

Appendix E Online Feedback Form Results

9.5 Respondent Details

9.5.1 An online feedback form (Survey Monkey) was live from 19/02/2019 until the 10/03/2019.

9.5.2 A total of 135 responses were received across a fairly wide geographical area, as shown below.

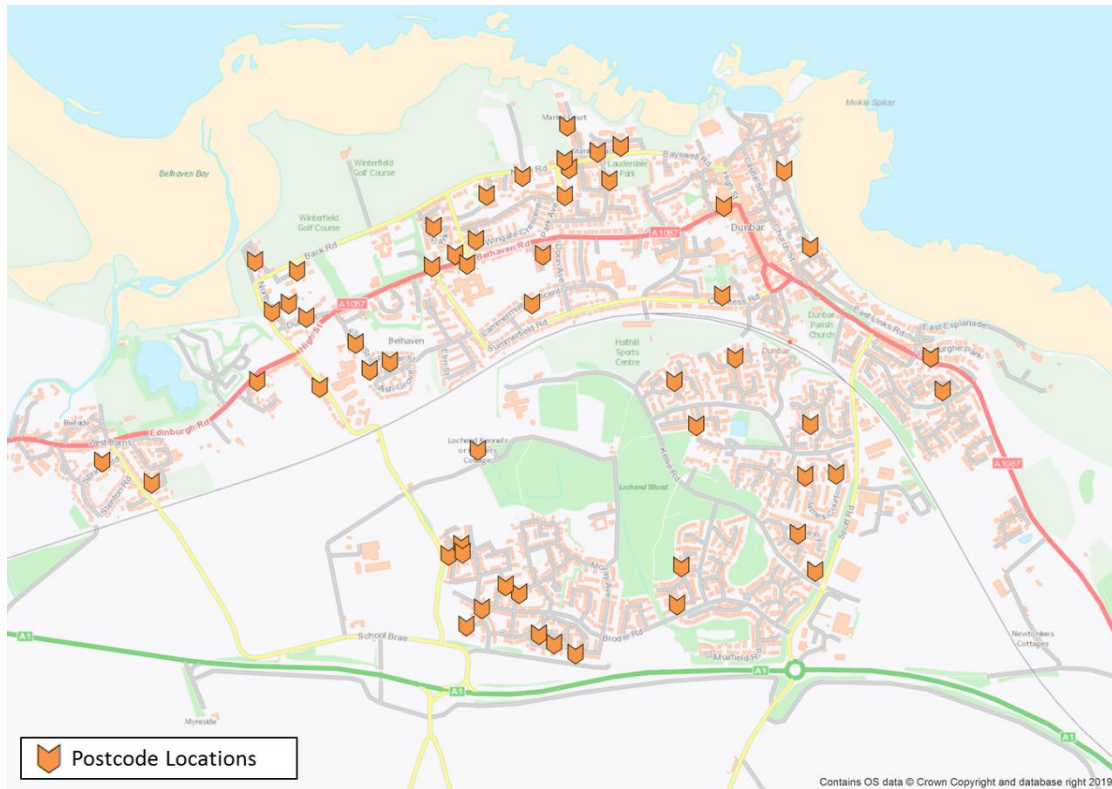


Figure 9.2 Home Location of Respondents

9.5.3 The survey included 122 (90% of respondents) people who drive along the Back Road, 108 (80% of respondents) who cycle along it and 80 (50% of respondents) who walk along it. Table 9.3 presents an overview of how respondents use the Back Road.

Table 9.3 Respondents Use of Back Road

Mode of Travel Used	No. of Respondents	% Respondents
Drive/Walk/Cycle	59	44%
Drive/Cycle	5	4%
Drive	21	16%
Drive/Walk	37	27%
Walk / Cycle	4	3%
Walk	8	6%
None	1	1%

Total	135
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9.5.4 Table 9.3 shows that:

- The greatest proportion (44%) of respondents drive, walk and cycle along Back Road;
- The next highest proportion (27%) drive or walk along Back Road; and
- Around 16% only drive along Back Road.

Key consideration: the survey captured a good geographical spread of respondents including a number of people living in close proximity and people living further afield in Dunbar. It also included a good mixture of people who travel along the Back Road by different modes (driving / walking / cycling).

9.6 Current Use of Back Road

9.6.1 Figure 9.3 shows the frequency of how respondents currently use Back Road.

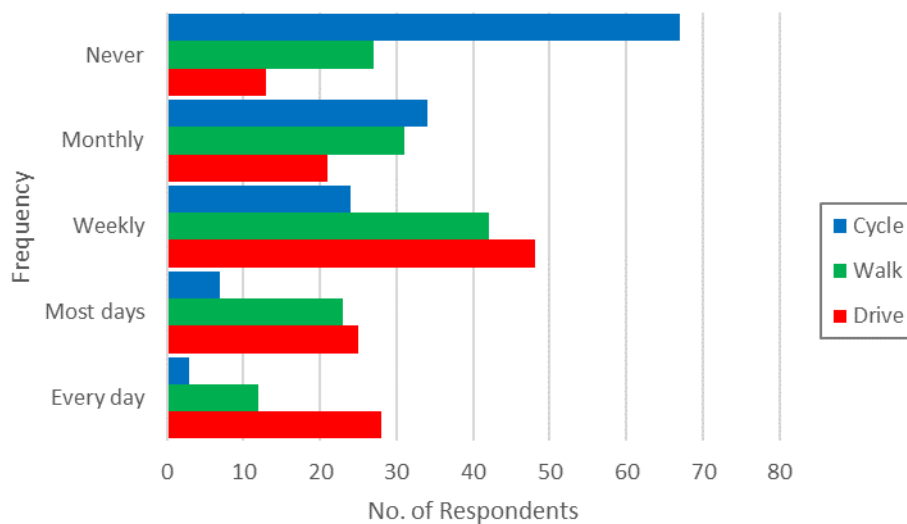


Figure 9.3 Current Use of Back Road

Figure 9.3 shows the following:

- Respondents are more likely to drive along the Back Road every day, most days or weekly than walk or cycle;
- Respondents were most likely to never cycle along the Back Road, then walk along the Back Road with fewest never driving along the Back Road; and
- Most respondents drive or walk along the Back Road weekly and most never cycle along the Back Road.

9.6.2 Figure 9.4 presents the same frequency data in a different way.

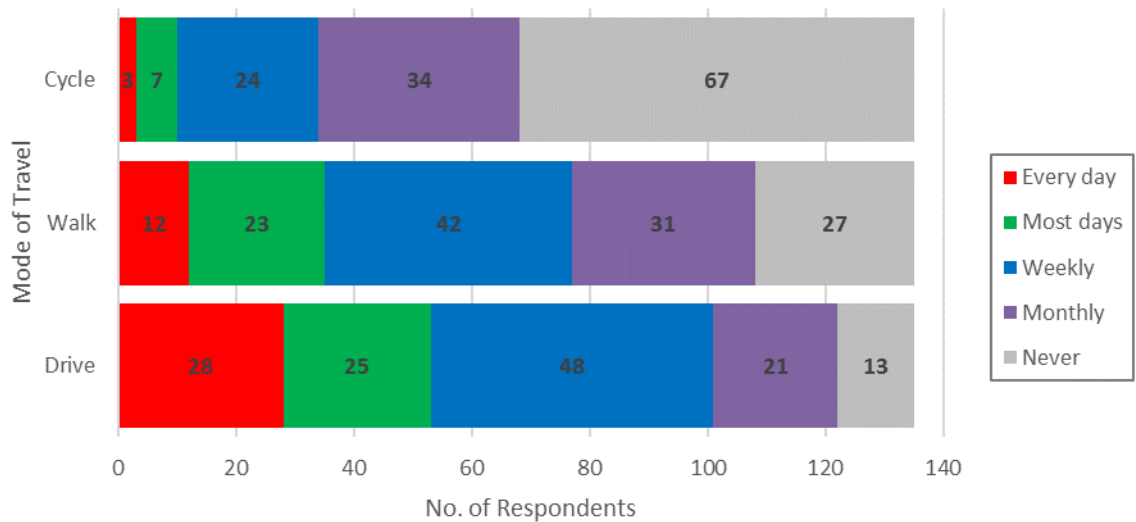


Figure 9.4 Current Use of Back Road

Key consideration: the survey captured a good spread of people who use the Back Road every / most days, weekly and only monthly.

9.7 Demand for More Use

9.7.1 Respondents were asked if they would like to walk or cycle along the Back Road more often and Figure 9.5 shows the results.

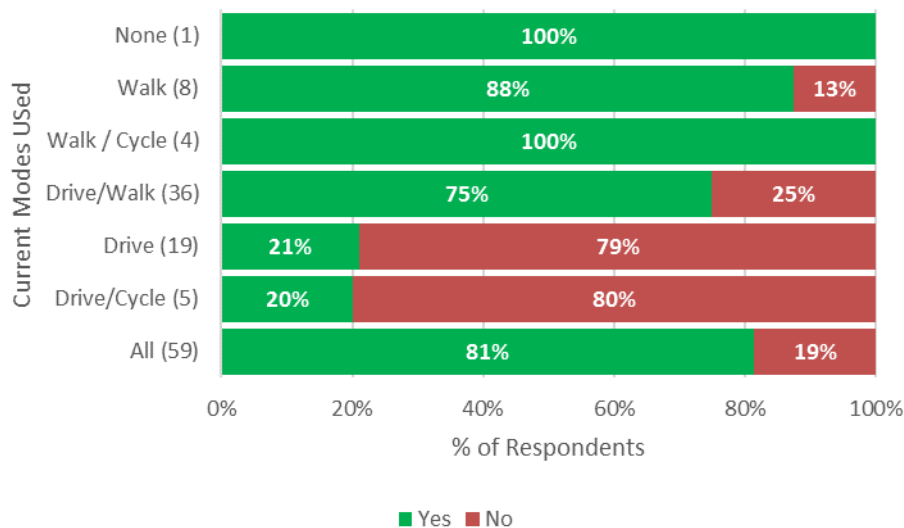


Figure 9.5 Demand for More Use

9.7.2 Figure 9.5 shows:

- Overall, the majority of respondents want to walk or cycle along the Back Road more often (70% overall; 92 out of 132);

- Of those who only drive, only 21% want to walk or cycle along the Back Road more often; and
- Of those who only drive or cycle, only 20% want to walk or cycle along the Back Road more often.

Key consideration: the majority of respondents want to walk or cycle along the Back Road more often.

9.8 Current Issues

9.8.1 Respondents were asked to pick their top three choices, in order of importance, for what the current issues with Back Road are; these are summarised in Table 9.4

Table 9.4 Overview of Current Issues

	Most important	Second most important	Third most important	Total	% of All Respondents Chosen By
Vehicle Speed	26	26	25	77	57%
Lack of footway	67	29	12	108	80%
Too much traffic	7	9	10	26	19%
Lack of crossing facilities	1	5	13	19	14%
Personal security (including insufficient lighting)	9	28	27	64	47%
Condition of footway (including leaves etc)	12	21	27	60	44%
None	13			13	10%

9.8.2 Table 9.4 shows that:

- Most respondents (80%) think the lack of a footway is an issue;
- 57% of respondents think that vehicle speeds are an issue;
- 47% think that personal security is an issue;
- 44% think condition of the footway is an issue; and
- Around 10% felt there are no issues.

9.8.3 Figure 9.6 presents an overview of the responses.

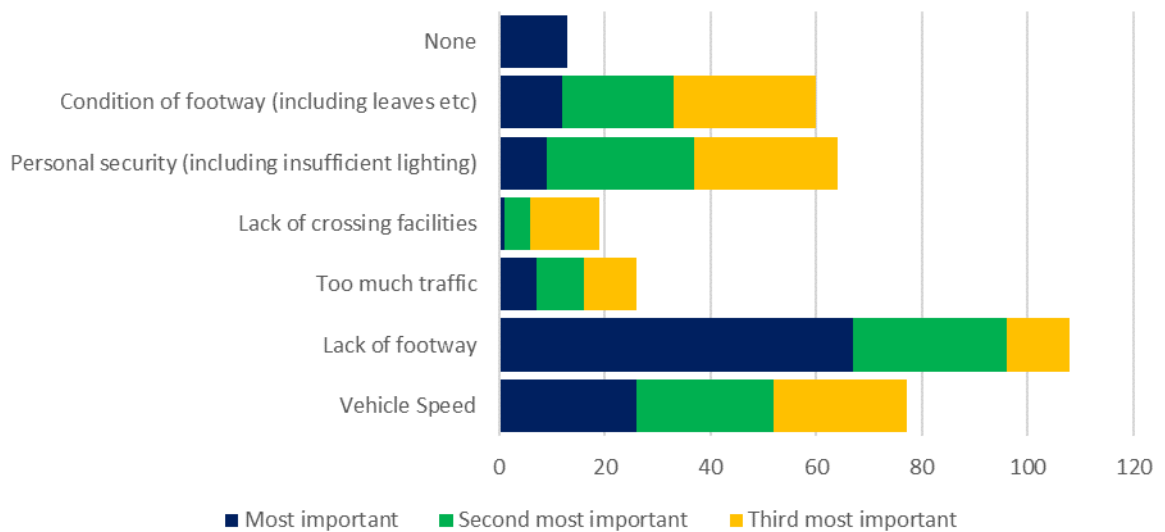


Figure 9.6 Current Issues

Other Issues

9.8.4 Other issues identified by respondents were as follows:

- Bad driving behaviour;
- Congestion - a variety of road users (cars, pedestrians, cyclists) all jostling for the same space;
- Potholes;
- Road is too narrow in places;
- The increasing number of cycling clubs who use North Road/Back Road travelling in large groups are quite intimidating to pedestrians; and
- Unclear traffic priorities at junction with Shore Road.

9.8.5 Further, two respondents commented that there should be no additional lighting as it will create more light pollution.

Key consideration: the two most commonly cited issues by respondents are the lack of a footway on the Back Road and vehicle speeds. These will be considered at the option identification stage along with other issues raised.

9.9 Relocation of Space

9.9.1 Respondents were told that the available road width is limited and asked if think the Council should pursue changes to devote more space to accommodate people walking and cycling. They were given the following options:

- Yes, even if it significantly reduces space for vehicles;
- Yes, but not if it reduces space for vehicles significantly; and

- No, space for vehicles on this route is more important.

9.9.2 Figure 9.7 provides an overview of the responses.

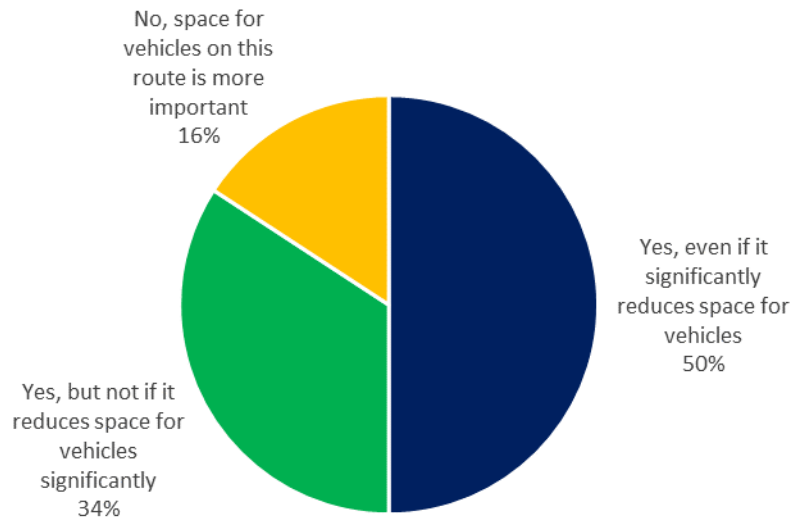


Figure 9.7 Relocation of Road Space

9.9.3 Figure 9.7 shows the greatest proportion of people are in favour of relocating space to pedestrians and cyclists even if it means reducing space for vehicles (50%). By contrast, 16% feel that space for vehicles is more important. The remainder (34%) feel there should be some balance.

Key consideration: half of respondents think that more space on the Back Road should be dedicated to pedestrians and cyclists, even if it reduces the available space for vehicles. The other half think either the road space for vehicles should not be reduced at all or not be reduced significantly.

9.10 Other Issues / Concerns / Opportunities

9.10.1 Respondents were asked to explain more about any issues / concerns they have with Back Road as a route for pedestrians and cyclists or make suggestions for improvements. Table 9.5 presents an overview of the issues most commonly identified.

Table 9.5 Other Issues / Concerns / Opportunities

Location	No. of Respondents	Summary
Vehicle Speed	15	A mixture of opinions on vehicle speed with some thinking a high number of vehicles travel to fast, others saying they do not and some suggesting only a small minority travel too fast.
Footway	20	General support for inclusion of a footway
Lighting	7	While some respondents said that lighting is poor and hinders visibility others said no additional should be provided because of light pollution and impact on wildlife.
Priority working system	7	Most of these respondents in favour of a priority working system
One-way Operation	6	Most of these respondents were in favour of one-way operation but some queried what impact it would have on traffic elsewhere
Road Surface	3	These respondents noted the road surface is in poor condition
Proximity to golf course	2	These respondents noted that proximity of any footway to the golf course should be considered (i.e. stray balls)

Key consideration: a number of well thought out solutions for the Back Road were received and these will be considered at the option identification stage along with other issues raised.

9.10.2 Some example opinions are illustrated below.

“Congestion - a variety of road users (cars, pedestrians, cyclists) all jostling for the same space. I don't like walking my dog there as we end up being forced up into muddy side. There is no way I would cycle there with my 6 year old daughter but I want to be able to use that route with her. “

“I would suggest creating a single lane with priority to vehicles going up the Back Road from Belhaven at the pinch point created by the high wall. This would be similar to the bridge going into Tynninghame Village and would allow room for the creation of a pedestrian footpath.”

“A footpath would be useful for pedestrians but cycling does not seem to be a problem. When driving by car I occasionally come across pedestrians but not very often. I don't think it is an issue if drivers stick to the 20mph limit. I'm not convinced that by having a footpath the route would be used more often as I think anyone wanting to use that route would do so anyway as it's a quiet road. Maybe the bushes at the bottom end of the road (near Belhaven) could be pruned so they don't overhang the road.”

“The section of road which goes down the hill can be particularly dark and is also narrow making it difficult to see cyclists and walkers. Drivers think there is enough space to pass another car going in the opposite direction which brings them dangerously close to pedestrians and cyclists. If the road was narrowed with passing places or priority given to one carriageway it may slow drivers down.”