



Draft Station Audits and Action Plans October 2014

This document provides an overview of services and facilities that are currently provided at each station as well as where there are issues or concerns. The document currently includes the actions that are specific to each station. The East Lothian Community Rail Partnership will work with all partners to improve facilities and access to station. The Partnership will ensure actions around stations are supported by all relevant organisations.

This document is to be reviewed in-conjunction with the strategic action plan prepared by the East Lothian Community Rail Partnership.

The station audits and action plans have been developed based on input from organisations and individuals in the region and feedback from the survey undertaken during summer 2014.

Table of Contents

East Lothian CRP Station Action Plans. .3

Musselburgh.....	3
Musselburgh Action Plan.....	7
Wallyford.....	8
Wallyford Action Plan.....	10
Prestonpans.....	11
Prestonpans Action Plan.....	13
Longniddry.....	14
Longniddry Action Plan.....	18
Drem.....	19
Drem Action Plan.....	22
North Berwick.....	23
North Berwick Action Plan.....	26
Dunbar.....	27
Dunbar Action Plan.....	33
Edinburgh Stations.....	34
Edinburgh Waverley Action Plan.....	35
East Linton.....	36
General Comments.....	36

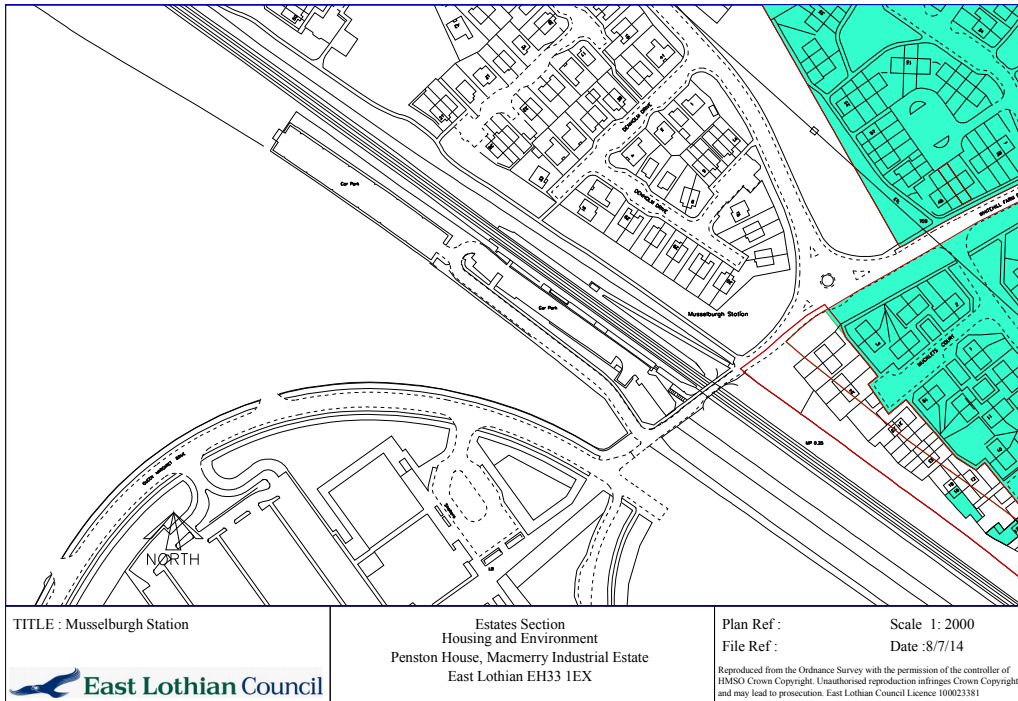
Appendix 1 - Station audit form.....38

Appendix 2 - Ideas to improve access to Dunbar.....40

East Lothian CRP Station Action Plans

Musselburgh

Site plan



BADGER Layout: 5500-A4-landscape_with_North_point

Plan of land around Musselburgh Station showing land ownership: coloured areas = council ownership; cross-hatched = leased out; hatched = council has access rights.



This image is protected by copyright

Station facilities

No ticket office, but waiting shelter and ticket machines on both platforms.

Car park capacity: Paid parking for 122 with 6 accessible spaces.

Bike storage facilities: 8 with XX sheltered



Map at Musselburgh showing very basic onward travel information. No information about where buses might go or local taxi numbers

From the survey it was suggested:

- Better lighting is required as it can be dark during winter months on and in surrounding area of stations (Musselburgh)
- The Edinburgh side station cover is nice but the cover on the North Berwick side is in need of improvement.

Signage and train information

Station information at Musselburgh merely highlights the lack of facilities.



Cycle/walking/wheelchair access

Ramps to bridge so both platforms accessible by bike and wheelchair



Information on street on the approach to Musselburgh Station about the North Sea Cycle trail. Might be more appropriately located if it was visible to people leaving the station on foot, rather than arriving at the station from the town.

Survey suggest to improve stair access and widen ramps for exit at Musselburgh. The stair entry can be slippery when wet.

Public transport connectivity

Lothian Buses service numbers 30 and 45, Eve Coaches 128 and E.M. Horsburghs T1 Stop Near the Station

A comment from the survey was that the number 30 bus goes right past Musselburgh rail station but its convoluted route adds significantly to the journey into Edinburgh, so it's often quicker and less expensive to get a 44 or 26 bus into the city. A direct bus from Musselburgh High St to the station could be attractive to commuters but there would have to be a cash saving too.

Other comments from the survey in relation to public transport were:

- Musselburgh buses should connect to Wallyford and Newcraighall on regular basis.
- Tesco Extra in Musselburgh have two buses which go near to both Wallyford and Musselburgh stations perhaps they could link up more with the trains?

Private vehicle access

Local attractions and how to get there

Newhailes House	Lothian Buses number 30 (board at Musselburgh station) comes to Newhailes Road (front gate) (200m from Newhailes) every 10 mins during the day and every 15 mins during the evening from Clovenstone, Balgreen, Princes Street West End, Prestonfield and Fort Kinnaird. Lothian Buses numbers 26 and 44 stop
-----------------	---

Inveresk Gardens near the north gate through the estate from Edinburgh city centre.
Lothian Buses numbers 26, 44, 30 (also calls at Musselburgh station) from Edinburgh city centre; (0131) 555 6363 and no. 40 which runs between Portobello and Penicuik and stops directly outside the property.

Local guidebooks and maps

Development plans

Further comments

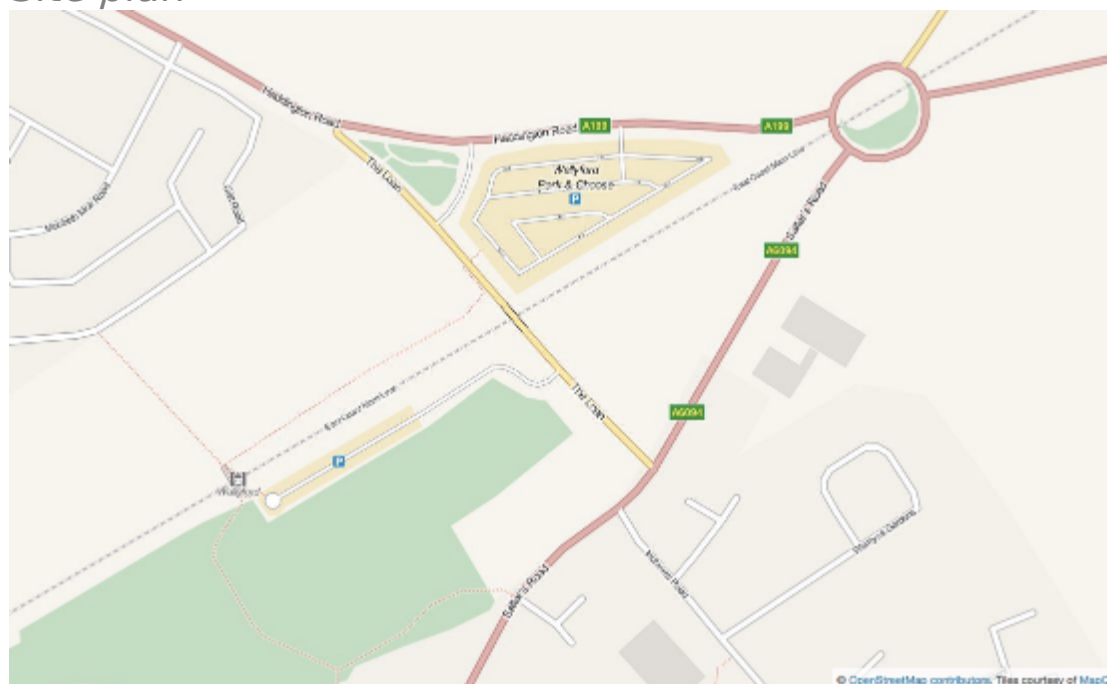
The issue has been raised that university students are parking in the train car park. This will need to be investigated to see how much this occurs

Musselburgh Action Plan

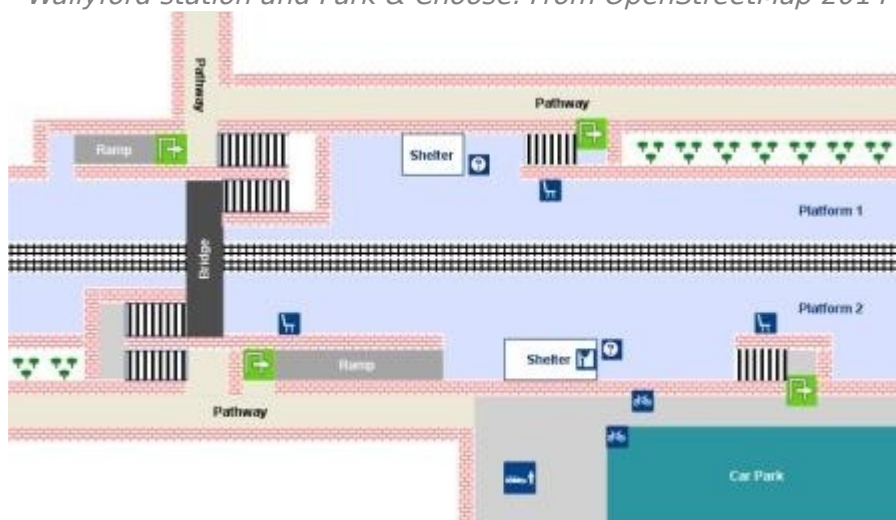
Priority area	Action	How?	Timescales	Estimated cost	Possible funding	Lead organisation & partners	Lead officer
	Improving the link between the station and the town centre						
	Any QMU related actions?						

Wallyford

Site plan



Wallyford station and Park & Choose. From OpenStreetMap 2014



Station facilities

One Ticket machine, shelters on both platforms
 Car park capacity: 389 with 2 accessible spaces available
 Bike storage facilities 16 with XX sheltered

Signage and train information

Cycle/walking/wheelchair access

There is no step free access to the platforms

A survey respondent said that they cannot access the platform at Wallyford at all in their wheelchair because of the terrain and lack of accessible platform. The transition between the car park and the Station is impossible for a wheelchair user.

Only one side of the track is accessible

Public transport connectivity

Bus to tranent

Wallyford - 113 to Pencaitland.

Shame the X1 Haddington - Wallyford stopped.

Private vehicle access

Comments from the survey are that the interchange between cars, buses and trains at Wallyford need more attention. The bus stops have been sited on a hill or a slope. These are very dangerous for wheelchair users. Some of the parking spaces for Disabled Drivers are also on a slope or incline

Local attractions and how to get there

The Wallyford to Pinkie Path (The Drift) is path is a public right of way and a Core Path along most of its length. It forms a link from Pinkie to Wallyford and then a new section of path will form a link to the railway station. - *Is this in council plans to do this section of the path and by when?*

Local guidebooks and maps

Development plans

Further comments

The interchange at Wallyford is OK although it seems evening trains from North Berwick don't match with bus times - it's often quicker to walk into Musselburgh from Wallyford. And there's a lack of Wallyford options for getting to Dunbar and no option to travel between Musselburgh and Dunbar on a Sunday.

Bus timetable at train station would help in case the train is cancelled.

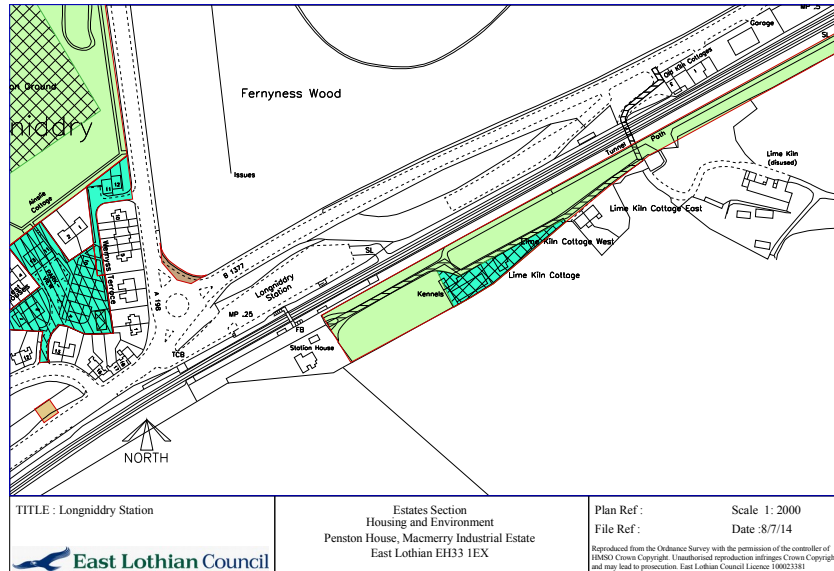
Need for improved lighting along paths and vegetation to be cut back for safety

Wallyford Action Plan

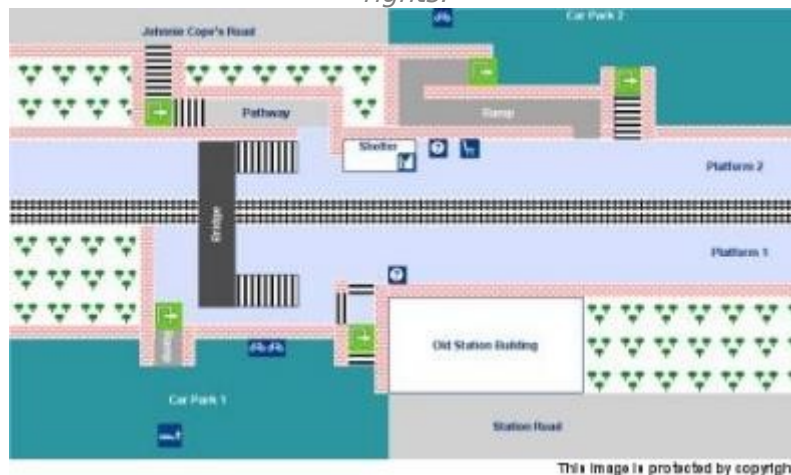
Priorit y area	Action	How?	Timescale s	Estima ted cost	Possi ble fundi ng	Lead organisatio n & partners	Lead officer
	Improving the link between the station and the town centre						
	Identify possible station adopters for Wallyford						
	Cut back vegetation beside paths						

Prestonpans

Site plan



Plan of land around Longniddry station showing land ownership: coloured areas = council ownership; cross-hatched = leased out; hatched = council has access rights.



Station facilities

Car park capacity: 165 with 11 accessible spaces available

Bike storage facilities: 22

Accessible ticket machine

Comments from the survey are that it needs to be considered changing the location of ticket machine as it is difficult to read screen on a sunny day as it is south facing under the waiting shelter. The current machine is often not working.

Signage and train information

Signage needs to be improved for accessing the beach and battlefield

Cycle/walking/wheelchair access

Ramps to both platforms - connecting footbridge with stairs between platforms

The road between Tranent to Prestonpans station (Johnny Copes road) isn't far but it is much too dangerous to walk - no pavement & no lights - it would make the station much more accessible from Tranent

For disabled people there is no access to parking on Johnny Cope Road if alighting from a North Berwick bound train.

Not enough attention has been paid at all to the matter of accessible platforms on BOTH sides of the tracks to and from Edinburgh. A vast amount of money was spent on "improving" Prestonpans railway station but nothing done about the platforms.

Public transport connectivity

Comments from the survey included:

- It would be useful to have a bus connection from Port Seton to connect to all trains arriving at Prestonpans station, both coming and going to Edinburgh.
- Would be good if a small bus met the train at Prestonpans and came up to Tranent
- Haddington to Prestonpans to link with morning train. The X1 to Wallyford was underused because folks like getting on the train that begins at Prestonpans

Private vehicle access

There is currently not enough carparking given all the new housing developments in the area

Local attractions and how to get there

Port Seton and Cockenzie	Not served by a bus which links into train station. But there are regular links to Wallyford P&R. If the proposed major housing development at Blindwells is built, a new railway station at Blindwells looks almost certain and there are bus links to that proposed site (Lothian 26).
Prestongrange Mining Museum,	Regular bus services pass this – Lothian 26 running every few minutes but no rail connections

Local guidebooks and maps

Development plans

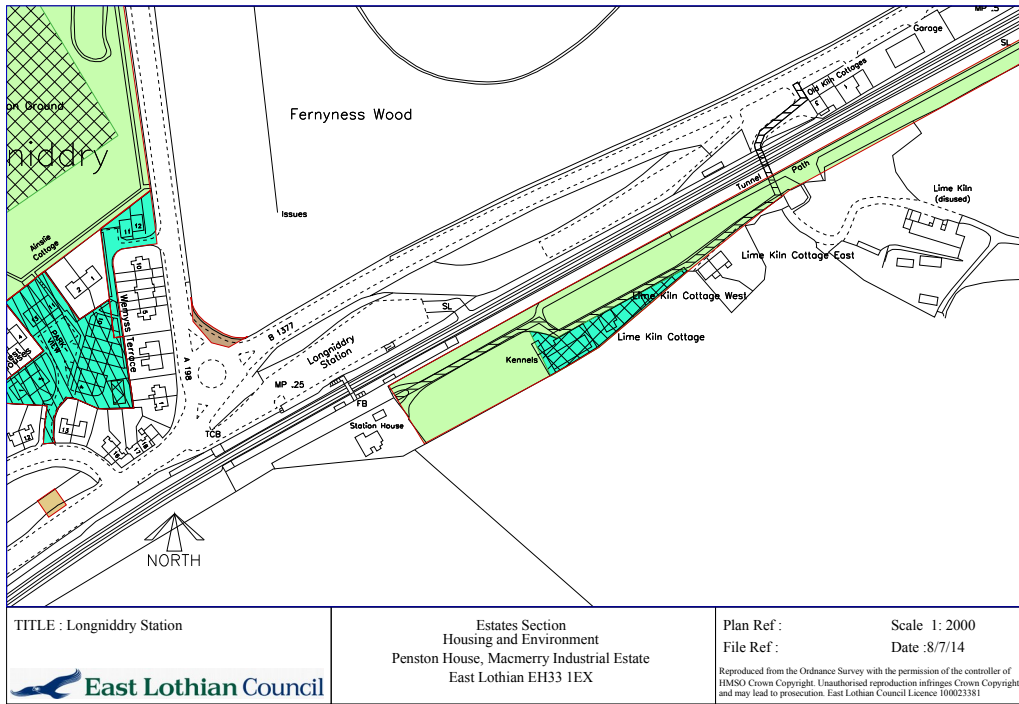
Further comments

Prestonpans Action Plan

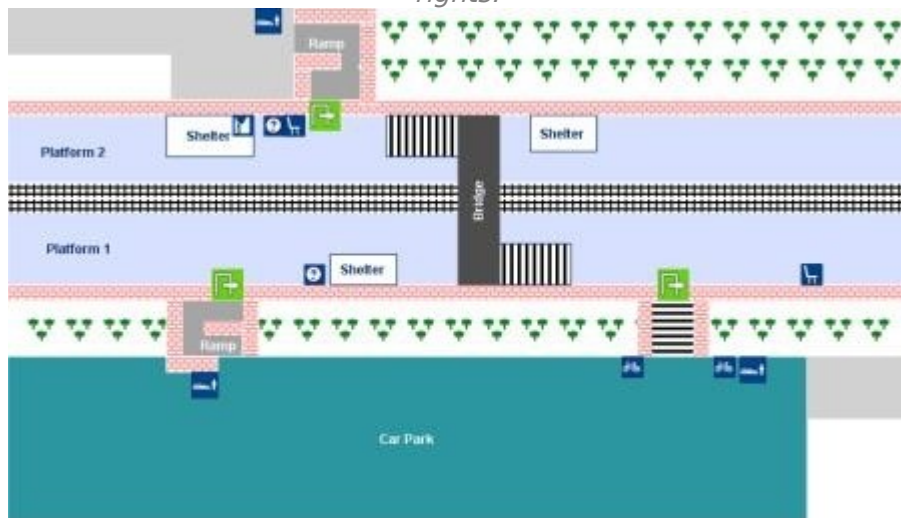
Priority area	Action	How?	Timescales	Estimated cost	Possible funding	Lead organisation & partners	Lead officer
	Improving the link between the station and the town centre						
	Review options for improving the walk/cycling path between Prestonpans and Tranent						

Longniddry

Site plan



Plan of land around Longniddry station showing land ownership: coloured areas = council ownership; cross-hatched = leased out; hatched = council has access rights.



This image is protected by copyright

Station facilities

- Ticket machines, waiting shelters
- Car park capacity: 73 and 3 disabled
- Bike storage facilities 20

Signage and train information

Need for improved signage to improve the railway path from Longniddry to Haddington. It is a 20 minute cycle from the station to Haddington

Cycle/walking/wheelchair access

The bridge is difficult to negotiate with bicycles, children, pushchairs or wheelchairs

Suggestions from the survey include:

- A combined John Muir Way / Cycle Path parallel to the road between Aberlady and Longniddry would certainly make the cycle commute more attractive and safer
- The rural and winding nature of the roads linking Pencaitland to Longniddry are not safe for cycling to and from the station
- From Haddington to Longniddry there is a bike path but it is quite far and also feels quite isolated/not often used.
- To encourage users of Longniddry to Haddington railway path arriving by train, to put connecting path through existing roads Dept Yard so that you did not have to take a family on the road to access the path on the other side of the track.
- Longniddry - Would be nice if you could cycle across Gosford Estate
- Cycle lane in Longniddry to station.

Public transport connectivity

Comments from the survey related to public transport:

- No bus from Macmerry to Longniddry or any other local rail station, Few buses directly from Macmerry to Edinburgh and takes too long (about one an hour) so not a good village to increase affordable housing stock in.
- Longniddry with 124/X24
- Longniddry with improved 128/129
- A bus between Aberlady and Longniddry station would save driving but depends on both First Bus and Scotrail running on time with no cancellations. The frequency with which both cancel services with little or no warning, means that in the past several years I have had to use the car to complete a planned public transport journey on three separate occasions.
- Longniddry - Gullane, both timings and cost.

Private vehicle access

The car park is full with cars needing to park on surrounding streets

Local attractions and how to get there

The Haddington to Longniddry Railway Path is 6.7km long. It is a Core Path and forms part of National Route 76 which links Edinburgh to the Borders and Berwick upon Tweed. The path is currently used by walkers, runners, cyclists and horse riders.

The Paths Feasibility study report found that at Longniddry, the railway path should also be accessible from the Railway Station by the footbridge, however, several responses have stated that this bridge is difficult to negotiate with bicycles, children or pushchairs. In order to access the path from the east-bound platform, it is necessary to negotiate the footbridge over the railway line which is very difficult with bicycles, children or pushchairs / prams. The other choice is to exit the station at the busy A198 / B1377 junction and then use the road to the tunnel access track. Neither of these options encourage use of the path and the survey suggest that the Council should investigate alternative options. Surfacing options were the focus of the survey but many of the comments from those who responded to the consultation stated that signage to the railway paths, signage to facilities from the railway paths and access points could be improved as a means of encouraging wider use.

Scottish Ornithology Centre just outside Aberlady	First Group X24/124 pass the centre on a half hourly basis (Sundays and evenings hourly). Connections at Longniddry need to be improved.
Seton Sands holiday park.	Regular bus service 26 (Lothian) and also Eve 128 pass the park
Gullane, Aberlady Bay, SOC, Gosford bothy and park, Luffness, Myreton Museum	Could all be accessed by bike and on foot from Drem Station if a route for the proposed Drem/Gullane walking/cycling path could be resolved. (Gullane, Aberlady Bay and Luffness are all served by buses X24/124.)

Local guidebooks and maps

Development plans

Further comments

Additional comments from the survey

At Longniddry station, generally if a Scotrail train is cancelled, by the time an announcement is made, the bus has already departed from Longniddry. If we were given more notice, it gives us the chance to catch it. Sometimes the bus driver accepts the showing of our rail season tickets but on other occasions, we have to pay the bus fare, which seems ludicrous, seeing as First operate both the public bus and rail services. The organising of replacement buses is usually an afterthought by Scotrail. By the time these are laid on, if

ever, either another train, or the public bus has arrived in the interim.

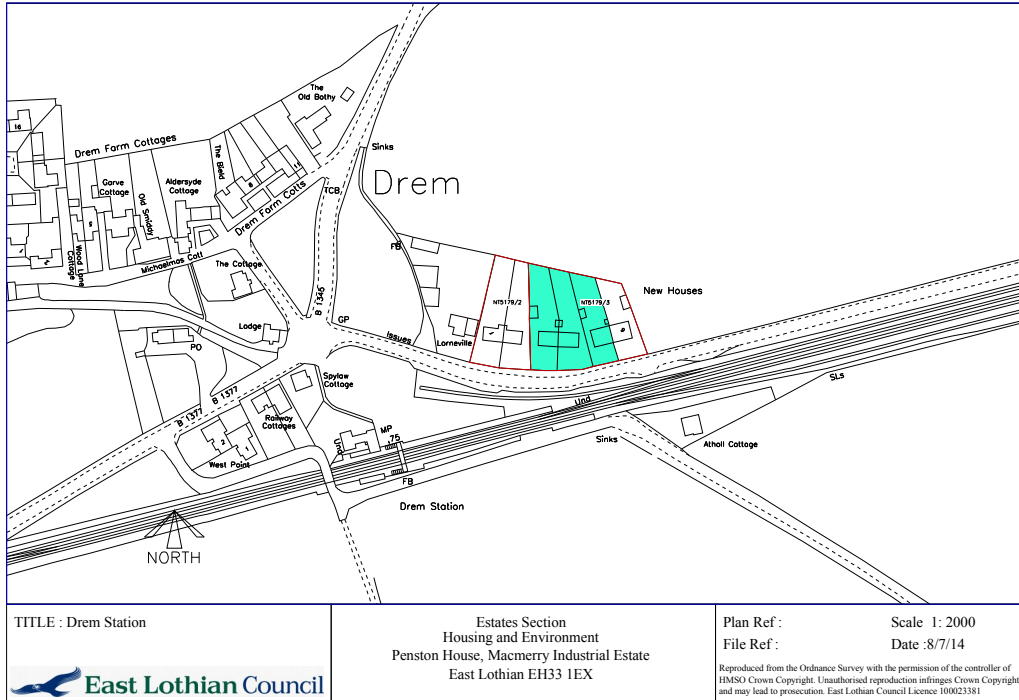
- Someone felt that the local bus service from Longniddry (First X24) has deteriorated over the past several years; First no longer provide a half-hourly service to Edinburgh. (Not so – First do now provide a half hourly service to Edinburgh – other than in evenings and on Sundays - and have done since May 2013 following upgrading of the service for the Open Golf championship at Gullane. Unfortunately they have failed to change numerous timetables at bus stops, hence the confusion).
- From Gullane travelling home from Edinburgh by public transport, either involving a long bus journey, or a train to either Longniddry or North Berwick, then a bus to Gullane. The second last train to North Berwick leaves Edinburgh at 21:43 and is scheduled to arrive in North Berwick at 22:17, four minutes after the bus to Gullane has left. The last train to North Berwick leaves Edinburgh at 23:13, no point in going to North Berwick because the last bus from there to Gullane is leaving as the train pulls out of Waverley! The train arrives in Longniddry at 23:30, just in time to see the tail lights of the 23:29 bus from Longniddry to Gullane disappearing down the road, meaning a wait of another hour for the next bus!

Longniddry Action Plan

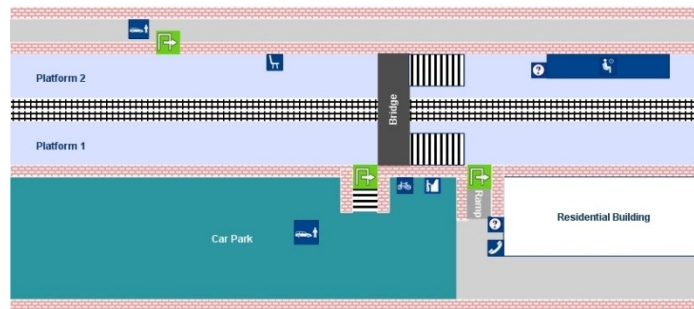
Priorit y area	Action	How?	Timescale s	Estima ted cost	Possi ble fundi ng	Lead organisatio n & partners	Lead officer
	Improving the link between the station and the town centre						
	Improve signage between Longniddry and Haddington for cycling on the Railway Path						

Drem

Site Plan



Plan of land around Drem station showing land ownership: coloured areas = council ownership; cross-hatched = leased out; hatched = council has access rights.



This image is protected by copyright

Station facilities

Car park capacity: 68 with 3 accessible spaces

Bike storage facilities: 20 spaces available including undercover

Signage and train information

Adequate signage apart from lack of bus stop

Cycle/walking/

Not within the Path Network. There are effectively no bike/walking paths in the vicinity of Drem station. This means that anyone going to or from the station on foot from Dirleton has to cycle or walk along the busy main road leading to Fenton Barns and Dirleton. The same applies to passengers going to and from Gullane.

- Signposted safe cycle route from Gullane to Drem

wheelchair access

- Drem bridge to platforms need major attention.

There is inadequate provision for the disabled at Drem station. For passengers travelling in the direction of Edinburgh, there is minimal car parking space without crossing the lines. There is no disabled provision for doing so. For passengers returning from Edinburgh, who may have been fortunate to park on the south side of the station, there is no disabled access back across the lines to where their car is parked.

Lack of disabled access to Edinburgh platform. This can be overcome by driving over the bridge, however as there is no car park a sole driver could not manage this. Scotrail's answer to this is for a disabled person to go to the nearest accessible station (in this case North Berwick) and take the train from there. We have been advised that Network Rail will not replace the bridge.

Public transport connectivity

There is virtually no connectivity with other public transport at Drem station, thus exacerbating the car parking problem further.

Bus stop as mentioned above. Bus services have been re-aligned to meet more or less with trains. However these services are not promoted well and I am unaware if anyone uses them.

No bus service to Drem from East Linton yet it is the closest station. Some interchanges at Drem have been improved, but given the level of difficulty in parking there during the week, it's a pity that the Prentice service is only 2 hourly.

A shuttle bus connection between Pencaitland and Wallyford would be great.

Drem to Gullane bus

Drem to East Linton

Bus link from Drem station like there is when an Edinburgh festival is on.

buses could advertise "connecting with 0904 at North Berwick", and combined tickets offered.

Private vehicle access

The car parking facilities at Drem station are hopelessly inadequate. The station car park is generally full on weekdays by about 8.30 am.

The only alternatives are to park on the small road round the village green, which must cause problems and annoyance to local residents, or on the B1377 road, creating obvious traffic hazards. In any event, that road has now been coned off in the vicinity of the station. This is a serious problem which needs early resolution. A bus service connecting trains to Haddington and East Linton would perhaps reduce the pressure on parking spaces

Local attractions and how to get there

Museum of Flight accessible by bus, but no promotional material is available at the station. There are no means of public transports from Drem station to attractions in the area such as Dirleton Castle. As stated above, there are no bike /walking paths.

Local guidebooks and maps

Development plans

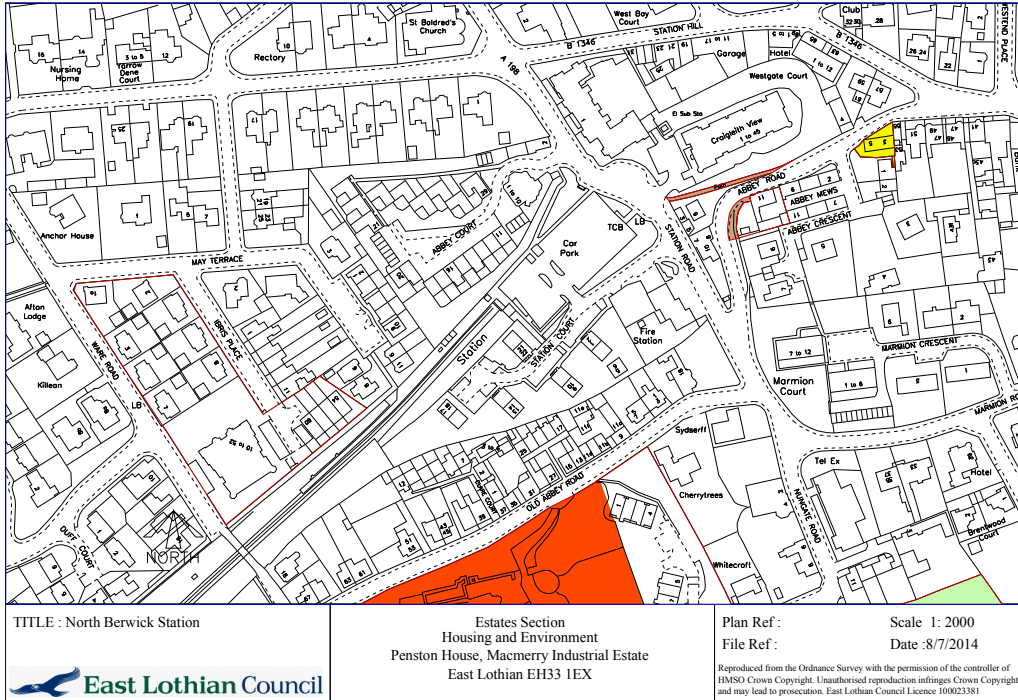
Further comments

Drem Action Plan

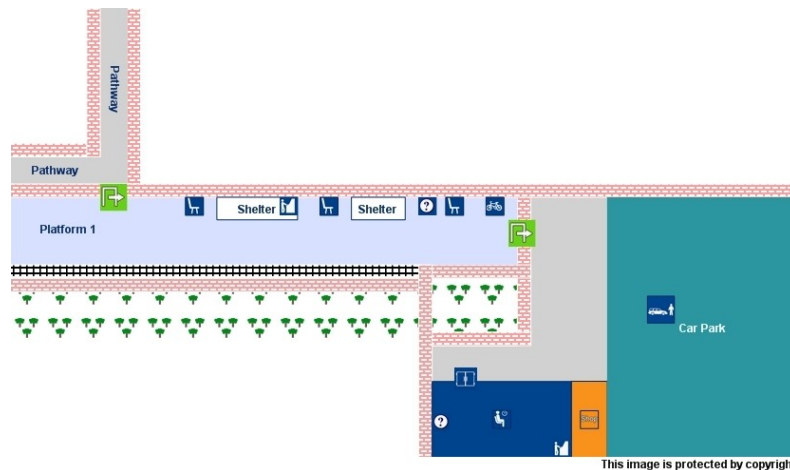
Priority area	Action	How?	Timescales	Estimated cost	Possible funding	Lead organisation & partners	Lead officer
	Improving the link between the station and the town centre						

North Berwick

Site plan



BADGER Layout: 5500-A4-landscape_with_North_point
 Plan of land around North Berwick station showing land ownership: coloured areas = council ownership; cross-hatched = leased out; hatched = council has access rights.



Station facilities

- No ticket office, ticket machines
- Car park capacity: 96 spaces with 3 accessible
- Bike storage facilities: 18
- Adequate seating at non-peak holiday times on platform in shelter and in waiting room
- Adequate waste bins with clear seagull proof plastic liners

Kiosk selling papers, magazines, hot and cold drinks
 Floral displays at station are of a high standard with planted features
 Main problem at station is lack of toilets especially at busy periods
 History of North Berwick railway line poster on show for interest

Signage and train information

Electronic Information board showing train due times
 Help point on platform and in waiting room
 Clock on platform
 Timetable information clearly displayed
 Two ticket machines - one in kiosk, one in shelter. These could be improved by clearer notices at the kiosk stating that another machine is on the platform and that cash can be used on the train to buy tickets
 Way out and tickets sign
 From the East Lothian Tourism Signage audit, there are 2 potential location sites for tourist information board - next to existing information board or on shop wall

Cycle/walking/wheelchair access

Covered cycle racks for (how many?) bikes. These are full/empty?

A concern from the survey is that the road layout on the way in to North Berwick station from the fire station is not particularly helpful to pedestrians. At the very point where you need pavements, they are not there. The pathways that are there are difficult to negotiate due to overgrown hedges.

Public transport connectivity

Bus timetable information is out of date & misleading – information needs checked and displayed attractively
 Kiosk owner keeps a small supply of maps and timetables. There is possibly space in the waiting room for a tall slim cabinet which could hold more information
 It seems ridiculous that First Bus passes North Berwick station just before a train arrives, and is similarly not co-ordinated to get to station for First ScotRail trains leaving.
 North Berwick Bus from station to top end of town (tesco) would be helpful and to link with train times.
 Waughton to North Berwick. We used to be on the Haddington Bus route until it was changed.
 Port seton to North Berwick
 In North Berwick the Eve bus service from Dunbar to North Berwick sits for 20 minutes outside the Seabird Centre. This could be slightly re-timed, extend via St. Baldred's Road to the railway station, terminate there, and after meeting the train, travel to the Seabird

Centre and take up its normal route again from Quality Street. Driver's legal layover not affected as it is taken at the Dunbar end. This would provide a connection to and from station to the Seabird Centre, and the east end of town, and tourist attractions of Tantallon Caravan Park, Tantallon Castle and Preston Mill for only marginal cost - no additional bus or driver required. A combined Scotrail tourist ticket (from any central Scotland station) with an unlimited days travel on buses in East Lothian would produce additional passengers. Similarly the 121 Haddington - North Berwick route can be retimed to meet trains at North Berwick and provide connections to Museum of Flight, Fenton Barns, East Fortune and the Scottish Flag Centre. First's service X24 could also be slightly retimed to meet trains and provide connections at North Berwick to Dirleton Castle. All could be subject to a joint rail/bus tourist ticket.

Private vehicle access

Local attractions and how to get there

Require signs 'To Beach' and 'To Town Centre' after way out. Consideration could be give to 'Way Out' Sign to Marine Hotel/Nether Abbey etc.

Require a tourist map at the station pinpointing local attractions – could be fixed on board in bus shelter. Also need a second information board and map on grass at division of paths with tourist information

Museum of Flight	No Sunday bus services. Served by Prentice 121 which is specifically subject to bus/rail connections at North Berwick in RELBUS and ELCRP submission to ELC.
Tantallon castle	Infrequent and not on a Sunday Suggestion to extend town bus service to Tantallon in the summer months, rather than the 2 hourly Dunbar bus service (There is NO North Berwick town service – and the Dunbar Town service would not be practical to go to Tantallon where North Berwick is the logical town to travel from). Connecting train/bus part of RELBUS and CRP submission to ELC.
Dirleton Castles	It's not always clear which buses/trains go other to these locations- could be do with better advertising!
Scottish Seabird Centre	is 1 mile walk from NB station with no bus connection. Specifically part of ELCRP and RELBUS submission to ELC and looks as if it will be introduced.
Smeaton gardens, walking John Muir way Yellowcraig	Eve 120 bus passes the entrance but it is a mile walk to the garden centre on a single track road with passing places. Yellowcraig is a 1 mile walk from the East boundary of Dirleton village, served every half hour by

X24/124 from North Berwick although connecting times with trains require to be improved.

Local guidebooks and maps

Kiosk owner provides 'unofficial ' tourist information and stocks local maps

Development plans

Further comments

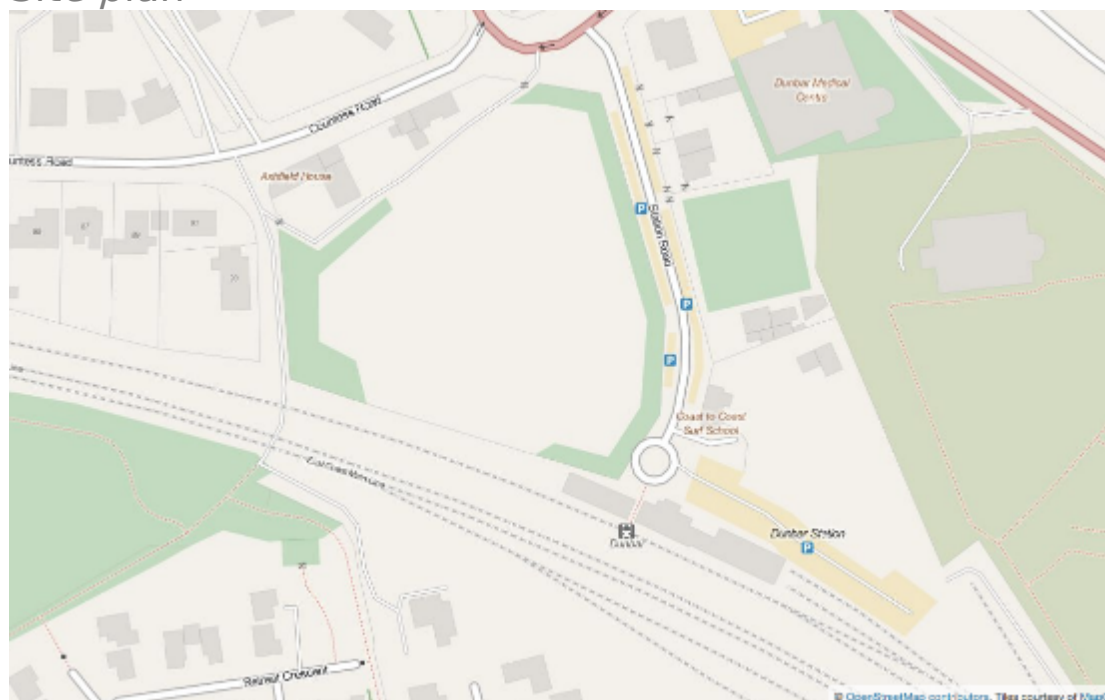
There is an ongoing problem with the drains. Cause has never been properly addressed

North Berwick Action Plan

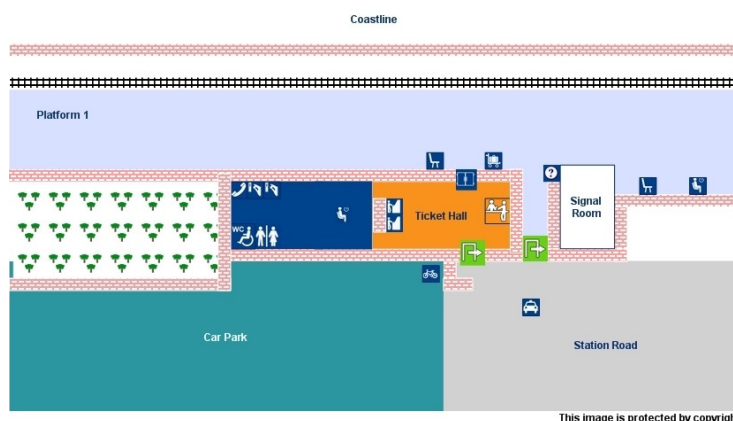
Priority area	Action	How?	Timescales	Estimated cost	Possible funding	Lead organisation & partners	Lead officer
	Improving the link between the station and the town centre						
4	Undertake a feasibility study for toilets at North Berwick Station. Although unstaffed, North Berwick is a busy station especially during the summer months and the lack of toilets has been highlighted in the survey responses.	Liaison with Network Rail (land owner), SESTran.					

Dunbar

Site plan



Dunbar station. From OpenStreetMap 2014



This image is protected by copyright

Station facilities

Historic station building is staffed at all times there are trains running.

Waiting rooms and toilets are well-maintained.

Appears to be adequate seating on the platform

Leaflet rack and local notices board at station provided by Sustaining Dunbar.

Book-swap at station kept full by commuters.

Public bicycle pump provided by Sustaining Dunbar.

Vending machine selling chocolate, crisps and soft drinks.

Public telephone.

Helpline phone.

Gardens maintained by Friends of Dunbar Station

Signage and train information

Scotrail timetables (detailing all stopping trains) are always available in the station. Train information displays are in the waiting room and on the platform.

No onward signage until top of Station Road where ‘heritage’ style finger-post is easy to miss and hard to read.

Information on onward connections/buses on wall outside station building faces people arriving from Dunbar rather than people getting off the train.

Street map board on fence beside former café. The East Lothian Tourism survey proposed this as a site for a potential tourist information board



Town map at station highlighting local attractions

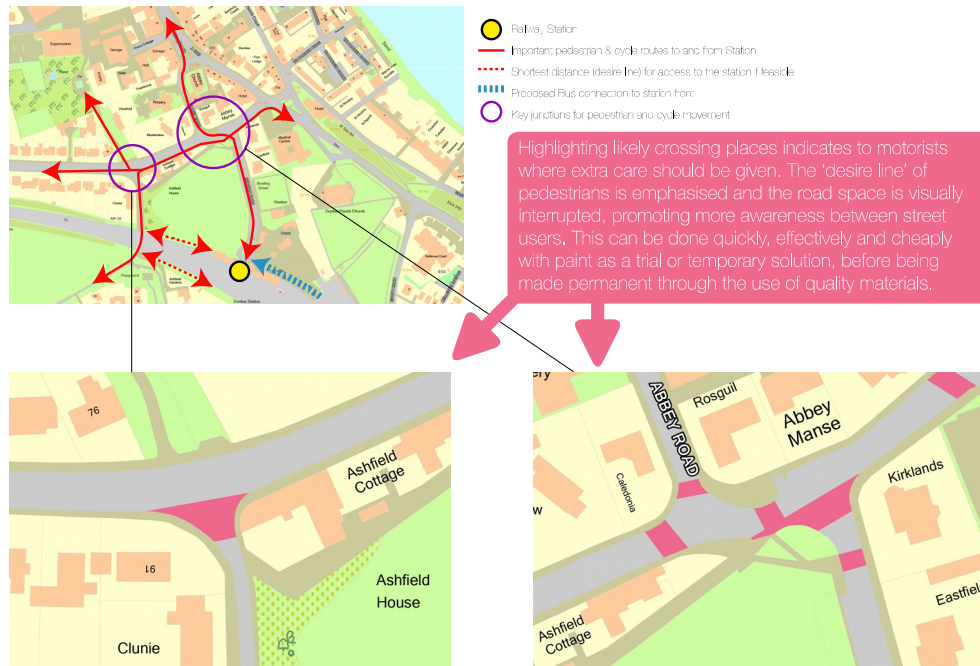
Cycle/walking/wheelchair access

It is difficult to cross the top of Station Road because wide corner radii make the road entrance very wide. Cars can enter Station Road at speed. It is necessary for all pedestrians and wheelchair users coming from the north, south and west to cross the top of Station Road because there is only a pavement on the east side.

There is no obvious or direct walking route from Station Road to Dunbar High Street as it is necessary to cross several roads and desire lines do not match up with actual crossing points (where the drop kerbs are). Alex Bottrill from Sustrans has sketched out some plans to illustrate how pedestrian crossings could be improved in

this area. Further ideas are discussed in Appendix 2.

Walking and Cycling Connections to Dunbar Station



Access to the station from the south is convoluted and walking time could be cut by 3-4 minutes by installing a ramp/stairs from the tunnel to the platform. Alternatively a bridge has been mooted if the second platform is ever re-opened.

Access to the station from the west could be easily improved by opening the gates to allow people to walk/cycle alongside the railway to the station. A fence would need to be erected to separate path-users from the trains.

Comments from the survey included:

- Cycling from the South of Dunbar to the train station means going through the underpass then onto Countess Road (not always easy to pull out due to parked cars). Then cyclists need to cycle all the way round the roundabout to access the station by road. In reality most use the pavement; there needs to be a cyclist contraflow lane round the roundabout, or a wider shared-use path on Countess Road for cyclists going to the station.
- Better access to Dunbar station from the South side of the East coast mainline, anybody from that side of the town has to walk under the railway (basically directly under the station) and walk up and around to the station adding minutes and distance to the walk.
- Cycling would be better but there is not enough secure bike storage at either Dunbar or Edinburgh plus it is just not easy to take your bike on the train, unless booked but they will only allow so many bikes on the train and the number is tiny, on one Scotrail service it could accommodate only two bikes!

Public transport connectivity

Bus stop at top of station road is not sign-posted and indeed few buses stop there. Most buses stop on Dunbar High Street (5 minutes walk away). This needs to be sign-posted. Poster showing onward travel information faces people arriving from Dunbar, rather than those getting off the train.

Local bus timetables are available in leaflet rack at station.

- live in West Barns and it takes 40 minutes to walk to the station and the buses are not timed to allow us to arrive back on a train and then get home by bus - sometimes both buses have just left as the train is timed to arrive
- Dunbar - especially for connections with Perrymans bus services.
- dunbar train station should have buses at the station
- Dunbar station to and from Spott but there would probably not be enough people to make it economically viable.

More buses from Dunbar station to ASDA and vice-versa

Private vehicle access

Car park and Station Road parking (managed by station) always has a few spaces, because East Coast charges £4 for all day parking. Many people prefer to park on Countess Road because longit is free.

Local attractions and how to get there

- East Linton & Haddington – Perryman’s bus 253, Eve’s 120 and First X6 run from Dunbar High Street
- Stenton & Spott – Eve’s 130 Bus
- Innerwick – Perryman’s 253 to Berwick-upon-Tweed from Dunbar High Street
- **John Muir Way/ North Sea Cycle Routes** - several long-distance tourist walking and cycling routes pass Dunbar station
- **Coast to Coast Surf School** www.c2csurfschool.com – based at the station, runs minibus service for its customers to Belhaven Beach
- **Dunbar Castle/Harbour and beaches** – need more visible signage at station exit as ‘heritage’ signs at top of Station Road are not very eye-catching.
- **East Links Family Park** www.eastlinks.co.uk - Perryman’s bus 253, Eve’s 120 and First X6 run from High Street
- **Foxlake Adventures** – Wakeboarding Centre: www.foxlake.co.uk - Perryman’s bus 253, Eve’s 120 and First X6 run from Dunbar High Street
- **Hailes Castle (Historic Scotland)** – ruins of the oldest stone castle in Scotland www.visiteastlothian.org/heritarch-castle-

- [hailes.asp](#) - Perryman's bus 253, Eve's 120 and First X6 run from Dunbar High Street to East Linton and then 2 mile walk
- **Preston Mill and Phantassie Doocot (National Trust for Scotland)** www.nts.org.uk/Property/Preston-Mill-and-Phantassie-Doocot - Pleasant 8km walk along the John Muir Way through East Linton or Eve's bus 120 to Preston Road, then 0.5 mile walk
 - **Binning Wood** www.binningwood.co.uk - Formal deciduous woodland. Eve's bus 120 passes the entrance to the woods
 - **Torness Visitor Centre** www.edfenergy.com/energy/education/visitor-centres Perryman's 253 to Berwick-upon-Tweed from Dunbar High Street
 - **Belhaven/Thorntonloch/Thurston Manor Caravan sites** - all accessible from the station by bus

John Muir
country park
Pressmennan
Wood (Near
Stenton)

This may be able to be incorporated into the town service in Dunbar
There are buses from Dunbar to Stenton, but Pressmennan is a long walk from there and will never be served by public transport.

Local guidebooks and maps

John Muir Birthplace has a good selection of local guidebooks and maps. Could be asked to keep station leaflet holder topped up?
Sustaining Dunbar produces a range of local cycling guides.

Development plans

ELC has proposals for extending the car park and moving the bus stop to a spot close by the station entrance with access for buses, pedestrians and cyclists from Spott Road.



Proposal for extended car park and new bus stop and access arrangements for buses/pedestrians/cyclists from Spott Road to Dunbar Station (plans from Peter Forsyth ELC, 2013)

Further comments

When it is windy (frequently) the front door to the building has to be kept closed to prevent the gales howling through. Not sure there is any solution to this.

Also impossible to have the plastic bag bins out on the platform in windy conditions.

Interesting information board on platform highlighting the start of the John Muir Way in Dunbar and other local outdoor activities.

Season tickets are not available to Dunbar station.

Price of single ticket from Dunbar to Musselburgh is £10. From North Berwick to Musselburgh the price is £5.80.

Train services from Dunbar to Musselburgh are not useful for students accessing QMU. Don't arrive until

Additional comments from the survey

Below is detailed response provided by a respondent with the reasons why they don't use the train from Dunbar to Edinburgh. I work a 9-5 Monday to Friday like many people within a 10 min walking distance from both Dunbar and Edinburgh I would take the train but from Dunbar there are 3 options in the morning 0700, 0741 (both too early for a 9am start) or 0856 (too late for a 9am start) If I was to get the 0741 which I have in the past to get in to work early it is an East Coast train from Newcastle and is frequently quite busy (no seats). Returning from work again there are options 1633 which is too early, 1708 which many people that finish at 1700 can't get unless they sprint to the station or the 1731. The 1731 is most convenient for 9-5 type workers but it is an East Coast service from Aberdeen to London Kings Cross which is nearly always over subscribed. All seats booked and the area of unreserved seats is overcrowded so when I have used this service I have had to stand in a vestibule area.

The cost is £11.80 return which is £59 over 5 days of travel if I take my car it's just under £9 a day in fuel so £45 over 5 days travel. A weekly train ticket is £43.90 which is not a massive saving on fuel. The train takes 20 minutes but with the added 10 minute walk at either end plus 5 minutes to be on time for the train that's a 45 minute journey and in the car it takes 45-50 minutes so again no time saving.

If I take my car I am guaranteed a seat, I can travel at times that suit a 9-5 working pattern and the journey time is similar so there is little motivation to take the train. This is further reduced if my partner travels in to work with me in the car, even with a 2 together railcard the train is a more expensive option.

Train costs are expensive and the service does not meet requirements. Very poor evening service to/from Edinburgh to Dunbar. No trains late enough to allow full enjoyment/participation in events happening.

In summary the train has no significant time or money saving on taking the car, and is a less reliable and more uncomfortable journey.

Dunbar Action Plan

Priority area	Action	How?	Timescales	Estimated cost	Possible funding	Lead organisation & partners	Lead officer
	Improving the link between the station and the town centre						
4	Raise timetabling matters in the appropriate forums (includes late night services, QMU access from Dunbar, Sunday morning services, additional peak time services)	Consultation with ELC Roads, user groups and commuters					Partnership (Improvements group)

Edinburgh Stations

Through the survey there were a number of comments made about Edinburgh Waverley. Whilst Waverley is not included within the East Lothian Community Rail Partnership we felt it was important to share comments from the survey and identify actions which ELCRP could potentially work with Waverley to deliver.

Edinburgh Waverley is the main destination for train travellers from East Lothian and is part of the local rail travel experience. Facilities at this major station are improving all the time, though disabled/cycle access has recently suffered a set-back as anti-terrorist measures have banned taxis from the concourse and cyclists no longer have wheeled access to the station. Wheelchair users now have to take a lift to pick up a taxi on Market Street or overcome the steep gradient of the ramp up to Waverley Bridge.

North Berwick trains mostly arrive and depart from Edinburgh Waverley at Platform 3. We consider that this could be a 'Destination East Lothian' platform with local trains for Dunbar also leaving from there. Dunbar Scotrail trains currently mostly depart from Platform 4 while the long-distance trains stopping at Dunbar might leave from platforms 1, 4, 7 or 19.

If an interchange is required, more East Lothian trains should use Haymarket as the interchange for onward connect to trains heading west, not Waverley. Waverley is far too busy and you always have to walk further to find your connection which for people with limited mobility is a considerable issue.

Additional comments from the survey:

- Please allow cyclist to USE the road going in/out of Waverley- there is no space on the footpath for them and pedestrians. Alternatively please create a specific bike lane for them.
- At Haymarket, more bike storage/lock up space is needed, and more bike lanes needed on the route to the station.
- I often choose NOT to travel by train to work because there are no trains that travel from East Lothian straight through Edinburgh to Edinburgh Park where I work. Until a couple of years ago there was a train just after 7am that went from Wallyford and Musselburgh to Haymarket and then there was a 2 minute wait for the Helensburgh train that took me to Edinburgh Park. This was acceptable as on the whole it worked. However that service was discontinued. Now a change at Waverley is required with a long walk between trains which at such a busy station cannot always be guaranteed.

Going home after 4pm there is now only a 5 minute at best, connection between the train coming in from Edinburgh Park at

4.28pm and the Musselburgh train that leaves at 4.33pm. Until recently the trains were on the same platform and so provided the incoming train was not too late, the connection could be made. There is a train at 4.43 to Musselburgh, however this is extremely busy and crowded.

Edinburgh Waverley Action Plan

These are actions which the East Lothian Community Rail Partnership would like to investigate with Edinburgh Waverley Station

Prio rity area	Action	How?	Timescal es	Estima ted cost	Possi ble fundi ng	Lead organisatio n & partners	Lead officer
3	Promotion of East Lothian at Waverley Station through a stall at the regular market or other events	Liaison with Edinburgh Waverley station					
3	Explore the potential for a 'Destination East Lothian' - dedicated platform at Edinburgh Waverley from which local trains bound for East Lothian depart. This is an ideal opportunity to market East Lothian within Edinburgh and make it easier for tourists to find their way here	Liaison with Network Rail/Scotrail and ELC Economic Development					
3	Explore the potential for electronic visitor information point in Edinburgh Waverley for East Lothian, potentially working with other CRPs around Scotland	iTravel information points					

East Linton

Although there is currently no station at East Linton, the new franchise agreement will determine whether one is to be built. In expectation of this, we have set out the facilities that might be expected of the new station.

General Comments

There were a number of general comments from the survey which have been included below:

- Trains are busy enough without the addition of more passengers at peak times, unless there is an increase in capacity and frequency
- At the moment if there is a problem with delayed/cancelled trains, by the time you walk to the bus stop you have just missed an Edinburgh bus. Better timetabling (probably of the buses) would make this situation easier.
- There should be more direct trains from East Lothian that cross Edinburgh that do not require a change at Waverley, particularly at commuter times.
- Joint ticketing for bus and train
- Segregated cycle paths/off road paths are needed everywhere on major road to increase cycling for those further away
- not enough secure covered bike parking available
- A direct, coherent and continuous network of segregated cycle paths would solve all access problems
- More waiting shelters
- Facility to buy a monthly season ticket without having to travel to Edinburgh
- Correct destinations. NB trains travelling beyond Waverley to Ayr or Haymarket only ever have Waverley on the screen causing confusion
- Bus, events, facilities & connection info ON THE PLATFORM.
- Being able to take whole family's bikes on (4 of us) without booking - a big ask, but would be transformative.
- Bike booking improved/uniformed on different networks
- covered cycle parking near main bus stops would also be really useful.
- No bus timetables up in Aberlady
 - Tourist timing points should be included in timetable.

The following tourist attractions were mentioned in the survey responses as places not accessible by public transport. These are not near stations and unlikely to be accessible due to their locations.

Tourist Attractions not accessible by public transport	Comments - both from respondents and additional input in red from ELCRP
Hailes castle	Impossibly poor road, even for cars, to access it. Non starter. It would be possible to get off a bus on Edinburgh – Dunbar corridor and walk to it. Only for the fit.
Markle fisheries	Way off the beaten track and certainly not served by public transport. Demand likely to be small.
Traprain Law	The bus service (one Saturday journey in each direction was withdrawn in 1981). Unlikely ever to be replaced.
Pishwanton Wood, Life Science Trust project, South of Gifford.	I have never heard of this and the website is poor with no directions or location details.
Goblin Ha' castle	2.5 miles from Gifford and notoriously difficult to find as it is deeply ensconced in a wood. Unlikely ever to be served by public transport p Prentice 123 goes through Gifford.
Whittinghame Yew	No public transport to Whittinghame
Garvald Inn	Garvald has no public transport at all
Winton House in	Lothian Country Buses 113 passes the Pencaitland entrance, as does Prentice 123.
Pencaitland	About 1 mile walk from First Group X24/124 bus service. Unlikely to be served by public transport.
Myreton Motor	People get the bus to Pencaitland and don't realise the length of the walk or that there is no pavement.
Museum	Prentice 123 Gifford Circle passes the door from Haddington and/or Tranent/Pencaitland. Subject to special mention in RELBUS submission to ELC. It is possible to use the Pencaitland Railway walk to Saltoun station, turn right and go to Glenkinchie.
Glenkinchie	
Distillery	

Appendix 1 - Station audit form

An East Lothian Community Rail Partnership has been established to encourage greater use of trains by locals and tourist for the lines from Edinburgh to North Berwick and Dunbar. We will work in partnership with the wide range of organisations and community groups in East Lothian, both locality based and communities of interest as well as the rail industry.

We would like your assistance to gather together all the issues and future opportunities related to each station in the area. Please provide responses to the points below along with any comments or ideas that you might have being as specific as you can. If you have information to provide on more than one station please save and complete this document as many times as required. The information provided will assist the Community Rail Partnership to identify key issues which may be common across the network as well as issues specific to each station.

Please feel free to send this to other groups/organisations in the East Lothian area who may be interested in providing information or finding out more about what the CRP is seeking to achieve and how they could become involved. Completed documents can be emailed to Annette Filby, ACoRP Development Officer, Scotland South at Annette@acorp.uk.com

Please note that the Community Rail Partnership will work with our partners across the rail industry to address the issues raised through this consultation. We do not promise to be able to improve all issues highlighted through the audit process however we do wish to know all the issues and any possible solutions that you would like to suggest.

Station Name:

Station facilities

Facilities that affect your feelings of safety and comfort while waiting for the train e.g. seating, lighting, refreshments

Signage and train information

Signage issues (general, tourist etc) at and near the station

Cycle/walking/wheelchair access

Ease of access from the train station to bike/walking paths in the area. Is it well connected and signposted or where does it need to be improved?

Public transport connectivity

Connectivity issues between other public transport e.g. buses, taxis (does it work well or how it could be improved – give specific issues that you are aware)

Private vehicle access

Infrastructure/access issues (large or small issues) at or near the station

Local attractions and how to get there

List the local attractions that are accessible from the station and how they are accessed (walking, cycling, transfer to a bus and how long it takes to get there) and what could be improved to make these more accessible

Local guidebooks and maps

Are there any local level publications of activities, walk paths etc. that are currently produced. Is it in hard copy or electronic and what organisation coordinates it?

Development plans

Any future plans (or ideas that you have) in connection to the station that we should be aware of

Further comments

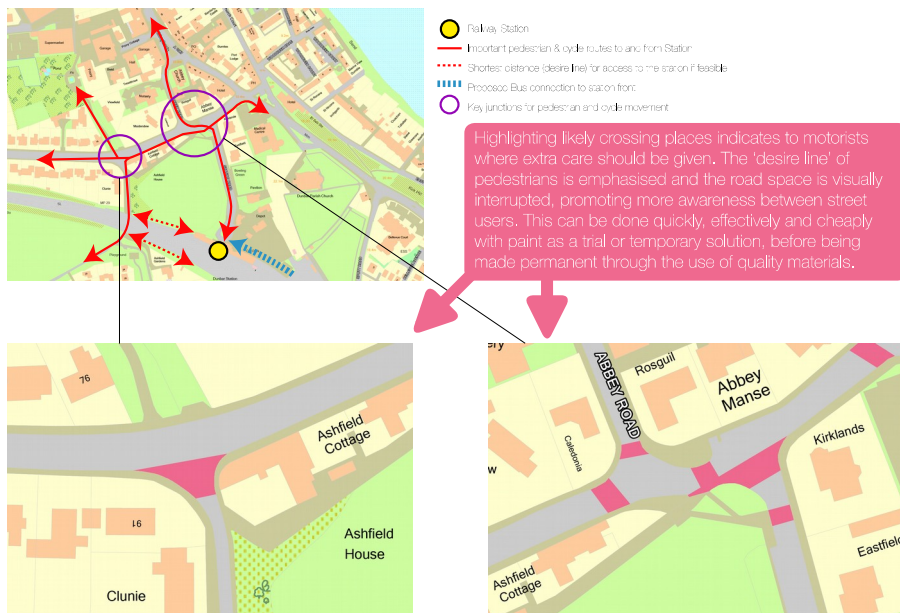
Any other comments, feedback or ideas

Your name and contact details please so we can seek more information if required

Appendix 2 - Ideas to improve access to Dunbar

A site survey by Sustrans planner Alex Bottrill in August 2014 very quickly identified a number of issues with the pedestrian and cyclist access to the station. Here a few of his ideas about how this could be improved. He suggested trialling a new street layout at the top of Station Road by means of paint and planters to get the feel of how things could be different before committing to a final re-design.

Walking and Cycling Connections to Dunbar Station



Walking and Cycling Connections to Dunbar Station

Examples of temporary paint solutions



Ideas from Sustrans projects & Tidy St. Brighton