

East Lothian Partnership

East Lothian by Numbers

A Statistical Profile of East Lothian

8. Travel and Transport

December 2016

Transport and Travel

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Transport & Travel

Access to transport is fundamental to maintaining today's lifestyles, whether it is for work, education, leisure or to attain the goods and services people rely on in their daily lives. The dispersed, rural nature of many of East Lothian's settlements also increases the need for travel.

While the personal freedoms offered by the car are recognised, the downside is traffic congestion and, until alternative technologies become widespread, the problem of exhaust emissions. One of the key ways for East Lothian to reduce its carbon footprint would be to improve connections between communities; encourage the use of more sustainable modes of transport (where practical) including walking, cycling and public transport. The added health benefits from active travel are also seen as a bonus.



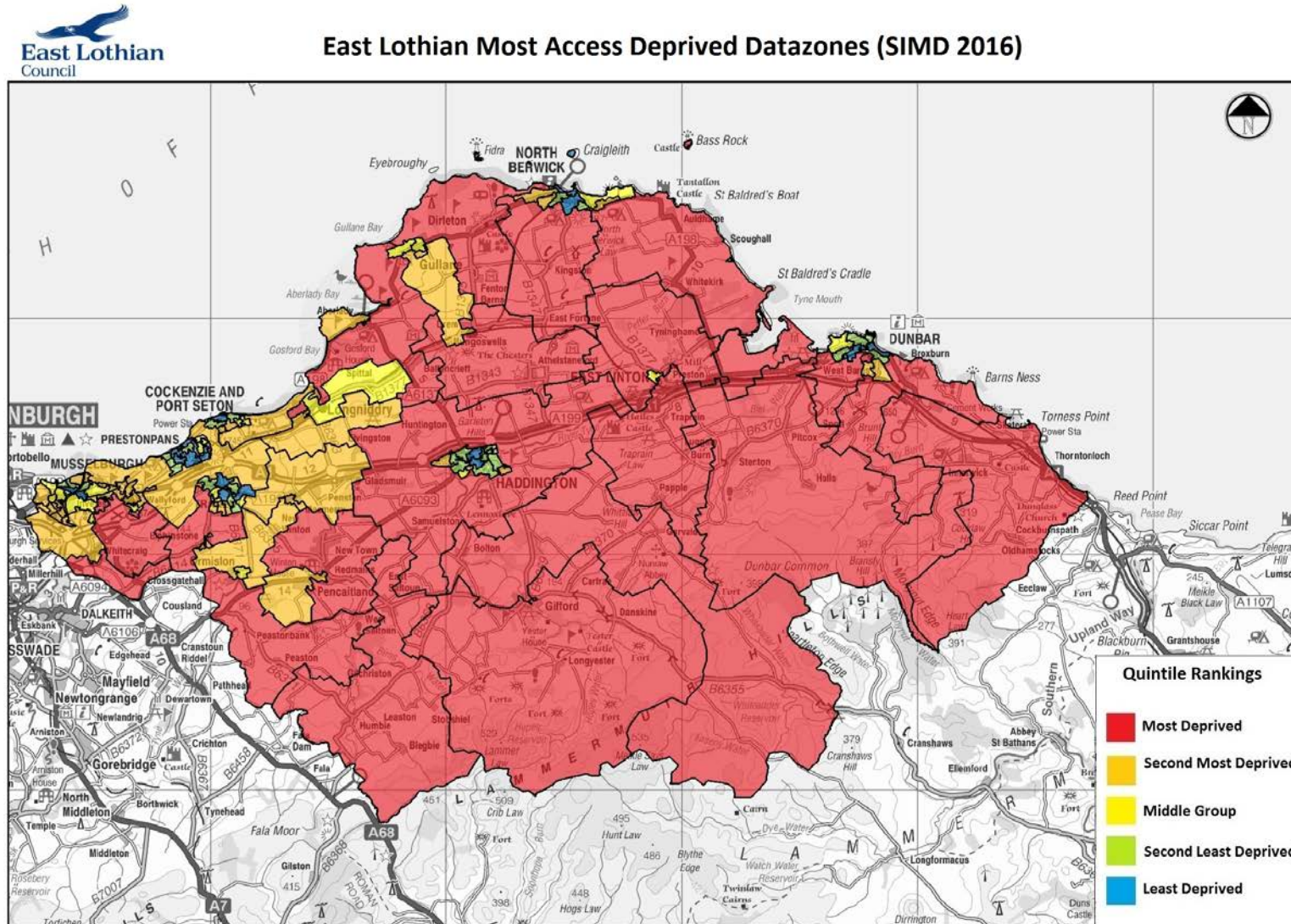
Summary:

- 60.5% of East Lothian car and van commuters stated they could use public transport, compared with 53.2% for the SEStran region and 47.5% for Scotland.
- Overall 40.5% of people in East Lothian stated that during the last month they had used public buses in East Lothian. This is much lower than the SEStran region figure of 52%. East Lothian bus passengers tend to travel less frequently on buses than in the SEStran region and Scotland.
- Rail station usage in East Lothian has increased by 73.7% over the last 10 years.
- 71.3% of people in East Lothian use a car or van to travel to work, higher than the SEStran region (57.8%) and Scottish (61.6%) averages.
- Out of the 32 local authorities, East Lothian was ranked the 5th highest in terms of commuting distances of 10km or longer to get to work.
- Walking is the most popular form of travel for children going to nursery, primary and secondary schools in East Lothian, with the proportions being above the Scottish average in all three categories.
- East Lothian showed a large increase in traffic delays in 2013/14 when compared to the previous year
- East Lothian Council was contacted 2,785 times during 2014 regarding street light repairs and 976 times regarding pothole repairs.
- 32% of local authority roads in East Lothian require maintenance.

SIMD Access Domain

The SIMD 2016 Access is based on the following factors: Drive time to GP, retail centre, petrol station, primary and secondary schools and post office; public transport time to GP, retail centre and post office. Figure 8.1 shows the Access Deprivation by the SIMD 2016 Scottish quintile ranking.

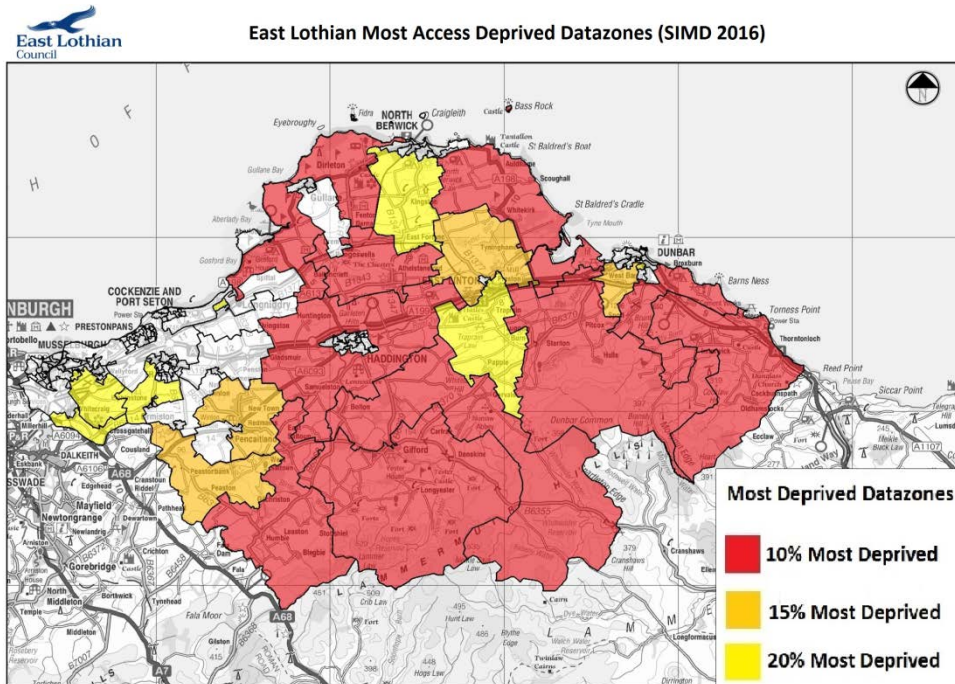
Figure 8.1: East Lothian Access Deprivation by Scottish Quintile Ranking (SIMD2016)



In SIMD 16 East Lothian has 11 datazones amongst the 10% most access deprived in Scotland compared to 12 in 2012), 15 amongst the 15% most access deprived (17 in 2012) and 24 amongst the 20% most access deprived (23 in 2012).

The most access deprived datazone is Gifford North/ Bolton/ Garvald/ Whiteadder, which has a rank of 184, meaning that it is amongst the 5% most access deprived areas in Scotland.

Figure 8.2: East Lothian Access Deprivation by Scottish Quintile Ranking (SIMD 2016)

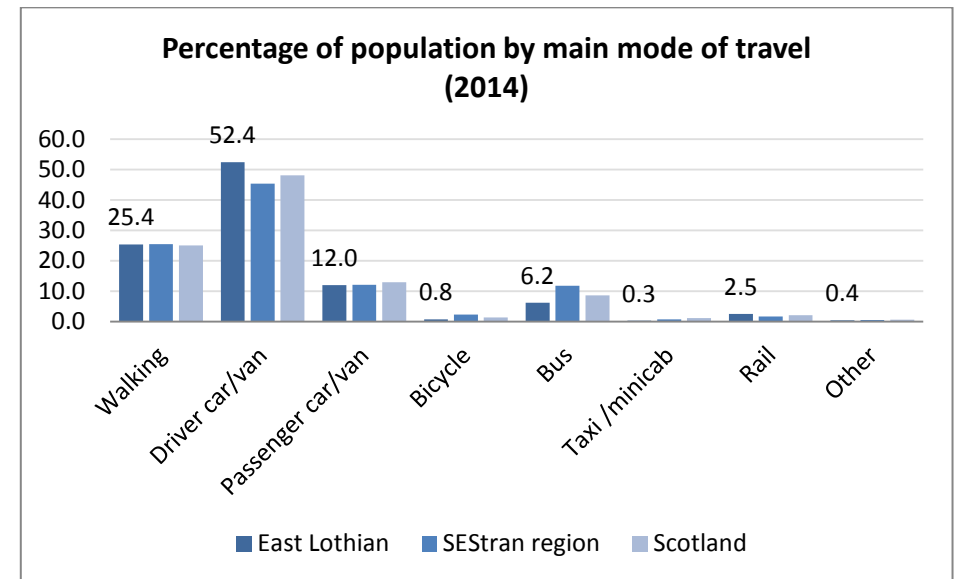


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Main mode of travel

The South East Scotland transport (SEStran) region is comprised of Edinburgh, Falkirk, East Lothian, West Lothian, Midlothian, Clackmannanshire and Fife. Figure 8.3 shows that 52.4% of East Lothian residents drove a car or van, compared to 45.3% for the SEStran region and 48.1% for Scotland.

Figure 8.3: Percentage of population by main mode of travel, 2014 (Scottish Household Survey 2015).



SEStran

SEStran produces regional transport strategies for the south east of Scotland and has four key aims of improving: the economy; accessibility; the environment; and safety & health. SEStran covers the council areas:

- City of Edinburgh
- Clackmannanshire
- Fife
- Midlothian

Figure 8.4 compares the driver, walking and bus passenger categories for the SEStran local authorities. The East Lothian Driver value is similar to the Scottish Borders and Clackmannanshire which are also relatively rural. In general a higher walker and bus passenger rate corresponds with a lower car driver percentage.

Figure 8.4: Percentage of population who drive their car compared to walking or taking the bus, 2014 (Scottish Household Survey 2015).

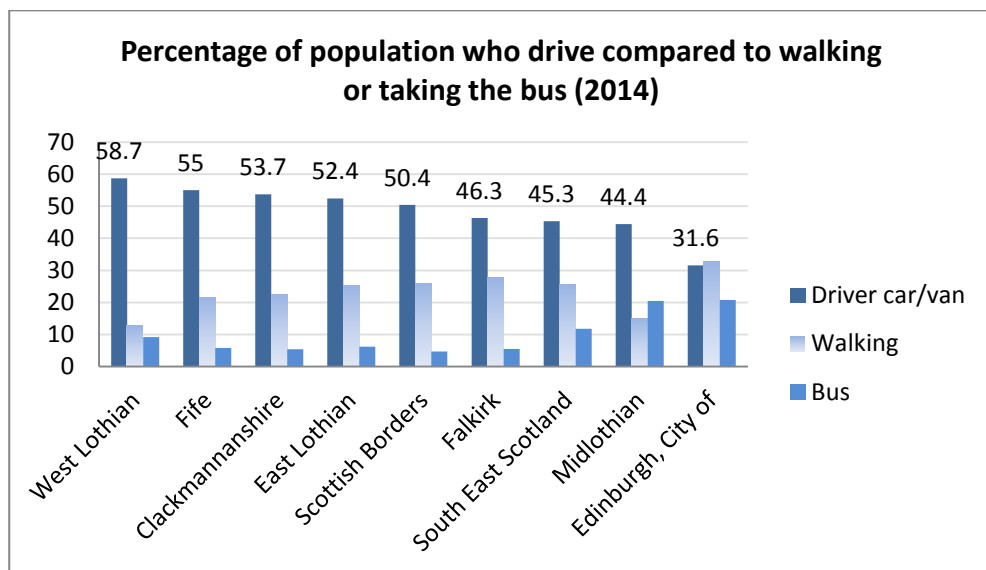
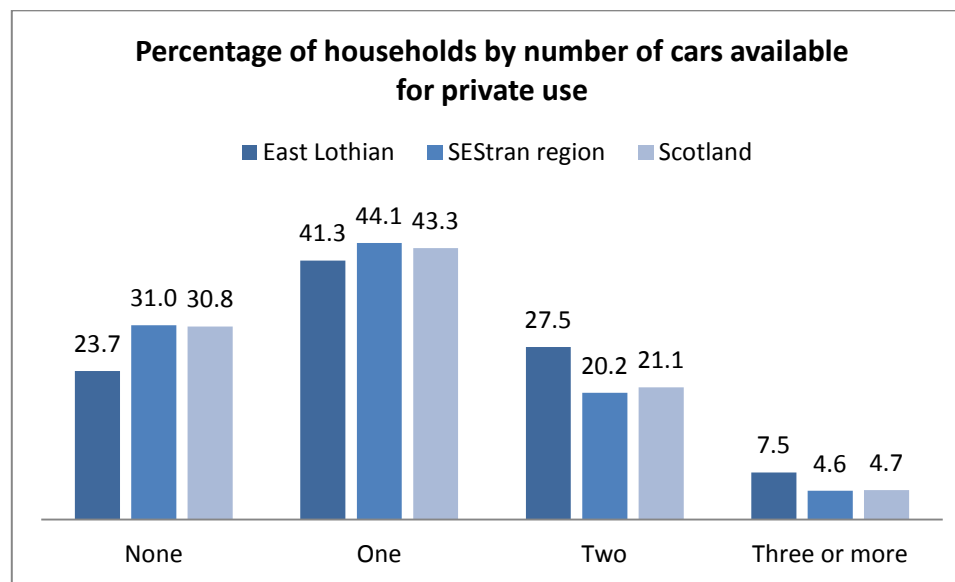


Figure 8.5 shows the number of private cars that households can access as a percentage of the total number of households. 76.3% of East Lothian residents had access to a car compared to 69% for the SEStran region and 69.2% for Scotland. A higher percentage of East Lothian residents have access to two or more cars when compared to the SEStran region and Scotland

Figure 8.5: Percentage of households by number of cars they have access to , 2014 (Scottish Household Survey 2015).



Public Transport

Figure 8.6 shows that 60.5% of car and van commuters could use public transport, the East Lothian figure is higher than the SEStran region and Scotland figures.

Figure 8.7 shows that 76.7% of East Lothian residents found public transport to be very/fairly convenient which is lower than the SEStran region (86.2%) and Scotland (83.6%).

Figure 8.8 shows that more East Lothian adults were very satisfied with public transport when compared to the SEStran region and Scotland. However overall the East Lothian very/fairly satisfaction level (70.2%) was lower than the SEStran region (80.5%) and Scotland (75.1%).

Figure 8.6: Percentage of car and van commuters who could use public transport (Scottish Household Survey 2015)

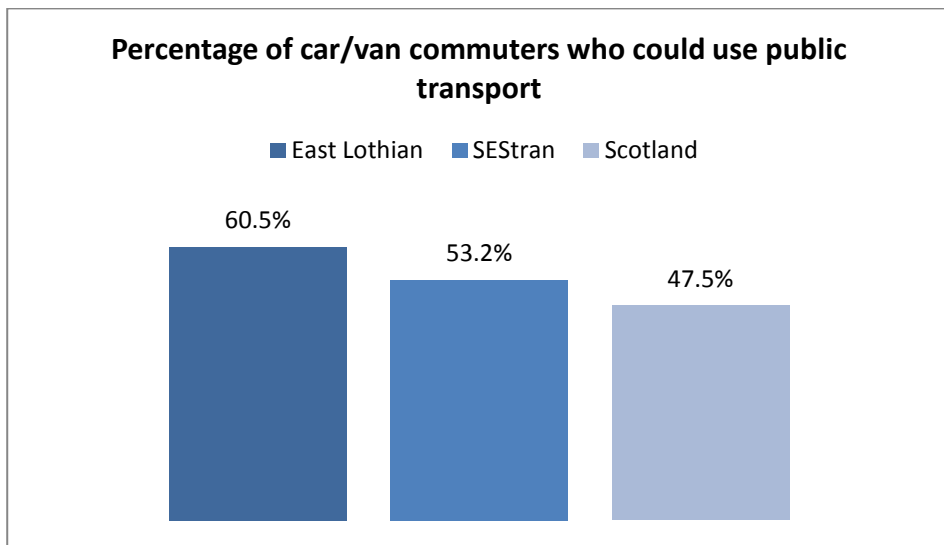


Figure 8.7: Views on the convenience of public transport (Scottish Household Survey 2015)

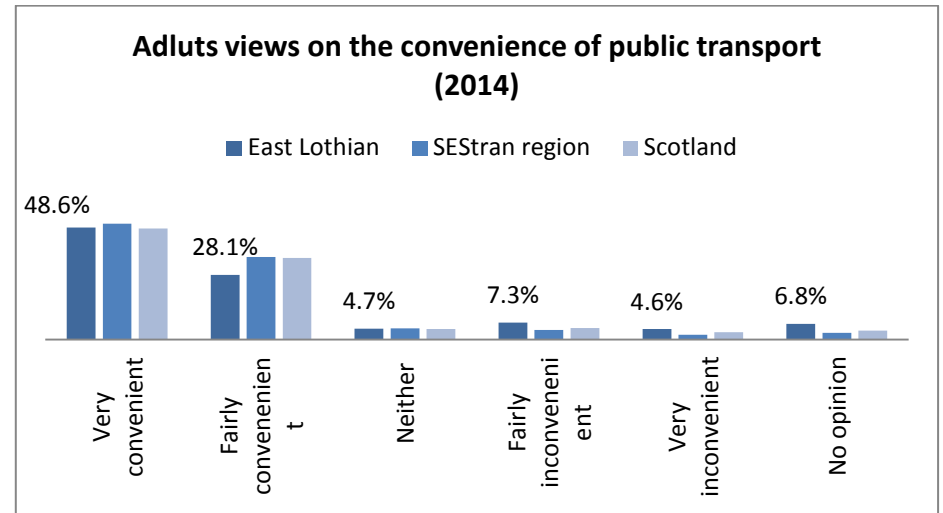
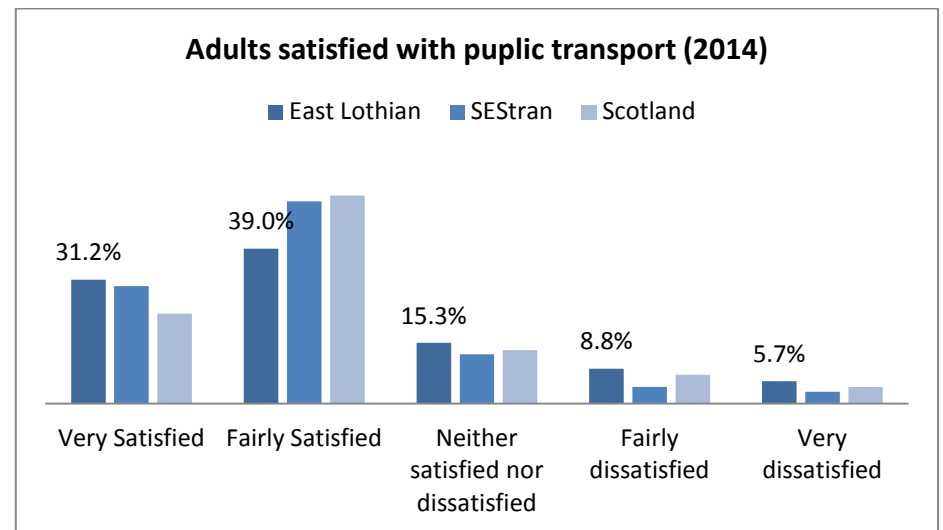


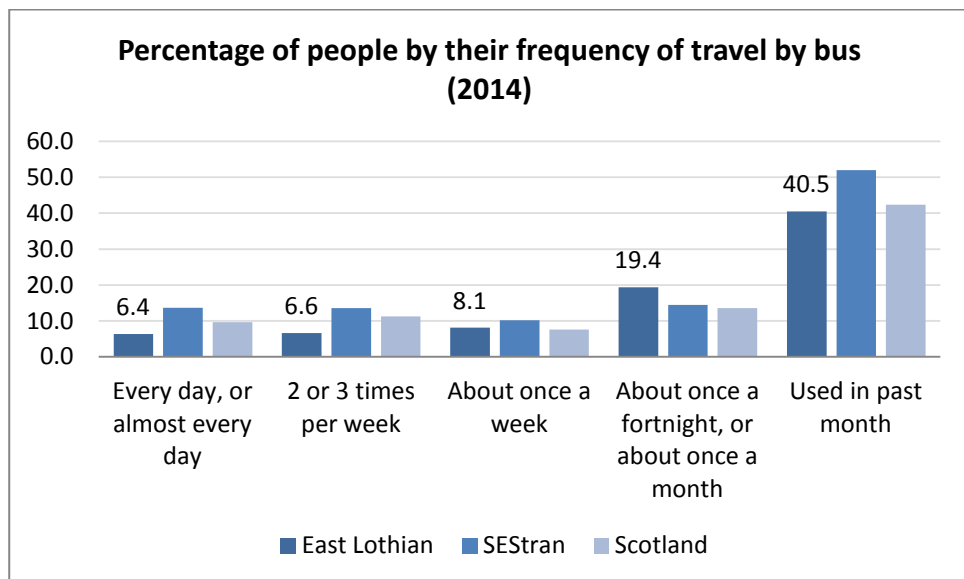
Figure 8.8: Percentage of Population satisfaction level with public transport (Scottish Household Survey 2015)



Buses

Overall 40.5% of people in East Lothian stated that during the last month they had used public buses in East Lothian. This is similar to the picture in Scotland (42.3%), but much lower than the SEStran region where 52% use public buses. East Lothian bus passengers tend to travel less frequently on buses than in the SEStran region and Scotland. Figure 8.9 shows the proportion of people by their frequency of using public buses.

Figure 8.9: Proportion of people by their frequency of using public buses in East Lothian, SEStran region, and in Scotland 2014 (Scottish Household Survey 2015).



Concessionary Passes

Table 8.1 shows that 90.9% of concessionary passes in East Lothian are held by people aged 60 and over.

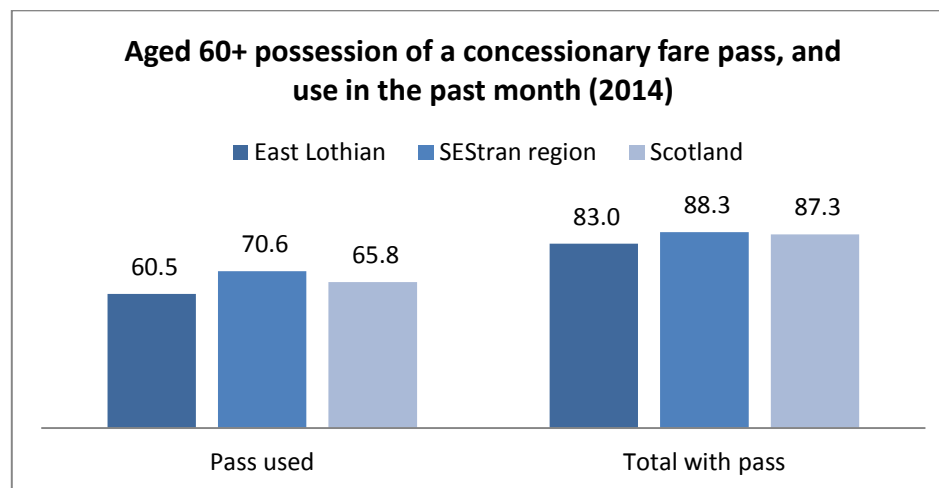
Table 8.1 East Lothian Concessionary Passes 2014 (Scottish Transport Bus and Coach Travel 2014).

| East Lothian Concessionary Passes | Disabled | Disabled + companion | Visually impaired | Visually impaired + companion | 60+ | All card holders |
|-----------------------------------|----------|----------------------|-------------------|-------------------------------|--------|------------------|
| Number | 786 | 1,353 | 62 | 159 | 23,650 | 26,010 |
| Percentage | 3.0% | 5.2% | 0.2% | 0.6% | 90.9% | 100.0% |

Figure 8.10 Shows that 83% of people aged 60 and over in East Lothian are in possession of a concessionary pass, which is lower than the SEStran region (88.3%) and Scotland (87.3%).

In East Lothian 60.5% of concessionary pass holders in the aged 60 and over category used their pass in the last month, compared with 70.6% in the SEStran region and 65.8% in Scotland.

Figure 8.10: Percentage of people aged 60 and over who own a concessionary pass and those that have used their pass in the past month (Scottish Household Survey 2015).



Rail

East Lothian currently has two main railway routes. The Edinburgh to North Berwick commuter line, which calls at every station except Dunbar, is the main railway route in East Lothian. The east coast main line cuts across the area and trains on this route call at Dunbar and Musselburgh stations on their way to and from Edinburgh.

Historically, East Lothian had more railway lines and train stations, and there is the possibility for stations to open in the future. New stations at Newcraighall and Brunstane (just outside of East Lothian) and a number of park and ride facilities across the region have made travelling by rail easier.

Figure 8.11 shows the estimated railway station usage figures by each station in East Lothian. There has been an overall increase of 73.7% over the last 10 years. North Berwick Musselburgh and Dunbar remain the most heavily used stations. Musselburgh (136.2%), Wallyford (133.5%) and Prestonpans (110.1%) showed the largest increase over this period. Drem increased sharply by 46.2% in 2013/14, but the figure returned to a more expected level in 2014/15.

Figure 8.11: Estimated railway station entries and exits in East Lothian (Office of Rail Regulation 2016)

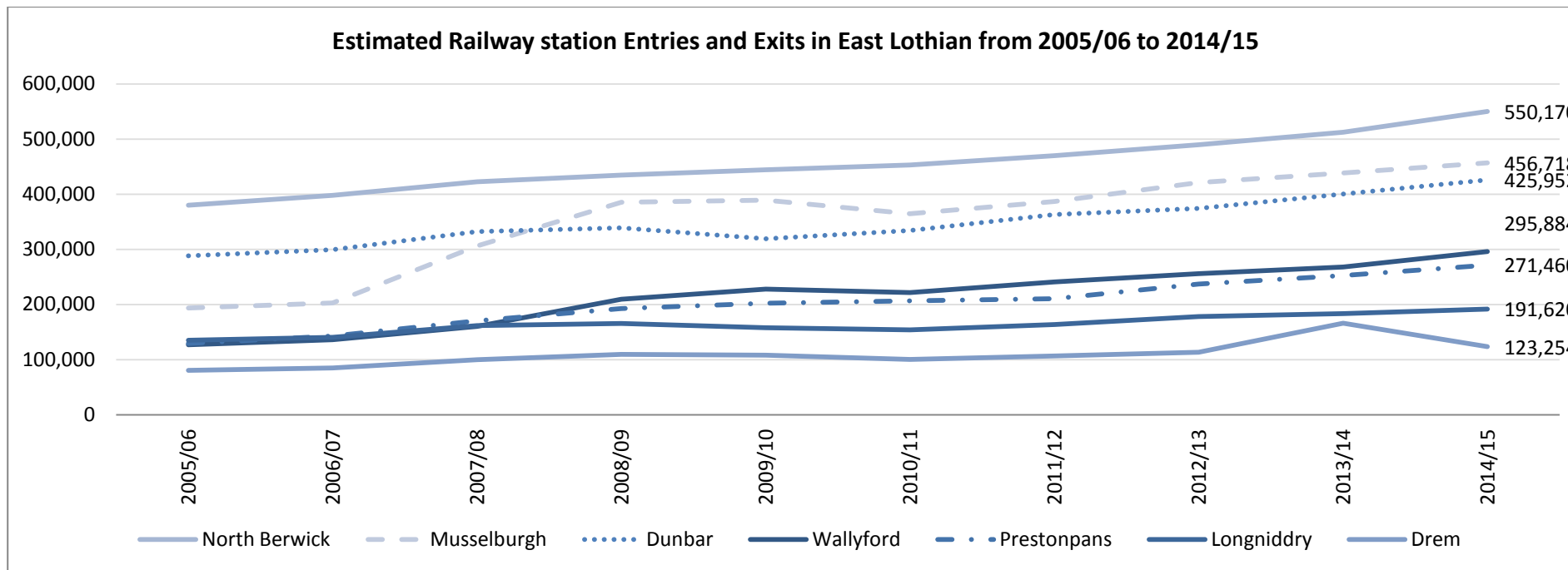
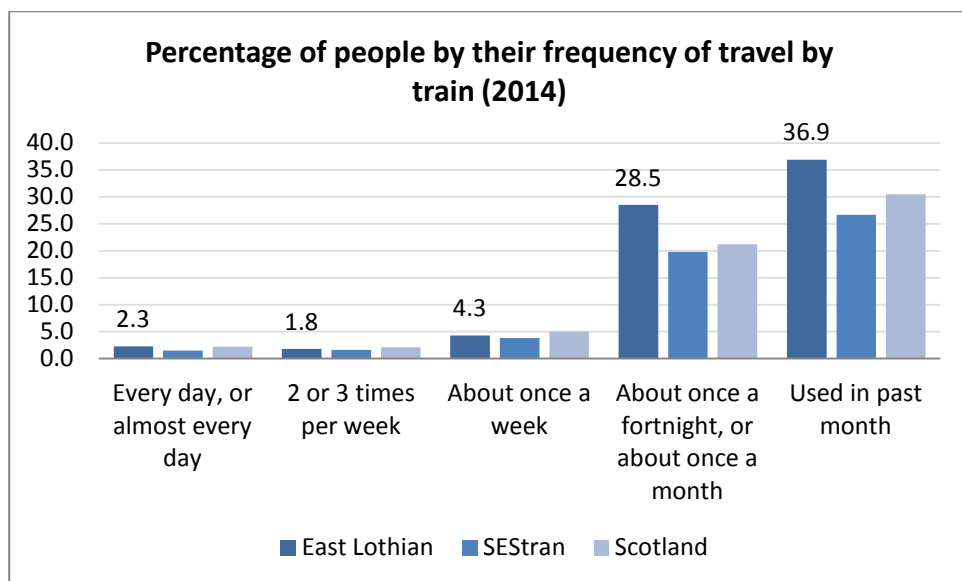


Figure 8.12 shows the proportion of people by their frequency of travelling by train in 2014. In East Lothian Over 36.9% travelled by train, compared with 26.7% in the SEStran region and 30.5% in Scotland. The majority of passengers travelled about once a fortnight or once a month.

Figure 8.12: Percentage of people by their frequency of travelling by train in East Lothian, SEStran region, and in Scotland 2014 (Scottish Household Survey 2015).



Active and Sustainable Travel

Active travel options include walking and cycling, sustainable travel options refer to public transport and car sharing.

Table 8.2 shows the percentage of respondents by how often they use active and sustainable travel options. Buses were more popular than trains on a daily and weekly basis, however more people used trains monthly. 52% used recreational paths on a daily or weekly basis.

Table 8.2: How often various transport methods are used in East Lothian (Citizens Panel 2015).

| How often do you each of the following | Daily | Weekly | Monthly | Only Occasionally |
|----------------------------------------------------------------------------|-------|--------|---------|-------------------|
| Recreational walking paths / core paths | 19% | 33% | 13% | 26% |
| Train services | 9% | 12% | 23% | 41% |
| Local bus routes | 15% | 17% | 12% | 35% |
| Cycle paths in your area | 2% | 11% | 11% | 27% |
| Safe walking / cycling routes to school | 11% | 7% | 2% | 9% |
| Demand Responsive Transport (e.g. dial-a-ride or volunteer driver schemes) | - | 0% | 0% | 2% |
| Electric car charging points | 0% | 0% | - | 1% |
| Car clubs | - | 0% | - | 1% |
| Car sharing schemes (e.g. Trip Share East Lothian) | - | - | - | 1% |

Figure 8.13 shows that 41% of respondents had either increased their active travel significantly or by a bit over the last 5 years, with the same level reporting that their level had remained the same.

Figure 8.13 Has your active travel in East Lothian increased over the last 5 years (Citizens Panel 2015).

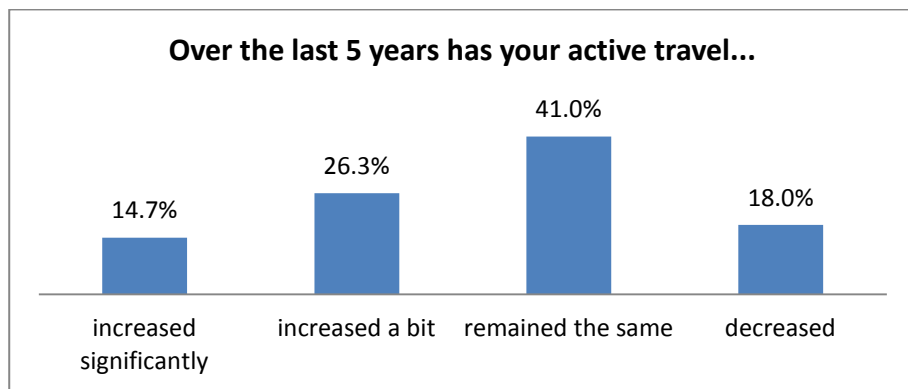
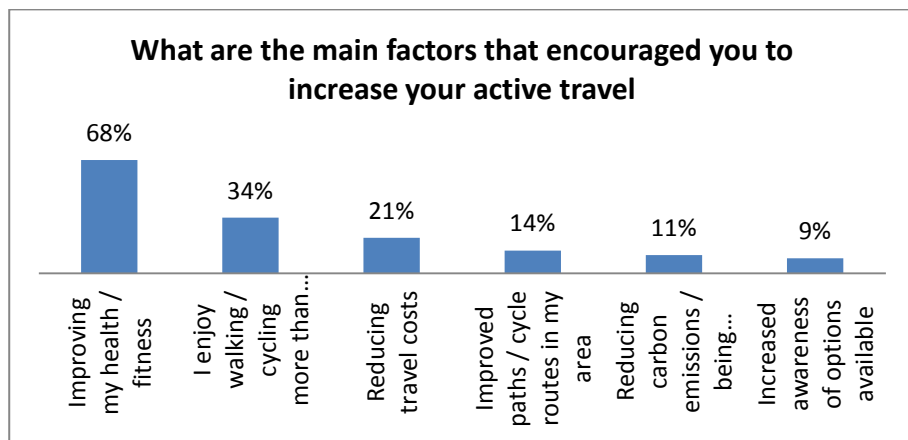


Figure 8.14 shows that 68% of those respondents who had increased their level of active travel did so to improve their health and fitness.

Figure 8.14 Factors that encouraged an increased level of active travel (Citizens Panel 2015).



Travel to Work

Figure 8.15 shows that the main reasons for travel in East Lothian, the SEStran region and Scotland were commuting and shopping.

Figure 8.15: Main purpose of travel (Scottish Household Survey 2015).

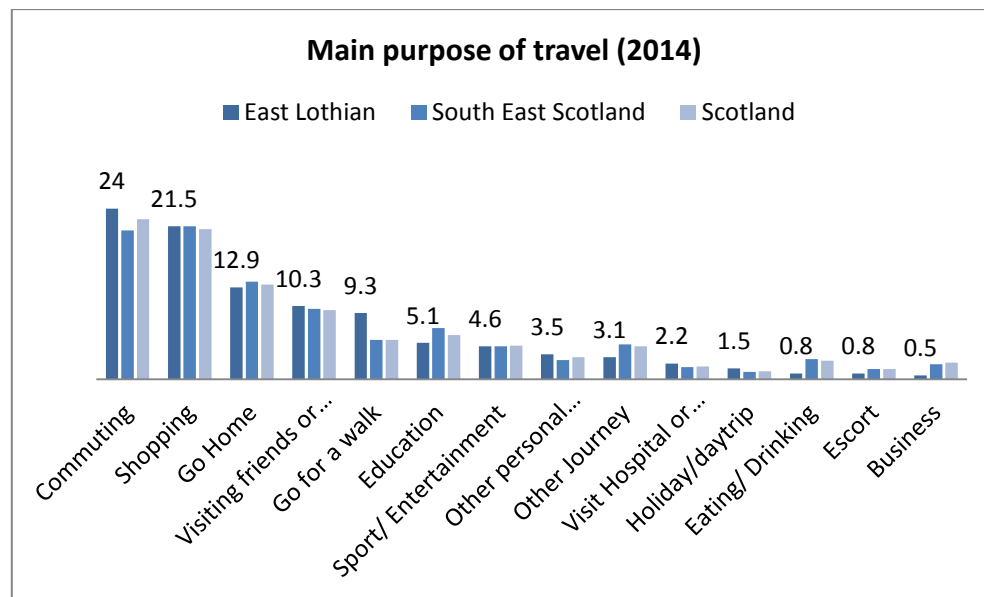
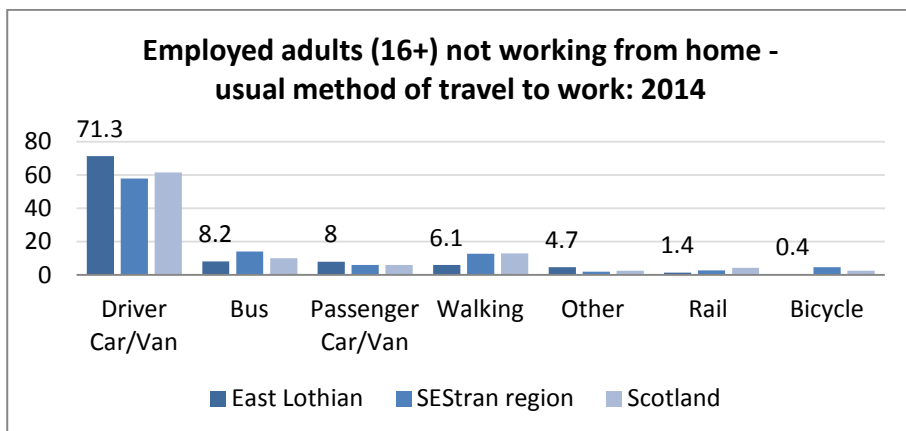


Figure 8.16 shows that the majority of working adults in East Lothian (71.3%) travel to work by car/van. This was higher than the SEStran (57.8%) and Scottish (61.6%) averages. Public transport responses were relatively low.

Figure 8.16: Usual method of travel to work (Scottish Household Survey 2015).



A large number of East Lothian residents commute long distances to work, due to the area’s close proximity to Edinburgh.

Figure 8.17 shows that 32.5% of East Lothian commuters travelled 10km or longer to work, compared to the SEStran region (19.8%) and Scotland (22%).

Figure 8.17: Percentage of people by distance travelled to work (Scottish Household Survey 2015).

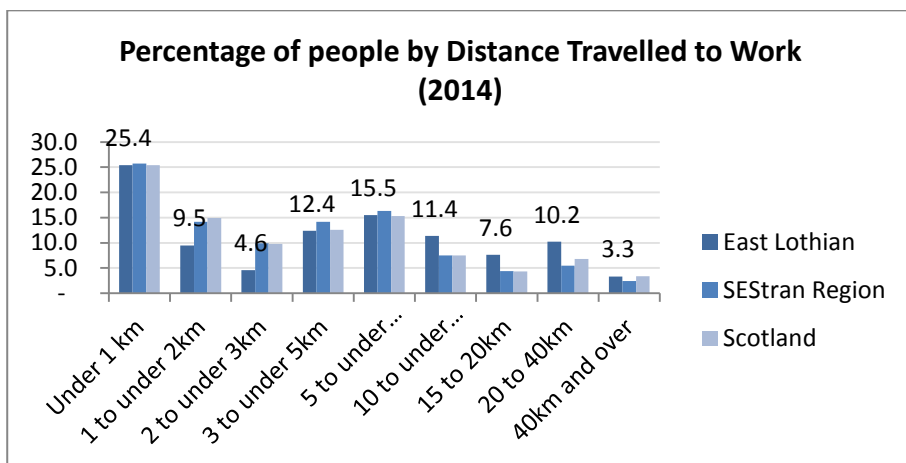


Table 8.3 shows that East Lothian was ranked the 5th highest Local authority in terms of commuting distances of 10km or longer to get to work.

Table 8.3: Percentage of people by distance travelled to work at Local Authority Level (Scottish Household Survey 2015).

| Local Authority | 10km or over | Local Authority | 10km or over |
|---------------------|--------------|---------------------|--------------|
| Aberdeenshire | 38.3 | Moray | 24.4 |
| Perth & Kinross | 36.3 | Highland | 22.5 |
| East Ayrshire | 35.7 | Shetland Islands | 22.2 |
| Orkney Islands | 33.8 | South Ayrshire | 22.1 |
| East Lothian | 32.5 | Clackmannanshire | 21.1 |
| North Ayrshire | 32.0 | Eilean Siar | 20.9 |
| Renfrewshire | 31.7 | East Dunbartonshire | 20.9 |
| Scottish Borders | 31.2 | Stirling | 19.9 |
| South Lanarkshire | 29.2 | East Renfrewshire | 18.4 |
| West Lothian | 28.5 | West Dunbartonshire | 17.4 |
| Midlothian | 27.9 | Falkirk | 15.2 |
| Inverclyde | 26.8 | Aberdeen City | 12.5 |
| Fife | 26.3 | Glasgow City | 11.1 |
| Dumfries & Galloway | 25.2 | Edinburgh, City of | 7.4 |
| Angus | 25.2 | Dundee City | 6.7 |
| Argyll & Bute | 24.5 | SES Region | 19.8 |
| North Lanarkshire | 24.5 | Scotland | 22.0 |

Travel to Study

The distances travelled for study are far less than for work. 63.8% of all people (of all ages) that are in full time education travel less than 5km to their place of study. This is mostly due to a high percentage of school age people attending a local school.

However, those age 16 and over who are studying tend to travel slightly further to their location of study. Table 8.4 shows the proportion of people by the distance they travel to their place of study.

Table 8.4: Percentage of people in full time education by the distance they travel to their place of study (Census 2011).

| Distance Travelled | % Total People Studying | % People age 4 to 15 Studying | % People age 16 and over Studying |
|--------------------|-------------------------|-------------------------------|-----------------------------------|
| Mainly at home | 11.5 | 10.0 | 15.3 |
| Less than 5km | 63.8 | 73.9 | 39.2 |
| 5km to 10km | 9.2 | 8.3 | 11.4 |
| 10km to 20km | 7.6 | 4.6 | 14.8 |
| 20km to 40km | 5.1 | 2.5 | 11.5 |
| 40km or more | 1.9 | 0.6 | 5.3 |
| Other Response | 0.9 | 0.1 | 2.5 |

Percentage of people, age 16 to 17 and 18 or over by method of travel to study 2011

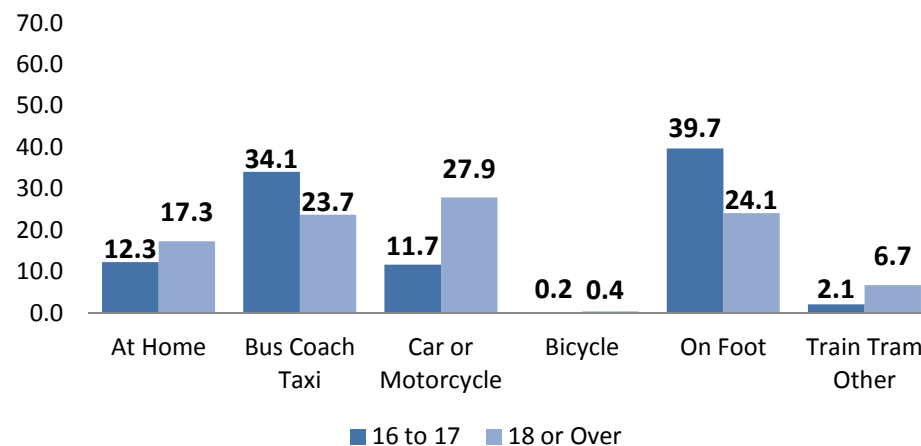


Figure 8:18 shows the main methods of how students travel to their place of study. For those aged 16 to 17, travelling to their place of study is most commonly done on foot (39.7%) and by bus, coach or taxi (34.1%). A bigger proportion study mainly at home (12.3%) than those of compulsory school age.

An even higher proportion (17.3%) of those age 18 and over study mainly at home. Those travelling to study by bus or coach, car or motorcycle, or on foot are fairly evenly spread compared to other age groups. 23.7%, 27.9% and 24.1% travel by these methods respectively.

Figure 8.18: Methods of travel to study age 16 and over in East Lothian (Census 2011).

Travel to Nursery and School

Figure 8.19 shows that walking (43.6%) was the most popular form of travel in East Lothian, followed by Park and Stride (12.2%) and Scooter/Skate (9.6%). Only 28.2% of children are driven to nursery in East Lothian compared with 46.1% in Scotland

Figure 8.20 shows that 71.5% of children in East Lothian walk, cycle or scooter/skate to primary school compared with 54.2% in Scotland.

Figure 8.21 shows that 57.6% of pupils walk to secondary school in East Lothian compared with 42.7% in Scotland. The bus was also a popular means of travel for both East Lothian (29.6%) and Scotland (35.9%).

Figure 8.19: Percentage of pupils by method of travel to nursery (Hands Up Survey 2015).

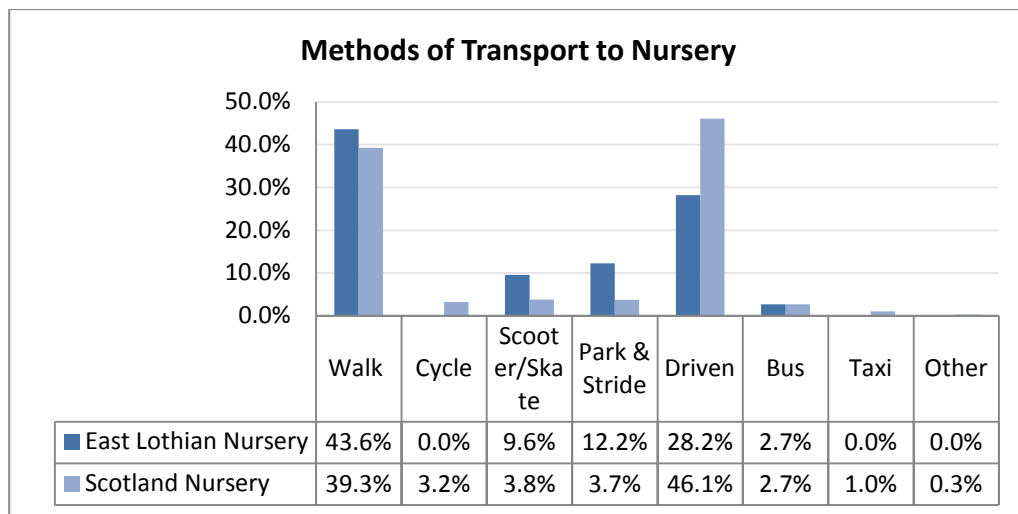


Figure 8.20: Percentage of pupils by method of travel to primary school (Hands Up Survey 2015).

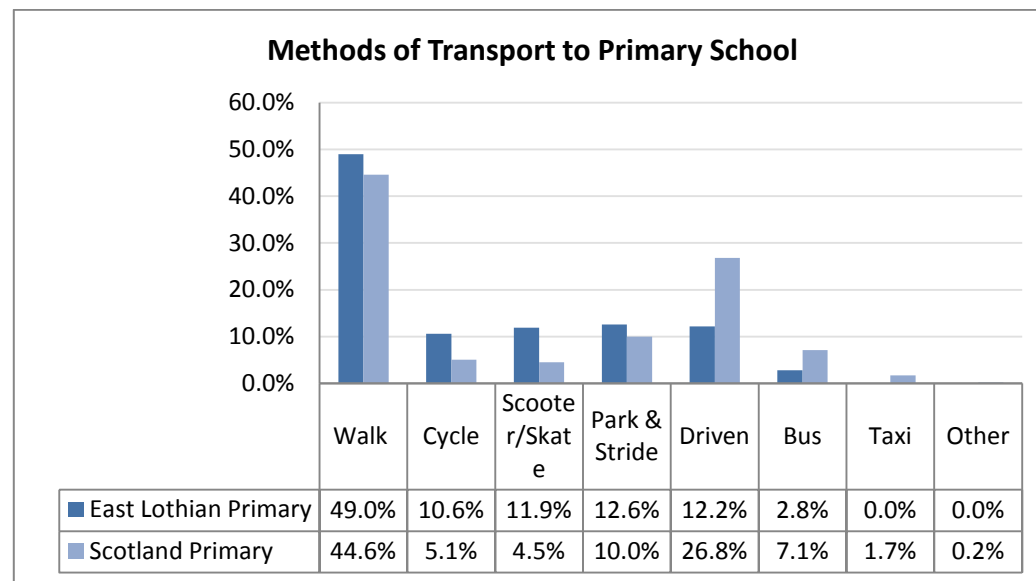


Figure 8.21: Percentage of pupils by method of travel secondary school (Hands Up Survey 2015).

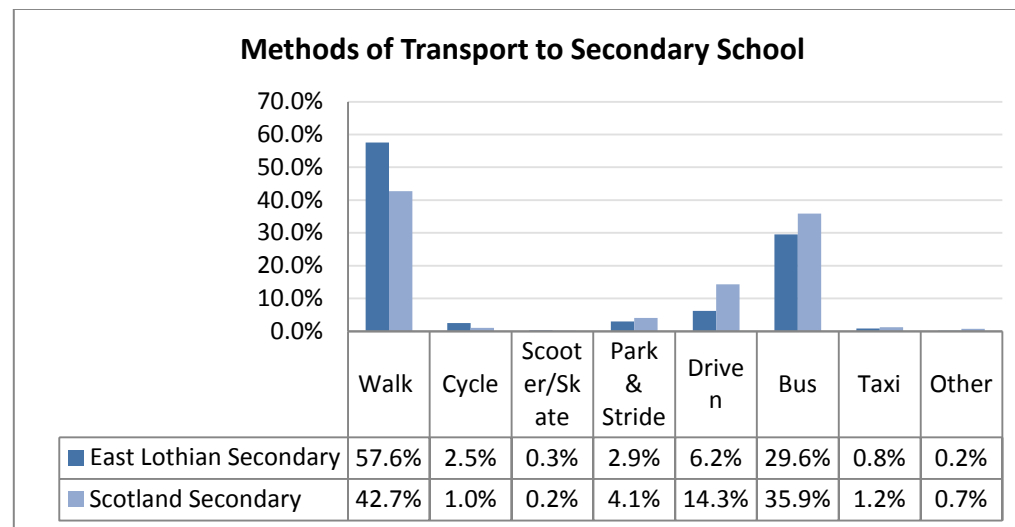


Fig 8.22 shows that walking, cycling and scooting/skating to nursery has increased by 9.4% since 2009, with primary and secondary schools remaining at a similar level over the same period.

Figure 8.22: Percentage of children who travel to nursery/ school by walking, cycling or scooting/skating (Hands Up Survey 2015).

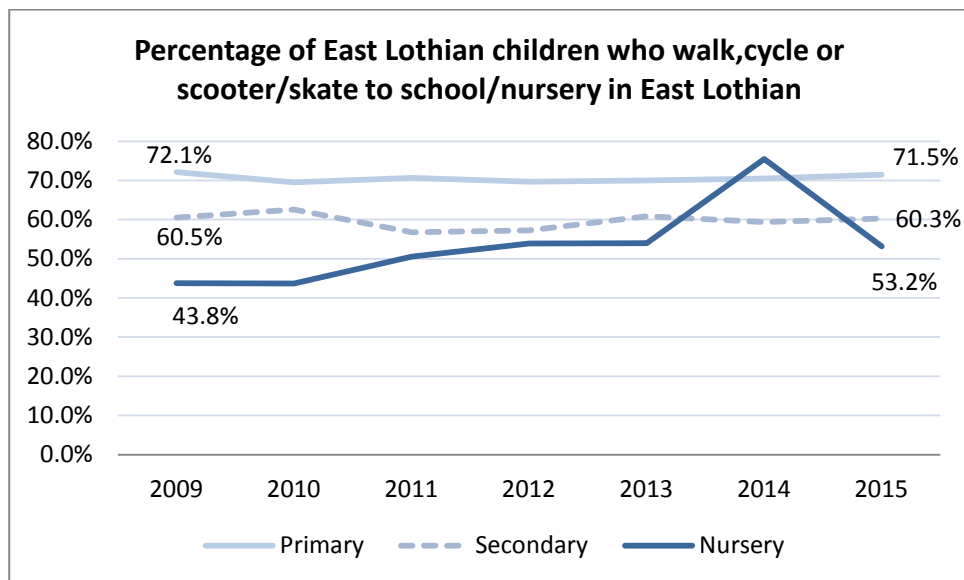
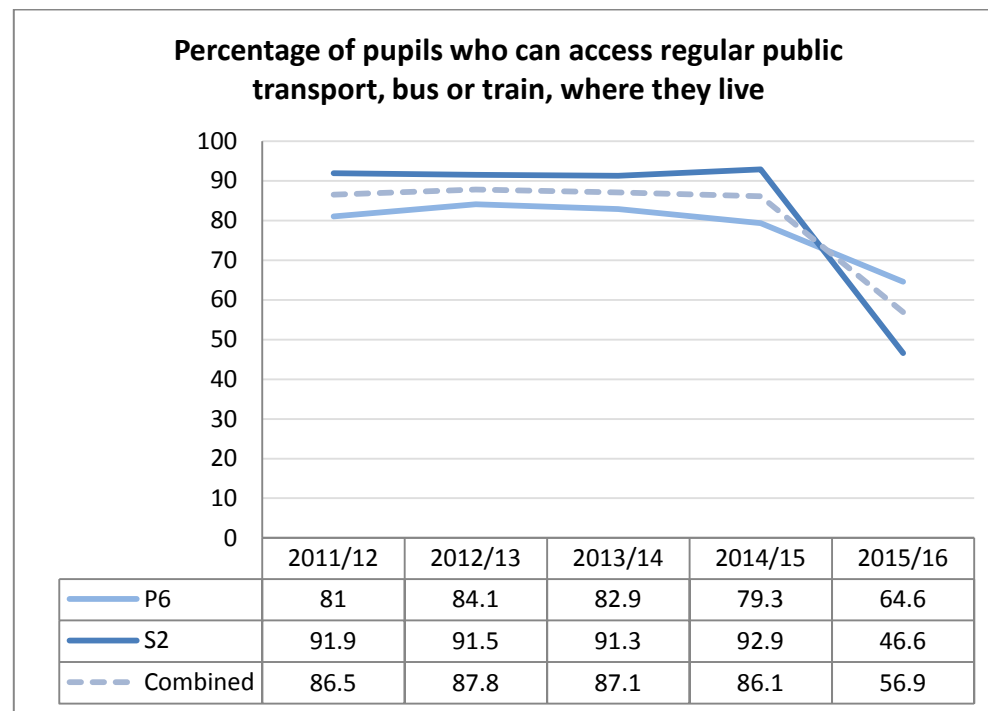


Figure 8.23 displays the accessibility of public transport for P6 & S2 pupils in East Lothian. In 2015/16 only 46.6% of S2 pupils could regularly access public transport, which was a decrease of 46.3% from the previous year. The P6 category decreased by 14.7% to 64.6% over the same period.

Figure 8.23: East Lothian Student Evaluation of Experience Survey (SEES) 2015/16 (East Lothian Council 2016).

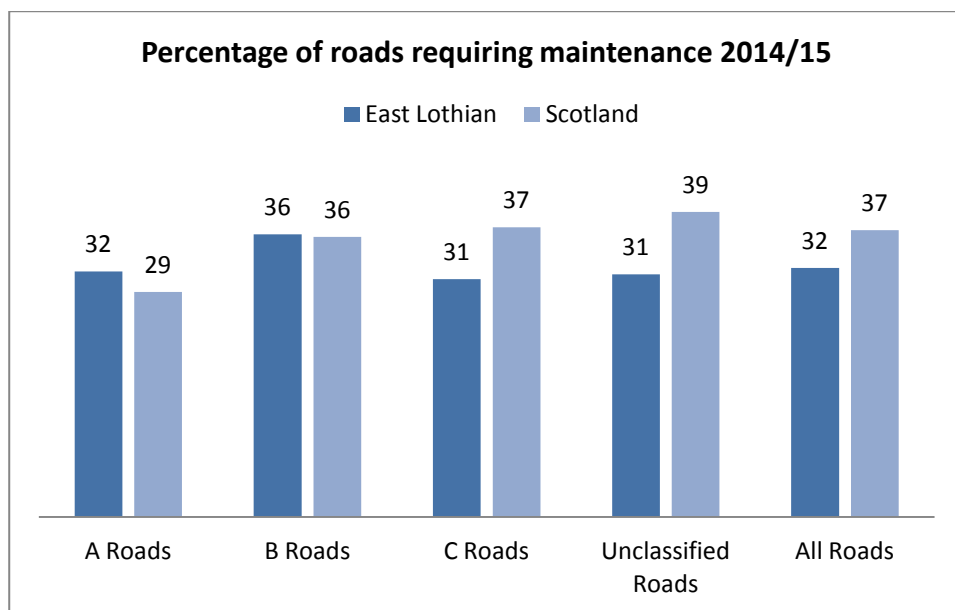


Roads & Congestion

Figure 8.24 displays the road condition indicator from Transport Scotland, which provides an estimate of the proportion of the road network that requires maintenance.

The indicator is divided into proportions of ‘A’, ‘B’, ‘C’ and ‘unclassified’ roads. An overall figure of all roads is also presented. Overall a lower proportion of roads in East Lothian require maintenance than the Scottish average.

Figure 8.24: Percentage of roads requiring maintenance in East Lothian and Scotland in 2014/15 (Transport Scotland 2016).



Transport Scotland also records road lengths across Scotland by classification. 931 kilometres of East Lothian’s roads are local authority maintained roads. Table 8.5 shows the lengths of local authority roads, and table 8.6 shows the lengths of trunk roads, in East Lothian by classification.

Table 8.5: Road lengths in East Lothian by classification: local authority roads (Transport Scotland 2016).

| Local Authority roads – classification and length (kms) | | | | | |
|---------------------------------------------------------|---------|---------|---------|--------------|-------|
| Classification | A Roads | B Roads | C Roads | Unclassified | Total |
| Length (kms) | 95 | 169 | 223 | 444 | 931 |

Unclassified roads make up the largest group of roads in East Lothian with 444 kilometres. ‘A roads’ make up a smaller proportion of local authority roads in East Lothian at just 95 kilometres. There are 59 kilometres of trunk roads in East Lothian, most of which is the A1 cutting east to west across East Lothian. A high percentage of East Lothian’s population live within A1 corridor. East Lothian is well connected to other trunk roads in the south east of Scotland and north east of England through the A1 and nearby trunk roads. There are no motorways in East Lothian.

Table 8.6: Road lengths in East Lothian by classification: trunk roads (Transport Scotland 2016).

| Trunk roads – classification and length (kms) | | | | |
|-----------------------------------------------|----------|----------------|---------|-------|
| Classification | Motorway | Motorway slips | A Roads | Total |
| Length (kms) | 0 | 0 | 59 | 59 |

Figure 8.25 shows the percentage of people in the South East Scotland Transport (SEStran) region that are affected by travel delays as a result of traffic congestion. East Lothian had the second lowest proportion in the region in 2012/13, however the figure increased the following year and East Lothian is now placed third highest.

Figure 8.25: Percentage of people in the SEStran region that are delayed by traffic congestion (Scottish Household Survey 2015).

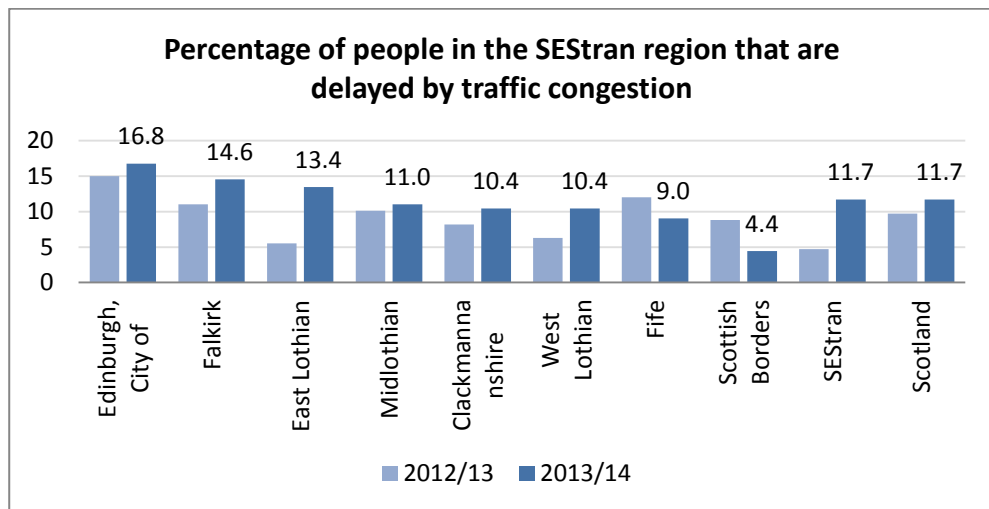
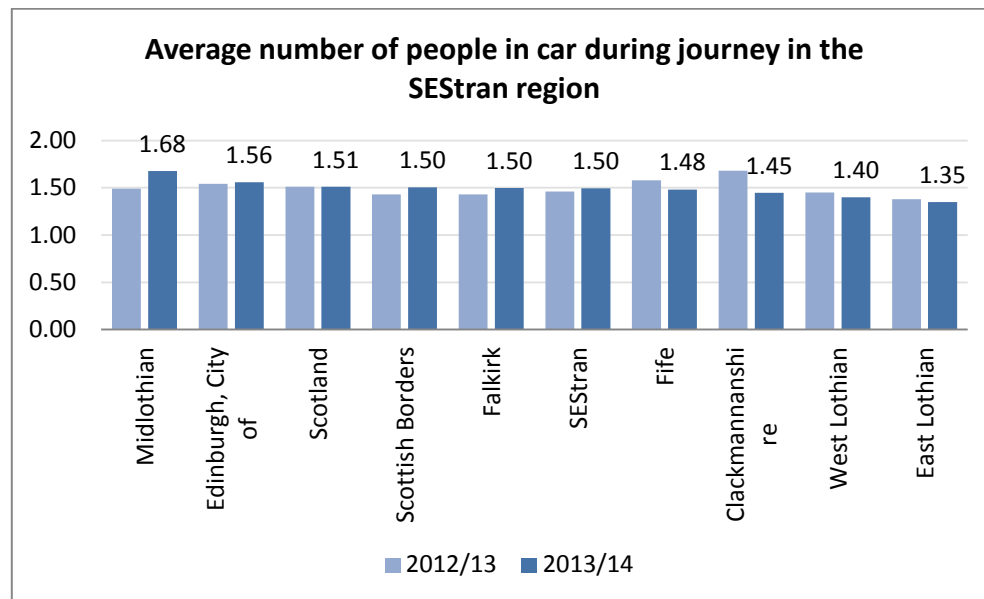


Figure 8.26 shows average car occupancy for local authorities in the SEStran region. The average number of people travelling in a car in East Lothian is 1.38. This is lower than both Scotland (1.51) and the SEStran region (1.49). Out of all the local authorities in the region, East Lothian has the lowest average car occupancy. Midlothian has the highest at an average of 1.68 people per car.

Figure 8.26: Car Occupancy - average number of people in car during journeys in SEStran area and Scotland (Scottish Household Survey 2015).

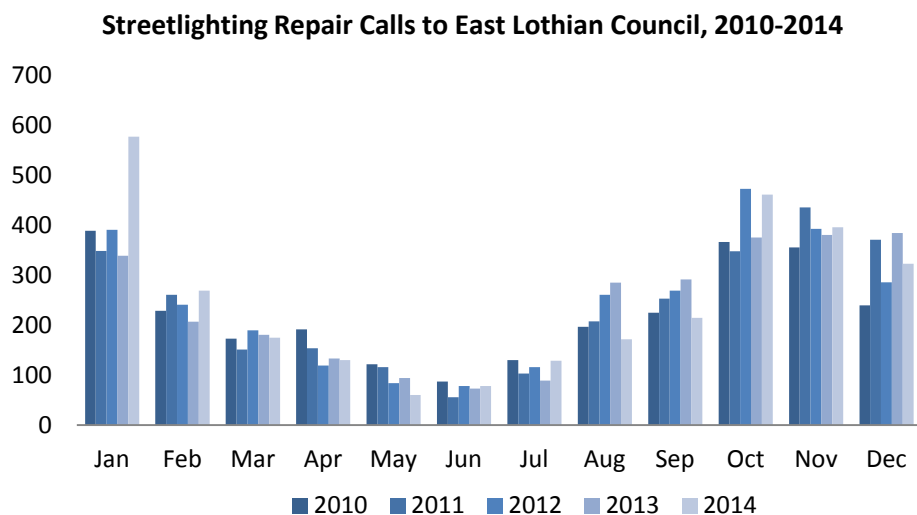


Street Lighting

East Lothian Council’s contact centre records the volume of calls made regarding road matters. Street lighting issues make up a high level of road related calls. There were 2,987 street lighting calls in 2014.

The general trend for street lighting repairs being reported is a peak in October to November as daylight begins to shorten. However, there was a spike in calls during January 2014. Figure 8.27 shows the number of streetlight repair calls by month each year as well as an overall trend.

Figure 8.27: Number of street lighting repair calls made to East Lothian Council’s contact centre 2010 – 2014 (East Lothian Council 2014).



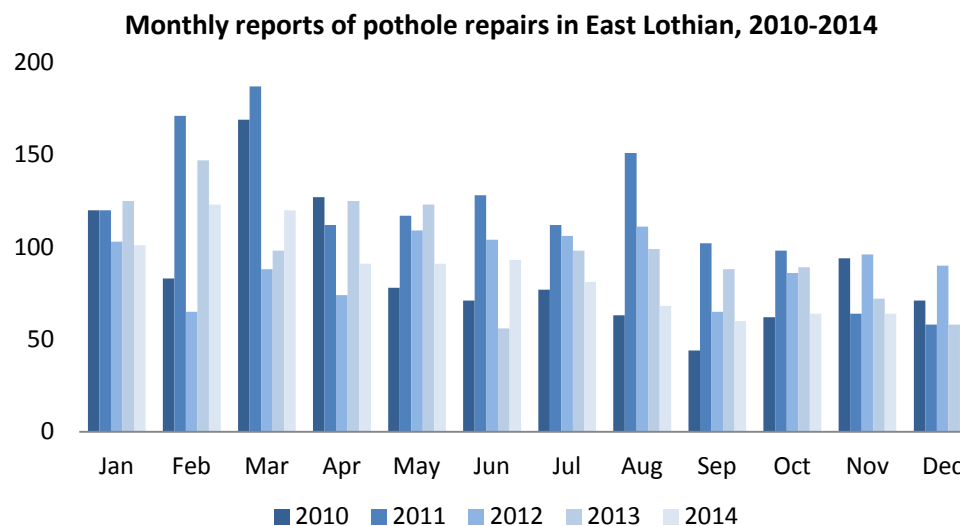
Emergency street lighting repairs make up a smaller number of calls. A higher number of calls were recorded from October to March with fewer during the summer months. In total, 247 emergency streetlight repair calls were made in 2014, down from 256 the previous year and 282 in 2010.

Pot Holes

Pot hole repair call enquiries are also recorded by East Lothian Council’s contact centre. The General trend is of a greater number of calls at the beginning of the year reducing each month. There were 999 pot hole calls in 2014.

However there have been spikes throughout the period, particularly in the earlier months of 2010 and 2011 and again in August 2011. Figure 8.28 shows the number of pothole calls by month each year in East Lothian.

Figure 8.28: Number of monthly pothole repair calls made to East Lothian Council’s contact centre 2010 - 2014 (East Lothian Council 2014).



Emergency pothole repair calls make up a smaller number of calls, similar to emergency street lighting calls. A fairly steady number of emergency pothole calls are made throughout the year. 266 calls were made in 2014, up from 177 the previous year and 260 in 2010.

Sources

In preparing this profile every attempt has been made to use the most recent information publically available for each theme. The information has come from a variety of external sources as well as internal council services. Sources include:

Alzheimer Europe www.alzheimer-europe.org

Association of Leading Visitor Attractions www.alva.org.uk

Association of Scottish Visitor Attractions www.asva.org.uk

Belhaven Hill School www.belhavenhill.com

Census 2001 www.gro-scotland.gov.uk

Census 2011 www.scotlandscensus.gov.uk

Citizens Advice Scotland www.cas.org.uk

Citizens Panel www.eastlothian.gov.uk

City of Edinburgh Council www.edinburgh.gov.uk

Community Health and Well-Being Profiles www.scotpho.org.uk

Department of Work and Pensions
www.gov.uk/government/organisations/department-for-work-pensions

Early Development Instrument www.eastlothian.gov.uk

East Lothian Council www.eastlothian.gov.uk

Edinburgh College www.edinburghcollege.ac.uk

Electoral Commission www.electoralcommission.org.uk

End Child Poverty www.endchildpoverty.org.uk

Enjoy Leisure www.enjoyleisure.com

eSAY Survey: Learning Disability Statistics Scotland www.sclد.org.uk

General Register Office for Scotland www.gro-scotland.gov.uk

Green Tourism www.green-tourism.com

Hands Up! Survey www.sustrans.org.uk

HM Revenue and Customs
www.gov.uk/organisations/hm-revenue-customs

Higher Education Statistics Agency www.hesa.ac.uk

Improvement Service www.improvementservice.org.uk

Information Services Division Scotland www.isdscotland.org

James Hutton Institute www.hutton.ac.uk

Keep Scotland Beautiful www.keepsotlandbeautiful.org.uk

Loretto School www.lorettoschool.co.uk

Midlothian Council www.midlothian.gov.uk

National Records of Scotland www.nrscotland.gov.uk

NHS Lothian www.nhslothian.scot.nhs.uk

NOMIS Official Labour Market Statistics www.nomisweb.co.uk

Office for National Statistics www.statistics.gov.uk

Office of Rail Regulation www.orr.gov.uk

Police Scotland www.scotland.police.uk

Public Protection East and Midlothian www.emppc.org.uk

Queen Margaret University www.qmu.ac.uk

Registers of Scotland www.ros.gov.uk

Residents Survey www.eastlothian.gov.uk

Royal Commission on the Ancient and Historical Monuments of Scotland
www.rcahms.gov.uk

Scotland's Census Results Online www.scrol.gov.uk

Scottish Annual Business Statistics www.gov.scot

Scottish Children's Reporter Administration www.scra.gov.uk

Scottish Environmental Protection Agency www.sepa.org.uk

Scottish Fire and Rescue Service www.firescotland.gov.uk

Scottish Funding Council www.sfc.ac.uk

Scottish Government www.gov.scot

Scottish Health and Care Experience Survey www.gov.scot

Scottish Health Survey www.gov.scot

Scottish Household Conditions Survey www.gov.scot

Scottish Household Survey www.gov.scot

Scottish Household Survey: Travel Diary www.transportscotland.gov.uk

Scottish Index of Multiple Deprivation www.sns.gov.uk

Scottish Neighbourhood Statistics www.sns.gov.uk

Scottish Parliament Information Centre www.scottish.parliament.uk

Scottish Schools Adolescent Lifestyle and Substance Survey
www.isdscotland.org

SESPlan www.sesplan.gov.uk

Skills Development Scotland www.skillsdevelopmentscotland.co.uk

Spark of Genius www.sparkofgenius.com

SQW: Research in Economic and Social Development www.sqw.co.uk

STRiVE www.strive.me.uk

Student Evaluation of Experience Survey www.eastlothian.gov.uk

The Compass School www.thecompassschool.org.uk

Transport Scotland www.transportscotland.gov.uk

Viewstat www.improvementservice.org.uk

Visit Scotland www.visitscotland.com

Women's Aid East and Midlothian www.womensaideml.org

East Lothian by Numbers

A Statistical Profile of East Lothian

8. Travel and Transport

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