

THE BRUNTON JOURNEY HUB: OPTIONS APPRAISAL

AECOM

Biodiversity design
supported by Fidra's
Buzztops Project

Interreg
North Sea Region
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Quality information

Document name	Prepared for	Prepared by	Checked	Date	Reviewed by
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Revision history

Revision	Revision date	Details	Authorised	Name	Position
01	27/4/21	Client Issue	KC	Karen Clifford	Technical Director
02	23/6/21	Final Issue	KC	Karen Clifford	Technical Director

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CONTEXT.

1. Context

1.1 The Site

This Options Appraisal (hereafter 'the Appraisal') explores the potential to create a new 'mobility hub' at The Brunton Hall, Musselburgh (hereafter 'the Site').

The Appraisal examined the existing public spaces surrounding the Site, the extents of which are shown on Figure 1.

The Site is located to the north of the River Esk, and west of the High Street that forms the commercial centre of the town. On arrival from the west (Edinburgh) the Site forms a prominent gateway to the town, with The Brunton Hall building acting as a distinctive landmark on this approach. Conversely, from the public realm space to the west of The Brunton Hall there are framed views towards Arthur's Seat, which aids legibility of the town's relationship to the capital. Bridge Street leads towards the High Street and plays a part in forming 'first impressions' of the experience of the town centre.

Within and adjoining the Site are a variety of land uses, including; public realm, streetscape (including bus stops and taxi ranks), residential dwellings, commercial premises, community facilities (The Brunton Hall), and places of worship.

The boundary of the Musselburgh Conservation Area lies to the east of the Site, east of Ladywell Way.

Built form around the Site varies in its quality and appearance, with some attractive examples to the south of Bridge Street and along North High Street to the rear of the Brunton Hall. The Brunton Hall strongly influences the surrounding spaces, with its primary frontage and main access to the Brunton Hall from Ladywell Way. The Hall's service accesses are to the rear of the building, which affects the qualities of the space along North High Street.

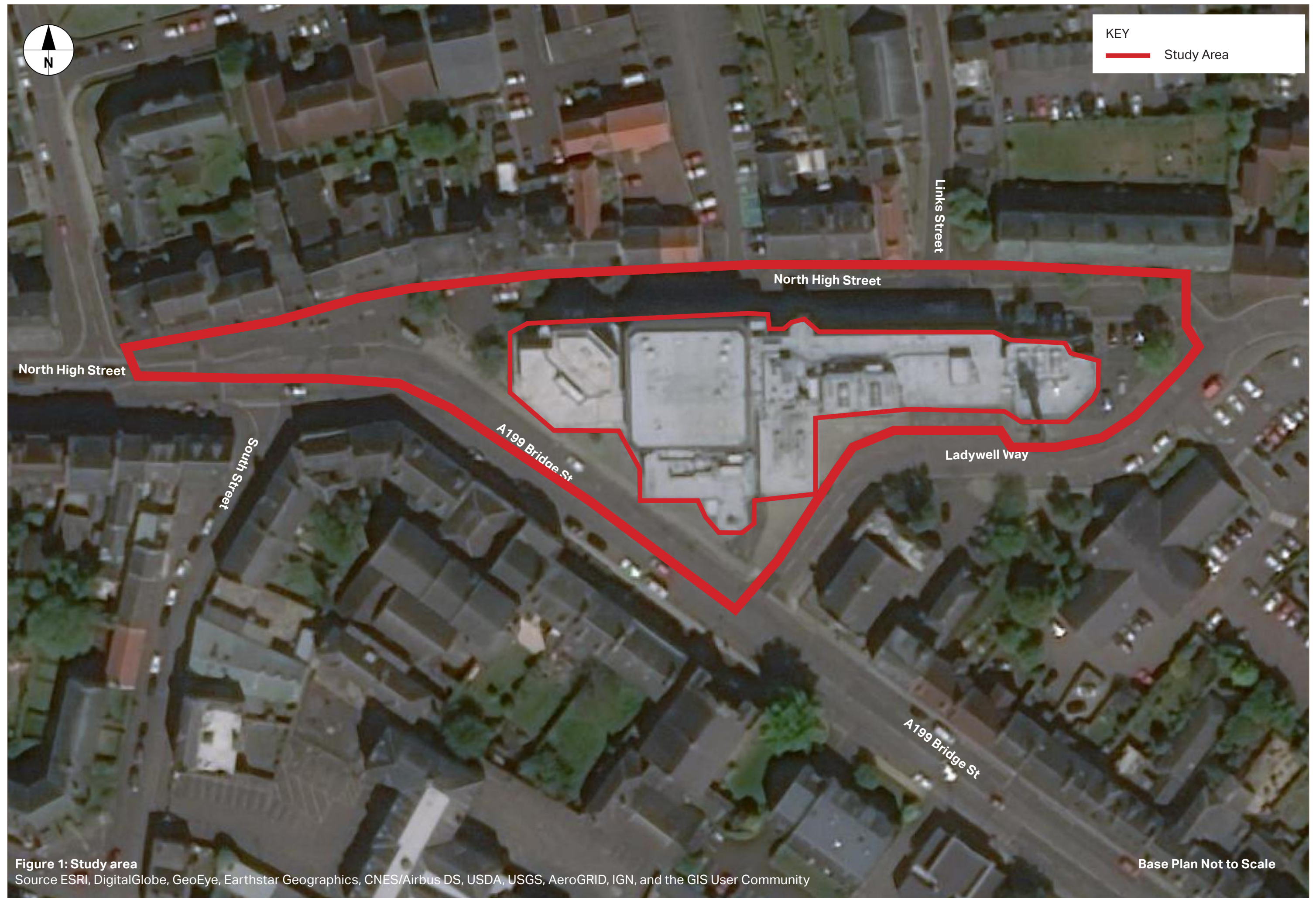
The existing public realm around the Site is a mixture of lower quality materials including concrete paving and tarmac. There are several trees (*Prunus. spp*) within the public realm space to the west of The Brunton Hall and along North High Street. The trees add character, help to soften the space, and create a human-scale environment; however, as the roots of this species grow close to the soil surface this has also affected the surrounding hard surface. There

are also some planters to the front of the Hall, and on junction corners on North High Street.

Within the public realm are a variety of street furnitures, cycle hire stands, utility boxes, bollards, high street lighting columns, public bins, commercial bins, pedestrian guard rails, and signage - of different scales, styles, and condition - that create a cluttered and discordant appearance, and may affect the accessibility of the space for some users.

The A199 / Bridge Street is the main road into the town. As noted in the Town Centre Strategy 2 (2018) this route is often congested, with vehicles moving slowly. There is an existing bus stop to the west of The Brunton Hall. A taxi rank and car club space is located to the south of the Hall. On-street car parking is prevalent throughout the Site as a whole, which negatively affects a perception of this area as a place for people, particularly on Bridge Street and North High Street - including to the north of the public realm space.





EMERGING PRINCIPLES.

2. Emerging Principles

RECLAIM THE STREET

Prioritising pedestrians and sustainable travel and reducing vehicular dominance by seeking to reclaim street space for people. The vision is to change the current use of the area to a more productive and multifunctional space for the people.

COORDINATE MOBILITY ASSETS

Ensure that all assets are coordinated with each other so people can easily access different features to make their journey. The vision is to create a convenient, central area that encourages people to use sustainable transport.

GREEN THE GREY

Use surface water management where feasible to deal with drainage. Integrate green infrastructure into the journey hub assets. This will soften the built environment whilst creating resilience to climate change, and can deliver opportunities for play and learning.

FUTURE PROOFING

The project will consider the Musselburgh Active Toun and Transport Transition projects and ensure the footprint and characteristics of each has been safeguarded. This will ensure the function and resilience of the proposed Brunton Journey Hub.

DE-CLUTTER

Decluttering the street. Before adding street furniture to the public realm, rationalise and reorder what is there. This will enhance the space and allow more room for mobility.

COHESIVE STREET CHARACTER

Make the Journey Hub an opportunity to stitch parts of the town back together, by reflecting the best examples of its character. Brunton Hall is a landmark building in the area, that lies adjacent to the Musselburgh Conservation Area. The vision should aim to reinvigorate the surrounding area and create a cohesive series of spaces.

WELCOME

To encourage people to use the mobility assets, the spaces should be welcoming and safe and create a comfortable 'waiting room' between journeys. The vision is to create an area that all user groups can easily access to and feel comfortable to be in at all times.

**EMERGING
OPTIONS.**

3. Emerging Options

Through appraisal of the Site and a multi-disciplinary workshop, we have identified three distinct areas for intervention (Primary, Secondary, Tertiary), see Figure 2.

These areas are judged to be those where change should be prioritised to be most impactful in relation to the proposed Journey Hub and placemaking.

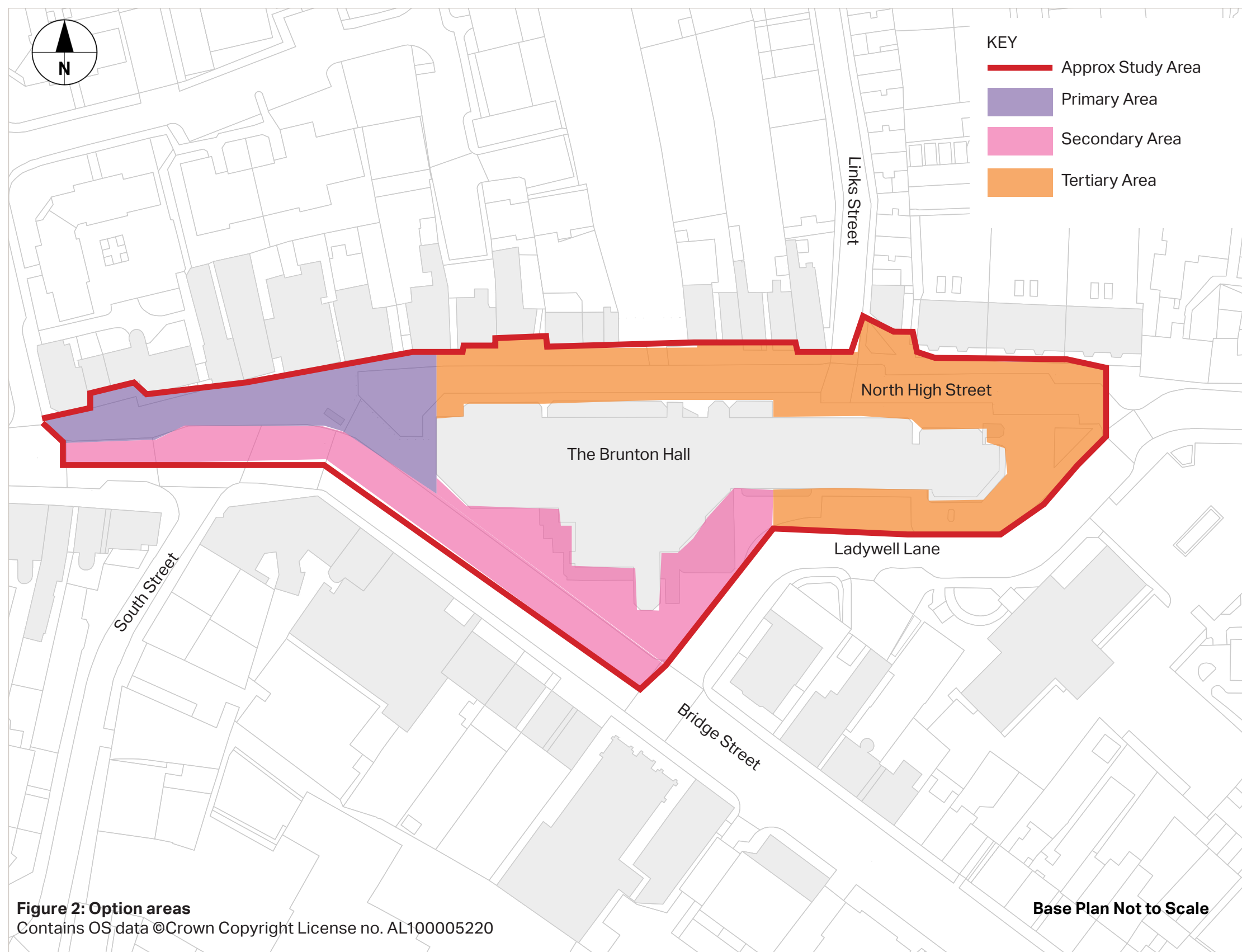
Within each of the areas, we have identified a series of options for intervention; to the public realm, green and blue infrastructure, and streetscape. On one hand is the 'Do Maximum' scenario, where change may be more revolutionary and aspirational; on the other, the 'Do Minimum', which are changes that are smaller in scale, but still related to the emerging principles identified above. A likely middle-ground approach will include some of the interventions from 'Do Maximum and some from 'Do Minimum'.

This approach is intended to highlight that 'key moves' in the right place can be part of a 'scaleable' and long-term coordinated change across the Site.

Mobility Hub Assets

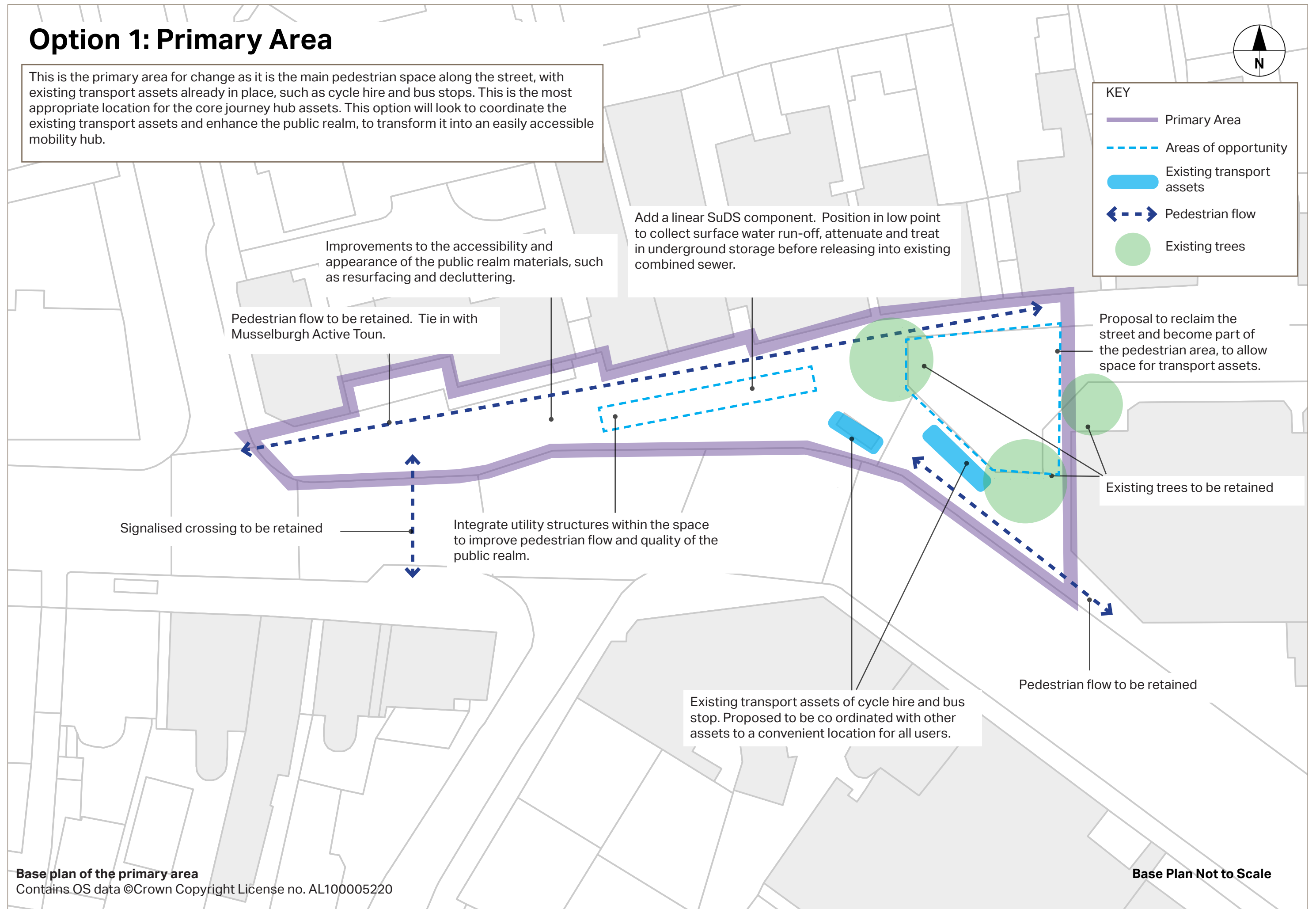
The project requires the following elements to be incorporated within the design options for the Journey Hub:

- Existing car club bays (currently located on A199 and being increased from one to two);
- Bus information / RTPI boards – one to be included at The Brunton stop and one on the westbound stop on the opposite side of the road;
- Top up tap;
- Charge points next to car club bays (being put in shortly);
- Just Eat bike hire station (already on-site, near E/B bus stop);
- E-bike hire station (currently being put-in near junction with Ladywell Way); and
- Signage and branding on the journey hub.



Option 1: Primary Area

This is the primary area for change as it is the main pedestrian space along the street, with existing transport assets already in place, such as cycle hire and bus stops. This is the most appropriate location for the core journey hub assets. This option will look to coordinate the existing transport assets and enhance the public realm, to transform it into an easily accessible mobility hub.



'DO MAXIMUM'



'DO MINIMUM'

- Resurface ground plane with high quality material to knit with adjacent Conservation Area to create cohesive character.
- Rearrange bus stop and replace with contemporary unit with a green roof, to improve biodiversity and integrate green infrastructure.
- Declutter all street furniture, to allow room to coordinate mobility hub assets. Provide bin shelter with green roof to maximise local biodiversity.
- Creating resilience to climate change by making improvements to drainage using solutions such as raingardens and street trees with SuDs integrated solutions.
- Maximise mobility hub assets. In addition to the minimum assets, provide additional features such as bike shelters, packaged delivery lockers, and bike repair station. Selection of further mobility hub assets will be dependent on availability of space.
- Replace existing wayfinding signage with interpretation panels that are digitally interactive, to include information to help guide users to the mobility hub and create a 'welcome'.

- Resurface ground plane with a low cost material such as concrete block paving with sympathetic colour and finish, to create cohesive character within this space.
- Replace bus stop with a contemporary unit with green roof option.
- Selective decluttering of street furniture. Utility boxes to be retained and decorated by local artist, to improve perception to the space.
- Creating resilience to climate change by making improvements to drainage using simpler solutions, such as replacing drainage channel.
- Coordinate existing assets and add required mobility hub assets (increase car club spaces from one to two, include one bus information sign, top up tap and existing cycle stations to remain)
- Replace existing wayfinding signage with budget interpretation panels, to include information to help guide users to the mobility hub and create a 'welcome'.

Option 2: Primary + Secondary Area

This includes the secondary area further along Bridge Street, which contains existing transport assets of car club spaces and E-bike station. This option will look to integrate all assets into one cohesive area along Bridge Street, whilst activating the frontage to the hall. This will include reclaiming the street to further extend the pedestrian area for more assets.

Improvements to the accessibility and appearance of the public realm materials, such as resurfacing and decluttering.

Proposal to enhance the frontage of the Brunton Hall and unifying the spaces. Area to include SuDs features. These could also utilise run-off from the building.

Proposal to reclaim the street and become part of the pedestrian area, to allow space for transport assets and also reduce vehicular presence in the area

Existing transport assets to be co ordinated with other assets to a convenient location for all users.

- KEY**
- Primary Area
 - Secondary Area
 - - - Areas of opportunity
 - Existing transport assets
 - ← - - → Pedestrian flow
 - Existing trees

Bus Stop

Cycle hire Station

Car Club

Cycle Stands

E bike Station

Main pedestrian flow to be retained

Base plan of the primary and secondary area

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Base Plan Not to Scale

'DO MAXIMUM'



'DO MINIMUM'

- Includes the 'do maximum' from the Primary Area
- Resurface ground plane with high quality material to knit with adjacent Conservation Area to create cohesive character.
- All existing street furniture outside Brunton Hall to be replaced with high quality, multi-functional and robust products which are resilient to vandalism.
- Soften the built environment by including a range of green and blue infrastructure such as raingardens and street trees to enhance the public space.
- Reduce Bridge Street carriageway to minimum width and extend pedestrian space to allow for more mobility hub assets.
- Relocate taxi rank to maximise pedestrian space and allow more room for mobility assets.
- Creating a welcoming and safe environment by including a range of low level lighting elements such as lighting under benches, steps, street trees and on ground.
- Relocate loading bays to the back of Brunton Hall, to reclaim the street for pedestrian use.

- Includes the 'do minimum' from the Primary Area
- Resurface ground plane with a low cost material such as concrete block paving with sympathetic colour and finish to create cohesive character within this space.
- Some existing street furniture outside Brunton Hall to be replaced with high quality products
- Soften the built environment by including some green and blue infrastructure such a movable planters to enhance the public space
- Introduce traffic calming measures such as planters and parklets along Bridge Street to replace taxi rank spaces.
- Creating a welcoming and safe environment by including some low level lighting elements such as lighting under benches and steps in key areas

Option 3: Primary + Secondary + Tertiary Area

This includes the tertiary area to the back of The Brunton Hall. This option looks to maximise the potential of the space surrounding the Brunton Hall, create an overall unifying character across the area and reduce vehicular dominance through a range of interventions.



KEY

- Primary Area
- Secondary Area
- Tertiary Area
- - - Areas of opportunity

Improvements to the accessibility and appearance of the public realm materials, such as resurfacing and decluttering.

Proposal to reduce vehicular dominance by resurfacing and adding in grey to green solutions to soften built environment and improve visibility through the street. Solutions such as linear SuDS features along the back street. Wide footpaths with existing trees. Replace grey infrastructure with green, by adding raingardens and planters and permeable paving.

SuDS features could be implemented. Divert run-off from building into these SuDS features.

Integrate and reinvigorate surrounding spaces through a uniform street character.

Proposal to make improvements to existing disabled parking bays and the surrounding area to be more accessible.

Base plan of the primary, secondary and tertiary area
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Base Plan Not to Scale

'DO MAXIMUM'



'DO MINIMUM'

- Includes the 'do maximum' from the Primary and Secondary area.
- Resurface ground plane with high quality material to knit with adjacent Conservation Area to create cohesive character.
- Creating resilience to climate change by including green and blue infrastructure and the back of Brunton Hall such as raingardens and street trees to reduce vehicular presence.
- Improve accessibility on North High Street to the back of Brunton Hall, by widening footways and limit access to service vehicles only.
- Explore options to reclaim the street through play and 'spill out' space for local businesses.
- Add drop kerbs/ transitional points to improve access for cyclists to the wider area.
- Introduce range of lighting to create a more welcoming pedestrian space.

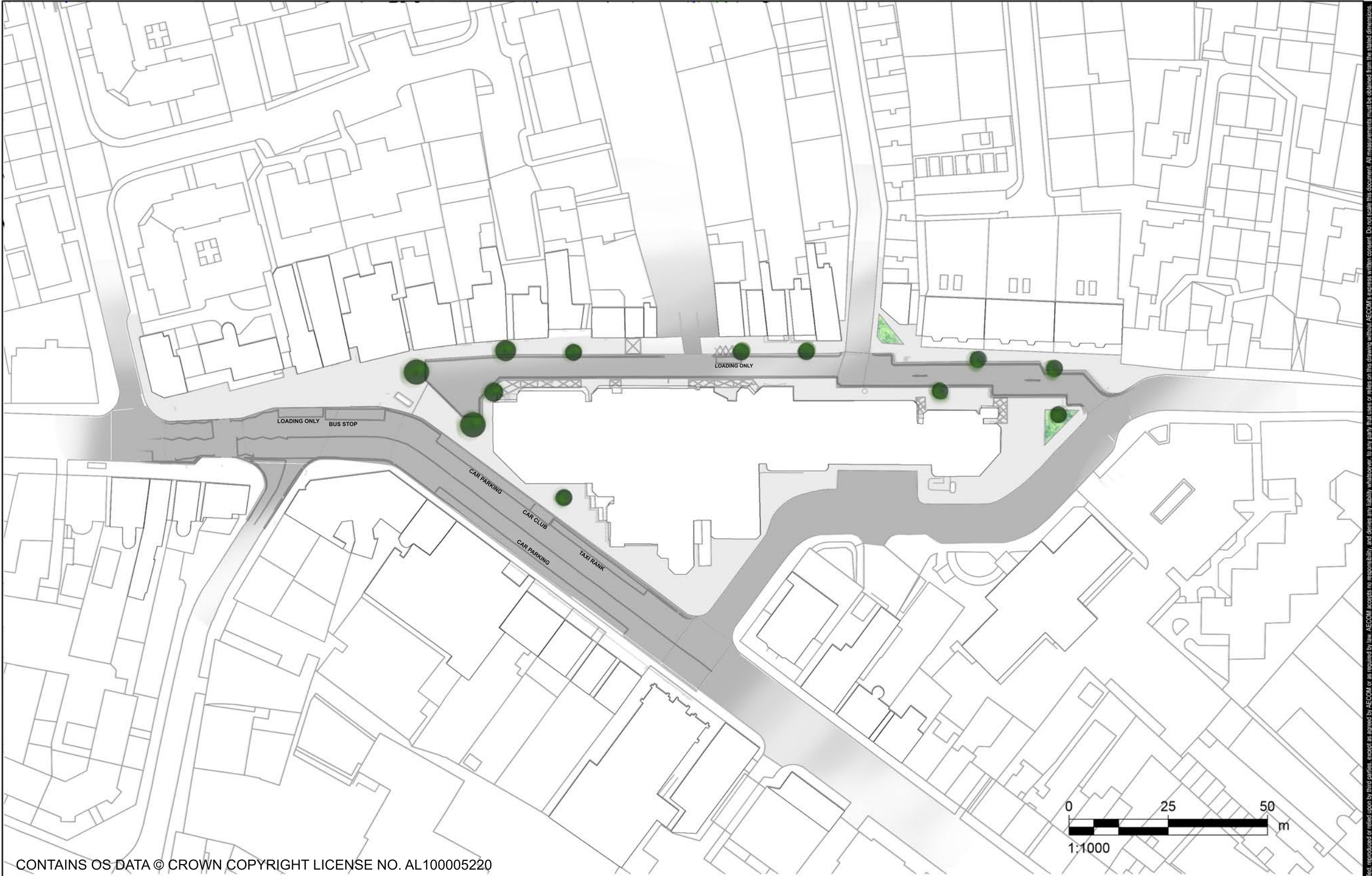
- Includes the 'do minimum' from the Primary and Secondary area.
- Resurface ground plane with a low cost material such as concrete block paving to create cohesive character within this space.
- Include planters to rear of Brunton Hall to reduce vehicular presence, whilst creating a welcoming and safe environment for people
- Improve accessibility around the main entrance to Brunton Hall
- Review existing lighting strategy against objectives for a safe and welcoming space

EMERGING CONCEPT DESIGN.

The emerging concept design represents one way in which this space could be reimagined. It is not definitive. The concept design proposals are subject to further site investigation and design iterations at a more detailed level.

There are no immediate plans to take this project beyond the concept stage. The design of the Brunton Journey Hub will be open for discussion to the public and other interested parties.

Designer: PT Checked: CW Approved: KC



KEY

EXISTING

-  TREES
-  PLANTING BEDS
-  ROAD SURFACE
-  PUBLIC REALM SURFACE



PROJECT
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NOTES

ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	09/06/21	UPDATED TO CLIENT COMMENTS

KEY PLAN

SHEET TITLE
THE BRUNTON JOURNEY HUB- EXISTING PLAN

SHEET NUMBER
000

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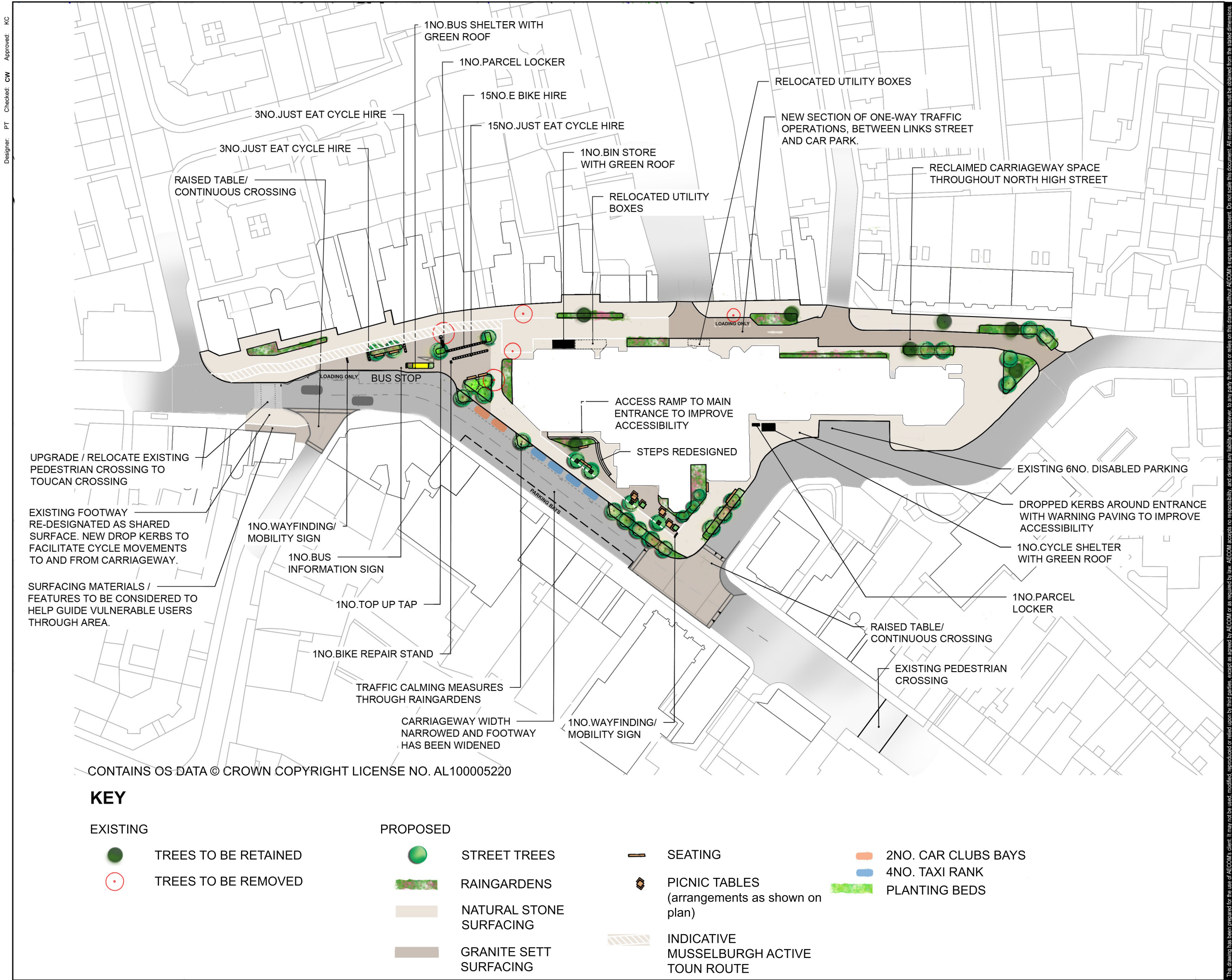
NOTES

NOTE:
PROPOSAL SUBJECT TO
FURTHER INVESTIGATION AT
DETAILED DESIGN

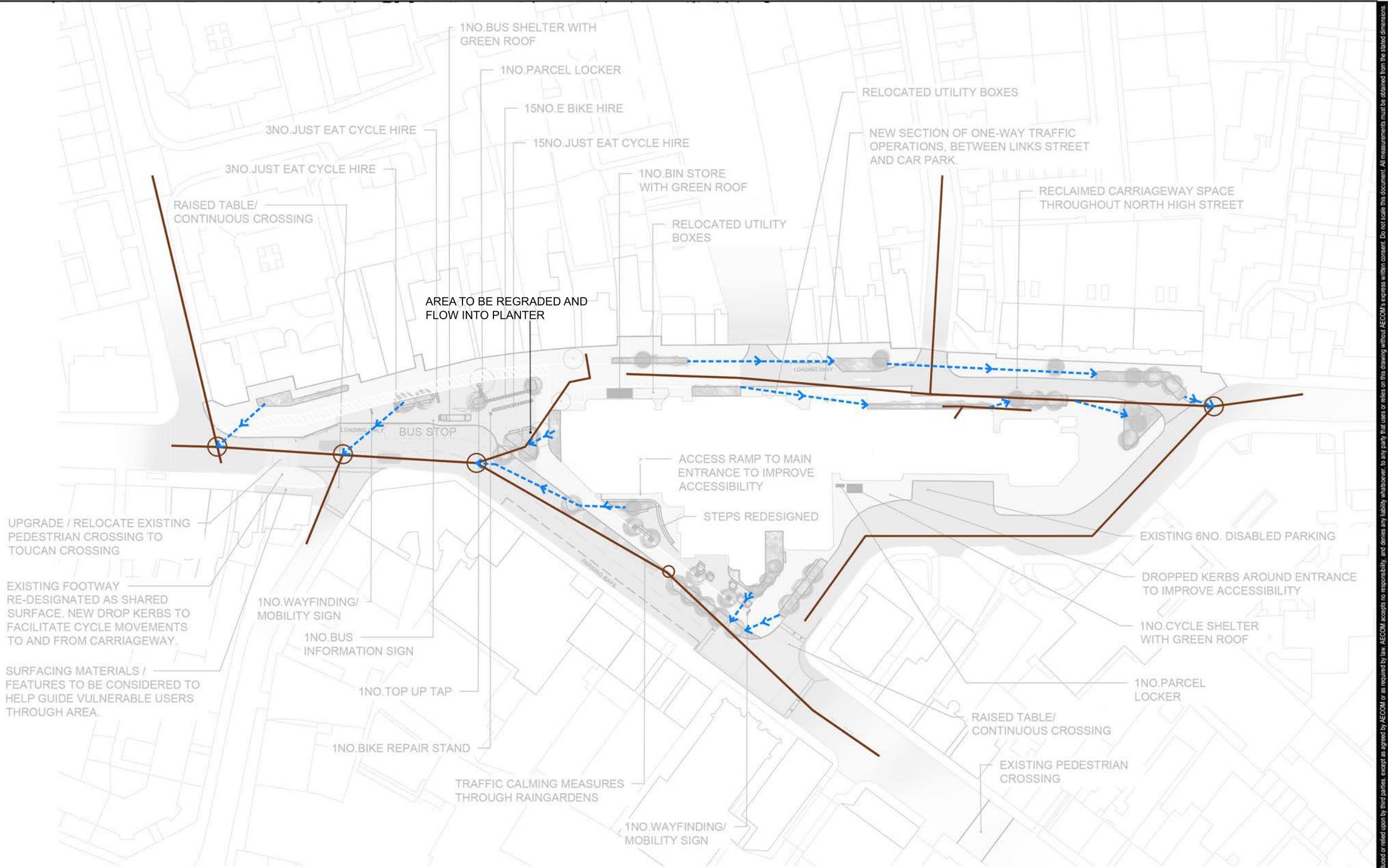
ISSUE/REVISION		
B	09/06/21	UPDATED TO CLIENT COMMENTS
A	19/05/21	DRAFT FOR CLIENT COMMENT
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THE BRUNTON JOURNEY HUB- CONCEPT DESIGN

SHEET NUMBER
001



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KEY

EXISTING

- COMBINED SEWER NETWORK
- MANHOLES

PROPOSED

- NOMINAL CONNECTIONS, CONVEYANCE ROUTES

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KEY PLAN

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THE BRUNTON JOURNEY HUB- CONCEPT SUDS SYSTEM

SHEET NUMBER

003

Designer: PT Checked: CW Approved: KC

PRECEDENT IMAGES

PLANTING TYPOLOGIES



RAINGARDENS WITH STREET TREES



FASTIGIATE STREET TREES-COLUMNAR

APPROACHES TO CREATE IDENTITY TO JOURNEY HUB



THERMOPLASTIC MARKINGS AROUND JOURNEY HUB, COULD TAKE CUES FROM ELC JOURNEY HUB BRANDING

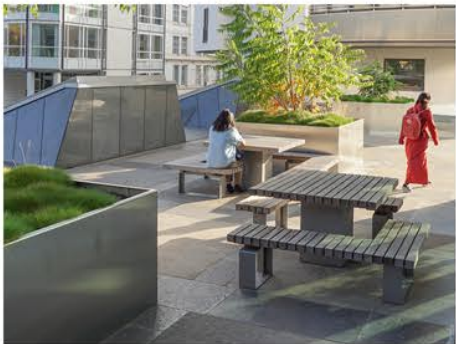


PAVING PATTERNS COULD BE USED TO HIGHLIGHT JOURNEY HUB



COLOURED RESIN BOUND SURFACE COULD TAKE CUES FROM ELC JOURNEY HUB BRANDING

STREET FURNITURE



SEATING AREA WITH PICNIC TABLES AND PLANTERS.¹ STEEL STRUCTURE TO BE POWDER COATED IN JET BLACK, IN LINE WITH ELC TOWN CENTRE STRATEGY



SEATING WITH LIGHTING, TO ILLUMINATE SPACES TO CREATE A WELCOMING AND SAFE ENVIRONMENT.² STEEL STRUCTURE TO BE POWDER COATED IN JET BLACK, IN LINE WITH ELC TOWN CENTRE STRATEGY



STREET FURNITURE TO INCORPORATE HABITAT CREATION, INCLUDING GREEN ROOFS, BUG HOTELS ETC.



LIGHTING COLUMNS WITH TWO LEVELS TO ILLUMINATE PEDESTRIAN SPACE AND CARRIAGEWAY.³ CCTV COULD BE MOUNTED ON THE LIGHTING COLUMNS, TO MINIMISE CLUTTER

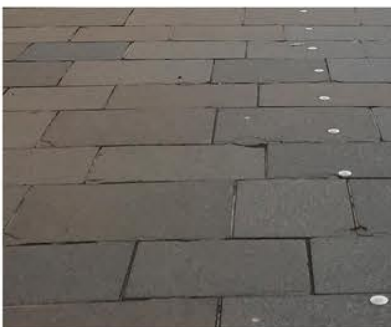


INFORMATION BOARD COULD HAVE APPEARANCE IN LINE WITH ELC JOURNEY HUB BRANDING

MATERIALITY



BIKE REPAIR STAND TO BE IN JET BLACK, IN LINE WITH ELC TOWN CENTRE STRATEGY



NATURAL STONE FLAG PAVING



GRANITE SETTS PAVING



ARTWORK INLAID TO PAVING SHOWING SUDS

1. Image taken from Streetlife, found at <https://www.streetlife.nl/us/products/solid-meetwork>
2. Image taken from Streetlife, found at <https://www.streetlife.nl/us/products/roughready-seat-wall>
3. Image taken from Mallatite, found at <https://www.mallatite.co.uk/street-lighting/lighting-columns/tecnopali-partners-decorative-arms/>



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KEY PLAN

SHEET TITLE
THE BRUNTON JOURNEY HUB- PRECEDENT IMAGES

SHEET NUMBER
002

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