

REPORT TO: Cabinet

DATE: 11 March 2025

BY: Executive Director for Place

SUBJECT: Belhaven Masterplan Report

1 PURPOSE

- 1.1 To allow Members to review the Belhaven Masterplan 2024 report.

2 RECOMMENDATIONS

- 2.1 To seek Cabinet approval to take forward the tasks identified below in priority order and as opportunities arise, namely:
- i. Seek funding to signalise the junction of Beveridge Row/Edinburgh Road/ Shore Road
 - ii. Conduct a trial restricting Back Road between Winterfield Place and Winterfield Golf Club to non-motorised vehicles only
 - iii. Finalise designs for Shore Road path to incorporate feedback received, and apply for Planning Permission on this basis
 - iv. Apply for Planning Permission for agreed improvements at Shore Road Car Park entrance, and seek funding to implement this
 - v. Consult further on restricting beachfront parking at Belhaven to Blue Badge holders only
 - vi. Undertake further design work to change alignment of crossing at Duke Street / Brewery Lane and seek funding for further consultation and subsequent implementation.

3 BACKGROUND

- 3.1 In 2019, East Lothian Council (ELC) appointed [Stantec](#) to identify [options for improving pedestrian and cyclist conditions in the Belhaven area](#)¹. Last

¹ [Safer Active Travel: Back Road, Dunbar \(2019\) | East Lothian Council](#)

year (2024) we again engaged Stantec to identify specific deliverable projects, and to consult with local people to refine and prioritise these so they can be taken forward as funding allows. The projects are identified in Figure 1, below.

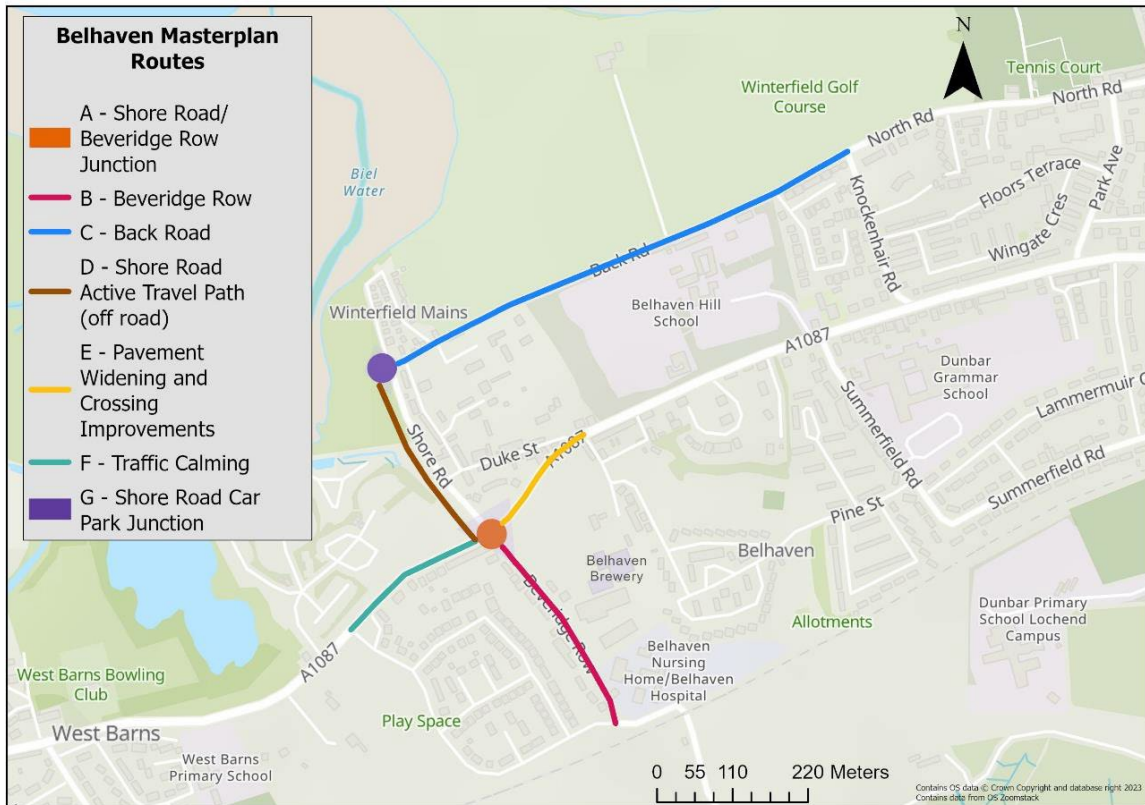


Figure 1: Study extent

3.2 The extensive community engagement exercise over the autumn of 2024 included a six-week online survey, a workshop with Community Council representatives and local Councillors, and two drop-in sessions – one for identified stakeholders and one for the general public. All comments from all engagement sources were pulled together and analysed.

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

The engagement exercise resulted in the following project rankings:

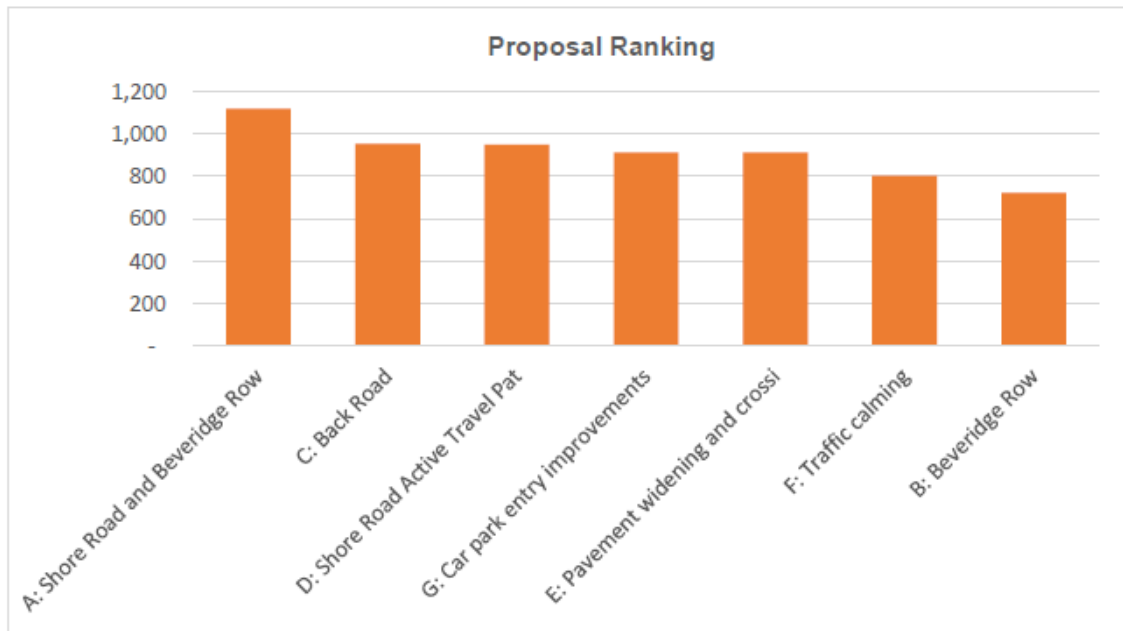


Figure 2: Proposal ranking outcome

These are summarised in priority order in Appendix 1 of this report. The full Stantec reports are available in the Members' Library.

4 POLICY IMPLICATIONS

4.1 None.

5 INTEGRATED IMPACT ASSESSMENT

5.1 An Integrated Impact Assessment has been undertaken and will be published on the Council's website at:

https://www.eastlothian.gov.uk/info/210602/equal_opportunities_and_diversity/12014/integrated_impact_assessments

6 RESOURCE IMPLICATIONS

6.1 Financial – Funding for further detailed design work associated with the Planning Permissions will be drawn down from our allocation from Transport Scotland's Active Travel Infrastructure Fund (Tier 1) in 2025-26.

6.2 We expect there will be opportunities to apply to the Transport Scotland Active Travel Infrastructure Fund (Tier 2) later in the year or in 2026 to contribute to construction works including the signalised junction at Shore Road / Beveridge Row, the off-road path at Shore Road and the improvements to the car park entrance. This could cover up to 70% of the construction costs. Match-funding could be provided though the Active Travel Infrastructure Fund (Tier 1). There may also be opportunities to

jointly progress the projects with colleagues in Economic Development and Landscape and Countryside which may allow a cocktail of funds to be assembled to progress projects of benefit to all.

- 6.3 Other options for funding include Transport Scotland's Road Safety Improvement Fund which is another competitive fund expected to be announced imminently, and there may be further funding opportunities from the UK government coming forward.
- 6.4 Personnel – There is sufficient capacity within the Road Services team to engage contractors to undertake the work.
- 6.5 Other – None

7 BACKGROUND PAPERS

- 7.1 The Belhaven Masterplan Community Engagement Report and public appendices are available in the Members' Library, Ref: 22/25, March 2025 Bulletin:

https://www.eastlothian.gov.uk/meetings/meeting/17419/members_library_service

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APPENDIX 1 – BELHAVEN PROJECTS IN PRIORITY ORDER

Priority 1: Shore Road / Beveridge Row junction (Project A)

The preferred layout (Option 4) is a fully-signalised junction with crossings on two arms. The carriageway width of Shore Road will be increased to 6m over a length of 55m towards the grassed area to the west of the road and the corner radii increased to 6m.

It was identified that pedestrians accessing properties on Shore Road would likely use the path behind the car park, and folks heading to the beach would use the new active travel path and so the footway on the west edge of Shore Road would not be much used. Therefore, this footway will be reinstated at a narrow enough width to minimise land-take while still providing a refuge space between vehicles and the wall.

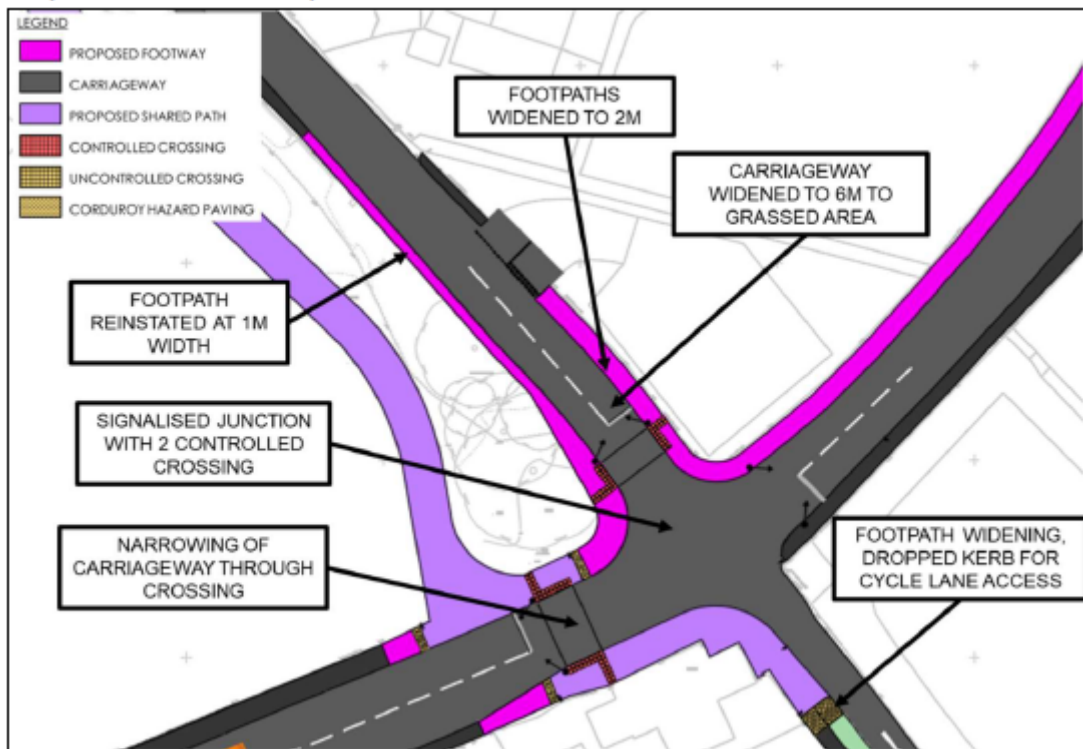


Figure 3: Shore Road / Beveridge Row junction (Project A)

Priority 2: Back Road (Project C)

The proposal put to the community was for a 3m-wide shared-use path on the North side of Back Road for the entirety of the section between the junction with Shore Road and Knockenhair Road. This would require a one-way system for vehicles on the carriageway, and the relocation of the boundary wall.

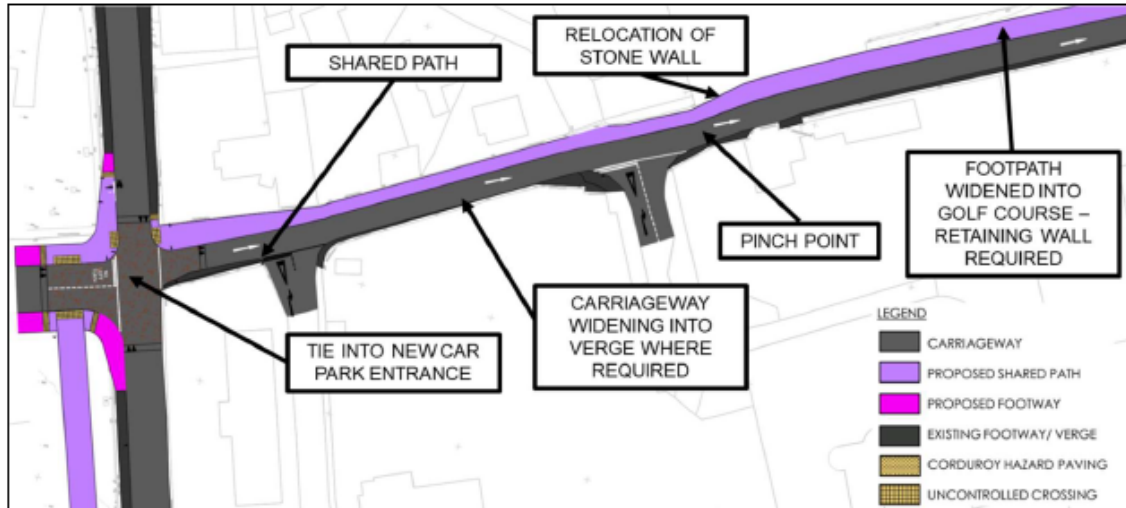


Figure 4: Back Road Proposals (Project C)

Although high ranking in terms of 'something should be done', this solution was only 'liked' by 44% of respondents, with a significant number of people expressing concern about the one-way system, and the mixing cyclists with pedestrians on a 3m-wide section of downhill path where the bikes may be going at some speed.

Several attendees to the consultation made an alternative suggestion to restrict Back Road to non-motorised traffic between the entrance to Winterfield Place and the entrance to Winterfield Golf Club. This could be implemented on a trial basis for minimal cost, and further consideration made on conclusion of the trial.

Priority 3: Shore Road active travel path (Project D)

An off-road shared-use path was proposed between the A1087 and the car park access, connecting to the existing John Muir Way long-distance route. The path proposal was supported by 73% of respondents although some were concerned about the loss of greenspace and there was a suggestion that a pedestrian crossing to Duke Street should be incorporated.

Currently the land that this proposal is proposed to pass through is leased from East Lothian Council to Belhaven Caravan Park. The proposal was discussed with the acting manager of the Caravan Park who was generally supportive of improving access into Shore Road.

Planning Permission will be required for this project, and the Planning process will provide an opportunity for further public consultation on materials, routing and lighting. As the path is remote from the carriageway, and is within the John Muir Park area, standard road construction may not be appropriate and a windust surface and low-level lighting (or no lighting) may be sufficient. The path alignment may result in some loss of parking within the car park and therefore configuration of the parking spaces will also need to be considered.

Modified designs will be worked up for taking forward for further consultation through the planning process.



Figure 5: Shore Road active travel path (Project D)

Priority 4: Improvements at Shore Road Car Park Junction (Project G)

During April 2022 the car park access was relocated while resurfacing works were undertaken and feedback received at the time was that the arrangement worked well and improved visibility and access for all. It is proposed to make this permanent with further enhancements to aid non-motorised users. It is further proposed that the parking area to the north of the new car park junction would be for Blue Badge holders only. This would be reinforced by signage, and different surfacing to enhance the change in road type at this location. These proposals were supported by 63% of respondents, and the main concern of objectors was around the loss of general parking at the beachfront. Those beachfront restrictions would require a Traffic Regulation Order, and any objections could be formally considered at that point.



Figure 6: Improvements at Shore Road Car Park Junction (Project G)

Priority 5: Pavement widening and crossing at Duke Street / Brewery Lane (Project E)

Proposed improvements to the crossing facilities at the junctions of Duke Street and Brewery Lane are shown below. They include the widening of footpaths, provision of a pedestrian build-out and dropped-kerb pedestrian crossings with tactile paving.

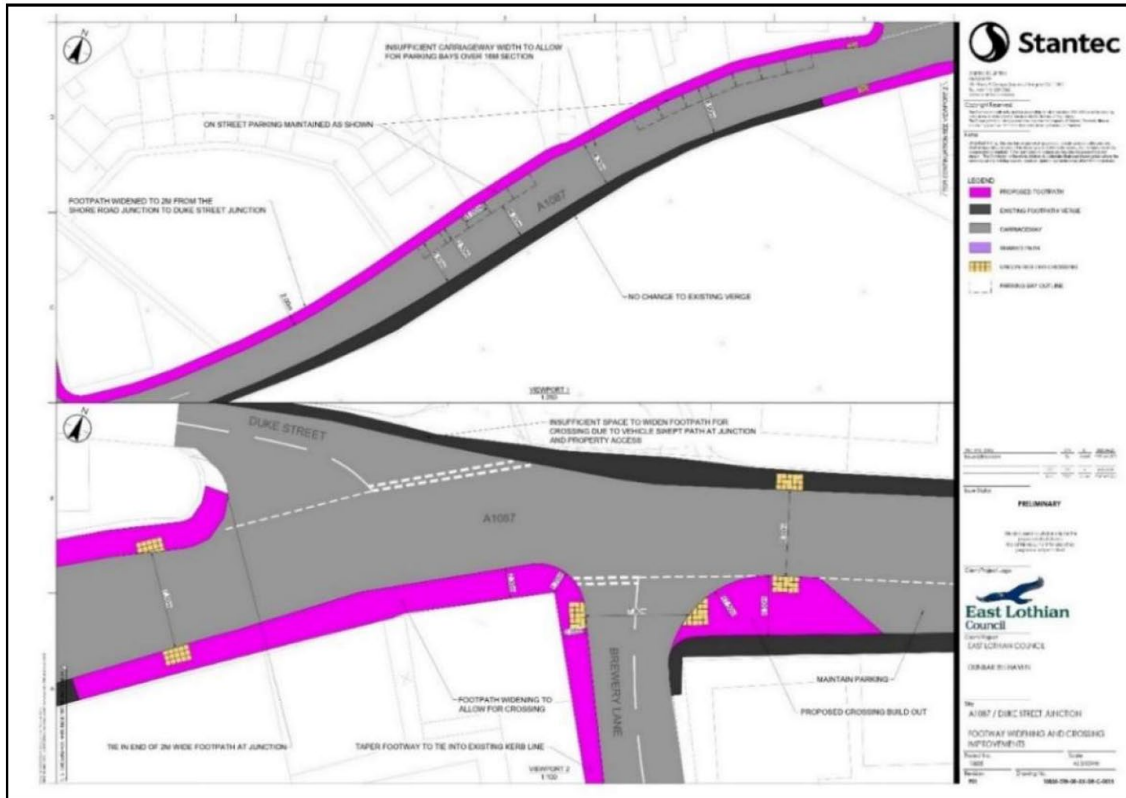


Figure 7: Pavement widening and crossing at Duke Street / Brewery Lane (Project E)

During the consultation, strong views were expressed about the arrangements hampering access for lorries to the Brewery despite the swept-path analysis demonstrating that the revised junction will be able to accommodate them.

In response to the above and also to a suggestion that the crossing does not align with where people usually choose to cross the road, a technical survey was commissioned to look at traffic volumes and pedestrian desire-lines in this area. This established that the junction is relatively quiet with on average one vehicle every 3 minutes on weekdays, and every 4 minutes on Saturdays. This affords plenty of time for vehicle manoeuvring.

Table 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%

The diagram below indicates how many people were detected crossing the road during the monitoring period (7am-7pm on a Thursday and on a Saturday in September 2024) and identified that most people approached from the east to cross onto the eastern footway of Brewery Lane.



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

This work has established that we should modify our proposals to change the crossing location.

Priority 6: Traffic calming (Project F)

To reduce speeds along the A1087 in advance of the proposed signalised junction, additional traffic calming measures in the form of speed cushions were proposed. This proposal was divisive, with 37% of respondents in support and 32% against. Many respondents claimed that speed bumps are generally ineffective and can cause damage to vehicles, and some respondents suggested they can also pose a hazard to cyclists.



Figure 9: Traffic calming (Project F)

Some respondents suggested that the 20mph speed limit be implemented along the entire stretch of this road to reduce speeds, and this has now been actioned.

It is concluded that we should continue to monitor the impact of this change together with the other projects such as the junction signalisation, before taking a view on whether speed cushions are necessary.

Priority 7: Beveridge Row (Project B)

Beveridge Row is to be one way southbound for vehicles (towards the railway line) once the Bayview Circus is adopted by East Lothian Council. This proposal is outwith the scope of the current consultation and was already known to be opposed by residents of the Bayview Circus area who have submitted alternative suggestions.

The proposal for Beveridge Row which was under consultation assumed that the one-way system had been implanted and proposed that cyclists travelling northbound on Beveridge row would join an advisory cycle lane at the junction with Bayview Circus. The choice of an advisory cycle lane was made based on the constraints of limited carriageway width and the number of expected users of the cycle lane.

Southbound cyclists would join Beveridge Row from either an on-carriageway position from the A1087 junction or from the proposed new shared-use path.

The survey revealed that only 36% of respondents 'liked' the proposal and as such, this project (advisory cycle lane) is unlikely to be taken forward in the short-term.

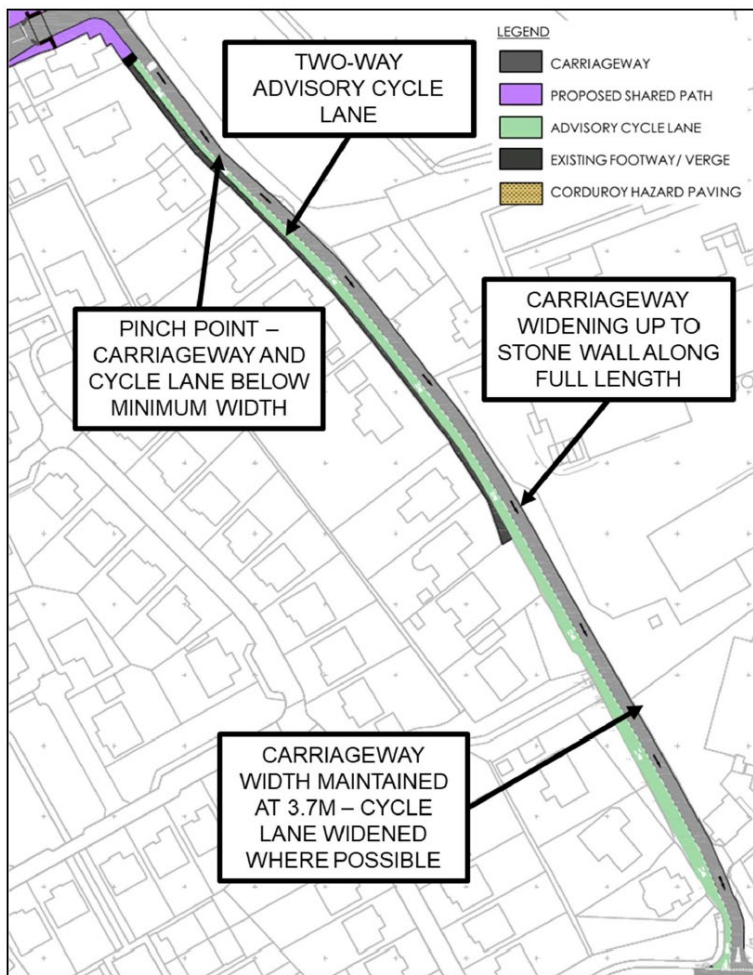


Figure 10: Beveridge Row (Project B)