LOCAL DEVELOPMENT PLAN 2

East Lothian Council

Topic Paper - Transport

ELC 007

Context: NPF Spatial Strategy; NPF4 Policies: Policy 13 Sustainable Transport; NPF4 Spatial Strategy;

National Transport Strategy; Regional Spatial Strategy; Local Transport Strategy

This Topic Paper deals with all matters from a transport perspective. Some local transport matters are also referred to the area partnership sections.

LINKS TO EVIDENCE

ELC 187	statistics.gov.scot
ELC 188	Equality, opportunity, community: New leadership - A fresh start - gov.scot (www.gov.scot)
ELC 189	Equality, Opportunity, Community - Our Programme for Government (www.gov.scot)
ELC 190	A route map to achieve a 20 per cent reduction in car kilometres by 2030 (transport.gov.scot)
ELC 191	National-transport-strategy.pdf
ELC 192	TRANSPORT SCOTLAND – DPMTAG
ELC 193	Final technical report - December 2022 - STPR2	Transport Scotland
ELC 194	Key Reported Road Casualties Scotland 2021	Transport Scotland
ELC 195	Regional Transport Strategy:SEStran: The South East of Scotland Transport Partnership
ELC 196	Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018-2032 Securing a green recovery on a path to net zero: climate change plan 2018–2032 - update - gov.scot (www.gov.scot)
ELC 197	Update to Transport Baseline Modelling carried out (SRM model 2023) (Available to the reporter on request)
ELC 198	Update of Paramics modelling for East Lothian main towns (Available to the reporter on request)

ELC 199	Active Travel Improvement Plan
ELC 200	Equality, opportunity, community: New leadership - A fresh start - gov.scot (www.gov.scot)
ELC 201	https://www.eastlothian.gov.uk/downloads/file/28976/lts_road_asset_management_plan
ELC 202	https://www.eastlothian.gov.uk/downloads/file/29000/lts_road_safety_plan
ELC 203	https://www.eastlothian.gov.uk/download/meetings/id/22823/05_draft_regional_transport_strategy_-_consultation_response
ELC 204	https://sestran.gov.uk/publications/sestran-2035-draft-regional-transport-strategy/
ELC 205	https://esescityregiondeal.org.uk/s/RegionalProsperityFrameworkapprovedbyJointCommitteeSep22.pdf
ELC 206	City Region Regional Prosperity Framework Delivery Plan and Prospectus 2023 24
ELC 207	https://www.eastlothian.gov.uk/download/meetings/id/22611/07_regional_prosperity_framework
ELC 208	https://www.eastlothian.gov.uk/download/meetings/id/24316/roads_asset_management_-_annual_status_and_options_report
ELC 209	https://app.powerbi.com/links/63tQXRejf_?ctid=413c6f2c-219a-4692-97d3-f2b4d80281e7&pbi_source=linkShare
ELC 210	https://www.eastlothian.gov.uk/downloads/download/13564/east_lothian_council_speed_limit_policy_2022
ELC 327	East Lothian LDP1 Transport Appraisal
ELC 212	https://www.eastlothian.gov.uk/downloads/file/28975/lts_parking_strategy
ELC 213	https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12807/town_studies
ELC 214	https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12454/strategy_and_vision/4
ELC 215	https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12809/cross_east_lothian_active_freeway
ELC 216	https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12753/journey_hubs/3
ELC 217	https://www.eastlothian.gov.uk/info/210684/east_lothian_on_the_move
ELC 218	Rail station usage estimates 23 24

ELC 219	https://eastlothiangovuk-my.sharepoint.com/personal/pforsyth1_eastlothian_gov_uk/Documents/Documents/Rail%20-%20Evidence%20report%20.docx?web=1
ELC 220	https://www.eastlothian.gov.uk/downloads/download/13570/wallyford_journey_hub
ELC 221	Trams from Granton to Bioquarter and beyond - City of Edinburgh Council
ELC 222	Core paths maps | Core paths | East Lothian Council Core paths maps | Core paths | East Lothian Council
ELC 223	https://www.eastlothian.gov.uk/downloads/file/32133/tranent_town_centre_charrette
ELC 224	https://www.eastlothian.gov.uk/downloads/file/32134/north_berwick_charrette
ELC 225	Belhaven Active Travel Links | Town and area studies | East Lothian Council Belhaven Active Travel Links | Town and area studies | East Lothian Council
ELC 226	https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2023/annual-bus-statistics-year-ending-march-2023
ELC 227	Summary transport statistics | Transport Scotland Summary transport statistics | Transport Scotland
ELC 228	https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2022/
ELC 229	Disability and Transport 2021 | Transport Scotland Disability and Transport 2021 | Transport Scotland
ELC 230	Map Road traffic statistics - Road traffic statistics (dft.gov.uk) Department for Transport - GOV.UK (www.gov.uk)
ELC 231	https://www.transport.gov.scot/publication/public-attitudes-survey-data-wave-24/
ELC 232	National Travel Survey 2021 Mode share journey lengths and public transport use
ELC 233	https://eastlothian.tracsis-tads.com/eastlothian/map-full-view
ELC 234	https://dashboard.vivacitylabs.com/home?project=east-lothian-council
ELC 235	https://usmart.io/org/cyclingscotland/

There are several other documents that include a wide range of statistics that may be used to guide the development of the LDP policy and strategy and monitor the effectiveness of the LDP over the next 10 years. These are as follows:

https://eastlothian.tracsis-tads.com/eastlothian/map-full-view
ACTIVE TRAVEL\Musselburgh Active Toun\2023 General Documents\Traffic Data (Available to Reporter on request).
TRAFFIC COUNT_PARKING SURVEYS_2018_and-Above (Available to Reporter on request).

https://www.eastlothian.gov.uk/meetings/meeting/16947/east_lothian_council

GIS Layers
The Council's Geographical Information System contains layers that include Traffic Counts, Local Street Gazetteer, Speed Limits, Bus Routes 2023, Crashmap, NaPTAN, Bus Shelters, NSG, Taxi Ranks, EV charge Points, Traffic Regulation Orders, Transport Safeguards, Cycle Parking, Sustrans Cycle Routes, Core Paths, PROW, Carparks 2017, Road Construction Consents, Asset Inventory of Gardens and Designed Landscapes, LIDAR, ATC , Pedestrian and Cycle Counters, Cycle Counters (Ranger Service), Multi-modal Camera, car radio Counters(Ranger Service), Pedestrian Radar Counters (Ranger Service), Spaces for People. (Layers available to Reporter on request)

These GIS layers provide factual locational information for use in the development of the LDP spatial strategy.

SUMMARY OF EVIDENCE

7.1   The policy context for the future of transport in Scotland begins with Scottish Government and its updated **Climate Change Plan 2018-2032** Climate Change Plan which aims to drive down greenhouse gas emissions further. In response to the global climate emergency the Scottish Government set out its commitment to reduce car kilometres by 20% by 2030 in its 'Securing a green recovery on a path to net zero: climate change plan 2018-2032'.

Climate Change Plan Update

7.2   Scotland's Climate Change Plan update in 2020 set out a world-leading commitment to reduce car kilometres by 20 per cent by 2030 to achieve the net zero emissions target by 2045. Transport Scotland published the Route Map to achieve a 20 per cent reduction in car kilometres by 2030 in January 2022. It is envisioned that this Route Map will be a useful tool for all authorities and is applicable in both rural and urban settings as well as for those with a variety of mobility needs. It sets out ways to achieve 4 key behaviour changes; reducing the need to travel, living well locally, switching modes and combining trips or sharing journeys. It is important that all authorities produce a plan which will work towards achieving this ambition.

National Transport Strategy 2 (NTS2)

7.3   All plans should conform to the ambitions and policies within NTS2 specifically the four themes of reducing inequalities, taking climate action, helping to deliver inclusive economic growth and improving our health and wellbeing. Embedded within policy making should be the sustainable travel and the sustainable investment hierarchies. The sustainable travel hierarchy promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people, with the sustainable investment hierarchy ensuring transport options maintain and safely operate existing assets, taking due consideration of the need to adapt to the impacts of climate change.

7.4   Transport accessibility should therefore be a key consideration in determining future locations for development.

National Planning Framework 4 (NPF4)

7.5   NPF4 contains Scotland's national spatial strategy and planning policies. Policies of particular relevance to the preparation of LDP2 include Policy 1 – Tackling Climate and Nature crises, Policy 2 – Climate mitigation and adaptation, Policy 13 - Sustainable Transport, 18 - Infrastructure First and 15 – Local Living and 20 minute neighbourhoods. These Policies reinforce the Climate Emergency and the need for a fundamental shift in the way people travel. Additionally, there is a greater focus on the identification and delivery of infrastructure with Policy 18, ensuring the spatial strategy can be facilitated with appropriate and deliverable infrastructure.

Transport Appraisal

7.6   The Council will work with Transport Scotland to develop a proportionate Transport Appraisal for East Lothian in line with DPTAG to inform the Proposed Plan. The need to undertake a proportionate appraisal is detailed on page 57 within Policy 13 and p120 within LDP Guidance.

Strategic Transport Projects Review 2 (STPR2)

7.7 To deliver the National transport Strategy Scottish government published STPR2 in December 2022. It details how it will help to deliver the vision, priorities and outcomes for transport set out in the NTS2, aligning with other national plans such as the Climate Change Plan and NPF4. It sets out 45 recommendations which will help inform Scottish Ministers on a programme of potential transport investment opportunities for the period 2022-2042.

7.8 Of particular relevance to East Lothian will be Recommendations:
- 1 and 3 – 10 which aim to encourage a behaviour change to more sustainable modes of travel. Additionally, Recommendations 21 – 23, 25 – 28 and 30 - 38 are also relevant to decarbonise transport, improve public transport and increase safety and resilience on the network.
- Recommendation 12 on Edinburgh and South East Scotland Mass Rapid Transit aims to reduce the need to change between modes and services for cross boundary travel.
- Recommendation 45 – High Speed Rail, is for Transport Scotland to continue working with the Department for Transport. Transport Scotland is taking stock of the recent announcement from the UK Government and what this means for Scotland.

7.9 An associated STPR2 Delivery Plan is in development, and it will be essential that Local Development Plans take cognisance of its contents. Transport Scotland welcome discussions should Local Authorities wish to progress any of the STPR2 recommendations.

Final technical report - December 2022 - STPR2 | Transport Scotland

Statistics

7.10 Transport Scotland publishes a range of transport statistics on its website available via the link. Additionally transport data is published on the Scottish Government statistics website and can be viewed at a Local Authority scale.

Regional Transport Strategy

7.11 The South East Scotland Transport Authority (SESTRAN) of which East Lothian Council is a constituent authority agreed the draft Regional Transport Strategy in February 2022. Its strategic objectives are to:
1. Transitioning to a sustainable, post-carbon transport system
2. 2. Facilitating healthier travel options
3. Widening public transport connectivity and access across the region
4. Supporting safe, sustainable and efficient movement of people and freight across the region

7.12 The strategy takes a co-ordinated approach, recognising the national objectives to support renewable energy and decarbonisation across the transport industry. Key targets are net zero emissions by 2045 and a 20% reduction in car kilometres by 2030.

7.13 The Regional Transport Strategy dovetail with the Strategic Transport Projects Review 2 to support the delivery of a transport network that:
- Takes climate action;
- Addresses inequalities & accessibility;
- Improves health & wellbeing;

- Supports sustainable and inclusive economic growth; and
- Improving safety & resilience.

7.14 The Regional Transport Strategy Delivery Plan will seek to complement STPR2, highlighting projects within and without the plan that would contribute to our concordat vision.

https://www.eastlothian.gov.uk/download/meetings/id/22823/05_draft_regional_transport_strategy_-_consultation_response

https://sestran.gov.uk/publications/sestran-2035-draft-regional-transport-strategy/

City Regional Deal – Regional Prosperity Framework
7.15 Working in collaboration with neighbouring local authorities the deals joint committee approved the delivery plan in March 2023. The framework sets out 9 big moves of which big move three, prioritises sustainable transport and mobility. The framework big moves will be reflected in the development of local development plan 2.

https://esescityregiondeal.org.uk/s/RegionalProsperityFrameworkapprovedbyJointCommitteeSep22.pdf

https://indd.adobe.com/view/58bb2001-c41e-4810-b16b-bfa5efe7dc0e

https://www.eastlothian.gov.uk/download/meetings/id/22611/07_regional_prosperity_framework

SEStran & City Deal Concordat Vision
7.16 Through strengthened collaboration, joint working, co-production and engagement, SEStran and Edinburgh & South East Scotland City Region Deal (ESESCRD), in partnership with others, seeks to ensure a robust basis for integrated regional economic development, land-use and transport planning, provision and delivery, ensuring Edinburgh and South East Scotland fulfils its potential as Scotland's foremost city region. The basis of this agreement and outputs will help inform the Local development plan as new opportunities emerge.

Local Transport Strategy
7.17 Local Transport Strategy 2018 (LTS) predates the National Transport Strategy but nevertheless aims to deliver similar outcomes to provide sustainable transport solutions. The LTS sets out the Council's vision to promote interventions and strategies to make East Lothian safer, sustainable with a dynamic and flourishing local economy enabling people and communities to flourish. The LTS sets out 7 key objectives that are relevant in consideration of the Local development plan strategic site allocation, housing and economic development opportunities. The objectives are: to deliver a more attractive and safer environment for pedestrians and cyclists; reduce the overall dependence on the car and the environmental impact of traffic; to promote the availability and use of more sustainable means of travel; to local new development where it reduces the need to travel; to maximise accessibility for all and reduce social exclusion; to promote integration and interchange between different means of travel; and to maintain the transport network to a suitable standard to ensure it meets the needs of all users.

https://www.eastlothian.gov.uk/downloads/file/28973/local_transport_strategy_2018-24

Active Travel
Active Travel improvement Plan
7.18 The Active Travel Improvement Plan is an associated document of the Local Transport Strategy, which describes how we can make active travel journeys the primary option of users. The Plan emphasises the benefits derived from increased use of active travel options, to reduce carbon emissions, to remove vehicular traffic, to improve and create better places for people, to

improve access to jobs and services all of each are primary outcomes of a Local development Plan. It is currently under review and will be expanded into a full Active Travel Strategy in line with new Scottish Government guidelines in due course, utilising the council's Project Assessment Framework 2024. The Assessment Framework defines a scoring methodology for prioritising improvements to our active travel network, and has identified an initial list of short, medium and long-term projects, with an anticipated cost in excess of £70m.

https://www.eastlothian.gov.uk/downloads/file/28974/lts_active_travel_improvement_plan

Musselburgh Active Toun

7.19   Musselburgh is the fastest growing town in East Lothian, increasingly a commuter town for the City of Edinburgh and has key cross boundary connections into Edinburgh and Midlothian. Without significant modal shift, the scale of development identified in Local Development Plan 2018 is considered unsustainable; the LDP includes a policy to support a spatial strategy which places an expectation on new development including active travel and/or public transport facilities. The Musselburgh Active Toun project will create high quality and inclusive active travel routes throughout Musselburgh aiming to transform the transport network sustainably and bring economic growth to the town and its communities. The proposals seek to deliver six strategic routes providing approximately 16.66km of safe and accessible active travel corridors for walking, wheeling, and cycling. Through Places for Everyone funding, developed designs are near completion for four routes and concept designs for two routes.

https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12807/town_studies

Routes4Communities

7.20   Major new development is being planned and delivered across the central East Lothian area, including the creation of a new town at Blindwells and the regeneration of the former Cockenzie Power Station site.

7.21   Building on these opportunities, and the Council's commitment to improving conditions for everyday walking, wheeling and cycling trips, East Lothian Council has scoped possible active travel interventions in the areas of Prestonpans, Tranent and Longniddry; as well as links to neighbouring areas including Wallyford and Cockenzie in the Routes4Communities Study. This establishes a proposed future network of priority routes which will enable East Lothian Council to take advantage of major funding opportunities over the coming months and years.

https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12454/strategy_and_vision/4

Active Freeway (aka Segregated Active Travel Corridor)

7.22   A study published in 2016 costed an improved active travel link between Dunbar and Musselburgh and the Segregated Active Travel Corridor for East Lothian was incorporated in the Local Development Plan 2018 under PROP T3. The aim was to promote a priority route for pedestrians and cyclists so that active travel provides a realistic alternative to the private car, including for longer journeys. Since 2018, developments within 1.2km of the proposed route have been making contributions towards the construction costs. In addition to these, in 2023, additional external support was secured to develop detailed designs for the first stages of the route (Dunbar to Haddington, and Haddington to Tranent). Further funding is now being sought to take these forward to construction.

https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12809/cross_east_lothian_active_freeway

Parking - Management Strategy

7.23   The Council's Parking Management Strategy sets out the Council parking policies for the management of parking in East Lothian's communities. The outcomes of the Strategy are to deliver parking supply that meets local demand whilst minimising the adverse impacts of parking; and effective enforcement of parking restrictions, being supported by the objectives to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian and to maximise the efficient use of parking provision. The strategy places a duty on the management of parking throughout East Lothian, which is important in balancing site allocation, parking provisions made and demand management measures in the context of new development opportunities.

https://www.eastlothian.gov.uk/downloads/file/28975/lts_parking_strategy

Parking - Asset Capacity

7.24   East Lothian Council has approximately 3200 coastal car parking spaces. The Council owns and maintains 14 sites and charges for 10 of those sites. The Council operates 11 off street sites (420 spaces) in Musselburgh, 8 sites in North Berwick (327 spaces), 6 in Dunbar (180 Spaces), 5 sites in Haddington (465 spaces), 4 sites in Tranent (123 spaces) and another 650 in assorted villages and settlements throughout the county. The purpose of the sites is to facilitate visitor and business activity, but regrettably housing overspill also over utilises the available resource. Work through the parking management review is considering introduction of parking charges for appropriate car parks.

Projects\Parking\Technical Reports (Available to Reporter on request).

Parking - Policy

7.25   The Council Parking Management Strategic provides for 22 policies introducing policies on parking supply, parking management, DPE, parking charges, waiting and unloading restrictions, residents parking, CPZ's, Blue badge parking, maximum parking standards, event management, park and ride, electric vehicle charging, car club parking, parking on footpaths, school streets, and private car parks. The above polies remain relevant in the determination of the Local Development plan 2.

https://www.eastlothian.gov.uk/downloads/file/28975/lts_parking_strategy

Parking - Demand

7.26   The Council undertakes regular assessment of parking demand in our towns and coastal areas. Parking demand generally refers to the amount of parking spaces that would be occupied at a particular place, time and price, which is a critical factor when evaluating parking problems and solutions. Parking demand has a crucial role in ensuring the vibrancy and vitality of ELC town centres and ineffective parking supply to meet the increasing demand will impact the local economy, environment and the general wellbeing of East Lothian town's population. Parking demands (short-term parking, medium-term parking and long-term parking) does affect parking management opportunities and reequipments, which is a primary requirement of East Lothian Local Transport Strategy (LTS) that feeds into the local development plan.

RNManagement\Parking Management Strategy - Business case 2 (Available to Reporter on request).

RNManagement\Parking (Available to Reporter on request).

Road Asset Management Plan

    7.27   The Road Asset Management Plan sets out the policies associated with managing road assets. This is relevant to the plan with all new assets and infrastructure adopted by the Council complying with the adoptable standards.

https://www.eastlothian.gov.uk/downloads/file/28976/lts_road_asset_management_plan

Road Safety Plan

    7.28   The road safety plan is another part of the overarching Local Transport Strategy that approach to providing for clean, green, and safe travel patterns across the county and beyond. The strategy is applicable to all communities and developments across East Lothian.

https://www.eastlothian.gov.uk/downloads/file/29000/lts_road_safety_plan

Road Network

Asset info, length, class

    7.29   The Council manages and maintains 1,141.7 km of public road of which 118.4km (A Class), 170.2km (B Class), 223.8km (C Class) and 629.3 km (unclassified). The overall condition of the road network fluctuates annually (since 2010 varies between 30.0% to 35%) where the carriageway is in a poor overall condition. Over the period investment in carriageways is falling with a high of £6.89m invested in 2012 reducing to just over £4.1 m in 2023. Annualised depreciation of the asset is £10.1 m, which represents a significant shortfall in investment. The Council is applying a managed deterioration of the asset.

    7.30   The length of maintained footpaths is £674km. The general condition is good. Annualised depreciation is £2,3m. There is a need for improvements in footways and cycleways to enable the success of Sustainable Transport Strategies. Funding for new infrastructure to facilitate modal shift to active travel through development of new footpath and cycleways is mostly funded through Transport Scotland grants.

    7.31   With continual pressure on Council resources to maintain aging assets and the desire to move to more sustainable modes, levels of investment do not support this ambition and with continued development of new housing areas, the long-term viability and affordability of local development to government is uncertain.   Maintaining the status quo is currently unviable and with new growth planned this will only accelerate deterioration but more importantly increase the gulf between new development standards and existing townscape areas.

https://www.eastlothian.gov.uk/download/meetings/id/24316/roads_asset_management_-_annual_status_and_options_report

Demand, Delay, Capacity

    7.32   The Council retains a version of the Strategic Regional Model (SRM) – SATURN and Musselburgh and Tranent Traffic Model (MTTM) – Paramics Micro-sim updated to a 2019 base. East Lothian Council have also build two additional models - North Berwick Traffic model and Dunbar and is in the process of building a model for Haddington. Working with our suppliers, model outputs will be provided in powerBI for access and convenience. The information provided relates to the SRM ELC STAG study.

- "37_DM37b_EL2b" - Do Minimum (with ELLDP travel demand forecast)
- "37_Test0_EL2b" - Do Minimum + Strategic Road Interventions

https://app.powerbi.com/links/63tQXRejf_?ctid=413c6f2c-219a-4692-97d3-f2b4d80281e7&pbi_source=linkShare (Available to the Reporter on request)

7.33 Micro-sim Town models are build using Paramics Discovery. The models have included additional zoning to describe the level of parking supply and the interaction of demand at peak times. The models have also been used to describe the impacts and benefits of competing interventions to test load capacity across the network at Bankton. The models area also utilised to test additional demand through site intensification and brownfield windfall development.

RNManagement\Traffic Modelling\PARAMICS DISCOVERY MODELS (Available to Reporter on request).

STAG - Access Study\Bankton transport Appraisal (Available to Reporter on request).

7.34 The Council also has access to Basemap TRACCS travel time analysis software. This software will be used by the Council in the assessment of accessibility in line with the NPF policies on 20 minute neighbourhoods. High level assessment has already been carried out to support the Evidence Report on the extent to which key East Lothian town function as 20 minute neighbourhoods. This information can be found in the Area Partnership section of the Evidence Report story map and the 20 minute neighbourhood Background Paper. An example of this information for Haddington is provided below.
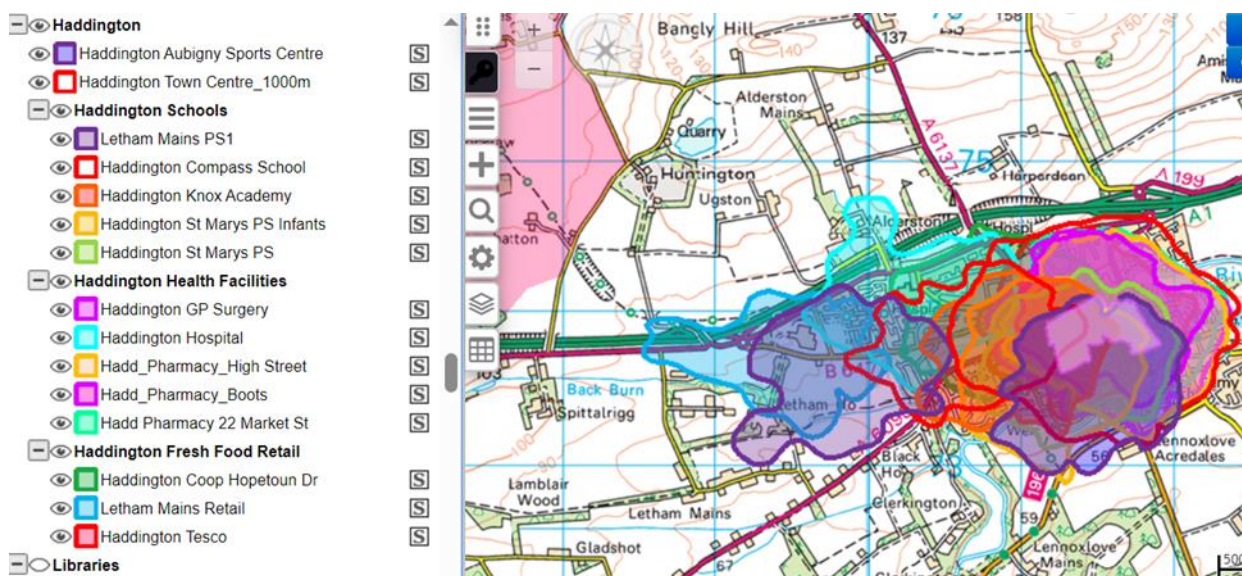
Figure 2 - Haddington 20 minute neighbourhoods

Speed Limits

7.35 East Lothian Council reviewed its speed limit policies in 2022 in response to the covid pandemic. To provide safer places, encourage walking and cycling, provide more road space, and safer local streets, we implemented 20mph speed limits in most of our towns and villages in 2020-22 and monitored the effectiveness of those in 2023. This found that although we have 2847 roads with 20mph speed limits, a further 68 roads which are currently 30mph could change to 20mph to be in keeping with new national policy. We intend to move forward with

this, this year, and also to update the speed limit policy. Maps of the local speed limits are available if required.

https://www.eastlothian.gov.uk/downloads/download/13564/east_lothian_council_speed_limit_policy_2022

Workforce Mobility Study

7.36 East Lothian Council working in partnership and through City Region Deal have undertaken a study into sustainable travel options for those living and working in East Lothian. Data has analysed where and when people travel from home to work. This offers the chance to provide direct information to employees on alternative public transport options for their journey. Such information can help assist in understanding of 20 minute neighbourhoods as well as planning for future public transport improvements or active travel options. Together these can inform the Proposed Plan on the viability of sites accessing Public Transport.

https://esescityregiondeal.org.uk/workforce-mobility/

Behavioural Change Initiatives

7.37 East Lothian Council supports a range of behaviour change initiatives intended to stimulate a modal shift towards active and sustainable everyday travel. Its Active Travel team works in partnership with workplaces, schools and communities across the county to stimulate change, and initiatives funded and/or delivered by the Council are intended to complement associated Active Travel Infrastructure projects; such as the network of Journey Hubs, the Musselburgh Active Toun project, Routes4Communities and the Active Freeway.

7.38 Within this context, the Council plays an active role in School Travel Planning, and uses data gathered to support interventions that address congestion at pick up and drop off times (such bike buses, walking buses, parking pledges and active travel challenges). In 2024, with the support of the Council's Active Travel team, over 5000 pupils took part in Living Streets' Walk to School Week, and the iBike Officer continues to work with a number of schools to embed and develop an active travel culture. Beyond the school gate, the Active Travel team also played a key role in establishing shared transport options across the county, such as EV car clubs, electric bike hire and eCargobike loans.

7.39 Partnership working on behaviour change projects has allowed the pooling of resources by working in collaboration with major employers like the NHS, Queen Margaret University and Charles River Laboratories. The Council is currently working with Cycling UK to establish an Active Travel Hub for East Lothian, where a dedicated Development Officer will engage with communities to deliver a suite of activities designed to help more people to use walking, wheeling and cycling for everyday journeys.

7.40 This work will inform the Proposed Plan spatial strategy, settlement specific proposals and transport policies.

https://www.eastlothian.gov.uk/info/210684/east_lothian_on_the_move

People and Place

7.41 In line with the Regional Transport Strategy 2035, the SEStran People and Place Grant Fund is a key part of the regional delivery of active travel behaviour change in South East Scotland. The overall plan is designed to deliver behavioural change interventions to support people in the region to choose active travel over private vehicles for utility journeys.

Journey Hubs

7.42 East Lothian is working to create high-profile locations across the county which provide public, shared and active travel options alongside other facilities. These are called Journey Hubs. Initial Journey Hubs at Musselburgh, Wallyford, Tranent and Pencaitland have enabled the testing of different facilities and situations, and 34 additional locations for Journey Hubs across the county were recently identified and will be developed as opportunities arise. These will be identified in the Proposed Plan.

https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12753/journey_hubs/3

Rail

Users – Service Reliability, feedback

7.43 Working with the rail sector, East Lothian Council hosts the Local Rail Forum which includes local community council representation, elected members and MSP, MP participation to review services running locally and work with rail industry to integrate sustainable transport options. This is important to the LDP that it demonstrates partnership working, developing and enhancing connectivity to rail stations. Relevant feedback leading to implementation projects will be identified in the Proposed Plan settlement strategies.

Local Rail Group Meeting (Available to Reporter on request).

Rail Projects

7.44 The Council working in partnership with Transport Scotland and Network Rail have delivered projects to re-open East Linton Station and close Markle level crossing. Option to improve accessibility are also being considered and delivered in Dunbar. All are integral to improving sustainable transport options highlighted and delivered in the context of the local development plan.

East Linton Rail Station

Markle Level Crossing

Access to Dunbar Rail Station South

Levels of Patronage

7.45 It is essential to understand the levels of rail patronage to predict and plan interventions and establish whether additional rail interventions are required. The former LDP2018 when extrapolating growth identified the need for longer train sets to stop exceeding crush capacity. The Office of Road and Rail provided information on the levels of patronage for East Lothian Stations.

table-1410-estimates-of-station-usage-2021-22.ods (live.com)

7.46 The data on the website only goes back to 2016. East Lothian Council has been monitoring trends of station entries and exits since 2007. In addition, data is also available from ScotRail on train capacity and patronage by journeys by product highlighting trends for supply / capacity constraints. Identified improvement projects will be incorporated into the proposed Plan.

Catchment Areas

7.47 Accessibility analysis of existing townscape and local environment identifies several constraints in maximising access to communities. Statistics show that 49% of East Lothian properties lie within 20 minutes walking distance. Consideration of access to train stations is important in spatial assessment of potential LDP sites.

Park and Ride

7.48   East Lothian Council is served by 8 rail stations with associated car parks. There is also a rail
park and ride which the Council has access to at Newcraighall, which is within City of Edinburgh
area but only 160m from the East Lothian Boundary.

7.49   The stations are located in Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North
Berwick and Dunbar. The new East Linton station was opened by the Transport Secretary on
13th December 2023.

7.50   The last recorded survey of station car park capacity was undertaken on 24th April 2019. On the
survey day not all car parks reached full capacity. The maximum level of occupancy was 100% at
Wallyford train station, Dunbar, Prestonpans east, Prestonpans west, North Berwick. The
lowest level of occupancy was the separate Wallyford park and ride at 86% occupancy.

7.51   The largest Park & Ride is at Wallyford and is now re-branded as a Journey Hub, multi-modal
transport interchange. It combines access to the busy train service to Edinburgh and the South,
with good local bus links and a well-designed electric car park with around 30 x 22kW chargers
(for people wanting to charge while making their onward journey by public transport) and 2 x
150kW chargers (for those who need to 'splash and dash'). It also hosts a 'bookable' public
charger that is used by Ember Core coaches on their daily trips to Dundee.

https://www.eastlothian.gov.uk/downloads/download/13570/wallyford_journey_hub

Bus

Bus Operations

https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12480/east_lothian_on_the_move/
5

The linked information will be used to assist with assessing the accessibility of new sites and whether
bus services are available to encourage sustainable travel movements and overall trip reduction.

Bus Partnership Fund

7.52   In partnership through the city region deal application to the Bus Partnership Fund has released
funding from Transport Scotland to explore opportunities to reduce patronage decline and
improve bus journey times on the strategic corridor connecting to Edinburgh. A strategic
business case was presented to Transport Scotland in 2022 identifying bus priority
improvements on 8 key corridors. In the context of East Lothian interventions are proposed on
the A1 and A199. The introduction of bus priority interventions could provide necessary
sustainable transport interventions in East Lothian to enable key strategic sites.

Regional Bus Strategy

7.53   The Regional Bus Strategy (RBS) will specify the role of bus in delivering the regional transport
Strategy, including the spatial context of the bus network and the attributes and components of
the bus network for the region. The RBS will also set out the plans and actions to deliver that
network. This includes consideration of the optimal approach to operating and funding the
network, taking into account the powers available through the Transport (Scotland) Act 2019,
and the potential role of municipally owned bus operators in the region. The changing bus

network will be a consideration for the identification of sites for development in the Proposed Plan.

https://sestran.gov.uk/wp-content/uploads/2023/12/2024-06-21-Item-A7-Regional-Bus-Strategy.pdf

Tram

7.54 East Lothian Council is supportive of the City of Edinburgh's Strategic Sustainable Transport Study phase 2 in the context of enhanced sustainable mass transit connectivity and options to extent to Queen Margaret University linking to Edinburgh Royal infirmary and bio-quarter. East Lothian Council will discuss potential opportunities to further improve public transport locally as and when they arise - extensive consideration would need to be given to what may or may not be feasible.

7.55 "More generally, we are supportive of Scotland's Strategic Transport Projects Review 2 (STPR2) and the need to improve mass transit over the City region. The prospect of significant development opportunity will have a bearing on the spatial considerations of the Local Development plan.

Trams from Granton to the Bioquarter and beyond – The City of Edinburgh Council

Walking

Core Path

7.56 The Land Reform (Scotland) Act 2003 required each Local Authority to produce a core paths plan for their area. This was to be a system of paths to be used on foot, horseback or bicycle and it would connect into the wider path network. In East Lothian three rounds of public consultations were undertaken between 2003 and 2008 produced a draft Core Paths Plan, that was adopted in December 2010 after a Scottish Government Reporters Unit Local Inquiry. The intention in East Lothian was to provide a network of paths, connecting communities and local places of interest, for recreational purposes or to be used as active travel routes. Not all core paths are suitable for all users, but many of them are all ability. There are 348 kilometres of core paths in East Lothian. 16 kilometres of these paths are aspirational routes, which require work before they are promoted. The Local development plan in consideration of appropriate network routes can seek to improve and extend through local developments. Challenges remain though through developer negligence and design constraint framing boundaries that limit access to existing paths and the countryside.

Core paths maps | Core paths | East Lothian Council

Town Centre Regeneration and Charrettes

7.57 The Council has embarked on multiple projects for the purpose of regeneration and improvement of East Lothian town centres in line with Town Centre Strategies prepared for LDP1. Many projects identified require improvements to place making and design. Local studies and charrettes have identified benefits in placemaking, re-allocating road space and redesignating parking provision. Further opportunities for investment as a consequence of growth must be established on town centre first principles, where the Proposed Plan considers how to drive forward adaption and change.

- https://www.eastlothian.gov.uk/downloads/file/32133/tranent_town_centre_charrette
- https://www.eastlothian.gov.uk/downloads/file/32134/north_berwick_charrette
- Town Centre Strategies Supplementary Guidance LDP1
- Belhaven Active Travel Links | Town and area studies | East Lothian Council

Transport Statistics and Data Collection

7.58 National statistics such as the Summary Transport Statistics; Scottish Transport Statistics, Road casualty statistics; Disability and Transport, Road traffic statistics, Public attitude survey data
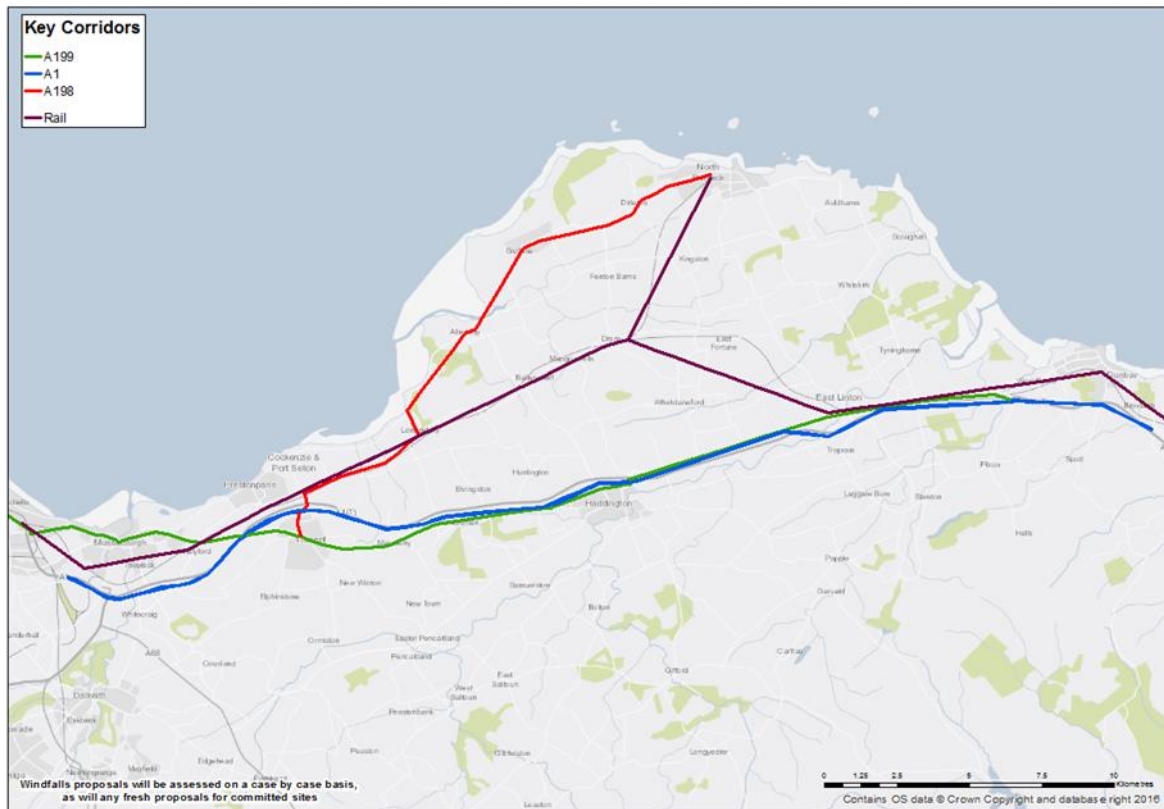
and National Travel Survey data, will all help to inform the Proposed Plan transport sections. Additionally the Council collects data of its own from traffic counters.

7.59   Since 2022 East Lothian Council has been installing new traffic counters that operate on a 24 hour basis all year round. A total of 32 locations are now covered. All types of traffic are counted including cycles and pedestrians. Following analysis this date will be used to monitor footfall in appropriate locations such as town centres and further work will be undertaken to see if data collection can assist in the development of 20 minute neighbourhood policies.

7.60   The Council also has access to ATC Rolling Data which monitors vehicle speed and volume through a TRACSIS dashboard, all mode data from permanent and temporary counters surveys undertaken twice a year by Cycling Scotland, active travel count data for Musselburgh and parking survey data for North Berwick, Haddington Tranent, Dunbar, Musselburgh and Prestonpans in various years plus East Lothian Residents Survey data periodically.

7.61   All data collected is analysed and may be used to inform transport policy making or settlement improvements for the proposed Plan.

Details of the Evidence

7.62   The transport system in East Lothian is dominated by west east movements out of Edinburgh. The northern part of the Council is mostly flat and fertile, containing many of the Council area's principal settlements and major transport routes, including the A1 and East Coast Mainline.

7.63   The main rail links in East Lothian are the East Coast Main Line (which runs from London to Edinburgh, passing through East Lothian), and the Edinburgh to North Berwick Line (which separates from the East Coast Main Line at Drem).

Figure 3 - East Lothian primary transport Corridors

7.64 Newcraighall Station, on the Borders Railway Line lies just outside of the area's western boundary. East Coast buses operate bus routes to each of the principal towns, while Eve Coaches, Prentice Coaches and E&M Horsburgh operate local routes.

7.65 All the main towns have good accessibility to a wide range of services, but this accessibility tails off considerably into tier 3 settlements although this is supplemented in some locations by a comprehensive bus network. An example of Tier 1 settlement accessibility is provided below.
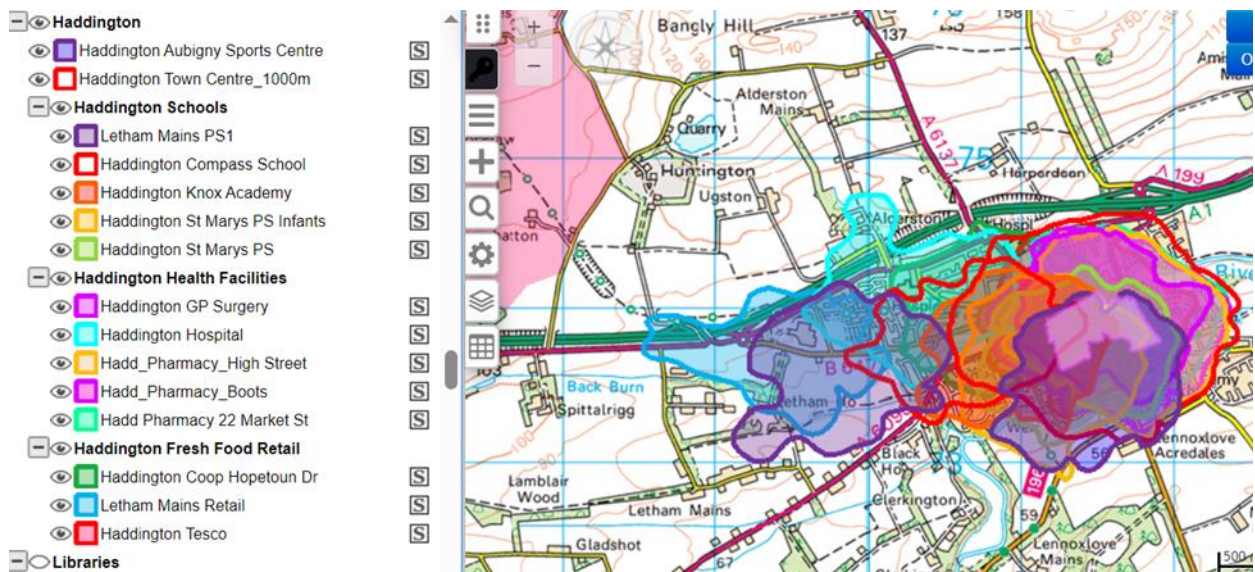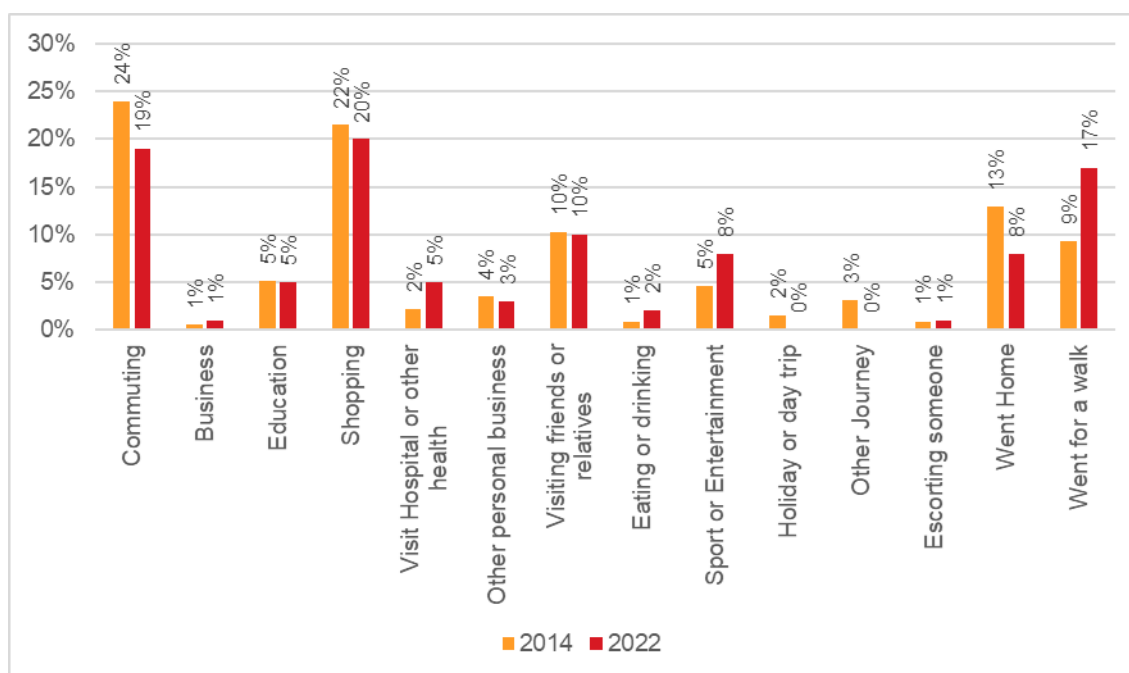
Figure 4- Reasons for travel – East Lothian

7.66 The Scottish Household Survey Travel Diary asks what the main purpose is for travelling. The Figure above shows the main purpose for travelling in East Lothian in 2014 compared to 2022. There has been a reduction in people travelling to work, shopping and going home. Conversely, there has been an increase in those traveling to visit hospital or other health, sport or entrainment and going for a walk.

Context from Existing LDP

LDP Interventions

7.67 East Lothian Council prepared the first Local Development Plan (LDP) in consideration of the approved Strategic Development Plan (SDP) for Edinburgh and Southeast Scotland. A Transport Appraisal was developed to gauge the impacts and the implications of housing and economic land allocations on the transport network in support of the Proposed LDP.

7.68 The LDP Transport Appraisal was carried out in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. To be compliant with DPMTAG and reflecting that the Local Development Plan (LDP) fits in with the SESplan SDP, a Level 3 Appraisal was required to support the Proposed Plan. This suggests the use of modelling tools, preliminary feasibility and design work to identify an adequate technical solution and realistic alternative options necessary to support the LDP. The East Lothian Proposed Plan aligns with DPMTAG Stage 3, which provides opportunity to reconsider transport options. This further refine deliverability of Transport Options in terms of feasibility, affordability and public acceptability.

7.69 Local Development Plan 1 – transport appraisal identified multiple interventions throughout East Lothian because of housing and economic development growth. The interventions were all predicated on the impact of accumulative development trip making taking account of existing and new movement across the network. The modelling tested the impacts of a theoretical build out year of 2024 fully completed site allocations. The target of full build out has not yet been met. LDP2 will take cognisance of the outstanding site allocations and review and test whether the interventions remain necessary or new or different interventions should come forward.

https://www.eastlothian.gov.uk/download/meetings/id/20172/15018_east_lothian_council_local_development_plan_%E2%80%93_transport_appraisal

7.70 Network impacts identified through appropriate transport analytical tools and models were developed to test the impacts of growth on the transport network and considered alongside a list of potential mitigation interventions that were independently prepared based on anticipated local development plan impacts. A multi-modal model (Saturn – SRM12) was developed alongside a traffic model s-paramics -Musselburgh and Tranent Traffic Model – (MTTM over the compact strategy area to test road interventions. The models were used to inform the Transport Appraisal of deficiencies on the strategic and local networks, and aided the preparation of a list of potential mitigation measures, refined using evidence from the models to confirm and conceptually define the interventions to a stage suitable for inclusion in the plan. Data for the SRM12 was derived from the Transport Economic Land use Model for Scotland (TELMos), which covered route choice assignment by car and the public Transport (PT) model covered route choice assignment for public transport passengers.

Figure 5 – Data Zones- TELMOS

SRM12 Zones

7.71 To understand the impacts of LDP allocation and growth on the transport network travel demand forecasts were made for all implied trips from, through and between all zones. The forecasts were adjusted to ensure consistency between models as trips were taken from two sources TELMoS and TRICS, and also zones were disaggregated from SRM12 to MTTM levels. To ensure the representation between models was consistent rules were established and applied to flows to be characteristic of actual flows. If a trip is to or from an internal non-urban zone then MTTM demand was used, if the trip is to or from an external zone and neither to or from an internal non-urban zone then SRM12 demand was used, and if a trip is both to and from an internal urban zone, then an average of the SRM12 and MTTM demand was used.

7.72 Accordingly, 12 hour trip productions were generated from zones or sectors that represented that represented change as a consequence of growth.

Sector	2012 Base	2024 Without LDP (versus 2012 Base)			2024 With LDP (versus 2024 Without LDP)		
East Lothian Rural	12,000	11,700	-300	-3%	13,100	1,400	12%
Musselburgh & Wallyford	44,600	57,500	12,900	29%	71,900	14,400	25%
Tranent	16,800	18,900	2,100	13%	26,100	7,200	38%
Prestonpans	21,100	23,500	2,400	11%	27,700	4,200	18%
Haddington	14,000	14,400	400	3%	15,900	1,500	10%
North Berwick	16,300	15,200	-1,100	-7%	16,600	1,400	9%
Dunbar	10,800	13,600	2,800	26%	16,100	2,500	18%
Blindwells	100	100	0	0%	3,700	3,600	3600%
ELC Total	135,700	154,900	19,200	14%	191,100	36,200	23%

Table 1 – 12 hour Trip Productions

Sector	2012 Base	2024 Without LDP (versus 2012 Base)			2024 With LDP (versus 2024 Without LDP)		
East Lothian Rural	12,400	12,100	-300	-2%	13,600	1,500	12%
Musselburgh & Wallyford	44,400	57,000	12,600	28%	72,500	15,500	27%
Tranent	17,000	19,200	2,200	13%	26,800	7,600	40%
Prestonpans	21,600	24,000	2,400	11%	28,500	4,500	19%
Haddington	14,100	14,600	500	4%	16,300	1,700	12%
North Berwick	16,400	15,300	-1,100	-7%	16,700	1,400	9%
Dunbar	10,900	13,600	2,700	25%	16,100	2,500	18%
Blindwells	100	100	0	0%	4,300	4,200	4200%
ELC Total	136,900	155,900	19,000	14%	194,800	38,900	25%

Table 2 12 Hour Trip Attractions

7.73   Table 1 and Table 2 illustrate the change in trips between sectors with LDP growth and without LDP growth only considering background trips and committed development. An interesting outcome of the analysis was that there was a predicted decrease in rural and the North Berwick sector without the influence of development growth. This is predicated on home working, aging population, more affluent and frequent rail service.

7.74   To understand the impacts of growth, a base scenario was established for Am and PM peaks in both models. A simple representation of the mitigation was tested against the forecast year without LDP – do minimum scenario and the forecast year with LDP without mitigation and forecast year with LDP and mitigation. The three diagrams below show the impacts of volume over capacity.

Diag 1 – RFC – Forecast year without LDP – Do minimum

Diag 2 – RFC – Forecast year with LDP – no mitigation

Diag 3 – RFC – Forecast year with LDP and mitigation

7.75   Further detailed testing was undertaken through the micro-simulation model MTTM to understand wider implications in the local road network and consequences of the proposed interventions.

7.76   The MTTM base model was developed for the compact strategy study area, encompassing the towns of Musselburgh, Tranent, Prestonpans, Port Seton, Longniddry, Macmerry, and Wallyford. The modelling reflects the key routes between the towns and the A1, which links the surrounding towns to Edinburgh in the West and Scottish Borders in the East.
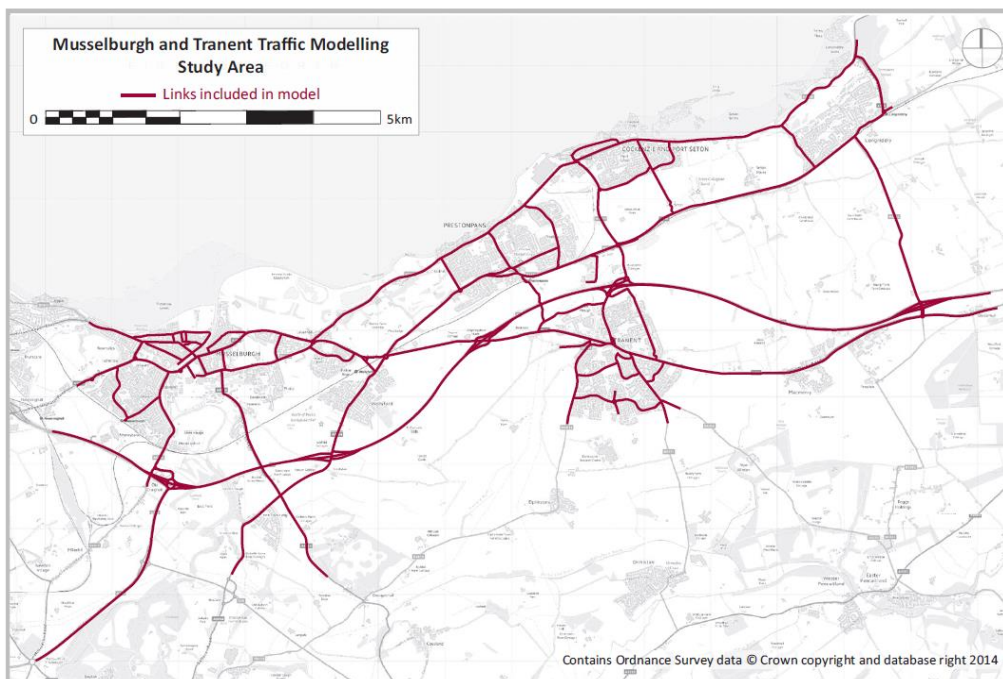
Figure 2.1 : Model Study Area

7.77 The model study area considers traffic flows in the compact strategy area only. As with the SRM12 model it will evaluate the performance, it does not provide deterministic junction and link characteristics but queue length and journey time considerations.
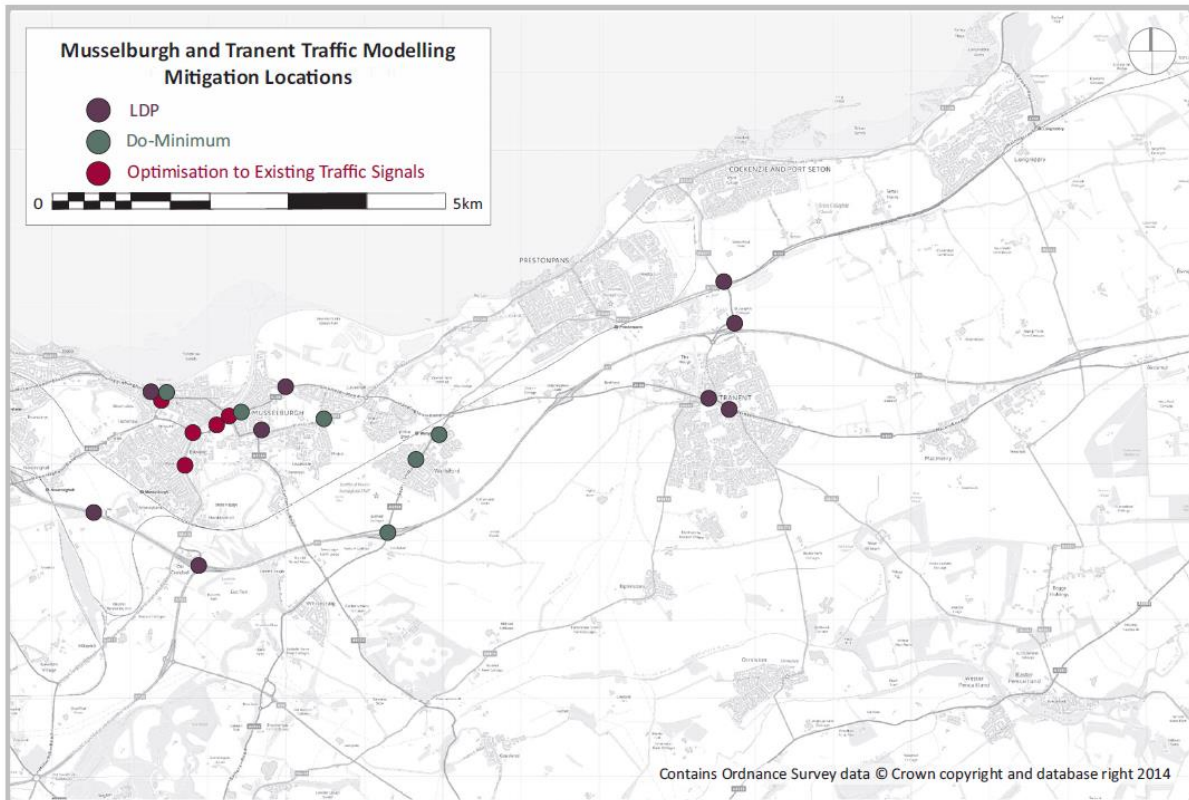
Figure 4.1 : Future Year Mitigation Locations

7.78 The above diagram highlights points of mitigation following the assessment of the MTTM model on LDP forecast year without mitigation. To understand whether all mitigation was and when necessary, the sites were added incrementally to the network in the future year demand models (do minimum, LDP) to determine whether part mitigation or full was required. The above illustrates whether mitigation was appropriate in the do minimum or as a result or combination of LDP and natural growth.

7.79 The committed development in the 2024 do-minimum model was:
- Salters Road interchange

- Musselburgh High Street

- Signal junction at Ashgrove/ Pinkie Road

- Signal junction at Salters Road/ the Loan/Inchview road

- Signal junction at Salters Road / Drummohr Avenue

- Harbour Road to one way northbound

7.80 Several signalised junctions required optimisation to accommodate change in traffic flows. Signal optimisation was here:
- Newhailes Road/ A199 Edinburgh Road

- Olivebank Road/Monktonhall Terrace

- Monktonhall Terrace/ Stoneybank Terrace

- Mall Avenue /Inveresk Road

7.81 The 2024 LPD model including the committed do-minimum mitigation required additional mitigation to the strategic and local networks to accommodate growth:

- Oldcraighall Interchange

- Dolphinstone interchange

- Bankton Interchange

- Meadowmill roundabout

- Queen Margaret University all ways junction

- One way gyratory of Tranent High Street and Loch Road with a new link road joining loch road to the High Street at Winton Place

- New Row changed to one way westbound

- Inveresk road to Newbigging included a barred turn to Inveresk Road from North Newbigging

And three new sets of signals at:

- New Steet/ A199 Edinburgh Road junction

- Millhill/ A199 Linkfield Road junction

- Newbigging / A6124 Inveresk Road

7.82 In association with road based traffic interventions, Public transport interventions were evaluated through the SRM and active travel strategic interventions through the SATC.
- Rail Station Package.

7.83 Station platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, and Drem rail stations. This would accommodate 8 car trains.
- Strategic Active Travel Corridor (SATC)

7.84 This suite of interventions are the recommended interventions agreed by Council necessary to mitigate the current local development plan.

Road Network and Transport Appraisal for LDP2

Road Network

1.0 CARRIAGEWAY STATUS

Road Length

A Class Roads	118.4 km
B Class Roads	170.2 km
C Class Roads	223.8 km
Unclassified Roads	629.3 km

(as of April 2020)
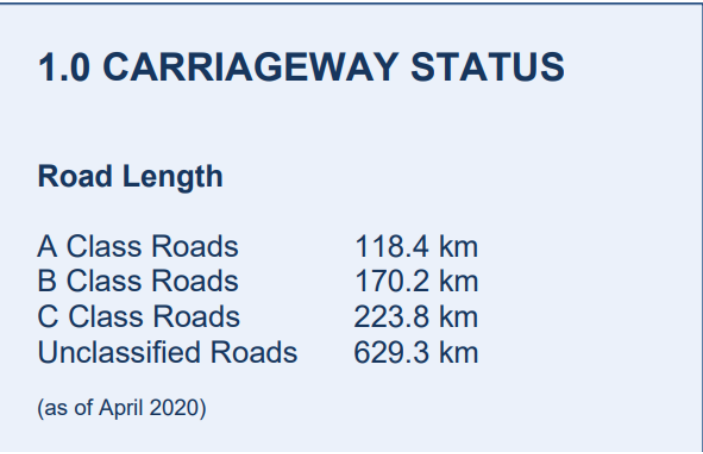
Figure 6 – Road Length in East Lothian

7.85 In East Lothian there are over 100km of roads of all standards.

7.86 The condition of the Counties roads stays relatively consistent but has seen a small decline in recent years. The following diagram from the 2023 Road Asset Status Report shows a slight increase in the percentage of roads with maintenance issues.
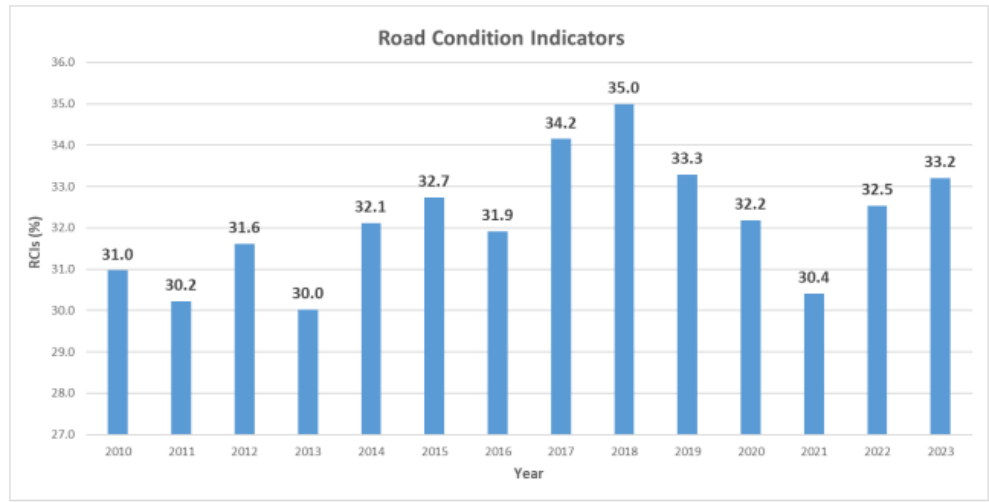
Figure 7 – East Lothian Road condition 2010 – 2023

7.87 The main elements of East Lothian road network are on an east west axis with road leading into Edinburgh in a radial pattern. Traffic flows increase the closer to Edinburgh as is shown is the following extract from the Regional Transport Strategy.
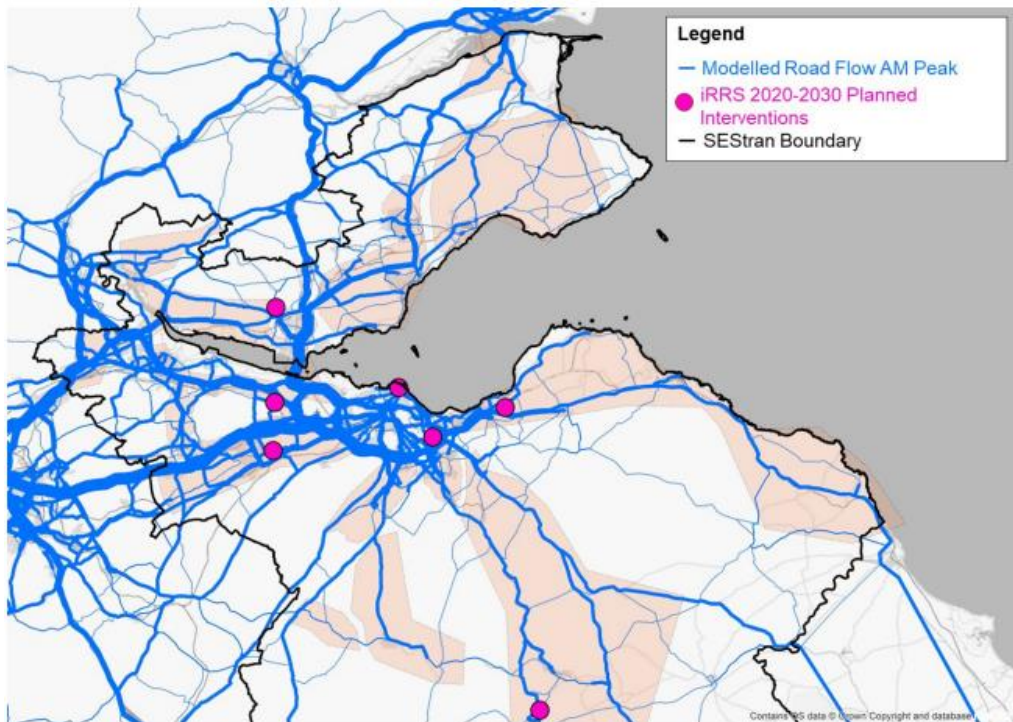
Figure 8 - Regional Road Network Demand (Regional Transport Strategy)
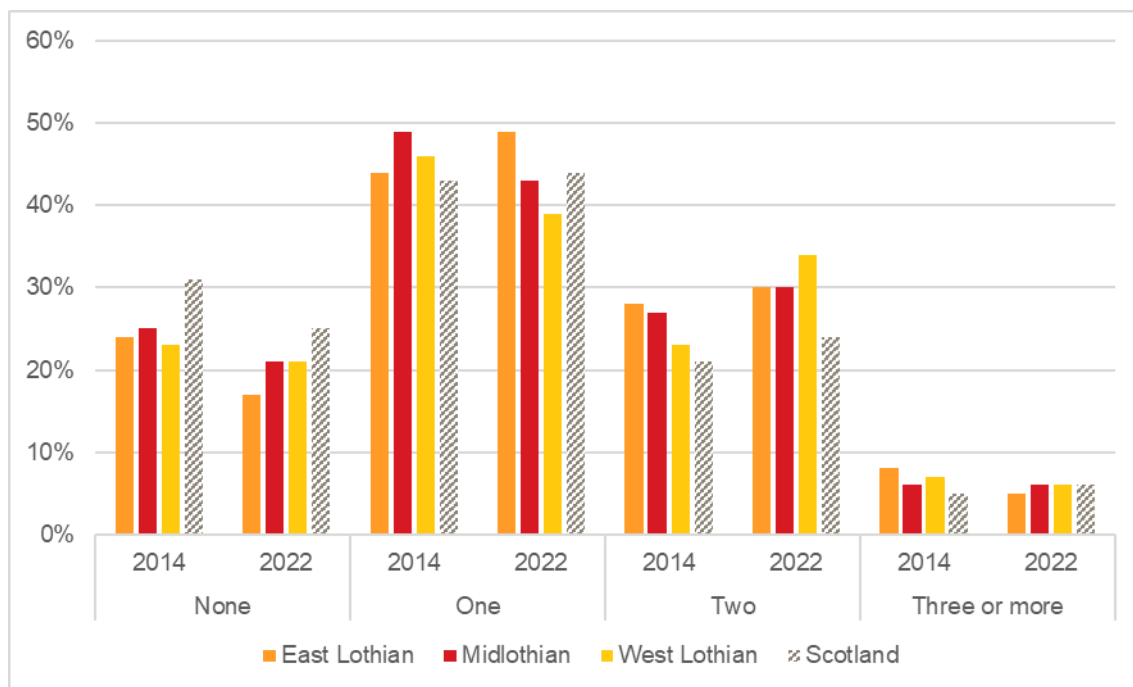
Figure 9 = Access to private cars per household

7.88 The Figure above shows the number of private cars that a household can access across the region. 83% of households in East Lothian had access to a car compared to 75% of Scottish households and 79% of households in Midlothian and West Lothian in 2022 which is an increase from 2014.

Updated SRM baseline Model

7.89   The models outlined above will be used again for the transport assessment of LDP2. The model used for LDP1 has been updated to a 2023 base. This has provided the starting point for the STAG process currently being undertaken for options in the West of the County and will be used to model options for new sites as part of the Proposed Plan stage.

7.90   These proposals identified in LDP1 will accommodate growth as identified through the Local Development Plan and potential new development but no other growth that may emerge from windfall planning application, NPF4, city deal ambitions or LDP2.

7.91   The proposed interventions remain relevant in the context of the demand currently committed and potential increases in demand to a point of practical capacity. This will require the re-testing of the interventions from time to time to understand the effectiveness of the intervention will additional growth factored in. This process requires additional sensitivity tests on the committed infrastructure and testing of additional mitigation as necessary.

7.92   The updating of the model also confirmed that while LDP1 growth could be accommodated there would remain significant capacity issues at several junctions on the A1 in the west of the County and this is the context that the new LDP would have to place its spatial strategy.

7.93   There is limited capacity at the Spott Road/A1 roundabout and any further development in the vicinity which has the potential to impact the roundabout will require to demonstrate their impact and if any mitigation is needed. Transport Scotland has advised against development which would intensify the use of A1/A1087 junction. Any developments which impact upon the Belhaven junction *may* be required to provide a merge taper should the 600vpd threshold be exceeded and it is accepted by Transport Scotland Standards Team given the distance to Spott Road/A1 Roundabout. Discussions with Transport Scotland are advised on this should there be the potential for any developments be allocated in the vicinity. There is currently sufficient capacity at the A1 Gladsmuir junction and traffic volumes on the A1 west of the main settlements is low.

7.94   The A1 Bankton junction is to be upgraded by the current Blindwells development once the trigger point has been reached. This is also the case for the Wallyford, Salters Road and Dolphinstone junctions where the respective developers have entered into a Section 75 and their progress is being monitored by the Council to determine when infrastructure will be required. Further discussion on this with Transport Scotland would occur to gain a better understanding of when improvements may be delivered and development trigger points.

7.95   More detailed discussions with Transport Scotland on the transport appraisal will follow on from the Evidence Report and the information gathered for this, which will help in the spatial strategy decision making process. This engagement will focus primarily where there is the potential for the spatial strategy to impact on the strategic transport network.
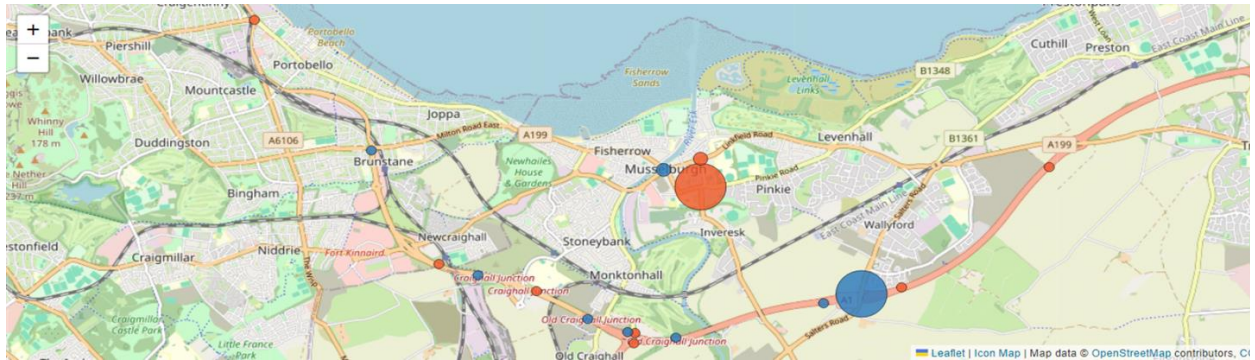
Figure 10 – capacity at key junctions

7.96 This Figure shows the locations where there would be capacity issues based on the LDP1 build out and the delivery of the transport interventions in LDP1. This is the baseline position that will be used for LDP2 and highlights the areas where capacity issues will require to be addressed if additional sites are to be identified.

7.97 The table below provides further details for the junctions shown on the above map. The table describes the volume over capacity constraints (V/C) of the LDP1 reference case (base- on allocations) but includes committed interventions and the consequence of new allocation. The test scenario is used in this example showing the changes to the network and the impact thereof.

7.98 This only looks at locations in the a.m. and p.m. peaks which exceed 75%. Junctions approaching 85% are considered to be saturated. This is an arbitrary figure as not all will be under pressure but it is a starting point for further consideration through the LDP modelling.

1		2		3		4		5	
6	**Node Location**	7	**Node reference number**	8	**Node V/C reference case scenario (%)**	9	**Node V/C Test case scenario (%)**	10	**Difference between reference case and test case Node V/C (Test - Ref)**
11	**off slip A1 (T) - A720 Oldcraighall northbound**	12	**5886**	13	**115.68%**	14	**115.63%**	15	**-0.05%**
16	**A1 Milton Road _ Edinburgh**	17	**10138**	18	**105.82%**	19	**104.52%**	20	**-1.30%**

28

21 Salters road A1 on slip west bound	22 68074	23 101.45%	24 100.32%	25 -1.13%
26	27	28	29	30
31 A1 (T) offslip - Oldcraighal southbound	32 5883	33 95.62%	34 98.26%	35 2.64%
36 A1 onslip - A720 northbound	37 68075	38 85.91%	39 85.44%	40 -0.47%
41 A1 onslip Dolphinstone northbound	42 68073	43 89.23%	44 85.15%	45 -4.08%
46 A1 Edinburgh road link northbound	47 53034	48 85.48%	49 85.00%	50 -0.48%
51 Salters road - A1(T) overbridge) southbound	52 6041	53 89.66%	54 82.94%	55 -6.72%
56 A1(T) onslip Bankton northbound	57 68072	58 78.95%	59 78.94%	60 -0.01%
61 A1(T) onslip Bankton northbound	62 68066	63 77.78%	64 77.58%	65 -0.20%
66 A199 Musselburgh High Street - Bridge Street	67 53057	68	69 77.36%	70 77.36%
71 B6371 Bankton Bridge Street - South r'about	72 40094	73 88.49%	74	75 -88.49%
76 A198 Bankton north r'about southbound onto bridge	77 40100	78 98.61%	79	80 -98.61%
81	82 **Total**	83 **93.10%**	84 **90.84%**	85 **-2.27%**
86	87	88	89	90

Table 3 – Volume v Capacity at key junctions

7.99 There are no major capacity issues identified to the east of the County although this will be tested further through LDP2 modelling.

1   East Lothian Access Study –Scottish Transport Appraisal Guidance – Case for Change

7.100 With an eye on potential significant development opportunities in the West of the County STAG work has been progressed (where the transport focus is needed) which will, along with the still relevant TA for LDP1 together with new transport modelling information, provide TA information for LDP2.

7.101 East Lothian Council undertook to explore and develop a Case for Change in the western sector of East Lothian due to continued transport pressures, significant growth forecast and economic opportunities as a consequence of new and additional land use planning for the area.

7.102 The study was carried in line with the Scottish Transport Appraisal Guidance (STAG) and commenced January 2019.

7.103 The key issue driving the need for a study remains the ongoing economic growth forecast across the Edinburgh city region creating significant housing and employment land use demands. Significant allocations have already been being accommodated in East Lothian through the land-use proposals coming forward from the Local Development Plan (LDP) and its emerging second iteration as well as the Edinburgh and South East Scotland City Regional Deal. These are expected to have impacts upon transport demand, travel patterns and the transport infrastructure both within East Lothian and neighbouring areas. Alongside this there has been a longstanding aspiration to provide Haddington with more direct connectivity to the rail network. The STAG examined the merits of options for improving multi modal transport infrastructure and services, including heavy rail, to facilitate growth in the area.

Further information on the STAG process is available in Appendix 1.

Parking

7.104 Parking is a major issue particularly within the East of the County. Through the public engagement it was highlighted on multiple occasions as an issue that required to be addressed with contrasting views on the approaches that could be introduced.

7.105 The Council is developing a parking strategy for each of its major towns. This strategy will look to introduce demand management measures to promote more sustainable travel patterns. This approach will complement the 20 minute neighbourhood approach developed through NPF4 and desire through national transport policy to reduce the number of overall car trips.

7.106 Further information on the approaches being taken by the Council will become available towards the end of this year and will be used to assist in the development of the Proposed Plan.

Rail and Mass Rapid Transit Network
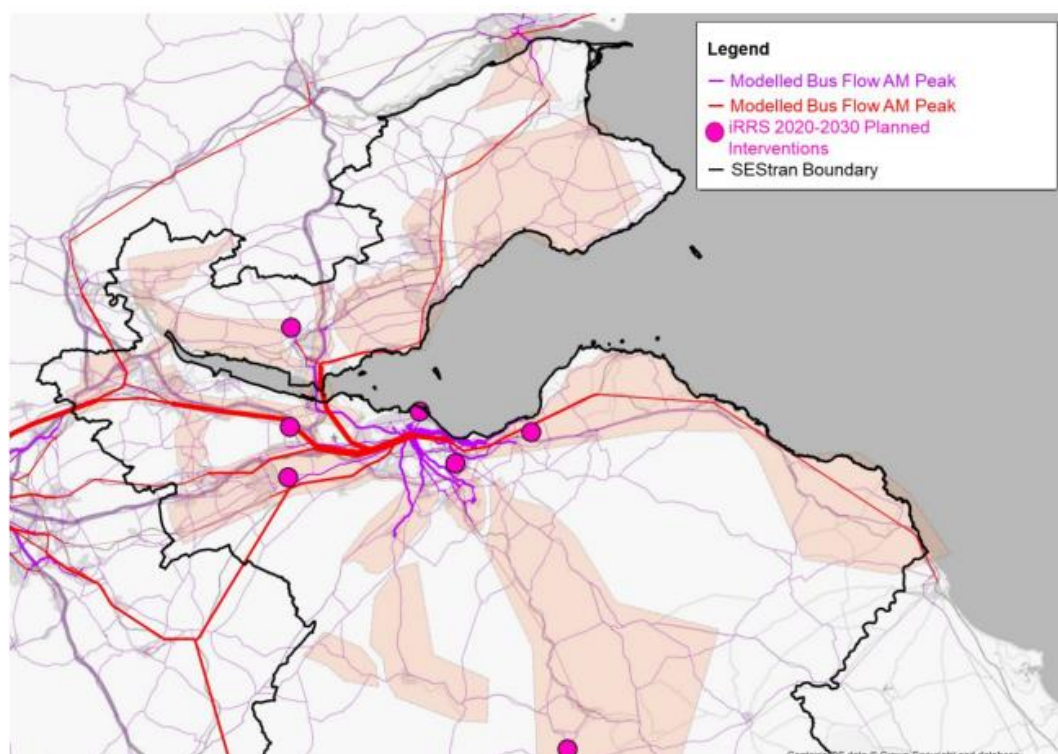
Figure 11 - Regional Bus and Rail Demand (Regional Transport Strategy)

7.107   As with the road network, the East Lothian rail network has its main routes running on an east west axis. Patronage increases substantially closer to Edinburgh.

7.108   Rail usage has recovered substantially from the impact of Covid. Data below shows this trend up to 2022. The Council will be publishing more up to date data later in the year which will show the continuation of this trend. This information will be used in the development of the spatial strategy to ensure that capacity exists when allocating new development sites.
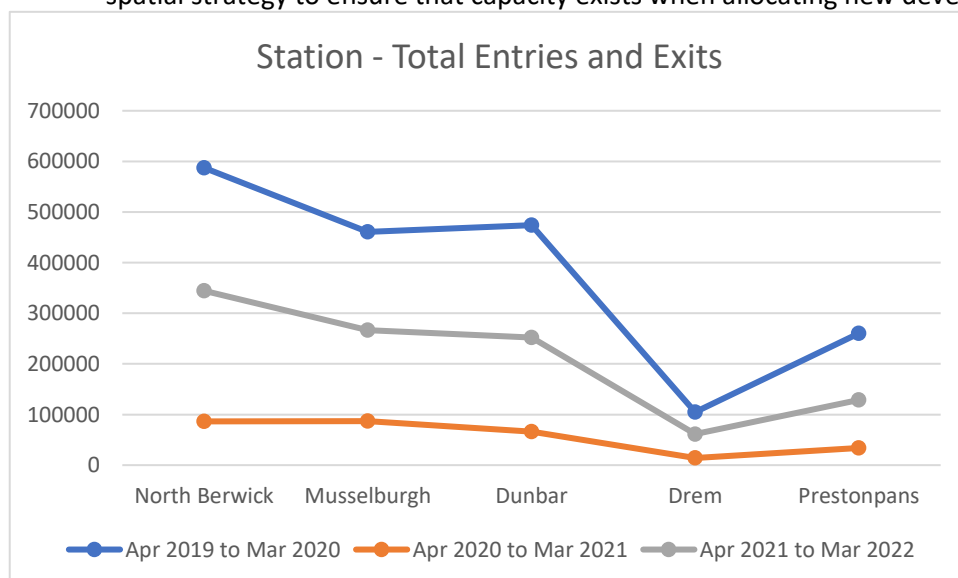
Diagram 4- Train station usage
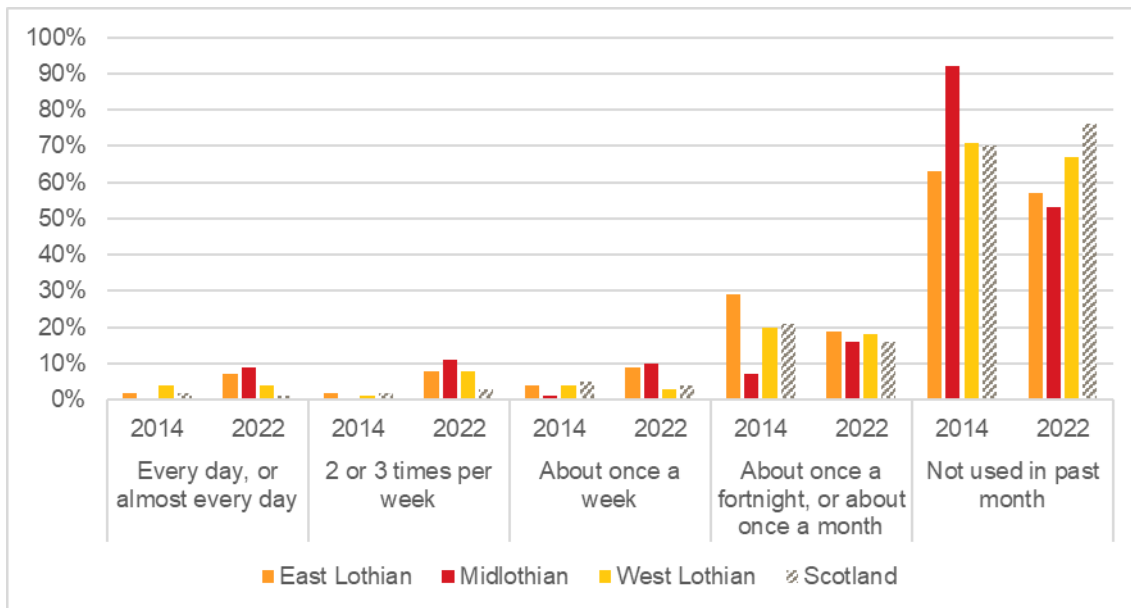
Figure 12 – Train usage by year and Council area

7.109 The above Figure shows that low proportions of people travel by train on a regular basis across the region, but these values have increased since 2014. In East Lothian, the number of people who have not used the train in the past month has decreased from 63% to 57%.

7.110 In relation to the inclusion of any new rail infrastructure within an LDP, we would refer to the LDP Guidance page 120; *"Agreement should be reached with Transport Scotland and Network Rail, before rail proposals identified from the proportionate appraisal are taken forward and included in an LDP or planning application. It should be noted that further assessment will be required before any strategic infrastructure can be confirmed as viable. This should follow the Business Case, Design Manual for Roads and Bridges and Project Acceleration in a Controlled Environment (PACE) processes where applicable. Land should only be safeguarded for new trunk road and rail purposes where approved by Transport Scotland and where it has a clear funding and delivery pathway agreed and identified in the Delivery Programme."*

7.111 The East Lothian Access Study is progressing, with work to revisit the Preliminary Options Appraisal forthcoming which will lead onto the Detailed Options Appraisal. The Council has been liaising with Transport Scotland. We are keen to keep this engagement going to the conclusions on the Study which will inform future potential options for transport infrastructure in East Lothian.

Mass Rapid Transit

7.112 The Scottish Transport Project Review 2 was published on 8th December 2022. It sets out 45 recommendations to improve and enhance transport in Scotland covering 6 general themes.

- Decarbonising Transport

- Enhancing Access to affordable Public transport

- Improving active travel infrastructure

- Increasing safety and resilience on the strategic transport network

- Influencing travel choices and behaviours

- Strengthening strategic connections

7.113 The STPR2 follows the STAG process which is objective led appraisal designed to address pre-determined transport planning objectives (TPO's). In the context of the National transport Strategy the Scottish government set 5 TPO's. These are:

1. A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target

2. An inclusive strategic transport system that improves the affordability and accessibility of public transport.

3. A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing.

4. An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland.

5. A reliable and resilient strategic transport system that is safe and secure for users.

7.114 In the context of setting out East Lothian's position in the relation to our position on strategic UK cross border as well as cross boundary transport corridors which offers strategic development opportunities; East Lothian settlements are generally situated along the east-west axis extends from Musselburgh to Dunbar with the Council's administrative boundary central in Haddington. In the west with Blindwells, there is opportunity to develop Scotland's first new town at scale since Irvine in 1966, and adjacent to redevelop the former Cockenzie Power Station site.

7.115 To achieve the right outcomes, the overall STPR2 strategic recommendations need to give consideration to how they can and will be delivered in what form and how these improve places. With a wide array of stakeholder and community representation, resilient transport planning and delivery must flow from the ambitions of the mass transit recommendation including service and infrastructure adaptation and development. Critical will be the adoption of the place principle and how transport infrastructure improve will be required to achieve national objectives, including emission reduction, and high quality place-making.

7.116 We believe that mass transit must be accessed quickly, but importantly, in unison with active travel and rail capacity enhancement, all to budget and works seamlessly across mode. Without sounding redundant, the masterplan and subsequent business case development must flow effortlessly across sectors.

7.117 From an East Lothian perspective there are 6 key interventions that need to be delivered together:
1. Improving active Travel infrastructure

2. Edinburgh and South East Scotland Mass Transit

3. Provision of strategic bus priority measures

4. Major station Masterplans

5. Framework of delivery of mobility hubs

6. High Speed and cross rail enhancements

7.118 The Edinburgh and South East of Scotland city deal Mass transit programme is yet to commence as the governance structure for this project is yet to be determined. A Strategic business case (SBC) has been presented to Transport Scotland for bus journey time improvements under the Bus Partnership Fund transport corridor interventions and Jacob's have been awarded the Tram south and east extension SBC but a regional masterplan is still in development and will be forthcoming as part of the STPR2 action plan deliverable in the Autumn.

7.119 Within STPR2 mass transit recommendation, East Lothian has sought the provision of integration between heavy and light rail, transport 'journey' hubs, and active travel infrastructure to embed potential infrastructure improvements emerging from the East Lothian Access Study (STAG) proposals.

7.120 Consequently, the Edinburgh and South East region herein referred to as, 'the Region', recommendation considers the development of a new level of public transport provision within the Region captured under the term 'Edinburgh and South East Scotland Mass Transit (ESES MT)'.

7.121 The purpose of the ESES MT system is to increase the public transport options for cross-boundary travel to facilitate end-to-end sustainable travel choices, reducing the need to change between modes and services, leading to lower public transport journey times which are more competitive compared to travel by private car.

7.122 It is envisaged the system could potentially comprise a mix of tram and bus-based transit modes, including Bus Rapid Transit (BRT), and involve reallocating existing road space to reduce the impact of congestion on public transport journey times and reliability.

7.123 The system would complement and integrate with the Region's current bus, tram, heavy rail and active travel networks. The system would also connect with existing and new mobility hubs/transport interchange locations in the Region, alongside the wider local network at the micro level to further facilitate the cross-boundary connectivity provided by this recommendation across the Region. This would extend the reach of mass transit and improve connectivity for more rural as well as urban areas to encourage mode shift from car to public transport and other more sustainable travel options.

7.124 This recommendation would also be complemented by other STPR2 recommendations to provide sustainable end-to-end travel options for cross-boundary journeys within the Region. It would also be complemented at the local and wider regional level by interventions being progressed by others, such as through the Local Rail Development Fund and activities to further explore opportunities for mobility hubs within the Region.

7.125 The ESES MT would include cross-boundary routes along key corridors of demand, including where congestion impacts on existing bus services, where public transport is more limited and

where more congested parts of the local network connect with the strategic network. This would also improve the accessibility of public transport in areas that are more disadvantaged and where the population has been identified as experiencing higher levels of transport poverty to promote a greater dependence on public transport, increase travel choices for to key destinations (employment, education, healthcare and other services) and help to address inequalities.

7.126   The system would also help facilitate a 'step-change' in spatial accessibility, including access to the strategic sites set out within the Region's development plans and reflected in the Edinburgh and South East Scotland City Region Deal as well as developments of national significance identified in the Revised Draft National Planning Framework 4 (NPF4) such as Edinburgh Waterfront.
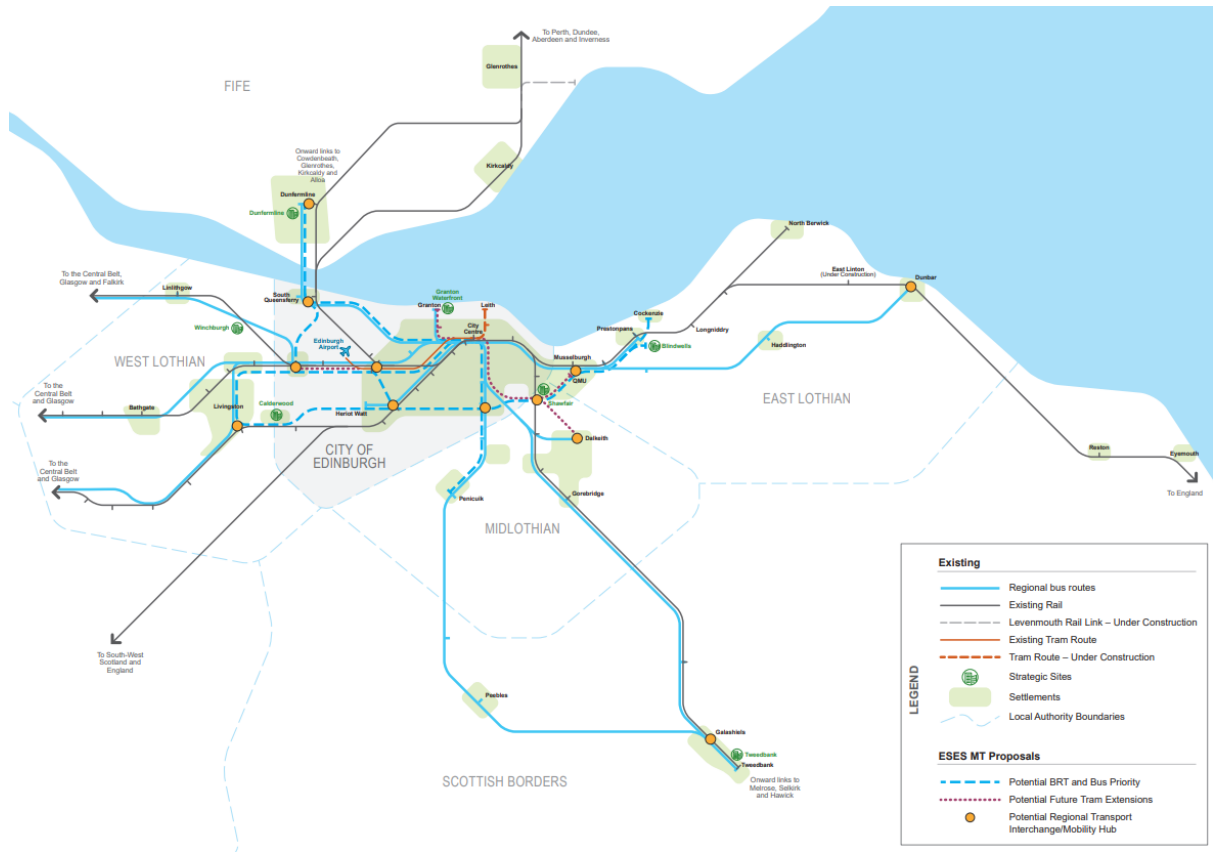
Diag 5 – Possible Mass Transit routes
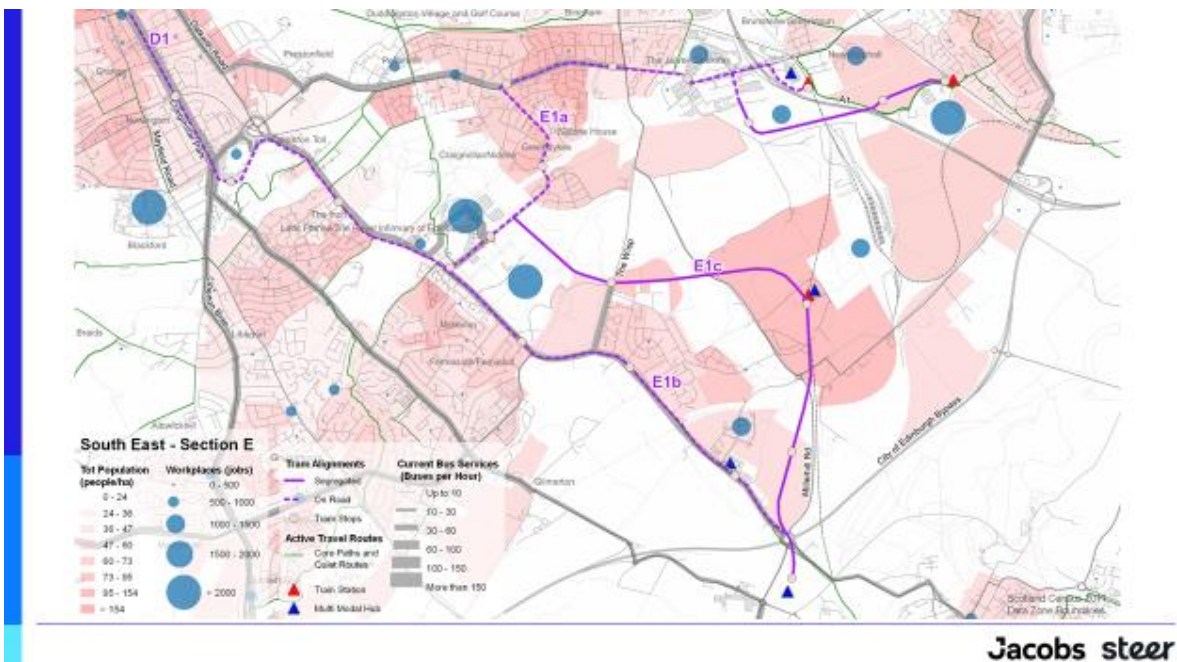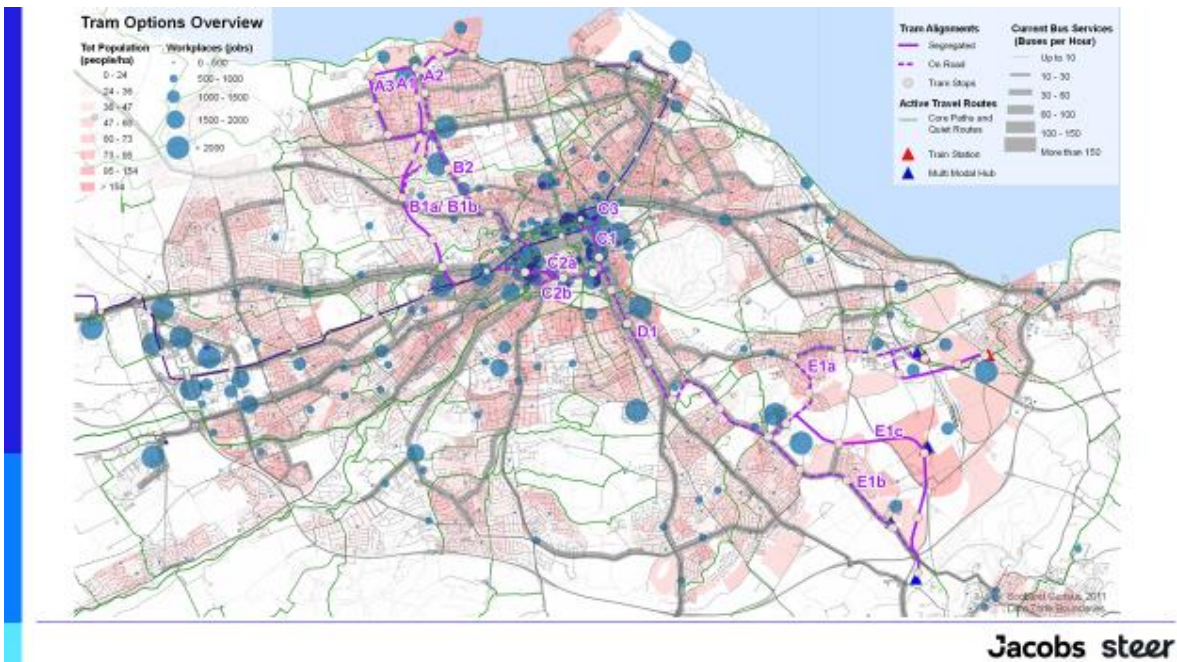
Figure - 13 a and b – Key nodes in tram options

7.127 Although the journey time from Musselburgh to city centre would be prohibitive compared to direct rail, the project makes an important connection to the ERI from Musselburgh. With the potential for transport interchange at QMU a sustainable public transport network is formed on East Lothian gateway. This combines, active travel (MAT, SATC) with improved bus connectivity (grade separated junction), with potential two heavy rail options at Newcraighall (Borders line) and Musselburgh (ECML) linked by active travel underpass. Further penetration, with bus gates into Musselburgh, Edinburgh and MH1 active travel freight loop crossing to Millerhill and beyond.

Further information on Mass Rapid Transit is available in the Appendix.

High Speed Rail

7.128 The Local Transport Strategy (LTS) that sets out the Councils approach to improving cross border and boundary transport links, including strategic rail interventions, public transport and opportunities for active travel across the County. East Lothian continues to work with Transport Scotland to develop a compelling business case starting with the Scottish Transport Appraisal guidance to inform Scottish and UK governments of the benefits generalised from improved sustainable connectivity.

7.129 Within this the aim is to better connect East Lothian and its strategic nationally significant development sites to the cross border cities network. The Council supports a number of schemes as part of the LTS to enhance the strategic transport network serving East Lothian including:

- Improvements to the East Coast Main Line, potentially including four tracking or a High Speed line, with delivery of new multimodal transport hub for Cockenzie and Blindwells.

7.130 As with all modern advanced economies Scotland faces challenges to remain competitive in local or global marketplaces. The Regional Prosperity Framework identified 9 'big moves' to adapt the region and its ability to both increase productivity, competitiveness and reduce inequalities and will be significantly reliant on transport interventions that meet the national ambition providing sustainable modes moving to a net zero carbon transport system. This will require an investment in Mass Transit solutions to meet East Lothians challenges and opportunities, particularly climate change.

7.131 There is an overall need to de-carbonise transport, to be more energy efficient and utilise advancements in technology to persuade people to move to new alternative modes. This will be part of the suite of interventions to nudge people to sustainable transport. The propensity to follow entrenched views, i.e. to replace cars, petrol to electric like for like will be deep-rooted.   The need is to accelerate infrastructure first principles to change behaviour now and importantly for future generations. Improving efficiency is about making better use of resources – place making, infrastructure, land, but capacity and capability must be present within the systems first to allow this to happen. This includes the means to travel quicker, to provide reliable, efficient services to access facilities, goods, amenities and services at key destinations. Mass transit systems, working with heavy rail connecting East Lothian communities could revolutionise society, providing social cohesion, business and development opportunities.

7.132 The former Cockenzie Power Station site (3000 jobs) and the delivery of the new settlement (630 hectares) at Blindwells, could present an opportunity to provide a new station equi-distant between Prestonpans and Longniddry. This would capture the majority of households within a 20-minute walking distance. A comprehensive cycle and bus priority network would link to the whole of the new town and beyond. In addition, the Innovation Park by QMU at Musselburgh looks to create a new nationally significant destination that could potentially act as a major transport interchange linking Borders rail, ECML, Tram route 3 with Bus rapid transit and active travel interventions (Musselburgh Active Toun). This could deliver significant investment, including inward investment, opportunities, enterprise and employment in construction and operational phases.

7.133 The strategic location of these sites, being adjacent to strategic cross border transport corridors, could deliver large scale development sites in the southeast of Scotland that are well connected to cities and regions in the north of England and beyond. Strategic improvements to

transport infrastructure through High-Speed rail could bring these sites and the wider south east of Scotland region within 41 minutes travel time of the Newcastle city region.

7.134 Enhancing accessibility will be key to attracting new business to locate across the south east of Scotland and to enabling greater sustainability. These factors will become increasingly important to UK productivity, collaborations and resilience in future.

7.135 East Lothian is faced with multiple challenges to improve economic growth and has developed a suite of strategic goals to achieve this, primarily focusing on becoming Scotland's most sustainable local economy. Investment in clean, sustainable high speed transport solutions to give access to job markets and education opportunities within and beyond East Lothian's growing communities is a key opportunity.

7.136 There is scope to link growth with the delivery of East Coast Main Line enhancement including the delivery of a new rail station at Blindwells, as part of a high speed rail link. Such cross border accessibility could be realised in the context of strategic cross border interventions that connect city regions and growth hubs.

7.137 East Lothian has eight stations located at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick, Dunbar and East Linton, the latter station opened in December 2023. Station usage along with Park and Ride demand increased significantly (pre-covid) and it is clear that limited capacity on train services and at Park and Ride sites is suppressing demand for rail travel. These problems are most acute in the west of East Lothian, particularly Musselburgh and Wallyford, located nearest to Edinburgh. With significant levels of development planned in the west of East Lothian, demand will quickly out strip supply intensifying previous problems experienced. Accordingly, options available to increase carriage numbers are increased train lengths or improved timetable frequency, as recommended though Transport Scotland's ITSS requirements. Fundamental to increasing train paths (on the assumption that the mix of long-distance high speed and local services remains the same) will be to 4 track a proportion of the ECML through East Lothian. Also well established, is the Calton Tunnel bottleneck and Waverley south/north platform ingress/ egress through the tunnels. Both are required to increase capacity on the ECML and Border railway respectively, hence it is expected that prioritisation of major station masterplanning will include train capacity enhancements.

7.138 STPR2 recognises the transport challenge across Scotland. It does not qualify external interests in Northumberland nor generally between regions, including share prosperity and cross border movements that could be significantly enhanced accelerating growth and opportunity. While High Speed rail connectivity to link city economies and investment priorities could play a significant role the UK Government announcement in October 2023 limiting High Speed Rail implementation makes it less likely that High Speed Rail has a role to play in the timescales of LDP2.

7.139 LDP2 requires to understand and respond appropriately to regional and national growth ambitions to predict and forecast cumulative impacts throughout the region to meet current and future plans and strategies. To supplement national strategic transport enhancements, an understanding of the regional capacity and impacts and site-specific access and egress solutions to major areas of development will be required. This is particularly relevant to sites of national importance, gateways to other markets and cross border routes as well as to cross border connectivity, reliability and improved journey times.
Further information on High Speed Rail is available in Appendix 1 to this document.

Bus

7.140 Five operators currently run bus services in East Lothian covering a total of 26 routes including connections to Edinburgh, Berwick on Tweed and Dalkeith in neighbouring authority areas.

Of these routes 10 require public subsidy as supported routes.

Since the pandemic commercial bus routes are performing well though subsidised routes passenger numbers have not fully recovered. No routes have been lost since the pandemic.

This was an issue raised in areas like North Berwick and Dunbar where comments were made during the consultation of the challenges in accessing the south of the County by bus.
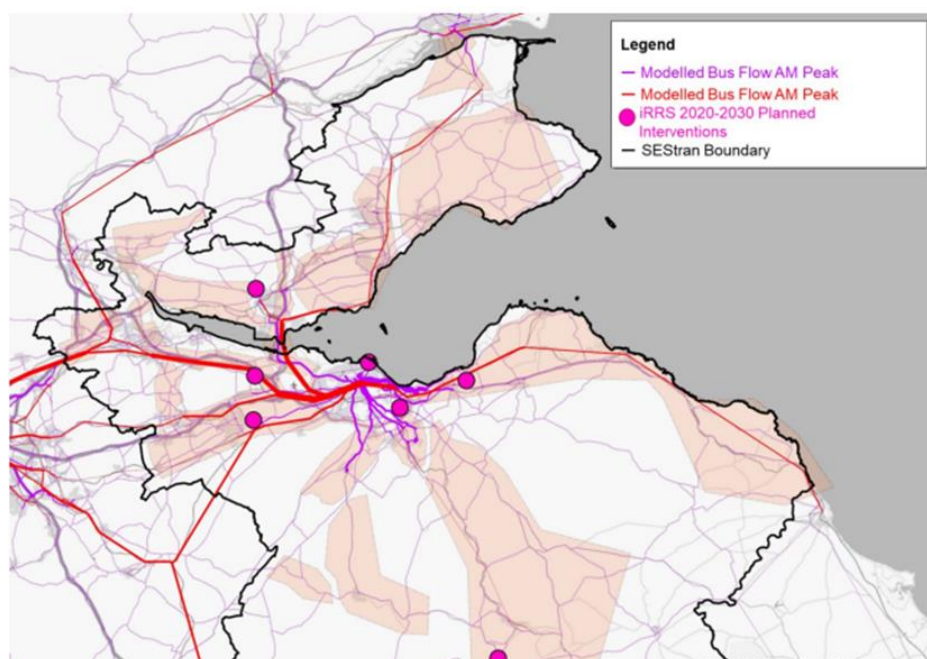
Figure 14 - Regional Bus and Rail Demand (Regional Transport Strategy)

The Figure above highlights bus flow across the region, highlighting the increased services around and into Edinburgh.

7.141 The presence of a reliable bus service will be taken into account when allocating new sites and in smaller settlements it will be a key factor in deciding whether there is merit in allocating housing sites and potentially accessing services in nearby towns in a sustainable manner.

Public Transport Accessibility Level (PTAL) For Entire East Lothian Snapshot

7.142 To provide further background information to the current level of Public Transport Accessibility analysis was carried out using the PTAL (Public Transport Access Level) measure, which rates a selected place based on how close it is to public transport and how frequent services are in the area.

For this exercise the PTAL (cell size: 50m) used for the Origin boundary i.e. the entire East Lothian.

7.143 The mapping is based around locations where public transport be accessed, ie train stations and bus stops or some routes where buses can hailed at any point. In the model these locations

are known as service access points. For the service access point used, the walking speed used to calculate PTAL is 4.8 kph, the distance between any point and the centre of the nearest square is never more than 1.20 minute walk. Some people walk slower or faster to cater for that.

The calculation assumes that people walk up to 640 metres (appro. 8 mins) to a bus service and up to 960 metres (appro. 12 mins) to a rail service. Service available at a longer distance do not affect the PTAL.

The PTAL values are based on the frequency of services during the morning weekday peak.

The PTAL analysis was done on **Monday** for the following times:

08:00 – 09:00

07:00 – 09:0007:00 – 10:00

91 PTAL	92 Description
93 1a (low or worst)	94 Very Poor
95 1b	96 Very Poor
97 2	98 Poor
99 3	100 Moderate
1014	102 Good
1035	104 Very Good
1056a	106 Excellent
1076b (high or best)	108 Excellent

For the result visual report, the Contour Cell Size used is 100m.

7.144 The outputs of this analysis is shown in the following maps. They highlight that public transport accessibility is significantly lower further from Edinburgh, the west of the County and along the liner routes of the railway, A1 and A199. Areas with no data are not served by public transport.

Public Transport Accessibility Levels for Entire East Lothian

8am - 9am_PTAL

1a
1b
2
3
4
5
6a
6b

10 km
5 mi

1 : 2519.6850432

Public Transport Accessiblity Levels for Entire East Lothian

7am -9am_PTAL

1a
1b
2
3
4
5
6a
6b

10 km
5 mi

1 : 2519.6850432
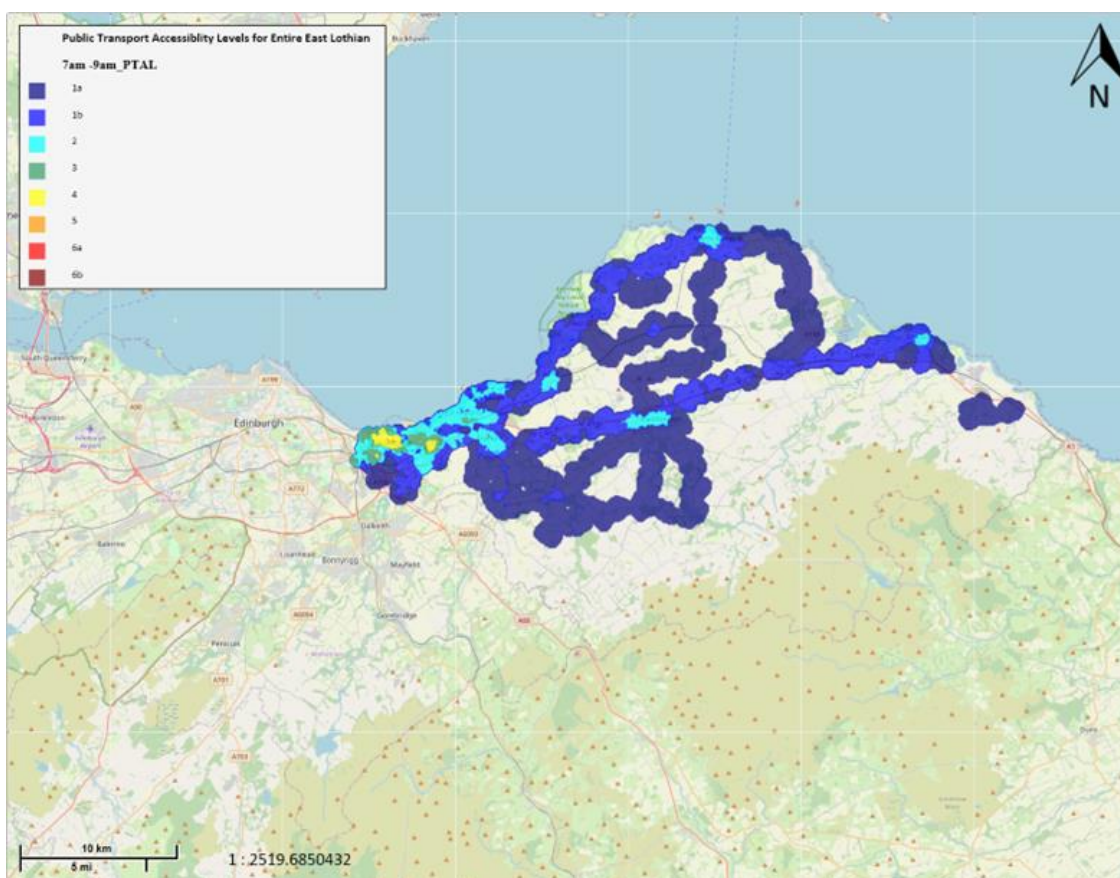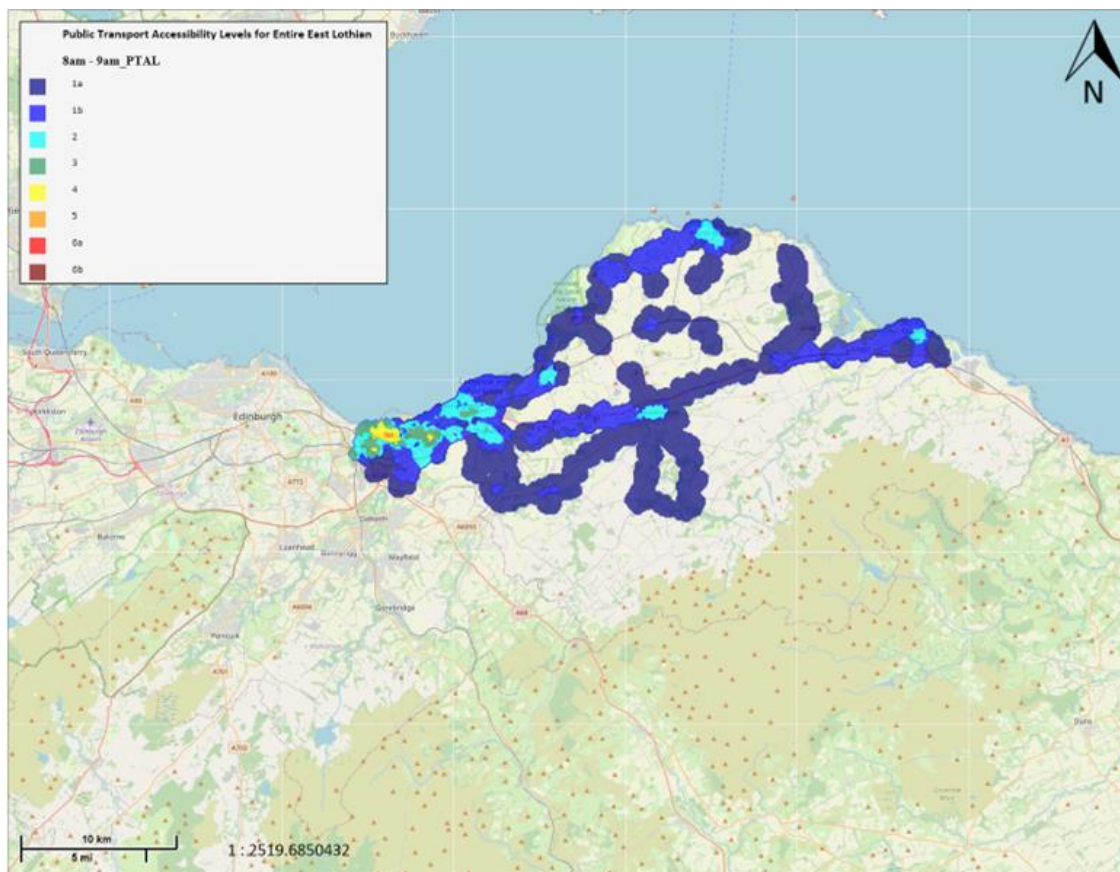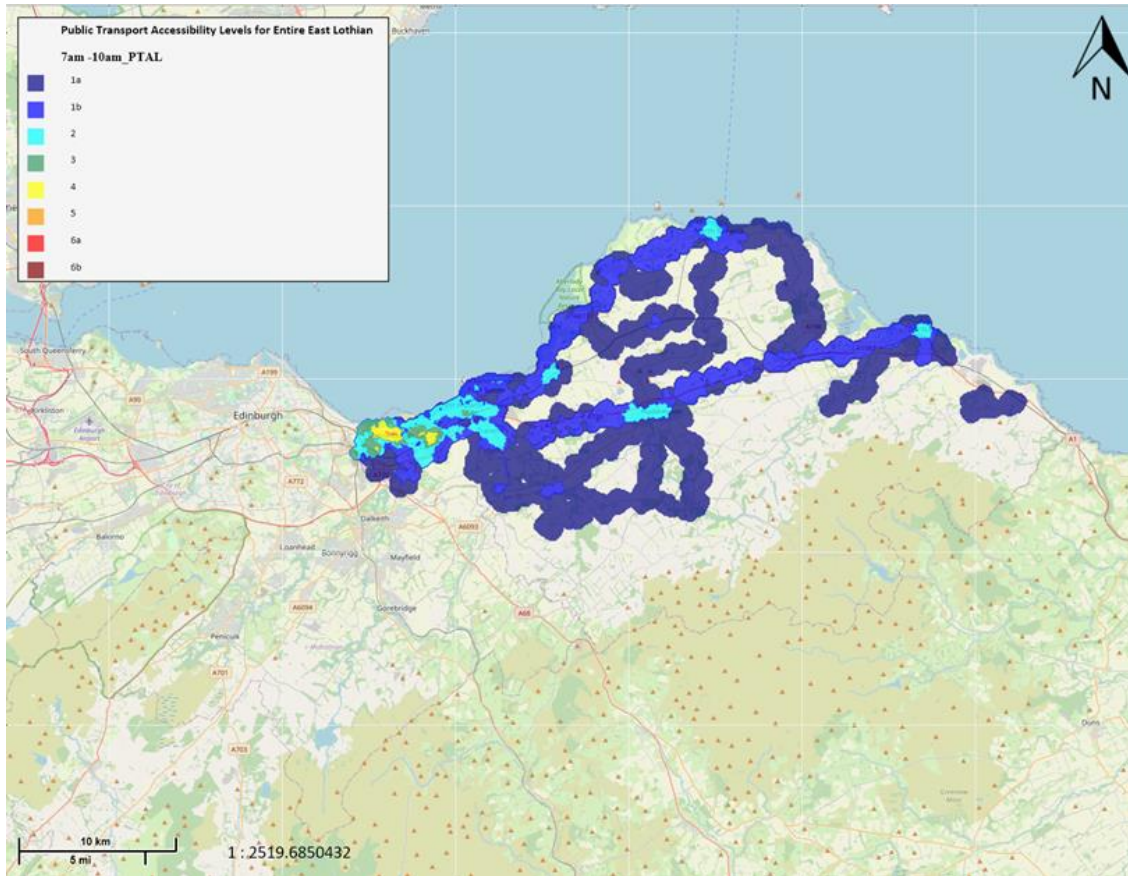
Figures 15 – Accessibility to public transport.

Figure 16 – Bus usage by year and Council area

East Lothian Bus usage

7.145 The Figure above highlight bus usage across neighbouring authorities. Across all areas, most people have not used the bus in the past month. In East Lothian, the number of people travelling by bus has remained consistent while there has been a slight reduction to 57% of people who have not used the bus in the past month.

Walking and Active Travel

7.146 To achieve a 20% reduction in trips represents a unique challenge for the Transport sector to balance the geographies of Scotland, to be fair and have a just transition to net zero, growing the economy and protecting its people; significant differences across the country will be clear at local levels.

7.147 This will be especially challenging in locations like East Lothian which are experiencing high levels of growth and have a semi-rural nature.

7.148 Socio-economic, place-making, public transport accessibility will help guide the sector on achievable targets locally, with improved monitoring and evaluation necessary to establish compliance.

7.149 Transport accounts for a quarter of Scotland's greenhouse gas emissions, with cars making up almost 40% of transport emissions. Carbon-reduction modelling has concluded that it will not be possible to reach net-zero emissions through technological solutions alone. Difficult decisions to reducing car use through push/pull behavioural change models is essential for the transport system to be decarbonised at a pace that meets the statutory emissions targets set by the Scottish Parliament.

7.150 To assist the transport sector a route map - 'Reducing car travel by 20% by 2030 for a healthier, fairer and greener Scotland' – is a joint publication by the Scottish Government and COSLA and sets out the actions that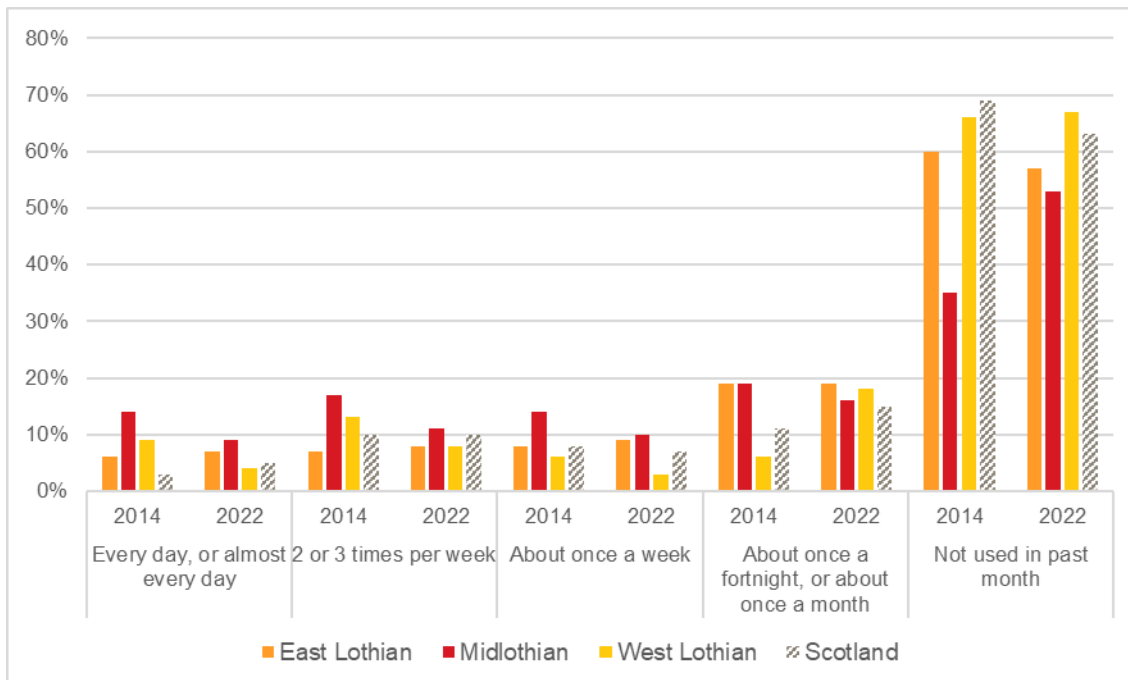 the Scottish Government and local authorities in Scotland are taking to make it easier for people to reduce their car kilometres through four key sustainable travel behaviours.

7.151 These behaviours are:
i. to make use of sustainable online options to reduce your need to travel;

ii. to choose local destinations to reduce the distance you travel

iii. switch to walk, wheel, cycle or public transport where possible

iv. combine a trip or share a journey to reduce the number of individual car trips you make, if car remains the only feasible option.

7.152 There is opportunity through better informed planning decisions, through the use of demand management and 'push' behaviour tools to incentivise this change. This should be addressed in the Proposed Plan.

7.153 Work done in partnership with 'On the Move' developing partnership plans, highlights that 50% of people are entrenched in their view that the only option is by car and the other half are supportive but create barriers to change when pushed. Significant challenges also persist over safety to cycling.

7.154 In addition, there is opportunity to modify established behaviours through education and promotion of communities through place plans to alternative lifestyles, to promote community driven shared equity and to introduce a philosophy that car ownership is not essential.

7.155 At a local level there are many projects being considered with the aim of improving sustainable transport links. One such scheme is the Musselburgh Active Toun project.

7.156 In 2018, East Lothian Council, and partners, gathered data and opinions from the local community about what issues they faced when navigating Musselburgh's streets day to day. Using that, we identified routes that people thought were important and the improvements they'd like to see. Consultation in currently taking place on some of the proposed routes which are shown below.
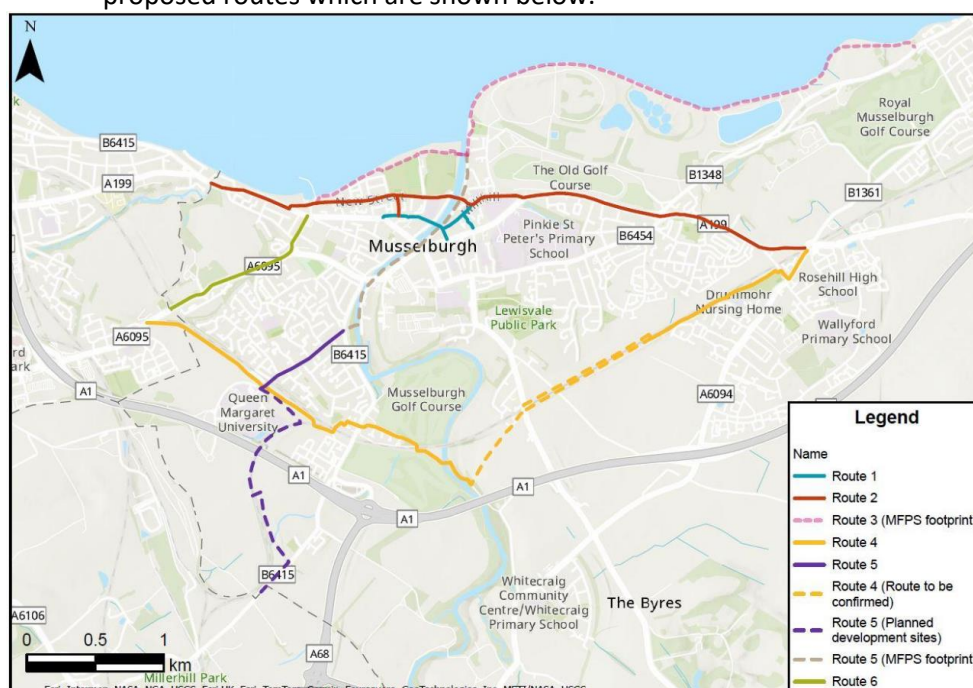
Figure 17 – Musselburgh active travel routes

Road Safety

Casualty Reduction:

7.157 Transport Scotland has published the 2021 Key Reported Road Casualties. Specific accident data can be provided on request.
Key Reported Road Casualties Scotland 2021 | Transport Scotland

7.158 Current relevant schemes:
- Transport Scotland confirm that there is an investigation underway at the A1 Thistly Cross roundabout in relation to overshoot collisions.

- The A1 between Old Craighall and Thistly Cross Roundabouts is a Special Road where pedestrians are legally prohibited, however TS is aware of regular pedestrian incursions on this part of the route. TS is investigating ways to discourage pedestrian from this dangerous and illegal behaviour, however accessing local facilities should be done by means of a direct and coherent route that takes in appropriate crossing facilities to make these more attractive to pedestrians instead of attempting

to the cross the A1 on the carriageway. This should be a primary concern in future land use planning.

7.159 East Lothian is well served by train stations which provide good links to Edinburgh and the rest of the country. It has a good bus network although this tends to reduce to the east of the County and for travel from north to south across the county.

7.160 East Lothians main travel movements are on an east to west axis along the A1, East Coast Mainline and the A199. East Lothian has a substantial level of out commuting to Edinburgh meaning that there is considerable pressure on the transport network at the AM and PM peaks, although this has reduced since COVID.

7.161 The key transport infrastructure related issues are highlighted through the following extract from the Regional Transport Strategy.

Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Loca Trunk and Regional netv
East Coast	East Coast Buses – North Berwick, Dunbar and Haddington to Edinburgh CC. One Musselburgh-Midlothian connection. Borders Buses connect east of Dunbar to Edinburgh and Berwick-upon-Tweed.	East Coast Mainline to Edinburgh (occasional Glasgow) and stations south of the border. North Berwick and Dunbar local services. Reston and East Linton stations being delivered.	Rail based P&R available at most stations, limited at some locations. High-capacity park and choose at Wallyford and Newcraighall with plentiful capacity. New options at Reston and East Linton stations	A1 (dualled from Edinburgh to Dunbar) A198 linking coastal settlements A199 Musselburgh-Edinburgh Congestion focussed at western end of corridor in Musselburgh and Old Craighall	

Figure 1 – Regional Transport Strategy – East Lothian Transport Infrastructure

7.162 The achievement of the 20% reduction in car trips by 2032 will be challenging especially in light of both the rural characteristics of East Lothian and the amount of new growth East Lothian must accommodate.

7.163 Emissions from transportation are concentrated along the A1 and also in the west of the County. These concentrations often overlap with areas of deprivation and actions to reduce car dependency can be effective in also addressing wider health agendas.

7.164 Through both the National Transport Strategy and the Regional Transport Strategy, decarbonising the transport network is to be prioritised by Local Authorities. Transport emissions are one Scotland's and East Lothian's main impacts on the climate and therefore a move to more sustainable travel and a reduction in car trips is a key national policy aim which will be reflected in the LDP.

7.165 A suite of interventions exists which are the recommended interventions agreed by Council necessary to mitigate the current Local Development Plan. These proposals will accommodate growth as identified through this Local Development Plan. The proposed interventions remain relevant in the context of the demand currently committed and potential increases in demand to a point of practical capacity.

7.166 As part of the Evidence Report transport models have been re-run to identify the baseline situation that the new LDP will be starting from. These reruns confirm that the growth included in LDP1 can be accommodated with the delivery of the LDP1 interventions but beyond this there are potential capacity issues on the trunk road junctions to the west of the County.

7.167 The Council is currently undertaking a series of transport work around sustainable options for future development in the West of the County. These centre around the potential for delivery of Blindwells and Cockenzie. While not required for the Evidence Report this information is provided as part of the Transport Background Paper and highlights the commitment by the Council to work with Transport Scotland to address the challenges of delivering sites while meeting sustainable transport policy.

7.168 Accessibility to sustainable transport will be a key element of the site selection criteria which will be used to identify new sites in the Proposed Plan. The use of existing capacity will be a key part of identifying any additional development sites and will be incorporated into the site assessment methodology.

SUMMARY OF STAKEHOLDER CONSULTATION

7.169 As well as public wide consultation and general consultation information was also gathered from surveys with young people (of various ages), disabled groups, gypsies and travellers and general consultation with key agencies, Homes for Scotland, housing developers, and the general public.

7.170 Respondents were asked to vote on the following key issues for the next spatial strategy.
- Addressing Climate Change
- Encouraging Sustainable Travel and Living
- Cumulative Impacts of Energy Development
- Managing the Impact of Tourism
- Delivery of Employment Land
- Levels of New Housing Developments
- Protection of High Quality Soils
- Woodland Planting and Restoration of Habitats
- Protecting Buildings and Places
- Using Existing Infrastructure Capacity
- Other

The top three priorities from respondents were:

- Encouraging Sustainable Travel and Living
- Levels of New Housing Developments
- Woodland Planting and Restoration of Habitats

7.171 These were closely followed by addressing climate change.

7.172 Consultation was also undertaken with children and young people with 424 pupils aged between 4-12 participating.

7.173 Meetings were also held with Key Agencies to discuss East Lothian's future and how the next Local Development Plan can address the main issues and achieve targets. Several meetings with Transport Scotland and with SESTRAN were held during the development of the Evidence Report. Comments received and how these were addressed can be seen in Topic Paper 062

Engagement. These confirmed that the focus for the Evidence Report should be on baseline data rather than looking at individual sites or growth in general. Poor public transport accessibility within rural areas was highlighted as an issue. There was also recognition of the disconnect between an infrastructure first approach and the lack of funding for transport provided by housing developers.

7.174 Transport was one of the key issues raised in the engagement exercise with a desire for less cars and pollution countered by an equally strong desire for sufficient free parking and unrestricted vehicle movement.

WHAT THIS MEANS FOR THE PROPOSED PLAN

7.175 The reflection of national developments and cross boundary transport issues will be challenging to identify in the LDP spatial strategy. The mass rapid transport and high-speed rail are potentially projects for future LDPs but the Council will work with key agencies Transport Scotland and SEStran to ensure that their delivery is not compromised in the meantime through other developments.

7.176 The proposed interventions from LDP1 remain relevant in the context of the demand currently committed and potential increases in demand to a point of practical capacity. As part of the preparation of the new LDP this will require the re-testing of the interventions from time to time to understand the effectiveness of the intervention will additional growth factored in.

7.177 The updating of the baseline models that will be used in LDP2 show capacity issues mainly in the west of the County with some junctions showing little spare capacity, based on the context of the LDP1 committed interventions.

7.178 The use of existing capacity will be a key part of identifying any additional development sites and will be incorporated into the site assessment methodology. Many rural communities have poor sustainable transport routes, and this will impact on their sustainable choices.

7.179 Preparation for the Proposed Plan stage of LDP2 will continue to involve Transport Scotland on the Transport Appraisal. Transport consultants have been appointed to prepare the East Lothian LDP Transport Appraisal and have appraised Transport Scotland of progress and outlined the methodology of the assessment. Transport Scotland has instructed the update of Land Use and Transport Integration in Scotland in respect of the model updates of transport supply. In turn an update of an extract of the sub-regional transport model (SRM) representing East Lothian is due to be completed in autumn 2025. Having established transport supply the next step will be to establish transport demand from the development sites that may be proposed in LDP2. As the spatial strategy for LDP2 evolves, transport and traffic modelling of selected site options for future development sites will be undertaken to evaluate the impact on the transport network including the trunk road network. This information will be jointly considered and evaluated with Transport Scotland to understand potential improvements required to the trunk road network. Once this is known the scope for proportional developer contributions will also be examined for the LDP2 Proposed Plan.

7.180 At the same time as the Transport Appraisal is being prepared, the Council also intends to update its Local Transport Strategy which will be informed by the regional transport delivery plan case for change to support the STPR objective for mass transit in SE Scotland. The impact

of a Blindwells outline business case and the revised Transport Scotland position on private car use reduction will also feed into this work and that of the Transport Appraisal.

7.181 The Council commits to undertaking modelling alongside the Proposed Plan to ensure the progression of options for the delivery of the National Developments and to ensure the impact of any new sites can be addressed in a sustainable manner.

7.182 The Council is currently undertaking a series of transport work around sustainable options for future development in the West of the County and this exercise will continue through the STAG and DPMTAG process.

7.183 The achievement of reduction in private car trips will require significant behavioural change from East Lothian residents which can only be brought about by a network of reliable alternative options. The Council will work with Transport Scotland and through the regional transport strategy and City Deal to investigate options to facilitate change.

7.184 Opportunity will also be investigated to develop and enhance green networks/green infrastructure as integral aspects of active travel & transport infrastructure – to help tackle the Climate & Nature Emergencies. At a local level parking standards will be reconsidered and briefs for sites prepared that prioritise walking and cycling over car travel.

AREAS WHERE THERE IS AGREEMENT OR DISPUTE ON ISSUES AND POSSIBLE APPROACHES.

7.185 None – there is no dispute on the importance of factoring all these issues into the spatial strategy. There will be difference of opinion on the weight given to each, but this is for consideration through the Proposed Plan.

LINKS TO EVIDENCE Why is it being used to develop the LDP?

There are specific projects that have been developed under this sustainability theme and these will be reflected in the settlement strategies of the LDP.

Town centre masterplans

Following the adoption of Musselburgh MAT project, opportunity to progress a Dunbar masterplan for active travel connectivity will promote buy-in within the community and lock in local development plan opportunities.

Economic Development Strategy (EDS)

The EDS refresh will set the direction of the Council's economic ambitions for the next 10 years. The vitality and vibrancy of town centres, how these evolve to support communities and place-making will be critical in growing our communities.

Musselburgh Active Toun.

The Musselburgh Active Toun (MAT) project provides Musselburgh with an unprecedented opportunity to transform its transport network sustainably and deliver streetscape enhancements to bring economic growth to the town and its communities. A high quality, sustainable, active travel network can incentivise the modal shift required to decrease the reliance on private car, improve air quality and make the town a more attractive place to visit. MAT has a broad remit covering multiple programmes of transport delivery and interventions and will deliver benefits in shared delivery with the Musselburgh flood prevention scheme.

Routes4Communities.

The Routes for communities' project is a similar project to MAT that covers a Sustainable Movement plan sub-regional area. The project is designed to evolve a strategic network of functional, recreational and leisure routes that interconnect Tranent, Prestonpans, Cockenzie and Port Seton, Longniddry in the north and centre, and Ormiston, Elphinstone and Pencaitland to the south. The project will link to the MAT and the Segregated Active Travel Corridor (also known as the Active Freeway), with the principal objectives to support economic growth, connect and improve communities and reduce emissions.

North Berwick – East End of High Street.

To prioritise walking, wheeling (wheelchairs, prams etc.) and cycling for everyday journeys and leisure trips while retaining access to the businesses on the High Street, allowing for loading and unloading and, thus, creating a more pleasant, safer environment within a well-performing High Street.

Parking management plans.

A comprehensive review of all East Lothian towns to consider implementing parking interventions appropriate and proportionate to the levels of demand, safety considerations, encouraging the use of alternative and more sustainable modes of travel, as well as to reduce congestion and increase the turnover, improving town centre viability and thus parking opportunities in the spaces available. This project is cross cutting transport programmes and projects.

2. Active freeways and cycle parking hubs

Active freeways would encourage more people to walk, wheel and cycle more often by providing high-quality direct active travel routes, segregated from traffic, on busy corridors in large urban areas and opportunities for such routes will be reflected in the LDP spatial strategies.

*Segregated Active Travel Corridor (*also known as the Active Freeway) – West section.**

There are options to develop and connect the East Lothian Sustainable and Active Transport Corridor throughout East Lothian within 15 years, in the western sub-regional area through Musselburgh to Haddington as a key artery for active travel east/west through the county.

3. Village-town active travel connections

This recommendation, along with recommendations 4 and 5, combine to provide a nationwide network connecting Scotland's communities for people walking, wheeling and cycling. They would complement existing networks and link with other active travel recommendations, including connected neighbourhoods (1) and active freeways (2), to provide good connections into and between settlements.

Segregated Active Travel Corridor (also known as the Active Freeway) – East section.

Options will be reflected in the LDP to develop and connect the East Lothian Sustainable and Active Transport Corridor throughout East Lothian within 20 years, in the eastern sub-regional area from Haddington to Dunbar as a key artery for active travel east/west through the county.

In addition, at a Area Partnership level options to provide active travel routes from towns and villages connecting settlements and linking to nearby town or regional centre.

The Dunbar to East Linton and Haddington section of the SATC (also known as the Active freeway) project will be reflected in the LDP.

4. Connecting towns by active travel

This recommendation, along with recommendations 3 and 5, combine to provide a nationwide network connecting Scotland's communities for people walking, wheeling and cycling. They would complement existing networks and link with other active travel recommendations, including connected neighbourhoods (1) and active freeways (2), to provide good connections into towns and cities.

Segregated Active Travel Corridor (aka Active Freeway) – West section.

Segregated Active Travel Corridor (aka Active Freeway) – East section.

Specific Project development to be reflected in the LDP

Wayfinding Initiative (throughout East Lothian)

As part of a drive to encourage more walking there will be a review of all core path, rural and urban routes fingerpost signage, assessment of condition and preparation of a 5-year programme of necessary repair or improvement. Core paths will feature prominently in the LDP.

Wallyford Toll Roundabout (A199)

A new detailed plan for roundabout improvement has been prepared to prioritise pedestrian and cycle movements at this key hub. Navigating the roundabout is currently a significant barrier to active travel between the settlements of Prestonpans, Wallyford, Tranent and Musselburgh.

The **MAT project** and **Routes 4 Communities** described above also contribute to this STPR recommendation.

5. Long-distance active travel network

This recommendation, along with recommendations 3 and 4, combine to provide a nationwide network connecting Scotland's communities for people walking, wheeling and cycling. They would complement existing networks and link with other active travel recommendations, including connected neighbourhoods (1) and active freeways (2), to provide good connections into towns and cities.

Connect More Settlements to the National Cycle Network (NCN)

Options to contribute to the expansion of the NCN through East Lothian to connect more settlements off road require consideration.

Current National Cycle Network

Options to upgrade the existing NCN, including addressing issues where there are safety concerns at on-road sections since their addition to the network require consideration.

Specific Project development to be reflected in the LDP

NCN76 Longniddry to Dunbar via North Berwick

Partnering Sustrans in the development of national programme of upgrades to NCN through East Lothian, to review the scale and scope of missing sections and develop a series of reasonably practicable interventions.

Musselburgh Active Toun.

Integration with NCN Network delivery programme for funding of Route 3 enhancing the NCN link within the scope of the MAT project.

6. Behavioural change initiatives

Encourage more people to make active and sustainable transport choices (walk, wheel, cycle and take public transport) more often, would have significant health, inclusion and environmental benefits. There is growing evidence of the effectiveness of behaviour change initiatives to increase awareness and use of active and sustainable modes.

Influencing travel choices, behavioural change initiatives, travel plans and area partnership working.

Cycling Walking and Safer Roads

Overarching programme of works to influence, incentivise and deliver interventions to make safer roads, to promote active travel and encourage alternative modes. A cross cutting programme that will interact with multiple STPR2 recommendations.

School Streets

Options to facilitate traffic exclusion zones on streets where it is appropriate to do so near schools at school start/end times.

Walk to School Initiatives

Options to incentivise walking to school through school engaging, walk to school promotion and participation during walk to school weeks.

School Travel Plans

Options to work with schools in the preparation of school travel plans**.**

Pavement and Double Parking Regulations

The requirement to introduce a County wide ban on pavement parking, subject to site assessment and the promotion of exemptions.

Disabled Persons' Parking Places Regulations

The requirement to make site specific DPPP Orders to assist disabled drivers parking closer to their premises.

Workplace Parking Charge Levy

Options to review and undertake impact assessments on charging for workplace parking places specifically designated for employees.

On the Move – Community led projects

Options to work with community led groups promoting active travel and sustainable transport options, to review town centre functionality, including but not limited to parking, bus stops, accessibility, safety, road space allocation, environmental improvements, shared space, etc.

Specific Project development to be reflected in the LDP

School Streets

Walk to School Initiatives

School Travel Plans

Pavement and Double Parking Regulations

Disabled Persons' Parking Places Regulations

Workplace Parking Charge Levy

Optional project to undertake a feasibility study, demand assessment and impact assessment of the introduction of a workplace parking charge levy.

Tranent Charrette

To bring forward recommended interventions identified to enhance and improve Tranent town centre, considering all town centre car parks and their management including at the George Johnstone Centre, provision of a town centre gyratory, place-making, journey hub integration and wayfinding.

North Berwick Charrette

To deliver town centre accessibility initiatives and safety interventions including, **North Berwick – East End of High Street,** proposals, junction signalisation at St. Baldred's/ Dunbar Road, town centre and environmental improvements, road space reallocation.

7. Changing road user behaviour

Scotland's Road Safety Framework has a vision for Scotland to have the best road safety performance in the world by 2030. The framework is based on the Safe System of which this recommendation seeks to address three of the five pillars: Safe Speeds, Safer Road Use and Safe Roads and Roadsides. This recommendation complements a broad range of other STPR2 investments seeking to promote inclusive accessibility by healthy and sustainable modes.

Quiet Roads

Options to implement quiet roads, potentially including measures such as traffic calming measures and speed limit reductions that form parts of strategic active travel networks, where appropriate.

20mph limits

20mph limits were implemented in all built-up areas of East Lothian in 2022. Options to implement further changes to town centre restrictions, to enhance signing and lining and further promote safer traffic speeds in built up areas may be considered in future years.

Specific Project development to be reflected in the LDP

Humbie speed reduction measures

To promote a Traffic Regulation order to reduce traffic speeds through Humbie village.

Shore Road, Belhaven

To undertake a feasibility study, to improve road safety, prioritise active travel, support growth and landscape diversification, to improve parking and manage residential street space. Designs will enter consultation phase in 2024.

8. Increasing active travel to school

This recommendation would seek to improve active travel routes, reduce traffic volumes and speeds, tackle congestion and thereby increase the uptake of active travel to schools.

School Active Travel

Options to provide opportunities for safe and high quality active travel routes that enables school pupil's resident in Scotland's cities and towns to walk, wheel or cycle to school.

Specific Project development to be reflected in the LDP
Wallyford – The Bing Designs will be finalised in 2024 **Wallyford – Musselburgh route to school.** Bus/cycle gate and footway widening on The Loan, Wallyford completed. New crossing of Salters Road and Masons Way.

9. Improving access to bikes
Providing access to bikes, training and support would play a key role in enabling more people to cycle. In addition to health, environmental and accessibility benefits, this would also realise the benefits of investment in cycle routes.
Public Bike Hire Schemes. Options to facilitate the roll out of public bike hire schemes to enable their use by more people in more locations across East Lothian.
Specific Project development to be reflected in the LDP
Sweco bike Hire This scheme closed in September 2021, after 3 years of operation. Two sites installed by Sweco in Musselburgh were removed at this time. Options for replacement under investigation. **E-bike hire** The Go eBike scheme was funded by SEStran in 2020 and rolled out by Canadian operator Bewegen with three sites in Musselburgh (Brunton Hall, Eskmills and Rail Station). Bewegen entered insolvency protection in March 2023 and closed the scheme on 19th May 2023 when it was clear that a solution could not be found to keep it open. Future consideration of the viability will require close alignment with journey hub opportunities and robust business case development. **Cargo bike hire.** A scoping report has been drafted and is with ELC for review. This explores options for how eCargo bikes can be piloted for community use around the county. Funding was secured for purchase of three XYZ eCargo trikes. Consideration to extending this scheme to allow a pilot to operate across all Area Partnership areas within East Lothian.

10. Expansion of 20mph limits and zones

Introducing more 20mph speed limits and zones at appropriate locations in cities, towns and villages can reduce speeding traffic, making streets safer. In addition to benefitting pedestrians and cyclists, lower speeds also increase the safety of people travelling in vehicles.

20mph Spaces for People speed limit monitoring and evaluation

Options to build a robust monitoring network of data points for speed monitoring and evaluation purposes.

Review of speed limits (National)

Continued review all East Lothian roads and implement amended speed limits across the road network, including the potential to extend 20mph limits.

20 mph limits

Options to **implement** further changes to town centre restrictions, to enhance signing and lining and further promote safer traffic speeds in built up areas.

Specific Project development to be reflected in the LDP

Speed Limit Review

Extending 20mph limits, alongside additional traffic calming. In general the new 20mph limits in built-up areas are working well.

12. Edinburgh and South East Scotland Mass Transit

A mass transit system for the region would provide more public transport options for cross-boundary travel, reducing the need to change between services, leading to lower journey times. This would improve region wide connectivity and encourage a switch from car to public transport and other more sustainable travel options.

Development of Edinburgh Mass Transit strategies, working across boundaries to implement strategic transport interventions

Tram Route 3 - Queen Margaret University

Opportunity to link to Queen Margaret University (QMU). Consideration of proposal as part of STAG East Lothian Access Study option appraisal.

East Lothian Access Study

Opportunities to develop sustainable transport options through the Strategic business case examining public transport connectivity and access to East Lothian, Blindwells and Haddington.

Bus Partnership Fund – Strategic Business case

Opportunities to introduce journey time savings, on an east / west corridor basis linking to City of Edinburgh.

Specific Project development to be reflected in the LDP

Edinburgh, East Coast and Borders Rail Improvements

Options to improve capacity, frequency and reliability of train services, such as, train lengthening and line speed improvements.

LDP1 – Platform lengthening

Options to extend platform lengths to facilitate longer train sets.

QMU – transport interchange

Options to enhance transport infrastructure, including SBC development, route optioneering and the preparation of legislative requirements. Options include:

- extending the SATC northward connecting with MAT route 6 (taking cognisance of 4 tracking constraints);
- the development of MAT route 6 through the MAT project;
- connecting Musselburgh and Newcraighall via underpass under Borders rail line;
- improving cycle options,
- extended car parking provision;
- bus gate over the freight line MH1.

Introduction of tram route 3

Option to bring tram route three into QMU.

.

14. Provision of strategic bus priority measures

Bus priority measures, including reallocation of road space, can deliver greater punctuality and faster journey times.

Bus Partnership Fund

Options to reallocation of road space for buses. Funding opportunities through the Bus Partnership Fund.

Specific Project development to be reflected in the LDP

AVL and UTC upgrades in Musselburgh

Proposals to upgrade bus priority technologies.

Proposed new signalised junctions to regulate traffic in Musselburgh.

Optimisation of traffic signals at:

Newhailes Road/ A199 Edinburgh Road

Olivebank Road/Monktonhall Terrace

Monktonhall Terrace/ Stoneybank Terrace

Mall Avenue /Inveresk Road

Signalise junctions at:

New Steet/ A199 Edinburgh Road junction

Millhill/ A199 Linkfield Road junction

Newbigging / A6124 Inveresk Road

Monitoring and evaluation of Bus journey times

Proposals to introduce monitoring and evaluation equipment as part of the 20% car reduction by 2030 policy.

Bus Lanes through Musselburgh

Proposal to introduce a dedicated bus lane on Musselburgh High Street.

Bus Lane on A1

Optional proposal to introduce a dedicated bus lane on A1 between Newcraighall and Oldcraighall.

Bus priority Rapid Deployment Project

Splitting of bus stop on High Street, junction improvements and priority filters. Opportunity to review stop locations and accessibility of these with a view to improving access and journey times.

---

19. Infrastructure to provide access for all at railway stations

This will encourage greater use of rail and switching from car travel to support Scotland's net zero carbon emission targets. Examples include step-free routes and platform access to passenger trains.

East Lothian Station – Access and accessibility

Options to review access to East Lothian stations in partnership with Network rail and Scotrail.

Specific Project development to be considered through the LDP

Dunbar Station south platform

Construct access point from south at Ashfield House. Detailed designs completed.

Dunbar Station Eastern access and bus connectivity

Explore options to provide bus only and active travel route along sidings from East.

Longniddry Station

Option to expand lower (East Lothian Council) car park.

Prestonpans Station

Option to increase car parking capacity, south of railway line at north end of Johnnie Copes road. Option to improve cycle access from the south.

Drem to Gullane access

Option to provide active travel connection from Gullane to Drem.

Wallyford – Journey hub

The provision of a bus gate, enhanced long vehicle bus charging infrastructure, electric bus terminus, and new Dunbar train calling service. New active travel route installed on The Loan in May 2023.

QMU – transport interchange

Options to enhance transport infrastructure, including SBC development, route optioneering and the preparation of legislative requirements. Options include:

extending the SATC northward connecting with MAT route 6 (taking cognisance of 4 tracking constraints;

the development of MAT route 6 through the MAT project;

connecting Musselburgh and Newcraighall via underpass under Borders rail line;

improving the cycle options,

extended car parking provision;

bus gate over the freight line MH1.

---

20. Investment in Demand Responsive Transport and Mobility as a Service

Targeted investment to make it easier for people to travel, particularly those without access to a car, can help promote equality through fairer access to jobs and services.

Mobility as a Service (MaaS) Digital Platform

Options which assist in the development and adoption of a MaaS digital platform for Scotland across a wide range of existing public, shared and demand-responsive transport services.

Investment in Demand Responsive Transport (DRT) and Mobility as a Service (MaaS). Joint bid by SEStran / East Lothian Council to Transport Scotland for MaaS DRT trial on journey hubs.

Integrated Mobility Partnership Scotland (IMPS)

Potential to work with Sestran partners in the provision and refinement of the MaaS system, to provide local enhancements and continually integrate modes.

East Lothian DRT and MaaS trial

Work with SEStrans and Prentice Coaches on Transport Scotland trial of MaaS and DRT service in East Lothian.

---

21. Improved public transport passenger interchange facilities

Improving the quality of passenger facilities at bus stations, railway stations and other transport interchanges encourages uptake of public transport and a switch from car use. This would include improving accessibility at bus stations and transport interchanges for people with reduced mobility.

Public Transport Infrastructure Upgrades

Options to upgrade bus infrastructure, improve accessibility, review and undertake street audits, introduce RTPI services, promote GOSESTRAN app and integrate into MaaS and journey hubs strategies.

Specific Project development to be reflected in the LDP

QMU – transport interchange – as reported under 19 above.

Wallyford – Journey hub

The provision of a bus gate, enhanced long vehicle bus charging infrastructure, electric bus terminus, and new Dunbar train calling service. Improved active travel connection and waiting facilities.

Blindwells – Journey Hub

New regional multi-modal transport node and sub-regional framework: active travel network / new rail station / rail overbridge to link A1 and A198 via new A1 junction at Adniston / enhancements at Bankton and Gladsmuir A1 junctions / park and choose site / new local road links / Tranent by-pass, bus service improvements, journey time enhancements, including demand responsive transport, journey hubs, MaaS all part of integrated transport solutions.

Various feasibility studies ongoing including ELC Access study (STAG) Part 2 detailed appraisal commissioned Jan 2022. SEtEC has been delayed. Submission to Transport Scotland preliminary appraisal summer 2021 to inform STPR2, feedback being reviewed and actioned to inform Part 2, case for change has been accepted by TS. Part of a candidate national development proposal including under draft NPF4 for Blindwells new settlement and redevelopment of Cockenzie former power station site as part of a wider climate evolution zone.

Haddington Transport hub

Whittingehame Drive, town centre street scape regeneration and integral to parking management strategy balance on supply.

Dunbar Transport Hub.

Transport hub at Dunbar station including south and east pedestrian cycle access points and bus link, with increased parking provision.

Bus stop improvement programme

Improvements to accessibility and facilities at bus shelters (e.g. cycle parking, crossing points, signage, and information)

---

22. Framework for the delivery of journey hubs

Improving links between public transport services, active travel (walking, wheeling and cycling) and shared transport makes it easier for people, particularly those without a car, to get to and from their destination. To address one of the main barriers to uptake of public transport services.

Mobility Hubs and Multi-modal Interchanges

Options to develop a framework for delivery of mobility hubs. Pilot running at Brunton Hall and further consideration of expansion at Wallyford and Tranent. Implement new / upgrade existing strategically important mobility hubs, Park & Ride sites and other multi-modal interchanges.

Specific Project development to be reflected in the LDP

Journey Hub Strategy

Defining scope and purpose of hubs, hub categorisation, link to interchanges, PT connectivity including DDRT, EV charging, car club parking facilities, taxi ranks, mobility improvements, MaaS integration,

QMU – transport interchange; Wallyford – Journey hub; Blindwells – Journey Hub; Haddington Transport hub and Dunbar Transport Hub all as reported under 21 above.

---

23. Smart, integrated public transport ticketing

Making it easier for people to reach their end destination by simplifying how they book and pay for tickets with different provider's makes public transport a more convenient, flexible and attractive travel option. This encourages people to switch from car use and supports more active travel (walking, wheeling and cycling).

---

26. Decarbonisation of the bus network

The Scottish Government, in the Programme for Government (2019), committed to remove the majority of diesel buses from public transport by the end of 2023.

Bus Network decarbonisation

Options to invest and replace school transport with electric and/ or hydrogen vehicles.

Specific Project development to be reflected in the LDP

Sustainable Supported Bus Service

East Lothian continues to strive to have the most efficiently environmental buses. The current Supported bus services tender is due to finish on 31 Mar 2025 and has the following requirement:

- East Lothian Council are committed to reduce carbon emissions from the delivery our services and would encourage all providers to support the Council's approach to carbon reduction.

- The Council is currently working towards a low carbon emission fleet and service providers are encouraged to replace all vehicles at least to Euro 6 by April 2022

- Educating or training drivers in eco-friendly driving techniques can also have a significant impact of emissions and fuel consumption.

The next Tender will Start on 1 Apr 2025, after a full consultation and procurement process, with a view to the future transport requirements and delivery in line with the council's climate change agenda, and the Scottish Governments Net Zero/Climate target dates.

ScotZEB2

East Lothian is considering an application to the ScotZEB2 fund with options to work in partnership with, energy providers, bus operator, SEStran for delivery of interchange/Hubs as part of MAAS project, with suitable parking for refuelling of EV or Hydrogen. The opportunity will require private sector investment:

Fund Thresholds

- £50,000 for a diesel bus to be repowered with a zero emission drive train.

- £60,000 for a zero emission bus or coach with at least 9 passenger seats and at least one wheelchair accessible space.

- £105,000 for an accessible zero emission bus or coach with a total capacity for 32 or more passengers.

- £135,000 for an accessible battery-electric zero emission bus or coach with at least 45 seats

- £135,000 for zero emission bus or coach with a total capacity for 60 or more passengers

- For infrastructure subsidy will be no more than 70% of the total capital costs for electric charging, or hydrogen refuelling infrastructure.

27. Behavioural change and modal shift for freight

A significant amount of freight needs to shift from road to rail or water, and the overall distance travelled be reduced. This is necessary if Scotland is to meet its net zero carbon emission targets as these cannot be achieved by changes in technology alone.

East Lothian Programme aligned with recommendation

Rail Freight Considerations

Options to investigate and work in partnership with rail sector, the use of ECML to increase freight transport, to add value to Strategic business case to upgrade to 4-track railway to accommodate increased freight and passenger services.

Specific Project development to be considered through the LDP

East Lothian Council – Access Strategy

SESTRANS – Go Forth Freight Study

---

28. Zero emission vehicles and infrastructure transition

Alongside greater use of public transport and active travel, and the required reduction in travel demand, switching to zero emission vehicles is a key step in reducing greenhouse gas emissions from transport and the achievement of the Scottish Government's net zero target.

Investment in low carbon and alternative fuel transport systems. Significant investment into electric vehicle charge points through Transport Scotland and DfT Office of Zero Emission Vehicles, through Switched on Towns and cities, commercial operators and inter-city bus connectivity.

Low Emission/Ultra Low Emission/Electric- Vehicle National Action Plan

A National Action Plan to support the shift to Low Emission/Ultra Low Emission/Electric Vehicles and help deliver Scottish Governments net zero targets.

Specific Project development to be considered through the LDP

Scottish Futures Trust – Development and implementation of Local EV Strategy

Review and refinement of ELC EV strategies, opportunities to develop regional strategy and private partnership arrangements.

---

30. Trunk road and motorway safety improvements to progress towards 'Vision Zero'

Safety improvements are required across the trunk road and motorway network to help meet Scotland's Road Safety Framework to 2030 vision for Scotland to have the best road safety

performance in the world by 2030, with a long-term goal of Vision Zero, where there are zero road fatalities and serious injuries by 2050.

Trunk road Improvement Programme

Options to undertake feasibility studies and develop business case to promote road safety improvements to the A1 (T).

Specific Project development to be considered through the LDP

Broxburn junction – Roundabout

Scope out and undertake a feasibility study, traffic modelling and preliminary technical design for the provision of a new roundabout at Broxburn junction.

---

31. Trunk road and motorway climate change adaptation and resilience

Efforts to reduce greenhouse gas emissions is essential to combating future catastrophic climate change, however due to current and historic emissions being locked in, further changes are inevitable and will continue for decades to come. Adapting to the impacts of climate change is therefore essential to ensuring that the trunk road and motorway network is safe, reliable and resilient for the people of Scotland and its visitors.

South East Scotland Trunk Road Network Improvements

Package of measures to improve the capacity, reliability and resilience of routes, such as overtaking opportunities, partial dualling, junction improvements and route realignment.

Specific Project development to be considered through the LDP

Bankton interchange capacity improvements

Project identified in capital plan. Indicative design complete at part of LDP1. Review of capacity constraints undertaken February 2022. Junction's operational capacity approaching practical capacity. Further review and design considerations to explore UTC benefits. Access to wider development opportunities and impacts being considered.

Dolphinstone Interchange capacity improvements

Project identified in capital plan. Proposal to provide left turn filter and signalise eastern junction.

Salters road interchange capacity improvements

Preliminary design undertaken by developer. This is under ELC review.

Adniston Junction – Access and enabling infrastructure

Grade separated junction proposal considered as part of BW2 interventions to mitigate access to site for PT and emergency services. Active travel considerations to be blended into proposals. Work to determine feasibility being undertaken as part of ELC Access strategy STAG Appraisal.

43. Major station masterplans

Network Rail, the UK agency responsible for developing and maintaining railway infrastructure, has identified capacity constraints at four major stations. Studies are continuing to progress plans to consider how remodelling these stations can deliver specific benefits: Edinburgh Waverley, Glasgow Central, Perth, and Inverness.

New East Lothian Stations

Options to work with Transport Scotland to enhance rail stations and provide new as part of Rail Station development programme.

Specific Project development to be considered through the LDP

East Linton Station and Markle Level Crossing

East Linton's new rail station opened December 2023.

Markle Level Crossing replacement work underway.

45. High speed and cross-border rail enhancements

Infrastructure upgrades to permit higher speeds on cross-border routes would enable faster journey times to London and other key destinations. This would encourage a shift from air to rail on longer-distance travel and support Scotland's net zero emission commitments. These improvements would also release capacity for enhanced regional passenger and freight services.

East Lothian Access Study (ELAS)

Opportunities to develop sustainable transport options through the Strategic business case examining public transport connectivity and access to East Lothian, Blindwells and Haddington.

Specific Project development to be considered through the LDP

Edinburgh, East Coast and Borders Rail Improvements

Options to promote capacity improvements, frequency enhancements and reliability of train services, such as, train lengthening and line speed improvements in the context of LDP1 deliverables.

Scotland East to England connectivity (SEtEC)

Options to assist in the development of the rail strategic business case aligned with ELAS TPO's and to remove or manage any conflict/synergies between the two schemes as potential conflict between Network Rail and East Lothian Council.

East Lothian Access Study (ELAS)

Development of options to consider and appraise the provision of a High Speed route as an alternative to traditional 4 tracking within the context of East Lothian STAG. Also mentioned above.