

## 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.

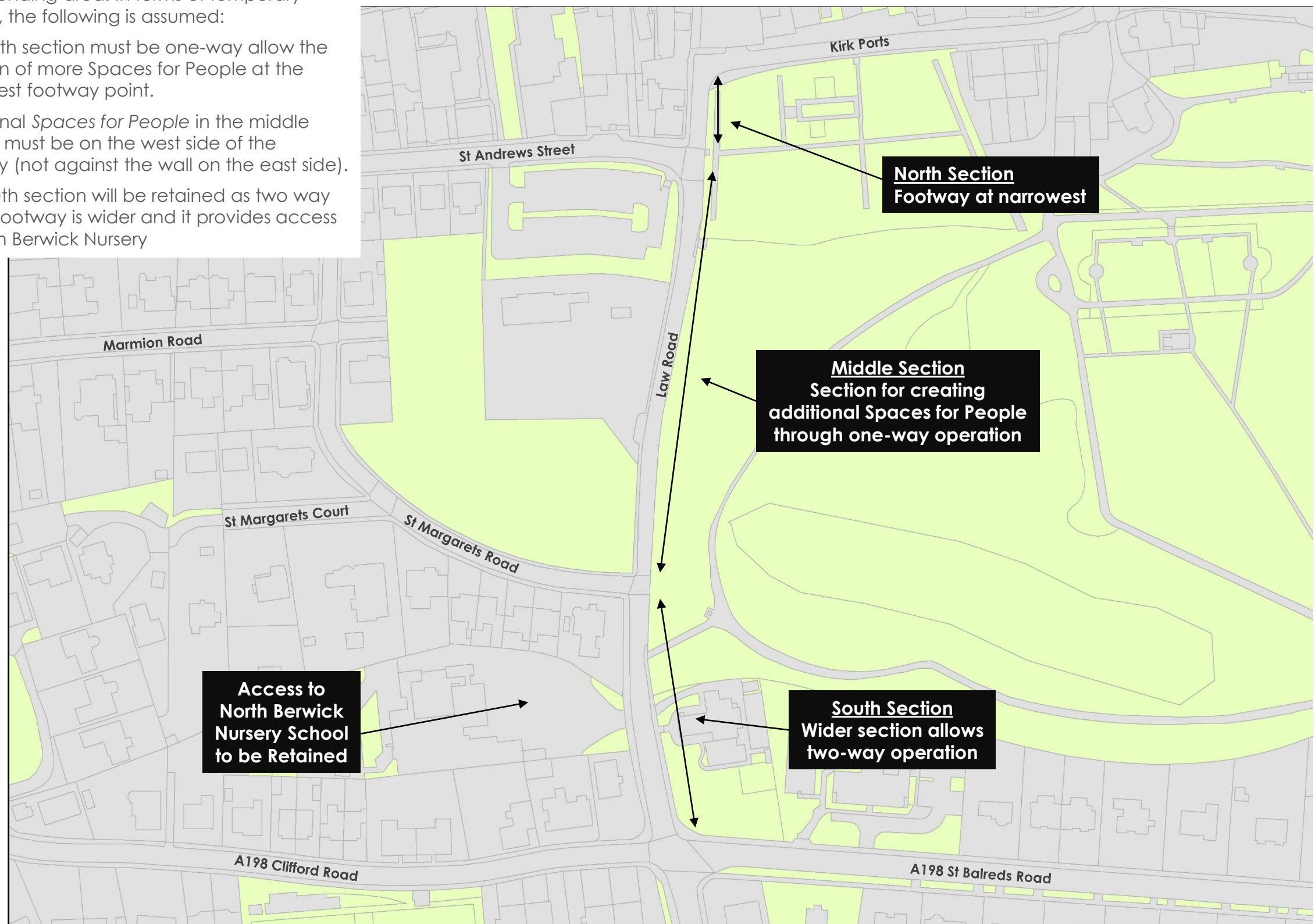
Further engagement will take place with North Berwick Community Council and there has been some suggestion that temporary measures are no longer required as seasonal demand has diminished.

## **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.

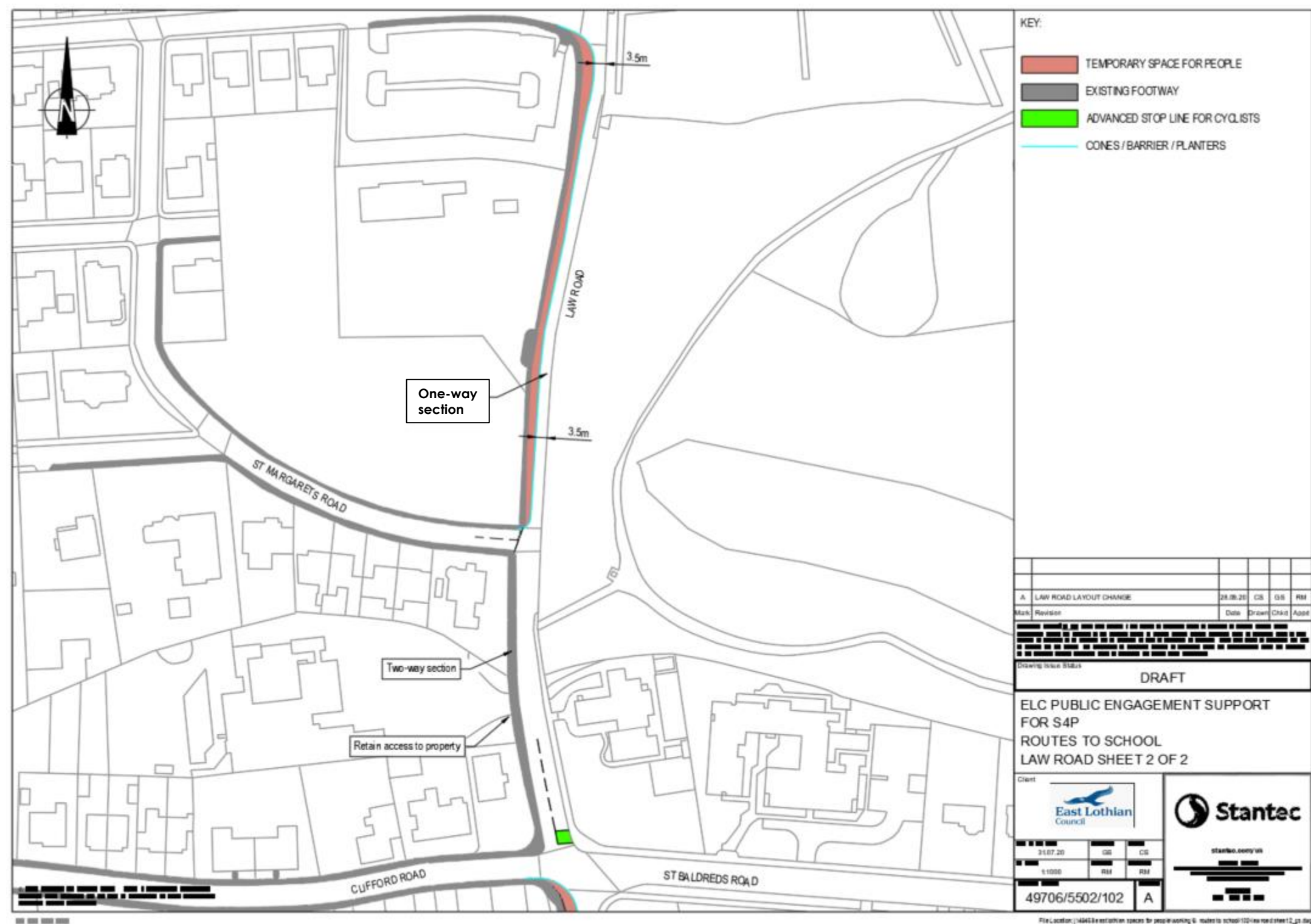
The figure shows the main features of Law Road and surrounding area. In terms of temporary measures, the following is assumed:

- 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 o 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

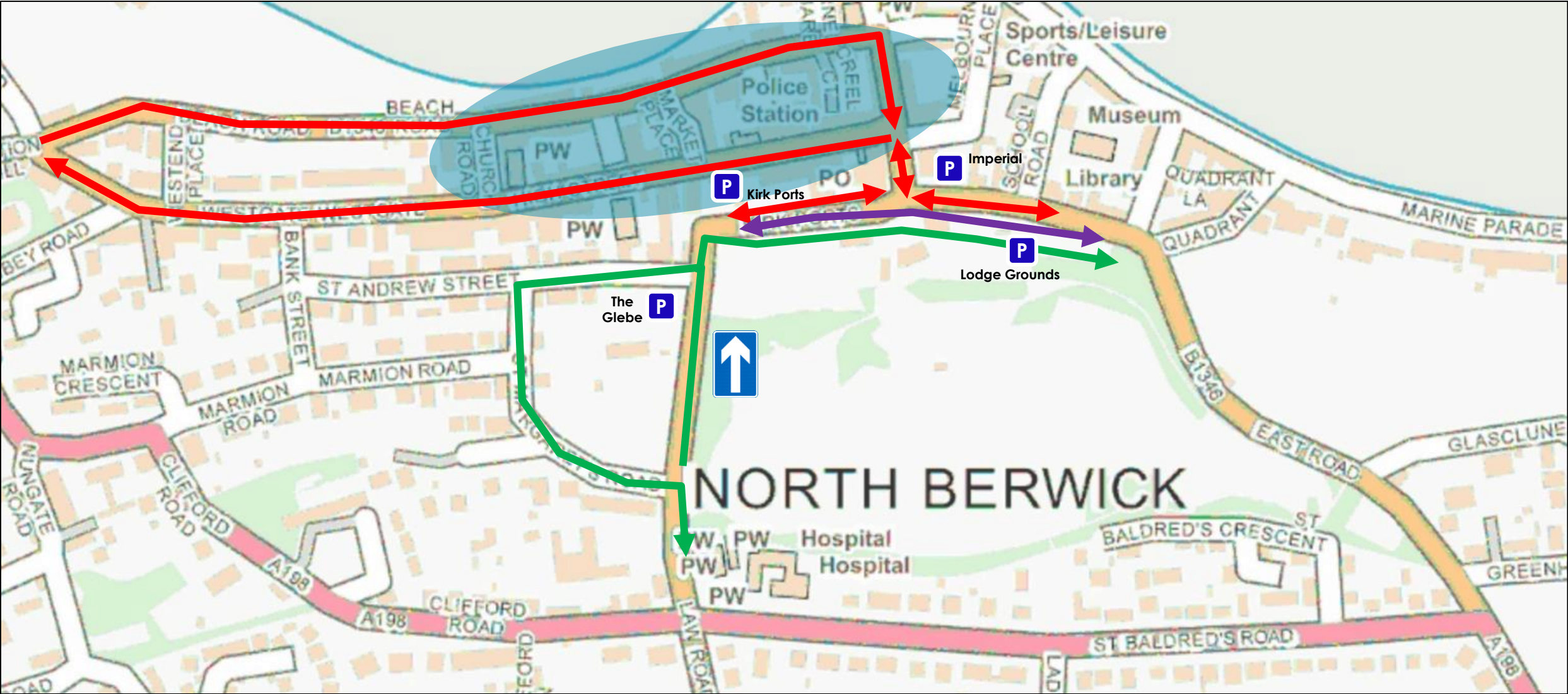




The figure shows the main vehicle access route to cars parks in North Berwick from the east, south and west when Law Road is one-way northbound.

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

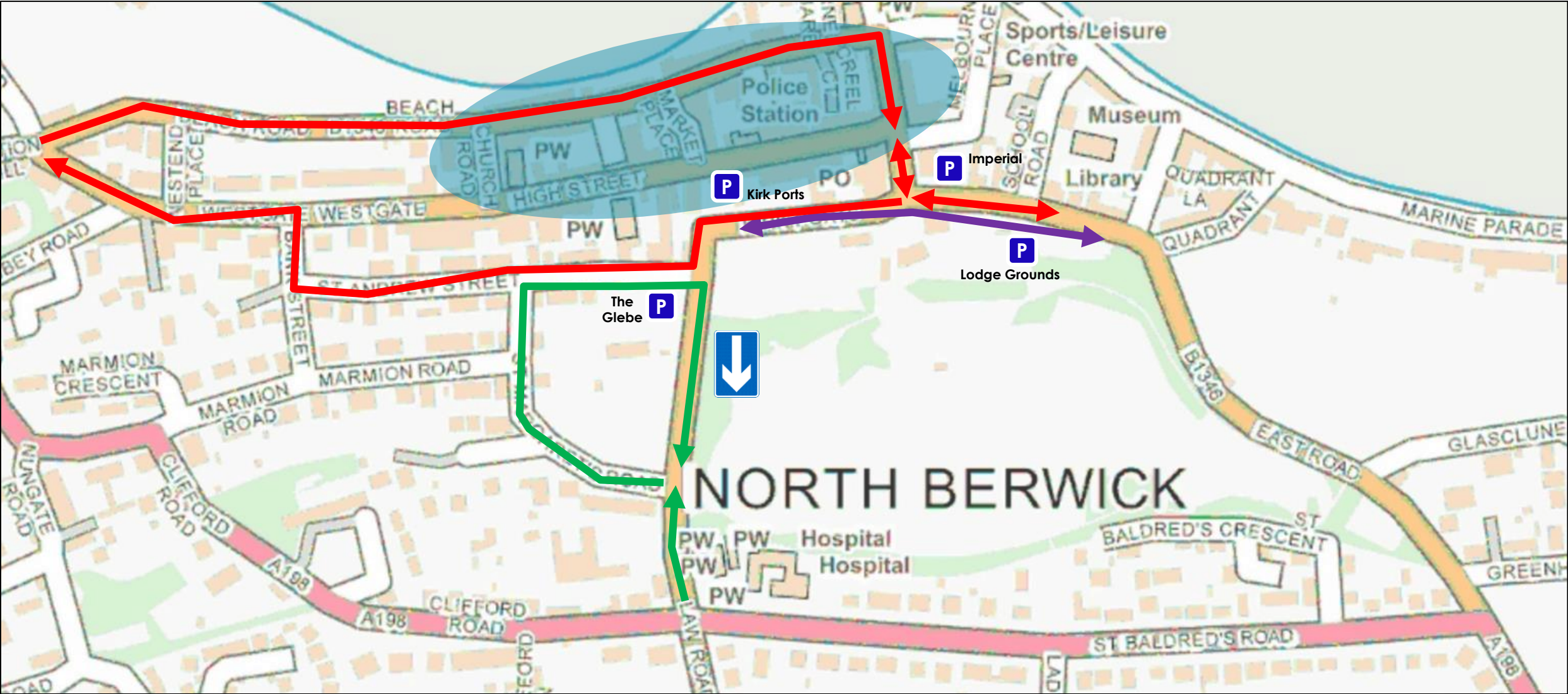




The figure shows the main vehicle access route to cars parks in North Berwick from the east, south and west when Law Road is one-way southbound.

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"><li>• Provides Additional Spaces for People</li><li>• Allows for RNLI fast response</li></ul>	<ul style="list-style-type: none"><li>• Downhill movements likely to result in higher vehicle speeds than uphill</li><li>• More circuitous traffic movements and more traffic likely on the High Street and Kirk Ports</li></ul>	✓	✓		✓	
One-way southbound between Kirk Ports and St Margarets Road	<ul style="list-style-type: none"><li>• Provides Additional Spaces for People</li><li>• Uphill movements likely to result in lower vehicle speeds than downhill</li><li>• Vehicles able to access from all sides (less circuitous traffic movements)</li></ul>	<ul style="list-style-type: none"><li>• Cannot be used as a route for RNLI response</li></ul>	✓		✓	✓	✓



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 and 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 conned 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](http://www.eastlothian.gov.uk/spacesforpeople)

Find out what is happening in your area:  
<https://arog.is/1LHHmz0>





East Lothian on the Move  
The route to smarter travel



East Lothian  
Council