



Belhaven Master Plan

Community Engagement Report

On behalf of **East Lothian Council**



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1 Introduction

1.1 Project Background

- 1.1.1 In 2019, East Lothian Council (ELC) appointed [Stantec](#) to develop design options aimed at improving walking, wheeling¹ and cycling conditions in the Belhaven area. The resulting report - [Safer Active Travel: Back Road, Dunbar \(2019\) | East Lothian Council](#) - outlined an action plan informed by input from the local community.
- 1.1.2 ELC have since commissioned Stantec to investigate these options further to identify locations in Belhaven where walking and cycling conditions could be improved, as part of the Belhaven Masterplan. The investigation resulted in the selection of locations, as show in Figure 1-1. This is the study extent.

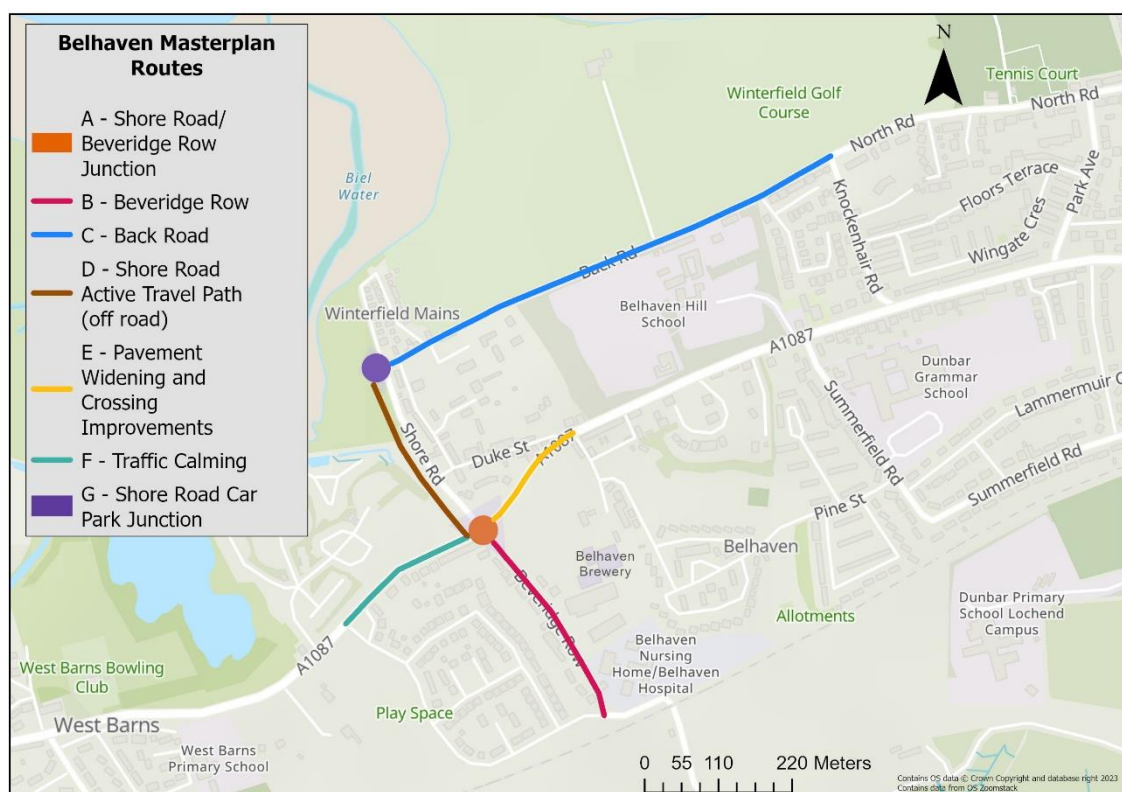


Figure 1-1: Study extent

- 1.1.3 In Autumn 2024, Stantec conducted additional community engagement to gather feedback on the preferred design options at each location, in order to understand the local community's priorities. This involved a six-week survey, a workshop with Community Council representatives and local Councillors, and a stakeholder and public drop-in session. This report presents the findings of this engagement and offers recommendations to assist ELC in developing future proposals.

¹ 'Walking and wheeling' represents the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.

2 Engagement Plan

2.1 Principles of Community Engagement

- 2.1.1 Community engagement is a purposeful process which develops a working relationship between different groups in a given community to identify and act on community needs and ambitions and the achievement of the common good.
- 2.1.2 The core aim of this engagement exercise is to promote positive change. Engagement and dialogue promote equality, diversity, and inclusion to ensure all views are captured and addressed equitably.
- 2.1.3 Engagement involves respectful dialogue between everyone involved, aimed at improving understanding among individuals to take joint action towards positive change. Community engagement is supported by the key principles of fairness and equality, and a commitment to learning and continuous improvement.
- 2.1.4 The aim of this consultation exercise is to evidence all views from all those who use the area. This is particularly important to deliberate a solution for the achievement of the common good.

2.2 Previous Engagement

- 2.2.1 Community engagement was carried out in 2019 as part of the Safer Active travel – Back Road Dunbar project, completed by Peter Brett Associates, now part of Stantec. This engagement involved the use of an online survey (using Survey Monkey) which received a total of 135 responses from residents across Dunbar. This project focused only on the proposals for Back Road, which is one of the various proposals engaged on as part of this commission.

2.3 Communication and advertising

- 2.3.1 A communications plan (Appendix A) was developed to support the engagement programme, as summarised in Figure 2-1.

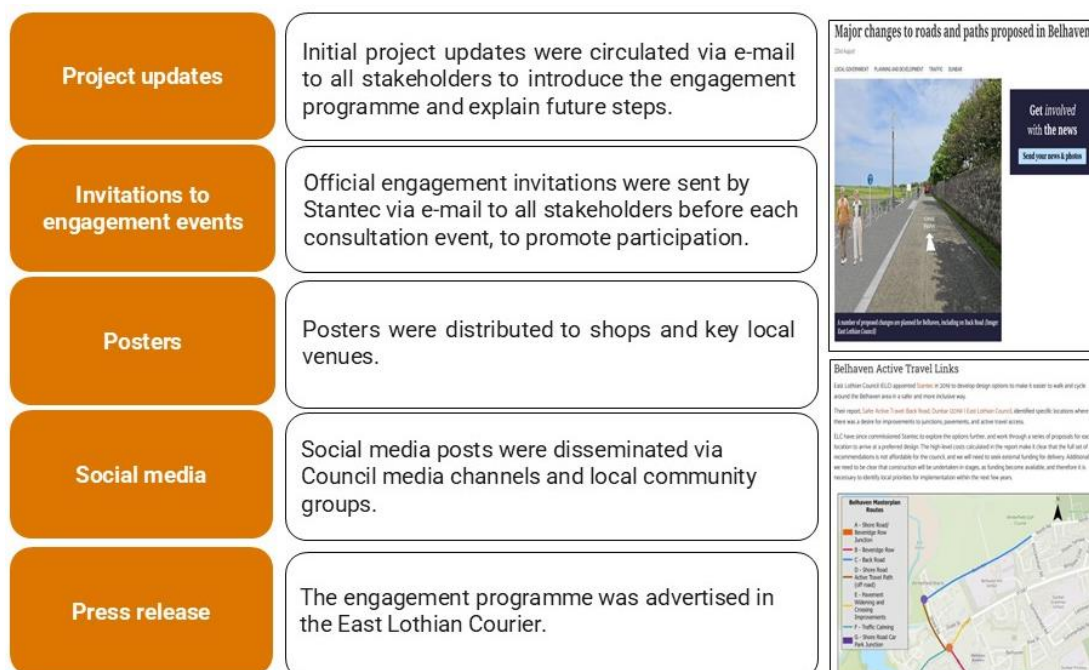


Figure 2-1: Summary of engagement advertisement

2.4 Engagement Schedule

2.4.1 The consultation schedule that was followed is summarised in **Table 2-1** below.

Table 2-1 Details About Engagement Events Delivered.

Event	Description	Date	Venue
Online survey	East Lothian website which hosted relevant links and embedded the survey.	02/09/2024 – 07/10/2024	Online
Hard survey	Hard copies of the survey were hosted at Dunbar library for participant to collect and return.	02/09/2024 – 07/10/2024	Dunbar Library
Public drop-in	Hard copy surveys, a tabletop map of the design and informative presentation panels were provided. The consultants were able to speak with the public directly, answer their queries and collect their concerns and ideas.	05/09/2024	Dunbar Town House Museum & Gallery
Stakeholder drop-in	Hard copy surveys, a tabletop map of the design and an informative presentation was delivered. The consultants were able to speak with key stakeholders directly, answer their queries and collect their concerns and ideas.	05/09/2024	Dunbar Town House Museum & Gallery
Online stakeholder workshop	An online workshop with Community Council representatives and local Councillors. Consultants	28/08/2024	Online

Event	Description	Date	Venue
	presented on each proposal and gathered feedback, answered queries and collected their concerns and ideas.		

3 Designs

3.1 Concept Designs

- 3.1.1 For information on the designs that were presented please see preferred options in the Option Appraisal report which is available as Appendix B to this report.

4 Engagement Materials

4.1 Survey

- 4.1.1 A survey to gather feedback on the proposals and determine community priority was developed. A copy of the survey can be found in Appendix C

4.2 Engagement Boards

- 4.2.1 The in person drop-in event was supported by engagement boards and an A0 map that incorporated all the design options (Figure 4-1). This allowed people to comment directly on each proposal.



Figure 4-1: Public drop-in materials

4.3 Visualisations

- 4.3.1 Across all forms of engagement, visualisations of the proposed design were presented. The visualisations represented three locations of the study area, as shown in the figures below.



Figure 4-2: Back Road visualisation



Figure 4-3: Duke Street and Brewery Lane visualisation



Figure 4-4: Shore Road Car Park Junction visualisation

5 Engagement Events

5.1 Community Council and Councillor Workshop

- 5.1.1 An online workshop took place on 28th August with local Councillors and Community Council representatives. Councillors from the Dunbar and East Linton ward attended, and Community Council representatives included those from West Barns Community Council (hereafter WBCC) and Dunbar Community Council (hereafter DCC).
- 5.1.2 The workshop started by outlining the project mandate before exploring each design option for every location. This allowed for discussions about the favourable aspects of each design as well as any necessary revisions. The results from this workshop are detailed below, summarising the findings for each design at every location.

5.2 Stakeholder Drop-in Event

- 5.2.1 A key stakeholder drop-in event took place on September 5th in Dunbar Town House Museum & Gallery. This took place in the morning, before the Public Drop-in Event in the afternoon. Those in attendance included a representative from Winterfield Golf Club and Friends of Belhaven. The feedback gathered has been incorporated into the findings set out below.

5.3 Public Drop-in Event

- 5.3.1 A Public Drop-in Event was hosted in Dunbar Town House Museum & Gallery on September 5th, 3-7pm. This was a highly attended event and the feedback gathered during the event has also been incorporated into the findings set out below.

5.4 On-line Engagement

- 5.4.1 A dedicated [Webpage](#) was created to provide project information and to host an on-line survey, as shown in **Figure 5-1** below.

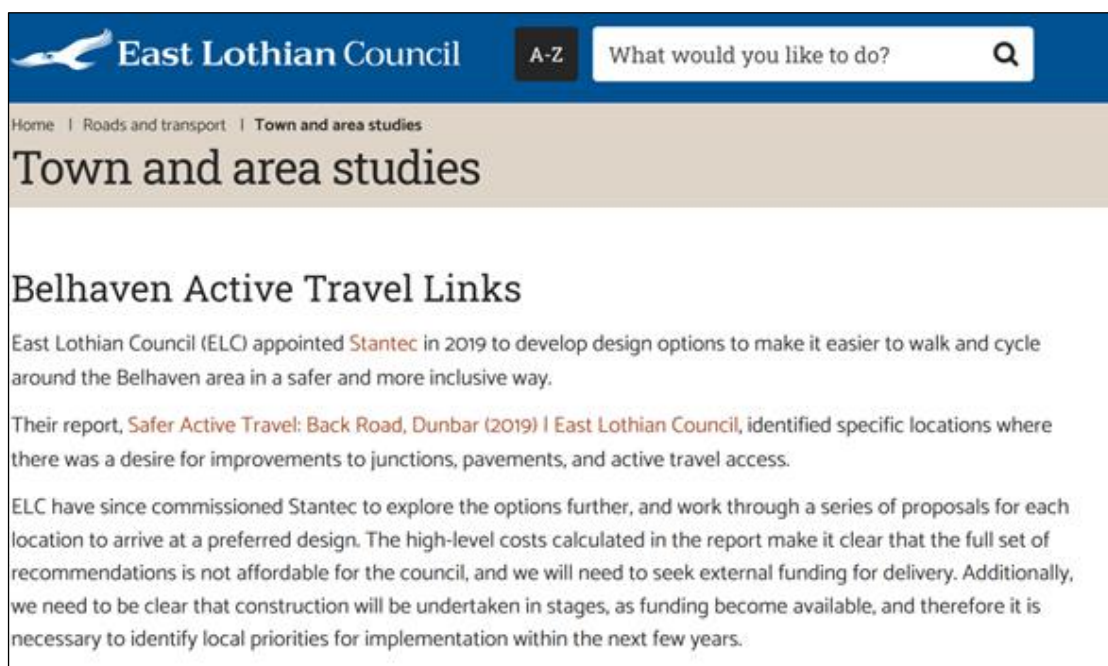


Figure 5-1 Project Webpage

6 Methodology for Analysis

- 6.1.1 All comments collected during all consultation activities were transcribed and collated into a MS Excel workbook as 'string data' to carry out a thematic analysis. Thematic analysis was carried out to analyse the patterns of themes in the dataset. The analysis identified themes based only on what was explicitly stated or written in the comments collected.
- 6.1.2 A summary of the codes was created to show a full count, to quantify how many times each concept was mentioned by consultees and ultimately highlight the patterns identified within the dataset.

7 Engagement Findings

- 7.1.1 This section details the findings from the engagement programme.
- 7.1.2 Findings from the engagement process are presented in the following sections organised by location. All comments received (from online engagement, library surveys, in-person drop-ins and stakeholder workshops) are presented against each location in turn.

7.2 Engagement overview

- 7.2.1 The engagement team received 228 responses to the online survey and 8 responses via paper survey. In addition to the surveys completed, the engagement team received comments via e-mail and collected people's views during in person events. All comments from all engagement sources were pulled together and analysed. The comments from all forms of consultation totalled 360 as shown in the **Table 7-1** below.

Table 7-1 Number of Comments by Engagement Method

Engagement Method	Number of responses
Online survey	228
Hard copy survey	8
Public events	124 comments across event
Total responses	360

- 7.2.2 One limitation to anonymous surveys is that people could report the same comments via different media. This became evident when interrogating the dataset. It is therefore important to interpret the descriptive statistics reported below accordingly. To mitigate this, only one survey response could be submitted per device / IP address.

7.3 Priority ranking

- 7.3.1 The purpose of the engagement was to determine the priorities of the community. To do this, survey respondents were asked to rank the design options in order of preference for delivery. Participants ranked the options from 1 to 7, with 1 being the highest priority and 7 being the least priority.
- 7.3.2 It is important to note that this was a mandatory question when submitting a survey response. A limitation of this is that if participants did not feel any of the proposals should be delivered, there was no option to express this. To address this limitation, responses from respondents who selected 'no change required at this location' throughout the survey were removed from the analysis. This accounted for a total of 7 responses out of 236.
- 7.3.3 The ranking alone was not used to inform conclusions and recommendations. Instead, a mixed method analysis was adopted to ensure representation of views across the engagement exercises.

Ranking Methodology

- 7.3.4 The ranking data was collated in a matrix format. The number of times each proposal had been ranked 1st to 7th was collected, as demonstrated in Table 7-2. A weighting was applied that reflected the ranking of the proposals – seven points for 1st priority, down to one point for

7th priority. This enabled a total score to be calculated for each option, revealing an overall level of priority for the set of proposals.

Table 7-2: Proposal ranking

Project	Ranking						
	1	2	3	4	5	6	7
A	65	47	34	19	23	25	14
B	10	21	27	37	34	43	55
C	61	22	20	27	28	33	36
D	20	45	40	35	43	23	21
E	19	27	50	40	42	31	19
F	25	29	22	32	27	42	50
G	28	36	34	37	30	30	32

7.3.5 Figure 7-1 below presents the outcome of this methodology, with **A: Shore Road and Beveridge Row Junction** ranking as the highest priority, followed by **C: Back Road**.

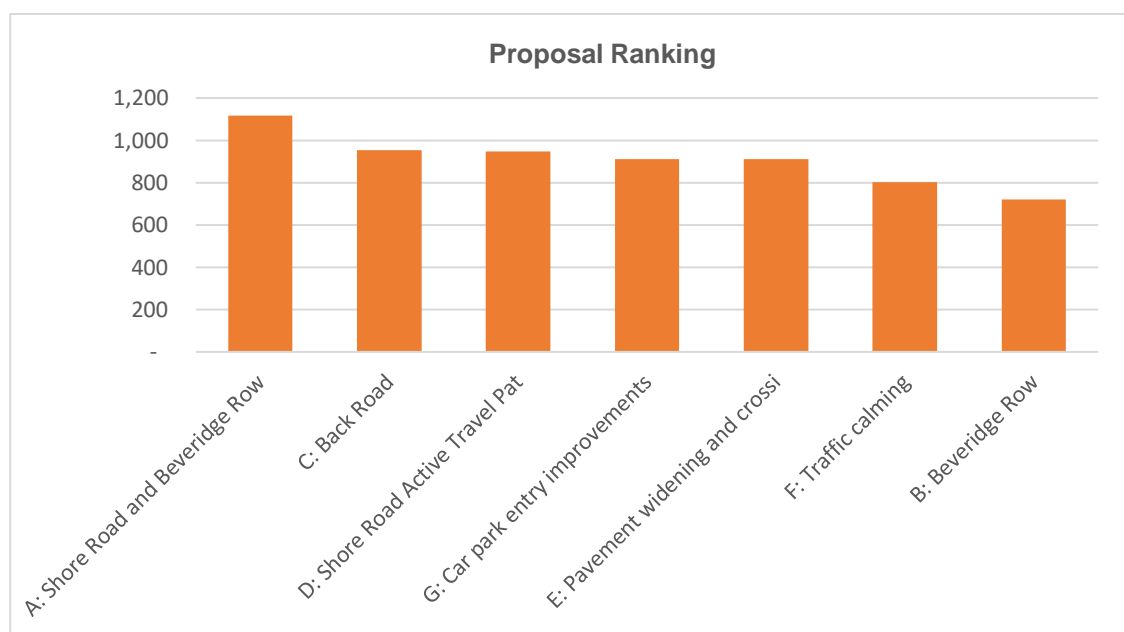


Figure 7-1: Proposal ranking outcome

7.4 Shore Road / Beveridge Row Junction

7.4.1 Figure 7-2 shows the location of the first proposal presented as part of the engagement.

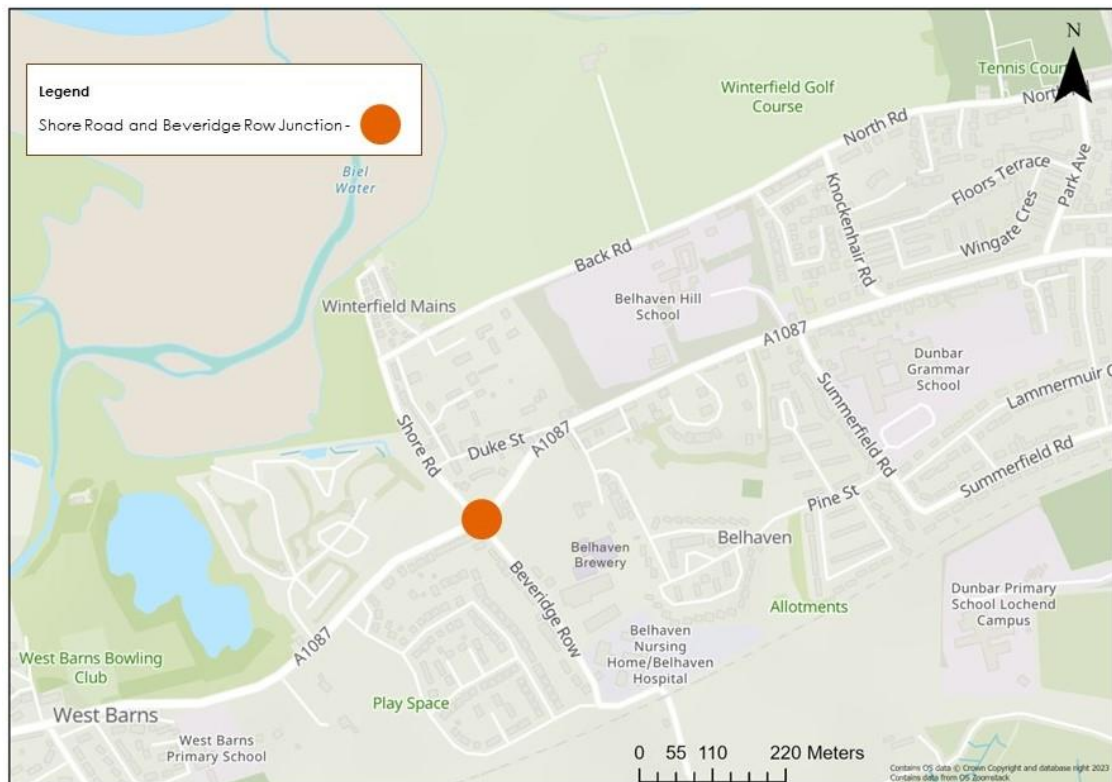


Figure 7-2: Shore Road and Beveridge Row junction location

Key themes

7.4.2 Across all forms of engagement, the main concerns raised about the proposal at the Shore Road and Beveridge Row junction were:

- Concerns about installing traffic lights and the associated impacts such as traffic displacement and congestion.
- The potential impact on the appearance of the area.
- References to proposals for Beveridge Row, with nine respondents objecting to the proposed one-way system on Beveridge Row within this section of the survey.

Online engagement

7.4.3 The survey findings revealed that **52% of total responses 'liked' the preferred design option for A: Shore Road and Beveridge Row Junction**. Figure 7-3 presents a breakdown of responses received.

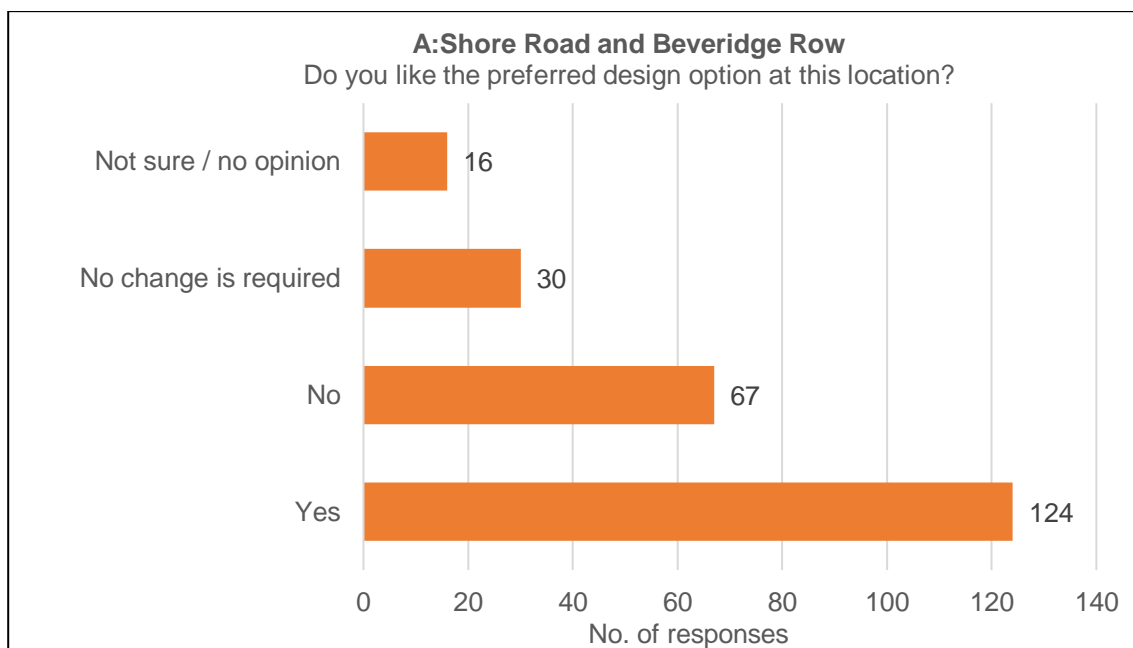


Figure 7-3: Shore Road and Beveridge Row survey responses

- 7.4.4 Of those who selected 'No', 34 provided an indication that they preferred the alternative options presented, as shown in Figure 7-4.

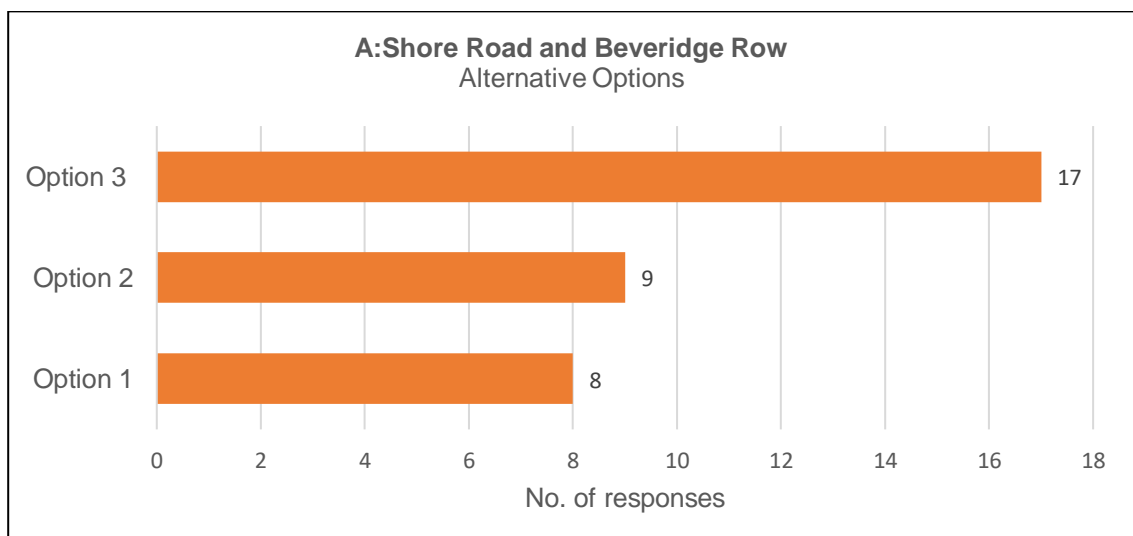


Figure 7-4: Shore Road and Beveridge Row alternative option selection

- 7.4.5 The survey revealed that some respondents felt installing a signalised crossing at this location was unnecessary, and some suggested that this would negatively impact the area's appearance. Additionally, respondents expressed concern over potential congestion because of the signalised crossing. However, there appeared to be a consensus that a crossing at this location was required. Respondents also commented on the proposals on Beveridge Row, with several respondents objecting to the proposal of a one-way system.

Public drop-in

- 7.4.6 The public drop-in revealed similar findings, with some concern regarding the installation of a signalised crossings and the impact this may have on traffic.

- 7.4.7 Figure 7-5 presents some comments on the Shore Road and Beveridge Road junction proposal. These summarise the feelings of the comments received regarding the proposal. These comments were collected through the survey and public drop-in event.



Figure 7-5: Shore Road and Beveridge Row comments

- 7.4.8 Figure 7-6 quantifies the comments provided as part of the engagement, with concern over the impact on traffic lights being the most recurring concern.

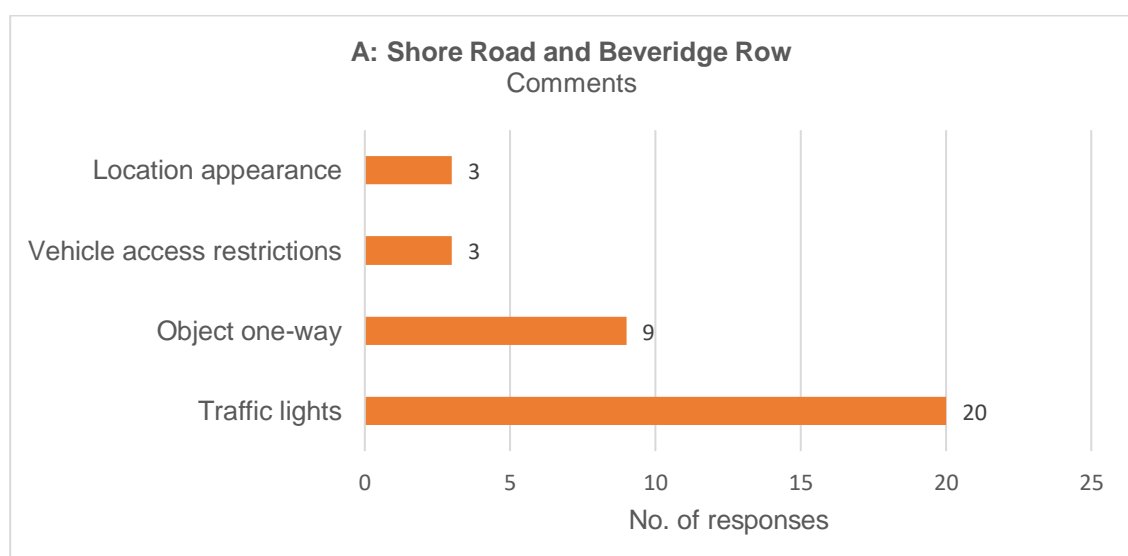


Figure 7-6: Shore Road and Beveridge Row comment numbers

Stakeholder workshops – Councillors and Community Councils

- 7.4.9 The representatives from West Barns Community Council (WBCC) raised concerns about the safety of the design at location A. WBCC expressed concern about the location of the crossing, stating that it is too close to the cottage in the current designs. They emphasised that widening the Shore Road junction mouth is the main priority and described the provision of a signalised crossing as excessive but were amendable to an uncontrolled crossing. Two WBCC members were concerned that widening the footway on Shore Road could lead to vehicles mounting the footway due to the narrow junction radius. One member expressed concern about potential congestion on A1087 as a result of the proposed changes, stating that people currently park there. Finally, they felt that the volume of pedestrians did not warrant the proposed changes.
- 7.4.10 One Councillor expressed concern about the increasing traffic volumes on Edinburgh Road. Although they did not think installing traffic signals is necessary at the moment, they believe it might be needed if the footway on Shore Road is widened and pedestrians are encouraged to cross at this location. Additionally, they believe that installing a crossing would improve access to the bus stop on the western footway of the A1087.
- 7.4.11 Representatives from Dunbar Community Council (DCC) suggested that the option for a raised table would work well to label the area as a village. They also felt a signalised crossing was the preferable option and requested the speed limit be reduced to 20mph. Widening the entrance to Shore Road was described as 'essential'. They stated that for the signalised crossing to function, Beveridge Row would have to be made one-way.

7.5 Beveridge Row

- 7.5.1 Figure 7-7 shows the location of the second proposal presented as part of the engagement.

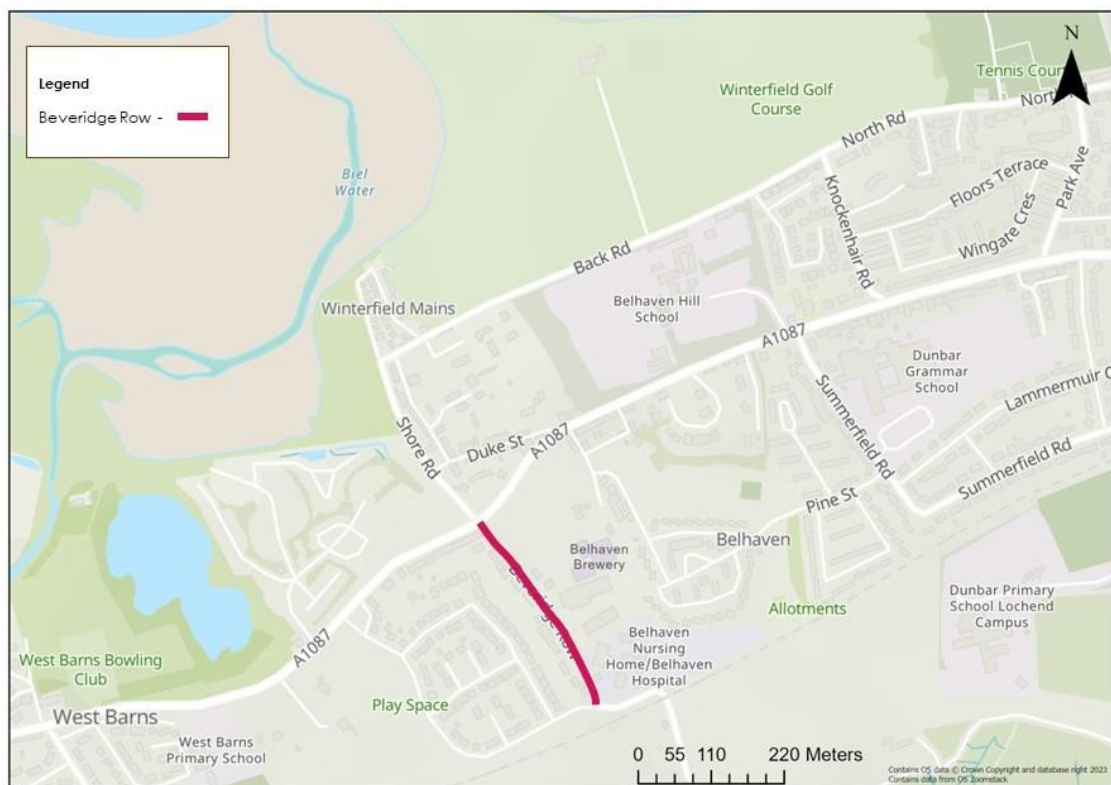


Figure 7-7: Beveridge Row location

Key themes

7.5.2 Several recurring comments and concerns emerged regarding Beveridge Row during the engagement programme. These included:

- Concerns about the proposed one-way system and associated impact on residents of Beveridge Row and Bayview Circus.
- Significant concerns about traffic displacement to Bayview Circus through the 'Cala Estate' due to the proposed one-way system.
- Lack of pedestrian priority in the designs, with respondents questioning why a cycle lane is prioritised over a footway at this location.

Survey

7.5.3 The survey revealed that **36% 'liked' the proposal for Beveridge Row and 27% did not.** Figure 7-8 provides a further breakdown of the survey responses.

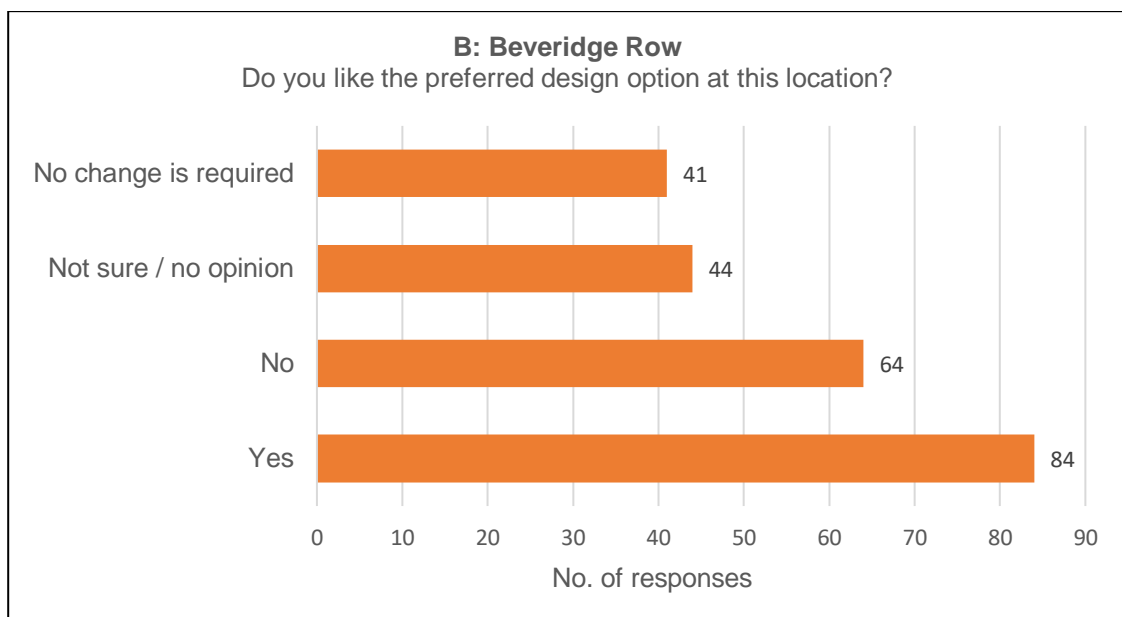


Figure 7-8: Beveridge Row survey responses

- 7.5.4 Of the respondents who stated they did not like the proposal, one suggested that 'Alternative Option 1' would be preferable, and five stated 'Alternative Option 2' would be preferable.
- 7.5.5 The most recurring concern regarding the Beveridge Row proposal regarded the one-way system, as respondents felt traffic displacement would occur as a result. Respondents expressed concern that traffic volumes would increase on Bayview Circus, resulting in 'rat runs' through the housing estate to the west of Beveridge Row.
- 7.5.6 Respondents also expressed concern over the priority given to cyclists in the proposal, with some suggesting a footway should be installed along the entire length of Beveridge Row before a cycle lane. Some respondents also felt a cycle lane at this location was unnecessary due to low traffic volumes and speeds.
- 7.5.7 A smaller proportion of respondents suggested restricting vehicle access and introducing speed management on Beveridge Row.

Public drop-in

- 7.5.8 The public drop-in event revealed similar findings, with concern regarding the installation of double yellow lines. Some residents of Beveridge Row attended the event and expressed concern about visitors, deliveries and other access requirements.
- 7.5.9 Figure 7-9 presents some comments on the Beveridge Row proposal. These summarise the feelings of the comments received during the engagement regarding the proposal.



Figure 7-9 Beveridge Row comments

7.5.10 Figure 7-10 quantifies the comments provided as part of the engagement, with concern over the traffic displacement as the most repeated comment.

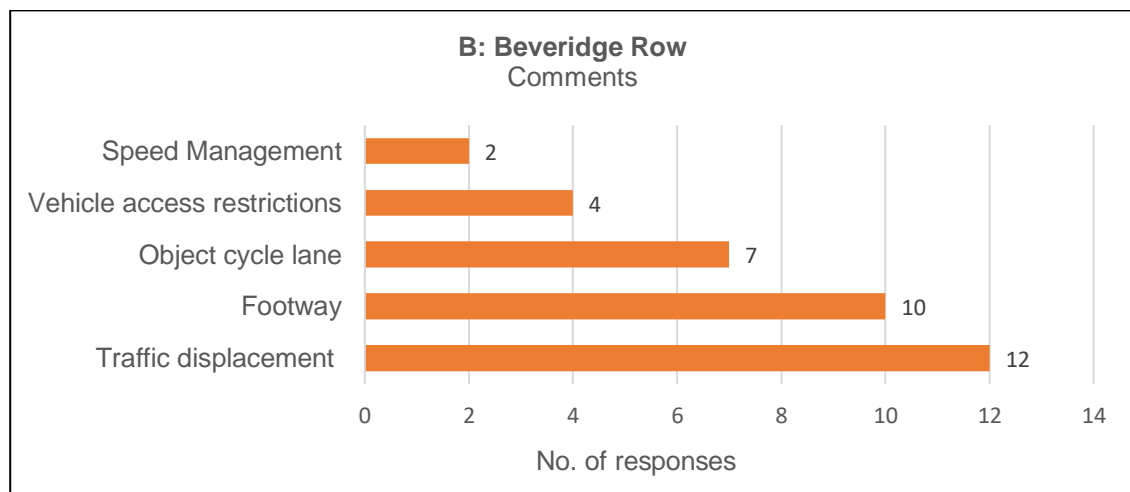


Figure 7-10 Beveridge Row comment numbers

Stakeholder workshop – Councillors and Community Councils

7.5.11 The representatives from DCC felt that the proposed cycle lane needs to be more coherent. They suggested that if the network is not cohesive, it will not be used. They felt extending the footway along the length of Beveridge Row would be a preferable option. One Councillor agreed that a shared path would be preferable and suggested that cyclists should be able to travel against the one-way system using the footway. DCC representatives also suggested

that Beveridge Row could become a cul-de-sac, reducing the need for traffic calming measures. They stated that it is currently closed for development, and they have not observed any negative impacts.

7.5.12 WBCC representatives opposed the proposal making Beveridge Row a one-way system, suggesting this would put pressure on Bayview Circus. They referred to the design of Cala Estate and suggested that the residents did not anticipate that Beveridge Row would become one-way when buying property.

7.5.13 One Councillor suggested Bayview Circus should have been included in the brief.

Other notes

7.5.14 Cala Home residents attended the public drop-in event and provided the project team with a formal response to the proposals. This is included in Appendix D.

7.6 Back Road

7.6.1 Figure 7-11 presents the location of the third proposal discussed as part of the engagement.

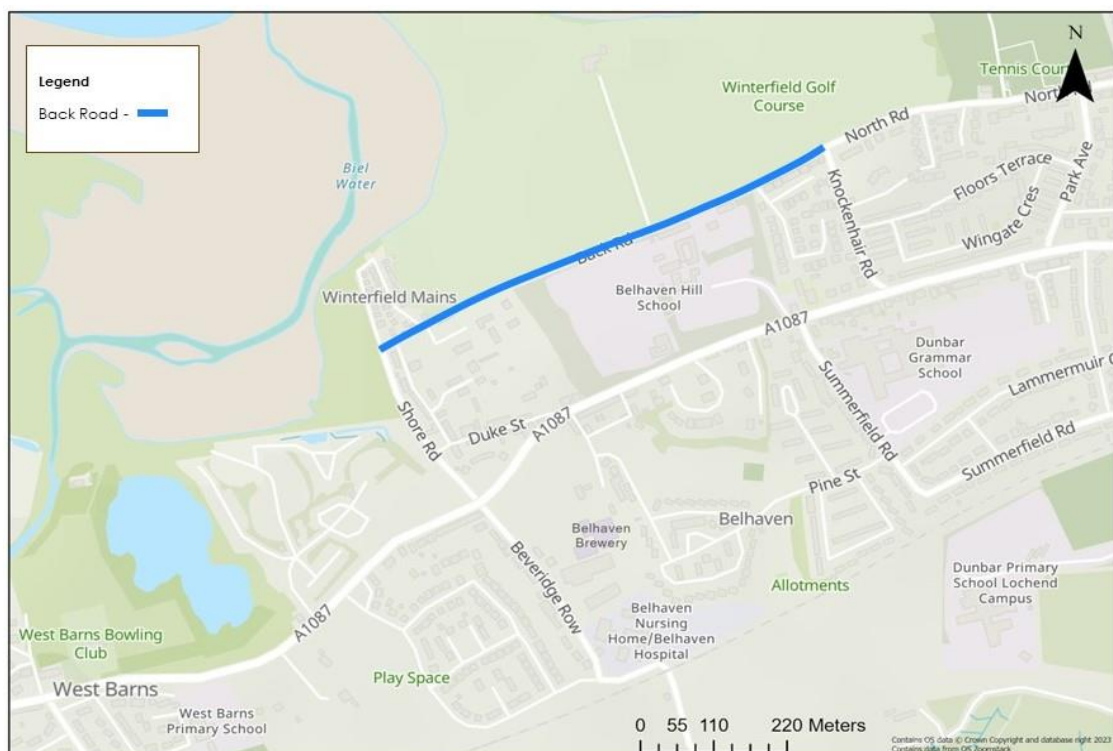


Figure 7-11: Back Road location

Key themes

7.6.2 Across the survey and public drop-in, the main comments and concerns raised regarding the proposal for Back Road included:

- A suggestion to close the road between the Shore Road junction and Winterfield Golf Club, with respondents discussing the recent closure and the benefits of this. Additionally, there was generally a positive reception to introducing a footway along the length of Back Road.

- Respondents expressed concern regarding the proposed one-way system on Back Road, with some respondents, particularly residents, justifying their concern through the traffic displacement they felt may happen.
- Some respondents suggested that speed management would be a more appropriate proposal.
- A smaller proportion of respondents suggested that the path could be built into the Golf Club land, and some suggested that the one-way system would prevent visitors from seeing the view of Belhaven. Respondents raised concern that this proposal would change the appearance of this location.
- Several people engaged expressed concern about mixing pedestrians with cyclists on a footway. Cycling speeds were noted as a key concern, particularly if cyclists are to travel west, going downhill on the proposed shared path.
- Some respondents proposed the closure of Back Road to motor vehicles and reflected positively on the recent temporary closure on Back Road due to roadworks.
- Finally, respondents suggested that the one-way system should be between Shore Road and the entrance to the Winterfield Golf Course.
- A mirror on Back Road was proposed to improve visibility at the Belhaven High School access. However mirrors are not supported on the East Lothian Council adopted road network.

Online Survey

- 7.6.3 The survey findings revealed that **44% of respondents 'liked' the proposal for Back Road, whilst 36% did not, and 16% felt no change was required.** Figure 7-12 presents a breakdown of responses received.

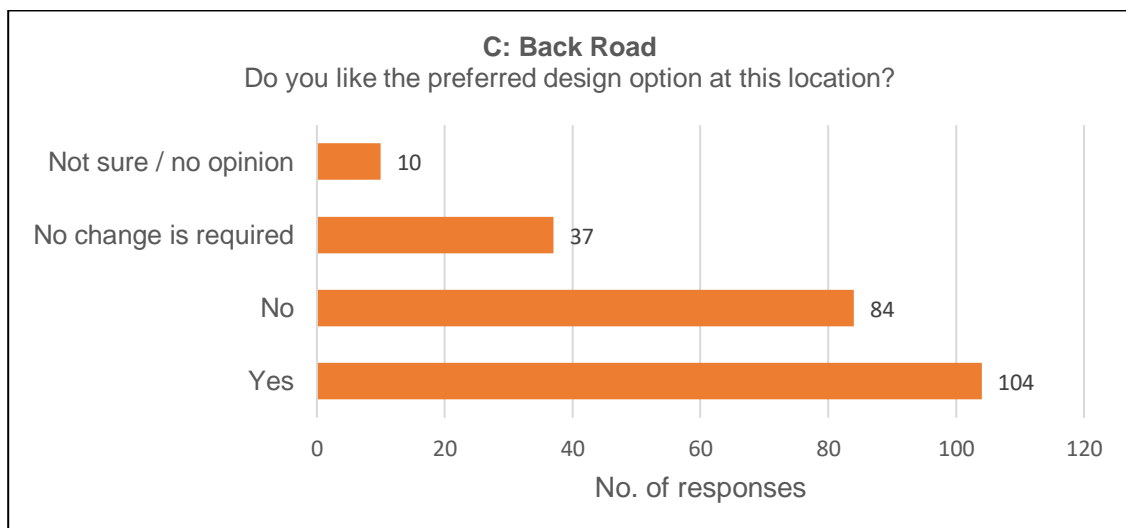


Figure 7-12: Back Road survey responses

- 7.6.4 Of those who selected 'No', six suggested they preferred Alternative Option 1, three suggested a preference for Alternative Option 2 and two suggested a preference for Alternative Option 3.

Public drop-in

- 7.6.5 The public drop-in revealed similar findings as attendees were generally positive regarding introducing a footway but felt the one-way should stop at the entrance to the Winterfield Golf Club. However, similarly to the survey responses, respondents expressed concern over the traffic displacement they felt would occur due to introducing a one-way system.
- 7.6.6 Figure 7-13 presents some comments collected as part of the survey and public drop-in on the proposal for Back Road. The comments selected summarise the feeling of the comments received across the engagement programme.



Figure 7-13: Back Road comments

- 7.6.7 Figure 7-14 quantifies the comments provided as part of the engagement. The most common comment regards the proposal for a one-way system and its associated impacts.

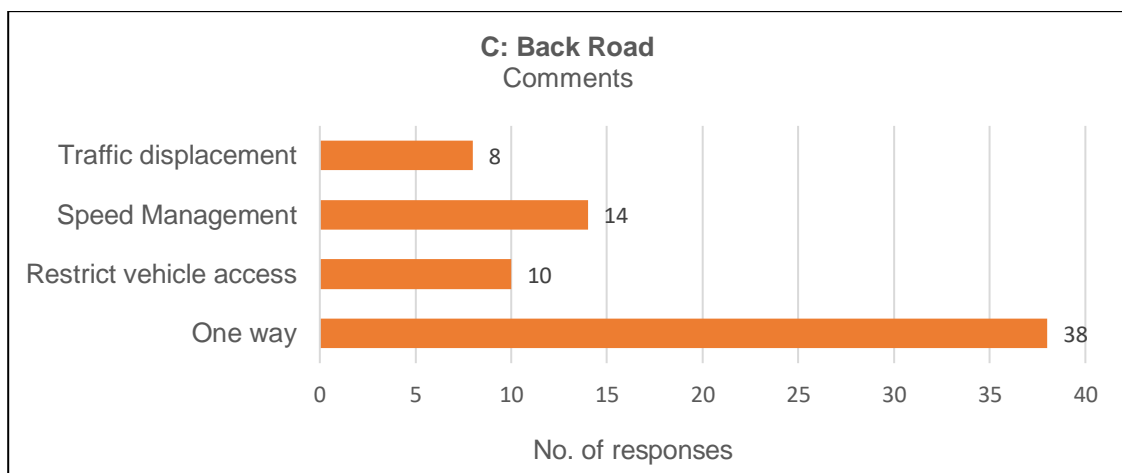


Figure 7-14: Back Road comment numbers

Stakeholder workshop – Councillors and Community Councils

- 7.6.8 The WBCC expressed concern that the proposed changes may lead to more traffic pressure on Beveridge Row and Shore Road Junction, resulting in increased traffic through Knockenhair Road and Duke Street, and potentially adding to the traffic on Belhaven High Street.
- 7.6.9 The DCC suggested that the one-way system should start to the west of the Golf Club entrance and recommended moving the raised table car park entrance further south on Shore Road to improve access for pedestrians walking west on Back Road. They also mentioned that relocating the entrance southward could potentially decrease traffic volume on Shore Road.
- 7.6.10 One Councillor mentioned that, following the closure of Back Road for repairs, the one-way system should proceed eastward as proposed.

7.7 Shore Road Active Travel Path

- 7.7.1 Figure 7-15 below shows the location of the first proposal presented as part of the engagement.

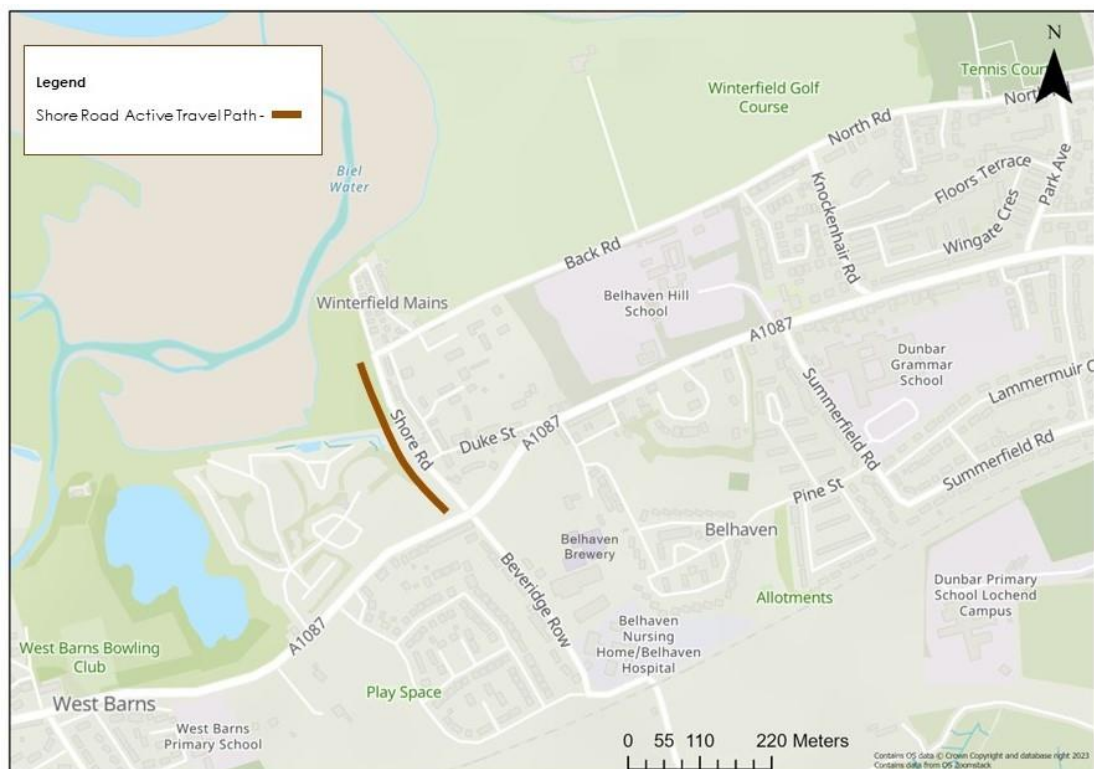


Figure 7-15: Shore Road Active Travel Path Location

Key themes

7.7.2 The proposal for an off-road active travel path was generally well received across the engagement. However, some of the key concerns noted across the survey and public drop-in engagement included:

- Some respondents felt cyclists will not use the path and that there are adequate facilities for walking. Some suggested that the loss of 'greenery' would negatively impact the area.
- Similarly to other proposal locations, respondents expressed concern about mixing pedestrians with cyclists on a footway.
- Some respondents suggest that the proposed path should include a pedestrian crossing to Duke Street.

Survey

7.7.3 Some **73% of respondents suggested they 'liked' the proposal**. Figure 7-16 presents a further breakdown of the survey results.

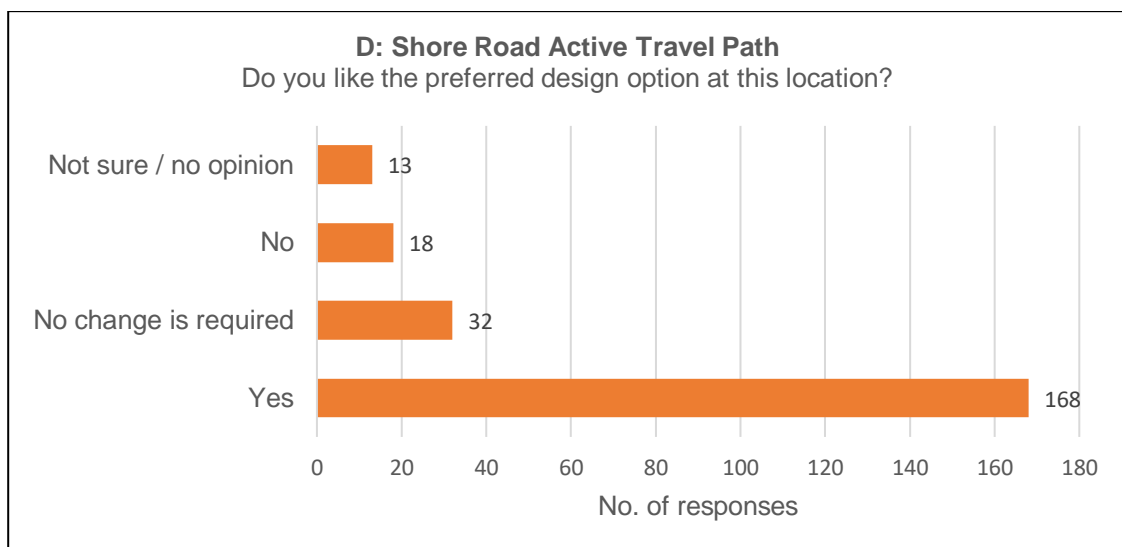


Figure 7-16: Shore Road Active Travel Path survey responses

Stakeholder workshop – Councillors and Community Councils

- 7.7.4 All workshop attendees unanimously supported the proposal. It was also suggested that implementing this proposal would eliminate the need to widen the footway on Shore Road, and instead, the carriageway and junction radius could be widened. It was noted that the proposed path would be heavily used and should therefore be wide enough to accommodate this.

Belhaven Caravan Park

- 7.7.5 Currently the land that this proposal is proposed to pass through is leased to Belhaven Caravan Park. Following the public drop-in event, a meeting with the acting manager was arranged to discuss the proposal.
- 7.7.6 The findings and key comments from this are detailed below:
- They were generally supportive of any proposal that will improve access into Shore Road. They recognised the direct benefits for people staying at the holiday let on the corner of the junction, but less so for those staying at the caravan park itself.
 - The caravan park leases the land from the Council, and as such are currently responsible for its maintenance. The caravan park has recently incurred considerable costs fixing and maintaining the wall on Shore Road. They expressed concern that this wall would now be dismantled as part of the scheme.
 - They expressed concerns about the maintenance of the path and who would be responsible for this if installed. Additionally, they have raised concerns about the liability for the path, such as who would be liable if someone were to trip and injure themselves, and more generally the state of the path. They expressed a preference for the lease to stop short of the path and maintenance burden and liability for the boundary wall and path return to the Council.
 - They are seeking more clarity on who would be responsible for maintenance and who would be liable for the path. As the project progresses, it will be necessary to consult with more senior members of staff within the caravan park on the proposal.

7.8 Duke Street and Brewery Lane

7.8.1 Figure 7-17 shows the location of the fifth proposal presented as part of the engagement.

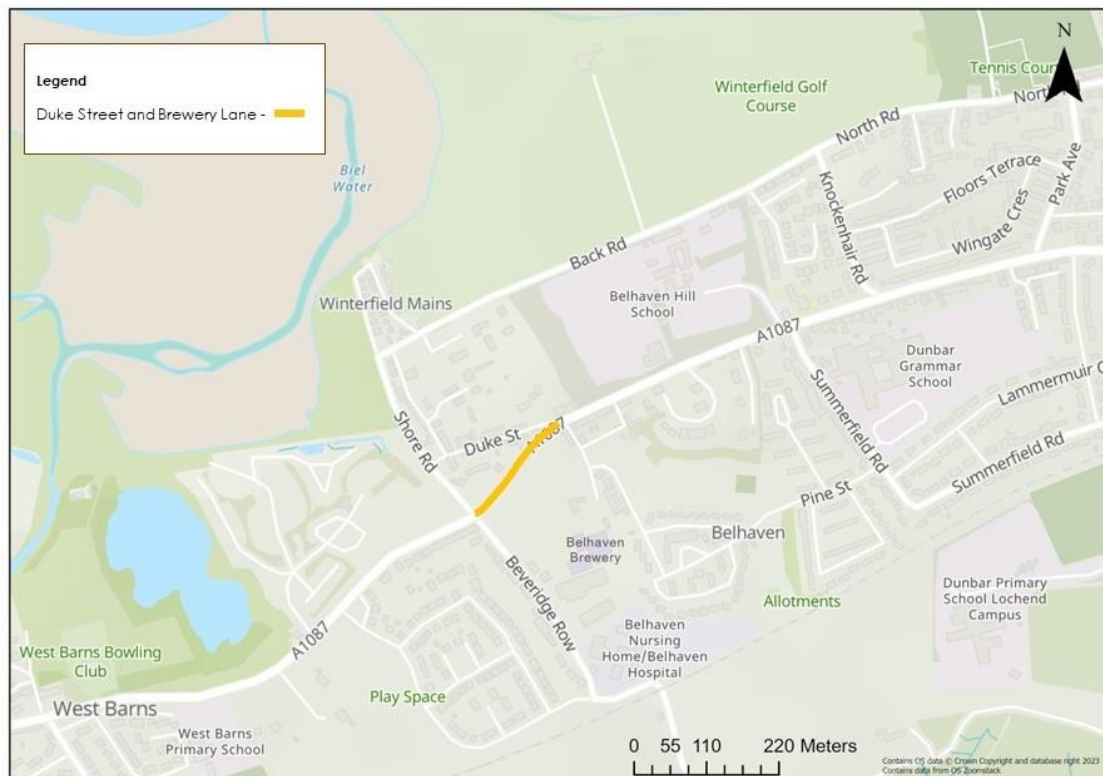


Figure 7-17: Duke Street and Brewery Lane location

Key themes

- 7.8.2 The feedback received from both the survey and public drop-in on the proposals for Duke Street and Brewery Lane included the following comments:
- Parking on both the north and south sides of the carriageway at this location was raised as a concern for some respondents. It was suggested that parked vehicles reduce visibility, creating safety concerns for those crossing at this location.
 - Concerns were raised about the proposal to extend the footway on the south side and provide a dropped kerb crossing. Some respondents felt this may hinder access for lorries going to the brewery. They mentioned that the current space is already tight for most vehicles, and this change may lead to vehicles mounting the pavement.
 - Some respondents suggested an alternative location for the crossing, such as further east or installing a controlled crossing.

Survey

- 7.8.3 Of the survey responses and as presented below, **57% indicated that they 'liked' the preferred design option for this location and 21% indicated they did not like the design.**

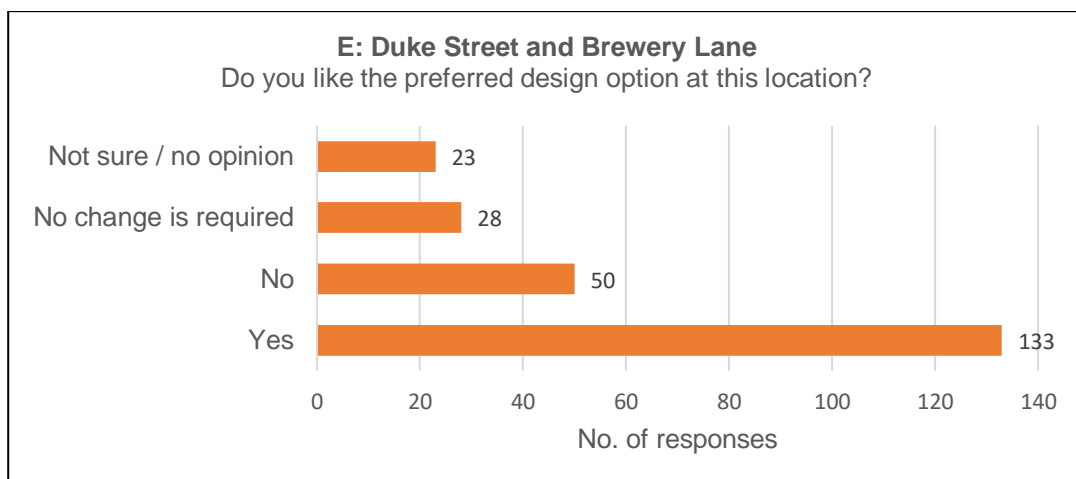


Figure 7-18 Duke Street and Brewery Lane survey responses

Public drop-in

- 7.8.4 Those who attended the public drop-in appeared less receptive to the proposed changes. Some respondents who attended the public drop-in raised the comments outlined above.
- 7.8.5 Figure 7-19 presents some comments on the Duke Street and Brewery Lane proposal. These summarise the comments outlined above.



Figure 7-19: Duke Street and Brewery Lane comments

- 7.8.6 Figure 7-20 quantifies the comments provided as part of the engagement, with concern over the impact on traffic lights being the most recurring comment.

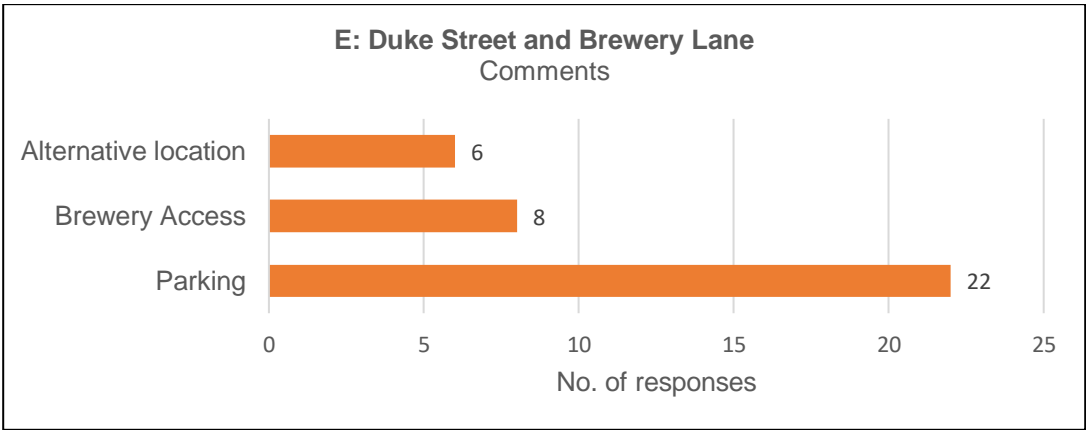


Figure 7-20: Duke Street and Brewery Lane comment numbers

Stakeholder workshop – Councillors and Community Councils

- 7.8.7 During the meeting, representatives from WBCC expressed concerns about the safety of the proposed unsignalised crossing location. They pointed out that vehicles turning into Brewery Lane face a tight junction and believed that building an extension would only make it worse. They also mentioned that the lorries accessing Belhaven Brewery could cause issues, worrying that vehicles might end up using the footway to access Brewery Lane if the extension is implemented.
- 7.8.8 Additionally, three attendees raised the issue of parking congestion on both sides of the road, which reduces the effective width of the carriageway.
- 7.8.9 A representative from WBCC suggested installing a footway on the south side of the A1807, noting that this had been a frequent request from residents.

7.9 Traffic calming

- 7.9.1 Figure 7-21 shows the location of the sixth proposal presented as part of the engagement.

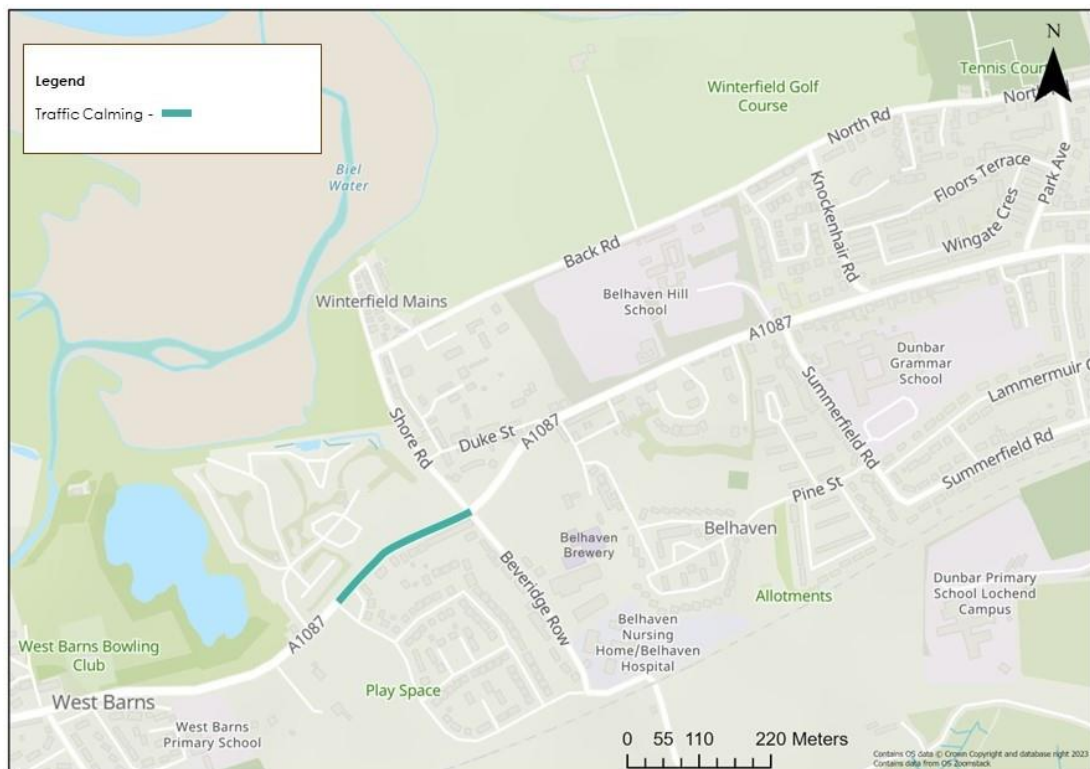


Figure 7-21: Traffic Calming Location

Key themes

7.9.2 The proposal to introduce traffic calming measures in the form of speed bumps in this location was divisive during the engagement. The following comments recurred most throughout the online survey and public drop-in:

- Some respondents suggested that the 20mph speed limit be implemented along the entire stretch of this road to reduce speeds.
- 51 respondents felt that speed bumps are generally ineffective and can cause damage to vehicles, and some respondents suggested they can also pose a hazard to cyclists.

Survey

7.9.3 The survey findings revealed a relative split between opinions. Figure 7-22 presents the survey responses.

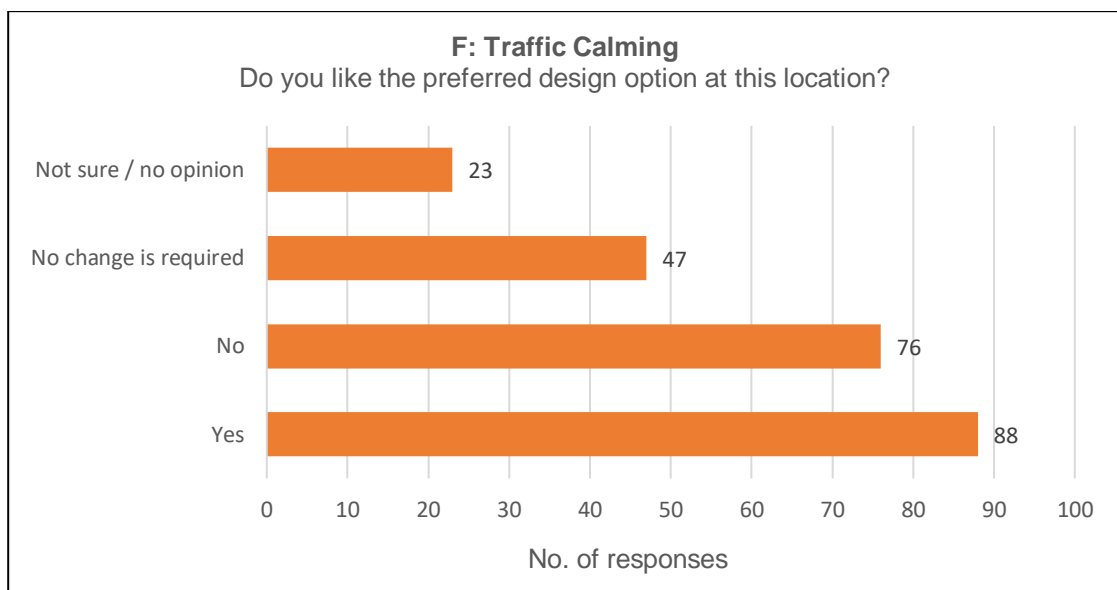


Figure 7-22: Traffic Calming survey responses

Public drop-in

- 7.9.4 Similar findings were collected at the public drop-in event as respondents expressed an ambition to extend the existing 20mph speed limit in this location.
- 7.9.5 Figure 7-24 presents comments on the traffic calming proposal collected through the survey and public drop-in. These summarise the feelings of the comments regarding the proposal.

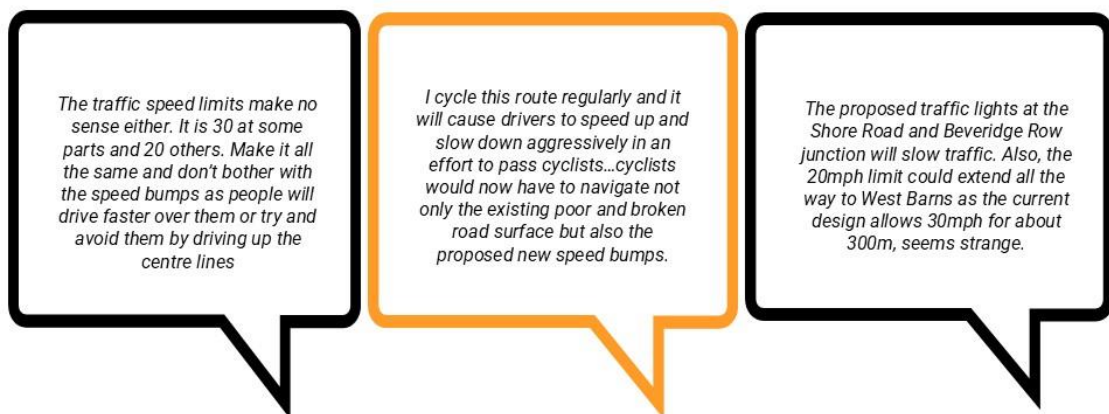


Figure 7-23: Traffic calming comments

- 7.9.6 As shown below, speed bumps were referenced 51 times, with the main comment regarding their ineffectiveness at reducing traffic speeds.

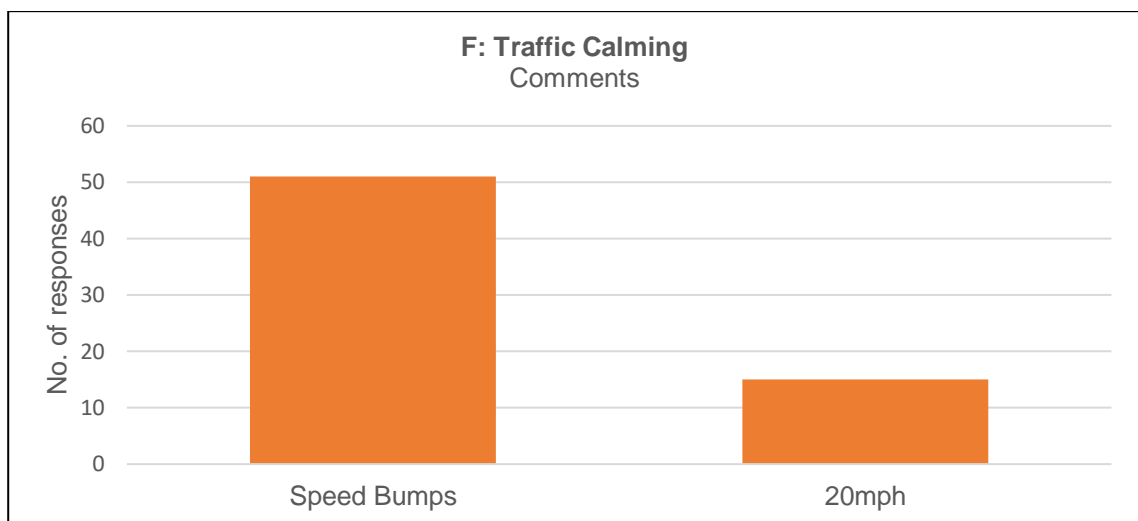


Figure 7-24: Traffic Calming comment numbers

Stakeholder workshop – Councillors and Community Councils

- 7.9.7 Representatives at the workshop felt residents would be in support of traffic calming but it would depend on the shape of the measures. It was suggested that a more substantial solution may be required for the HGVs accessing the area.

7.10 Shore Road Car Park junction

- 7.10.1 Figure 7-25 shows the location of the first proposal presented as part of the engagement.

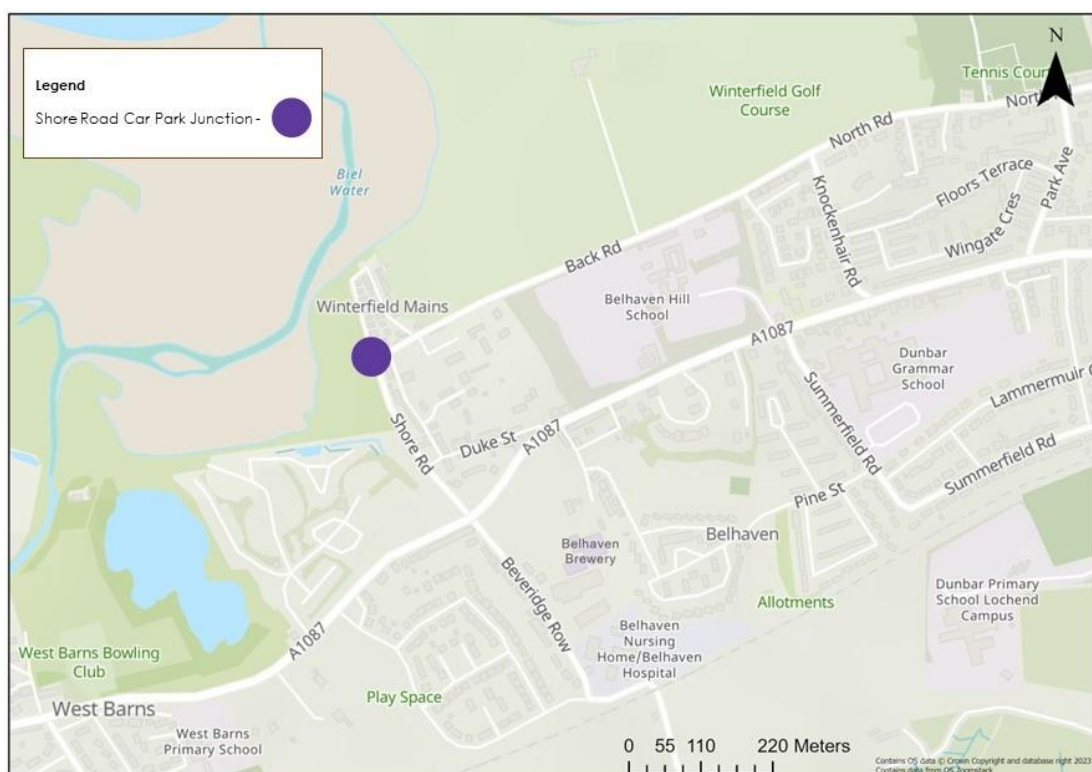


Figure 7-25: Shore Road Car Park Junction location

Key themes

7.10.2 There was generally a positive reception to the proposed changes at this location. Respondents raised the following comments throughout the engagement:

- Of the respondents who did not like the proposal, one of the recurring concerns regarded the current parking provision. Respondents expressed concern about no longer being able to access the beach due to the proposal to rationalise parking to residents and blue badge holders only.
- Respondents also expressed concern over the appearance of the proposal, with some feeling it would negatively impact the appearance of this location. Additionally, some felt the proposal may cause more user hazards, as pedestrians, cyclists and vehicles become concentrated at this junction.
- Some respondents felt that there was an opportunity to rationalise parking provision further to reduce the number of vehicles at this location.

Survey

7.10.3 The survey revealed that **63% of respondents 'liked' the proposal for this location** and 29% stated they did not like the proposal or felt no change was required at this location. Figure 7-26 presents a breakdown of responses received.

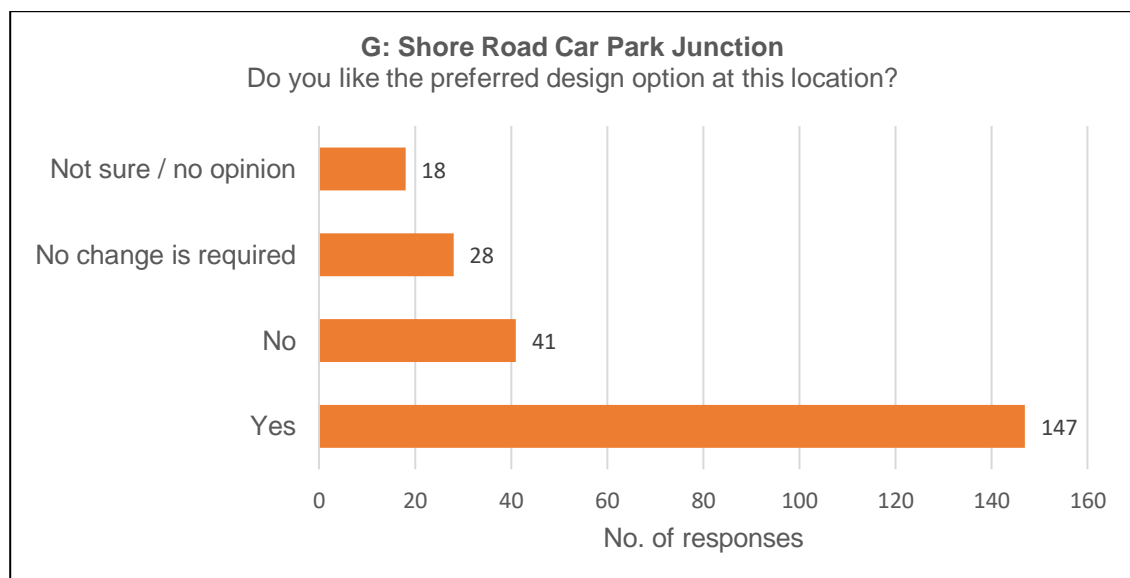


Figure 7-26: Shore Road Car Park Junction survey responses

Public drop-in

7.10.4 The feedback received during the public drop-in is reflected in the key themes outlined above. Figure 7-27 shows some of the comments received throughout the engagement that summarise the feedback and feelings of participants.



Figure 7-27: Shore Road Car Park Junction comments

7.10.5 Figure 7-28 Quantifies the comments received as part of the survey and public-drop in, with a preference to maintain the current parking provision being referred to 15 times.

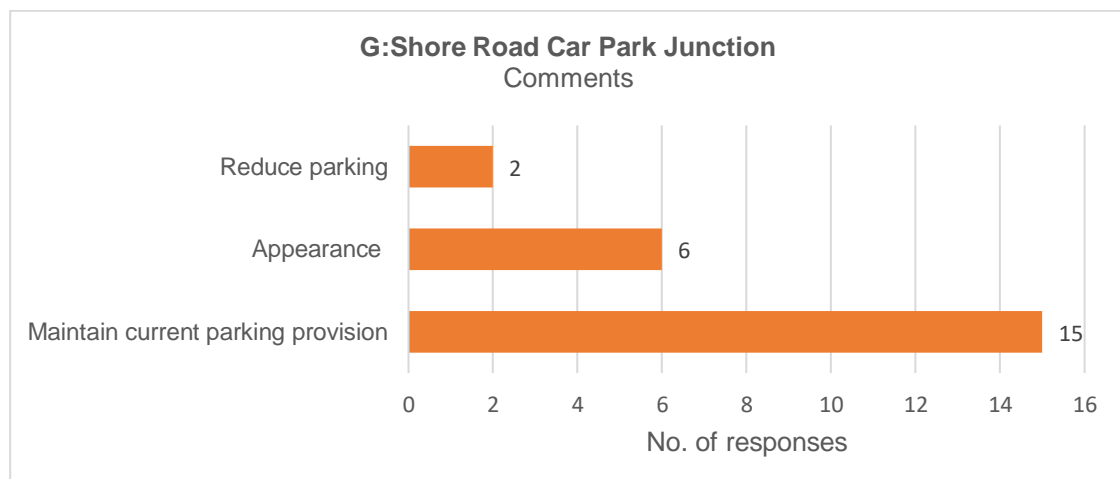


Figure 7-28: Shore Road Car Park Junction comment numbers

Stakeholder workshop – Councillors and Community Councils

7.10.6 All workshop attendees unanimously supported the proposal for Shore Road Car Park Junction.

7.11 Demographics

7.11.1 As part of the survey exercise, respondents were asked optional demographic questions to provide context to the responses and show the diversity of people reached during the engagement programme. Across the survey responses, not all respondents answered all demographic questions. The data below is representative of those that answered each demographic question.

7.11.2 Most respondents to the survey identified themselves as a resident of Belhaven (58%). Additionally, most participants who attended the public drop-in event identified themselves as local residents. Figure 7-29 provides a breakdown of respondents' relationship to the area.

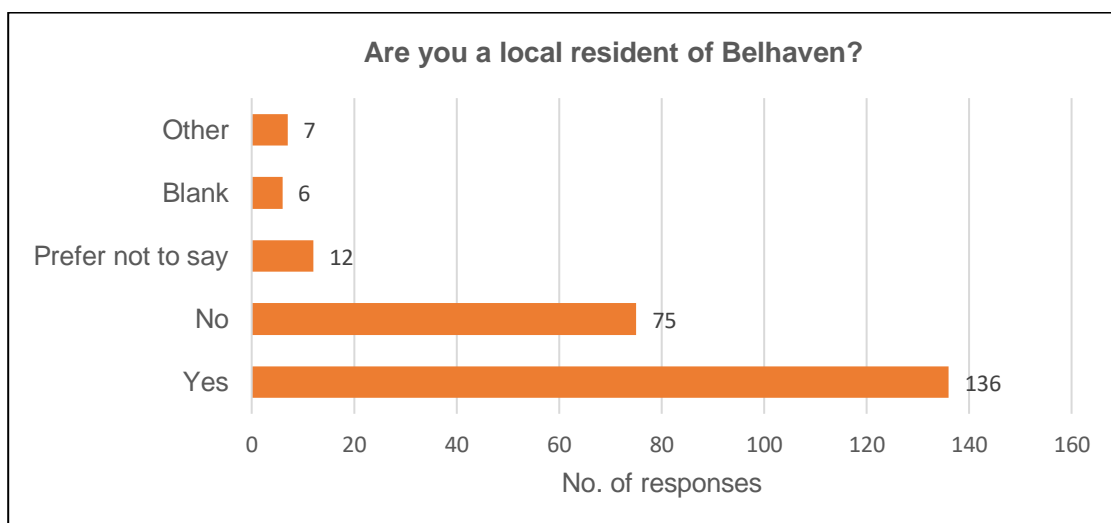


Figure 7-29: Participants' relationship to the area

7.11.3 Some **46% of respondents fell between the ages 45 to 64**, whilst less than 3% of respondents were below the age of 24 (Figure 7-30).

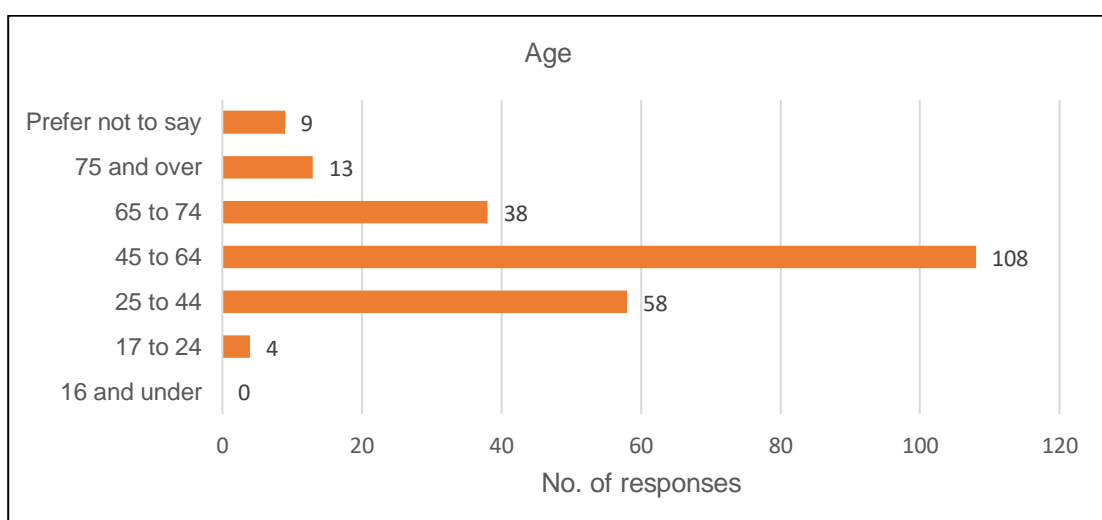


Figure 7-30: Age demographics of survey

7.11.4 Males made up 41% of survey responses, whilst females accounted for 45% (Figure 7-31).

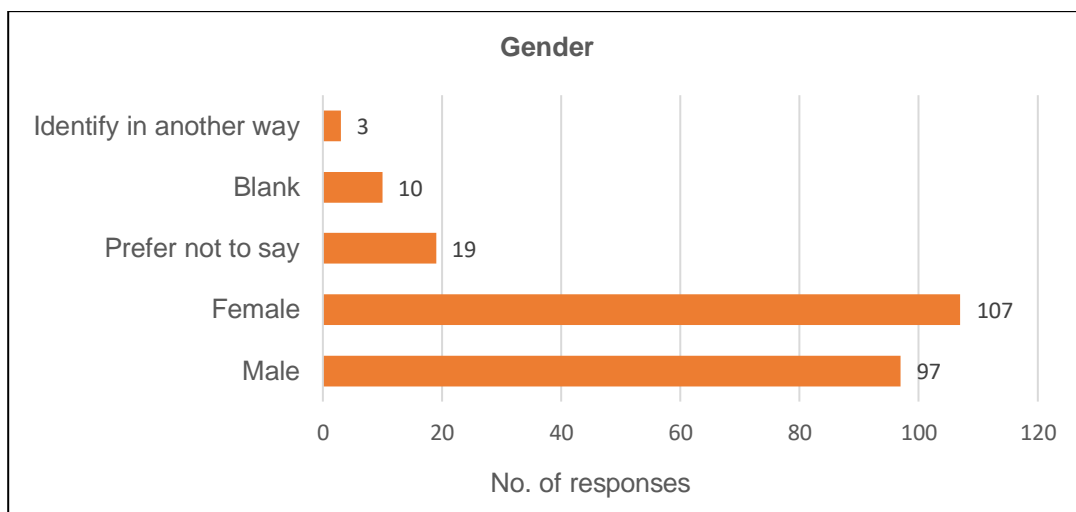


Figure 7-31: Gender demographics of survey

7.11.5 Of the survey respondents, 55% did not have young children or were not pregnant at the time of the survey (Figure 7-32).

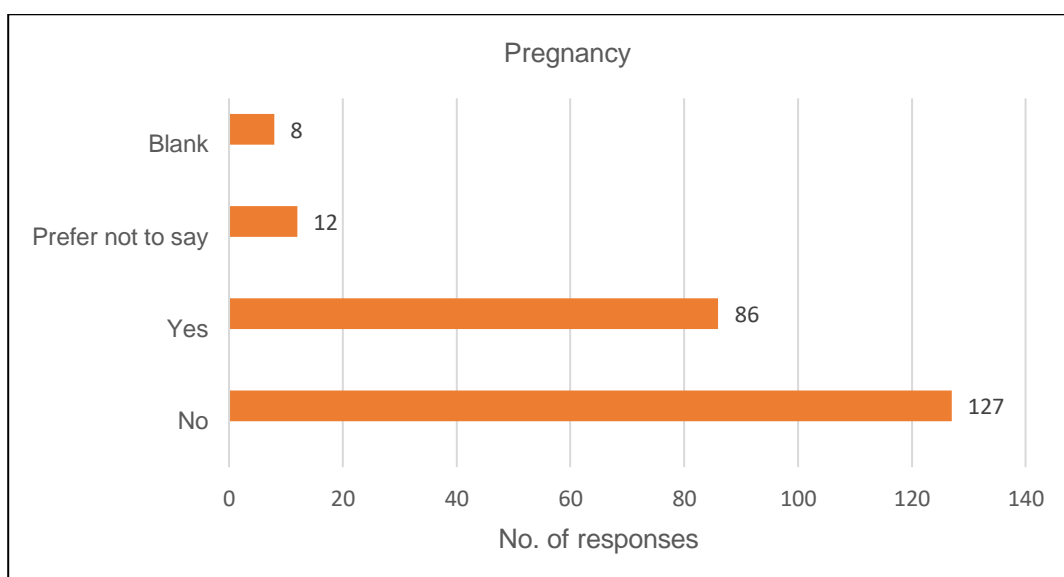


Figure 7-32: Maternity and pregnancy demographics of survey

7.11.6 Of the survey responses received, 10% of respondents considered themselves to have a disability. People could select one or more option to answer this question. The conditions identified and their frequency are displayed in Figure 7-33.

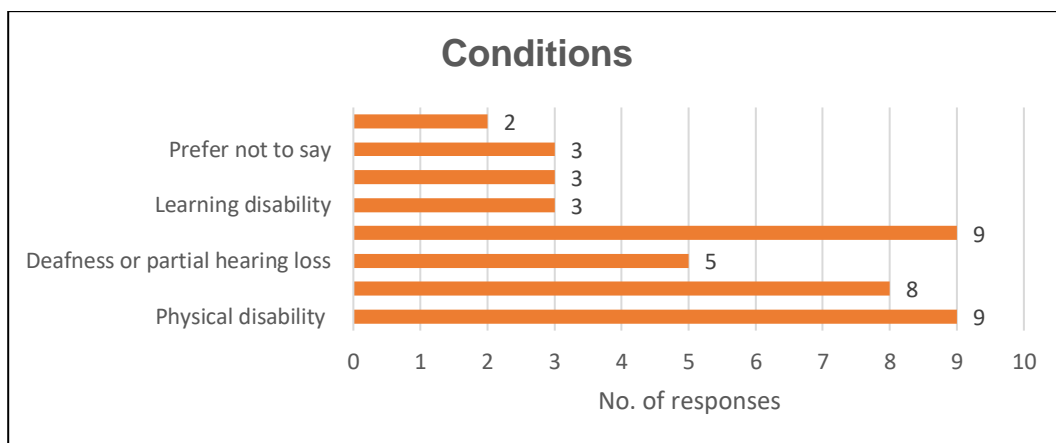


Figure 7-33: Survey demographics by physical or cognitive condition

8 Conclusions

8.1 Summary and Reflections

- 8.1.1 The aim of this consultation exercise was to evidence views from a wide variety of those who use the area. In a location such as Belhaven views on public assets can be polarised and it is important to gather a range of views to be able to approach this in a balanced manner.
- 8.1.2 This engagement exercise delivered a series of independent consultation events and provides an independent analysis of views collected from potential users of the proposed infrastructure.
- 8.1.3 Users include local residents, people who transit through the area, commuters, pupils of local educational establishments, people who work in the area, users of local services or visitors.
- 8.1.4 The insight gained through consultation emphasises a variety of different users. Each user has specific characteristics and sometimes competing needs. Views were generally polarised, with those advocating for a revision of the design, more space for private motorised vehicles and those advocating for a segregated and safer space for walking, wheeling, and cycling. The workshops were instrumental in better understanding stakeholders' views and local issues.
- 8.1.5 The descriptive statistics in this report show a quantitative summary of comments collected and provide insight into the demographics of people engaged. This is important to contextualise the findings.
- 8.1.6 In addition to the feedback provided by the community, a series of video surveys were commissioned at key locations to provide further context to community views, and confirm or disprove certain assertions. The findings of these surveys are included as Appendix E.

8.2 Recommended changes to concept designs

Shore Road and Beveridge Row Junction

- It is recommended that a signalised crossing is provided on the A1087 as this:
 - Provides a high level of service;
 - Reflects recorded pedestrian desire lines (see Appendix E);
 - Minimises the number of lighting columns required, reducing costs and visual impact, and reflecting community feedback.
 - Reflects community priorities (as the highest priority intervention).
- It is recommended that this signalised crossing is silent so as not to adversely impact the house on the corner at this point (rotating cone tactile devices should be included).
- The bus stop on the south side of Edinburgh Road could be retained in its current position or relocated.
- It is recommended that the footway widening on Shore Road is reviewed and potentially reduced if the alternative route for pedestrians is provided through the Shore Road car park. This will reduce costs and construction impact.

- Footway widening on Edinburgh Road should be included to widen the footway for pedestrians and provide more space to accommodate traffic signal infrastructure (i.e. columns).

Beveridge Row

- It is recommended that Beveridge Row is made one-way southbound and the associated Traffic Regulation Order implemented.
- Signage, and potentially gateway features (e.g. raised table), and traffic calming should be included to manage vehicle speeds and promote a mixed street environment. This could be a short / medium term and relatively low-cost intervention.
- If funding can be secured, it is recommended that a continuous, widened footway is provided on the western side of Beveridge Road. It is recommended that the footway is shared use to allow cyclists to travel in both directions. "Share with care" signage / markings could be incorporated, although it is considered that confident cyclists will continue to cycle on Beveridge Row (southbound) and use alternative routes in the northbound direction.
- The cross section of the road, with a footway, should be based on a maximum carriageway width of 3.7m, although it is recommended that it is typically around 3.0m (subject to engagement with the Fire Service on allowing access for fire tenders).
- Modelling to determine potential impact on Bayview Circus could be carried out to confirm whether this is likely to be an issue.
- It is recommended that changes to Beveridge Row are given a comparatively low level of priority for implementation, reflecting community feedback on priorities for intervention.

Back Road

- The proposal for Back Road received a high proportion of comments during the engagement, and it was determined that there was a division of opinion on this proposal. It is for this reason it is recommended that, in the first instance, the Council consider a trial closure to motor vehicles of Back Road for a period of 6 months or longer. Reasons for this include:
 - Highest level of service for pedestrians and cyclists.
 - Concerns around existing vehicle speeds on Back Road likely to be exacerbated by one-way operation.
 - Removes requirement for costly and significant changes to footway, without a 'test' scenario.
 - High levels of support for temporary closure expressed by local residents.
 - This would be a low cost intervention, allowing funds to be spent on other, higher priority measures.
 - Allows the wider impacts, such as displaced traffic to be understood².

² Modelling could be undertaken but it would be difficult to predict how behaviour would change and there would be a cost involved.

- Before and after monitoring should be undertaken to quantify the impacts (7-day ATC (Appendix E) can be used to represent the 'before' scenario). This will provide information on the impact of the proposal before the Council considers making this a permanent change. The recent works on Back Road to repair the wall to Belhaven High School resulted in the closure of part of Back Road and many people providing feedback as part of the engagement said this improved conditions for walking, wheeling and cycling.
- Further consideration is needed as to whether any footway should be shared use. Shared use would allow cyclists to travel in both directions, with faster cyclists likely to use the road in the eastbound direction and alternative routes in the western direction. The potential conflict between pedestrians / cyclists and impact of one-way operation would be overcome by a closure of Back Road to allow them to share the existing carriageway.
- Whatever option is adopted, it is recommended that two-way operation on Back Road is retained between Winterfield Golf Club and Knockenhair Road to provide access to the golf course and minimise impact on residents. Signage would be required on Back Road at Knockenhair Road to indicate that vehicular access was available only to the golf course. This reflects community feedback.

Shore Road Active Travel Path

- It is recommended that this option is taken forward as shown in the preferred layout as a priority.
- Consideration should be given to the surface material to ensure it reflects the character of the local area.
- The width of the path is recommended to be between 3.0m and 4.0m.
- It is recommended Belhaven Caravan Park is further engaged to determine future maintenance and liability of the path.

Duke Street and Brewery Lane

- Based on pedestrian desire line mapping (Appendix E), it is possible that the preferred option for this location does not reflect the most common crossing point for pedestrians. Any future crossing proposal will investigate the desire lines identified as part of the data collection, detailed in Appendix E. However, it is still recommended that the build out and crossing (drop kerbs and tactile) are provided on the A1087, subject to a Stage 1 Road Safety Audit being undertaken. It is considered that this change delivers an improvement for pedestrian safety regardless of whether this is the most-used pedestrian desire line.
- It is considered that the footway widening on the west side of Brewery Lane may make it more difficult for larger vehicles to exit Brewery Lane. It is suggested that the footway widening on the west side of Brewery Lane / A1087 could be removed from this proposal.
- If the footway widening on the east side of Brewery Lane / A1087 is to be removed from this proposal, then a continuous footway could be provided across the entrance to Duke Street to provide an improved / safer route for pedestrians travelling east / west (and discourage through-movements on Duke Street).
- The parking issue raised with regard to the Brig and Barrel pub is being addressed as part of a separate project.

Traffic Calming

- Recommended that a 20 mph speed limit should be introduced along entire stretch (noting levels of compliance to speed limit on Back Road shown by data in Appendix E).
- It is recommended that other options are prioritised, and that traffic calming could be considered as a potential future option if required (subject to monitoring / review of traffic speeds).

Shore Road Car Park Junction

- It is recommended this option is taken forward as shown in the preferred layout, which reflects feedback from the community.
- It should be noted that future changes to the restricted access proposed as part of the preferred option would not preclude the delivery of the physical / infrastructure aspects of the proposal.

Recommendations for other locations:

8.2.1 Minor works could be proposed at Duke Street to reduce the likely impact of displaced traffic (raised as a community concern). These could include:

- Residents only signage;
- Creation of a quiet street environment with the possible inclusion of entry signage and features, which could include raised tables / crossings to discourage through traffic;

Appendix A Communications and Engagement Plan

Appendix B Options Appraisal Report

Appendix C Online survey

Appendix D Cala residents' proposals

Appendix E Data collection - Technical Note