

Haddington | Transport

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What publicly run transport services were there available in the parish and how well was the community served by these services?

In 1945, Haddington's population of 4,000 was served by its own railway station and numerous bus services. By 2000 (population 10,000) public transport is reduced to the bus service only, and for those without a car, must provide the link with rail, air sea services.

Rail services

In 1945 a single track branch-line between Longniddry and Haddington of 4.8 miles, ended at Haddington station - half a mile to the west of the town centre. The single journey to Edinburgh cost 2 shillings (10p), and took about 50 minutes via the mainline connection at Longniddry. Trains ran mainly at peak times morning and evening. The use of this line decreased post war due to the decline in the overall economy; people could not afford the fares, let alone a car in order to reach the station, and so there was an unequal competition with cheaper, more frequent bus services travelling through the centre of the town. The state of the rail service declined; there was poor rolling stock, and in the 1948 flood the end of the track was damaged and never repaired. Although the nationalised British Railways (later known as British Rail) tried to boost rail use by advertising and offering cheaper fares and excursions, the station closed for passenger traffic on 3rd December 1949. The Integrated Transport Act (1947) failed to set up an 'integrated' transport scheme for Haddington, and after the branch line closed for passengers there was no bus service between Haddington and Longniddry, and therefore no easy way of reaching the main line between Edinburgh and Dunbar.

Freight transport continued to leave from Haddington - with the occasional passenger rail outings. Coal, lime, building materials, fertiliser and animal feed went by rail - but these decreased, and flour and grain were transported increasingly by road freight vehicles. Parcels and other smaller goods were despatched by Paterson's (to become part of the nationwide Carter-Paterson company and later nationalised as the British Road Services); the depot was in Mill Wynd, from where the lorries could depart in any direction without passing through the town centre.

The Haddington branch-line closed in March 1968 with the Beeching cuts amid much regret. Only the track-way was to be kept -just in case it would be required in future transport plans. Later it was finally made into a footpath/ cycle-way with new bridges built as required. Towards the end of the 20th century, thoughts of a future fixed route or other form of transport for Haddington 'should not be ruled out'.

By 1977-8, with more East Lothian commuters travelling into Edinburgh, a rail 'park-and-ride' scheme, with plans for extra rail halts, became an increasing necessity. By 2000, Haddington car owners regularly drive to Drem, Longniddry or the new station at Wallyford to pick up the Scotrail Edinburgh - North Berwick trains; they park their vehicles and do the rest of their journey by rail. Wallyford is preferred -it is easier to reach via the new A1 expressway and has CCTV cameras to provide security in the car park - and of course the shorter train journey is cheaper. Arriving into Waverley is not the answer for those working

at a distance from the city centre, since they would require yet another connection by bus; these travellers will therefore veto rail travel and use their cars for the whole journey.

Rail rolling stock on the North Berwick line has not been modernised. In 1987, it was suggested that it should be upgraded by 1989. By 2000, the old coaches are still in service - sagging seats, scratched windows, and only some of the slam doors still functioning; the old engines, although using an electrified line since 1991, constantly break down and arrival times are uncertain. In fact they often block the line delaying the Intercity services. Both services share the same tracks. Unmanned stations on the Scotrail line are bleak and uninviting; waiting rooms - if any - are locked against vandals.

The Intercity, dark blue, mainline trains between Edinburgh and London run by GNER (Great North Eastern Rail), are more frequent, fast and efficient. Nationalised in the 1940s, the railways, now privatised again, are more successful on popular routes such as this east coast route. In the 1950s, trains ran by steam and included huge engines like the Flying Scotsman; there were 1st and 3rd class carriages with individual compartments and connecting corridors, and windows that opened using leather straps. Now electrified, the engines still carry the original names; the carriages are air-conditioned and open plan, and are 1st or 2nd class.

Using current, fast (although infrequent) bus connections from Haddington, it is now relatively easy to travel to London via Dunbar - instead of the lengthier journey into Edinburgh. Dunbar station provides personal attention, and has a warm waiting area and a welcoming atmosphere. Unfortunately, with non-integrated timetables and uncertain journey times, and bus stops being at a distance from the station and linked by poor path and road surfaces, travel connections can still be demanding. Arriving late in the evening at Dunbar means a dark, cold wait for an infrequent bus; there is no longer a hotel by the bus stops.

From Waverley Station, the only way to the Haddington bus stops is either via the Waverley steps, or up the long, uneven ramp to the Waverley Bridge and across Princes Street - not easy with luggage. Taxis from Dunbar or Waverley to Haddington in the evening could cost £8.00 and £35.00 respectively. The former North British Hotel could provide shelter for travel - but now the Balmoral Hotel - it is isolated from the station. The waiting area in Waverley is merely a large, unheated area containing uncomfortable, individual, plastic seats surrounded by kiosks and the ticket office in place of original huge, warm hall furnished with long, leather upholstered benches.

In November 1991, Lothian Regional Council promoted support for the development of transport in the Lothians - including all types of fixed route public transport. East Lothian District Council in 1994, noted that it was crucial to have links with the rest of the UK and abroad for its future economical development. Since losing its railway, Haddington lacks this crucial link. By 1998, the council continued to support the idea of a future light railway or similar system.

About twice per year, a private railway society organises special all day excursion trains - starting very early in morning from Dunbar. Trips have been made to the Kyle of Lochalsh, Mallaig, York and on the Settle line to the Lake District.

Bus services

In the mid-forties, there were increased bus services from Haddington into Edinburgh; the journey would cost about 1s 3d (7½p) for a single, adult fare, and there were three buses per hour via Tranent. There were also links with Dunbar and Berwick. Services were convenient in that they passed right through the town centre, unlike the train. Many people could not

afford to travel; very few people had cars. Haddington in 1950 was described as ‘a sphere of influence’ from where many buses commenced their journeys - sometimes as many as seven buses were lining up in the High Street. A bus station would have been an asset - a sheltered waiting area and a place for buses to turn; a suggested site was between Hardgate and Newtonport.

In the late fifties, a bus survey showed that purposes for travel were: education, work, business, to visit the family, the hospital or to go shopping. Smaller bus companies ceased to run - those supplying Garvald and Stenton, and Longniddry and Gullane. These routes were not taken over by the larger bus groups and many villages were left without any service. One suggestion was to run a post bus as a new feeder service from the farmlands into Gifford, then ultimately into Haddington; postal security was not thought to be a problem in these areas. All service buses around this time became Pay-as-you-enter with the driver handling the money instead of the traditional conductor collecting fares.

By 1975, an express bus ran between Edinburgh and Haddington at peak hours on Saturdays. Amisfield area was served by a smaller bus, and there was talk of an integrated service by Stark’s of Dunbar. A direct service ran across town to Roodlands Hospital.

There were bus maintenance depots at Musselburgh and Dunbar. By 1980, a new depot was requested.

Five years later, a Scottish Bus Group analysis showed 16,3000 passengers were travelling around East Lothian each week; travellers into Edinburgh reached 39%, but 30% of the journeys were east of Tranent. Nearly 6,000 Haddingtonians travelled weekly, but at 0.87% per head of population, this was the lowest rate in the county. Smoking was still allowed on the buses, but some passengers wanted a prohibition -highest from Gifford at 65% and lowest from Prestonpans at 35%, Haddington was somewhere in between.

Bus services were as follows:

106 - Edinburgh, Haddington and Dunbar, with 2 express buses per day

504 - to Berwick

108 served Amisfield at peak hours only

481 North Berwick to Gifford via Haddington

120 served East Fortune and ran via the Museum of Flight in July and August

111 to Edinburgh via Elphinstone and Whitecraig

By 1984, Wiles’Motors ran the Haddington, Pencaitland, Port Seton to Prestonpans route; and Ian Glass ran a twice-daily bus to Humbie via Snowdon, Quarryford, Longnor, and also one between Kidlaw, Aberlady, Gullane and Stenton.

The 1985 Transport Act caused the deregulation of bus services, with worries that if the bus company monopolies were to go, the rural services would be ‘killed. .. and the price paid would be the reduction of a number of services’ (East Lothian Courier 1985 April). There was general concern that with bus cuts, there would be requests for exchanges from council house owners - and the elderly - and this could lead to school closures.

Bus operators in the area were Eastern Scottish, Lowland Scottish, LRT plc, Eves, Ian Glass, William Stewart and Wiles’ Motors – they could now fix their own fares, time-tables and running frequencies, and decide on the type of vehicle to be used -unless the route was supported by Lothian Regional Council. Before 1985, the buses were regulated by a series of controls and local councils had a say. After the Act, two types of bus registration existed:

operators on a commercial basis, or those community buses supported by Lothian Regional Council to maintain the bus network. This produced a competitive service between Haddington and Edinburgh. An hourly limited stop route was introduced between Edinburgh and Haddington and ran via Hospital Road. Ian Glass provided services every day (except Sunday) between Haddington and Haymarket. A limited service on Sundays ran between Dunbar, Haddington and Tranent.

An independent traffic watchdog reported a failure of timetables, safety and rudeness; but the local council was powerless to influence regional council- supported buses. Later a 1991 report gave a reminder that 'where appropriate, bus details must be displayed, and public services must be improved - not duplicated'.

More recently, the service bus operators have changed - Eastern Scottish, SMT, and Lowland Scottish have gone, and the routes taken over by Direct (Edinburgh) Buses. Now in 2000, a 3-hourly, weekday service operates between Haddington and Edinburgh via Tranent using the detrunked A199 and the bus lanes once into the Capital. Express buses use the A1 expressway at peak times - and 2 or 3 other times per day - entering east Edinburgh at Milton Road; these cut the normal 60 minute journey down to 35 minutes.

Poor, inherited rolling stock urgently needs replacing; breakdowns occur regularly; the older buses - especially the vibrating, noisy, noxious double deckers - have no radio control. If a breakdown occurs, the driver has to wait to flag down another 'First' bus - hopefully with a radio, so that help can be sent from the Musselburgh garage; passengers can only be transferred to buses of the same company otherwise there are cost implications! Old, comfortable, excursion coaches are often used on the expressway with the advantage that these are supplied with seat belts - useful when travelling at 60mph. Unfortunately, access is via 4 steep steps causing difficulty for those with luggage, disabilities or pushchairs. A new range of single-decker coaches is appearing - providing easy access, more room to stand - but with child-sized, very upright, unsprung seats having no safety belts and giving little security for occupants. Services plying the poorly repaired and uneven A199 can cause much discomfort with poorly designed and unbelted seats. Casualties from bus journeys occur mainly when seated in rural districts - East Lothian has around 15% of all the Lothian bus accidents.

In 2000, other bus routes have been improved. They are run by private companies but supported by East Lothian Council in a bid to encourage drivers from their cars.

There are several 2-hourly services operated by Eves Coaches:

121 - Haddington-North Berwick via Athelstanford -but not Drem

123 - via villages to Pencaitland and Tranent

128 - via the coast road at Aberlady, to the shopping complex at Fort Kinnaird, and on to the Eastern General Hospital. This route could well be extended to the new Royal Infirmary when it opens at Little France

153 - Haddington, Stenton, Garvald

157 - Haddington-Humbie services are operated by the Royal Mail; a daily postbus between Humbie and Haddington - a 20 minute journey giving generous shopping time in the town

229 - Royal Mail service but reaches Dunbar via alternative routes

These - and there are others - are the 'Gaberlunzie' (Scots for a wanderer or gentleman of the road) routes - which have a start and finish but will deviate to pick up passengers as required. The routes travel through very attractive countryside 'giving a pleasant day out'.

Gaberlunzie buses travel through different areas - each on one or two identified days each week.

253 - a 2-hourly service provided by Perryman's minibus from Berwick; if there are seats vacant on reaching Haddington, this provides a very speedy, express journey into Edinburgh and frequently arrives before the service bus whisking away much wanted passengers.

The Haddington circle bus - run by Waverley Travel - plies around 4 different circles during the weekday - Clerkington, Riverside, Nungate and Roodlands - each taking about 15 minutes, and each starting and finishing in the High Street. Each is visited each hour.

The number of bus shelters/stops increased in 1988; some are under regional control and others are supplied by an advertising agency Adshel. Minimal timetable information is provided at Haddington bus stops; certainly nothing regarding fares, although the introduction for 'exact fares and no change given' was recently introduced. Outside the town, there are no shelters and no information at any stops. Frequent changes of the service bus timetables often pre-empted the printed pamphlets ultimately sent to the library.

Edinburgh bus station in St Andrew's Square 'temporarily closed' for 2 years for redevelopment in July 2000. Many delays were caused as the plan of the new bus stops/routes around that area was not circulated in time; newly sited bus stops could not be found and people lost important connections. The bus station closure has, however, ended a dismal, dark and draughty wait for those wishing to return to Haddington in the evenings - little shelter and almost undecipherable lists of bus times. A free Traveline telephone number available since 1994, provides useful bus information. It only operates between 8.30am and 5pm during the week. The new bus station opens in 2002.

Ordinary adult fares on the bus are £4.50 for a return to Haymarket, and £6.50 on the train.

Air and sea travel

From Haddington, the route to Turnhouse by public transport is tedious and requires two buses - one to the city centre and then the bus to the airport. Frequent domestic and some international flights are available - the latter commenced in 1985.

In 2000, there are no direct links with sea travel routes. A catamaran ran between Granton and Burnt Island for a brief time but this was discontinued. There has been mention of a fourth Forth crossing. The nearest sea ferry crossing to Europe is from Newcastle. Suggestions were being mooted for potential opportunities for access to the Channel Tunnel from East Lothian, and with the new Eurostar link into Kings Cross, it may soon be possible to travel from Haddington via Dunbar to mainline Europe.

The 2000 Transport Strategy Report of 1994 maintained that links with the rest of the UK and Europe were crucial for economic development, and stressed that latest technology was vital, new forms of transport must be examined and that the standards of 1985 should at least be maintained.

Privately run transport services

Haddington has had several coach owners offering outings; in the 1950s, Mr Ewart of Goatfield, used 2 coaches with rexine seats (mock leather - cold in winter and sticky in

summer) for recreational excursions but the numbers waned. He also advertised shopping deliveries - a necessity as there were few cars.

Don Prentice, the current Haddington coach firm, has a fleet of vehicles of different sizes and standards of luxury. These are hired by local clubs and societies for various functions and tours; older models are also used for school runs, and smaller ones on some of the rural service runs. On Thursdays a non-stop shopping bus to the Gyle shopping complex (west of Edinburgh) is provided free by Marks and Spencer, and is much used.

Don Prentice, and Eve's Coaches of Dunbar, also provide express services at peak hours for commuters into Edinburgh; luxury coaches, slightly cheaper prices, the use of bus lanes and the ability to choose their own routes to miss traffic jams, give competition to First Edinburgh services.

Local coach firms are also hired by groups enjoying evening theatrical performances and concerts in Edinburgh, omitting the dash to Princes Street for the last, slow Haddington bus at 23.00. No night buses come out to Haddington, although one reaches Tranent.

Effect of the car

In 1948, there were only 1,881 licensed cars in East Lothian. Petrol was relatively cheap until the 1970s. Now in 2000, despite high petrol costs, there are enough car owners for most people to have the use of one. In 50 years, cars have become more affordable, safer, more comfortable, reliable and weatherproof and faster. They can provide one element of travel from A to B without the walks and waits for public transport; they have space for luggage and can save time.

By the early 1990s, car ownership in the Lothian population topped 58% with 66% car owning households. By the 1990s, total households with a car reached 70.5%, of which 20% owned 2 cars. Single driver vehicles had reached 64%. In East Lothian, of those commuting into Edinburgh, 60% were using cars or motorcycles, 35% on the bus and 5% by rail. Of the commuters going elsewhere in the county, 68% used motorised transport (two-thirds by car), 30% went on foot, 2% on cycles; none by rail.

By 1985, public transport was to be encouraged, but responsible car users should be rewarded with better roads, it was also crucial to have good links between the Lothians, the rest of UK and abroad for economic development. By 1994, the 2000 Transport Strategy for Lothian suggested that the growth of car use to work should be limited by 10% - and this to be kept static until 2010! The projections were for 36% car use, 41% on public transport; 18% walking and 5% on cycles. Walking was particularly to be encouraged.

Public transport was to be upgraded, made cleaner, given priority and newer technology was to be used. New forms of transport should be assessed – it was important to maintain the status quo to at least 1985 standards. Car use still increases.

Road standards

Haddington, was originally by-passed in 1930 by the A1 trunk road at a cost of £50,000, as opposed to the current A1 Tranent- Haddington east expressway which has cost around £65 million.

The old trunk road continued to provide a good route west and south, and was used by increasing numbers of cars, many long-distance express coaches and increasing numbers off

freight lorries. Access north to the Drem and Aberlady roads from the town became increasingly hazardous, and needed fast acceleration to cut through the fast moving traffic on the A1. A roundabout appeared at the Aberlady junction.

In 1985, the East Lothian District Council was constantly lobbying Lothian Regional Council for an adequate and better maintained inter-urban and country access road network; the east coast needed improvement after the M8 and M74 were updated and if not done, more accidents and more traffic overload would occur. The A1 was important because it was an all-weather Euro route due to the proximity of the sea - and could usually be used all winter. By the end of 1986, a city by-pass to link East and West Lothian was completed, and the Musselburgh-Tranent by-pass recently opened. The A1 trunk road to the east of that was still single lane. A safe pedestrian crossing over it was turned down as it was not thought to be a priority because the road by-passed most housing.

A 3-year programme in 1987 adopted a continuation of the expressway to a point west of Haddington and also a crawler/overtaking lane up Pencraig Hill on the single section - because of farm traffic and caravans. It was noted that 'if drivers were unable to overtake they would suffer driver discomfort and frustration' and increased journey times could cause reckless driving. By the late 20th century, further frustration would cause 'road rage'.

A traffic flow report in 1991 reported that still only 23 miles of the 109 mile A Edinburgh - Newcastle link were dualled; it carried freight, business people, and the tourist trade in summer. Over rural parts it was lightly used, but traffic increased on the approaches to both cities - it is swelled by short distance traffic. Haddington is affected by Edinburgh traffic, which eases east of the town. At Haddington the increase was 22% and the flow nearly 15,000 before the town; 12,000 on the section to East Linton and this reduced to 11,000 approaching Dunbar. Above average traffic flows occurred in August due to tourism and local harvesting; the average evening peak flow at Haddington in August was nearly 1200.

Purposes for travelling	Aug %	May %
Employers	28.3	41.1
Home to work	12.1	22.0
Other	14.0	19.1
Tourism/ recreation	45.5	17.7
Cars	75.5	65.0
HGV	10.2	16.0
Bus	01.36	01.36

Source not provided

All flows were dominated by cars; eg 65% in May, and only 27% goods vehicles overall. The increase in tourism numbers in August no doubt included cars with caravans making for one of the several parks in East Lothian. Bus numbers remained relatively static on both counts and show that public transport use and demand is minimal.

Initial dualling plans to Haddington east were delayed as the routes north through Alderston or using the existing A1 were rejected. The Tranent/Haddington east expressway was finally

opened in 1996. The old detrunked road – now the A199 – provides direct access to the towns and villages along its path.

In November 1999, the Scottish Executive (responsible for all major roads) identified the 13.7km Haddington-Dunbar section of the A1 to be built in the next 3 years, to

‘near motorway standards and south of the existing route’. Recent traffic surveys had identified an increase in traffic growth from East Linton due to more residential developments, in addition to the expected flow rises. Plans for the new section should cope with predictions until 2018, removing 15,000 vehicles per day off the existing road. It does not now allow direct access to East Linton village - which reduces the land area lost, and the costs involved in cutting through more rock, but it does cause concern to those living locally. Currently there are delays due to protests from residents and traders in/near East Linton, who are anxious that there will be local access.

With the A1 expressway providing a safer and faster route to work, more drivers are attracted to use the route, and this demand is met by more new housing in attractive rural areas such as Haddington, which in turn fuels a greater attraction for more people to move out of Edinburgh.

Road traffic accidents near Haddington

With more cars, there are more injuries; with poor roads, there are more injuries. From the 1960s, car safety became more of an issue with flashing indicators, seat belts and child restraints, and strengthened car-bodies to withstand collisions. In the Lothians, during the 1980s, road injuries reduced slightly towards the end of the decade to 4248, but cycle fatalities remained static at around 75 per annum. 73% of all road accidents between Edinburgh and Newcastle were on the single carriageway sections; of these 95 were from overtaking. In 1991 accidents on the still single lane A1 were around 40 on each section between the Longniddry turn-off and Haddington, and between Haddington to Dunbar. 30% of these, due to overtaking, resulted in 4 fatalities and many serious injuries. The new expressways allow motorised vehicles only, and risk of collision is reduced by the unidirectional carriageways. Preventing accidents reduces associated health costs, loss of earnings, and lost days from work. Having a new, dual-carriageway does encourage speeding and this is controlled by CCTV cameras, programmed to record all those exceeding the speed limit of 70mph.

Parking

More car ownership means more traffic in the town centre and a greater need for parking -for both residents and visitors. A mediaeval y town plan does not lend itself to 20th century traffic, and car ownership was not envisaged when the old houses and apartments were built in the streets and closes. Resident parking schemes have had to be introduced and balanced with the needs for short and long-term parking by those working, visiting and shopping in the town. Any garages offered for rent are snapped up.

In 1981 communal spaces were increased for on-street parking near shops and places of employment. The Parking and Traffic Management Scheme modified the car parking plans to allow more on-street parking particularly in Court Street. By April 1985, more specific parking standards were being introduced so there was compulsory land purchase to provide a central town car park; however, it was 1991 before the William Low supermarket (later Tesco) and an associated free car park were opened - including long-term spaces. The latter are now filled each morning by those coming into Haddington daily to work. Also in 1991

parking bays, and crossing points with dropped kerbs for pedestrians, were provided in the main streets. Sheffield racks also appeared for cyclists in the High Street and at Tesco - one cycle rack per 100 car spaces. Two smaller car parks are opposite St Mary's church near the Poldrate, and beside the Surgery in Newtonport. On-street parking is clearly marked along many of the side streets.

So far, parking is free for a limited period in all marked parking bays and car parks, and it is very seldom that a traffic warden does a spot check presenting many fines; people will therefore leave their vehicles for times longer than that permitted. Legislation states that there must be adequate space for car parking (which includes parking bays, drives and/or garaging) in any new shopping, employment, health or housing development. The new council buildings in John Muir House have, as a result, generous parking facilities; all new housing estates appear spacious in homage to the motor car. These laws should allow unobstructed new roads, promoting more safety. Any new blocks of flats must have internal cycle storage.

Town traffic

The old 'northern' bypass provided access to northern villages, but there are no easy routes to other outlying villages and most traffic has to pass via the busy, cramped town streets causing many bottlenecks. Market Street, due to its narrow 16ft stricture, and often a cause of jams, was made one-way in 1951. This made access to Newtonport difficult; and it was later returned to its two-way status; lights with a pedestrian crossing facility controlled traffic at the Market Street/ Hardgate junction. A similar control was introduced at the junction by the Railway Hotel, but priorities had to be changed to solve continuing traffic problems. All the main streets are two-way, and the main artery through the town is east-west Hardgate, veering right into the High Street and on through Court Street. At the Court Street/ Knox Place junction is still to be found a wooden signpost of the old design, indicating 'The North' and 'The South', harking back to the days when Haddington's main street was the A1. Even in the 1960s, townspeople still called the now de-trunked A199 the 'new road'.

The generous on-street parking spaces now cause many problems to traffic flow. There were plans for a distributor road from Acredales or Long Cram to Mill Wynd to relieve town pressure on the south side, but nothing was done. The Nungate Bridge was pedestrianised in 1950, but Waterloo Bridge lost its chance of an additional pedestrian facility.

In 2000, an updated traffic survey and plan is awaited; this is expected to produce answers to the increasing flow and parking problems. A housing development proposal on Briery Bank has been halted until the survey is published; this is due to the threat of increased traffic over the narrow Waterloo Bridge.

Facilities to service and maintain the transport network

The road network has increased in East Lothian since the 19s; there have been new roads and many old tracks now have tarmac surfaces - all must remain safe and need continual maintenance.

The Scottish Executive is responsible for all trunk roads in Scotland - the A1 expressway and trunk road here. The executive manages and supervises new road developments, and also organises associated tasks such as; repairs, lighting, signs and for keeping the roads open during wintry weather by salting and gritting; ethylene glycol is added on any high bridges. New, expensive all-weather road surfaces promote better drainage.

The East Lothian Council Transportation Department in John Muir House, Court Street, supervises the maintenance and construction of all other public thoroughfares; it will distribute pamphlets on winter driving, install speed cushions, provide well lit, well-drained and clean streets, run safe routes to school, and employ and train the 'lollipop' people who supervise the crossings. Road and associated transport costs for East Lothian Council were £11,296,000 in 1999-2000. This will also include the use of snowploughs and gritters in the winter; and the need to patch roads after severe frosts and promote a programme to manage the wear and tear.

The use of a car now gives a safe form of transport and allows people to enjoy late evenings out. Street lighting - on only until midnight in the 1950s - is now essential during all the hours of darkness. To promote awareness and gain assistance, roadside posters request the public to ring CLARENCE (the Customer Lighting and Road Enquiry Centre) on a free line if they find any road or lighting defects; 24,000 calls were made in one year.

Footpaths and Public Rights of Way

Listed Rights of Way, last published in April 1994 (but in 2000 not necessarily correct) may or may not be complete; it gives several suggested paths in and around Haddington and omits other paths listed in former publications. Only in the latter part of the 20th century have more people had the time to enjoy walking; older inhabitants did not go for walks, and walking decreased with the increased use of the car. The old tracks between villages had long become overgrown or been ploughed up, and only remnants have survived leaving odd lengths of rights of way; other tracks have become metalled which can be traversed by the car!

The walk beside the Tyne from Gowls Close has been extended to Long Cram, and there is a path over Stevenson's Bridge. There is also a link over the Nungate Bridge via the John Knox Memorial to the Gifford Road and Briery Bank. Haddington, having kept its mediaeval street layout, has numerous narrow, dangerous pavements, but also many twisty alleyways - often of uneven surfaces. Numerous other paths exist following the 'town wall' ; to the south it is the Butts, and to the north is roughly the route of the Black Palings Path; the Donkey Path exists as Letham Drive (the latter two paths allow cyclists). It is relatively easy to walk through/around the town centre using wynds and alleys without using any main road; it is often quicker.

A circular walk from the Hardgate takes the north bank of the Tyne to Abbey Bridge, (although the path has all but been ploughed over in several stretches or has subsided) and returns via the Golf Course through Amisfield. In the 1990s, there have been suggestions to extend the riverside path from Haddington all the way to East Linton.

From the south west town boundary , paths run by the Letham Burn to Letham Holdings Road, and from Letham Mains to Liberty Hall. A short walk from here is Butterdean Wood, lately under the ownership of the Woodland Trust with free access to the public.

From Blackhouse Bridge on Pencaitland Road, there is listed access to Westfield, (not far from the West Lodge of Lennoxlove), via the Clerkington estate and a foot bridge over the Tyne.

From Bolton there are two paths to Gifford Water - either via Coulston or Eaglescairnie.

There is a direct off-road link from west Haddington along the disused rail track to Longniddry -passing under the detrunked A 199 and the A 1 expressway.

To the east, there is a right of way from Seggarsdean to Northrig, and from there to Morham Manse.

In 1951, a long-distance footpath was proposed between Longniddry and Hailes. This used some of the old Edinburgh post road from Longniddry - the small roads through Bangley Brae, the track via Blackford Toll and Phantassie; then a deviation north up the Drem road, across a track to Barney Mains and the Vaults, back south down the Athelstaneford road to join the old route east as a small road past Beanston and finally as a rough sunken track to Pencraig Wood, and south to Hailes, over the A1. The Longniddry railway walk could now be a link to Cantyburn, and east of that the above route still exists and is partly listed in the 1994 publication, and is signposted over the Garleton Hills section. A path from just past the Vaults descends into Athelstaneford. At Hailes, it is possible to continue either over the fields north of the A1 to East Linton, or via the riverside path right into the village. The new A1 dual carriageway will interrupt these paths. From Hailes Castle, there is a signposted right of way to Traprain.

Other 1951 proposals for long distance routes over the Lammermuir Hills from west Haddington via Pencaitland (pedlars' route) or Gifford, were not made. However there are well-walked old tracks, for example from Gifford over the hills to Carfraemill. Further east is the old Herring Road from Dunbar to Lauder, and to the south east is part of the recently identified long-distance walk - the Southern Upland Way.

Other comments

Air transport - none exists in the vicinity. Following serious accidents, the air ambulance will land as close as conveniently possible to the scene then transport the patient(s) to the Royal Infirmary in Edinburgh.

No recognised bridleways exist; riders use farm tracks locally. Bus services/ maintenance sites.

The main bus depots for buses to East Lothian are now at Musselburgh and Dalkeith. There used to be one other at Dunbar.

Cycleways

In 1985, a long distance path was suggested from Bo'ness to Haddington. A cycling survey was also carried out in schools throughout the Lothians. Although no record exists from Knox Academy, several school cycle routes were suggested for Haddington (apparently the Academy had no storage for cycles at the time).

The routes were as follows:

The Butts - Longriggs - Meadowpark

Nungate via a path under Waterloo Bridge or a new crossing from Sidegate to High Street.

Artillery Park- new crossing over Dunbar Road - via Tenterfield (DHSS owned at the time) - over Newtonport - Fortune Ave - crossing at Court Street/ Station Road or continue to Somnerfield Estate and cross West Road - through housing estate - cross Pencaitland Road. It was suggested that traffic needed to be slowed down at Meadow Park.

By 2000, traffic has increased, there are no safe cycle paths. Many children are taken to school by car, causing parking hazards around that locality, as children are dropped/picked up. Children attempt to cross behind these vehicles. Injuries have been caused to children and elderly people in this way, and in 2000 promoted a traffic-calming scheme in Knox Place, and a plea to parents not to park in the immediate vicinity. In the 1980s, safety helmets for

cycling were introduced, and most cyclists now have bright, reflective strips on both clothes and bicycles. Many children ride their bikes round the many new housing estates in Haddington, and these are relatively safe.

In 1994, the Strategy for 2000 promoted more cycling routes by converting disused railways and road schemes. The Longniddry-Haddington rail track was opened for cyclists (although this is thought hazardous for lone cyclists/walkers due to its isolation between high hedges). The now de-trunked and quiet A199 was marked off for cycling either side of the vehicular lanes; there are no studs to separate the traffic though and the road is still used by buses and heavy traffic passing at 60mph. From the A199, it is possible to cycle through Haddington, then continue east via the back road via Stevenson House and Hailes Castle. A crossing over the very busy A1 is necessary to pass into East Linton, then over the old bridge in order to pick up the legal pavement stretch beside the A1 again to the east of the village, and later the signed cycle route into Dunbar. A new promotional leaflet shows the numerous, level and quiet roads in the coastal plane of East Lothian considered safe for even family cycling - except at harvest time. The Scotrail North Berwick line, which can be joined at Longniddry, takes cycles free but a reservation may be required.

In 2000, a cycle shop in the High Street continues the tradition of having a repair shop in the town. Serious cyclists however, make for Bruntsfield in Edinburgh, where there is one of the best stocked shops in the UK.

Disabled and elderly travellers

Numerous strategies were introduced in the 1990s to assist disabled people. They can get a Taxicard allowing them to use taxis at a greatly reduced rate, and there are taxis designed for them. The Taxicard will also allow free travel on the Edinburgh-North Berwick line, but other than at Waverley, the small stations are unmanned and access to both platform and train can be potentially impossible - on older trains, anyone in a wheelchair would have to travel in the guard's van. Dunbar Station is manned by GNER staff, and has good facilities for disabled people including waiting, and toilet facilities. Disabled people having orange badges, can use the few specially marked parking bays in the Haddington main streets, and in the Tesco car-park; able-bodied people, however, sometimes thoughtlessly obstruct these bays. There are also marked bays for shoppers with small children -allowing space to assemble, and put an infant in, a wheelchair. Kerbs were also dropped, and new buses designed to lower the entry platform allowing wheelchair access into an unobstructed area.

Concessionary travel expenses allowed free bus travel for the elderly passengers, costs increased greatly when other members of the public with disabilities were also included - with no geographical barriers. Free travel was given for concession tickets until 1991, and this provided 43.6 million journeys per year in the Lothians. But this became too expensive and a 30p flat fare was made for each journey. By the following summer, these journeys had reduced by 5½ million, so the fare was reduced to 20p. Overall concessionary tickets cost over £14,000 within the Lothians. By 2000, concession fares for one bus journey are again 30p, but they are half price on the local railways at about £2.50 return from Drem to Haymarket.

Garages and Vehicle Maintenance

With increased numbers of cars, more sophisticated filling stations are required, including well equipped premises and specialist mechanics to maintain the vehicles to a standard appropriate for trunk route and urban journeys

Two garages have franchises to sell petrol - the Ideal Garage (on the corner of Hardgate and Victoria Bridge) sells Shell petrol; the Bypass Garage (on the old by-pass, the A199, at the top of Goatfield) sells Jet and it also refuels heavy goods vehicles. Because of the number of cars, all pumps have computerised actions and displays to speed up filling rates and driver throughput. Gone is the petrol station at Oaktree junction; it and its cafe stand deserted to the west of Haddington at the fork with the A199; gone also for many years the small garage in Market Street next to the entrance to John Brown's Court, and another in 1947 beside the old well, in front of Kinloch House - this space gave an open view to the house for the first time.

Any car over 3 years old has to undergo an annual MOT test and must meet the standards laid down by the 1988 Traffic Act which covers such things as tyres, lights, steering, brakes, seat belts and exhaust fumes; most of the Haddington garages are registered to perform this test; motor vehicle servicing takes place at the Bypass Garage, Ian Glass in Hopetoun Drive, Guy's Garage in Peffercraig Industrial Estate, the Ideal Garage in Hardgate, and Woodlea Garage in West Garleton. The Bypass and Ian Glass Garages sell cars - the latter is the dealer for Vauxhall cars, provides car rentals and also does coachworks. Herschell Coachworks is tucked away in Tyne Close. Kennedy's Coachworks used to be in the Sidegate. The site of Ewart's coaches continues as the National Tyre and Autocar centre in Goatfield; a second such centre is in Rosehall.

Taxi Services

Currently there are two taxi firms – Colin's Cabs and Johnny's Cabs -situated in Brown and Market Streets respectively (previously Gordon's and Fortune taxis). This is ideal for shoppers (unlike the 1950s when shopping was ordered in person, then delivered later), or bus passengers from the High Street. Each firm has a mini bus, and these are often seen ferrying groups home after a night out at the pub. Their cabs are kept pristine from hoses snaking rather dangerously over the pavements each morning - more frequently when roads are salted in wintry weather.

Air pollution associated with transport

The only two junctions where traffic flow is controlled by lights involve some very narrow streets. Hope Park /Knox Place, and Sidegate / Market Street junctions (and particularly the latter) can promote pollution as running engines from the stationary traffic can cause unpleasant fumes which infiltrate adjacent buildings. Parked vehicles often block the 2-way flows causing greater delays, especially with delivery lorries or farm vehicles crossing town in the north-south direction.

The other potentially congested and hazardous area is nearby at the corner of Newtonportl Market Street with the enormous increase in traffic coming/going to the Tesco supermarket, or the adjacent long-term car park.

Buses lining up on the south side of the High Street, outside Boots, can increase pollution as they keep their engines going. Noise and vibration pollution at the narrow junctions can be particularly invasive in adjacent shops and buildings and to passing pedestrians.

Summary

Immediately post-war, most people in the parish of Haddington worked and shopped locally; few had cars; few commuted into Edinburgh. Families, elderly and disabled people seldom travelled due to difficulties presented by the public transport of the time.

From Haddington Station, inconveniently sited half a mile from the town centre, the fragmentary steam train service to Edinburgh was expensive, had old carriages, included a connection at Longniddry, and had little support except at peak times. The journey took at least 50 minutes and the train fare was expensive compared to the bus.

Three Edinburgh buses passed through the High Street each hour, travelling via Tranent and Musselburgh. With this competition, the rail link declined and was closed to passengers in 1949. Nevertheless, Haddington was declared a 'sphere of influence' at the time; so many local buses were arriving and turning in the town centre that a bus station was suggested. One decade later, smaller companies running the rural routes went out of business due to a lack of demand. Increasing numbers of the population became car owners; residents without a vehicle became marooned or depended on those with a car, particularly those who lived outside the town. Delivery services disappeared. A suggestion for a rural post-bus service was first mooted at this time.

Bus routes into Edinburgh were still being supported, and some limited stop buses were introduced in the 1970s. A 1980 survey showed that Haddington residents had the lowest rate for bus travel in East Lothian. By this time, about 66% of households had a car, and 60% of Edinburgh commuters from East Lothian were using their own vehicles - only half that used the bus. Rural bus services were cut again in 1985 with bus de-regulation as bus companies competed for lucrative routes. The Edinburgh and Musselburgh by-passes were nearing completion. With better routes into Edinburgh, some urban dwellers were attracted to the cheaper, more peaceful rural housing estates springing up in and around Haddington.

Car ownership increased; drivers enjoyed and now expected the travel flexibility. They cited that bus fares were more than petrol costs - forgetting related car maintenance/capital costs. Haddington was redesigned for the car as more specific parking standards were introduced - more communal spaces and on-street parking bays; new developments - housing or industrial - had to have specified car spaces. More garage/car maintenance facilities, a school of driving, and a driving test centre became accepted requirements in the town. A new supermarket in the centre with large surrounding car-park, allowed car owners to get into the habit of the 'big shop'. Smaller shops suffered and closed and those without a car had to go further to reach a shop.

By the 1990s, school children no longer walk to school - there is too much traffic; they are taken to school by car and then other children are injured as they run out between the parked cars near Rosehall. More cars, carrying fewer people, produce more air pollution at Haddington's narrow junctions jammed with parked vehicles.

More use of public transport is encouraged. The park-and-ride scheme was introduced for Edinburgh commuters - drive to stations on the North Berwick line; park free and take the train into the city centre; there has been a suggestion of rebuilding a fixed line transport system to Longniddry. Buses to Edinburgh remain at 3 per hour. Peak hour express buses, using the nearby extended A1 expressway, can reach Princes Street east in only 30 minutes - also achieved by using bus lanes once in the City. Bus travel has become more competitive with car use but rolling stock continues to be outdated. Rural services have increased with the injection of large subsidies, but are run half empty by private firms and the Royal Mail. concessionary tickets enable elderly and disabled people to travel cheaply throughout the

Lothians on buses - or at half price on the trains. The council is encouraging more walking, and cycling is enhanced with more routes. Each year there are extra associated costs to maintain road and transport use and safety for all - the last bill totalling over £11 million. Finally, as the 20th century closes, a traffic survey for the town and the overdue dualling of the A1 are eagerly awaited.