

Transport vision

How will we get around in 2025? What means of travel will be open to us if we are using half as much oil as now?



By 2025 our need to travel will be substantially reduced. Working locally will be the norm with a range of workspace and office accommodation being available to locally owned enterprises employing local people with the wide ranging practical skills required in a re-localised economy. This will free up a large amount of the time that people currently spend commuting. Everyday necessities will be produced and available locally and a wide range of local entertainment and recreation opportunities will make much travel unnecessary.

Streets and neighbourhoods will have been redesigned to make walking and cycling the preferred option for short journeys so that streets become spaces for social interaction and children's play while bringing further benefits in health and

wellbeing. Public transport will be efficient and reliable with buses for local journeys integrating with train and coach services for travel further afield. Buses will be equipped to easily carry bikes, buggies and wheelchairs. A community owned and run minibus service will be much more responsive to local needs especially for rural areas.

Car clubs will give access to a car or van when necessary without the need for private ownership. Electric vehicles, charged from renewably generated electricity, will be increasingly common. 'Tripshare' type car sharing schemes will be popular to ensure that cars are mostly full and costs shared.

There is likely to be a revival of interest in sail assisted sea freight with a renaissance for Dunbar Harbour as a trading hub.

Some Transport Challenges (and notes towards solutions)

1. An increasing number of people are walking and cycling for short journeys and for example, over 80% of children walk or cycle to Dunbar Primary School. However, many people feel unsafe cycling on busy roads, especially where there are lots of parked cars, such as on Dunbar High Street and on narrower streets in the older part of town. There is a lack of joined up and off-road cycle paths and those that exist are not well maintained. There is no safe point to cross the A1 to get to Innerwick and Oldhamstocks and rural roads, while quiet, can still be dangerous for cyclists and pedestrians because of speeding traffic. The railway line limits access between the new housing around Hallhill and the older part of Dunbar. Local people make a very large number of short car journeys around the Dunbar area each day.

Where possible, off road cycle paths need to be developed, for example from Dunbar to Innerwick and existing cycle paths such as NCN76 past the cement works need to be properly maintained. We need to find ways of modifying roads to reduce vehicle speeds and allow cyclists to share the space as equals. On main roads, priority should be given to pedestrians at well defined main crossing points and, in residential areas, streets should

be redesigned in conjunction with residents to create 'home-zones'. In other areas, pavements should be widened and more drop kerbs installed to ensure that they are accessible for all. A new underpass or bridge across the railway needs to be opened up between old and new Dunbar. The reasons for short car trips need to be better understood and action taken to address the barriers to more active travel.

2. The train service to Dunbar is improving in frequency and is well used although there are still limited services available to commuters and the last train back from Edinburgh on a Saturday is at 7pm. Services at peak times are often standing room only. Many commuters choose to drive to Edinburgh. Access to Dunbar station from the south involves a long detour, whether driving or walking/cycling. There is no bus service to the station, many commuters drive to the station and clog up neighbouring streets because of the limited and expensive station parking. The three different train operators all have separate timetables and different rules and regulations for carrying bicycles. There is still unknown when or if the station at East Linton may reopen. Many East Linton residents drive to Drem station. There are regular bus services from Dunbar and East Linton to Edinburgh, although on First Bus this is more expensive than the train and takes more than twice as long. There are infrequent services to Innerwick and North Berwick. It is extremely time consuming and difficult to get a bus to the Royal Infirmary in Edinburgh or to most other towns in East Lothian. There is a very limited bus service from Dunbar to Spott and Stenton. This is heavily subsidised by East Lothian Council but is poorly used and advertised. With three different bus operators there is no attempt to provide an integrated service and all have different, and confusing, fare structures. It is difficult to obtain timetable, route and fare information and First Bus do not give change. Public transport is felt to be very expensive.

Local employment opportunities must be developed and a range of workspace and office accommodation made available to reduce the need to commute. Local employers need to develop travel plans to ensure that staff can travel to work as sustainably as possible. Access to Dunbar station from Spott Road and from the underpass to the west of the station should be opened up. Existing local bus services must be properly advertised on timetable boards and around the towns and villages and new services developed to link with trains. There may be scope for community

minibus services linking with trains at peak times and for a taxi share service from villages. Printed booklets/maps detailing times, routes and prices of all the local buses should be produced and updated regularly (at least twice per year). These must be available free of charge to all residents and should also be available on-line. Fare structures should be made more flexible/user friendly, allowing through-ticketing, discounted family tickets and smart cards. Bus tickets should be available in local shops. Live updates should be available at main bus stops.

3. The vast majority of current travel is fossil fuel dependent, the bulk being by private car. About 20% of residents in employment travel out of East Lothian for work. A lot of people travel to Edinburgh and further afield regularly for shopping, health services, entertainment and recreation. Most goods available in local shops are transported into the area by lorry.



While there is some scope for changing to electric (or possible hydrogen fuel cell or biogas) vehicles, powered by renewable energy, we will need to accept that cutting our fossil fuel use will mean travelling much less than now. Working locally must become the norm and we will need to ensure

that, as far as possible, basic necessities are locally produced and available. There may be opportunities for traders to develop combined local delivery services to rural areas. Walking and cycling will become much safer and more enjoyable as traffic is reduced and facilities improved. For essential journeys, we will need to ensure that public transport provides a much more integrated and user friendly service. Where possible health services will be localised, with direct public transport links to specialised facilities in Edinburgh. Car clubs need to be developed and run as not-for profit community enterprises. We are fortunate to have a wealth of local recreational opportunities with scope for developing many more. Similarly, local entertainment facilities, such as an arts centre and cinema should be developed.

Transport action plan

