

Belhaven Masterplan Survey

East Lothian Council (ELC) appointed **Stantec** in 2019 to develop design options to make it easier to walk and cycle around the Belhaven area in a safer and more inclusive way. Their design work identified specific locations where there was a desire for improvements to junctions, pavements and active travel access.

ELC have since commissioned Stantec to explore the options further, and work through a series of proposals for each location to arrive at a preferred design. The high-level costs calculated in the report make it clear that the full set of recommendations is not affordable for the Council, and we will need to seek external funding for delivery.

Additionally, we need to be clear that construction will take place in stages, as funding becomes available, and therefore it is necessary to identify local priorities for implementation within the next few years.

Community engagement on the preferred options is now underway, with a view to understand the priorities of different members of the Belhaven community.

Please allow about **15 minutes** to complete the survey and use a pen to check the relevant answer (e.g. ☒) or write your response in the box provided. If there is a * at the end of a question this means an answer is required.

The survey will run from **Monday 19th August 2024** to **Monday 7th October 2024**. Please return your response to Dunbar Library at the Bleachingfield Centre by Monday 7th October.

In processing your personal data, the Council and Stantec must comply with data protection legislation, including the UK General Data Protection Regulation and the Data Protection Act 2018. Personal data will only be collected and processed for the specific purpose of the Survey. All personal data processed under the Survey will be securely stored for a period of no more than 12 months and all survey results will remain anonymous. No additional processing of personal data will be undertaken by Stantec and your personal data will not be shared with any other third parties.

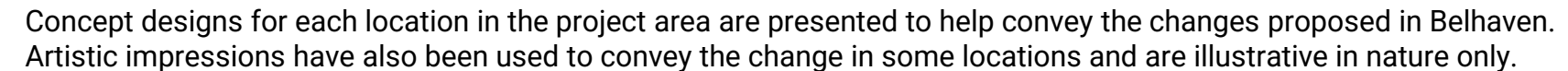
Full details of Stantec's Privacy Policy can be found here:

<https://www.stantec.com/content/dam/stantec/files/PDFAssets/Policies/privacy-policy-related-practices-procedures.pdf>

Fife Council's Privacy Policy can be found here:

https://www.eastlothian.gov.uk/info/210598/access_to_information/12340/privacy_and_cookies

This survey will ask your opinion on concept design options for seven locations across the Belhaven area to determine the priorities of the local community. These locations are detailed in the map below:

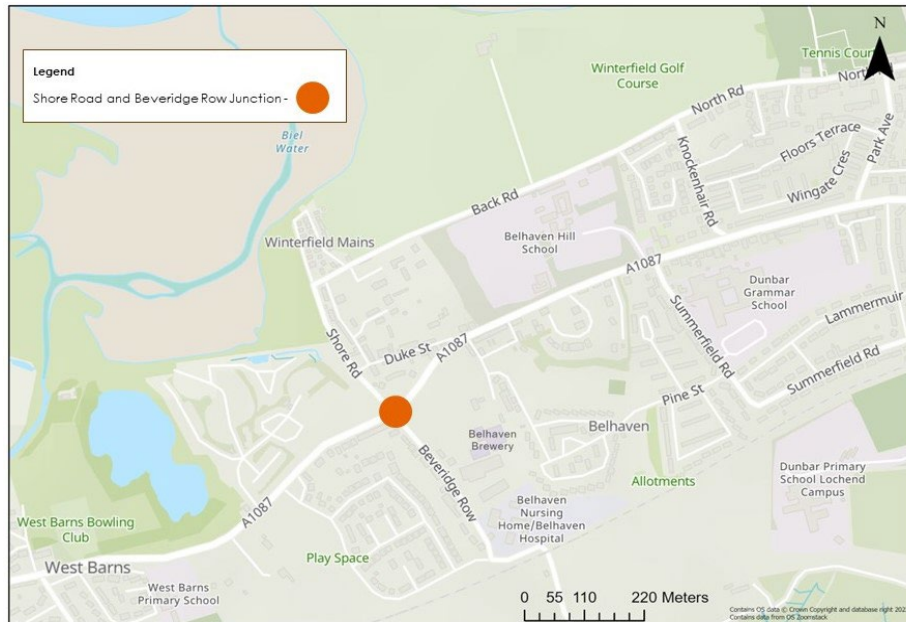


2

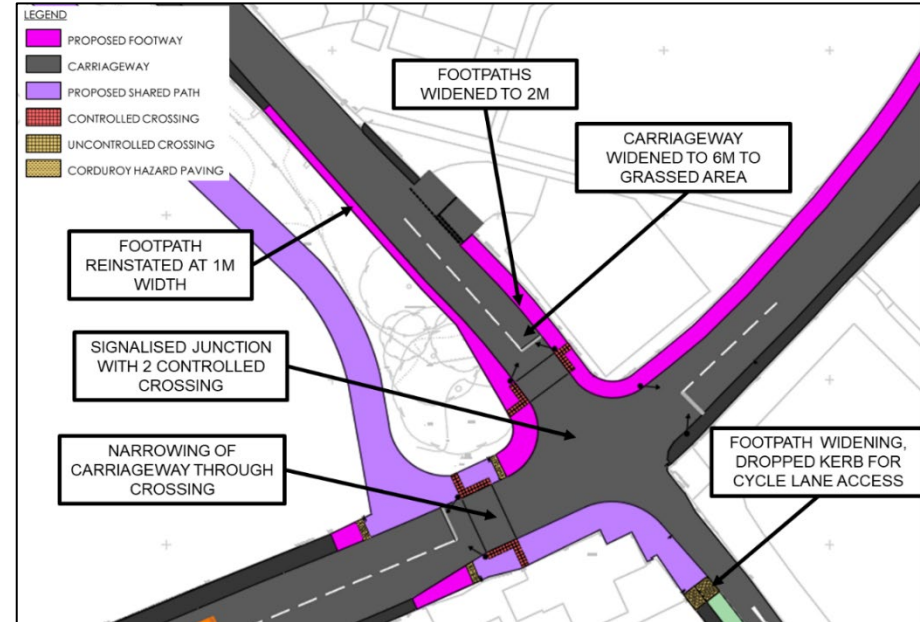
A: Shore Road and Beveridge Row Junction

Current situation: At this junction, poor visibility and substandard widths create difficulties for drivers and pedestrians. Additionally, the existing pavements lack tactile paving, which is needed for users with visual impairments.

The location of this design is presented below



A concept design of the preferred option is presented below



The preferred option involves:

- Providing traffic signals on three arms of the junction, and pedestrian crossing facilities on two arms
- Widening and re-instatement of the pavement on Shore Road, A1087 and Beveridge Road
- Development of a shared active travel path through the existing grassed area
- Increasing the corner radii at the entrance to Shore Road
- Provision of an advisory cycle track on Beveridge Row
- Beveridge Row changed to one-way operation southbound

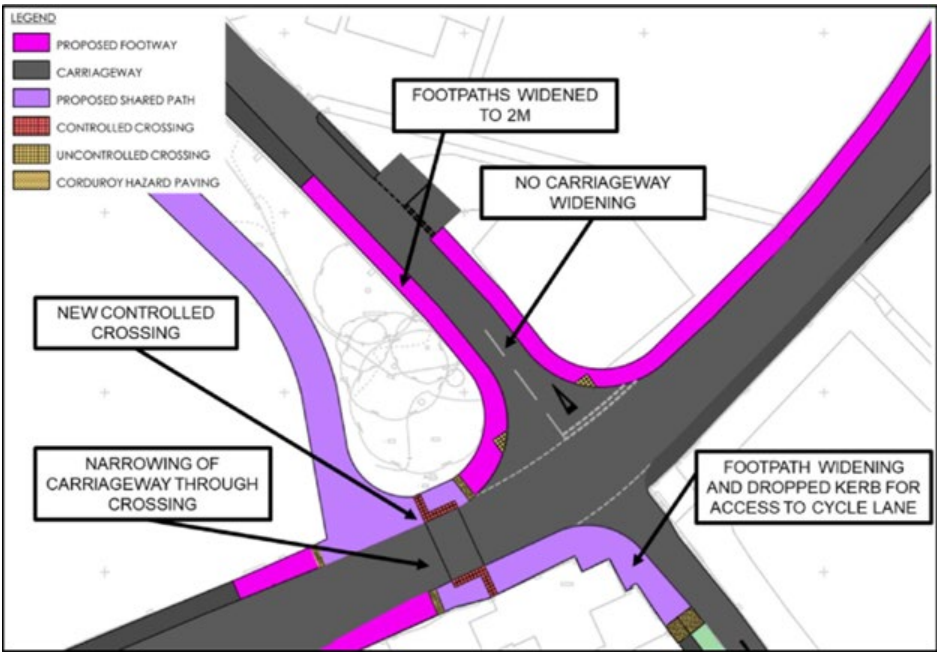
Q1. Do you like the preferred design option at this location?

- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Not sure / no opinion |
| <input type="checkbox"/> No | <input type="checkbox"/> No change is required at this location |

If you selected no, alternative design options for this location are presented below.

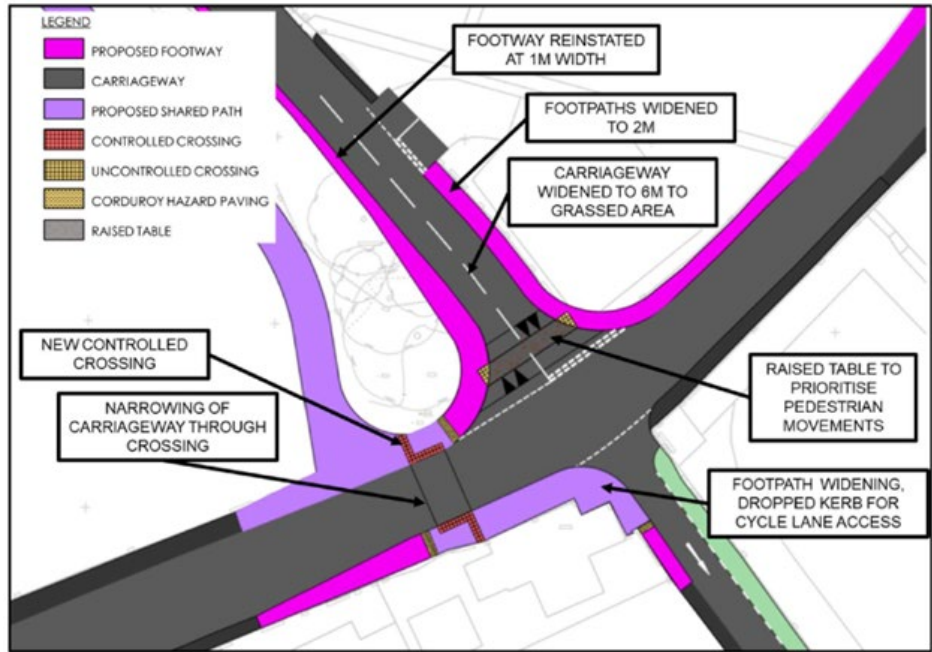
Alternative Option 1

In this option, the pavement on Shore Road is widened and there is only one signal-controlled crossing (traffic lights).



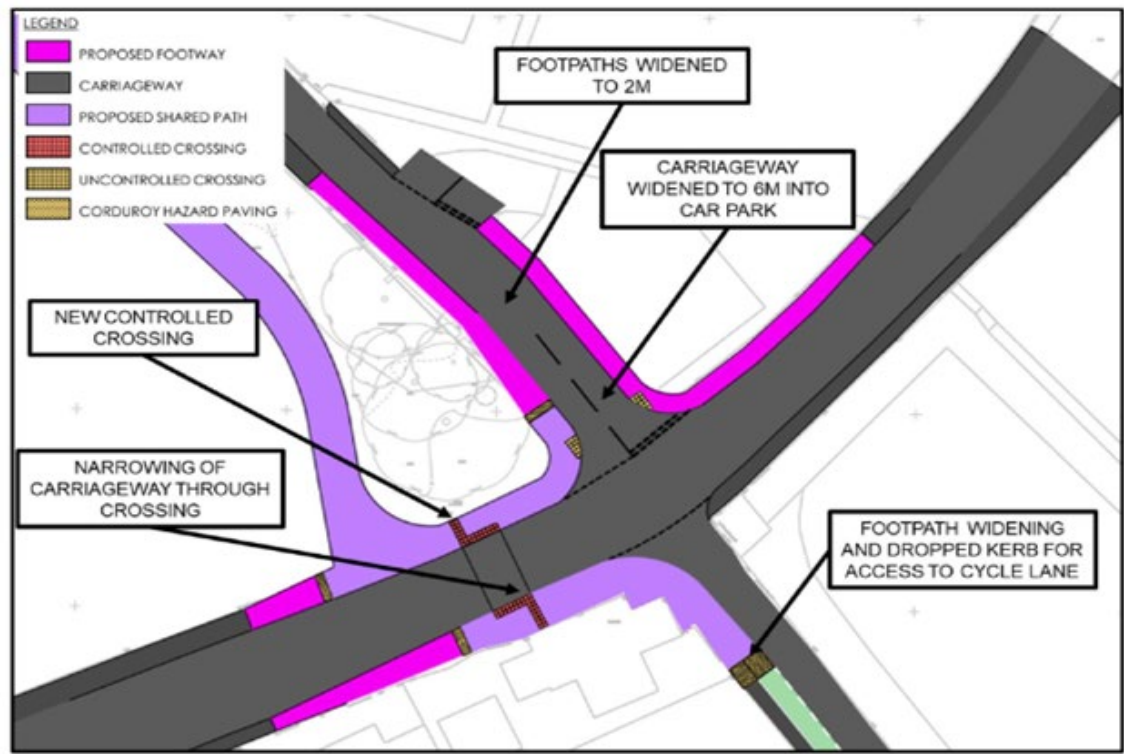
Alternative Option 2

In this option, a raised table is introduced, there is only one signal-controlled crossing (traffic lights), and the carriageway is widened on Shore Road.



Alternative Option 3

In this option, there is one signal-controlled crossing (traffic lights), the carriageway on Shore Road is widened into the car park and the pavement is widened.

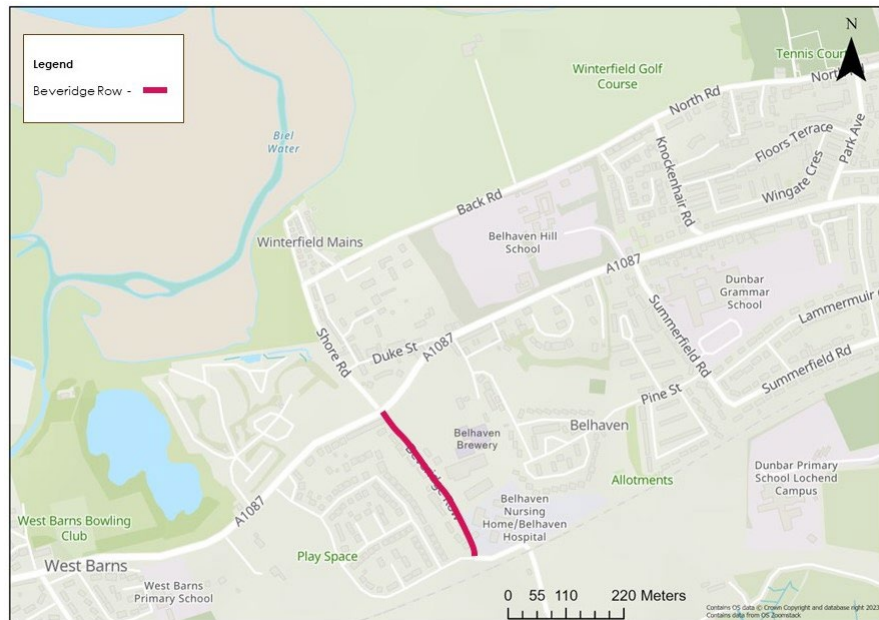


Do you like anything about the options above? Please provide your answer in the text box below.

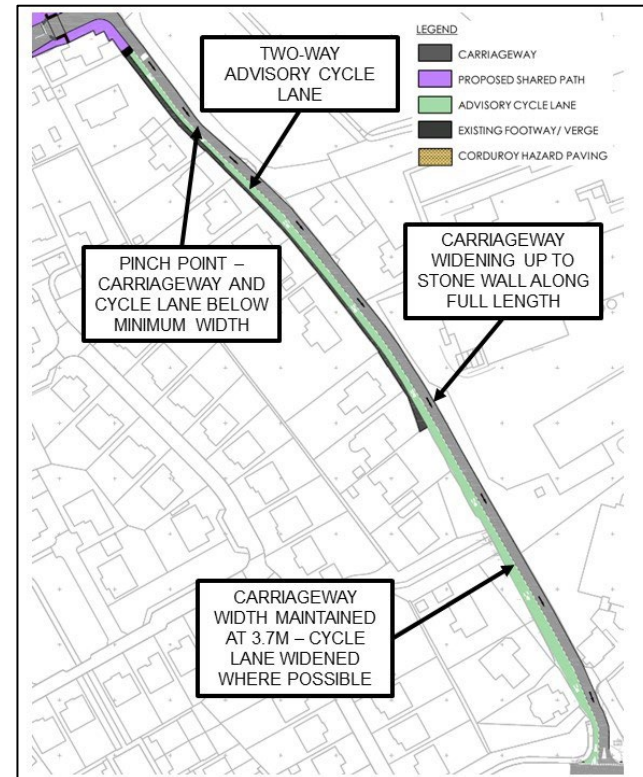
B: Beveridge Row

Current situation: Beveridge Row is currently a narrow, two-way street with limited pedestrian facilities.

The location of this design is presented below



A concept design of the preferred option is presented below



The preferred option involves:

- A one-way system on Beveridge Row heading southbound.
- Cyclists travelling northbound on Beveridge Row will join the advisory cycle lane at the junction with Bayview Circus
- Southbound cyclists will join Beveridge Row either from an on carriageway position from the A1087 junction or from the proposed shared path at the north end of Beveridge Row
- A reduction of carriageway width, although vehicles may overrun the advisory cycle lane if required
- Double yellow lines may be considered along the length of the cycle lane.
- Access to driveways will be maintained. Double yellow lines on both sides of the carriageway may be required through the pinch point

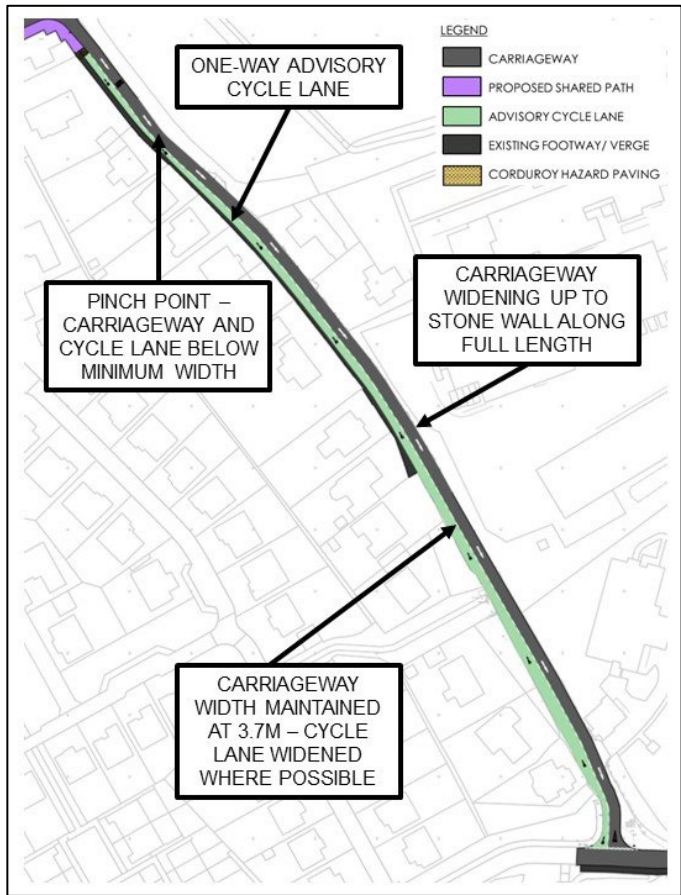
Q2. Do you like the preferred design option at this location?

- ☐ Yes ☐ Not sure / no opinion
- ☐ No ☐ No change is required at this location

If you selected no, alternative design options for this location are presented below.

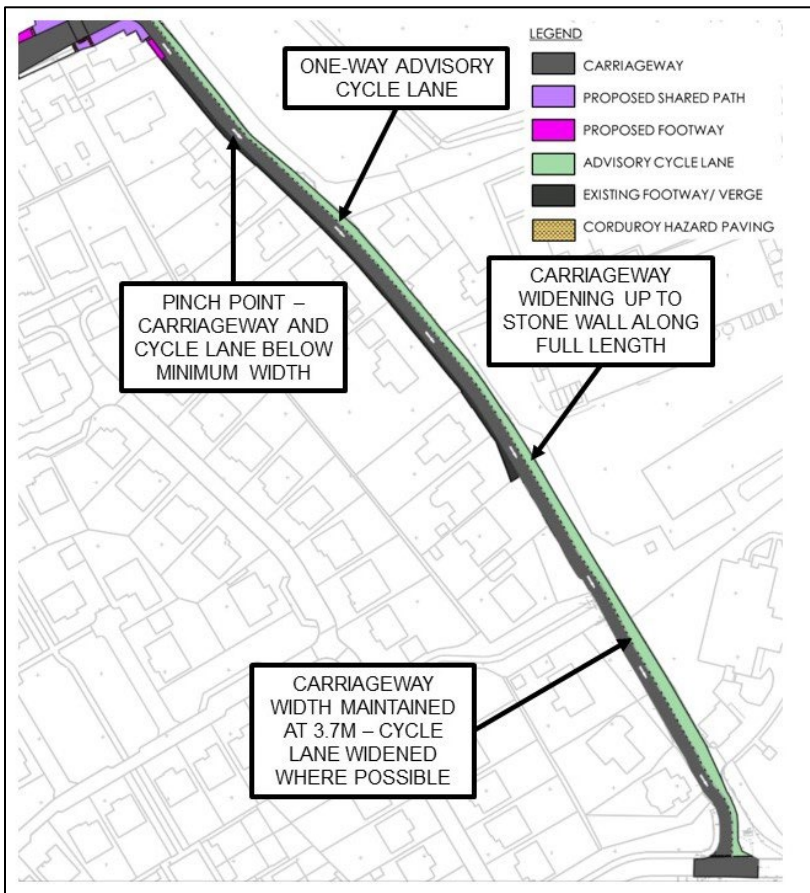
Alternative Option 1

In this option, the advisory cycle lane is one-way.



Alternative Option 2

In this option, the one-way advisory cycle lane is on the eastern edge of the carriageway adjacent to the wall.

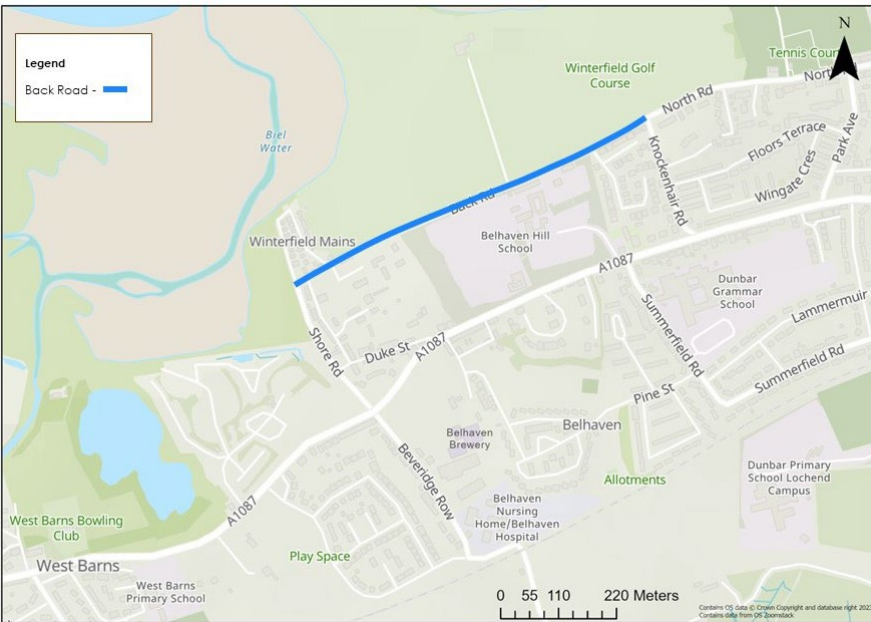


Do you like anything about the options above? Please provide your answer in the text box below.

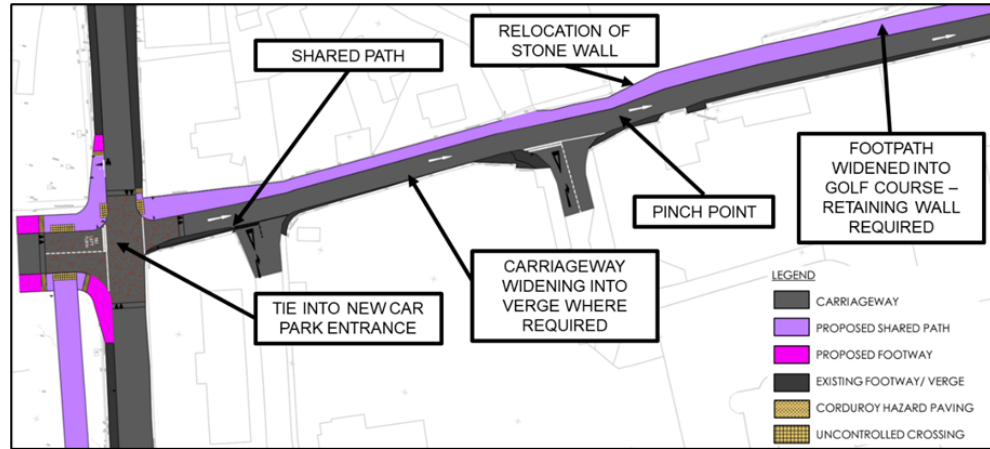
C: Back Road

Current situation: Previous studies have indicated that vehicle speeds are an issue along Back Road, with 83% of vehicles travelling over the speed limit, and there is currently limited pedestrian and cyclist facilities.

The location of this design is presented below



A concept design of the preferred option is presented below



The preferred option involves:

- A one-way system between Knockenhair Road and Shore Road car park, heading eastbound.
- A shared path on the north side of Back Road for the entirety of the section between the junction with Shore Road and Knockenhair Road. The path has a varying width along the length from 1.5m to 3m depending on the constraints of carriageway width, with most of the shared path being approximately 3m wide.
- A carriageway width of a minimum of 3.7m at the narrowest sections
- Relocation of a stone wall, which will require planning permission, and building out into the golf course land with a retaining wall due to level differences.

An artistic impression of the proposed change is presented on the next page.

C: Back Road

Artistic Impression

An artistic impression of the proposed change is presented below



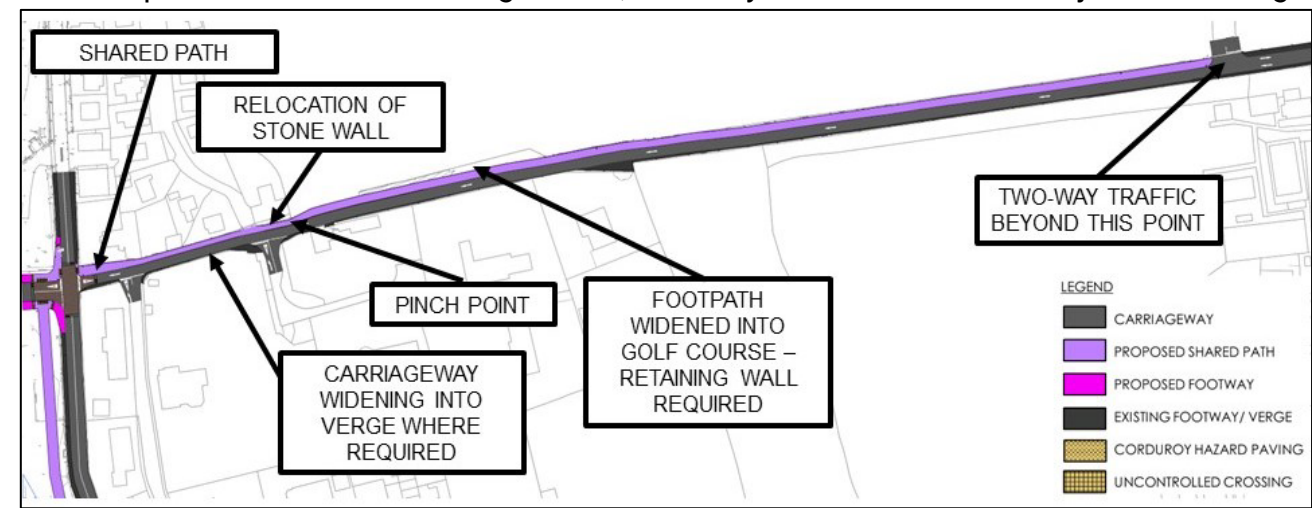
Q3. Do you like the preferred design option at this location?

- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Not sure / no opinion |
| <input type="checkbox"/> No | <input type="checkbox"/> No change is required at this location |

If you selected no, alternative design options for this location are presented below.

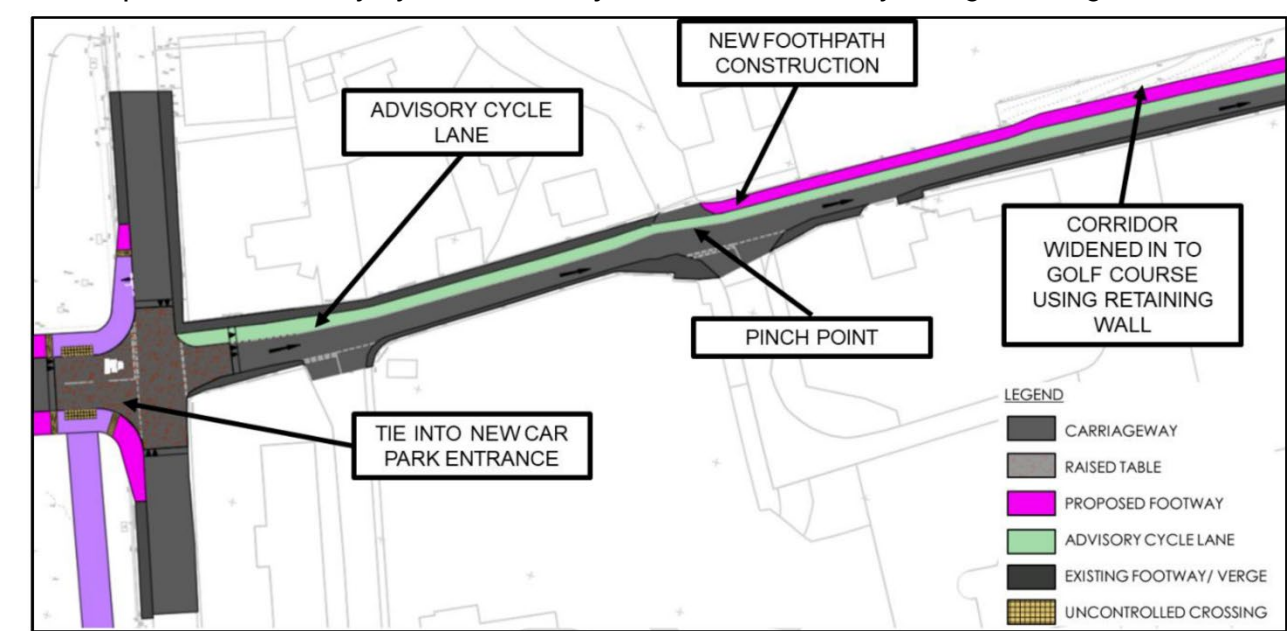
Alternative Option 1

In this option, the one-way is westbound to the entrance of the Winterfield Golf Club. The shared use path runs between the Shore Road car park and entrance to the golf club, where cyclists would have to rejoin the carriageway.



Alternative Option 2

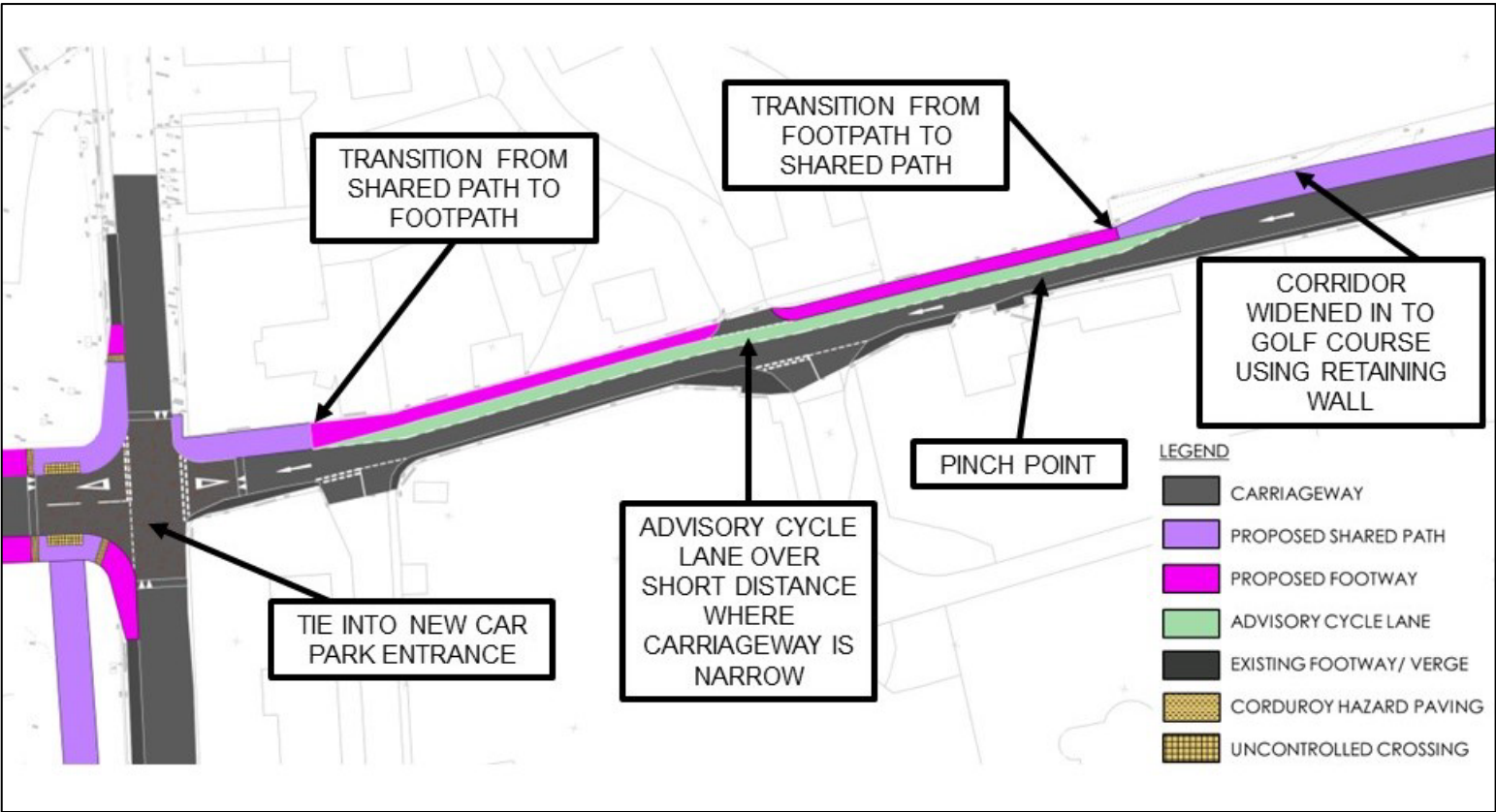
In this option, an advisory cycle lane is adjacent to the footway along the length of Back Road.



If you selected no, alternative design options for this location are presented below.

Alternative Option 3

In this option, an advisory cycle lane is adjacent to the footway for part of Back Road, before merging with a shared use path for the remainder of Back Road.

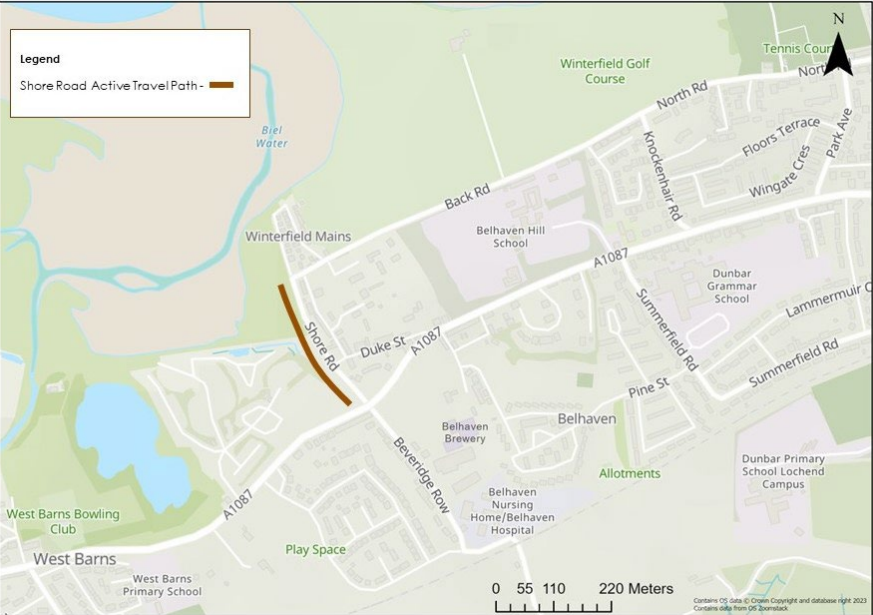


Do you like anything about the options above? Please provide your answer in the text box below.

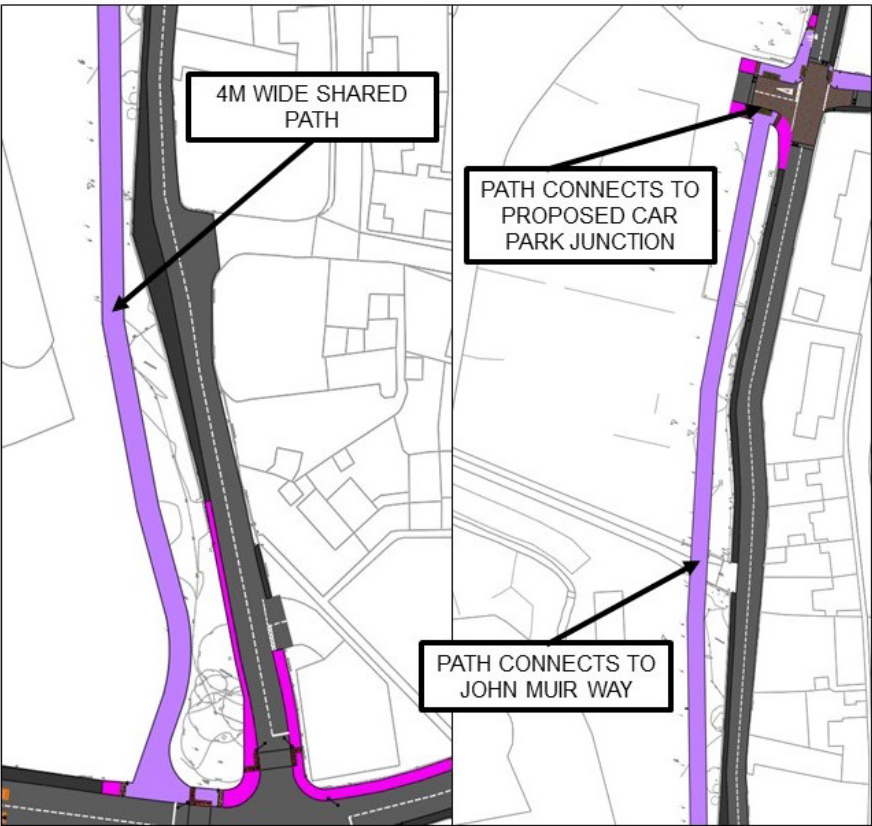
D: Shore Road Active Travel Path

A concept design for the preferred option for an off-road travel path adjacent to Shore Road is presented below. This will be a shared use path and a width of 4m over a length of around 300m. The proposed active travel path will connect to the existing John Muir Way cycle path and provide off road access from the Toucan crossing proposed at Shore Road. The existing John Muir Way path south of Back Road would connect with the new off-road path.

The location of this design is presented below



A concept design of the preferred option is presented below.



Q4. Do you like the preferred design option at this location?

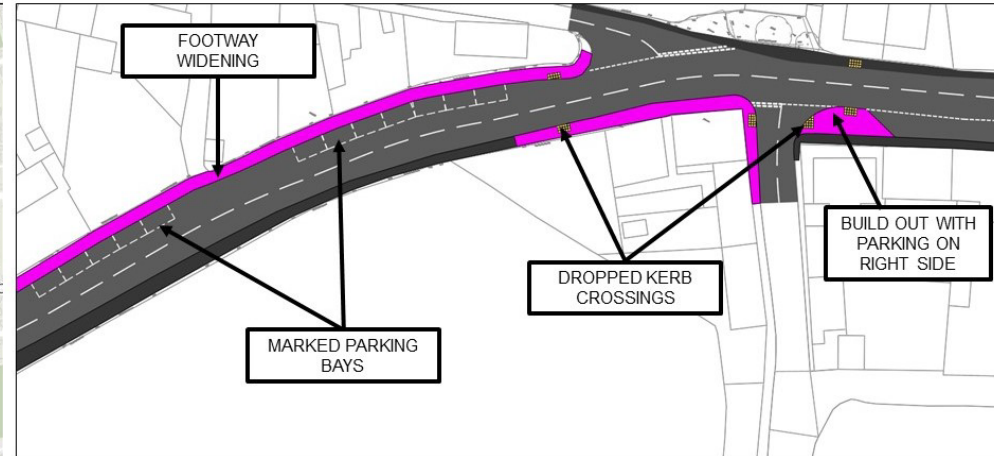
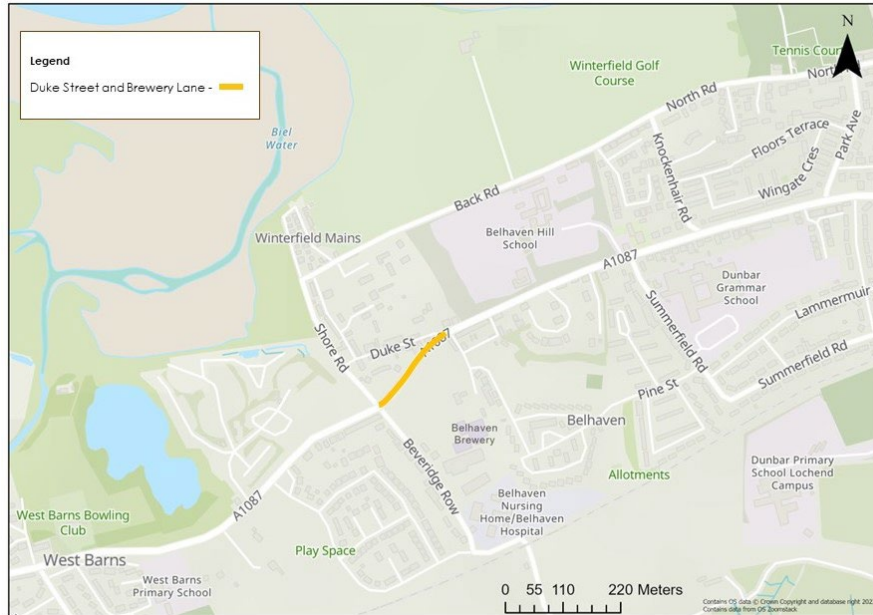
- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Not sure / no opinion |
| <input type="checkbox"/> No | <input type="checkbox"/> No change is required at this location |

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

E: Duke Street and Brewery Lane

Current situation: The pavement on High Street is currently narrow and there is limited crossing provision for pedestrians. The location of this design is presented below:

A concept design of the preferred option is presented below.



Improvements to the crossing facilities at the junctions of Duke Street and Brewery Lane involves:

- Widening of pavements
- Provision of pedestrian build-out
- Dropped kerb pedestrian crossing with tactile paving

An artistic impression of the proposed change is presented on the next page.

E: Duke Street and Brewery Lane

Artistic Impression

An artistic impression of the proposed change is presented below



Q5. Do you like the preferred design option at this location?

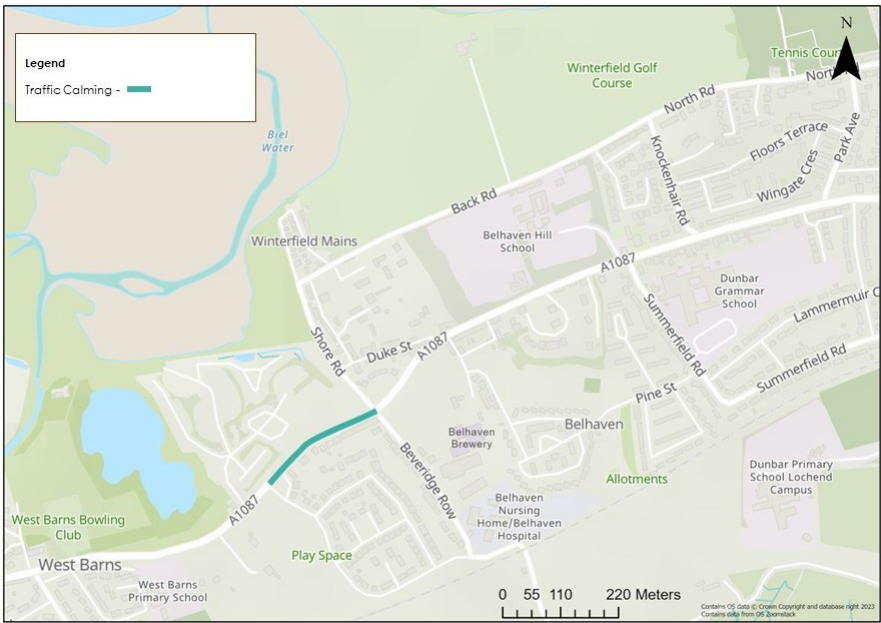
- ☐ Yes
- ☐ Not sure / no opinion
- ☐ No
- ☐ No change is required at this location

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

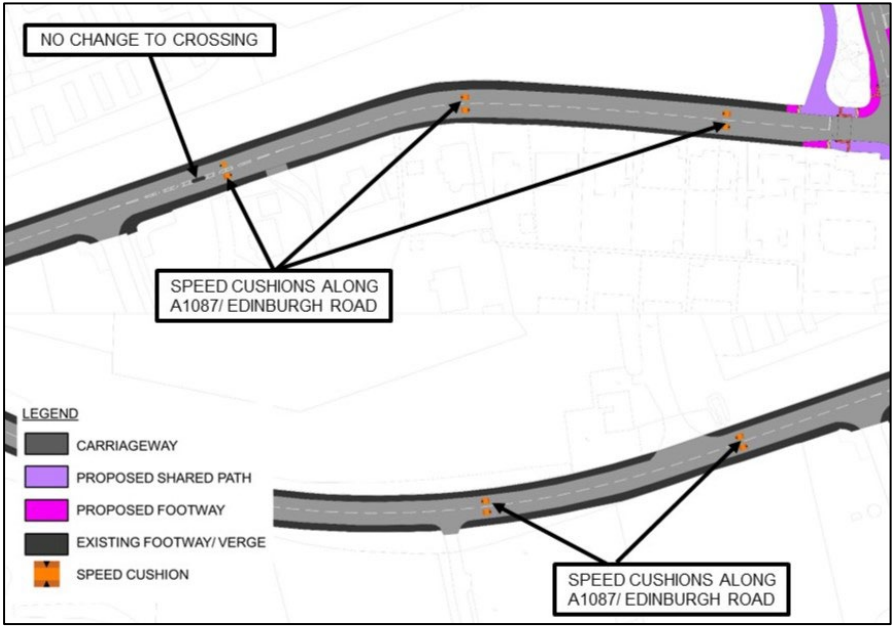
F: Traffic Calming

Current situation: To reduce traffic speeds along the A1087 in advance of the proposed Toucan Crossing, additional traffic calming measures in the form of speed cushions are proposed. There will be a total of 5 speed cushions installed between the Shore Road junction and Bayview Circus. The existing pedestrian crossing island at Bayview Circus will be maintained.

The location of this design is presented below:



A concept design of the preferred option is presented below.



Q6. Do you like the preferred design option at this location?

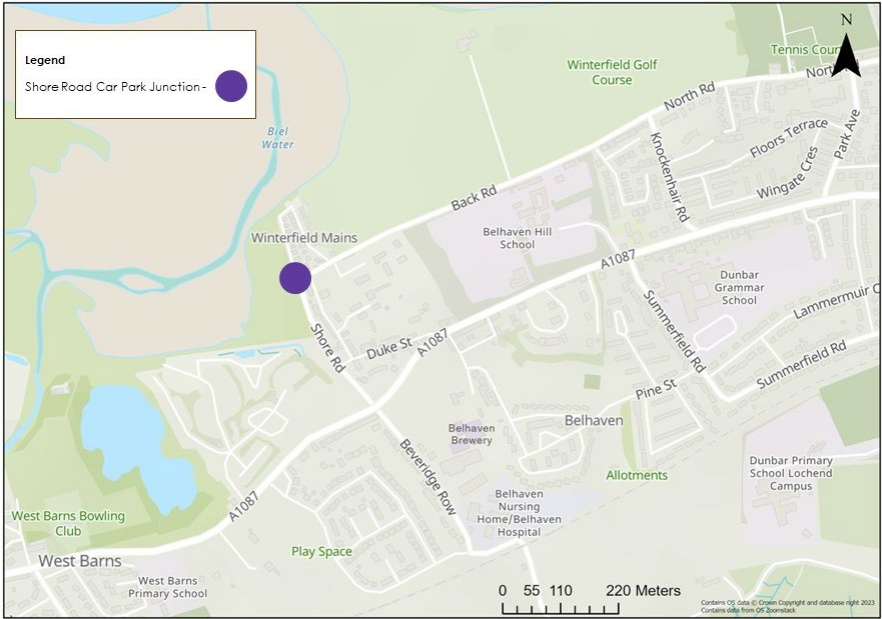
- ☐ Yes
- ☐ Not sure / no opinion
- ☐ No
- ☐ No change is required at this location

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

G: Shore Road Car Park Junction

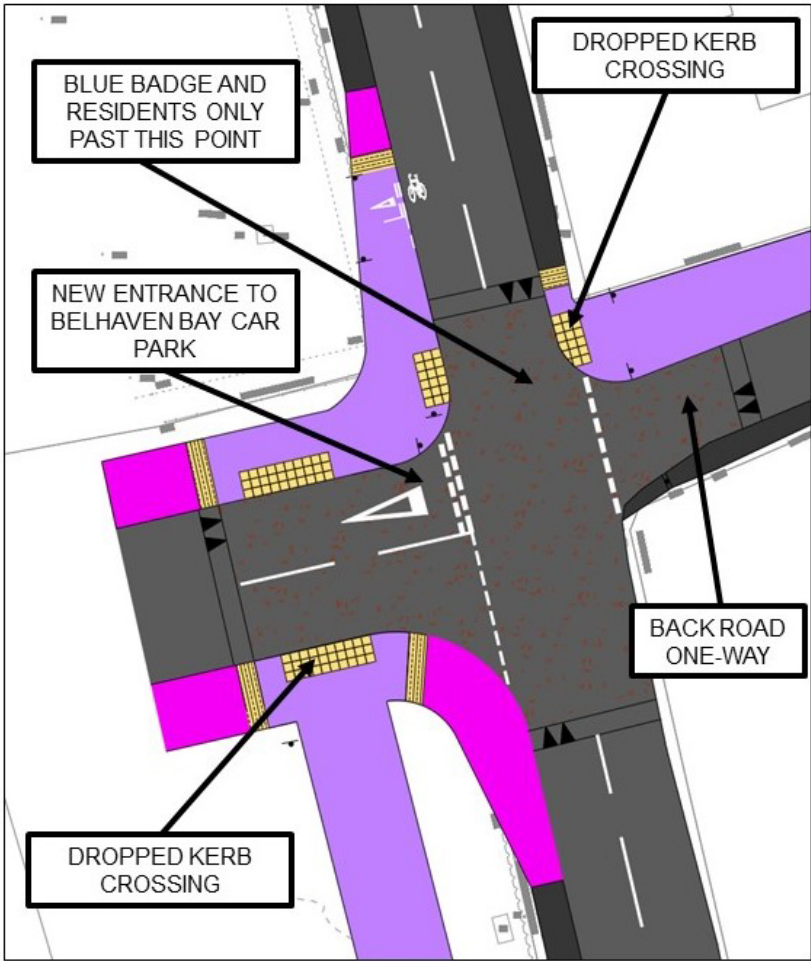
Concerns have previously been raised by local residents, council officers and Belhaven Surf Centre over traffic and pedestrian movements in the area around the existing car park junction situated directly opposite access to the Surf Centre. Consideration has therefore been given to relocating the existing car park access south and creating a crossroads at the junction with Back Road. The relocation of the car park junction also improves connectivity with the proposed shared use path along Back Road and the active travel path from the A1087. Pavement improvements around the junction and crossing facilities will also be provided.

The location of this design is presented below:



An artistic impression of the proposed change is presented on the next page.

A concept design of the preferred option is presented below.



G: Shore Road Car Park Junction

Artistic Impression

An artistic impression of the proposed change is presented below



Q7. Do you like the preferred design option at this location?

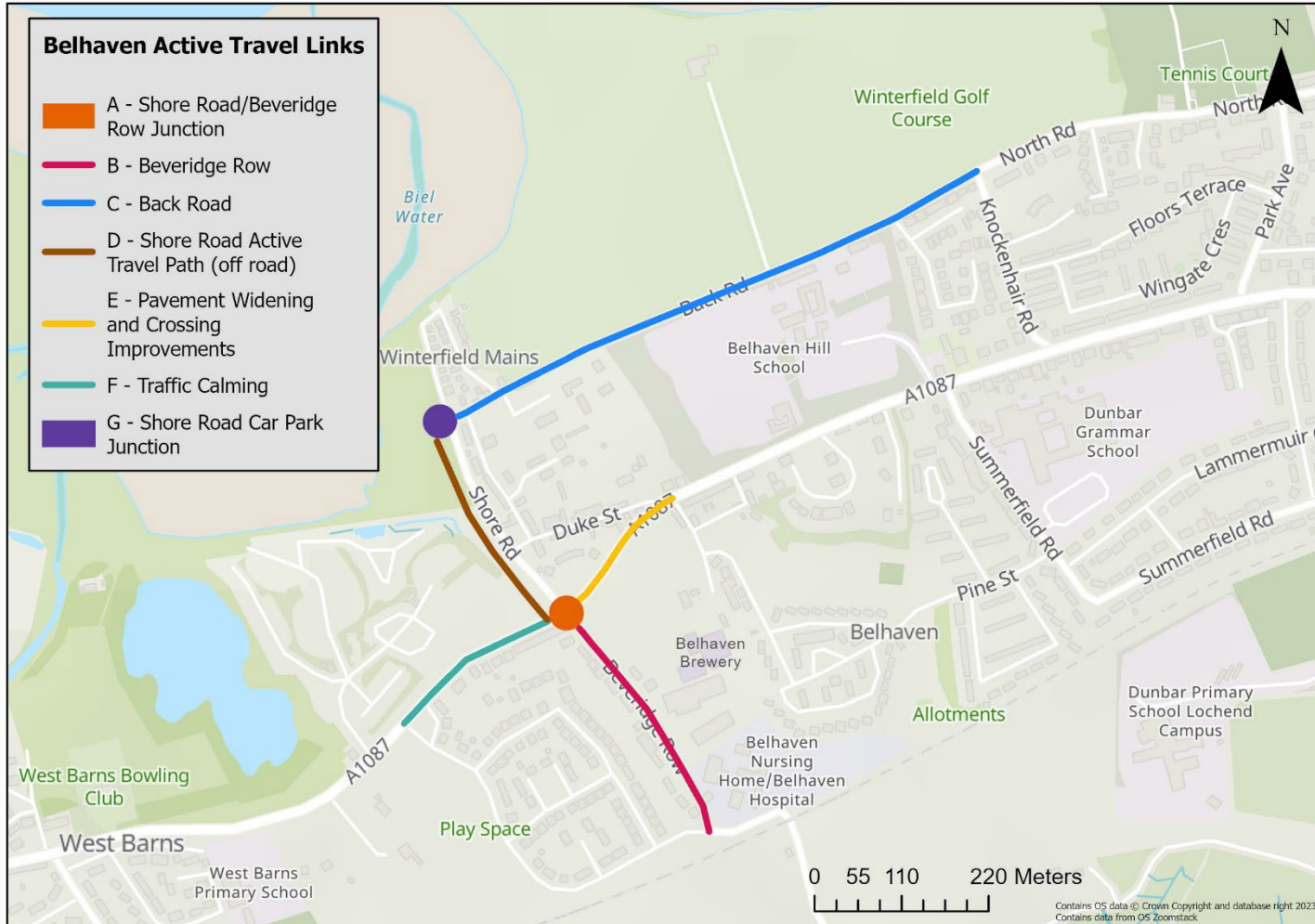
- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Not sure / no opinion |
| <input type="checkbox"/> No | <input type="checkbox"/> No change is required at this location |

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

Priority of Delivery

The designs presented above cannot all be delivered at once. The delivery of the agreed proposals based on stakeholder and community engagement will be solely reliant on external grant funding. Therefore, we would like to determine the priorities of the community. Please use the ranking system below to list the design options in order of preference for delivery.

A map is provided below to remind you of the different locations:



Ranking:

Q9. Please number the options in order of preference for delivery, 1 being the most important that should be delivered first and 7 having the least priority.

☐

A – Shore Road/Beveridge Row Junction

☐

B – Beveridge Row

☐

C – Back Road

☐

D – Shore Road Active Travel Path (off road)

☐

E – Duke Street and Brewery Lane Pavement Widening and Crossing Improvements

☐

F – Traffic Calming

☐

G – Shore Road Car Park Junction

Thankyou!

Thank you for taking part in the survey.

If you have any further comments these can be made using the text box on the next page. If you have any further questions, please contact belhavenmasterplan@stantec.com or call **0131 335 4200**.

Please use the text box below to provide any further comments.

About you

It would help us if you answered the following optional demographic questions to ensure we have engaged with a diverse group of respondents who are representative of the entire community.

1. What is the start of your postcode? (e.g. EH42 1)

Exclude the final two letters. We only use your postcode data for purposes of analysis within this study. The survey is anonymous and no individual can be identified from the information provided.

Leave blank if you would prefer not to say

2. Are you a local resident of Belhaven?

☐

Yes

☐

No

☐

Prefer not to say

☐

Other

3. What is your age?

☐

Under 16

☐

17 to 24

☐

25 to 44

☐

45 to 64

☐

65 to 74

☐

75 and over

☐

Prefer not to say

4. What gender do you identify as?

☐

Female

☐

Male

☐

Identify in another way

☐

Prefer not to say

5. Do you have young children or are you pregnant at the moment?

☐

Yes

☐

No

☐

Prefer not to say

6. Do you consider yourself to have a disability?

☐

Yes

☐

No

☐

Prefer not to say

7. If you ticked yes to the above, please tell us how you would describe your disability in the box below.