Document **Summary of Route Options Appraisal**
Project **Connecting Dunbar path project**
Client **Sustaining Dunbar**
Prepared by **CWH, Whole Cycle Ltd**
Version **v2.0 23/02/2024**

Route **1. West Barns to Dunbar centre**

	1a. Main Rd route	1b. Back Road route	1c. New E-W route north of railway	1d. New E-W cycle south of railway
From	School Brae, West Barns	School Brae, West Barns	School Brae, West Barns	School Brae, West Barns
Via	A1087	A1087, Sea Rd, off road path, Back Road	New path from West Barns Primary Sch playing fields on new path on north side of railway to Bayview Circus. Through Belhaven hospital on road to existing path linking to Pine St, then Lammermuir Crescent	New path on southside of railway School Brae to Hospital Rd, and continuing on to sports field, and thence by exisitng paths
To	Bleachingfield Centre	Bleachingfield Centre	Bleachingfield Centre	Bleachingfield Centre
Option score	**-3**	**15**	**9**	**20**

Route **2. Hospital Rd (southend) to Dunbar Centre**

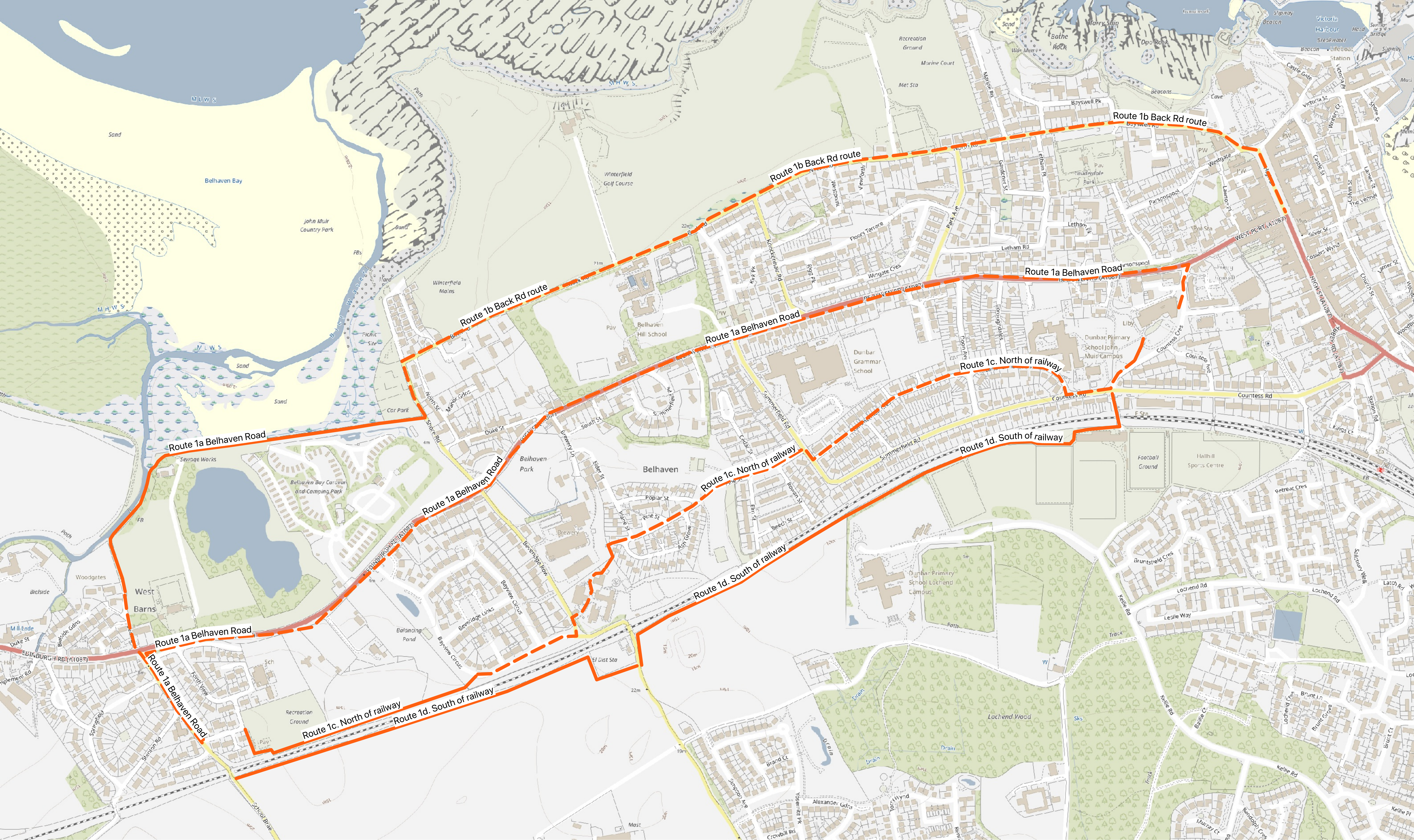
	2a. Existing paths via Lochend Cottage Cottage	2b. Lochend School Route
From	Junct James Kirk Way and Hospital Rd	Junct James Kirk Way and Hospital Rd
Via	Brodie Road, Moray Avenue, path past Halhill Steading to along boundary of Lochend Cottage, and north to Kellie Road, and thence via existing paths to Countess Crescent	Improved existing paths to Fairbairn Way, north on School Path through woods, new path to west of Lochend Primary Sch, and and thence via existing paths to Countess Crescent
To	Bleachingfield Centre	Bleachingfield Centre
Option score	**8**	**15**

Route **3. Hospital Rd (southend) to Spott Rd retail area**

	3a. Road route	3b. Path route
From	Hospital Rd (southend)	Hospital Rd (southend)
Via	Lochford Gardens, James Kirk Way, Brodie Road to Spott Rd. Improved shared use pavement in verge north to retail entrances	New link path in verge at north of Eweford Road (A1 slip road), east to Eweford Rd (quiet section with improved segregation), on to improved path to Spott roundabout. Improved shared use pavement in west verge up to retail entrances
To	Bleachingfield Centre	Bleachingfield Centre
Option score	**12**	**22**

Route **4. Spott Rd retail area to High Street**

	4a. Spott Rd	4b. Eastern paths route	4c. New path beside Kellie Rd	4d. Ashfield Park route with new and existing paths
From	Retail park entrances	Retail park entrances	Retail park entrances	Retail park entrances
Via	Spott Road (on road for cycles), and thence via existing path towards cemetry, Queens Rd, Abbey Road	East on existing good shared use path via rail underbridge to Dempster Place, Comrie Avenue, Manderson Drive, and existing good shared use path to Spott Rd crossing, and thence via existing path towards cemetry, Queens Rd, Abbey Road	via improved shared use pavement to Kellie Rd roundabout, then widened shared use path in southern verge of Kellie Rd to sports fields, and either north to Countess Crescent crossing, OR northeast to station underpass, Countess Rd, Abbey Rd	via improved shared use pavement to Kellie Rd roundabout, then widened shared use path in southern verge of Kellie Rd to new link path to Brunt Court, existing path to Ashfield Park, existing path to Station underpass, Countess Rd, Abbey Rd. This route also provide links on existing paths to Spott Rd Industrial Estates.
To	High Street	High Street	Bleachingfield Ctr/ High St	High Street
Option score	**3**	**8**	**18**	**17**

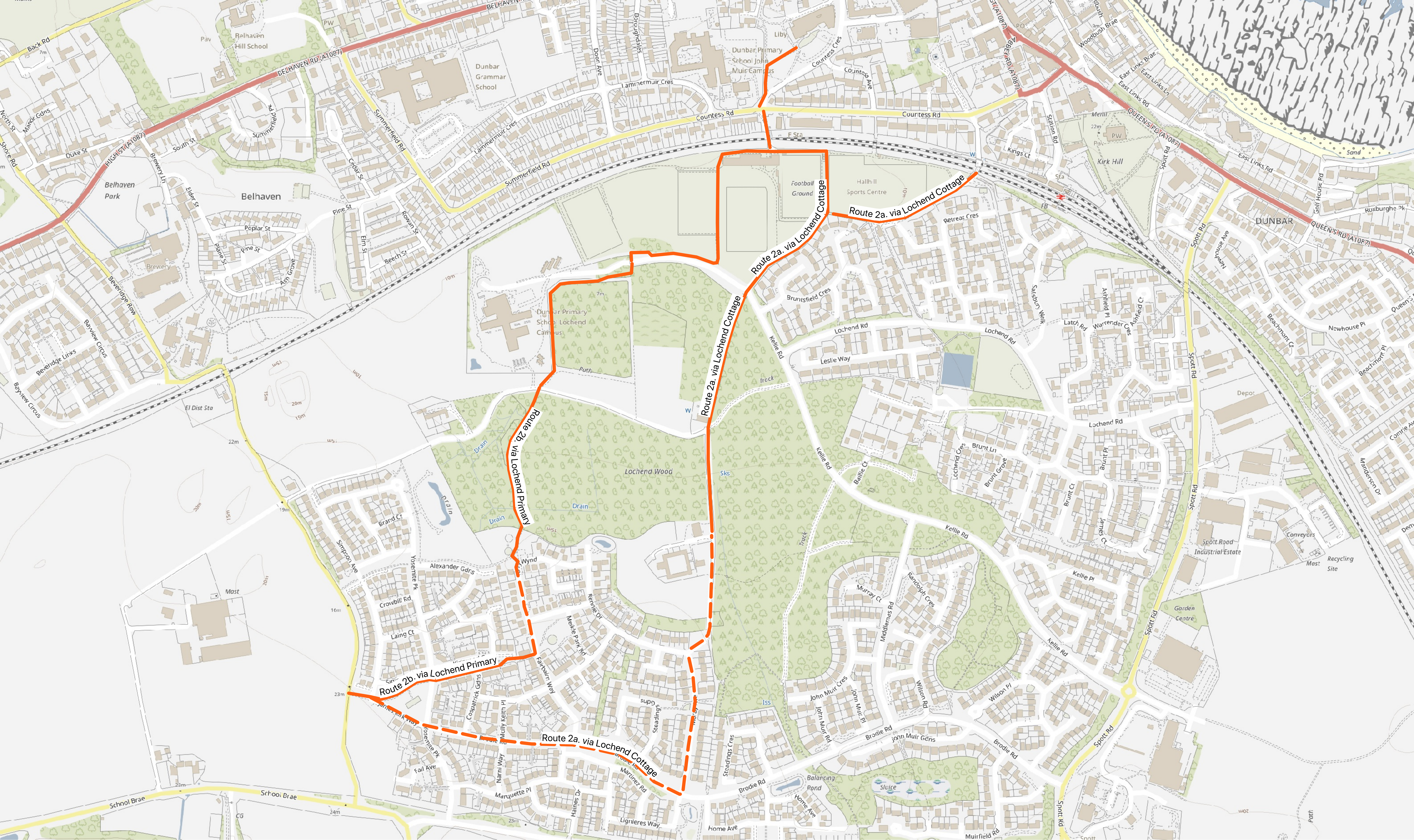

Route 1a Belhaven Road
Route 1b Back Rd route
Route 1c. North of railway
Route 1d. South of railway
Belhaven Bay
John Muir Country Park
Belhaven
West Barns
Belhaven Bay Caravan and Camping Park
Sewage Works
Winterfield Golf Course
Winterfield Mains
Belhaven Hill School
Dunbar Grammar School
Dunbar Primary School John Muir Campus
Dunbar Primary School Lochend Campus
Belhaven Park
Brewery
Football Ground
Hallhill Sports Centre
Lochend Wood
Victoria Harbour
EDINBURGH RD (A1087)
BELHAVEN RD (A1087)
WEST PORT (A1087)
HIGH ST (A1087)
Countess Rd
Summerfield Rd
Kellie Rd
Lochend Rd

Document	**Route Options Appraisal**
Project	Connecting Dunbar path project
Client	Sustaining Dunbar
Prepared by	CWH, Whole Cycle Ltd
Version	v2.0 23/02/2024

Scoring -3 (poorest) to +3 (best)

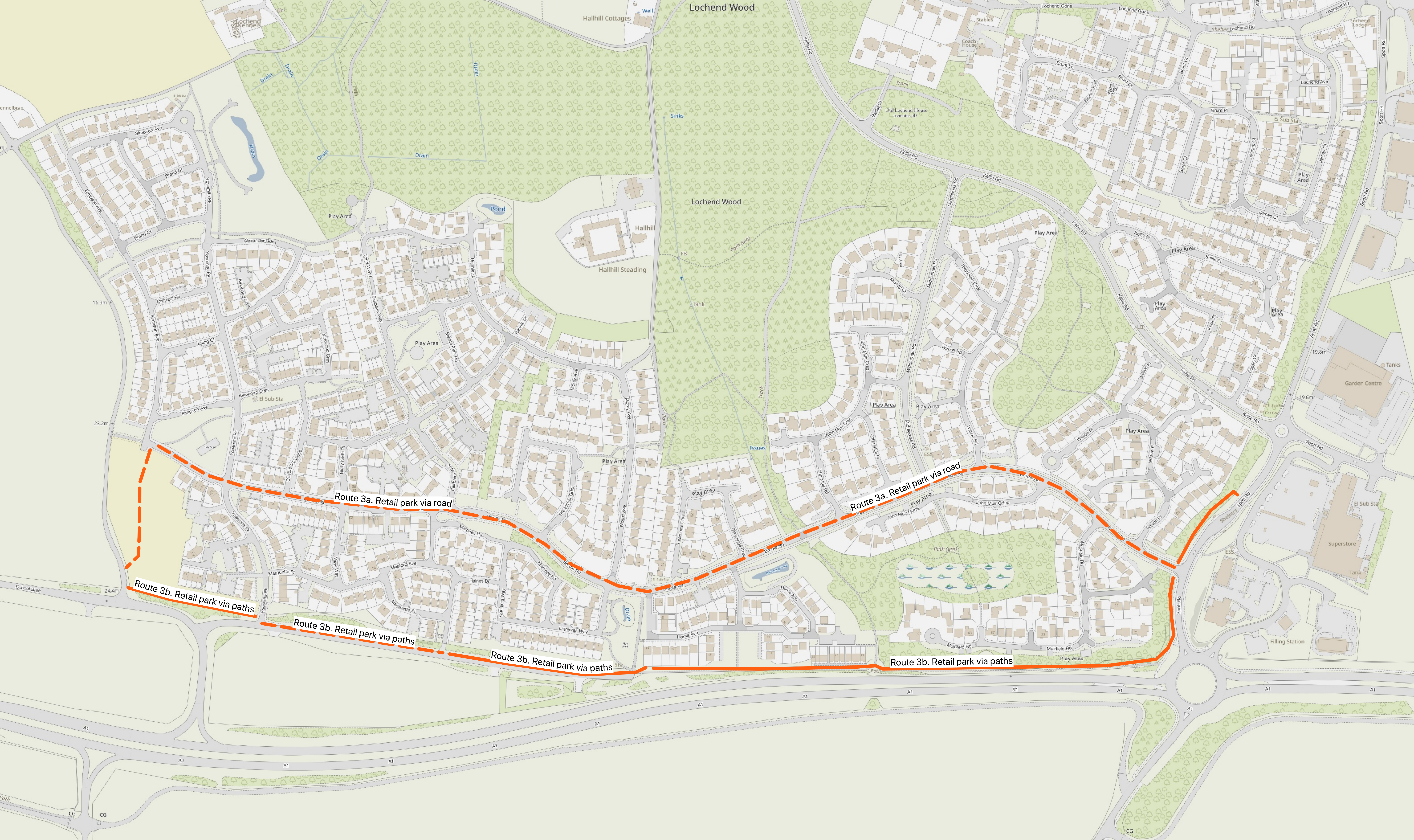
1. West Barns to Dunbar centre

Scoring -3 (poorest) to +3 (best)	1a. Main Rd route		1b. Back Road route		1c. New E-W route north of railway		1d. New E-W cycle south of railway	
Starting point via	School Brae, West Barns A1087		School Brae, West Barns A1087, Sea Rd, off road path, Back Road		School Brae, West Barns New path from West Barns Primary Sch playing fields on new path on north side of railway to Bayview Circus. Through Belhaven hospital on road to existing path linking to Pine St, then Lammermuir Crescent		School Brae, West Barns New path on southside of railway School Brae to Hospital Rd, and continuing on to sports field, and thence by exisitng paths	
Finishing point	Bleachingfield Centre		Bleachingfield Centre		Bleachingfield Centre		Bleachingfield Centre	
Safety Design should minimise the potential for actual and perceived risk of accidents for all users.	Entirely on busy A road. Though much of route is 20mph, there is a 30mph zone. In our consultation the traffic island intended to slow traffic were reported by numerous respondents as a dangerous feature where cars squeezed between a cyclist and the island.	-2	While much of route is on road, but Sea Rd and Back Road are quiet but lack a pavement for walkers. Back Rd itself was reported in our consultation as a problem area because of this issue. However, ELC are looking for a solution so the situation may be ameliorated in the future. Sea Rd, the connecting path and Back Rd is quite secluded after dark though there should not be any major issues in terms of personal safety.	2	Good safety and largely off road or on quiet 20mph roads. Personal safety should be fairly good, though the new 500 path section from playing fields to Bayview Circus will be not overlooked after dark.	2	Excellent safety as almost entirely off road or on quiet 20mph roads. Personal safety should be fairly good, though the new 800 path section from along the south side of the railway will be not overlooked after dark.	3
Directness Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.	Fairly direct	2	Detour though not a large time penalty for the route	1	Though route doesn't deviate much from a desire line, it does have constricted elements that detract from directness	0	Fairly direct	2
Coherence Design should be continuous and consistent from origin to destination.	Good consistency	2	Good consistency	2	Satisfactory but not excellent. Require knowledge or reliance on signage	0	Good consistency	2
Comfort Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.	On road so road surface can be an issue. Gradients satisfactory. Comfort poor in respect of close engagement with vehicular traffic on a A road for more than 2km	-1	Surfaces are good, path can be widened. Gradient on Back Road is unsatisfactory for a short section. Comfort good apart from this.	2	On new path from playing fields comfort would be excellent. Good width and gradient. At Belhaven Hospital comfort is not as good and and the link path to Pine St is poor, being narrow and angular. Pine St and Lammermuir Crescnet are adequate	1	Excellent comfort for new sections of path. Good width and gradient. Paths in playing field area are adequate and can be congested at some times of day. Crossing to Countess Crescent can be congested at school finish time.	2
Attractiveness Design should complement and enhance its environment in such a way that cycling is attractive.	Not particularly attractive either aesthetically or functionally for cycles. On foot or wheeling is more functional.	-1	Path by river/Back Road/North Rd/Bayswell Rd are an attractive route with great view. However functionally it is moderately attractive.	2	Highly attractive to Belhaven but further west.	0	Highly attractive with good function and good aesthetic (currently).	2
Adaptability Design should consider the potential for future expansion and cater for an anticipated rise in the number of people cycling.	Poor adaptability as constrained by use as main road, and as diversionary route when A1 closed.	-2	Route is larger than required, for paths there is scope to be widened. Back Rd could be adapted if sufficient will	0	New path section highly adaptable if sufficient width of path corridor preserved by planning system. Other path sections Belhaven east are poor adaptability.	1	New path section highly adaptable if sufficient width of path corridor preserved by planning system. Other path sections have moderate adaptability	2
Accessibility Design should comply with the Equality Act 2010 and cater for all types of bike	Complies in terms of access but not for less confident protected char groups such as women and children	-1	Should comply for most of route - though depends on ELC solution for west end of Back Rd	2	Complies west of Belhaven, but link path to Pine St is constricted and unlikely to comply. Adequate in terms of confidence of protected char groups such as women and children	1	Complies for whole route	3
Socio-economic Local businesses should benefit	assists use of local services	2	assists use of local services	2	assists use of local services	2	assists use of local services	2
Deliverability Constraints and objections should be overcome in delivery timeframe.	Currently exists in an unsatisfactory condition. Deliverability of an improved and satisfactory route is poor because of constraint of A road, and requirement to provide for through traffic when A1 is	-2	Currently exists, but requires improvements to be satisfactory. These improvements should be deliverable.	2	New path would be subject to private landowner agreement. West Barns Primary Sch would need to agree to allocate a strip to playing field to path. Otherwise highly deliverable if construction	2	New path would be subject to private landowner agreement. Otherwise highly deliverable if construction budget available	2
Scoring outcome	**1a. Main Rd route**	**-3**	**1b. Back Road route**	**15**	**1c. New E-W route north of railway**	**9**	**1d. New E-W cycle south of railway**	**20**


Route 2a. via Lochend Cottage
Route 2a. via Lochend Cottage
Route 2a. via Lochend Cottage
Route 2a. via Lochend Cottage
Route 2b. via Lochend Primary
Route 2b. via Lochend Primary
Belhaven
Belhaven Park
Belhaven Hill School
Dunbar Grammar School
Dunbar Primary School John Muir Campus
Dunbar Primary School Lochend Campus
Football Ground
Hallhill Sports Centre
Lochend Wood
Kirk Hill
DUNBAR
Spott Road Industrial Estate
Garden Centre
Recycling Site
Depot
Brewery
Balancing Pond
Sluice
El Dist Sta
Mast
Conveyors
BELHAVEN RD (A1087)
HIGH ST (A1087)
QUEEN'S RD (A1087)
ABBEY RD (A1087)
Countess Rd
Summerfield Rd
Kellie Rd
Lochend Rd
Spott Rd
Brodie Rd
School Brae
Back Rd
Station Rd
East Links Rd
Beveridge Row
Bayview Circus
Simpson Ave
Yosemite Pk
John Muir Cres
Home Ave
Muirfield Rd

2. Hospital Rd (southend) to Dunbar Centre

Scoring -3 (poorest) to +3 (best)	2a. Existing paths via Lochend Cottage Cottage		2b. Lochend School Route	
Starting point	Junct James Kirk Way and Hospital Rd		Junct James Kirk Way and Hospital Rd	
via	Brodie Road, Moray Avenue, path past Halhill Steading to along boundary of Lochend Cottage, and north to Kellie Road, and thence via existing paths to Countess Crescent		Improved existing paths to Fairbairn Way, north on School Path through woods, new path to west of Lochend Primary Sch, and and thence via existing paths to Countess Crescent	
Finishing point	Bleachingfield Centre		Bleachingfield Centre	
Safety				
Design should minimise the potential for actual and perceived risk of accidents for all users.	Brodie Road is residential but also serves a large number of houses at the east of Halhill area. To a certain extent Moray Avenue is similar. Personal safety could be a perceived issue when going through the woods on an unlit, poor quality path.	0	The path across the park by James Kirk Way leads on to further paths (to be widened) to Fairbairn Way. The latter serves relatively few houses. The path through the woods is wide and well used. A new path around the eastern periphery of Lochend Primary Sch is benefits from the overspill of lighting from the school, and therefore there are relatively few concerns regarding personal safety.	2
Directness				
Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.	From the stated starting point the route is moderately direct and from the houses in the Moray Av area very direct.	2	The path is moderately direct.	2
Coherence				
Design should be continuous and consistent from origin to destination.	The route requires signage in the southern sections to be satisfactorily coherent.	1	The route requires signage in the southern sections to be satisfactorily coherent.	1
Comfort				
Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.	The off road parts of the route through the woods could be improved from their current narrow unsurfaced poor state and could be widened. Currently comfort is poor but it could be made adequte. No significant gradient issues.	-1	With proposed widening of paths at south and new 3m path at Lochend Primary School, comfort will be good. Gradient at south end of School Path in woods needs to be ameliorated as excessive for a short section by creating a small new path section with switch back.	1
Attractiveness				
Design should complement and enhance its environment in such a way that cycling is attractive.	The route is moderately attractive.	1	The route is moderately attractive.	1
Adaptability				
Design should consider the potential for future expansion and cater for an anticipated rise in the number of people cycling.	There is potential scope of expansion if the landowner of the woodland agreed, on the off road sections.	1	There is potential scope of expansion if the landowner of the woodland agreed	1
Accessibility				
Design should comply with the Equality Act 2010 and cater for all types of bike	All types of bike are suitable. Some protected characteristic groups such as women may have concerns of accessing the unlit route at night.	2	All types of bike are suitable	3
Socio-economic				
Local businesses should benefit	assists use of local services	2	assists use of local services	2
Deliverability				
Constraints and objections should be overcome in delivery timeframe.	Currently exists in an unsatisfactory condition. Deliverability of an improved and satisfactory route is possible if the landowners agreed.	0	In key areas of path improvements and creation ELC owns or controls the land.	2
Scoring outcome	**2a. Existing paths via Lochend Cottage Cottage**	**8**	**2b. Lochend School Route**	**15**


Route 3a. Retail park via road
Route 3a. Retail park via road
Route 3b. Retail park via paths
Route 3b. Retail park via paths
Route 3b. Retail park via paths
Route 3b. Retail park via paths
Lochend Wood
Lochend Wood
Hallhill Cottages
Hallhill
Hallhill Steading
Lochend Kennels
Garden Centre
Superstore
Filling Station
Play Area
Kellie Rd
Brodie Rd
Spott Rd
Simpson Ave
Yosemite Pk
Alexander Gdns
Muirfield Rd
John Muir Gdns
A1

3. Hospital Rd (southend) to Spott Rd retail area

Scoring -3 (poorest) to +3 (best)	3a. Road route		3b. Path route	
Starting point	Hospital Rd (southend)		Hospital Rd (southend)	
via	Lochford Gardens, James Kirk Way, Brodie Road to Spott Rd. Improved shared use pavement in verge north to retail entrances		New link path in verge at north of Eweford Road (A1 slip road), east to Eweford Rd (quiet section with improved segregation), on to improved path to Spott roundabout. Improved shared use pavement in west verge up to retail entrances	
Finishing point	Bleachingfield Centre		Bleachingfield Centre	
Safety				
Design should minimise the potential for actual and perceived risk of accidents for all users.	Brodie Rd is a residential distributor road, though it has no through traffic but can have significant volumes of cars at some time of the day, because it serves several hundred houses. For walkers and wheelers, pavements are adequate.	0	Hospital Road has little traffic. The proposed new link path avoids the busy slip road part of Eweford Road, linking Hospital Road to the south end of Yosemite Park. Eweford Road (eastern section to Meaford Avenue) has some cycle lane marked on the carriageway, though we are proposing segregation. After the junction with Meaford Av, the carriageway is effectively a barely used cul-de sac. At the end the road becomes a surfaced path, which it is proposed to widen to 3m. With these measures safety is excellent. Personal safety may be of minor concern as the latter part of the route is secluded.	2
Directness				
Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.	Good direct route	3	Good direct route	3
Coherence				
Design should be continuous and consistent from origin to destination.	Good consistent route with little signage required	3	Good consistent route with some signage required	3
Comfort				
Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.	On road route so comfort is constrained. Level gradient.	1	Good comfort with little on road, mainly new or improved off road routes.	3
Attractiveness				
Design should complement and enhance its environment in such a way that cycling is attractive.	Moderate attractiveness though on road	0	Significant off road paths make attractive functionally. Route offers pleasant aesthetic in parts with good views to Brunt Hill	2
Adaptability				
Design should consider the potential for future expansion and cater for an anticipated rise in the number of people cycling.	On road so not relevant	0	New link path and other path sections have some opportunity to expansion as route corridors are generous.	2
Accessibility				
Design should comply with the Equality Act 2010 and cater for all types of bike	On road route at 20mph so may comply. However protected characteristic groups such as women and children may well be unhappy about this level of accessibility, and may chose to illegally ride on the pavement.	0	Good accessiblity for all types of bike. Protected characteristic groups should feel confident about using the route	3
Socio-economic				
Local businesses should benefit	assists use of local services	2	assists use of local services	2
Deliverability				
Constraints and objections should be overcome in delivery timeframe.	Already exists	3	ELC and Scottish Ministers are landowners so there are no significant constraints identified apart from a modest budget.	2
Scoring outcome	3a. Road route	12	3b. Path route	22


Countess Rd
Countess Cres
Dunbar Primary School (Annex)
Muir Campus
Football Ground
Hallhill Sports Centre
Station Rd
Church St
HIGH ST (A1087)
East Links Rd
QUEENSRD (A1087)
East Esplanade
DUNBAR
Roxburghe Pk
Route 4c
Route 4d. Ashfield Park route
Route 4b. Eastern paths route
Route 4a. via Spott Rd
Route 4c. beside Kellie Rd
Lochend Rd
Leslie Way
Warrender Cres
Newhouse Pl
Kellie Rd
Kellie Pl
Middlemas Rd
John Muir Cres
Brodie Rd
John Muir Gdns
Wilson Pl
Spott Rd
Spott Road Industrial Estate
Recycling Site
Garden Centre
Conveyors
Simon Pk
Newtonless
Home Ave
Muray Ave
Sluice
Balancing Pond
A1
A1087

4. Spott Rd retail area to High Street

Scoring -3 (poorest) to +3 (best)	4a. Spott Rd		4b. Eastern paths route		4c. New path beside Kellie Rd		4d. Ashfield Park route with new and existing paths	
Starting point	Retail park entrances		Retail park entrances		Retail park entrances		Retail park entrances	
via	Spott Road (on road for cycles), and thence via existing path towards cemetry, Queens Rd, Abbey Road		East on existing good shared use path via rail underbridge to Dempster Place, Comrie Avenue, Manderson Drive, and existing good shared use path to Spott Rd crossing, and thence via existing path towards cemetry, Queens Rd, Abbey Road		via improved shared use pavement to Kellie Rd roundabout, then widened shared use path in southern verge of Kellie Rd to sports fields, and either north to Countess Crescent crossing, OR northeast to station underpass, Countess Rd, Abbey Rd		via improved shared use pavement to Kellie Rd roundabout, then widened shared use path in southern verge of Kellie Rd to new link path to Brunt Court, existing path to Ashfield Park, existing path to Station underpass, Countess Rd, Abbey Rd. This route also provide links on existing paths to Spott Rd Industrial Estates.	
Finishing point	High Street		High Street		Bleachingfield Ctr/ High St		High Street	
Safety								
Design should minimise the potential for actual and perceived risk of accidents for all users.	Poor safety. Though 30mph, Spott Road is busy with local traffic, is narrow, lacks wide pavements or space to create segregated cycle paths because of property constraints on both sides. There is opportunity of segregation in Abbey Road system.	-2	Safety is moderately good unitl arriving at Queens Rd (A187) and then Abbey Rd where there is an opportunity for segregation.	0	Safety is excellent in a widened shared use path beside Kellie Rd. Whole subroute to Bleachingfield is good but subroute to High St is less good once Countess Road is arrived at. On both Countess Rd and Abbey Rd there is opportunity for segregation which we would propose.	3	Safety is excellent in a widened shared use path beside Kellie Rd. Crossing Kellie Road to a new link path to Brunt Court which is a quiet road and thence to paths across Ashfield Park and the rear entrance to the railway station. Once Countess Road is arrived at safety is compromised, though on both Countess Rd and Abbey Rd there is opportunity for segregation which we would propose.	2
Directness								
Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.	Fairly direct to High St, less so to Bleachingfield	2	Indirect though good for houses at east of Dunbar.	0	Very direct to Bleachingfield, moderately direct to High St	2	Very direct to High St, moderately direct to Bleachingfield	2
Coherence								
Design should be continuous and consistent from origin to destination.	Moderately good coherence with signage	2	Moderately good coherence with signage	2	Moderately good coherence with signage	2	Moderately good coherence with signage	2
Comfort								
Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.	On busy road route so comfort is constrained. Modest gradients.	1	Comfort for much of route is good in section on paths but at the south of Dempster Place path is constrained in width and has two 90deg bends constrained by wooden fencing.	-1	Comfort is very good for nearly whole route	2	Comfort is very good for nearly whole route	2
Attractiveness								
Design should complement and enhance its environment in such a way that cycling is attractive.	Unattractive, and unpleasant for much of route	-2	Attractive for much of route	2	Attractive for much of route	2	Attractive for much of route	2
Adaptability								
Design should consider the potential for future expansion and cater for an anticipated rise in the number of people cycling.	On road so not relevant	0	Limited though some adaptablity. Restricted in some parts, possible in others	0	Some adaptability possible though constraints in several places	1	Some adaptability possible though constraints in several places	1
Accessibility								
Design should comply with the Equality Act 2010 and cater for all types of bike	On road route at 30mph so unlikely to comply. Protected characteristic groups such as women and children may well be unhappy about this level of accessibility, and tend not to use it.	-2	Path south of Dempster Place is constricted and tortuous and unlikely to comply, for longer cycles. Adequate in terms of confidence of protected char groups such as women and children	1	Complies for whole route	3	Complies for whole route	3
Socio-economic								
Local businesses should benefit	assists use of local services	2	assists use of local services	2	assists use of local services	2	assists use of local services	2
Deliverability								
Constraints and objections should be overcome in delivery timeframe.	Already exists, apart from improvement to Abbey Rd	2	Already exists, apart from improvement to Abbey Rd	2	ELC in control of land required to create improved and widended paths. Countess Rd and Abbey Rd improvements are in control of ELC.	1	ELC in control of land required to create improved and widended paths. Countess Rd and Abbey Rd improvements are in control of ELC.	1
Scoring outcome	**4a. Spott Rd**	**3**	**4b. Eastern paths route**	**8**	**4c. New path beside Kellie Rd**	**18**	**4d. Ashfield Park route with new and existing paths**	**17**