

**Fund Holder:** Sustaining Dunbar Ltd  
**Lead Consultant:** Whole Cycle Ltd



# Developing an Active Travel Masterplan for Dunbar and West Barns

Report on Stage 1 Feasibility



Funded by Sustrans Places for Everyone

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- project partners;
- local organisations that have supported the initiative;
- stakeholders that have fed into the project;
- Sustrans; and
- East Lothian Council.

Thanks for all your contributions.

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# Summary



This document reports on two years of development and feasibility work for a walking, wheeling and cycling network across Dunbar and West Barns. It has been community-led by Sustaining Dunbar, but with support and close liaison with East Lothian Council and other partners. Its main focus has been on 'everyday journeys' to school, work or local services.

The compact nature of Dunbar as a town lends itself to 'active travel' that is on foot, wheeling and by bike.

The project has carried out a number of extensive consultations with local people that have shown strong support as well as identifying problem areas and barriers to active travel.

A detailed urban analysis of the current situation is described visually through maps.

Four strategic routes have been developed, and for each of these various route options have been created and assessed. The outcome is recommendations for preferred routes.

Significant further work and background data is provided in the appendices.

Changes in funding arrangements from Transport Scotland mean that East Lothian Council will now lead the ongoing development of an active travel network for Dunbar and West Barns.

This Stage 1 of the project concluded:

- Dunbar and West Barns are a relatively small and compact urban area which could be a real 20 minute settlement.
- Travel times anywhere in the settlement are 10 mins by cycle and 30 mins by foot.
- Poor infrastructure and a lack of masterplanning new developments has led to suboptimal active travel uptake, particularly on bikes.
- Road safety is the key barrier reported in successive consultations.
- Consultation data shows clearly the numerous problem areas, and where near misses have occurred.
- Traffic calming could be applied much more extensively in Dunbar.
- Existing active travel infrastructure is disjointed, incomplete and lacks signage.
- 4 routes have been developed and options for each of these routes appraised.
- A series of 6 route options has been selected for further development.
- These routes would have a transformational effect in creating an active travel network in Dunbar and West Barns.





# 1 Introduction & rationale

Dunbar and West Barns is a compact settlement in East Lothian. The furthest residential area of Dunbar is only ~1.6km (1 mile) from the High Street. West Barns is a little further ~ 2.4km (1.5 miles) in terms of direct distance.

Almost all residential areas including West Barns are within a 30 minute walk time or 10 minute cycle from the town centre.

New housing developments in Dunbar have failed to deliver adequate infrastructure in support of active travel and show 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, new developments are well served for cars with wide distributor roads, but paths and cycleways are narrow and disconnected. Some existing surfaced paths around new housing areas could be improved in terms of width, connectivity, signage, coherence.

Dunbar is a fairly diverse community, with an ageing population alongside one of the largest primary schools in the country. Public realm improvements are not meeting the needs of those who do not drive a car. Even simple pedestrian connections to local rail and bus “journey hubs” are incomplete or inadequate.

The rationale of this project is to make it easier for people to walk and cycle in Dunbar and West Barns..

The Connecting Dunbar project aims to create better walking, wheeling and cycling infrastructure across Dunbar and West Barns in order to facilitate more active travel journeys and create more liveable streets.

The lead partner is Sustaining Dunbar, a well-established community development trust 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.

A policy review is given in the Appendices.



*View west from Bayview Circus towards West Barns playing field behind line of trees*



## 2 Aims & Purpose



*Example of high quality shared use path elsewhere in Scotland*

The stated aims of the project are:

1. **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.
2. **Everyday Journeys:** Dunbar already has very high rates of walking and some 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.
3. **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.
4. **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 women's focus groups and children's focus groups to inform our equality impact assessment.
5. **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.

In this feasibility stage of the project, we are aiming to analyse the current situation, consult with the community and create a series of route option proposals. Once these are assessed in conjunction with East Lothian Council, we will create an Active Travel Masterplan for the area.

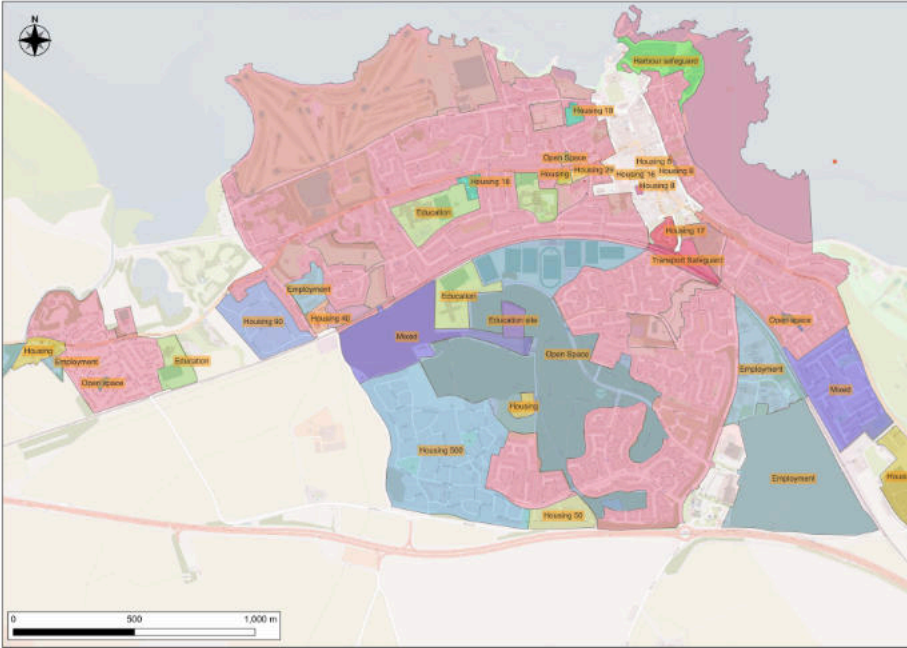


# 3 Mapping & Analysis

## 3.1 Urban Analysis

This section forms an urban analysis of Dunbar and West Barns.

### Map of Development Zones



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Dunbar has developed significantly to the south over recent decades, and now that the boundary of the A1 has been reached, the development is moving both east and west.

The topography of Dunbar, with a few exceptions, is conducive to cycling as well as walking.

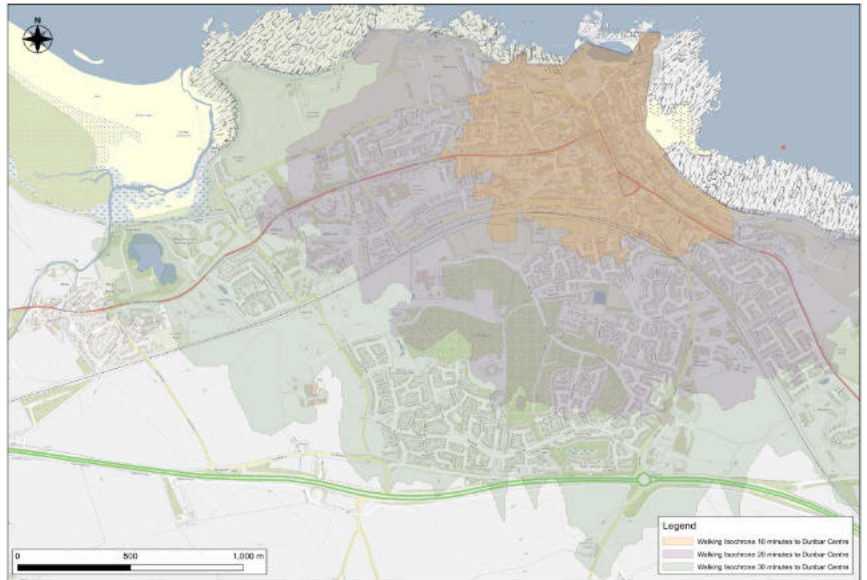
### Map showing topography of project area



### Map of Walking Time from Dunbar Centre

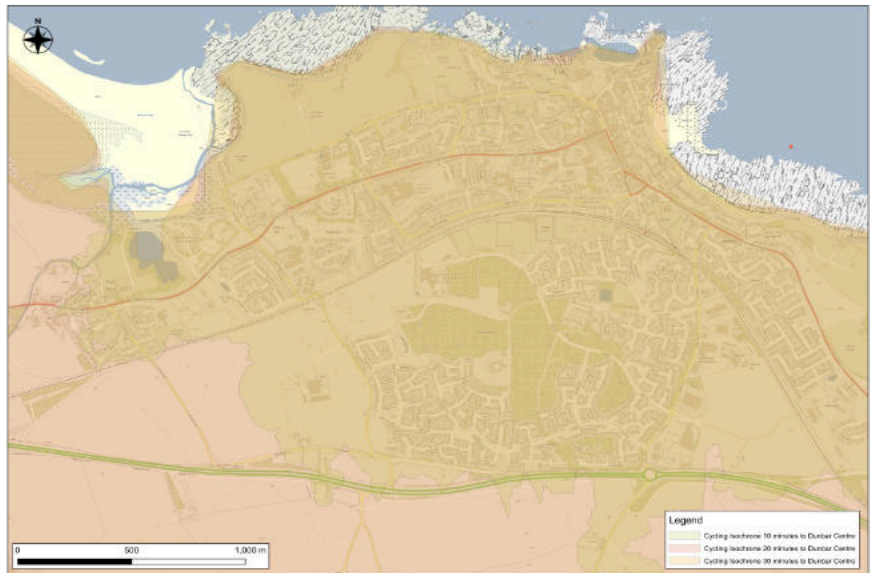
The compact layout of Dunbar leads to short active travel times. Dunbar and West Barns are potentially a successful 20 minute town.

Dunbar centre is walkable in 20 mins from much of Dunbar, and all residential areas within about 30mins, as shown on the following map.



### Map of Cycle Time to Dunbar Centre

The map shows that Dunbar centre is cycleable within 10 mins for all residential areas.



### Map of Driving time to Dunbar centre

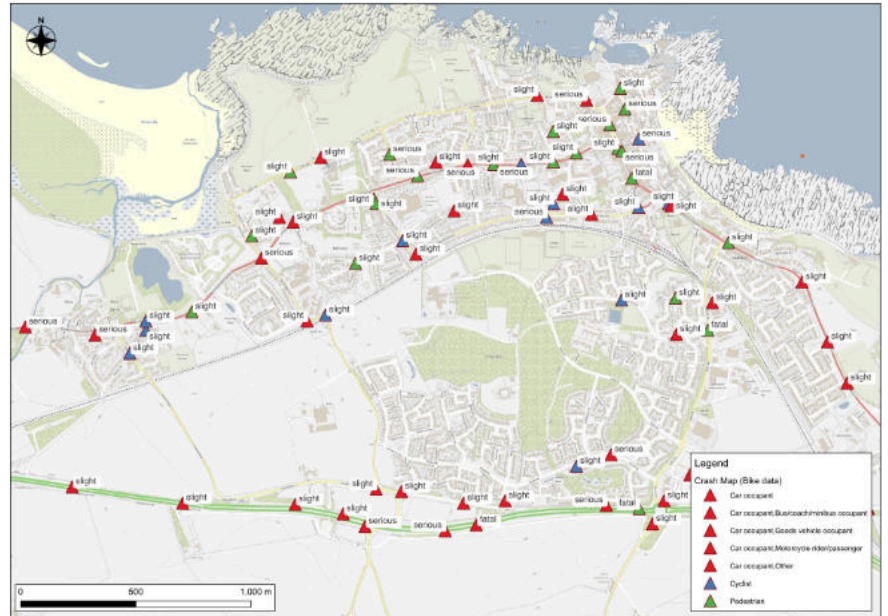
The map shows that Dunbar centre is drivable from nearly all residential areas in 10 mins, although moving from the centre to the Lochend Primary School area takes more than 10 minutes, which is slower than cycling.





### Map showing official crash data and recorded severity

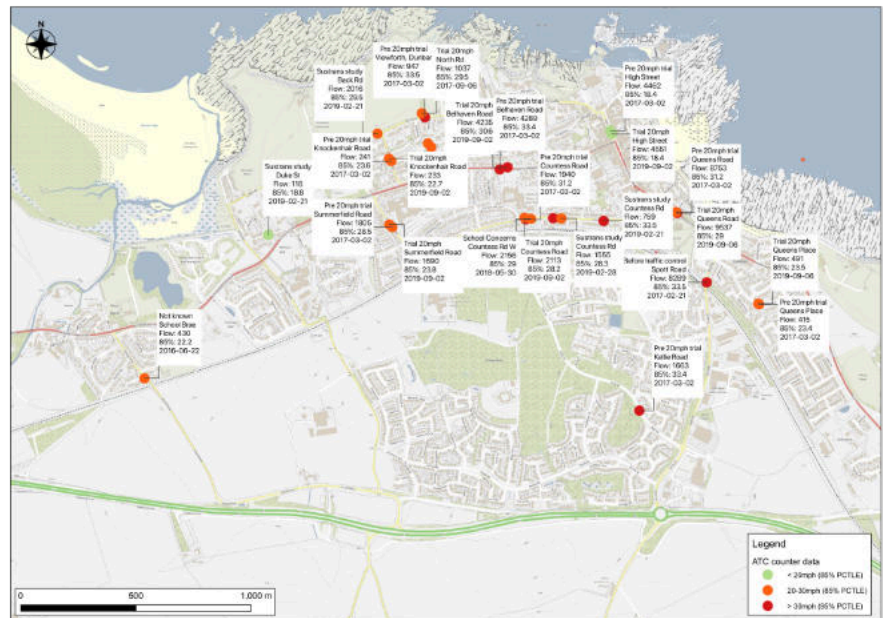
The safety aspect of active travel is a concern for many as discussed further below. Accident data shows a significant number of incidents for active travel and car passengers.



### Map Showing Local Authority Traffic Count Data

Traffic speed and volume is a negative issue in parts of Dunbar.

The map shows there are many locations where the speed limits are not observed by more than 15% of vehicles.



### Map showing Location of Individual Speed Cushions

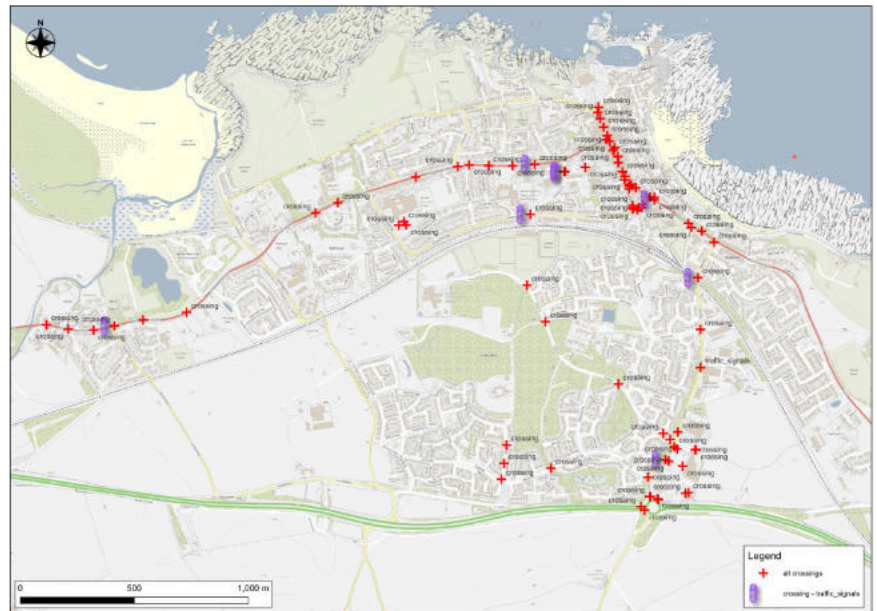
Traffic calming by physical infrastructure has had limited deployment in the Dunbar area.



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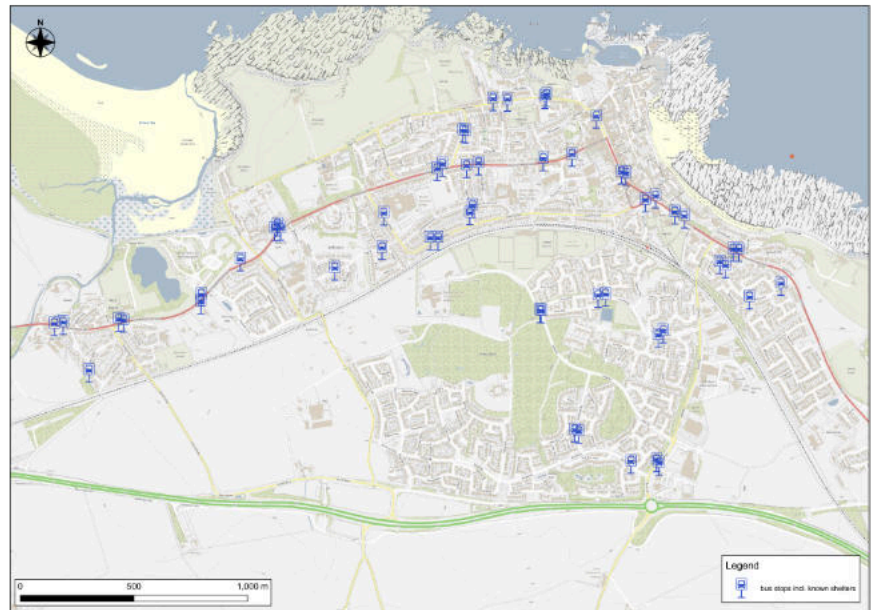
### Map Showing Signalled and Unsignalled Crossing Points

There is a significant network of road crossing points in the area.



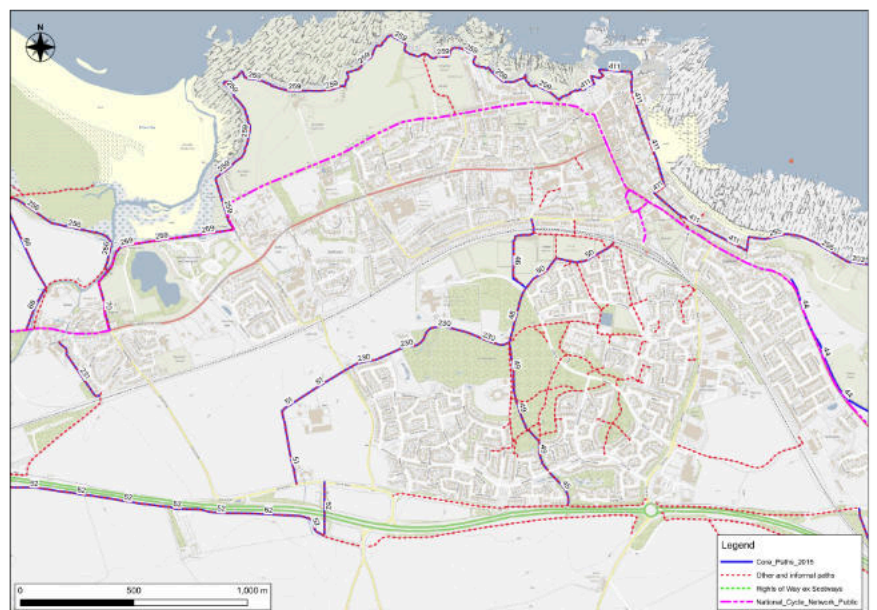
### Map Showing Locations of Bus Shelters

Public transport is often used in conjunction with active travel, and there is a significant collection of bus shelters, particularly in the older (north) part of town.



### Map Showing Existing Paths and Routes

A network of formal and informal paths exists, but many are not suitable for everyday journeys because they are indirect (e.g. coastal path) or are not surfaced (many of the woodland paths), and because they do not serve the trip generators. The National Cycle Network has a main route going through Dunbar and West Barns.



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## Map Showing Local Destinations (Trip Generators)

The map shows that there is a dense cluster of trip generators in the High Street area, and also down the Spott Road.



## Map Showing Existing Bike Parking

Bike parking does reflect trip generator locations, and the primary schools have significant numbers of young people cycling to them as evidenced by the bike parking usage.



### 3.2 Active Travel Survey

An in-person active travel count was carried out at the Countess Crescent junction with Countess Road, and the adjacent tunnel under the railway on a school day in May 2021.

These counts showed that during the afternoon peak between 2pm and 4pm these locations were heavily used for active travel; 473 pedestrians, 135 wheelers including scooters, 260 bikes

The survey data summary is given in the Appendices.

### 3.3 Public Life Survey

We carried out a small 'Public Life Survey' in Dunbar which is a planner's tool for assessing how public spaces are used. Various tools were deployed, and others prepared for future use.

A traffic count tool was deployed in Dunbar High Street at various times between 15th August and 26th September 2023. The method used short burst count periods of average of 21

minutes, and covered the hours 7am to 7pm with at least 2 counts per hourly slot.

A full report is appended and is also available on the project website as a blog post.

The summary of results shows the following daily average movements:

Pedestrians	2605
Cycles	154
Cars	4824
Comm vehicles	685



# 4 Community engagement

Regrettably this shows that there were almost twice as many car movements as active travel. The project engaged in 3 significant consultations and participated in a number of other events.

## 4.1 How about better walking, wheeling and cycling (2020)

The consultation showed that there was overwhelming support (94% of 250 respondents) for the creation of off-the-road paths between Halhill area and Dunbar High Street.

The main barriers to cycling and walking were 'concerns over road safety' (84%), followed by 'poor surface' (42%) which is also a safety issue for many people.

When asked 'How much would good paths change your current mode of travel?' 55% of respondents said there would be significant or very significant change. The change was typically from car to bicycle and to a lesser extent to walking.

We also asked about specific interventions.

The graphs show there is over whelming support for creating safe cycle routes, improvements to Hospital Road for active



travel users, and traffic calming at the east of Dunbar centre.

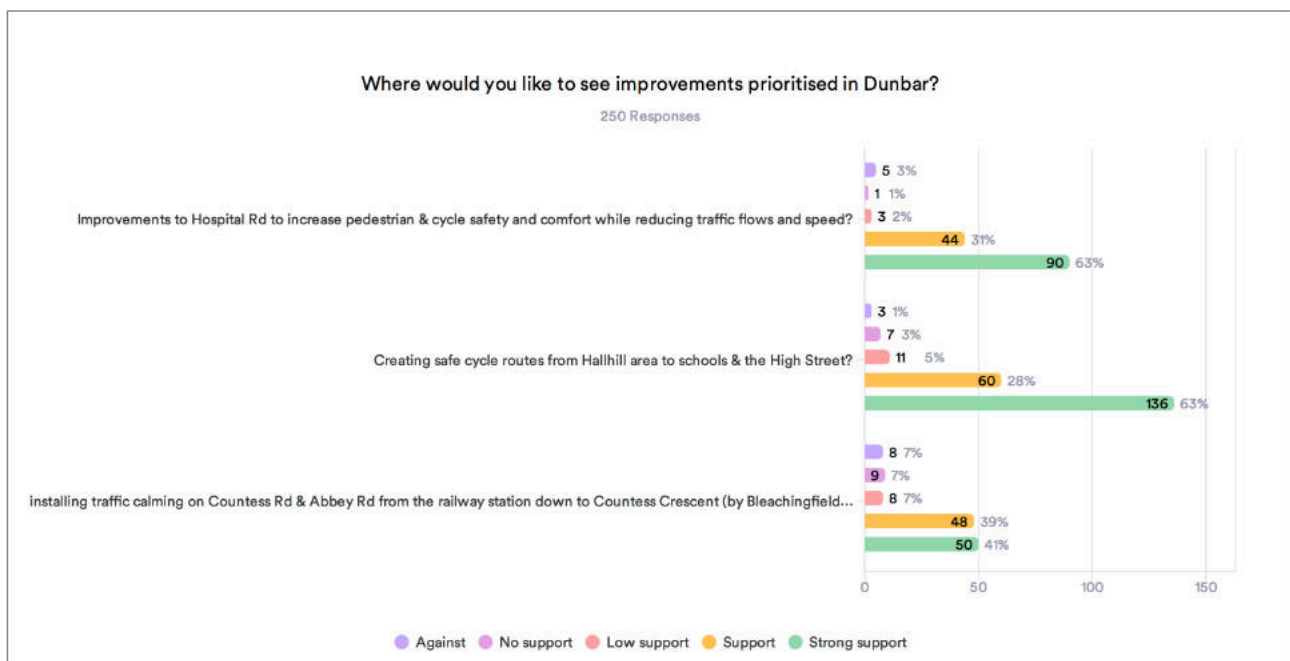
## 4.2 Local Place Plan (2023)

The project contributed to the development of the active travel element of the Local Place Plan including a joint public consultation event in September 2023.

The Local Place Plan includes in its priorities for action:

- To create new active travel routes and protect and enhance core paths
- More cycle parking
- Physical improvements to access. Better signage, improved lighting, dropped kerbs, and changes to road layout.

### Graph Showing Consultation Response to Specific Interventions



The LPP Report and the Action Plan are available from the Dunbar Community Council website.

### 4.3 Map-based Consultation (2023)

The consultation, titled The Highs and Lows of Walking Wheeling and Cycling in West Barns and Dunbar, was online using specialist platform Maptionnaire. The structure was:

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

The outcome was 480 responses, providing a large & detailed dataset which forms a strong foundation & evidence base for interventions.

The consultation report is appended, and a summary is given below:

- 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 Road, Belhaven Road, 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, as shown in the Map and Graph below.

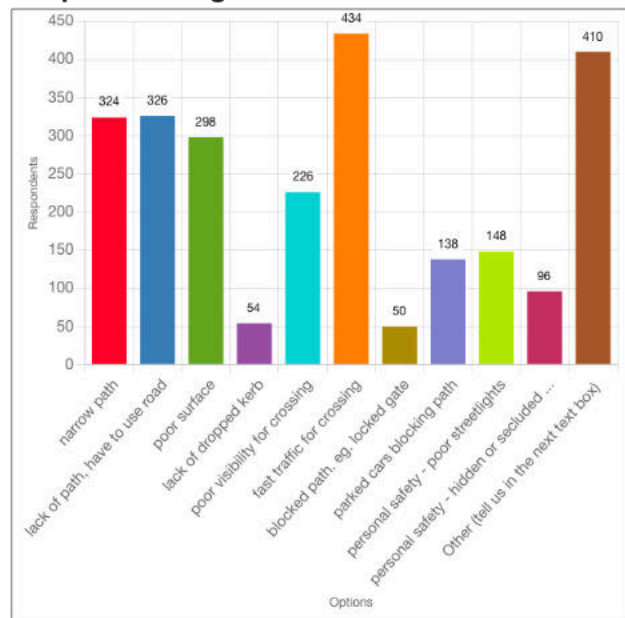
Continuing with the consultation summary:

- Near misses between active travel and vehicles showed the key places to be High Street, West Port, Spott Road, Back Road and Belhaven Road. Over

Map Showing Problem Places



Graph Showing Details of Problems



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



## 5 Route Options

to explore the data in detail. You can explore the consultation data yourself including all the comments on the project website at <https://connectingdunbar.org.uk/2024/03/route-options-next-steps/>

The foregoing analysis, consultation responses, the project team’s fieldwork and local knowledge as well as the project’s liaison with East Lothian Council informed the development of a series of route options.

These were distilled into 4 key active travel desired journeys:

- Route 1 West Barns to Dunbar centre
- Route 2 Hospital Road (southend) to Dunbar centre
- Route 3 Hospital Road (southend) to Spott Road retail area
- Route 4 Spott Road retail area to Dunbar High Street

For each of the above, a number of route options were created, along various existing roads and existing & proposed paths to accomplish the journey by walking, wheeling or cycling.

For each of the Routes described below, the first option, A, is always the existing road route, then subsequent options consider different paths, off road, lightly trafficked routes, and proposed new paths.

All options are scored against an established set of criteria:

**Safety:** Design should minimise the potential for actual and perceived risk of accidents for all users.

**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.

**Coherence:** Design should be continuous and consistent from origin to destination.



**Comfort:** Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.

**Attractiveness:** Design should complement and enhance its environment in such a way that cycling is attractive.

**Adaptability:** Design should consider the potential for future expansion and cater for an anticipated rise in the number of people cycling.

**Accessibility:** Design should comply with the Equality Act 2010 and cater for all types of bike (including those for disabled people, children and other specialist needs)

**Socio-economic:** Local businesses should benefit

**Deliverability:** Constraints and objections should be overcome in delivery timeframe.

The options appraisal is given below as a map for each Route and then a summary table. Dashed orange line denotes on the road sections of a route option. Solid orange line denotes off the road sections of a route option.

## 5.1 Route 1 West Barns to Dunbar Centre

Map Showing Options for Route 1 West Barns to Dunbar centre



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Summary Table for Route 1 Options

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 existing paths
To	Bleachingfield Centre	Bleachingfield Centre	Bleachingfield Centre	Bleachingfield Centre
Option score	-3	15	9	20

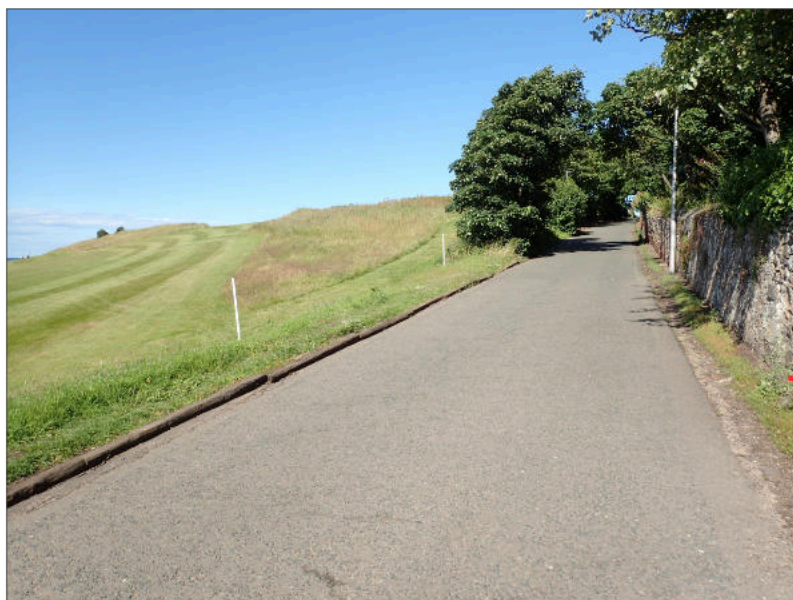
The detailed scoring of criteria with commentary for each route option is given in the appendices.

Selected representative photos are shown for each route option. The direction of each photo is in the sense of a route going from the periphery to the centre of Dunbar. Where the photo is facing the opposite direction, this is noted in the caption as 'reverse angle'.

Route Option1a Belhaven Road. Though 20mph, the community consultation showed that many respondents found that the island with short cycle lane priority did not work, and reported that vehicles pushed past them at the islands. There were a number of near misses reported and some actual accidents at these locations, most of which were not reported to the police and therefore do not form part of government datasets.



Route Option1b. Back Road is a popular and convenient route for many but our consultation data showed that it is also a significant 'problem place', with no pavement and a slippery muddy verge. The gradient is excessive (up to 10%) at the point shown in the photo, and this could be ameliorated by a switch back path into the adjacent municipally owned golf course.



I

Route Option1c North of railway. Reverse angle. The proposed path would follow the railway embankment from West Barns school playing field (behind the trees at the back of the field) along the foot of the railway embankment to the Bayview Circus in the foreground.





Route Option1d. South of railway. The proposed path would follow the south boundary of the railway embankment, across agricultural land to Hospital Road. The new housing at Halhill beside Hospital Road can be seen at the right hand side of the image.



## 5.2 Route 2 Hospital Road (southend) to Dunbar centre

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



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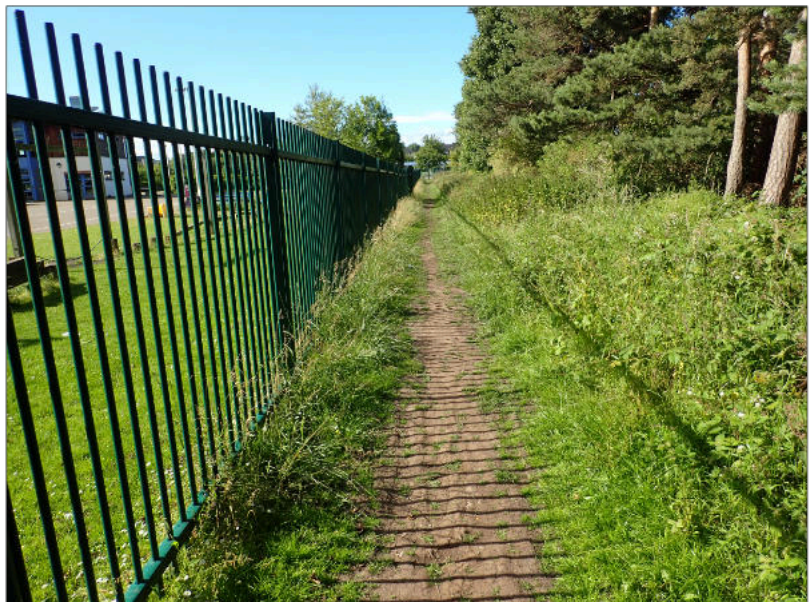
Summary Table for Route 2 Options

Route	2. Hospital Rd (southend) to Dunbar Centre	
	2a. Existing paths via Lochend 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 Option 2a . Brodie Road is a busy arterial road that serves most the Halhill development area in southern Dunbar. While pavements provide adequate provision for pedestrians and wheelers, cycles have just the road.



Route Option 2b. This path is already well used throughout the year, and the Local Authority own a 5m strip outside the school fence where the informal path currently runs.

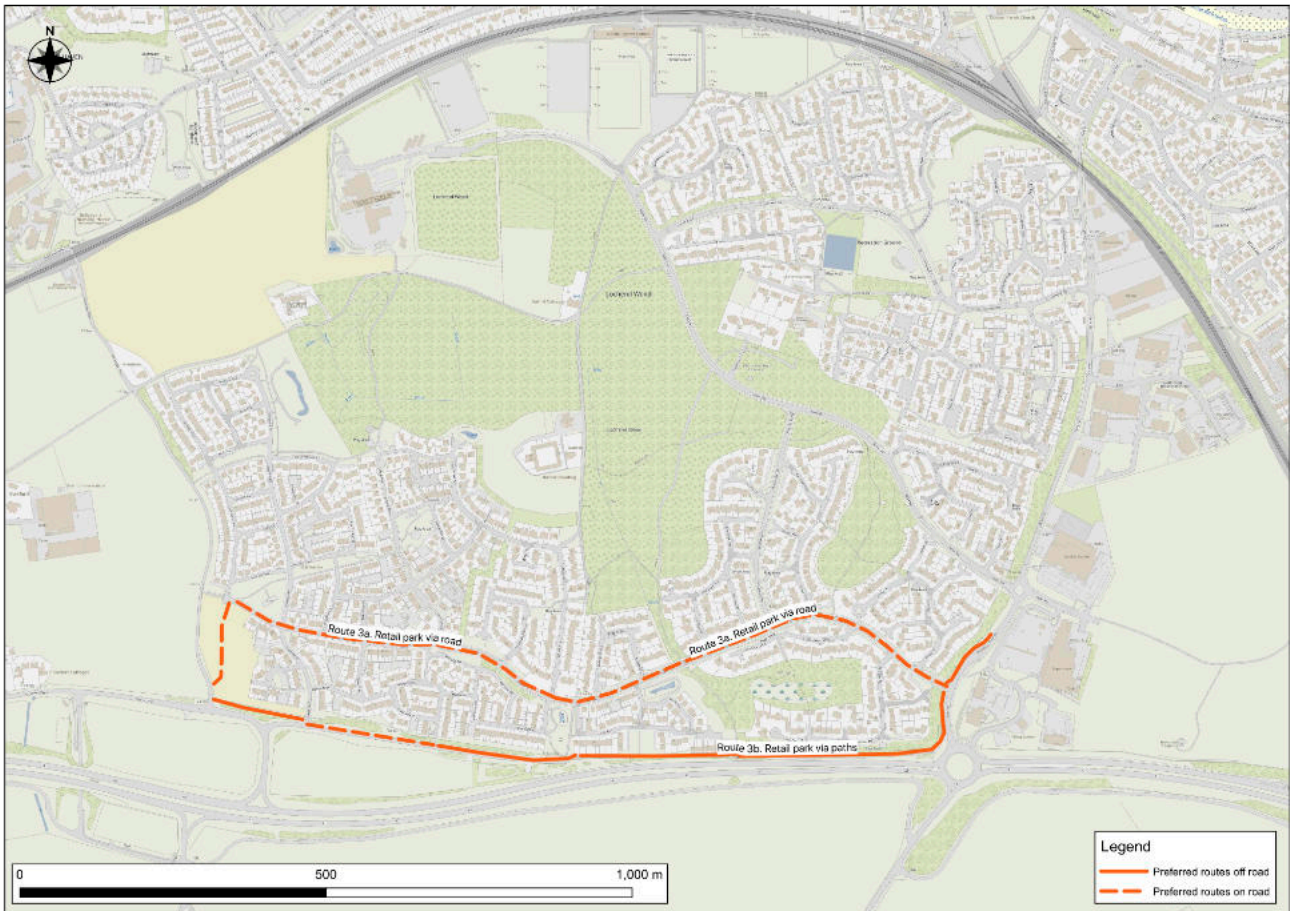


Route Option 2b. The path route at the main entrance gate of the school. Kerbs are not yet dropped even though this is a well used route.



### 5.3 Route 3 Hospital Road (southend) to Spott Road retail area

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



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#### Summary Table for Route 3 Options

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 Option 3a. Reverse angle. Brodie Road is a busy arterial road that serves most the Halhill development area in southern Dunbar. While pavements provide adequate provision for pedestrians and wheelers, cycles have just the road.



Route Option 3b. Reverse angle. We are proposing a short link path between the south ends of Hospital Road and Yosemite Park. This would replace the current practice of walking along the verge on an A1 slip road (as shown in the photo). The proposed path would be behind the scrub on the right of the image.



Route Option 3b. The image shows the end of the pavement on the former A1 section of Eweford Road, which currently has very little traffic on this section, there only being an informal entrance to Haines Drive, otherwise this is no through road to vehicles.



Route Option 3b. The current shared use path emerges onto Spott Road near the A1 roundabout. The proposed route is along a widened shared use pavement on the west side of Spott Road up to the retail area and road crossings.



## 5.4 Route 4 Spott Rd retail area to Dunbar High St

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



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### Summary Table for Route 4 Options

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 cemetery, 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 cemetery, 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

The detailed scoring of criteria with commentary for each route option is given in the appendices.

Route Option 4a. Spott Road is the very busy main entrance for vehicles to Dunbar, its small industrial area, and connection to the retail park. It is narrow and has poor provision for pedestrians and wheelers. The powerscooter in the image is crossing Spott Road but has no pavement to land on and therefore must travel on the road into this industrial area. There is no provision for cycles along Spott Road, most of



Route Option 4b. The route option may serve eastern parts of Dunbar but does not form an adequate direct route to Dunbar centre. Near Dempster Place the path is narrow and has several 90 degree bends (as shown in the photo) two of which have no visibility, calling into question safety in terms of collision, and also personal safety.

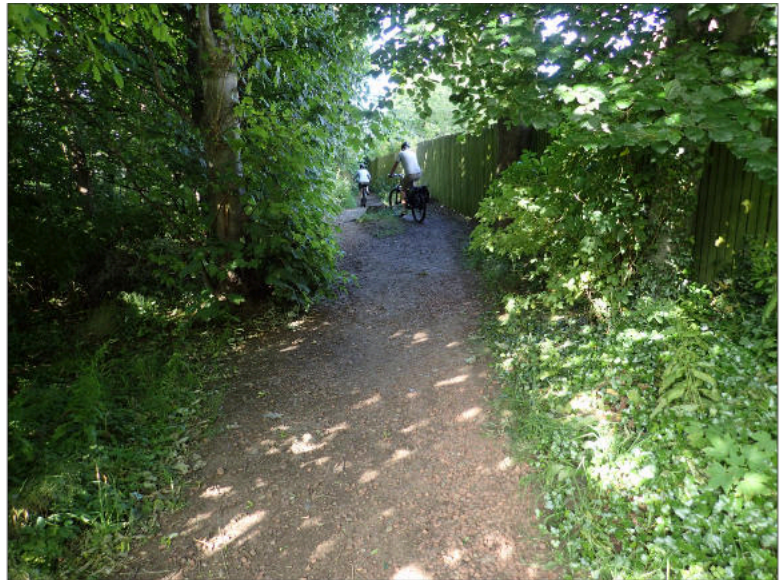


Route Option 4c. Kellie Road is a large arterial route leading to Lochend Primary School. There is ample room to widen existing pavements in the verge to create shared use or segregated cycle and pedestrian paths.





Route Option 4d. This route also uses the southern part of Kellie Road (with proposed widening of existing pavement as above) but then formalises a new short link between Kellie Road and Brunt Court and thence to Ashfield Park paths. The photo shows the current informal path in use.



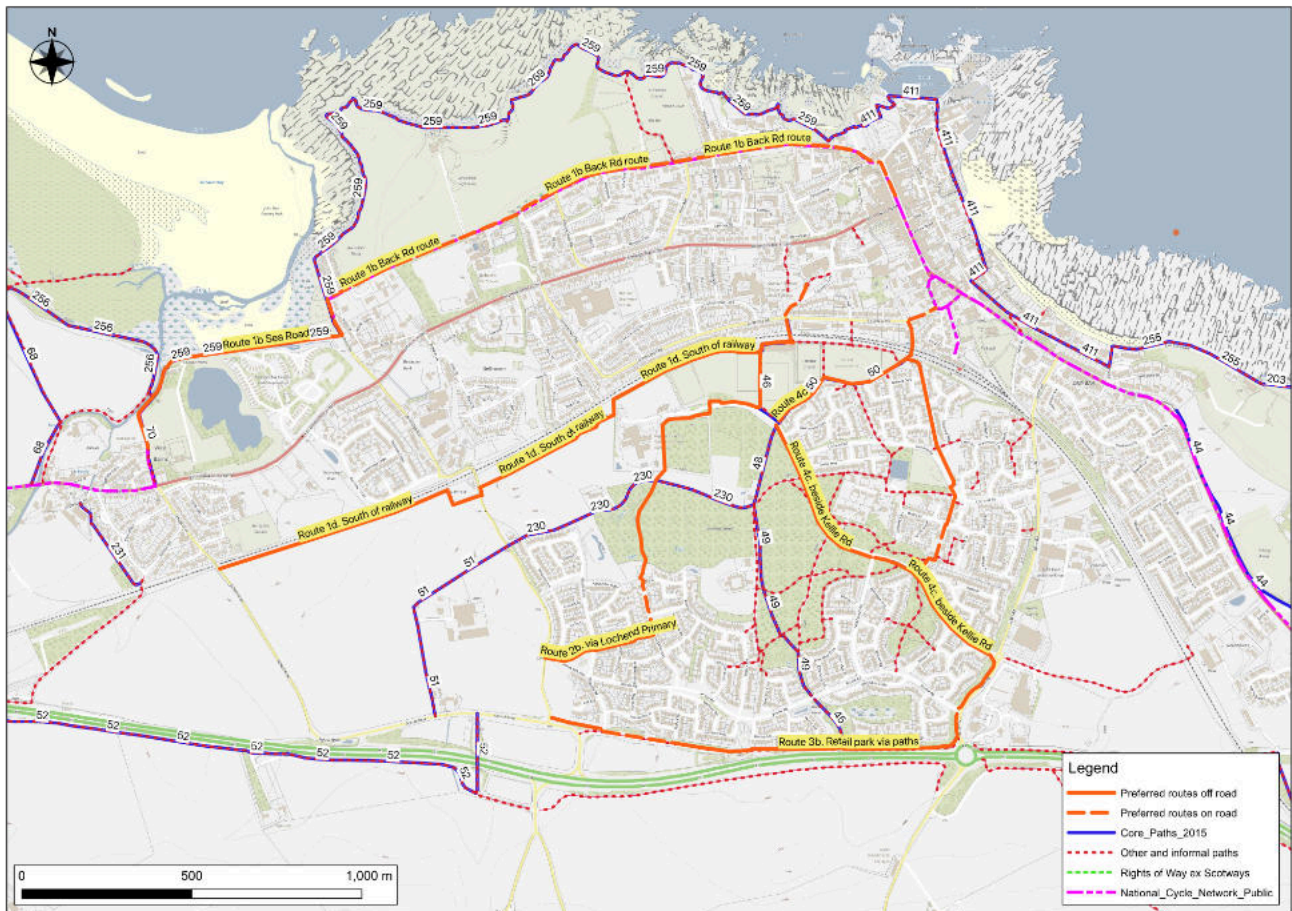


## 6 Dunbar Masterplan

The Route Options Appraisal above showed that a number of options are viable for all proposed active travel journeys on the 4 Routes.

The map below shows the Route Options that are proposed for further development in the forthcoming Stage 2 Concept Design, in the context of existing paths and routes. It shows that the new routes complement existing routes and also contribute to an improved National Cycle Network Route through the town.

**Map of Preferred Routes to Develop Further in Stage 2 Concept Design**



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**Table of Routes to Develop Further with Indicative Budget and Constraints**

Route	Route Options	Score	Development Constraints	Budget
<b>Route 1. West Barns to Dunbar centre</b>	1b. Back Road route	15	Hill on back road excess gradient, requires switchback in golf course	££
	1d. New E-W cycle south of railway	20	Landowner agreement	£££
<b>Route 2. Hospital Rd (southend) to Dunbar Centre</b>	2b. Lochend School Route	15	No significant constraints	££
<b>Route 3. Hospital Rd (southend) to Spott Rd retail area</b>	3b. Path route	22	No significant constraints	££
<b>Route 4. Spott Rd retail area to High Street</b>	4c. New path beside Kellie Rd	18	Street lighting may need moving or path segregated along line of poles	£££
	4d. Ashfield Park route with new and existing paths	17	No significant constraints	££

The table above shows the significant constraints identified. It shows that landowner agreement is the key constraint on two of the path route options. A Project Risk Register and a Designers Risk Register have also been prepared.

A number of different intervention types are proposed on each of the routes. In the next project Stage 2 Concept Design, these will be detailed individually as part of the design process. The table below summarises the types of interventions proposed at the current project stage.

## 6.1 Liaison

The construction phase of the project will be carried out by East Lothian Council (ELC) because Transport Scotland has ceased to provide that funding to other organisations. The project team is liaising closely and regularly with ELC to ensure that this collaborative project is delivered.

## 6.2 Preliminary Plan for Action

Stage 2 Concept Design is the next project stage. Stage 2 has a series of prescribed activities and deliverables that will be carried out. The project action plan will be created at that point because the first detailed designs and costings will be produced.

However there is some flexibility on where the focus of activity should be.

Each route (as given in the table above) has some elements where some simple, low cost interventions such as dropped kerbs, path widening into grassed areas and signage are required.

Other sections on some of the routes require significant works, relocation of services and new path construction. With the exception of Route 1b Back Road, the interventions are not on the highway, though they do interface with the highway. This simplifies construction and permissions.

The table below summarises the types of interventions proposed at the current project stage.

**Table of Proposed Intervention Types for Preferred Route Options**

Route Options	Intervention:	Signage of routes	Removal of obstructions	Widening existing path	Improve surface existing paths	New paths	Traffic calming	On road cycle lane markings	Cycle contraflow	New toucan signalled road crossing	New unsignalled road crossing	Road Junction remodel
	Description:	Waymarking of routes to make legible	Drop kerb, improve chicanes, open gates	Widen to allow shared used	Improve surface to make more desirable	New shared or segregated paths	Vehicle speed reduction measures	Soft segregation by line markings	on one way streets			
<b>1. West Bams to Dunbar centre</b>												
1b. Back Road route		✓	✓	✓		✓	✓	✓	✓			
1d. New E-W cycle south of railway		✓	✓			✓					✓	✓
<b>2. Hospital Rd (southend) to Dunbar Centre</b>												
2b. Lochend School Route		✓	✓	✓	✓	✓						✓
<b>3. Hospital Rd (southend) to Spott Rd retail area</b>												
3b. Path route		✓	✓	✓	✓	✓	✓			✓	✓	
<b>4. Spott Rd retail area to High Street</b>												
4c. New path beside Kellie Rd		✓	✓	✓			✓					
4d. Ashfield Park route with new and existing paths		✓	✓	✓		✓					✓	✓

In Stage 2 Concept Design, each route should be broken down into discrete sections and a Table of Interventions produced that detail what is required and where. These will feed into the costing. Liaison with ELC will be required to agree how interventions will be prioritised, and it may be that

ELC will decide to implement the smaller, lower cost interventions rather than look at a route holistically. The project team will need to negotiate a satisfactory outcome in terms of extent and level of service for each route.

## 7 Conclusions

The following conclusions are drawn from Stage 1 Feasibility:

- Dunbar and West Barns are a relatively small and compact urban area which could be a real 20 minute settlement.
- Travel times anywhere in the settlement are 10 mins by cycle and 30 mins by foot.
- Poor infrastructure and a lack of masterplanning new developments has led to suboptimal active travel uptake, particularly on bikes.
- Road safety is the key barrier reported in successive consultations.
- Consultation data shows clearly the numerous problem areas, and where near misses have occurred.
- Traffic calming could be applied much more extensively in Dunbar.
- Existing active travel infrastructure is disjointed, incomplete and lacks signage.
- 4 routes have been developed and options for each of these routes appraised.
- A series of 6 route options has been selected for further development.
- These routes would have a transformational effect in creating an active travel network in Dunbar and West Barns.





# 8 Appendices

## **Design**

- 8.1 Active Travel Policy Context
- 8.2 Business Case
- 8.3 Environment and Sustainability Review
- 8.4 Traffic count data for Countess Crescent crossing area
- 8.5 Project Risk Register
- 8.6 Route Options Appraisal with Maps

## **Community Engagement, Communications, and Behaviour Change**

- 8.7 Public Life Survey summary
- 8.8 Map based Consultation Report

## **Permissions**

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