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Document Title	East Lothian Council Proposed Local Transport Strategy - Public Response to Consultation

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REPORT TO: Members' Library

MEETING DATE:

BY: Depute Chief Executive (Partnership and Services for Communities)

SUBJECT: Local Transport Strategy – Public Response to Consultation

1 PURPOSE

- 1.1 The purpose of this report is to advise Members of the results of the Local Transport consultation exercise undertaken with the public and partner organisations and stakeholders.

2 RECOMMENDATIONS

- 2.1 To note the content of the report.
- 2.2 To note that the final version of the Local Transport Strategy including amendments which have been based on responses to the consultation exercise will be presented to Council on October 30th 2018 for consideration.

3 BACKGROUND

- 3.1 On 27 February 2018, East Lothian Council agreed to approve the draft Local Transport Strategy, associated plans and supporting documents for consultation.
- 3.2 There were two aspects to the consultation; a series of public and stakeholder engagement workshops, and an on-line survey.

Public and Stakeholder Workshops

- 3.3 Six public engagement workshops were held in the main towns with a final 'wash up' meeting in Gullane to allow individuals who were unable to attend the main events to contribute to the consultation process. In total just over 100 people attended the workshops with attendance numbers ranging from 26 in Dunbar to 0 in Prestonpans (Table 1). In

addition, a stakeholder meeting was held which was attended by seven organisations – Sustrans, Sustrans, Scottish Natural Heritage, City of Edinburgh Council, East Coast Buses and Prentice Coaches.

Table 1: Public Engagement Workshops

Workshop	Date	Number of attendees
Tranent	17 th April	15
Haddington	18 th April	21
North Berwick	19 th April	20
Dunbar	24 th April	26
Prestonpans	25 th April	0
Musselburgh	26 th April	14
Wash up - Gullane	9 th May	5

- 3.4 The public engagement workshops involved a 10-minute presentation explaining the reasons for the Local transport Strategy review and describing the National, Regional and Local transport landscape changes since 2001. The workshops were planned to encourage an open debate, discussion and opinion on the transport strategy's five themes – active travel, local transport, parking, road maintenance and road safety. Copies of the Strategy, Plans and fact sheets were provided at each of the discussion tables in the workshops.
- 3.5 A detailed synopsis of matters arising from the workshops has been recorded in Appendix A – Record of Matters Raised at Public Engagement Workshops. The matters of interest varied between towns. The following section provides a summary of the key issues arising from the workshops.

Tranent

- 3.6 Under the theme of active travel – improving cyclists' safety, bikeability training and improved secure cycle storage. On the theme of Local Transport, concerns were raised about the amount of housing development and consequential traffic congestion and there was support for a request to construct a bypass. The cost of bus fares was challenged as being too expensive. Under parking management, concerns were raised about informal park and ride practices and support expressed for the provision of a designated park. The workshop identified several locations as requiring repair and suggested that road

marking of high-speed roads should be a priority. Finally, under road safety, participants raised concerns about air quality, speeding, and safer crossing points.

Haddington

- 3.7 On the theme of active travel, participants commented on cycling on footpaths, cyclists' speed and rural roads being unsafe for cyclists. On local transport, participants suggested a shuttle bus for council employees to allow public access to the John Muir House car park, commented that bus fares are too high and supported the re-opening the Haddington rail branch line. The parking discussion group was well attended by traders and the discussion focused the Haddington Access Study (although that did not form part of this consultation), High Street parking, the need to improve enforcement and increase turn-over and potential charging with a controlled parking zone extended to accommodate residents. On the subject of road maintenance the main areas of interest were general footpath condition and road safety around schools.

North Berwick

- 3.8 The active travel and road safety discussion groups focused on narrow footpaths in the town centre, rural road cycle safety and possible pedestrianisation of the High Street. Under the Local Transport theme participants suggested that direct links to hospitals and local settlements should be considered and a responsive local bus service would help residents access the town more freely. The discussion on parking highlighted that the town suffers from a lack of turnover, and participants supported charging and enforcement. On road maintenance, participants raised concerns about the condition of the A198 and suggested that the Council should prioritise the main arterial routes.

Dunbar

- 3.9 Under active travel comments centered on the perception of safety for walkers, that footpath links are missing, causing road safety concerns. Better access to the station was identified as a priority. Participants generally agreed that public transport was good but fares too high and they suggested improved links to hospitals and other attractions. With respect to parking, residents of the high Street would welcome a residents parking scheme. This workshop was unanimous in the view that charging is not required in Dunbar. Under the road maintenance theme participants agreed that the condition of roads is general satisfactory but public utility reinstatements are poor and that the use of social media to inform the public of roadworks should be encouraged. On road safety, fear over red light jumping at Countess Road and difficulty in crossing the A1 at Spott Road were highlighted as concerns and there was support for a cycle lane on Spott Road.

Musselburgh

- 3.10 At this workshop discussion around the active travel theme was stimulated by a parallel consultation on future proofing Musselburgh infrastructure. Concerns were raised about the placement of wheelie bins and cycling on footpaths due to traffic volumes. Under the Local transport theme participants raised the option of introducing road pricing or Low Emission Zones and that bus services could be improved. The parking theme discussion focused on the Mansfield area, the impact of indiscriminate parking on local residents, and that a controlled parking zone with increased enforcement could help. Concern was raised about school travel time drop off. With respect to road maintenance, participants thought that the volume of traffic is detrimental to the maintenance of the network and that measures to address congestion would extend pavement life. Finally, on road safety the volume of traffic was highlighted as a barrier to active travel.

Stakeholders

- 3.11 A further meeting was held with stakeholders (statutory partners, organisations, transport co-ordinators and operators, and businesses) on 29 May to debate Local Transport Strategies and policies at the local East Lothian level. Formal written responses to the consultation are provided in Appendix B: Stakeholder Organisations' Consultation Responses.
- 3.12 Feedback from partner transport organisations was supportive of the Council's desire to deliver an ambitious Transport vision. Sustrans are supportive of the ambition of the Council to increase the proportion of journeys by active travel means and provide significant investment to deliver the Strategy. Cycle Scotland welcome many of the proposed interventions to change attitudes and behaviour and support the use of parking control measures to influence travel choice. Transform Scotland commends the Council preparation of a revised Local Transport Strategy and that the transport-planning objective are in line with National goals to mitigate against climate change and improve public health. They ascertain that the Strategy comprehensively describes the challenges faced by the Council and that sufficient targeted funding is necessary accompanied by further investment from Transport Scotland to deliver the Strategy.

On-line Survey

- 3.13 The on-line consultation ran between 30 March to 10 May 2018. The survey, which was hosted on the Consultation Hub page of the Council website sought views and comments on the draft strategy and polices. A total of 500 responses were received, 486 from individuals and 14 from organisations The full results of the online survey are contained in a separate report in the Members Library. The following section of this report provides a summary of the key results of the survey.

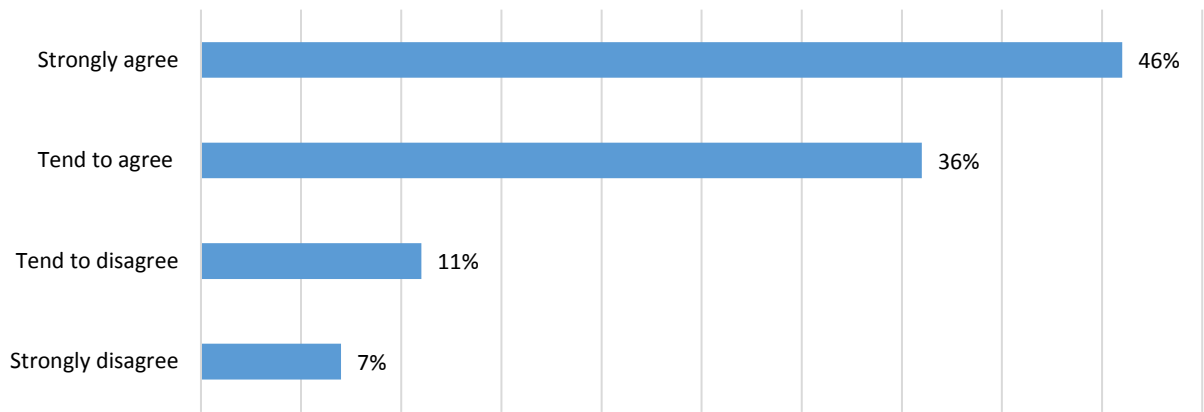
- 3.14 The age profile of respondents suggests that the survey was over-representative of the 35-64 age group and that those under 25 and 75 and over were under-represented.
- 3.15 The survey respondents also included more car owners than the general population – 93% of respondents owned 1 or more vehicles and 53% owned 2 or more vehicles, whilst the 2017 residents' survey suggested that only just over 80% of East Lothian residents own 1 or more vehicles.
- 3.16 The location of respondents by area is shown in Table 2. This shows that Dunbar and East Linton ward is over-represented in the survey respondents, possibly as a result of the active campaign against possible car parking charges that was run in Dunbar (see paragraphs 3.29 and 3.30).

Table 2: Location of respondents to on-line survey

Location of respondents	No.	Location of respondents	No.
Musselburgh & Wallyford	70	North Berwick, Dirleton, Gullane	79
Prestons, Seton Gosford	45	Haddington	62
Tranent, Ormiston, Pencaitland	53	Dunbar and East Linton	172
Edinburgh	5	Midlothian	2

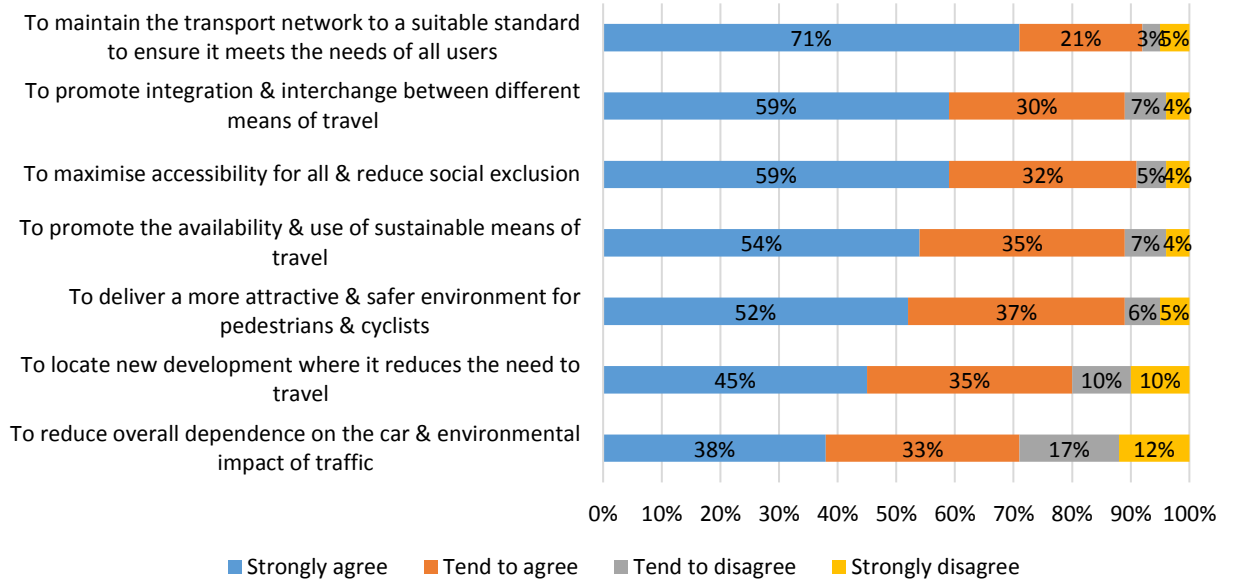
- 3.17 The over-representation of car owners and of respondents supporting the Dunbar campaign suggests that survey response has a slight bias in favour of proposals that benefit car owners.
- 3.18 Over 80% of respondents agreed (tended to agree - 36%; strongly agreed – 46%) with the vision set out in the Local Transport Strategy. {Note that the percentages quoted in this report discount respondents who did not answer the question or said Don't know/ not sure – i.e. they only count the respondents who expressed an opinion on the question.}

Graph 1: Extent to which agree / disagree with proposed LTS Vision

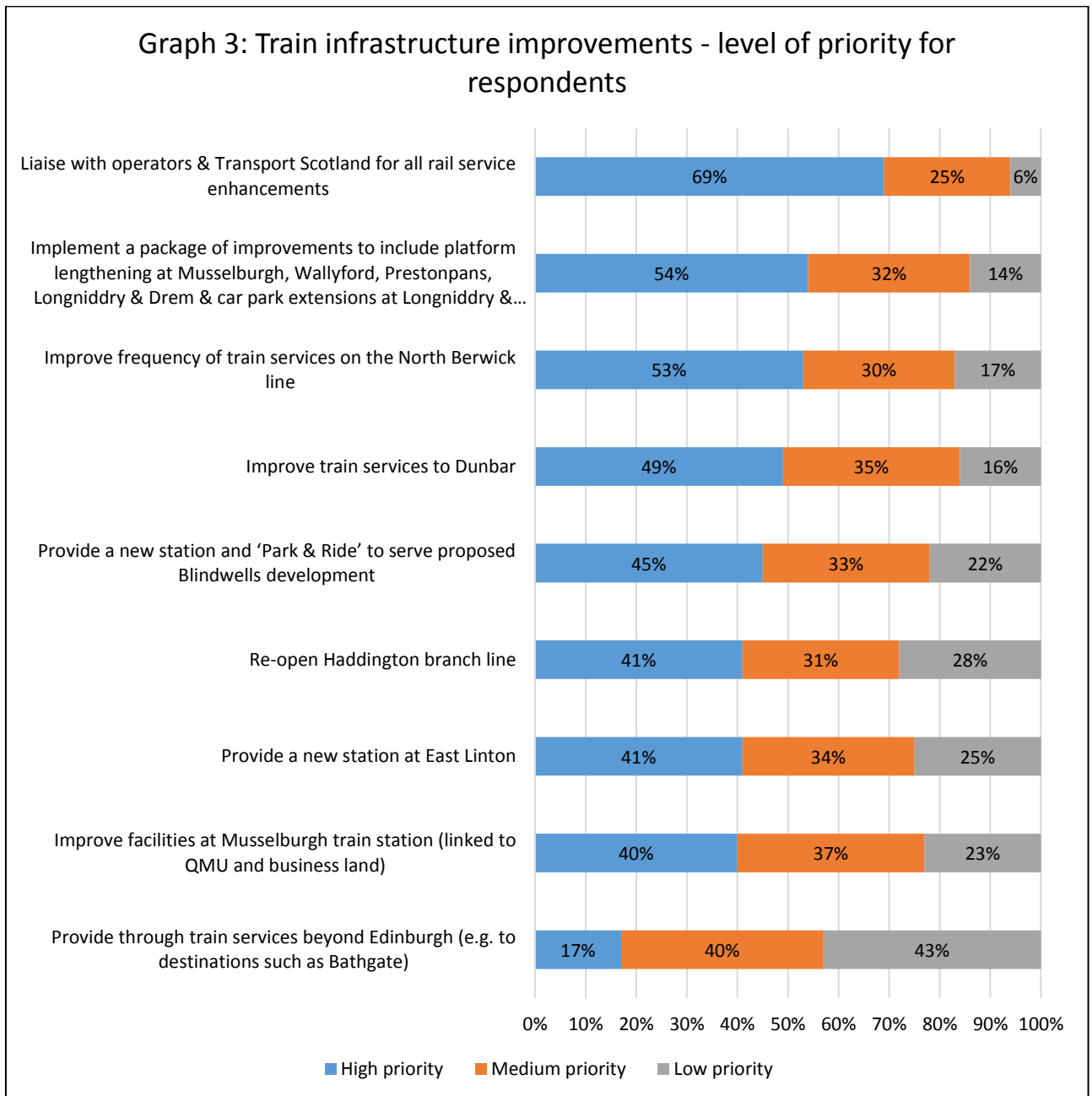


3.19 All seven of the strategy's objectives received support from a significant majority of respondents. The percentage of respondents strongly agreeing and agreeing with the objectives ranged from 92% (To maintain the transport network to a suitable standard to ensure it meets the needs of all users) to 71% (To reduce overall dependence of the car and the environmental impact of traffic)

Graph 2: Extent to which agree / disagree with proposed LTS objectives

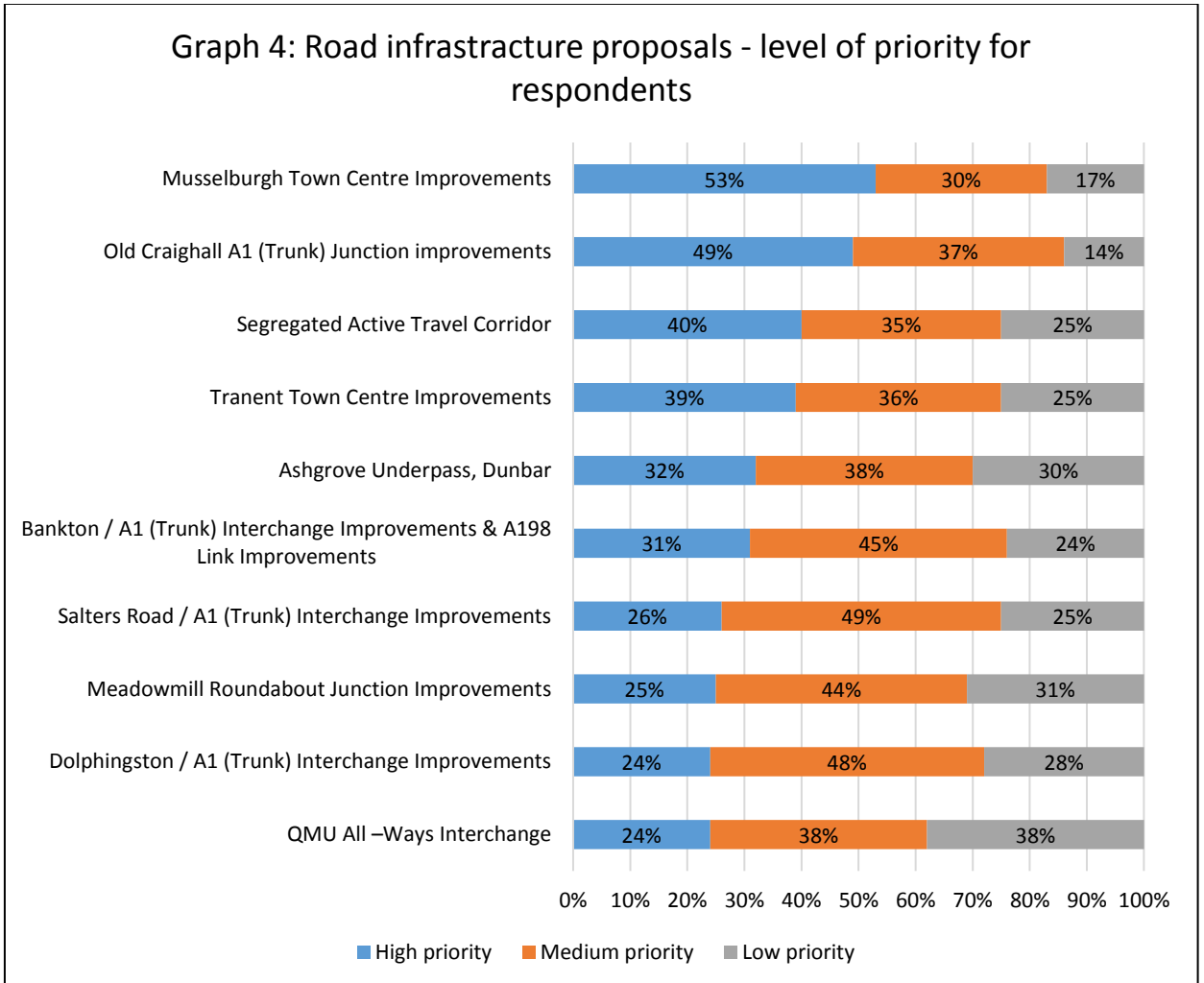


3.20 Graph 3 shows the level of support for each of the options presented for possible train infrastructure improvements. This shows highest priority given to liaising with operators and Transport Scotland for all rail service enhancements (69%); improvements to stations (54%); improving train services on the North Berwick Line (53%); and improving services to Dunbar (49%).



3.21 There was a slightly lower level of support for the options set out in relation to road infrastructure. Musselburgh Town Centre improvements received the highest level of support – High Priority (53%), followed by Old Craighall A1 (Trunk) Junction improvements (49%). However it

should be borne in mind that the response to this question would have been influenced by the amount of knowledge respondents had about the options and the direct significance of the options to respondents and there was a relatively high level of no respondents to this question.



3.22 The set of question about public transport showed that there was high level of agreement with the statements that the Council should prioritise the use of resources to support bus services which deliver the greatest benefits to communities (90% agreed); and the council should explore the potential use of Council vehicles by communities in the evenings/ at weekends (81%). There was slightly less support (just over 50%) for the statement that bus services in East Lothian are fit for purpose.

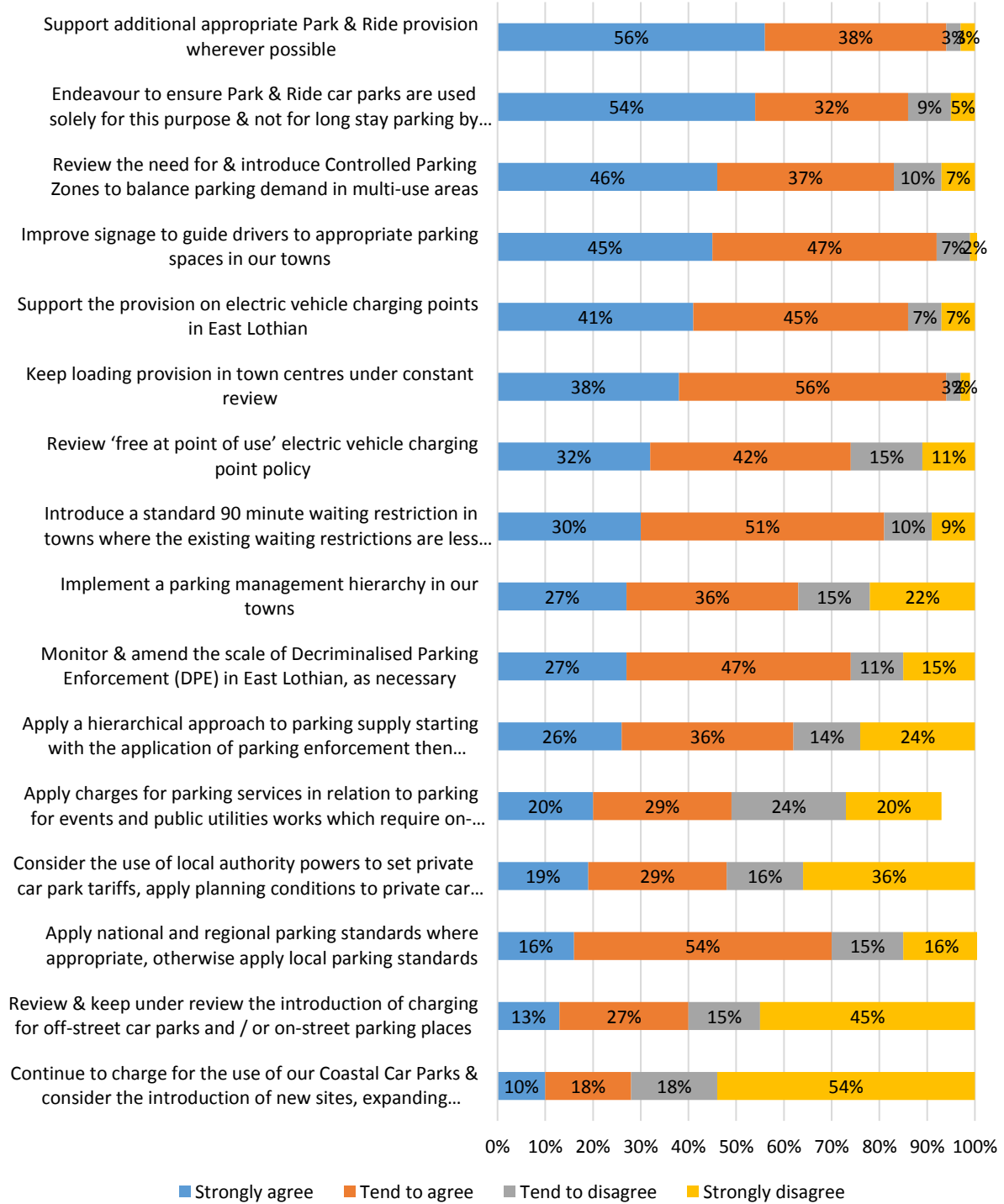
3.23 There was strong support for various proposals to improve road safety; in particular:

- Exploring innovative solutions such as reducing street furniture, and introducing passively safe sign posts and lighting columns

- Providing training, information and resources to schools and offer young driver education / awareness raising to help them address road safety issues.
- 3.24 Active travel improvements to enhance the core path and local road network, promote cycling and working with public transport providers to increase connectivity for journeys made using different travel modes received high levels of support. However, promoting bike hire with local businesses and bike storage received less support.
- 3.25 Respondents generally agreed with the proposed road maintenance policies to apply preventative maintenance treatments, to target the worst condition and apply whole of life practices to footways, to upgrade street lighting to LED standards with galvanized columns. However, respondents did not agree with replacing street furniture every 4 year.
- 3.26 Graph 5 shows the varying levels of support for the options presented in relation to parking management. Nine of the proposals received very high levels of support (over 70%), with particularly strong for the following proposals:
- Support additional appropriate Park & Ride provision
 - Keep loading provision in town centres under constant review
 - Improve signage to guide drivers to appropriate parking spaces in our towns.
- 3.27 Three proposals for tightening up on parking in town centres were supported by a significant majority of respondents:
- amending decriminalised parking enforcement as necessary
 - review the need for and introduce controlled parking zones
 - introduce a standard 90 minute waiting restriction in towns.
- 3.28 There were lower levels of support for proposals relating to car parking charges:
- review coastal car park charges
 - introduce on-off street parking charges
 - charge for parking services in relation to event management and public utility works
 - use planning – legislative means to set private car park tariffs.
- 3.29 It should be noted that views about the introduction of car park charging varied between areas. A majority of respondents from North Berwick, Tranent and Haddington supported the introduction of charges for off street car parks and/ or on-street parking places; respondents from Musselburgh and Prestonpans were fairly evenly split on this option; whilst a large majority of respondents from Dunbar were opposed.

3.30 The high level of response and higher than average negative view about the option of introducing car parking charges is likely to have been influenced, at least in part, by the campaign being run in Dunbar by the Dunbar Traders' Association. A petition to stop High Street parking charges as this might deter shoppers from visiting the High Street with over 1,900 signatures has been submitted to the Council.

Graph 5: Parking proposals - extent to which agree / disagree



4. POLICY IMPLICATIONS

- 4.1 These proposals will contribute towards The East Lothian Council Plan - 2017-2027 (Local Outcome Improvement Plan) (LOIP) and the Council Plan (2017-2022) objectives and strategic goals - to grow our economy, to grow our people, to grow our communities and our capacity as a Council.
- 4.2 The Road Safety Plan has been approved by the East Lothian Partnership and the Safe and Vibrant Communities Partnership.
- 4.3 These proposals will add value to the LOIP supporting businesses, support strong resilient communities, living in high quality environments, and enjoying healthier lives.

5. INTEGRATED IMPACT ASSESSMENT

- 5.1 The subject of this report will affect the wellbeing of the community or have a significant impact on equality, the environment or economy. Accordingly, an integrated impact assessment has been completed.
- 5.2 A Strategic Environmental Appraisal consultation was undertaken in accordance with The Environmental Assessment (Scotland) Act 2005 to assess the likely significant effects on the environment of implementing the Local Transport Strategy and associated plans. The Local transport Strategy falls within the scope of Section 4(1) (a) and 5(3) of the Act as the LTS includes but not limited to the planning and development of transport infrastructure.
- 5.3 Feedback from the statutory consultees is contained in Appendix D: Consultation Response from Constituent Authorities. SEPA have identified the potential impact on air quality because of the Strategy. Consideration should be given to the introduction of Low Emission Zones (LEZ) and partnership working with the City of Edinburgh and public transport providers in addition to the Air Quality Management area (AQMA) to mitigate transport growth and dispersal of pollutants. The response from Historic Environment Scotland (HES) identifies several interventions that may affect environmental sites. HES recognizes that the interventions proposed at this stage are high level and further development will be necessary to ascertain the level and degree of mitigation. HES looks for the Strategy to be prescriptive on the need for assessment to identify appropriate mitigation being adopted early within the design stage. Scottish Natural Heritage (SNH) welcomes the detail provided within the Environmental Report being thorough and comprehensive and the ongoing requirement to monitor the Strategy in accordance with the legislation.

6. RESOURCE IMPLICATIONS

- 6.1 Financial - The delivery of the interventions necessary to implement the Strategy and associated plans cover a 5-year period is estimated to be a total of £69 million (capital and revenue). However, it is likely that these will be required over a period of time dictated by the rate of development within East Lothian. Current expenditure on asset management – maintenance and renewals £50m, transport interventions £5m, parking improvements £3m, road safety £1m and £10m for active travel.
- 6.2 Personnel - Not applicable
- 6.3 Other - None

7. BACKGROUND PAPERS

- 7.1 East Lothian Council – Local Transport Strategy and Associated Plans for Approval (Subject to Consultation and Amendment as Appropriate); Report to Council 27th February 2018
- 7.2 East Lothian Council Draft Local Transport Strategy; Report to Council, 19th December 2017

Appendix A: Record of Matters Raised at the Public Engagement Workshops

Appendix B: Stakeholder Organisation Responses

Appendix C: Responses from Constituent Authorities to the Strategic Environmental Appraisal

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DATE	24 September 2018

Appendix A: Record of Matters Raised at the Public Engagement Workshops

Tranent Workshop - 17th April 2018

Active Travel

- Tranent to Elphinstone – improve the connection for cycling
- Path issues on Tranent to Elphinstone paths with dog poo
- Bus Services on the Elphinstone Road narrow footpath and poor street lighting
- Ross High school, cycle parking could have better security that could encourage more cycling
- More cycle parking needed in Macmerry Primary school
- Not safe to cycle on the road from Macmerry to Longniddry Rail Station, could a safe path be provided?
- HGV driver, “cyclists are impatient and weave amongst traffic ignoring lanes, HGV drivers are having to undergo cycle training and I think all cyclists should receive training too”
- Our schools are struggling to deliver Bikeability cycle training as there are not enough volunteers
- Cars park in cycle lanes
- More secure cycle parking in town centres
- Tranent to Elphinstone core path overgrown in places with Dog fouling a problem.
- Elphinstone path at side of road (between Tranent/Elphinstone) overgrown.
- Would like improved walking/cycling links to rail network.
- Bike Racks at Secondary school results in vandalism/theft – can these be repositioned to less public area?
- 30 bikes used at Macmerry Primary with little or no storage.
- Coal Road linking to Longniddry not good for cyclists as bends in road – high speeds.
- Cycle training needed for adults.
- A Lorry Driver mentioned that they now have to do one days training on a bike.
- Parent Councils are struggling to get bikeability into schools – need investment and volunteers.
- On defined cycle routes and paths in urban situations, vehicles park in these – need enforcement.
- Core paths need better promotion and maintenance to encourage more use.

Local Transport

- Concern raised by delegates that the new housing allocated to the south of the town and that all traffic is routed on to the Ormiston and Elphinstone roads. It was emphasised that the routes did not have continuous footpaths and were not capable of taking the additional traffic. It was alleged that McTaggart and Meikle advised the Tranent Community Council that the Birsley road junction was at capacity. The Community Council believed that the existing infrastructure was incapable of taking the additional traffic. The Community Council enquired why a bypass is not being considered.
- The Community Council asked that if a feasibility study be carried out to assess bypass options and that funding be made available to deliver in the next 5 years.
- Concern was raised about access to Polston Park and that a safe crossing facility was needed.

- Concern was raised over the proposal to introduce a gyratory in the town centre which runs past the High School. Participants believed that this presented a unwarranted risk. Members of the Community Council would oppose this intervention.
- The Community Council complained that a significant matter was the volume of passing traffic from the southern hinterland and this was exasperated by poor connectivity to public transport including rail. They asked that park and rides be made available on the Ormiston road, Haddington road and Edinburgh road. Another issue was poor or infrequent bus connections. Tranent is not served as well as it was with public transport. People have to walk too far to a bus stop.
- A proposal was made by a representative of the Community Council that the Council should intervene on bus fares on supported and commercial services. The price is too high and lingering would potentially encourage more public transport.
- The community council welcomed the proposal to integrate public transport but they were not convinced that this was achievable because bus services did not align. i.e. buses left before the connecting service arrived.
- There should be more buses on the No.44 route leaving from Castle road at peak times. There are only 3 buses at rush hour
- Bus Fares need to reviewed – too expensive and unfair zone systems in places particularly for shorter journeys – say between Tranent and Macmerry.
- Bus routes are not inclusive enough – route no. 44 doesn't go through West Windygoul – no buses do!
- The proposal for rail improvements were questioned and it expressed that this would not change people's behaviour because they did not service Tranent or the car parks were full. Questions were asked with respect to the longer term proposals for the rail network and an explanation regarding the 4 track safeguard given. Details for longer platforms also discussed.
- A question was raised with regard to integrated ticketing. An opinion was expressed that the oneticket was no longer fit for purpose. It was believed by the group that improvements to simplify the use of new technologies would assist older people in its use.
- The group was asked what would encourage walking to school. Concerns were raised about indiscriminate parking and footpath links being in a poor state of repair. Cyclic maintenance was lacking and needed to be improved. It was also expressed that kids were generally dropped off by parents going to work and therefore could not be walked. It was asked if a minimum age to allow kids to school was set by the parent. They expressed that they were comfortable allowing kids to walk to school without parental guidance as long as it was safe. i.e. segregated and have safe crossing points.
- Cost of public transport for short journeys and more expensive to travel east
- Connect Ormiston to Tranent and Tranent to Wallyford for the Park and Ride
- Put Bus Lanes on the by-pass to improve times and priority over cars

Parking

- One of the main concerns expressed by the groups was people on the outskirts of the town and within the wider community of the Faside Ward (Ormiston, Pencaitland) driving into Tranent parking all day and then commuting to Edinburgh. With no restrictions in place in a number of carparks (Loch Centre, Lindores Drive etc) this would just continue. This then had an impact on the parking provision. Concern was expressed by local businesses that this had a negative impact on their business. The group would like to see a park and ride on the outskirts of the town and suggested Ormiston Road and or Edinburgh Road across from Jet

Garage as possible sites. With good bus services, it was felt this would reduce people parking all day and free up spaces within the town. It was also suggested to introduce time Restrictions within existing carparks particularly Loch Centre. This would prevent people parking all day and help with turn over. Additionally, the layout of Parking and loading bays could be improved with increased enforcement of existing restrictions and any new restrictions.

- One of the other reasons given by the group as to why people drive to Tranent and then get a bus onwards was because of the cheaper fare from Tranent. A ticket was a lot cheaper from Tranent than from nearby villages (Ormiston, New Winton, Pencaitland) and because it was cheaper lot of people travel to Tranent by car to avail of the cheaper fare. It was suggested to lobby bus operators to reduce fares from nearby villages. ELC subsidises bus fares to make them comparable to nearby villages
- Insufficient parking attendants to manage existing parking restrictions within the town and surrounding villages, especially time restrictions on the High Street. The consensus of opinion was that they would like to see additional parking attendants enforcing the restrictions. Although the business representative felt that, to ensure this did not have a negative impact this should be proportionate and not detrimental to businesses.
- Some residents felt that increased enforcement and any additional restrictions on the High street would displace cars to resident's streets, which would have an impact on people living within those streets. A discussion on control-parking zones (CPZ) for residents followed, that would allow them to park and restrict non-residents. This would again need to be enforced and an increase in parking attendants would be required to effectively manage this. Charge and not charging for a residents permit was discussed.
- Lack medium and long stay parking was a problem. It was remarked that increased parking provision is proposed for Foresters. The group would like to see this being utilised more and have timed restrictions in place Monday to Friday with no restrictions at weekends to allow the community to use this to help with footfall on the high street. It was suggested introducing Park and ride with good bus links.
- Lack parking in and around Polson Park especially during football games, resulting in on street parking problems in the vicinity of football pitches. It was suggested to increase parking supply near Polson Park and introduce CPZ.

Road Maintenance

- Reduce the amount of vehicles on the road and that will reduce wear and tear.
- Bus fares are expensive for short journeys in East Lothian
- Carlaverock area: Issues when being built over planting next to path and now roots breaking through footpaths (advised that there is a new approach and different less invasive species are now used)
- Road markings on strategic routes should be given priority
- Segregated cycle routes: providing direct connection such as Tranent to Macmerry should be "safe to cycle and fully segregated. Suggest putting both lanes on the north side"
- A complaint re. tree stumps being left with associated trips in the Carlaverock Area. A marked up map available
- It was highlighted that the Bankton Roundabout – Cemetery Road was in a poor state of repair
- A depression was reported in footway outside Macmerry Club
- It was reported that the road floods on the lower section of Tranent Mains Road
- Generally, the condition of roads in the Coalgate area were considered poor.

- The road was reported to be uneven between Tranent and Macmerry makes cycling difficult. It was suggested the road was wide enough to provide have segregated facilities.

In general terms:

- Pavement condition was generally okay
- The ideas in the Strategy need to be clearer
- Private contractors were considered to be quicker and better than our DLO
- Some private contractors work was of poor quality
- The Council should spend more on footways
- There was a disparity in bus fares which was turning Tranent into a Park and Ride
- The Council should make road marking of high speed roads a priority
- There used to be a list published of all planned works. This should be re-introduced

Road Safety

- Issues at Schools at peak times drop off and pick up which has a negative impact on the wider road network
- Concern on Elphinstone road with volume and speed of traffic during peak times, especially given the number of people who drive to work at the research centre. Issues expressed by residents having to existing onto the Elphinstone road that this is extremely difficult during these peaks times. It was suggested introducing Traffic lights at the junction of Faside View and B6414
- Air quality is an issue in the High Street area.
- Polson Park, entrance – if the park is to be opened for vehicle access then move or relocate the bus stop as in its current location is affecting access and sightlines
- Bus Shelter in front of Tranent Police Station is an issue with the taxis using the rank parking and often blocking the road. Consider moving either the bus shelter or the taxi rank?
- Bus Stop at Polson Park access to Park this needs to be moved – not safe to wait with cars using the access.
- Concern expressed from people exiting Jonnie Copes Road, onto the A199, one Cllr described a recent accident at this junction. This is not a through road and consideration could be given to stopping this up (Closing it) Extend existing 30 mph outward towards Musselburgh along the A199
- Bus Shelter on High Street west bound near junction Haddington Road/High Street shelter needs moved as back end of bus hangs out into running lane.
- Following New Row being made one- way should look at a Bus Stop on road leading north to south from Elphinstone Road to Edinburgh Road to stop buses snarling up High Street!
- Questionnaire needs to be better publicised.
- Road safety a big issue around school – especially Sanderson's Wynd – need extended parking restrictions on Haddington Road at junctions onto it to improve visibility splays.
- Caponhall Road/Elphinstone Road am/pm peaks very busy suggested traffic lights
- Aldis – staggered junction causes confusion and issues with who has right of way suggested roundabout – I said this would encourage even more traffic on Muirpark Terrace.
- Johnny Copes Road – speed limits request to be changed had been rejected – suggested closing the road altogether if it is an issue. Confirmed that speed limit changes would not meet current policies.
- Town Centre – remove all development associated traffic and build a ring road to improve road safety in the town – rather than have a one-way system.

- Castle Road – Windygoul, physical traffic calming (cushions) are not affective at slowing speeds.
- Rural path to Elphinstone (at side of road) too narrow – core path in wrong place so no good for people walking direct routes from A to B.
- Cyclists on shared paths who has right of way?
- Concern was expressed that the proposal to make Tranent one way and then bring traffic along the Loch centre where you have the High School and Doctors surgery was mis guided and would increase road safety risk.
- Junction from Muir Park to Haddington Rd (A199) was an issue for those existing and accessing Aldi and the Factory Store
- Community Council would like to see a commitment from ELC to build a ring road around Tranent. Member of CC felt that this ring road would take away a number of road safety issues within Tranent

Haddington Workshop – 18th April 2018

Active Travel

- Railway paths make good walking network
- A199 ideal Active Travel corridor
- Bolton road to Haddington path is well used – need more like this
- Haddington High street feels like a car park
- Not safe to cycle from Garvald/Gifford (or most places in Lammermuirs) to Haddington
- Adults cycle on the pavement in Haddington (against the one-way)
- People cycle too fast through The Butts and in the parks, where there are lots of pedestrians
- Too many potholes – dangerous for bikes
- Encourage more walking and cycling to school
- Out-of-town parking would encourage commuters to walk into work in town centre
- Move Council car park to edge of town with cycle hire
- More charging points for EVs
- More paths needed to hillfoot villages
- More shared-use footways eg. to Gifford
- Need segregated paths within Haddington – at school times in particular, pavements are very full
- Need cycle racks in Church Street
- Need safe link in Humble from war memorial to village
- There should be a cycling speed limit on paths – fast cyclists should stick to roads
- Need signs for cyclists asking them to be courteous
- Bikes should have bells/cyclists should wear helmets
- Remove parking from High Street to create a cycle lane
- Junction of Hope Park and Station Road feels dangerous for cyclists, especially with the steep hill.

Local transport

- It was suggested that a park and ride be provided for ELC employees served by a shuttle bus placed out on the Edinburgh road.

- The Gifford circle does not connect with adjoining communities, it would be appropriate to link to Garvald and Stenton.
- Parking charges should be tiered to maximise turn-over.
- It was agreed that a railway connection to Haddington should be explored. This would provide for a real alternative to the car.
- Bus fares are too high!
- A train service to Haddington should be re-opened.
- Driver safety education to encourage safe passing of cyclists needs to be more.
- Motorists need to be re-educated to avoid cyclists.
- The idea of a quiet roads for cyclists was welcomed but concern was still raised over driver education
- Support to re-open Haddington station was given.
- Public transport in East Lothian is good – no complaints.
- The Council needs to introduce a park and ride for council staff

Parking

General comments.

Many local businesses within the High street came to the workshop specifically to discuss parking. At first, some of the businesses wanted to discuss the ongoing Town regeneration proposal. We had to work hard initially with the local business group to focus on the LTS and current parking issues. Once we got over the initial hurdle, we had a good constructive discussion. We wanted to have 15-20 mins discussions per group, but given the interest on this topic from local businesses, we allowed for a longer group discussion of 35-40 mins because this was what the majority of the businesses wanted to discuss.

- The group believes there is a lack of parking on the High Street, despite a 90min no return restriction in place, which resulted in a lack of turn over. This had impact on their business. Residents from surrounding villages come to shop in Haddington, but with lack of spaces on High street, they are getting more and more frustrated and will consider going elsewhere. Parking bays and loading bays could be improved. Lack of parent and disabled spaces on High Street. Possible solution are more Parking Attendants on the High streets to enforce the 90 min no return to help with turnover. More medium and long stay parking within reasonable walking distance from the High street (Tesco and or ELC car park made available to public). Consider park and ride options with good bus links within outskirts of High Street (West Road for example). Charging for on street parking, this could be a nominal charge or could be free for the first 30mins to an hour and then a charge thereafter. Businesses or those that travel into Haddington to shop did not dismiss this. Do nothing was suggested by one person, it was agreed this was not an option. ELC working together with businesses. Parking Ticket issued by business to get people into the shop examples of this given of other towns in UK doing this.
- Some residents felt that increased enforcement and any additional restrictions on the High street would displace cars to resident's streets, which would have an impact on people living within these streets. Control Parking Zones (CPZ) was discussed for residents that would allow them to park and restrict non-residents. This would again need to be enforced and an increase in parking attendants would be required to effectively manage this. Charge and not charging for a residents permit was discussed. Some residents live of High street and concern was expressed that would just park on high street all day and this would affect local

business. Restrictions placed for residents on High Street Mon- Friday 9am to 5pm could be look at to manage this. Possible extending CPZ as parking dynamics change.

- Public transport from surrounding villages (Garvald, Gifford) is poor and therefore business owners who live outwith Haddington have to take their cars. Concern was expressed that there is a lack of long stay within easy walking distance from High Street. Lobby bus operators to improve rural bus service Business car parking spaces More long stay car park, charge and no charge was discussed with no strong views either way expressed. More enforcement to help turn over which would help businesses Utilising Council Car Park during 9-5pm Mon to Fri. Restricted people who live in Haddington and working in ELC main office from taking car and walking to work.
- Parking on Hardgate, sidegate and Victoria road currently reduces the road width creating a bottleneck, which leads to congestions and road safety concerns. Remove bottleneck to ensure smooth flow of vehicles and introduce further Parking restrictions, where necessary.

Other points:

- Lack of parking but still not enough turnover;
- 90 minute waiting considered long enough, but a medium stay facility would be good;
- More PA's required to help enforcement
- West Rd Car park for Long Stay would be a good idea
- 60%? Residents have permits in High Street which clog spaces all day
- Shop keepers would like even higher turnover
- Park & Ride from Long Stay car parks – could use existing public transport on West Road or introduce a shuttle bus
- Council employees should pay for the use of the Council car park. In this day and age free parking is no longer appropriate particularly for an organisation of this size.
- Charges should be levied for all parking, however, it should be free for the first 30 to 1h to allow people to access shops and businesses.
- Motorists should pay for parking.
- Gap with communication of workshops
- Walking Distance from proposed Long stay seen as too far
- Tesco / JMH should become Medium Stay
- Not against charging but would need to see finer details
- Displacement from High Street to residential areas
- Balance required between Residents / business/ shoppers
- Charging for medium stay would be acceptable (£2)
- Manage High St by enforcement, introduce medium stay and manage loading
- Introduce Long Stay car park and introduce business permit
- Residents experience displacement would happily pay for a residents permit if zone was extended – this would have the caveat that there is adequate enforcement
- Potential to issue P&D tickets from shops
- Parking in Town Centre is wrong angle – should drive past and reverse in!
- Hardgate / Dunbar Rd should only have parking on 1 side as difficulty for 2 way flow due to displacement
- Parking supply at rail stations need to be improved.

Thread throughout was lack of high street parking, not enough turn over and a requirement for more medium and long stay parking provision. There was concern that the town generation project would result in a reduction of High street parking. The utilisation of the ELC car park for

the community came up in every group discussion. Looking at long stay park and ride type car park on West Road. Some of the groups said this was not possible as there was a 99 year lease and ELC could not build in the field opposite the compose school.

Road Maintenance

- Maintenance on footpaths could be improved. Too many trips.
- The condition of cycle lanes on the A199 was dangerous in places.
- Concern was raised over the safety of cyclists. It was felt that street gullies force cyclists away from the channel into the line of passing cars. The driver not seeing the object does not anticipate this sudden change of direction, which can lead to accidents. The use of alternative designs allowing people to cycle safely should be explored.

Road Safety

- Problems at West Road associated with Compass school drop off in particular.
- School travel an issue with general kids being dropped off in car.
- Need to promote education through school – I said we all ready do encourage this through education JRSO's websites, apps for kids etc. This is for the schools to take forward – we are not educationalists.
- Positive response to prioritising limited resourcing to vulnerable road users first.
- Cyclist on footway (some motorised) can cause issue particularly in busy areas (town Centre) need more responsible courteous riding – education for adults as well as children.
- School Streets Victoria Road/Neilson Park Road – not working needs more enforcement – problem with teachers accessing Victoria Road in the new Knox Academy Autistic school.
- Speed reactive signs are good and there should be more of them – these should be moved so drivers do not get complacent/used to them.
- Double Yellow Lines needed on Whittingehame Drive at access to Skate Park – people park all over junction and blocked visibility for drivers and peds/ cyclists.
- A shared use path needed at Meadowpark and look one-way system right round Tynebank Road onto Mill Wynd.
- Taxis parking on pedestrian areas around Brown Street/Kilpair Street and using this as a car wash!
- Asked about 20mph – differing views some were for it some were totally against it – might be appropriate in residential areas only – or around schools/town centres!
- Need to encourage more cycling in rural areas but because many road are narrow need separated shared use paths.
- Cars parking in tight roads such as Hardgate Hope Park - need to remove some of this to enable better/safer flow of traffic – mentioned speeds so need to be careful not to create clearways where speeds could go up!

North Berwick Workshop 19 April 2018

Active Travel

- Questions in consultation document should have been more specific, and should have asked for priorities
- Concern was raised on public transport connectivity and the lack of direct transport to hospitals. Examples were given on difficulties experienced by the aging population to meet appointments or visit friends and relatives without having access to the car. It was noted

that a volunteer community car club was available were drivers took people to Haddington but not to the ERI. Discuss around improving the scope of this was considered appropriate and potentially introducing demand responsive transport as well. However, the matter of the lack of connectivity by bus services was considered a serious deficiency. Another serious deficiency was aligning bus to bus and bus to train connections and that there remained difficulties with this.

- It was suggested that a park and ride be introduced with a wander bus service to serve the town. The question of funding was asked and the representative agreed that a charge be introduced over the summer tourist period to fund the service. There was agreement that parking charges should be introduced to supplement the costs of such a service. The participants agreed that this should become a commercial service.
- Further observations were made on connections to outlying settlements and that direct links should be considered between transport nodes. Example were given that no direct connection to Haddington existed from Dirleton and that a direct connection to Cockenzie was not available.
- Concern was made over the age of the population and that Transport was inadequate to facilitate the needs of North Berwick. It was noted that the length of time to get to Edinburgh was a barrier to taking the bus. There were too many stops on the route.
- Comment was made on the information supplied at bus stops being good quality but some shelters were vandalised and the information could not be seen. Church road was an example given.
- A discussion on Real time Passenger information (RTPI) highlighted that this was only appropriate for tech savvy individuals. The population of North Brwick needed more trustworthy means of information as well. The group did however, agree that Real time information displayed at the bus stops was a good idea and helpful.
- On the subject of charging, it was agreed that a charge was a sensible way forward.
- Additional comments
 - New path at Ferrygate is very welcome and well-used
 - Grange Road path is also excellent, but cycle priority is required
 - Footways are so narrow they are dangerous
 - A198 to North Berwick at Tynningham needs to be safer for cycling
 - North Berwick High Street is a death trap
 - Elderly populations and lorries are not a good mix
 - Year round parking problems in North Berwick
 - More parking is not the answer
 - High Street should be more accessible
 - Need pedestrian priority at East end of High Street x 2
 - Improvements need to be tied into planning process
 - Need a town bus for North Berwick, tied into a residents parking scheme – tourists not allowed to park on High Street!

Local Transport

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- On the subject of charging, it was agreed that a charge was a sensible way forward. The use of hybrid cars was a possible option to support sustainable transport in rural communities.
- A point was made that the Strategy was a good idea but pointless without adequate budget to deliver the improvements
- There was not enough detail or action from the Council regarding improving rail services
- It was felt that Drem parking should be a priority and significantly more than currently proposed.
- An point was made over the removal of concessionary travel on rail and that would be counterproductive in encourage modal shift on to public transport
- It was suggested that a Town Hopper to Drem would be beneficial to residents
- There was concern over a statement made to reduce bus service subsidies
- Ticket arrangements of trains was considered to be poor.
- It was felt the Aberlady is isolated with respect to safer cycle routes
- The Charrette should be considered the Masterplan for North Berwick parking
- It was agreed that Electric charging points were required but where, how many? There were not considered a good idea at commuter rail parks as these would be occupied all day
- A positive comment received was that the X5 provided a good connection.

Parking

- Insufficient off street parking to accommodate peak demands, leading to displacement of parking into the surrounding residential areas. There was insufficient parking for residents near the high Street and a lack of enforcement of existing parking restrictions. Seasonal parking issues were not adequately managed. It was suggested better enforcement of existing restrictions (by employing more parking attendants). That expanding existing residential parking permit zone (Charging was discussed) to allow more enforcement to manage this, it was appreciated a charge would be required. It was suggested that additional

medium to long stay car parking should be provided and that Park and ride (explained this had been look at and needed shuttle bus, which would be at a cost to ELC) should be considered.

- It was submitted that there was poor signage to existing car parks and attraction signage. It was recommended a signage strategy to promote use of long stay car parking (Rugby Club and any other) and also promoting active travel be developed.
- It was surmised there was an under use of existing medium/long stay car parking (Rugby Club and any other) leading to congestion and frustration on high street. This could be improved by developing a signage strategy to promote the use of long stay car parking (Rugby Club and any other) and also promoting active travel. The introduction of Boris style bikes at medium- long stay car parks and at beach to promote active travel and promote use of these car parks out with town centre should be considered. This should be supported with the re-design of traffic directions, taking the driver towards medium long stay parking as opposed to town centre where they drive round and round and then leave frustrated, as they cannot get a space. Several locations were suggested that could have one way system instated, or two-way traffic reinstated. These included Market Place, West end Place and Church Street.
- A concern was raised over there being too many cars along sea front/Melbourne road and the lack of promoting car parking at the beach (expanding existing car parking on beach). It was suggested as possible solutions:
 - More medium car parking outwith town/beach centre
 - Promote existing long stay with better signage
 - Utilise Aldi, Tesco, Secondary School Car parking
 - Strong views why should the seabird centre have their own parking and that the community and visitors not wanting to go to the seabird should be allowed to use this. Especially when it is out of season and under utilised.
 - Separate parking for tourism and residents
- Concern were raised regarding enforcement of restrictions for holiday lets. A lot of holiday lets are on or near the high street. Most of these have cars and businesses are concerned that this will be penalised. It was suggested possible means to help being:
 - Permits
 - More long stay car parking
 - Develop new parking near (Glebe)
- The common theme from each group was the lack of parking provision within the town (High street and nearby) and under use of existing long stay parking out with the town (Rugby Club). More enforcement to manage existing restrictions was agreed as the best way forward. Mixed views on the development of existing parking on the beach and the Glebe. Some supported the development of existing beach car parking and wanted the Council to move forward with this and others did not want to promote beach car parking. Although some that did not want to promote beach parking also wanted to develop the beach car parking as disabled parking. Expanding CPZ was universally welcome and charging for this was something that people were open to. Also charging for on street parking or having first 30mins/Hr free was also something that was discussed and would be welcomed given the issues. There was concern that the recent Charrette was not reflected within the LTS and the parking Strategy. We explained this was the overarching strategy and that there would be many pieces of work that will be done that may not always align exactly with the LTS, but now is the opportunity to comment and feed this back. Error were picked up with some of the parking spaces information and these needs checked and amended.

Road Maintenance

- The condition of the A198 was considered to be poor. Maintenance should be improved along the coast road. Investment should increase to upgrade the roads to modern standards.
- The group agreed that priority should be on repairing main arterial bus routes, as that is where the majority of the traffic is.
- There was a general feeling of disappointment on the condition of roads in the North Berwick area.

Road Safety

- Narrow pavements in the town centre are dangerous and cause problems for people with buggies/prams/wheel chairs.
- The focus of activities for the town should be spend on pedestrians and cyclists.
- Law Road (north end) particularly bad for pedestrians – need to use carriageway to walk – also wheelchair problems. There is a steep incline and the road is narrow.
- It was suggested that a controlled pedestrian crossings on High Street was needed.
- The group was mostly support of the introduction of 20mphs limits
- It was suggested that a pedestrian/cycle bridge was needed over the railway line.
- It was inferred that the junctions at Fenton Barns are not obvious enough to drivers and contributed to the cause of accidents.
- It was suggested that the Dirleton junction need a roundabout – A198 Fenton Barns Road.
- Further education or refresher education was needed for existing drivers particularly Edinburgh people driving in the rural environment.
- Ware Road Bridge needs a pedestrian segregation to physical separate or put bollards on it so just for pedestrians and cyclists – seemed to support this!
- It was suggested that Aberlady and Gullane should be 20 mph limits
- Reduce widths of roads in rural areas (coast road!) to physically reduce speeds some of the roads are massively wide – Aberlady to Luffness an example.
- It was suggested that people experience difficulties crossing Dunbar Road where the new 3G pitches are, that the hedges need stripped back and cut down to improve visibility splays for pedestrians.
- It was suggested that the east end of High Street should have all the parking removed so there is more space for pedestrians – or pedestrianize it all together!
- A point was raised regarding Beach Road and that there exists an issue for cyclists, particularly at Church Street where parked cars cause a chicane, which pushes cyclists into the middle of the road.

Dunbar Workshop 24 April 2018

Active Travel

- Most people are not using Dunbar High Street for their shopping and go to Asda or elsewhere
- There was a perception and concerns from the group that if a bike was left in the High Street that it would be safe
- Several representatives thought the cost of public transport was too high in this area of East Lothian

- There was a question raised why is there no bus services for the people in the new housing development at the west of Hallhill?
- People felt intimidated walking at night on the paths in Hallhill connecting to Leslie Way” – it was suggested that if more people used the path that could alleviate her concerns.
- It was generally thought bringing back the parking warden has been great for the High Street”
- The group generally agreed that walking and cycling is good for your health
- A representative raised a concern about: I live in a flat and I have an electric bike and have no place to store it so I have to lift it upstairs into my flat (Lamer Street) Perhaps there could communal secure cycle parking for people who have no place to securely park their bike?
- An observation made was - I find the build outs in the High Street which look like crossing points but are not, a bit confusing”
- The construction of a footpath on the North road to Belhaven was requested to make it safer for walkers.
- A comment was made regarding children walking to school from the new Cala houses at Belhaven and that they will have to cross the main road as there is not a continuous footpath link - only a grass verge between Hospital road and Brewery Lane and there needs to be a new footpath on the south side.
- There was support for the parking strategy being a good thing for Dunbar High Street as it will free up spaces for shopping
- A question was raised about: Is there space on Bowmont Terrace for segregated cycle lanes?
- A request for more secure cycle racks was made for the High Street to encourage more cycling
- The proposal for a bridge to the new platform is a great idea there would be more walking and cycling to the station .
- It was suggested that there be a cycle park & ride at Dunbar rail station for commuters and visitors
- The back road from West Barns is getting really busy and there are a lot of people, including families who regularly walk and cycle and there is no footpath and some of the driving is too fast and there is limited space on sections. The road from Beveridge Row south is the same.
- It was suggested to close the minor roads from West Barns and Belhaven south and people thought this a good idea. Broadly the consensus was something needs to be done, to make it safer for walkers and cyclists

Local Transport

- Public Transport in East Lothian is good
- There was not enough parking near GPs/dentists and that people were parking all day in GP car park.
- It was submitted that Beveridge Row needs maintenance
- Several individuals thought the cost of Bus services were too expensive
- Comments were made regarding the private parking charges on Station road and that it should be clearer that you have to pay to park on Station Road
- It was suggested that the new car park at Abbeylands should have same restrictions as the rest of High Street (90mins)
- Improved services for Sunday morning trains was requested
- An improved Sunday morning bus service was needed for getting people to church
- Concern was raised regarding Spott Road under the railway bridge, the road is narrow and needs sign/road surfacing to indicate no overtaking cyclists on this blind corner

- More EV charging points needed
- There were too many taxi ranks - no need for so many taxi ranks
- Cycle paths needed on Kellie Road/Brodie Road/Middlemas Road
- Need more off-road cycle paths
- Need bike hire scheme
- Electric taxis were suggested by the group to improve on pollution
- Buses needed at West of Brodie Road – at Yosemite Park
- More bus stops needed on High Street – one near or on the West Port would be welcome
- Need for loading bays on High Street
- Need bus links to Little France – Edinburgh Royal Infirmary
- Need bus to Roodlands hospital
- Need pattern to bus services
- Need bus stop at Foxlake

Parking

- Residents on the high Street would like residential parking permits to be introduced to allow them to park without penalty. Time restrictions require them to park on side street.
- The Council should consider park and ride facilities for people who work in the town to free up parking spaces for shoppers and visitors.
- It was agreed that the new parking attendants were helping reduce inconsiderate parking.
- Some businesses found the parking attendants unhelpful making it difficult to off load goods. They didn't have the same problem with the traffic wardens in the past.
- It was unanimously felt by all groups, in particular the traders that parking charges would drive away business. The businesses confirmed that they were experiencing difficult trading conditions and the charges would stop people coming into the town. Even a small charge or a period of no charge would still be detrimental. The consensus of the groups was no charging should be introduced.
- The space outside Lindsay's opticians was too small, which unless you had a very small vehicle resulted in a parking charge notice being issued.
- The groups felt that there were too many spaces allocated for taxi ranks.
- The groups felt that more spaces should be allocated for disabled use and the expense of taxi ranks.
- It was suggested that signs should be erected advising people to reverse into the echelon spaces.
- It was suggested that more space on the high Street should be allocated for bicycle parking.
- It was emphasized that the High street was struggling and that no change should be made that would affect traders.
- It was suggested that a study should be used to look at the town centre regeneration to remove parking spaces and open up pedestrian areas. This was mutely supported.
- A request to make some off street parking long stay was made to accommodate residents and shop owners in Abbeylands and surrounding sites.
- It was suggested that the signage to direct people to parking spaces needed to be improved.

Road Maintenance

- The first group felt that Dunbar suffers from a lack of access roads, which impacts on the condition of these few streets. They did not believe that defects were always repaired promptly and reported that temporary repairs often did not last. They suggested that it would be better to permanently repair first time. Furthermore, they shared the following:

- Many utility tracks not reinstated to a good standard
 - Should consider contractors self-certifying these to reduce burden on the Council
- The group also highlighted some pothole blackspots, i.e. the Road past Belhaven Hospital. The condition of this road is not helped by all the traffic now accessing the new development
- An alternative view from group2 was that this question is difficult to answer as they do not have an understanding on what value would be in relation to the budget. However they did also discuss the following:
 - Example given of a missing toby cover reported first thing in the morning, squad arrived last thing at night with a very large plate, which created a trip hazard, so they ramped with tar and placed a large cone on it, which seriously restricted the width of the footpath. – Example was given to show lack of timely response and an inappropriate temporary fix. Reported suggested that he had provided enough information for the squad to come with a replacement toby cover.
 - View of the group was that potholes are not always fixed promptly, and that there are many issues with poor Utility reinstatements, i.e. BT have recently dug up the High Street 3 times
- Beveridge Road and School Brae (West Barns) in poor condition due to increased traffic from new development
- The view of the group 3 was that
 - ELC roads were good compared to those in Glasgow/Renfrewshire
 - The condition of the access road to East Links Farm is very poor and these potholes are not repaired promptly
 - The condition of the rural roads are poor with excessive rutting from the edges, including:
 - Monynut Forrest near the Wind Farm
 - Whitingham Mains towards RedRow/BlueRow?
- Group 4 did not think that the condition of the road was great and provided examples, as follows:
 - Poor standard of utility (others) repairs, which could be improved with a better inspection regime
 - The east end of the High Street was re-surfaced two years ago and is already breaking up
 - Rural road edges are badly rutted and in a very poor condition
 - Potholes are not repaired quickly enough and can lead to drivers swerving at the last minute to avoid them, which is dangerous
- View of group 5 was that this question is difficult to answer, as they do not have an understanding on what value would be in relation to the budget. However they did report:
 - Roads are in a better condition than those in Yorkshire
 - Footway alongside A199 near to Phantassie – very loose/poor surface
 - Utility company reinstatements are poor and they do not replace coloured surfacing within cycleways
 - More priority should be given to footways/cycleways and not just to avoid claims against the Council

Common themes

- Roads are ok compared to others but value was difficult to determine
- Potholes not always promptly repaired
- Utility company reinstatements are not good and should be subject to tighter control/closer inspection to maintain the quality of the roads
- Rural roads are suffering from excessive edge rutting

Question 2: Where works are undertaken to make repairs, do you think these are well managed and publicised? What can the Council do to make you aware of when these are taking place

The groups views were as follows:

- Letter drops work well but 1 week in advance of works is not enough – should be between 2-4 weeks in advance to cover holidays, etc.
- Street notices (on lampposts) often fall off and people don't read them
- Works sometimes overrun stated durations
- Adverts in Courier work well
- Signs at the side of the road work well
- Could consider using social media, i.e. Facebook/Twitter – lots of towns/villages have Facebook pages and any notifications would appear on your feed

Group 2 views were as follows:

- Signs at the side of the road work well
- Could consider using social media, i.e. Facebook– lots of towns/villages have Facebook pages and any notifications would appear on your feed
- Could consider notifying the Schools as they often send parent information emails out

Group 3 views were as follows:

- Letter drops work well
- Could consider using social media, i.e. Twitter so that notifications would appear on your feed
- One lady suggested that works should be completed quicker with squads working longer hours and potentially overnight

Group 4 views were as follows:

- Street notices (on lampposts) are good
- Adverts in Newspapers work well
- Could consider using social media, i.e. Facebook – lots of towns/villages have Facebook pages and any notifications would appear on your feed

Group 5 views were as follows:

- None of the group reported any concerns with advanced notification and did not suggest any additional measures for the council. However, one member of the

group did suggest that there should be provision for cyclists through roadworks to avoid delays as they do not require the same width as two passing cars

Common themes

- Social media: Facebook/Twitter should be considered as notifications would appear in your feeds

Question 3: The Council operates a 4-year replacement cycle for street furniture; do you think this offers best value for money? Do you think it should be more or less frequent?

The first group felt that there was no need to stick to defined renewal timeframe – “if it isn’t broke, don’t fix it!” Also suggested that:

- Replacement / provision of items such as cycle racks, benches etc. should be considered as part of wider improvements (out with this 4 year time frame)

Group 2 felt that replacement should be “only when required”

- They felt that there are too many signs, i.e. for example, there is a redundant Tourist Information sign near Seafield Crescent that needs to be removed
- Damaged “Edinburgh” sign removed from outside 101 High Street has never been replaced but the group felt it should be as this was a key directional sign

Group 3 felt that:

- Replacement should be as and when required
- Street furniture should be in keeping with the historic town centre
- There is a lack of dog litter bins and dog loops in the High Street
- There is a lack of cycle racks in the High Street

Group 4 strongly believed that replacement should be “as and when required” and gave the example of the cliff-top walk where benches/tables are not maintained – I highlighted that this may not be the responsibility of Roads – could be Amenities, etc.

The group suggested that preventative maintenance of these wooden features should be undertaken, i.e. annual painting to prevent full replacement so often.

Group 5 did not believe that the Council actively operated a 4 year replacement cycle but believed that this would be good if achieved. However, they did also say that replacement should be when required and directly linked to a regular (annual?) inspection regime.

The group felt that some bus shelters were in a terrible condition and may not have been replaced in a very long time

Common themes

- Replacement should be linked to condition/inspections and should be done as and when required, rather than to a timetable

Question 4: Are there any other issues relating to road maintenance which you would like to comment on?

Group 1 had no further comments to make.

Group 2 other comments were:

- Spot Road _ Pavements not wide enough
- Traffic increases on Beveridge Road due to new development: The group were asking about proposals to remove this traffic and route through the new Cala development
- Worn road markings on junction of Seafield Crescent with A1087
- Rural roads have lots of water lying, some of which relates to blocked gullies

Group 3 other comments were:

- Public behavior at roadworks is sometimes poor, i.e. moving barriers to access the high street. Could consider heavier barriers that the public cannot move

Group 4 had no further comments to make

Group 5 had one enquiry related to how long farmers have to clean up farm debris from the road, as it was felt that this clean-up was not done promptly enough?

Common themes

- Condition of Beverage Road is poor as a result of increased traffic associated with the new development

Road Safety

The output from the road safety workshop highlighted mostly local issues but there was general agreement on the introduction of 20 mph limits in Dunbar. This was however, caveated that the 20mph limits need to be sensible situated and self-enforcing.

- A consensus between groups was that there was significant red light jumping on Countess Road at the School
- It was suggested that cycle improvements were required on Kellie Road
- There was a perceived difficulty crossing Spott Road with a bicycle at A1
- It was suggested that cycle lanes were needed on Spott Road and that dangerous driving - overtaken maneuver - at the bridge threatened cyclists
- The Low bridge warning sign needs relocated to end of Beveridge Row to advise drivers
- There was a request to re-open the rail underpass near Pine St
- It was suggested the people experienced difficulty crossing the road to the swimming pool
- There was a problem at East Linton Primary School with children bailing out at end of road
- There were parking problems at Lochend School Campus
- There was no footpath on south side of Edinburgh Road, west of Brewery the allow children to walk to school
- It was considered that the road marking on the A1 roundabout were poor.

- The “Private” road junction between roundabouts on A1 very dangerous. It was suggested that the junction should be Improved or closed.

Prestonpans Workshop – 25th April 2018

No attendees

Musselburgh Workshop – 26th April 2018

Active Travel

The Active travel group interest was focused on safe segregated movement in and through Musselburgh but also picked up on road safety concerns. There was cross over between consultation events and some of the points would have been best take to the FAST future proofing workshop on Thursday afternoon / evening.

- A debate on the provision of a decent cycle route from Musselburgh into Edinburgh for commuting cyclists raised concerns over safety. Opinion was that the cycle routes at Eastfield into Edinburgh should be segregated.
- A question as to whether the City of Edinburgh Council was happy with East Lothian on cross boundary routes was tabled. It was advised this was a complicated matter as each Authority had its own policies and strategies and to some degree these needed to be aligned, however, work was currently going on with AECOM as part of the FAST future proofing study supported by SEStran, Midlothian and City of Edinburgh Council to examine intra-regional routes.
- A group discussion around the issues of people who currently cycle and those who do not and appropriate means to encourage them was tabled. It was generally agreed the changing behaviour was complicated and difficult to achieve but segregation in Musselburgh was considered key to change attitudes and persuade people to walk cycle and not drive.
- A suggestion was made to provide an underpass for cyclists at The Mall under the bridge to allow a direct through route for cycling at this busy road junction.
- The group questioned what the council was going to do over 20mph if the Bill does not get through the Scottish Government?
- A question was tabled on the feasibility for a new bridge over the River Esk to allow children to get to the Grammar school from the south west of Musselburgh. With all the planned new development in that area there will also be real pressure on accessing the Health Centre in particular older people. There are over 19,000 people registered in the Health Centre. In response, it was advised that appropriate interventions were being considered as part of the FAST future proofing study.
- An observation made was that Monktonhall Terrace is going to be a real problem for those new house owners going to Musselburgh to shop, as it will be quicker to go to Tesco. However, the debate was that depending on the exact property location in MH1, ASDA would be more convenient.
- The group felt that a radical measures would be necessary to encourage walking and cycling and that congestion charging would help

- A question as to whether cycling on a pavement was becoming a problem as cyclist currently try to avoid traffic?
- Comments were made regarding the placing of wheelie bins on footpaths and that this is a problem especially on routes to school where pupils can be forced on to the roadway at peak times as the space is so narrow. Inveresk Road was an example given.

Local Transport

- A request was made for an express bus service from Musselburgh into Edinburgh
- An option raised was to consider a road charging scheme to address the congestion issues especially where drivers are passing through without stopping.
- Observations were made that many people use Musselburgh simply to drive through to get to the east of Edinburgh rather than use the city by-pass.
- An opinion was raised that bus services had deteriorated in the past two years and that connections were not as good as previously.

Parking

The majority of people in attendance were residents from the Mansfield area of Musselburgh and they came specifically to discuss parking. We discussed parking only and did so for approximately one and half-hours.

- There was concern over limited parking in Mansfield area. It was reported that people parked all day within residential streets preventing residents from parking. Cars/vans parked dangerously on corners over driveways. Some drivers parked indiscriminately on footway/double-yellow lines. It was observed from the group that many families have cars; some households have 3-5 cars per house. To alleviate the situation increased enforcement of existing restrictions and any new restrictions should be looked into. Additional parking spaces should be provided, in particular on Mansfield road possibly as echelon - diagonal bays. A one way system should be considered. The public must be encouraged more to walk and cycle locally. The use of a CPZ, but this would require more enforcement. The prospect to charge, not to charge was discussed with mixed views.
- There was general concern about the practice of drop off pick off at Musselburgh Burgh School. Potential solutions were to :
 - More Enforcement
 - More Education to parents/carers
 - Walk and Cycle to school
 - Restrict movement of traffic during drop off and pick up
 - Make Mansfield Ave one way
- The view of the group was that there was not enough short term parking on street. Potential solutions discussed included:
 - Promoting the use of other parking facilities at. M&CO, Aldi, Tesco, Lidl
 - Providing further parking at the resource Centre
 - Build new parking possibly multi- story
 -

Concern was raised by the groups about parts of the LTS being hard to understand and too technical for the public. This made it hard for people to fully understand what was being proposed.

It was suggested that the Council should:

- Simplify the wording
- Encourage the public to attend workshops, review consultation
- Speak direct to ELC officers to understand the problems

The public / officers made further comments:

- If cars/van are parked in a dangerous manner and causing an obstruction/preventing emergency services access street, contact Police on 101
- More Education to parents/carers to stop drop off
- Parents should be encouraged to Walk with and Cycle to school
- Further measures should be considered to restrict movement of traffic during drop off and pick up times
- The Council should consider making Mansfield Ave one way
- The consensus was there was not enough short term parking
- The public should be encouraged to use other parking areas at M&CO, Aldi, Tesco, Lidl

Road Maintenance

- It was generally accepted that the volume of traffic was detrimental to the maintenance of road in the Musselburgh areas and that roadworks added to local congestion.

Road Safety

- That more enforcement was needed around all Musselburgh schools at school travel times to stop drop off
- Comments were made around the table that people would never encourage their children to cycle in the centre of Musselburgh as there are too many vehicles and it is congested. It was not considered to be safe and the volume of traffic put people off.

Gullane 'Wash-up' workshop – 9th May 2018

Local Transport

- East Coast Buses 124 and X5 arrive in Gullane at approximately the same time and should be staggered
- Buses are more reliable than trains – why would I change to a train for a journey into Edinburgh?

Parking

- Concerns were expressed by representative's from Aberlady and Gullane regarding lack of parking. In regards to Aberlady, there is a lack of parking on the main road and they would like to see more parking provision off the main road.
- Concerns were raised with all the development in Gullane bringing more cars to the High street where there is currently limited parking. We discussed promoting active travel and those that can walk should do so as the distance from the development to the high street is no excessive.

Road Maintenance

Question. Given the limited budget available to the Council, what do you think of the condition of the roads and other assets (such as street lighting, footways, signs, bollards / barriers and bus stops) within East Lothian? Do you think the Council react quickly to repair defects and focus on those which area a priority?

Group 1 felt that the condition of the roads are poor. Furthermore, they shared the following:

- Many utility tracks not reinstated to a good standard, including
 - Miller Development to the west of North Berwick and the housing development close to Tesco in North Berwick
 - Utility reinstatements should be inspected to ensure they are to the required standards
- Some roads in poor condition:
 - A198 from North Berwick to Luffness – this should be treated as a priority road in terms of maintenance. Both pothole reinstatements and maintenance works are considered to be of a low cost/quality leading to defects occurring sooner than they should, i.e. weeds growing through footways along the side of the A198 when only surfaced 2-3years ago. Poor maintenance of pedestrian/cycle routes is unsafe and does not align with aspirations to encourage more of this
 - Sandy Loan, Gullane – this is the access to the beach car park and should be kept in a good state of repair
- When reporting potholes (on old website), you cannot upload a supplementary photograph – this should be addressed in the new website (it will be!)
- Street lighting is considered to be well maintained with defects repaired quickly
- Issues with inspection regimes: Lyars Road, Longniddry had extensive flooding but FOI inspection records showed no evidence of this issue.
- Consider better/more sustainable pothole repair materials – Dumfries & Galloway/Fife Councils are using a product that has a high recycled plastic content.
- Revenue and Capital works should be linked to ensure maximum value, quality and longevity

The view of the group 2 was that there were many roads in Gullane that were in poor condition but that those roads were not considered a priority in relation to ELC criteria.

- They questioned whether our prioritisation criteria was correct or whether prioritisation could be done on a ward basis. The example given was Whim Road where there is bits of the road washed away regularly due to heavy periods of rain/excess surface water
- The group felt that (temporary?) repairs did not last long
- The group felt that while investment in tidying up the roads in advance of the Golf tournaments was good, they considered that this was overdone at the expense of some side roads in poorer condition

Many utility/developer tracks not reinstated to a good standard, including:

Miller Development to the west of North Berwick

The view of group 3 was that

- ELC roads were maintained okay compared to others
- Many utility/developer tracks/works were not reinstated to a good standard, including
 - Miller Development to the west of North Berwick and the housing development close to Tesco in North Berwick

Question 2: Where works are undertaken to make repairs, do you think these are well managed and publicised? What can the Council do to make you aware of when these are taking place

Group 1 views were as follows:

- Scottish Road Works Register works well, although the end dates are not always accurate

Group 2 views were as follows:

- Elected members should get advanced notification before the public so they are in a position to respond when approached by a ward member
 - Could consider using social media, i.e. Facebook– lots of towns/villages have Facebook pages and any notifications would appear on your feed
 - Broadband issues could impact on citizens ability to access web-only information
 - Press and other notifications should be simpler (plain English) so that they are easier to understand
- The Council could consider asking citizens to sign-up for notifications, via the single sign-on myaccount – mygov.scot

Group 3 views were as follows:

- Could consider using social media, i.e. Facebook– lots of towns/villages have Facebook pages and any notifications would appear on your feed
- There are roadworks signs that are left behind following completion of the works and this can lead to confusion and inconvenience for the public

Question 3: The Council operates a 4-year replacement cycle for street furniture; do you think this offers best value for money? Do you think it should be more or less frequent?

Group 1 felt that there is a step before replacement with regards to signs. There should be regular inspections to ensure that:

- Signs are visible (not obstructed by trees, etc.)
- Redundant signs are removed, including those erected for new housing developments (once fully occupied). There are Gallic signs near Blindwells that should be removed

The group felt that there were many bus shelters more than 4 years old with some in a poor condition.

There should be an inspection regime that informs maintenance and replacement needs as opposed to sticking rigidly to a 4-year replacement strategy. They also felt there was no evidence of an existing 4yr replacement strategy.

The group felt that there were not enough benches – I explained that this would likely be an amenities issue, rather than roads

Group 2 felt that replacement should be “only when required”

This group queried the Street Lighting design standards, i.e. Why did some towns have the ornate black columns and others did not? Was there a replacement strategy to replicate this in all towns/historic centres?

The group believed there were too many types of columns used and asked if the replacement strategy would streamline the available types.

They raised issues with Street Lighting:

- LED’s are better than old sodium lamps but where lamps only have been replaced there are dark areas before the next column (for example, Goose Green)

Group 3 felt that there was a need to manage the amount of street furniture to avoid clutter

Question 4: Are there any other issues relating to road maintenance which you would like to comment on?

- The proposed extension of the 30mph speed limit to the west of Gullane will not work, better to introduce no overtaking (double white lines) to prevent overtaking on these bends.
- The group highlighted that the parking meters were not working in the beach car park (Gullane) at the weekend and that information on days of operation would be helpful, i.e. bank holidays.
- The group felt that all road works should be listed in the one place as opposed to the Scottish Road Works Register for utility works and somewhere else for details of TTRO’s linked to developments, etc.
- Group 2 reported there is a grit bin on Whim Road that needs replaced
- Group 2 reported that they felt there were safety issues with the siting of some Bus Shelters, i.e. Longniddry station (west bound) and Archerfield (East bound). They felt that these locations led to dangerous overtaking manoeuvres
- Group 3 felt that more should be done to protect the natural beauty of East Lothian, in particular in its villages. They felt that motorists often drove at inappropriate speeds through villages (i.e. exiting Aberlady eastwards) and more should be done to highlight to motorists that they should drive slowly while still in the villages.
- Group 3 expressed there was a strong view that investment should be made in “Gateways” to our villages, as with counties in England. The use of these could help highlight to drivers that they are entering a different environment and that they should reduce their speed. This would help protect the natural beauty of East Lothian.

- Group 3 felt that the use of vehicle activated speed signs was good on entrances to villages but the group also felt that these could sometimes be turned around so that drivers exiting villages also kept their speeds low until they exit the reduced speed limit.
- Although, not specifically road maintenance the issue of excessive litter on the roads and pavements in East Lothian was raised as a concern.

Road Safety

- Transport need to enhance the natural environment – signs should let people know they are entering an area of outstanding natural beauty
- Local tolls should be introduced for Musselburgh to discourage through traffic
- Action should be taken against littering
- Traffic speeds up before leaving Aberlady – a road crossing e.g. traffic island is needed at the exit to the pedestrian field-gate to the east of Slatehall House on Sea Wynd (just inside the village gateway)
- Gullane-Drem cycle path is essential
- Cycle paths have been poorly constructed (tarmac is breaking up)
- Speeding traffic on coast road (particularly motorbikes)
- Need formalised crossing for golfers at Luffness
- Suggest double white lines to prevent overtaking on bend on A198 at Luffness
- Difficult to cross to bus stops on Main Street at east end of Gullane – zebra crossing required?
- 20mph limits are a great benefit
- 20mph limits are not effective
- General requirement for more pedestrian crossings
- Poor quality of road surface on cycle lanes encourages cyclists to take up road space
- Need bike link from A198 at east of Dirleton onto footway through the village (and this should be shared use)
- More Road Safety campaigns from the Council

Appendix B – Stakeholder Organisation Responses

East Lothian Council Local Transport Strategy

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans Scotland comment on East Lothian Council's Local Transport Strategy

Sustrans Scotland was pleased to be invited to a stakeholder event regarding your Local Transport Strategy and associated Action Plans and to provide comments on them.

Sustrans Scotland is supportive of East Lothian Council's ambition for a greater proportion of journeys to be made by sustainable transport modes within the local authority. In particular we are supportive of the broad package of measures outlined in the Active Travel Improvement Plan, including initiatives such as the Segregated Active Travel Corridor, which will enable more people to walk and cycle for journeys they make regularly, such as to work.

Sustrans Scotland are also strongly supportive of the ambition East Lothian Council demonstrate through the proposal to invest £10 million in active travel over the lifetime of the Local Transport Strategy. The innovative proposals for a network of segregated cycle routes within Musselburgh, and connecting it to other settlements such as Portobello, Haddington and Dunbar, will create high-quality segregated infrastructure. Separating people cycling from traffic is one of the best ways to enable more people to cycle. There is also public demand evidenced in our recent Bike Life report, which found that 80% of people said they want more segregated cycle lanes, even when this could mean less space for other trafficⁱ.

The proposals are timely, since the Scottish Government has recently doubled funding for active travel from £40 million to a minimum of £80 million per annum until 2021. The overarching objective of the funding is to make Scotland's towns and cities safer and more attractive for walking and cycling. Many of the ambitious projects you are proposing align well with this objective and are therefore eligible for Scottish Government grant funding managed Sustrans Scotland, through our Community Links and Community Links Plus programmes, and we would encourage East Lothian Council to apply. These programmes can provide up to 50% of the construction costs of new walking and cycling infrastructure, so a commitment of £10 million could unlock an additional £10 million investment in East Lothian from Sustrans Scotland.

We hope that this will encourage the Council to increase the staff resource within the Transport Team, in order to design and deliver the active travel proposals over the next 5 years. The additional staff costs could be offset, recouped and exceeded through the significant external funding they are likely to facilitate in East Lothian.

Additional benefits

Sustrans Scotland also wish to draw your attention to additional benefits from increased active travel within East Lothian:

- Analysis of shopping streets before and after the addition of cycling infrastructure frequently indicates that improvements to access on foot and by bike contribute to improvements in economic vitality. An increase in retail sales of 30% has been attributed to walking and cycling projects, cycle parking delivers 5 times higher retail spend per square metre than the same area of car parking, and 12.7 jobs are created and maintained by investment in cycling infrastructureⁱⁱ – more than for cars, rail or aviation.
- Walking and cycling can be part of the solution. Musselburgh has an AQMA which covers part of the High Street and surrounding area. The AQMA exceeds legal limits based on Nitrogen Dioxide pollution, of which road transport is usually responsible for 80% of in urban areasⁱⁱⁱ. By enabling journeys on and around these streets to be completed by non-polluting modes, such as cycling, this will reduce the number of cars seeking access to these streets and the associated pollution.

Active Travel Improvement Plan

In addition to actions highlighted above, it is the view of Sustrans Scotland that certain proposals found within the action plan of the Active Travel Improvement Plan should be prioritised:

- Access studies of your 6 main towns to develop project proposals. This aligns particularly well with the active travel objectives of the Programme for Government aim to make towns and cities safer and more attractive for walking and cycling for everyone.
- Working with the community through Local Area Partnerships to develop proposals for active travel. Evidence of strong community engagement is beneficial in funding applications to Sustrans Scotland.
- Creating Safer Routes to Schools. Sustrans has a funding stream for this that is currently open for applications
- A1 Haddington improve cycle safety at Oaktree roundabout – A new focus of Sustrans Scotland's Community Links programme is to 'tackle dangerous junctions' and this project may be applicable for funding.
- Integration with public transport (e.g. connecting path between Gullane and Drem station)
- Running Bikeability Scotland level 2 training in all primary schools. In 2016/17 less than 30% of primary schools in East Lothian delivered this training and we support delivery being increased to all primary schools.
- Working with Midlothian Council to develop routes across the East Lothian Boundary, such as to large new housing developments at Shawfair.

We are excited by the potential of East Lothian Council's proposals to enable more people to walk and cycle and are keen to help you develop and deliver them over the lifetime of your Local Transport Strategy.

ⁱ <https://www.sustrans.org.uk/bikelifeedinburgh>

ⁱⁱ https://www.sustrans.org.uk/sites/default/files/file_content_type/moving_forward_brochure_for_web.pdf

ⁱⁱⁱ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/486636/aq-plan-2015-overview-document.pdf

East Lothian Council Local Transport Strategy Consultation

Cycling Scotland submission

May 2018

Local Transport Strategy

Question 5 – East Lothian Council’s Local Transport Strategy Vision is that ‘East Lothian will have well-connected communities with increased use of sustainable transport modes to access services and amenities’. To what extent do you agree/disagree with this vision

- Strongly agree
- **Tend to agree**
- Tend to disagree
- Strongly disagree

Question 6 – The Council has identified 7 objectives for the Local Transport Strategy based on an analysis of current and future trends. Please indicate the extent to which you agree with each of these objectives

- To deliver a more attractive and safer environment for pedestrians and cyclists – **strongly agree**
- To reduce the overall dependence on the car and the environmental impact of traffic – **strongly agree**
- To promote the availability and use of sustainable means of travel – **strongly agree**
- To locate new development where it reduces the need to travel – **strongly agree**
- To maximise accessibility for all and reduce social exclusion – **strongly agree**
- To promote integration and interchange between different means of travel – **strongly agree**
- To maintain the transport network to a suitable standard to ensure it meets the needs of all users – **strongly agree**

Any other comments in relation to the response

We agree with the overall vision and objectives of the Local Transport Strategy. However, in order to achieve outcomes that will deliver on these objectives, there is scope for further action in some areas, such as in relation to parking, speed and training, to improve safety outcomes for people cycling and increase rates of active travel, and associated benefits.

We support the road user hierarchy and believe this should form the basis of the council’s approach to their local transport strategy. This helps to improve safety of people walking and cycling, and helps promote active travel as convenient and easy for short journeys. Some progress has been made, but more could be done in relation to meeting these objectives.

Road Safety

Question 10 – The Road Safety Action Plan contains a range of areas of action. How strongly do you agree/disagree with each of the following?

- Explore innovative solutions to improve road safety - e.g. by reducing street furniture and introducing passively safe sign posts and lighting columns
- Introduce measures to reduce speeding, including 20 mph speed limits where and when appropriate (and where supported by local residents) – **strongly agree**
- Review the Council's Winter Maintenance Plan to empower and engage with communities to promote 'Self Help' during winter

- Provide training, information and resources to schools to help them address road safety issues – **strongly agree**
- Provide support to teachers / volunteers to deliver cycle training in primary schools (including on-road cycle training) – **strongly agree**
- Continue to offer young driver education / awareness raising for 5th and 6th year pupils
- Work with Parent Councils, pupils and teachers to refresh School Travel Plans (to include designating 'safer routes to schools')

Any other comments in relation to response

Concerns over safety, mainly arising from speed and volume of traffic, is one of the main barriers to parents not allowing children to cycle and walk to school. Many of the policies outlined above, particularly those where we strongly agree, help to address some of these concerns both by improving safety of the road environment and enhancing the skills of children and young people to cycle (and walk) safely. Improving the safety of roads in and around schools, to make it easier for children to walk and cycle, should be a priority.

We welcome reference to Bikeability Scotland training in the draft action plan. The training makes an important contribution to improving the on-road cycling skills of children, improving safety, and encouraging them to cycle to school. However, within the action plan, not enough emphasis is placed on Bikeability, and its role to equip children with skills as road users. More could be done to expand the reach of the training. The draft action plan states that the council will continue to support schools currently delivering Bikeability, with no reference made to engaging with those who do not currently deliver it.

Question 11 – Please share any additional comments on the draft Road Safety Action Plan here

As outlined, speed is one of the main barriers when choosing to travel actively. Therefore, we welcome reference to speed reduction programmes, such as 20mph, in the Action Plan. The example of the city-wide roll-out of a 20mph scheme in Edinburgh demonstrates how this can be achieved in an urban setting and has contributed to a significant reduction in the number of accidents since its introduction.

Active Travel

Question 12 – The Active Travel Improvement Plan identifies a number of areas for action. Please indicate how much of a priority you think each of these is

- Promote the use of its existing core path, footpath and cycle routes networks, and adapt these so they are suitable for use for a range of active travel options – **strongly agree**
- Promote cycling through providing appropriate support and encouraging innovation and good practice – **strongly agree**
- Review the Core Path Network to identify priority routes and 'missing links' for improvement – **strongly agree**
- Monitor demand for bike storage at key destinations / attractions and work with partner organisations to improve facilities – **strongly agree**
- Work with public transport providers to increase connectivity for journeys made using a number of different travel modes – **strongly agree**
- Engage with local businesses and communities to support work to explore bike hire and use of electric bikes in their communities – **strongly agree**
- Investigate the feasibility of active travel hubs and seek funding from partnership organisations to implement these – **strongly agree**

Any other comments in relation to response

We agree with many of the action areas identified. The areas identified emphasise the importance of infrastructure developments. This is welcome, but there also needs to be an emphasis on promoting behaviour change which is lacking in these action areas.

Question 13 – Please share any additional comments on the Active Travel Improvement Plan
N/A

Parking

Question 16 – The draft parking strategy includes a number of Parking Policies to manage parking across East Lothian – please indicate the extent to which you agree/disagree with each of these Policies

- Apply a hierarchical approach to parking supply starting with the application of parking enforcement then parking management and, finally, increasing parking provision if these other measures fail to resolve the problem
- Implement a parking management hierarchy in our towns
- Monitor and amend the scale of Decriminalised Parking Enforcement (DPE) in East Lothian, as necessary – **tend to agree**
- Continue to charge for use of our Coastal Car Parks and consider the introduction of new sites, expanding existing sites and review the pricing structure every 3 years following introduction
- Review and keep under review the introduction of charging for off-street car parks and / or for on-street parking places
- Introduce a standard 90 minute waiting restriction in towns where the existing waiting restrictions are less than this (towns with no current waiting restrictions will not be affected at this time)
- Keep loading provision in town centres under constant review and amend as necessary
- Review the need for and introduce Controlled Parking Zones to balance parking demand in multi-use areas
- Apply national and regional parking standards where appropriate, otherwise apply local parking standards – **tend to agree**
- Apply charges for parking services in relation to parking for events and public utilities works which require on-street parking suspension
- Support additional appropriate Park & Ride provision wherever possible – **tend to agree**
- Endeavour to ensure Park & Ride car parks are used solely for this purpose and not for long-stay parking by non-travellers – **tend to agree**
- Support the provision of electric vehicle charging points in East Lothian – **tend to agree**
- Review 'free at point of use' electric vehicle charging point policy
- Improve signage to guide drivers to appropriate parking spaces in our towns – **tend to agree**
- Consider the use of local authority powers to set private car park tariffs, apply planning conditions to private care parking provision and work with private car park operators

Any comments in relation to above Policies

In relation to electric vehicle charging points (parking policy 16), where these are introduced and/or expanded, there is a need to ensure that they are readily accessible for electric bikes, to fully realise the benefits of them in promoting sustainability and facilitating cycling for more people.

In relation to park and ride (parking policy 17), we support this to the extent that it is used in conjunction with active travel. We broadly welcome the proposals in that they have the potential to remove cars from town and city centres, and thus reduce congestion, improve safety, and enhance air quality. However, areas surrounding train stations should be (re)designed/set-up to facilitate door-to-door journeys through active travel to and from them, such as providing appropriate shared use paths in the area surrounding the station, leading to places where people want to go, and bike

parking and storage facilities at stations, for example, rather than encouraging people to drive what can often be a short distance.

Question 17 – Please share any additional comments you have on the draft Parking Strategy here

We welcome reference in the Parking Strategy document to the Council's commitment to support the Scottish Government's forthcoming legislation on pavement parking, double parking and parking at dropped kerbs, all of which impact on the safety of people cycling and walking. Action should be taken to ensure such offences are enforced. Further, this could be taken a step further to include parking in cycle lanes, which makes it impossible for people cycling to appropriately use the infrastructure, and negatively impacts on safety.

We note the policy recommendation to monitor and amend Decriminalised Parking Enforcement (DPE). To be effective, all parking restrictions/infringements (like those outlined above) should be enforced at the moment of occurring to ensure the safety of all road users. Monitoring must be robust and necessary amendments identified from the monitoring actioned.

Parking control is one of the most effective measures available to a local authority in controlling traffic movement through the area. The cost of parking and parking supply are tools that can be used to manage parking demand within an area and promote alternative travel choices to the private car. By controlling the number of parking spaces and the way in which these spaces are utilised, the number and purpose of journeys into a particular area can be directly influenced. This is only successful if there is regular parking enforcement, which DPE can bring to the local authority area. DPE also helps to improve road safety while at the same time encouraging increased use of more sustainable and healthier forms of transport, like cycling.

EAST LOTHIAN COUNCIL LOCAL TRANSPORT STRATEGY

transform
scotland

Consultation response from Transform Scotland

Thursday 10 May 2018

1. Introductory comments.

We welcome East Lothian Council's preparation of a revised Local Transport Strategy (LTS). Many Scottish Local Authorities are, in our view, negligent in their failure to maintain updated transport strategies, and, as such, ELC deserves praise in initiating its process to develop a revised LTS.

We find the draft objectives to be in line with the existing Scottish Government National Transport Strategy and on wider goals on public health and climate change. The strategy is thorough in identifying five themes, meeting the challenges with seven objectives and addressing them within the four Action Plans. However, while we welcome the detail into which ELC has gone, we find the documents to be overly long, and would raise the concern that this will limit the number of people who will be prepared to read them let alone provide their opinion. As a minimum, it would be useful to have executive summaries for the four Action Plans.

We welcome the progress made since the LTS 2001 and commend the new draft strategy's objectives:

- *To deliver a more attractive and safer environment for pedestrians and cyclists;*
- *To reduce the overall dependence on the car and the environmental impact of traffic;*
- *To promote the availability and use of more sustainable means of travel;*
- *To locate new development where it reduces the need to travel;*
- *To maximise accessibility for all and reduce social exclusion;*
- *To promote integration and interchange between different means of travel; and*
- *To maintain the transport network to a suitable standard to ensure it meets the needs of all users.*

It is also to be commended that active travel is listed as the top objective, and forms the focus for the first of the four Action Plans. Our response focuses on the Active Travel Improvement Plan (ATIP) and, in particular, its section on Indicators and Target. While we consider that there is much to be praised, we would note that the introduction states the rural nature of East Lothian creates car dependency; however, the overwhelming volume of all journeys are short in distance, and the majority of the East Lothian population live in towns where short journeys lend themselves to active travel.¹

2. Comments on Action Plans

Active Travel improvement Plan (ATIP)

There is a lot in the Plan. However we would recommend a greater focus on developing Cycle Friendly Town Plans, including provision of secure cycle storage in locations where residents are limited by lack of space within their own properties. Timescales, even when given as short, can be up to five years. There is little mention how the ATIP will be implemented given the limits of staff time and resources available. It is imperative that adequate revenue funding be provided to ensure maintenance of the network.

East Lothian Segregated Active Travel Corridor

We welcome the acceptance of the need for a high quality segregated facility to deliver a major boost to the uptake of active travel. However, we consider that there may be an over-emphasis on the provision of long distance cycling to the detriment of shorter trips. Our view is that a more immediate focus should be on developing cycle-friendly networks within the towns of East Lothian. The plan acknowledges that the corridor is a long-term (possibly up to 20 years) project.

The compact nature of the towns lends itself to developing networks for cycling and walking that will promote a modal shift from private cars. Evidence for this is given by the following statement in the LTS:

However, where possible residents clearly like to make use of local services and amenities when these are available with high levels of bicycle access and walking both pointing towards large numbers of short journeys.

We look forward to the development of the Cycling Strategy as part of the LTS - 4.4.

Park and Ride - For many short journeys to rail stations, active travel should be encouraged, providing covered and, where appropriate, the option of secure bike parking. There is also scope for providing bike parking at rural bus stops to facilitate park and ride.

Buses - In general there is limited reference to buses. The dramatic increase in bus patronage (30% over the past year) merits further investment in infrastructure for the bus waiting environment. Moreover, as well as improvements in smart information, we propose that ELC takes responsibility for providing up-to-date information at bus stops where there is currently a shortfall. There is work that can be done to serve newly developed areas of housing, encouraging more local bus use. In partnership with other Local Authorities, a more equitable fare structure should be promoted.

The ATIP states:

East Lothian Council will lead by example on this and ensure that staff throughout the Council are supported and encouraged to travel actively to and from work, and during work hours.

However there is no mention of an associated plan.

Parking Management Strategy

We commend the proposal to charge for on-street parking in East Lothian towns in order to encourage modal shift. The needs for residents' parking will need to be dealt with sensitively, with the introduction of residents' permits. However, we presume the lack of commensurate treatment for out-of-town sites (e.g. retail) is due to the absence in Scottish policy of the powers for Local Authorities to implement Private Non-Residential Parking Levies; as such, we recommend that ELC presses the Scottish Ministers to include enabling powers in its forthcoming Transport Bill.

Road Asset Management Plan

Priority should be made to ensure the cycling and walking network is of the highest quality to encourage Active Travel. This includes the necessary infrastructure at and around bus stops.

Road Safety Plan

Given that numbers of pupils undertaking Bikeability level 2 have decreased significantly, there is a need to increase resources allocated to cycle training.

Indicators and Targets

The absence of adequate targets for Active Travel projects – and the subsequent lack of monitoring of progress – remains a weakness. The only target specifically for cycling in itself fails to show if cycle use has increased, rather than cycle ownership:

Increase households owning a bicycle to 55% by 2024

The other target that includes cycling is:

Modal share for travel to work. Reduce levels of car use and increase use of sustainable modes including walking, cycling and public transport by 2024.

However, as previously acknowledged, many people travel outwith the county for work and there may be limited opportunities for modal shift. Working to reduce other car journeys may be more productive. Promoting walking and cycling with public transport could be part of an effective strategy. We would recommend the addition of cycle parking in target 8 (Park and Ride provision), and therefore again in future Key Transport Statistics (1.6). The only other mention of increasing use of public transport is reducing expenditure on Supported Bus Services (target 10).

In addition to a lack of targets, we would question how progress towards meeting those targets for walking, cycling and public transport will be monitored in order to assess if the LTS's Action Plans are making progress.

The need for an audit of the current state of East Lothian is an important element of a successful strategy and was indeed proposed in the previous LTS (2001).

The Council itself is the largest employer in the county and therefore its own Green Travel Plan plays a key role in achieving the above objectives (see ATIP). It is essential that, unlike the 2010 plan, the updated plan is implemented. Whilst the LTS states it will explore Personalised Travel Planning (PTPs), evidence already suggests it is an effective means of reducing car use.²

One final comment concerns e-mobility. There is a mention of e-bikes in the ATIP but no further mention about further development of e-mobility. As technology advances, plans should incorporate consideration of e-mobility (including the development of a network of charging points for both vehicles and bikes).

3. Overall Assessment.

There is good intention in the LTS, with the problems and challenges comprehensively described. Meeting the objectives depends on focussed projects with sufficient targeted funds and staff time as well as supportive allocation of resources by the Scottish Government.

As stated in Transform Scotland's previous analysis of LTSs (2001):

"It is essential that available funds be directed to investments that can meet policy aims and which are value for money - and not thrown away on prestige projects, which can be counterproductive."

.....

¹ 48% of all journeys are <3km and 77% <10km, Transport and Travel in Scotland 2015, Transport Scotland.

² <https://www.sustrans.org.uk/our-services/what-we-do/engaging-communities/personalised-travel-planning>

Scotland's alliance for sustainable transport

Transform Scotland
5 Rose Street, Edinburgh, EH2 2PR
t: 0131 243 2690
e: <info@transformscotland.org.uk>
w: <www.transform.scot>

transform
scotland

We campaign for walking, cycling and public transport to be the easiest and most affordable options for everyone. Our diverse membership brings together public, private and third sector organisations from across Scotland. We are a registered Scottish charity (SC041516).

**Appendix C: Responses from Constituent Authorities to the
Strategic Environmental Appraisal**

Local Government and Communities Directorate
Planning and Architecture Division



Scottish Government
Riaghaltas na h-Alba
gov.scot

T: 0131-244 9571 F: 0131-244 7555
E: SEA.Gateway@gov.scot

Duncan Smart
dsmart@peterbrett.com

Our ref: **Environmental Report - East Lothian Council - Local Transport Strategy 2017-2021**

10 May 2018

Dear Duncan

With reference to the Environmental Report you submitted to the SEA Gateway on 29/03/2018.

In accordance with Section 16 of the Environmental Assessment (Scotland) Act 2005, the Consultation Authorities have now considered the Environmental report you submitted. The individual responses from the Consultation Authorities are attached to this letter.

As the Consultation Authorities have now expressed their opinions, you should refer to the 2005 Act to consider your next step, while taking into account the opinions of the Consultation Authorities.

If you have any queries or would like me to clarify any points, please call me on 0131 244 9571.

Yours sincerely

Melissa Shields
SEA Gateway Administrator



Our ref: PCS/158273
SG ref: SEA01300/ER

If telephoning ask for:
Paul Lewis

8 May 2018

Duncan Smart
Peter Brett Associates LLP
Glasgow

By email only to: SEA_Gateway@gov.scot

Dear Mr Smart

**Environmental Assessment (Scotland) Act 2005
Local Transport Strategy 2017-2021 - Environmental Report**

Thank you for your Environmental Report (ER) consultation submitted under the above Act in respect of the Local Transport Strategy 2017-2021. This was received by SEPA via the Scottish Government SEA Gateway on 29 March 2018.

Our detailed comments can be found in Appendix 1.

Please note, this response is in regard only to the adequacy and accuracy of the ER and any comments we may have on the Local Transport Strategy itself will be provided separately.

As the Local Transport Strategy is finalised, East Lothian Council as Responsible Authority, will be required to take account of the findings of the Environmental Report and of views expressed upon it during this consultation period. As soon as reasonably practical after the adoption of the plan, the Responsible Authority should publish a statement setting out how this has occurred. We normally expect this to be in the form of an "SEA Statement" similar to that advocated in the [Scottish Government SEA Guidance](#). A copy of the SEA statement should be sent to the Consultation Authorities via the Scottish Government SEA Gateway on publication.

Should you wish to discuss this environmental report consultation, please do not hesitate to contact me on 0131 273 7334 or via our SEA Gateway at sea.gateway@sepa.org.uk

Yours sincerely

Paul Lewis
Senior Planning Officer

Ecopy: sea.gateway@hes.scot; sea_gateway@snh.gov.uk

Appendix 1: Comments on the Environmental Report (ER)

General comments

From the viewpoint of SEPA's remit, the main issue which the Local Transport Strategy and its ER must consider is the potential for a deterioration in air quality. We have focussed our detailed comments on this issue.

Detailed comments

SEPA fully supports East Lothian Council in the development of a Local Transport Strategy. The SESplan Strategic Development Plan sets out a requirement for an additional 10,050 homes in East Lothian up to 2024. Such a rapid growth in housing has the potential to impact negatively on the environment and on human health in terms of air quality and greenhouse gas emissions from increased private vehicle trips. Transport emissions are currently the largest contributor to poor air quality in Scotland.

East Lothian Council has one Air Quality Management Area (AQMA) which is declared in Musselburgh for exceedances of the NO₂ air quality objective due to transport emissions. The Council is overdue in submitting their Air Quality Action Plan for this AQMA, but they must ensure that the plan links with this strategy and vice versa. Overall SEPA support the vision and objectives outlined in the strategy. We advise the Council, however, to consider recent Scottish Government commitments to improving air quality through the introduction of low emissions zones (LEZs) in their Local Transport Strategy.

In 2018 the Scottish Government committed to introducing low emissions zones in four of Scotland's biggest cities by 2020 and in all other AQMAs where the evidence supports such mitigation by 2023. This will have implications given that Edinburgh Council will be implementing an LEZ in the next two years, and there are high levels of dependency on the Edinburgh economy for employment opportunities and services in East Lothian.

East Lothian Council will need to work in partnership with the City of Edinburgh Council and also bus/taxi companies operating in East Lothian, to ensure services can continue to run between East Lothian and Edinburgh once the LEZ is in place. A section on this could be added to the Greater Integration section of the Transport Strategy.

In addition, East Lothian Council has an AQMA in Musselburgh which will have to be screened for an LEZ before 2023, following the National Low Emissions Framework which is due to be consulted upon in summer 2018. This should be mentioned under "Minimising Environmental Impacts" where the AQMA is referenced.

We are very encouraged to see that East Lothian Council recognise that there is an ongoing need for integration between new land-use developments and public transport services to ensure people can access them without using a car and the positive impacts this has for social equity, the environment and health.



Chairman
Bob Downes

Chief Executive
Terry A'Hearn

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By email to: sea.gateway@gov.scot

Peter Forsyth
Asset and Regulatory Manager
Roads Service – Infrastructure
East Lothian Council
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HMConsultations@hes.scot

Our ref: AMN/23/106
Our case ID: 300021835
Your ref: 01300 Environmental Report
08 May 2018

Dear Mr Forsyth

Environmental Assessment (Scotland) Act 2005
01300 Environmental Report - East Lothian Council - Local Transport Strategy 2017 - 2021

Thank you for your consultation which we received on 29 March 2018 about the above and its Environmental Report (ER). We have reviewed these documents in relation to our main area of interest for the historic environment. The first part of this response relates to the strategy, with part two focusing upon its environmental assessment.

Part 1: Local Transport Strategy 2017 - 2021

We welcome the preparation of this strategy and understand that it will replace the existing 2001 Local Transport Strategy. We note that the new strategy reflects changes to population and infrastructure and sets out how the Council will meet national objectives at the local level and set out actions to deliver these objectives.

With particular reference to the proposed transport interventions we note that a number of these have the potential to impact on the historic environment. As the assessment that accompanies the strategy notes, the level of detail at this stage is such that only an indicative level of impact can be ascertained and that much of the mitigation required for the delivery of these interventions will be secured through the consenting process. We therefore welcome the commitment within the strategy to ensure that the appropriate mitigation of effects of the proposals on the environment are adopted early in the design process. To this end the mitigation and enhancement requirements identified in the assessment of the strategy will be of particular importance.

In light of the above we would welcome consultation on those interventions where impacts on the historic environment have been identified as proposals progress.



Part 2: Environmental Report

Baseline

We are content that an appropriate baseline has been identified for the assessment and this has been reflected in the detailed comments accompanying the transport intervention assessments

Scoping

We note the response to our comments at the scoping stage and welcome the clarification offered in response to our comments on the scoring system.

Transport Intervention Assessments

As a general point, it is unclear from the assessment whether or not the assigned scores are before or after the successful delivery of the provided mitigation. However, for the purposes of reviewing the assessment we have assumed that the assigned scores are presented pre-mitigation.

We also welcome the recommendations within the mitigation and enhancement sections of the assessment. These note that, while the land required for these interventions is identified in the East Lothian LDP Proposed Plan, no specific mitigation requirements are identified in the plan for these interventions and as a result steps should be taken to ensure their delivery.

Traffic Management Measures and Existing Station Enhancements

We welcome the recognition within the assessment of the potential impacts on the historic environment from Interventions C, E, F and G and consider that the mitigation proposed is appropriate for the identified effects.

New Road Interventions

In terms of the provided assessment for the likely impacts on the historic environment as a result of Intervention J we note that no alignment (preferred or otherwise) has been identified at this stage. As the assessment notes this new road would likely be within the Prestonpans Inventory Battlefield as well as in the vicinity of the scheduled monument Seton West Mains, enclosures 500m SW of (SM 5687) we welcome the consideration given to the appropriate mitigation that will be required here and would look to early consultation on detailed proposals here.



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New Rail Interventions

As the assessment notes the Intervention L (Blindwells Rail Halt and Bankton Park and Ride) lies within the Battle of Prestonpans Battlefield. In light of this we are content to agree with the assessment finding and the suggested mitigation requirements.

New Active Travel Interventions

We are content to agree with the findings of the assessment as they relate to the proposed Segregated Active Travel Corridor (Intervention P) and we consider that the mitigation reported is sound.

None of the comments contained in this letter constitute a legal interpretation of the requirements of the Environmental Assessment (Scotland) Act 2005. They are intended rather as helpful advice, as part of our commitment to capacity building in SEA.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Andrew Stevenson who can be contacted by phone on 0131 668 8960 or by email on andrew.stevenson2@hes.scot

Yours sincerely

Historic Environment Scotland



Scottish Natural Heritage
Dualchas Nàdair na h-Alba

All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Duncan Smart
Peter Brett Associates LLP
(for East Lothian Council)

Date: 09 May 2018
Our ref: CEA150044/ A2614738
Your ref: 01300 Environmental Report

Email: sea.gateway@gov.scot
sea.gateway@snh.gov.uk
sea.gateway@sepa.org.uk
hssea.gateway@gov.scot

Dear Mr Smart

Environmental Assessment (Scotland) Act 2005
East Lothian Local Transport Strategy 2017-2021 – Environmental Report

Thank you for your Environmental Report (ER) consultation sent to the Scottish Government SEA Gateway on 29 March 2018.

These comments relate solely to the contents of the ER and not to the contents of the Local Transport Strategy itself. I note that we have not yet been consulted on the Local Transport Strategy.

We acknowledge that the Environmental Report (ER) has incorporated the comments we offered at the SEA Scoping stage (see Table 3.2).

We could offer minor comments and corrections on the ER contents and scoring of effects; but at this stage in the SEA process it is more important to note that the assessment of likely significant effects upon the environment as presented in the ER is thorough and comprehensive. We also note and welcome the influence that the SEA process has had upon the plan itself, as described in Section 5.2 Embedded Mitigation, and in other parts of the ER.

Finally we welcome the commitment to monitoring the effects of the Local Transport Strategy as presented in Section 6.4 and Table 6.1.

I hope these comments are useful, if you would like to discuss them further please contact me via 0131 316 2629 / malcolm.fraser@snh.gov.uk

Yours sincerely

[by email]

Malcolm Fraser
Operations Officer
Forth