encourage more walking and cycling. This includes measures such as reducing through traffic, reallocating road space to create areas to allow people to pass each other, adding extra cycle infrastructure / facilities and removing street 'clutter' like pedestrian guard rails, or relocating traffic signs.

These emergency changes will help ease pressure at specific locations and, by their very nature, they will be flexible and can be modified and removed as circumstances change.

The Council is committed to engaging with local communities to introduce community led solutions and is seeking feedback to the proposals shown and will respond to alternative suggestions.

LAW ROAD

The Council have identified Law Road as a location where additional Spaces for People could be provided because it forms a key link for people to walk and cycle to and from the town centre and both Law Primary and North Berwick High School.

ORIGINAL LAYOUT

The pre-Covid layout between the A198 and Kirk Ports was:

- Two-way traffic throughout; and
- Footway on the west side of the carriageway only, variable width with the narrowest section between St Andrews Street and Kirk Ports.

NEW LAYOUT

In consultation with the local community, the western footway was widened by around two metres (variable) with a continuous carriageway of at least 3.5 metres provided for vehicles to travel southbound only (i.e. one way) between Kirk Ports and St Margarets Road. The southern section of the link, between the A158 and St Margarets Road was retained as two-way to allow for access to North Berwick Nursery School and St Margarets Road.

NEED TO CONSULT

Since the measures have been put in place the Council have been informed that RNLI volunteers based in the south of the town typically travel down Law Road, by car in emergency situations to access the Lifeboat Station at the Harbour. The temporary measures prevent them using this section of Law Road and they have suggested that the alternative route, via Forth Street adds time to their journey.

Police Scotland have been consulted but are unable to comment without further data, which will be collected along with monitoring of how the layout is operating.

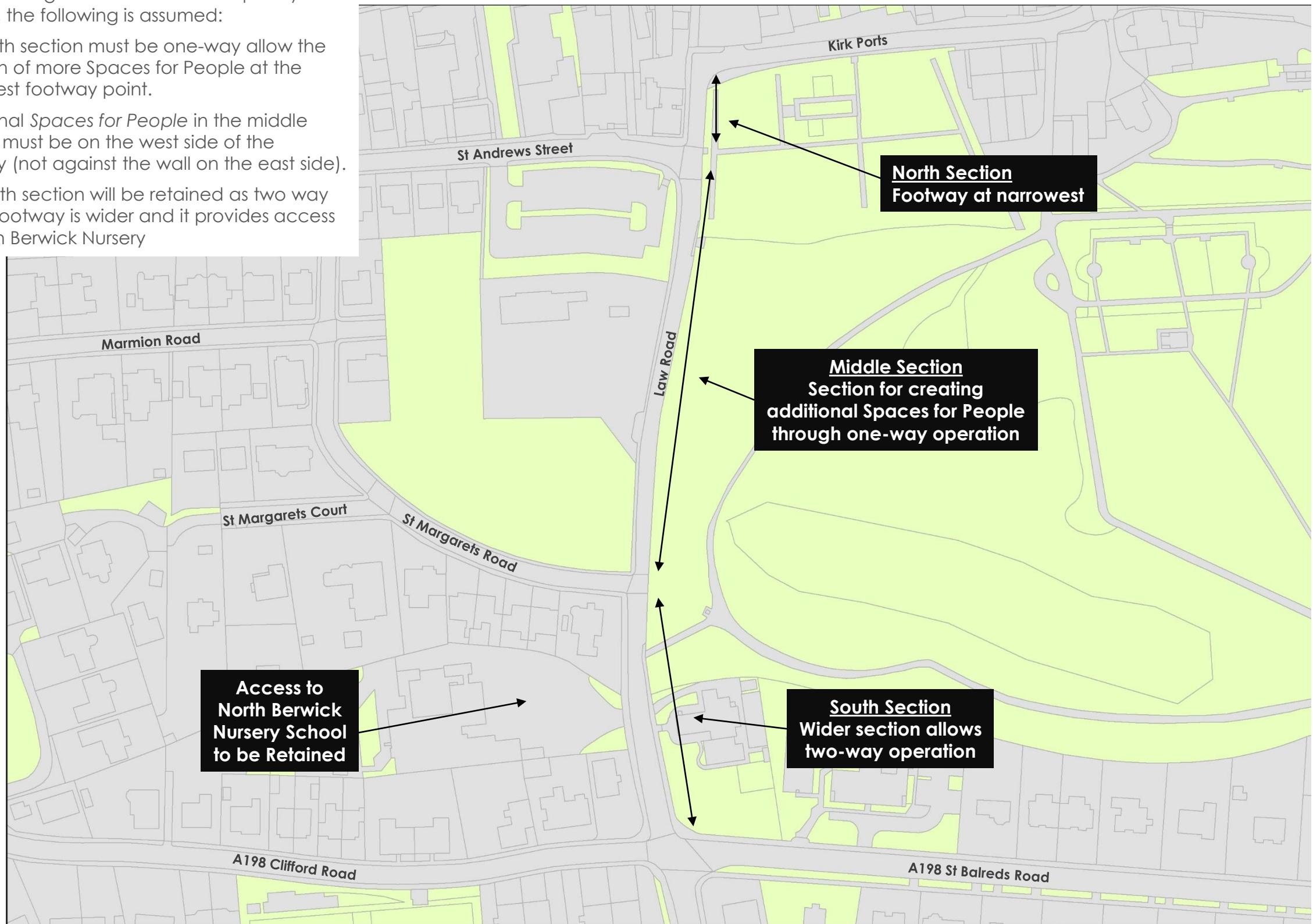
Further engagement will take place with North Berwick Community Council and there has been some suggestion that temporary measures are no longer required as seasonal demand has diminished.

OPTION APPRAISAL

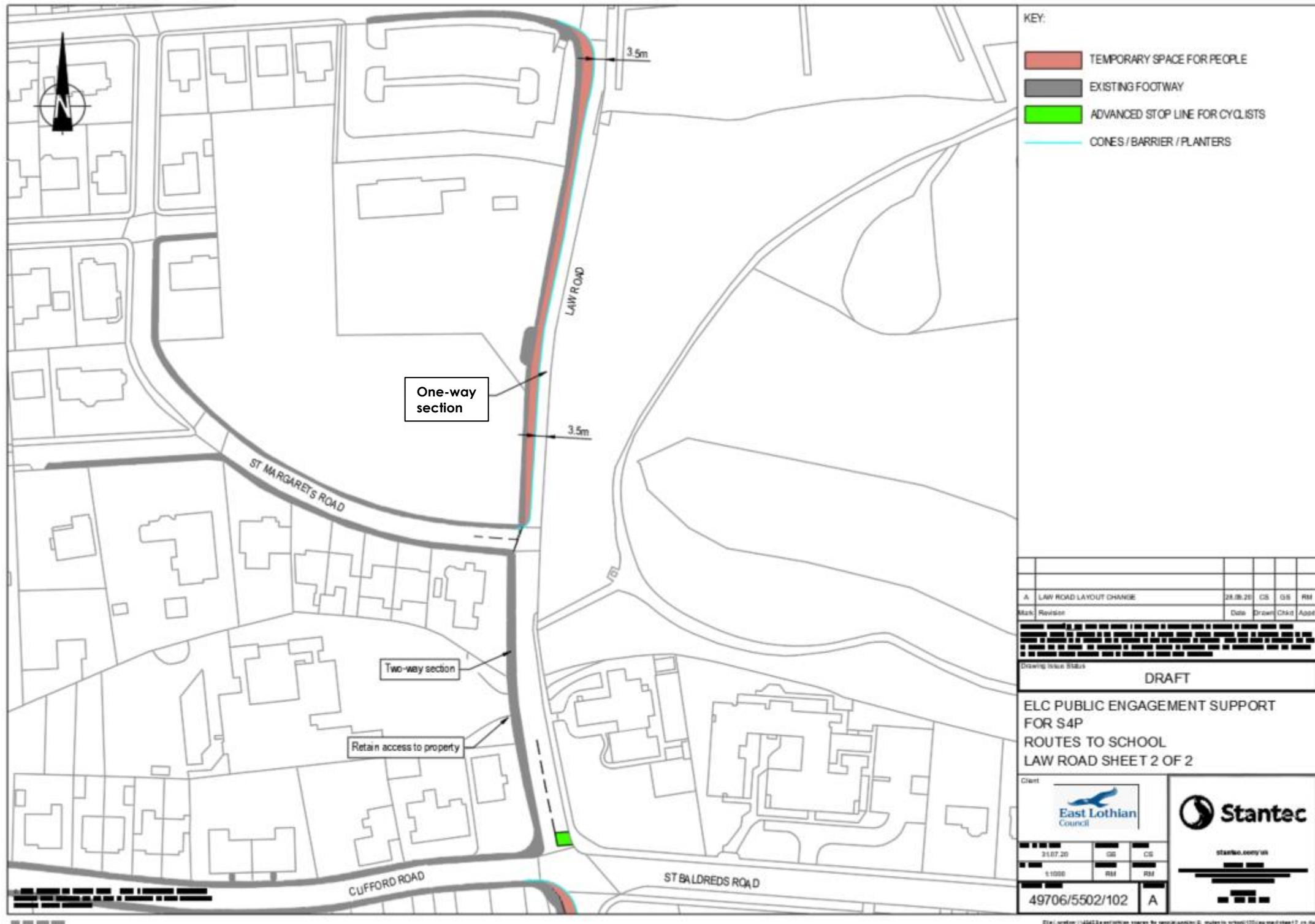
This note appraises the options for Law Road, exploring travel times of different routes and considering the benefit of one-way operation northbound and southbound against different objectives.

The figure shows the main features of Law Road and surrounding area. In terms of temporary measures, the following is assumed:

- The north section must be one-way allow the creation of more Spaces for People at the narrowest footway point.
- Additional Spaces for People in the middle section must be on the west side of the footway (not against the wall on the east side).
- The south section will be retained as two way as the footway is wider and it provides access to North Berwick Nursery



The figure shows how the footway could be extended to create additional space for people, either walking or cycling. The widening varies in width and has to occur on the west side of carriageway to provide the required width for physical distancing.



The figure shows travel time from the south of North Berwick (around the Leisure Centre) to North Berwick Harbour. Source: Google Maps

	Travel Time by Car		Travel Time by Cycle
	(~15:00)		
1. Law Road	5 mins	Up to 6 mins	8 min
2. A198 / East Road	5 mins	Up to 6 mins	10 mins
3. A198 / Station Hill / Beach Road / Forth Street	6 mins	Up to 8 min	10 mins
4. St Margarets Road / Bank Street/ Station Hill / Beach Road / Forth Street	7 mins	Up to 8 mins	9 min
5. Via Lodge Grounds	-	-	8 min

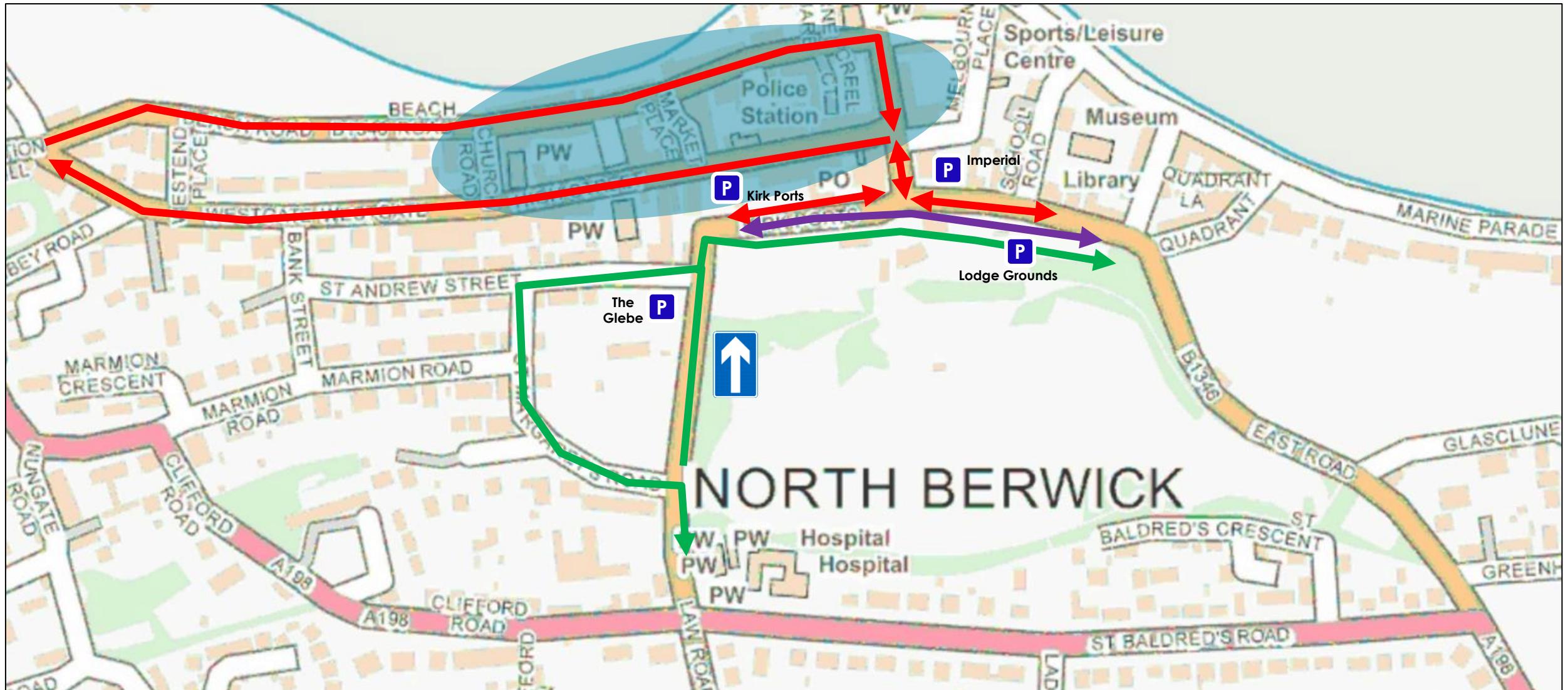


Contains OS data © Crown Copyright and database right 2020

The figure shows the main vehicle access route to cars parks in North Berwick from the east, south and west when Law Road is one-way northbound.

The diagram shows a relatively large number of vehicle movements likely on Kirk Ports and vehicles using the High Street.

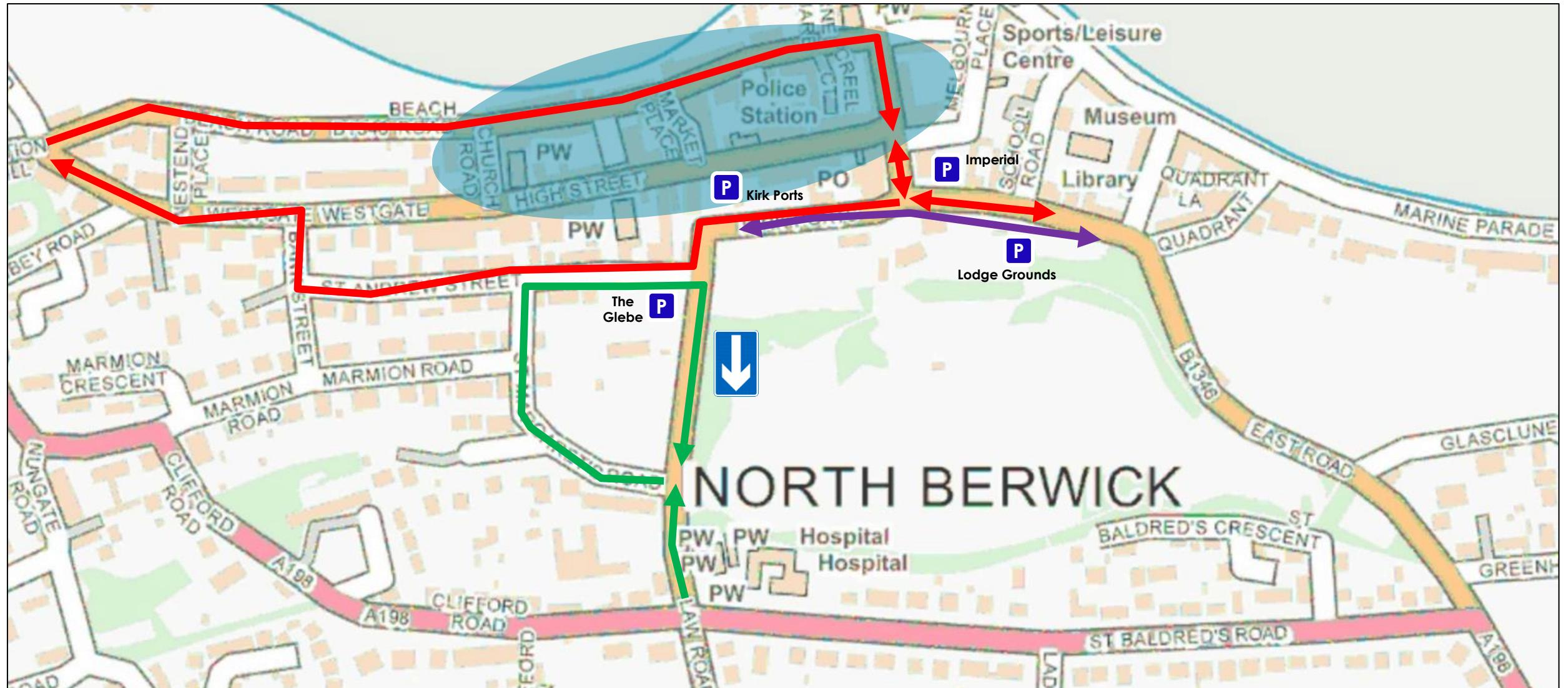
From West	Access via Forth Street and Quality Street Exit via High Street
From East	Access and exit from East Road
From South	Access via Law Road Exit via Law Road (via St Margarets Rd) or East Road



The figure shows the main vehicle access route to cars parks in North Berwick from the east, south and west when Law Road is one-way southbound.

The diagram shows there is less vehicular impact on High Street and Kirk Ports.

From West	Access via Forth Street and Quality Street Exit via St Andrews Street
From East	Access and exit from East Road
From South	Access and exit via Law Road (access via St Margarets Rd)



SPACES FOR PEOPLE

The table sets out the pros and cons for each option and a high level options appraisal has been undertaken with each scored against the following outcomes:

- Creates additional Spaces for People
- Allows for RNLI fast response
- Minimising Traffic in the Town Centre
- Allows vehicles access to car parks from all directions
- Encourages slower vehicle speeds

	Pros	Cons	Additional Spaces for People	RNLI fast response	Minimising Traffic in the Town Centre	Vehicle Access to Car Parks from All Directions	Encourages Slower Vehicle Speeds
One-way northbound between Kirk Ports and St Margarets Road	<ul style="list-style-type: none"> • Provides Additional Spaces for People • Allows for RNLI fast response 	<ul style="list-style-type: none"> • Downhill movements likely to result in higher vehicle speeds than uphill • More circuitous traffic movements and more traffic likely on the High Street and Kirk Ports 	✓	✓		✓	
One-way southbound between Kirk Ports and St Margarets Road	<ul style="list-style-type: none"> • Provides Additional Spaces for People • Uphill movements likely to result in lower vehicle speeds than downhill • Vehicles able to access from all sides (less circuitous traffic movements) 	<ul style="list-style-type: none"> • Cannot be used as a route for RNLI response 	✓		✓	✓	✓

Conclusion

It is concluded that the southbound operation of Law Road between Kirk Ports and St Margarets Road is the best solution because it minimises traffic in the town centre.

In addition, it still provides additional spaces for people and vehicular access to car parks.

It is acknowledged that it prevents this route being used by the RNLI in an emergency but analysis shows that the alternative routes are not much longer and a route via the A198 / East Road is a comparable time.

Recommendations

A Stage 1 and 2 Road Safety Audit has been undertaken by an independent, qualified team which identifies a number of issues. A designer's response has been prepared to address these issues and the measures outlined, once agreed, should be implemented.

The issues are summarised as:

Issue: Temporary traffic cylinders have already been installed along this length of Law Road however, many are missing. It is assumed they have been over-run by passing vehicles who have ignored or not noticed the current southbound one-way operation and come head to head with a northbound vehicle. The lack of traffic cylinders will expose pedestrians to an increase risk of being knocked down by a vehicle.

Proposed action: Add a white thermoplastic line, which could be ribbed and a planter at each end of the route to highlight the no-entry. There is no point replacing the cylinders as they keep being removed / knocked over.

Issue: The one-way operation will apply to all vehicles, including cycles. Some cyclists may attempt to cycle southbound against the proposed one-way operation and within the coned off walking area. This area will be too narrow and steep for many cyclists to safely ride along without being in conflict with pedestrians or northbound vehicles.

Proposed action:

- Cyclist dismount signs to be put in place with pedestrian symbol surface markings in the newly created space to indicate that pedestrians should use the space.
- The poster below will be attached to planters.

Further data should be collected along with monitoring of how the layout is operating.



COVID-19; KEEPING EAST LoTHIAN MOVING

SPACES FOR PEOPLE

The Scottish Government is funding temporary projects to make it safer for people who choose to walk, cycle or wheel during the COVID-19 pandemic.

At this location we have widened the footway, and here's why:

- To reduce speeds and encourage people to walk and cycle
- To make it easier to cross the road
- To provide space for physical distancing
- To encourage people to visit the area
- To allow space for queuing outside shops

For further information on Spaces for People in East Lothian visit:
www.eastlothian.gov.uk/spacesforpeople

Find out what is happening in your area:
<https://arcg.is/1LHHz0>



Appendix C – 2021 Residents Survey: Interim Summary of Travel and Transport Questions

This interim summary of the Travel and Transport questions contained within the 2021 Residents Survey is provided as background for the Spaces for People reports and proposed speed limit policy being put before Cabinet in March 2022.

Background and Methodology

A section of the 2021 Residents Survey focused on travel and transport in East Lothian.

The 2021 East Lothian Residents Survey was undertaken using a self-completion methodology. The survey was carried out in order to provide the Council and East Lothian Partnership with information on local residents' experience and perceptions across a range of topics. The Residents' Survey has previously been undertaken using a face to face methodology, most recently in 2019. However, due to the ongoing COVID pandemic it was decided that the methodology should be changed for the 2021 survey. The survey was sent to a representative sample of 16,000 East Lothian residents who were sent a copy of the questionnaire in the post and asked to complete and return to Research Resource for processing using a reply paid envelope which was enclosed with the survey. Residents were also given the opportunity to complete the survey using a QR code or via an html survey link.

The sample was designed to be representative of ward and Scottish Index of Multiple Deprivation (SIMD) datazone with addresses selected at random. Overall, a total of 3,158 responses were achieved to the survey with 309 of these being online responses. The survey was sent on the 25th October 2021 and returns were accepted up until the 13th January 2022. Completed questionnaires were returned to Research Resource.

The response profile was reviewed and compared to the overall East Lothian population in terms of demography and geography. For geographical comparisons the postcode provided by residents within the survey data was used to identify multi-member ward and also SIMD datazone. However, a number of respondents chose not to provide all or some of the information required to draw these comparisons.

Analysis of the profile for those who provided information on age, gender and postcode revealed that the respondents was over-represented in certain multi-member wards (mainly North Berwick Coastal) and under-represented in others (mainly Tranent, Wallyford and Macmerry). Older residents were also over-represented and there was a much lower response from those aged under 35. For these reasons it was decided that the data should be weighted by age and ward. However, this has meant that respondents to the survey who did not provide their age or postcode have been excluded from the weighting calculation. The total survey response excluding those who did not provide their age and postcode equates to 2416.

Summary

- Nine in ten respondents (90%) said they had at least one car or light van in their household, with 45% having access to 2 or more.
- Just over 6 in 10 respondents (63%) said they had at least one bicycle in their household.
- Respondents were asked about the travel methods they used for various different journeys. Travelling on foot was the most popular choice for travelling to local shops, chemist, public green space, public transport facilities, libraries, primary and secondary schools. On the other hand, travelling by car as a driver was most popular for travelling to shopping centres of supermarkets, to GP surgeries and sports centres.
- The vast majority (91%) of respondents were aware of the new lower speed limits in East Lothian since 2020.
- 6 in 10 respondents believed the lower speed limits have made it safer for children (61%) and older people (60%), 57% said it was now safer for pedestrians and people in wheelchairs and 52% said it was now safer for cyclists. Less than half (44%) said it was now safer for drivers.
- In terms of the wider impacts of 20mph speed limits, over 4 in 10 respondents said they have a very positive or positive impact on noise pollution (44%) and quality of life (42%). Also, 39% of respondents said they have a positive impact on climate change and air pollution.
- In terms of the negative impacts of the 20mph speed limits, 73% of respondents said that drivers ignore the speed limits. This was followed by drivers taking more risks because of frustration at slower speeds (55%) and that there is no enforcement (46%).
- On the other hand, with regards to the positive impacts of the 20mph limits 36% of respondents believed drivers now take more notice of other road users, 35% said drivers were less likely to overtake cyclists unsafely as they are now travelling at similar speeds and 33% said they now find it easier to cross the road.
- Respondents were asked for their opinions on the future of 20mph speed limits. The majority (54%) said that some, but not all of the 20mph speed limits should be kept; 16% said the new 20mph speed limits should be kept but don't add any more; and, 21% said that the new speed limits should be kept and should also be extended to add more areas. On the other hand, only 8% of respondents said that none of the 20mph limits should be kept.
- Those respondents who said that said they would like to see some of the new 20mph speed limits kept but not all, were asked whether they felt the limits should be removed from arterial routes away from town centres or from everywhere except around schools. This subset of respondents' opinion was split 50/50 in this respect.

Further detail on the responses to the Travel and Transport questions is provided below.

1. Access to car/ bicycles in the household

Respondents were asked if they have a car or light van for use in their household. Nine in ten respondents (90%) said they had at least one car or light van in their household, with 45% having access to 2 or more.

Analysis by area reveals that respondents who live in Musselburgh (77%) were significantly less likely to have a car or light van in their household than respondents living in all other areas (between 91 and 95%). Furthermore, respondents who lived in the most deprived areas were less likely to have a car or light van (81%) than respondents living in all other areas (91%).

Age based analysis reveals that those aged 35-64 were more likely to have a car or van (94%) than those aged 16-34 (86%) and those aged 65 and over (88%).

Respondents were asked if their household had access to a bicycle. Over 6 in 10 respondents (63%) said they had at least one bicycle in their household. Further analysis reveals that respondents living in Musselburgh (58%) and Tranent, Wallyford and Macmerry (57%) were least likely to have a bicycle, while those living in Haddington and Lammermuir were most likely (70%).

Access to a bicycle was lower for those living in the most deprived data zones (46%, compared to 64% of respondents who lived elsewhere).

Respondents aged 65 and over were significantly less likely to have access to a bicycle (36%) than respondents aged 16-34 (68%) and aged 35-64 (68%).

2. Travel methods

Respondents were asked about the travel methods they use for various different journeys. Travelling on foot was the most popular choice for travelling to local shops, chemist, public green space, public transport facilities, libraries, primary and secondary schools. On the other hand, travelling by car as a driver was most popular for travelling to shopping centres or supermarkets, to GP surgeries and sports centres.

Analysis by Multimember wards reveals the following variations in travel methods:

- **Travelling to local shops:** Those who lived in Musselburgh were most likely to walk to local shops (77%) and Haddington and Lammermuir were least likely (54%). Haddington and Lammermuir respondents (37%) along with Dunbar and East Linton respondents were most likely to travel by car (38%).

- **Travelling to shopping centre or supermarket for main food shop:** Just under 1 in 4 Musselburgh respondents (24%) would walk to shopping centres or supermarkets for their main food shop which is significantly more than all areas (between 4% and 10%).
- **Travelling to GP:** Over half of Dunbar and East Linton would walk to their GP surgery compared to 34% in Tranent, Wallyford and Macmerry respondents who were most likely to travel by car as a driver (53%). Musselburgh respondents were least likely to travel by car as a driver (38%).
- **Travelling to chemists and pharmacies:** Two thirds of Preston, Seton, Gosford respondents walk to chemists and pharmacies compared to 49% of Haddington and Lammermuir respondents, 48% of North Berwick Coastal respondents and 48% of Tranent, Wallyford and Macmerry respondents (48%). Those living in Haddington and Lammermuir were most likely to travel by car as a driver to chemists (44%).
- **Travelling to public transport facilities e.g. bus stop, train station:** Haddington and Lammermuir respondents were least likely to walk to public transport facilities (59%) and Musselburgh residents were most likely to walk (85%). Haddington and Lammermuir respondents, along with those who lived in North Berwick Coastal were most likely to travel by car as a driver (23% and 22% respectively).

3. Awareness of lower speed limits

Respondents were asked if they were aware or not of the new lower speed limits in East Lothian since 2020. The vast majority (91%) of respondents were aware of this. Awareness levels were highest amongst those living in Haddington and Lammermuir (96%), for those living outside of the most deprived areas (91%), and respondents aged 35-64 (94%) and aged 65 and over (93%). On the other hand, Musselburgh respondents (82%), those living in the most deprived areas (85%) and aged 16-34 (82%) were least aware of the lower speed limits.

4. Impact of lower speed limits on road safety

Following on from this, respondents were asked what they believed to be the impact of the 20mph speed limits on road safety in their area. Over 6 in 10 respondents believed the lower speed limits have made it safer for children (61%) and older people (60%), 57% said it was now safer for pedestrians and people in wheelchairs and 52% said it was now safer for cyclists. Less than half said it was now safer for drivers (44%).

Analysis by geography shows that the results to this question vary most significantly in terms of the following:

- **Road safety for drivers:** Those living in North Berwick Coastal were more likely to say it is now safer for drivers (50%) than those who live in Tranent, Wallyford and Macmerry (36%).

- **Road safety for cyclists:** Dunbar and East Linton respondents (60%) were more likely to say it is now safer for cyclists than respondents living in Tranent, Wallyford and Macmerry (48%).
- **Road safety for pedestrians/ people in wheelchairs:** Respondents living in North Berwick Coastal (64%) were most likely to say it is safer for pedestrian and people in wheelchairs than in Tranent, Wallyford and Macmerry (52%).
- **Road safety for children:** 68% Dunbar and East Linton were most likely to say it is now safer for children (68%) and those living in Tranent, Wallyford and Macmerry were least likely (57%).

Analysis by age reveals that younger respondents were the least likely to say that the new lower speed limits have made the roads safer. This was most notable in terms of the following:

- **Road safety for drivers:** 66% of respondents aged 65 and over said it is now safer for drivers compared to 54% of respondents aged 16-34.
- **Road safety for older people:** 64% of respondents aged 65 and over said it is now safer for older people compared to 52% of respondents aged 16-34.
- **Road safety for drivers:** 50% of respondents aged 65 and over said it is now safer for drivers compared to 33% of respondents aged 16-34.

5. Wider impacts of 20mph limits

In terms of the wider impacts of 20mph speed limits, over 4 in 10 respondents said they have a very positive or positive impact on noise pollution (44%) and quality of life (42%) and 39% of respondents said they have a positive impact on climate change and air pollution.

The results to this question vary significantly by multi member ward:

- **Climate change:** 47% of North Berwick Coastal respondents said 20mph speed limits has a positive impact on climate change compared to 35% of Haddington and Lammermuir respondents and 36% of Tranent, Wallyford and Macmerry respondents.
- **Air pollution:** 31% of Preston, Seton and Gosford respondents and 31% of Tranent, Wallyford and Macmerry respondents said 20mph speed limits have a negative impact on air pollution compared to 20% of Dunbar and East Linton respondents and 20% of North Berwick Coastal respondents. Dunbar and East Linton respondents (42%) and North Berwick Coastal respondents (43%) were most likely to say this had a positive impact.

- **Noise pollution:** 24% of Tranent, Wallyford and Macmerry respondents said the 20mph speed limits had a negative impact on noise pollution compared to 15% of Haddington and Lammermuir respondents. North Berwick Coastal and Preston, Seton and Gosford respondents (both 49%) were most likely to say this had a positive impact on noise pollution.
- **Quality of life:** 28% of Preston, Seton and Gosford respondents said 20mph speed limits had a negative impact on quality of life compared to 17% of North Berwick Coastal respondents, 18% of Dunbar and East Linton respondents and 18% of Haddington and Lammermuir respondents. North Berwick Coastal (48%) and Dunbar and East Linton respondents (47%) were most likely to say the 20mph speed limits had a positive impact on quality of life.

Analysis by SIMD shows that those living in the most deprived data zones were most likely to say the 20mph speed limits had a positive impact on their quality of life (51% compared to 41% of respondents who lived in other areas).

6. Positive and negative impacts of 20mph limits

The survey included two multi-choice questions, asking respondents what they believed were the impacts of the 20mph limits. Firstly, in terms of the negative impacts the top response was that drivers ignore the speed limits (73%). This was followed by drivers taking more risks because of frustration at slower speeds (55%) and that there is no enforcement (46%).

The top three negative impacts were consistent across all multi member wards, with the exception of Musselburgh where “more air pollution caused by traffic spending longer in towns” was the third negative impact instead of “there is no enforcement”.

In terms of the positive impacts of the 20mph limits, 36% of respondents believed drivers now take more notice of other road users, 35% said drivers were less likely to overtake cyclists unsafely as they are now travelling at similar speeds and 33% said they now find it easier to cross the road. Area based analysis also revealed that respondents living in Tranent, Wallyford and Macmerry (32%) and in Preston, Seton and Gosford (31%) were over twice as likely to say there were no positive impacts than respondents living in North Berwick Coastal (15%).

7. The future of 20mph limits

Respondents were asked for their opinions on the future of 20mph speed limits. The majority (54%) said that some, but not all of the 20mph speed limits should be kept, 16% said the new 20mph speed limits should be kept but don't add any more and 21% said that the new speed limits should be kept and should also be extended to add more areas. On the other hand, 8% of respondents said that none of the 20mph limits should be kept.

Further analysis reveals that those living in Dunbar and East Linton (28%) and North Berwick Coastal were most likely to want to see the new limits kept and extended.

Where respondents said they would like to see some of the new 20mph speed limits kept but not all, they were asked whether they felt the limits should be removed from arterial routes away from town centres or from everywhere except around schools. This subset of respondents' opinion was split 50/50 in this respect. Those living in Dunbar and East Linton were most likely to support removal of the limits from arterial routes away from town centre, while Preston, Seton and Gosford respondents were most likely to want to see the limits removed from everywhere except from around schools.

Appendix D is available at the undernoted link:

Members' Library Report (Ref: 25/22, March 2022 Bulletin): East Lothian Council
Speed Limit Review

[Agendas, reports and minutes | East Lothian Council](#)

Appendix E



East Lothian Council
Spaces for People

Dunbar Interventions
Community Feedback
16/12/2020

Introduction

Spaces for People

The Scottish Government (via Sustrans) has provided funding for councils to create space for physical distancing in our streets, for as long as this is necessary under the Covid-19 restrictions.

East Lothian Council was awarded £1.4m for temporary works to improve opportunities for walking and cycling locally. These complement national and local transport policies to create environments that foster healthy, sustainable travel habits.

The Council is committed to engaging with local communities to introduce community-led solutions and has consulted with local stakeholders to agree the proposals.

Dunbar

In Dunbar, the Council has already introduced changes around the John Muir Campus on Countess Road, Countess Crescent and Lammermuir Crescent (to assist with pedestrian flows and allow for physical distancing on the route to school).

Supported by consultants Stantec, the Council have also prepared the following options:

20mph gateways

Belhaven Road Brewery Lane Junction

Belhaven Road crossing to the west of Summerfield Road

Hallhill Centre car park route

John Muir Campus - Countess Road crossing

John Muir Campus - widen path to Belhaven Road

John Muir Campus - Summerfield Road bike lanes

John Muir Campus - Lammermuir Crescent contraflow.

Kellie Road speed cushions

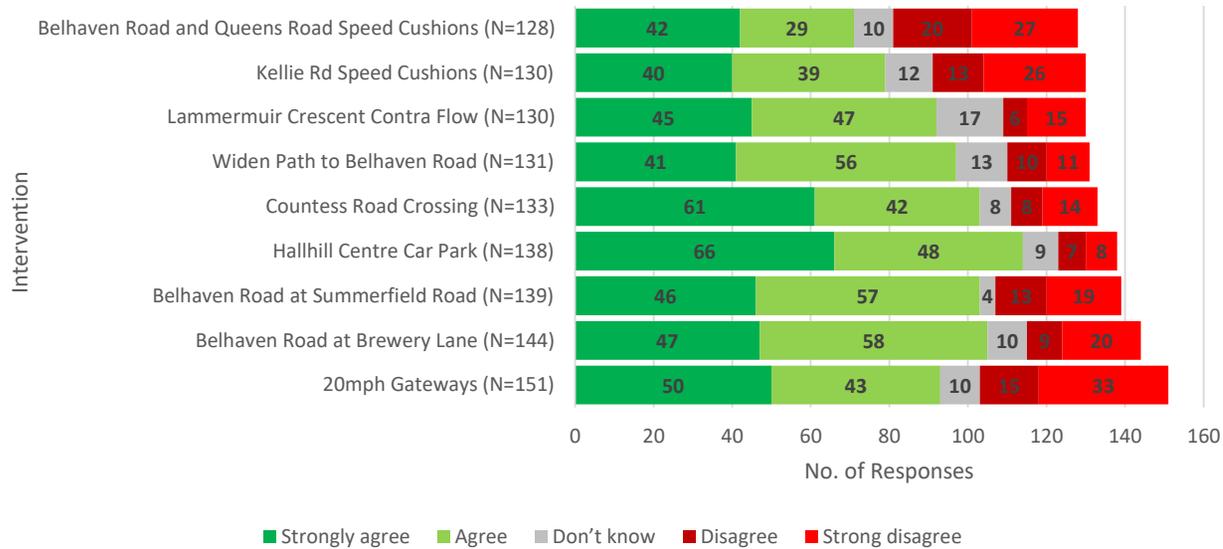
Belhaven Road and Queens Road speed cushions

Each of these has already been subject to extensive stakeholder consultation and refined as a result.

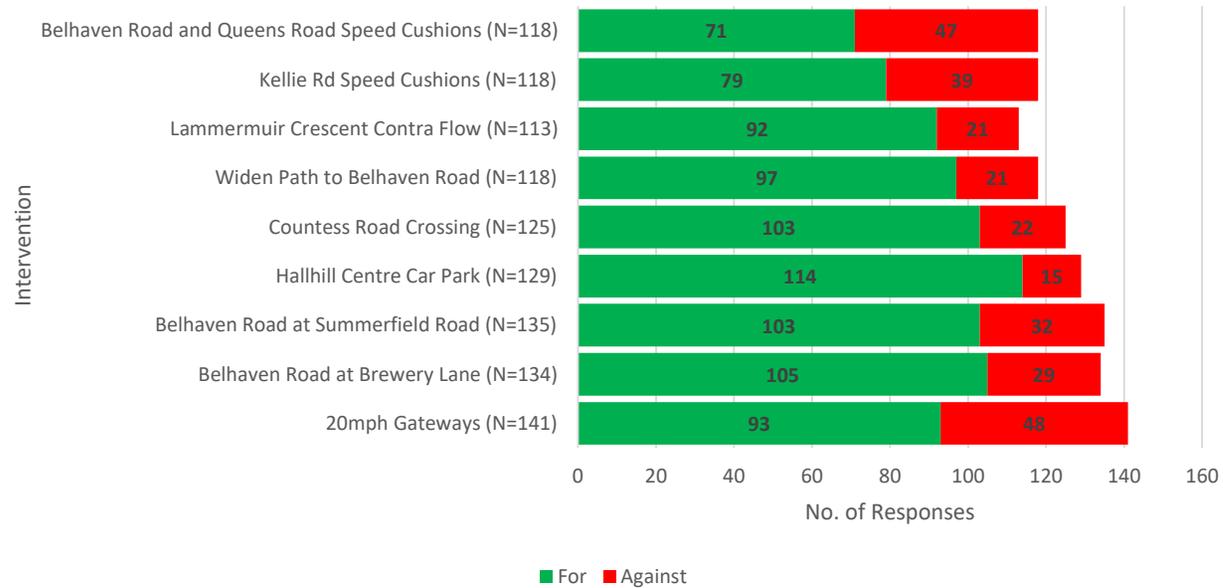
Survey

A survey was prepared to gain feedback on the proposal from the community and was live from Friday the 30th November 2020 to Sunday the 6th December 2020. This report presents the results. The data has been cleaned to ensure that no responses were received from people living outwith Dunbar and that there were no multiple similar entries from the same IP address.

Overview



The graph opposite shows the breakdown of responses for each proposed intervention. It can be seen that most are supported with respondents either agreeing or strongly agreeing



The graph opposite presents those who voted in favour (agree or strongly agree) versus those who are against (either disagree or strongly disagree) each intervention.

Priority Ranking

The list below ranks the interventions based on a scoring system where:

Strongly agree = 2 points

Agree = 1 point

Don't know = 0 points

Disagree = -1 point

Strongly disagree = -2 points

This takes account of the full range of opinions rather than simply ranking based on the ones which respondents were in agreement with, i.e. consideration given to the fact that other respondents were not in agreement. For example, the second highest number of respondents were in favour of the intervention at Brewery Lane but there were also a number of respondents who were against this intervention so it appears fourth on the list.

It can be seen that respondents are generally less supportive of proposals which directly aim to reduce vehicle speeds.

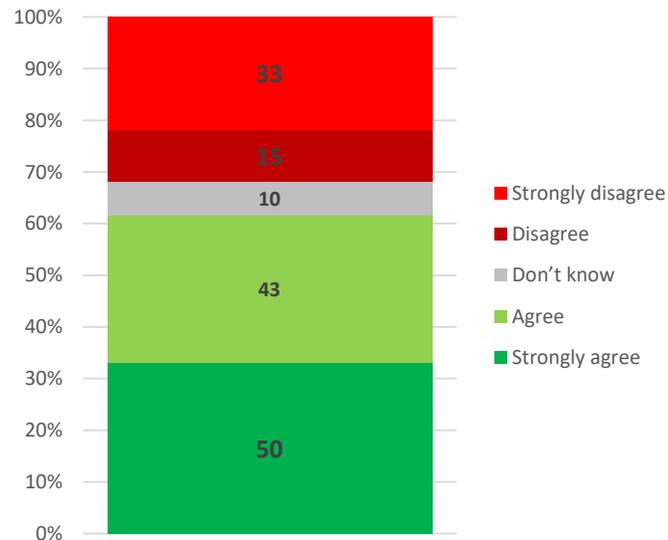
Intervention Location	Respondents in Favour		Strongly agree	Agree	Don't know	Disagree	Strongly Disagree	Total Score	Rank
	No.	%	+2 pts	+1 pt	0	-1 pt	-2 pts		
Hallhill Centre Car Park	114	88%	66	48	9	7	8	157	1
Countess Road Crossing	103	82%	61	42	8	8	14	128	2
Widen Path to Belhaven Road	97	82%	41	56	13	10	11	106	3
Belhaven Road at Brewery Lane	105	78%	47	58	10	9	20	103	4
Lammermuir Crescent Contra Flow	92	81%	45	47	17	6	15	101	5
Belhaven Road at Summerfield Road	103	76%	46	57	4	13	19	98	6
20mph Gateways	93	66%	50	43	10	15	33	62	7
Kellie Rd Speed Cushions	79	67%	40	39	12	13	26	54	8
Belhaven Road and Queens Road Speed Cushions	71	60%	42	29	10	20	27	39	9

Location 20mph Gateways

Strongly agree	50
Agree	43
Don't know	10
Disagree	15
Strongly disagree	33

For	93
Against	48

62%
in favour 



For:

If we are to encourage more children to walk and cycle to school, and adults to cycle/walk to town/the station, the roads need to become safer. Driving at 20mph makes a significant difference to the cyclist and the driver. Belhaven Road - up and down the hill and around the corner is a particular issue with drivers going between 40mph and 50mph generally.

20 MPH changes have made a difference to other parts of Dunbar. So now it is time for more changes in more places to safeguard our children and older people.

Would like to see this widened out to West Barns and continuing the 20mph zone from entering West Barns from the west, through Belhaven and into Dunbar. Would also like to see the 20mph zone at Spott Road extended out towards Asda. This is a very fast road which is difficult to cross and not safe for cycling. On Queens Road, there should be a buffer so that drivers don't have to come from 60mph to 20mph. How about a 40mph zone in between.

Against:

I disagree with the 20mph limit completely. The Police have better things to do than trying to enforce this. 30mph is perfectly reasonable and if drivers drive unsafely when the roads are busy, then they should be prosecuted by the Police.

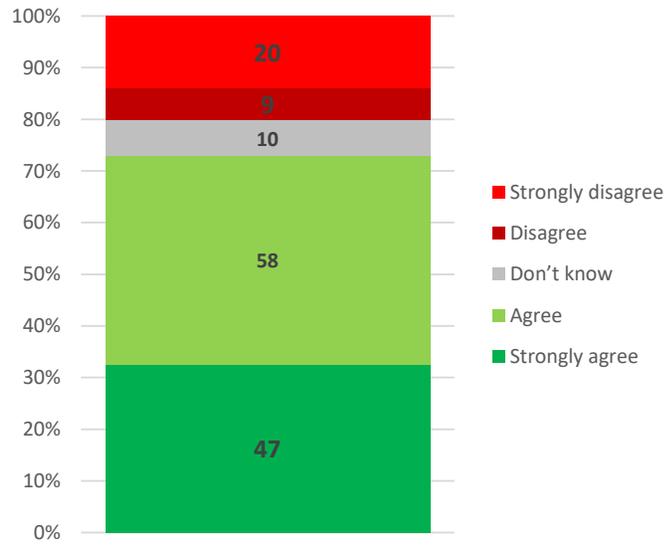
Not sure what this will achieve in the long run. Even in the picture it shows it is worn and hard to see. Driving over a red area isn't going to slow the traffic. More crossing areas required instead of painting roads

All for 20mph but these measures do nothing to provide more space for active travel. Should not form part of the spending from this additional gov money.

Location **Belhaven Road at Brewery Lane**

Strongly agree	47
Agree	58
Don't know	10
Disagree	9
Strongly disagree	20
For	105
Against	29

73%
in favour



For:

Very important to provide safer crossing points on Belhaven road especially for children going to school and other activities and to the beach. Ideally, the crossing points would go further than just widening the pavements, for example a zebra crossing or traffic lights

Many residents from the tree scheme and from elsewhere in Dunbar cross the main road here to access the beach, and many Belhaven residents cross here to access the primary school and rest of Dunbar to avoid walking/cycling along the main road. However, currently at the moment it is very difficult to cross Belhaven high street at this place, and a crossing here would be very beneficial.

It will be important to utilise all council communication channels (social/email/newsletter etc) to make people aware of this. Cars and trucks move along this road at speed (often well above 20mph) and the positioning of the pavement currently doesn't allow for easy viewing of impending traffic. I would have reservations for children crossing here on their own based on current car usage.

Against:

Although this would improve the sight lines of pedestrians at this junction it will encourage them to attempt to cross here on the corner instead of further along where the road is straighter and already has increased lines of sight greater than you are proposing.

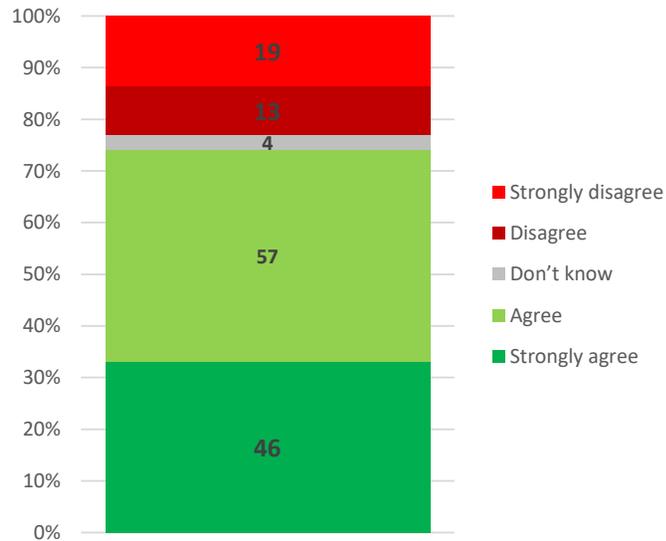
Agree with having a crossing. So close to a corner is not the best place for this. You don't have a straight line of sight both ways from here. Further up where you can see both ways would be a better option.

Pedestrians currently cross the A1087 on the SW corner of Brewery Lane. This is a well used and busy route for people from the tree scheme to walk to the beach. The proposed crossing point wont be used because it isnt the direct route and the footpath on the E side of Brewery Lane is inadequate.

Location **Belhaven Road at Summerfield Road**

Strongly agree	46
Agree	57
Don't know	4
Disagree	13
Strongly disagree	19
For	103
Against	32

74%
in favour



For:

Excellent, should help more people cross safely. We should be reducing parking as much as possible

I think more of these would be helpful to slow traffic. Mindful also that cyclists are most at risk when an attempt is made to overtake, but there is insufficient room for the manoeuvre to be undertaken safely. Can something be done to increase the safety for cyclists?

It will reduce/stop over speeding in built up areas and subsequently provide safety for pedestrians and school children.

Against:

Narrowing the road creates more danger for pedestrians, bikes and other road users. Preference would be zebra crossings with Belisha beacons

Parking around the junction and immediately outside the church is the main issue here and causes most of the restricted field of view around the junction. The crossing point to the east of the junction should be considered but the one to the west should be scrapped as it will make passage by bike substantially more dangerous at that point where there are too many near misses of cars overtaking bicycles when either turning right into Summerfield Road coming from the west or going straight on as it is.

This will make crossing the road a bit easier, but not much as it is already a straight road with good visibility. However, it will force cyclists to swerve out into the road, which is potentially dangerous (potentially fatally dangerous in a situation where there is both a cyclist and a driver who are distracted or otherwise unaware of their situation). Central crossing island(s) would be a better solution, in my opinion.

Location **Hallhill Centre Car Park**

Strongly agree	66
Agree	48
Don't know	9
Disagree	7
Strongly disagree	8

For	114
Against	15

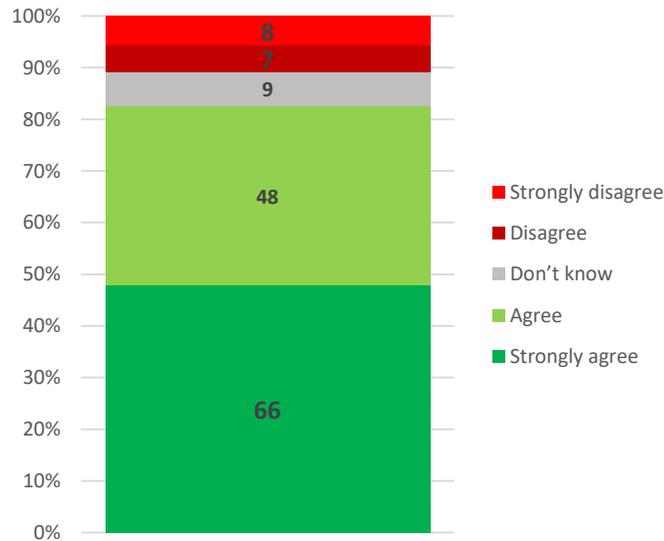
For:

This is an excellent idea and necessary to make this car park area safer for people walking/cycling. Only concern is that they still have to cross over the access road that leads into the car park to reach this new cycleway section - how will the road crossing point be made safer here? Also I hope this proposal will result in loss of existing tarmac car parking spaces, not loss of green space / green grass areas to the west of the car park as these must be preserved.

This is an excellent idea. Will save pedestrians walking through a busy car park with cars reversing, etc.

Wouldn't usually agree with loss of disabled parking space but it seems appropriate in this area

83%
in favour



Against:

If there is not enough money fro all the proposals I would be happy that this one doesn't go ahead.

I would like the space for cyclists to be clearly defined so they are not sharing space with pedestrians.

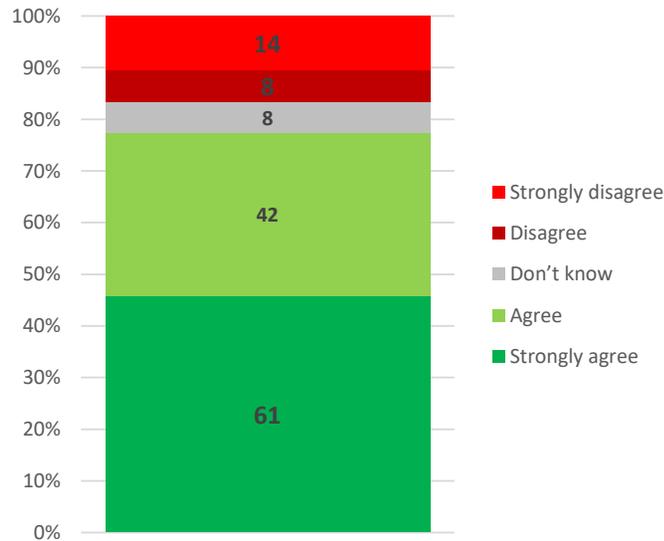
There are currently two adequate pedestrian routes through Hallhill therefore this cannot be a priority.

Location Countess Road Crossing

Strongly agree	61
Agree	42
Don't know	8
Disagree	8
Strongly disagree	14

For	103
Against	22

77%
in favour



For:

This is absolutely necessary and long overdue. As well as benefitting pupils accessing John Muir Campus from the south, it will also help the Dunbar Grammar pupils who are cycling to secondary school from the south side of Dunbar - of which there are many, and this really needs to be supported and encouraged.

I think cycle lane dividers would def be required for the safety of cyclists heading west against the flow of traffic. It would only take one car parked in the cycle lane to force cyclists in the lane of oncoming traffic.

As before I am all for changes to Halhill / Countess Road / rail bridge as I use this every week day with my children for school - and I strongly agree with safety changes - but all safety changes will be a waste unless bikes dismount going though Halhill gates or a one way system is put in place. As it is this bottle neck that causes the most worry for accidents. and widening paths and larger pedestrain crossing won't mean anything without a real plan for Halhill itself.

Against:

Removal of the guard rail may give more space for walking but also gives more opportunity for primary students to enter the road without paying attention. Never in favour of temporary solutions as they become permanent and are typically not 100% fit for purpose. Does this mean the removal of all parking on Countess Road? This will have a huge impact on congestion and commuters in Dunbar

You are narrowing the road directly in front of the Fire Station making it even harder for a large vehicle to manoeuvre safely when responding to an emergency.

Dangerous. Road is not wide enough with parked vehicles on one or both sides. What is the point of a very short stretch of segregation? Either put dedicated cycle lanes on all main routes and fine cyclists on road or don't bother.

Location Widen Path to Belhaven Road

Strongly agree	41
Agree	56
Don't know	13
Disagree	10
Strongly disagree	11

For	97
Against	21

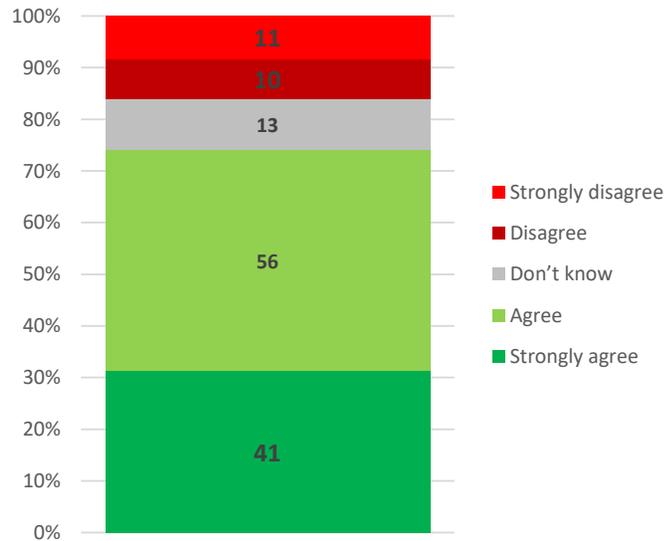
For:

Would prefer clear separation for pedestrians and cyclists to reduce conflict

More space is definitely needed when this path is busy.

Cycling is a great way of getting around Dunbar. At times the traffic can be intimidating. So these measures will help to make it a bit safer.

74%
in favour



Against:

Seems a shame to lose grassed area for a wider path. I think the current path is sufficiently wide.

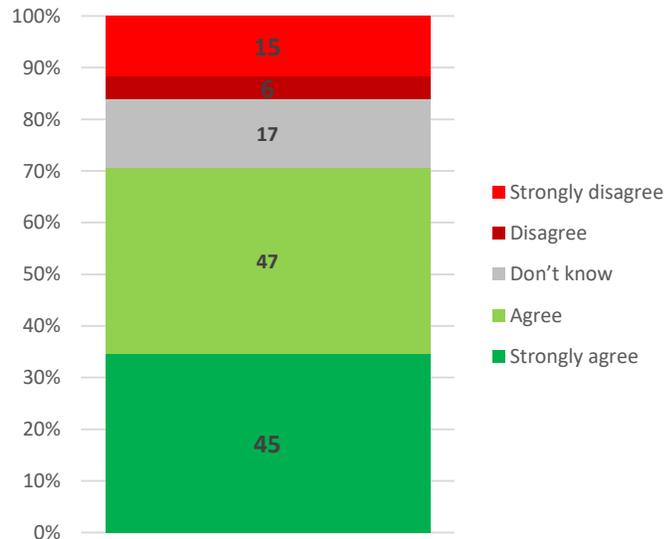
Physical distancing for parents might be an issue, the children will be mixing as before! Not sure this is necessary or VFM.

I feel that the existing pavement is wide enough for the traffic it receives. The problem that does exist is the congregating parents near the school gates. I imagine the safest way to solve this is to stagger the times more than the current 5/10 minute's between classes or allow at least some year group parents into the playground areas.

Location Lammermuir Crescent Contra Flow

Strongly agree	45
Agree	47
Don't know	17
Disagree	6
Strongly disagree	15
For	92
Against	21

71%
in favour



For:

This is essential - an excellent idea and will really support the Dunbar Grammar pupils who are cycling to school and will make it easier and safer for them. Please implement this as soon as possible and thank you East Lothian Council for your vision and support for pupils cycling across the town.

I think we already have a situation where some children cycle against the one-way traffic. This will both solve this problem and also divert more cycle traffic away from the main Countess Road.

We cycle this road everyday, and currently have to walk and go on the pavement at this stretch, blocking the way for pedestrians. If there was a contraflow cycle lane we would definitely use it and it would be safer for everyone.

Against:

So cyclists will be going counter to cars, it will only take one child to overtake and swerve into the path of a car for a serious accident to occur unless the lane is separated from the road by a raised paving but this is not indicated in the plans

Although the children already cycle along this road the wrong way there is no space for even a cycle lane in this street without removing on street parking. There is always parked cars in this street reducing the road down to a squeeze for all but a standard car, never mind lorry's. I think highway code education of the children is a better long term solution.

I just think a cycle lane going the opposite way down a one way street does not sound very safe!

Location **Kellie Rd Speed Cushions**

Strongly agree	40
Agree	39
Don't know	12
Disagree	13
Strongly disagree	26
For	79
Against	39

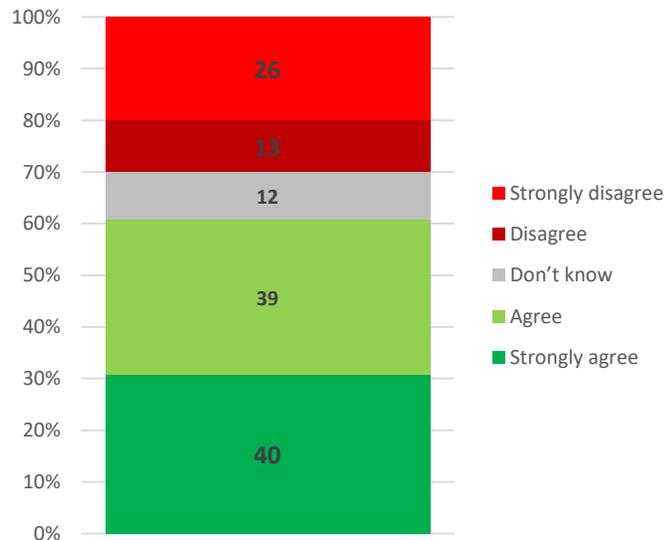
For:

Cars drive too fast on this road. This is a much better option than 20mph zones.

This is essential to improve safety. Children cycle on the grass sections between the pavement and the road due to the number using this route. Kids are very close to the curb walking and cycling because it's so busy - if they stumble into the road they have no chance with vehicles driving at 30mph and above.

Passing Kellie Road each week day going to school with the children - so yes all improvements suggested to slow down cars and safeguard cyclists and walkers are welcome.

61%
in favour



Against:

The pavement is set back, there have been no reported accidents on this road, it is a very wide road and children also need to know where and when it is safe to cross, put a crossing in not speed bumps which are not necessary and are not an indication of a place to cross

I don't feel this will be the most effective solution for Kellie Road. It is unlikely to reduce speeds significantly and won't in any way encourage more cyclists onto the road. A marked cycle lane with some separation from traffic would have been better. The current volume of pedestrians, cyclists and traffic using Kellie Rd at peak times is dangerous. Personally, we opt to travel on bike via Lochend Woods rather than run the gauntlet of Kellie Road.

Having cars stop and start, braking and accelerating along this route would increase the pollution unnecessarily. I would rather see regular police speed checks at school drop off times along with a separated cycle lane along the length of this nice wide road.

Location Belhaven Road and Queens Road Speed Cushions

Strongly agree	42
Agree	29
Don't know	10
Disagree	20
Strongly disagree	27
For	71
Against	47

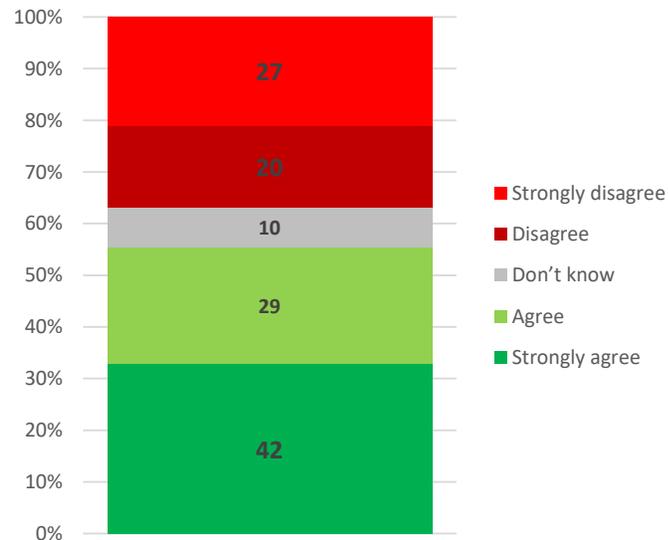
For:

On this, generally fast, road it would be good to have more invasive approaches to reduce speed but this at least is something to try.

The analysis seems to correctly identify the need for measures on the Queens Road. Impatient drivers often overtake slower drivers and cyclists putting themselves and oncoming motorists at risk. I think that the measures should start well before however, even if a new cycle path has been created most cyclists will opt to use the road.

So glad it's going to be More cycle friendly. Going someway to making Dunbar a safer place to cycle

55%
in favour



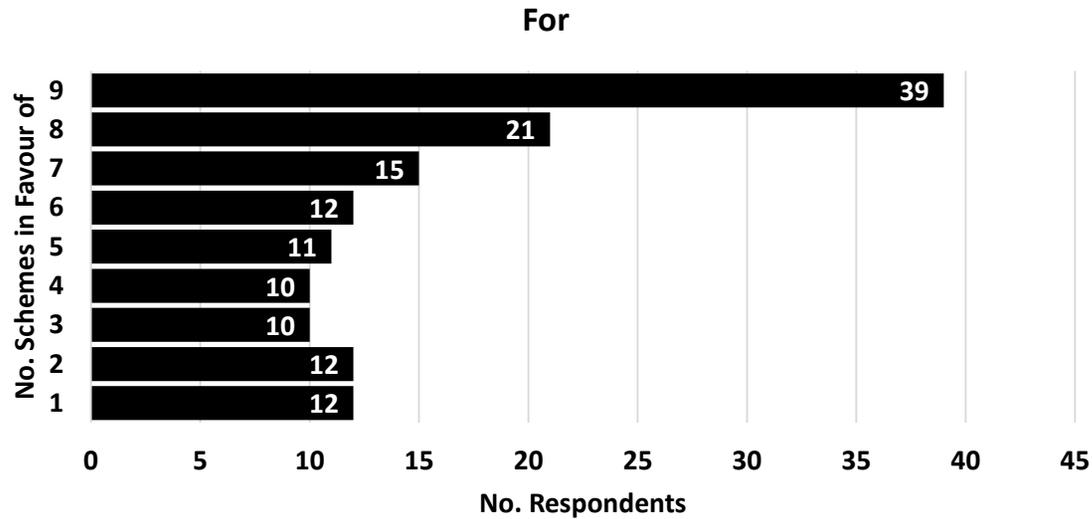
Against:

Speed cushions make little difference to drivers who drive too fast speed. Again I would rather see existing limits enforced.

I do not feel these are necessary on Belhaven Road, there are already numerous various bottlenecks on the road that slow traffic. And the road surface is so atrocious that speedcushions are superfluous!

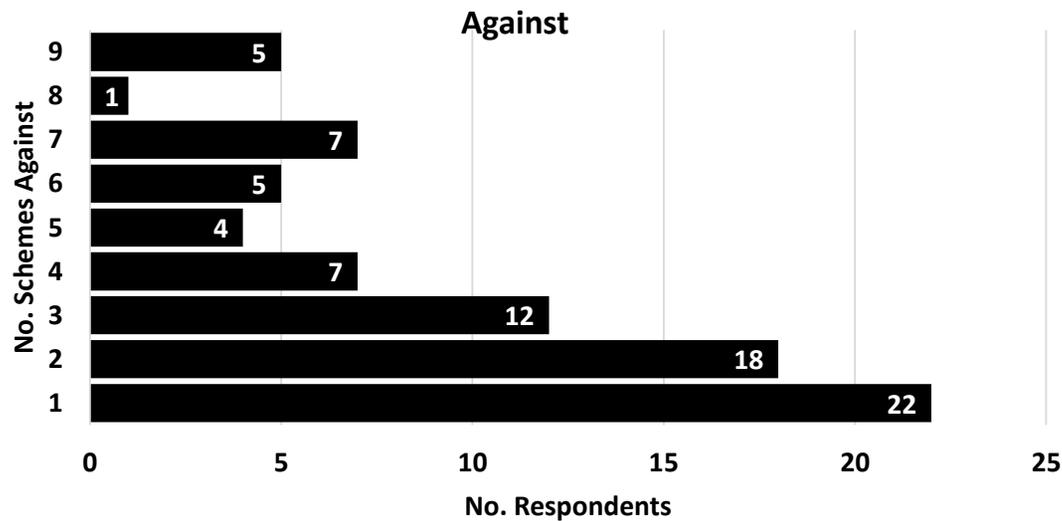
Speed cushions will require maintenance and do not deter everyone from speeding if the cushions are low. Chicane using existing crossings would be more effective, cost less and require less maintenance.

Summary of Respondents



The graph opposite shows that a relatively high number of respondents voted in favour of all the interventions (39) with 19 of them strongly agreeing with all measures. The other 20 ranked the interventions by strongly agreeing with some and agreeing with others.

Beyond that, most respondents rated the interventions.



The graph opposite shows that five respondents were against all the proposed interventions.

Beyond that, most respondents rated the interventions.

Appendix F is available at the undernoted link:

Members' Library Reports (Ref: 30/22 to 36/22, [March 2022 Bulletin](#)): East Lothian Council Speed Limit Review

There are seven documents:

- East Lothian Council Reduced Speed Limits Boundary Map
- New Reduced Speed Limit Maps – Dunbar and East Linton Area
- New Reduced Speed Limit Maps – Fa'side Area
- New Reduced Speed Limit Maps – Haddington and Lammermuir Area
- New Reduced Speed Limit Maps – Musselburgh Area
- New Reduced Speed Limit Maps – North Berwick Coastal Area
- New Reduced Speed Limit Maps – Penston, Seton, Gosford