

Appendix A Public Survey

Project Name: East Lothian STAG Appraisal
Project Ref: 45214
Note Number: 2
Note Title: Public Survey Summary
Date: 21/05/19
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1 Introduction

1.1 Project Purpose

- 1.1.1 East Lothian Council has appointed Peter Brett Associates (PBA) to examine transport links to/from East Lothian, predominantly looking at the corridor through the west of the county broadly following the A1 and East Coast Main Line. It is here where the majority of journeys converge on the transport network.
- 1.1.2 This work is being carried out to provide an evidence base to promote a step change in connectivity for the area. It will consider building on the interventions set out within the Council's Local Development Plan and Local Transport Strategy and seek to maximise the integration of sustainable transport options in the area.
- 1.1.3 As part of the consultation programme a public survey was devised and carried out using Survey Monkey. The aim of this survey was to understand the transport problems faced by the communities and hear how they believe the transport network could be improved to support the area in terms of providing improved access to employment and services.

1.2 Background

- 1.2.1 The survey was live for a period of 4 weeks, running from Monday 15th April 2019 until Friday 10th May 2019.
- 1.2.2 In total there were 1,601 respondents.
- 1.2.3 This information note summarises the main findings from the survey, detailing respondent population statistics, transport issues relating to car, bus and rail, issues relating to active travel, and future developments.

2 Population

2.1 Summary

- 2.1.1 The majority of respondents live in Haddington as shown in Figure 2.1. This is a high proportion considering the comparatively small population in Haddington. Table 2.1 compares the proportion of East Lothian population in each town (Census 2011) to the proportion of respondents in each town. This shows that Haddington is over represented in the survey and Musselburgh is under represented. This has likely had an impact on the responses to some of the questions, for example, those regarding the reintroduction of a Haddington rail link.



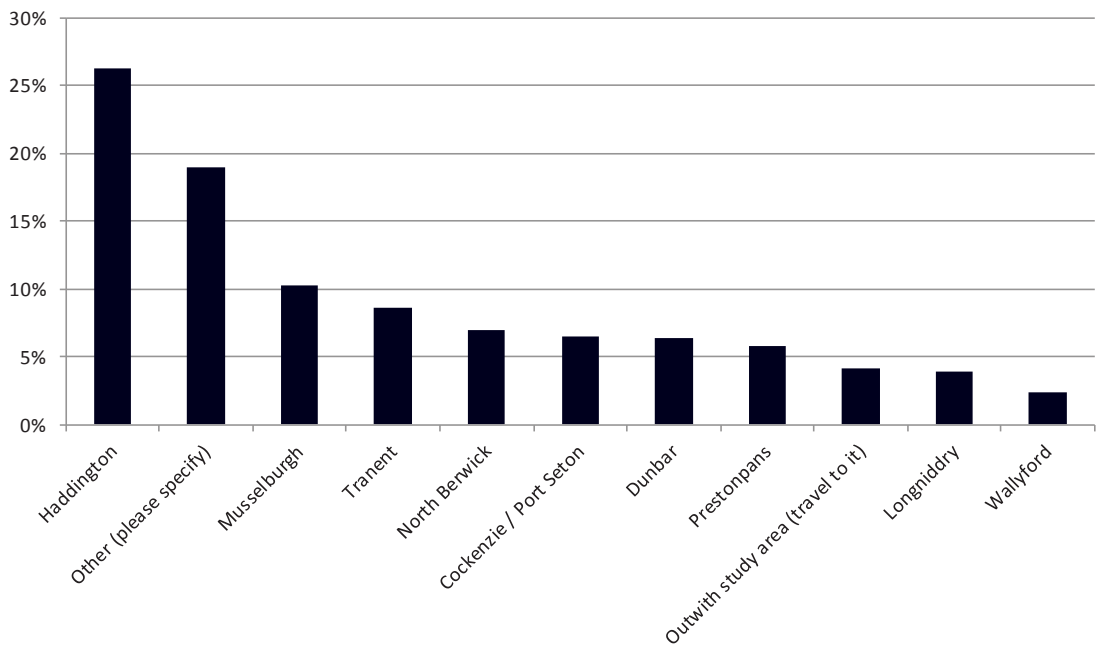


Figure 2.1 Town where respondents reside

Table 2.1 Comparison of East Lothian population and survey population

Location	% of East Lothian Population	% of Respondent Population
Musselburgh	21%	11%
Haddington	9%	26%
Tranent	12%	9%
Longniddry	2%	4%
North Berwick	7%	7%
Cockenzie	5%	7%
Dunbar	9%	6%
Prestonpans	10%	6%
Wallyford	3%	2%
Other within East Lothian	20%	19%

2.1.2 A much larger female population (64%, n=742) took part than male (33%, n=391) and Figure 2.2 shows that the majority of respondents were between 35-54 years of age.



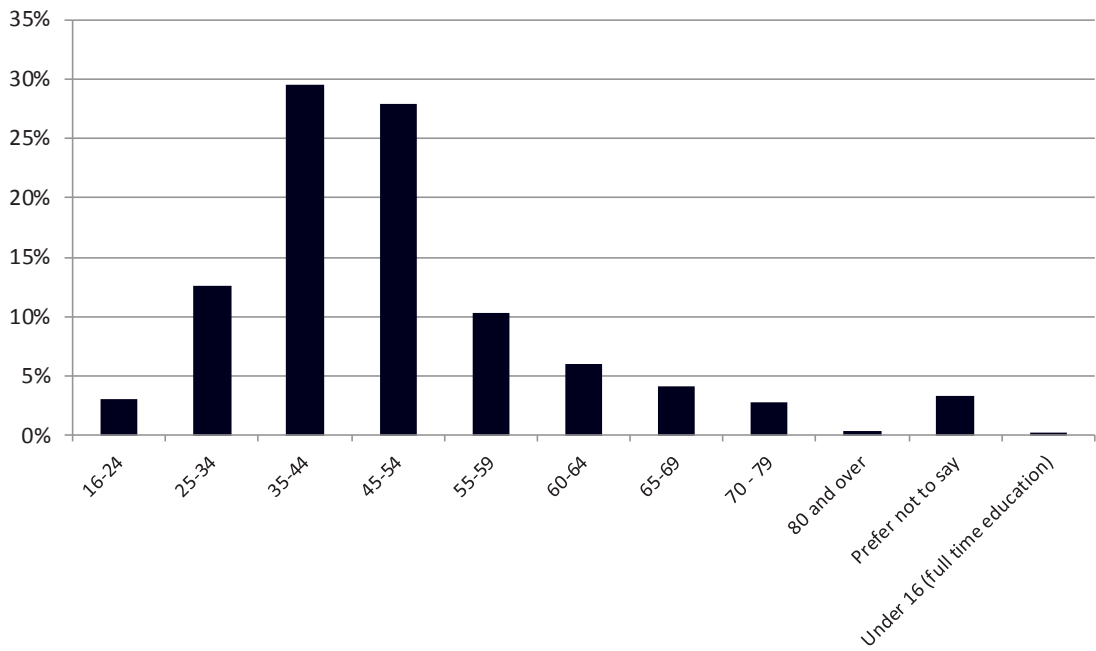


Figure 2.2 Age range of respondents

2.1.3 Figure 2.3 shows that over 50% of respondents are employed full time, and 0% are unemployed. It should be noted that 440 people (27%) skipped this question so it may not be fully reflective of the respondent population.

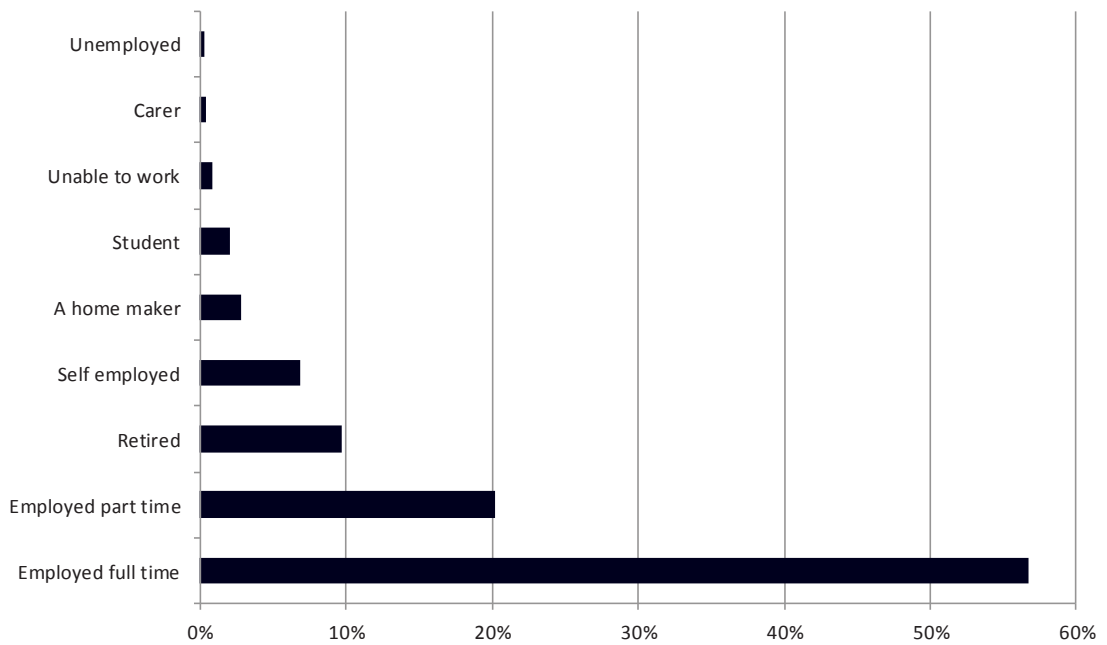


Figure 2.3 Employment status of respondents



3 Transport Issues

3.1 General Issues

3.1.1 The main mode of transport for respondents is car, with almost 60% driving a car for day to day travel as shown in Figure 3.1.

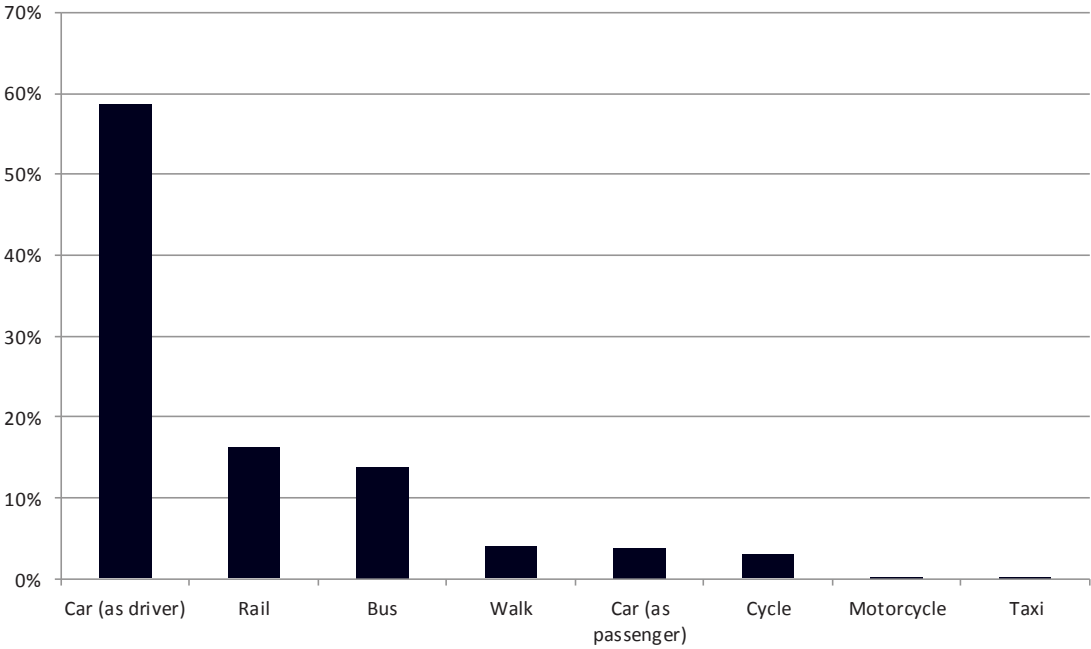


Figure 3.1 Main mode of travel on a day to day basis

3.1.2 Table 3.1 shows where respondents travel to on a regular basis and for what purpose. Respondents were able to make as many choices that were relevant to them. This shows that Edinburgh city centre, East Edinburgh, Haddington and North Berwick are the main attractors. For employment, many respondents travel regularly to Edinburgh city centre (45%) whereas for retail a higher proportion travel to East Edinburgh, likely for Fort Retail Park. Edinburgh city centre attracts the largest proportion for leisure purposes (52%) followed by North Berwick (42%).



Table 3.1 Where respondents travel to on a regular basis and purpose of travel

Location	Purpose of Travel							Total
	Employment	Retail	Leisure	Education	Visiting Friends and Family	Health Appointments	Personal	
Edinburgh City Centre	45%	54%	52%	8%	33%	17%	22%	83%
East Edinburgh (e.g. Fort Retail Park)	5%	68%	39%	0%	7%	2%	7%	72%
Haddington	18%	40%	35%	8%	19%	27%	19%	63%
North Berwick	8%	23%	42%	3%	13%	4%	10%	55%
North Edinburgh (e.g. Ocean Terminal)	7%	36%	30%	1%	10%	2%	4%	51%
Musselburgh	10%	25%	20%	4%	13%	11%	9%	46%
Dunbar	7%	18%	31%	3%	12%	3%	7%	45%
West Edinburgh (e.g. Edinburgh Park)	13%	12%	20%	1%	11%	2%	7%	41%
Glasgow	9%	17%	20%	2%	16%	1%	5%	38%
Scottish Borders	4%	5%	25%	1%	15%	1%	4%	37%
Midlothian	8%	12%	15%	1%	15%	1%	4%	34%
Tranent	7%	14%	11%	3%	12%	6%	6%	32%
Prestonpans	5%	6%	11%	2%	11%	4%	5%	29%
North East England (e.g. Newcastle)	3%	9%	18%	1%	11%	0%	3%	28%
South Edinburgh	5%	10%	12%	1%	12%	4%	4%	28%
Fife	3%	3%	12%	1%	13%	0%	2%	25%
Longniddry	4%	2%	11%	1%	7%	1%	4%	22%
Cockenzie / Port Seton	4%	4%	7%	1%	7%	5%	3%	22%
Wallyford	4%	1%	2%	1%	4%	0%	3%	12%

3.1.3 Table 3.2 shows the locations that respondents would like to travel to and how they would like to travel there but currently can't due to the transport links available. There is a high proportion of respondents wanting to travel to Edinburgh City Centre by train but currently can't. Figure 3.2 cross tabulates this with town of residence and shows that a high proportion of the respondents reside in Haddington, Tranent and elsewhere in East Lothian. Unsurprisingly these are the areas with no rail stations. However, 32% of respondents who want to travel to the city centre by train currently reside in a town with a rail station. This most likely occurs from the overcrowding / frequency of services meaning people can't use the train for their purpose.

Table 3.2 Locations that respondents would like to travel to and how they would like to travel there

Location	Mode						Total
	Car	Bus	Train	Walking	Cycling	Other	
Edinburgh City Centre	13%	21%	46%	1%	7%	0%	58%
East Edinburgh (e.g. Fort Retail Park)	11%	23%	25%	1%	5%	0%	43%
Haddington	8%	20%	20%	3%	10%	1%	42%
West Edinburgh (e.g. Edinburgh Park)	9%	16%	26%	0%	3%	1%	38%
North Berwick	8%	19%	16%	1%	8%	0%	36%
North Edinburgh (e.g. Ocean Terminal)	9%	20%	19%	0%	3%	0%	36%
Dunbar	7%	13%	16%	1%	4%	0%	29%
Musselburgh	8%	12%	9%	2%	6%	1%	28%
Scottish Borders	7%	10%	19%	0%	2%	0%	27%
Glasgow	6%	7%	21%	0%	1%	0%	26%
Midlothian	7%	12%	11%	0%	3%	0%	23%
North East England (e.g. Newcastle)	6%	5%	16%	0%	1%	1%	22%
South Edinburgh	7%	10%	12%	1%	3%	0%	21%
Fife	6%	6%	14%	0%	1%	0%	19%
Longniddry	5%	9%	5%	1%	5%	0%	19%
Tranent	5%	9%	4%	2%	4%	0%	18%
Prestonpans	5%	7%	6%	1%	4%	0%	17%
Cockenzie / Port Seton	4%	7%	4%	1%	3%	0%	15%
Wallyford	4%	5%	4%	1%	4%	0%	13%



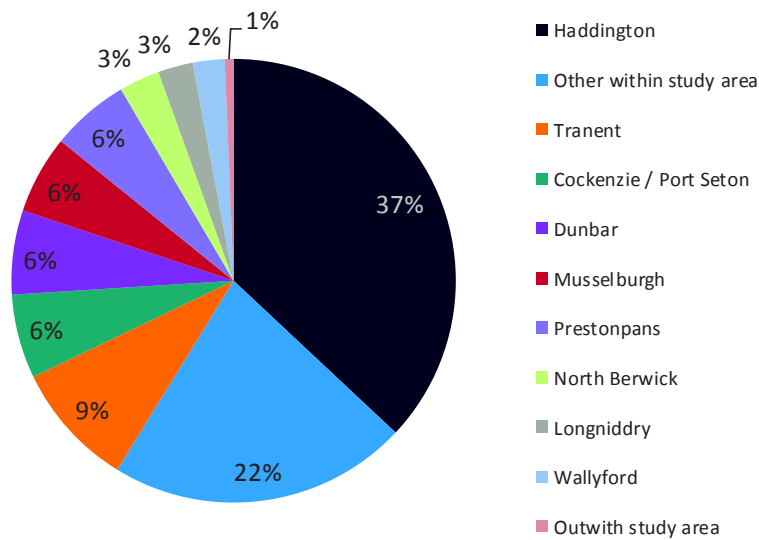


Figure 3.2 Residence of respondents that want to travel to Edinburgh city centre by train but currently can't

3.1.4 When asked what the key transport issues were in the area, the top three identified were: cost, frequency and lack of integration of public transport services (59%); overcrowding on public transport services (56%); and reliability of public transport services (49%). All issues identified are shown in Figure 3.3.



Figure 3.3 Key problems associated with travel in the area

3.2 Issues for Car Users

3.2.1 90% (n=1,253) of respondents travel by car regularly as either a driver or passenger. The top three issues that car users face on the road are: congestion and delays (62%); queuing at key junctions (51%); and poor quality roads (51%). All issues identified are shown in Figure 3.4.



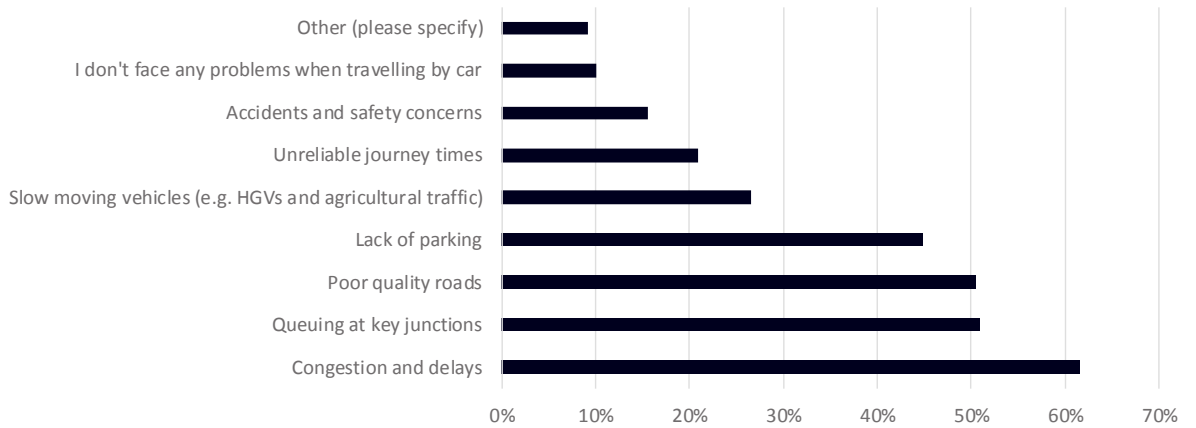


Figure 3.4 Most significant problems on road network

3.2.2 Figure 3.5 shows the impact these problems have on road users. The main issues likely relate to congestion with being required to start their journey late or early to miss congestion or being late for work / appointments stated as the main impacts.

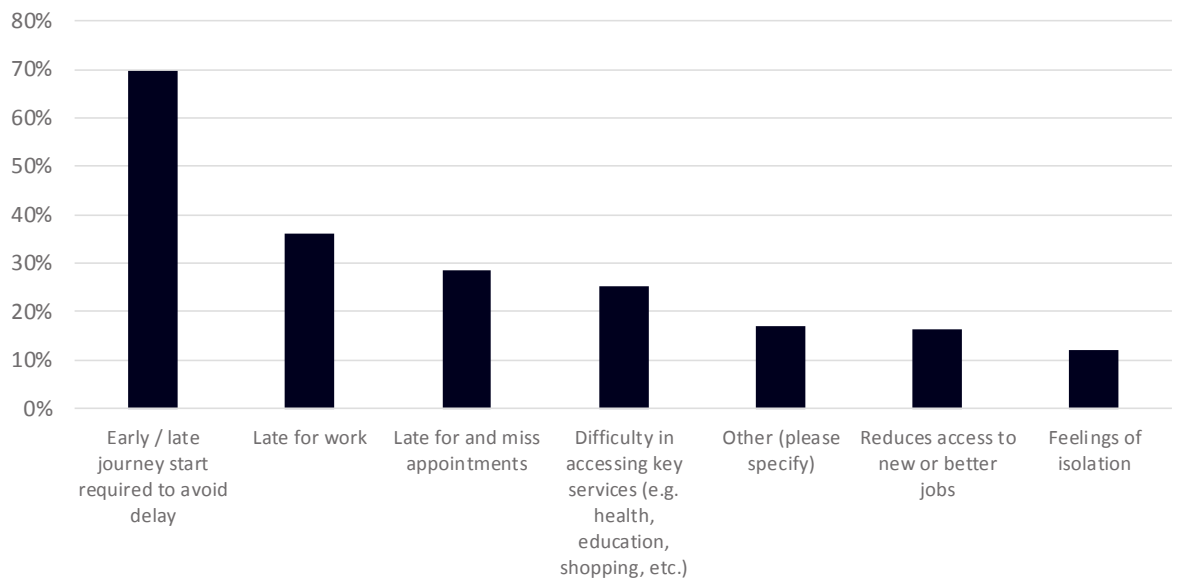


Figure 3.5 How transport problems affect car users

3.3 Issues for Active Travel

3.3.1 Only 46% (n=625) of respondents make many everyday journeys by active travel modes (walking and cycling). The main barrier preventing respondents from making more journeys by active travel is that distances are too far to where they want to go (69%). Figure 3.6 shows other barriers preventing respondents from making active journeys. Only a small proportion (4%, n=47) do not want to walk or cycle.



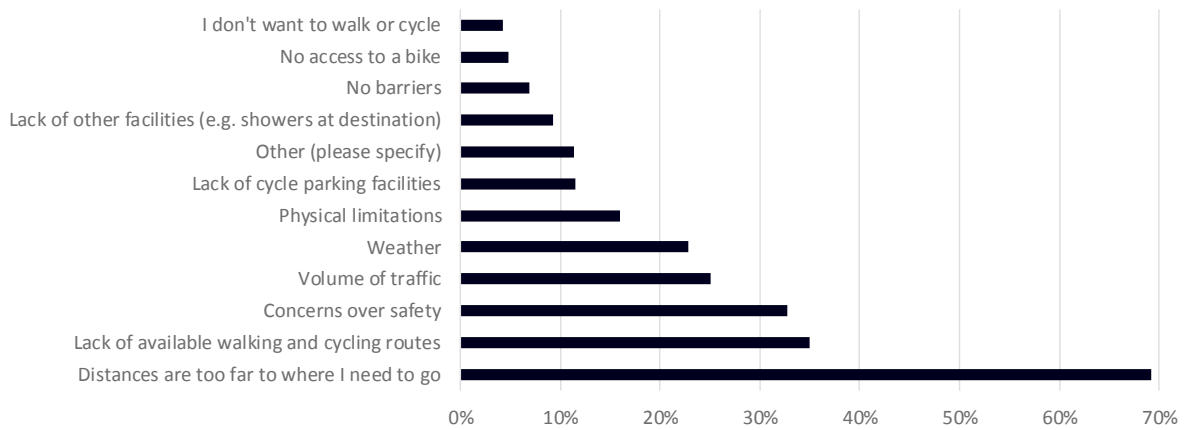


Figure 3.6 Main barriers to making journey by active modes

3.4 Issues for Bus Users

3.4.1 Only 42% (n=565) of respondents regularly travel by bus. The main reasons respondents do not regularly travel by bus are long journey times (63%) and lack of direct routes to where they need to go (51%). Other reasons are shown in Figure 3.7.

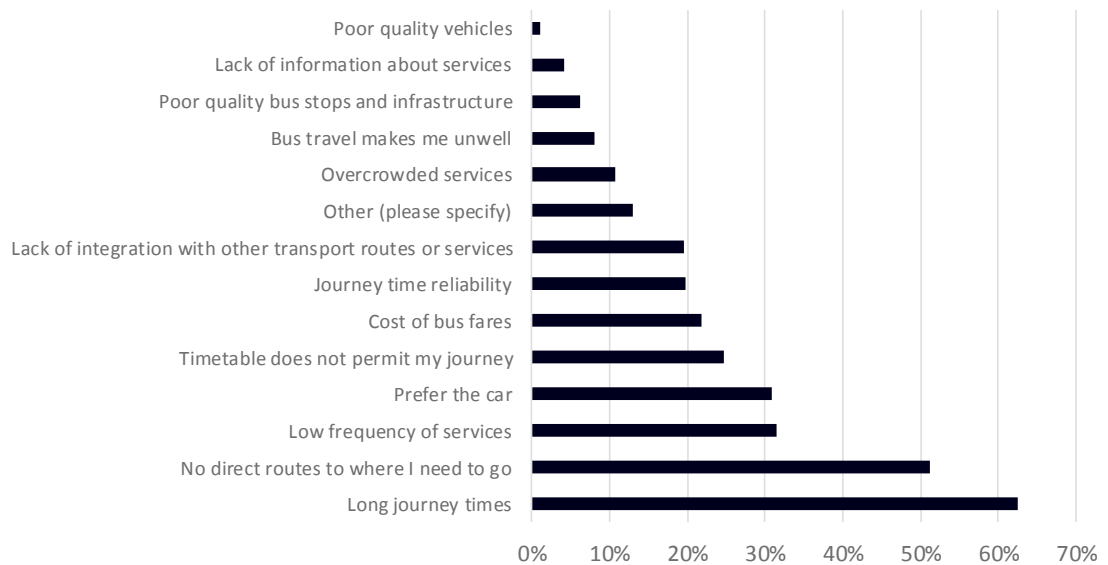


Figure 3.7 Reasons respondents do not travel frequently by bus in the area

3.4.2 For those respondents that do travel regularly by bus in the area, long journey times (49%) and lack of direct routes to where they need to go (39%) were also identified as being the most significant problems. Figure 3.8 shows all issues that were identified.



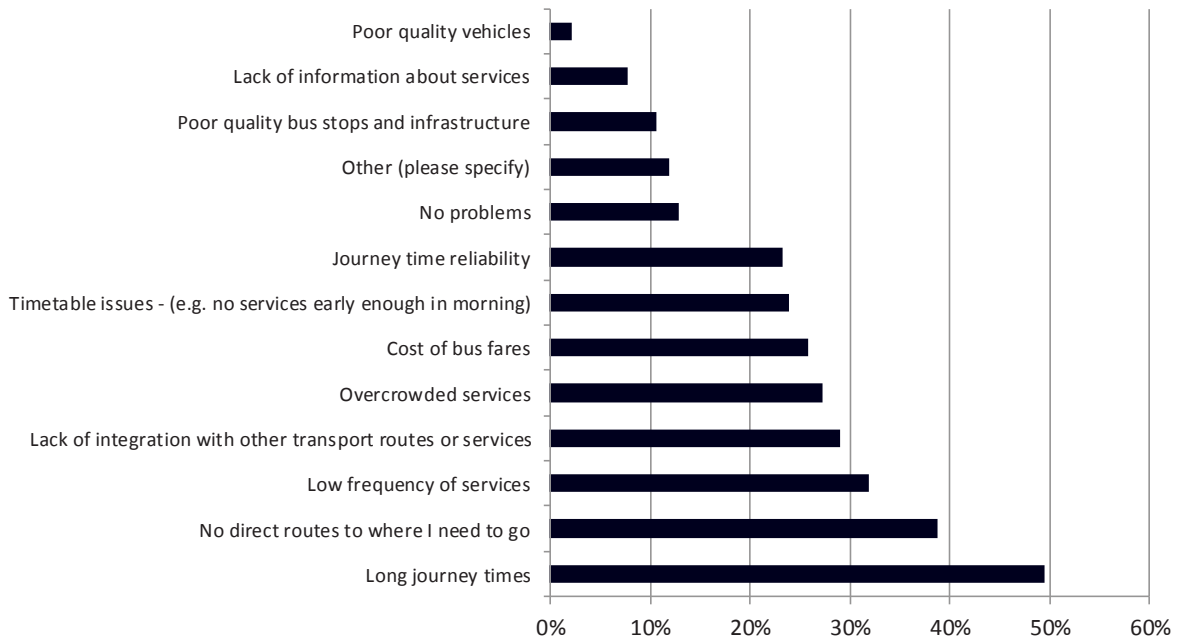


Figure 3.8 Most significant problems when travelling by bus

3.4.3 Figure 3.9 shows the impact these problems have on bus users. The main impacts relate to long journey times (causing them to have to start journey either early or late), or lack of direct services / low frequency (causing them difficulty in accessing key services).

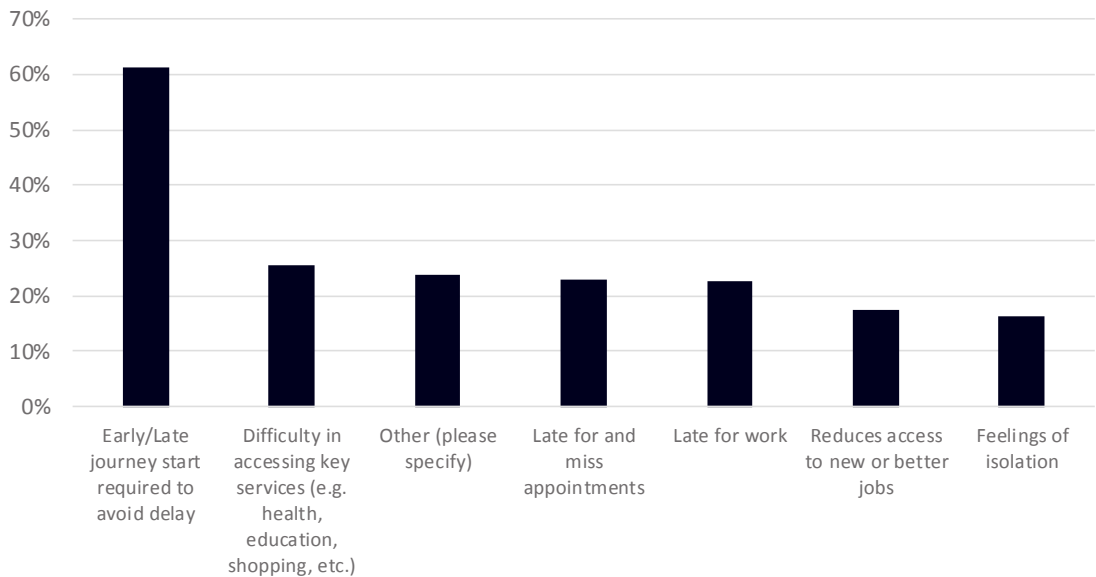


Figure 3.9 How transport problems affect bus users

3.4.4 When asked which improvements to the bus network would most positively affect them, respondents called for increased direct bus services (56%), increased express bus services to major cities (47%), and increased bus frequencies (39%). All responses are shown in Figure 3.10.



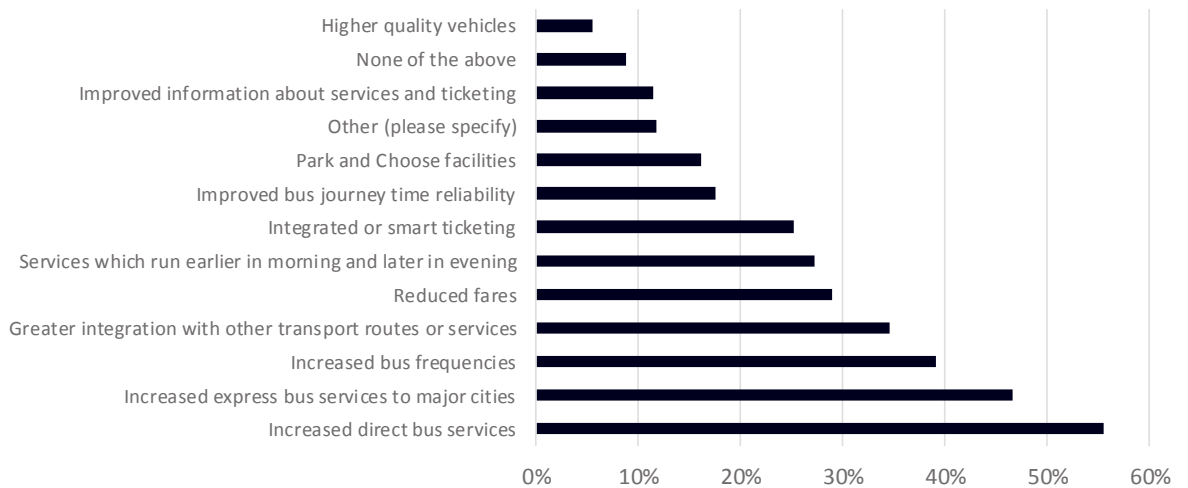


Figure 3.10 Improvements to the bus network that would most positively affect respondents

3.5 Issues for Rail Users

3.5.1 54% (n=709) of respondents travel regularly by rail. Those that do not regularly travel by rail identified that the location of the station (50%); cost of fares (40%); and overcrowded services (40%) were the main reasons why. The top 10 reasons identified are shown in Figure 3.11.

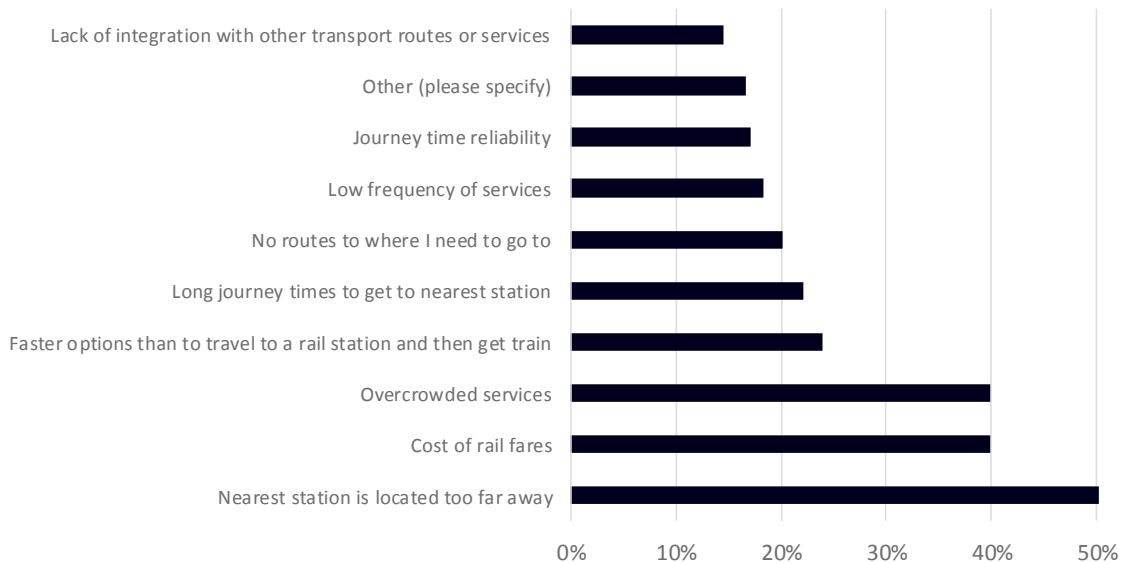


Figure 3.11 Top 10 reasons respondents do not travel by rail

3.5.2 Figure 3.12 breaks this down by town of residence and shows that 86% of those answering that the nearest station is located too far away live in a town with no railway station. For the 11% that do live in a town with a railway station, it is likely that these respondents either do not drive or would not use a park and ride site.



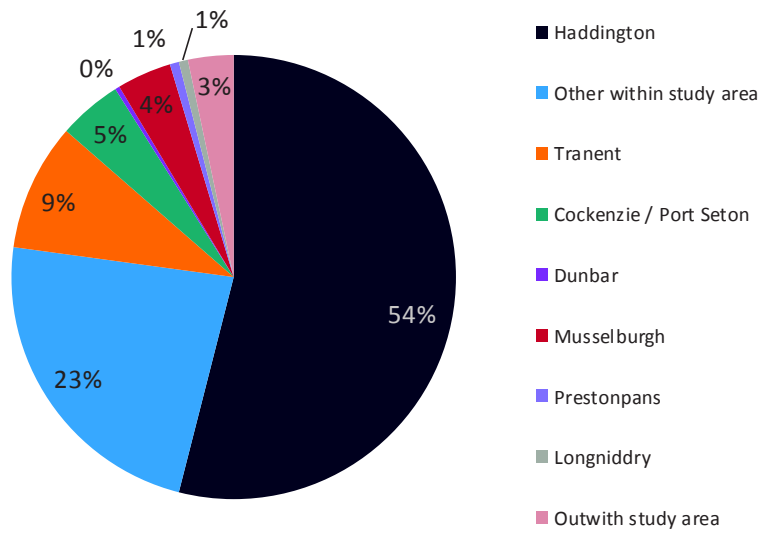


Figure 3.12 Town of residence of respondents who do not use rail because the nearest rail station is located too far away

3.5.3 Figure 3.13 is another breakdown for those answering that they do not use rail due to overcrowding. Again, a large proportion of respondents reside in a town with no railway station. Note that Haddington may be misrepresented due to the high proportion of survey respondents living in Haddington.

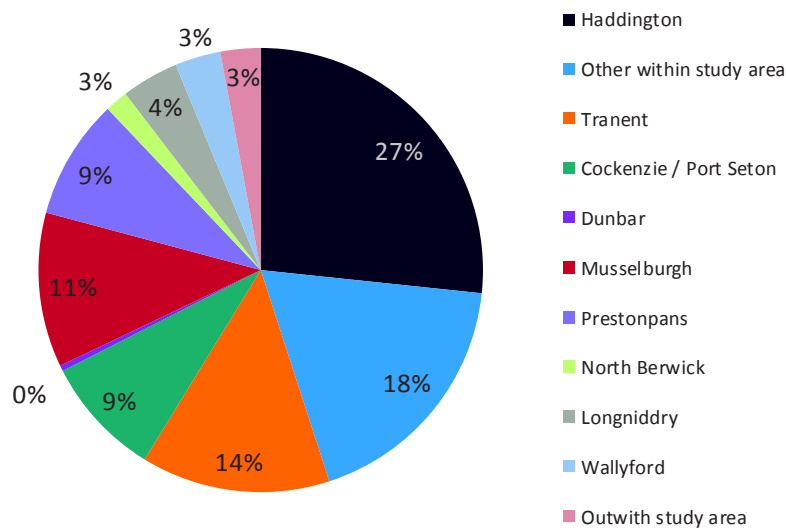


Figure 3.13 Town of residence of respondents who do not use rail because of overcrowded services

3.5.4 For those respondents that do travel regularly by rail in the area, overcrowded services (74%) and cost of fares (52%) were also identified as being the most significant problems. Figure 3.14 shows all issues that were identified.



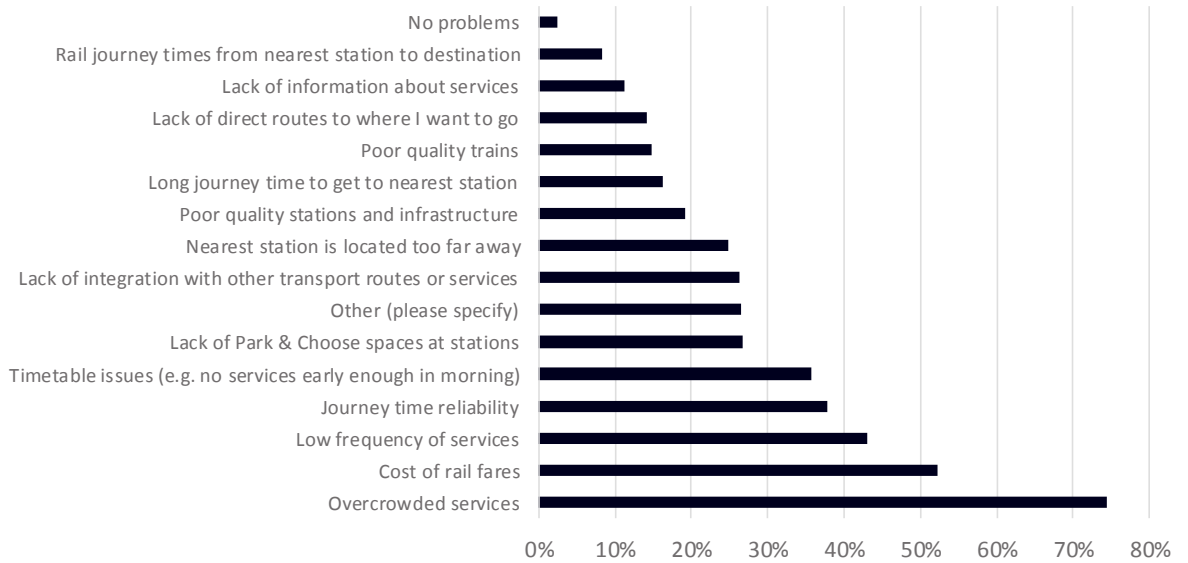


Figure 3.14 Most significant problems when travelling by rail

3.5.5 Figure 3.15 breaks this down by town of residence showing the split for those answering overcrowded services. Comparing this to the survey population distribution, Musselburgh and North Berwick contribute quite highly to this question.

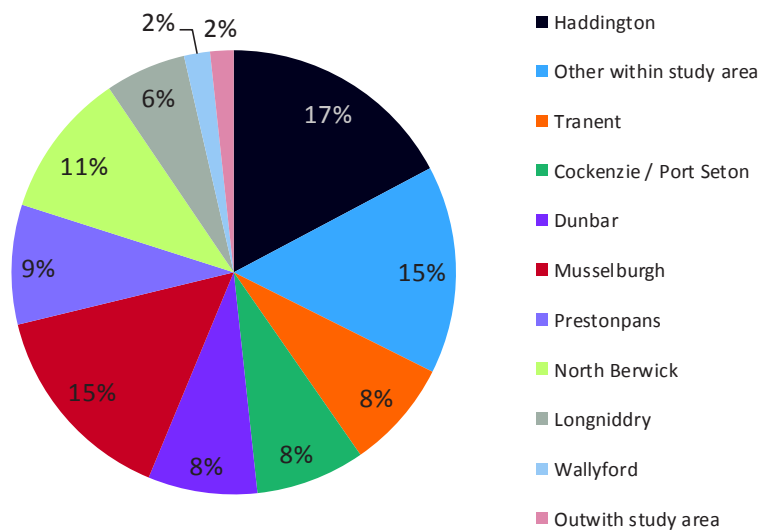


Figure 3.15 Town of residence of respondents who complain of overcrowded services

3.5.6 Figure 3.16 shows the impact these problems have on rail users. The main impacts relate to the journey time reliability and low frequency of services (causing them to have to start their journey early/late or being late for work/appointments).



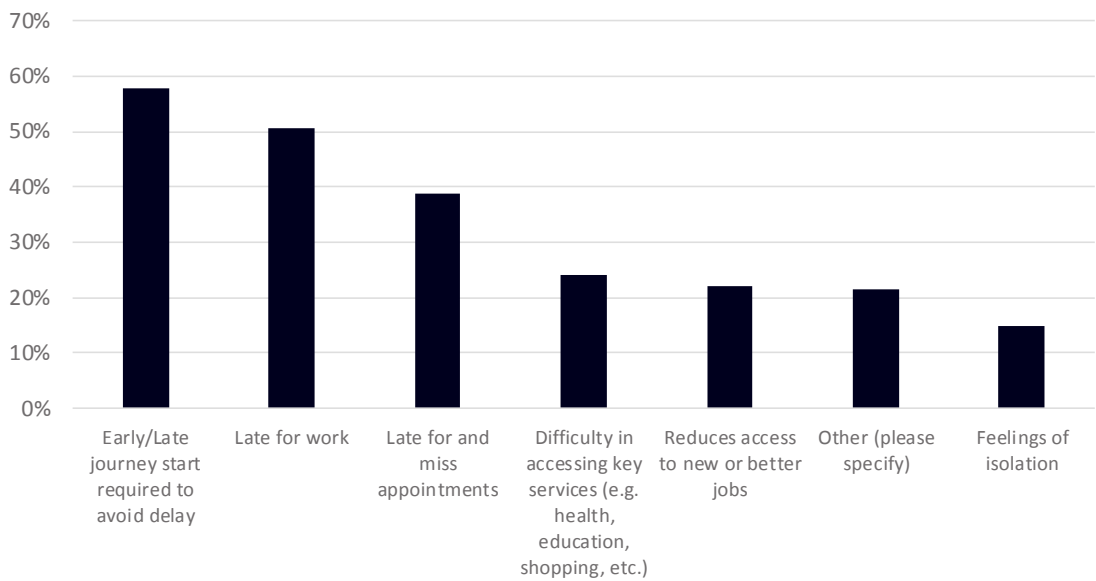


Figure 3.16 How transport problems affect rail users

3.5.7 When asked which improvements to the rail network would most positively affect them, respondents called for more capacity on trains (58%), increased train frequencies (56%) and reduced fares (47%). All responses are shown in Figure 3.17.



Figure 3.17 Improvements to the rail network that would most positively affect respondents

3.5.8 Figure 3.18 shows the breakdown of those answering increased train frequencies by town of residence. Haddington, Musselburgh and other towns within East Lothian stand out. However, the distribution is similar to the distribution of the survey population as a whole indicating that increased train frequencies are wanted everywhere.



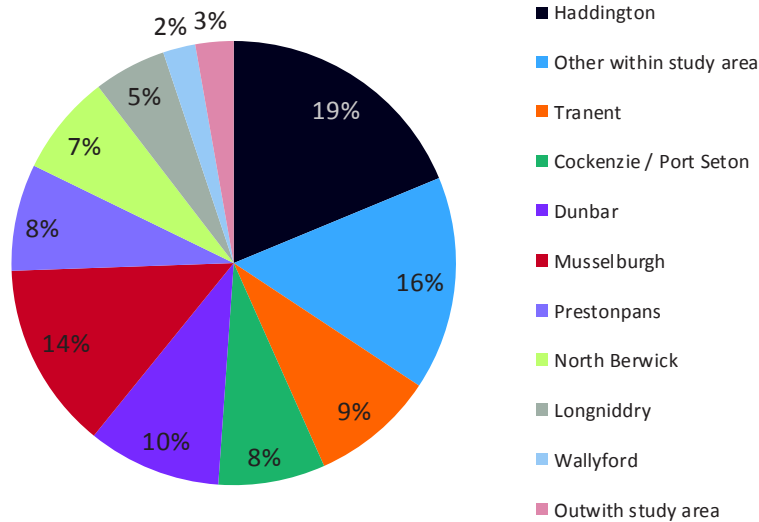


Figure 3.18 Breakdown of those wanting increased train frequencies by town of residence

3.5.9 Figure 3.19 shows the breakdown of those answering increased capacity by town of residence. The distribution is similar to the distribution of the survey population as a whole indicating that increased capacity is wanted everywhere.

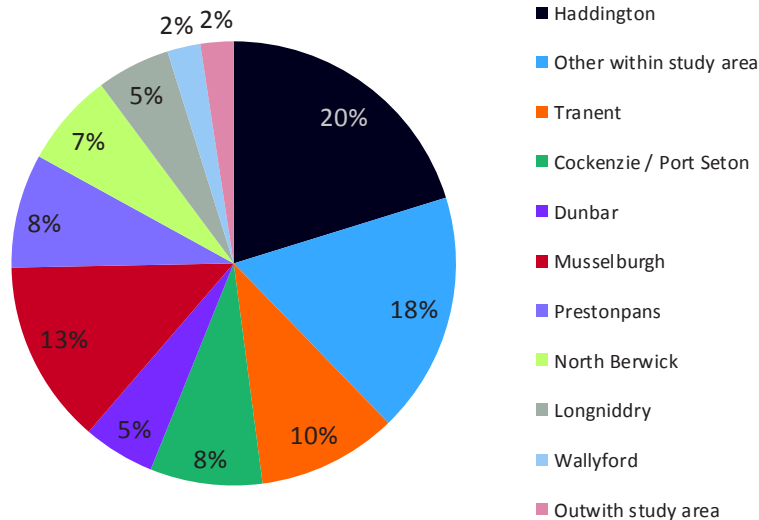


Figure 3.19 Breakdown of those wanting increased capacity by town of residence

4 Future Developments & Potential Improvements

4.1 Blindwells

4.1.1 79% (n=974) of respondents stated that they are very unlikely to move to a new settlement at Blindwells and only 2% are very likely to move there. For the majority of respondents (78%, n=954), they stated that a new railway station at Blindwells would have no impact on their likelihood of moving. Given the development has not started construction these responses are to be expected as there is nothing tangible for people to consider at this time. It is anticipated



that this perspective will change as proposals become clearer and the development commences construction.

4.1.2 Figure 4.1 shows the likelihood of respondents using a rail station at Blindwells based on different provision of park and choose. It shows that the station is more likely to be used if there is enhanced park and choose provision. This is again likely due to the fact that, currently, respondents are envisaging driving to Blindwells from their existing residence whereas once the development begins to get built out there will also be people that live much closer.

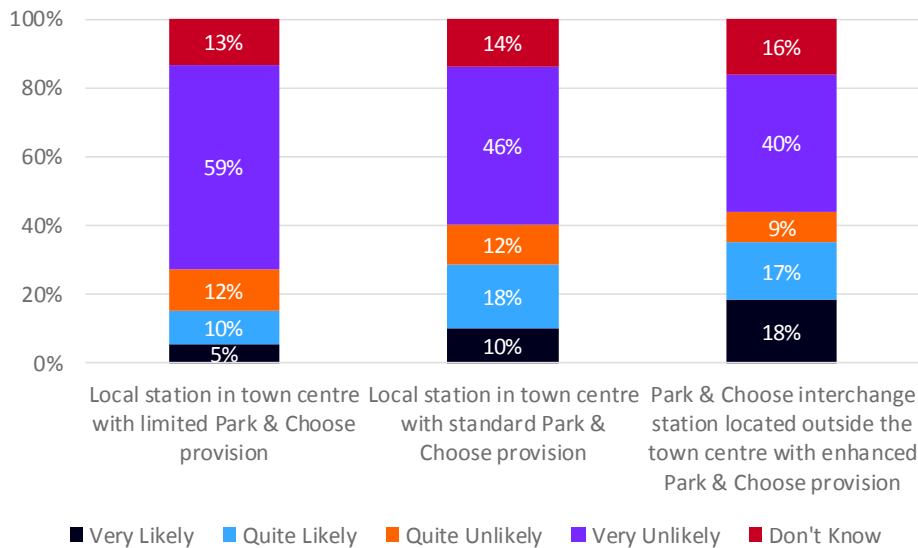


Figure 4.1 Likelihood of respondents using a rail station at Blindwells depending on level of park and choose provision

4.1.3 Figure 4.2 shows the anticipated impact of a station at Blindwells, broken down by town of residence. It shows that the majority of respondents in every town, with the exception of Cockenzie / Port Seton, don't believe there will be any impact. The majority of respondents in Cockenzie / Port Seton expect that there will be improved travel mode choices.

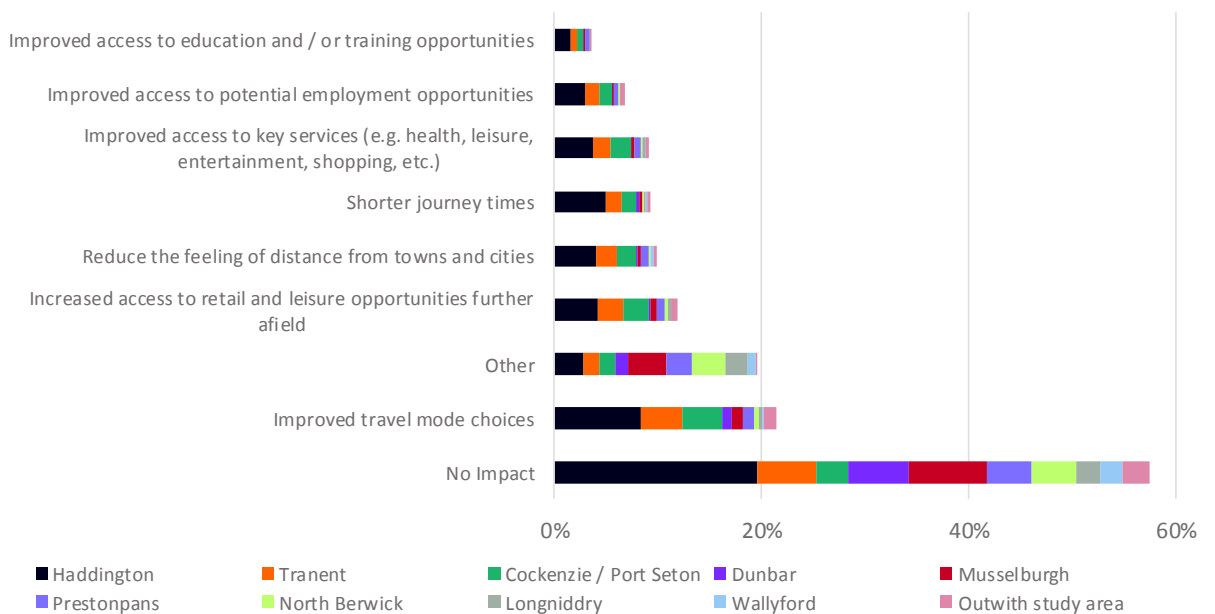


Figure 4.2 Impact of a new rail station at Blindwells on respondents



4.2 Haddington

4.2.1 63% (n=751) of respondents believe the reintroduction of a railway link and station at Haddington will have an effect on them. Figure 4.3 shows the anticipated impact, broken down by town of residence. Note that the high response rate from people living in Haddington could have skewed the results. However, it is shown that respondents from towns other than Haddington believe a station at Haddington would be of benefit.

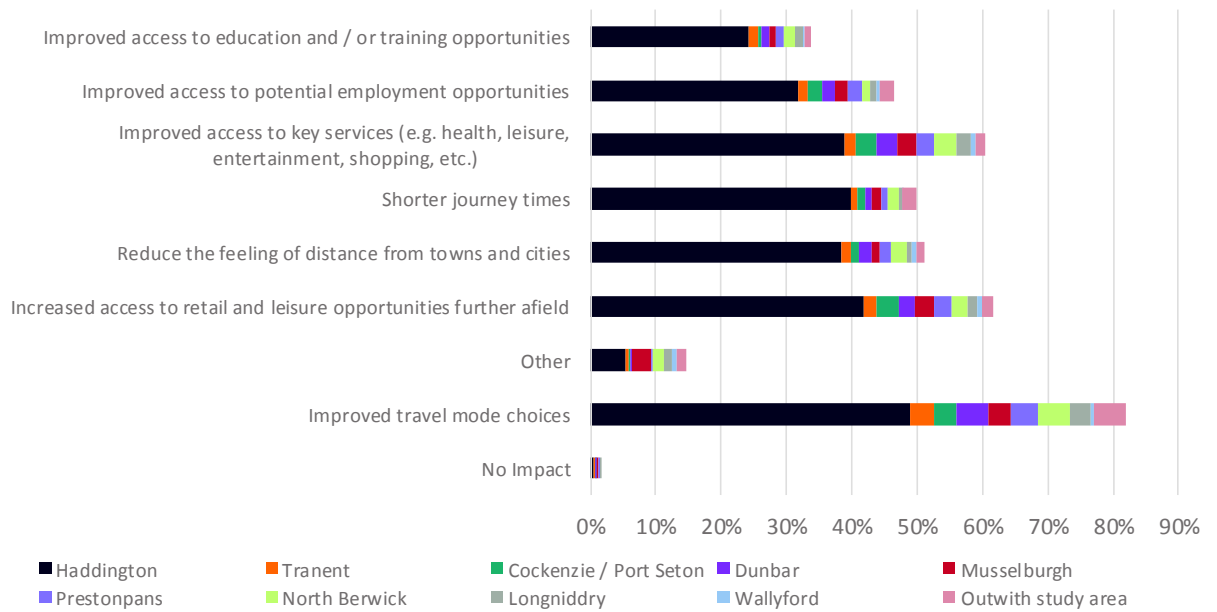


Figure 4.3 Impact of reintroducing the rail station at Haddington

4.2.2 Figure 4.4 shows the likelihood of respondents using a rail station at Haddington based on different provision of park and choose. It shows that the station is more likely to be used if the station is in town with standard park and choose provision, highlighting the high demand who live in or close to Haddington.

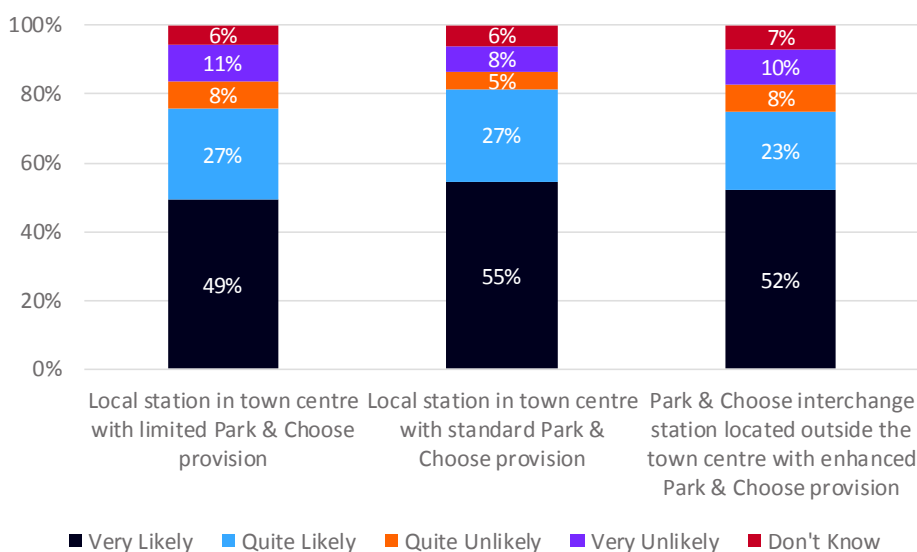


Figure 4.4 Likelihood of respondents using a rail station at Haddington depending on level of park and choose provision



4.3 Summary

4.3.1 When asked which rail improvement would be of most benefit to them, the reintroduction of the railway link and new station at Haddington was highlighted (38%, n=451) whereas a new station at Blindwells did not generate much support (4%, n=47) but this is to be expected as outlined previously. Full results for the question are shown in Figure 4.5.

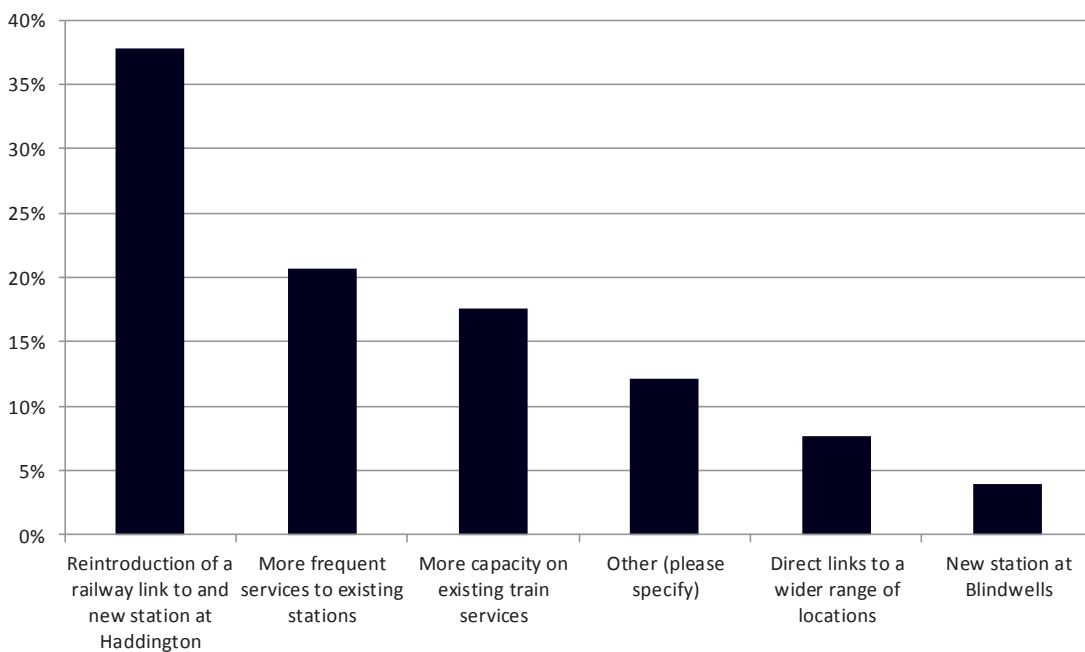


Figure 4.5 Rail improvement that would have most benefit

5 Conclusions

5.1 Transport Issues

5.1.1 The main transport issues for car, bus, rail, and active travel are summarised in Table 5.1.

Table 5.1 Summary of the main transport issues

Car	Bus	Rail	Active Travel
Congestion	Long journey times	Nearest station is too far away	Distance to where they want to go is too long
Queuing at key junctions	Lack of direct routes for where they want to go	Cost of fares	Lack of available walking and cycling routes
Poor quality of roads	Low frequency of buses	Overcrowding	Concerns over safety

5.2 Future Developments

5.2.1 The public survey shows that a rail station at Haddington is more strongly desired than one in Blindwells, with 80% of respondents saying they are likely to use the station if it is located in the



town centre with standard park and choose facilities. However, it is important to note that the high response rate from Haddington residents will have influenced this. Although, there was a suggestion that residents of other towns would also benefit from a Haddington station.

In terms of Blindwells, people were asked about their desire to use a new station here in the context of where they currently live. As Blindwells does not currently exist it is natural that people will suggest they are less inclined to use it. This situation is likely to change though as the development is built out. On this basis, it is difficult to accurately determine the public's likely use of or desire for a station at Blindwells at this time.

DOCUMENT ISSUE RECORD

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45214_IN2	1	21/05/19	SS	AK	AK	AK

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