

# A Review of Evidence of Demand for Improving Access to Dunbar without a Car

Concise Report to Sustaining Dunbar

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28<sup>th</sup> March 2013 v2

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## 1 Introduction

A review of existing evidence has been carried out to determine the level of support for creating new path routes to Dunbar and the Coast, from the villages to the south of the A1.

The background – and bigger picture – is that the construction of the A1 as a trunk road since the 1960s has severed existing rural roads that connected villages with the nearby coast and to Dunbar. These communities are effectively cut off and are obligated to car use in order to cover what are short journeys; such as Innerwick to the coast at Barns Ness or Skateraw, or Meikle Pinkerton to Dunbar.

The communities considered in this review are; Spott, the Pinkertons, Innerwick, Oldhamstocks and the rural populations around these villages.

The data reviewed was collected as part of *Connecting Dunbar* project that Sustaining Dunbar ran from May to November 2010. It sought to determine local travel patterns and encourage people to become less reliant on their car. The project report is very useful in giving a wider picture. What this review does is to take a narrower view of just the villages in question, and reprocess the project's data to address more specific questions.

This review uses data from Household survey, Travel survey and Travel to School Survey.

The methods by which this review was carried out are given in Section 6.1 in the Appendix.

## 2 Demand for Cycle Paths

### 'What would make it easier to walk/cycle to work or to school?'

The relevant question in the Household Survey is above, and an open box was provided for responses. The data in the Household Survey are area specific so each area is addressed on an individual basis.

#### 2.1 Spott and Innerwick

Spott and Innerwick were collated together, and as such bring together the two largest villages being considered. The following comments were given in response to this question. These are all the comments and are provided unedited. The adjacent graph shows these comments grouped into themes.

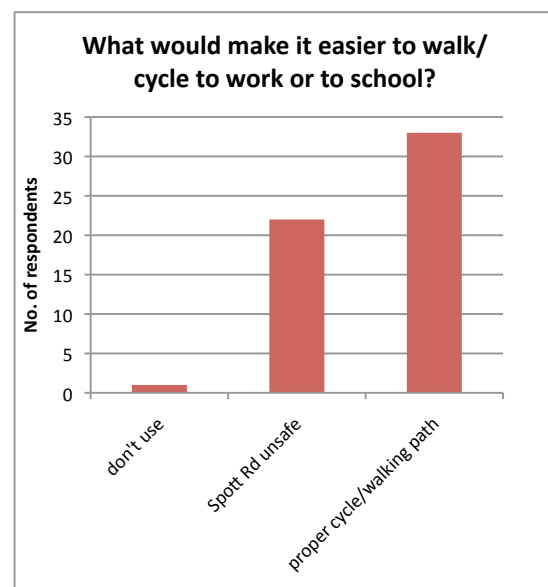
##### Spott

- suitability of job
- safety on road to Dunbar (from Spott)
- no footpaths on Spott Road
- footpath on Spott Road
- safety, walking down from Spott to Dunbar
- footpath to town
- weather
- nothing - won't be cycling 65miles a day
- repair the roads properly
- footpath spott- dunbar
- signposting of cycle tracks. maintenance of cycle tracks
- Spott Road unsafe
- cycle path up to Spott Village
- clear footpath and tarmac from E. Broomhouse - A1.
- Prevent drivers speeding.
- cycle path/ footpath

##### Innerwick

- dark. already walk
- need a van to transport tools for work. walk the kid to school everyday.
- having a bike would be good.
- I couldn't - motivation. A1 has to be crossed.
- It would help to have a provision for crossing the A1
- If the A1 was crossable. no public path.
- do cycle in the summer. need an underpass under A1.
- have to go across A1 to cycle path
- I cycle everywhere
- cycle path
- proper cycle path

Figure 1: Walk/Cycle Spott & Innerwick

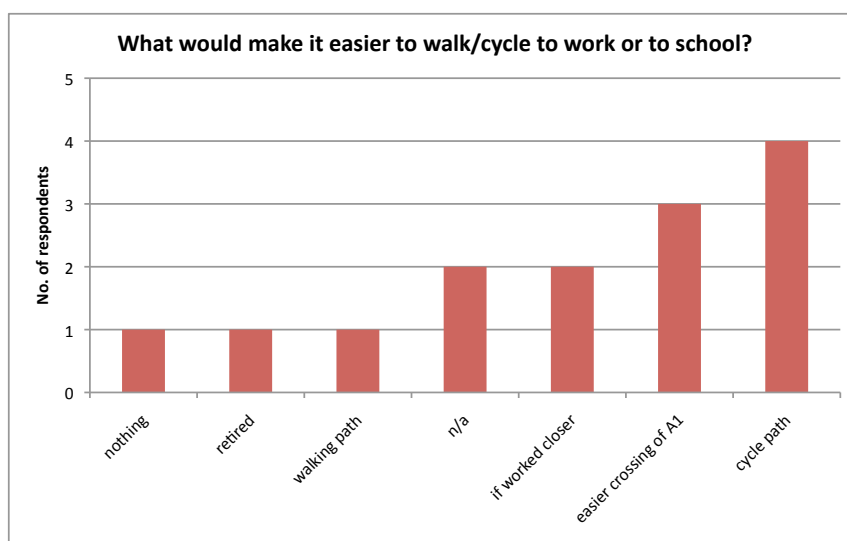


To summarise; the crossing the A1 and provision of cycling routes are shown to be major issues for the residents of both Spott and Innerwick. The relatively large number of respondents commenting on these issues is considered to be highly significant.

## 2.2 Pinkerton

The Pinkertons are a group of very small hamlets. Their responses to the same question was as follows. A graph summarises all responses that have been grouped into themes for the graph.

**Figure 2: Walk/ Cycle Pinkerton**



Their comments were:

- workplace closer, proximity to home . Currently travel over 40 miles each way.
- move closer - work is 40 miles away
- only way to school is along A1 so not practical for children. cycle path between Dunbar & Whitesands does not continue final stretch to meet A1.

To summarise, again provision of paths and crossing the A1 are shown to be the key issues for respondents.

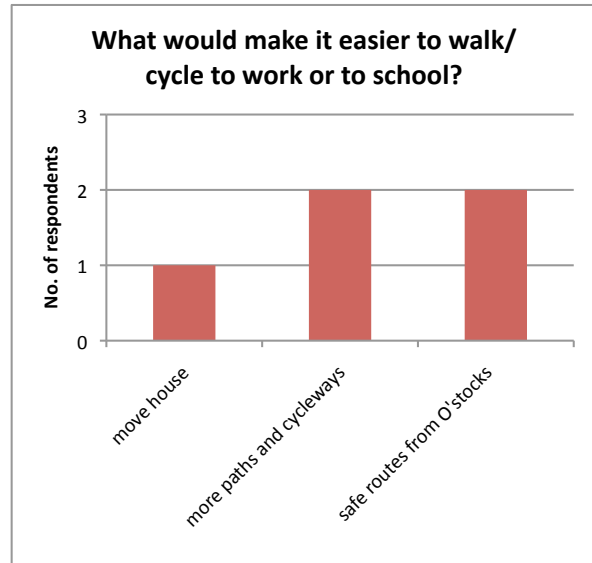
## 2.3 Oldhamstocks

Oldhamstocks is a small village located further away from Dunbar and the coast. The village is at an elevation of around 150m above Ordnance Datum and hence cycling up from the coast is a more tiring prospect for residents.

**Figure 3: Walk/Cycle Oldhamstocks**

Comments for respondents in respect of the question regarding walking and cycling were:

- not to live in Oldhamstocks! Local job/school
- more paths and more cycle ways
- cycle lane improvements are good in our area - extend this more.
- I'd be a bit worried cycling from Oldhamstocks to Cockburnspath because of speedy cars.
- safe route to Cockburnpaths
- I work in Edinburgh and so walking/cycling is not an option



There were many fewer respondents to this question given the size of the village. This is perhaps a reflection of its lesser proximity to Dunbar. However, yet again the issues of more paths and safe routes is raised.

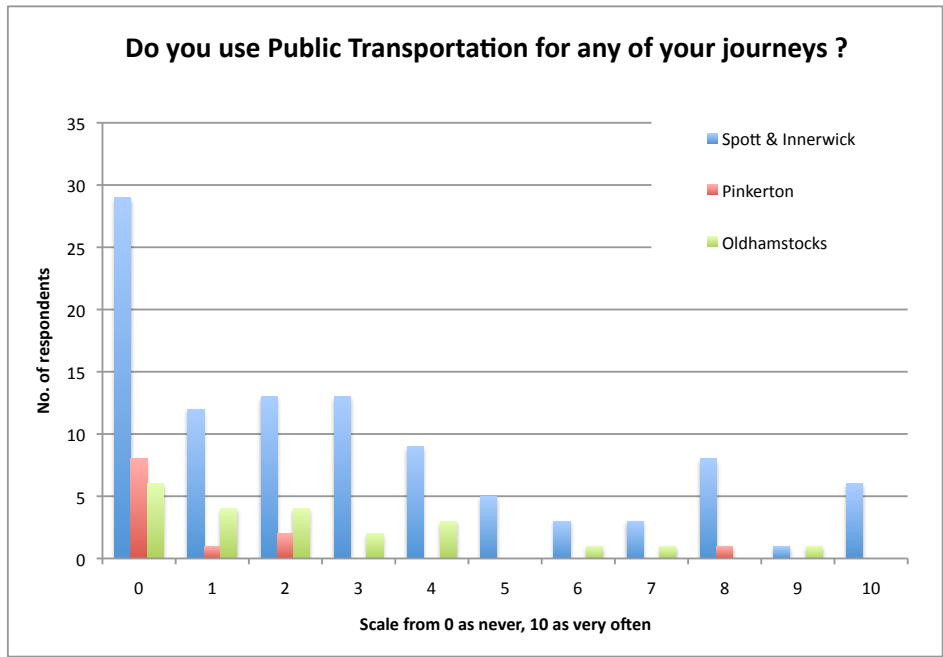
### **3 Use of Public Transport**

The use of public transport was the main focus for the transport section of the Household Surveys. There were 4 questions relating to public transport;

#### **3.1 Do you use Public Transportation for any of your journeys ?**

A continuum scale was used to give a numerical response, where 0 is never and 10 is very often. The graph below brings together data for all the villages considered.

**Figure 4: Use Public Transport**

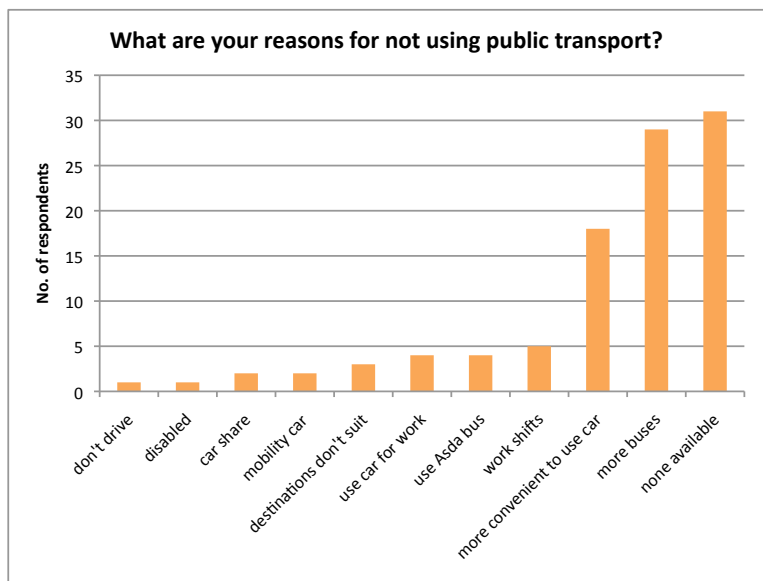


As can be seen from the graph, the majority of respondents use public transport only a little, though in Spott and Innerwick there are a minority that do use it regularly. These data shows that there is a significant opportunity to create viable alternatives to use of a private car.

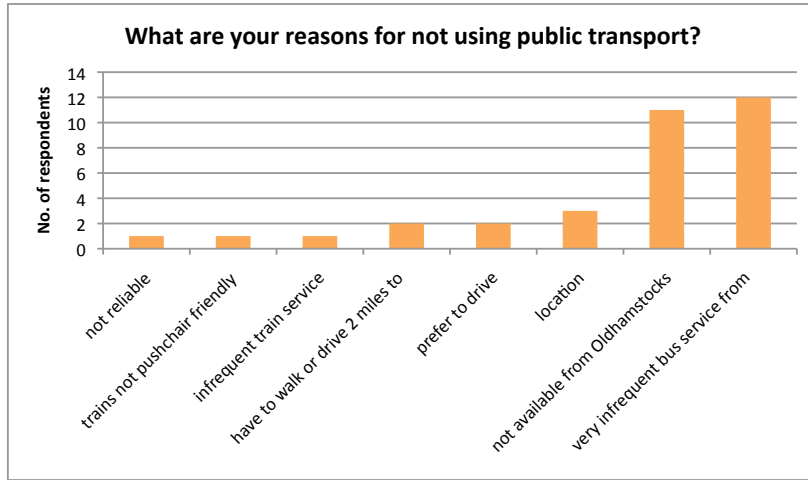
### 3.2 What are your reasons for not using public transport ?

Exploring the reasons behind the patterns of use are given below;

**Figure 5: Reasons; Spott & Innerwick**



**Figure 6: Reasons, Oldhamstocks**

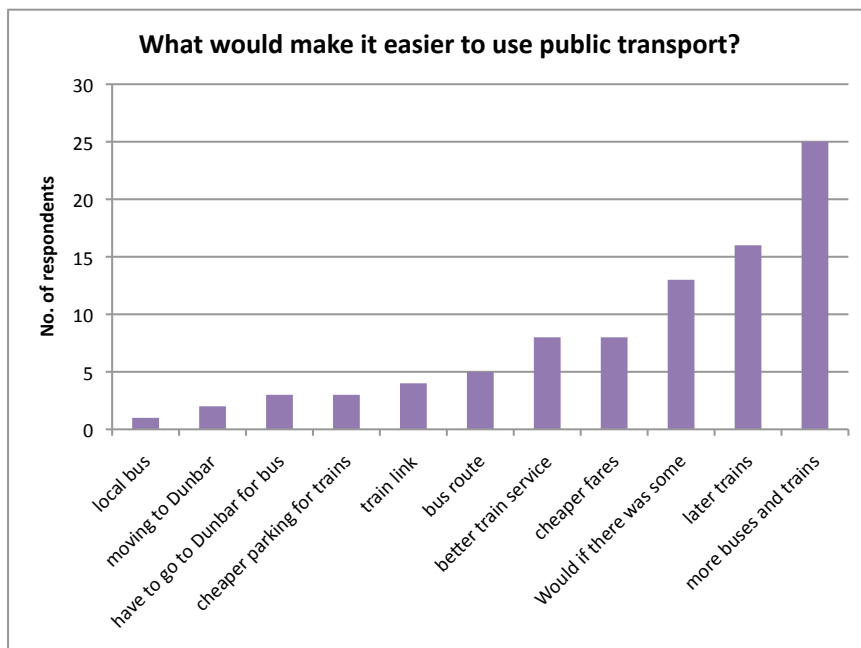


The key reasons that respondents state, are the level of provision of public transport, and to a lesser extent a preference to drive. Further survey work is required to determine whether the level of provision is a lack of knowledge about public transport, that is to say a perception, or whether it is an actual lack of service.

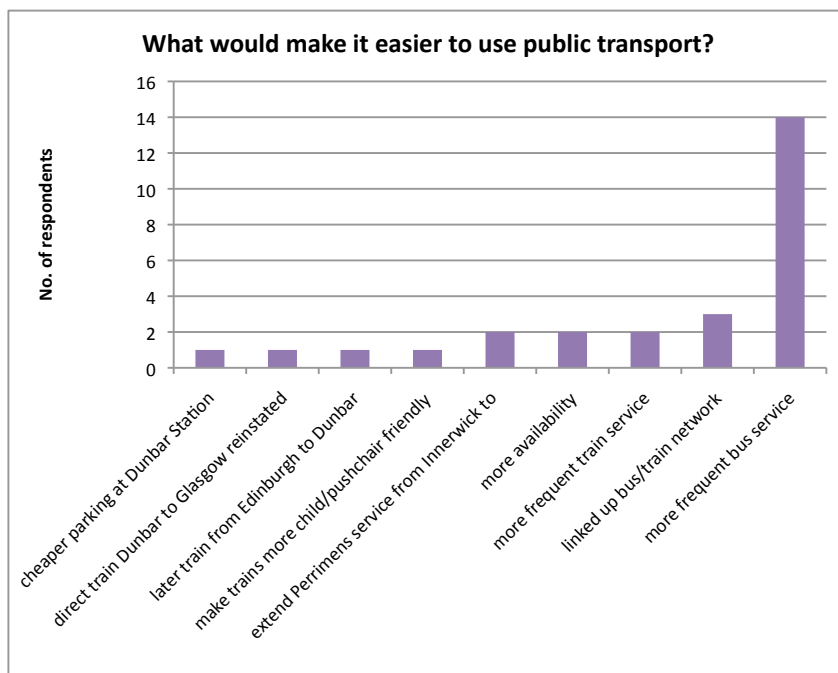
### 3.3 What would make it easier to use?

The respondents gave the following information;

**Figure 7: Making It Easier; Spott & Innerwick**



**Figure 8: Making It Easier; Oldhamstocks**

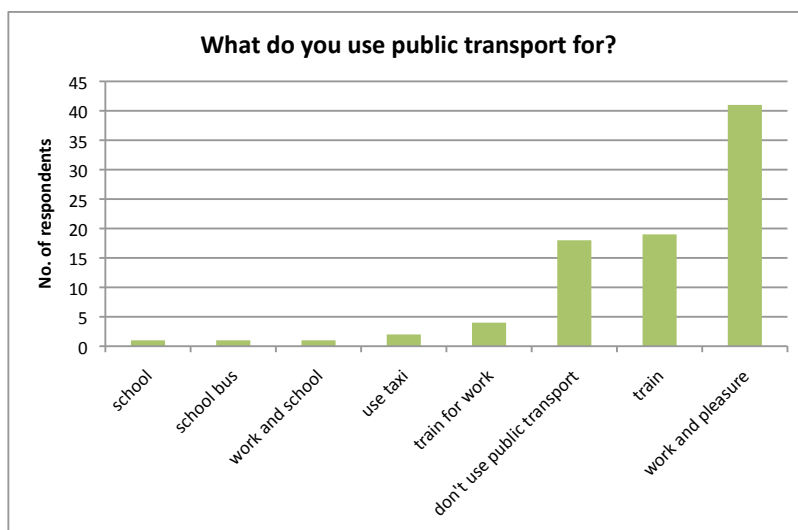


Again the issue of a better service for bus and train is the key response, but there are a number of minor issues such as a later evening train. What these responses show is that there is an opportunity for modal change; getting people out of their cars not just to Dunbar, but for onwards journeys especially to Edinburgh.

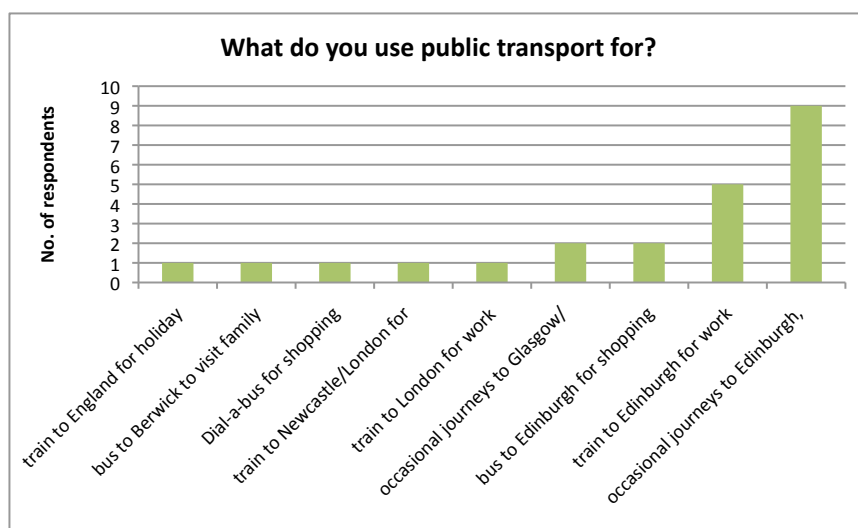
### 3.4 What do you use public transport for ?

The use as given by respondents is given below;

**Figure 9: Purpose of Journey; Spott & Innerwick**



**Figure 10: Purpose of Journey; Oldhamstocks**



The varied reasons provide an interesting and useful insight as to how local and long distance public transport is used by residents.

## 4 Travel Surveys

The travel surveys cover similar geographic areas but have been applied in a different way, without an emphasis on public transport. The Local Travel Survey<sup>1</sup> was conducted from May to November 2010: It used data from the Walk to School Week survey during one week in May 2010 and additional household data which was gathered over a longer period. They give a picture of the current patterns of transport use during these periods.

**Table 1: Frequency of Journeys during Week of Survey**

Location	Frequency		Total person journeys
	from	to	
Wester Broomhouse	1	1	1
Skateraw	1	1	0
Oldhamstocks	9	9	14
Pinkertons	21	21	25
Thortonloch	1	0	1
Innerwick	27	26	38
Spott	1	1	2
Thurston	3	0	6
Cockburnspath	1	1	1

<sup>1</sup> Report available at <http://ourlocality.org/transporturveys/connecting-dunbar-local-travel-survey-report/>



The table shows the number of journeys to and from each location, together with the total number of person journeys. The frequency is also a function of the number of respondent for each location. Innerwick, Pinkertons and Oldhamstocks are shown to be the locations with the most movements.

**Table 2: Frequency of Mode of Travel by Location**

Location	Walk	Cycle	Bus/ coach	Train	Motorbike	Car	Taxi	School bus	Car share /lift	Quad bike /Tractor
Wester Broomhouse			2							
Skateraw						2				
Oldhamstocks			2			14		2		
Pinkertons	4					32		2		4
Thortonloch						1				
Innerwick	16	4	5			24		4		
Spott						2				
Thurston						3				
Broxburn			1			6				
Cockburnspath			2							

Calculation Note: For each location and each mode, result is Count of Mode to + Count of Mode from

Unsurprisingly the table shows that the car is the dominant mode of transport, but it does also show that in places where it is feasible people make journeys by walking, cycling and by bus.

**Table 3: Frequency of Purpose of Journeys to and from Locations**

Location	No info	Home	Normal place of work	Company business	Education	Shop ping	Social/ recreation	Medical/ personal	Mode change	Dog walk	Commute
Wester Broomhouse			2								
Skateraw		2									
Oldhamstocks		18									
Pinkertons		38	4								
Thortonloch										1	
Innerwick	2	29			18		2			2	
Spott		2									
Thurston		2					1				
Broxburn	3		2				2				
Cockburnspath							2				

Calculation Note: For each location and each purpose, result is Count of Purpose to + Count of Purpose from

The purpose data shows that for most journeys reported – apart from going home - the chief purpose is education, followed by work and social/ recreational journeys.

**Table 4: Car Occupancy Rates**

No. of occupants	1	2	3	4	5	6	7
No. of journeys	145	42	19	2	0	0	2
% of journeys	67%	19%	9%	1%	0%	0%	1%

The table shows that two thirds of car journeys are with only the driver. Surprisingly few journeys are reported when any car is at capacity. This represents a real opportunity to facilitate car sharing, as well as non-car travel.

## **5 Conclusion**

The evidence presented above for the villages in question, demonstrates that there is a preponderance of car use, and much of that is with a low occupancy. This may have been expected for a rural area. However what is less expected is the high level of support for not using a car. The reasons for travel show that many journeys could be carried out by a combination of cycling or car sharing, followed public transport for longer journeys.

If modal change can be achieved especially for longer journey – for example by facilitating villagers to cycle to the train for onward travel, then really significant benefits could be achieved in terms of CO<sub>2</sub> outputs.

The respondents have been very clear that the lack of safe routes, together with crossing the A1, are the major barriers to getting out of the car and onto a bike. This is strong evidence that if better cycle routes are provided, uptake will be high enough to justify the investment.

## **6 Appendices**

### **6.1 Methodology**

Evidence has been collected by Sustaining Dunbar (SD) in recent years through various surveys, mainly as part of the Connecting Dunbar project.

#### **Household Surveys**

A prime source for the following material has been the Transport Section of the Household Surveys conducted by Sustaining Dunbar and its agents. The Local Travel Survey was conducted from May to November 2010 and a full report is available at <http://ourlocality.org/transport-surveys/connecting-dunbar-local-travel-survey-report/>. It used data from the Walk to School Week survey during one week in May 2010 and additional household data which was gathered over a longer period.

The Transport Section dealt predominantly with public transport issues (reported in Section 3 above) and to a lesser extent with walking and cycling (reported in Section 2 above).

In terms of how the Household Survey transport results were handled, the following elements were transcribed by Sustaining Dunbar and further analysis has been carried out by the author:

- Cycle path quantitative data for Spott and Innerwick
- Cycle path quantitative data for Oldhamstocks
- Public transport questions for Spott and Innerwick
- Public transport questions for Oldhamstocks

Results for the following elements were transcribed directly by the author from original survey forms:

- Cycle path verbatim comments for Spott and Innerwick
- Cycle path verbatim comments for Oldhamstocks
- All survey results for Pinkerton

Themes have been drawn out of qualitative data to summarise responses in a quantitative manner.

#### **Travel Surveys**

A further source of data has been the travel surveys. The original coded data on spreadsheet from Sustaining Dunbar has been re-analysed (but not recoded) to draw out more detailed conclusions, and present the data with reference to the villages in question.