



North Berwick Town Centre Charrette

East Lothian Council
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East Lothian
EH41 3HA



North Berwick Town Centre Charrette
final report

August 2017

Kevin Murray Associates
with
Willie Miller Urban Design
and Urban Movement



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North Berwick Town Centre Charrette final report

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foreword

"East Lothian Council is delighted to be a partner in the presentation of this report on the North Berwick Charrette. The exercise was virtually unparalleled in the extent to which it brought community groups and individuals throughout the North Berwick Coastal area together to discuss the issues facing the town and debate and shape a vision for its future, by devising practical and affordable solutions with the guidance of Council officials and other experts tailored to the needs and characteristics of the community.

We shall look forward in the coming months to continued close co-operation with the community in work to prioritise and implement the changes identified in the report."

Tom Shearer MBE
Head of Communities and Partnerships
East Lothian Council

executive summary



The North Berwick Town Centre Charrette

This interactive series of planning and design workshops was launched on 30 May 2017, with design workshops running in various locations in the Town Centre from Thursday 1 – Saturday 3 June 2017. It produced a wide range of ideas and projects. The committed and enthusiastic engagement in the process produced a wide-range of exciting outcomes that can have a real and lasting impact on the quality of the Town Centre as a place that everyone can access and enjoy.

The process set out to explore these questions:

“Is North Berwick Town Centre a great place for everyone? Are you interested in how the Town works, how parking and traffic are organised, or have ideas about how walking and cycling can be made easier or the environment improved? Then come along and get involved.”

The urban planning and design exercise was open for all to take part in and was an opportunity for local people to work with a design team to develop ideas and test out suggestions that may make the Town Centre work better for everybody.

Tuesday 30 May – North Berwick Community Centre

7:00pm – 8:30pm: Community Launch

Thursday 1 June – Hope Rooms

9:30am – 12:30pm: Town Centre Walk and Talk

1:30pm – 4:30pm: Town Centre Interactive Workshop

Thursday 1 June – North Berwick Community Centre

7:00pm – 9:00pm: Catch-up – add your ideas

Friday 2 June – Abbey Church Old Hall

9:30am – 12:30pm: Ideas Testing Workshop

3:30pm – 5:00pm: Open Design Studio

7:00pm – 8:30pm: Catch-up – add your ideas

Saturday 3 June – St Andrew Blackadder Church Hall

10:30am – 12 noon: Action Planning Workshop

2:30pm – 4:30pm: Feedback Exhibition

Kevin Murray Associates, with Willie Miller Urban Design and Urban Movement, as respective planning, urban design and movement consultants, formed the team that ran the events. North Berwick Coastal Area Partnership commissioned the charrette, with support from East Lothian Council and funding from the Scottish Government Charrette Mainstreaming Programme.



The Placemaking Strategy and Vision

Through all of the discussions the design team worked with attendees to devise a vision and placemaking strategy for the Town Centre, expressed as:

"A friendly, universally accessible place that makes best use of its distinctive historic fabric to connect locals and visitors with

- An enjoyable and effective movement network
- A range of well connected uses and amenities
- Good information, signing and parking regime
- A choice of homes, shops and services
- A positive and welcoming culture

Delivered through a positive medium-term community plan to improve conditions for everyone."

In amongst the 44 projects that emerged from the charrette, the following were the top three from the discussions and the action planning exercise on the final day of workshops:

- 1. Improving walking and access at the east end of High Street** - making major people-focused improvements to walking and access conditions along this section of the street.
- 2. Providing a better parking strategy** to increase effectiveness and turnover so enabling other projects and

contributing to a people-focused Town Centre.

- 3. Improvements for people movement** – a programme of individual projects that that will combine to create a much-improved high quality place giving more space for people and activities.

The full collection of projects has been brought together into Action Plan Themes that were identified through the charrette activity. These are:

- 1. Street and Public Realm Improvements**
 - i. Street & Pavement Improvements
 - ii. Strategic Public Realm Improvements
- 2. Traffic & Parking**
 - i. Traffic & Movement
 - ii. Parking
- 3. Character, Quality & Amenities**
 - i. Facilities & Amenities
 - ii. Town Centre Character, Quality & Heritage
- 4. Sustainable Travel & Accessibility**
 - i. Public & Community Transport
 - ii. Connections & Cycle Access
 - iii. Social Inclusion & Integration
 - iv. Access & Wayfinding

All of these outcomes proposals were built up through the interactive workshops.

Pre-charrette events and survey

Ahead of the charrette events, the team engaged with over 400 people through local schools, North Berwick Day Centre, North Berwick Youth Project and other groups to generate ideas to feed into the charrette and gain insight into the Town Centre. The key issues emerging from this pre-charrette engagement were the narrow width of pavements, the lack of crossings on the High Street, managing deliveries and waste collection, creating space for seasonal events, a community bus loyalty scheme, creating attractive walking, and cycling routes

There was also a survey, which was sent to over 7,000 addresses in the North Berwick Coastal Partnership Area. From the response to this survey, it was learnt that:

- **Pedestrianisation** in different forms is suggested, from **full to limited-time pedestrianisation** with consideration for Blue Badge and servicing access.
- A need to **retain car access** is felt, with a range of options suggested from keeping **access as it currently is, to limiting access by time** or for Blue Badge or servicing only.

- **Safer streets** are wanted, reducing the feeling of threat from moving vehicles through **wider pavements, with even surfaces**.
- **New uses** in the Town Centre are sought such as **markets or festivals**.
- The **character and vibrancy** of the Town Centre needs to be retained. This includes ensuring that there is a **diversity of retail** in the Town Centre and preventing the street from being filled entirely with one type, such as coffee shops.
- **Independent shops** are popular and being able to retain the ones that are there and attract new independent shops was identified as an important aspect of the Town Centre's character.
- **High Street quality** needs to remain high. Some shop fronts and buildings require maintenance or to be cleaned to ensure that the quality of the Town Centre remains high.
- **Community transport** including Park and Ride was suggested. A community bus service that serves the town with a regular route was mentioned multiple times.
- **Social spaces** – people inevitably meet others then know when they are in the Town Centre, having more places that are pleasant to stop and chat without having to step into the roadway to let people by were suggested.
- There are many other ideas for the Town Centre included additional toilets and changing facilities, clean pavements,

more cycle racks and venues for arts and performances.

On the matter of Pedestrianisation, while a full range of options was discussed, the analysis of responses highlighted that the majority of viewpoints sit in the middle range, viewing this as more nuanced than as a straight yes/no issue, rather something that needs to have degrees of flexibility built into it.

The Design Workshops

During the design workshops, a variety of techniques and tools were used to aid the community and the design team to get into the issues and begin to generate ideas for solutions and to test these. This was an iterative process, beginning with a shared walkabout and discussion using the Place Standard tool. This set up the issues for discussion over the subsequent sessions. These were:

- Movement and connectivity (Town Centre walking environment, accessing the Town Centre from outlying areas, cycling, community transport)
- Traffic and parking (including enforcement)
- Equal access (for different users from different ages, restricted mobility, etc.)
- Facilities (e.g. art centre, youth facilities, toilets etc)
- Sustainability

Through the various sessions, discussion around the ideas generated involved testing and further development. The main outcomes from these sessions were:

“Slow-speed” environment and range of pedestrian – cycle – mobility friendly interventions

- Design the Town Centre for very slow movement of vehicles, making the place feel more orientated towards people. This would include pavement widening on the east end of High Street

Releasing more parking spaces

- Ticketed parking – free for the first 20-30 minute period, with a charge after this.
- Temporary use of existing car parking during peak season such as the High school car park.
- Introduce resident parking permit in Town Centre.
- A seasonal or a permanent park and ride with provided access into town.

Connections to housing areas

- Link the new housing developments to public transport routes such as buses, to make them more accessible and reduce the dependency on the car.
- Encourage people to walk and cycle, most of North Berwick



is within a 1200 metre (15 minutes walking) distance from the train station.

Amenities and services + links

- Improve and install signage at the beach to help visitors as well as locals
- Provide toilet facilities in more locations, such as the station, west end of the beach/town, and the Lodge grounds.

Character, quality, views

- Enhance and protect the character areas of the Town such as the beach/seaside, the harbour, the golf course, the two-different character areas of the High Street (East and West), the Glebe, the Lodge grounds and maintain the glimpses of the sea from Forth Street.
- Areas that require renovation: Lighthouse corner, R.L. Stevenson's murals, Wynds off Forth Street, bollards, fences near the sea and the tennis areas.

Shuttle bus link- loop

- A "Wander Bus" that provides a frequent bus service within North Berwick – connecting the new areas of housing to the town, and stopping at key sites such as shops, doctors surgery, chemists etc.

Social inclusion

- Develop the social support for people with additional needs, as well as the physical needs through education and campaigns such as Dementia Friendly Towns to make North Berwick a welcoming, inclusive and supportive place.
- Support existing schemes to develop and grow, for example encourage young people that have recently passed their driving test to join the North Berwick Volunteer Car Scheme.

Links + crossings + junctions

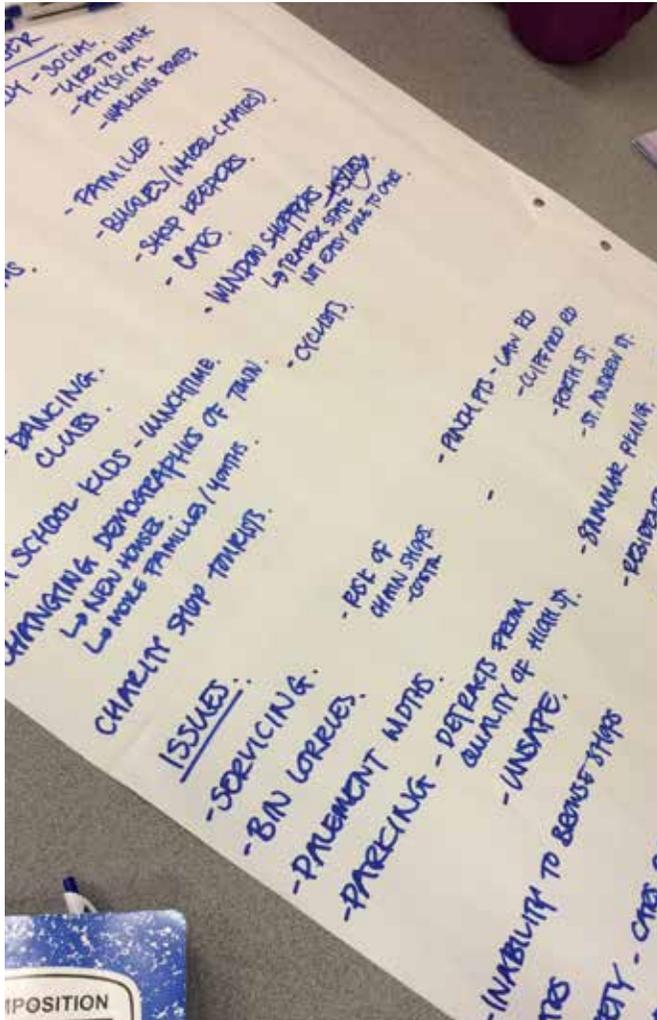
- A series of suggestions for creating additional crossing points in the town, these would also act as 'gateways', introducing drivers to the proposed 'slow-speed' environment.

Improvements for Walking

- A programme of works that are aimed at drastically improving walking and movement conditions for people for relatively low cost. This includes narrowing vehicle lanes at junction, and identifying areas where pavements could be widened or made continuous across little-used side streets.
- Proving 'green' pedestrian and cycle routes linking housing, the schools and other facilities.

The Charrette Report will be launched at the North Berwick Coastal Area Partnership's AGM on 19 September 2017, where there will be an opportunity for the community to consider the priorities for delivery.

01 introduction



The North Berwick Coastal Area Partnership, with support from East Lothian Council bid for resources and commissioned a design charrette in early 2017. A team led by Kevin Murray Associates with Willie Miller Urban Design and Urban Movement were appointed to undertake the pre-charrette engagement, to organise and run a design charrette and report on the outputs.

A design charrette is an intensive consultation undertaken over a few days, with site visits and interactive design workshops, where local people have the opportunity to work together with an expert design team to develop and test ideas that seek solutions to identified issues.

The brief for the charrette was to seek improvements to accessibility through exploration of environmental improvements, active travel, and community transport. This was based on the growing inequalities of access in the town, including pedestrian access, perceived safety issues and traffic and parking within North Berwick’s Town Centre. This work was to be undertaken in collaboration with the community, building on the local knowledge they hold, and previous consultation work such as the “Community Conversations.”

1 The Community Conversations were a series of events held for the community of North Berwick to discuss views and ideas for the future of the town

The aim of the charrette was to address the aspirations of North Berwick’s fast growing population, its visitors and the wider population that use the town for its services and amenities while ensuring that the Town retains the characteristics that have made it an attractive place to live and visit and considering the important issue of equality of access.

The charrette event itself took place in late May and early June. A community launch event was hosted on the evening of Tuesday 30 May, with design workshops running from Thursday 1 – Saturday 3 June 2017.

The outcomes from the charrette are intended to shape the actions included in the Local Area Plan, which in turn contributes to the East Lothian Plan. The outcomes and report will also influence other East Lothian Council policies such as the Local Transport Strategy, as well as private investment decisions, and public investment. They can, too, provide support and background bidding for funds that become available from the Scottish Government, The Big Lottery Fund, Sustrans and other organisations.

The report provides a record of the pre-charrette activity and outputs, the charrette events and the projects that were identified through that process. The final item in the report is



a proposed Action Plan that sets out a prioritisation for how projects from the charrette might be delivered.

The outcomes can also be used to influence private investment decisions, public investment and be used as a resource to bid for funds that may become available from Scottish Government, The Big Lottery Fund, Sustrans and other organisations.

02 charrette background and brief



The North Berwick Town Centre charrette was part funded through the Scottish Government Charrette Mainstreaming programme. The North Berwick Coastal Area Partnership (NBCAP) led the charrette process with support from East Lothian Council.

The North Berwick Coastal Area Partnership's purpose is to strengthen links between communities and area-based services provided by the Council. Area Partnerships are the main way that local communities can contribute to and influence what is in the East Lothian Plan² and therefore how services are planned for and delivered in their area. The NBCAP is formed from people from the local community, representatives from Community Councils, Tenants and Residents Associations, Parent Councils, key local groups, young people and Ward Councillors.

While the charrette was considering one area within the NBCAP, there was acknowledgement that the charrette was not only for North Berwick, but that the issue of access must consider those in the area whose primary location for shops, services and amenities is North Berwick town centre.

The scope of the brief for the charrette was as follows:

- To address access, inequality and perceived safety concerns within

2 This is the community planning document for East Lothian Council, distinct from the East Lothian Local Development Plan, the spatial planning document.

the narrow and busy High Street. These have profound effects on the ability of local residents, visitors, and people who work in the town to access goods and services and to participate fully in the daily life of the community or to pursue the recreational, cultural or other reasons for their visit.

- To examine alternative movement patterns, which could make the Town Centre more accessible, looking at their impact, specifically the relationship between traffic and pedestrians together with the significant pressure on Town Centre parking.
- To develop new and creative approaches to balance the different and often conflicting interests of pedestrians, cyclists and drivers. This is particularly important given the growing number of people who may struggle to access the Town Centre – very elderly and frail residents – and increasing numbers of young families too.
- To improve pedestrian access to the Town Centre, including to and from the station, in order to realise health and wellbeing benefits for all age groups and encourage walking and cycling for shorter trips.
- To explore options which help to reduce inequalities both within and between our different community groups and helps to build community relationships and social capital between the different age groups. It is perceived that people living on low incomes are particularly disadvantaged in an affluent area.
- To explore active travel, encouraging walking and cycling and sustainable community transport options e.g. a 'Wander Bus' (a small minibus type accessible vehicle which travels around a fixed route on a regular basis) allowing people to go short distances



around the town. The methodology should include one or more successful models of the wander bus, including a business case.

- *To help enable a transition to more sustainable and low carbon lifestyles. Reducing car usage would cut carbon emissions creating a healthier, cleaner environment e.g. car clubs.*
- *To explore ways to improve the overall quality of the North Berwick Town Centre environment taking into account its rich architectural and historic legacy. The consultant team will be expected to identify the particular qualities of the town centre and identify areas where improvements would benefit its appearance and economy which should include, but not be limited to, coordinated street furniture, shopfronts and signage, public realm layout and materials not just in High Street and Westgate but in Forth Street, Quality Street, Market Place, Kirk Ports, and connecting wynds and paths.*

03 north berwick town centre context and previous engagement



North Berwick Demographics and Economy

From the 2011 Scottish Census, North Berwick has a population of 6,605 people, making it the Area Partnership's largest town. The population is older than the national average, with a noticeably lower proportion of the population in the 16-44 age bracket. According to the 2011 Census, 65.1% of the North Berwick population aged 16 to 74 were economically active. This was below the Scottish average, but is explained in part by the higher than average level of retirement for the same age group (22.1% against a national average of 14.9%).

While North Berwick is an affluent area there are areas of deprivation, with the most disadvantaged area located centrally in the Town Centre.

No one employment sector is dominant in North Berwick, the largest sectors being retail (including motor trade) (11.2%); education (10.1%) and health and social work (14.5%). Tourism, including golf, plays an important role in the North Berwick economy. In the town centre the business vacancy rate is lower than the East Lothian average³.

³ Source: North Berwick Coastal Area Partnership Snapshot: www.eastlothian.gov.uk/download/.../north_berwick_coastal_ward_profile_summary

North Berwick High Street

North Berwick's High Street is one of the busiest in East Lothian, with an average weekly footfall of 4,130 in 2016⁴. This high level of footfall combined with narrow footpaths, vehicular traffic and parking has resulted in the issues that have been highlighted in the brief and to which the charrette aims to provide solutions. In comparison with other Scottish towns, the footfall is healthy, as are the lower than East Lothian average business vacancy rates. In order to fully realise the very positive aspects of North Berwick's town centre it will be necessary to use the charrette to develop solutions that strip away the negative aspects of the pedestrian experience and other access issues (including servicing).

North Berwick Streetscape

Street design is an essential element in creating useable and attractive places. North Berwick Town Centre has a historic street pattern that physically constrains the space available. As it stands, space allocation and design has been biased towards vehicular traffic and movement. North Berwick has the potential to be enhanced to become a more accessible and walkable place, allowing people to experience and enjoy the charming and vibrant atmosphere, through examining the following:

⁴ Source: PMRS. North Berwick Pedestrian Footfall Standard Report, November 2016.



- The creation of a very good walking experience, walkways, routes and alternative road layouts;
- Shopfront enhancement and other enhancements in keeping with the conservation area;
- Public spaces and place enhancement, including lanes and wynds;
- Elderly and dementia-friendly town centre concepts;
- Family and kids friendly features - including play provision close by; and
- Interesting opportunities for movement, activity and views in North Berwick's lanes.

North Berwick Transport and Movement Challenges

Car use is **approximately 10% lower** in North Berwick than the national average, although in line with the rest of Scotland still the predominant mode of transport (Source: 2011 Scottish Census). Against the national picture there is far more travel to work by train than bus, and slightly higher than average walk to work. This pattern suggests a high proportion of out-commuters from the town, while those that work locally are able to walk. Working from home is much higher than the national average (17.2% against 10.8%).

This mix of being able to access employment, services and amenities at a very local level, while being dependent on car for

access to sub-regional and regional services is typical of many Scottish settlements, including many across East Lothian and Fife.

Additional growth in the Town Centre from housing development brings additional pressures, as do current proposals for the expansion of the Sea Bird Centre to become the National Marine Centre, which would draw more visitors to the centre of North Berwick.

Previous Consultation

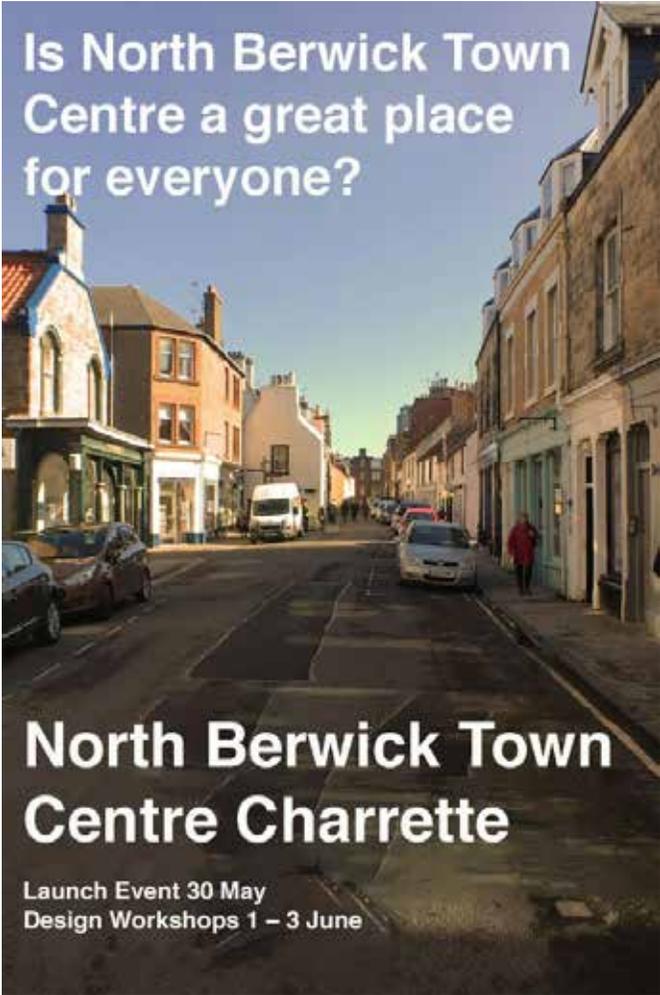
Previous consultation undertaken by the Area Partnership includes the Thistles Shop event, the 3 Wishes event and most recently the Community Conversations. The latter was a very well attended event that took place on 15 August 2016. Its purpose was to provide a wide-ranging discussion about North Berwick and future change.

The charrette project team took the outputs from the Community Conversations and digested these ahead of the charrette to learn what community views and ideas were and how they relate to the town centre, access and equality.

The key points from this consultation that have been drawn out by the charrette project team area:

- There is an aspiration for a **vibrant town centre**, including successful local and independent businesses.
- There is a **perceived safety issue** related to people, particularly old and young, feeling unsafe walking in the town centre and feeling **threatened by moving vehicles**.
- **Pedestrianisation** was suggested through the consultation in various forms, **from full Pedestrianisation, to seasonal Pedestrianisation**.
- **Improving accessibility** was an important theme, **particularly for those with limited mobility**, for people with pushchairs and wheelchair users.
- People appreciate the close proximity of **greenspace**, retaining and improving this, including adding greenspace or planting where possible.
- **Parking** that supports the town centre's vibrant economy.
- **Alternatives to driving into town** are desired, with suggestions made of Park and Ride, community transport schemes, safe cycle and walking routes and bike hire schemes.
- North Berwick has a very **sociable town centre** – it is a place where you meet people, stop and have a chat and this reflects a **well-knit community**.

04 pre-charrette engagement



As the Community Conversations demonstrated, North Berwick is a well-engaged community. The primary aim of the pre-charrette work was therefore to maintain that engagement, to draw in new voices through an inclusive process, to generate interest in the charrette and to gather ideas and views that would help set the direction of the design workshops.

An intensive programme of engagement with schools and other groups was planned for April and May 2017, and a pre-charrette survey was prepared and distributed to over 7,500 addresses. The charrette also had a dedicated Facebook page, which reached over 5,000 users through a sponsored post. The pre-charrette survey was sent by email to the North Berwick Coastal Area Partnership’s email distribution list, to a local business distribution list and other local networks.

Groups involved in the pre-charrette activities, cumulatively representing over 400 people, were:

- Aberlady Primary School
- North Berwick Day Centre
- North Berwick Youth Project
- Gullane Primary School
- North Berwick Business Association
- Law Primary School

- North Berwick High School
- Local Golf Clubs

Another key part of the pre-charrette engagement was site visits arranged through the On the Move sub-group of the Area Partnership, and with Council Officers from Planning and Roads. Members of the project team also undertook on-street sessions, the purpose of which were to encourage participation in the charrette workshops, on North Berwick High Street and at the train station.

Pre-charrette Survey

The pre-charrette survey was designed with two purposes in mind, first to stimulate thought around town centre accessibility and how this could be improved, second to gather background data on how the town is currently used. The intention was not to undertake a thoroughly scientific survey, but to use the data to indicate a broad views.

The survey was distributed with information on the charrette itself to over 7,500 addresses, electronically through email and Facebook, through the schools and available at Gullane Library, North Berwick Library and North Berwick Community Centre.



For a placemaking exercise this is a positive level of return, whereby the charrette project team can have a reasonable level

of confidence in the survey responses, particularly for the stated aims outlined⁴.

4 For the North Berwick Coastal Area Partnership Ward population of 12,515 the survey return gives a 95% confidence level and a 5.2% margin of error.

survey form sent out to households and left at prominent town locations

A little about you and how you get around:

I am:

Under 16	16 – 18	18- 26	26 – 35
36 – 50	51 – 65	66 – 75	over 76

The settlement I live in/nearest to in the North Berwick Coastal Area Partnership is....

I use North Berwick town centre primarily for

Leisure/Social Shopping Banking/other amenities

Eating/drinking Other

I travel to the town centre by

Foot bike car bus taxi train other

The time of day I am most likely to visit the town centre is

Morning Mid-day Afternoon Evening

Contact Details:

Name:

Address:

Email:

We hope you can join us at the charrette events that are being planned.

Ahead of these events, we want to understand more about North Berwick town centre and have prepared a short survey to gather local knowledge and aspirations.

You can complete this tear off slip and return it to North Berwick Community Centre, or complete it online by going to this link: www.link.com

If I could make one improvement for North Berwick town centre, it would be....

North Berwick High Street would be perfect for me if...

I hope that in 10 years time North Berwick town centre will....

You may have other thoughts or ideas that you would like to share with us. Please use the space below:

6

More overleaf...

People could check as many of the options as were relevant to them. The survey produced the following results:

I use North Berwick Town Centre mostly for:

shopping	85%
eating/drinking	66%
leisure/social	63%
banking/using other services	59%
working	5%
other uses such as health facilities/volunteering, other social/community activities	4%
living	3%

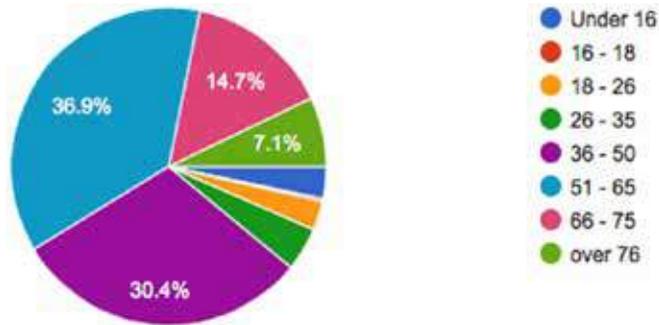
I normally travel to the town centre by:

foot	65%
car	52%
bike	19%
bus	9%
train	5%
other: being driven by family, mobility scooter, motorcycle etc	3%
taxi	1.5%

The time of day/week I am most likely to visit the town centre is:

weekday	66%
weekend	59%
morning	49%
mid-day	32%
afternoon	47%
evening	27%

Age profile of respondents:



The survey also asked a series of open-ended questions.

If I could make one improvement for North Berwick Town Centre, it would be...

North Berwick Town Centre would be perfect for me if...

I hope that in 10 years time North Berwick Town Centre will...

Analysis of the responses to these questions highlighted the following:

- **Pedestrianisation** in different forms is suggested, from **full to limited-time pedestrianisation** with consideration for Blue Badge and servicing access.
- A need to **retain car access** is felt, with a range of options

suggested from keeping **access as it currently is, to limiting access by time** or for Blue Badge or servicing only.

- **Safer streets** are wanted, reducing the feeling of threat from moving vehicles through **wider pavements, with even surfaces.**
- **New uses** in the Town Centre are sought such as **markets or festivals.**
- The **character and vibrancy** of the Town Centre needs to be retained. This includes ensuring that there is a **diversity of retail** in the Town Centre and preventing the street from being filled entirely with one type, such as coffee shops.
- **Independent shops** are popular and being able to retain the ones that are there and attract new independent shops was identified as an important aspect of the Town Centre's character.
- **High Street quality** needs to remain high. Some shop fronts and buildings require maintenance or to be cleaned to ensure that the quality of the Town Centre remains high.
- **Community transport** including Park and Ride was suggested. A community bus service that serves the town with a regular route was mentioned multiple times.
- **Social spaces** – people inevitably meet others then know when they are in the Town Centre, having more places that are pleasant to stop and chat without having to step into the roadway to let people by were suggested.

- There are many other ideas for the Town Centre included additional toilets and changing facilities, clean pavements, more cycle racks and venues for arts and performances.

On the matter of Pedestrianisation, while a full range of options was discussed, the analysis of responses highlighted that the majority of viewpoints sit in the middle range, viewing this as more nuanced than as a straight yes/no issue, rather something that needs to have degrees of flexibility built into it.

workshop session with North Berwick Youth Project in Hope Rooms, 28 April 2017

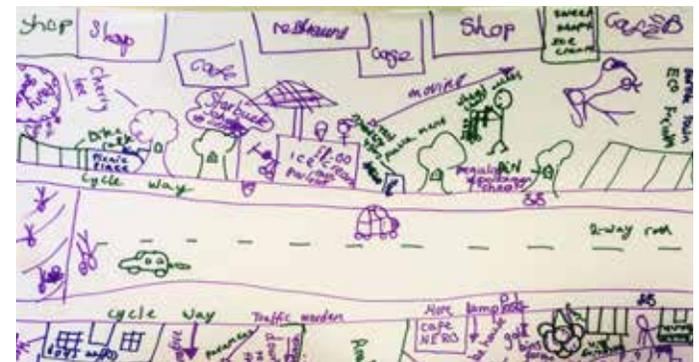
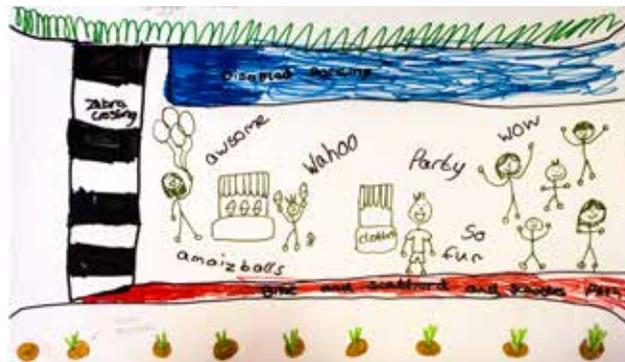
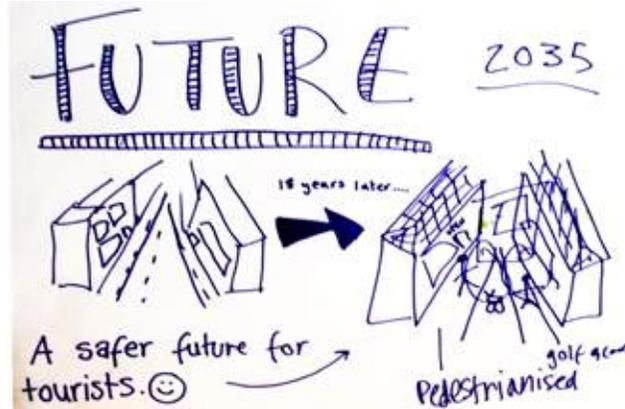




selection of drawings done by children at Aberlady Primary School (28 April 2017), Gullane Primary School (2 May 2017), Law Primary School (9 May 2017) and North Berwick High School (10 May 2017)



workshop session with North Berwick Day Centre, 28 April



Survey Answers

VEHICLE MOVEMENT	No Access				Pedestrianised
	Restricted By Place			Pedestrian Safety Wider Pavements Part of High Street Market Place	
	Restricted By Time		Pedestrian Safety Summer, Holidays, Weekends 10 am to 11 pm		
	Open	NOW			
		Open	Occasional Pedestrianisation	Part Pedestrianisation	Full Pedestrianisation

Survey Answers - Parking

One side Parking	Parking enforcement	Put 3 hour limit on St Andrew Street Parking
No Parking	More short-term (i.e. 30min) parking	Parking on the High St only for Blue Badge holders
Underground parking (Glebe suggested)	Edge of town parking with shuttle busses	Seabird Centre parking free of charge
Pay and Display Parking	Free Parking	



One Side Parking
Example: Brighton



Underground Parking
EX: Piazza de Gasperi proposal



No Parking

Another key issue that was raised was parking. A wide range of suggestions were made regarding solutions to parking as illustrated to the left.

From the work with the groups, there were some great discussions, with old and young alike, around the current issues that people have accessing North Berwick, and some very creative sessions with school pupils who worked in mini-design workshops to sketch out a piece of the High Street, illustrating some of the solutions that they thought could change the Town Centre into the place that they desired.

The key ideas emerging from these sessions were

- **Width of the pavements** needs to be addressed; currently they are a barrier to access. Getting the space to add width was more difficult, with a range of ideas being proposed from removing car parking to 'herring-bone' parking in specific areas and more radical solutions such as rebuilding one side of the High Street 2 metres back to create more space!
- **Crossings on High Street** – both old and young people highlighted the lack of crossings on High Street as an issue. This has an impact on the confidence that these groups have in using and accessing the town centre. Introducing crossing points where people are sure that they have priority would make a positive difference.
- **Managing deliveries and waste collection**, this is an issue that can create a rolling road block down the High Street, as well as having an impact on the character and amenity of the town centre. School pupils had some very creative ideas for changing this, from using management to ensure these activities take place at suitable times, to conveyor belts or tracks that run down the street for deliveries which could double up as transport for people with mobility issues.
- **Seasonal events**, creating space in the town centre by removing car traffic would allow for markets, festivals or street parties to take place seasonally.
- Other innovative ideas suggested included: **push-cart hire** scheme for carrying equipment to



the beach, a **community bus loyalty scheme** to encourage people to use community bus schemes, **attractive walking and cycling routes** to make this a better option than the car and **using technology to limit the number of vehicles** that are on High Street at any one time.

05 the charrette sessions



This section provides a summary of the charrette events. The charrette was launched on Tuesday 30 May 2017 with design workshops being held over three days from Thursday 1 June to Saturday 3 June 2017. The community launch took place in the North Berwick Community Centre. On the first day of the charrette, Thursday 1 June 2017, the team was based in the Hope Rooms for the morning and afternoon session and in the North Berwick Community Centre for the evening session. On the second day, Friday 2 June 2017, the team moved to the Abbey Church Old Hall. On the last day, Saturday 3 June 2017, the team relocated to the St Andrew Blackadder Church Hall. The sessions in the Hope room, the Abbey Church Old Hall and the North Berwick Community Centre were organised as drop-in themed workshops open to all. The final session at the St Andrew Blackadder Church Hall, in the evening, was a drop-in exhibition and presentation. At all of the sessions there was a good range of representation from the community with a mix of ages and interests including shopkeepers and residents. The programme and themes of each session are shown in the adjoining table:

Tuesday 30 May	Community Launch	7:00pm – 8:30pm North Berwick Community Centre
Thursday 1 June	Session 1: Town centre walk and talk	9:30am – 12:30pm Hope Rooms
	Session 2: Town centre interactive workshops	1:30pm – 4:30pm Hope Rooms
	Session 3: Catch-up	7:00pm – 9:00pm North Berwick Community Centre
Friday 2 June	Session 4: Ideas testing workshop	9:30am – 12:30pm Abbey Church
	Session 5: Open design studio	3:30pm – 5:00pm Abbey Church
	Session 6: Catch-up	7:00pm – 8:30pm Abbey Church
Saturday 3 June	Session 7: Action planning workshop	10:30am – 12noon St Andrew Blackadder Church Hall
	Session 8: Feedback drop-in exhibition and presentation	2:30pm – 4:30pm St Andrew Blackadder Church Hall



The charrette was well attended with the following numbers attending each session:

Tuesday 30 May	Community Launch	62
Thursday 1 June	Session 1: Town centre walk and talk	28
	Session 2: Town centre interactive workshops	22
	Session 3: Catch-up	28
Friday 2 June	Session 4: Ideas testing workshop	45
	Session 5: Open design studio	15
	Session 6: Catch-up	35
Saturday 3 June	Session 7: Action planning workshop	16
	Session 8: Feedback exhibition	52



community launch and workshop session, 30 May 2017, North Berwick Community Centre



The community launch – Tuesday 30 May

This was a well-attended event and gave the charrette project team an opportunity to brief the community on the purpose of the charrette; to share some of what had been learnt through the pre-charrette process and to work together to consider who uses the town centre.

The launch was started with a welcome from Tom Shearer MBE, Head of Communities and Partnerships, East Lothian Council and from Lesley Kay, co-chair of the North Berwick Coastal Area Partnership. They both noted that the charrette presented a great opportunity to shape future change in North Berwick. Kevin Murray and Iain MacPherson presented the purpose of the charrette, the pre-charrette work and some examples from other towns and places.

The main part of the evening was a small group exercise that asked people to carry out an audit of who uses the town centre and for what purpose. This was an excellent knowledge sharing session, where awareness of who used the town centre, and who was perhaps excluded, was raised.

Thursday 1 June 2017

Session 1 - Town centre walk and talk

The purpose of this session was to provide a shared experience of the Town Centre as a baseline for discussions at the design workshops, and to gain a thorough understanding of the Town Centre's issues and challenges. Following a briefing on the charrette and the use of Place Standard⁵, three groups took different routes on a walkabout for one hour and a half in the town centre, followed by a discussion using Place Standard to draw out issues.

For this charrette, the project team used Place Standard as a launch point for discussion and identifying key issues that need to be taken forward in the afternoon design workshops.

The elements that scored low (3 or less), were:

- Moving around: difficulty for pedestrian movement, especially around the east end of the High Street and Law Road.

⁵ Place Standard is a tool that has been developed by the Scottish Government, NHS Scotland and Architecture and Design Scotland. It takes a holistic view of place and asks users to grade a place across 14 categories.

- Traffic and parking: Parking was not considered an issue in itself, the management was considered poor and people do not know where to park.
- Housing and community: the range of housing was considered very restricted, mostly higher priced properties. One of the main reasons was the presence of holiday/ second homes, which removes housing stock.

The elements that scored high (5 or more), were:

- Public transport: the area is very well connected with a good train and bus service
- Street and space
- Natural space: the area is rich in natural space i.e. the Lodge, the beach etc.
- Play and recreation
- Identity and belonging: the area has a strong identity but some felt that not everyone feels included

Mixed responses were:

- Facilities and amenities scored low for those viewing this from the perspective of young people, who have less choice in the town.
- Work and local economy scored medium for some due to the lack of spaces for those who work at home, hot desks, etc.
- Feeling safe: for those who scored it low it was due to the

accessibility issue. Generally people feel very safe.

- Care and maintenance: the main issue was the cleanliness of the streets. The presence of littering, dog fouling and pigeon mess was considered a problem.

session 1, walkabout



results from working with the Place Standard tool





Session 2 - Town Centre interactive workshop

The themes for the interactive workshops were drawn from the issues and themes raised through the Place Standard workshop. Each group was given the choice to pick two of the following topics:

- Movement and connectivity (cycling, walking)
- Traffic and parking (including enforcement)
- Equal access (for different users from different ages, restricted mobility, etc.)
- Facilities (e.g. art centre, youth facilities)
- Sustainability

Groups were asked to discuss their goals under the theme, and to identify projects, ideas or solutions that would drive towards the goals.

The key outcomes under each these themes were as follows:

Movement and Connectivity

- Create wider footways, particularly on the east end of High Street, to make the place more attractive and accessible.
- A low speed town centre, ideally lower than 20mph. This is to reduce the threatening feeling some people experience around traffic.
- Encourage different modes of transport – walking, cycling,

and bus. This could include shuttle buses from the station to the town centre, and a wander bus that runs a route around the town.

- Improved cycle routes into the town centre, such as along Beach Road.
- Explore pedestrianisation using timing to manage it, for example a seasonal pedestrianisation or restricted from 10am to 4pm.
- Improving wayfinding, with signage to the beach, town centre, greenspaces, community facilities and other key points of interest.

afternoon session after walkabout, 01 June 2017, Hope Rooms



Traffic and Parking

- Ticketed parking in the town centre – first 20 minutes free, then charge after this.
- Manage the existing car parks more efficiently, prevent all day parking to free up more spaces for people visiting or shopping in the town centre.
- Ensure Blue Badge access to the town centre is retained.
- Enhance use of car parks that are under-used such as at the Recreation Park or the High School at weekends.
- Car park expansions, including multi-storey, at station, St Andrew Street, Imperial car parks.
- Resident parking schemes if a more restrictive parking regime is introduced in the town centre.



Equal Access

- Improve access between train station and the Town Centre by marking out and enhancing a pedestrian route for those with restricted mobility.
- Note that not all who have additional access needs will have a Blue Badge.
- Planning for a dementia friendly town centre – consider the design, keeping consistency and familiarity as much as possible. Consult with these groups prior to finalising change.
- Benches and rest areas for people to sit and relax – including the idea of friendship or buddy benches, an idea for creating sociable places as sitting indicates you would like conversation or companionship.
- Improve the position and availability of Blue Badge parking

- including considering how to increase turnover of some Blue Badge spaces for those ‘popping in’.
- Improved access to the beach for wheelchair users.

Facilities

- Business space somewhere in the Town Centre – collaborative, hot-desk space for small companies, home workers, tele-commuters etc. Potential at the Police Station.
- Shoe shop in Town Centre
- Indoor play centre – that has provision and activities for full age range. Nothing has replaced Space skatepark leaving a gap for those who used this.
- Arts centre with performance space.
- Additional public toilets at the station and western end of the Town.

Sustainability

- Moving away from car travel to active forms of travel, such as walking and cycling, would be a primary way of making

the Town more sustainable.

- Sustainability should permeate every decision about change, it should be a key category that projects are measured against.

Session 3 – Catch-up – add your ideas

The purpose of the session was to recap the outcomes of the previous workshops to the new attendees and to generate further ideas. The group work was based on the same themes as the afternoon work.

For movement and connectivity, the **pavement at the east end of the High Street was deemed too narrow**, thus, when lorries are loading, it can become very crowded and as result, it is difficult to pass. For safety, **people feel unsafe due to the proximity of vehicles** on the High Street and Law Road. Other issues raised were the **lack of road crossings**, the **very high traffic speed on Law Road**, Station Road and the crossing from the tennis courts to the Lodge and the inconsistency of public realm design around North Berwick. New ideas were raised such as the **incentivisation for walking by creating a more attractive environment**, or establishing **a system that can communicate information about parking availability**, location, etc. to its users, or **installing an orientation map at the station**.

session 3, 01 June 2017, North Berwick Community Centre





Friday 2 June 2017

Session 4 – Ideas testing workshop

The purpose of this session was to test the ideas that were produced during Thursday workshops. As this was reviewing ideas it was important to have representation from East Lothian Council and key agencies, therefore they had been invited specifically to attend this session.

Before the ideas testing started, the attendees were briefed on progress from the previous day, followed by a discussion on the outcomes. It was agreed that work on ideas testing would commence looking at more detail on the following themes:

1. “Slow-speed” environment and range of pedestrian – cycle – mobility friendly intervention
2. Possible parking regimes
3. Physical connections to residential areas
4. Amenities and services + links
5. Character, quality, views
6. Social inclusion
7. Shuttle bus link- loop
8. Links + crossings + junctions
9. Pavement widening

The key outcomes in each of the themes:

“Slow-speed” environment and range of pedestrian – cycle – mobility friendly intervention

- Reduce the roadspace at junctions and increase pedestrian space. Many current junctions are very wide, leaving pedestrians in the roadway as they cross for longer than necessary.
- Design for a lower speed around 20mph.
- Pavement widening at the East end of the High Street was conditioned on being able to provide alternative car park for the spaces losses.
- Create a pedestrian and cycle link over the railway to connect the housing developments.

- Pedestrianise the East end of the High Street from Church Road till Quality Street. Only allow access to blue badge holders, cyclist and services.
- Install cycling racks near the beach at the end of Church Road, at the crossing between High Street and Market Place, on Quality Street, on School Road, on Melbourne Road near the beach, in car parks.
- Transform the East end of the High Street into a one-way style lane with a traffic calming measure that would reduce the traffic speed to 10/ 14 mph. Remove all the parking spaces on that road and introduce the system of “Parklets”, with trees in planters that can be moved.
- The loading bay in front of Nisa supermarket will have a double use during the day as a loading bay from 5 pm till 9

session 4 on 2 June 2017





session 4 on 2 June 2017



am and as a parking space. The parking space in front of the police station can either remain as is or be transformed into a sitting area/ public place.

Possible parking regimes

- Ticketed parking – free for the first 20-30 minute period, with a charge after this.
- For Parking, off-site temporary use of existing car parking during peak season such as the High school car park.
- Introduce resident parking permit in town centre.
- A seasonal or a permanent park and ride with provided access into town, this can be either an electric train or a rickshaw.
- Dedicated traffic warden for North Berwick.
- Create a website or an app that display parking information such as availability and location.

Network to housing areas

- Link the new housing development to public transport routes such as buses, to make them more accessible and reduce the dependency on the car.
- Encourage the inhabitants of new areas to walk and cycle, using new and existing paths and other measures. Most of North Berwick is within a 1200 metre (15 minutes) walking distance from the train station.

Amenities and services + links

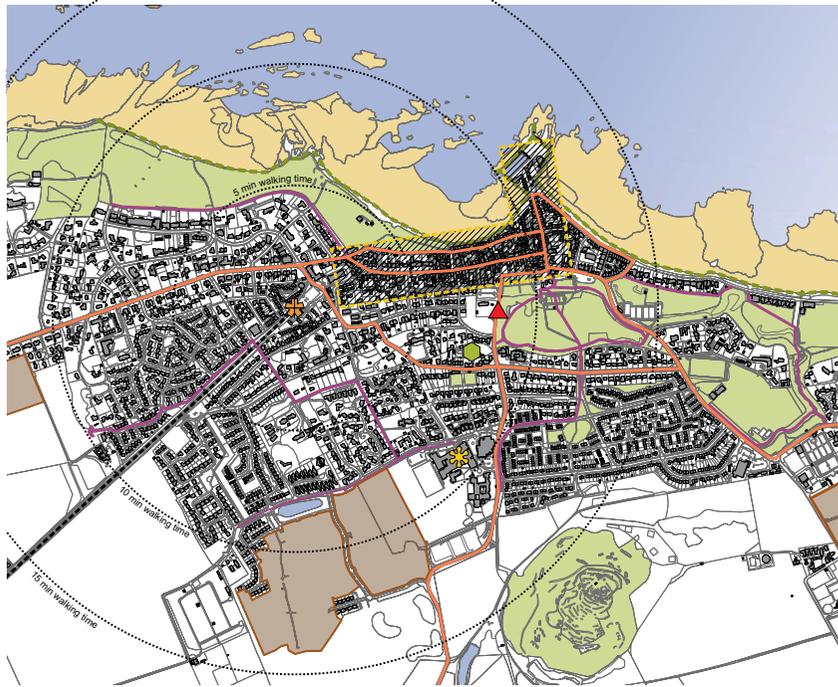
- Improve and install signage at the beach to help visitors as well as locals about the nearest locations of toilets facilities, car parking, shuttle buses etc.
- Provide toilet facilities in more locations, such as the station, west end of the beach/town, and the Lodge grounds. Changing facilities for the beach could be included.
- An alternative proposed for public toilets was to encourage local business to allow access to their toilets.

Character, quality, views

- Enhance and protect the character areas of the town such as the beach/seaside, the harbour, the golf course, the dual character of the High Street (East and West), the Glebe, the Lodge grounds and maintain the glimpses of the sea from Forth Street.
- Preserve and enhance North Berwick’s key building assets such as North Berwick Golf Club, Blenheim House Hotel, Police Station, St Andrew Blackadder Church, Abbey Church, Ferguson’s Chemist, Old Coach House, local pubs, Kirk Ports and the Beehive building.
- Repair and re-paint some buildings in Forth Street to improve the Street. North Berwick’s colourful buildings such as those on Victoria Road were given as examples of

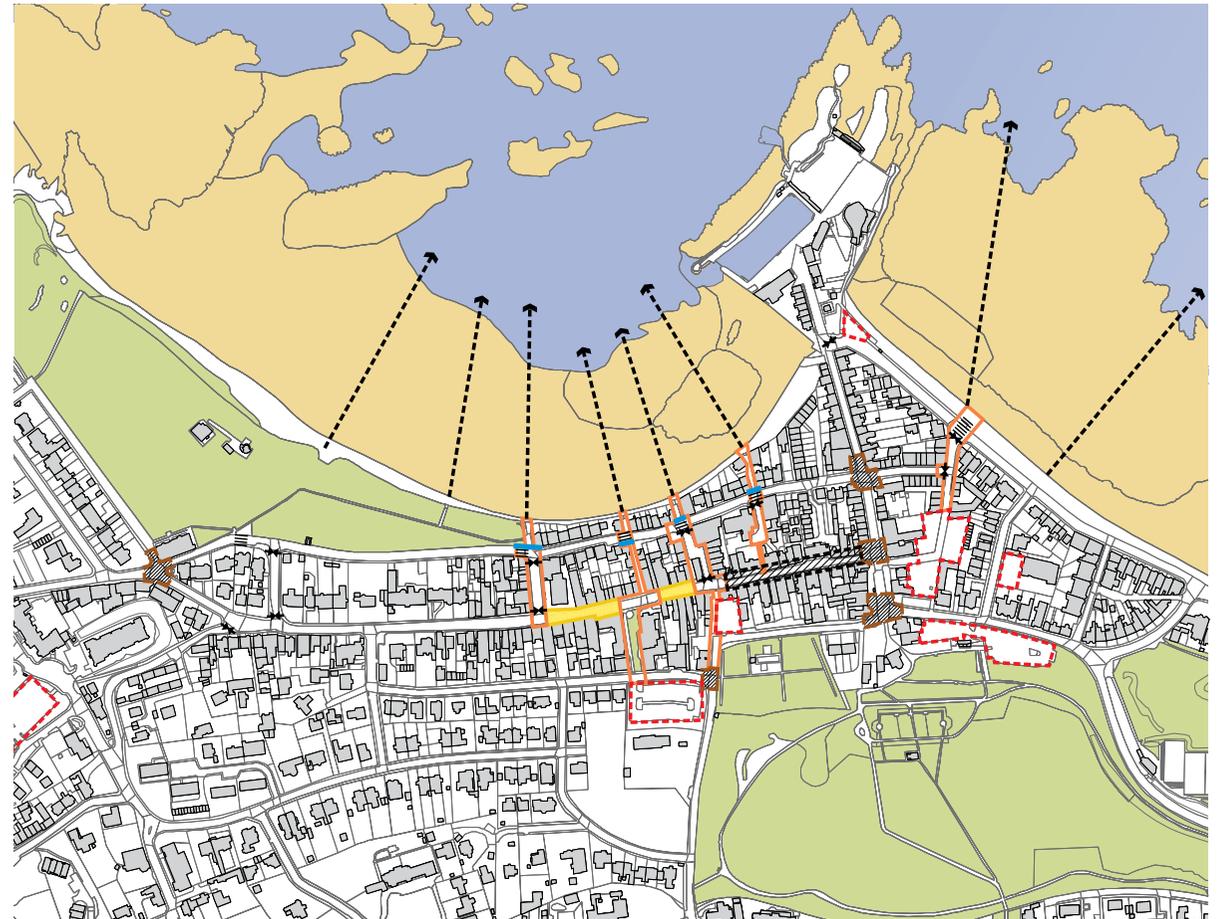


place analysis



- School
- Station
- Community Centre
- Tesco
- Action needed
- future housing
- key movement routes
- trainline
- town centre
- walking/cycling routes
- good views
- walking distance

place strategy



- pedestrian crossings
- improved at busy junctions
- marked informal crossings
- good views
- more walking friendly street
- pilot seasonal pedestrianisation
- improved walks to shore
- existing car parks
- continuous footways
- footway builtouts

what could be achieved on Forth Street, and encouraged elsewhere in the Town Centre.

- Areas that require renovation: Lighthouse corner, R.L. Stevensons murals, sea Wynds off Forth Street, bollards, fences near the sea and the tennis areas.

Social inclusion

- Support the North Berwick Volunteer Car Scheme to expand and develop from current provision of medical trips to also include social. This could include creating a scheme that encourages young people that have recently passed driving tests to volunteer and gain experience.
- Help connect people with the Wander Bus, thus building social capital in the town by connecting people using the service. It is more than a means of transport.
- A mobility scooter pool for use by residents and visitors alike.

Shuttle bus link- loop

- A seasonal or a permanent park and ride with provided access into town, this can be either an electric train or a rickshaw.
- Have a pushcart hire at the park and ride for the people going to the beach or going shopping.
- Install bus timetables and the bus route map at the bus stops. These timetables should be, as well, available electronically.

Links + crossings + junctions

- Create pedestrian crossing or pedestrian priority access at Station Hill and Beach Road, Church Road and Beach Road, Balderstone's Wynd and Forth Street, Market Place and Forth Street, Quality Street and Forth Street, Quality Street and High Street, High Street and Market Place, Law Road and High Street, Church Road and High Street, Balderstone's Wynd and High Street, Bank Street and Westgate, Saint Andrew Street and Law Road, Roundabout at Kirk Ports, East Road and Quality Street, Victoria Road and Melbourne Road.
- Provide crossings further out of the Town Centre on East Road from the Dunbar Tennis Club to the Lodge grounds, and at heavily used areas in front of the schools, the community centre and at Ware Road.

Pavement widening

- Claiming space from the junction mouths – currently there are junctions that have a much greater radius built in than required. The walking environment in North Berwick could be greatly improved with claiming back space for pedestrians at key junction mouths. An example is the junction at Westgate and Abbey Road.
- Pavement widening at the east end of the High Street was conditioned on being able to provide alternative parking for the spaces lost.

Session 5 – Open design studio – review progress

The session was an open design studio, where people can come and discuss ideas with the team which was working on producing material for the final session on Saturday.

Session 6 – Catch-up – add your ideas

This was the second catch-up session providing an additional opportunity for people to feed in their ideas. It was an informal session that took the form of an open discussion.

Ideas suggested included the transformation of the police station into a community hub, solutions to parking problems, creation of a safe environment for people to walk and cycle, use of smart technology to help users with parking location, publication and display of public transport schedules, introduction of free Wi-Fi in the Town Centre, the Wander bus initiative, introducing a new parking strategy and considerations of how to integrate new housing developments into the town both physically and socially.



Saturday 3 June 2017

Session 7 – Action planning workshop

During the previous days of the workshop, many different project ideas emerged. The aim of this session was a prioritisation activity based on eleven action plan themes and the projects/ideas contained within these.

The themes were:

1. Facilities and Amenities
2. Traffic and Movement
3. Parking
4. Public/ Community Transport
5. Street and Pavement Improvements
6. Networks
7. Strategic Public Realm Improvements
8. Social Inclusion/ Intergenerational Projects
9. Access and Wayfinding
10. Cycle Access
11. Town Centre Character, Quality and Heritage



session 7, workshop on 3 June, St Andrew Blackadder Church Hall



Groups worked in a short, intensive session to prioritise as many projects as they were able to in the time. The priorities emerging from this session were:

- Create a low speed environment in the town centre, 20mph, with a core area design speed of 10-15mph
- Provide pedestrian priority in High Street – phase one in the east end
- Improve crossing points along the High Street, and the north-south connections
- Provide additional public toilets
- Adopt a car parking strategy – this put several projects into a single wrapper
- Increase support for the North Berwick Volunteer Car Scheme
- Conduct a feasibility study for Park and Ride
- Improve footways, widening them and claiming back space from junction mouths
- Create town centre “gateways” at strategic crossing points.
- Provide safer routes to schools



before-after visualisation of proposed pedestrian priority in High Street





before-after visualisation of proposed pedestrian priority in High Street



proposed footpath widening and road narrowing at the east end of High Street



proposed occasional or permanent pedestrianisation at the east end of High Street

Session 8 - Feedback Exhibition

The final session of the charrette took the form of a display and presentation of the work that had been completed so far. The ideas and projects identified in the presentation are described, in addition to others, in Section 6 which follows.

At this session a vision for North Berwick town centre, which had been drawn from all of the charrette sessions was presented.

Vision for North Berwick Town Centre

A friendly, universally accessible place that makes best use of its distinctive historic fabric to connect locals and visitors with

- An enjoyable and effective movement network
- A range of well connected uses and amenities
- Good information, signing and parking regime
- A choice of homes, shops and services
- A positive, welcoming culture

Delivered through a positive medium term community plan to improve conditions for everyone.



session 8, feedback exhibition on 3 June, St Andrew Blackadder Church Hall





06 charrette outcomes - action plan themes

1. Street and Public Realm Improvements

i. Improvements for People Movement

There is both a clear need, and there are also clear opportunities, to make it much easier and more attractive for people to walk (by 'walk' we include those in wheelchairs and pushchairs) around the Town Centre, however they get there. Walking is how people experience North Berwick, how they enjoy its many attractions, how they get to and between shops and other businesses. Worthwhile improvements are possible under a variety of headings, and positive physical change can happen bit by bit, over time, according to a programme of interventions of which most are, in themselves, inexpensive. Establishing a programme of actions, and a relatively modest year-on-year budget to go with it, will transform the Town Centre walking experience in just a few years.

The following is a list of different categories of projects, which should form part of the programme.

Category A: General footway widths.

All footways narrower than 1.5m, the minimum width on which two people can comfortably walk alongside each other, should be widened to at least that width. The programme for change should start where pedestrian volumes along sub-standard

footways are highest. Streets that of are particular note are High Street, Forth Street and Law Road.

Category B: Dealing with side street junctions that are excessively wide, with relatively high traffic flows.

Many junctions are simply far too wide and very uncomfortable to walk across. For example, although the general carriageway width of Melbourne Place is around 6.5m, this flares to around 21m at the junction with Melbourne Road, meaning that those on foot crossing the junction will be in the carriageway for around 20 seconds (or more). This makes walking around extremely uncomfortable, especially for slower and more vulnerable people. The flaring (widening of the road at the junction opening) also makes it possible for drivers to turn at far higher speeds than is desirable. Junctions that could easily be narrowed substantially through building out the pavements into the junction while having no appreciable detriment on traffic capacity include:

- Melbourne Rd/Melbourne Pl
- Church St/Forth St
- Church/High St/Westgate
- Market Place/Forth Street
- Market Place/High Street
- Forth St/Forth St Lane (but possibly Cat D – see below)



workshop discussions, using the Place Standard tool and gathering information for the action plan themes





Category B examples



- Melbourne Place internal T-junction
- Victoria Road/Melbourne Road/Harbour
- Beach Road/West End Place
- Westgate/West End Place
- Westgate/Abbey Road
- East Road/Quadrant
- East Road/Balfour Street
- Station Road/Abbey Road

Category C: Marked, informal, possibly raised crossings to help people walk between the sea front and the High Street.

The prominent routes of North Berwick follow the east-west lines of High Street, St Andrew Street and Beach Road/Forth Street. While these are important routes, the north-south connections are equally important for pedestrians, and for connecting many of the town's assets, not least the beach and the Town Centre.

Much can be done to improve the ease of north-south walking access in the Town Centre, connecting the key destinations of the main shopping area and the beach/harbour. In addition to better wayfinding information (see Category G), simple improvements could be made at a number of important crossing points, many of them on Beach Road and Forth Street. These would make key crossing points clearer, increase the visual sense of crossing priority, make drivers aware of the likelihood of

people walking across, and generally help calm traffic speeds by interrupting clean, unobstructed driver sight lines.

Key locations for such crossings are:

- West end of Rotary Way footpath, across Beach Road
- East end of Rotary Way footpath, across Beach Road, to proposed Church Road build-out (Cat B)
- From vennel to Balderstone's Wynd, across Forth St
- From vennel alongside Hope Rooms, across Forth St, to proposed Market Place build-out (Cat B)
- From vennel/Viewforth, across Forth St, to proposed Forth St Lane build-out (Cat B)
- From beach front path, across Melbourne Road, to the proposed Melbourne Place build-out (Cat B)
- From proposed Market Place build-out, across High Street, to Law Road path.



These north-south links would involve environmental enhancements of the lanes and vennels that run between the buildings, and extend this across the street to create pedestrian priority areas.



Category C examples



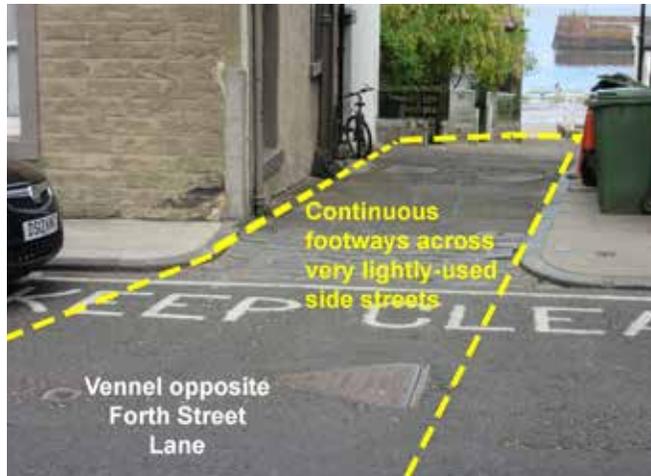


Category D examples

Category D: Continuous footways across very lightly-used side streets.

Many low traffic side street/side access junctions are nevertheless laid out to give clear priority to the very small number of vehicles entering or leaving. The priority should be given to pedestrians simply by remodelling the junctions so that the footway runs directly across the access, with no changes in materials or levels and no other features that indicate a vehicle path across the footway. The idea is to apply the same design approach as is commonly found where vehicles cross residential pavements to access driveways: i.e. a clear visual signal is given that drivers are crossing a footway, rather than pedestrians crossing a carriageway. Suitable locations include:

- On north side of Forth Street
- Access to links/Rotary Way, opposite Church Rd
- Vennel alongside the Hope Rooms, opposite Market Place
- Vennel (Viewforth?) opposite Forth Street Lane
- On south side of Forth Street
- Balderstone's Wynd
- Forth Street Lane (possibly just junction narrowing – see Cat B)
- Access to (private) Creel Court



Category E: More comprehensive remodelling of junctions that are busier than those junctions in Category B.

Measures here will include carriageway narrowing, footway widening/build-outs. Suitable locations are:

- Forth Street/Quality St-Victoria Rd
- Quality Street/High Street
- Quality Street/East Road/Kirk Ports
- Station Hill/Beach Road/Westgate/Pointgarry Road
- Law Road/St Andrew St



Category E examples





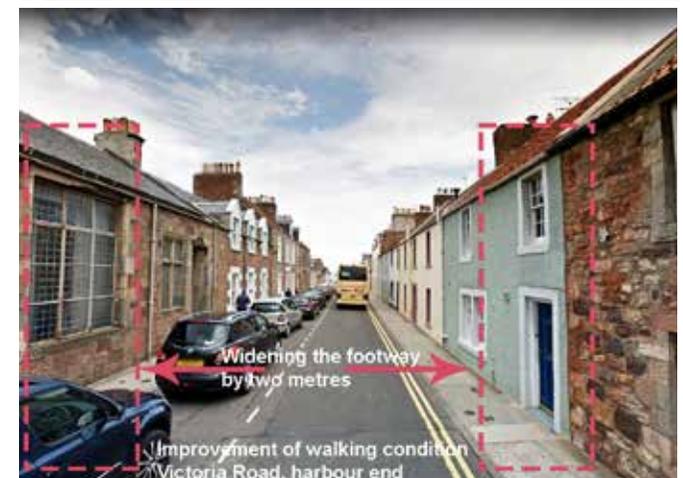
Category F: Major improvements to walking conditions along whole street sections.

The eastern end of High Street was identified as a priority for the town centre

High Street is a thriving Town Centre street, with a wide range of independent shops, nationals and services. The street serves a wide population, not just residents of North Berwick, but those from surrounding villages and areas and visitors to the town.

While the charrette was looking at the whole Town Centre, the High Street was a subject of much focus. This focus is largely due to the pressures on North Berwick's Town Centre and issues of access and equality being most acute on High Street. On-street parking (with restrictions that have only recently been enforced) for the near full length of the street, very narrow footways, an absence of crossing points and servicing through the front entrance of the buildings combine to make the street carry high volumes of all kinds of conflicting movements at certain times (times of day, and times of year).

The eastern end of High Street is the narrowest section of the street. Traffic moves very slowly along this section of the street. Footways are very narrow and often require stepping off into traffic to pass another person. Wheelchair and pushchair users



have particularly acute problems. Some shopkeepers note that during peak times window-shopping is not possible, as people need to keep moving.

High Street, between Quality Street and Market Place

Possible first step. Remove parking from southern kerb and reuse the 2m gained to widen each footway by 1m minimum. Maintain carriageway at a standard 3m and widen footways to match. Kerbs would be retained, with final height to be determined through consultation with user groups.

Opposite the Nisa store, the loading bay on the north side would be retained, and there would also be sufficient width to permit around 4 cars displaying Blue Badges to park against a section of the south side kerb, which would be covered by Double Yellow Lines but not with 'No Loading' Double Yellow Tags on the kerb. (DYLs and 'No Loading' tags would apply elsewhere to all kerbs.) The result would be that the east end of the High Street would be much more comfortable to walk along and easier to cross.

The increased presence of people walking across the street and the narrow carriageway should have a positive effect on keeping traffic speeds low.

Space for around 15-20 cars to park would be lost. Some of this could be re-provided in Market Place, if this were changed from two-way working to one-way northbound only (paired with

Church Road, to the west, which is one-way southbound). Other lost places would be re-provided by increased turnover.

The westernmost section of the 'Imperial' and the Kirk Ports car park could be managed as a short-stay/high-turnover car park to support the High Street, replacing the current uncontrolled long-stay arrangements.

These changes also create the opportunity to develop a public space outside the Police Station. This space could be multi-purpose, providing a loading area and Blue Badge parking. Another public space opportunity exists opposite Law Road, outside what is currently 'etc...' homework store. This is in addition to opportunities for temporary or short-term uses, such as street closures on Market Place or High Street for markets or festivals.

High Street, between Market Place and Church Road

This section of the High Street has greater potential for pedestrianisation than the eastern section, whether that be experimental, for specific events, regular part-time, or – in due course – permanent. This is because it presents fewer problems in terms of maintaining vehicle access to the Town Centre and, being wider, has inherently more potential for becoming a space with many uses. It is suggested that the best way to take forward the idea of pedestrianisation – which has many supporters, while also causing concern to others – is to close this

Category F examples





before-after visualisation of potential improved pedestrian environment and road narrowing at the east end of High Street, image illustrates Category F changes (p32)





before-after visualisation of potential improved pedestrian environment and road narrowing at the east end of High Street, image illustrates Category C changes (p29) and Category F changes (p32)



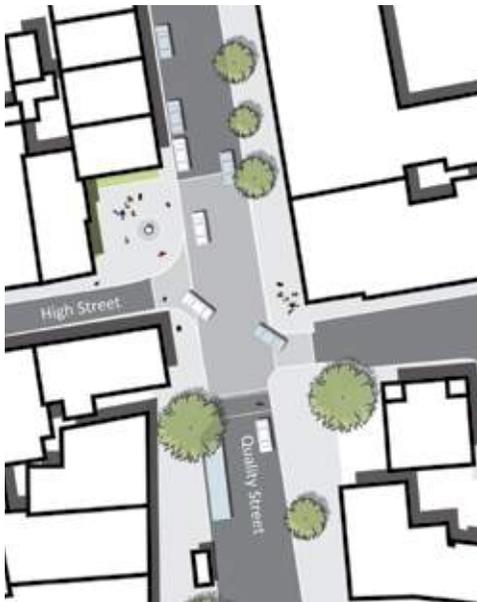


before-after visualisation of potential improved pedestrian environment and road crossing at Market Place/Forth Street, image illustrates Category B changes (p27) and Category C changes (p29)





before-after visualisation of potentially changed public realm/road configuration at High Street/Quality Street junction, image illustrates Category E changes (p31) and Category F changes (p32)





section of the High Street for one or more special events, each for just a day or a weekend. During these events, the street space should be used as actively and creatively as possible, to show the potential, not merely left empty.

Thoughtful prior consultation, traffic management planning and traffic monitoring should all be undertaken.

A note on full pedestrianisation

Pedestrianisation of the full length of High Street was frequently raised during the charrette workshops. This report does not recommend this as the principal option that should be explored. The implications of adopting pedestrianisation along the full length of High Street are wide-ranging from the physical impacts on the surrounding area through having to modify streets for new traffic circulation, to the management of how the town centre operates. On balance the better approach, as set out above is to tackle primary issues of pedestrian footways in East High Street and to consider trialling different approaches to High Street between Market Place and Church Road. This does not exclude exploring pedestrianisation in the long-term, while promoting solutions that will radically improve the quality of North Berwick Town Centre for pedestrians in the short-term.

Beach Road-Forth Street

The key opportunity here is to widen footways, as per Category A. This could be done without significant impact on the number

of available parking spaces; although one or two gaps in parking would be beneficial to allow the creation of build-outs (in association with the Category C crossings) to help people cross more easily. These build-outs could also be made large enough to allow planting to be introduced (e.g. flower or tall grass beds, or narrow-stemmed street trees) reducing sight lines for drivers, lowering their speed further and enhancing the street environment..

Victoria Road, harbour end

Parking on the west side of Victoria Road, north of Melbourne Road, is not permitted between 8.30am and 5.30pm seven days a week. Even if these controls are observed, what could be useful footway on a key north-south route, is just empty tarmac for large parts of the day, while the footway alongside is only wide enough for one person. Widening the footway by two metres would create permanent benefit for walking while having no appreciable effect on parking provision or access.

Law Road, north of St Margaret's Road

Walking conditions on Law Road, especially between St Andrew St and St Margaret's Rd, are very poor; and it is especially important that these be improved, bearing in mind the challenging gradient, the hostile speed of vehicles heading downhill, and the number of important locations served, such as the Community Centre, Lodge grounds, schools and sports centre. However, since the road is so narrow, footways cannot

be widened appreciably without narrowing the carriageway such that the passage of two-way traffic becomes problematic. Therefore, the feasibility of implementing one-way working (southbound/ uphill) between St Andrew St and St Margaret's Rd with widened footways should be explored as the first step towards change. Should one-way traffic not be feasible, chicanes could be introduced, with a right of way to uphill traffic.

Access to the Lodge Grounds could be enhanced through a build-out at the entry gate (possibly as part of the chicanery) to create a 'safe zone' for pedestrians allowing visibility northwards.

Category G: Creation of a Town-wide 20 mph zone.

The whole town would benefit from lower traffic speeds with many people accessing facilities on foot, and enhancing the amenity of residential areas. Lower speeds across the whole Town would also be beneficial in designing a very low-speed Town Centre, as vehicles will already be travelling at a lower

Poynton Town Centre gateway



speed, therefore aiding the transition from 20mph to 10-15mph, rather than a steep drop from 30mph to 10-15mph.

Category H: Signalised crossings and junctions to be re-timed to reduce waiting times for pedestrians.

Increased wait-times or emissions would be very small, particularly given the small number of signalised crossings and traffic-light controlled junctions in the town.

Other Town Centre accessibility projects

Station Access

Access between the station and the Town Centre should be improved for pedestrians, cyclists and particularly those with mobility issues. Current routes between the Town Centre and station can be steep and have long road crossings. These in part would be improved through the Claiming back space from junction mouths project. The inclines are an issue with the station being at the top of the hill, therefore providing direction that recommends the route along Westgate and Station Hill should be considered.

Another factor for Station Access is consistent signage and information at the Station, providing direction towards the Town Centre, including suitability of different routes for different abilities. This could include walk times that would demonstrate how accessible the Town Centre and attractions are from the station.

Town Centre Gateways and Crossings

As part of the 20mph/low speed project, gateways on the edge of the town were suggested. A second set of gateways close to the Town Centre are also suggested that would indicate to drivers that a significant change in movement priority is taking place as they approach the Town Centre. These secondary gateways would also serve as opportunities to create crossing points in areas that are currently difficult areas to cross.

These secondary gateways would be located at Dirleton Avenue/

Station Road junction, with additional crossing at Station Hill/ Westgate; Law Road/St Baldred's Road; and Dunbar Road/St Baldred's Road.

Crossing points further towards the Town Centre on East Road could also be introduced that serve as part of the gateway, but also serve to enhance access to Lodge Grounds from just south of the Tennis Courts to the Lodge and near Greenheads Road to the Lodge.

Town Centre Gateways and Crossings





ii. Strategic Public Realm Improvements

Quality Street – Victoria Road

This area of North Berwick has a different feel and character to the narrower streets running east – west. There is a greater distance between the buildings and the southern end of Quality Street has a more civic feel with space for monuments, seating and other public amenities such as bus stops, telephone kiosks and the public toilets.

At the charrette it was judged that on Quality Street the cleanliness of the area, the quality of the streetscape and the role of the area as an important space in the town were all less good than they could be. Victoria Road was considered to be very pleasant and colourful, if a busy street, and an important impression for the visitor to North Berwick.

Quality Street has the potential to be the entry-point to the town, to serve as civic space for events and provide valuable public space in a tightly formed town centre.

The approach to the area would involve consistent use of high quality street materials, in keeping with other proposed changes. A fresh approach to street furniture that considers usability and cohesion with other new street furniture would be taken.

A key public space asset in North Berwick is the area on the

north of the corner of Quality Street and High Street, known as “Lighthouse Corner”. While efforts have been made in the past to create an attractive public space, over the passage of time this space has become tired and needs improvement to reach the level of quality that is desired for the town centre.

Recycling and waste bins located in the area to collect recycling and waste from the ice cream and chip shops are also required to ensure that the area remains a high quality space. Overflowing bins were highlighted as an issue in this area, likely caused by peak times, therefore solar power “big belly” bins that can

compress waste would be beneficial.

Victoria Road’s main improvement would come through reducing the width of the mouth of the junction with Forth Street, improvements at the harbour end of Victoria Road (see 1.



Lighthouse Corner - before and after



Improvements for People Movement, Category F), and footway widening. As the main route to the harbour and the plans for the expansion of the Seabird Centre to the National Marine Centre, it is important to ensure this is a welcoming and safe route.

In addition to being an attractive and important thoroughfare, the importance of the Quality Street-Victoria Road route would increase should proposals for the National Marine Centre at the harbour go ahead. To encourage as many visitors as possible to arrive by foot from the bus or train an attractive walking environment is necessary. As with many other projects, making public transport and walking the best option is key to ensuring North Berwick is an accessible place.

Getting this space right could make a major contribution to accessibility and inclusive space in North Berwick.

Market Place

Market Place is a secondary retail street of unique character in North Berwick, with fine examples of local architecture and glimpsed views to the sea. Shop fronts in the street could be upgraded in keeping with the Conservation Area status through introducing a heritage colour palette that could be selected from. With proposed changes to High Street it is proposed that traffic on Market Place is north-bound only and with capacity for some parking. Market Place could also be a location for street

markets and festivals. It is important that changes to the street retain the character of this human-scale place.

Parklets

These are temporary lightweight structures that introduce some greenery and seating into the street. Usually placed across one or two car parking spaces in the street, these are an inexpensive way of trialling a change of use of a space. Following trial periods, the lessons learnt could be taken and applied to higher cost and permanent schemes that will often seek to include parklets or similar green/people space interventions in streetscape schemes. There would be scope for these on High Street, Beach Street, Forth Road and Quality Street.

Planters/Greenery to prevent pop and shop

At particular spots along North Berwick High Street there are problem areas where people park indiscriminately on double yellow lines to quickly pop into a shop. As a temporary solution, ahead of the redesign and changes proposed in 5. Improvements for People Movement, planters could be used to greatly reduce the possibility of being able to directly access shops that are in double yellow locations. Of particular note is the ScotBet shop, where parking immediately outside can prevent buses making the right hand turn out of Church Street. If space allowed, these could be parklets.

Memorial Benches

Beachfront areas that are designated for families and groups to sponsor memorial benches. These would be peaceful areas that give an opportunity for people to pay tribute to others who enjoyed North Berwick. Such areas would add to the amenity of the beachfront.

Crossing to Lodge Grounds

A key open space asset in North Berwick, it was identified that a better crossing point between the entrance to the Lodge Grounds off Kirk Ports was required to maximise the use of the space both for amenity and for the safe walking routes it provides. The crossing could follow a similar informal format to Category C.

High quality materials with longevity (such as grey or buff coloured natural stone) should be used, providing even and robust surfaces, and have a consistent treatment at crossings in terms of dropped-kerbs and tactile paving.

Community Hub

A multi-purpose, multi-generational space that is central/accessible to all in the town, and in the wider area. The community hub project is a drawing together of several strands that have been raised in response to the loss of space in North Berwick (The Space was referenced through the school work



and young people at the charrette as a loss), and needs that have been identified in previous consultations (such as an Arts Centre, raised in the Community Conversations).

Through the charrette some thinking has developed on the location of such a space: somewhere that is either located centrally or highly accessible – i.e. there are excellent routes and public transport links, meaning that nobody attending is reliant on a car to get them there. The size and availability of space would determine how many of these uses could co-exist. The ideas that came forward through the charrette were:

- Intergenerational space that can be used for children’s education/physical activity clubs, seniors for social use and shared use between the generations.
- Arts centre space – space for artists to work, exhibit, for classes. Space for performances, theatre and cinema.
- Indoor play centre – for different ages and stages, with soft play for younger children, replacement for Space for older children, and indoor ‘hang out’ space for older teens.
- Business space – collaborative workspace with hot-desks for the home-working/small business market.

Potential venues identified include co-location with the Police Station and the old Post Office Building should it become vacant.

Business plans would need to be produced for each of the uses, and suitable space identified that could accommodate these uses, even on a rotating use basis.

The Lodge

A key green space in North Berwick, this is a fantastic asset for the town. Its proximity to the town centre makes it an important amenity, not just for open space but routes and access from the south and east of North Berwick into the town centre. While it is viewed positively, areas for improvement were identified through the charrette, in particular access to the park from the town centre, and other key crossing points (covered elsewhere).

Access from the town centre – The main access from the town centre is currently at the east end of Kirk Ports. A crossing point that gave pedestrian priority over the road, allowing easier access to the grounds would further enhance the use of the routes here to access the town centre.

Lodge Interpretation and enhancements – Visually the vast majority of the park grounds are hidden from site at this point. Additional signage and interpretation could enhance the entrance, letting people know the extent of what lies behind the lodge buildings. Other enhancements could be additional lighting of key routes in the grounds, extending the use of the grounds through the year, particularly dark afternoons in winter months.

Additional routes – Law Road has been identified as a difficult route for pedestrians, with the narrow pavement and relatively steep incline. Should it be required following other improvements for pedestrians on Law Road, there is potential for a new route through the Lodge grounds that enters from the Kirk Ports Cemetery and provides a safe route (potentially with a

gradual gradient) within the park grounds parallel to Law Road as an alternative. As there is poor visibility down Law Road when exiting the Lodge grounds, the entrance from Law Road would need to be reconfigured, through a build out into the road to provide a safe space to leave the grounds and join Law Road or cross to North Berwick Community Centre.

Shoe Shop – Town Centre Retail Diversity

While this was initially about a single gap in the retail market in the town, later in the charrette, this idea was reinterpreted as a desire for a diversity of retail on offer in the town centre. This echoes responses in the pre-charrette survey that appreciated the diversity on offer in North Berwick town centre, and the need to retain the diversity, and enhance it even. There is a perceived threat that increasing numbers of coffee and food and drink uses will dilute the high street retail variety. While ultimately it will be private businesses that decide what to offer or not offer in North Berwick town centre, supportive policy frameworks can encourage the town centre in a particular direction with policy that protects a level of diversity in the town centre. Another factor in the town centre’s prosperity is rental cost, again this is determined by private landlords who are seeking to best manage private assets, but again a supportive policy framework can enable those looking to open retail in North Berwick can help.

Current Town Centre policy for North Berwick is based on the East Lothian Town Centre First approach. There are no policies on limits

to what Use Class can be present in the Town Centre. Should the perception of a threat be found to be real there are planning policy approaches to balancing town centre uses that could be explored. Byres Road in Glasgow is a particular example, which has a target of no more than 20% of ground floor uses can be non-Class 1. A degree of flexibility in this has been necessary to reflect changing retail patterns, but it has retained the area's retail character.

Toilets and Amenities

Through the pre-charrette survey and at the charrette itself a gap in provision of public toilets was identified. Toilet facilities are an important amenity in terms of equality of access, without well-located facilities in the Town Centre the use of the place can be limited for those who need ready toilet access. Currently the only public toilets are confined to the eastern end of the Town on Quality Street, and near the harbour and Seabird Centre. Consideration should also be given to how new facilities could accommodate a "Changing Place" toilet⁶. Areas identified for toilet facilities are the **Station** and at the **west end of High Street/Westgate**. In addition to these locations there is a need identified for dedicated beach amenities providing **changing space and showers**.

Outdoor gym equipment

An area at the beach committed to outdoor gym equipment, giving

6 Changing Place toilets are for people who are unable to use standard accessible toilets due to profound and multiple learning disabilities, motor neurone disease, multiple sclerosis, cerebral palsy and other conditions: www.changing-places.org

access to fitness equipment that is suitable for all abilities and ages. Free to use, this equipment makes available to all which previously may only have been available for a fee or through membership.

Beach Shower

An outdoor shower for rinsing sand from people, children, dogs and equipment. This adds to the amenity of the town.

Benches

Benches are an important walking aid for those with mobility impairments, others that may tire such as the very young, elderly, pregnant and others. Strategically placed benches at the bottom, middle and top of hills would be important to aiding movement around the town, especially given its many slopes. Key roads could be Law Road, Bank Road and Abbey Road.

2. Traffic and Parking

i Traffic

Low speed environment – 20mph speed limit “20’s plenty”, and design for lower speeds still, 10mph.

Create a low speed environment in the town centre that gives people on foot priority over all other modes of transport including cars and bicycles. Throughout North Berwick introduce a 20mph speed limit. Then design for lower speeds on the town centre approach, down to a town centre design speed of 10-15mph. Use 'gateways' on the

approach to the town to lower the speed to 20mph. A secondary set of 'gateways' on the approaches to the town centre (Law Road, East Road, Dirleton Avenue) further signal that the movement environment is changing, with a priority on pedestrians.

Designing for such low speeds requires designing a physical environment that modifies driver behaviour through creating heightened awareness. This comes through creating a driving environment that has different 'rules' and road priorities. The street design creates an area that allows for slow moving traffic that respects pedestrian movement.

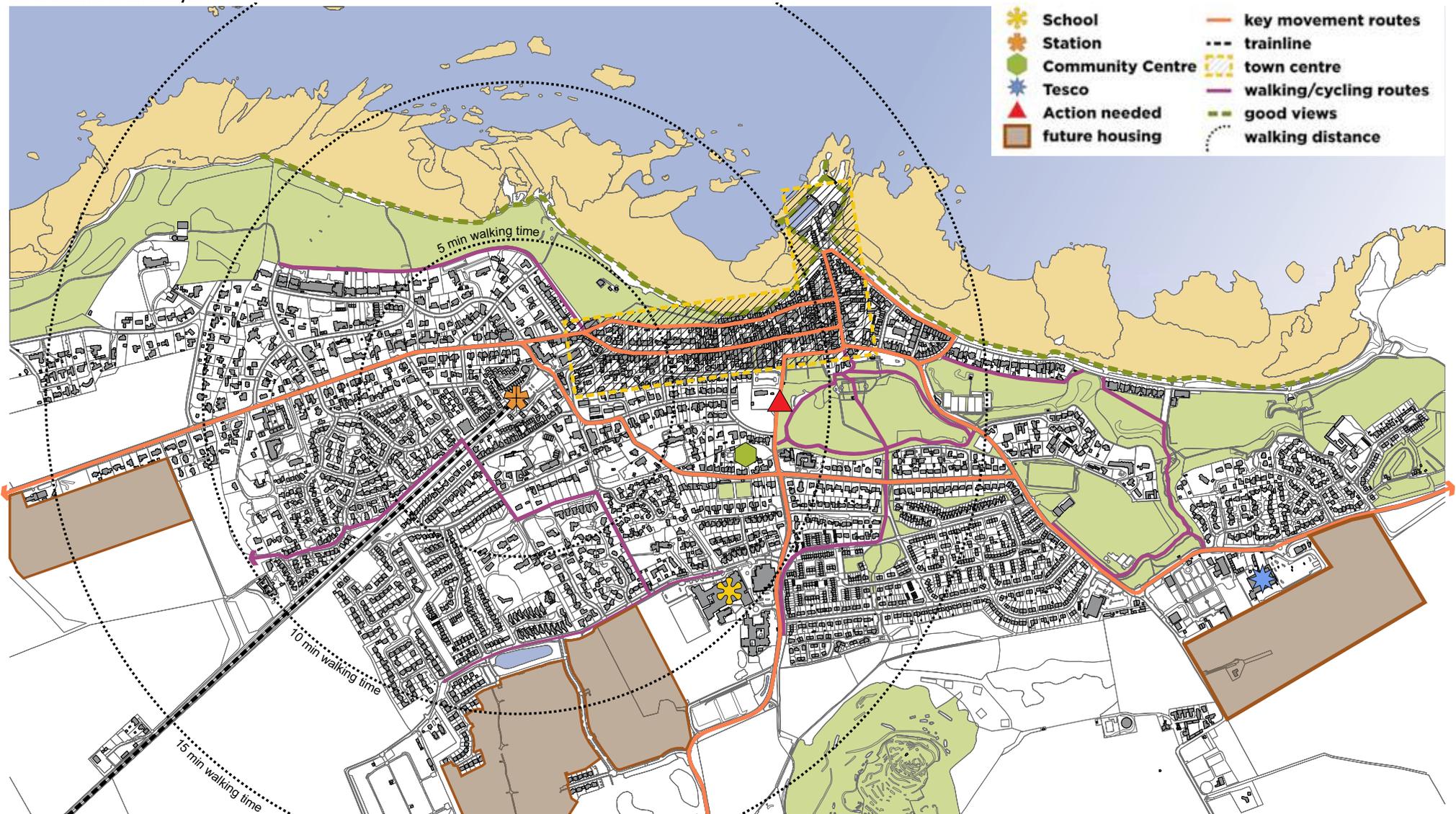
Areas that would benefit from the low speed design approach include High Street, Market Place, Law Road, Quality Street, Victoria Road, Melbourne Road, Beach Road, Forth Street. Building pedestrian enhancements such as wider footways, or narrowing junction openings contribute to the low-speed environment.

Reduce unnecessary car travel/short car journeys – culture change

Creating a culture in the town of 'leaving the car behind' is an essential piece in reducing the pressure on traffic and parking in North Berwick Town Centre. Part of creating this culture is to make the alternative options, walking, cycling, public/community transport, much more attractive than using the car for a short journey.

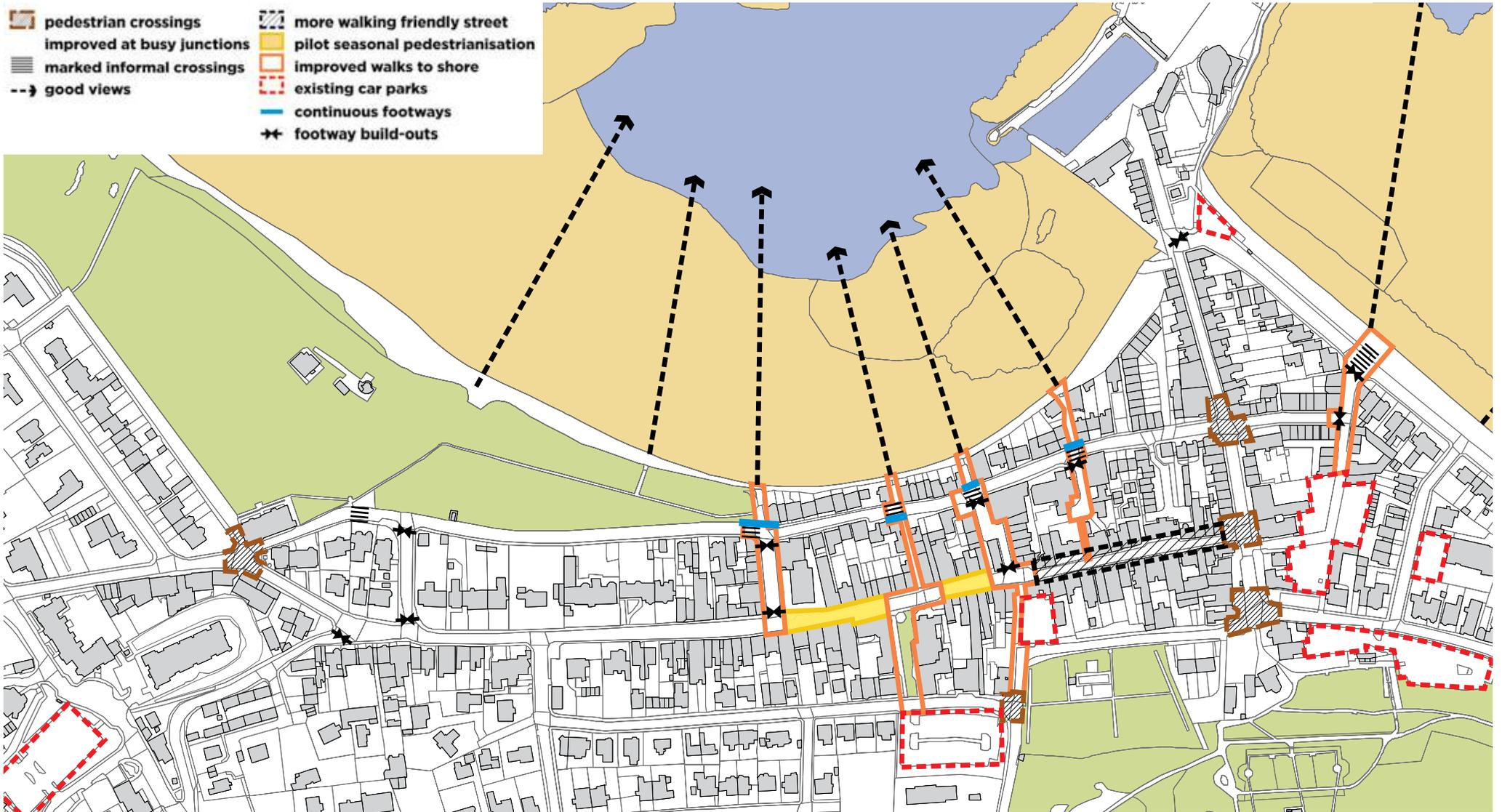


North Berwick town analysis



strategic place diagram

- pedestrian crossings improved at busy junctions
- marked informal crossings
- > good views
- more walking friendly street
- pilot seasonal pedestrianisation
- improved walks to shore
- existing car parks
- continuous footways
- footway build-outs





Other projects deal with the physical environment, but this needs a community effort alongside it that enables and encourages people to be aware of and understand the alternatives in order to bring about the needed culture change. This could take the form of a local campaign that positively shows the benefits of leaving the car, and can hopefully inject some fun and excitement at the prospect of using alternative modes of travel.

Related to this issue is reducing through traffic that passes unnecessarily through the Town Centre. Of particular note is the current priority on the A198 junction at East Road and St Baldred's Road. As illustrated below by a charrette attendee, following the A198 currently requires a left turn, while carrying on down the hill takes traffic to the Town Centre. To re-prioritise the junction would allow for a continuous journey on the A198, preventing traffic intent on staying on the main route from inadvertently routing through the town centre. This would also contribute to the secondary gateway on East Road mentioned previously.

Re-think traffic directions

Several locations were identified that could have one-way systems instated, or two-way traffic reinstated. These locations are Market Place, Westend Place and Church Road. Traffic direction in these areas will be determined by the traffic flow needs

of other projects in the Town Centre, such as any changes made on High Street.

ii Parking

The North Berwick section of the January 2016 East Lothian Parking Strategy (prepared for ELC by Peter Brett Associates) is a key reference document. This parking strategy has been put together from comments at the charrette and should be viewed as an enhancement of the January 2016 East Lothian Parking Strategy. None of the proposals in this parking strategy contradict or block any of the proposed policies. North Berwick suffers badly from the following issues related to parking:

- Very poor understanding/signing of car parking locations, types and availability of spaces. (There is a total of seven directional signs for car parks, five of which are to the Scottish Seabird Centre car park, the only car park for which there are charges.)
- Concentration of the main off-street parking opportunities at the east end of the town centre.
- Most off-street parking being essentially uncontrolled.
- Lack of a coherent short/medium/long-stay regime.
- No charging for parking other than in one location, where the level at which charges are set has a questionable rationale.

- Historic poor adherence by drivers to on-street parking restrictions, although this is reported to have improved since parking enforcement officers have been reintroduced
- All of the above leading to wasteful, congesting and polluting circulation by drivers trying to find the 'best spot' for their journey purpose.
- There is confusion about parking along the eastern beach (Melbourne Road, Marine Parade, Tantallon Terrace, Haugh Road), where uncontrolled on-street parking and informal off-street parking in two locations ('Castle Hill' and 'Haugh Road Viewpoint') can become very congested in high season.

proposed junction layout change at Dunbar Road



The following table presents information about the main off-street car parking locations. Counts of the number of spaces were undertaken by the charrette team during the charrette.

Location	Marked Standard Bays	Marked Blue Badge Bays	Electric, Car Club, Coach, Parent/Child	Observed parking o/s marked bays	Comments
Kirk Ports	19	2	-	4	
Glebe/St Andrew St	74	4	1 CC	3	Low turnover of spaces.
The Lodge	21	1			Free. Accessed by same entrance as Seabird Centre, which charges.
Scottish Seabird Centre	64	3			1st March-30th Sept: 1hr £2 2hrs £4 3hrs £6 All-day £7
Railway Station	93	3			Normally full from early on weekdays
'Imperial'/ Melbourne Place	65	2	2 Elec	16	Many marked bays too small; thought to be well used by residents and local businesses, low turnover of spaces.
Recreation Ground/Coach Park	64	3	3 Coach		Often empty, but regularly busy for sports events and club training at weekends.
Museum and Library, School Road	24	2		3	Currently restricted to 'Museum & Library Parking Only.' Could this restriction be lifted?
Sports Centre	65	7	2 Elec		Typically well used by patrons
High School	87	5			Possible public use, by agreement at weekends and in holidays
North Berwick Community Centre	37	2			Historic poor adherence by drivers to on-street parking restrictions, although this is reported to have improved since parking enforcement officers have been reintroduced.
Aldi	92	6	8 P&C		Currently customers only but under-used. Explore public use with Aldi.
Tesco	240				Customers only

The key elements of a North Berwick Parking Strategy should be:

- a. Generally, manage the existing parking stock more effectively/efficiently. This will mean revisiting each location in Council ownership and, where necessary, remarking bays to standard dimensions and eliminating the opportunities for fly-parking; with enforcement officers issuing penalties for incorrectly-parked cars.
- b. Even if parking is free of charge for the location/length of stay in question, all parking acts, on- or off- street, should require drivers to obtain a ticket (which could also have additional phone/online service). This will make enforcement easier and provide a valuable ongoing source of parking data. The key element is that all parking acts engage with the parking system; in contrast to current off-street parking activity which is largely an unknown.
- c. Structure parking into a Short/Medium/Long-stay regime. This could involve sub-dividing some parking sites. (E.g. one section of the Imperial could be for max 1-hour 'High Street' parking; another section for medium stay; and another designated for resident and business permit-holders only. Section markings would need to be very clear.)
- d. Enforce regulations in all on- and off-street locations (not just on-street yellow line contraventions, as at present).
- e. Introduce maximum lengths of stay also introduce the possibility of charging for some locations/lengths of stay.
- f. Introduce a comprehensive signing strategy for the different



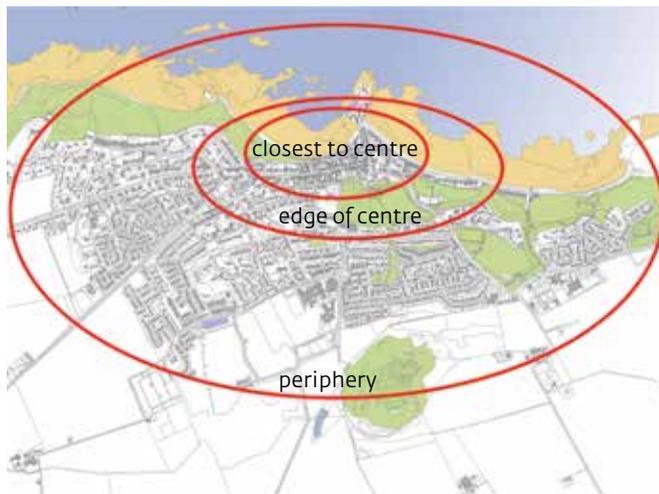
3. Character, Quality and Amenities

i Placemaking Strategy and Vision

parking options (short/long; town centre/sea front).

A suggestion for a new parking management regime is:

- **Closest to centre:** short stay/high turnover; 60 minutes maximum; free of charge
- **Edge of centre:** medium stay; 4 hours maximum; free for first hour, then charge a scaled fee
- **Periphery:** long stay; all day; charged at a flat rate



parking management plan suggestion

While some of the central issues that the charrette explored were on movement and access, the charrette took a holistic view of the Town and placemaking. The projects and ideas that have come through the charrette need to be held together with a placemaking strategy and vision that ensures that as North Berwick changes, it is a physical place that is high quality, easy to move around regardless of mode of travel, vibrant and attractive, which in turn supports the societal aims of being a welcoming, inclusive and supportive place with a thriving local economy providing a wide range of shops and services for all, and homes for every age and stage. The risk would be that without this strategy and vision, change in North Berwick could become piecemeal, and even if individual projects have good outcomes, focus on creating an excellent place might be lost.

Not everything can be done at once, nor would it be desirable too, but through putting the strategy at front it will act as a guide in stitching together the projects to create a place that is a great Town Centre for everyone.

Through the charrette there were three priorities that stood out as projects to kick-start the movement towards this renewed vision of North Berwick Town Centre. These are:

- The east end of the High Street - making major improvements to walking and access conditions along this section of the street (See 1. Improvements for People Movement, Category F).
- The Parking Strategy – parking as it detracts from the experience of the town centre. Enacting an effective strategy will enable other projects and will contribute to creating a better place.
- Other Improvements for People Movement – a programme that begins to make the Category changes that will combine to create a much-improved walking environment and create a strong place through more space for people and activities.

It should be noted that the physical improvements, whilst a priority, are only part of renewed placemaking vision for North Berwick Town Centre, there is also a strong social element to creating a welcoming, inclusive and supportive place. Voluntarism is alive and well in North Berwick, but needs continued support accompanied with new initiatives to create the culture for the right social elements to be in place too. More on this is under **Creating accessible and inclusive space.**

ii. Town Centre Quality, Character and Heritage

Conservation Area – Character and Quality

North Berwick has an extensive conservation area across the town centre. The purpose of the conservation area is to ensure that any development in the area does not detract from the character of the area, retaining amenity and appeal. Items of relationship between the charrette and the conservation area are as follows:

Streetscape materials – high quality materials that are consistent with a conservation area should be used for streetscape works. See section on **Potential materials for Streetscape changes.**

Public and social spaces – development of such spaces should be of a high quality and contribute to the amenity of the area, including the human scale of space in North Berwick town centre as identified in the Conservation Area Character Statement. These spaces should be places for social interaction and contribute to making the town centre an aesthetically pleasing place. Several locations were identified through the charrette: outside the Police Station; “Lighthouse Corner” at the intersection of Quality Street and High Street; space at the intersection of Market Place and High Street outside the current homeware store “etc...”; and space outside Abbey Church at the intersection of Church Road

Vibrancy of built environment – colour on buildings is a much-

liked characteristic in North Berwick. Colour that is in keeping can be used and when used appropriately can add to the vibrancy and character of an area. There are several buildings with gable ends that could be improved, whether through the application of colour or through care and maintenance. Ensuring that there is an overall high standard adds to the vibrancy of the built environment.

Materials for Accessibility

Consideration needs to be given to how the use of materials in streetscape changes will affect different users of the town centre with different mobility levels, visual impairments, guide dogs and dementia. While seeking to use high quality materials in streetscape designs, the deployment of these should be in close consultation with groups of users who have different needs. This will include consulting on textured surfaces, use of colours, definition of different surfaces (kerb heights etc) and general accessibility.

4. Sustainable Travel and Accessibility

i. Public & Community Transport

Bus service improvements

From the Place Standard exercise, people feel that there is a good bus service operating through and from North Berwick,

providing good access to other towns in East Lothian and to Edinburgh. **The main improvement suggested for current services is improved information services with electronic signage at bus stops with real-time bus information.** A more advanced solution would be the use of a North Berwick Town App (see other section on this item) that provides real-time bus information, travel and fare information etc. An integrated electronic payment card, like London’s Oyster Card, that works across bus service providers, and could be used for other services in the Town, including proposed community transport wander buses or park and ride, could help increase ridership.

Park and Ride

As part of a previous car parking study (MVA 2012), the viability of Park and Ride was questioned as a potentially unattractive option that would come at a fairly high operating cost (for varying frequencies costs ranged between £75,000 - £250,000 per annum, plus capital (c.£600,000) and maintenance (c.£18,000 per annum) costs for the car park). A comparable size of town that runs Park and Ride is Carnoustie, and only then for major golf tournaments. At the charrette there was a desire to explore how this project might be delivered in more detail.



Additional Park and Ride ideas

There is a proposed Rail Park and Ride at Drem Station, which would provide additional car park capacity for the area. People who drive to the station car park in North Berwick could then be encouraged to go to Drem, freeing space in North Berwick. The advantages of travelling to Drem include a greater chance of a parking space, and in the future an increased frequency of service should the four-track on the East Coast Mainline be delivered, allowing local services to use the line with greater regularity as there will be capacity on the line to carry local and high-speed national services.

Bicycle Hire/Share Scheme

To provide active travel options, a bike hire or share scheme could be established in North Berwick. Through the charrette and pre-charrette work (particularly with young people) this has taken various forms, from a formal Go Bike or "Boris Bike" type scheme, to a bike share scheme where people share bikes as a common town resource, possibly managed through an app. Electric bikes (e-bikes) should also be considered as an accessible option and to take account of the town's hills.

The purpose of the scheme would be to encourage travel by bicycle, increase the number of bike riders in the town and normalise travel by bike making it both safer due to increased levels of awareness, and accepted as a way of getting around.

Further developments of this include schemes that are directed at visitors, with cargo bikes or e-bikes, a Rickshaw service which would function more akin to a taxi service, and a push-cart scheme which would operate on a similar basis to a bike hire scheme, but instead provides a large trolley for visitors to carry kit to the beach, or for local people to carry shopping home.

In terms of viability, for a town of North Berwick's size a model for a Bike Hire Scheme that is viable would need to be found. A formal bike station scheme found in cities may not be appropriate, but there are other places operating social enterprise-based schemes that are suitable for smaller scale operations. 'Wheels of Fleet' in Dumfries and Galloway recently attracted Cycling Scotland to establish a social enterprise that includes a bike share scheme.

Volunteer Car Scheme

This is a development of a scheme that is already in existence, but could be further developed. This scheme provides a service for people who are unable to drive themselves or have difficulty leaving home to reach essential services, such as doctors, dentists, pharmacy and the shops. It depends on a pool of volunteers to be available to provide lifts. There may be scope to expand the service and creating intergenerational links by developing a system whereby new drivers/young people volunteer

earn experience as drivers, develop new friendships and put the time towards schemes such as Duke of Edinburgh Awards.

Coach Drop-Off for Seabird Centre

Ensure that Executive Coach Drop Off at the Marine Centre circulates along Melbourne Road and Quadrant, up to the Recreation Ground car park, preventing any need for vehicles of this size to access High Street.

Wander Bus

Wander bus is a community transport scheme that responds to the idea "What if you could get from A to B in North Berwick without using the car?" The bus would link all areas of the town to the town centre, providing a very local service that is currently not on offer from any public transport providers.

The wander bus idea for North Berwick is that it provides a service for those who find getting out of the house difficult, and provides a service that encourages others to leave the car at home for short journeys within the town. This dual purpose sets it apart from other schemes that are currently operating in Scotland, normally serving the first purpose alone.

Examples of such schemes include the Badenoch and Strathspey All Abilities Transport, which covers a large area including

several settlements in the Cairngorm National Park, running fixed routes for different settlements on different days. This is a bookable service.

In East Ayrshire there is a Dayhopper service, which for a low annual membership fee, allows people who qualify (those in receipt of benefits, elderly people, people with disability and geographically disadvantaged people) to use this service for shopping or excursions. The bus runs to a set timetable and is available to hire for groups outwith these times. The service operates with support from a number of Trusts and the local authority.

Feasibility of the service would depend on the level of subsidy needed to support the service, the routes that the service would run, whether these serve a large enough catchment of the population and whether they provide the necessary accessible stop-points to make the service fully accessible? Would the frequency of the service make it popular enough to have a high ridership? What price would people be willing to pay to use the service?

Ideas that were related to aiding the feasibility of a wander bus service included:

- Educating people that the service is available.
- Visibility – physical visibility of the bus (bright pink, green etc)
- Wander bus – seasonal or all year?

- Oyster/loyalty card
- Fully accessible bus, stopping at service bus stops for accessibility
- Community Trust Model – how would this help the Wander Bus work as against a service model?

Service sharing with other buses was another consideration. Humble currently operate a service sharing bus that does school runs and when not in service on those is used to transport and deliver meals. This dual use allows the service to be used for something (meal delivery), which would otherwise have been unviable.

ii. Wider Connections and Cycle Access

Safe routes to school – cycle, walking. From all areas.

“Safe Routes to Schools aim to enable more young people to walk and cycle to school. They usually involve a series of highway measures supported by other community and school projects making roads safer and providing the infrastructure and skills to make walking and cycling a popular choice.” - Sustrans

In North Berwick there is a need to continue to develop safe routes to schools, particularly as the town expands requiring additional routes for newly formed areas, and additional capacity for

the growing number of school pupils. Walking and cycling to school can be a first-option for any child in North Berwick given the right infrastructure and skills.

Routes have been proposed by Cycleforth and the On The Move sub-group of the North Berwick Coastal Area Partnership. These routes were part of the consideration during the charrette, and have been picked up as part of the wider strategic context.

A longer term item to include in this package is a potential new footway/cycle bridge that crosses the railway line from the footpath east of Williamston Court to the Moffat Place area, shortening the route from the west of the town and creating connections for new areas of housing.

pedestrian/cycle routes proposed for North Berwick





An additional benefit of creating safe routes is the wayfinding benefits of clearly marked routes, enabling users who are not necessarily going to the schools to orientate themselves in the town.

Strategic Cycle Routes

Additional routes have been identified that provide a commuter or leisure cyclist with access to longer distance routes along the East Lothian coast and to Edinburgh. Connecting to long distance routes enhances both access to the Town Centre, and also the wider strategic network that then becomes accessible.

On the west of the town, these routes would also provide safe access round the golf course, ensuring safe passage for cyclists and reducing interference for golfers in play.

Bicycle facilities

To further enhance the cycle experience in North Berwick, additional bike racks, tool/pump stations etc could be provided. These should be in locations that have passive surveillance from shop-fronts, homes and passers by for security, and be in locations that keep footways clear of obstruction. Additional space for facilities could be identified during establishing north-south routes through pends.

Green Travel Plan

North Berwick should have a town-wide Green Travel Plan that

influences development decisions (such as provision of travel to health care facilities) and acts as an aspirational document for encouraging culture change in the town, encouraging people to consider how they move around by providing information, education and highlighting the opportunities by which people can transition to 'green travel'.

Green path network

A green path network that allowed people to cycle and walk as far as possible off-road should be developed.

Wider traffic measures

Consideration must be given to the impacts of new development on the wider road network accessing the Town. For example increased traffic on narrow roads from Kingston to Fenton Barns.

free bike pump and cycle rack



iii. Social Inclusion & Intergenerational Projects

Creating accessible and inclusive space

To ensure that North Berwick becomes a more accessible and inclusive place for everyone as changes are made, there needs to be a standard of consulting with people with lived experience of physical, sensory and cognitive disabilities and prepped with memory problems and dementia. Their experiences and knowledge need to be built in from the earliest stages prior to implementation of streetscape schemes to ensure design is accessible and inclusive. This recognises that the physical aspect of the place, and how they are designed helps people stay active and involved in their communities and supports and strengthens initiative such as Dementia Friendly communities. An approach that holds together the physical and social environment will aid independence for as long as possible.

When it comes to implementing change there are two factors that need to be considered:

1. environmental design in consultation with people who have additional needs and the family, friends and paid workers who support them. This extends to considering the types of materials that should be used and how they affect different users of the town centre. While seeking to use high quality materials in streetscape design, this needs to be accompanied by close consultation on aspects

such as textured surfaces, use of colours, definition of different surfaces (including kerb heights etc) and general accessibility. There may be conflicting requirements from different groups that need to be addressed.

2. societal awareness of disabilities and dementia and how the way people treat each other can make a marked difference on daily life - friendly, supportive people can often compensate for a limited physical environment. This requires a focus on the culture and values of North Berwick as friendly, welcoming and inclusive town.

Mobility Scooter Pool

In a similar vein to the bike hire scheme, a pool of mobility scooters that are available to borrow or hire. These would be suitable for use in an improved North Berwick town centre with wider footways etc. The mobility scooters could replace short journeys that are currently undertaken by car.

Supporting the transition to public transport use

For some people, car use has been a way to maintain independence, and if this is no longer possible the risk is that independence is lost. A support system in place that works to enable people to use public transport through support such as learning sessions, shared riding service and support with gathering timetable information could help people to maintain independence even when they lose use of the car.

Local Toilet Access

A scheme that asks local shops and local businesses to allow use of their toilet facilities, training staff in the scheme and displaying a sticker/notice that says they participate.

Access to Health Care Facilities

Having equality of access health care facilities is crucial for a community. With the growing population consideration needs to be given to health care facility locations, and also how these are accessed. Current provision may move in the future, if it is less central there needs to be a travel plan in place to ensure that people are able to access facilities whether they have a car or are reliant on getting a lift or public transport.

In addition, consideration of a minor injuries unit for North Berwick and the NBACP area is needed. This would provide emergency care without having to travel further afield, cutting down on the need to make longer journeys for minor injuries that could potentially be treated in a local unit.

iv. Access and wayfinding

Signage and Wayfinding

Developing a comprehensive signage and wayfinding strategy for North Berwick would contribute to it being a more accessible place. The benefits would be beyond the obvious beneficiaries

contemporary signage and wayfinding





of visitors to the town who might be unfamiliar with the area, but also signing for facilities that are used infrequently by people regularly in the town, and could contribute to a town wide green travel plan by encouraging walking and cycling. Signage for different functions (sometimes the same sign may perform double, or more, functions) are below.

Orientation signage – signs that are for those less familiar with the town, signing key routes such as from the train station to the town centre, harbour or beach, signage to key community facilities. Orientation signage that works with east-west and north-south routes will be important and connect with the proposed north-south routes from the beach to the town centre and vice-versa.

Facilities signage – signage for facilities and amenities that may be needed on occasion, such as for public toilets, telephones, cash points etc. This would also include signage for any bike, buggy, or mobility scooter hire schemes that are established and existing schemes such as Beach Wheelchairs.

Travel signage – sign posts with walking times that direct people to key travel points such as Church Street bus stop, train station, and the coach pick-up point.

Leisure signage – signing leisure routes that will encourage active lifestyles, help people to explore the best North Berwick has to offer in terms of green and natural space, views and points of interest. This could include coastal walks, walks up the Law and connections to long distance routes such as the John Muir Way and routes to attractions such as Tantallon Castle.

Beach Access for Wheelchairs

An upgraded access ramp on the beach side of the Beach Road and Church Road intersection. This additional access point would enhance access for beach wheelchair users to the beach from the town centre.

Smart Technology – North Berwick App

There is scope to develop a North Berwick App that utilises digital technology to provide North Berwick information. In addition to attractions, accommodation, shops and businesses being able to advertise the app would provide the following categories of information:

- Travel – information on how to get to North Berwick by public transport, costs and what to do when you arrive in the town, plus real-time timetabling information.
- Parking – providing information on drop-off points and alternative parking locations, plus walk times from these locations to the town centre, harbour, beach and other

attractions. An example would be directing visitors to park in the Recreation Ground/Rugby Club car park with directions back to the beach indicating it is a 10 minute walk.

- Wayfinding – real-time directions to locations in the town, including walking times.
- Guided walks – for leisure, heritage, natural environment and other interests.

The app is unlikely to be viable as a stand alone, and will need to be developed as part of an existing platform (such as townapp or another service that develops apps for towns, and be a development of what is on fixed signs too for consistency across the Town whether or not people have access to the app.

High quality people-focused town centres and local economies.

Accessing local shopping areas on foot is better in the long-term for these local economies than accessing these areas by car. Research from both UK and North America shows that people are more likely to spend money more frequently if they are on foot than other ways of travelling. While someone arriving by car may spend more on a single visit, it is the regularity with which someone on foot spends money that means over the long-term walking has greater significance and impact.

Developing a Town Centre that is very appealing to walk around, and is well connected for walking can therefore be of benefit to a local economy in the long-term. For North Berwick this may translate to encouraging people arriving from outside the town to park elsewhere other than High Street and to walk along it, and for people who are more local to arrive by foot and enjoy their town centre experience.

For example Southall Town Centre average spend data per month shows the following:

Car: £136 Train: £146

Bus: £212 Walking: £299

Data from Urban Movement research.

Potential materials for Streetscape changes

Developing a high-quality and consistent streetscape throughout North Berwick Town Centre will aid in creating an accessible place, with a high quality walking environment, strengthening the greater priority that is to be afforded to pedestrians and creating a people-first approach to the place.

The precise specification of materials will be dependent on factors such as project budgets, and consultation on detailed design with different user groups. The ideal is to aim for mainly natural materials, particularly on kerb edges and heavily used

surfaces. At this stage we can state the potential materials and approach to aid decision-making towards should seek simplicity of type, colour, and messaging impact to pedestrians, cyclists and vehicle users. This should include:

- Rationalisation of street furniture, such as bicycle racks, benches, bins and planning to prevent blocking key pedestrian desire lines.
- Simplification of paving, including use of new high quality natural stone paving (grey or buff colour).

- Tactile paving or studs to denote pedestrian priority areas/crossings. In combination with lowered (dropped) kerbs, build outs (where possible) and natural stone setts across the carriageway to infer pedestrian priority.
- Either removal of painted road markings, in lieu of area wide traffic management signs (using existing posts) or narrowed lines as used in other Conservation Area locations.

example of contemporary streetscape materials





07 action plan



This action plan provides a prioritisation on the route to delivering on the proposed vision and strategy of North Berwick, a place with equality of access and an attractive environment that is people-focussed. The action plan sets out a prioritisation of the projects that have been identified and gives a high-level assessment of the projects' performance against a set of "indicators". These indicators are: sustainability, accessibility, and community cohesion/building. The assessment is at a high level on a three-level traffic light system, Green being a positive contribution, Amber a neutral or slight contribution and red being no contribution to the indicator.

generating ideas at the Charrette



Across these projects there are other considerations that need to be drawn in. When planning and preparing to undertake a project, considerations should be given to these items and the implications that these have on the project:

- Reducing unnecessary car journeys – does the project enable this goal?
- Street design and materials – will this contribute to a consistent approach and high quality environment?
- Dementia and Mobility – how will this group be impacted? How will they be consulted?
- Conservation Area Character and Quality – how will the project impact or enhance the town centre's Conservation Area?
- Materials for Accessibility – are the materials being used appropriate for creating a universally accessible town centre? Have appropriate groups been consulted?

The organisations listed in the Responsibility and Funding column are suggestions for who might take on responsibility and organisations and funds that could be approached with proposals. These include groups who have been involved in the charrette and local and national organisations that have yet to be approached.



No	Project	Description Summary	Delivery Notes	Responsibility and Funding	Sustainability	Accessibility	Inclusive Place
Priority Level 1							
1.1	High Street between Quality Street and Market Place	Major improvements to walking conditions along whole street section through widening both pavements and removal of south side parking with associated parklets and other measures (p33).	Major project. Must also consider Street Design and Materials project.	East Lothian Council (ELC) North Berwick Coastal Area Partnership (NBCAP) Sustrans North Berwick Trust (NBT)	Green	Green	Amber
1.2	Parking Strategy	Increase turnover of both on and off-street parking through better management: 30min free stay, charging intermediate stay & limiting long stay measures (p46-48).	Use the parking strategy to influence ELC Local Transport Strategy. Aim for local decision making, designations and enforcement	ELC On the Move NBCAP	Green	Green	Amber
1.3	Dealing with side street junctions that are excessively wide, with relatively high traffic flows.	Improve the walking environment through narrowing roadways and widening pavements at key junctions (p27-29).	High impact change for lower cost and easier to deliver. Must also consider Street Design and Materials project.	ELC NBCAP Sustrans	Green	Green	Amber
1.4	Green Travel Plan	Town-wide plan for green travel provision – influencing where new facilities and housing are located and providing information on how people can make sustainable travel choices (p52).	A plan prepared in consultation with the wider community – a first step in initiating culture change. This could be prepared at relatively low cost.	NBCAP On the Move Group	Green	Green	Green
1.5	Signage and wayfinding	Develop a strategy for signage that benefits visitors and locals by helping them choose walking and cycling over car use (p53).	The two above projects should provide the basis for a signage and wayfinding strategy.	ELC NBCAP	Green	Green	Amber
1.6	Parklets	Temporary on-street parks used as a trial for creating space for people/removing parking (p41).	A quick win project that could demonstrate how change could impact the Town Centre, and to learn lessons before taking bigger steps.	NBACP On the Move Group ELC	Amber	Green	Green/ Amber
1.7	Town Centre gateways and crossings	Areas on the edge of the town and town centre that slow drivers down and signal a change from vehicle to pedestrian priority (p39).	An important step in delivering a low speed and pedestrian-first Town Centre.	ELC NBCAP Sustrans	Green	Green	Amber

1.8	North-South Informal Crossings	Marked, informal, possibly raised crossings to help people walk from Sea Front to High Street. These also help to make more of the north-south connections in the town, including sea views (p29).	More difficult to deliver, but would have dramatic impact on walking environment of the town. Must also consider Street Design and Materials project. Public and social spaces would be considered within this project.	ELC NBCAP NBT Sustrans	Green	Green	Amber
1.9	Creation of a Town-wide 20 mph zone	Town-wide 20mph speed limit, increasing sense of safety for people throughout town, and making way for an even lower speed in the Town Centre through new layout (p38).	Some elements much easier to deliver in short timescale such as 20mph limit. Designing and building low speed environment in Town Centre would take longer to deliver and higher cost - Must also consider Street Design and Materials project.	ELC Sustrans	Green	Green	Amber
1.10	Lodge - access/crossing from town and signage/interpretation	Improving access and use of this key area of open space in the Town Centre (p41).	Enhanced access to the Lodge from the Town Centre, including a new crossing, signage and interpretation.	ELC NBT Big Lottery Fund National Trust for Scotland (NTS) Sustrans	Green	Green	Green
1.11	Continuous footways across very lightly-used side streets.	Change priority from vehicles to pedestrians at sidestreets by remodelling the footway to run across the junction - vehicles will cross a footway rather than pedestrians cross a carriageway (p30).	High impact change for lower cost and easier to deliver. Must also consider Street Design and Materials project.	ELC NBCAP Sustrans NBT	Green	Green	Amber
1.12	Category E: More comprehensive remodelling of junctions that are busier than those junctions in Category B.	Improve the walking environment through narrowing roadways and widening pavements at busier junctions. Suitable locations: Forth Street/Quality Street-Victoria Road Quality Street/High Street Quality Street/East Road/Kirk Ports Station Hill/Beach Road/Westgate Law Road/St Andrews Street (p31).	High impact change for lower cost and easier to deliver. Must also consider Street Design and Materials project.	ELC NBCAP Sustrans NBT	Green	Green	Amber
1.13	Beach Road - Forth Street: Major improvements to walking conditions along whole street sections.	Major improvements to walking conditions along whole street section through widening pavements, creating further wider sections through building out in place of a parking space to help people cross the street more easily (p38).	High impact change for lower cost and easier to deliver. Must also consider Street Design and Materials project	EELC NBCAP Sustrans NBT	Green	Green	Amber



1.14	Victoria Road, harbour end: Major improvements to walking conditions along whole street sections.	Widened footway on west side of Victoria Road (2m) (p38).	High impact change for lower cost and easier to deliver. Must also consider Street Design and Materials project	ELC NBCAP Sustrans NBT	Green	Green	Amber
1.15	Station Access	Identification of the best route between station and Town Centre and improvements, beginning with signage. Other improvements could piggyback other projects that look to improve walking environment along the identified route (p39).	Identification of the best route between station and Town Centre and improvements, beginning with signage. Other improvements could piggyback other projects that look to improve walking environment along the identified route.	On the Move Sustrans North Berwick Business Association (NBBA) Rail Partnership	Green/ Amber	Green	Green
1.16	Local Toilet Access	Development of a local scheme whereby access to toilets provided by shops/local businesses (p53).	Discussions with local businesses needed.	NBCAP NBBA Local shops/ business	Amber	Green	Green
1.17	Bus service improvements	Main improvement suggested for current services is improved information with electronic signage with real-time bus information at stops. Longer-term consider local routes (p49).	Focus on providing information in the short term.	ELC Bus service providers Bus Forum	Green	Green	Green
1.18	Park and Ride	Explore seasonal Park and Ride options on the western edge of the town and near Tesco (p49).	Short term priority to conduct feasibility study.	ELC NBT Bus providers Bus Forum	Green	Green	Amber
1.19	Volunteer Car Scheme	Support and develop the existing Volunteer Car Scheme, expanding service and creating social connections (p50).	Ramping up service, and including young driver scheme.	North Berwick Volunteer Car Scheme North Berwick High School North Berwick Youth Café Other volunteer networks	Green	Green	Green
1.20	Wander Bus	A community transport scheme providing local links to the Town Centre – helping people leave the house who find that difficult and encourage others to leave the car behind (p50-51).	Progressing study on feasibility, further work on type of model etc. Seek advice from Community Transport Association Scotland.	On the Move NBT Bus Forum Big Lottery Fund	Green	Green	Green

1.21	Law Road: Major improvements to walking conditions along whole street sections	Explore options for widening footways, from one-way uphill to widen both sides, to a chicane/priority system to allow for widening footways (p38).	Traffic calming measures, widened footways and improved Lodge access.	ELC NBCAP Sustrans	Amber	Green	Amber
1.22	Safe Routes to School	Continue to develop safe routes to schools, particularly from areas of new housing – along routes previously proposed by Cycleforth and On the Move group (p51).	In addition to providing safe routes, this project performs an important secondary function of connecting. Includes consideration of new bridge over railway line.	ELC NBCAP On the Move Sustrans Rail Partnership/ Network Rail	Green	Green	Green
1.23	Strategic Cycle Routes	Connect local and long distance routes to improve access to North Berwick Town Centre by bike, and access to the wider strategic cycle network (p52).	Connected to Safe Routes to School – links to long distance routes included.	On the Move Sustrans NB Golf Club Cycling Scotland	Green	Green	Green
1.24	Supporting the transition to public transport use	Enabling people to maintain independence when they can no longer use private vehicles by providing support and information on the public transport system in and around North Berwick (p52-53).	Developing and operating support scheme.	On the Move Dementia Friendly East Lothian Bus Forum	Amber	Green	Green
1.25	Improve general footway widths.	Programme for widening footways under 1.5m wide – beginning where pedestrian numbers are at the highest (p27).	Should areas noted in the project description not be improved through other projects, pavement widening in these locations should be considered to contribute to a walkable environment.	ELC NBCAP Sustrans	Amber	Green	Amber



No	Project	Description Summary	Delivery Notes	Responsibility and Funding	Sustain-ability	Access-ibility	Inclusive Place
Priority Level 2							
2.1	Toilets and amenities	Fill gaps in provision – an important aspect in creating a place with equality of access. Locations identified: the Station, west end of High St/Westgate (p43).	Some change already in hand at station. Priority should be in implementing toilet-sharing scheme, as this would be a quicker win, following up with this project.	ELC NBT Big Lottery Fund	Amber	Green	Green
2.2	Access to Health Care Facilities	Connect work of the Health and Wellbeing subgroup to the charrette outputs – a watching brief (p53)		NBCAP Health and Wellbeing Sub Group, East Lothian Community Health Partnership, NHS Lothian, Local GPs	Amber	Green	Green
2.3	Quality Street – Victoria Road	Environmental improvements to this key area including cleanliness, street furniture improvements, refurbish “Lighthouse Corner” to create an attractive public street (p40).	Additional enhancements beyond what has taken place through re-designing for low speed environment.	ELC NBCAP Sustrans	Amber	Amber	Green
2.4	Bicycle Facilities	Improve cycle experience through providing additional bike racks, pump/tool stations in good locations – to be identified while establishing north-south routes (p52).	Areas identified through streetscape projects	NBCAP On the Move Sustrans	Green	Green	Amber
2.5	High Street between Market Place and Church Road: Major improvements to walking conditions along whole street sections.	Progression from the Priority 1 stretch of High Street between Quality Street and Market Place. Market Place itself would also be picked up in this phase (p33).	High impact change for lower cost and easier to deliver. Must also consider Street Design and Materials project	ELC NBCAP Sustrans NBT	Green	Green	Amber
2.6	Signalised crossings and junctions to be re-timed to reduce waiting times for pedestrians.	Another step towards pedestrian priority in North Berwick Town Centre through management of traffic signals (p39).	Increased wait-times or emissions would be very small, particularly given the small number of signalised crossings and traffic-light controlled junctions in the town.	ELC NBCAP On the Move	Amber	Green	Amber

2.7	Community Hub	Multi-purpose, multi-generational space that is central/accessible to all in the town, and wider area. Multiple uses were identified and size and availability will determine how many can co-exist (p42).	Feasibility studies to be taken forward on sites and uses as they are identified.	NBCAP Big Lottery Fund	Amber	Amber	Green
2.8	The Lodge - additional routes	Creation of an alternative route, with a gradual gradient through the western edge of the Lodge grounds (p42).	Should an additional route be required following Law Road improvements, feasibility work should be undertaken.	ELC NBCAP NTS	Amber	Green	Amber
2.9	Smart Technology - North Berwick App	Develop an app to provide North Berwick information on travel, parking, wayfinding, guided walks and other information (p53-54).	Explore existing platforms and costs.	NBCAP NBT	Amber	Green	Amber
2.10	Town Centre Environment Vibrancy	Identification of areas that require upgrading following completion of Priority 1 projects (p49).	Must also consider Street Design and Materials project	ELC NBT Private property owners	Amber	Amber	Amber
2.11	Outdoor gym equipment	Access to equipment suitable for all ages and abilities. Free to use (p43).	Upon identification and securing of suitable site.	NBCAP	Amber	Green/ Amber	Green
2.12	Beach Shower	An outdoor shower for rinsing sand from people, children, dogs and equipment (p43).	Upon identification and securing of suitable site.	NBCAP	Amber	Amber	Amber
2.13	Retail Diversity	Support retention and promote retail diversity in the Town Centre (p42).	Policy measures to protect and enhance the range of shops and services in the Town Centre.	ELC NBCAP	Amber	Amber	Green/ Amber
2.14	Bicycle Hire/Share Scheme - including electric bikes.	Provide active travel options by creating a bike hire scheme for the Town, including electric bikes as an option, accounting for the town's hills (p50).	Feasibility, viability and implementation of scheme - either through an existing provider or developing a local scheme.	On the Move ELC NBT Big Lottery Fund	Green	Green	Amber
2.15	Mobility Scooter Pool	A pool of mobility scooters available for borrow/hire. Suitable for use in an improved Town Centre with wider footways etc. (p52).	Feasibility, viability and implementation of scheme - either through an existing provider or developing a local scheme.	On the Move East Lothian Community Health Partnership NHS Lothian NBT Big Lottery Fund	Amber	Green	Green/ Amber



2.16	Beach Access for Wheelchairs	Upgraded beach access ramp off Beach Road. Provides an additional entry/exit point for beach wheelchair users that is more accessible from the Town Centre.	Permission for changes to existing slipway.	On the Move ELC Big Lottery Fund	Amber	Green	Green/ Amber
2.17	Memorial benches	Develop a scheme by which people can adopt or fund a memorial bench (p41).	Plug into existing schemes if these are already in place.	NBCAP ELC Individuals	Amber	Amber	Green
2.18	Planters/Greenery to prevent "pop and shop"	Reduce problem of indiscriminate parking on double yellow lines for people to "pop and shop" by restricting direct access through strategically place planters (p41).	Establish if this is still an issue following other improvement works.	On the Move	Amber	Green	Amber
2.19	Additional Park and Ride ideas	Park and ride schemes in other locations in the Area Partnership for commuters to Edinburgh could take pressure off North Berwick train station.	Monitor opportunities to promote sustainable travel options outwith North Berwick that have positive impact.	On the Move	Green	Amber	Amber



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