



Spott Dunbar Path

What you said report

Feeding back to the community about the online consultation October 2020:
Interested in better cycle paths around Spott & Dunbar?

Crispin Hayes Associates on behalf of Spott Community Association and Dunbar Community Council

Report v15dec20

<https://spottedunbarpath.org.uk>

and follow the project on Facebook

Why ask people in Spott and Dunbar about walking, biking and wheeling?

A brief background to the consultation

Many residents in Spott and Dunbar recognise that there are barriers to walking, getting about on a bike, and wheeling (for example with a baby buggy or wheelchair). The A1 is a major barrier, but so too are rural roads with fast traffic, and urban routes with a lack of adequate paths.

This situation resulted in a community led project to improve the situation.

The consultation is part of the project to develop better paths and routes in Spott and Dunbar, so people can have safe and direct journeys on foot or bike to work, to schools, to the station and to the shops.

The consultation was initiated by Spott Community Association in collaboration with Dunbar Community Council.

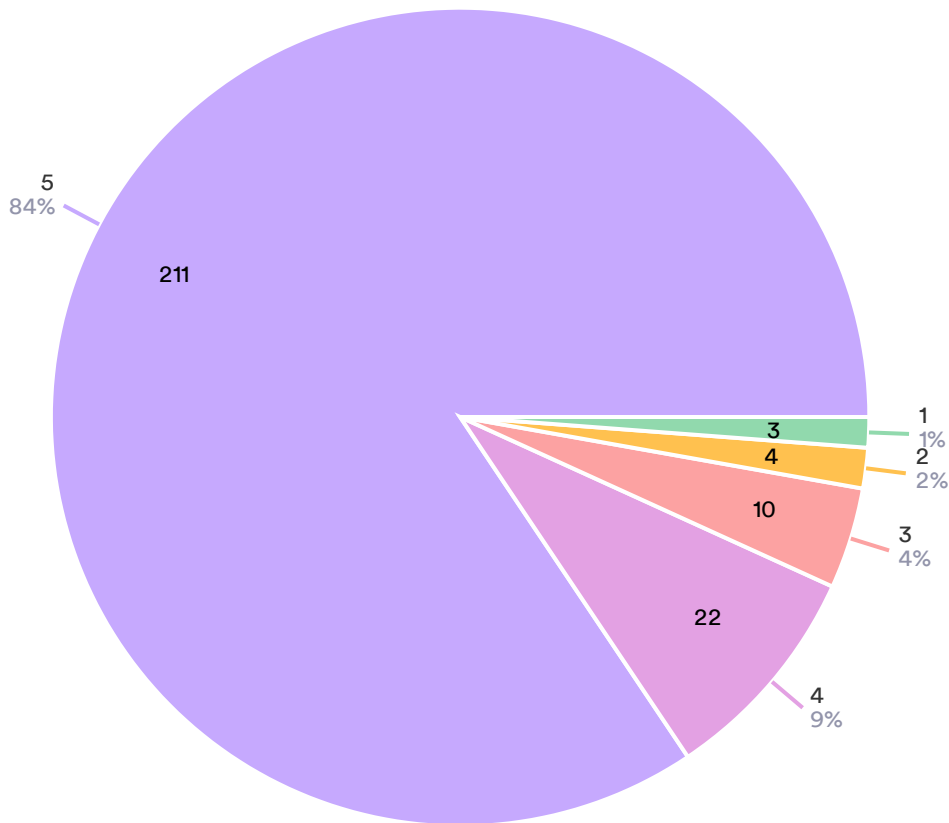
This development work was funded by Scottish Government, Places For Everyone, which provides advice, support and funding for the creation of infrastructure for safe, attractive and healthier places by increasing the number of trips made by walking, cycling and wheeling. www.Showcase-Sustrans.org.uk



Interested in better cycle paths around Spott & Dunbar

How much would you support the creation of off-the-road paths for cycles & pedestrians in the corridor between Spott, Hallhill and Dunbar High Street?

250 Responses

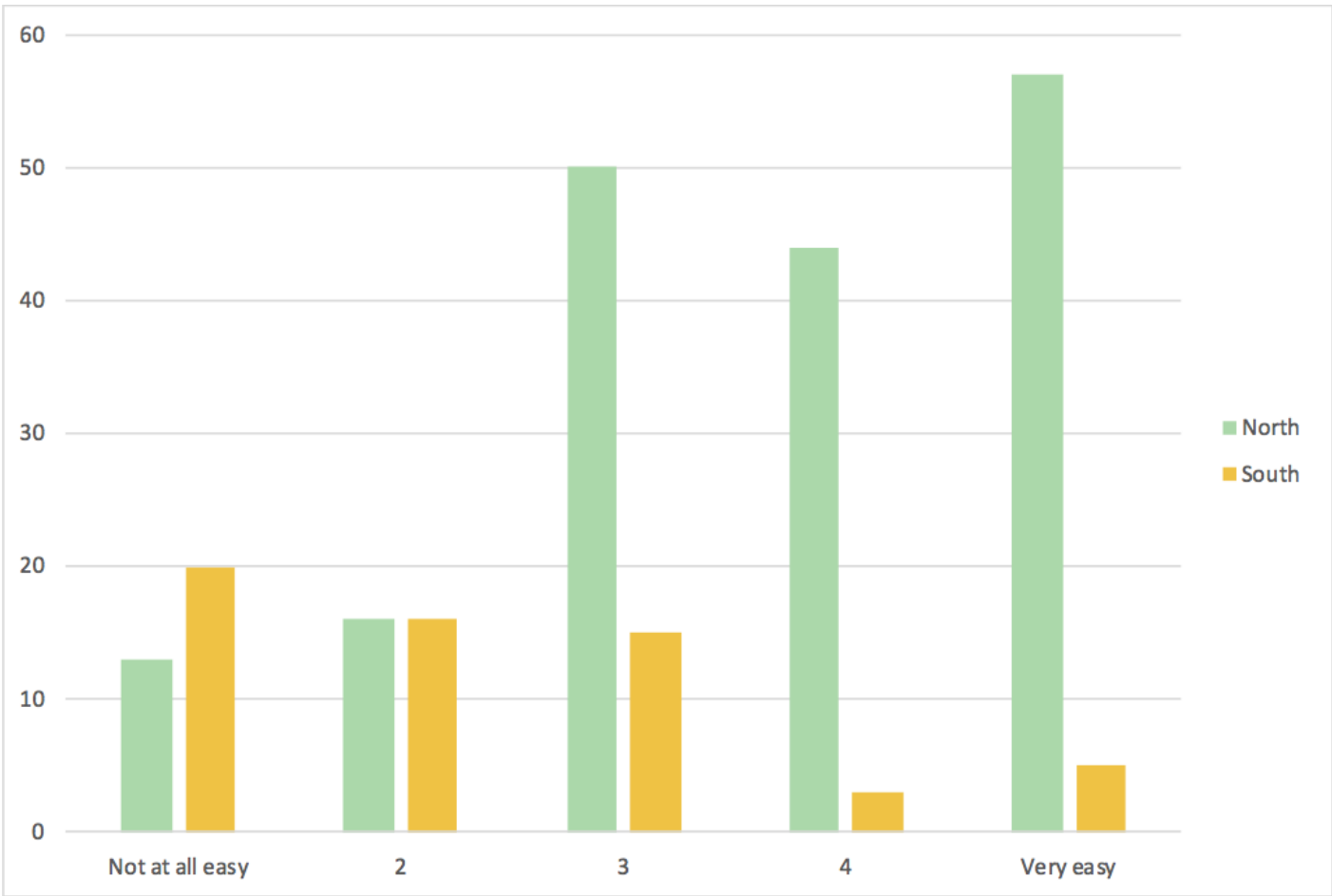


The pie chart shows that the overwhelming majority of respondents strong support the project. Combined 'some support' (4) and 'strongly support' (5) represent 94% of respondents. This is a great response showing a huge amount of support for the project. Throughout this report, the response scale is that 1 represents least support or least good outcome, and 5 represents most support or best outcome.

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How easy do you find it to cycle from where you live to Dunbar High Street and the railway station?

Responses displayed in two groups: respondent postcode North and South of the A1

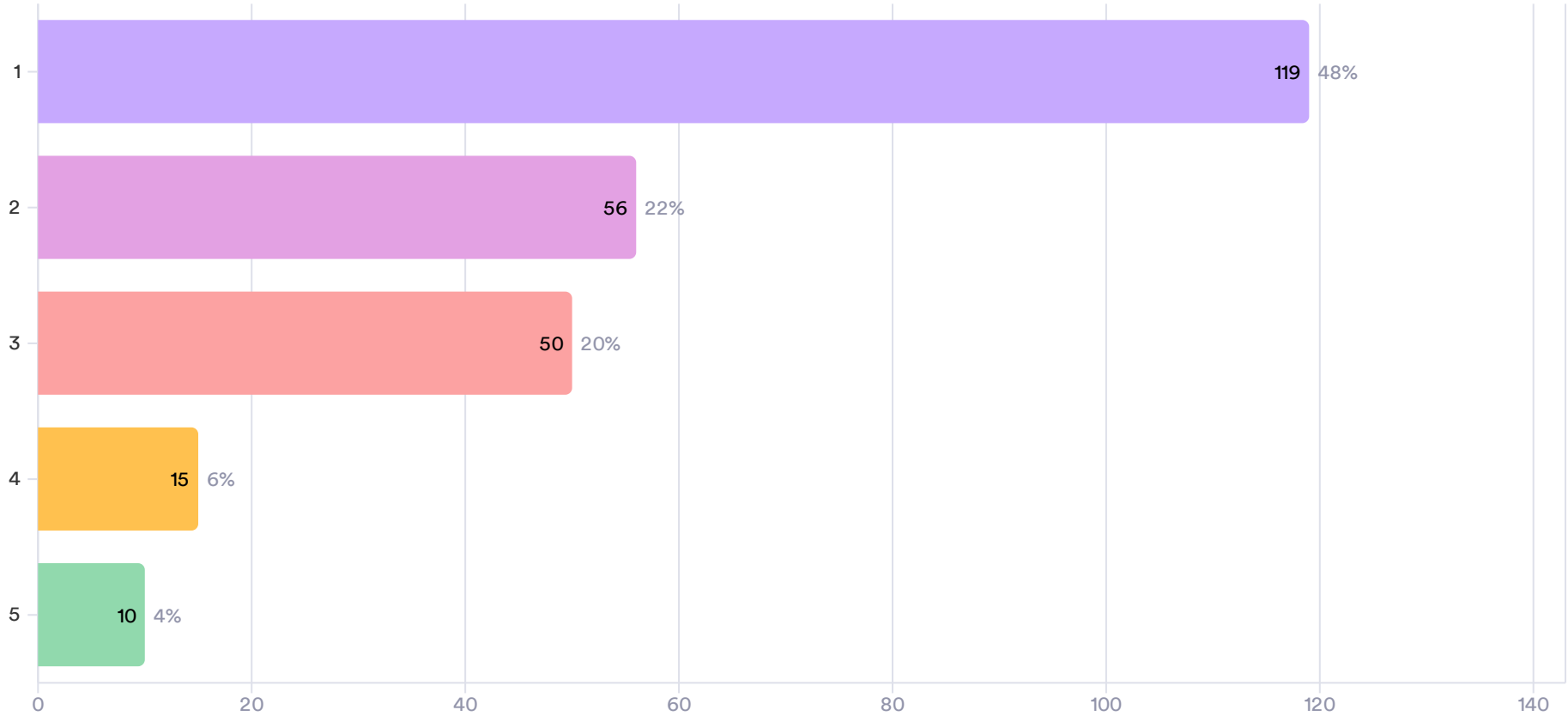


The results for this question have been divided into two groups, dependent on respondent postcode. We've split it into responses from North or South of the A1. The graphs shows that for respondents North of the A1 (green), there is a broad spectrum of opinions, which are slightly biased towards the 'Easy' end. For respondents South of the A1 (orange) most respondents do not find it easy.

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How happy are you (or would you be) to cycle on Spott Road between Spott and Dunbar High Street via Spott roundabout (Asda)?

250 Responses

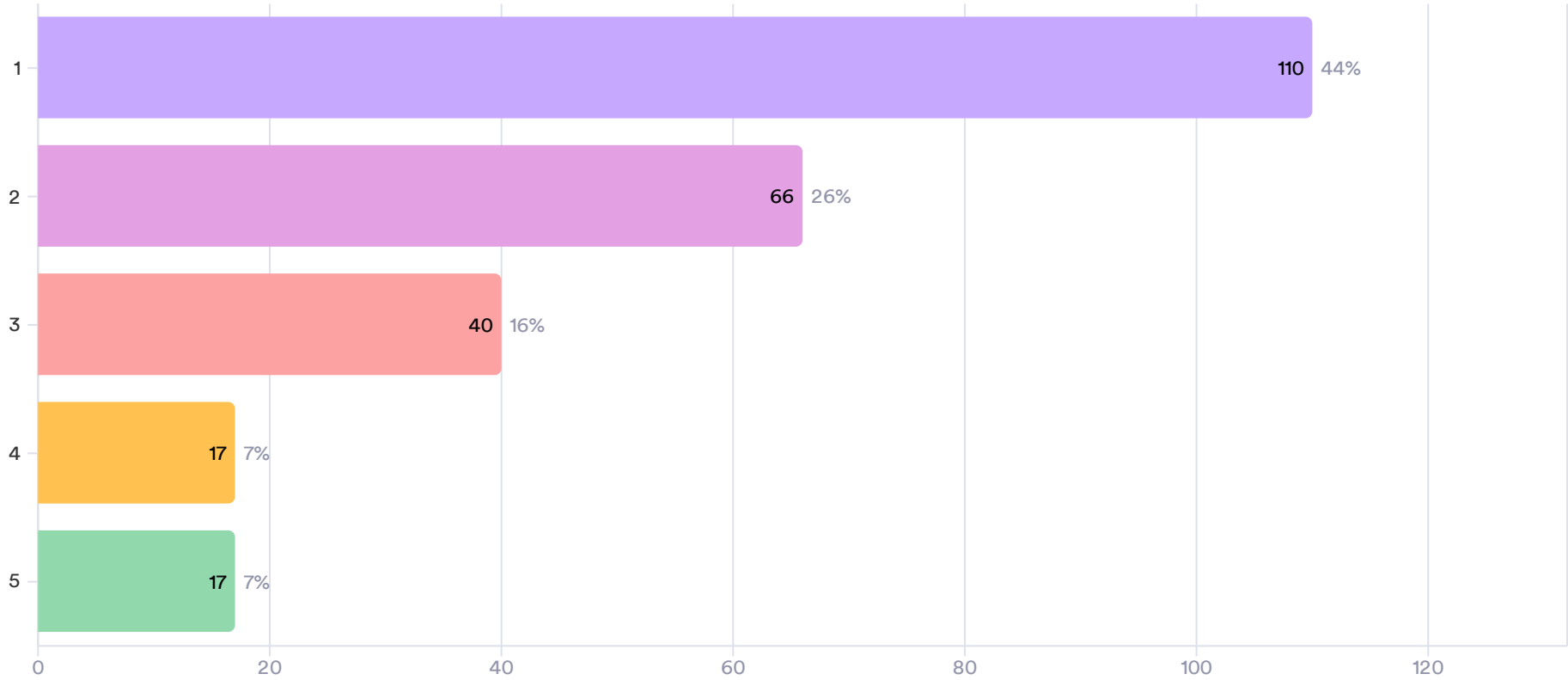


The majority of respondents (almost 75%) are not happy using the Spott Road to reach the High Street while a further 20% are neutral. The response scale is 1 represents least support or least good outcome, and 5 represents most support or best outcome.

Interested in better cycle paths around Spott & Dunbar

How happy are you (or would you be) to walk or cycle across the A1 at Spott Roundabout?

250 Responses



The chart shows that most respondents feel unhappy about walking or cycling across the A1 at the Spott Roundabout. Only 14% of respondents say they are happy or very happy.

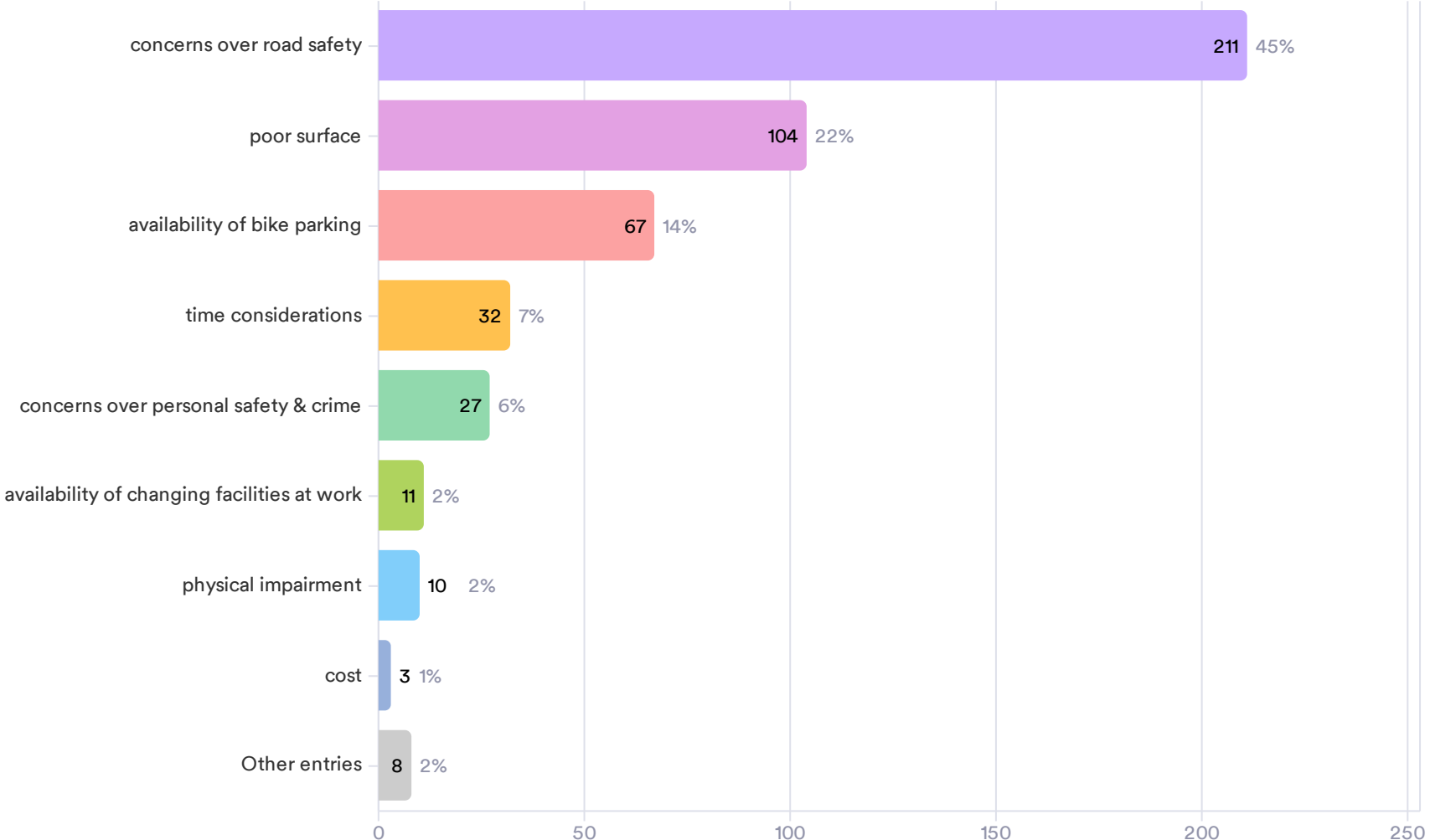
The response scale is 1 represents least support or least good outcome, and 5 represents most support or best outcome.



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What are the barriers to cycling and walking for you?

473 Responses

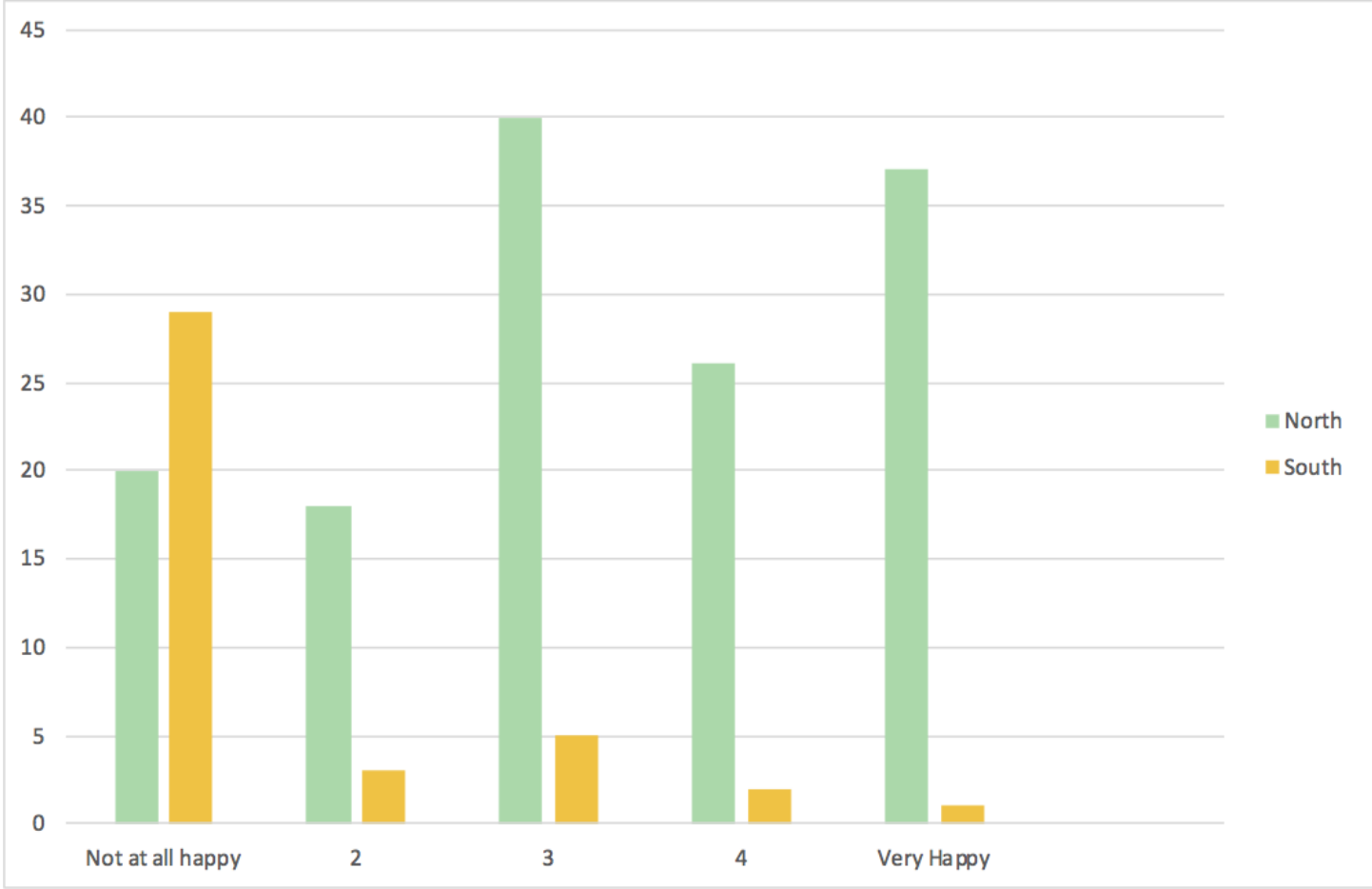


Concerns over road safety are reported as the biggest barrier to walking and cycling. Poor surfacing and availability of bike parking are other significant issues. A number of other barriers are reported.

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If you have children, how happy would you be to allow you children to cycle or walk to school currently?

Responses displayed in two groups: respondent postcode North and South of the A1

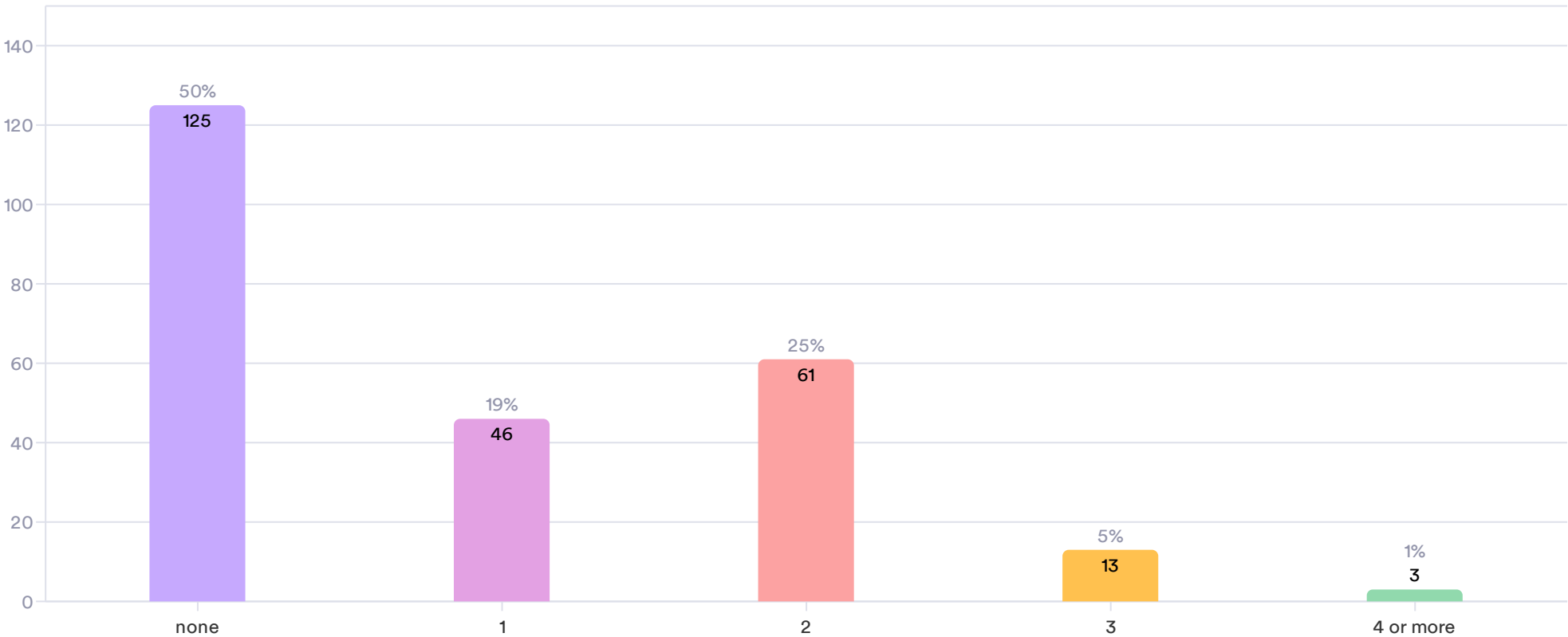


Respondents South of the A1 (orange) are overwhelming unhappy to allow their children to walk or cycle to school. For respondents North of the A1 (green), there is a broad spectrum of opinions, which are slightly skewed towards the 'Happy' end. The results for this question have been divided into two groups, dependent on respondent postcode. We've split it into responses from North or South of the A1.

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How many young people (under 18s) are in your household?

248 Responses- 2 Empty

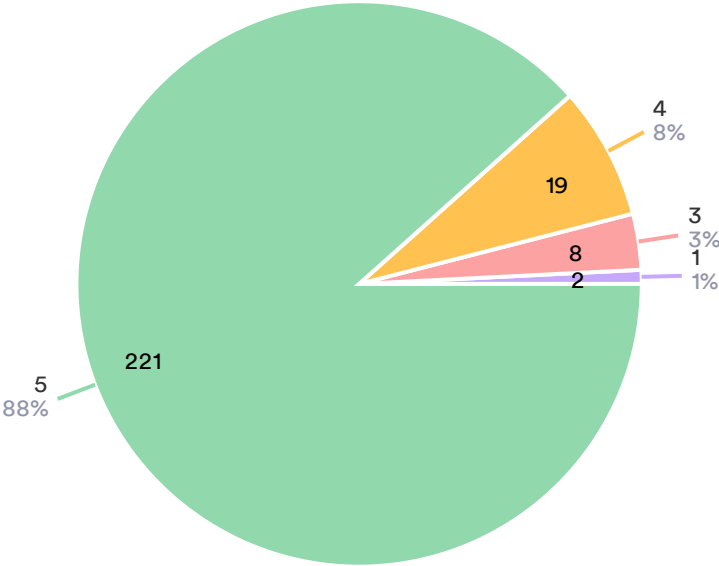


Half of respondent are from households that don't have children present, and half do. We asked this question just to get a sense of what sort of households are replying and what their priorities might be around children and active travel.

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If there were good quality off-the-road paths, how likely would you be to use them ?

250 Responses

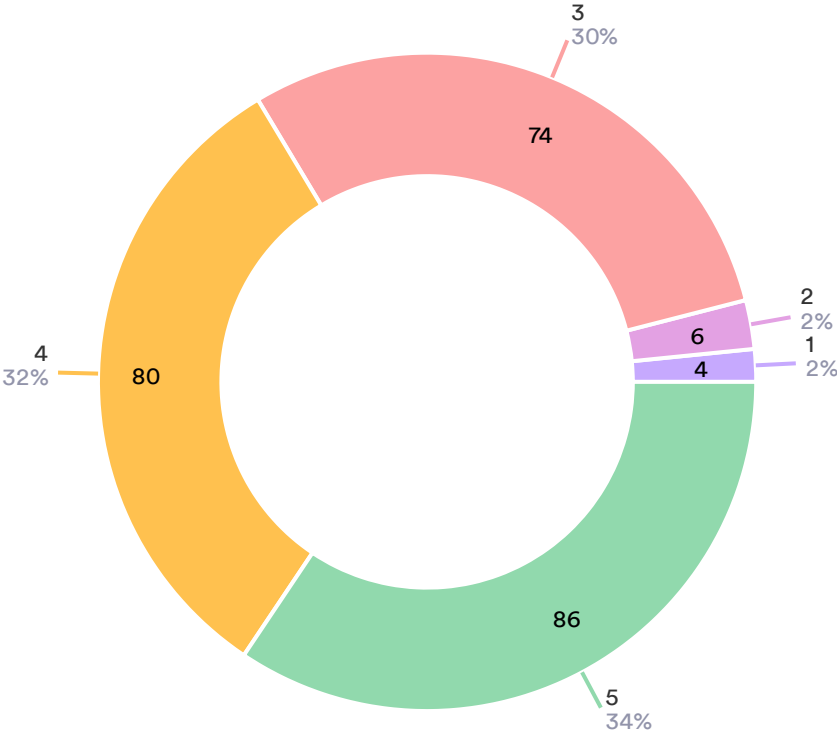


The overwhelming majority of respondents report that they are very likely to use good quality paths if they were created. The response scale is 1 represents least support or least good outcome, and 5 represents most support or best outcome.

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And how often do you feel would be realistic for you?

250 Responses

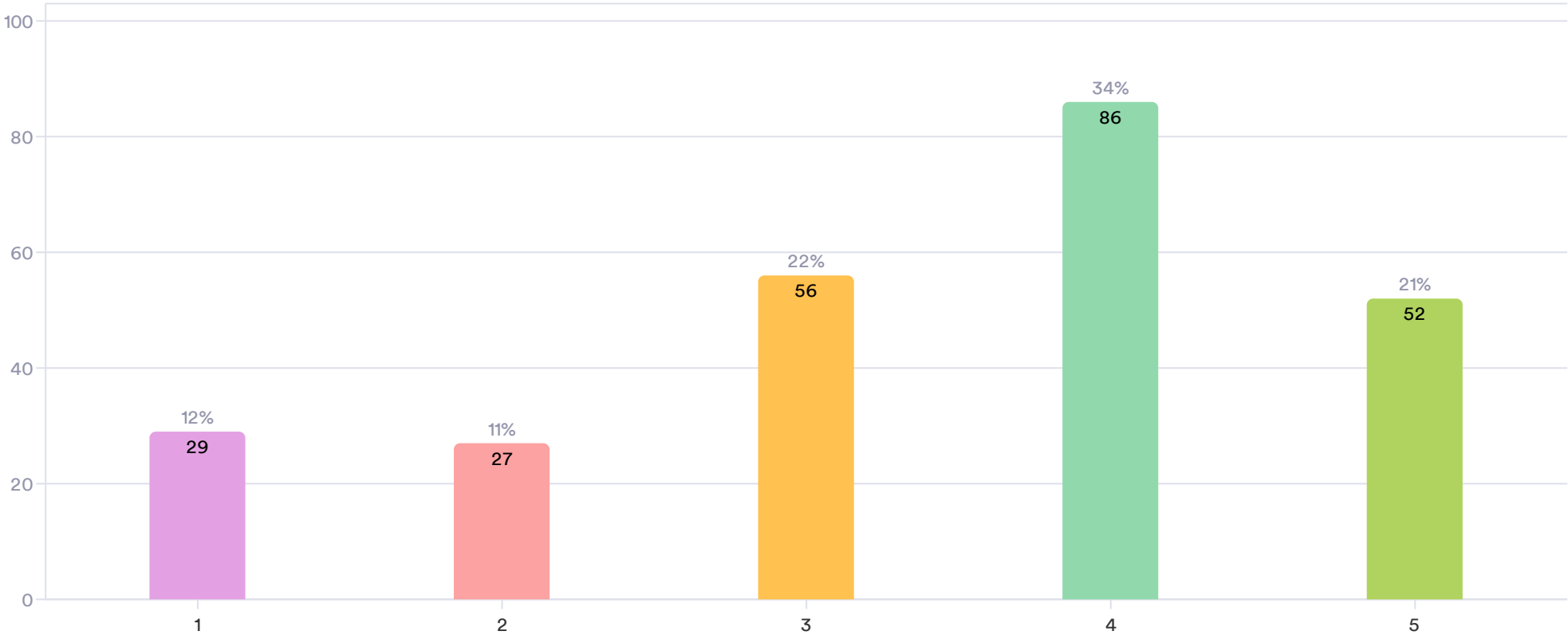


This question is asked to check in whether people really are going to use new paths, and how much they will use them. In the donut chart 'daily' is represented by 5, while 'hardly ever' is represented by 1. A third of respondents (green) say it is realistic for them to use the paths on a daily basis. If we collect 3, 4 and 5 ('moderate use' through to 'daily use') together, it represents 96% of respondents. So respondents say a high level of use is realistic.

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How much would good paths CHANGE your current mode of travel?

250 Responses



Most people indicate that good path would change their mode of travel to some extent. Only 12% of respondents said that it would not change at all (1).

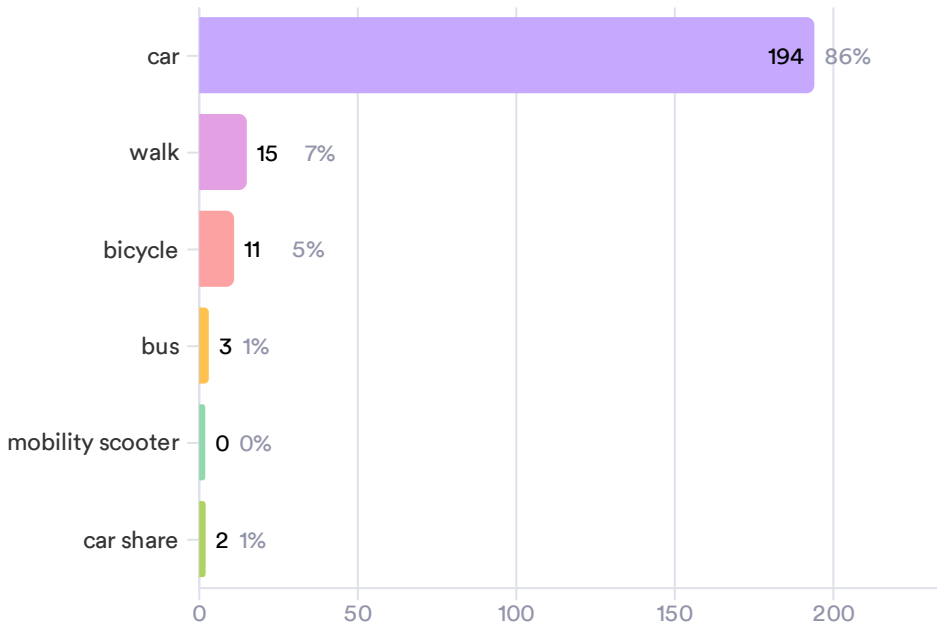
The response scale is 1 represents least support or least good outcome, and 5 represents most support or best outcome.

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How you travel: If there was some change in your mode of travel, what sort of change would that be?

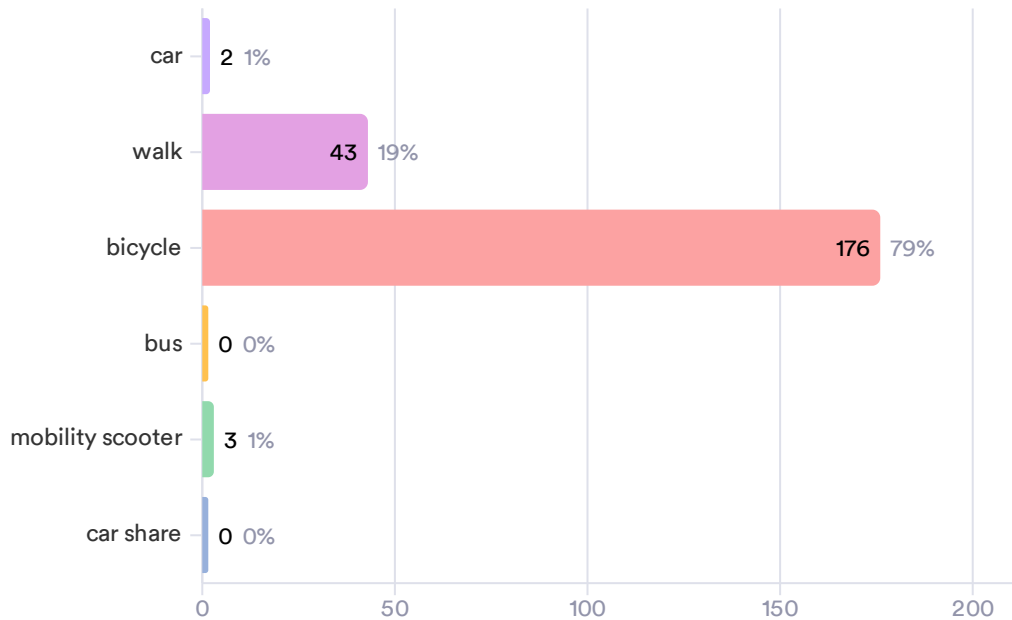
If some change, from what?

225 Responses- 23 Empty



and to what ?

224 Responses- 23 Empty

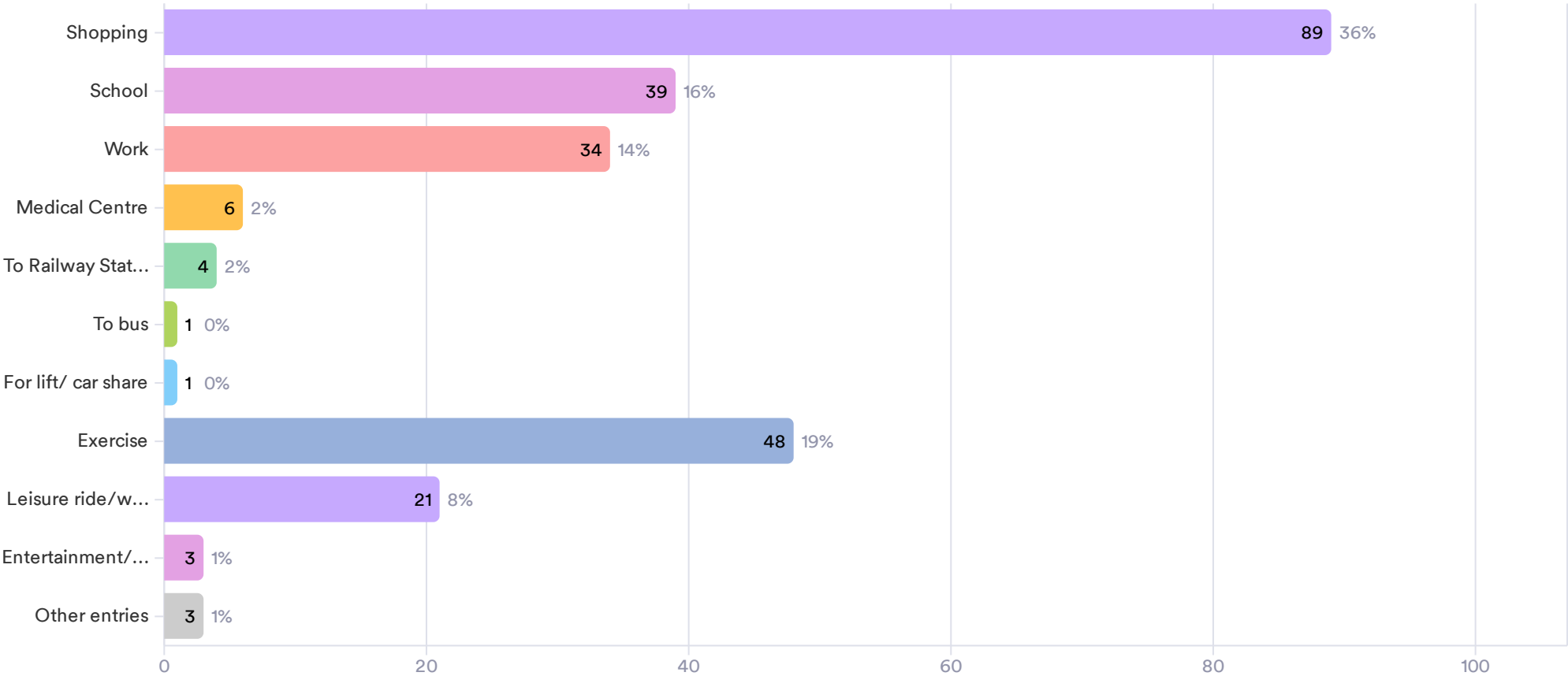


The graphs show that most change would occur from people reducing their car use (left hand graph) and increasing their walking and cycling (right hand graph).

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Primary reason for local journey (select most appropriate one)

249 Responses

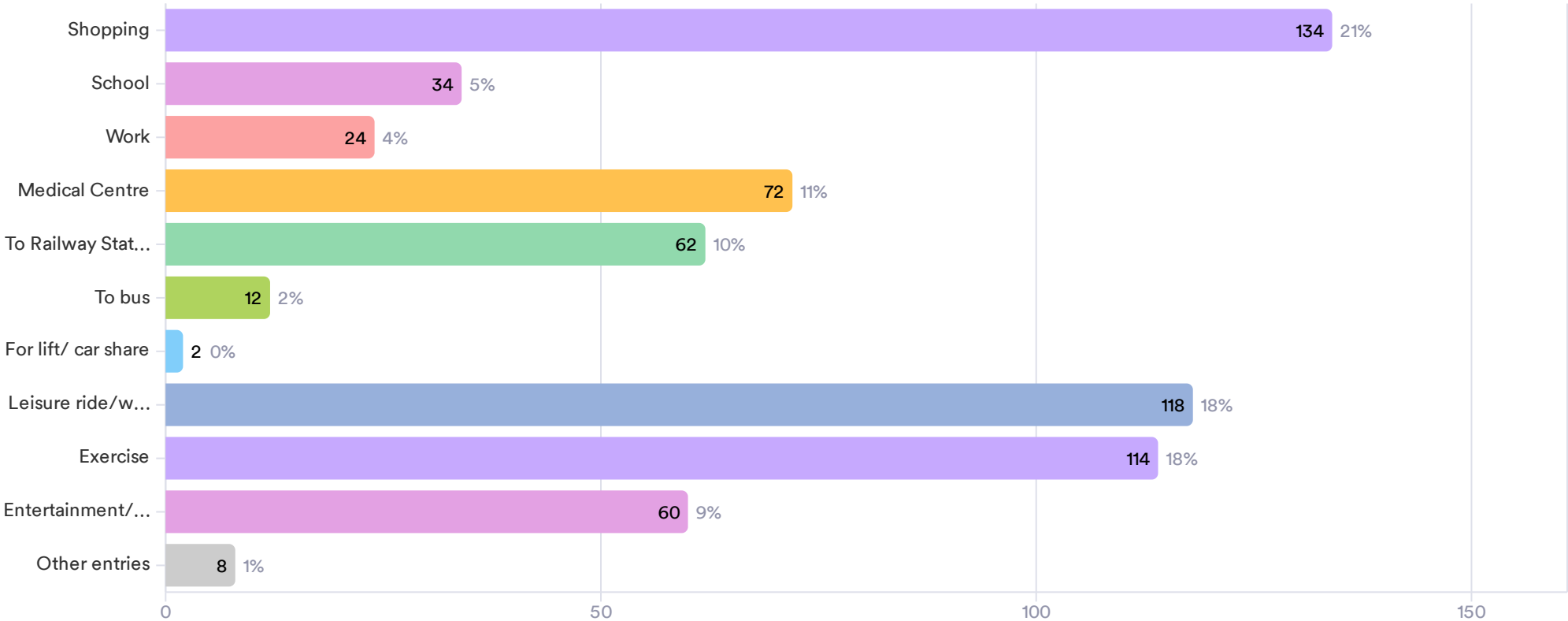


The chart shows respondent SINGLE most primary reason for a local journey. Everyday type of journeys such as shopping, school, work, onward travel, and medical make up two thirds (70%) of activity in the top 7 bars of the chart. Less than a third (28%) are leisure or wellbeing related activities.

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Secondary reasons for local journey (tick ALL that apply)

640 Responses



This chart shows the MANY secondary reasons that respondents travelled. The top 5 bars shows everyday utility journeys, which together comprise slightly more than half of secondary reasons for local journeys.

Any comments on your travel

Selected comments are shown here. All 89 comments are shown verbatim in the Appendix to the Main Report.

A bridge, or underpass to cross A1 would be a key improvement.

My travel habits are more likely to change if the surface of the new path is suitable for biking at speed. If it's a poor surface I would continue to bike on the roads.

Crossing the A1 is very difficult and dangerous Car/van/Lorry numbers are increasing especially around Asda, Dunbar High Street can be scary and difficult to navigate especially at busy times

A walking and cycling path would encourage me to use the car less and exercise more often

I have kids coming up to teenage years, and a safe cycle route from Spott to Dunbar would be a godsend for them to have the freedom to get themselves to school or to meet friends, and would considerably cut down on fuel costs for us.

I stopped walking and cycling after some very hairy road incidents even I high vis this is a very dangerous road to walk and cycle on. Would love to be able to walk and cycle

My 16 year old hates crossing Spott roundabout. When the boys were younger they would use the detour along the farmers field and through the underpass

Current road surfaces are dangerous for cycle use. Crossing the A1 can be perilous [I have already been knocked off my bicycle by a car at the roundabout]

No comfortable cycling on roads where vehicles have priority at every junction. The more recent developments in Dunbar are poorly served by active travel arrangement and this has dramatically increased vehicle movement making cycling much less attractive

I'm a confident cyclist so feel fine on roads but I would much prefer a cycle path and believe this would encourage far more cycling in the community

Walking to/from the shops and railway can be difficult because so many people cycle on the pavement. If there was a separate path for bicycles that would be better. I always cycle on the road here but some roads are narrow and congested. some roads, the cars feel very close and fast.

We are a very active family and the safety of using the road with a 7 year old impacts our level of activity. We would drive somewhere safer to bike. I'd love to not drive.

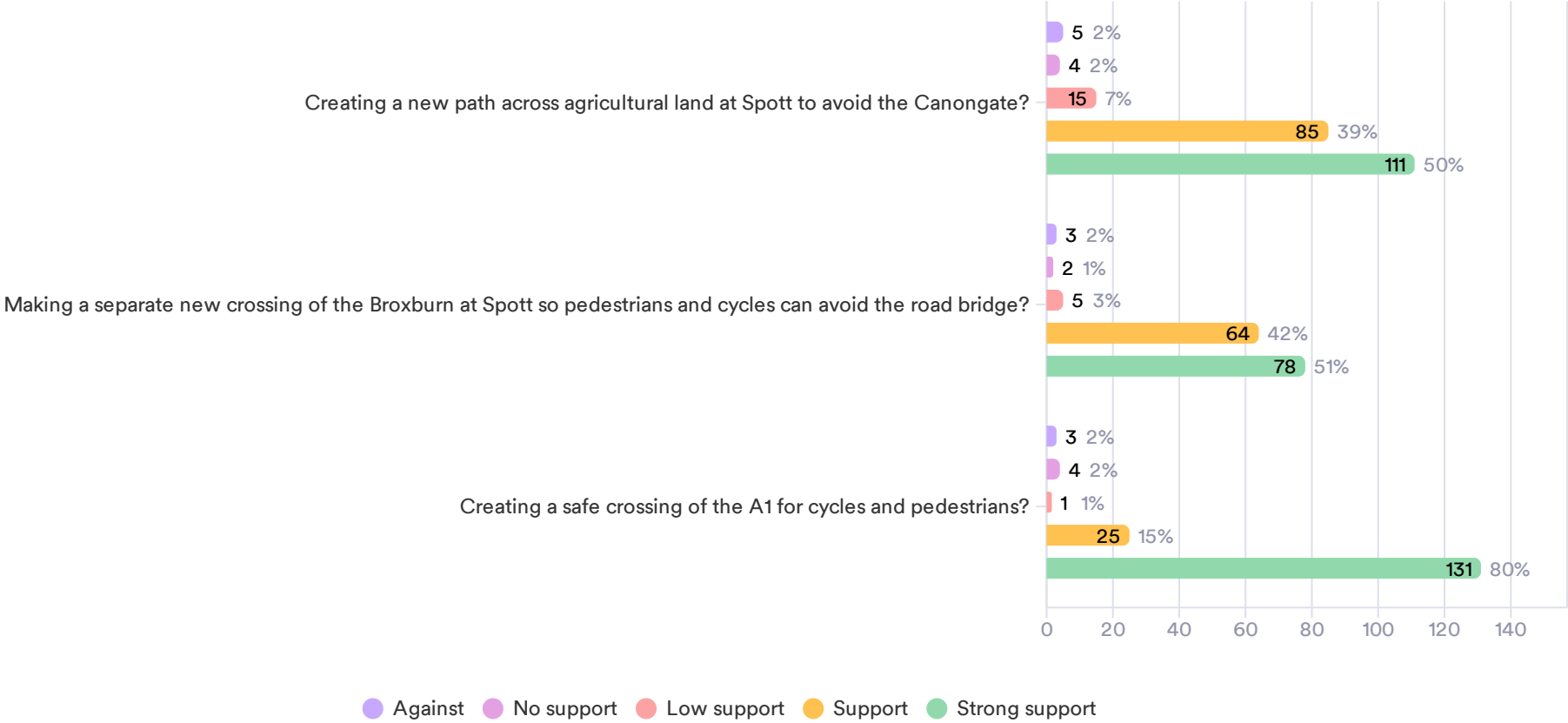
I enjoy walking to the Spott roundabout and into Town. I do not commute I am retired. I am not keen on mixing cycling and walking - they do not sit well together. I suspect more people would walk if they could

Since COVID, I have cycled a lot around Dunbar for exercise. Safe crossing points for the A1 are a major limiting factor.

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Where would you like to see improvements prioritised in Spott?

250 Responses

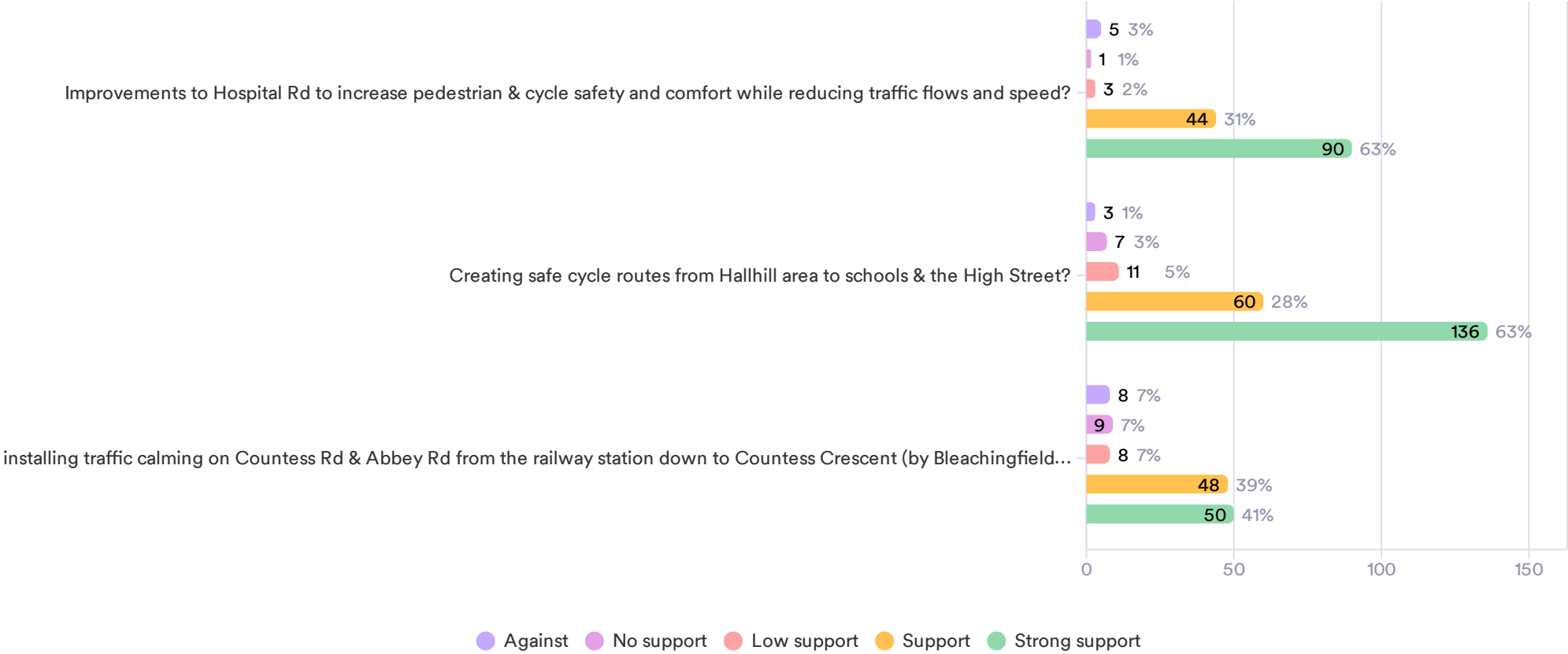


The graphs show that all 3 interventions on the routes between Spott and Dunbar receive strong or very strong support. There are very few responses against these improvements.

Interested in better cycle paths around Spott & Dunbar

Where would you like to see improvements prioritised in Dunbar?

250 Responses



The top graphs shows that there is a huge amount of support (92%) for safe cycle routes from the Halhill area to schools and the High Street. In the middle graph, there is also a huge amount of support (94% though fewer respondents) for improvement to Hospital Road. For both those there are very few respondents against (<5%). In the bottom graph, the positive responses are still 80% but there are more respondent against (14%) installing traffic calming on Countess Rd and Abbey Rd. That said the response is still overwhelmingly supportive of traffic calming.

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Anything else you want to tell us in this context?

Selected comments are shown here. All 238 comments are shown verbatim in the Appendix to the Main Report.

The route Spott House - Little Pinkerton - Broxburn, along the foot of Doon Hill, and across fields to go under A1 & rail line by Spott Burn could - with MUCH improvement of surfaces - be an alternative. Has added advantage of linking with new roadside paved cycle track from cemetery into Dunbar on A1087. Could make a nice loop ride Spott-Dunbar-Spott.

This is a fantastic initiative and even more so because you're looking to extend the path into Dunbar and are considering the wider path network. East Lothian has some fabulous walks and nature reserves but is poorly served when it comes to a joined up network of cycle and walking routes that allow you to explore these places without using your car. A designated public path will definitely encourage people to exercise more and enjoy the countryside without the fear of confrontation by land owners.

Improve the canon gate area would be sufficient

Road surfaces and cars speeding are big issues in Dunbar. We need to give all road users the same priorities as currently movement around the town is focused on what's best for drivers. Dedicated cycle lanes would create a healthier, safer more popular town.

You shouldn't be using agricultural land , use road

Unfortunately I found the survey has been designed in a very one sided way, shame. Maps of plans or proposed plans would help

Not a great questionnaire. I only answered the cycling question so I could move through it. I still think walking is an after thought and not really on the agenda here.

This is important for the village and wellbeing of the residents. Its not just about travel but the opportunity to participate in safe exercise and recreation. The current pandemic has highlighted the importance of good physical and mental health.

I am able-bodied my husband and mother are not it would be great to have more places we can enjoy together.

We need to create a network of safe green travel routes for pedestrians and cyclists around the whole of Dunbar and connected villages.

Especially important given the increase in traffic associated with all the new development.

Looking forward to walking and cycling on new paths around our lovely villages and Towns.

A decent path between Spott and Asda/Garden Centre would be a bonus. Also the pavement from Asda into Dunbar is far too narrow on such a busy road.

More important issues to be spending money on like resurfacing roads and increasing the width of Spott Road

Dunbar is such a bike oriented town. Great to see so many youngsters on their bikes. Let's make it as safe as possible for them.

I found the section in the survey on prioritisation hard to complete as not all proposals were clear to me. I also feel like they did not address all options and issues, e.g. people travelling to the school not from Halhill

Consider paths down the full length of the back road for cycling

Could do with a map for this, had to look up Canongate and the Broxburn on O/S site. I drove by car to Spott today, the existing road is narrow, nasty to cycle with lorries thundering down. Couldn't imagine children on that route

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Anything else you want to tell us in this context? (continued)

Routes to cycle out of Dunbar are a good idea but not more hard surfaces

Yes, you are a bunch of self serving hypocrites extracting money for nothing from the taxpayer. XXXX (personal data redacted) and friends will pick up a large amount of cash for doing f*** (profanity redacted) all and no paths will ever be built.

I'm always concerned when I read of ""traffic calming"" as this usually means speed bumps which I believe are completely ineffective in slowing traffic generally and just cause issues to cars. I am in full favour of other measures, such as chicanes, lights or temporary restrictions but these must be backed up with police monitoring as well.

I hope to see these mixh needed improvements take place."

I live at the top of Countess Road in the new houses at Kings Court, my son is 9.5 years old and the increase in the amount of traffic and the speed at which it travels through the one way system and onto the high street or down countess road is terrifying - I think he will probably not be able to cross it on his own until he is in grammar school. Please, please, please put on a crossing at the top of countess road

More had to be done to pressure planning for all new housing in Dunbar to incorporate separated cycle paths.

"The path is not needed, most people have cars in Spott ,there is a bus service

There are others ways to to travel

Please stop taking away land for no reason ,I""m very much against this path" "The path is not needed, most people have cars in Spott ,there is a bus service

There are others ways to to travel

Please stop taking away land for no reason ,I""m very much against this path"

"The council have failed in leading development which prioritise active travel in Dunbar, please lobby elected members to move to his up their priority list.

Hospital Road is not required for vehicular access and should be closed.

Dunbar will over the next 30 years extend to Strawberry Barn. This development must deliver better active travel linkages.

Countess Road to the station requires a priority cycle route that avoids the one way loop, making it quicker to cycle than drive.

The east end of Countess Road does not even have a pedestrian crossing facility despite being the link between the new housing and the town centre.

ELC commissioned a study on transport in Dunba4 approx 15 years ago. None of this has been implemented but they have built two car parks! This study may be of interest."

I am surprised, and have always been, that there has never been a safe route for pedestrian, cyclist & mobility scooters, including a bridge/tunnel over/under the A1. So I am fully supportive of this project

Mo opinion is the money could be better spent elsewhere.

Conclusions

The consultation has shown successful community engagement by gaining around 250 responses. A broad section of the population in terms of geography, age and gender responded, which means that we can be reasonably confident that the views are representative.

The following conclusions can be drawn from the responses given:

1. There is overwhelming support (94%) for the creation of off-the-road paths for bikes and walking
2. People who live south of the A1 don't find it easy to get to Dunbar High St and the railway station. Those living north of the A1 tend to find it easier.
3. Very few people are happy to cycle on Spott Road and very few are happy about using the crossing at the A1 roundabout.
4. Concerns over road safety, followed by poor surface, and availability of bike parking are the main barriers.
5. People who live south of the A1 aren't happy with their children cycling or walking to school currently. Those living north of the A1 tend to have more mixed responses, some being happy and other unhappy.
6. If there were good quality off the road path, 95% of respondents said they would use them. Of those 34% said they would use them on a daily basis.
7. Over half of respondents said good paths would change their current mode of travel. The main changes would be from car to walking and cycling.
8. The main reasons for local travel were 'everyday' journeys to shops, school, medical, work or travel hubs.
9. There is strong support in Spott for new paths on agricultural land, a separate crossing of the Broxburn, and a safe crossing of the A1
10. There is strong support in Dunbar for safe cycle routes from Hallhill to schools & the High St, improvements for pedestrian & cyclists as well as reduction in traffic flow on Hospital Rd, and the installation of traffic calming on Countess Road and Abbey Rd.

Overall this consultation has shown that there is strong support for significant changes in path infrastructure provision in the Spott Dunbar corridor and more widely too.

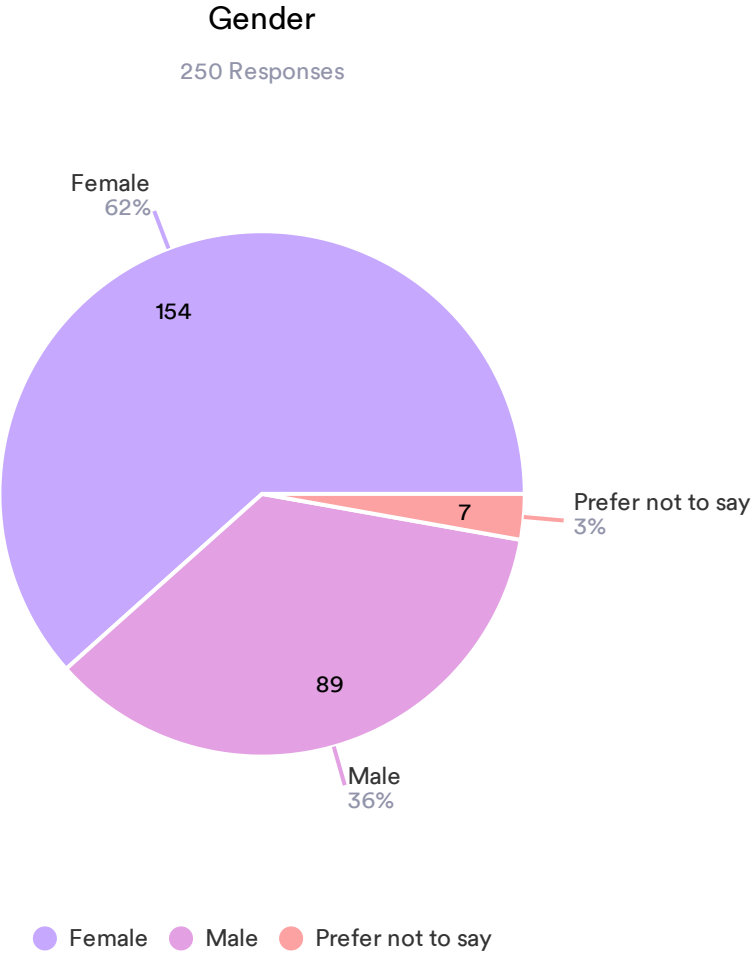
Appendices

Appendix 1: Demographic and tracking data

Appendix 2: Any comments on your travel; verbatim comments
[only in pdf version]

Appendix 3: Anything else you want to tell us in this context; verbatim comments
[only in pdf version]

Appendix 1: Demographic and tracking data

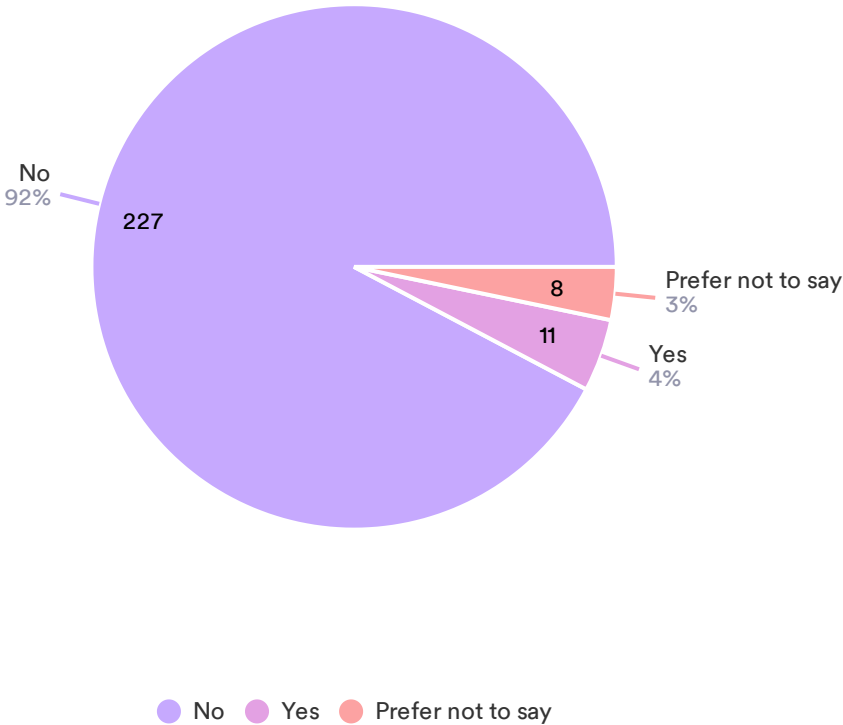


The result show that there is a slight bias to female respondents but this is not considered to be a negative issue in terms of the results.

Appendix 1: Demographic and tracking data

Do you consider yourself to be disabled?

246 Responses- 4 Empty

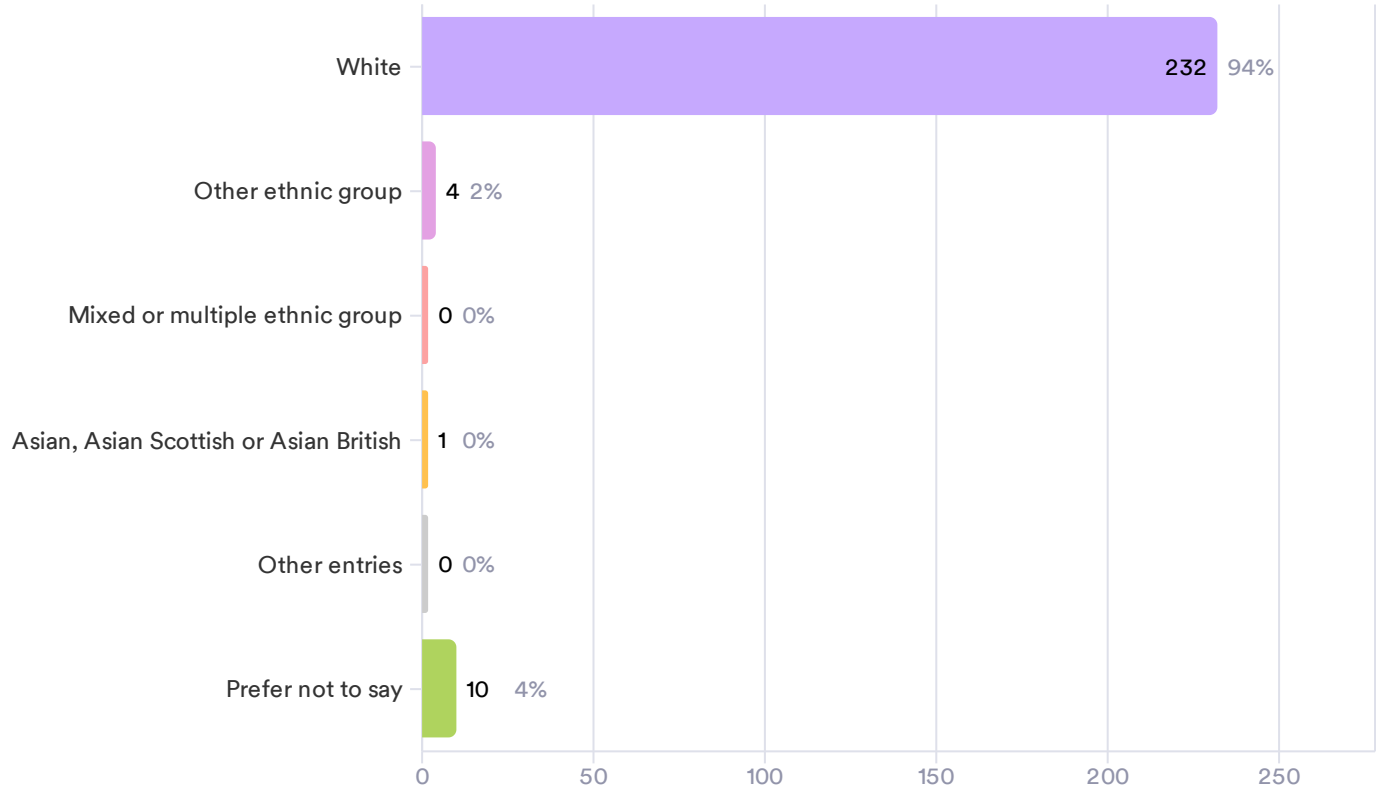


We are very happy that the consultation has a significant minority of respondents that are willing to say they are disabled. However, government stats indicate that around 16% of working age adults are disabled, so the views of disabled people are under-represented in the results.

Appendix 1: Demographic and tracking data

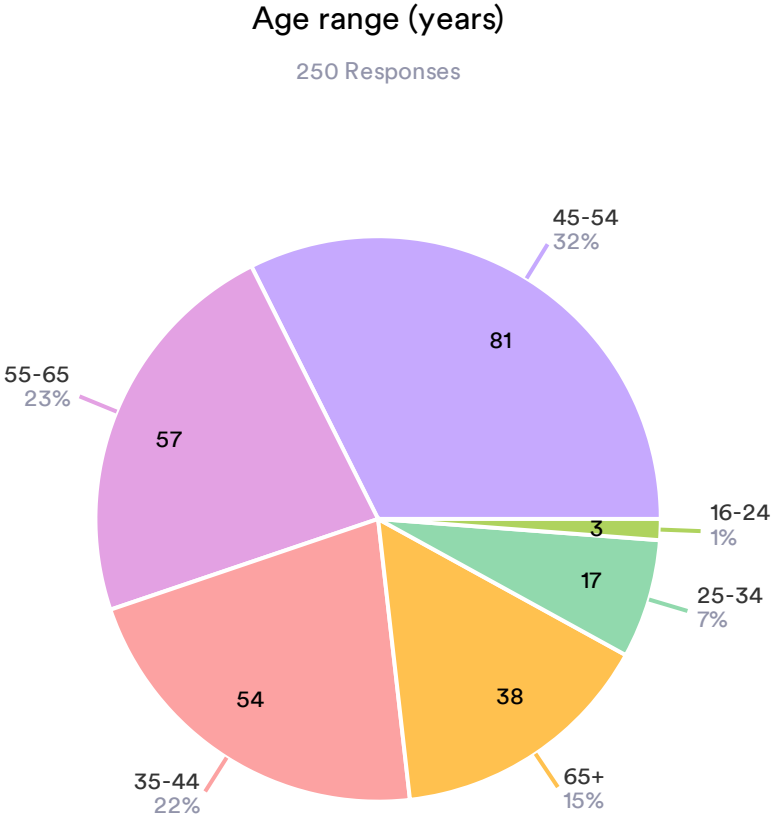
What do you consider your ethnicity to be?

247 Responses- 3 Empty



Unsurprisingly for a rural part of Scotland, there is low levels of ethnic diversity reported by respondents.

Appendix 1: Demographic and tracking data

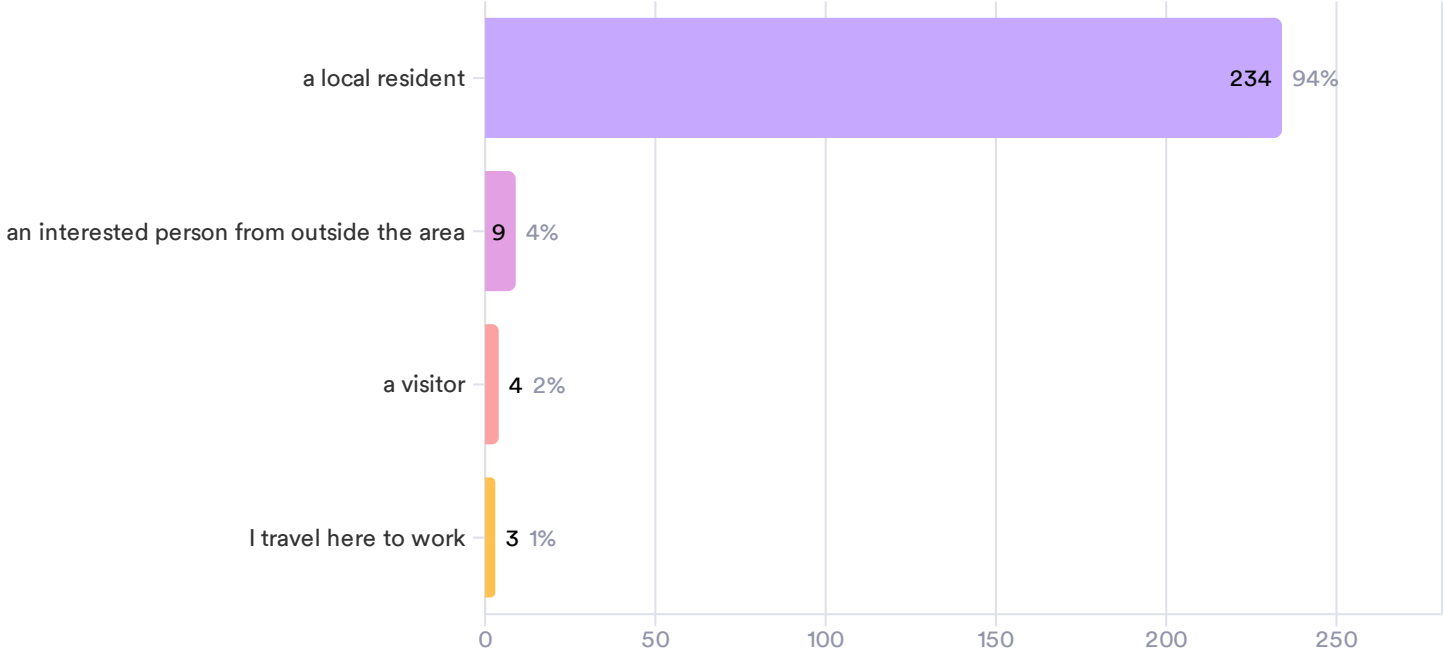


The pie chart shows that overall there was a good spread of age ranges within the respondents, with no single group dominating. The engagement with younger age groups is less good. Only 17 respondents were in the 25-34 age group. And only 3 respondents between 16-24 years old. This shows that the consultation didn't get responses from those attending school, though their parents or carers may have responded on their behalf.

Appendix 1: Demographic and tracking data

Are you answering this consultation primarily as

250 Responses



Most respondents said that they were answering primarily as residents. 3 respondents travel to work in the area, and a further 4 are visitors to the area.

Thank You!

Interested in better cycle paths around Spott & Dunbar