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Preliminary Ecological Assessments have been carried out for 2 areas and are not included here due to their size. They are available on request to Sustaining Dunbar.

Monitoring and Evaluation

8.9 Monitoring and Evaluation Plan

8.1 Active Travel Policy Context

Document:	**Policy Context**
Project:	Connecting Dunbar
Client:	Sustaining Dunbar
Prepared by	Whole Cycle Ltd
Version date	23rd Feb 2024

Summary of the Scottish Government's policies on active travel designed to inform local authorities

1. **Active Travel Strategy Guidance**: The requirement for Active Travel Strategies (ATS), setting out a strategic approach to plan infrastructure and behavioural interventions, was introduced in the Cycling Action Plan for Scotland in 2013[3]. Active Travel Strategy Guidance was issued in 2014 to support local authorities and other statutory bodies to prepare an ATS for their area[3]. This update reflects key changes to national policy with implications for active travel strategies[1].

2. **National Policy Context**: Active travel sits within the broader transport context: the National Transport Strategy (NTS) identified that poor integration is a barrier to people choosing sustainable modes (active, public, or shared transport)[1]. Local transport strategies will allow authorities to detail how they intend to deliver on national objectives at a local level and provide an action plan for meeting local challenges and objectives[1].

3. **Active Travel Framework**: The Active Travel Framework brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel[2]. It has been produced collaboratively by Transport Scotland and key delivery partners, with input from Regional Transport Partnerships (RTPs) and local authorities[2].

4. **Investment in Active Travel**: The Scottish Government has committed to invest at least £320 million, or 10% of the transport budget, for active travel by 2024-25[4].

Source: Search with Bing, 23/02/2024
(1) Active Travel Strategy Guidance | Transport Scotland. https://www.transport.gov.scot/active-travel/active-travel-strategy-guidance/.
(2) Active Travel Strategy Guidance - Transport Scotland. https://www.transport.gov.scot/media/52980/active-travel-strategy-guidance-2023.pdf.
(3) Active Travel Framework | Transport Scotland. https://www.transport.gov.scot/active-travel/active-travel-framework/.
(4) Scottish Government Debate: Delivering on Active Travel Commitments. https://www.scottishparliament.tv/meeting/scottish-government-debate-delivering-on-active-travel-commitments-march-17-2022.

Summary of East Lothian Council's transport policies in relation to active travel

1. **Local Transport Strategy (LTS)**: The LTS has been prepared by East Lothian Council to cover the period from 2018 - 2024[1]. The main aim of the LTS is to provide a mechanism for clean, green, and safe travel patterns across the county and beyond[1]. The LTS is supported by four daughter documents: Road Safety Plan, Road Asset Management Plan, Active Travel Improvement Plan, and Parking Management Strategy[1].

2. **Routes4Communities**: This is a prioritised programme of active travel interventions being developed by East Lothian Council[2]. It aims to establish a proposed future network of priority routes which will enable East Lothian Council to position itself to take advantage of major funding opportunities[2].

3. **Active Travel Improvement Plan**: This plan focuses on cycling, walking, and other sustainable forms of transport[3].

4. **Active Travel Infrastructure Strategy**: East Lothian's Active Travel Team have developed a methodology for assessing and comparing projects in order to make the best use of available resources[5]. This informs their Active Travel Infrastructure Strategy, which will be first published in March 2024[5].

Please note that these policies are subject to change and it's always a good idea to check the latest updates on the East Lothian Council's website..

Source: Search with Bing, 23/02/2024
(1) Local Transport Strategy | Active Travel strategy - East Lothian Council. https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12454/active_travel_strategy/3.
(2) Routes4Communities | Active Travel strategy | East Lothian Council. https://www.eastlothian.gov.uk/routes4communities.
(3) Active Travel Frequently asked Questions. https://eastlothianconsultations.co.uk/policy-partnerships/east-lothian-local-transport-strategy/supporting_documents/FAQs%20Active%20Travel%20Improvement%20Plan.pdf.
(4) Active Travel Infrastructure Strategy - East Lothian Council. https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12454/active_travel_strategy/6.
(5) LTS Active Travel Improvement Plan | East Lothian Council. https://www.eastlothian.gov.uk/downloads/file/28974/lts_active_travel_improvement_plan.
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8.2 Business Case

Business Case

Project: Connecting Dunbar
Client: Sustaining Dunbar
Prepared by: Cycle Path Services
Version: 10th Feb 2024

1 Background

The project aims to create better walking, wheeling and cycling infrastructure in wider Dunbar and West Barns in order to facilitate more active travel and more sustainable local transport, as well as creating more liveable streets.

The lead partner is Sustaining Dunbar, a well established local NGO with a focus on climate and sustainability.

The project is currently funded by the Places for Everyone programme delivered by Sustrans Scotland, on behalf of Transport Scotland.

2 Project Title

The project has developed a brand identity which includes a new public title 'Connecting Dunbar' and a logo, one version of which is below:

Connecting
Dunbar

3 Project summary

Development of a coherent walking and cycling masterplan for Dunbar. Early project stages will involve feasibility work to develop the masterplan and narrow down a shortlist of realistic interventions. Potential interventions include fully segregated routes linking new housing developments to the town centre, junction upgrades and a safe crossing of the A1.

4 Project Outcomes

- Everyday Journeys: The aim is to substantially increase the numbers of those walking, wheeling and cycling while reducing numbers opting to use the car for short journeys into the town centre and nearby facilities. This will be the main focus, by addressing the gaps in provision and by better enabling multi modal journeys, e.g. to Dunbar station, reducing inconveniences, shortening journey times and improving safety at dangerous junctions.
- Everyday Journeys: Dunbar already has very high rates of walking and cycling to school, but these numbers are not sustained at the same high levels of wheeling and cycling when young people move from primary to high school and when they eventually leave school. We want to provide easier and faster routes to encourage behaviour change in these target age groups.

- Placemaking: Where improvements are made or new paths created, attention to the design characteristics that improve safety and the feeling of safety will be taken into account fully. In practice we will be looking to improve lighting for safety in public space using more environmentally sensitive approaches. We will consult local access groups and women's groups and the schools to identify the issues that concern them most.
- Equality: We will work with other groups to ensure that the needs of all groups with protected characteristics are taken into account fully. We will identify accessibility groups with the council and as necessary womens focus groups and childrens focus groups to inform our equality impact assessment.
- Equality: The Dunbar area is mixed in terms of SIMD, though none are in the lowest 20% overall, there are a number of areas that are in decile 1 and 2 in terms of Geographical Access Domain; namely West Barns, southern housing estates at Halhill, and proposed housing estates at Hallhill North and the Eweford area. We recognise that there is a need for behaviour change interventions that specifically target more disadvantaged areas.

5 Business Case

The current situation, and the challenges and issues in the project location that we are addressing

New housing developments in Dunbar have failed to deliver adequate infrastructure to support active travel, and a lack of attention to off road cycling provision. Meanwhile the population has more than doubled in the last 20 years and placed increasing traffic pressures on the historic town centre. South of the railway, the new development is mostly well served for cars with wide distributor roads, but paths and cycleways are narrower, disconnected and suffer poor geometry/engineering. Some existing surfaced paths around the new housing areas could be improved in terms of width, connections, signage, coherence.

The local population is fairly heterogeneous demographically but as it has aged, public realm improvements have not kept pace especially for those who choose or don't have non-motorised transport or may have a disability. Even simple pedestrian connections to local rail and bus "journey hubs" are incomplete, or inadequate. Additionally a number of quiet roads exist in and around the periphery of the town that lend themselves to roadspace reallocation.

The Dunbar area is mixed in terms of SIMD, though none are in the lowest 20% overall, there are a number of areas that are in decile 1 and 2 in terms of Geographical Access Domain
We think that there is a great opportunity particularly for these more peripheral communities to provide cost effective interventions for journeys to the schools, to use local services in the town, and improve access to the railway station.

What we intend to do as part of our project to address the above issues.

Review the current provision in order to shape a more useful and attractive active travel network that people actually want and will use.
Engage the community to map the current network and create an inventory of problems and issues that people want to see addressed.

Form a prioritised set of more detailed proposals and a fully costed plan for action that would include improvements to the public realm (green infrastructure), working closely with all the relevant stakeholders, landowners and statutory bodies.

6 Community Engagement

A large amount of community engagement and communication has been carried out including 2 major consultations:

- How about better walking, wheeling and cycling in Dunbar
- Map based consultation; The Highs and Lows of Walking Wheeling and Cycling in West Barns and Dubbar

Both of these are reported separately in full.

As part of the above and in addition to them, we have held face to face engagement opportunities, and events.

8.3 Environment and Sustainability Review

Environmental and Sustainability Review

Project: Connecting Dunbar
Client: Sustaining Dunbar
Prepared by: Cycle Path Services
Version: 9th Feb 2024

Introduction

This rapid review summarises the broad sustainability issues that will need to be taken into account during the development of the project. Our initial assessment indicates that we will need to consider the categories of impact listed below, in more detail by the time we reach the construction phase.

The biggest impacts are likely to be during construction, and measures will need to be implemented to minimise damage to sensitive receptors, either by avoiding them or adjusting the specification. During operation there will also be potential impacts, such vegetation and maintenance operations, an increase in use having an impact on species or the built heritage.

Categories of Impact:

1. Construction Phase:

Habitat Loss and Disturbance:

- Potential disruption to local ecosystems during construction.

Soil and Water Quality:

- Risk of soil erosion and water pollution during construction.

Noise and Air Pollution:

- Description: Potential noise and air quality impacts from construction activities.

Built heritage and archaeology:

- Description: Potential noise and air quality impacts from construction activities.

Landscape and scenery:

- Description: Potential noise and air quality impacts from construction activities.

2. Operation Phase:

Ongoing Habitat Impacts:

- Description: Ongoing impact on local flora and fauna.

Stormwater Runoff:

- Description: Management of stormwater to prevent pollution.

Aesthetic Impact:

- Description: Potential noise and visual impacts during use.

3. Social and Economic Considerations:

Community Disruption:

- Description: Potential disruption to local communities during construction.

Economic Benefits:

- Description: Positive economic impacts.

User Safety:

- Description: Measures to ensure the safety of cyclists and pedestrians.

Methodology:

Data Collection

We will collect a range of environmental data for the project area (flora, fauna, heritage, geodiversity and various designations).

Stakeholder Engagement

We will share the initial assessments with local communities and key stakeholders to gather further insights and incorporate their concerns.

Matrix Analysis

We will rate the potential impact levels (Low/Medium/High) for each category during the construction and operation phases and assess materials use.

Public Communication

- Develop a visual representation of the matrix for easy understanding.
- Highlight potential positive and negative impacts.
- Clearly communicate mitigation measures for identified issues.

Feedback and Adjustments

- Solicit feedback from the public and stakeholders.
- Adjust the matrix based on feedback and additional data.

Assessment Matrix

The matrix is given overleaf in a partially filled state. In Project Stage 2, when routes to be developed are agreed, the matrix will be further completed.

Document	**Rapid Assessment Matrix for Enviroment and Sustainability**					
Project	Connecting Dunbar					
Client	Sustaining Dunbar					
Prepared by	Whole Cycle Ltd					
Version	09-Feb-24					
Actions → Factors	**Construction**			**Materials**	**Operation**	
	Groundworks, inc	Soil and storage	Building and access	Substrate used	Services (power)	Maintenance works: built surfaces, fences,
Habitat impacts - Flora and fauna	--	--	-	-	+/-	
Soil and erosion	--	--	-	--	+/-	
Water and drainage	++	--	-	+/-	+/-	
Rivers and streams	+/-	-	-	-	++	
Landscape & scenery	++	--	-	-	+++	
Historical features	+/-	--	-	-	+/-	
Waste generation	+/-	-	-	--	+/-	
Social - Public access	--	--	-	-	+++	
Social - Amenity	--	--	-	-	+++	
Economic	++	++	-	++	++	
Assessment Scale						
Very positive	+++					
Positive	++					
Neutral	+/-					
Negative	--					
Very negative	---					

8.4 Traffic count data for Countess Crescent crossing area

Document	**Active Travel and Traffic Survey. Countess Crescent south end at junction with Countess Rd**												
Project	Spott to Dunbar Path												
Client	Spott Community Association												
Prepared by	Cycle Path Services Ltd												
Date	6th May 2021					Surveyor: Rowan W Hayes, assistant Jessica Clapcott							
Location	Dunbar: Countess Crescent south end at junction with Countess					Comments: Countess Crescent closed to traffic at south end as Covid measure							
Weather	frequent rain showers in the morning, sun and hail in the afternoon					school run v busy							
Time slot	Pedestrian	Wheeler	Bike	Mcycle	Car	Small van	Van	Bus	Light lorry	HGV	Tractor/ag	Other(specify)	
11-12	75	6	7										
12-13	72	2	7										
13-14	146	3	9										
14-15	310	38	31										
15-16	163	70	112										
16-16:30	32	2	1										
Total	798	121	167										

Document	**Active Travel and Traffic Survey. ECML railway tunnel opp Countess Crescent.**												
Project	Spott to Dunbar Path												
Client	Spott Community Association												
Prepared by	Cycle Path Services Ltd												
Date	6thMay21					Surveyor: Rowan W Hayes, assistant Jessica Clapcott							
Location	Dunbar: ECML railway tunnel opp Countess Crescent.					Comments: Countess Crescent closed to traffic at south end as Covid measure							
Weather	frequent rain showers in the morning, sun, hail and heavy rain in the afternoon school run was very busy												
Time slot	Pedestrian	Wheeler	Bike	Mcycle	Car	Small van	Van	Bus	Light lorry	HGV	Tractor/ag	Other(specify)	
11-12	69	4	9				4						
12-13	52		8										
13-14	49	1	12										
14-15	137	39	21										
15-16	350	96	242		1								
16-16:30	38	1	5										
Total	695	141	297	0	1	0	4	0	0	0	0	0	

8.5 Project Risk Register

Document Project Risk Register
Project Connecting Dunbar Paths Project
Sustrans model Stage 1
Client Sustaining Dunbar
Prepared by Cycle Path Services
Version 25-Jan-24

NOTE: This is NOT a "Designers Risk Register" as defined in CDM Regulations.

Ref	Cause	Risk	Effect	Threat or Opportunity	Likelihood score 1-5	Impact score 1-5	Gross risk score	Response	Proposed actions	Owner	Review date	Status
PRR-23/24-01	Failure to secure landowner agreement	Lack of availability of preferred route	Delay or reduction of project scope	Threat	Possible	Major	16	Mitigate	Continue to work persistently with landowners, hear their concerns, offer solutions and incentives	SD	24-Jan-2025	Active
PRR-23/24-02	Uncertainties of landownership	Cannot determine which party to seek legal agreement with	Delay or reduction of project scope	Threat	Possible	Moderate	12	Mitigate	Work with landowners, Registers of Scotland, and legal support to resolve issues at an early stage.	SD	24-Jan-2025	Active
PRR-23/24-03	Lack of maintenance agreement	Cannot proceed to construction until resolved	Delay or reduction of project scope	Threat	Possible	Moderate	12	Mitigate	Keep Cllr and officers informed re requests for Local Authority taking on maintenance. Make other arrangement with local organisations for those parts not adopted.	SD	24-Jan-2025	Active
PRR-23/24-04	Local Authority unwilling to implement Roads Act or Path Order to overcome landowner resistance to agreement	Cannot secure part of the route	Delay or reduction of project scope	Threat	Possible	Major	16	Mitigate	Keep Cllr and officers informed and discuss early any requests for intervention.	SD	24-Jan-2025	Active
PRR-23/24-05	Project goes to construction before all landowner agreements in place	Cannot secure part of the route	Delay or reduction of project scope	Threat	Remote	Major	8	Share	Share risk with funders	SD	24-Jan-2025	Active
PRR-23/24-06	Ecological issue identified	Cannot proceed to construction until resolved	Delay or revision of project scope	Threat	Possible	Moderate	12	Mitigate	Have PEA and follow ups carried out by experienced competent ecologists.	SD	24-Jan-2025	Active
PRR-23/24-07	Utility provider negotiation fails to conclude	Cannot proceed to construction until resolved	Delay or reduction of project scope	Threat	Unlikely	Major	12	Mitigate	Early engagement with providers	SD	24-Jan-2025	Active
PRR-23/24-08	Planning or other permission is not granted	Cannot secure permissions for that part of the route	Delay or reduction of project scope	Threat	Unlikely	Major	12	Mitigate	Keep Cllr and other community engagement at high level.	SD	24-Jan-2025	Active
PRR-23/24-09	Design barrier to construction emerges	Cannot proceed to construction until resolved	Delay or reduction of project scope	Threat	Unlikely	Major	12	Mitigate	Maintain other registers of design and technical risk for early identification of issues	SD	24-Jan-2025	Active

PRR-23/24-10	Scottish Gov funding no longer available	Project paused to evaluate other funding	Existential threat to pro	Threat	Possible	Extreme	20	Accept	Consider other funding sources and scale back ambition of project	SD	24-Jan-2025	Active
PRR-23/24-11	Construction cost escalation more than anticipated due to external factors incl Covid, Brexit etc	Additional funding required. Cannot proceed until resolved.	Delay or reduction of project scope	Threat	Possible	Moderate	12	Mitigate	Revise costs before submission and include appropriate contingency	SD	24-Jan-2025	Active
PRR-23/24-12	Client organisation unwilling or unable to continue to hold role as project lead partner	Cannot proceed to construction until resolved	Delay or reduction of project scope	Threat	Unlikely	Major	12	Mitigate	Discuss matter early with Directors.	SD	24-Jan-2025	Active
PRR-23/24-13	Commnity Council support is withdrawn	Undermines local legitimacy of project, and require signficant work to remediate.	Delay to delivery	Threat	Unlikely	Moderate	9	Mitigate	Maintain good community engagement	SD	24-Jan-2025	Active
PRR-23/24-14	Cllr political support is withdrawn	Local political support required to secure match funding and other agreements with Local Authority. Requires signficant work to remediate.	Delay to delivery	Threat	Unlikely	Major	12	Mitigate	Maintain good community & political engagement	SD	24-Jan-2025	Active
PRR-23/24-15	Community opposition emerges	Undermines local legitimacy of project, and require signficant work to remediate.	Delay to delivery	Threat	Possible	Moderate	12	Mitigate	Maintain good community engagement	SD	24-Jan-2025	Active
PRR-23/24-16	Local Authority support is withdrawn	Officer support required to secure match funding, technical and other agreements with Local Authority. Requires signficant work to remediate.	Delay to delivery	Threat	Remote	Major	8	Mitigate	Maintain good community & political engagement	SD	24-Jan-2025	Active
PRR-23/24-17	Construction stage funding only available to Local Authority	The community organisation looses control of the project because it has to hand construction stage to Local Authority	Delay or reduction of project scope	Threat	Possible	Moderate	12	Mitigate	Maintain good liaison with both officers and Cllrs in Local Authority. Lobby Sustrans over loss of community control	SD	24-Jan-2025	Active
PRR-23/24-18	Construction stage funding only available to Local Authority	Local Authority priorities (political, economic) and their capacity means that construction of this project is delayed or cancelled	Delay to delivery OR complete lack of delivery	Threat	Possible	Major	16	Mitigate	Maintain good liaison with both officers and Cllrs in Local Authority. Lobby Sustrans over risks of solely Local Authority construction funding	SD	24-Jan-2025	Active
PRR-23/24-19	All landowners immediately agree, Local Authority offers to entirely match fund project	The project is constructed before initial expectations	Local community is jubilant	Opportunity	Remote	Extreme	10	Accept		SD	24-Jan-2025	Active

8.6 Route Options Appraisal with Maps

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**

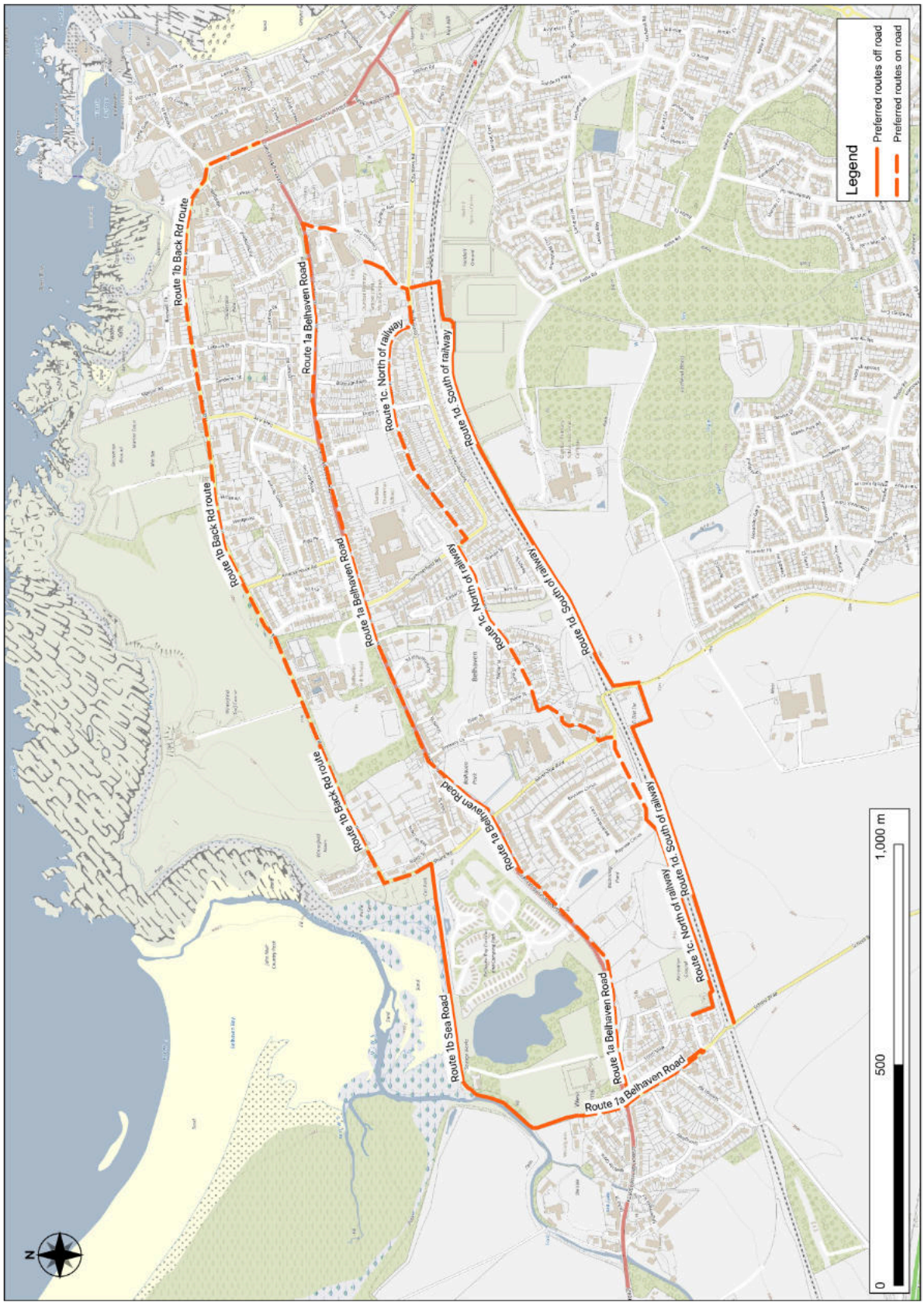
Route **3. Hospital Rd (southend) to Spott Rd retail area**

	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**

Map Showing Options for Route 1 West Barns to Dunbar centre



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	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	
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	-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	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**

Map Showing Options for Route 2 Hospital Road (southend) to Dunbar centre

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**

Map Showing Options for Route 3 Hospital Road (southend) to Spott Road retail area

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

Map Showing Options for Route 4 Spott Rd retail area to Dunbar High St

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 via Finishing point	Retail park entrances Spott Road (on road for cycles), and thence via existing path towards cemetry, Queens Rd, Abbey Road High Street		Retail park entrances 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 High Street		Retail park entrances 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 Bleachingfield Ctr/ High St		Retail park entrances 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. 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**

8.7 Public Life Survey summary

Counterpoint summary of points and counts

Movements recorded on the High Street between the Community Carrot and the Post Office (this is a hot spot according to ELC pedestrian counts)	10,000
Active travel trips - just under	3,500
Personal car trips	6,000
Commercial (larger vehicles included camper vans and small vans / branded vehicles)	850

NB we count all pedestrians AND buggy passengers and babes in arms, however it is unrealistic to count passengers in cars

Broken down by hour and day

Hourly average bike trips: 13, pedestrians: 217 ; motor cars : 402; and commercial vehicles: 57

Daily average bike trips: 154, pedestrians: 2,605; motor cars : 4,824; and commercial vehicles: 685

In other words there are twice as many car movements as pedestrians and bikes

But this doesn't tell us exactly how many use active travel exclusively, as many pedestrian trips will be multi modal, which could mean that that the number of ratio of active travel trips is smaller still

Count analysis

37 counts altogether on 21 different days	
Average count time 21m	
Range from 2m to 30m, a limited # under 10m are best excluded in future (these were interrupted counts)	
We aimed for at least 200 movements or a count time of 20m (to ensure a fair and representative count)	
The period covered was from August 15th to September 26th	
Hours covered from 7am to 7pm with 2 counts per hourly slot	
Minutes surveyed	784
Hours surveyed	13

Methodology

While some further work is required to improve the survey model e.g. to ensure consistency (e.g. commercially branded vehicles were classed as oversized; cyclists on pavements were enumerated cyclists), the data collection is robust enough for a low cost enumeration purposes.

Essentially between 2 and 4 20 minute samples for each hourly window in the times of interest should give a reasonably indicative picture, indicatively over 12 hours of survey, per location.

In a practical sense undertaking 20 to 30 minute surveys is the maximum an enumerator can do without taking a short break, due to the repetitive nature of the task it is easy to get distracted and over or under count.

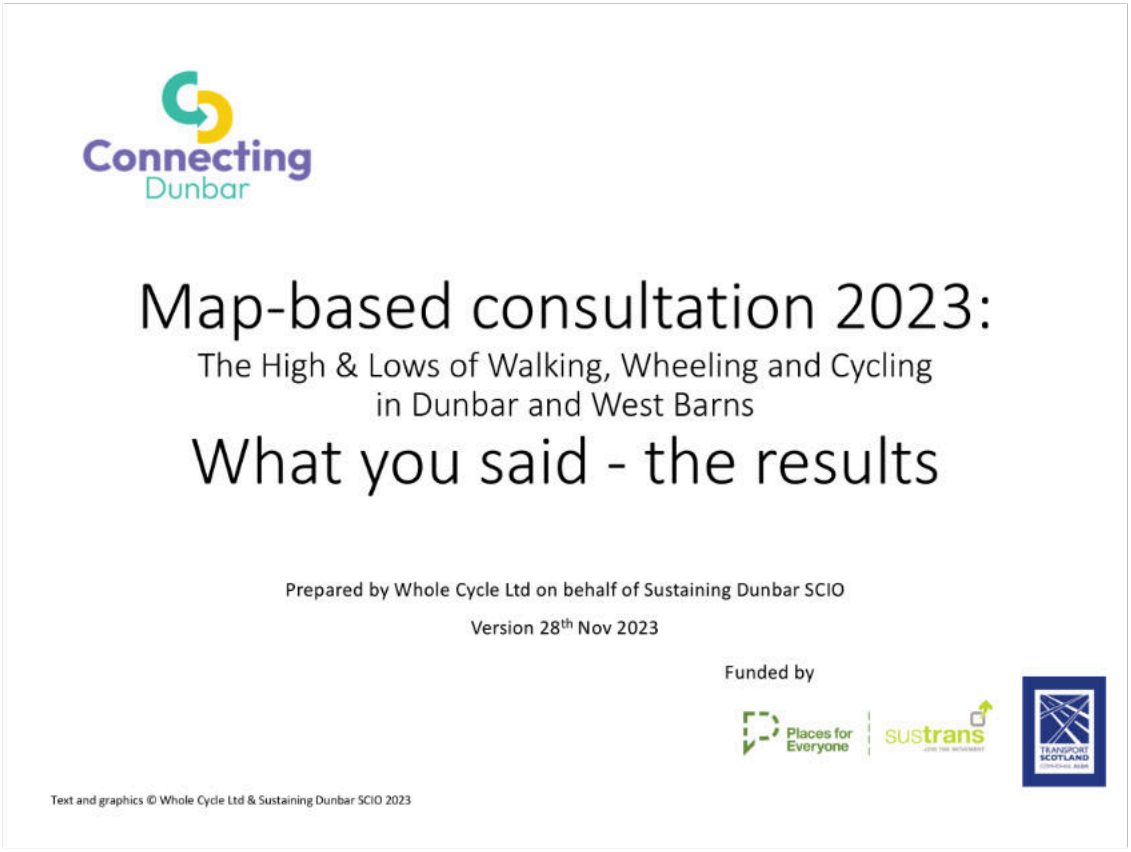
Rain, Wind and poor weather will depress total numbers and exaggerate the ratio or motorised to active travel modes. It will also depress surveyor enthusiasm, unless they can shelter.

Active travel tends to be lowest on Sundays, early morning and in the evening, when the convenience takeaway economy takes over - mainly car based

Further analysis

https://superset.counterpointapp.org/explore/?form_data_key=zEH-UcWCoxJ1E7NER06Kaxc-wM8OYW6tVSBabXV3GcIIVkRmuHarCTIelqvoAJAX&slice_id=1119

8.8 Map based Consultation Report



Connecting Dunbar

Map-based consultation 2023:

The High & Lows of Walking, Wheeling and Cycling in Dunbar and West Barns

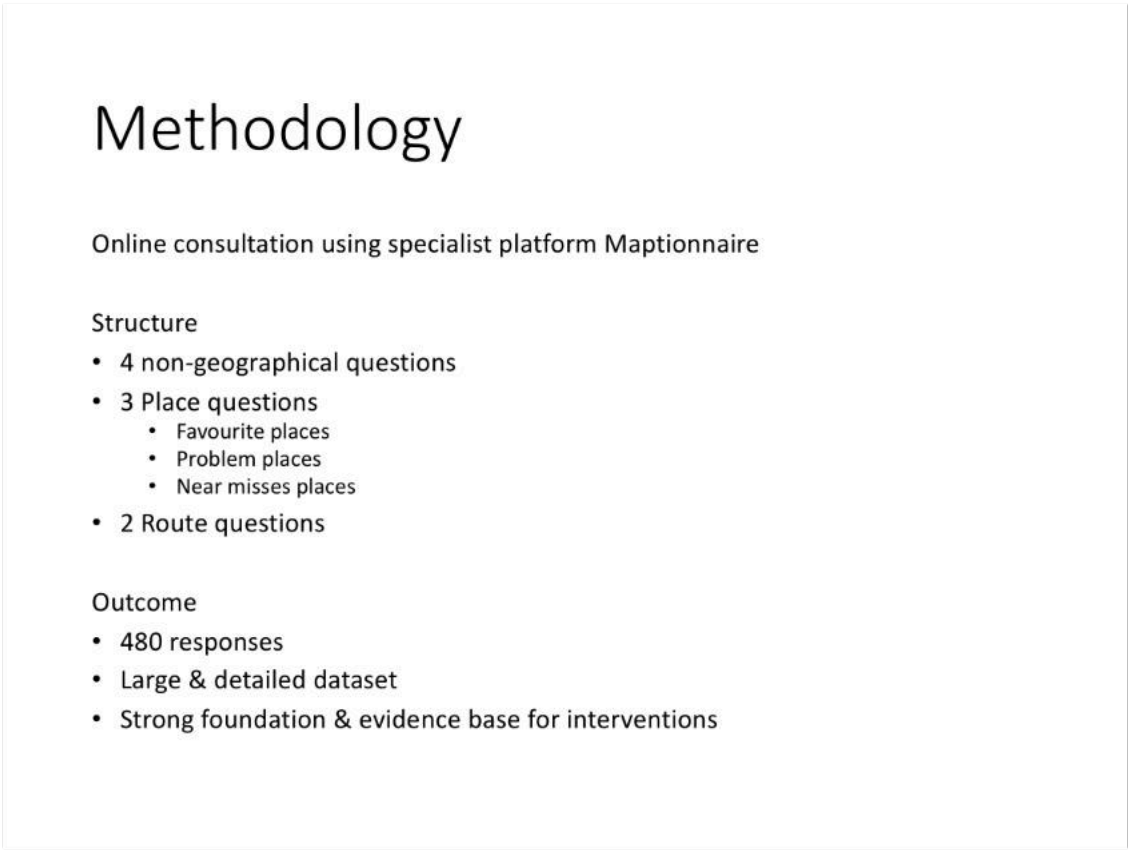
What you said - the results

Prepared by Whole Cycle Ltd on behalf of Sustaining Dunbar SCIO

Version 28th Nov 2023

Funded by

Places for Everyone | sustrans | Transport Scotland



Methodology

Online consultation using specialist platform Maptionnaire

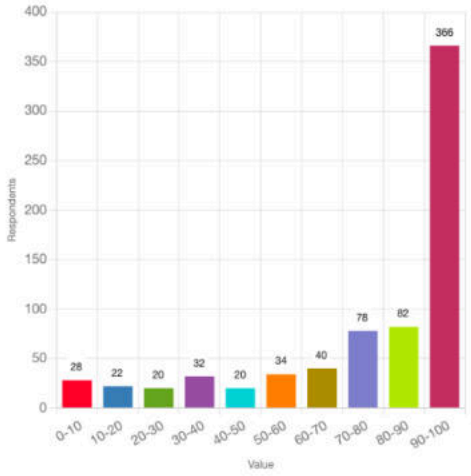
Structure

- 4 non-geographical questions
- 3 Place questions
  - Favourite places
  - Problem places
  - Near misses places
- 2 Route questions

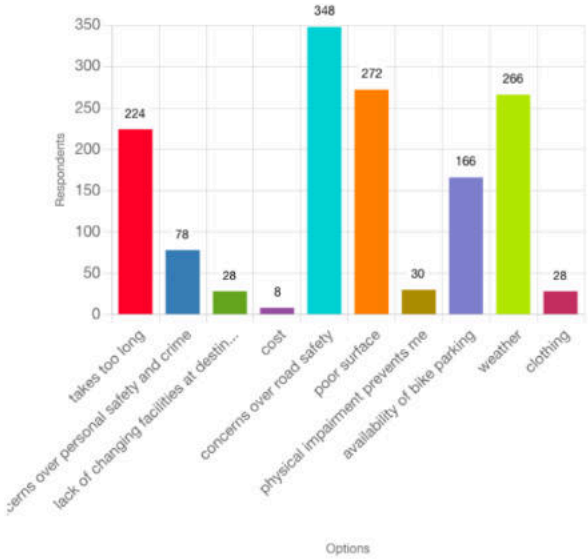
Outcome

- 480 responses
- Large & detailed dataset
- Strong foundation & evidence base for interventions

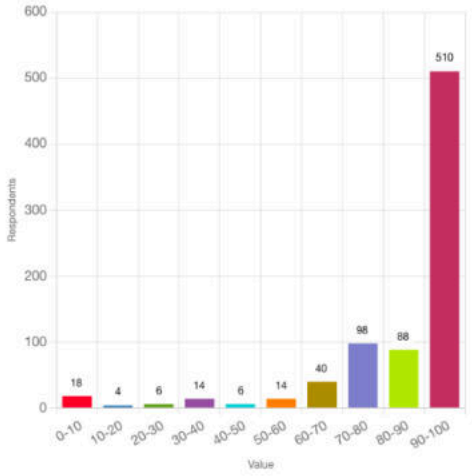
To get to the shops, school or other everyday journeys, HOW MUCH do you walk, wheel or bike?



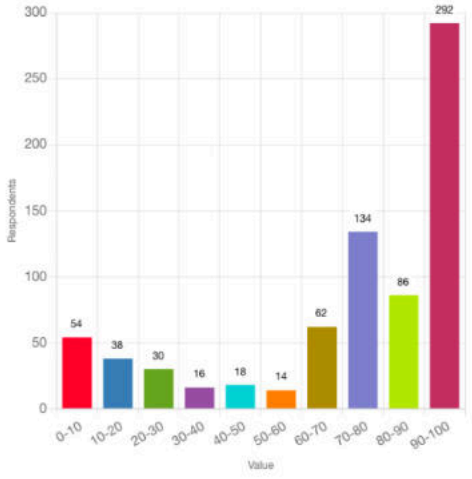
What are the barriers to you for walking, wheeling or cycling in Dunbar and West Barns



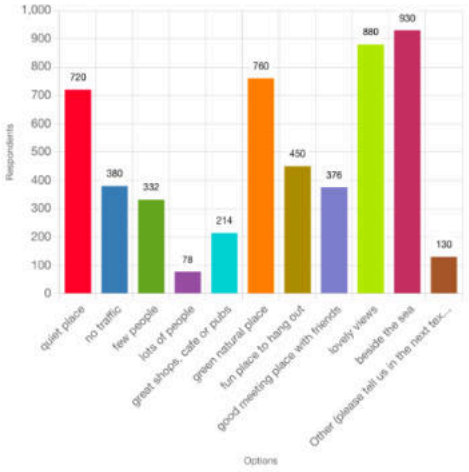
How much would you support new and better paths in the area



IF there were more and better paths, how much would it affect how often you walk, wheel or cycle?

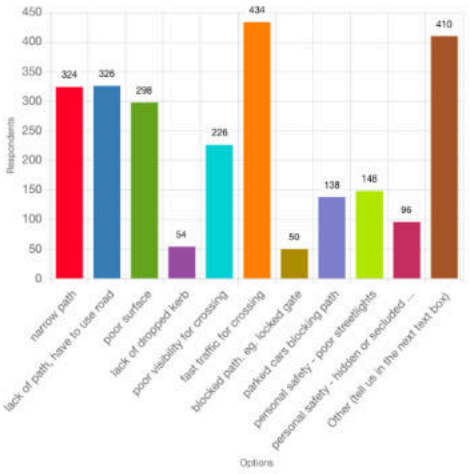


Favourite places

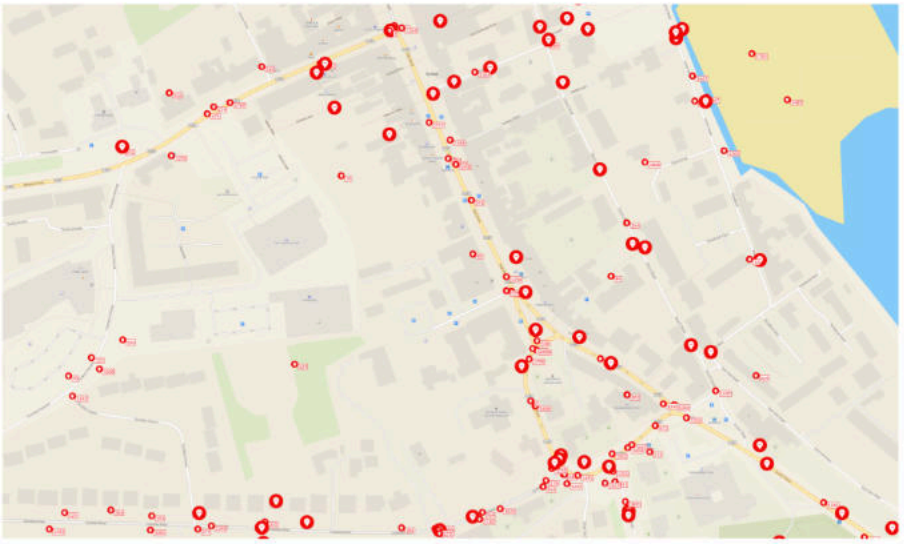


Favourite places wordcloud

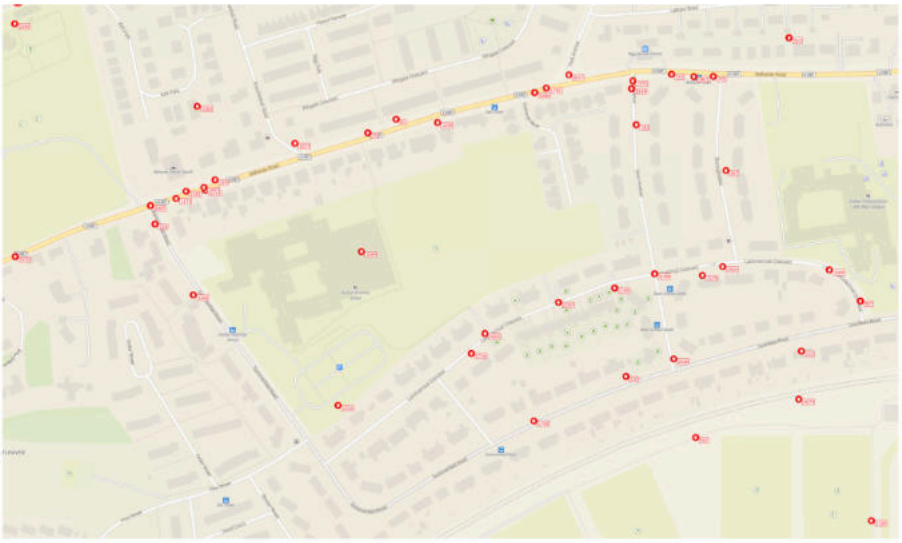
Problem places



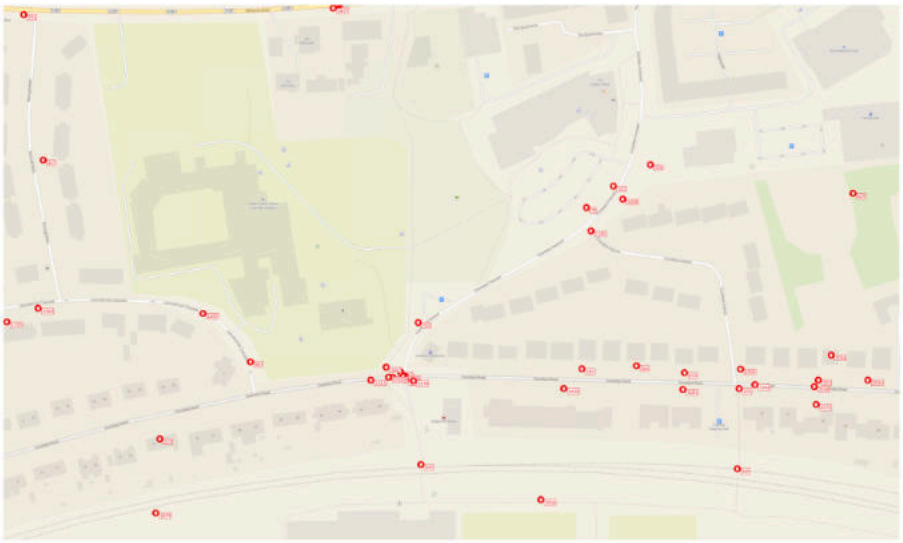
Problem places in High St area



Problem places in High School area



Problem places in Primary School (Bleachingfield) area



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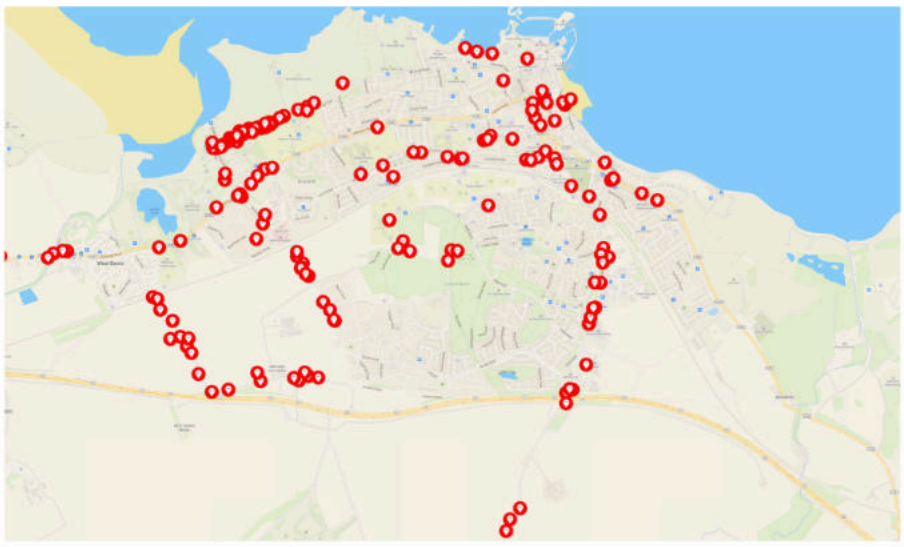
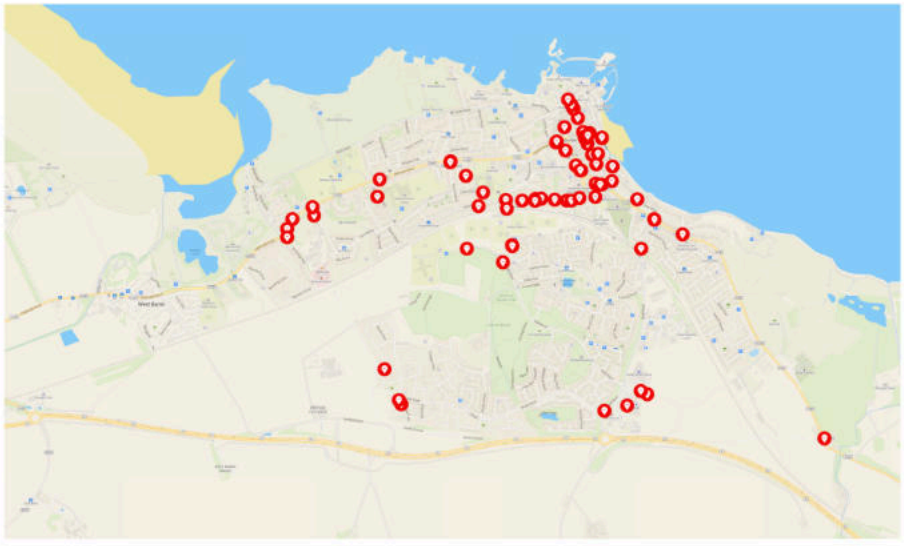
Problem places citing ‘lack of path, have to use road’



Problem places citing ‘parked cars blocking path’



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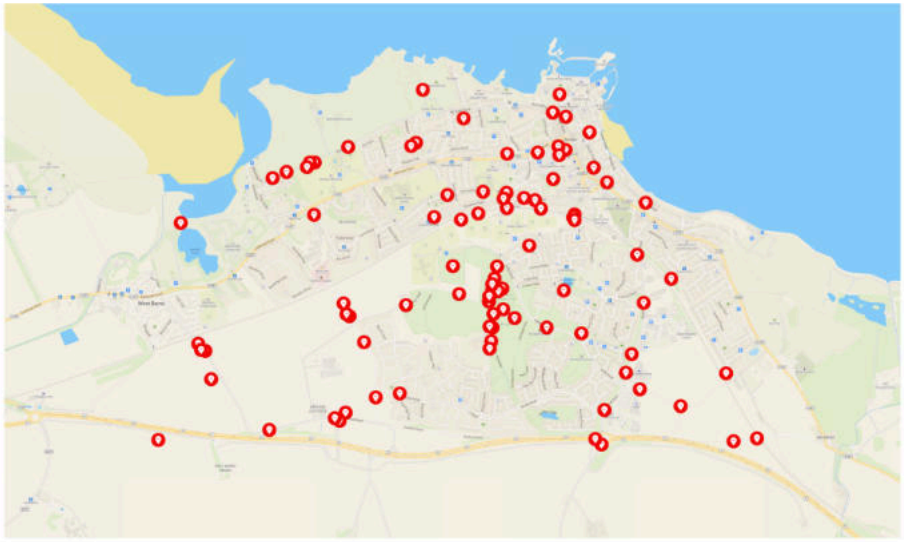
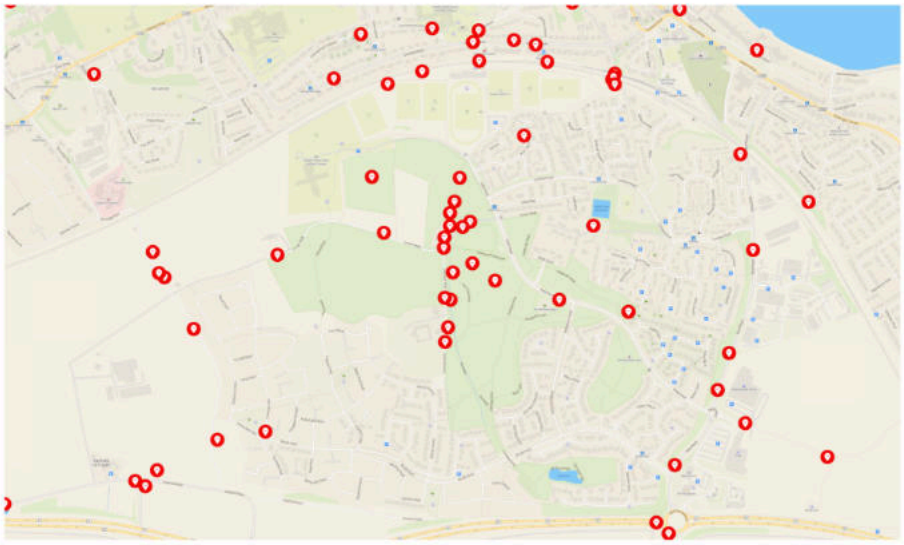
Problem places citing 'personal safety issues'



Problem places citing 'personal safety' in Halhill area



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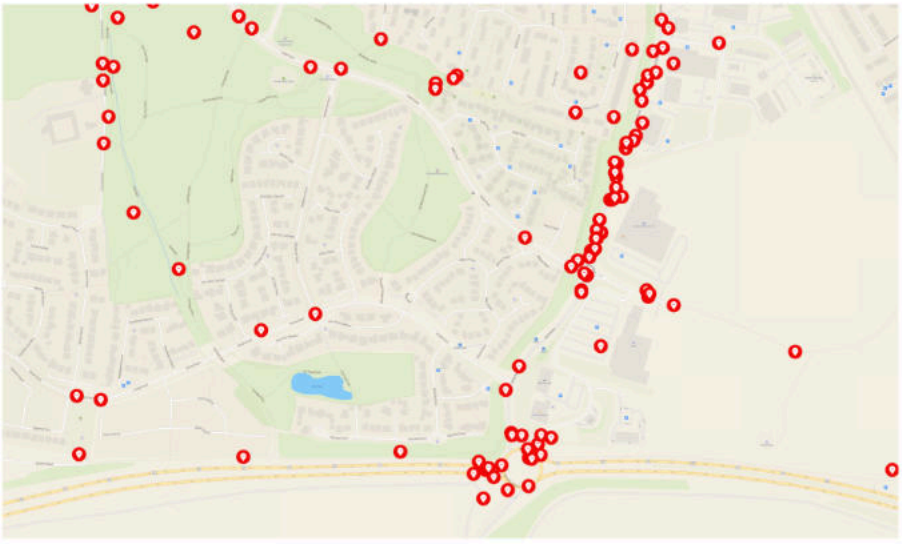
Problem places on Spott Rd north

Problem places on Spott Rd south



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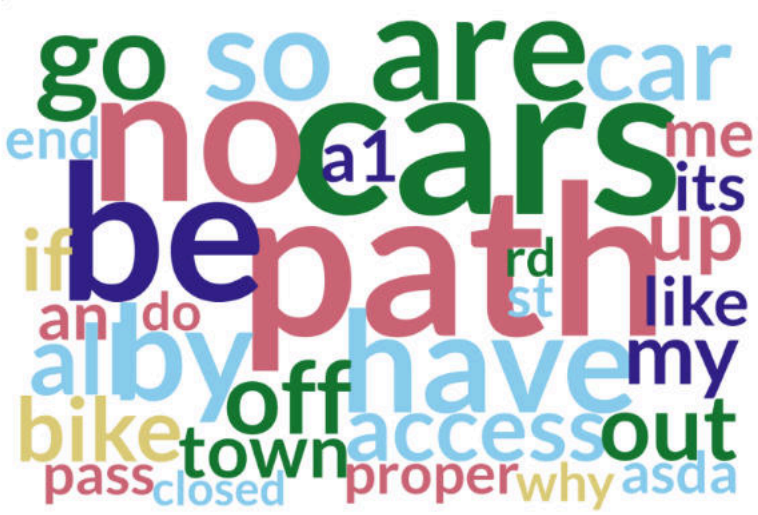
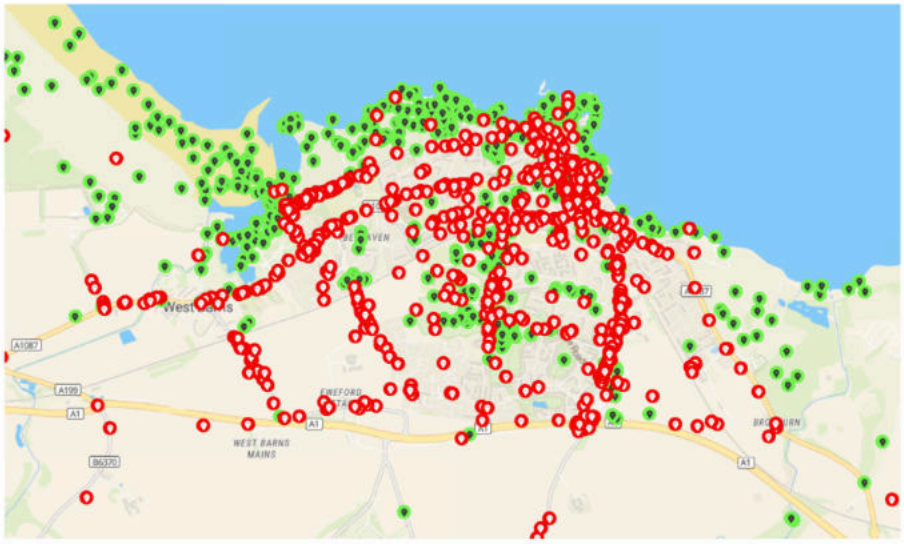
Problem places comment wordcloud



Correlation between Favourite and Problem places



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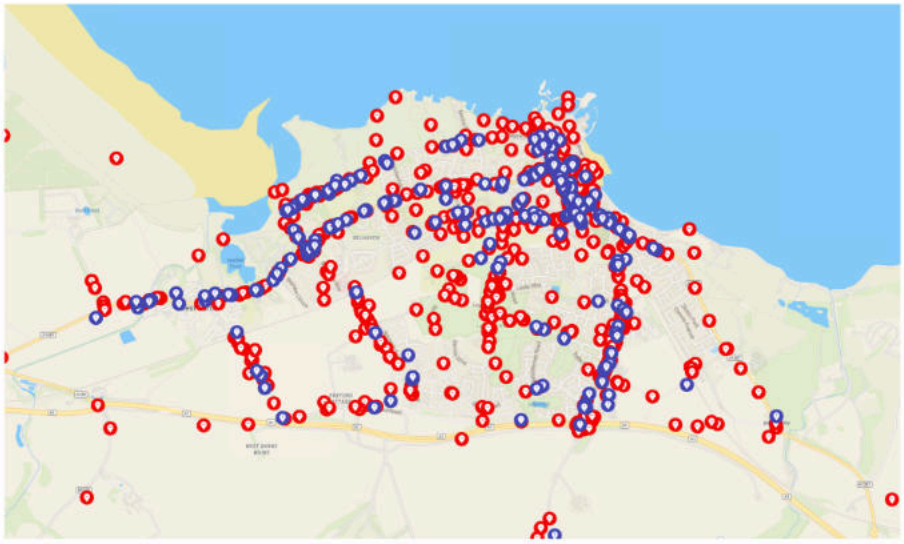
Near miss places

Correlation Problem places and Near miss places



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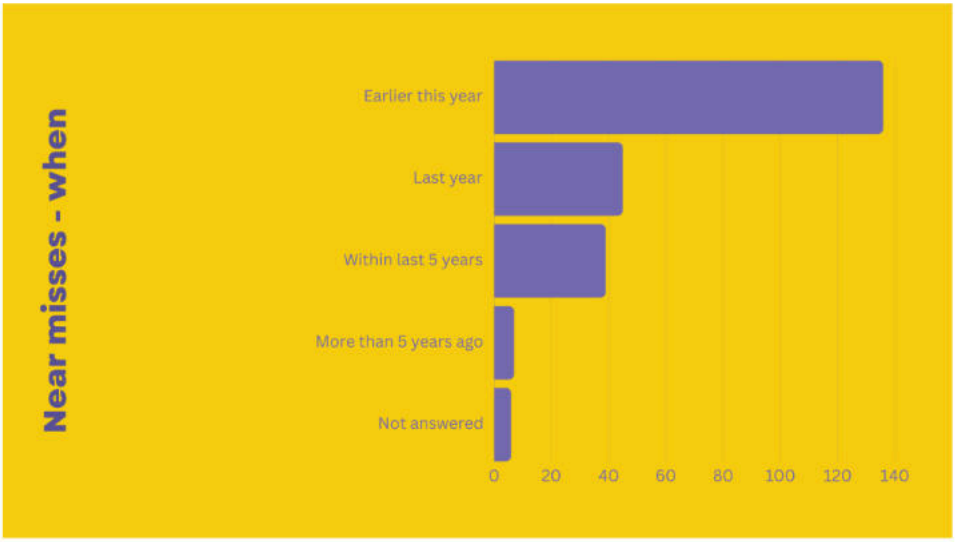
Near misses – when?



Near misses – reported?

Near misses - reported

Near miss or accident?	I did not report the incident to the police	I reported the incident to the police	Total
accident involving a vehicle as a pedestrian	3		3
accident involving a vehicle when on a bike	7	1	8
accident involving a vehicle when wheeling	1		1
near miss as pedestrian	78	4	82
near miss when on a bike	103	3	106
near miss when wheeling or pushing a buggie	17	1	18
Other	10	2	12
Not answered			3
Total	219	11	230

Routes NOW

Routes now – wider area

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Routes now – town centre

Routes now – Belhaven area

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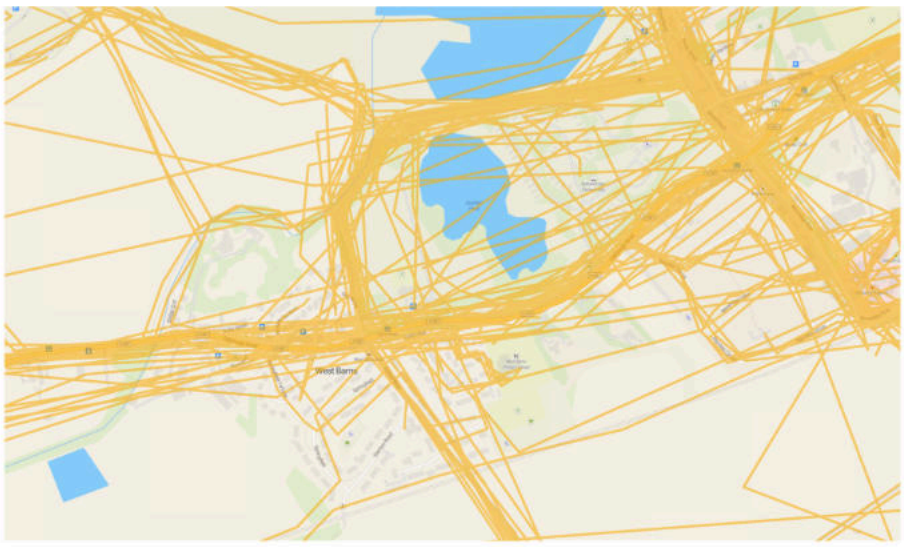
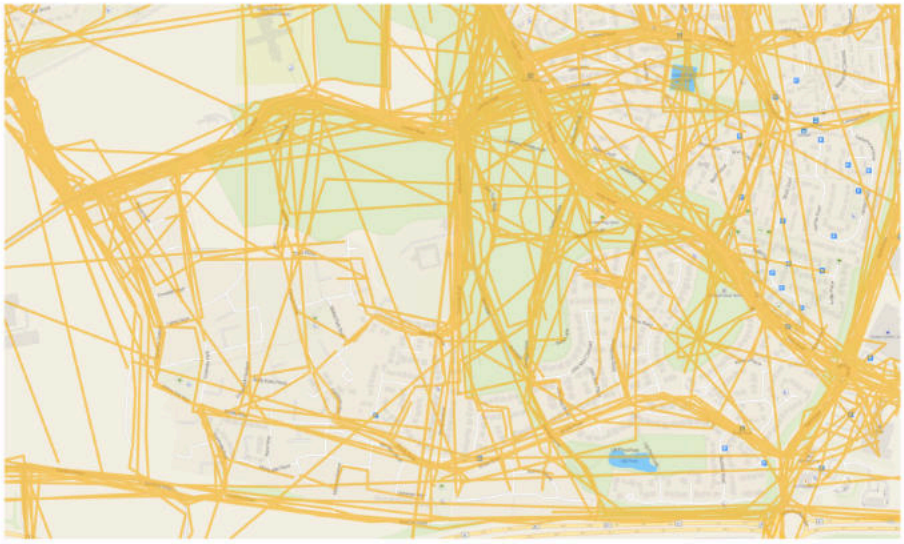
Routes now – West Barns



Routes now – Halhill



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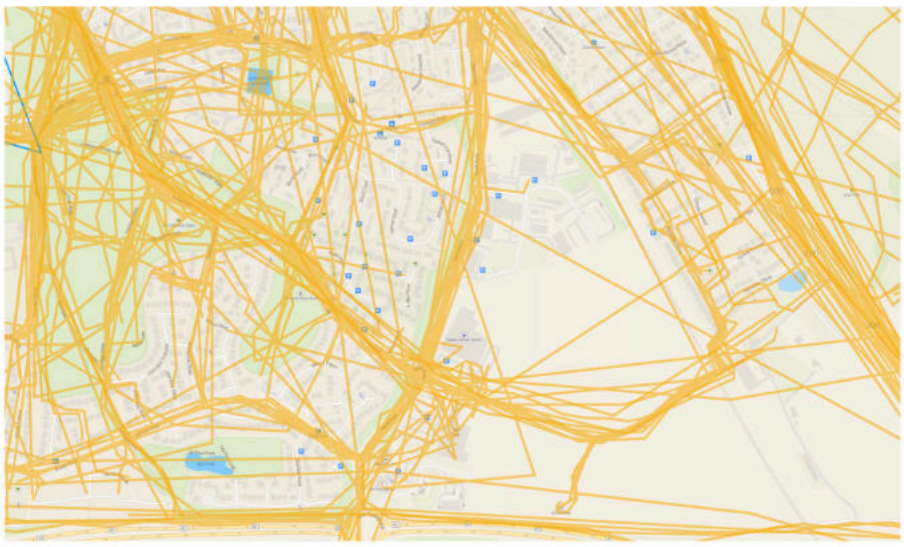
Routes now – Spott Rd south



Routes now – railway crossing

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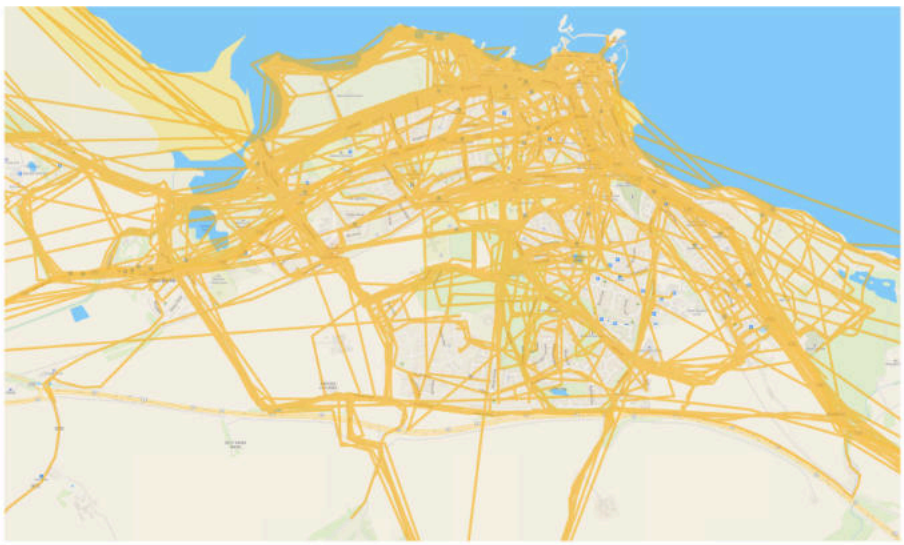
Routes now – for sport and exercise



Routes in future

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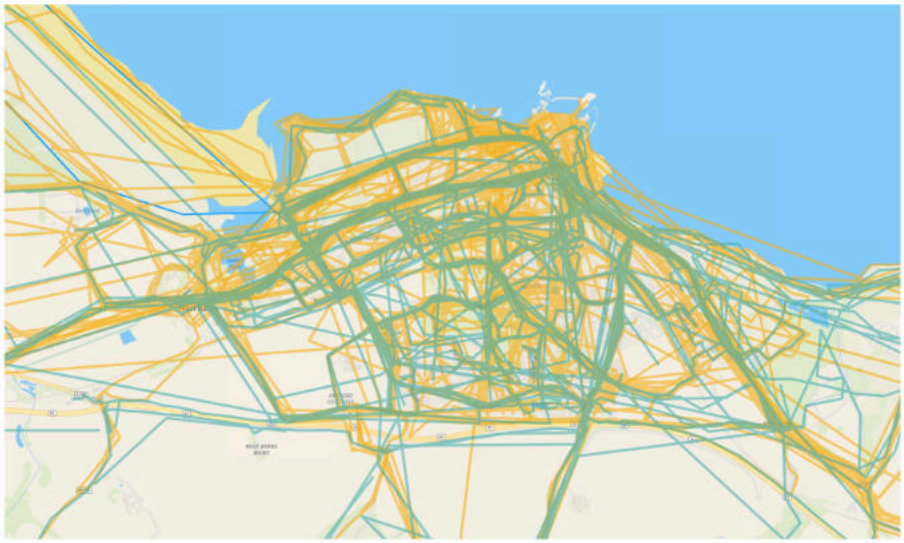
Correlation Routes now & future



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Conclusions

- There was significant engagement with the consultation and 480 respondents.
- Concerns over road safety were confirmed as the most significant barrier to walking, wheeling and cycling, followed by poor surface, weather, time and availability of bike parking.
- The favourite places identified are generally the coast and the woodland areas, with respondents citing beside the sea, lovely views, green natural places, and quiet place as reasons for choosing those places.
- The problem places identified are generally on the roads especially Spott Rd, Belhaven Rd, Hospital Road and the town centre including the High Street. The issues that were attributed to the problem places are (most cited first) fast traffic for crossing, lack of path have to use road, narrow path, poor surface and poor visibility for crossing.
- Near misses between active travel and vehicles showed the key places to be High St, West Port, Spott Rd, Back Rd and Belhaven Rd. Over 130 occurred this year, and nearly 50 last year. Only 11 out of 230 near miss incidents were reported to the police and hence get officially recorded. This indicates a massive underreporting of official figures.
- The routes used show that most roads and paths in the area are well used by active travel, and some routes are heavily used, for example Kellie Road.
- Interactive maps have been published on the project website for local people to explore the data in detail.

8.9 Monitoring and Evaluation Plan

Project: CONNECTING DUNBAR

Monitoring and Evaluation Plan

Connecting Dunbar

Sustaining Dunbar

Version 20th March 2024

Project: CONNECTING DUNBAR

1. Project Details

(project specific details are highlighted in green)

1.1 Scheme details

Key feature	
Category	???
New route (currently not passable on foot)	Y
Upgrade of existing route	Y
Length (if linear / known)	3.3 km
Estimated date of works starting (first spade / cone)	April 2026
Estimated date of works completion (last cone)	March 2027
Estimated project cost	£ 1,731,000

PROJECT DESCRIPTION

The project aims to create better walking, wheeling and cycling infrastructure in wider Dunbar in order to facilitate more active travel and more sustainable local transport, as well as creating more liveable streets. The lead partner is Sustaining Dunbar, a well-established community development trust with a focus on climate, nature and sustainability. The project is currently funded by the Places for Everyone programme delivered by Sustrans Scotland, on behalf of Transport Scotland.

Plan of community engagement

A community engagement plan has been created which outlines the known activities that are planned, as far as they are known. Includes: local access panels, schools, business organisations through face to face activities, events, consultations and online. The monitoring programme draws on citizen's science and Public Life Survey tools as a means of further engagement.

1.2 Aims and objectives

The aim of Places for Everyone is to create safer, more attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling for everyday journeys. The Places for Everyone outcomes, aims and objectives were developed in conjunction with Transport Scotland's Active Travel Framework.

Active Travel Framework

Transport Scotland's Active Travel Framework has the following outcomes:

1 Increase the number of people choosing walking, cycling and wheeling in Scotland

2 High quality walking, cycling and wheeling infrastructure is available to all

3 Walking, cycling and wheeling is safer for all

4 Walking, cycling and wheeling is available to all

5 Delivery of walking, cycling and wheeling is promoted and supported by a range of partners

Design Principles

In order to ensure all projects receiving funding make the largest possible impact, Sustrans has developed the following design principles to guide development:

- Develop ideas collaboratively and in partnership with communities
- Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12 year old or a less-experienced cyclist
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles

Places for Everyone Objectives

The following objectives formed part of the Places for Everyone bid to Transport Scotland:

1 **Increase active travel:** Increase number of people and trips for walking, cycling and wheeling for everyday journeys.

2 **Ensure collaborative design with community:** Ensure communities are proactively engaged in project development and decision making.

3 **Improve the quality of place**: Improve the quality of place and where possible increase the quality and quantity of green infrastructure.

4 **Increase dedicated space for active travel**: Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles.

5 **Improve accessibility**: Improve accessibility for people with protected characteristics.

Scheme-specific objectives

In addition to the Transport Scotland objectives, this scheme has the following addition partner objectives.
6 to encourage more people using the High Street (and nearby facilities) by non-motorised transport
7 to encourage more people to access the railway station by non-motorised transport
8 to encourage more young people to get to school by non-motorised transport
9 reduce the number of near misses reported
10 to increase cycling rates among women
11 increase overall feeling of safety for pedestrians and cyclists

Project: CONNECTING DUNBAR

2. Monitoring Tools

Table 1: Outcome monitoring

The table below lists a hierarchy the so-called Objective-outcome-indicator hierarchy (also used in development projects, and known as a logframe).

Objective	Outcome	Indicator	Monitoring Tool	Stage	Owner	Findings	Outcome met
Increase active travel: **Increase number of people and trips for walking, cycling and wheeling for everyday journeys**	More people visit the High Street by non-motorised transport	Walking and cycling rates increase	Tracsis: Queens Rd + Telraam units + Counterpoint surveys	2	SD		
			Annual Mode Survey (via QR in shops, street, parked cars)	2	SD		
		Motoring rates decrease	Tracsis: Queens Rd Annual Street Count (e.g. Streetwise tube survey)	2	SD		

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		Annual Mode Survey (via QR in shops, street, parked cars)	2	SD	
More people access the railway station by non-motorised transport	Walking and cycling rates increase	Annual Mode Survey (via QR at station, leaflet/card)	2	SD	
	Motoring rates decrease	Annual Street Count (e.g. Streetwise tube survey)	2	SD	
More young people travel to school by non-motorised transport	Walking and cycling rates increase	HUSS Tracsis Countess Crescent and Hallhill	2	SD	
	Motoring rates decrease	HUSS Tracsis Countess Crescent and Hallhill	2	SD	
Reduce the number of near misses reported	Near misses decline	New Annual Confidence in Active Travel Survey	2	SD	

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		Near misses are recorded	Use a bespoke app to capture near misses as they occur ...	2	SD	
	Increase cycling rates among women	More females cycle regularly	New Annual Confidence in Active Travel Survey	2	SD	
	Increase feelings of safety using local roads (at key crossings and desire lines)	Less people report problems People feel there are fewer barriers to overcome	New Annual Confidence in Active Travel Survey	2	SD	
	New routes are used regularly by active travellers	Patronage of new or improved routes increases	Strava Metro or Heatmaps monthly snapshots	2	SD	

2.1 Monitoring tools summary

The table below summarises the different tools set out in the table above. The priority column indicates how important each tool is to the monitoring of the project. A priority of 0 means the tool is already in place, 1 is necessary to monitoring, 2 is useful but not necessary, 3 is somewhat useful but dependent on funding, and 4 is nice to have (or just not as useful).

In practice what we will deploy depends on the exact interventions that will be developed further and importantly access to ELC automated counter data, which at the time of writing remains uncertain. Should the Tracsis automated counters prove less useful or difficult to access, we will need to re-evaluate the priorities. E.g. evaluate the potential for installing Telraam devices (locations are constrained by the availability of a member of the public or a public or commercial building in a precise location) and seek funding. Or mobilise volunteers to undertake the Public Life counterpoint style, which we have successfully trialled. We have not included data gathered by the Cycle Streets Network as this is not available in real time, even if it remains a public and useful easily-accessible resource for planning interventions. We have not included in this assessment the use of focus groups before and after the intervention nor the use of video, which depending on the interventions actually taken forward might be useful.

Priority	Monitoring tool	Quantity	Stage	Cost (external)	Date
0	1. Automatic counters Tracsis (ELC Road Services)	3	Pre/Post	£0	Continuous
4	2. Annual Footfall Surveys (ELC Planning since 2012)	1	Pre/Post	£0	May 2024
0	3. Hands Up School Survey (Sustrans)	1	Pre/Post	£0	May 2024
2	4. Annual Mode Survey (via QR in shops, or street, or leaflet parked cars, or station patrons) (Example survey: link)	2-4	Pre/Post	£500 x X + ££analysis	Autumn 2024

1	5. Near miss survey (Example survey: link)	1	Pre/Post	£500 + ££analysis	Continuous
4	6. New Annual Confidence in Active Travel Survey	1	Pre/Post	£0 +££ analysis	Autumn
3	7. Counterpoint counts of cyclists, pedestrians and motor traffic SD Volunteer	2	Pre/Post	£300 (Donation to Counterpoint) + ££ analysis	Autumn
1	8. Telraam - Crowd sourced / citizen science approach to gathering count data using automated counters. https://telraam.net/en/what-is-telraam https://telraam.net/en/shop	10	Pre/Post	€200/individual unit - or €4,600 (or work with a Cycling Scotland trial with ELC if selected)	Continuous
1	9. Annual Traffic and Speed Counts - High Street and selected locations Contract	5	Pre/Post	£300 x X + analysis	Autumn
4	10. Strava Heatmap	1	Pre/Post	£300 x X + analysis	Autumn
			Total	£15k for a £300k intervention	

2.2 Monitoring tools details

1. Tracsis - Vivacity Sensor Platform

Purpose	To gather a continuous baseline in selected areas. Motorised and pedestrian/cycle traffic (micromobility).
Development	ELC have purchased a service through Tracsis, which uses Vivacity's technology and may well wish additional support in making best use of the technologies, initially funded through Sustrans.
External cost	None
Iterations	Continuous
Locations	Countess Road Toucan Queens Road Toucan Kellie Road end (raised table) Hallhill

The Vivacity Sensor Platform is a road space usage monitoring service which combines an IOT Sensor, Cloud Database and API or Web Application to give clients a real time and historic view of how many different types of road users use the space, and how they interact within the field of view a sensor. ELC have invested in this platform, but are not yet in a position to maximise the data emerging from it.

Three sensor locations, as per above. It should cost the project very little, only some analytical time, but we do need a full understanding of its utility and limitations. We may wish to work with the council to identify further locations to be added or as alternatives to the current monitoring stations.

Three critical crossing points have been targeted. Countess Road and Hallhill, school routes and confluence for movements to and from the campuses from the North and South. Queens Road a toucan crossing on the busiest road in and out of Dunbar and includes the entry and exit from the Abbey Church gyratory. Essentially this a census technique.

Continuous monitoring. The design has been specified by ELC Road Services, but we are liaising with them to determine whether any changes might be advisable.

In progress. Liaison with ELC as the initial period data has yielded more questions than answers at this stage.

We understand that around a year's worth of data have already been collected in Dunbar, alongside a number of other locations throughout East Lothian. Working with ELC and the contractors at Tracsis to interpret and understand better the time series and the modal split, and uncover problems with data collection and methodology is critical at this stage.

2. Annual Footfall Surveys

Purpose	To benchmark footfall on the High Street at a series of long standing monitoring stations.
Development	There is little scope to develop this as it is a long standing survey, though it could be improved
External cost	None
Iterations	Annual
Locations	High Street at 10 roughly paired locations; n = 20

This is a footfall survey designed to establish patronage of High Streets throughout East Lothian's town centres and is used to gather information, among other research so that strategic planners can gauge the health of High Streets and guide policies and interventions. ELC planning have data going back a number of years, with some gaps. Apparently it will not go ahead in 2023 due to funding constraints. Whilst there are a number of methodological question marks, because of the long time series and its availability for similar sized towns and that it would cost the project only some analysis time, it is worth incorporating it into the baseline, subject to further examination (we have examined the 2 most recent datasets 2019 and 2022).

20 positions distributed along the High Street

Counts of individuals, pedestrian's only (but would include cyclists on pavements) on an individual footway are recorded. No gender data are recorded or any other demographic assessment. Mobility scooters, cyclists, wheelers etc. are not recorded specifically.

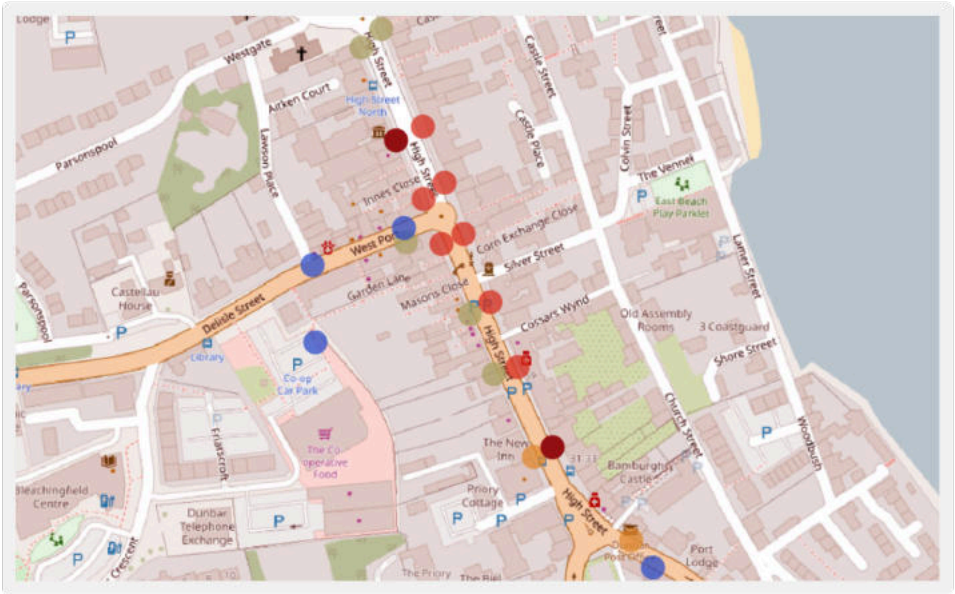
The design uses a sampling which includes counts over certain days that are adjusted using calibrated factors to create an weekly footfall statistic and enable the creation of heatmaps or rather hot and cold spots.

We have plotted a number of the most recent assessments using our GIS tools and consider that they have some qualitative value and can help us understand also how people are getting to the High Street.

Our initial inferences suggest that the majority counted are arriving by car in a car:foot ratio of 2:1. The data underscore that few people walk, perhaps because it is easier to park, which general surveys of opinion seem to estimate poorly. We know from parking beat surveys that turnover is high and that current supply easily meets demand.

The presentation from 2022 shown below highlights that the convenience stores are potentially the important High Street "anchors". The illustrations show that pedestrians

moving via the West and South Port are roughly one half of those moving to the anchor stores, which suggests a higher proportion of trips are by motorised transport.



Basemap only contains © OpenStreetMap contributors

Our analysis of the planning footfall data show hotspots and cool spots, indicating where the anchor stores are and possibly that most people are actually driving and parking on the High Street (the cool spots are located at the main entry points).

This method may be made obsolete by automated people counters, using the TELRAAM method see below.

3. Hands Up School Survey (HUSS)

Purpose	To track modal choices among school age children.
Development	Annual survey
External cost	None
Iterations	Annual
Locations	All Schools in Dunbar and West Barns

Since 2008, this survey has been providing an insights into journeys to school and is an excellent longitudinal baseline to assess change and useful for comparative purposes too.

By and large the drive rates including park and stride are quite low for Dunbar schools.

Only data summaries have been shared for Dunbar and limit comparison with other localities in East Lothian. Useful trends over longer time periods show a stable.

Important to advocate compilation and submission, as in 2022 no data at all was accepted for Dunbar Primary and a reduced sample was received from the Grammar school.

With a fluid population and new housing it'll be important to maintain low rates and use the CAG to advocate for survey completion.

4. Annual Mode Survey (via QR in shops, street, parked cars, station)

Purpose	To track modal choices among visitors to the High Street and other key locations
Development	This survey has grown out of our research into Public Life methods and needs further refinement and testing to ensure accurate delivery and reporting.
External cost	+£ analysis
Iterations	Annual
Locations	High Street and other key locations

This is survey is an elaboration of one of the Public Life Survey tools.

A simple survey has been created, which is administered simply by a QR e.g. in shops by leafletting parked vehicles, or simply on street inviting participation (using a predetermined sampling method at fixed times to ensure repeatability and increase rigour)).

The objective is to establish how people arrive at a particular location (a high street destination in the example), where they came from (by 6 letter postcode) and if they arrived by car or bike, where they parked - .

Exit version: Survey variant 1

This was designed for the consultation event, but was not implemented due to time constraints.

The QR version: Survey variant 2

Was linked via a QR code, to be printed on an business card or similar inexpensive paper or card, with an incentive perhaps to increase completion rates (this asks about spend too, which is correlated to travel mode).

Administered version: Survey variant 3

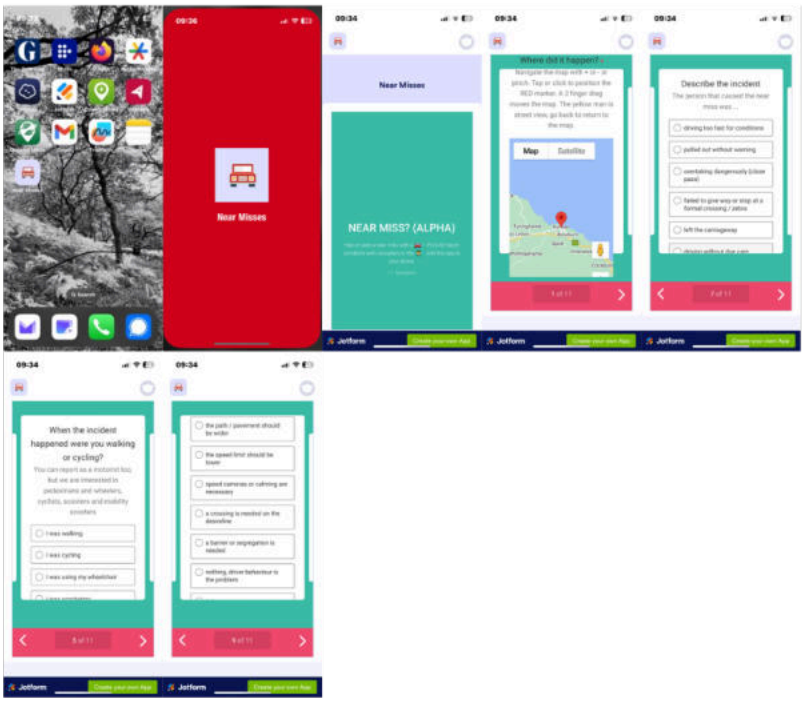
This variant has been prepared so it can be administered in person. This is the more costly method, as respondents can take 3 to 5 times longer to answer questions in an interview setting and it can take longer to identify suitable participants if a target group is being sampled.

This could be administered seasonally as well, if desired.

5. Near miss survey

Purpose	To track near misses as they happen
Development	This survey is in draft form
External cost	+£ analysis
Iterations	Continuous
Locations	Dunbar and West Barns CC area

By request of the chair of Dunbar Community Council, we looked at ways of capturing near misses as they happen rather than through an annual survey. We used a commercial form software application to create a basic form and "appify" it. It is fully functional and works best on a laptop, tablet and on larger phones. Some user testing is required and fine tuning of the questions in the light of use.



6. New Annual Confidence in Active Travel Survey

Purpose	To track and record confidence in cycling to common destinations e.g. High Street and other key locations
Development	This survey is in development
External cost	+£ analysis
Iterations	Annual
Locations	High Street and other key locations

This is a new idea, which has not been developed but would be focused around key findings of the recent consultation and our own research - that many are not sufficiently confident cycling to destinations in and around the town or allowing their young to visit the town alone.

The purpose of this survey would be to explore feelings of safety and specific reasons why people don't chose active travel.

The survey could be used to gather information about near misses, which the 2023 September consultation has proved to be a larger issue than previously appreciated and confirmed the anecdotal evidence.

In particular, it could focus on a sample of the population who would be willing to take part in a longer term study, rather than self selected responses which can introduce bias into overall findings.

7. Counterpoint - modal counts of cyclists, pedestrians and motorised traffic

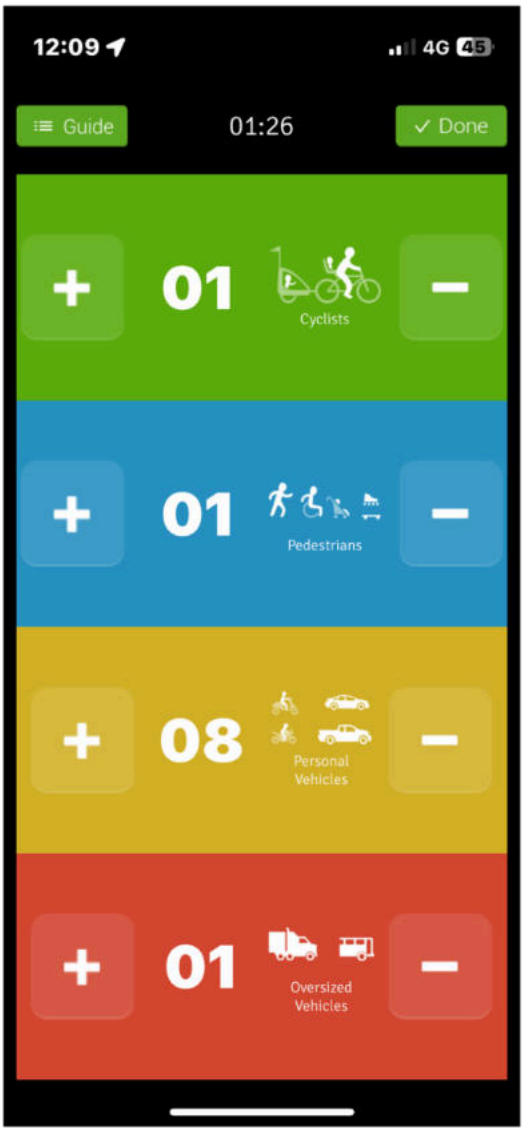
Purpose	This is a low cost method for gathering modal data using volunteers
Development	This survey has been fully tested and is robust
External cost	+£ analysis
Iterations	Annual or as needed
Locations	High Street and other key locations

This is another very useful survey method from the Public Life Survey toolbox, adapted by a Canadian software developer and part of an app called counterpoint, which makes its delivery reasonably straightforward and easily administered using volunteers.

The purpose of the rapid survey is to enumerate in short sample sessions (around 20 minutes several times a day) people and motorised traffic, broken down as per the graphic on the left.

We have developed a simple protocol that could be delivered by a consultant or by volunteers.

Recommended survey approach



In detail

- enumerate for at least 20 minutes or at least 200 movements;
- enumerate times that are most important for active travel;
- include small taxis and vans as commercial;
- enumerate cyclists on pavements if mounted;
- enumerate all members of a group, including buggys;
- don't speak to anyone as it is hard to keep count in a high volume situation;
- enumerate both sides of the road from a good vantage point (avoid bus stops and loading bays, parked vans etc);
- teams can evaluate a single location
- aim for 10-12 hours of data for any location
- join a team if sharing counts and monitor 1 location consistently
- measure over a period of a week at least 1 hour daily over all periods of interest
- set aside a couple of weeks to complete a survey

Our current data are recorded here:

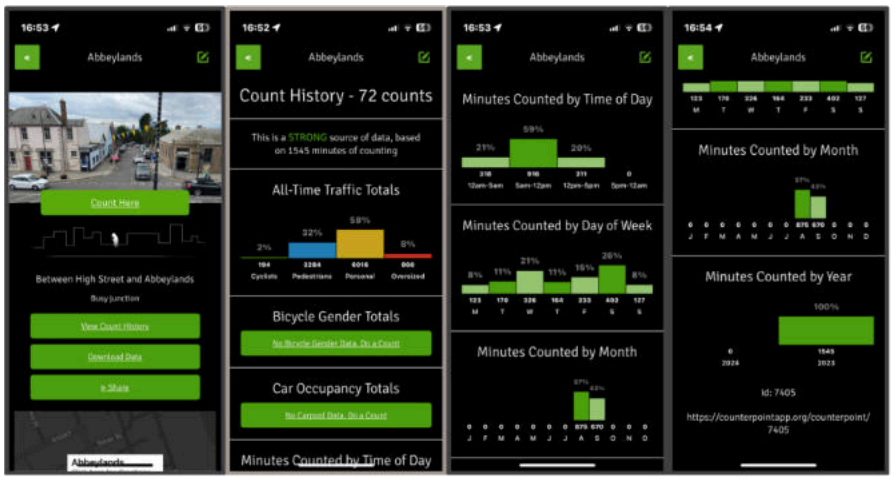
Basic Traffic Modal Split Table

Show All entries

counterpoint_id	counterpoint_name	counterpoint_lat	counterpoint_lng
7405	Abbeylands	56.00086270575939	-2.5149139389395714

https://superset.counterpointapp.org/superset/dashboard/35/?standalone=1&height=600&native_filters_key=Ve3rnQDRaJ2fLmLW9KGlduZaWvhJnohbAx2861ssLqLX92wTrhAl3CRZ_e4_WoIx

Stats are public and gathered into 1 hourly bins and enable a useful and simple assessment of modal split, which is comparable across locations.



8. Citizen Science traffic and people counts (Telraam)

Purpose	To gather modal data automatically using household mounted counters
Development	This survey method is robust and uses v85 methods
External cost	£199 for each personal unit and additional subscription charges for fine grained data. A 10 unit package with a sub is just under £5k
Iterations	Continuous during daylight hours
Locations	High Street and other key locations

Following discussions with ELC staff, we undertook a desktop evaluation of this affordable new tool. The counters are mounted in a first floor room and must be completely unobstructed and pointing away from junctions. Private individuals can purchase their own counters.

The data collected becomes publicly available immediately and there are powerful anlytical tools.

We propose either participating in a Cycling Scotland initiative, once they have established a satisfactory protocol to ensure the data collection processes. Alternatively acquiring a number of devices dedicated to the project is not overly expensive.

This has the potential for good community engagement, as a citizen science project, which Sustaining Dunbar has some recent experience of.

9. Annual Traffic Count - High Street and other selected locations

Purpose	At selected locations where a traffic survey is necessitated by a specific safety concern or needs a TRO intervention
Development	This survey method is robust and uses v85 methods, it doesn't count people only vehicles
External cost	£300 for each location
Iterations	Weekly slots can be booked with reasonable notice and run 24/7
Locations	High Street and other key locations

Automatic Traffic Counting using the traditional tube technique is useful to assess traffic speeds, vehicle volumes and vehicle type.

This would be targeted at selected locations, but exact locations will depend on the where interventions are proposed. The locations would be selected to tie in with locations selected for counterpoint style people counts and will help to calibrate the manual surveys, which are will be sample based.

Typically data cover a 7 day period and gather data 24/7.

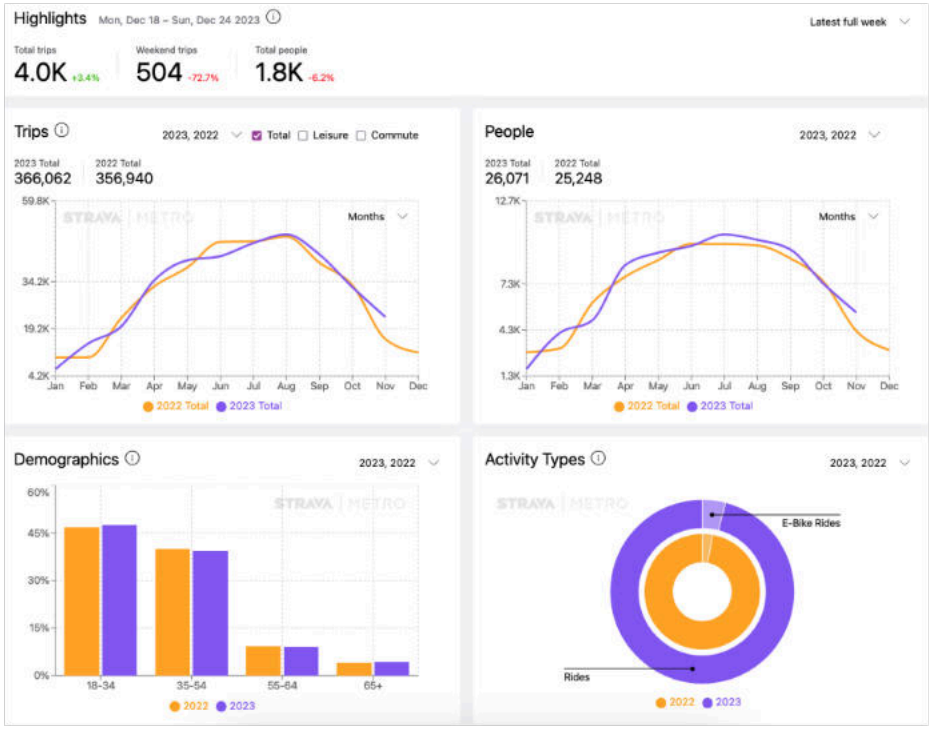
£300 for each location for 1 week for each location.

10. Strava Metro & Heatmaps

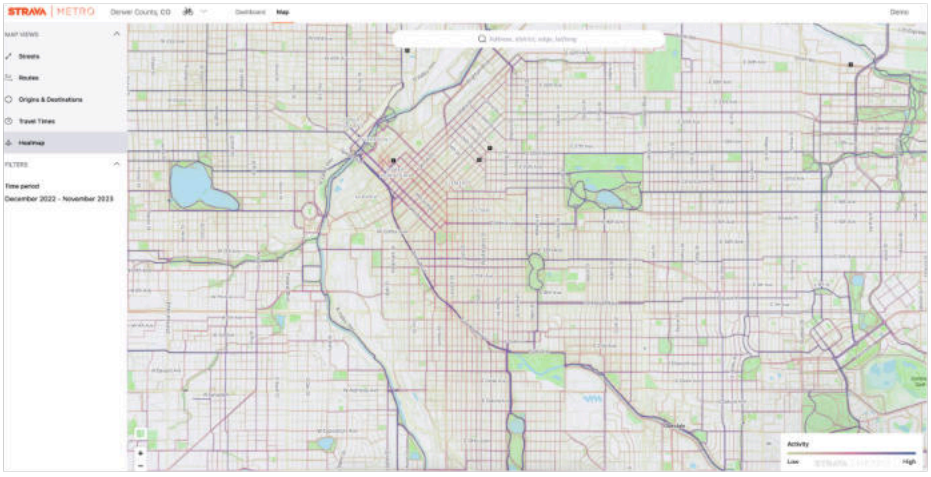
Purpose	To establish that new routes are used regularly by active travellers
Development	This service can be accessed by NFP or better through a local authority who partners with Strava
External cost	£0
Iterations	Continuous, monthly snapshots
Locations	Area wide

Strava Metro uses information shared by its users to capture activity. While Strava markets its app to athletes, it is more widely used by the general public as an activity app.

Furthermore trip data is also collected beyond the athletic "activities", to include leisure and commute. Presentations like the following are available by active travel mode.



The detailed map presentations are available only to partners, the following is from a demo.



Strava publishes a less detailed free monthly normalised heatmap update, useful for comparative purposes over time and can reveal general preferences and desire lines.

The presentation above shows only cycling journeys and a strong preference for direct routes on roads (NB some journeys e.g. those on the A1 are inaccurate).

Strava Metro requires a partnership with a public agency, but NFP can also apply. Departments of Transportation use it as a tool to improve infrastructure for cyclists and pedestrians. Hundreds of public agencies around the world use Strava Metro to evaluate and improve bicycle and pedestrian infrastructure. Strava Metro provides data on patterns of people moving in an area to provide impactful, data-driven decisions, whether planning and building new infrastructure or measuring impact and behaviour change after a project is complete.

2.3 Costings

Monitoring budget	£12000
External monitoring cost	£4000
Internal monitoring cost	£8000
Grant awarded	[£ tbc]
Total scheme cost (forecast)	[£ tbc]

A Construction Budget costing is given in a separate document.

3. Dissemination

Each monitoring method produces a considerable amount of data. The methods selected offer a number of built in tools that make the dissemination of results e.g. via the website or social advertising channels reasonably straightforward, without entailing excessive costs.

In partnership with ELC and Cycling Scotland we hope to leverage these surveys to drive action, but also to engage communities through citizen science.

Project: CONNECTING DUNBAR

3.1 Dissemination plan

Stage	Output	When	For	Names	Notes
Baseline reporting	Baseline reports online	Autumn 2024	Public	-	-
			Community stakeholders	-	-
Follow-up reporting					

Contacts

Role	Name	Email address
Project Director	Mark James, Sustaining Dunbar	
Project Consultant **for annual confidence, mode share and counterpoint**	Crispin Hayes, Whole Cycle Ltd	
ELC Sustainable Travel Officer for HUSS	Chris Milne ELC	
ELC Transport manager for Tracsis	Morag Haddow ELC	
ELC Planning **for footfall surveys**	Paul Zochowski ELC	
Telraam monitors	Cycling Scotland	