



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

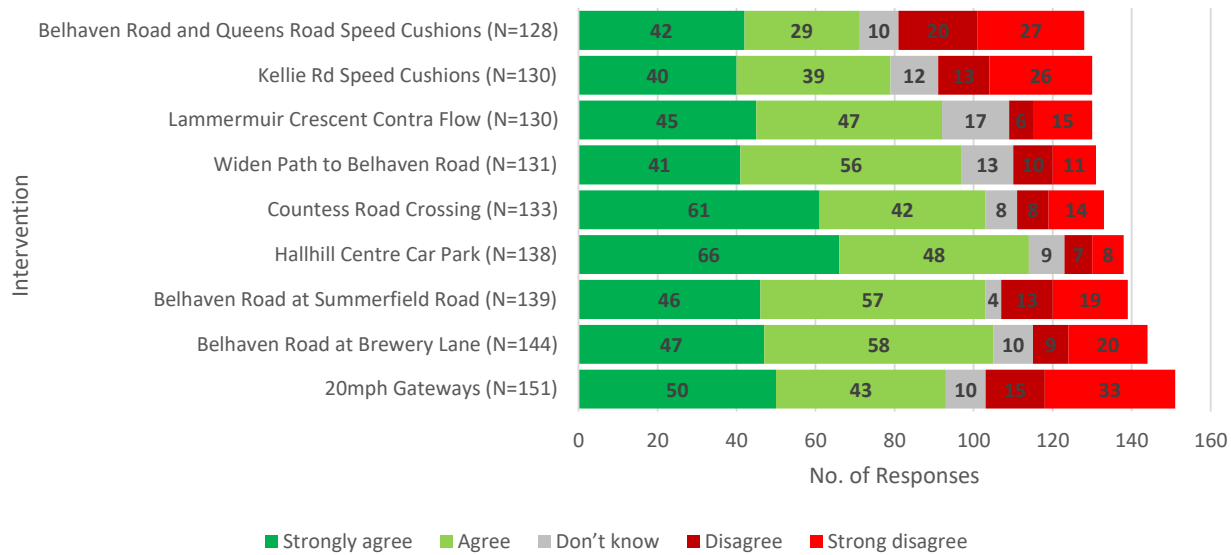
Belhaven Road and Queens Road speed cushions

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

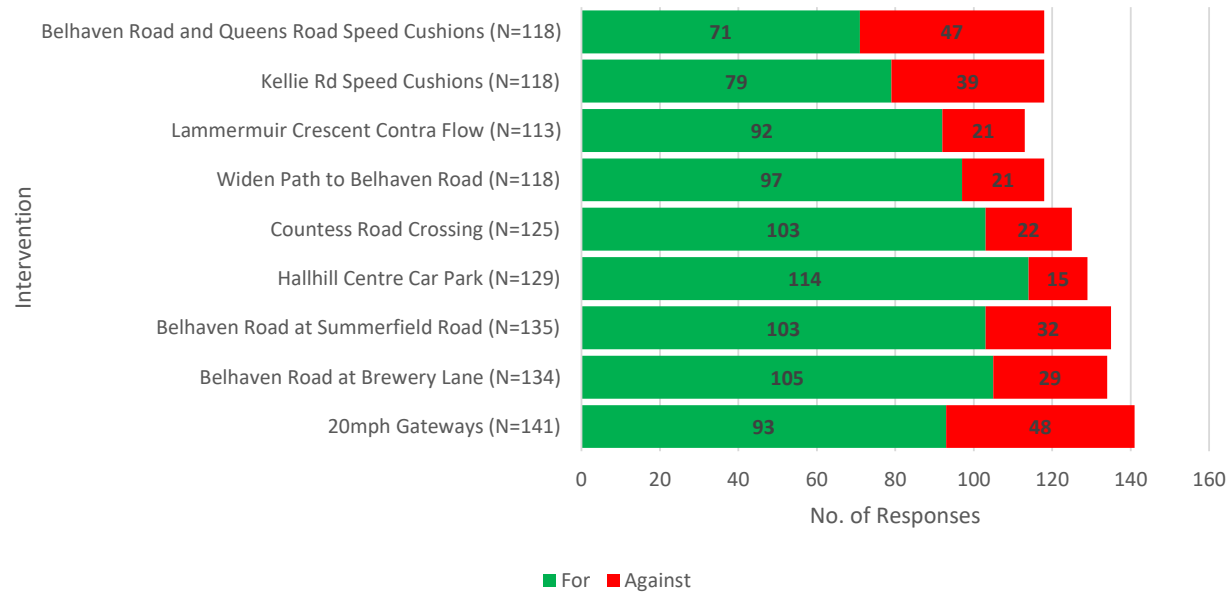
Survey

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.

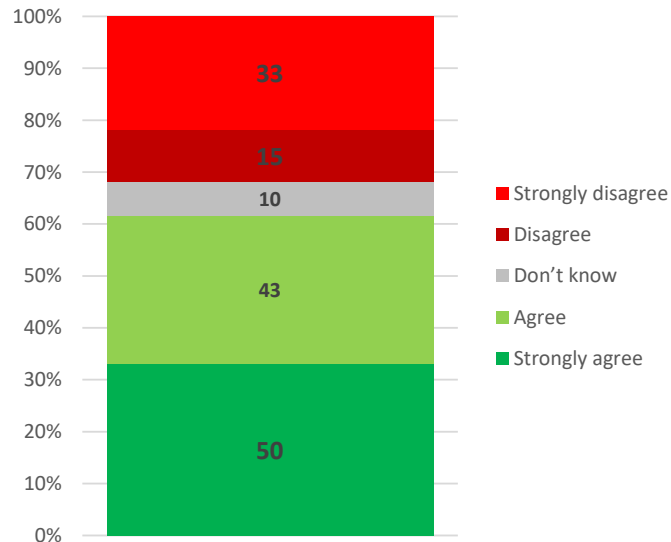
Intervention Location	Respondents in Favour		Strongly agree	Agree	Don't know	Disagree	Strongly Disagree	Total Score	Rank
	No.	%	+2 pts	+1 pt	0	-1 pt	-2 pts		
Hallhill Centre Car Park	114	88%	66	48	9	7	8	157	1
Countess Road Crossing	103	82%	61	42	8	8	14	128	2
Widen Path to Belhaven Road	97	82%	41	56	13	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.

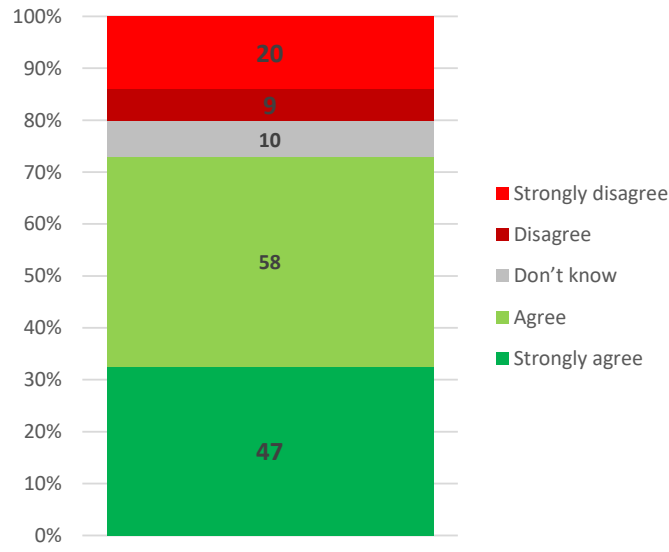
Not sure what this will achieve in the long run. Even in the picture it shows it is worn and hard to see. Driving over a red area isn't going to slow the traffic. More crossing areas required instead of painting roads

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.

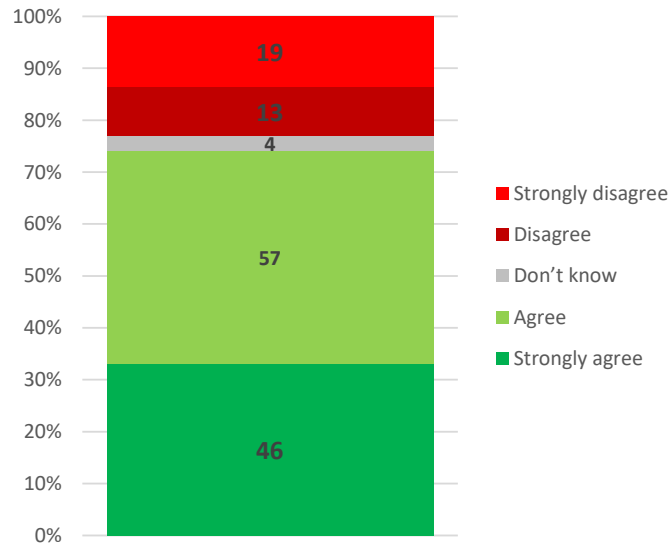
Agree with having a crossing. So close to a corner is not the best place for this. You don't have a straight line of sight both ways from here. Further up where you can see both ways would be a better option.

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

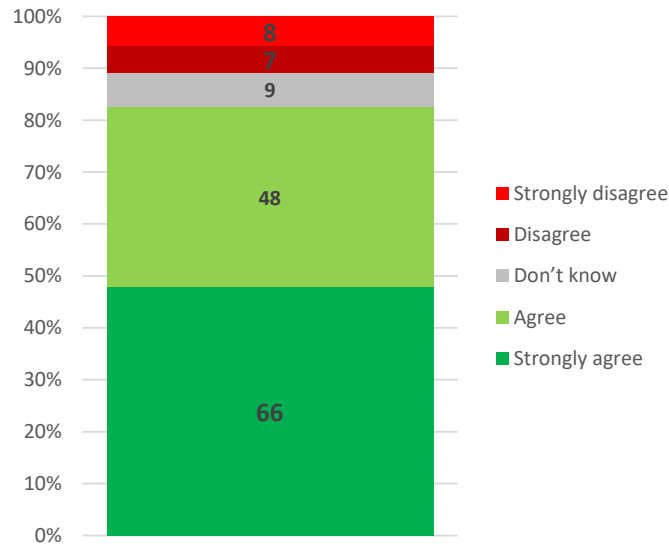
For:

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.

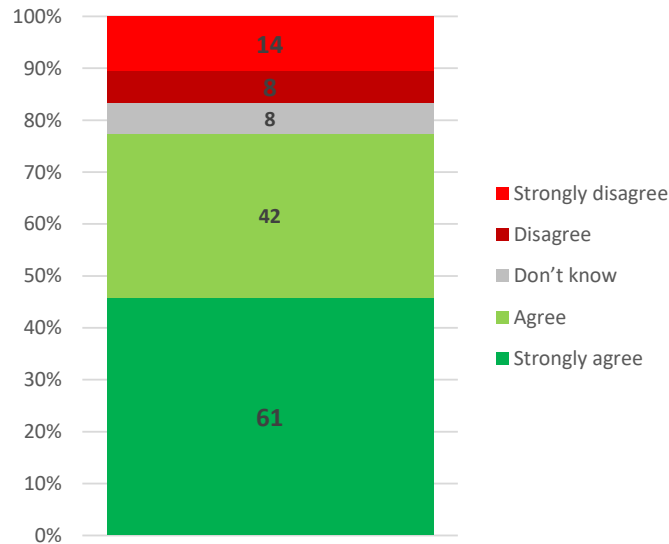
There are currently two adequate pedestrian routes through Hallhill therefore this cannot be a priority.

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

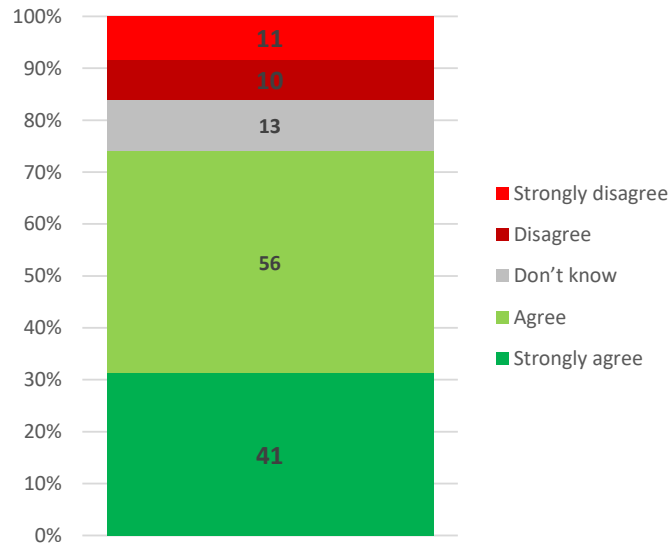
For:

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.

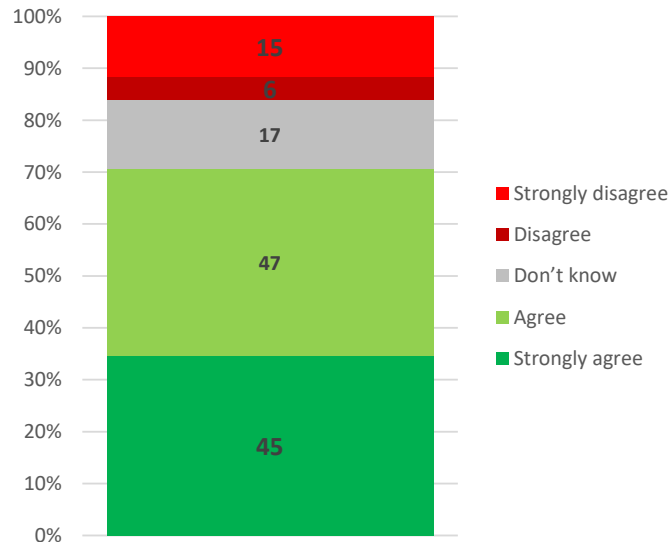
Physical distancing for parents might be an issue, the children will be mixing as before! Not sure this is necessary or VFM.

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

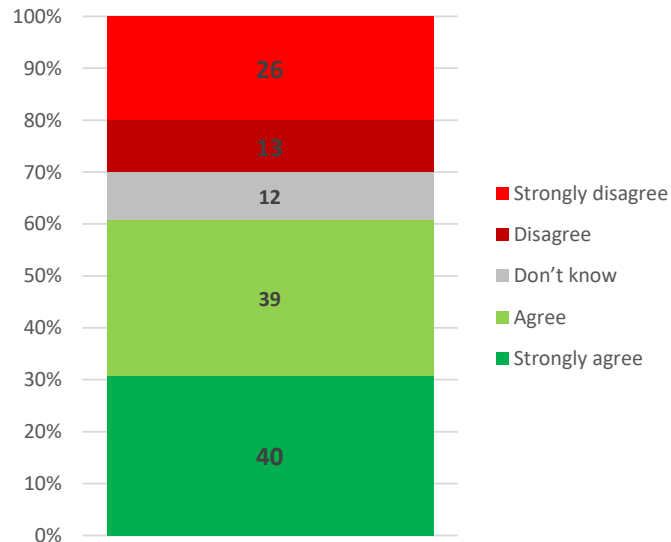
For:

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

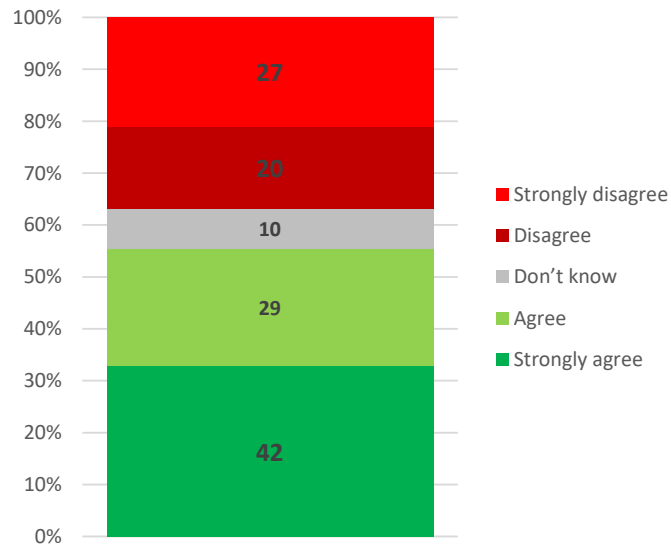
For:

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 some way to making Dunbar a safer place to cycle

55%
in favour



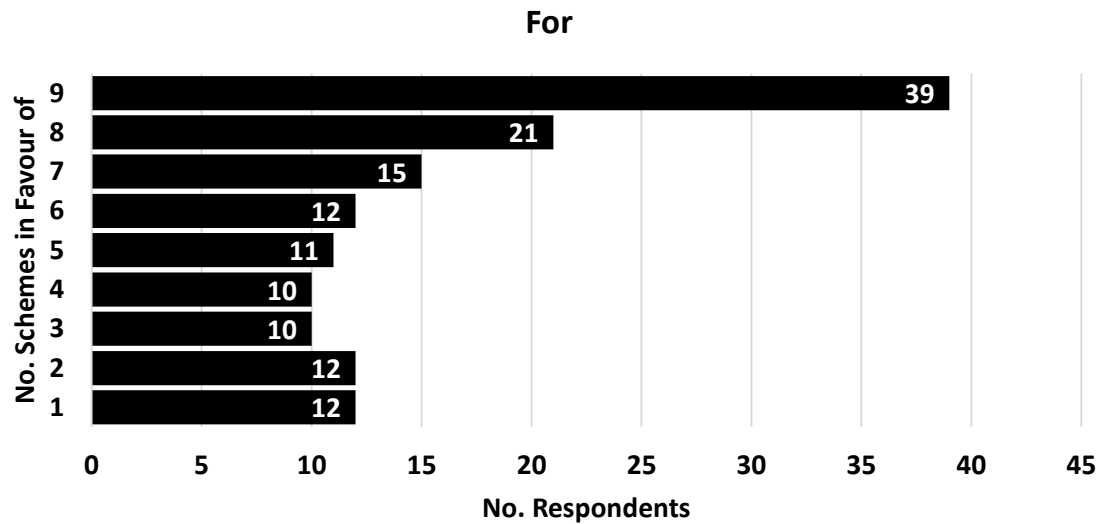
Against:

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!

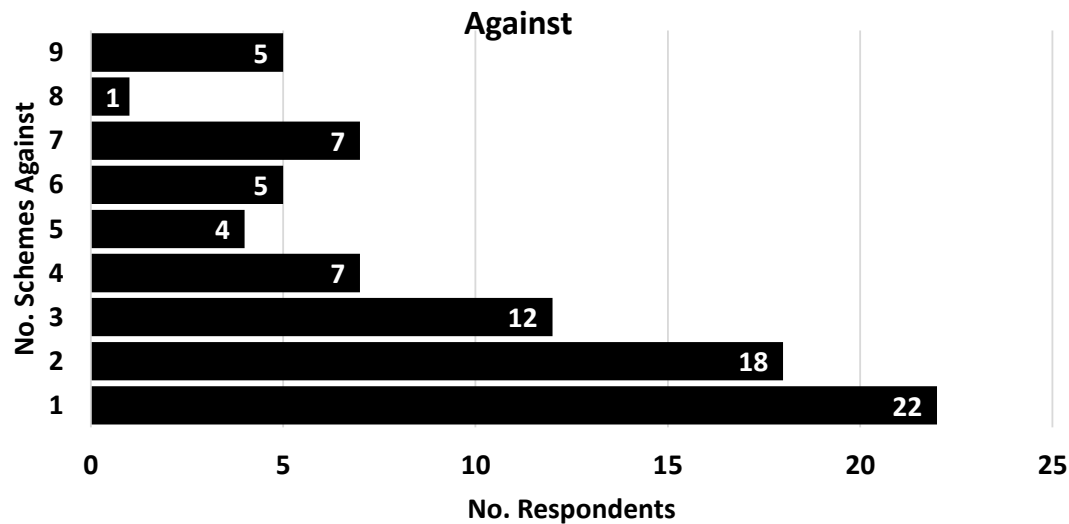
Speed cushions will require maintenance and do not deter everyone from speeding if the cushions are low. Chicane using existing crossings would be more effective, cost less and require less maintenance.

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.