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Belhaven Master Plan

Community Engagement Report

On behalf of **East Lothian Council**

Project Ref: 332611456 | Rev: 1.0 | Date: October 2024

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Date: **29/08/2024**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1.0	17/10/2024	Draft Final Engagement Report	EM	RS	GS

Contents

Figures

Tables

Appendices

1 Introduction

1.1 Project Background

1.1.1 In 2019, East Lothian Council (ELC) appointed Stantec to develop design options aimed at improving walking, wheeling[1] and cycling conditions in the Belhaven area. The resulting report - Safer Active Travel: Back Road, Dunbar (2019) | East Lothian Council - outlined an action plan informed by input from the local community.

1.1.2 ELC have since commissioned Stantec to investigate these options further to identify locations in Belhaven where walking and cycling conditions could be improved, as part of the Belhaven Masterplan. The investigation resulted in the selection of locations, as show in Figure 1-1. This is the study extent.

Figure 1-1: Study extent

1.1.3 In Autumn 2024, Stantec conducted additional community engagement to gather feedback on the preferred design options at each location, in order to understand the local community's priorities. This involved a six-week survey, a workshop with Community Council representatives and local Councillors, and a stakeholder and public drop-in session. This report presents the findings of this engagement and offers recommendations to assist ELC in developing future proposals.

[1] 'Walking and wheeling' represents the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.

2 Engagement Plan

2.1 Principles of Community Engagement

2.1.1 Community engagement is a purposeful process which develops a working relationship between different groups in a given community to identify and act on community needs and ambitions and the achievement of the common good.

2.1.2 The core aim of this engagement exercise is to promote positive change. Engagement and dialogue promote equality, diversity, and inclusion to ensure all views are captured and addressed equitably.

2.1.3 Engagement involves respectful dialogue between everyone involved, aimed at improving understanding among individuals to take joint action towards positive change. Community engagement is supported by the key principles of fairness and equality, and a commitment to learning and continuous improvement.

2.1.4 The aim of this consultation exercise is to evidence all views from all those who use the area. This is particularly important to deliberate a solution for the achievement of the common good.

2.2 Previous Engagement

2.2.1 Community engagement was carried out in 2019 as part of the Safer Active travel – Back Road Dunbar project, completed by Peter Brett Associates, now part of Stantec. This engagement involved the use of an online survey (using Survey Monkey) which received a total of 135 responses from residents across Dunbar. This project focused only on the proposals for Back Road, which is one of the various proposals engaged on as part of this commission.

2.3 Communication and advertising

2.3.1 A communications plan (Appendix A was developed to support the engagement programme, as summarised in Figure 2-1.

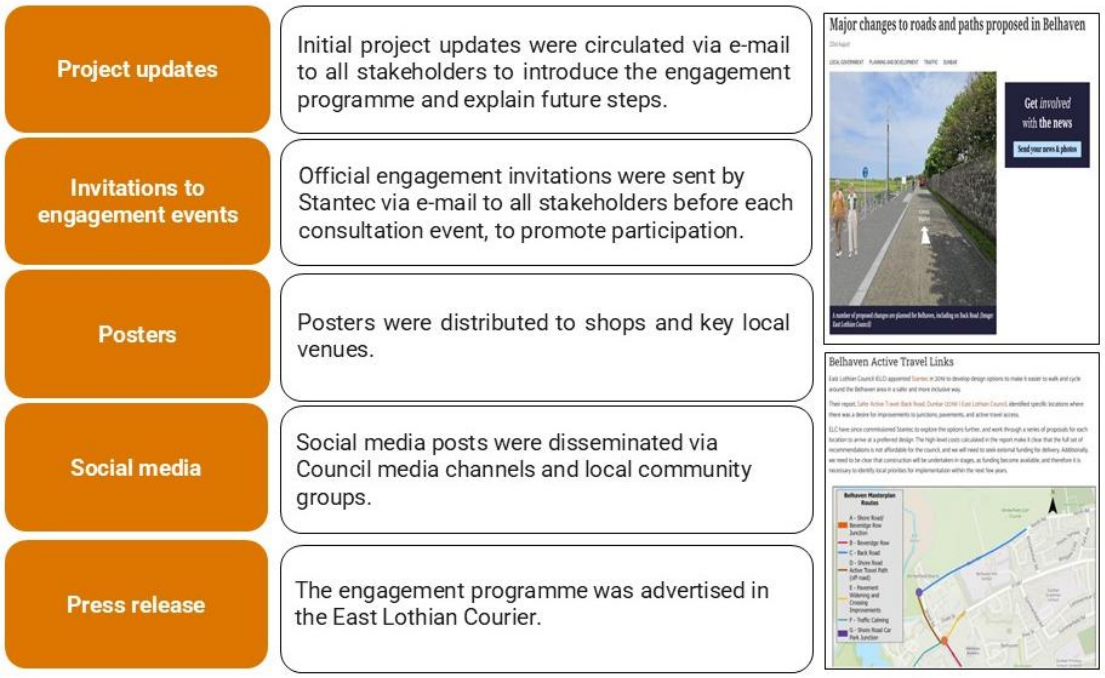

Figure 2-1: Summary of engagement advertisement

2.4 Engagement Schedule

2.4.1 The consultation schedule that was followed is summarised in **Table 2-1** below.

Table 2-1 Details About Engagement Events Delivered.

Event	Description	Date	Venue
Online survey	East Lothian website which hosted relevant links and embedded the survey.	02/09/2024 – 07/10/2024	Online
Hard survey	Hard copies of the survey were hosted at Dunbar library for participant to collect and return.	02/09/2024 – 07/10/2024	Dunbar Library
Public drop-in	Hard copy surveys, a tabletop map of the design and informative presentation panels were provided. The consultants were able to speak with the public directly, answer their queries and collect their concerns and ideas.	05/09/2024	Dunbar Town House Museum & Gallery
Stakeholder drop-in	Hard copy surveys, a tabletop map of the design and an informative presentation was delivered. The consultants were able to speak with key stakeholders directly, answer their queries and collect their concerns and ideas.	05/09/2024	Dunbar Town House Museum & Gallery
Online stakeholder workshop	An online workshop with Community Council representatives and local Councillors. Consultants	28/08/2024	Online

Event	Description	Date	Venue
	presented on each proposal and gathered feedback, answered queries and collected their concerns and ideas.		

3 Designs

3.1 Concept Designs

3.1.1 For information on the designs that were presented please see preferred options in the Option Appraisal report which is available as Appendix B to this report.

4 Engagement Materials

4.1 Survey

4.1.1 A survey to gather feedback on the proposals and determine community priority was developed. A copy of the survey can be found in Appendix C

4.2 Engagement Boards

4.2.1 The in person drop-in event was supported by engagement boards and an A0 map that incorporated all the design options (Figure 4-1). This allowed people to comment directly on each proposal.

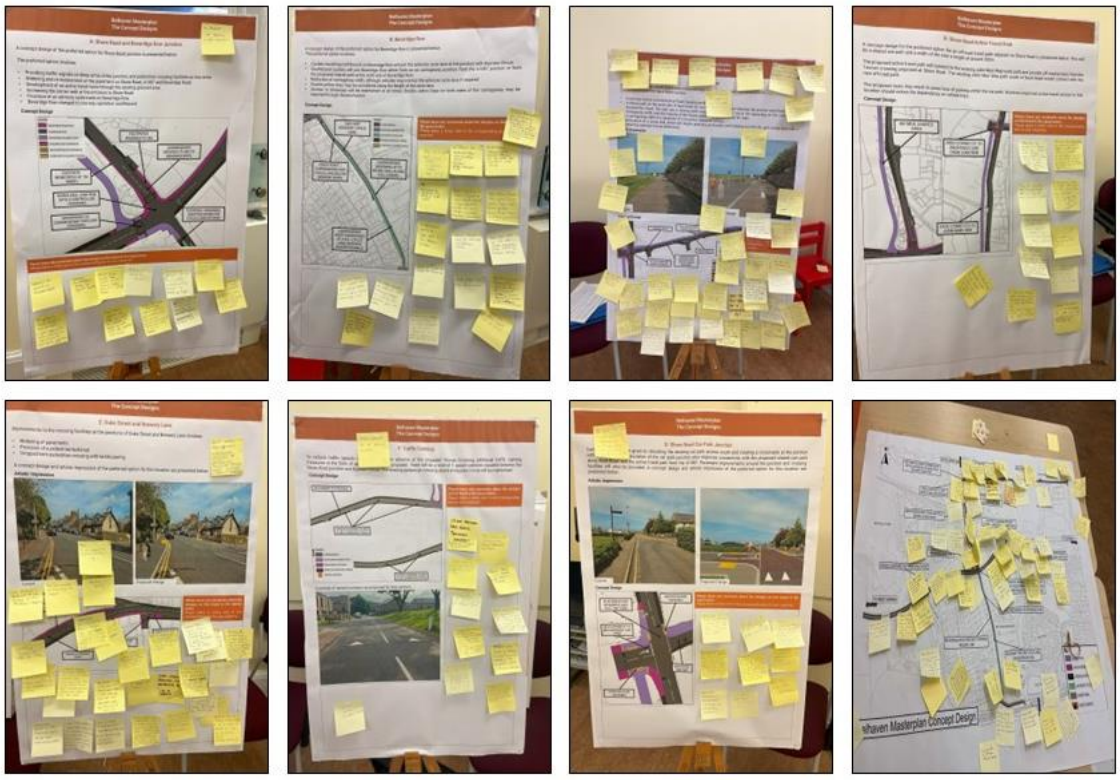

Figure 4-1: Public drop-in materials

4.3 Visualisations

4.3.1 Across all forms of engagement, visualisations of the proposed design were presented. The visualisations represented three locations of the study area, as shown in the figures below.

Figure 4-2: Back Road visualisation

Figure 4-3: Duke Street and Brewery Lane visualisation

Figure 4-4: Shore Road Car Park Junction visualisation

5 Engagement Events

5.1 Community Council and Councillor Workshop

5.1.1 An online workshop took place on 28th August with local Councillors and Community Council representatives. Councillors from the Dunbar and East Linton ward attended, and Community Council representatives included those from West Barns Community Council (hereafter WBCC) and Dunbar Community Council (hereafter DCC).

5.1.2 The workshop started by outlining the project mandate before exploring each design option for every location. This allowed for discussions about the favourable aspects of each design as well as any necessary revisions. The results from this workshop are detailed below, summarising the findings for each design at every location.

5.2 Stakeholder Drop-in Event

5.2.1 A key stakeholder drop-in event took place on September 5th in Dunbar Town House Museum & Gallery. This took place in the morning, before the Public Drop-in Event in the afternoon. Those in attendance included a representative from Winterfield Golf Club and Friends of Belhaven. The feedback gathered has been incorporated into the findings set out below.

5.3 Public Drop-in Event

5.3.1 A Public Drop-in Event was hosted in Dunbar Town House Museum & Gallery on September 5th, 3-7pm. This was a highly attended event and the feedback gathered during the event has also been incorporated into the findings set out below.

5.4 On-line Engagement

5.4.1 A dedicated Webpage was created to provide project information and to host an on-line survey, as shown in **Figure 5-1** below.

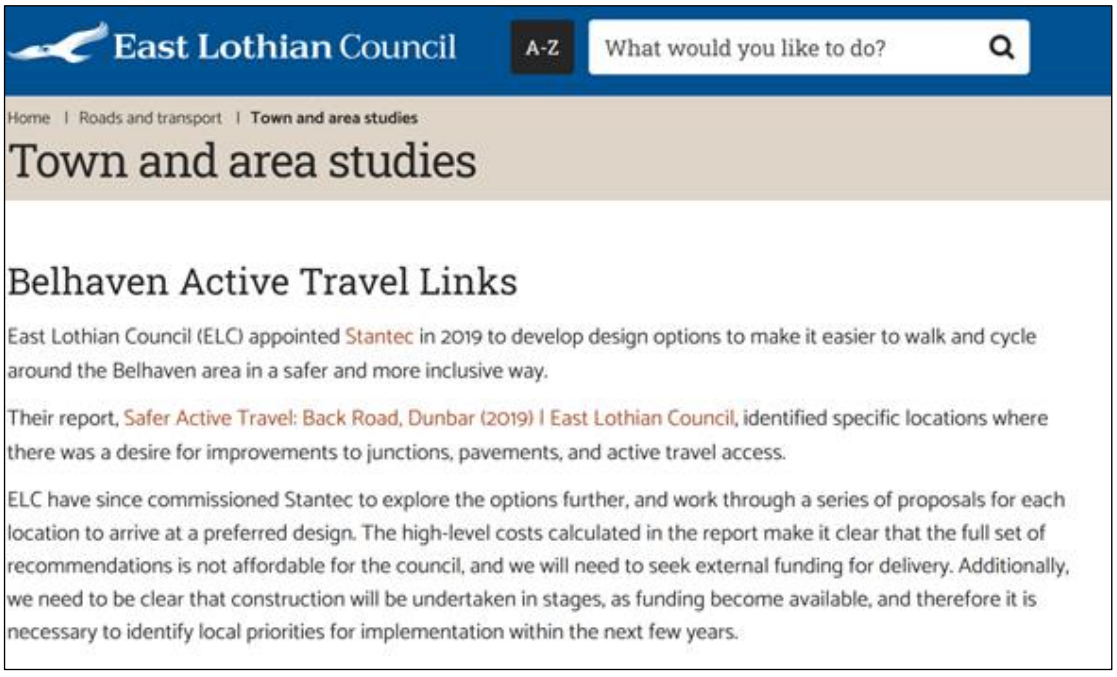

Figure 5-1 Project Webpage

6 Methodology for Analysis

6.1.1 All comments collected during all consultation activities were transcribed and collated into a MS Excel workbook as ‘string data’ to carry out a thematic analysis. Thematic analysis was carried out to analyse the patterns of themes in the dataset. The analysis identified themes based only on what was explicitly stated or written in the comments collected.

6.1.2 A summary of the codes was created to show a full count, to quantify how many times each concept was mentioned by consultees and ultimately highlight the patterns identified within the dataset.

7 Engagement Findings

7.1.1 This section details the findings from the engagement programme.

7.1.2 Findings from the engagement process are presented in the following sections organised by location. All comments received (from online engagement, library surveys, in-person drop-ins and stakeholder workshops) are presented against each location in turn.

7.2 Engagement overview

7.2.1 The engagement team received 228 responses to the online survey and 8 responses via paper survey. In addition to the surveys completed, the engagement team received comments via e-mail and collected people's views during in person events. All comments from all engagement sources were pulled together and analysed. The comments from all forms of consultation totalled 360 as shown in the **Table 7-1** below.

Table 7-1 Number of Comments by Engagement Method

Engagement Method	Number of responses
Online survey	228
Hard copy survey	8
Public events	124 comments across event
Total responses	**360**

7.2.2 One limitation to anonymous surveys is that people could report the same comments via different media. This became evident when interrogating the dataset. It is therefore important to interpret the descriptive statistics reported below accordingly. To mitigate this, only one survey response could be submitted per device / IP address.

7.3 Priority ranking

7.3.1 The purpose of the engagement was to determine the priorities of the community. To do this, survey respondents were asked to rank the design options in order of preference for delivery. Participants ranked the options from 1 to 7, with 1 being the highest priority and 7 being the least priority.

7.3.2 It is important to note that this was a mandatory question when submitting a survey response. A limitation of this is that if participants did not feel any of the proposals should be delivered, there was no option to express this. To address this limitation, responses from respondents who selected 'no change required at this location' throughout the survey were removed from the analysis. This accounted for a total of 7 responses out of 236.

7.3.3 The ranking alone was not used to inform conclusions and recommendations. Instead, a mixed method analysis was adopted to ensure representation of views across the engagement exercises.

Ranking Methodology

7.3.4 The ranking data was collated in a matrix format. The number of times each proposal had been ranked 1st to 7th was collected, as demonstrated in Table 7-2. A weighting was applied that reflected the ranking of the proposals – seven points for 1st priority, down to one point for

7th priority. This enabled a total score to be calculated for each option, revealing an overall level of priority for the set of proposals.

Table 7-2: Proposal ranking

	Ranking						
Project	1	2	3	4	5	6	7
A	65	47	34	19	23	25	14
B	10	21	27	37	34	43	55
C	61	22	20	27	28	33	36
D	20	45	40	35	43	23	21
E	19	27	50	40	42	31	19
F	25	29	22	32	27	42	50
G	28	36	34	37	30	30	32

7.3.5 Figure 7-1 below presents the outcome of this methodology, with **A: Shore Road and Beveridge Row Junction ranking as the highest priority, followed by C: Back Road.**

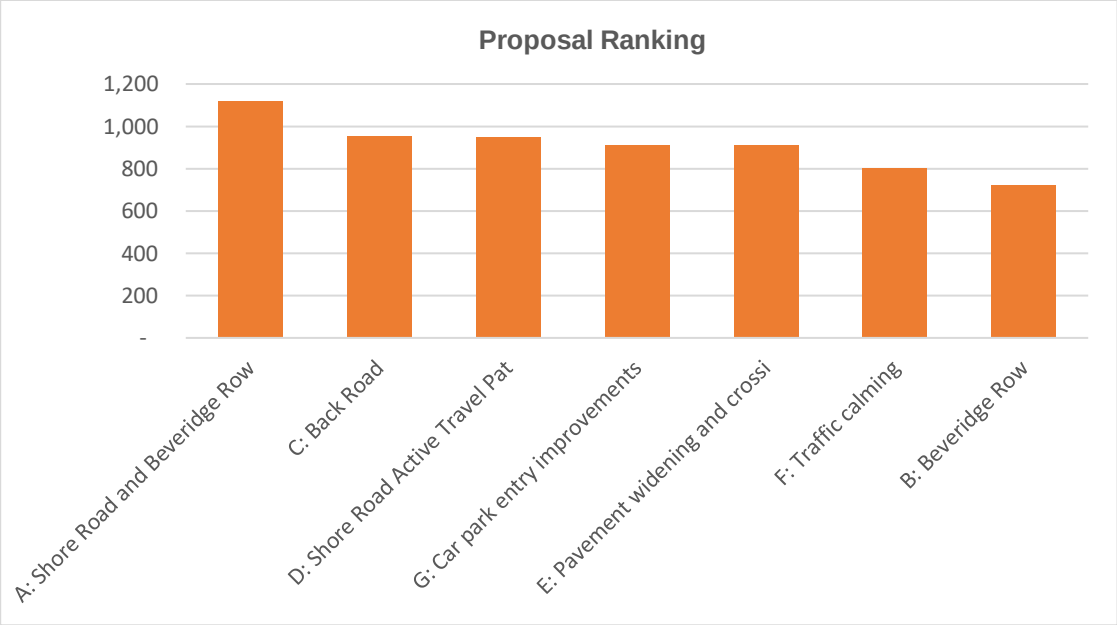

Figure 7-1: Proposal ranking outcome

7.4 Shore Road / Beveridge Row Junction

7.4.1 Figure 7-2 shows the location of the first proposal presented as part of the engagement.

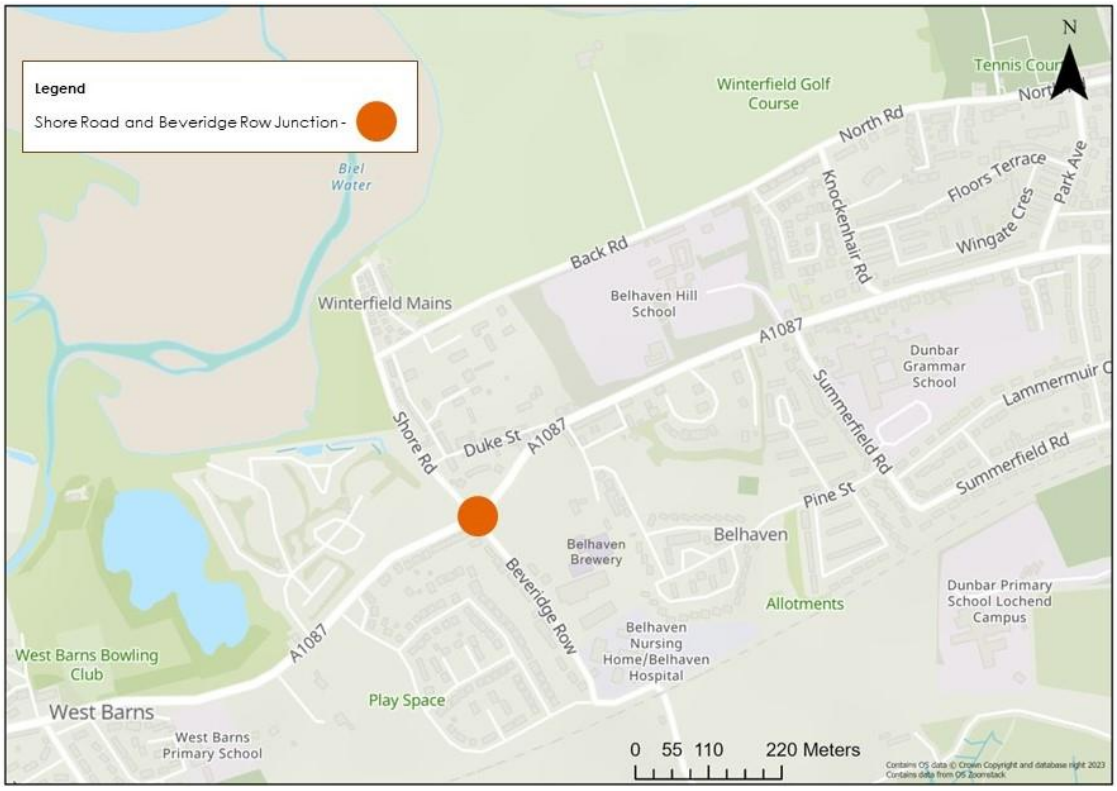

Figure 7-2: Shore Road and Beveridge Row junction location

Key themes

7.4.2 Across all forms of engagement, the main concerns raised about the proposal at the Shore Road and Beveridge Row junction were:

- Concerns about installing traffic lights and the associated impacts such as traffic displacement and congestion.
- The potential impact on the appearance of the area.
- References to proposals for Beveridge Row, with nine respondents objecting to the proposed one-way system on Beveridge Row within this section of the survey.

Online engagement

7.4.3 The survey findings revealed that **52% of total responses 'liked' the preferred design option for A: Shore Road and Beveridge Row Junction**. Figure 7-3 presents a breakdown of responses received.

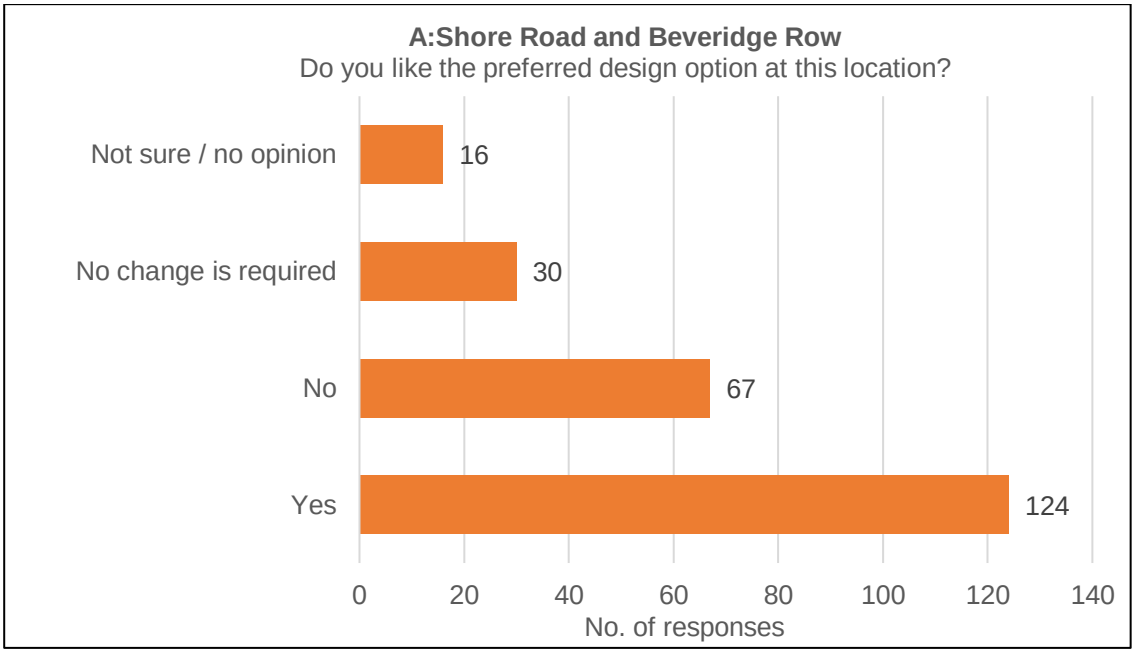

Figure 7-3: Shore Road and Beveridge Row survey responses

7.4.4 Of those who selected 'No', 34 provided an indication that they preferred the alternative options presented, as shown in Figure 7-4.

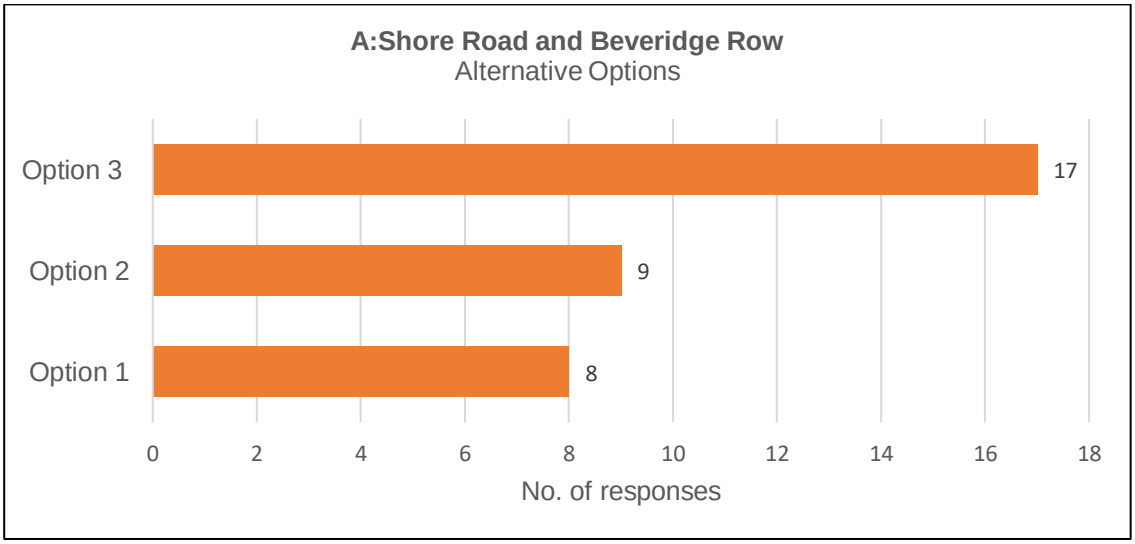

Figure 7-4: Shore Road and Beveridge Row alternative option selection

7.4.5 The survey revealed that some respondents felt installing a signalised crossing at this location was unnecessary, and some suggested that this would negatively impact the area's appearance. Additionally, respondents expressed concern over potential congestion because of the signalised crossing. However, there appeared to be a consensus that a crossing at this location was required. Respondents also commented on the proposals on Beveridge Row, with several respondents objecting to the proposal of a one-way system.

Public drop-in

7.4.6 The public drop-in revealed similar findings, with some concern regarding the installation of a signalised crossings and the impact this may have on traffic.

7.4.7 Figure 7-5 presents some comments on the Shore Road and Beveridge Road junction proposal. These summarise the feelings of the comments received regarding the proposal. These comments were collected through the survey and public drop-in event.

Figure 7-5: Shore Road and Beveridge Row comments

7.4.8 Figure 7-6 quantifies the comments provided as part of the engagement, with concern over the impact on traffic lights being the most recurring concern.

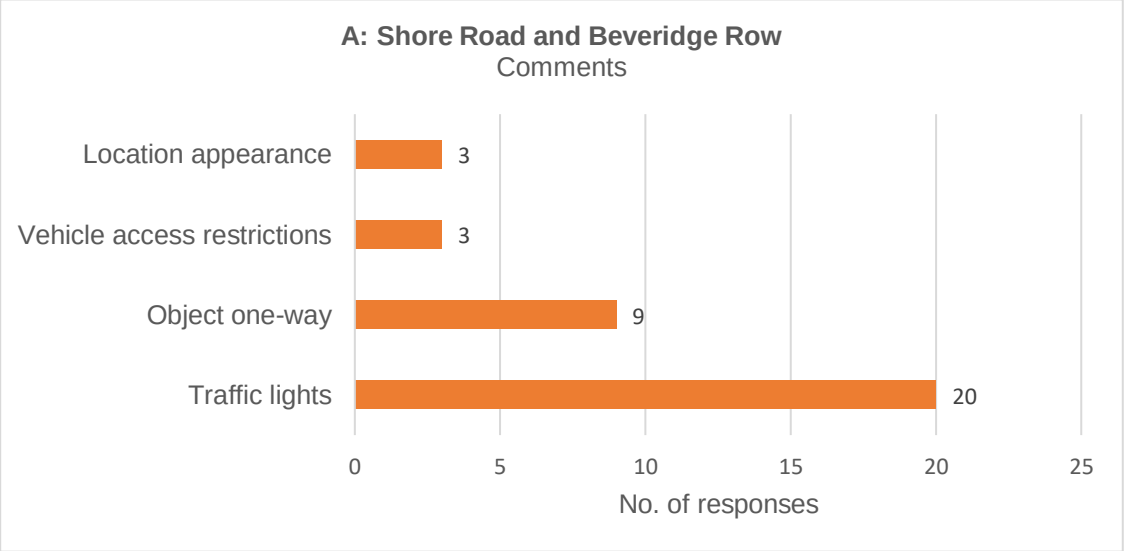

Figure 7-6: Shore Road and Beveridge Row comment numbers

Stakeholder workshops – Councillors and Community Councils

7.4.9 The representatives from West Barns Community Council (WBCC) raised concerns about the safety of the design at location A. WBCC expressed concern about the location of the crossing, stating that it is too close to the cottage in the current designs. They emphasised that widening the Shore Road junction mouth is the main priority and described the provision of a signalised crossing as excessive but were amendable to an uncontrolled crossing. Two WBCC members were concerned that widening the footway on Shore Road could lead to vehicles mounting the footway due to the narrow junction radius. One member expressed concern about potential congestion on A1087 as a result of the proposed changes, stating that people currently park there. Finally, they felt that the volume of pedestrians did not warrant the proposed changes.

7.4.10 One Councillor expressed concern about the increasing traffic volumes on Edinburgh Road. Although they did not think installing traffic signals is necessary at the moment, they believe it might be needed if the footway on Shore Road is widened and pedestrians are encouraged to cross at this location. Additionally, they believe that installing a crossing would improve access to the bus stop on the western footway of the A1087.

7.4.11 Representatives from Dunbar Community Council (DCC) suggested that the option for a raised table would work well to label the area as a village. They also felt a signalised crossing was the preferable option and requested the speed limit be reduced to 20mph. Widening the entrance to Shore Road was described as ‘essential’. They stated that for the signalised crossing to function, Beveridge Row would have to be made one-way.

7.5 Beveridge Row

7.5.1 Figure 7-7 shows the location of the second proposal presented as part of the engagement.

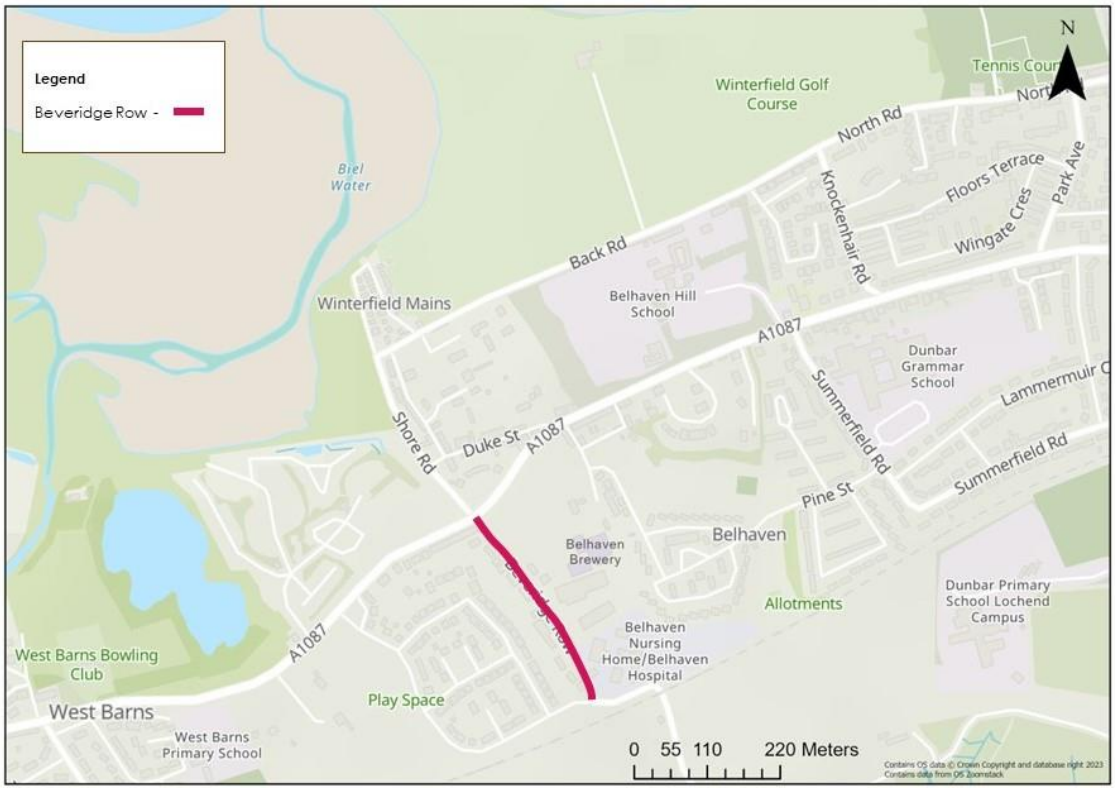

Figure 7-7: Beveridge Row location

Key themes

7.5.2 Several recurring comments and concerns emerged regarding Beveridge Row during the engagement programme. These included:

- Concerns about the proposed one-way system and associated impact on residents of Beveridge Row and Bayview Circus.
- Significant concerns about traffic displacement to Bayview Circus through the 'Cala Estate' due to the proposed one-way system**.**
- Lack of pedestrian priority in the designs, with respondents questioning why a cycle lane is prioritised over a footway at this location.

Survey

7.5.3 The survey revealed that **36% 'liked' the proposal for Beveridge Row and 27% did not**. Figure 7-8 provides a further breakdown of the survey responses.

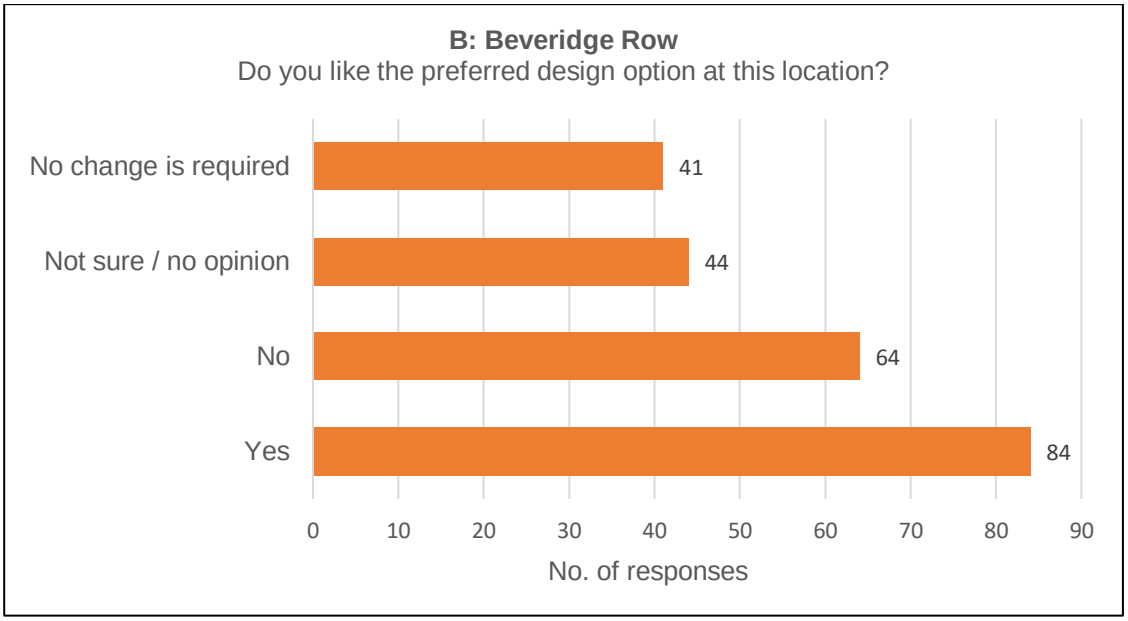

Figure 7-8: Beveridge Row survey responses

7.5.4 Of the respondents who stated they did not like the proposal, one suggested that 'Alternative Option 1' would be preferable, and five stated 'Alternative Option 2' would be preferable.

7.5.5 The most recurring concern regarding the Beveridge Row proposal regarded the one-way system, as respondents felt traffic displacement would occur as a result. Respondents expressed concern that traffic volumes would increase on Bayview Circus, resulting in 'rat runs' through the housing estate to the west of Beveridge Row.

7.5.6 Respondents also expressed concern over the priority given to cyclists in the proposal, with some suggesting a footway should be installed along the entire length of Beveridge Row before a cycle lane. Some respondents also felt a cycle lane at this location was unnecessary due to low traffic volumes and speeds.

7.5.7 A smaller proportion of respondents suggested restricting vehicle access and introducing speed management on Beveridge Row.

Public drop-in

7.5.8 The public drop-in event revealed similar findings, with concern regarding the installation of double yellow lines. Some residents of Beveridge Row attended the event and expressed concern about visitors, deliveries and other access requirements.

7.5.9 Figure 7-9 presents some comments on the Beveridge Row proposal. These summarise the feelings of the comments received during the engagement regarding the proposal.

Figure 7-9 Beveridge Row comments

7.5.10 Figure 7-10 quantifies the comments provided as part of the engagement, with concern over the traffic displacement as the most repeated comment.

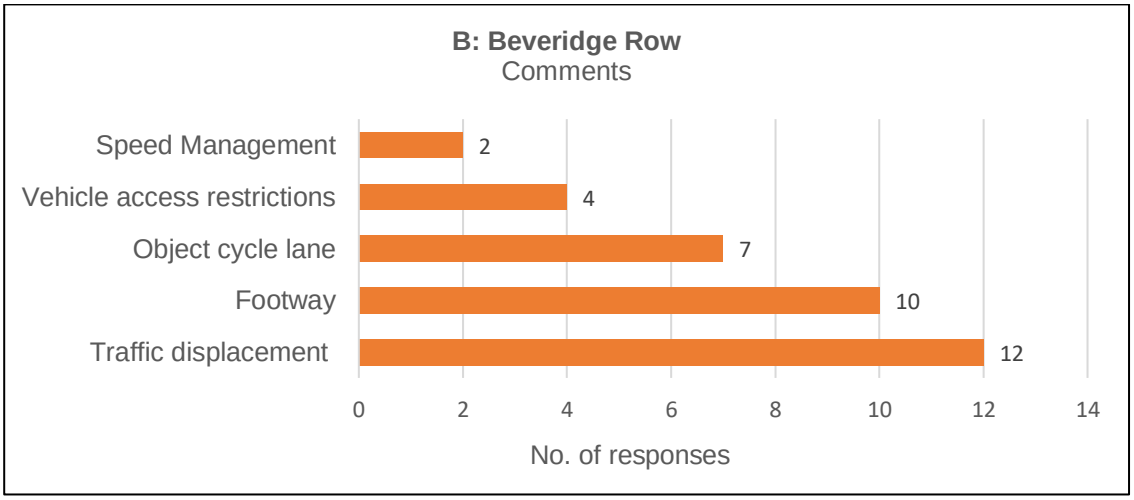

Figure 7-10 Beveridge Row comment numbers

Stakeholder workshop – Councillors and Community Councils

7.5.11 The representatives from DCC felt that the proposed cycle lane needs to be more coherent. They suggested that if the network is not cohesive, it will not be used. They felt extending the footway along the length of Beveridge Row would be a preferable option. One Councillor agreed that a shared path would be preferable and suggested that cyclists should be able to travel against the one-way system using the footway. DCC representatives also suggested

that Beveridge Row could become a cul-de-sac, reducing the need for traffic calming measures. They stated that it is currently closed for development, and they have not observed any negative impacts.

7.5.12 WBCC representatives opposed the proposal making Beveridge Row a one-way system, suggesting this would put pressure on Bayview Circus. They referred to the design of Cala Estate and suggested that the residents did not anticipate that Beveridge Row would become one-way when buying property.

7.5.13 One Councillor suggested Bayview Circus should have been included in the brief.

Other notes

7.5.14 Cala Home residents attended the public drop-in event and provided the project team with a formal response to the proposals. This is included in Appendix D.

7.6 Back Road

7.6.1 Figure 7-11 presents the location of the third proposal discussed as part of the engagement.

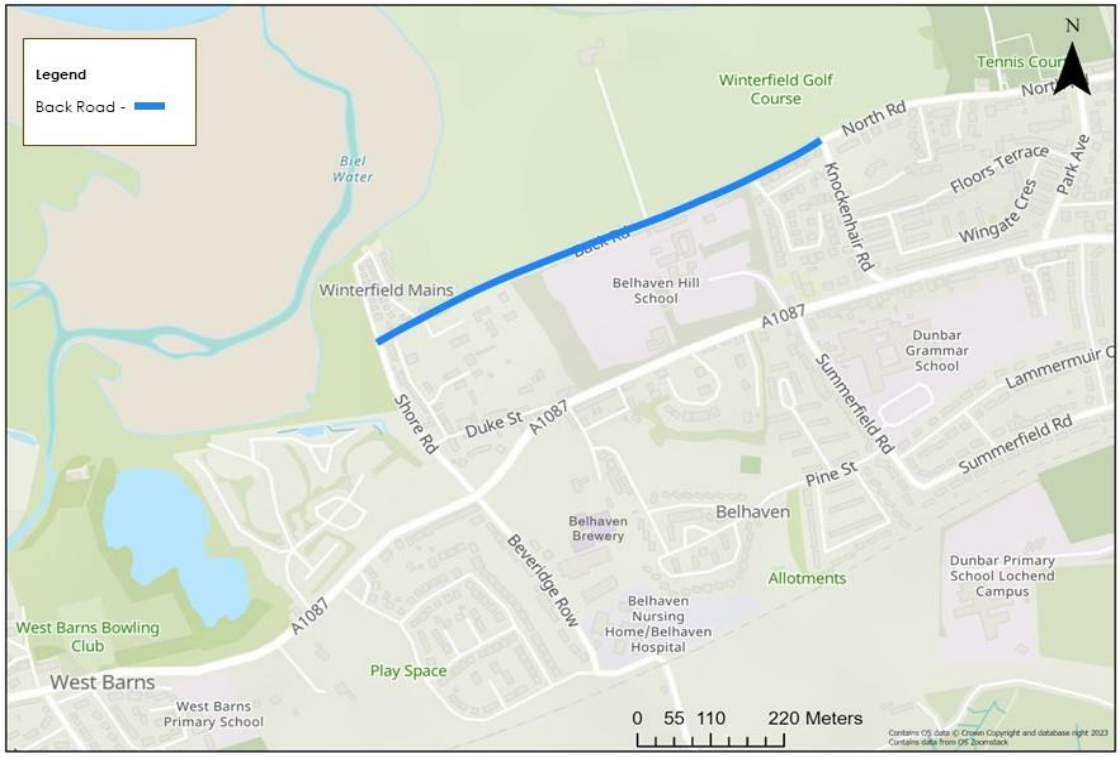

Figure 7-11: Back Road location

Key themes

7.6.2 Across the survey and public drop-in, the main comments and concerns raised regarding the proposal for Back Road included:

- A suggestion to close the road between the Shore Road junction and Winterfield Golf Club, with respondents discussing the recent closure and the benefits of this. Additionally, there was generally a positive reception to introducing a footway along the length of Back Road.

- Respondents expressed concern regarding the proposed one-way system on Back Road, with some respondents, particularly residents, justifying their concern through the traffic displacement they felt may happen.
- Some respondents suggested that speed management would be a more appropriate proposal.
- A smaller proportion of respondents suggested that the path could be built into the Golf Club land, and some suggested that the one-way system would prevent visitors from seeing the view of Belhaven. Respondents raised concern that this proposal would change the appearance of this location.
- Several people engaged expressed concern about mixing pedestrians with cyclists on a footway. Cycling speeds were noted as a key concern, particularly if cyclists are to travel west, going downhill on the proposed shared path.
- Some respondents proposed the closure of Back Road to motor vehicles and reflected positively on the recent temporary closure on Back Road due to roadworks.
- Finally, respondents suggested that the one-way system should be between Shore Road and the entrance to the Winterfield Golf Course.
- A mirror on Back Road was proposed to improve visibility at the Belhaven High School access. However mirrors are not supported on the East Lothian Council adopted road network.

Online Survey

7.6.3 The survey findings revealed that **44% of respondents 'liked' the proposal for Back Road, whilst 36% did not, and 16% felt no change was required.** Figure 7-12 presents a breakdown of responses received.

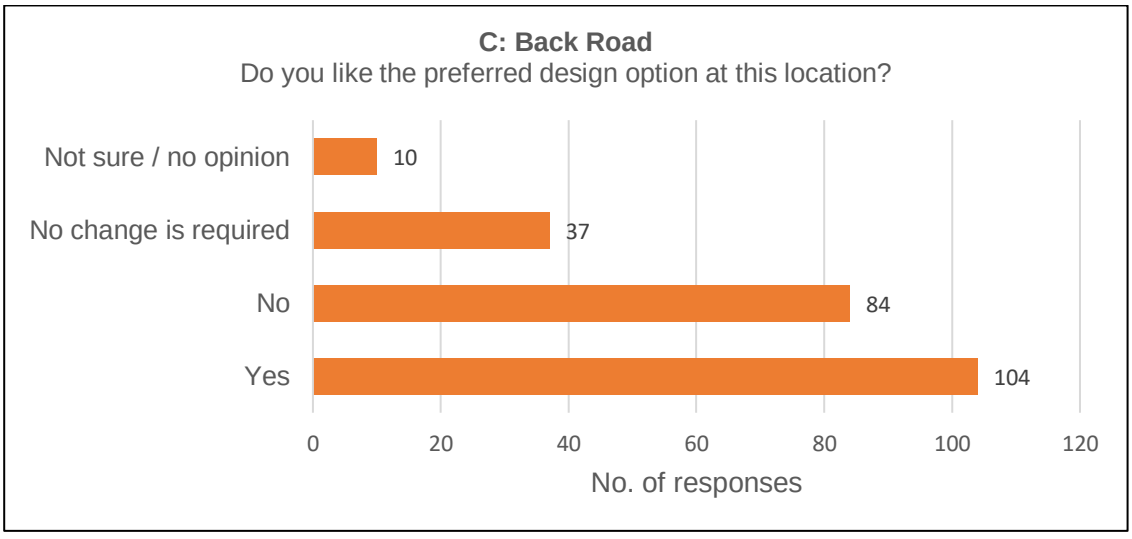

Figure 7-12: Back Road survey responses

7.6.4 Of those who selected 'No', six suggested they preferred Alternative Option 1, three suggested a preference for Alternative Option 2 and two suggested a preference for Alternative Option 3.

Public drop-in

7.6.5 The public drop-in revealed similar findings as attendees were generally positive regarding introducing a footway but felt the one-way should stop at the entrance to the Winterfield Golf Club. However, similarly to the survey responses, respondents expressed concern over the traffic displacement they felt would occur due to introducing a one-way system.

7.6.6 Figure 7-13 presents some comments collected as part of the survey and public drop-in on the proposal for Back Road. The comments selected summarise the feeling of the comments received across the engagement programme.

Figure 7-13: Back Road comments

7.6.7 Figure 7-14 quantifies the comments provided as part of the engagement. The most common comment regards the proposal for a one-way system and its associated impacts.

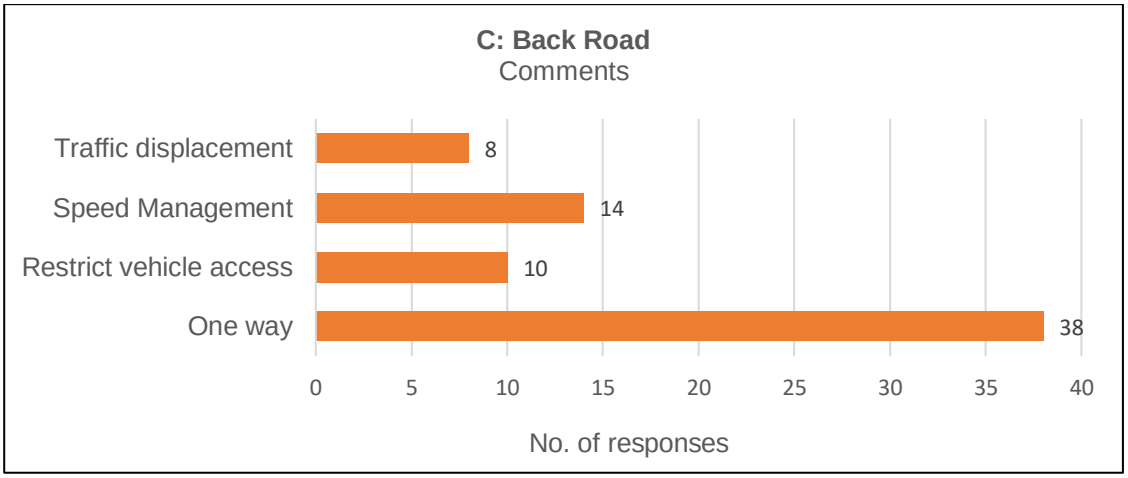

Figure 7-14: Back Road comment numbers

Stakeholder workshop – Councillors and Community Councils

7.6.8 The WBCC expressed concern that the proposed changes may lead to more traffic pressure on Beveridge Row and Shore Road Junction, resulting in increased traffic through Knockenhair Road and Duke Street, and potentially adding to the traffic on Belhaven High Street.

7.6.9 The DCC suggested that the one-way system should start to the west of the Golf Club entrance and recommended moving the raised table car park entrance further south on Shore Road to improve access for pedestrians walking west on Back Road. They also mentioned that relocating the entrance southward could potentially decrease traffic volume on Shore Road.

7.6.10 One Councillor mentioned that, following the closure of Back Road for repairs, the one-way system should proceed eastward as proposed.

7.7 Shore Road Active Travel Path

7.7.1 Figure 7-15 below shows the location of the first proposal presented as part of the engagement.

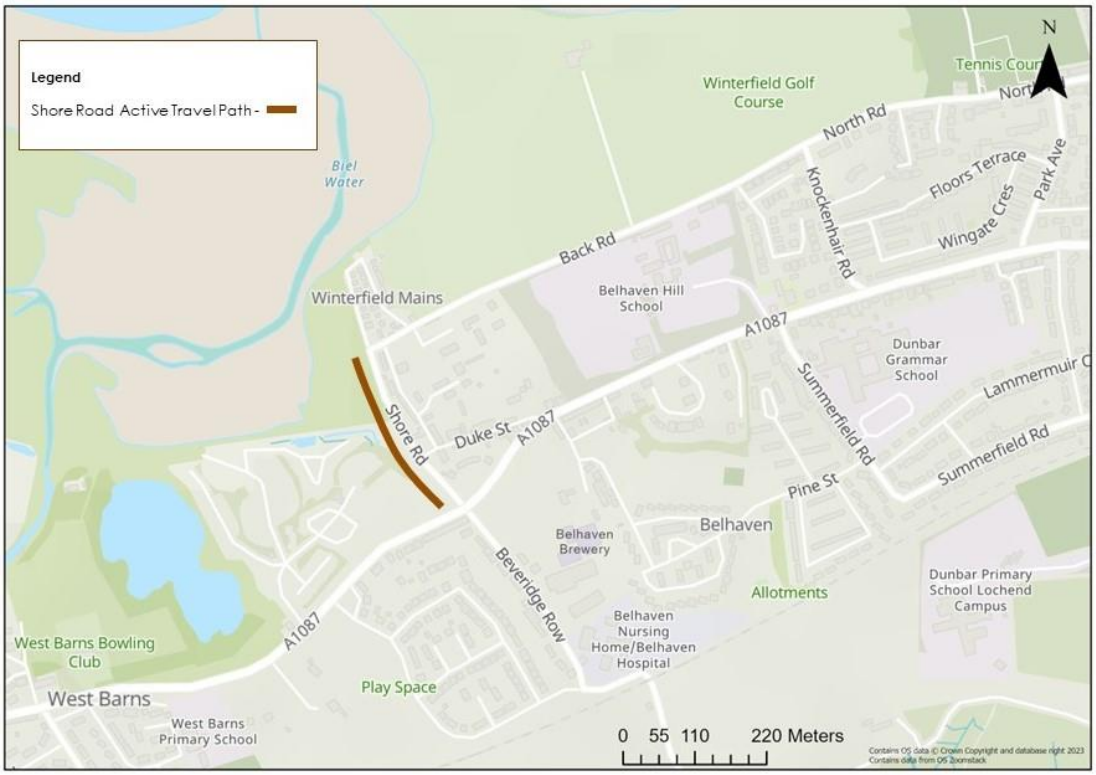

Figure 7-15: Shore Road Active Travel Path Location

Key themes

7.7.2 The proposal for an off-road active travel path was generally well received across the engagement. However, some of the key concerns noted across the survey and public drop-in engagement included:

- Some respondents felt cyclists will not use the path and that there are adequate facilities for walking. Some suggested that the loss of 'greenery' would negatively impact the area.
- Similarly to other proposal locations, respondents expressed concern about mixing pedestrians with cyclists on a footway.
- Some respondents suggest that the proposed path should include a pedestrian crossing to Duke Street.

Survey

7.7.3 Some **73% of respondents suggested they 'liked' the proposal**. Figure 7-16 presents a further breakdown of the survey results.

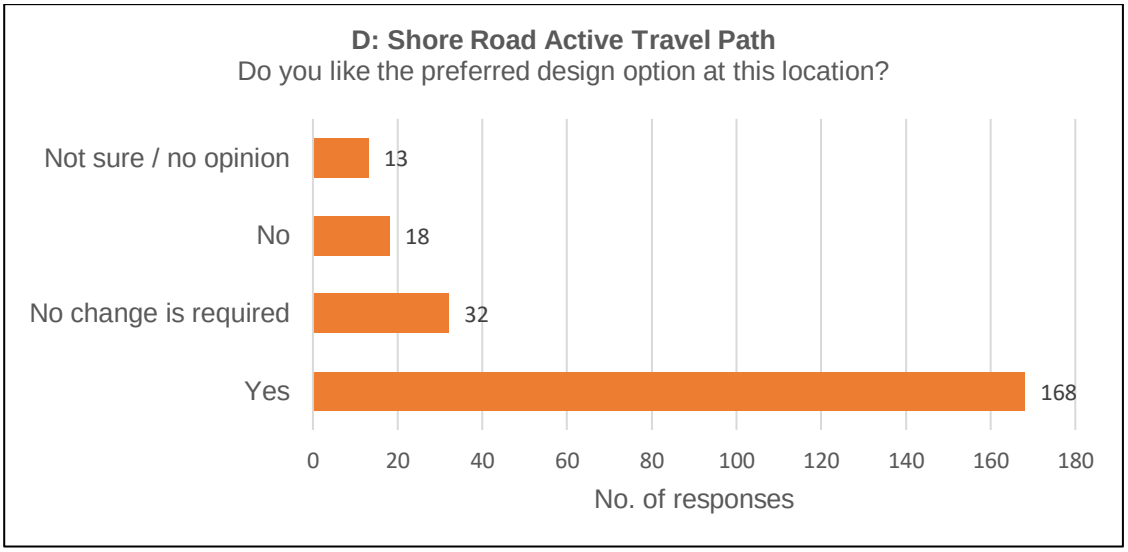

Figure 7-16: Shore Road Active Travel Path survey responses

Stakeholder workshop – Councillors and Community Councils

7.7.4 All workshop attendees unanimously supported the proposal. It was also suggested that implementing this proposal would eliminate the need to widen the footway on Shore Road, and instead, the carriageway and junction radius could be widened. It was noted that the proposed path would be heavily used and should therefore be wide enough to accommodate this.

Belhaven Caravan Park

7.7.5 Currently the land that this proposal is proposed to pass through is leased to Belhaven Caravan Park. Following the public drop-in event, a meeting with the acting manager was arranged to discuss the proposal.

7.7.6 The findings and key comments from this are detailed below:

- They were generally supportive of any proposal that will improve access into Shore Road. They recognised the direct benefits for people staying at the holiday let on the corner of the junction, but less so for those staying at the caravan park itself.
- The caravan park leases the land from the Council, and as such are currently responsible for its maintenance. The caravan park has recently incurred considerable costs fixing and maintaining the wall on Shore Road. They expressed concern that this wall would now be dismantled as part of the scheme.
- They expressed concerns about the maintenance of the path and who would be responsible for this if installed. Additionally, they have raised concerns about the liability for the path, such as who would be liable if someone were to trip and injure themselves, and more generally the state of the path. They expressed a preference for the lease to stop short of the path and maintenance burden and liability for the boundary wall and path return to the Council.
- They are seeking more clarity on who would be responsible for maintenance and who would be liable for the path. As the project progresses, it will be necessary to consult with more senior members of staff within the caravan park on the proposal.

7.8 Duke Street and Brewery Lane

7.8.1 Figure 7-17 shows the location of the fifth proposal presented as part of the engagement.

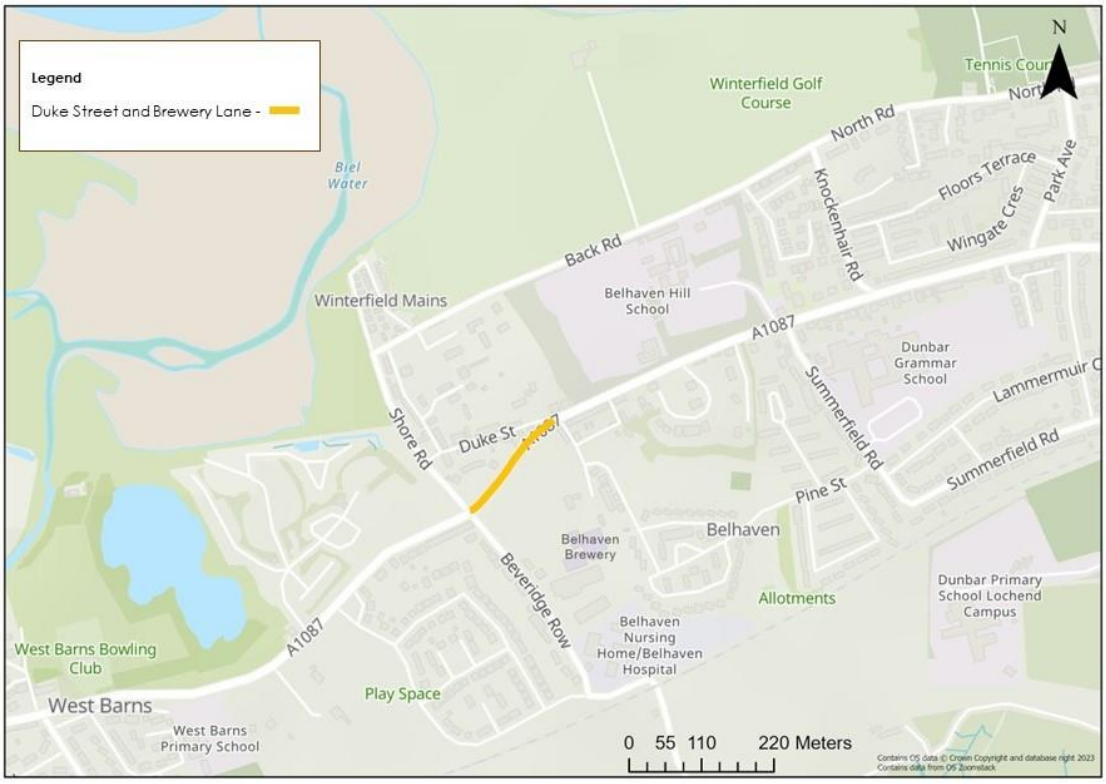

Figure 7-17: Duke Street and Brewery Lane location

Key themes

7.8.2 The feedback received from both the survey and public drop-in on the proposals for Duke Street and Brewery Lane included the following comments:

- Parking on both the north and south sides of the carriageway at this location was raised as a concern for some respondents. It was suggested that parked vehicles reduce visibility, creating safety concerns for those crossing at this location.
- Concerns were raised about the proposal to extend the footway on the south side and provide a dropped kerb crossing. Some respondents felt this may hinder access for lorries going to the brewery. They mentioned that the current space is already tight for most vehicles, and this change may lead to vehicles mounting the pavement.
- Some respondents suggested an alternative location for the crossing, such as further east or installing a controlled crossing.

Survey

7.8.3 Of the survey responses and as presented below, **57% indicated that they 'liked' the preferred design option for this location and 21% indicated they did not like the design**.

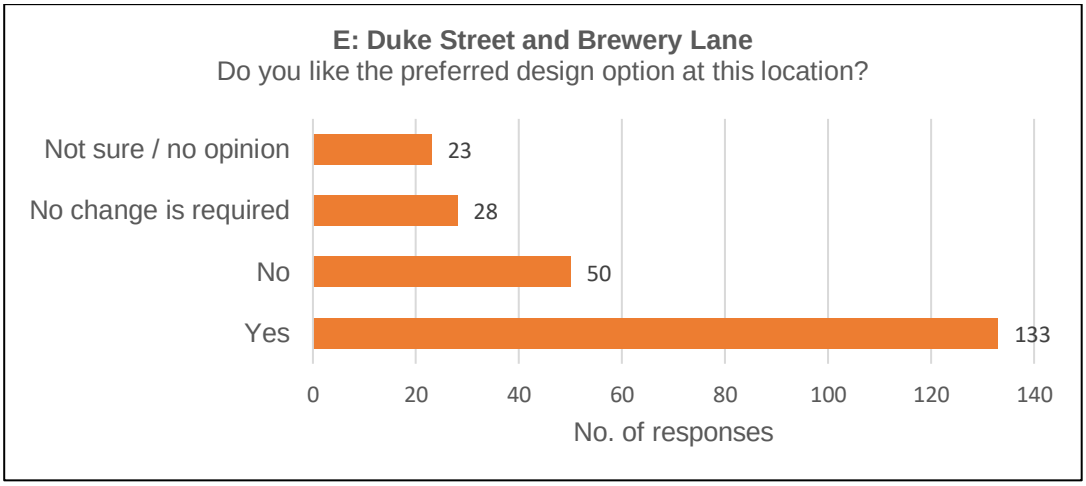

Figure 7-18 Duke Street and Brewery Lane survey responses

Public drop-in

7.8.4 Those who attended the public drop-in appeared less receptive to the proposed changes. Some respondents who attended the public drop-in raised the comments outlined above.

7.8.5 Figure 7-19 presents some comments on the Duke Street and Brewery Lane proposal. These summarise the comments outlined above.

Figure 7-19: Duke Street and Brewery Lane comments

7.8.6 Figure 7-20 quantifies the comments provided as part of the engagement, with concern over the impact on traffic lights being the most recurring comment.

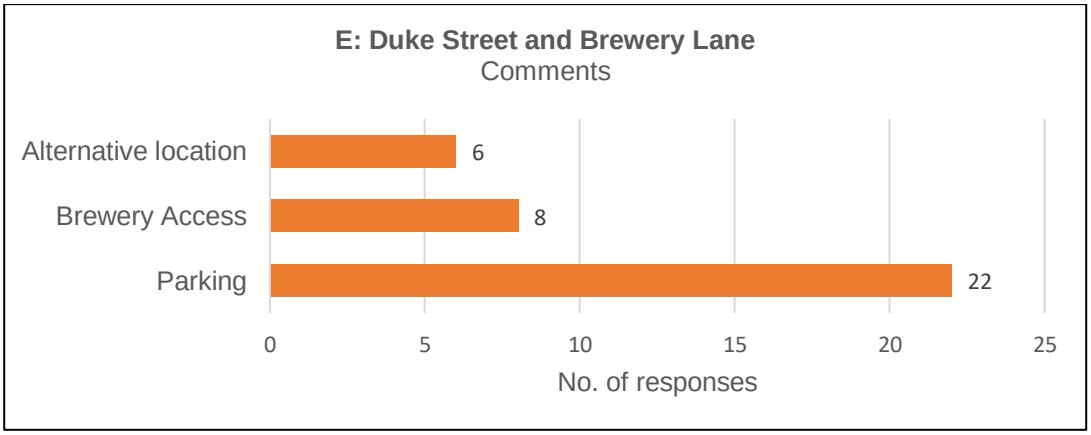

Figure 7-20: Duke Street and Brewery Lane comment numbers

Stakeholder workshop – Councillors and Community Councils

7.8.7 During the meeting, representatives from WBCC expressed concerns about the safety of the proposed unsignalised crossing location. They pointed out that vehicles turning into Brewery Lane face a tight junction and believed that building an extension would only make it worse. They also mentioned that the lorries accessing Belhaven Brewery could cause issues, worrying that vehicles might end up using the footway to access Brewery Lane if the extension is implemented.

7.8.8 Additionally, three attendees raised the issue of parking congestion on both sides of the road, which reduces the effective width of the carriageway.

7.8.9 A representative from WBCC suggested installing a footway on the south side of the A1807, noting that this had been a frequent request from residents.

7.9 Traffic calming

7.9.1 Figure 7-21 shows the location of the sixth proposal presented as part of the engagement.

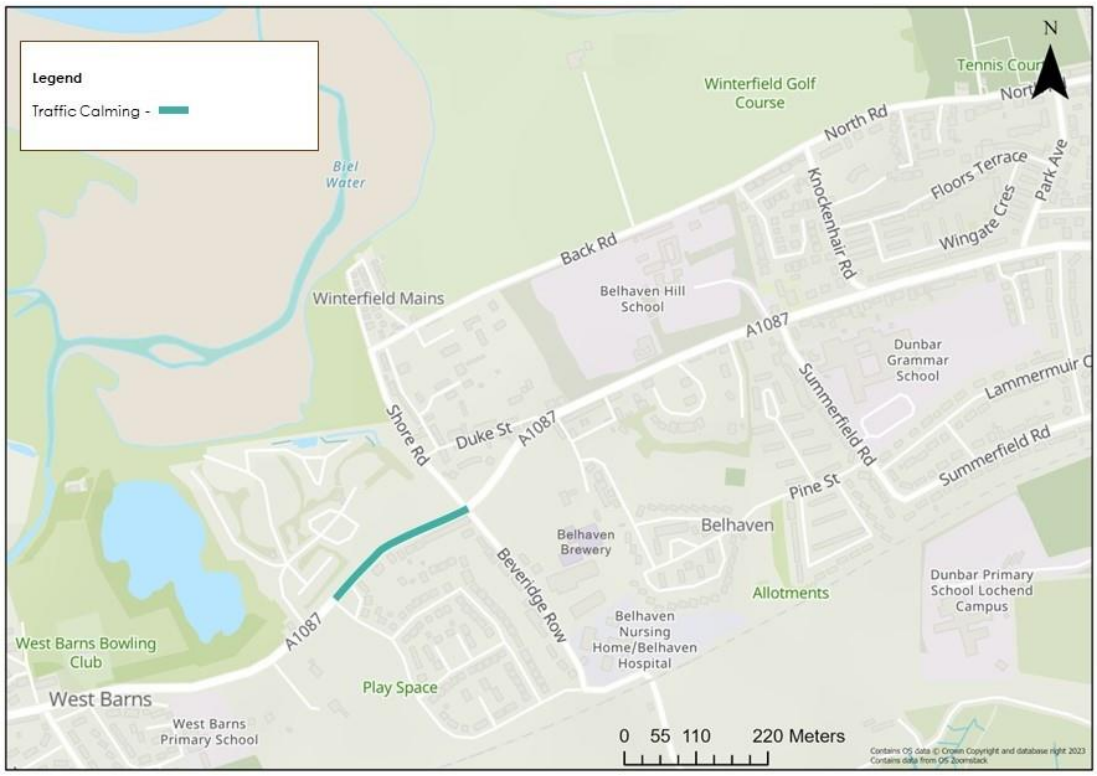

Figure 7-21: Traffic Calming Location

Key themes

7.9.2 The proposal to introduce traffic calming measures in the form of speed bumps in this location was divisive during the engagement. The following comments recurred most throughout the online survey and public drop-in:

- Some respondents suggested that the 20mph speed limit be implemented along the entire stretch of this road to reduce speeds.
- 51 respondents felt that speed bumps are generally ineffective and can cause damage to vehicles, and some respondents suggested they can also pose a hazard to cyclists.

Survey

7.9.3 The survey findings revealed a relative split between opinions. Figure 7-22 presents the survey responses.

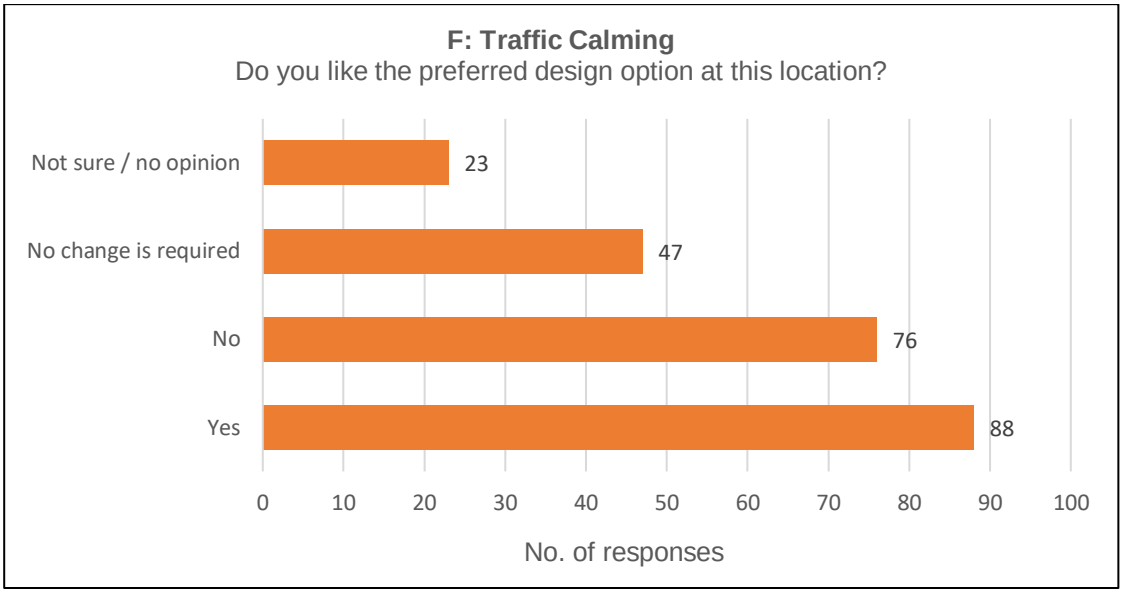

Figure 7-22: Traffic Calming survey responses

Public drop-in

7.9.4 Similar findings were collected at the public drop-in event as respondents expressed an ambition to extend the existing 20mph speed limit in this location.

7.9.5 Figure 7-24 presents comments on the traffic calming proposal collected through the survey and public drop-in. These summarise the feelings of the comments regarding the proposal.

Figure 7-23: Traffic calming comments

7.9.6 As shown below, speed bumps were referenced 51 times, with the main comment regarding their ineffectiveness at reducing traffic speeds.

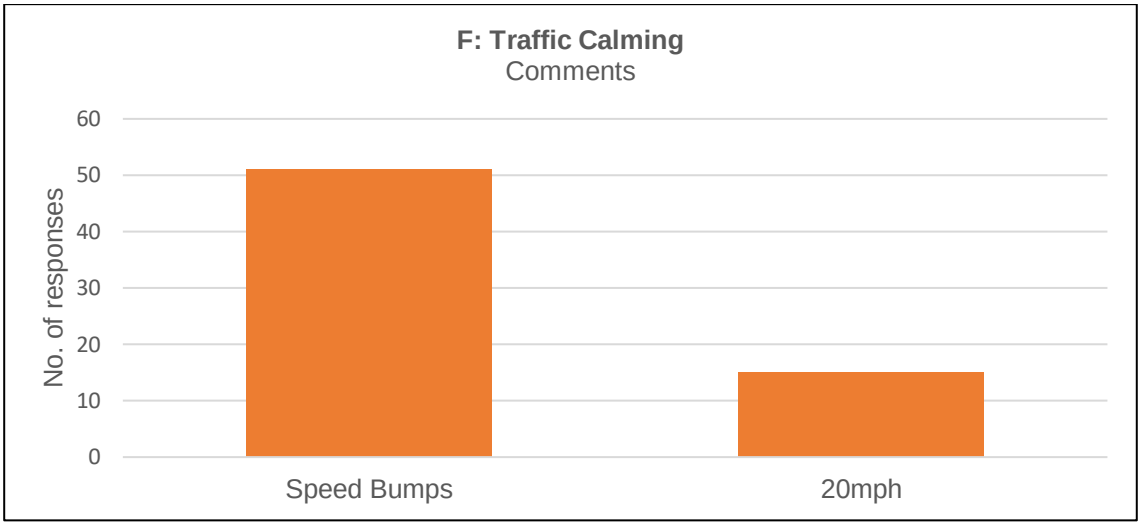

Figure 7-24: Traffic Calming comment numbers

Stakeholder workshop – Councillors and Community Councils

7.9.7 Representatives at the workshop felt residents would be in support of traffic calming but it would depend on the shape of the measures. It was suggested that a more substantial solution may be required for the HGVs accessing the area.

7.10 Shore Road Car Park junction

7.10.1 Figure 7-25 shows the location of the first proposal presented as part of the engagement.

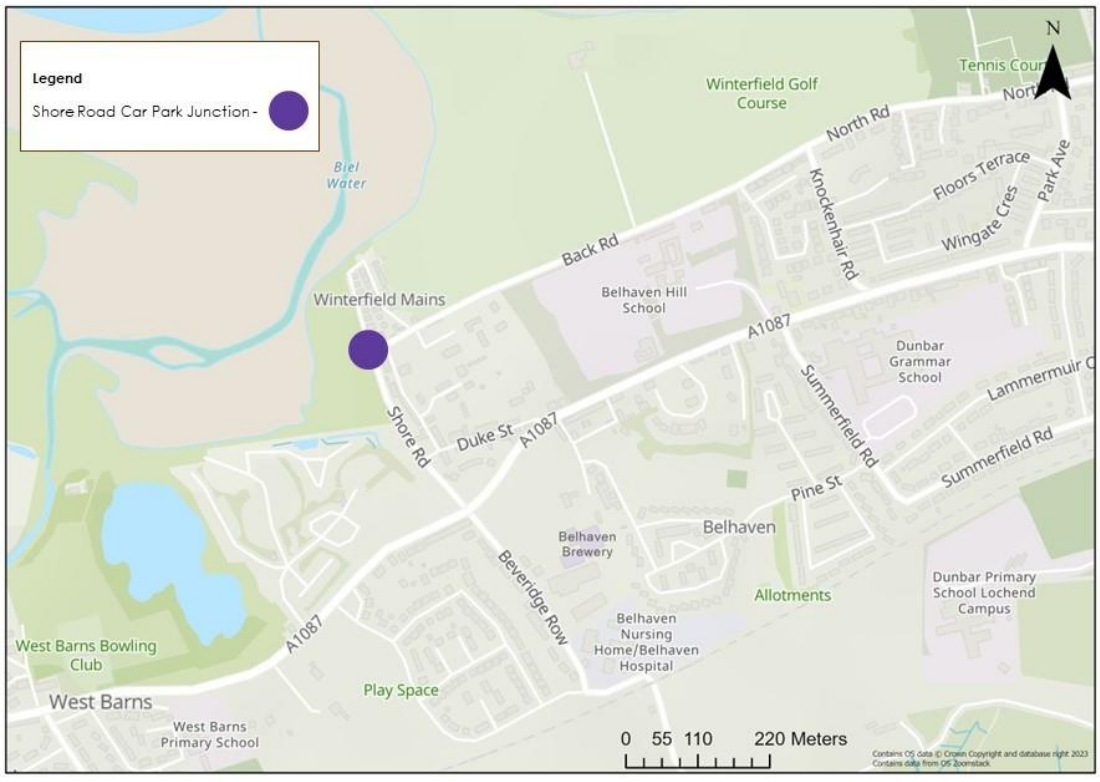

Figure 7-25: Shore Road Car Park Junction location

Key themes

7.10.2 There was generally a positive reception to the proposed changes at this location. Respondents raised the following comments throughout the engagement:

- Of the respondents who did not like the proposal, one of the recurring concerns regarded the current parking provision. Respondents expressed concern about no longer being able to access the beach due to the proposal to rationalise parking to residents and blue badge holders only.
- Respondents also expressed concern over the appearance of the proposal, with some feeling it would negatively impact the appearance of this location. Additionally, some felt the proposal may cause more user hazards, as pedestrians, cyclists and vehicles become concentrated at this junction.
- Some respondents felt that there was an opportunity to rationalise parking provision further to reduce the number of vehicles at this location.

Survey

7.10.3 The survey revealed that **63% of respondents 'liked' the proposal for this location** and 29% stated they did not like the proposal or felt no change was required at this location. Figure 7-26 presents a breakdown of responses received.

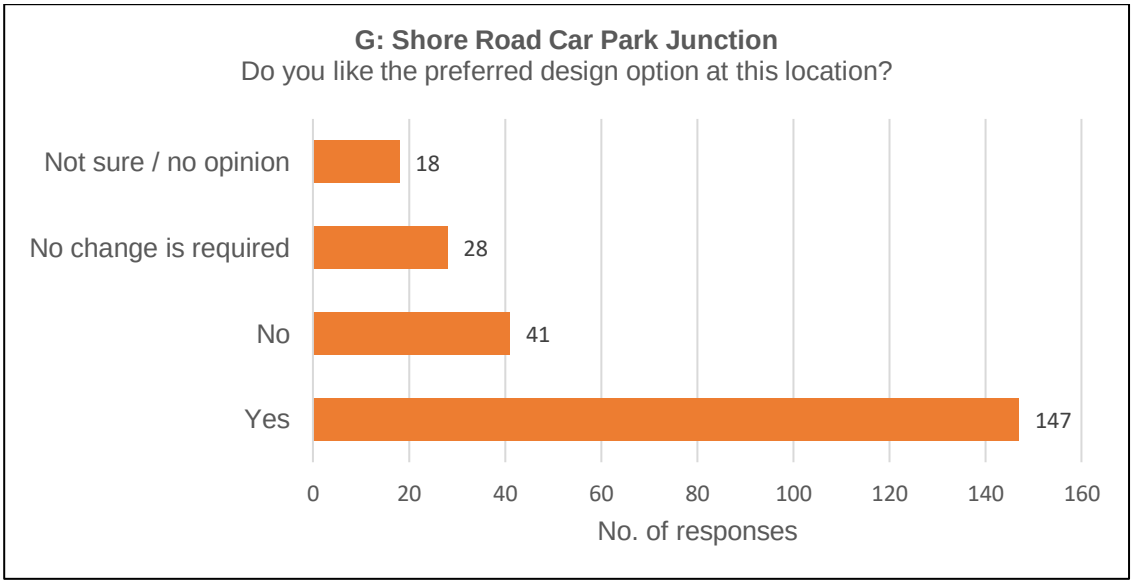

Figure 7-26: Shore Road Car Park Junction survey responses

Public drop-in

7.10.4 The feedback received during the public drop-in is reflected in the key themes outlined above. Figure 7-27 shows some of the comments received throughout the engagement that summarise the feedback and feelings of participants.

Figure 7-27: Shore Road Car Park Junction comments

7.10.5 Figure 7-28 Quantifies the comments received as part of the survey and public-drop in, with a preference to maintain the current parking provision being referred to 15 times.

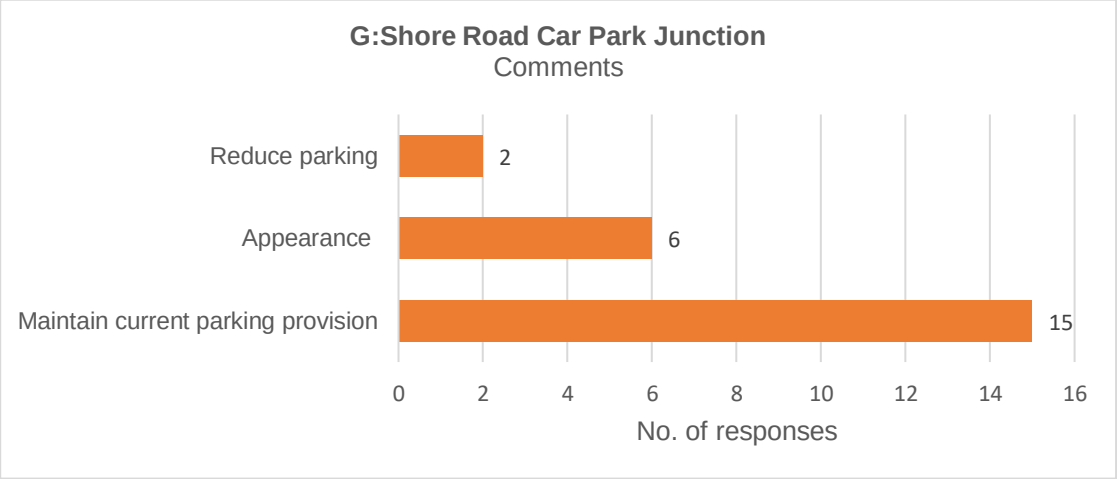

Figure 7-28: Shore Road Car Park Junction comment numbers

Stakeholder workshop – Councillors and Community Councils

7.10.6 All workshop attendees unanimously supported the proposal for Shore Road Car Park Junction.

7.11 Demographics

7.11.1 As part of the survey exercise, respondents were asked optional demographic questions to provide context to the responses and show the diversity of people reached during the engagement programme. Across the survey responses, not all respondents answered all demographic questions. The data below is representative of those that answered each demographic question.

7.11.2 Most respondents to the survey identified themselves as a resident of Belhaven (58%). Additionally, most participants who attended the public drop-in event identified themselves as local residents. Figure 7-29 provides a breakdown of respondents' relationship to the area.

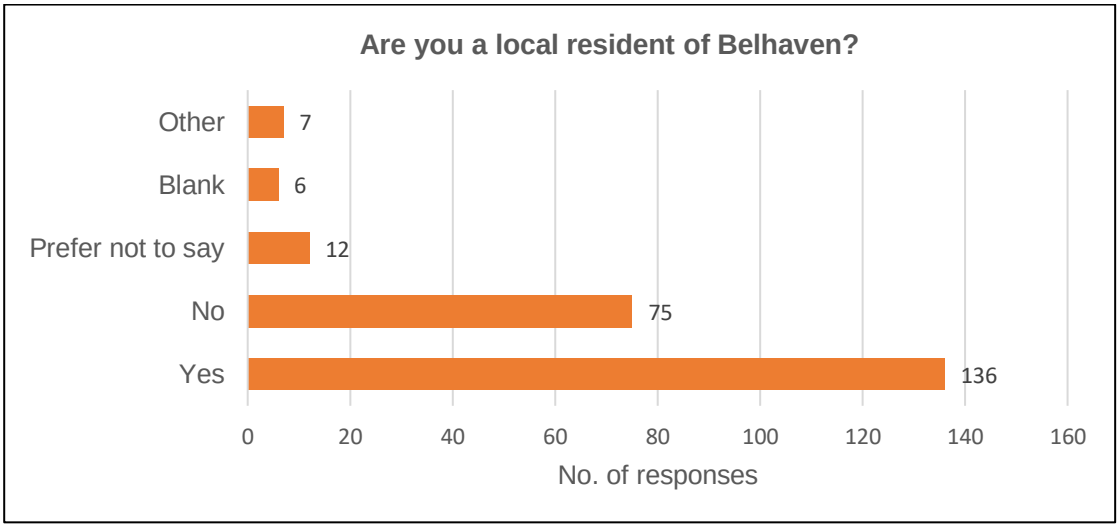

Figure 7-29: Participants' relationship to the area

7.11.3 Some **46% of respondents fell between the ages 45 to 64**, whilst less than 3% of respondents were below the age of 24 (Figure 7-30).

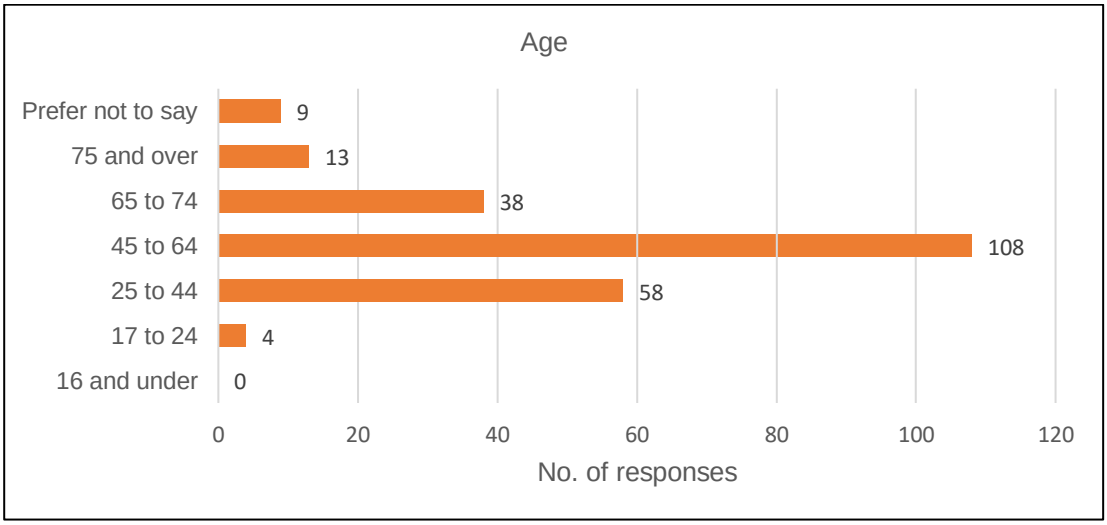

Figure 7-30: Age demographics of survey

7.11.4 Males made up 41% of survey responses, whilst females accounted for 45% (Figure 7-31).

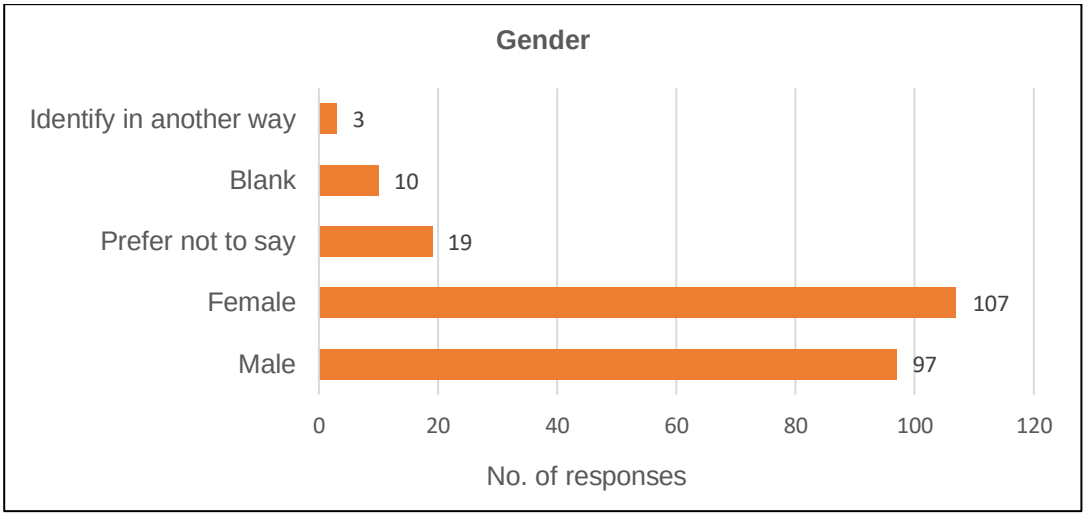

Figure 7-31: Gender demographics of survey

7.11.5 Of the survey respondents, 55% did not have young children or were not pregnant at the time of the survey (Figure 7-32).

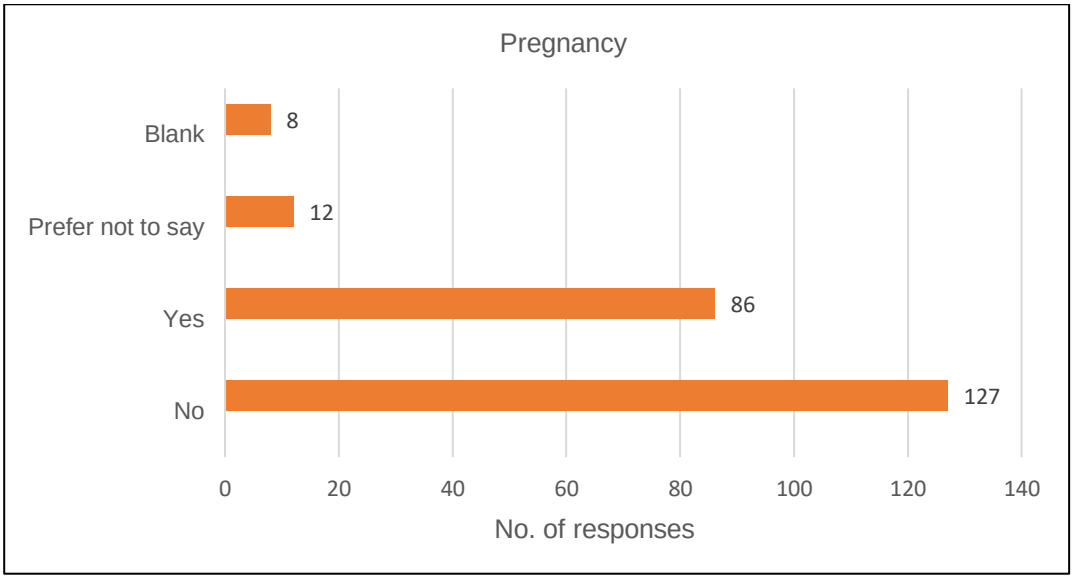

Figure 7-32: Maternity and pregnancy demographics of survey

7.11.6 Of the survey responses received, 10% of respondents considered themselves to have a disability. People could select one or more option to answer this question. The conditions identified and their frequency are displayed in Figure 7-33.

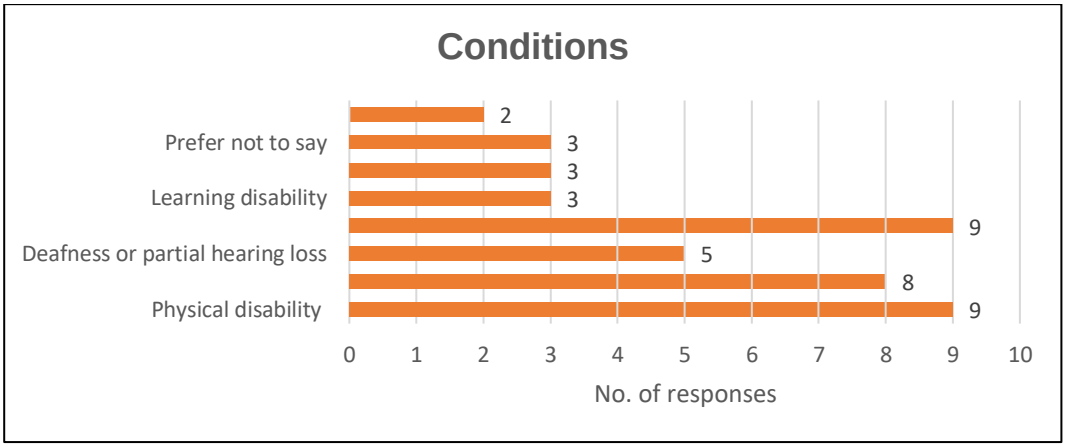

Figure 7-33: Survey demographics by physical or cognitive condition

8 Conclusions

8.1 Summary and Reflections

8.1.1 The aim of this consultation exercise was to evidence views from a wide variety of those who use the area. In a location such as Belhaven views on public assets can be polarised and it is important to gather a range of views to be able to approach this in a balanced manner.

8.1.2 This engagement exercise delivered a series of independent consultation events and provides an independent analysis of views collected from potential users of the proposed infrastructure.

8.1.3 Users include local residents, people who transit through the area, commuters, pupils of local educational establishments, people who work in the area, users of local services or visitors.

8.1.4 The insight gained through consultation emphasises a variety of different users. Each user has specific characteristics and sometimes competing needs. Views were generally polarised, with those advocating for a revision of the design, more space for private motorised vehicles and those advocating for a segregated and safer space for walking, wheeling, and cycling. The workshops were instrumental in better understanding stakeholders' views and local issues.

8.1.5 The descriptive statistics in this report show a quantitative summary of comments collected and provide insight into the demographics of people engaged. This is important to contextualise the findings.

8.1.6 In addition to the feedback provided by the community, a series of video surveys were commissioned at key locations to provide further context to community views, and confirm or disprove certain assertions. The findings of these surveys are included as Appendix E.

8.2 Recommended changes to concept designs

Shore Road and Beveridge Row Junction

- It is recommended that a signalised crossing is provided on the A1087 as this:
    - Provides a high level of service;
    - Reflects recorded pedestrian desire lines (see Appendix E);
    - Minimises the number of lighting columns required, reducing costs and visual impact, and reflecting community feedback.
    - Reflects community priorities (as the highest priority intervention).
- It is recommended that this signalised crossing is silent so as not to adversely impact the house on the corner at this point (rotating cone tactile devices should be included).
- The bus stop on the south side of Edinburgh Road could be retained in its current position or relocated.
- It is recommended that the footway widening on Shore Road is reviewed and potentially reduced if the alternative route for pedestrians is provided through the Shore Road car park. This will reduce costs and construction impact.

- Footway widening on Edinburgh Road should be included to widen the footway for pedestrians and provide more space to accommodate traffic signal infrastructure (i.e. columns).

Beveridge Row

- It is recommended that Beveridge Row is made one-way southbound and the associated Traffic Regulation Order implemented.
- Signage, and potentially gateway features (e.g. raised table), and traffic calming should be included to manage vehicle speeds and promote a mixed street environment. This could be a short / medium term and relatively low-cost intervention.
- If funding can be secured, it is recommended that a continuous, widened footway is provided on the western side of Beveridge Road. It is recommended that the footway is shared use to allow cyclists to travel in both directions. “Share with care” signage / markings could be incorporated, although it is considered that confident cyclists will continue to cycle on Beveridge Row (southbound) and use alternative routes in the northbound direction.
- The cross section of the road, with a footway, should be based on a maximum carriageway width of 3.7m, although it is recommended that it is typically around 3.0m (subject to engagement with the Fire Service on allowing access for fire tenders).
- Modelling to determine potential impact on Bayview Circus could be carried out to confirm whether this is likely to be an issue.
- It is recommended that changes to Beveridge Row are given a comparatively low level of priority for implementation, reflecting community feedback on priorities for intervention.

Back Road

- The proposal for Back Road received a high proportion of comments during the engagement, and it was determined that there was a division of opinion on this proposal. It is for this reason it is recommended that, in the first instance, the Council consider a trial closure to motor vehicles of Back Road for a period of 6 months or longer. Reasons for this include:
    - Highest level of service for pedestrians and cyclists.
    - Concerns around existing vehicle speeds on Back Road likely to be exacerbated by one-way operation.
    - Removes requirement for costly and significant changes to footway, without a ‘test’ scenario.
    - High levels of support for temporary closure expressed by local residents.
    - This would be a low cost intervention, allowing funds to be spent on other, higher priority measures.
    - Allows the wider impacts, such as displaced traffic to be understood[2].

[2] Modelling could be undertaken but it would be difficult to predict how behaviour would change and there would be a cost involved.

- Before and after monitoring should be undertaken to quantify the impacts (7-day ATC (Appendix E) can be used to represent the 'before' scenario). This will provide information on the impact of the proposal before the Council considers making this a permanent change. The recent works on Back Road to repair the wall to Belhaven High School resulted in the closure of part of Back Road and many people providing feedback as part of the engagement said this improved conditions for walking, wheeling and cycling.

- Further consideration is needed as to whether any footway should be shared use. Shared use would allow cyclists to travel in both directions, with faster cyclists likely to use the road in the eastbound direction and alternative routes in the western direction. The potential conflict between pedestrians / cyclists and impact of one-way operation would be overcome by a closure of Back Road to allow them to share the existing carriageway.

- Whatever option is adopted, it is recommended that two-way operation on Back Road is retained between Winterfield Golf Club and Knockenhair Road to provide access to the golf course and minimise impact on residents. Signage would be required on Back Road at Knockenhair Road to indicate that vehicular access was available only to the golf course. This reflects community feedback.

Shore Road Active Travel Path

- It is recommended that this option is taken forward as shown in the preferred layout as a priority.

- Consideration should be given to the surface material to ensure it reflects the character of the local area.

- The width of the path is recommended to be between 3.0m and 4.0m.

- It is recommended Belhaven Caravan Park is further engaged to determine future maintenance and liability of the path.

Duke Street and Brewery Lane

- Based on pedestrian desire line mapping (Appendix E), it is possible that the preferred option for this location does not reflect the most common crossing point for pedestrians. Any future crossing proposal will investigate the desire lines identified as part of the data collection, detailed in Appendix E. However, it is still recommended that the build out and crossing (drop kerbs and tactile) are provided on the A1087, subject to a Stage 1 Road Safey Audit being undertaken. It is considered that this change delivers an improvement for pedestrian safety regardless of whether this is the most-used pedestrian desire line.

- It is considered that the footway widening on the west side of Brewery Lane may make it more difficult for larger vehicles to exit Brewery Lane. It is suggested that the footway widening on the west side of Brewery Lane / A1087 could be removed from this proposal.

- If the footway widening on the east side of Brewery Lane / A1087 is be removed from this proposal, then a continuous footway could be provided across the entrance to Duke Street to provide and improved / safer route for pedestrians travelling east / west (and discourage through-movements on Duke Street).

- The parking issue raised with regard to the Brig and Barrel pub is being addressed as part of a separate project.

Traffic Calming

- Recommended that a 20 mph speed limit should be introduced along entire stretch (noting levels of compliance to speed limit on Back Road shown by data in Appendix E).

- It is recommended that other options are prioritised, and that traffic calming could be considered as a potential future option if required (subject to monitoring / review of traffic speeds).

Shore Road Car Park Junction

- It is recommended this option is taken forward as shown in the preferred layout, which reflects feedback from the community.

- It should be noted that future changes to the restricted access proposed as part of the preferred option would not preclude the delivery of the physical / infrastructure aspects of the proposal.

Recommendations for other locations:

8.2.1 Minor works could be proposed at Duke Street to reduce the likely impact of displaced traffic (raised as a community concern). These could include:

- Residents only signage;

- Creation of a quiet street environment with the possible inclusion of entry signage and features, which could included raised tables / crossings to discourage through traffic;

Appendix A Communications and Engagement Plan

Belhaven Masterplan
Community Engagement Support

Communications Strategy and Community Engagement Plan

On behalf of East Lothian Council

East Lothian Council

Project Ref: 332610270 | Rev: 1.0 | Date: October 2023

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Document Control Sheet

Project Name: **Belhaven Masterplan – Community Engagement Support**

Project Ref: **332611456**

Report Title: **Communications Strategy and Community Engagement Plan**

Date: **24/04/24**

	Name	Position	Signature	Date
Prepared by:	E McWilliams	Transport Planner	EM	10/05/24
Reviewed by:	R Stringer	Principal Transport Planner	RS	14/05/24
Approved by:	G Scott	Active Travel Team Lead	GS	16/05/24
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
V1-0	15/05/24	Draft	EM	RS	GS

Contents

Figures

Tables

Preface

It should be noted that this Communications Strategy and Community Engagement Plan was created in May 2024. Due to the UK General Election which was held on 4th July 2024, and the associated Purdah period, the engagement programme set out in this Plan was later revised, and engagement was conducted in September and October 2024. The majority of the content within the plan remains relevant, but the dates provided for events etc may be inaccurate.

1 Introduction

1.1 Project overview

1.1.1 Stantec were appointed by East Lothian Council (ELC) to undertake an options appraisal for junction improvements, footpaths, and active travel paths at several locations in Belhaven, Dunbar. The project involved the development and assessment of concept design options in order to identify preferred options for further development. The findings from this options appraisal were used to inform the development of the Belhaven Masterplan.

1.1.2 Stantec were subsequently appointed to carry out engagement with the community on the proposals – this document sets out the proposed approach to engagement on the proposals for the Belhaven Masterplan.

1.2 Objectives

1.2.1 The objectives of this project are:

- To deliver a more attractive and safer environment for pedestrians and cyclists.
- To reduce the overall dependence on cars and environmental impacts of traffic.
- To promote the availability and use of more sustainable means of travel.
- To maximise accessibility for all and reduce social exclusion.

1.2.2 Several relevant studies have been undertaken previously by or on behalf of ELC including:

- Safer Active Travel Back Road Dunbar (Stantec 2019).
- Shore Road, Dunbar Campervan Park Feasibility Study (ELC 2019).
- Spaces for People (ELC 2020).

1.3 Structure of this document

1.3.1 This document includes:

- A stakeholders' map and associated stakeholders' analysis
- An outline calendar of engagement events
- An accessibility plan for the listed events
- Detailed communication goals and objectives
- A communications plan for each stage of the engagement process

2 Purpose of engagement

2.1 Engagement objectives

2.1.1 Through this engagement programme we aim to:

- Reach a diverse cross-section of stakeholders, using a variety of methods to help reach audiences that are seldomly heard;
- Identify and feedback on the key issues, the challenges we can address through this project and areas of consensus/conflict;
- Develop ideas collaboratively and in partnership with communities and stakeholders; and
- Keep people informed about how the information gathered through the engagement is being used, and how they can continue to be involved.

2.2 Approach

2.2.1 The approach for community engagement as part of this project will be to deliver inclusive, informative and inspiring community engagement, which allows stakeholders and local people to express aspirations and concerns for the proposed changes. Some key features of this approach will be:

- **Accessible and welcoming** – as well as being physically accessible where relevant, engagement will avoid technical jargon or overly complicated descriptions. Levels of detail will be tailored to the audience.
- **Colourful, inspiring and optimistic** – showing that the proposals will bring benefits in terms of accessibility and connectivity.
- **Partnership approach** – initiated and led by ELC, with partners and collaborators in the form of internal stakeholders and community groups.

2.3 Key messages

2.3.1 The key messages are:

- **Quality of successful places** – Distinctive, safer and pleasant, easy to move around, welcoming, and adaptable.
- **People-first infrastructure** - This project will help to improve accessibility for people walking, cycling and wheeling.
- **Connectivity** – This project will complement other work planned and in-progress by ELC in the area to improve public realm and to create an active travel network.
- **Partnership work** – This project is initiated and led by ELC in close collaboration with local and regional partners, and other relevant concurrent schemes.
- **Policy landscape** – This project will contribute to delivering national, regional and local strategies.

3 Governance and responsibilities

3.1 Engagement roles and responsibilities

3.1.1 The table below (Table 3-1) summarises roles and responsibilities for the delivery of project communications and engagement.

Table 3-1 - Project delivery role and responsibilities.

Team/ person	Role	Specific Responsibilities
ELC Public Relations / Comms Team	Advice, support, oversight from a ELC perspective, coordination with other projects.	Provide brand pack (icons, typeface, colour scheme etc). Provide photos which are suitable for telling the story. Review all content before publication from a messaging/ brand perspective. Agree social media framework and post social media content. Shape our press approach and to handle any queries / issues should they arise.
ELC project team - Ian Lennock / Simon Law / Morag Haddow	Oversight from a project and programme perspective, decision making, ELC 'face' of the project, collaboration with other projects	Manage room bookings etc. for the purposes of engagement events where relevant. Provide stakeholder details. Work with stakeholders to agree partnership approach messaging and opportunities. Arrange ELC staff for engagement activities.
Stantec – Ruby Stringer / Eve McWilliams / Gordon Scott / Emma Towle	Advice, content creation, organise and run engagement activities, data gathering, lessons learnt and evaluation.	Detailed engagement and comms plan. Use the brand pack provided by ELC Comms team to create all engagement and communications material. Organise and run all engagement activities. Gather, analyse and report all data from engagement. Evaluate and report on lessons learnt.

4 Community engagement plan

4.1.1 The aim of this community engagement plan is to develop a working relationship between communities, community organisations and public and private bodies in the study area to help them to identify and act on community needs and ambitions. This plan proposes events to promote respectful dialogue between everyone involved, aimed at improving understanding between stakeholders and taking joint action to achieve positive change within and around the project area. This community engagement programme is driven by the key principles of fairness and equality, and a commitment to learning and continuous improvement.

4.1.2 Proposed engagement events will be:

- Effective − in meeting the needs and expectations of the people involved;
- Efficient − by being well informed and properly planned; and
- Fair − by giving people who may face additional barriers to getting involved an equal opportunity to participate.

4.2 Standards for community engagement

4.2.1 This plan will fulfil the following standards of community engagement, (Figure 4-1).

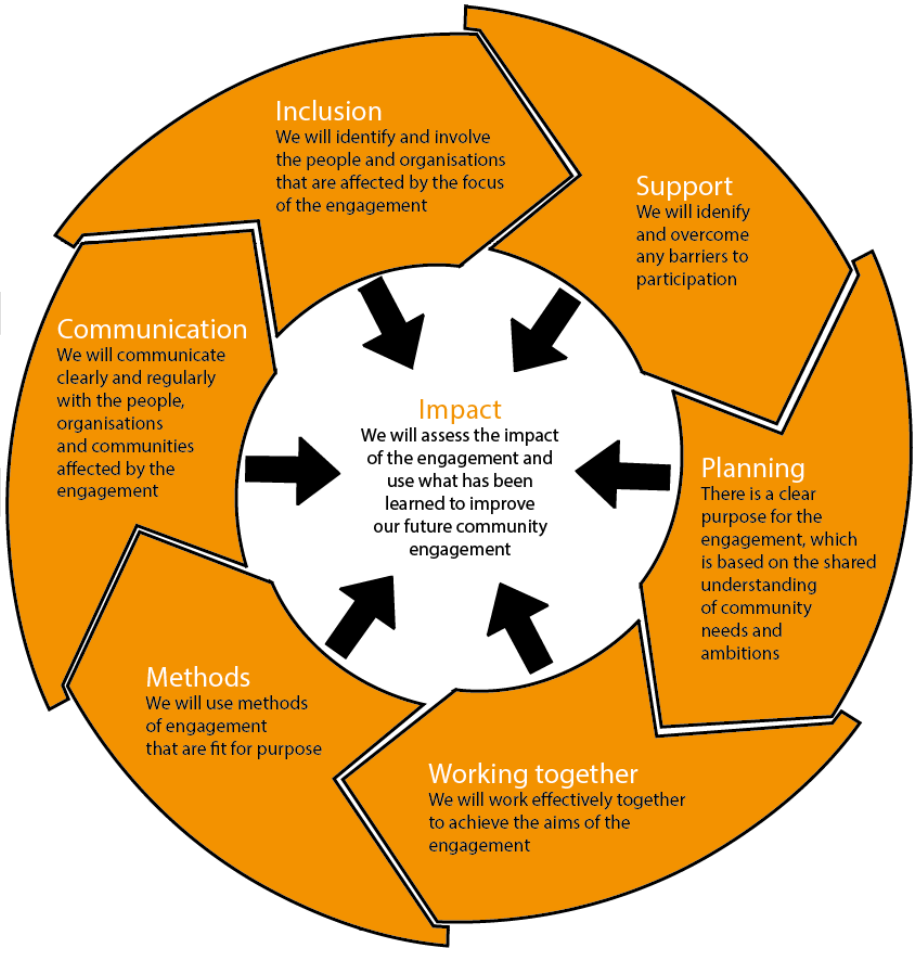


Figure 4-1 - National standards of community engagement.

4.3 Communication objectives

4.3.1 The communication objectives are:

- To share updates with stakeholders and the community to show their involvement has made a difference.
- To establish a proactive media relations program to counterbalance negative stories that will inevitably appear from time to time.
- To gain support among the public and stakeholders for the project.
- To develop greater collaboration between ELC and partners.
- To attract higher level of community trust on the project.

4.4 The local community

4.4.1 Pre-engagement research identified the key characteristics of the local community; the individuals, organisations and groups which comprise and represent it.

4.4.2 The community who makes use of the project area consists of people who:

- Live in the area
- Work in the area
- Study in the area
- Use the area for leisure
- Visit the area
- Transit the area to reach adjacent trip generators

4.5 List of stakeholders

4.5.1 Stakeholders were identified and classified according to their nature and the place they hold within the community. This classification can be seen in Table 4-1 below.

Table 4-1 - Stakeholder types

Commercial	Educational	Political	Services
• Belhaven Brewery • Winterfield Golf Club • Ocean vertical • Belhaven Surf Centre • Coast to Coast Surf School	• Belhaven High School • Dunbar Grammar School • West Barns primary school • Dunbar primary school • Belhaven Hill School	• West Barns Community Council • Dunbar Community Council • Dunbar and East Linton Area Partnership • East Lothian Cycle Forum	• Belhaven Church • East Lothian Local Access Forum • Police Scotland • North Berwick Coastguard Rescue Team
Other			
• Visually impaired groups • Illnesses/diseases groups • Physical disability groups	• Active travel charities/groups • Employment groups • Social justice groups	• Mental health groups • Hearing impairment groups • Older people groups	• Learning disability groups • Inequality groups

4.5.2 Each identified stakeholder was further categorised by their relationship with the project (influencer, affected, involved, or other) and their influence over the project (low, medium or high) which impacted the following stakeholder analysis.

4.6 Stakeholder analysis

4.6.1 A stakeholder analysis was carried out to assess the interests or impacts of each stakeholder on the project and their associated influencing power. The matrix rates stakeholders' interest and influence on the project. The analysis defines the appropriate method and level of communication and engagement for each stakeholder; whether they are to be engaged and managed closely, whether they should be consulted and kept satisfied, whether they should be kept informed and adequately consulted or whether they should only be monitored. This helps the project team to maintain focus, identify issues early and gain the right level of support for the project. The analysis of all the stakeholders can be seen in Table 4-2.

Table 4-2 - Stakeholder Map

Influence	Interest: Low	Interest: High
High	**Consult (Emails / leaflets, Public Events & Online)** • East Lothian Health and Social Care Partnership • East Lothian Local Access Forum • Police Scotland • Ocean Vertical • Councillor – Roads portfolio • Councillor – Dunbar and East Linton (leader)	**Engage (Workshop, Emails, Public Events & Online)** • Dunbar cycling group • East Lothian Cycle Forum • Neighbourhood Networks East Lothian • Beyond Boundaries • Winterfield Golf Club • Coast to Coast Surf School • Belhaven High School • Dunbar Grammar School • West Barns Primary School • Dunbar Primary School • Belhaven Hill School • Belhaven Brewery • Belhaven Church • Belhaven Surf Centre • The Wave Project • West Barns Community Council • Dunbar Community Council • Friends of Belhaven
Low	**Monitor (No specific activity reactive only)** • Fire and Rescue Service • Scottish Ambulance Service • Belhaven Hospital	**Keep Informed (Emails)** • ELC Ward Community Officers • ELC Equalities Officer • ELC Roads Officer – flooding • ELC Road Officer – Sustainable Transport • ELC Biodiversity Officer • ELC Outdoor Access Officer • ELC Connected Communities Manager • ELC Economic Development/Tourism Officer • ELC Tourism Officer

4.6.2 In this case, the approach taken with different stakeholders will generally be:

- **Consult** – critical stakeholder to the success of the project with minimal interest.
- **Monitor** – stakeholders that are not expected to have a significant level of engagement with the project. In this case, these stakeholders will be contacted with information about the online survey, but no further engagement.
- **Keep informed** – stakeholders who are likely to have at least some interest in the project. In this case, these stakeholders will be contacted with information about the online survey and the drop-in public engagement session. Any stakeholders in this group that express interest can be included in more detailed engagement upon their request.
- **Engage** – stakeholders who are critically important to the success of the project, with significant vested interest. In this case, these stakeholders will be directly engaged from early on in the project, and included in every element of engagement.

5 Programme of engagement

5.1 Programme outline

5.1.1 The programme of engagement will run between May 2024 and August 2024, as shown in Table 5-1 below. These are also shown in relation to associated timing of communications.

Table 5-1 - Programme of engagement

	What	Why?	When?	Approach	Tools
1.	Early stakeholder engagement	To foster partnership working and to inform key stakeholders of what is coming and gain their support.	Mid-May 2024	Informative and collaborative. Targeted	• E-mails • Phone calls
2.	Collection of feedback from key stakeholders	To inform the prioritisation of proposals and gain interest	Mid-June/ Early July 2024	Informative and collaborative. Intensive Personalised	• E-mails • Phone calls • Teams based and in-person engagement events
3.	Collection of feedback from general public	To inform the prioritisation of proposals and gain interest	Mid-June/ Early July 2024	Informative and collaborative. Intensive Broad reaching	• E-mails • Online survey • Hard copy surveys • In-person drop-in event
4.	Feedback on findings to key stakeholders	To maintain interest and show we are listening and acting	August 2024	Informative e.g. "you told us this…", infographics Presentation of prioritised designs Not personalised	• E-mails • Web page • Teams based engagement events
5.	Provide client with findings report and feedback on next steps	To inform the progression of the Belhaven Master Plan	August 2024 onwards	Final report that presents the key findings from the engagement programme	• Report • Web page

5.2 Engagement activities

5.2.1 For this phase of engagement, we have identified a mixture of engagement activities, as shown in the table below:

Table 5-2 - Engagement activities

Event	Description	Date	Venue
Online survey	East Lothian website which hosted relevant links and embedded the survey.	To be confirmed	Online
Hard survey	Hard copies of the survey were hosted at Dunbar library for participant to collect and return.	To be confirmed	Dunbar Library
Public drop-in	Hard copy surveys, a tabletop map of the design and informative presentation panels were provided. The consultants were able to speak with the public directly, answer their queries and collect their concerns and ideas.	To be confirmed	Dunbar Town House Museum & Gallery
Stakeholder drop-in	Hard copy surveys, a tabletop map of the design and an informative presentation was delivered. The consultants were able to speak with key stakeholders directly, answer their queries and collect their concerns and ideas.	To be confirmed	Dunbar Town House Museum & Gallery
Stakeholder workshop	An online workshop with Community Council representatives and local Councillors. Consultants presented on each proposal and gathered feedback, answered queries and collected their concerns and ideas.	To be confirmed	Online

5.2.2 These activities will be conducted throughout May-August 2024 with a wide range of stakeholders, with the aim of ensuring effective engagement with anybody that has thoughts about the development of the route connections around Belhaven.

6 Communication strategy

6.1.1 The engagement events will be promoted through a variety of channels, which are detailed in the table below (Table 6-1). This will help to achieve the communications objectives of the project with all main stakeholders. As the project focuses on several areas of improvement across Belhaven there are a wide range of stakeholders to engage with. The communications strategy aims to work closely with ELC, local community groups, education facilities and business for maximum benefit.

Table 6-1 - Suggested tools and channels targeted to each audience.

Activity	Communication approach	Main target audience	Provisional timing for communication
Early engagement	Emails and phone calls to key stakeholders to ensure buy-in and support with further engagement. Gauge likely reactions of communities to support tailored engagement materials.	Equalities groups, community groups, community councils, local businesses, local Councillors, relevant Council Officers	Late May 2024
Stakeholder Workshops	Direct emails to relevant organisations / individuals.	Equalities groups, community groups, local businesses, landowners, local Councillors, relevant Council Officers	June 2024
Online survey	• Emails to relevant organisations asking for dissemination of survey to their communities, with example promotion text for email/social media and a short form for twitter. • Council social media posts. • Posters around the site, with QR code to Council Webpage and tiny URL link, as well as contact details to request hard copies. • Hard copies disseminated through the community groups and provided on demand (via phone or email).	General public – users of the routes, local residents, visitors, local businesses, local councillors, community groups etc Local community groups in particular will be encouraged to promote the survey.	June – August 2024

6.2 Timeline of activity

6.2.1 The table below summarises the timeline of activity for community engagement and associated communications for the project.

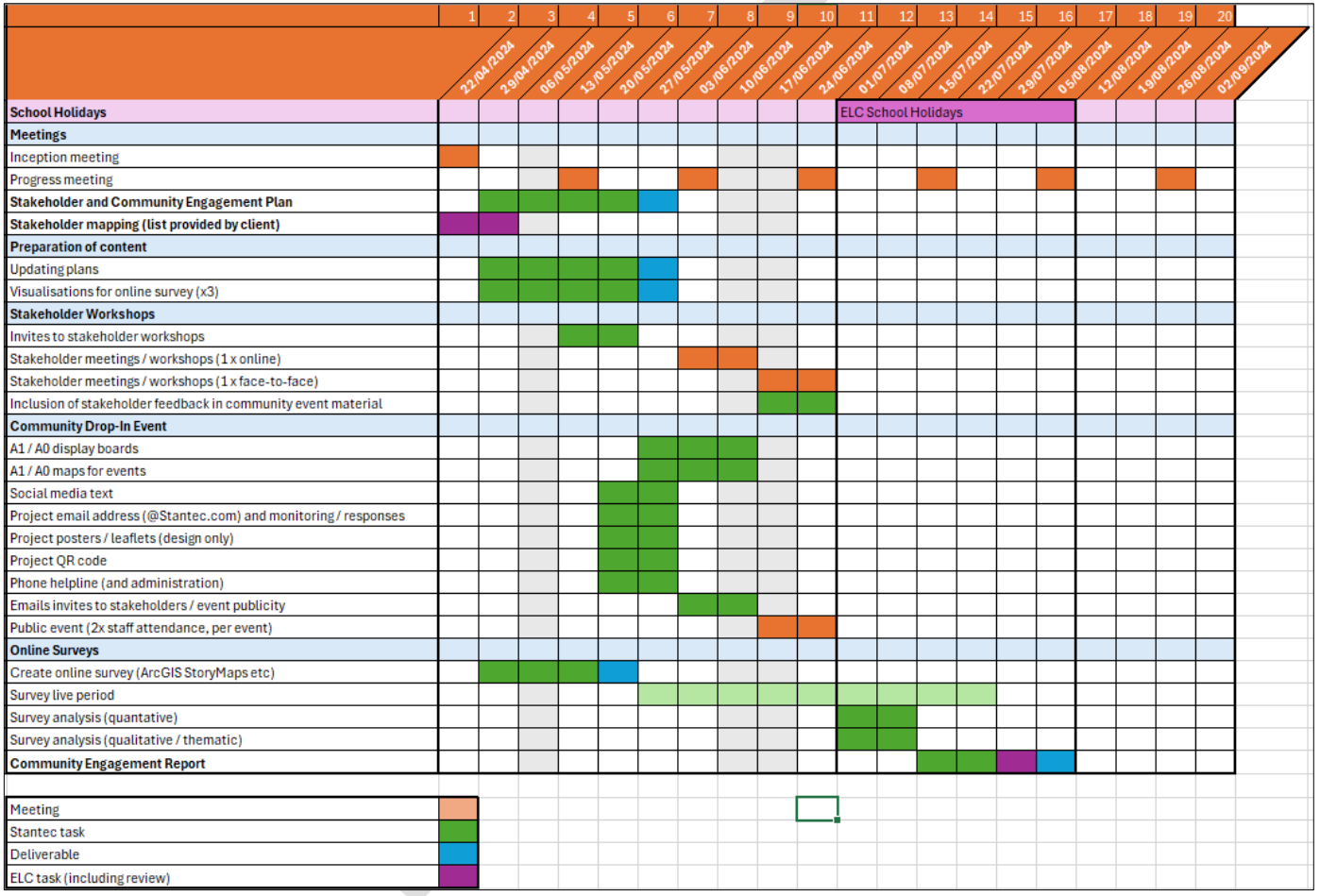


Figure 6-1 -Timeline of community engagement and associated communications

7 Equality and accessibility

7.1.1 The following principles and guidelines will be applied when creating content for the project's consultation events.

7.2 Equality

7.2.1 The Equality Act became law in 2010. It protects everyone in the UK from discrimination, harassment and victimisation. Under this law, there are nine protected characteristics; these are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Ethnicity and culture
- Religion or belief
- Sex
- Sexual orientation.

7.2.2 Every audience will include a range of people with different, layered and intersecting characteristics and it is the project team's priority to safeguard these characteristics and address consultees appropriately.

7.2.3 The table below lists general principles to ensure that the writing style does not discriminate against protected characteristics, (Table 7-1Table 7-1).

Table 7-1 - Writing style general guidance, (Sustrans, 2021).

Using people first language	It can be de-humanising to define people by their disability, illness, age, appearance, sexual orientation, or other label. Different groups of people have different preferred ways they like to be referred to (and there is often disagreement within groups). People also belong to many groups and have multiple protected characteristics. These intersections create unique experiences. For example: 'A person with epilepsy' not 'epileptic', 'a person with paraplegia' not 'paraplegic'.
Avoiding stereotypes	Stereotypes can have many negative consequences. They can cause anxiety, lead to discrimination, and damage peoples' self-confidence.
Not making assumptions about what 'normal' is	There are a lot of us living in the UK, and we have a diverse range of identities and experiences.
Being mindful of othering people	Othering is where we consciously or subconsciously attribute negative characteristics to people. It's an "us vs them" way of thinking about human connections and relationships – looking at others and saying, "they are not like me". Racial and religious othering are some of the most obvious examples, but some are less apparent. For example, people may dislike others based on things like their age, where they live or their profession.

	Focus on people as individuals. Be aware of the language you use when describing people or groups and avoid using descriptions that could patronise or exclude.
Not mentioning irrelevant details	Mentioning irrelevant details implies this is not the norm. For example, use 'Volunteer' not 'female volunteer', 'older volunteer', 'Asian volunteer' or 'disabled volunteer'.
Avoiding adjectives and collective terms	For example, use 'Disabled people' not 'the disabled'; 'a trans person' not 'the trans'; 'gay people' not 'gays'.

7.2.4 The table below lists a series of terms to describe people with protected characteristics, (Table 7-2).

Table 7-2 - Specific guidelines to describe people with protected characteristics, (Sustrans, 2021).

Protected characteristic	Guidelines
Age	• Do not use 'boys' and 'girls' when referring to young adults. • Avoid 'middle aged'. • Use 'Babies or infants' for 1 year and under. • Use 'Children' for up to aged 12. • Use 'Young people' for those aged from 13 to 17. • Use 'Adults' for aged 18 and over. • Use 'Older people' for aged 65 and over or where possible be specific (e.g., 'aged 80 and over' or 'over-75s'). • Avoid language that implies that a particular age group has a stereotypical characteristic.
Disability	• Follow the social model of disability. • Avoid victim language. • Avoid 'hero' language. • Use positive language rather than words that highlight limitations. • Use words to describe everyday living. • Use 'Deaf' with a capital D when embracing the cultural norms, beliefs, and values of the Deaf community. Use the following preferred terms: • 'Disabled people' • 'Person using a wheelchair' • 'Person with a learning disability' • 'Non-disabled' as opposed to 'able-bodied' • Deaf' or 'user of British Sign Language' or 'person with a hearing impairment' or 'person who is deaf-blind' • 'Person with diabetes' • 'Person with depression' • 'Carer' or 'caregiver' not 'caretaker' • 'Cycle' rather than 'bike', as bike refers to two wheels and many adapted cycles have more than two.
Mental health	• Use 'mental health' or 'mental health problems'. • Avoid victim language. • Avoid phrases like 'people with mental health problems' and use 'those of us with mental health problems' or 'anyone with mental health problems' — Be specific as possible – 'anyone with depression' or 'those of us with anxiety'.
Sex	• Sex refers to biological sex. • Avoid references to sex unless they are relevant. • Use 'Engineer' not 'female engineer'

Protected characteristic	Guidelines
	• Collective nouns 'male' and 'female' may be used when discussing gender balance or in reference to data trends.
Gender	• Gender identity is an individual's internal sense of gender. This is different to 'gender', which is often defined as a set of expectations from society, about behaviours, characteristics, and thoughts. Gender identity isn't binary. • Use gender-neutral terms, pronouns and expressions. • Use 'artificial' not 'man-made'. • Use 'dear friends and colleagues' not 'dear ladies and gentlemen'. • Use 'partner/spouse' not 'boyfriend'. • Use 'spokesperson' not 'spokesman and spokeswoman'. • Use 'quality of work' not 'workmanship'. • Use 'attend the phones' not 'man the phones'. • Respect people's preferences and use gender-neutral pronouns until you know what terms the individual prefers to use.
Sexual orientation	• Use 'sexual orientation' not 'sexual preference'. • Don't assume heterosexuality is the norm. • Recognise diverse family formation • Recognise and respect the difference between sexual orientation (a person's sense of identity based on their attractions, or lack thereof) and gender identity (a person's innate sense of their own gender, which may or may not correspond to the sex assigned at birth). • Don't use 'LGBTQQIA+' if you are only talking about people's sexual orientation, as the acronym is much broader than this. • LGBTQQIA+ is an acronym used to describe people who are lesbian, gay, bi (including pansexual), transgender, queer, questioning, intersex and asexual. People may belong to multiple groups, for example gay and transgender, intersex and queer.
Marriage and civil partnership	• Recognise that there are different types of relationships. • Use 'What is your relationship status' not 'what is your marital status' (and only ask this if you have a valid reason).
Ethnicity	• Ethnicity often exacerbates inequity, creating and reinforcing barriers and outcomes (including health, economic and educational outcomes). Individuals will have their own preferences for how they describe themselves and how they would wish to be described. Identity is extremely personal. If you are in doubt and it is relevant to your communications, ask how the individual or group would like to be described. • Don't assume a person's appearance, language or behaviour defines their nationality or cultural background. • Be mindful that some people may identify with more than one race or culture. • When describing a specific person or group of people, ask them what they identify as and use their own terms. • Capitalise ethnicities e.g. 'Black', 'Asian', 'White'. • Don't use irrelevant ethnic descriptions. • Be as specific as possible using the relevant ethnicity e.g. 'South Asian' or 'African and Caribbean communities'. Avoid the term 'Black, Asian and Minority Ethnic' or 'BAME'. It is too generic and places recognition on some communities whilst excluding others. It also excludes White minority ethnic groups and doesn't include people who identify as having a mixed ethnicity. • Only use 'minority' where it is relevant to do so (it can imply inferior social position, a White perspective and is often relative to geographic location). Only use the term when referring to specific ethnic minority groups in the UK. Use 'minority groups', 'diverse ethnic communities' or 'ethnically diverse groups'

Protected characteristic	Guidelines
	• Use current terms such as 'ethnically diverse', 'underrepresented groups' or 'People of colour'. • Avoid terminology that infers colour by using 'Block list' or 'Safe list' not 'blacklisted' or 'white list'.
Religion or belief	• Note that 'religion or belief' includes all non-religious and philosophical beliefs. • Avoid Christian-centric terms and don't use 'Christian name' but rather 'given name' and 'family name' not 'last name' and 'surname' (these can be confusing to people who place their family name first). • Avoid 'Christmas' and use 'holidays' or 'festive season'. • Avoid 'Easter' and use 'springtime'. • Use 'religion or belief' not 'faith'. • Use legally correct terms such as 'Discrimination on the grounds of religion or belief' not 'religious discrimination'.
Being without children	• Don't assume that everyone has children, wanted children or could have children. Avoid sweeping statements that try to establish relatability. • Avoid statements which assume that the opportunity to have children is available to all. • Don't elevate parenthood to being more important than anything else. • Avoid using the terms 'childless' and 'child-free' unless referring to a specific experience. • Don't assume that the people caring for children are their parents. • Question the objective of your piece of writing and whether it needs to address whether people have children or not.

7.3 Accessibility

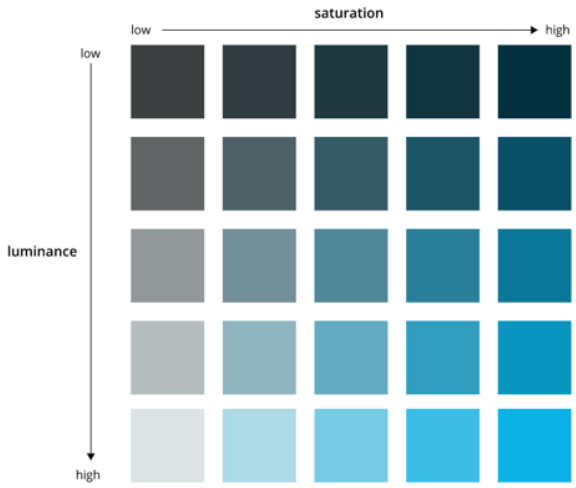
7.3.1 The project team aims to design and deliver accessible events.

7.3.2 Accessibility describes whether a tool for engagement can be used by people of all abilities. Good accessibility makes it simple for every user to find, use and understand content.

7.3.3 The table below includes design guidelines on colour accessibility to create accessible content for people with visual impairments and people with dyslexia, (Table 7-3).

Table 7-3 - Colour accessibility guidelines.

Black and white	The design needs to work in greyscale (black and white) before adding in colour.
Colour blindness	• Use blue as it is the richest colour across all types of colour blindness. • Do not use red and green together as they are difficult to distinguish from one another in the more common types of colour blindness. • Use a colour-blind simulator, such as Vischeck, to test your colours to see whether they are colour-blind safe. • Various shades of a single colour, instead of multiple colours, are recommended to help avoid colour blindness issues. This can be done by varying the luminance or saturation and holding the hue constant as per example below.

	
Colour association	Certain colours have different meaning associated with them, which will vary dependent on context. • Red: caution, anger, love, negative (in finance), hot. • Orange: warm, autumn. • Yellow: happy, fun, young. • Green: nature, calm, good luck. • Blue: stability, professional, cold, trust, intelligence. • Purple: wealth, mystical, decadent. • Brown: rustic, practical, warm, vintage. • White: sterile, innocence, peace, truth, cleanliness. • Black: sophistication, death, night, contemporary. • multicolour: international, all inclusive, multicultural.
Colour combination	Colour combinations that should not be used because hard to see: • Red and green • Green and brown • Green and blue • Blue and grey • Blue and purple • Green and grey • Green and black
Using red and green	Use symbols as well as colour – When using red to signal “warning,” or “caution,” and green to signal “approval” or “correctness” add a symbol to make sure colour-blind users can still understand the message.
Charts	• Charts should be monochromatic.
Background and text	• Use single colour background, avoiding background patterns or pictures and distracting surrounds. • Apply sufficient contrast levels between background and text. • Use dark coloured text on a light (not white) background. • Use alternatives to white backgrounds for paper, computer and visual aids such as whiteboards. Cream or a soft pastel colour. • When printing, use matt paper rather than gloss. Paper should be thick enough to prevent the other side showing through.

7.3.4 The table below includes design guidelines on text and layouts for accessible content for people with dyslexia, (Table 7-4).

Table 7-4 - Dyslexia style guide, (British Dyslexia Association, 2021).

Readable fonts	Use sans serif fonts, such as Arial and Comic Sans, as letters can appear less crowded. Alternatives include Verdana, Tahoma, Century Gothic, Trebuchet, Calibri, Open Sans. Font size should be 12-14 point or equivalent (e.g. 1-1.2em / 16-19 px). Some dyslexic readers may request a larger font. Larger inter-letter / character spacing (sometimes called tracking) improves readability, ideally around 35% of the average letter width. If letter spacing is excessive it can reduce readability. Inter-word spacing should be at least 3.5 times the inter-letter spacing. Larger line spacing improves readability and should be proportional to inter-word spacing; 1.5/150% is preferable. Avoid underlining and italics as this can make the text appear to run together and cause crowding. Use bold for emphasis. Avoid text in uppercase/capital letters and small caps, which can be less familiar to the reader and harder to read.
Headings and structure	Headings and styles will be used to create consistent structure to help people navigate through the content. For headings, a font size that is at least 20% larger than the normal text will be used. If further emphasis is required, bold will be used. Formatting tools will be used for text alignment, justification, indents, lists, line and paragraph spacing to support assistive technology users. Extra space will be added around headings and between paragraphs. Hyperlinks will look different from headings and normal text.
Layout	Left align text, without justification. Lines should not be too long: 60 to 70 characters. Use white space to remove clutter near text and group related content. Break up the text with regular section headings in long documents and include a table of contents. Avoid multiple columns (as used in newspapers).

8 Bibliography

British Dyslexia Association. (2021). *Dyslexia friendly style guide*. Retrieved from British Dyslexia Association: https://www.bdadyslexia.org.uk/advice/employers/creating-a-dyslexia-friendly-workplace/dyslexia-friendly-style-guide#:~:text=Dyslexia%20friendly%20style%20guide%20-%20British%20Dyslexia%20Association,text%20to%20speech%20to%20facilitate%20ease%20of%20read

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Appendix B Options Appraisal Report

Dunbar Belhaven

Options Appraisal Report

On behalf of **East Lothian Council**

Project Ref: 10835/001 | Rev: AA | Date: April 2023

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Document Control Sheet

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Project Ref: **332010835**

Report Title: **Options Appraisal**

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Date: **22nd May 2023**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
P01	22.05.2023	First Issue	OM	ET	DMcL
P02	07.06.2023	ELC Comments	OM	ET	DMcL

Contents

Figures

Tables

Appendices

1 Introduction

1.1 Background

1.1.1 Stantec have been appointed by East Lothian Council (ELC) to undertake an options appraisal for junction improvements, footpaths, and active travel paths at several locations in Belhaven, Dunbar. The project will involve the development and assessment of concept design options in order to identify preferred options for further development.. The findings from this options appraisal will be used to inform the development of the Belhaven Masterplan.

1.1.2 The areas to be considered within the options appraisal are as follows:

- A: Improvements to the current junction of A1087/ Shore Road/ Beveridge Row
- B: Improvements to cycling facilities on Beveridge Row
- C: Improvements to pedestrian and cycling facilities on Back Road
- D: Development of an active travel path from A1087 to north Shore Road car park
- E: A1087 Footpath Widening and Duke Street/ Brewery Lane Crossing Improvements
- F: Traffic calming on A1087 between Shore Road and Bayview Circus
- G: A new Shore Road car park access junction

1.1.3 The locations of the concept designs are show in Figure 2.1 below:

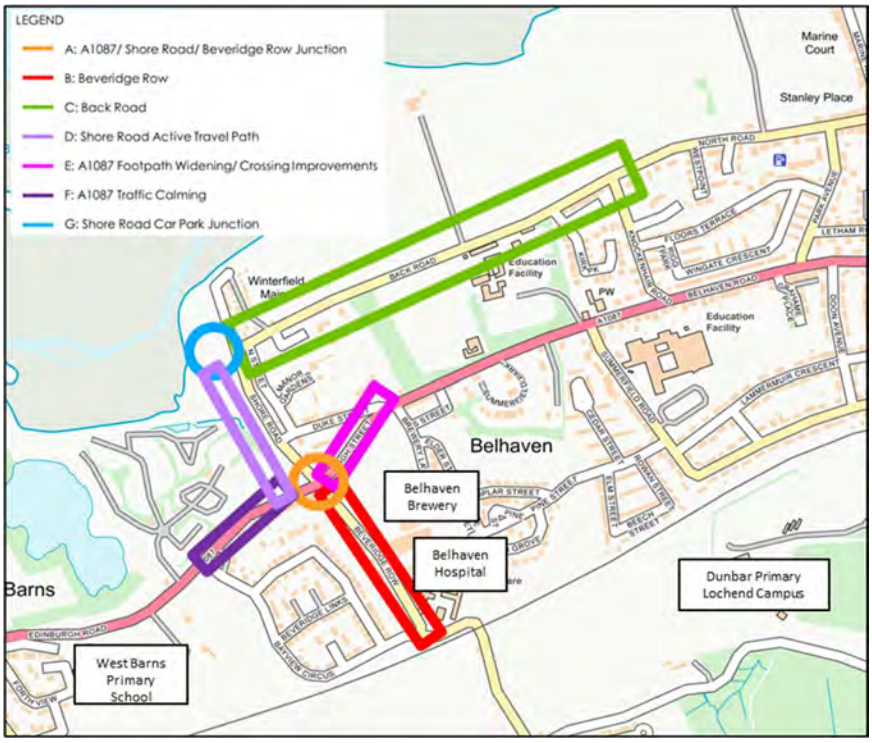


Figure 1-1: Map of Project Scope

1.2 Project Objectives

1.2.1 The objectives of this project are:

- To deliver a more attractive and safer environment for pedestrians and cyclists.
- To reduce the overall dependence on cars and environmental impacts of traffic.
- To promote the availability and use of more sustainable means of travel.
- To maximise accessibility for all and reduce social exclusion.

1.2.2 Several relevant studies have been undertaken previously by or on behalf of ELC including:

- Safer Active Travel Back Road Dunbar (Stantec 2019).
- Shore Road, Dunbar Campervan Park Feasibility Study (ELC 2019).
- Spaces for People (ELC 2020).

2 Design Options

2.1 A: A1087/ Shore Road / Beveridge Row Junction

2.1.1 Background

The sub-standard geometry of this junction is a known issue. Tight radii and poor visibility make access and egress difficult. Shore Road is narrow at this location with varying substandard widths - the minimum width at a pinch point being 4.4m. Typically, vehicles turning in to Shore Road from the A1087 Edinburgh Road have to wait on the A1087 until the junction is clear. The existing footpaths around the junction are narrow and there is no tactile paving provision. There is currently no footway on the South side of the A1087 to the eastern side of the Shore Road junction. There is no scope to provide one at this location due to the vulnerable heritage wall foundation, which is not an ELC asset, and the close proximity of a substation. No consideration has been given to the provision of pedestrian crossings on this arm of the junction.

Figure 2-1 Shore Road Junction

2.1.2 Proposals

The proposed improvements to the A1078/ Shore Road Junction will improve junction operation by allowing vehicles to enter the junction when a car is waiting to turn from Shore Road. Visibility will also be improved by increasing the junction entry and exit radii and widening the footway by repositioning a section of the existing wall further back from the edge of the carriageway. These changes to the footways will also improve access for non-motorised users.

Four options have been identified for improvements to this junction. For all options, shared paths will be provided over a short distance at the toucan crossing to connect into proposals on Beveridge Row and to the proposed active travel path from the A1087 to Shore Road Car Park. See sections 2.4 and 3.2 for more details on the Beveridge Row and the active travel path proposals.

2.1.3 OPTION 1 – No widening of Shore Road, Crossroads Junction

Option 1 involves widening the corner radius of Shore Road to 10.5m to allow for improved visibility and a wider turning area for access and egress to Shore Road. The footways at the junction will be increased to 2m in width and gradually taper back into the existing footways to the north of the junction and along the A1087. No changes are proposed to the existing road width other than the improvements to the corner radius. Additionally, there will be an uncontrolled crossing across Shore Road and a 4m wide toucan crossing on the A1087.

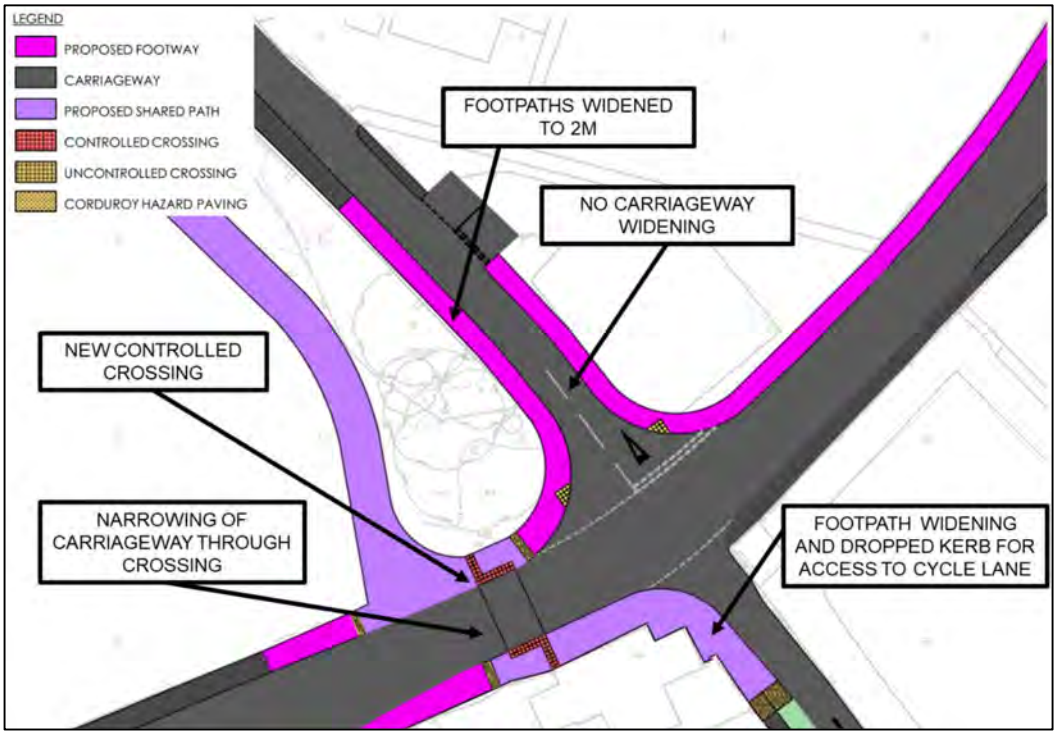


Figure 2-2 Shore Road Junction Option 1

2.1.4 OPTION 2 – Widening of Shore Road West, Crossroads Junction

Option 2 involves widening Shore Road to 6m over a length of 55m into the grassed area to the west and increasing the corner radius to 10.5m. In addition, the proposed footways will be widened to 2m and gradually tapered back into the existing footways. The footway on the west of Shore Road will be reinstated at 1m wide and will tie into the existing footway where

applicable.. An uncontrolled crossing and raised table will be constructed across Shore Road and a 4m wide controlled crossing across A1087 to priorities pedestrian movements.

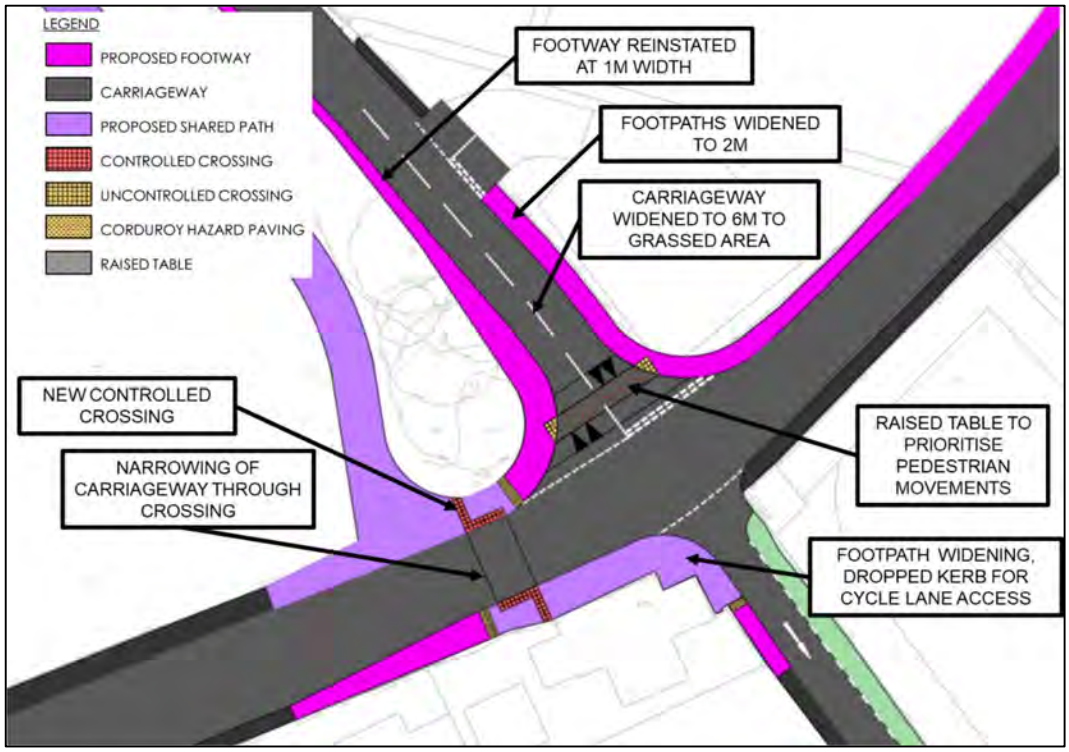


Figure 2-3 Shore Road Junction Option 2

2.1.5 OPTION 3 – Widening of Shore Road East, Crossroads Junction

Option 3 involves widening Shore Road to 6m over a length of 27m towards the existing car park to the East and increasing the corner radius to 6m. Footways at the junction will be widened to 2m and gradually taper back into the existing footways. An uncontrolled crossing will be provided across Shore Road and a 4m wide controlled crossing on the A1087. This option will have an impact on the number of residents parking spaces available within the car park. It is estimated that approximately 6 spaces will be lost.

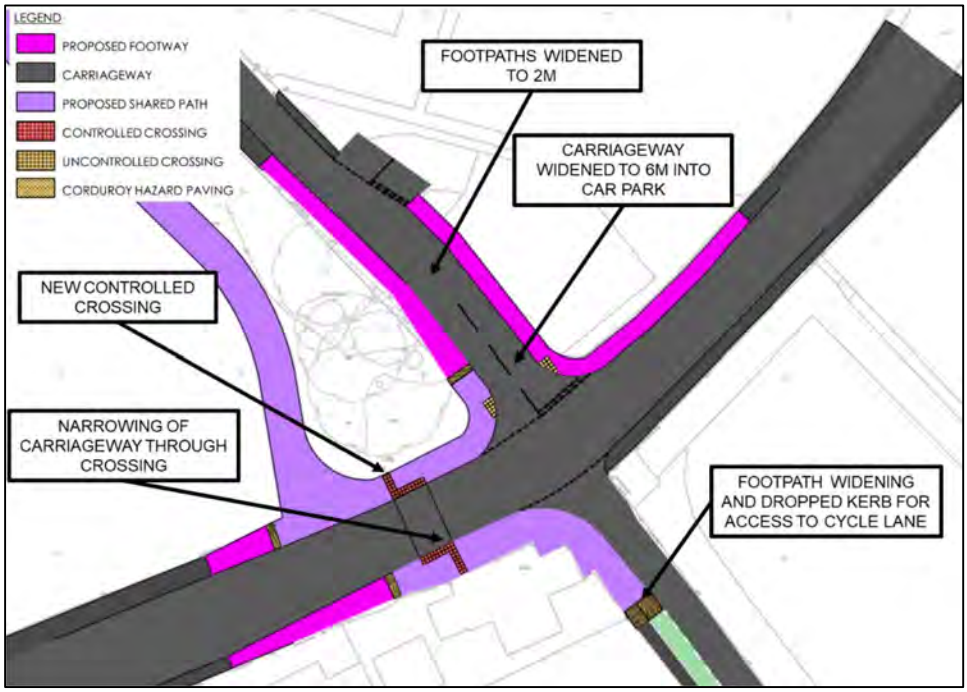


Figure 2-4 Shore Road Junction Option 3

2.1.6 OPTION 4 – Widening of Shore Road West, Signalised Junction

Option 4 is a fully signalised junction layout with crossings on two arms. The carriageway width of Shore Road is increased to 6m over a length of 55m towards the grassed area to the West of the Road and the corner radii is increased to 6m.

It was identified that pedestrians accessing properties on Shore Road would use the path behind the car park and with the addition of the active travel path there would be little use for a footway on the west of Shore Road. Therefore, this footway will be reinstated at 1m to reduce the required land take and provide a buffer to vehicles on Shore Road.

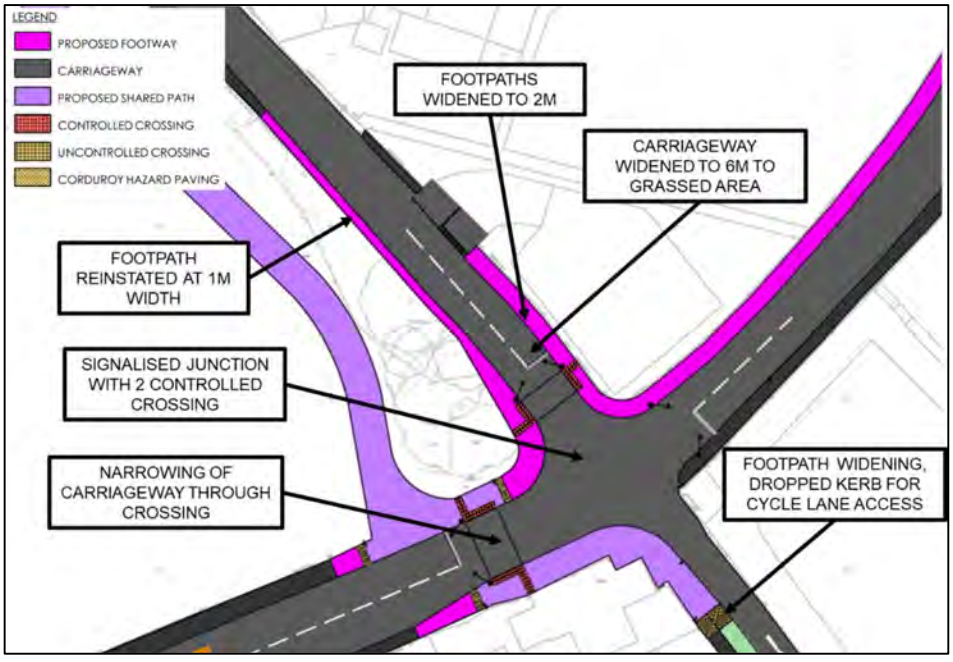


Figure 2-5 Shore Road Junction Option 4

2.2 A1087/ Shore Road / Beveridge Row Junction – Options Appraisal Matrix

2.2.1 Table 2-1 below scores each option based on objectives taken from the ELC Local Transport Strategy (LTS) and ELC LTS Active Travel Improvement Plan. Each objective is scored between -3 (lowest score) and 3 (highest score) and a justification of scoring is provided.

Table 2-2-1 Options Appraisal Matrix Shore Road/Beveridge Row Junction

	OPTION 1	**OPTION 2**	**OPTION 3**	**OPTION 4**
STRATEGIC OBJECTIVES	• Shore Road width unchanged • Increased corner radii/ footway widths	• Shore Road widened to 6m into grassed area • Increased corner radii/ footway widths	• Shore Road widened to 6m into car park • Increased corner radius/ footway widths	• Shore Road widened to 6m into grassed area • Junction signalised/ footway widths
To deliver a more attractive and safer environment for pedestrians and cyclists	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks • Increased corner radius improving visibility for pedestrians, cyclists, and vehicles. • Widened footways improve safety - prevents pedestrians walking on carriageway to avoid others on the footway.	**3** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks • Increased corner radius improving visibility for pedestrians, cyclists, and vehicles. • Widened footways improve safety - prevents pedestrians walking on carriageway to avoid others on the footways. • Road widening improves traffic flow through junction and beginning of Shore Road • Raised table to prioritise pedestrian movements	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks • Widened footways improve safety – prevents pedestrians walking on carriageway to avoid others on the footways. • Road widening improves traffic flow through junction and beginning of Shore Road.	**3** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks • Signals provide the safest option for pedestrians/ cyclists crossing– two controlled crossing points providing a higher level of service to users than other options • Signals will slow traffic on approach. • Signals will remove any concerns with junction visibility. • Widened footways improve safety - prevents pedestrians walking on carriageway to avoid others on the footways.

STRATEGIC OBJECTIVES	OPTION 1	OPTION 2	OPTION 3	OPTION 4
	• Shore Road width unchanged • Increased corner radii/ footway widths	• Shore Road widened to 6m into grassed area • Increased corner radii/ footway widths	• Shore Road widened to 6m into car park • Increased corner radius/ footway widths	• Shore Road widened to 6m into grassed area • Junction signalised/ footway widths
To reduce the overall dependence on cars and environmental impacts of traffic	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Further education/ behaviour change engagement required in addition to development of active travel network	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Further education/ behaviour change engagement required in addition to development of active travel network	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Further education/ behaviour change engagement required in addition to development of active travel network	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Further education/ behaviour change engagement required in addition to development of active travel network
To promote the availability and use of more sustainable means of travel	**2** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks	**2** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks	**2** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks	**3** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel networks • Signals provide the safest option for pedestrians/ cyclists crossing – two controlled crossing points providing a higher level of service to users that other options
To maximise accessibility for all and reduce social exclusion	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel network • Existing road width unchanged which is	**2** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel network • Raised table to prioritise pedestrian movements	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel network •Reduces the amount of residents	**3** •Improved access for pedestrians, cyclists, and those with protected characteristics through footway widening and connections to further active travel network • Signals provide the safest option for pedestrians/ cyclists crossing – two

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
STRATEGIC OBJECTIVES	• Shore Road width unchanged • Increased corner radii/ footway widths	• Shore Road widened to 6m into grassed area • Increased corner radii/ footway widths	• Shore Road widened to 6m into car park • Increased corner radius/ footway widths	• Shore Road widened to 6m into grassed area • Junction signalised/ footway widths
	causing access issues at present		parking spaces available.	controlled crossing points providing a higher level of service to users that other options
Cost	**3** £340,860.10	**1** £430,147.17	**2** £350,714.38	**0** 450,016.53
TOTAL	8	9	7	10

2.3 A1087/ Shore Road / Beveridge Row Junction – Preferred Option

2.3.1 The preferred option for this section of the route is Option 4 which can be seen in more detail on drawing 10835-STN-00-XX-DR-C-0002 in Appendix A.

2.4 B: Beveridge Row

2.4.1 Background

Beveridge Row is currently a narrow, two-way street with limited pedestrian facilities. Cyclists currently cycle on road. The majority of properties along this location have driveways, however there are a couple of properties to the north of Beveridge Row that do not, therefore on street parking may need to be maintained.

Figure 2-6 Beveridge Row Southbound

Figure 2-7 Beveridge Row Junction with A1087

2.4.2 **Proposals**

Beveridge Row is proposed to be one way southbound for vehicles (towards the railway line) due to width constraints of the carriageway and to facilitate an advisory cycle lane. The choice of an advisory cycle lane was made based on the constraints due to limited carriageway width and the number of expected users of the cycle lane.

There may be scope to make a section of the cycle lane mandatory, depending on minimum road widths which are currently under discussion with ELC. Mandatory sections of cycle lane would restrict parking along its length. Further parking restrictions may be considered where relevant, as outlined in each option.

Three concept options have been produced and these are as detailed below:

2.4.3 OPTION 1 - One-way Northbound Cycle Lane West side of Carriageway

2.4.4 Cyclists travelling northbound towards Beveridge Row will join the advisory cycle lane at the junction with Bayview Circus. The cycle lane will then follow the West edge of the carriageway for a distance of approximately 310m. At the end of the cycle lane cyclists will be directed off carriageway to join a section of shared path providing access to the crossing on Edinburgh Road and onward travel to other parts of the network. Throughout the majority of this section, the carriageway width will be a minimum of 3.7m. with the exception of a 20m section where the carriageway width drops below 3.7m to a minimum of 3.0m over a short section. The width of the cycle lane will range between 1.2m and 3.6m depending on carriageway width constraints. Southbound cyclists will join Beveridge Row either from an on-carriageway position from the A1087 junction or from the proposed shared path at the north end of Beveridge Row.

2.4.5 Double yellow lines may be considered along the length of the cycle lane, with parking permitted on the east side of the carriageway. Access to driveways will be maintained at all times. Double yellow lines on both sides of the carriageway may be required through the pinch point.

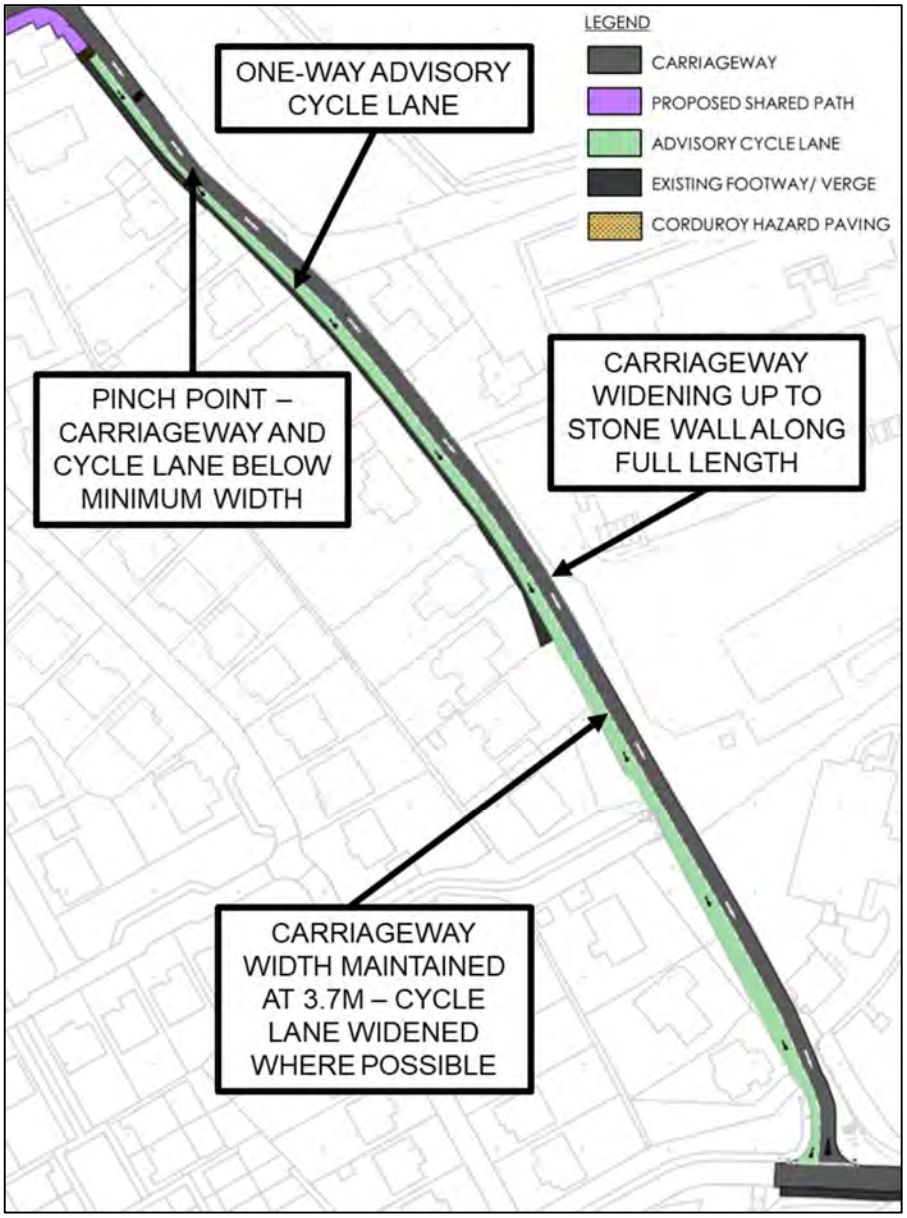


Figure 2-8 Beveridge Row Option 1

2.4.6 OPTION 2 – One-way Northbound Cycle Lane East side of Carriageway

As per Option 1, northbound cyclists will join the cycle lane at the junction with Bayview Circus. The cycle lane then follows the Eastern edge of the carriageway adjacent to the wall. At the north end of Beveridge Row cyclists will cross the carriageway and join the shared path to access the crossing on Edinburgh Road. Option 2 has the same proposed cycle lane and carriageway widths as Option 1. Southbound cyclists will join Beveridge Row either from an on-carriageway position from the A1087 junction or from the proposed shared path at the north end of Beveridge Row.

2.4.7 Double yellow lines may be considered along the length of the cycle lane, with parking permitted on the west side of the carriageway. Access to driveways will be maintained at all times. Double yellow lines on both sides of the carriageway may bne required through the pinch point.

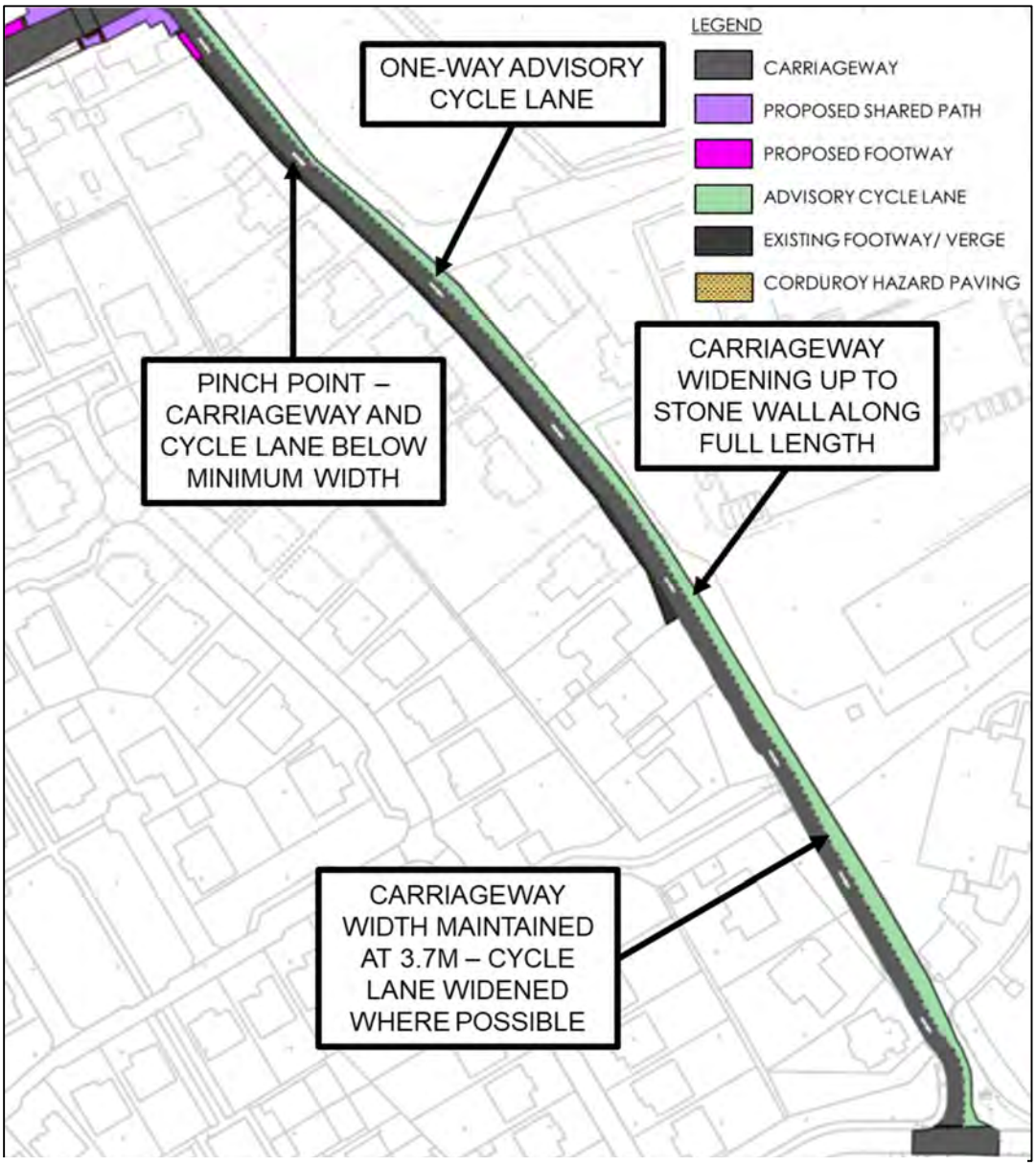


Figure 2-9 Beveridge Row Option 2

2.4.8 OPTION 3 – Two-way Cycle Lane West side of Carriageway

Cyclists travelling northbound on Beveridge row will join the advisory cycle lane at the junction with Bayview Circus. Southbound cyclists will join Beveridge Row either from an on carriageway position from the A1087 junction or from the proposed shared path at the north end of Beveridge Row. This option requires carriageway widths to be reduced below 3.7m over a distance of 20m (pinch point 2.8m wide), however as the cycle lane is advisory, vehicles are allowed to overrun the cycle lane where required. Consideration could be given to providing a "give and take" priority give way on the cycle lane on approach to the pinch point. Need for this should be based on usage figures to determine if it is necessary.

2.4.9 Double yellow lines may be considered along the length of the cycle lane, with parking permitted on the east side of the carriageway. Access to driveways will be maintained at all times. Double yellow lines on both sides of the carriageway may bne required through the pinch point.

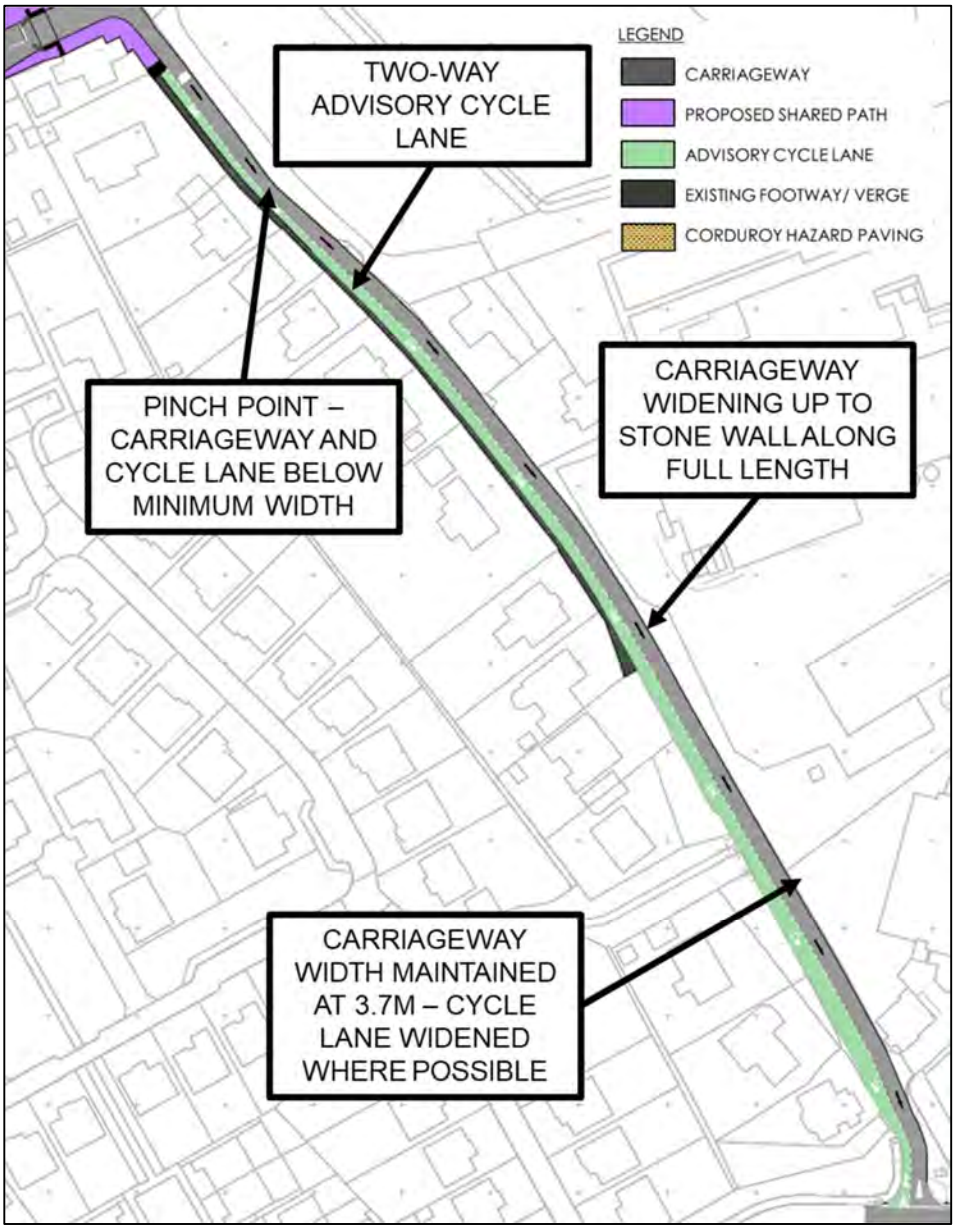


Figure 2-10 Beveridge Row Option 3

2.5 Beveridge Row – Options Appraisal Matrix

2.5.1 Table 2-2 shows the scoring of each of the design options and the justification of the given score:

Table 2-2 Options Appraisal Matrix - Beveridge Row

STRATEGIC OBJECTIVES	OPTION 1 • Advisory one-way cycle lane on west of road • Beveridge Row one way southbound	OPTION 2 • Advisory one-way cycle lane on east of road • Beveridge Row one way southbound	OPTION 3 • Advisory two-way cycle lane on west of road • Beveridge Row one way southbound
To deliver a more attractive and safer environment for pedestrians and cyclists	**2** • Minimally intrusive to the environment as provisions will be in the form of road markings along one side of the road. • Ties well into the proposed junction improvements to the A1087/ Shore Road/ Beveridge Row - promoting cyclist safety for accessing the cycle lane. • If vehicles are parked on the Western Side of the carriageway, cyclists will need to leave the cycle lane and join the road to safely pass.	**1** • Minimally intrusive to the environment as provisions will be in the form of road markings along one side of the road. • Start of lane does not tie into proposal for junction improvements to the A1087/ Shore Road/ Beveridge Row - involves crossing Beveridge Row to access the shared path. • If vehicles are parked on the Western side of the carriageway, vehicles travelling southbound will need to utilise the cycle lane to safely pass	**2** • Minimally intrusive to the environment as provisions will be in the form of road markings along one side of the road. • Ties well into the proposed junction improvements to the A1087/ Shore Road/ Beveridge Row - promoting cyclist safety for accessing the cycle lane for cyclists travelling both directions • If vehicles are parked on the Western Side of the carriageway, cyclists will need to leave the cycle lane and join the road to safely pass.
To reduce the overall dependence on cars and environmental impacts of traffic	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Further education/ behaviour change engagement required in addition to further development to the active travel network	**1** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Further education/ behaviour change engagement required in addition to further development to the active travel network	**2** •Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars • Allows northbound and southbound cyclists to use the facility. • Further education/ behaviour change engagement required in addition to further development to the active travel network

STRATEGIC OBJECTIVES	OPTION 1 • Advisory one-way cycle lane on west of road • Beveridge Row one way southbound	OPTION 2 • Advisory one-way cycle lane on east of road • Beveridge Row one way southbound	OPTION 3 • Advisory two-way cycle lane on west of road • Beveridge Row one way southbound
To promote the availability and use of more sustainable means of travel	**1** • The addition of the cycle lane connects the proposed active travel route to Belhaven Bay and with local housing developments for northbound cyclists. • Further development required to better connect this route in addition to education/ behaviour change.	**1** • The addition of the cycle lane connects the proposed active travel route to Belhaven Bay and with local housing developments for northbound cyclists. • Further development required to better connect this route in addition to education/ behaviour change.	**2** • The addition of the cycle lane connects the proposed active travel route to Belhaven Bay and with local housing developments in both directions. • Further development required to better connect this route in addition to education/ behaviour change.
To create accessibility for all and reduce social exclusion	**1** • Improvements to the current cycling provision by providing a degree of segregation between cyclists and vehicles but only for northbound cyclists • Does not provide as high a level of service as a mandatory cycle lane or segregated facility but is suitable within the parameters of the project	**1** • Improvements to the current cycling provision by providing a degree of segregation between cyclists and vehicles but only for northbound cyclists • Does not provide as high a level of service as a mandatory cycle lane or segregated facility but is suitable within the parameters of the project	**2** • Improvements to the current cycling provision by providing a degree of segregation between cyclists and vehicles • Does not provide as high a level of service as a mandatory cycle lane or segregated facility but is a suitable facility within the parameters of the project
Cost	**1** • £209,333.48	**1** • £210,368.93	**1** • £209,333.48
TOTAL	6	5	9

2.6 Beveridge Row – Preferred Option

2.6.1 The preferred option for Beveridge Row is Option 3 which can be seen in more detail on drawings 10835-STN-00-XX-DR-C-0018-0022 in Appendix A

2.7 C: Back Road

Background

2.7.1 Back Road is part of an extended west/east route through Dunbar and is used by some drivers as an alternative to the A1087. Previous studies have indicated that vehicle speeds are an issue along Back Road, and there is currently limited pedestrian and cyclist facilities. There is no continuous footway along either side of Back Road. There is currently no fixed surface water drainage system and over the edge drainage exists along the extent of Back Road.

2.7.2 The width of the carriageway is variable along the length and there is poor definition to the extents of the carriageway.

Figure 2-11 Back Road Eastbound

Proposals

2.7.3 The proposals for Back Road aim to deliver improved facilities for pedestrians/ active travel while maintaining vehicle access along the length. This location is particularly constrained due to the width of carriageway available. After careful consideration of the site constraints and the available width it is proposed that Back Road will become one way from Shore Road towards Knockenhair Road. A number of options have been considered as follows in sections 2.7.7 – 2.7.9.

2.7.4 Concerns have been raised by parents of children who attend Belhaven Hill School with regards to access for drops offs. Currently parents access the school grounds via the junction on the A1087 and exit onto Back Road and then either turn left or right for onward travel. Visibility from the junction onto Back Road is poor due to the location of the school boundary wall. As Back Road is proposed to be one way eastbound, this should reduce the potential for conflicts at this junction as all vehicles will be travelling eastbound and traffic volumes will be reduced.

2.7.5 There may be an option to utilise the existing verge space up to the stone wall on the south side of Back Road, but this would require further considerations and may require a structural assessment of the wall. This could potentially add a further 0.5m to the width of the carriageway.

2.7.6 All proposals need to be discussed with emergency services to determine minimum access requirements.

2.7.7 OPTION 1 - Advisory one-way cycle lane North side of Back Road

This option provides an advisory one-way cycle lane on the north side of Back Road. In addition, extension of the existing footpath is proposed over a length of 365m along a section where there are currently no pedestrian facilities.

The advisory cycle lane is of varying width of between 1.2m and 2m. The existing footpaths are unchanged, and the proposed new footpath section is between 1.5 and 1.8m wide depending on the road width constraints. The carriageway is a minimum of 2.5m at the narrowest sections, however as the proposed cycle lane is advisory, vehicles are permitted to utilise this space also – providing a carriageway width of 3.7m. This is an isolated pinch point and in general the carriageway is approximately 4.5m wide including the advisory cycle lane. This option involves building out into the golf course with a retaining wall. See Figure 2.12

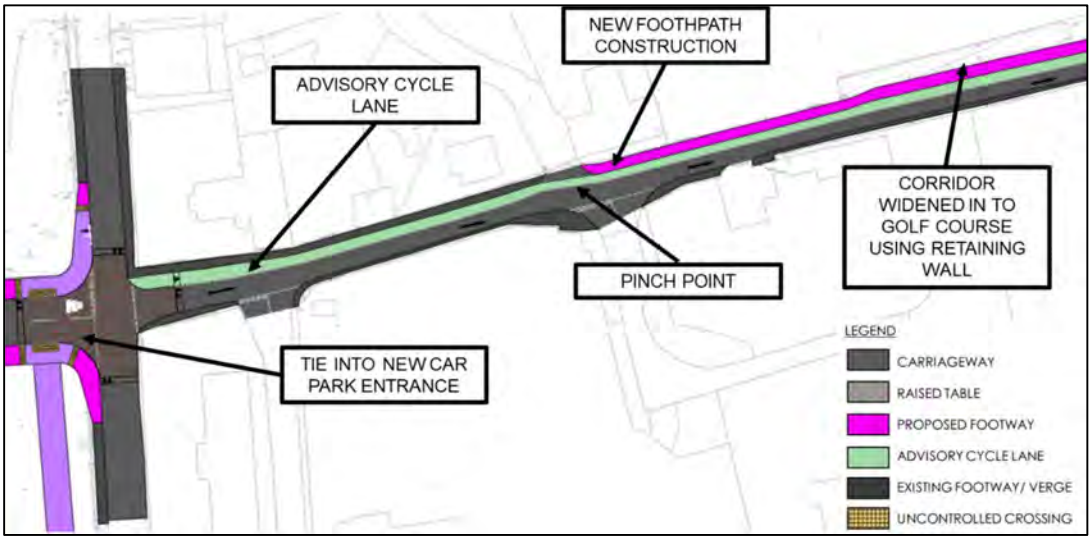


Figure 2-12 Back Road Option 1

2.7.8 OPTION 2 - Shared Path North side of Back Road

Option 2 is a shared path on the North side of Back Road for the entirety of the section between the junction with Shore Road and Knockenhair Road. This provides a carriageway width of a minimum of 3.7m at the narrowest sections. The shared path is of varying width along the length from 1.5m to 3m depending on the constraints of carriageway width, with the majority of the shared path being approximately 3m wide. This option involves the relocation of a stone wall, which will require planning permission, and building out into the golf course land with a retaining wall due to level differences. The required road width for emergency service vehicles is 3.7m, or 3.5m in constrained areas over short distances. The carriageway has been widened into the verge against the stone wall to the south of Back Road where the existing road width does not meet this requirement. See Appendix B for swept path analysis of a fire engine along Back Road and adjoining junctions.

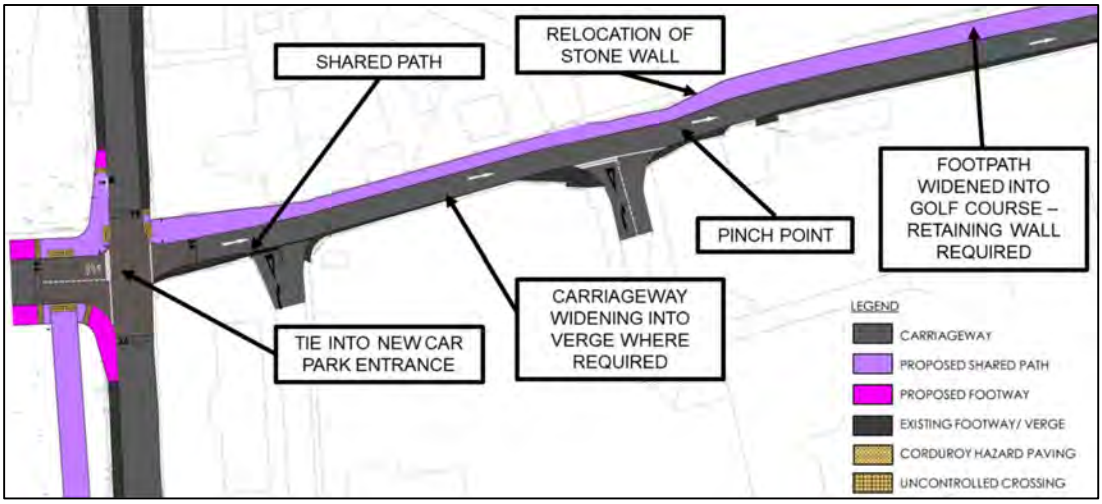


Figure 2-13 Back Road Option 2

2.7.9 OPTION 3 - Combination of Shared Path and Advisory Cycle Lane North side of Back Road

Option 3 proposes approximately 100m of advisory cycle lane, at a consistent width of 1.5m through the narrower carriageway section. A narrow footway of approximately 1.5m is also provided along this length. At the end of the advisory cycle lane, the remaining route is a shared path and cyclists will be encouraged to leave the carriageway at this point to join the shared path. The shared path is of varying width along the length from 2.4m to 3m depending on the constraints of carriageway width, with the majority of the path being approximately 3m wide. This option involves building out into the golf course with a retaining wall. See Figure 2-14.

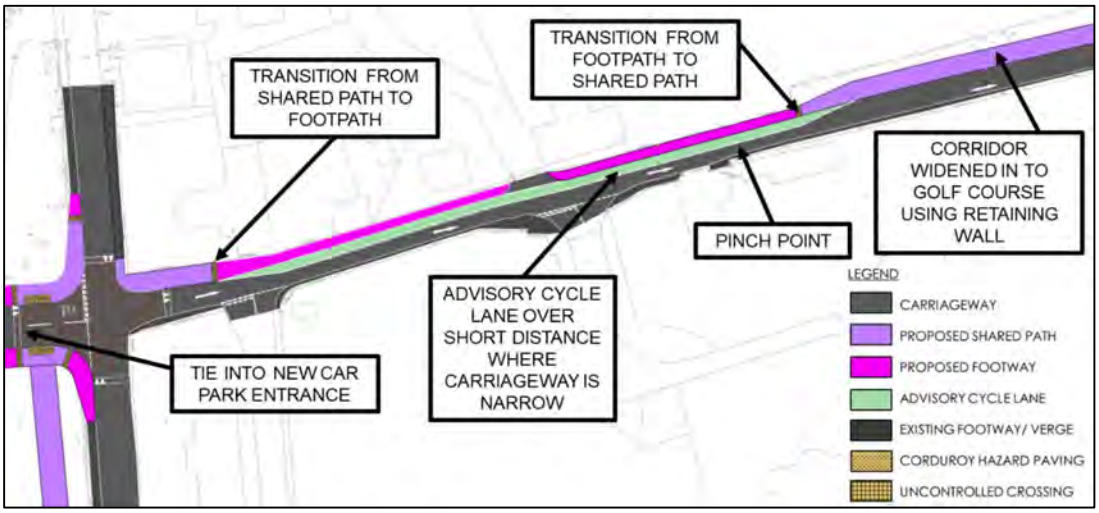


Figure 2-14 Back Road Option 3

2.8 Back Road – Options Appraisal Matrix

2.8.1 Table 2-3 shows the scoring of each of the design options and the justification of the given score:

Table 2-3 Options Appraisal Matrix Back Road

STRATEGIC OBJECTIVES	OPTION 1 • Continuous footpath	OPTION 2 • Shared use path	OPTION 3 • Mixed shared path/ advisory cycle lane
To produce an attractive and safe environment for pedestrian and cyclists	**1** . • Continuous footpath improving safety for pedestrians - pinch points due to carriageway width constraints • Safer provision for cyclists than existing	**2** •Safer for pedestrians/ cyclists as provides more protection against vehicle movements (physical kerb) •Pinch points due to carriageway width constraints •Conflict between pedestrians and cyclists on shared path not considered to be high due to observed use of the road	**1** • Majority shared path providing protection for pedestrian/ cyclists from vehicles • Confusion due to lack of coherence of advisory section • Additional conflicts between pedestrians and cyclists is cyclists stay on footpath at advisory section
To reduce the overall dependence on cars and environmental impacts of traffic	**1** • Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars. • Further education/ behaviour change engagement required in addition to further development to the active travel network	**2** • Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars. • Further education/ behaviour change engagement required in addition to further development to the active travel network • Safer option for younger/ less experienced cyclists as a more physical barrier of the kerb separates them from vehicles	**1** • Improved access for pedestrians, cyclists, and those with protected characteristics which should reduce dependency on cars. • Further education/ behaviour change engagement required in addition to further development to the active travel network
To promote the availability and use of more sustainable means of travel	**2** • The route provides provision for both pedestrians and cyclists to use Back Road that does not currently exist	**2** • The route provides provision for both pedestrians and cyclists to use Back Road that does not currently exist • Provides a more physical means of segregation by using a kerb although pinch points do narrow the path in places	**1** • The route provides provision for both pedestrians and cyclists to use Back Road that does not currently exist • This option is not as coherent as the other options and thus may cause confusion and deter some users

STRATEGIC OBJECTIVES	OPTION 1 • Advisory cycle lane • Continuous footpath	OPTION 2 • Shared use path	OPTION 3 • Mixed shared path/ advisory cycle lane
To maximise accessibility for all and reduce social exclusion	**1** • Provides facilities for pedestrians/ cyclists that doesn't currently exist • Advisory cycle lane may exclude less confident cyclists from using the facilities	**2** • Provides a facility for pedestrians/ cyclists that doesn't currently exist • Shared path will be more inclusive to cyclists of different abilities • Pinch points may cause issues for prams, wheelchairs, etc	**0** • Provides a facility for pedestrians/ cyclists that doesn't currently exist • Changing from shared path to advisory lane, and back to shared path may result in confusion
Cost	**2** • £444,804.12	**0** • £808,222.33	**1** • £633,348.21
TOTAL	**7**	**8**	**4**

2.9 Back Road – Preferred Option

2.9.1 The preferred option for Back Road is Option 2, shared use path. This can be seen in further detail on drawings 10835-STN-00-XX-DR-C-0008 - 0012 in Appendix A

3 Additional Concept Designs

3.1.1 Several additional locations have been considered as part of the Masterplan process throughout the Belhaven area to enhance accessibility, these proposals are detailed below.

3.2 D: Shore Road Active Travel Path

3.2.1 An off-road active travel path is proposed between the A1087 and the proposed new car park junction. This path will be shared and a width of 4m over a length of around 300m. The concept design of the path alignment is shown in Figure 3-1 and drawing 10835-STN-00-XX-DR-C-0013 in Appendix A.

3.2.2 The proposed active travel path will be connected to the existing John Muir Way cycle path and provide off road access from the Toucan crossing proposed at Shore Road. The existing John Muir Way path south of Back Road would be diverted onto the new off-road path. The proposed route may result in some loss of parking within the car park. Re-configuration of the car park will be considered however improved active travel access to this location should reduce the dependency on vehicle trips.

3.2.3 Further consideration is required to determine the type of surface used for this path. Cost estimates have been based on standard footpath construction, however as the path is remove from the carriageway whindust may be more appropriate.. The cost estimate also allows for provision of street lighting a the path, but further considerations will be given to the use of low-level lighting at this location.

3.2.4 Planning Permission is required for this section of the project which will provide an opportunity for further consultation.

Figure 3-1 Shore Road Active Travel Path

3.3 E: A1087 - Footpath Widening/ Duke Street/ Brewery Lane Crossing Improvements

3.3.1 The footpath on the North side of Duke Street is currently approximately 1.7m wide. The proposal will widen the footpath to 2m from the junction with Shore Road to Duke Street. Parking will be maintained along the majority of this section, with indicative parking areas shown by the marked bay locations on Figure 3-4. Parking has been observed at this location, however numbers appear to be low, and it is not considered that any parking will be displaced by the proposals.

Figure 3-2 A1087

Figure 3-3 A1087/Brewery Lane/Duke Street

3.3.2 Improvements to the crossing facilities at the junctions of Duke Street and Brewery Lane are proposed as shown in Figure 3.4. This includes the widening of footpaths, provision of a pedestrian build-out and dropped kerb pedestrian crossings with tactile paving. Previous consultation on this proposal was positive with residents being in support of the proposals. See Figure 3.4 and Drawing 10835-STN-00-XX-DR-C-0015 in Appendix A.

3.3.3 A crossing facility across Duke Street at the junction was considered, however due to the acute angle of the junction there is insufficient space to widen the footpath and still achieve two-way vehicle movements at the junction.

Figure 3-4 Duke Street/Brewery Lane Proposals

3.3.4 Vehicle Swept Path Analysis has been undertaken for Brewery Lane to ensure that Articulated vehicles will still be safely able to make the turn from and to the A1087. See Figure 3-5A.

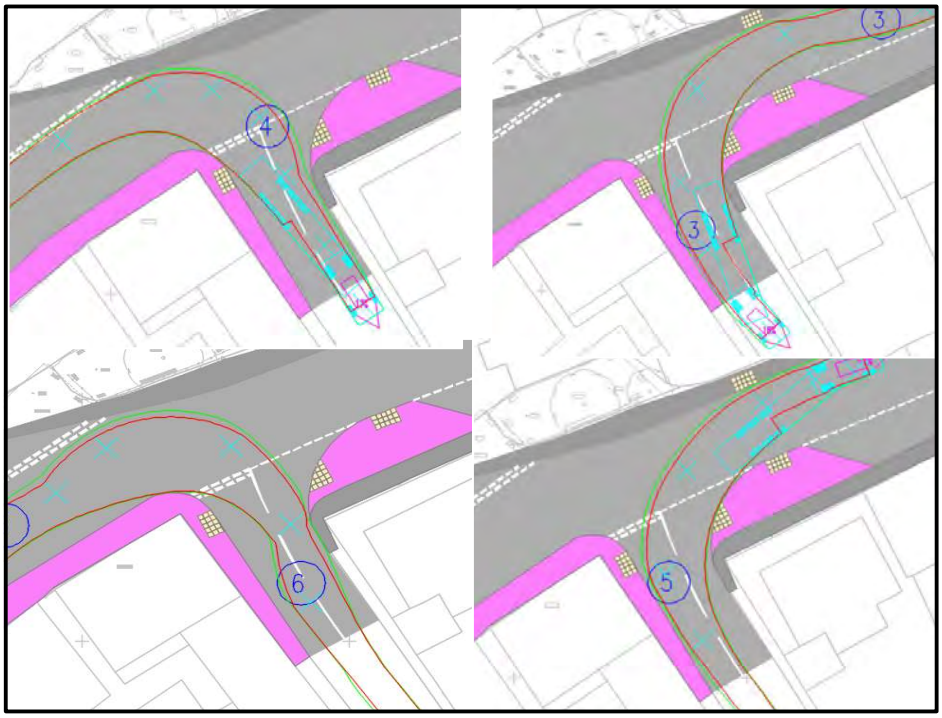


*Figure 3-**5**A Swept Path Analysis A1087 High Street*

3.3.5 It is acknowledged that the A1087 Edinburgh Road/ High Street is the diversion route for the A1 and thus it has been considered that larger vehicles may be required to use this route. Figure 3-5B below shows the swept path analysis of two articulated vehicles passing:

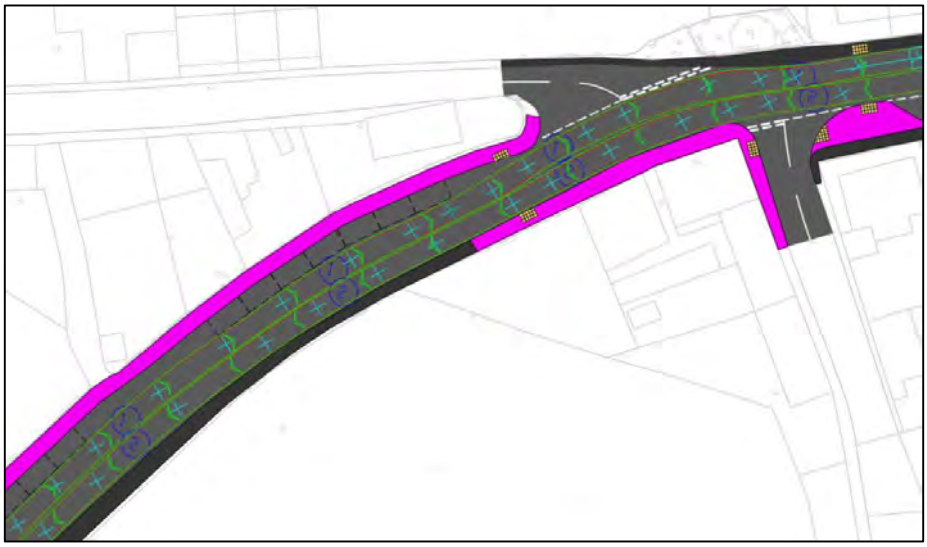


*Figure 3-**5**B Swept Path Analysis A1087 High Street*

3.4 F: A1087 – Traffic Calming

3.4.1 To reduce speeds along the A1087 in advance of the proposed Toucan Crossing, additional traffic calming measures in the form of speed cushions are proposed. There will be a total of 5 sets of speed cushions installed at 80m intervals between the Shore Road junction and Bayview Circus. The existing pedestrian crossing island at Bayview Circus will be maintained. See Figure 3-6 and drawing number 10835-STN-00-XX-DR-C-0014 in Appendix A.

Figure 3-6 A1087 Traffic Calming

3.5 G: Changes to the Coastal Car Park access

3.5.1 Concerns have been previously expressed by local residents, Council Officers and the Belhaven Surf Centre over traffic and pedestrian movements in the area around the existing car park junction which is situated directly opposite access to the Surf Centre.

3.5.2 Consideration has therefore been given to relocating the existing car park access south and creating a crossroads at the Junction with Back Road. This arrangement was used as a temporary car park access point during April 2022 while resurfacing works were undertaken and feedback received was that the arrangement worked incredibly well and it improved visibility and access for all.

Figure 3-7 Car Park Temporary Access

3.5.3 The proposed arrangement with the car park junction being relocated to opposite Back Road also provides better connectivity for pedestrians and cyclists as it connects with the Back Road shared path and the proposed active travel path from the A1087, as well as footway improvements around the junction and crossing facilities. See Figure 3-8 and Drawing number 10835-STN-00-XX-DR-C-0008 in Appendix A.

Figure 3-8 Proposed Car Park Access/Shore Road/Back Road improvements.

3.5.4 There would be potential to continue the Shore Road Active Travel Path beyond the junction to the Belhaven Bay recreational area, inside the hedge line however this has not been considered as part of the proposed concept layouts.

Coastal Car Park Access Restrictions

3.5.5 The section of Shore Road North of Back Road has high numbers of pedestrians as they walk between the Car Park, The Bridge to Nowhere and the John Muir Way Coastal Route. This area is also used by cyclists and residents accessing the Coastal Chalets. The footway over this section is narrow at just over 1m wide.

3.5.6 Residents of the holiday chalets have also expressed concerns about access and parking availability. A number of drivers attempt to park at this section of road as it offers free parking, however this has resulted in additional traffic and turning manoeuvres when drivers cannot find a space, therefore during peak times this increases the potential for conflict between non-motorised users and vehicles. There have also been reports of Motorhomes parking overnight and residents not being able to park.

3.5.7 Is it therefore proposed that north of the new car park junction will be for Residents and Disabled Badge holders only. Signage will be provided in advance to ensure drivers are aware of the restrictions. In addition, there will be no left turn allowed when exiting the car park to further discourage drivers attempting to access this area.

3.5.8 Differential surfacing will also be considered along the northern section of Shore Road to further enhance the change in road type at this location.

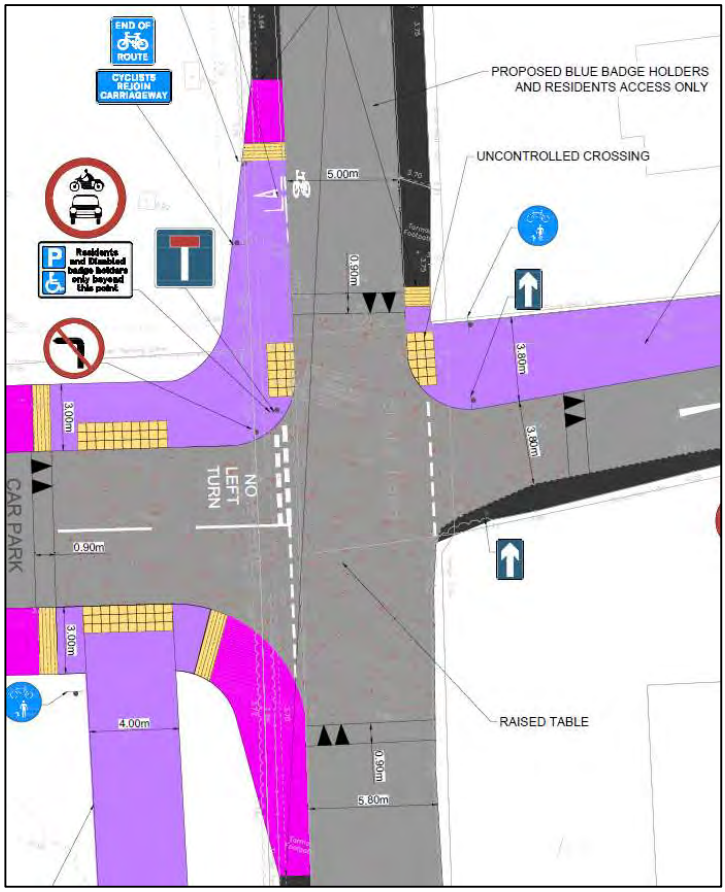


Figure 3-9 Shore Road Access North of Proposed Car Park Junction

4 Summary

4.1.1 Table 4-1 below gives a summary of the required steps to deliver each identified preferred option and the respective costs of each section:

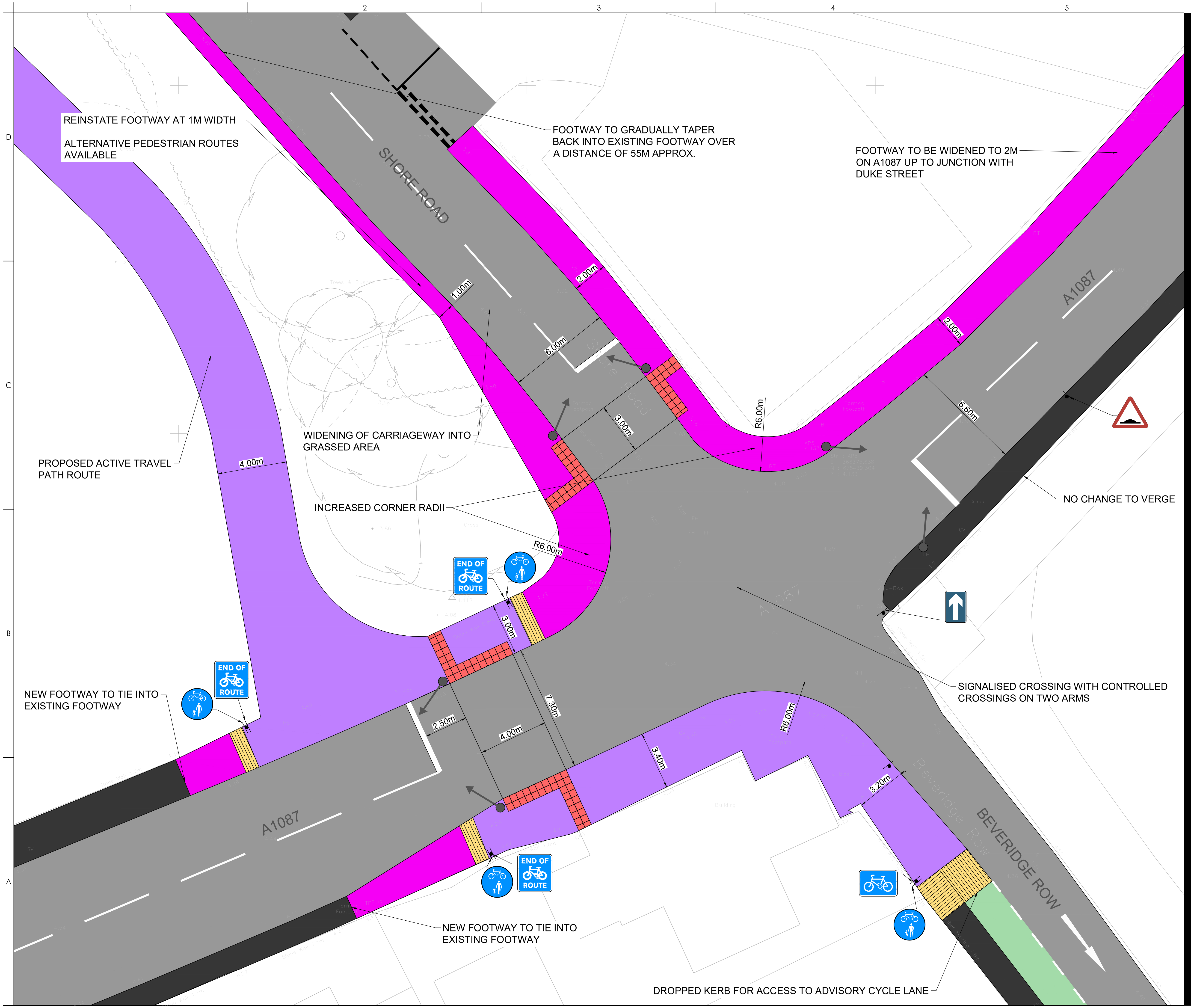
Table 4-1: Summary Table

Project	Description	Planning Permission Required	Engineering Design Required	TRO Required	Cost
A	A1087/ Shore Road Junction	✓	✓		£450,016.53
B	Beveridge Row		✓	✓	£209,333.48
C	Back Road	✓	✓	✓	£784,991.08
D	Shore Road Active Travel Path	✓	✓		£314,855.47
E	Footway Widening/ Crossing Improvements		✓		£123,349.49
F	A1087 Traffic Calming				£53,100.00
G	New Shore Road Car Park Access	✓	✓		£183,193.73

5 Community Engagement Feedback

5.1.1 Community Engagement will be undertaken in June/July 2023 and findings recorded post conclusion of the engagement.

Appendix A Options Drawings



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- CONTROLLED CROSSING
- PROPOSED ADVISORY CYCLE LANE
- PROPOSED SHARED PATH
- SIGNAL HEADS
- PROPOSED SIGNS

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.03.03

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Client/Project
EAST LOTHIAN COUNCIL

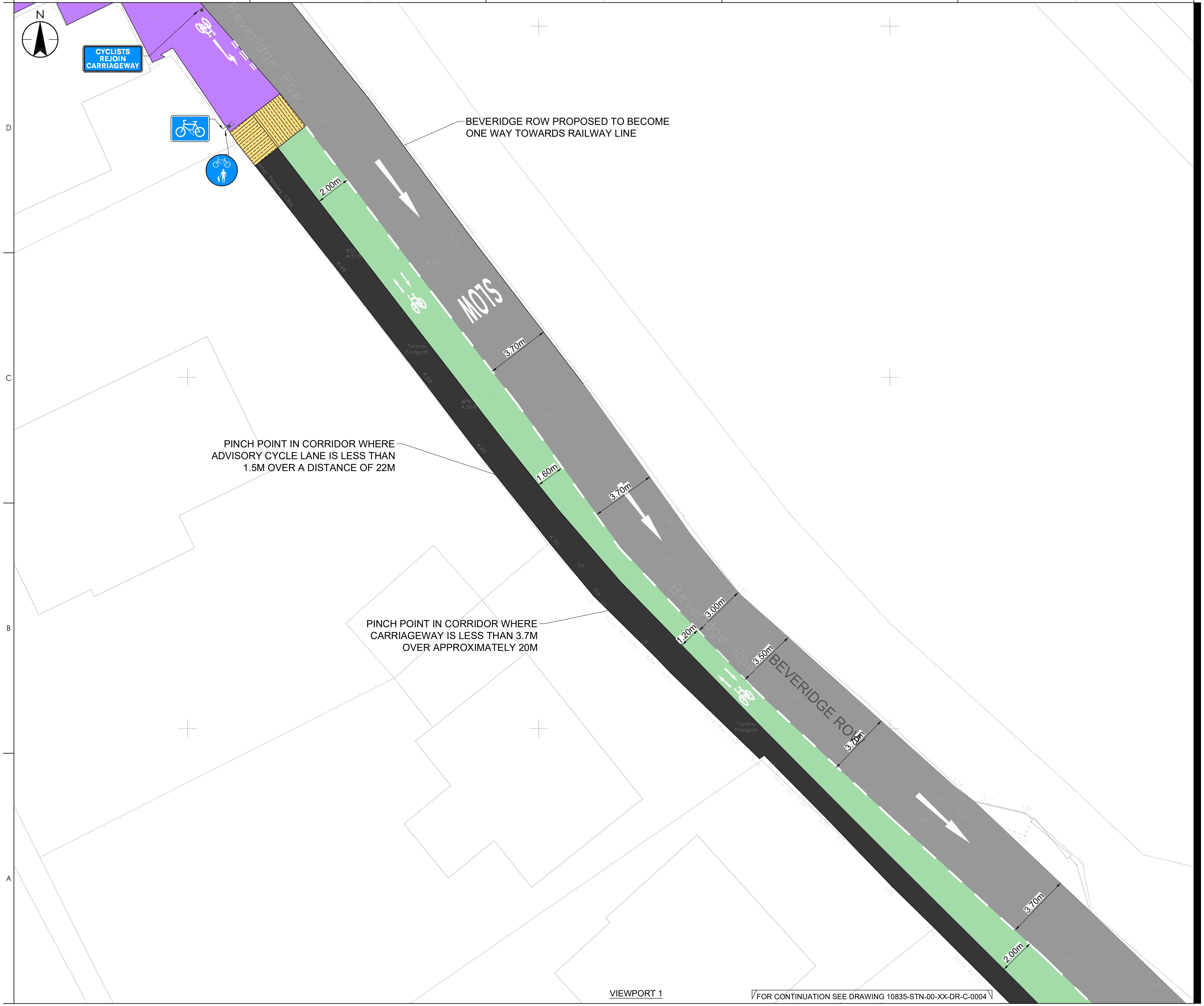
DUNBAR BELHAVEN

Title
A1087/ SHORE ROAD JUNCTION

SIGNALISED JUNCTION

Project No.	Scale
10835	1:100

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0002



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LEGEND

- PROPOSED SHARED PATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- ADVISORY CYCLE LANE
- CORDUROY HAZARD PAVING
- PROPOSED SIGNS

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.03.03

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DUNBAR BELHAVEN

Title
BEVERIDGE ROW

OPTION 1
SHEET 1 OF 5

Project No. 10835
Scale 1:100
Revision P01
Drawing No. 10835-STN-00-XX-DR-C-0003

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LEGEND

- PROPOSED SHARED PATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- ADVISORY CYCLE LANE
- CORDUROY HAZARD PAVING

P01 FIRST ISSUE	OM	ET	2023.04.20
Issued/Revision	By	Appd	YYYY.MM.DD

OM	OM	ET	2023.03.03
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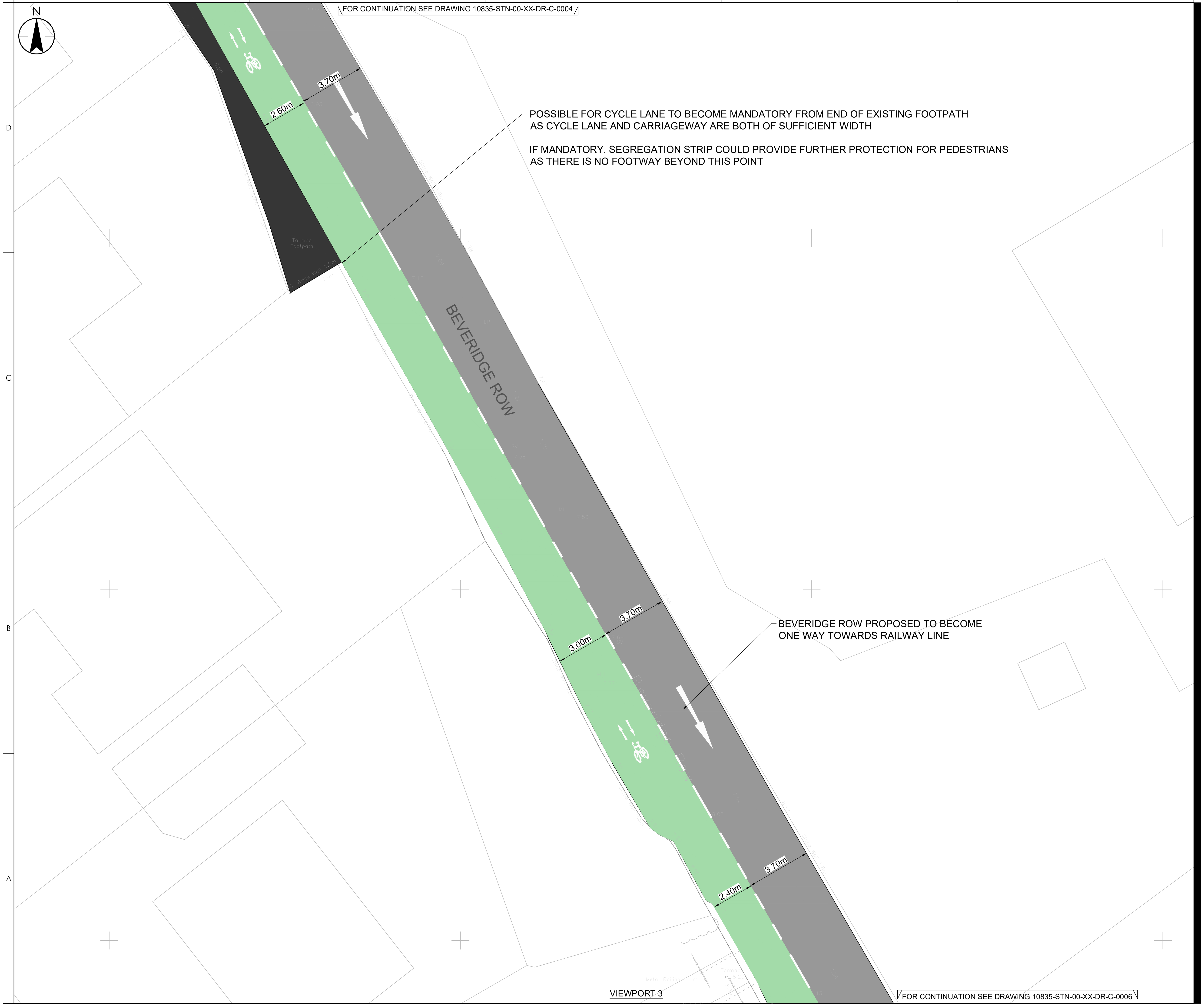
Title
BEVERIDGE ROW

OPTION 1
SHEET 2 OF 5

Project No.	Scale
10835	1:100

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0004



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LEGEND

- PROPOSED SHARED PATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- ADVISORY CYCLE LANE
- CORDUROY HAZARD PAVING

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

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DUNBAR BELHAVEN

Title
BEVERIDGE ROW

OPTION 1
SHEET 3 OF 5

Project No.	Scale
10835	1:100

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0005

FOR CONTINUATION SEE DRAWING 10835-STN-00-XX-DR-C-0005

FOR CONTINUATION SEE DRAWING 10835-STN-00-XX-DR-C-0007

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LEGEND

- PROPOSED SHARED PATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- ADVISORY CYCLE LANE
- CORDUROY HAZARD PAVING

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
	OM	OM	ET	2023.03.03

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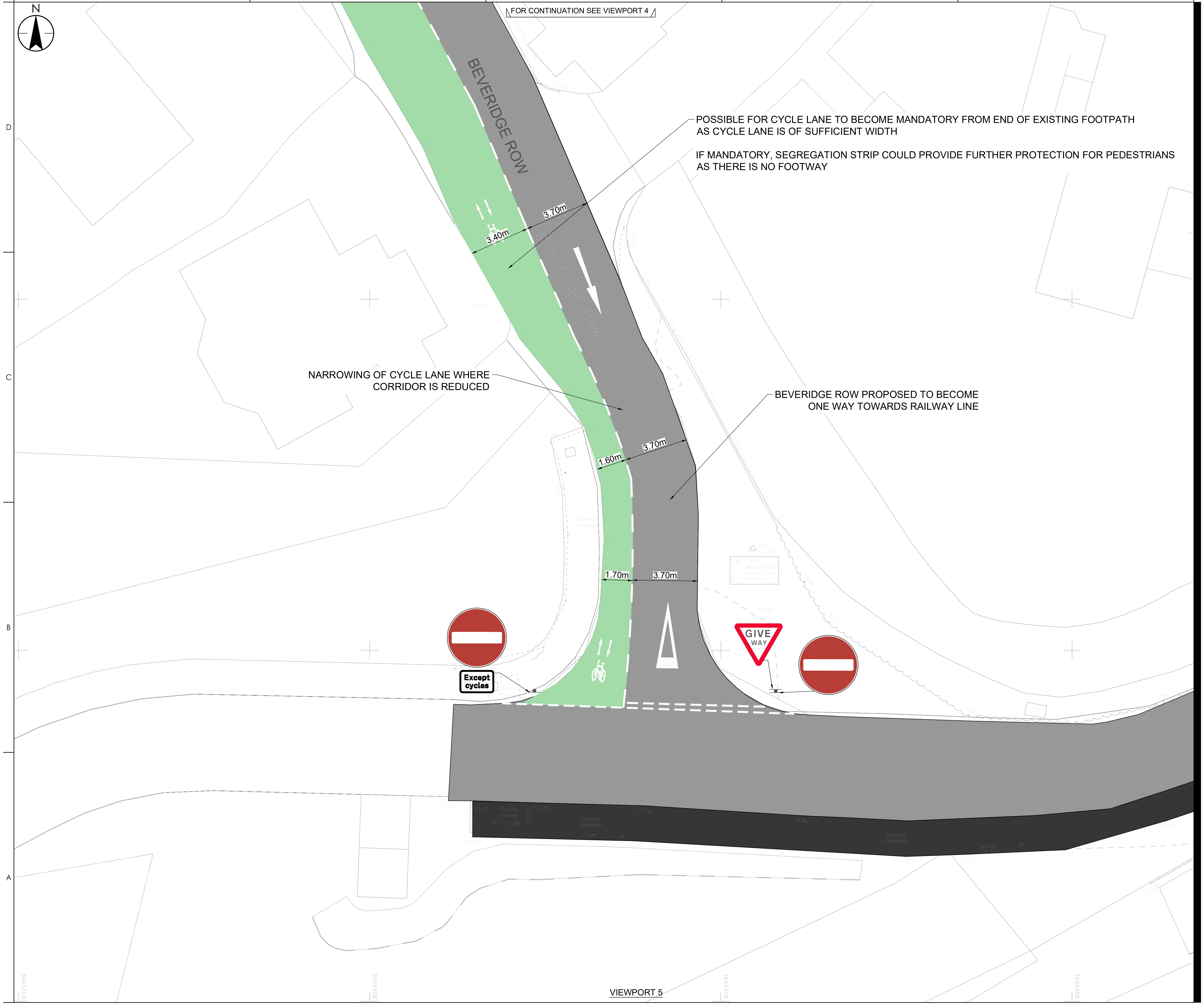
DUNBAR BELHAVEN

Title
A1087/ SHORE STREET JUNCTION - OPTION 1

SHEET 4 of 5

Project No.	Scale
10835	1:100

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0006



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LEGEND

- PROPOSED SHARED PATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- ADVISORY CYCLE LANE
- CORDUROY HAZARD PAVING
- PROPOSED SIGNS

P01 FIRST ISSUE		OM	ET	2023.04.20
Issued/Revision		By	Appd	YYYY.MM.DD
OM	OM		ET	2023.03.03
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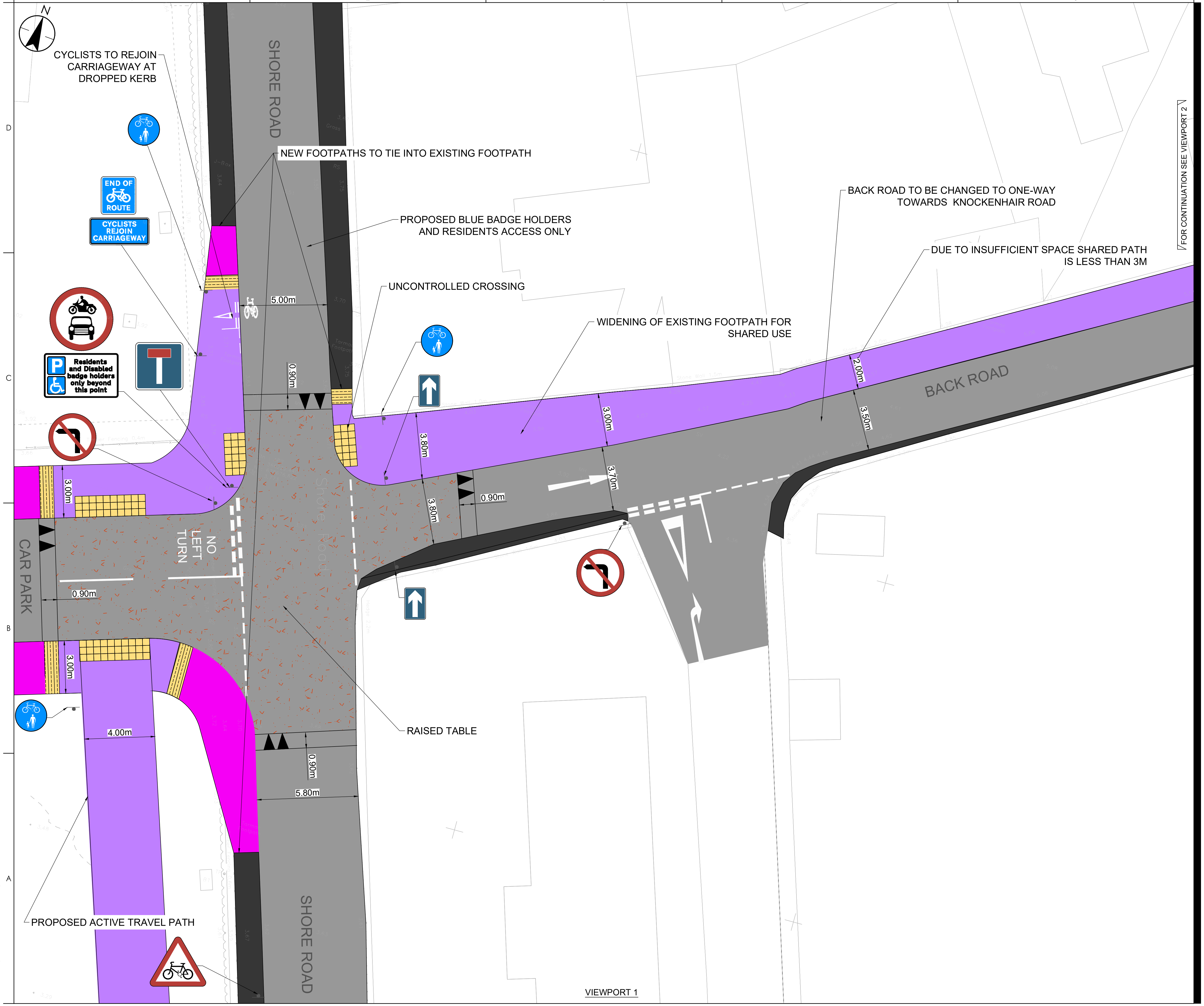
DUNBAR BELHAVEN

Title
BEVERIDGE ROW

OPTION 1
SHEET 5 OF 5

Project No. 10835
Scale 1:100
Revision P01
Drawing No. 10835-STN-00-XX-DR-C-0007



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- RAISED TABLE
- PROPOSED SIGNS

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

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OM	OM	ET	2023.03.03

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DUNBAR BELHAVEN

Title
BACK ROAD

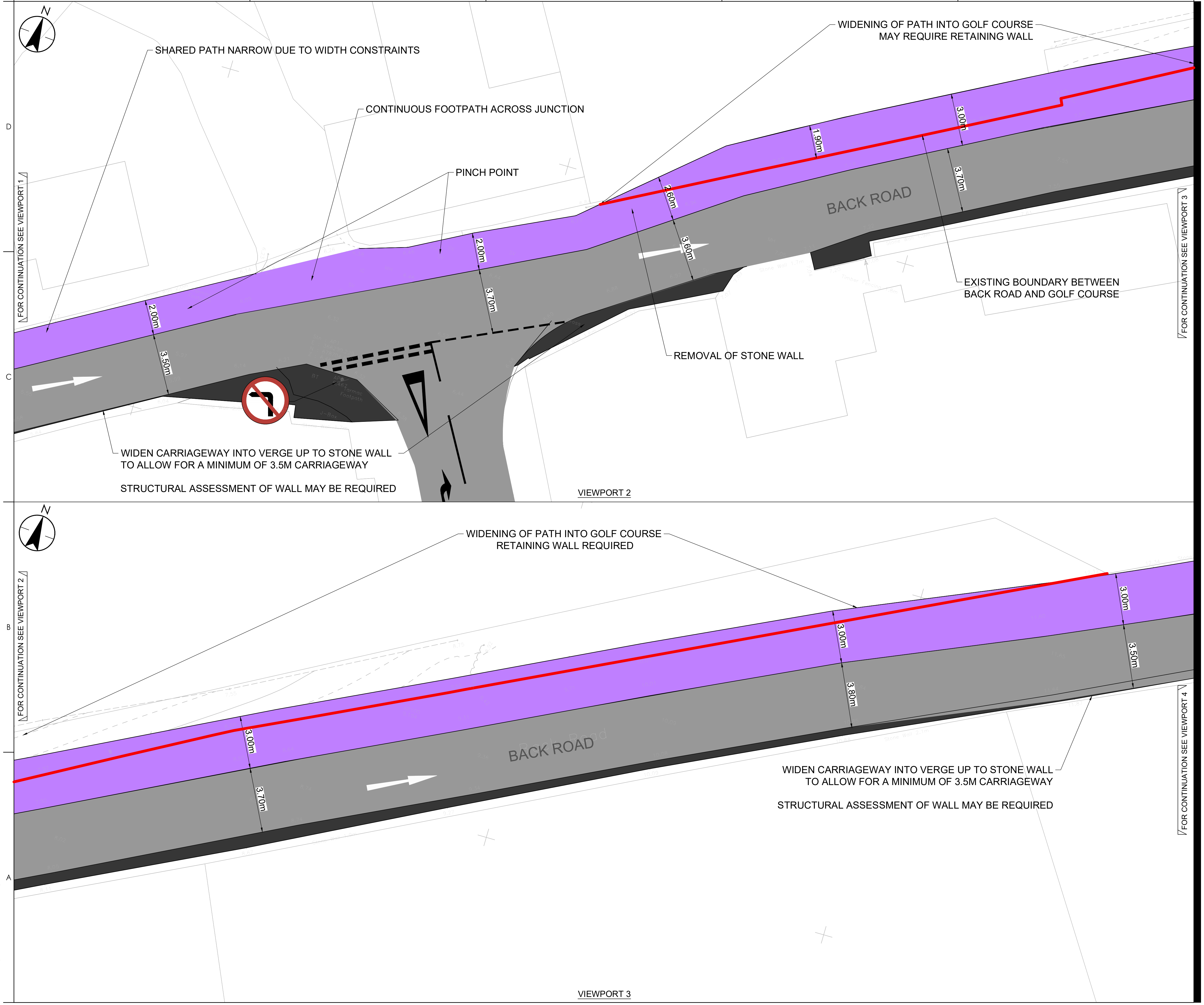
SHARED PATH
SHEET 1 OF 5

Project No. 10835

Scale 1:100

Revision P01

Drawing No. 10835-STN-00-XX-DR-C-0008



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- ASSUMED EXISTING BOUNDARY BETWEEN BACK ROAD AND WINTERFIELD GOLF CLUB

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.03.03

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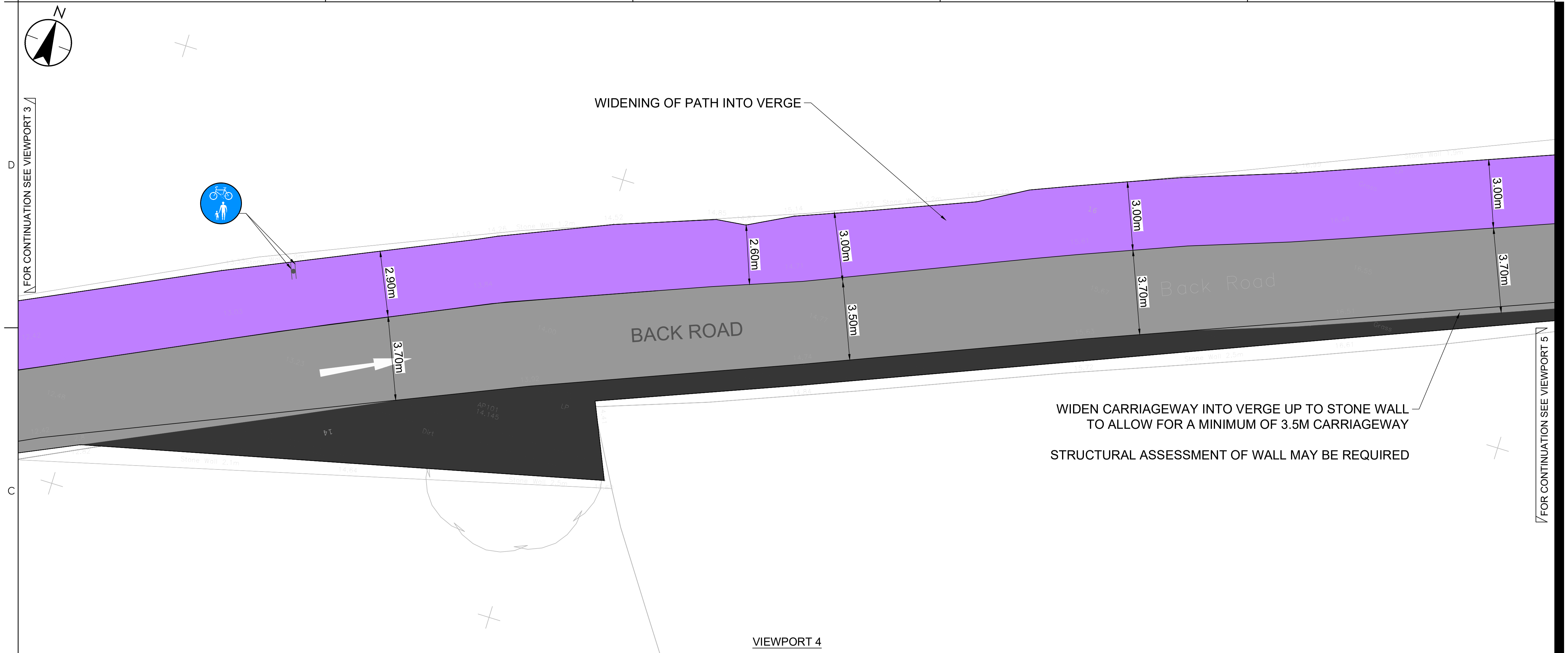
DUNBAR BELHAVEN

Title
BACK ROAD

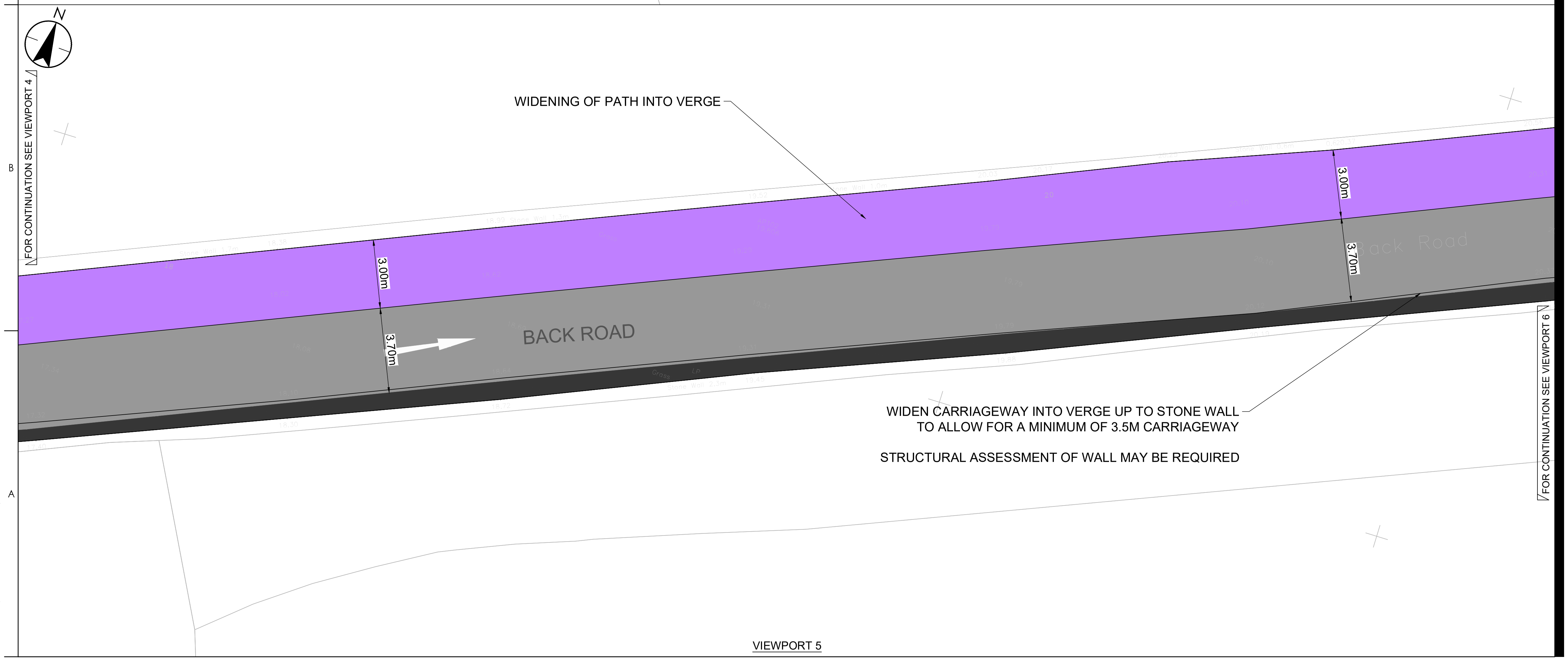
SHARED PATH
SHEET 2 OF 5

Project No.	Scale
10835	1:100

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0009



VIEWPORT 4



VIEWPORT 5

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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- RAISED TABLE
- PROPOSED SIGNS

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

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OM	OM	ET	2023.06.06

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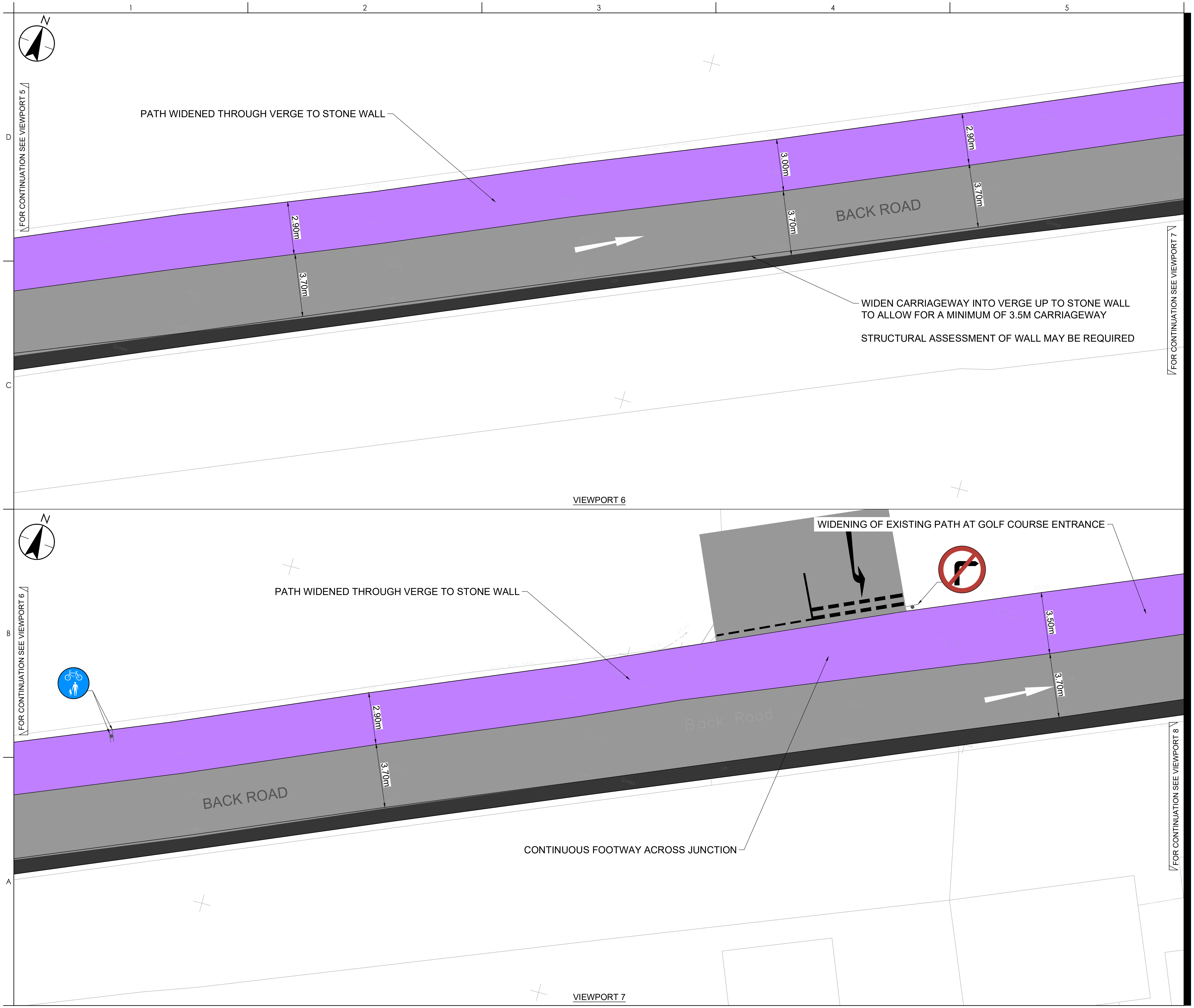
DUNBAR BELHAVEN

Title
BACK ROAD

SHARED PATH
SHEET 3 OF 5

Project No. 10835 | Scale 1:100

Revision P01 | Drawing No. 10835-STN-00-XX-DR-C-0010



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

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OM	OM	ET	2023.03.03

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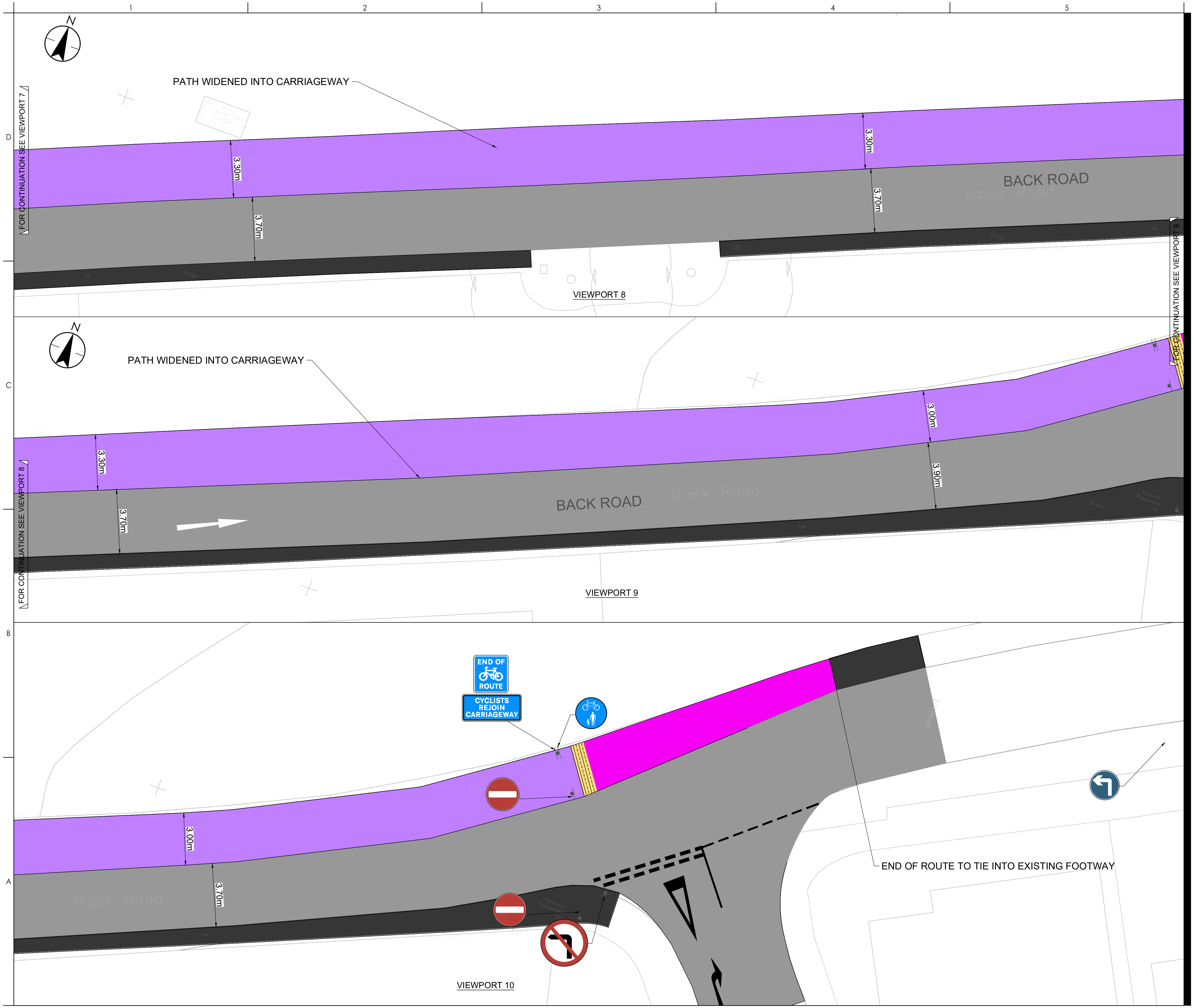
DUNBAR BELHAVEN

Title
BACK ROAD

SHARED PATH
SHEET 4 OF 5

Project No.	Scale
10835	1:100

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0011



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH

Issued/Revision	By	Appd	YYYY.MM.DD
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OM	OM	ET	2023.03.03

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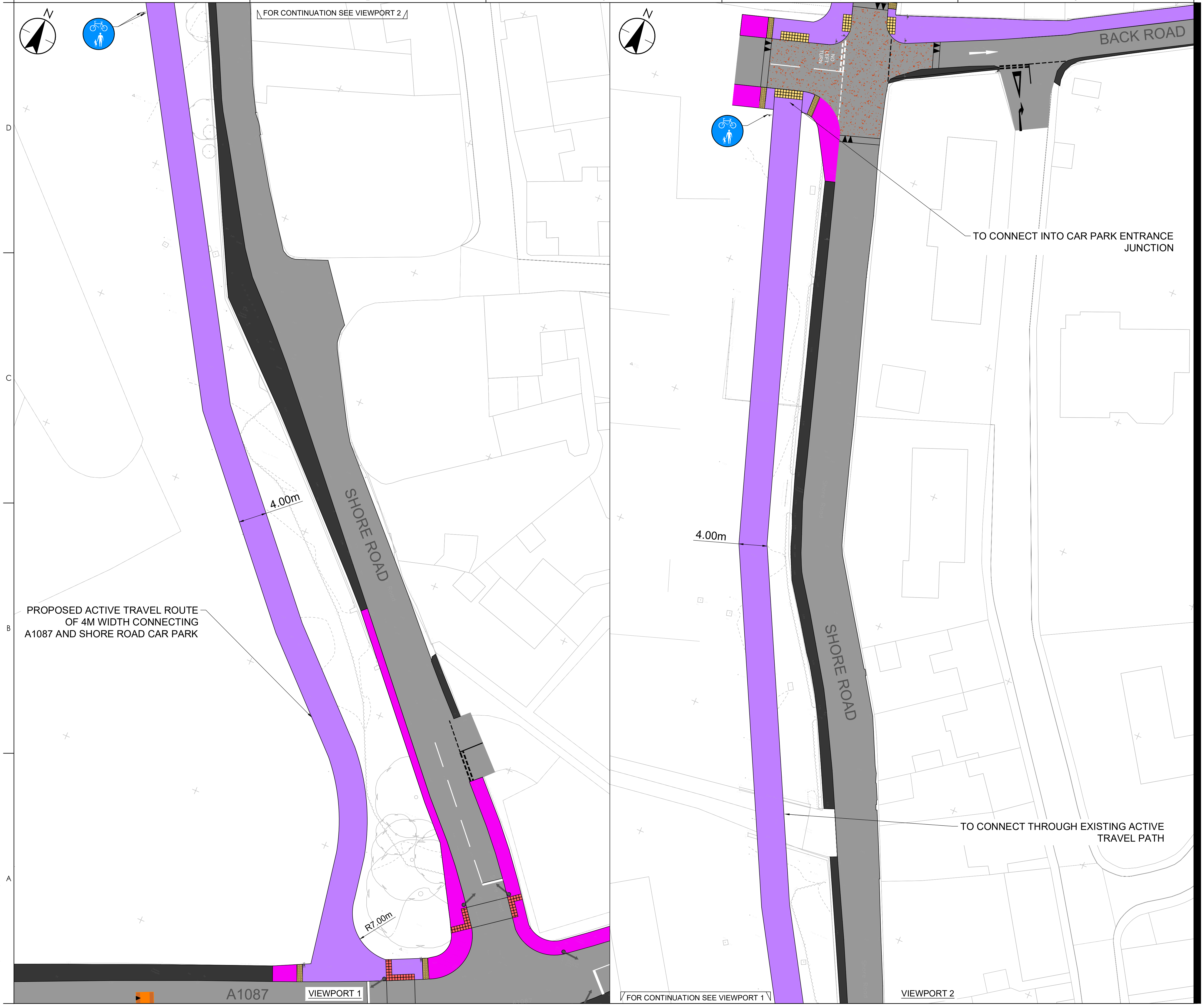
DUNBAR BELHAVEN

Title
BACK ROAD

OPTION 1
SHEET 5 OF 5

Project No. 10835
Scale 1:100

Revision P01
Drawing No. 10835-STN-00-XX-DR-C-0012



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- CONTROLLED CROSSING
- UNCONTROLLED CROSSING
- PROPOSED SHARED PATH
- RAISED TABLE
- CORDUROY HAZARD PAVING

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.03.03

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Title
ACTIVE TRAVEL PATH ROUTE

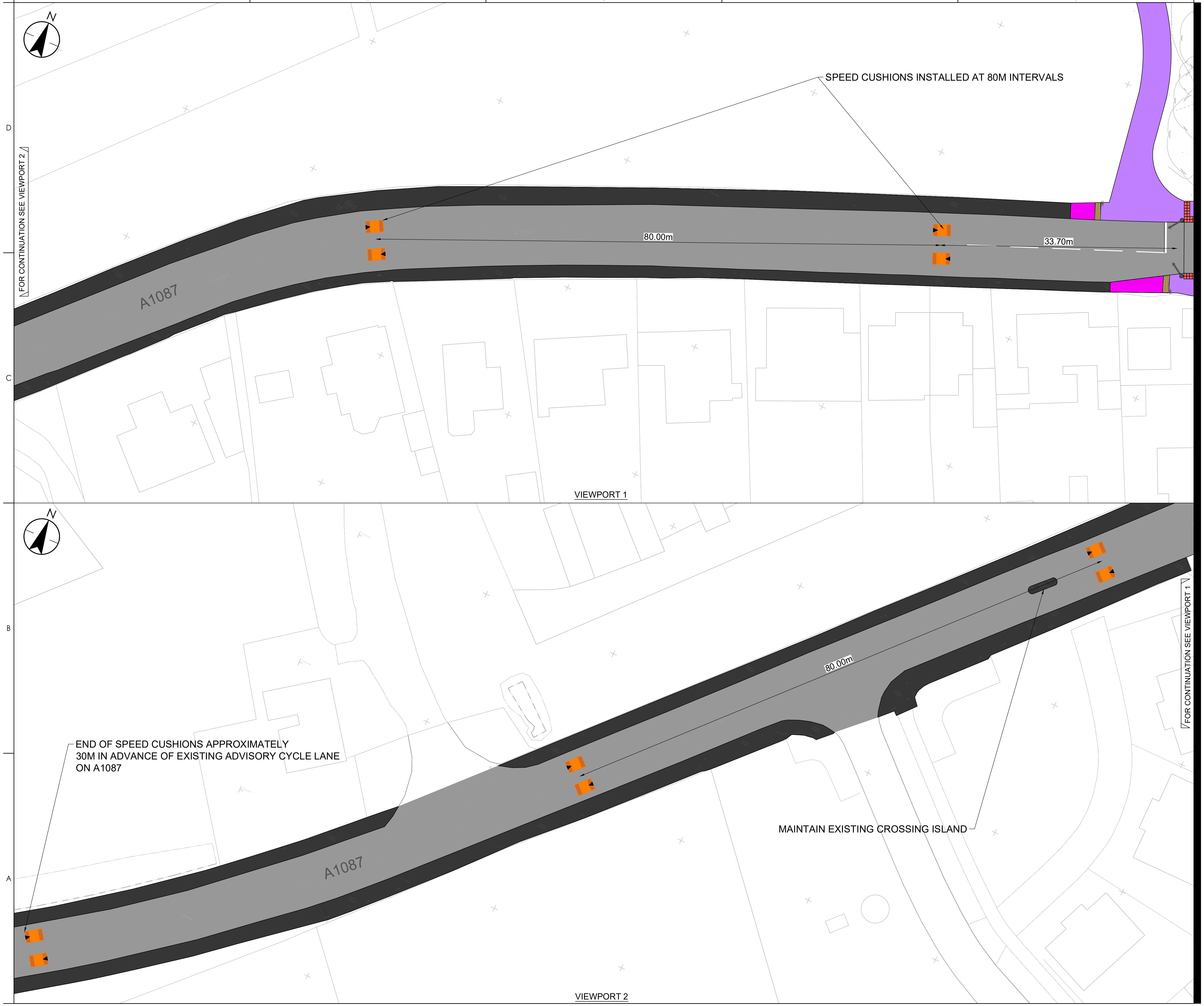
A1087 TO SHORE ROAD CAR PARK

Project No. 10835

Scale 1:250

Revision P01

Drawing No. 10835-STN-00-XX-DR-C-0013



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- CONTROLLED CROSSING
- CORDUROY HAZARD PAVING
- SPEED CUSHION

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.04.20

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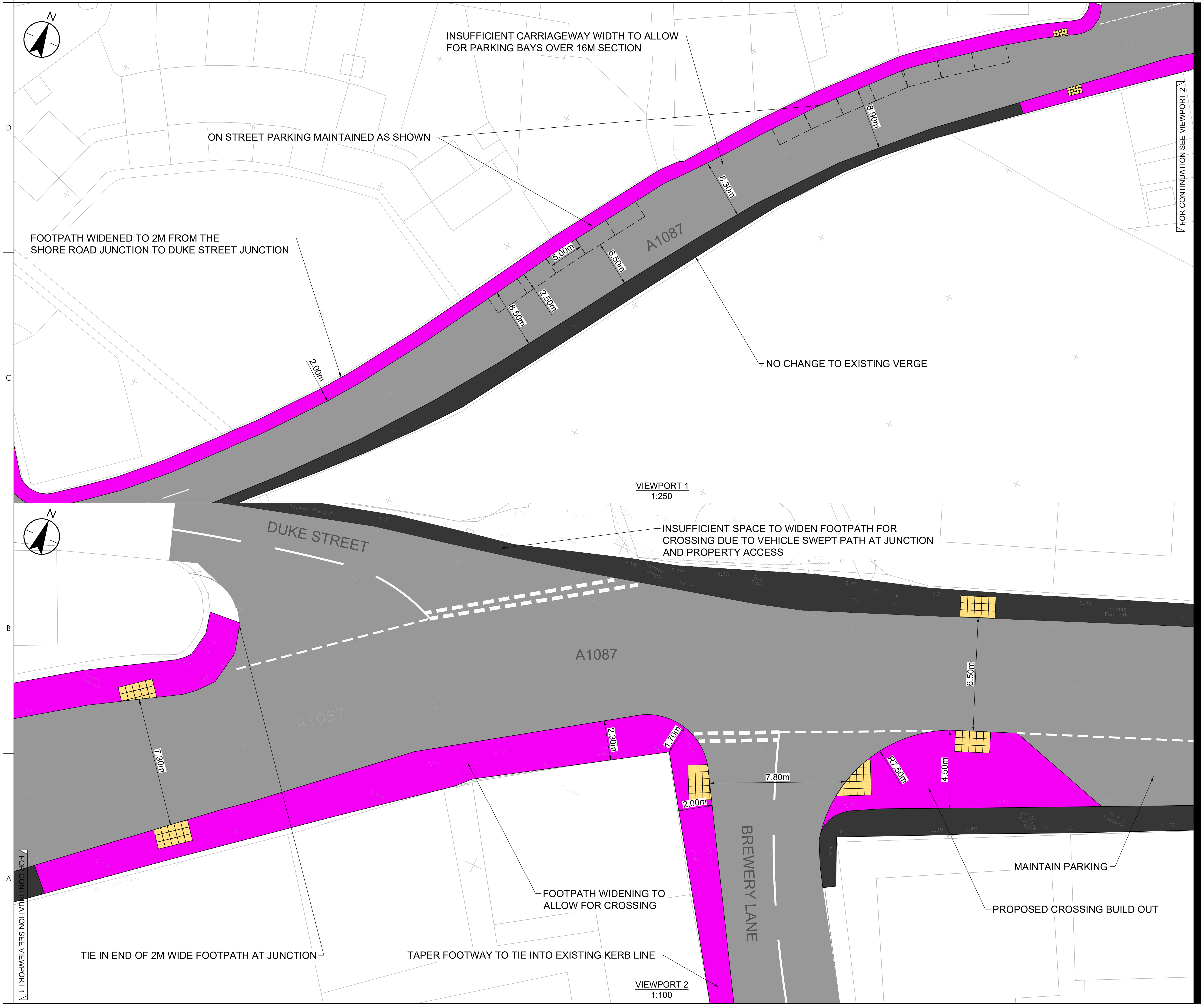
DUNBAR BELHAVEN

Title

A1087 TRAFFIC CALMING

Project No.	Scale
10835	1:200

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0014



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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- PARKING BAY OUTLINE

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.04.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.03.03

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DUNBAR BELHAVEN

Title
A1087 / DUKE STREET JUNCTION

FOOTWAY WIDENING AND CROSSING IMPROVEMENTS

Project No.	Scale
10835	AS SHOWN

Revision	Drawing No.
P01	10835-STN-00-XX-DR-C-0015

Appendix B Swept Path Analysis

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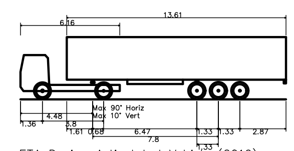
LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- PARKING BAY OUTLINE
- VEHICLE WHEEL PATH
- VEHICLE OVERSAIL
- VEHICLE DIRECTION



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

P01 FIRST ISSUE	OM		ET	2023.05.24
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	OM	OM	ET	2023.05.24
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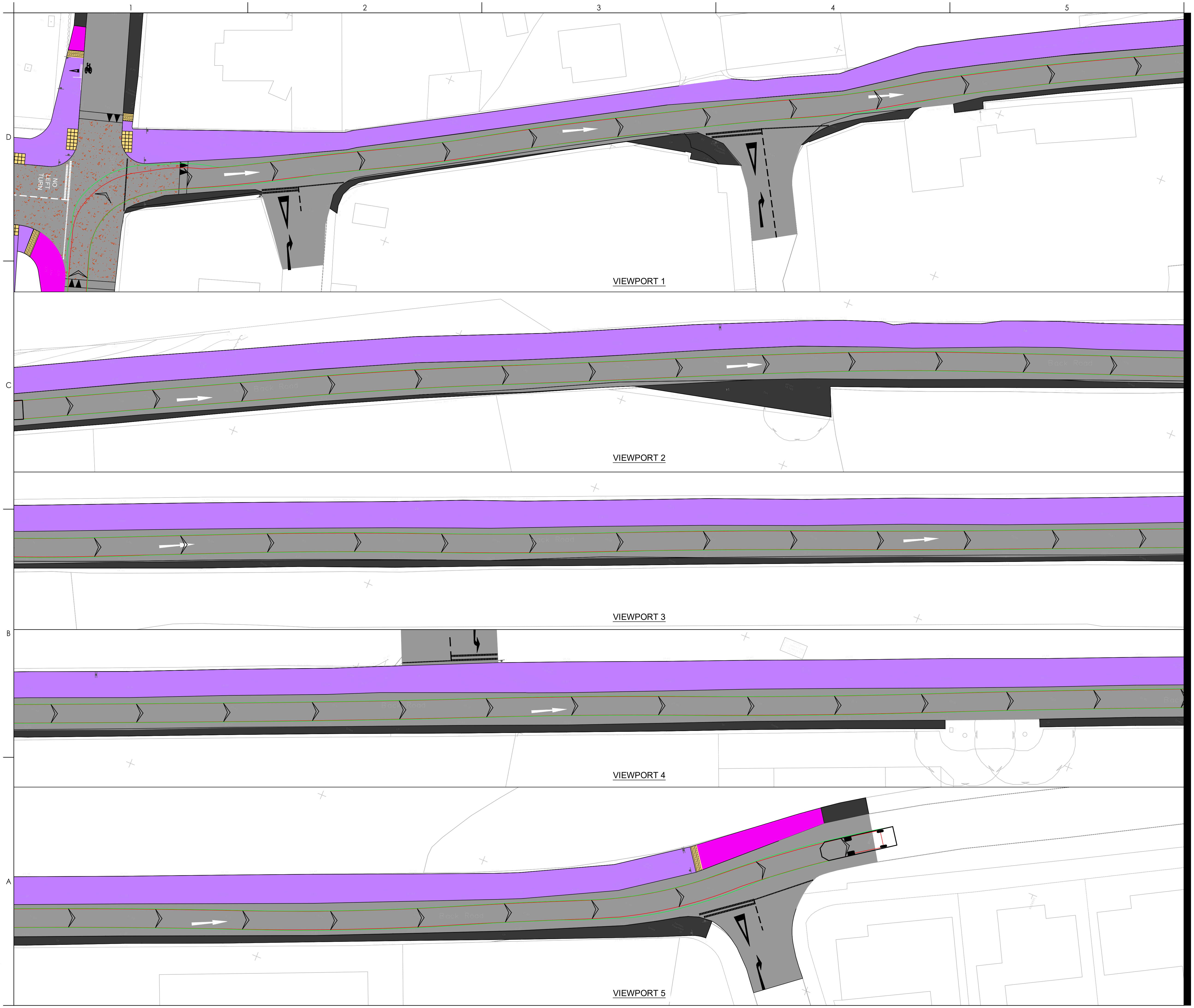
EAST LOTHIAN COUNCIL

DUNBAR BELHAVEN

Title
A1087 / BREWERY LANE

VEHICLE TRACKING

Project No.	Scale
10835	AS SHOWN
Revision	Drawing No.
P01	10835-STN-00-XX-2600-0100



Stantec

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Notes

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LEGEND

- PROPOSED FOOTPATH
- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- PARKING BAY OUTLINE
- VEHICLE WHEEL PATH
- VEHICLE OVERSAIL
- VEHICLE DIRECTION

8.68
1.52 3.81

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	OM	ET	2023.06.01

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
OM	OM	ET	2023.06.01

Issue Status

PRELIMINARY

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East Lothian Council

Client/Project
EAST LOTHIAN COUNCIL

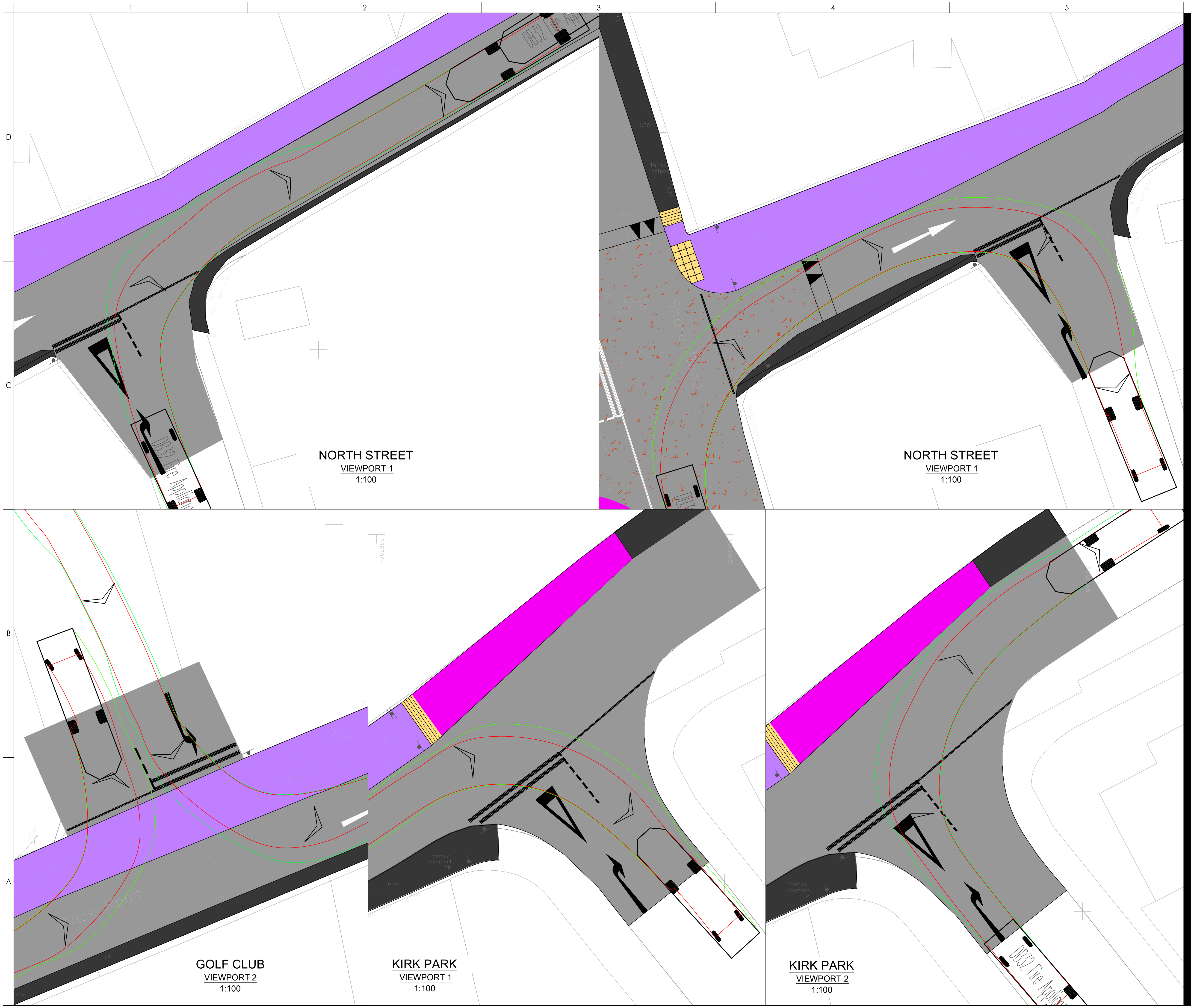
DUNBAR BELHAVEN

Title
BACK ROAD
VEHICLE TRACKING

SHEET 1 OF 2

Project No.	Scale
10835	1:500

Revision	Drawing No.
P01	10835-STN-00-XX-2600-0101



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LEGEND

- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- PARKING BAY OUTLINE
- VEHICLE WHEEL PATH
- VEHICLE OVERSAIL
- VEHICLE DIRECTION

DB32 Fire Appliance	
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P01 FIRST ISSUE	OM	ET	2023.06.01

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OM	OM	ET	2023.06.01

Issue Status

PRELIMINARY

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East Lothian Council

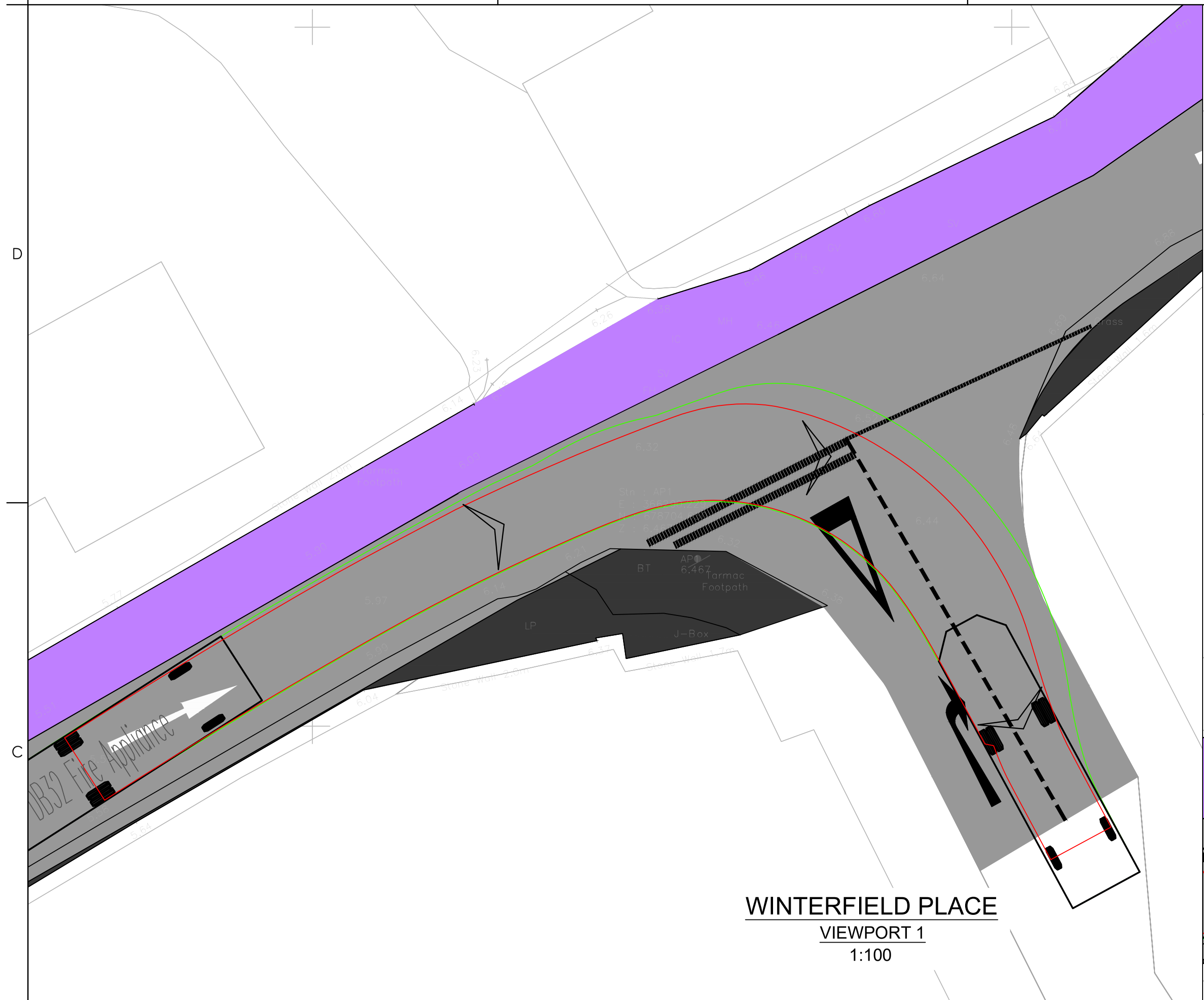
Client/Project
EAST LOTHIAN COUNCIL

DUNBAR BELHAVEN

Title
BACK ROAD
VEHICLE TRACKING

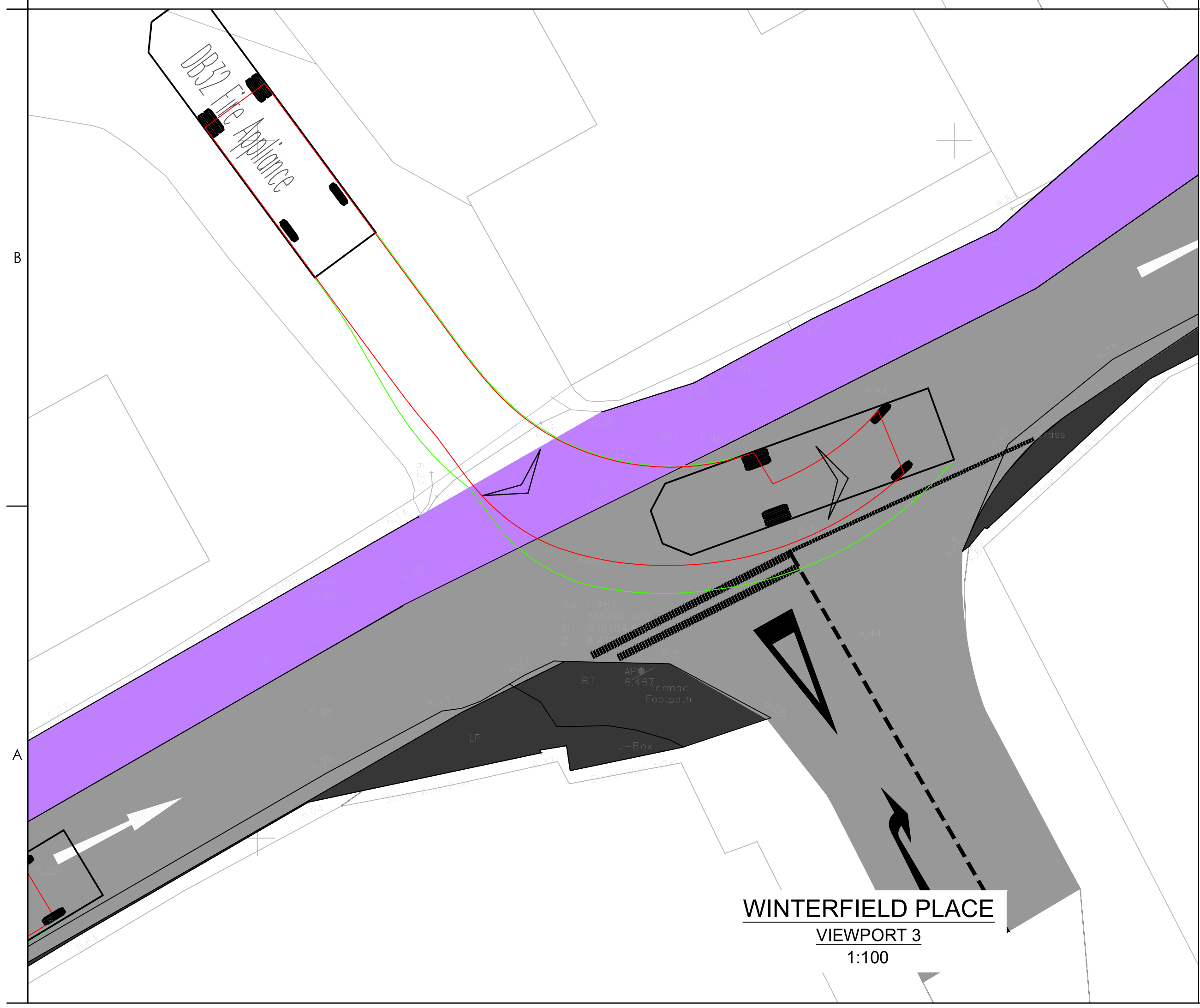
SHEET 2 OF 2

Project No. 10835
Scale 1:100
Revision P01
Drawing No. 10835-STN-00-XX-2600-0102



WINTERFIELD PLACE
VIEWPORT 1
1:100

WINTERFIELD PLACE
VIEWPORT 2
1:100



WINTERFIELD PLACE
VIEWPORT 3
1:100

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LEGEND

- EXISTING FOOTPATH/ VERGE
- CARRIAGEWAY
- SHARED PATH
- UNCONTROLLED CROSSING
- PARKING BAY OUTLINE
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P01 FIRST ISSUE	OM	ET	2023.06.01
Issued/Revision	By	Appd	YYYY.MM.DD

OM	OM	ET	2023.06.01
Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

Issue Status

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DUNBAR BELHAVEN

Title
BACK ROAD
VEHICLE TRACKING

SHEET 2 OF 2

Project No. 10835
Scale 1:100

Revision P01
Drawing No. 10835-STN-00-XX-2600-0103

Appendix C Online survey

Belhaven Masterplan Survey

East Lothian Council (ELC) appointed **Stantec** in 2019 to develop design options to make it easier to walk and cycle around the Belhaven area in a safer and more inclusive way. Their design work identified specific locations where there was a desire for improvements to junctions, pavements and active travel access.

ELC have since commissioned Stantec to explore the options further, and work through a series of proposals for each location to arrive at a preferred design. The high-level costs calculated in the report make it clear that the full set of recommendations is not affordable for the Council, and we will need to seek external funding for delivery.

Additionally, we need to be clear that construction will take place in stages, as funding becomes available, and therefore it is necessary to identify local priorities for implementation within the next few years.

Community engagement on the preferred options is now underway, with a view to understand the priorities of different members of the Belhaven community.
Please allow about **15 minutes** to complete the survey and use a pen to check the relevant answer (e.g. ☑) or write your response in the box provided. If there is a * at the end of a question this means an answer is required.

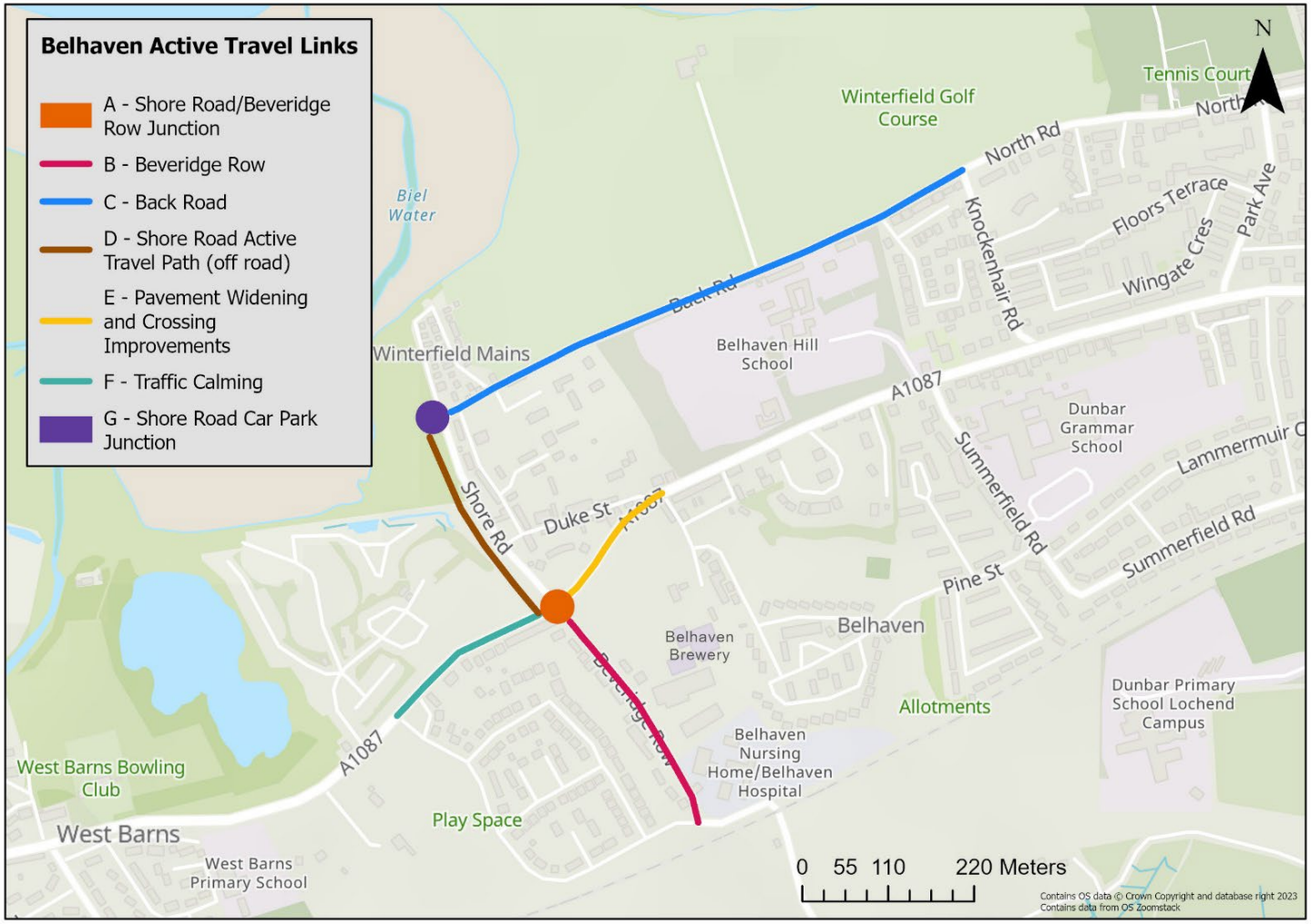
The survey will run from **Monday 19th August 2024** to **Monday 7th October 2024.** Please return your response to Dunbar Library at the Bleachingfield Centre by Monday 7th October.

In processing your personal data, the Council and Stantec must comply with data protection legislation, including the UK General Data Protection Regulation and the Data Protection Act 2018. Personal data will only be collected and processed for the specific purpose of the Survey. All personal data processed under the Survey will be securely stored for a period of no more than 12 months and all survey results will remain anonymous. No additional processing of personal data will be undertaken by Stantec and your personal data will not be shared with any other third parties.

Full details of Stantec's Privacy Policy can be found here:
https://www.stantec.com/content/dam/stantec/files/PDFAssets/Policies/privacy-policy-related-practices-procedures.pdf
Fife Council's Privacy Policy can be found here:
https://www.eastlothian.gov.uk/info/210598/access_to_information/12340/privacy_and_cookies

Proposals

This survey will ask your opinion on concept design options for seven locations across the Belhaven area to determine the priorities of the local community. These locations are detailed in the map below:



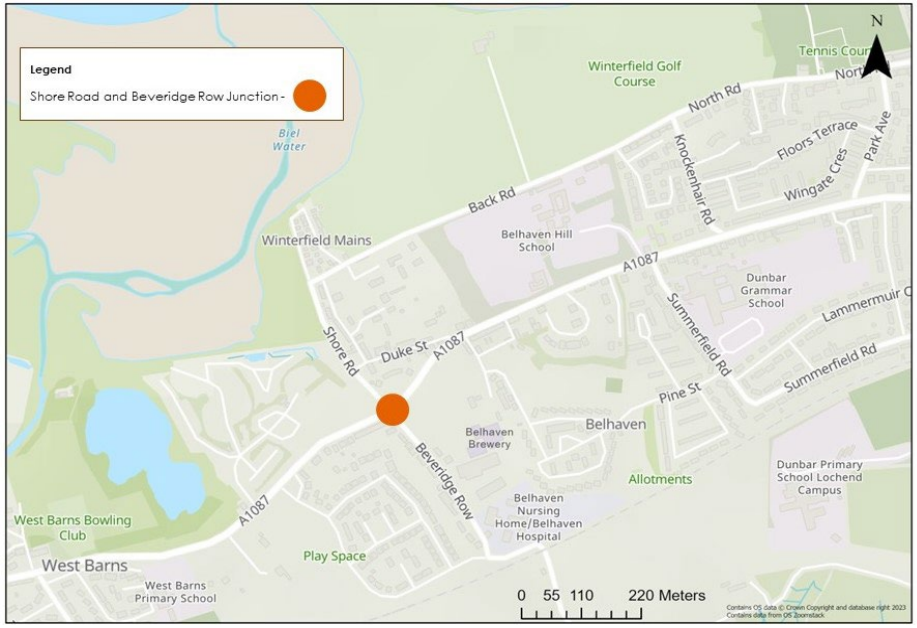
Concept designs for each location in the project area are presented to help convey the changes proposed in Belhaven. Artistic impressions have also been used to convey the change in some locations and are illustrative in nature only.

Let us know your thoughts on each options and what you think should prioritised by completing the survey.

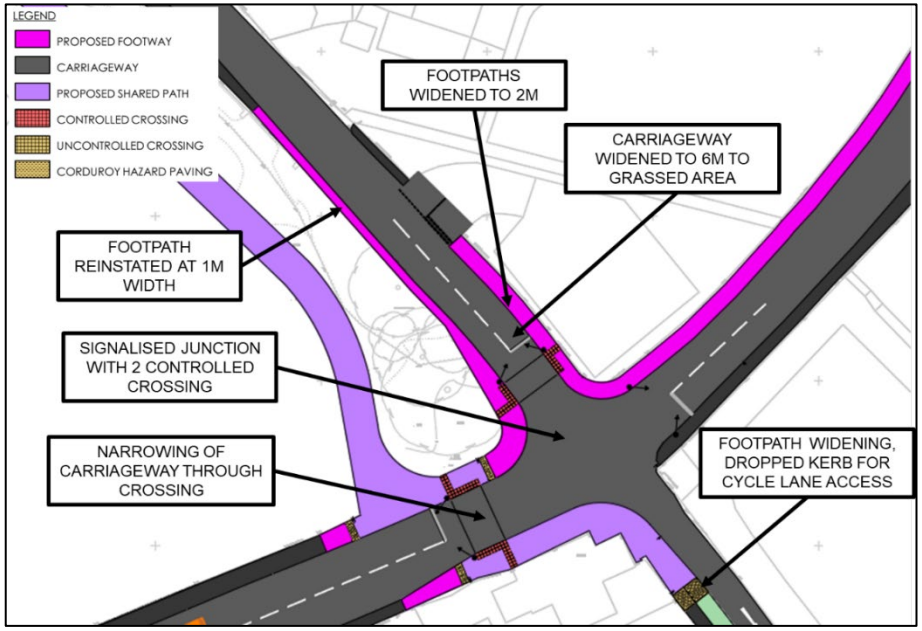
A: Shore Road and Beveridge Row Junction

Current situation: At this junction, poor visbility and substandard widths create difficulties for drivers and pedestrians. Additionally, the existing pavements lack tactile paving, which is needed for users with visual impairments.

The location of this design is presented below



A concept design of the preferred option is presented below



The preferred option involves:

- Providing traffic signals on three arms of the junction, and pedestrian crossing facilities on two arms
- Widening and re-instatement of the pavement on Shore Road, A1087 and Beveridge Road
- Development of a shared active travel path through the existing grassed area
- Increasing the corner radii at the entrance to Shore Road
- Provision of an advisory cycle track on Beveridge Row
- Beveridge Row changed to one-way operation southbound

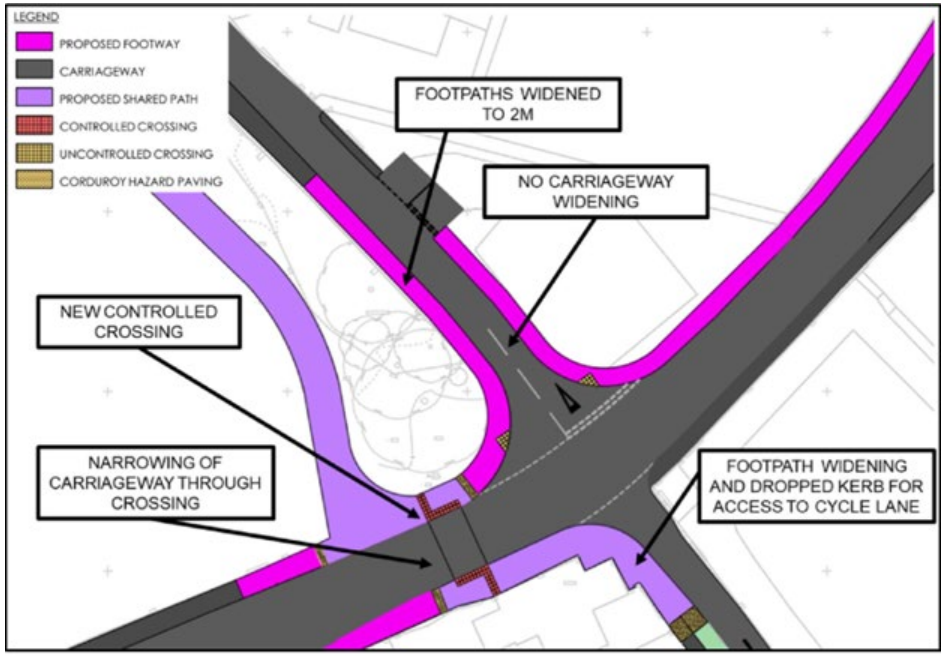
Q1. Do you like the preferred design option at this location?

- ☐ Yes
- ☐ No
- ☐ Not sure / no opinion
- ☐ No change is required at this location

If you selected no, alternative design options for this location are presented below.

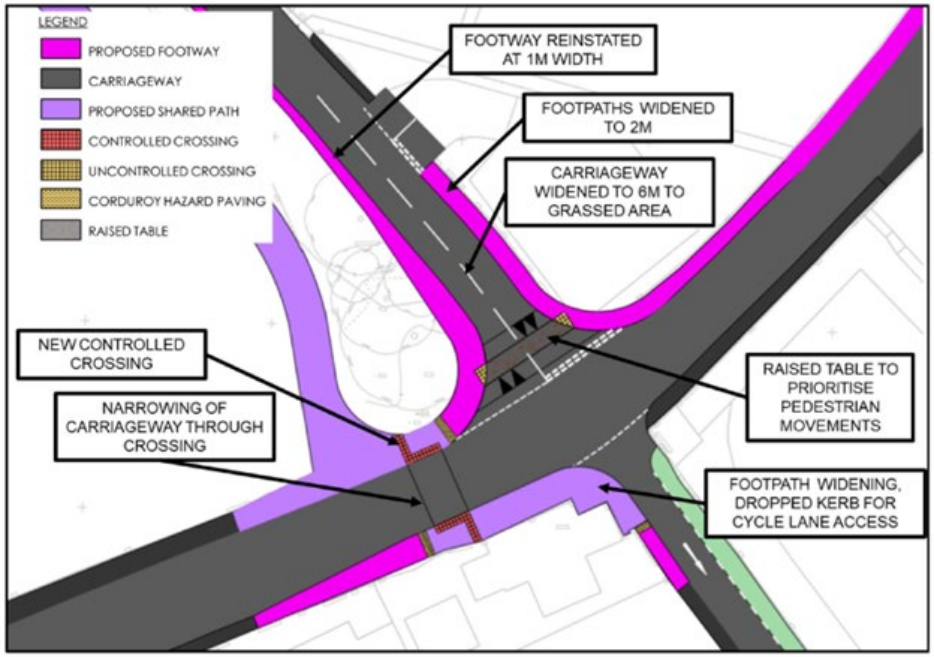
Alternative Option 1

In this option, the pavement on Shore Road is widened and there is only one signal-controlled crossing (traffic lights).



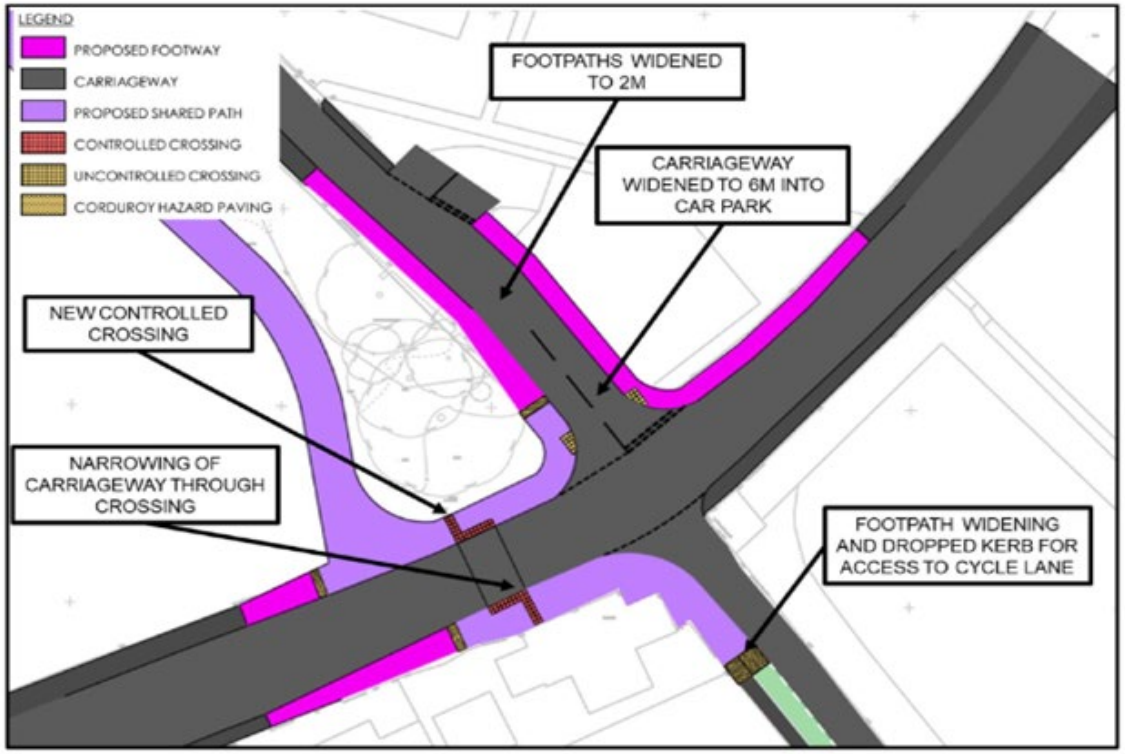
Alternative Option 2

In this option, a raised table is introduced, there is only one signal-controlled crossing (traffic lights), and the carriageway is widened on Shore Road.



Alternative Option 3

In this option, there is one signal-controlled crossing (traffic lights), the carriageway on Shore Road is widened into the car park and the pavement is widened.

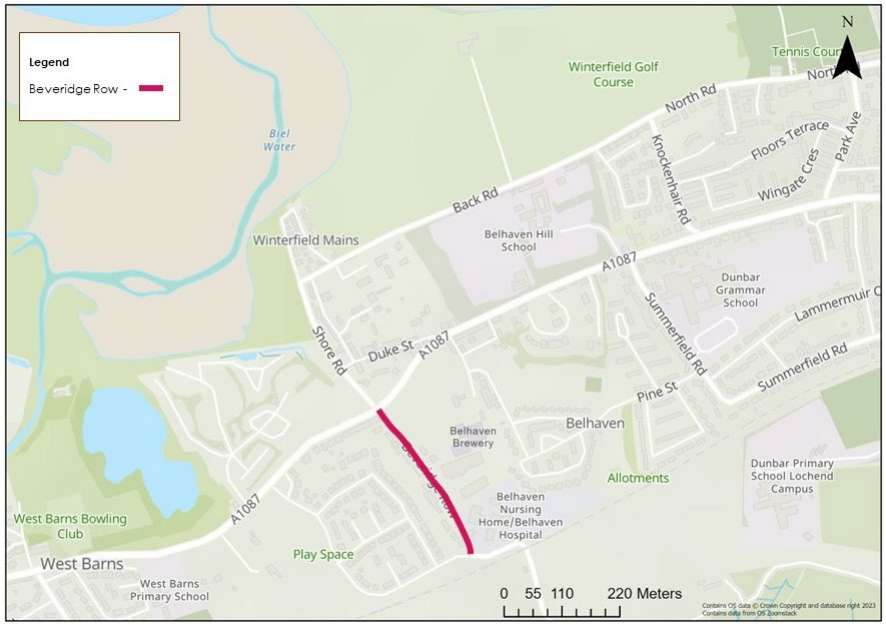


Do you like anything about the options above? Please provide your answer in the text box below.

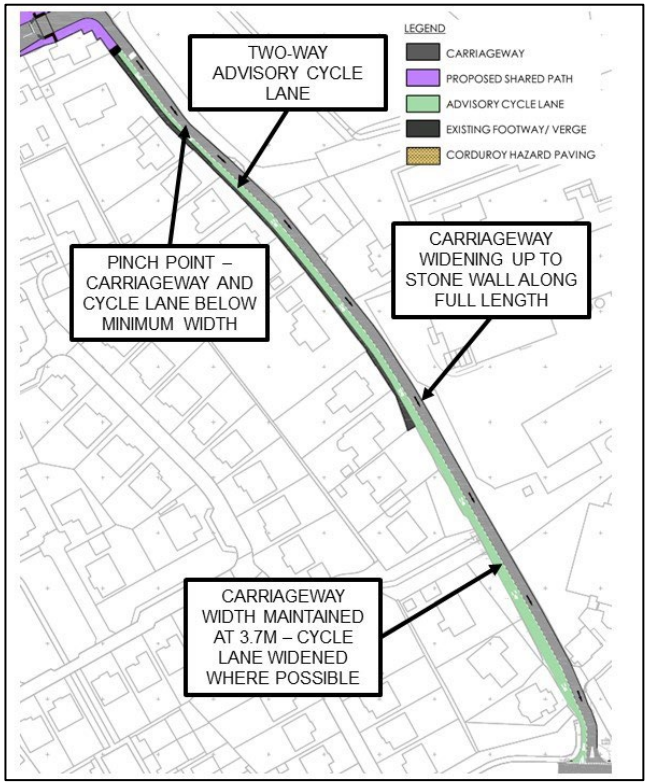
B: Beveridge Row

Current situation: Beveridge Row is currently a narrow, two-way street with limited pedestrian facilities.

The location of this design is presented below



A concept design of the preferred option is presented below



The preferred option involves:

- A one-way system on Beveridge Row heading southbound.
- Cyclists travelling northbound on Beveridge Row will join the advisory cycle lane at the junction with Bayview Circus
- Southbound cyclists will join Beveridge Row either from an on carriageway position from the A1087 junction or from the proposed shared path at the north end of Beveridge Row
- A reduction of carriageway width, although vehicles may overrun the advisory cycle lane if required
- Double yellow lines may be considered along the length of the cycle lane.
- Access to driveways will be maintained. Double yellow lines on both sides of the carriageway may be required through the pinch point

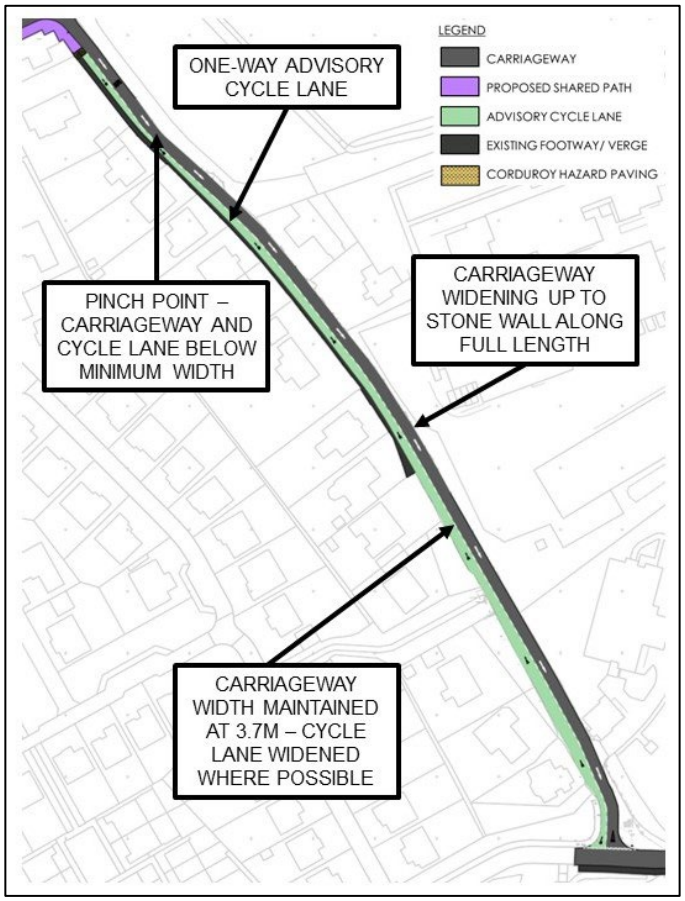
Q2. Do you like the preferred design option at this location?

- ☐ Yes
- ☐ No
- ☐ Not sure / no opinion
- ☐ No change is required at this location

If you selected no, alternative design options for this location are presented below.

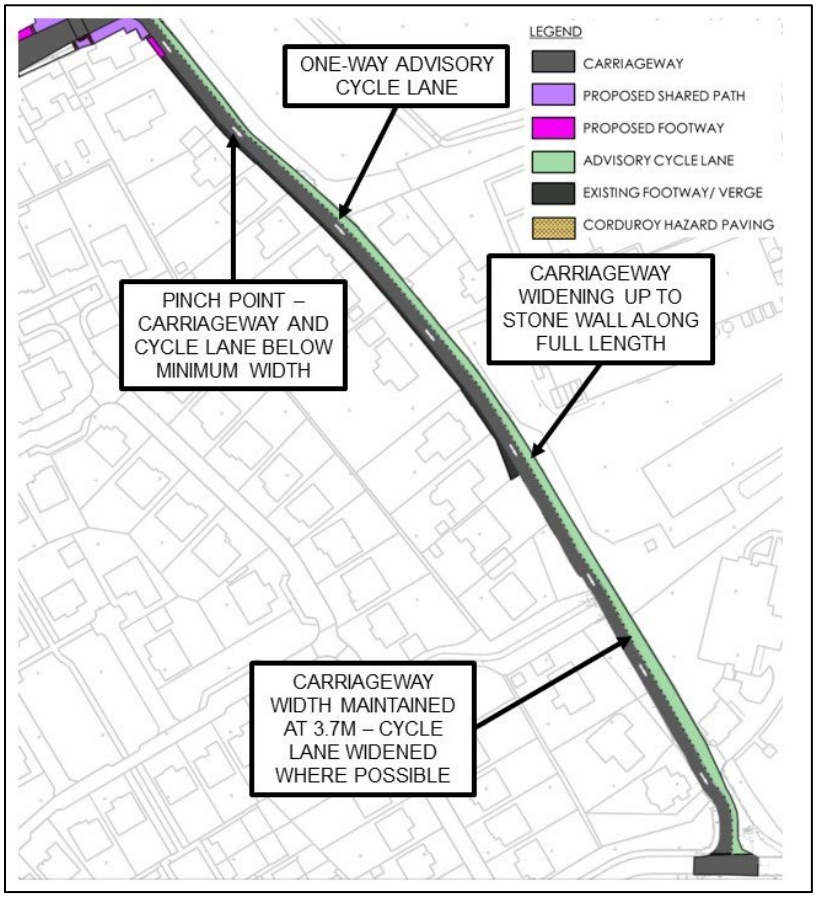
Alternative Option 1

In this option, the advisory cycle lane is one-way.



Alternative Option 2

In this option, the one-way advisory cycle lane is on the eastern edge of the carriageway adjacent to the wall.

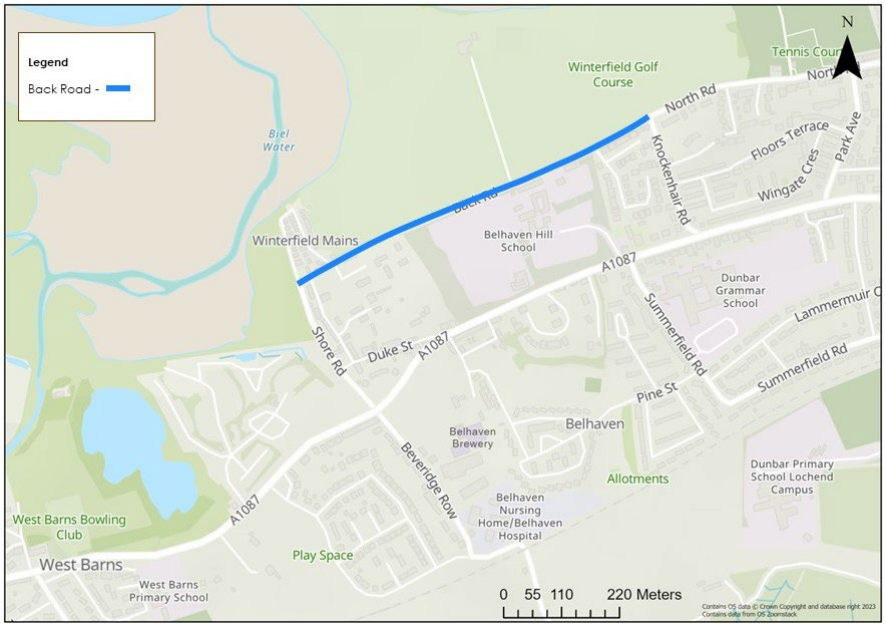


Do you like anything about the options above? Please provide your answer in the text box below.

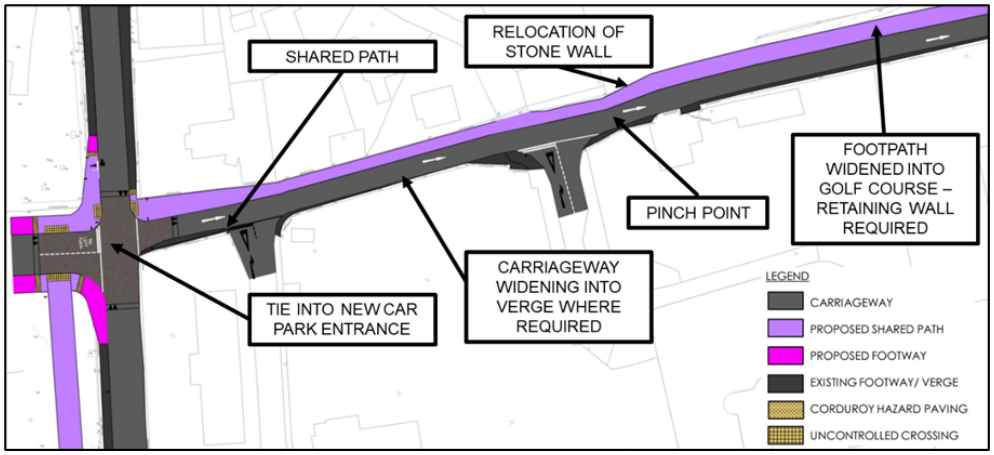
C: Back Road

Current situation: Previous studies have indicated that vehicle speeds are an issue along Back Road, with 83% of vehicles travelling over the speed limit, and there is currently limited pedestrian and cyclist facilities.

The location of this design is presented below



A concept design of the preferred option is presented below



The preferred option involves:

- A one-way system between Knockenhair Road and Shore Road car park, heading eastbound.
- A shared path on the north side of Back Road for the entirety of the section between the junction with Shore Road and Knockenhair Road. The path has a varying width along the length from 1.5m to 3m depending on the constraints of carriageway width, with most of the shared path being approximately 3m wide.
- A carriageway width of a minimum of 3.7m at the narrowest sections
- Relocation of a stone wall, which will require planning permission, and building out into the golf course land with a retaining wall due to level differences.

An artistic impression of the proposed change is presented on the next page.

C: Back Road

Artistic Impression

An artistic impression of the proposed change is presented below

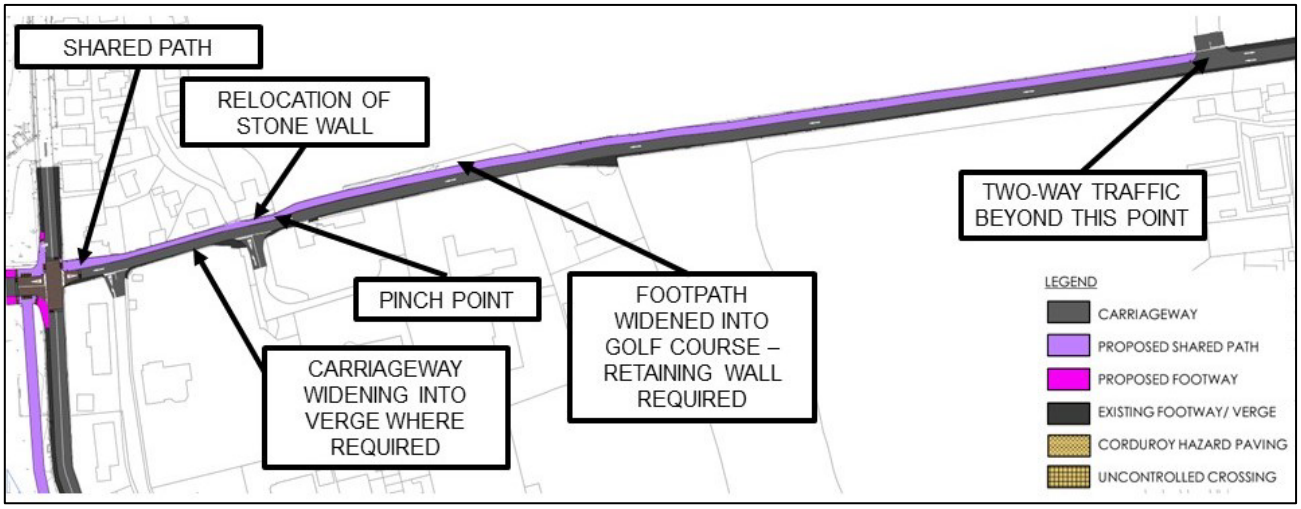
Q3. Do you like the preferred design option at this location?

- ☐ Yes
- ☐ No
- ☐ Not sure / no opinion
- ☐ No change is required at this location

If you selected no, alternative design options for this location are presented below.

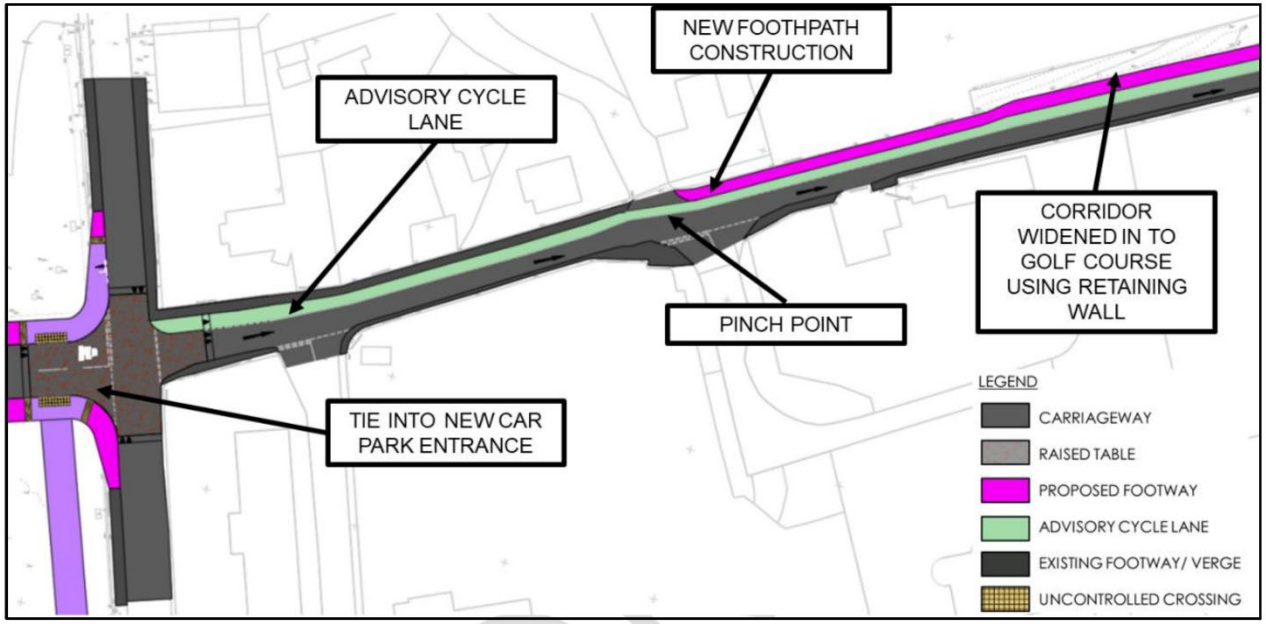
Alternative Option 1

In this option, the one-way is westbound to the entrance of the Winterfield Golf Club. The shared use path runs between the Shore Road car park and entrance to the golf club, where cyclists would have to rejoin the carriageway.



Alternative Option 2

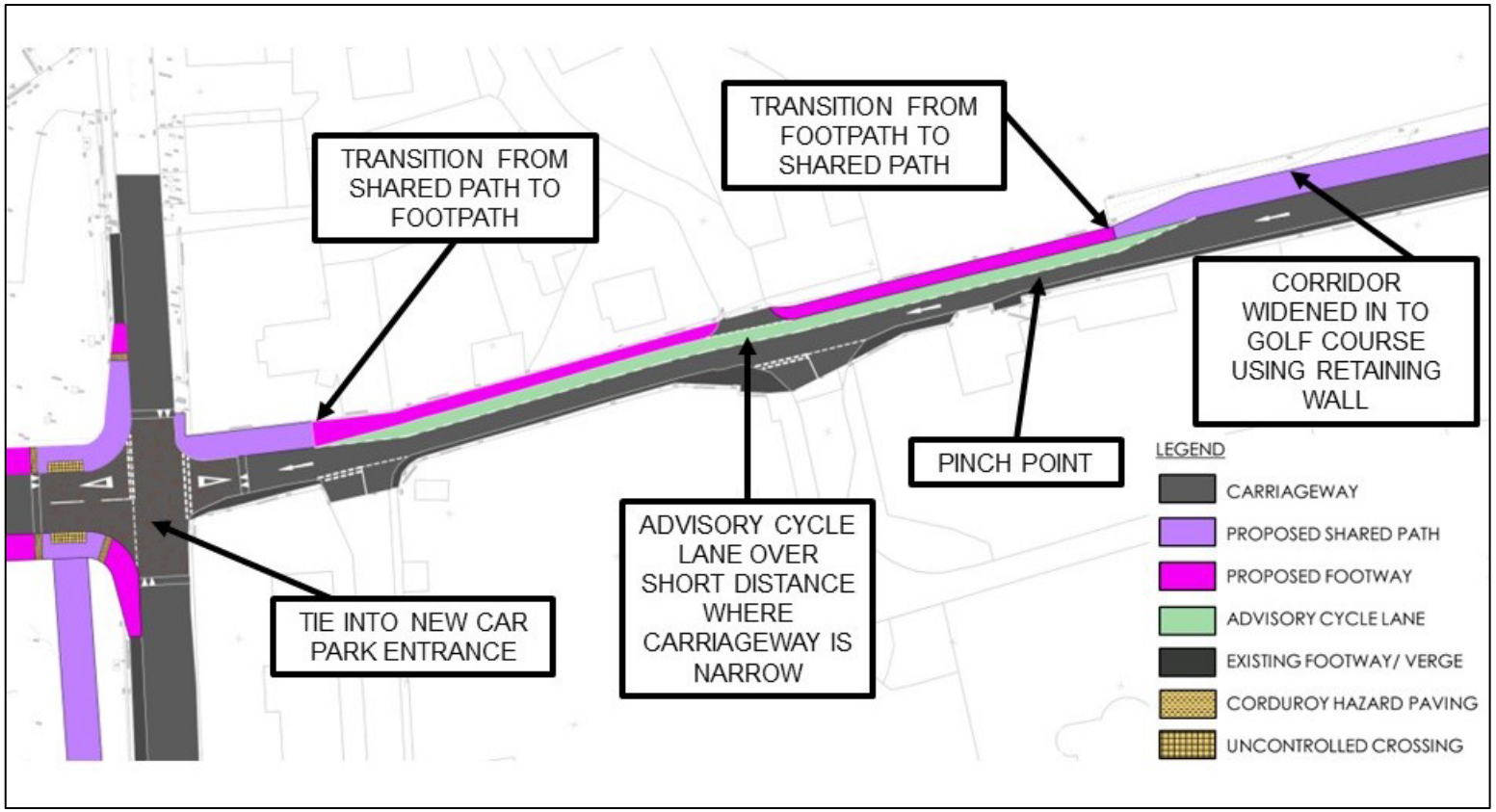
In this option, an advisory cycle lane is adjacent to the footway along the length of Back Road.



If you selected no, alternative design options for this location are presented below.

Alternative Option 3

In this option, an advisory cycle lane is adjacent to the footway for part of Back Road, before merging with a shared use path for the remainder of Back Road.

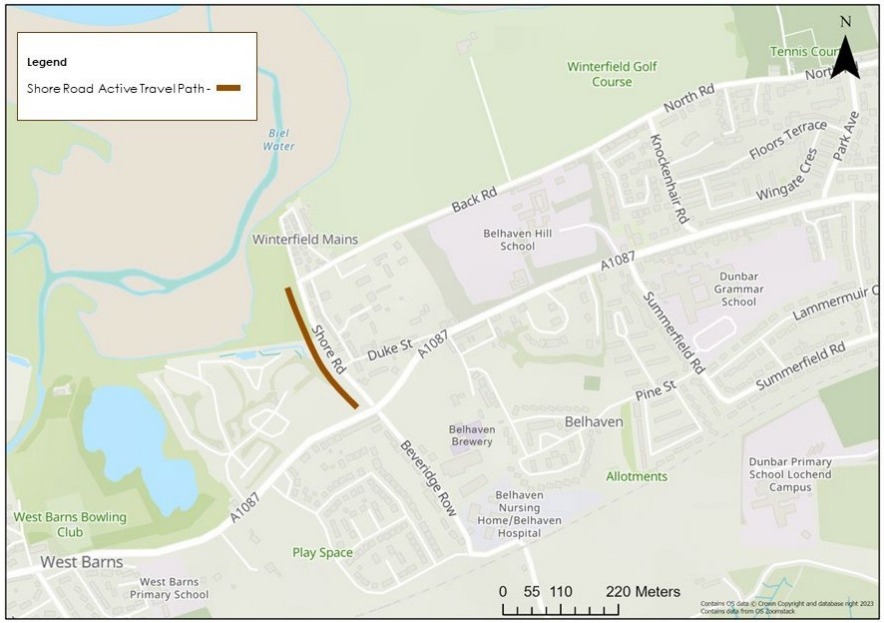


Do you like anything about the options above? Please provide your answer in the text box below.

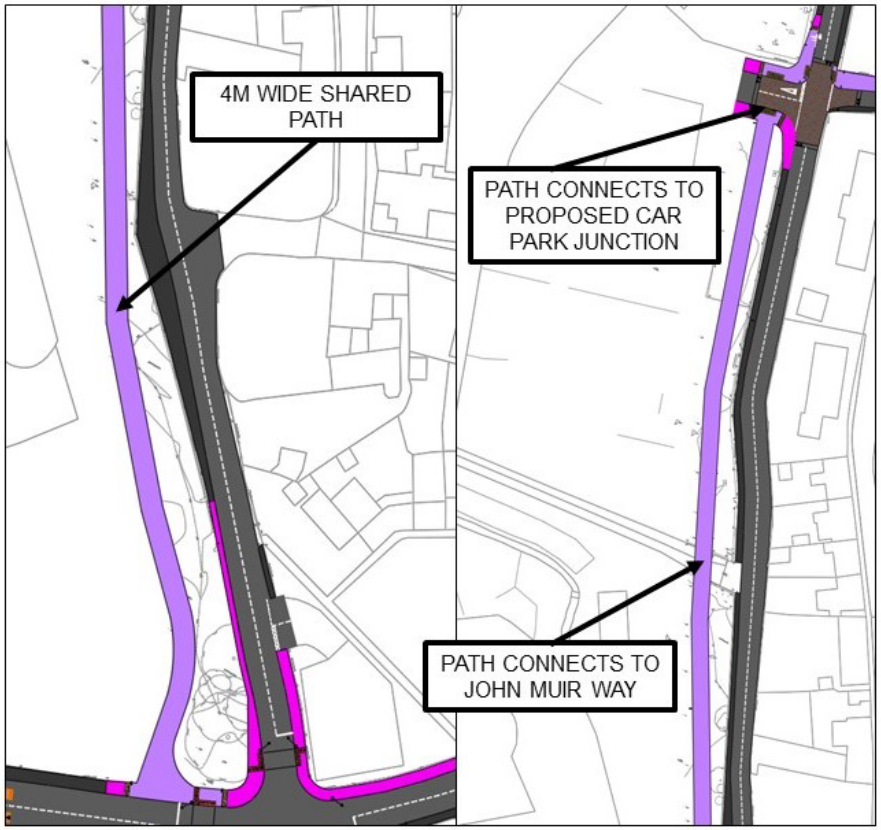
D: Shore Road Active Travel Path

A concept design for the preferred option for an off-road travel path adjacent to Shore Road is presented below. This will be a shared use path and a width of 4m over a length of around 300m. The proposed active travel path will connect to the existing John Muir Way cycle path and provide off road access from the Toucan crossing proposed at Shore Road. The existing John Muir Way path south of Back Road would connect with the new off-road path.

The location of this design is presented below



A concept design of the preferred option is presented below.



Q4. Do you like the preferred design option at this location?

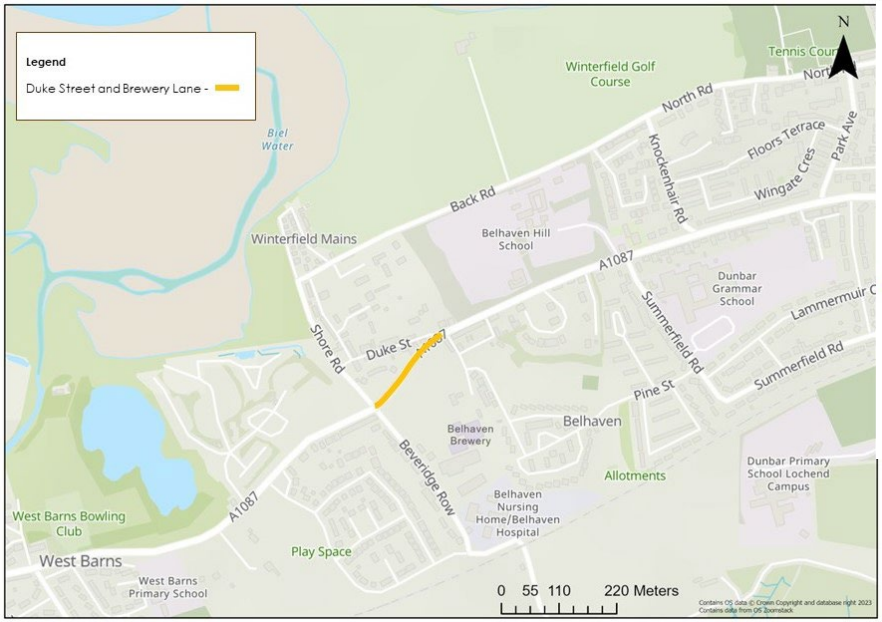
- ☐ Yes
- ☐ Not sure / no opinion
- ☐ No
- ☐ No change is required at this location

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

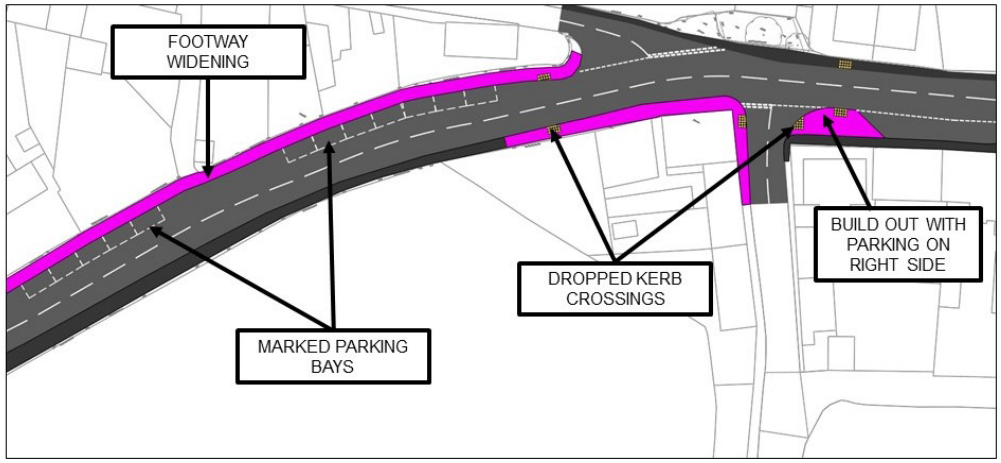
E: Duke Street and Brewery Lane

Current situation: The pavement on High Street is currently narrow and there is limited crossing provision for pedestrians.

The location of this design is presented below:



A concept design of the preferred option is presented below.



Improvements to the crossing facilities at the junctions of Duke Street and Brewery Lane involves:

- Widening of pavements
- Provision of pedestrian build-out
- Dropped kerb pedestrian crossing with tactile paving

An artistic impression of the proposed change is presented on the next page.

E: Duke Street and Brewery Lane

Artistic Impression

An artistic impression of the proposed change is presented below

Q5. Do you like the preferred design option at this location?

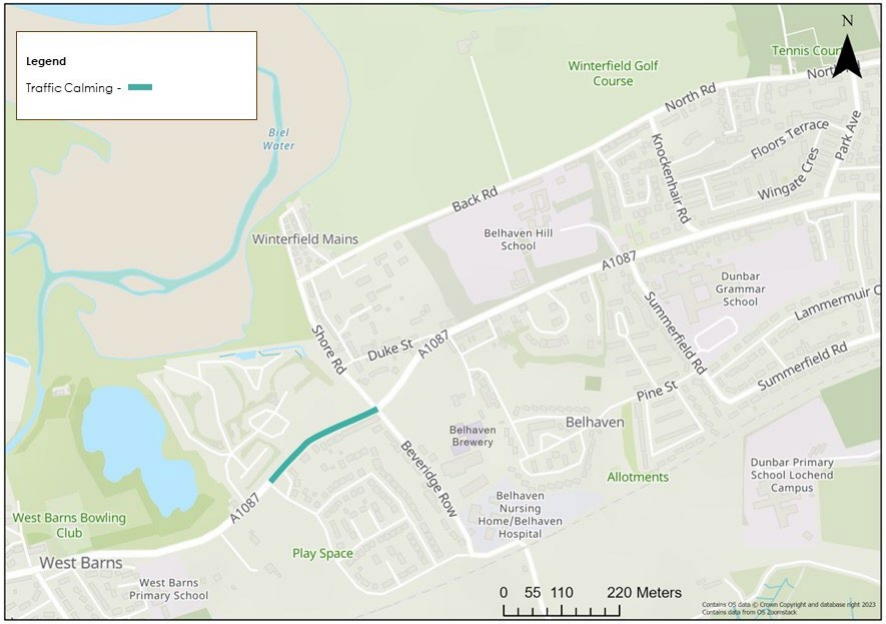
- ☐ Yes
- ☐ No
- ☐ Not sure / no opinion
- ☐ No change is required at this location

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

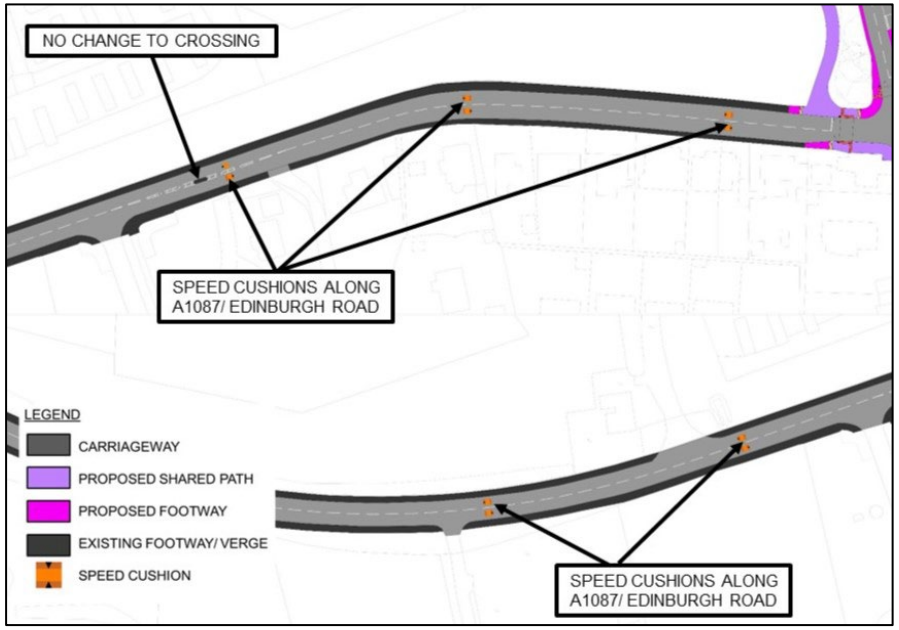
F: Traffic Calming

Current situation: To reduce traffic speeds along the A1087 in advance of the proposed Toucan Crossing, additional traffic calming measures in the form of speed cushions are proposed. There will be a total of 5 speed cushions installed between the Shore Road junction and Bayview Circus. The existing pedestrian crossing island at Bayview Circus will be maintained.

The location of this design is presented below:



A concept design of the preferred option is presented below.



Q6. Do you like the preferred design option at this location?

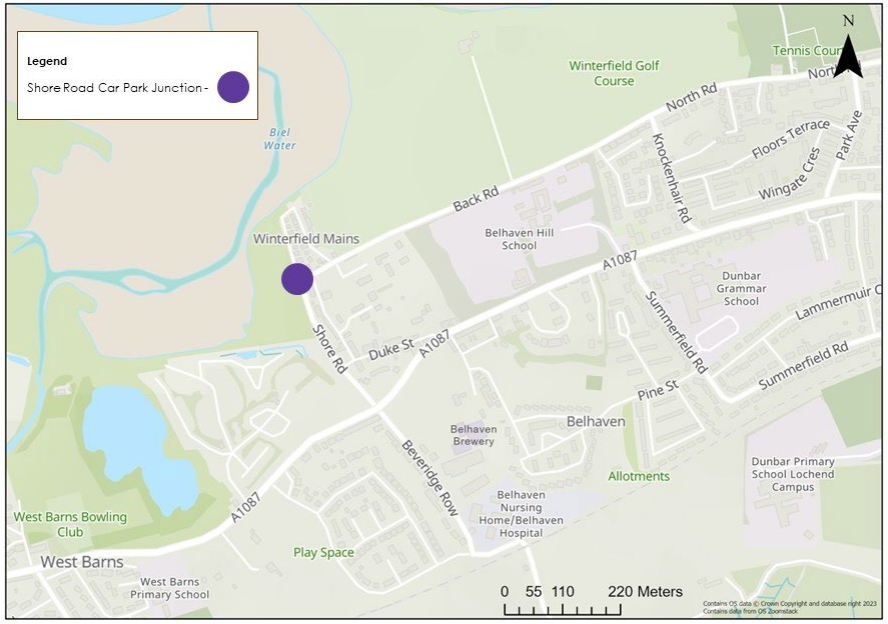
- ☐ Yes
- ☐ No
- ☐ Not sure / no opinion
- ☐ No change is required at this location

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

G: Shore Road Car Park Junction

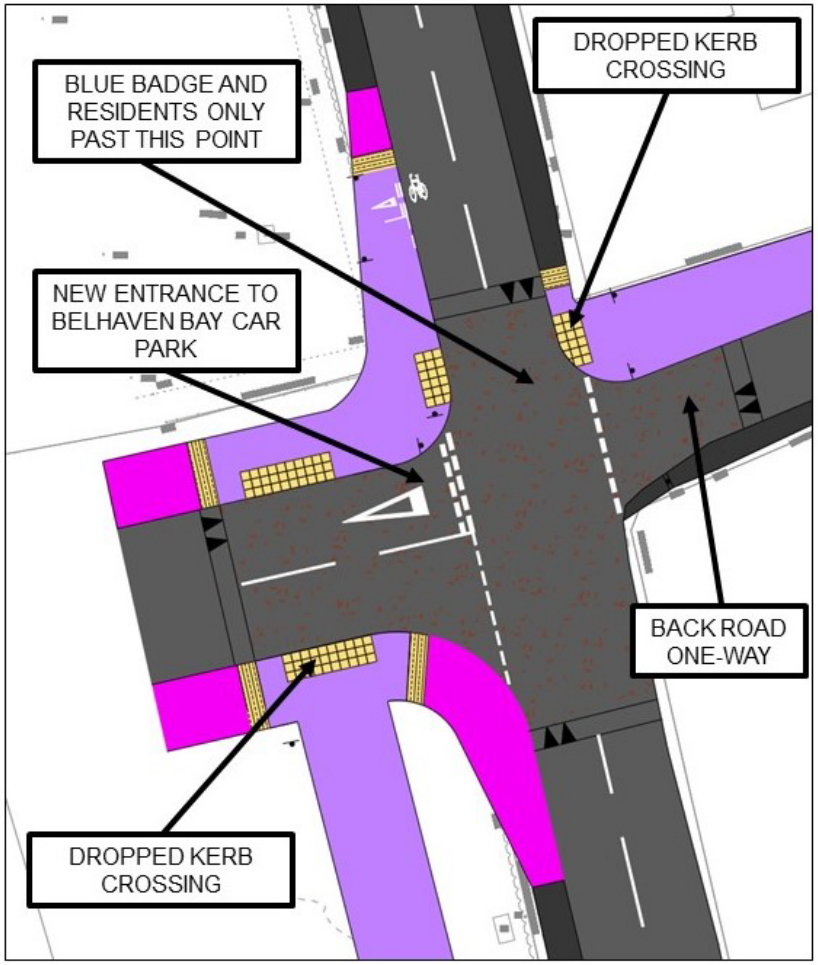
Concerns have previously been raised by local residents, council officers and Belhaven Surf Centre over traffic and pedestrian movements in the area around the existing car park junction situated directly opposite access to the Surf Centre. Consideration has therefore been given to relocating the existing car park access south and creating a crossroads at the junction with Back Road. The relocation of the car park junction also improves connectivity with the proposed shared use path along Back Road and the active travel path from the A1087. Pavement improvements around the junction and crossing facilities will also be provided.

The location of this design is presented below:



An artistic impression of the proposed change is presented on the next page.

A concept design of the preferred option is presented below.



G: Shore Road Car Park Junction

Artistic Impression
An artistic impression of the proposed change is presented below

Q7. Do you like the preferred design option at this location?

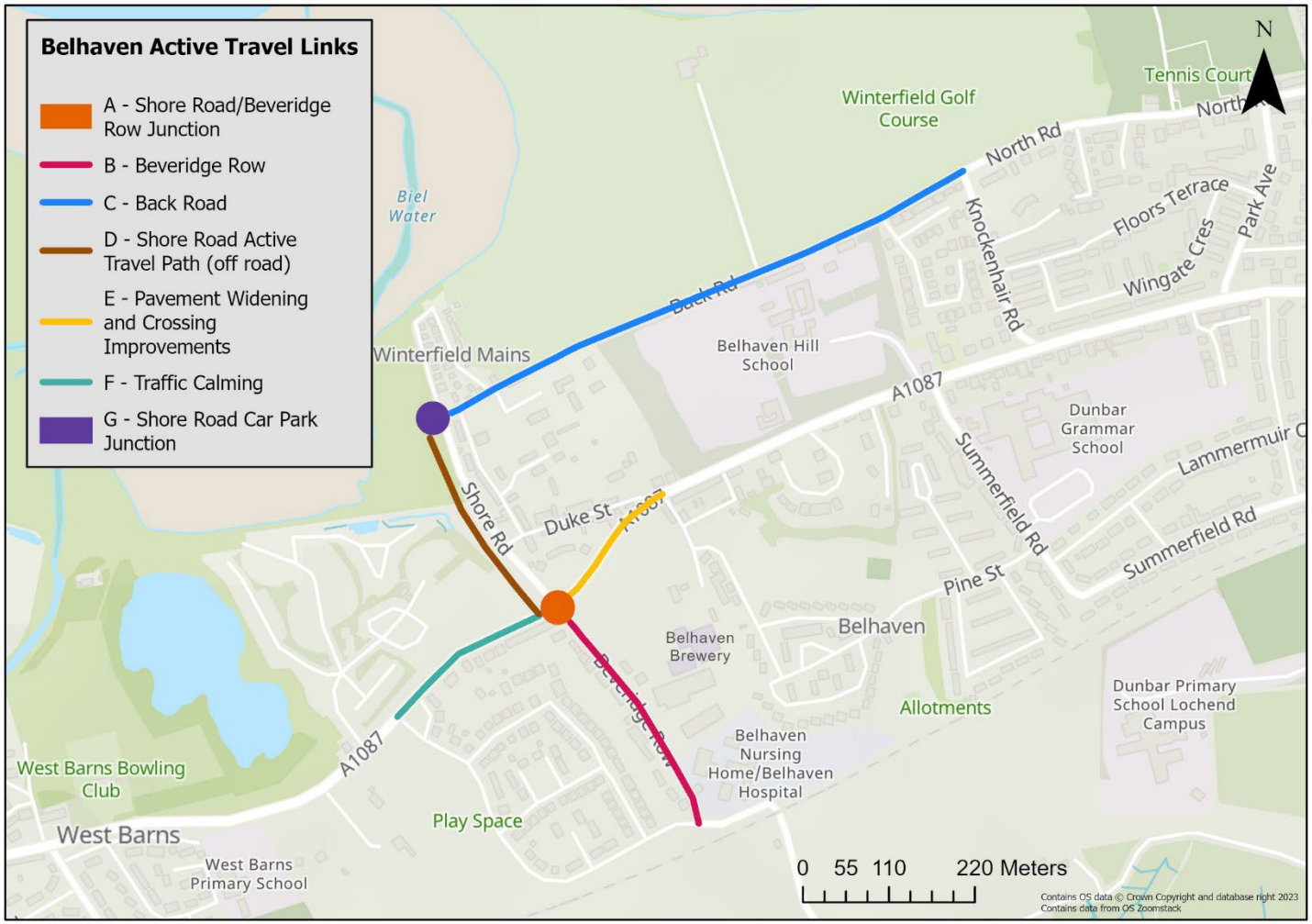
- ☐ Yes
- ☐ No
- ☐ Not sure / no opinion
- ☐ No change is required at this location

If you selected no, please tell us how you feel the preferred design option could be improved in the text box below.

Priority of Delivery

The designs presented above cannot all be delivered at once. The delivery of the agreed proposals based on stakeholder and community engagement will be solely reliant on external grant funding. Therefore, we would like to determine the priorities of the community. Please use the ranking system below to list the design options in order of preference for delivery.

A map is provided below to remind you of the different locations:



Ranking:

Q9. Please number the options in order of preference for delivery, 1 being the most important that should be delivered first and 7 having the least priority.

- ☐ A – Shore Road/Beveridge Row Junction
- ☐ B – Beveridge Row
- ☐ C – Back Road
- ☐ D – Shore Road Active Travel Path (off road)
- ☐ E – Duke Street and Brewery Lane Pavement Widening and Crossing Improvements
- ☐ F – Traffic Calming
- ☐ G – Shore Road Car Park Junction

Thankyou!

Thank you for taking part in the survey.

If you have any further comments these can be made using the text box on the next page. If you have any further questions, please contact belhavenmasterplan@stantec.com or call **0131 335 4200.**

Please use the text box below to provide any further comments.

About you
It would help us if you answered the following optional demographic questions to ensure we have engaged with a diverse group of respondents who are representative of the entire community.

1. What is the start of your postcode? (e.g. EH42 1)

Exclude the final two letters. We only use your postcode data for purposes of analysis within this study. The survey is anonymous and no individual can be identified from the information provided.

Leave blank if you would prefer not to say

2. Are you a local resident of Belhaven?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say
- ☐ Other

3. What is your age?

- ☐ Under 16
- ☐ 17 to 24
- ☐ 25 to 44
- ☐ 45 to 64
- ☐ 65 to 74
- ☐ 75 and over
- ☐ Prefer not to say

4. What gender do you identify as?

- [ ] Female
- [ ] Male
- [ ] Identify in another way
- [ ] Prefer not to say

5. Do you have young children or are you pregnant at the moment?

- [ ] Yes
- [ ] No
- [ ] Prefer not to say

6. Do you consider yourself to have a disability?

- [ ] Yes
- [ ] No
- [ ] Prefer not to say

7. If you ticked yes to the above, please tell us how you would describe your disability in the box below.

Appendix D Cala residents' proposals

Appendix E Data collection - Technical Note

Appendix E Data collection – Technical Note

E.1 Introduction

E.1.1 To provide further context to some of the claims / assertions made during the Community Engagement, video data collection was carried out at three locations. This note briefly summarises the findings of the video data collection.

E.2 Site 1 – Duke Street / Brewery Lane

E.2.1 Some respondents to the survey and engagement expressed concern about the proposals at this junction. The key concerns that required further investigation were:

- Levels of overrun of vehicles of the existing painted junction bell mouth, with a view to formalising the build out with a kerb;
- Number and frequency of large vehicles accessing Brewery Lane;
- Existence of a pedestrian desire line across High Street at this location.

Site 1 – Key findings

E.2.2 In terms of levels of overrun of vehicles, there is clearly a large number of vehicles currently driving across the existing painted build out on the corner of Brewery Lane. This is shown in example photos below.

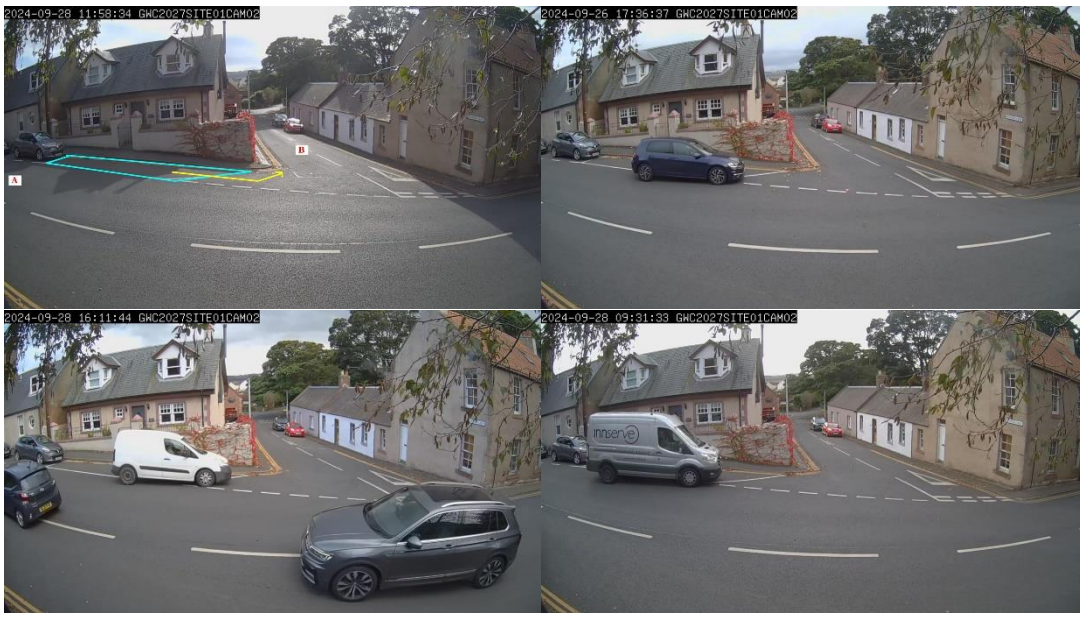


Figure 8-1: Examples of vehicles overrunning the corner at Brewery Lane

E.2.3 The number of vehicles accessing Brewery Lane is shown in the table below. This shows that for the days recorded, the number of heavy vehicles (including LGV) was not insignificant. However, a very small proportion of these vehicles were large / articulated vehicles.

Table 8-1: Vehicles accessing Brewery Lane between 07:00 and 19:00

Day	Date	All traffic	LGV	OGV1	OGV2	Heavy vehicles	% Heavy vehicles
Thursday	26/09/2024	204	37	1	6	44	22%
Saturday	28/09/2024	162	13	0	0	13	8%

E.2.4 AI analysis of the video data provides a snapshot of pedestrian desire lines across High Street, which is shown in Figure 8-2. This demonstrates that there is clear demand for an improved crossing at this location, with a maximum of 49 crossings per hour recorded between 16:00 and 17:00 on Saturday 28th September.

Figure 8-2: Desire lines shown for pedestrians in green

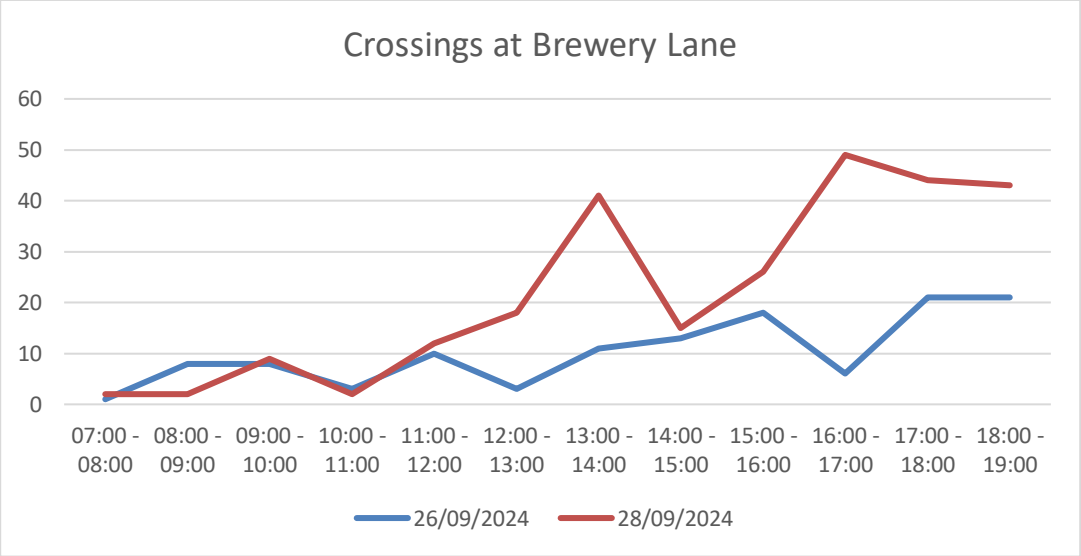


Figure 8-3: Crossings at Brewery Lane / High Street

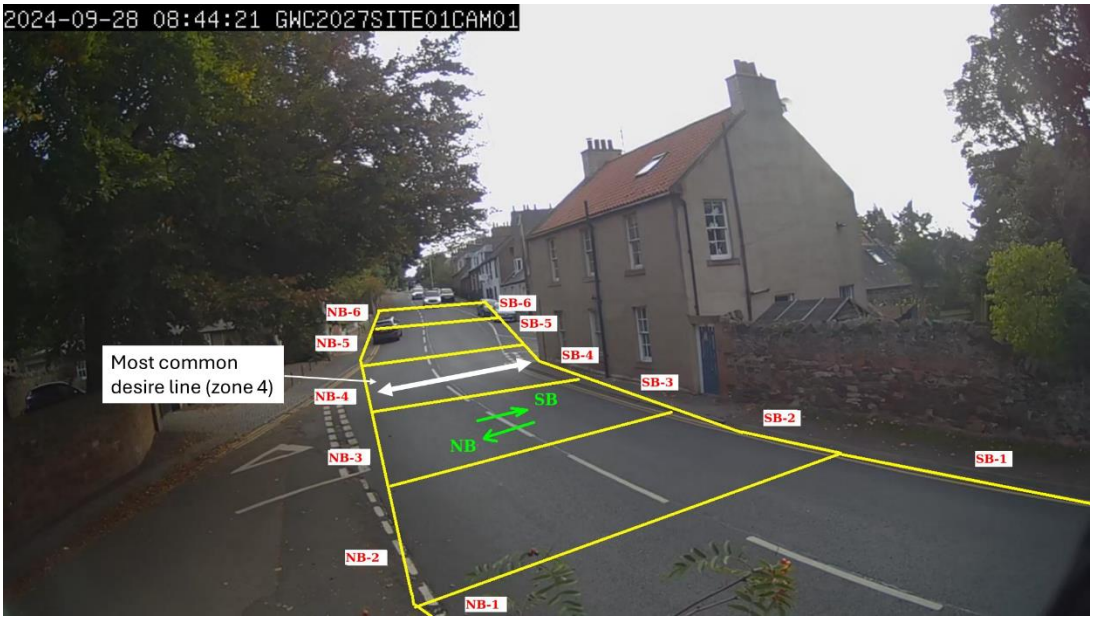


Figure 8-4: Diagram showing the most frequent crossing point at the Brewery Lane / High Street location

E.3 Site 2 - Shore Road / Beveridge Row junction

E.3.1 Some respondents to the survey and engagement expressed concern about the proposals at this junction. The key concern that required further investigation was the existence of a pedestrian desire line across the A1087 at this location.

Site 2 – Key findings

E.3.2 The video survey confirms that there is a pedestrian desire line across the A1087, with a maximum of 22 pedestrians crossing per hour recorded between 10:00-11:00 on Saturday 28th September. This supports the implementation of a more formalised crossing. The line of this is shown in Figure 8-5 and Figure 8-6.

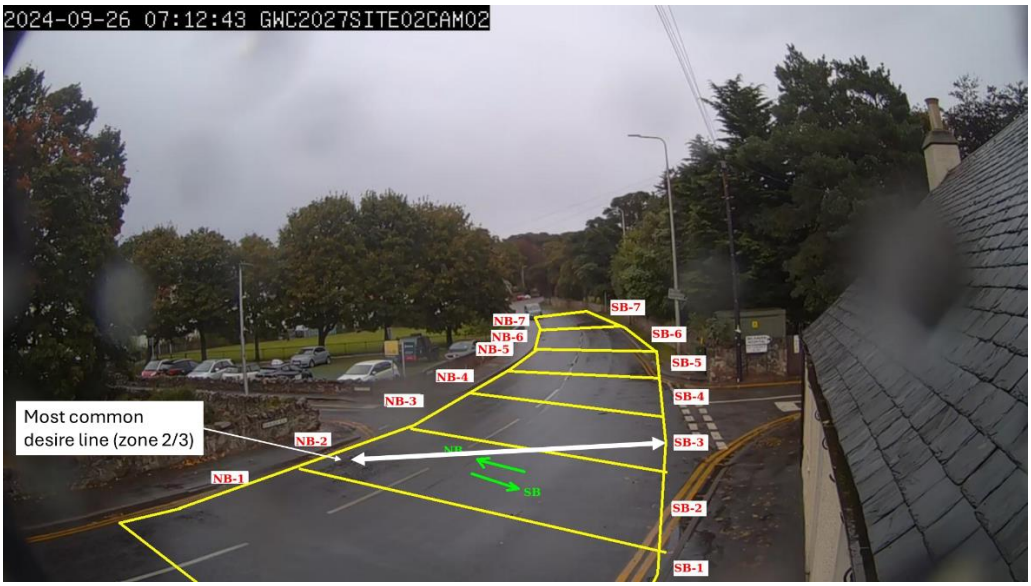


Figure 8-5: Most frequent desire line across the A1087 between Shore Road and Beveridge Row

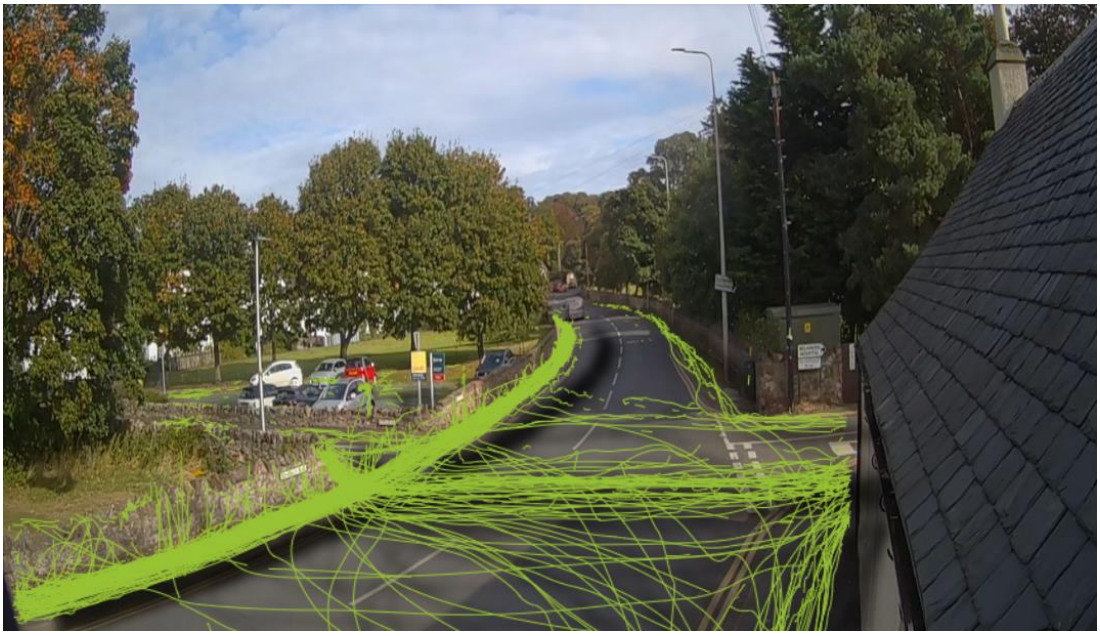


Figure 8-6: Desire lines shown for pedestrians in green

E.3.3 The pedestrian flows at this location are shown in Figure 8-7.

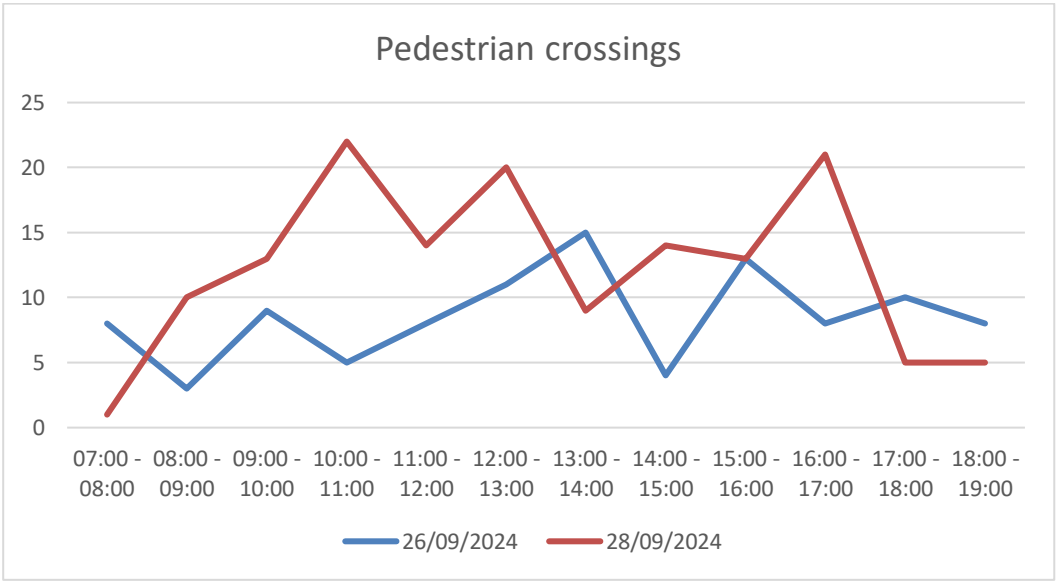


Figure 8-7: Pedestrian crossings per hour across A1087

E.4 Site 3 - Back Road

E.4.1 Some respondents to the survey and engagement expressed concern about the proposals at this location. The key concern that required further investigation was the level of existing conflict between non-motorised users and vehicles – and whether this was sufficient to necessitate the proposal for one-way operation. Vehicle speeds on Back Road were also a concern, with some residents stating that existing high speeds would be worsened by the move to one-way operation.

Site 3 – Key findings

E.4.2 There is a strong desire line for pedestrians along Back Road, with 76 pedestrians recorded between 07:00 and 19:00 on Thursday 26th September, and 243 pedestrians recorded between 07:00 and 19:00 on Saturday 28th September. All recorded pedestrians walk along the northern side of the carriageway, closer to the golf course.

Figure 8-8: Desire lines shown for pedestrians in green

E.4.3 The data was also interrogated for conflicts between non-motorised users and vehicles where pedestrians are currently forced to walk in the road where the carriageway is constrained by the walls either side. These are shown in the table below. This suggests that although there are some conflicts between non-motorised users and vehicles, these are relatively infrequent and generally resolve naturally (i.e. the driver allows the pedestrian through the section).

Table 8-2: Pedestrian / vehicle interactions

Date	Non motorised User Type	Road Vehicle Type	What does the road driver/cyclist do?	What does the crossing ped/cyclist then do?	No of Peds/Cyclists
26/09/2024	Pedestrian	Car	Driver assumes priority / no stopping or slowing	Waits	1
26/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1
28/09/2024	Pedestrian	Car	Driver assumes priority / no stopping or slowing	Waits	1
28/09/2024	Pedestrian	Car	Driver assumes priority / no stopping or slowing	Waits	2
28/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	2
28/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1

28/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1
28/09/2024	Cyclist	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1
28/09/2024	Cyclist	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	3
28/09/2024	Cyclist	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	3

E.4.4 A 7-day Automatic Traffic Count (ATC) was also carried out to ascertain speeds on Back Road. A summary of speeds us shown in Table 8-3. It should be noted that the speed limit on Back Road is 20mph. On a seven-day average (both directions), 77.5% of vehicles were travelling over the posted speed limit.

Table 8-3: Speed data for Back Road

Direction	7 Day Average Speed (mph)	7 Day Max Speed (mph)	7 Day 85th %ile Speed (mph)
Eastbound	24.2	54.32	30.4
Westbound	23.7	55.29	29.3
Combined	23.9	55.29	29.8