

COMMITTEE:	East Lothian Council
MEETING DATE:	17 February 2026
BY:	Depute Chief Executive – Resources and Economy
REPORT TITLE:	Update on Proposed Redetermination Order: Bankton Junction South Roundabout of the A1
REPORT STATUS:	Public

1 PURPOSE OF REPORT

- 1.1 This report provides the Council with an update on the promotion of a proposed Redetermination Order in respect of the conversion of a section of carriageway at the Bankton Junction South Roundabout of the A1, following the period of public consultation on the Order.

2 RECOMMENDATIONS

The Council is recommended to:

- 2.1 Note the representations received from members of the public to the proposed Redetermination Order for the conversion of a section of carriageway at the Bankton Junction South Roundabout of the A1;
- 2.2 Note the representations received to the proposed Order which have not been withdrawn and the consideration by Council officers summarised within this report and more particularly paragraph 3.6;
- 2.3 Agree that no changes be made to the proposed Redetermination Order that was approved by the Council on 26 August 2025;
- 2.4 Approve the submission of the proposed Redetermination Order, together with the unresolved objections to it, and proceed to the Scottish Government's Department for Planning and Environmental Appeals for consideration by an independent Reporter to be appointed by Scottish Ministers, who will recommend to the Council if the Redetermination Order should progress in the manner currently proposed.

3 BACKGROUND

- 3.1 East Lothian Council, as Local Traffic Authority, is responsible for making or amending a Traffic Regulation Order as necessary: to avert danger to road users; to prevent damage to the road; to aid free unrestricted movement on the road; to prevent inappropriate use of the road and/or adjoining property; and to improve road safety and amenity in the area.
- 3.2 On 25 August 2025, the Council approved the preparation of a proposed Redetermination Order under Sections 1(1) and 152(2) of the Roads (Scotland) Act 1984. This Order is to redetermine the exercise of the public right of passage along a section of the circulatory carriageway of the existing roundabout to grass verge and footway to form a 'teardrop' gyratory, as outlined in Appendix A. The redetermination is to be carried out in accordance with processes under The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986.
- 3.3 The need for this Order stems from the technical design solution that is proposed by the developer, Hargreaves Services (Blindwells) Ltd, in relation to allocated site BW1: Blindwells New Settlement of the adopted East Lothian Local Development Plan 2018. The development of this site forms a key part of the Council's planning strategy for the area, the development of which is now underway. The design solution set out in the Order is needed to satisfy Condition 30 of the associated planning permission Ref: 14/00768/PPM, as per the drawing at Appendix B.
- 3.4 In line with the processes set out in the above Regulations, the Council published the proposed technical design solution within the Order for public consultation between 10 October and 14 November 2025. A total of 16 representations to the proposed technical design solution within the Order were received during that period, as set out at Appendix C. Members will note that Appendix C also sets out officers' consideration of, and responses to, the representations received.
- 3.5 The Council's decision on 25 August 2025 also set out that the Head of Infrastructure would report back to Members if representations to the proposed Order are received and not withdrawn. This report is before the Council because officers, having given careful consideration to each representation received, recommend that the technical design solution set out within the Order should not be modified in light of them.
- 3.6 It should be recognised that this is a developer-led intervention which is required to meet the planning obligations for the site to mitigate the additional volume of traffic associated with Blindwells. The developer has provided initial comments to address the concerns raised in the objections which officers have reviewed. Officers have carefully considered if any of the issues raised in the representations should lead to the Council recommending to the developer that they should modify the preferred technical design solution set out within the proposed Order. Whilst a number of issues are put forward, officers' responses indicate that the points raised are either addressed by there being a need for an

intervention here and/or by the technical work that has led to the identification of the preferred technical solution that is now proposed by the Order. Having carefully considered each representation, officers conclude that each issue raised should not lead the Council to alter the preferred technical design solution identified at this stage.

- 3.7 The technical design solution set out in the Order has been identified following detailed transport modelling, options appraisal and negotiation with the applicant and Transport Scotland. It has passed detailed technical scrutiny from officers and Transport Scotland, as well as an independent Road Safety Audit, taking account of the need to maintain the safety and performance of the road network for all users in line with current standards. It has been confirmed as an appropriate technical solution that can address the increasing vehicle movements in the area arising from the new development at Blindwells. On this basis, officers have promoted the Order on behalf of the applicant as it is needed to implement the preferred technical design solution.
- 3.8 Ultimately, the applicant's ability to timeously deliver these interventions will be predicated on the outcome of the Redetermination Order process. Maintaining the safety and performance of the transport network in the area is a duty of the Council. Officers recommend that the technical design solution set out in the proposed Order is technically appropriate.
- 3.9 In this context, in light of the unresolved objections, and in line with the above Regulations, officers recommend that the Council submits at the earliest opportunity the proposed Redetermination Order and unresolved representations to the Scottish Ministers through Transport Scotland, who will determine whether to pass this for consideration to the Scottish Government's Department for Planning and Environmental Appeals (DPEA).
- 3.10 Transport Scotland may then appoint an independent Reporter who will consider what further procedure may be necessary to consider the proposal set out in the Order and the unresolved representations. These further procedures could take the form of a Public Local Inquiry, or a Hearing. It is therefore not possible at this stage to indicate how long those procedures may take to conclude. As this is required to satisfy Condition 30 of the associated planning permission Ref: 14/00768/PPM, the developer, Hargreaves Services (Blindwells) Ltd, has agreed to meet any costs incurred by the Council linked to progressing these procedures.
- 3.11 Unresolved valid objections to a Traffic Regulation Order (TRO) do not automatically stop the order from being made but can trigger specific legal and procedural requirements, and this is what we have set out within the report. This will involve referral to Scottish Ministers, who will set out next steps which could include a Public Local Inquiry or a Public Hearing.

4 POLICY IMPLICATIONS

- 4.1 The Scheme will contribute towards The East Lothian Plan – 2017-27, focusing on health and wellbeing, safety, transport connectivity, sustainability and protecting our environment.
- 4.2 Support Local Development Plan
- 4.3 Local Transport Strategy

5 RESOURCE AND OTHER IMPLICATIONS

- 5.1 Finance: All costs involved in connection with consultation, advertising, design, and implementation will be met by the developer Hargreaves Services (Blindwells) Ltd.
- 5.2 Human Resources: None
- 5.3 Other (e.g. Legal/IT): Legal Services have reviewed the report and the legal processes required to follow are set out within the Background section of the Report.
- 5.4 Risk: If the carriageway is not redetermined and the order is not made this will impact on the delivery of the existing Local Development Plan and future development with East Lothian Council. Bankton Junction is getting close to capacity due to the Blindwells development. The improvements will help elevate these pressures.

6 INTEGRATED IMPACT ASSESSMENT

- 6.1 **Select the statement that is appropriate to your report by placing an 'X' in the relevant box.**

An Integrated Impact Assessment screening process has been undertaken and the subject of this report does not affect the wellbeing of the community or have a significant impact on: equality and human rights; tackling socio-economic disadvantages and poverty; climate change, the environment and sustainability; the Council's role as a corporate parent; or the storage/collection of personal data.

or

The subject of this report has been through the Integrated Impact Assessment process and impacts have been identified as follows:

Subject	Impacts identified (Yes, No or N/A)
Equality and human rights	
Socio-economic disadvantage/poverty	
Climate change, the environment and sustainability	
Corporate parenting and care-experienced young people	
Storage/collection of personal data	
Other	

[Enter information on impacts that have been identified]

The Integrated Impact Assessment relating to this report has been published and can be accessed via the Council's website:

https://www.eastlothian.gov.uk/info/210602/equality_and_diversity/12014/integrated_impact_assessments

7 APPENDICES

- 7.1 Appendix A – Redetermination of a section of the public road network
- 7.2 Appendix B – Plan showing existing road layout and extent of carriageway to be redetermined
- 7.3 Appendix C – Public Objections together with associated comments

8 BACKGROUND PAPERS

- 8.1 Report to Council, 26 August 2025 - [Proposed Redetermination Order: Bankton Junction South Roundabout of the A1](#)

9 AUTHOR AND APPROVAL DETAILS

Report Author(s)

Name	Ian King
Designation	Roads Asset and Regulatory - Team Manager

Name	Ian King
Tel/Email	lking@eastlothian.gov.uk
Date	30 January 2026

Head of Service Approval

Name	Tom Reid
Designation	Head of Infrastructure
Confirmation that IIA and other relevant checks (e.g. finance/legal) have been completed	
Approval Date	30 January 2026

Appendix A

To redetermine a section of the public road network		
1	Bankton Junction South Roundabout of the A1.	To remove a section of carriageway and re-designate as verge footway.

Appendix C

BLINDWELLS | BANKTON JUNCTION | SOUTH ROUNDABOUT PUBLIC OBJECTIONS SCHEDULE | VERSION 0.2 (DRAFT) | 30 JANUARY 2026



Ref	ELC Ref	Date Received	Time	From	Objection	Type	Action	Owner	HL / ELC Response	Status	Date Responded
1.00	417 / 25 - 1										
1.01	417 / 25 - 1	21-Oct-25	14:28	-	Hello I am writing to advise of my objections to one aspect of the proposed alteration to the round about at Bankton Junction South. I welcome the changes ongoing at Bankton Junction North, broadly welcome those at Bankton Junction South apart from the blocking of the roundabout as you come down from Church Street to turn right and go along to Tranent Mains effectively the close to traffic to speed up traffic coming over the Bridge.	Note	-	-	-		-
1.02	417 / 25 - 1	21-Oct-25	14:28	-	The current traffic levels do not merit this change at this time, I think we should carry out all the other changes and monitor to see the effect. Even the people involved say that the traffic at this point and perhaps for many years do not require this additional closure to ensure a flow of traffic.	Objection	Hargreaves Land	GC / TH	The proposals to the south roundabout are part of a programme of works including upgrading works to the north roundabout, the eastbound off slip and westbound on slip; the works to the eastbound off slip and north roundabout are on-going at present for completion in 1st quarter 2026. The works to all sections are required as part of a planning condition for the Blindwells development with timing of works linked to trigger points based on residential completions at Blindwells. The design has been informed by traffic modelling which demonstrates the works are required and allows for future growth.		-
1.03	417 / 25 - 1	21-Oct-25	14:28	-	As a resident of Riggonhead Gardens we have three routes from the High Street to get home.. 1) Down via Northfield and then Coalgate Road which a slalom of speed bumps and parked cars and constant stops and starts to let oncoming cars get through. 2) down Church Street and then turn right on to Sandersons Wynd driving right past the school or 3) down Church street to the roundabout and the right to Tranent Mains and back to our home. This third path is the longest but it keeps cars away from the school and the residential area of Coalgate.	Note	-	-	-		-
1.04	417 / 25 - 1	21-Oct-25	14:28	-	The proposal makes the longer road much longer with the path over the bridge and back again... simply as a car driver I wont make that journey it would make the journey significantly longer involve traffic lights etc... this will drive more traffic down Coalgate already an issue for local residents or we're all going to be driving along Sandersons Wynd.. Which is in my view dangerous when the schools are starting/finishing and children's football is on. So yes it is on convenience but crucially safety that I object... I don't want more traffic pushed along past the school.	Objection	Hargreaves Land	GC / TH	The proposed stopped-up section affects a relatively minor number of vehicle movements; counted as 8 movements per hour based on recent traffic counts and modelling (in peak periods). We note the impact on current access / movements however, alternative routes will be available including a short detour to the north roundabout. The proposal to stop-up part of the south roundabout is to provide the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic to be generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
1.05	417 / 25 - 1	21-Oct-25	14:28	-	As a previous resident of Sanderson Grove and a parent of two children that went to the Primary School and had to cut across the Sandersons Wynd to walk on to Ross High I know the dangers of traffic. The council has tried to improve the safety here as has the school with Double Yellow lines and huge signs discouraging parents parking here. This change will definitely exacerbate the dangers and I think for that reason this aspect e.g. the blocking of the roundabout should be removed from the proposal.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available.		-
2.00	417 / 25 - 2										
2.01	417 / 25 - 2	13-Oct-25	17:06	-	I would love to know what the purpose of the proposed changes are, and what detail you have gone into with regards impact assessment.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
2.02	417 / 25 - 2	13-Oct-25	17:06	-	The biggest change to the roundabout is stopping traffic coming from Tranent (church street) turning onto Tranent Mains road. The level of traffic doing this id expect is fairly minimal. Therefore you are adding a stress to an already breaking 'North' roundabout by adding traffic to it to come all the way back over. You are probably adding 5-10 minutes onto every journey at peak times. You will increase traffic using Sandersons Wynd as a new 'rat run' - past a very busy primary school full of young kids and parents, just so people can avoid having to go over the bridge at Bankton.	Objection	Hargreaves Land	GC / TH	The design and modelling for the north roundabout accounts for the additional traffic generated from the south roundabout movement; this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available. Traffic counts undertaken at the roundabout show an average of 8 vehicles per peak hour making the movement from Church Street to Tranent Mains Road.		-
2.03	417 / 25 - 2	13-Oct-25	17:06	-	Even more traffic using Johnnie cope road as a go between Tranent and Prestonpans.	Objection	Hargreaves Land	GC / TH	This is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available; we do not anticipate Johnnie Cope Road being used as a route with the other alternative routes available.		-
2.04	417 / 25 - 2	13-Oct-25	17:06	-	Blindwells has already added traffic to the north roundabout, this won't alleviate that. In fact Blindwells is irrelevant to the South roundabout, yet the changes proposed are being put in behind the proviso of the original plans for Blindwells.	Objection	Hargreaves Land	GC / TH	The proposals to the south roundabout are part of a programme of works including upgrading works to the north roundabout, the eastbound off slip and westbound on slip; the works to the eastbound off slip and north roundabout are on-going at present for completion in 1st quarter 2026. The works to all sections are required as part of a planning condition for the Blindwells development with timing of works linked to trigger points based on residential completions at Blindwells. The design has been informed by traffic modelling which demonstrates the works are required and allows for future growth.		-
2.05	417 / 25 - 2	13-Oct-25	17:06	-	A whole new traffic release is required for Blindwells, not just redoing what is already in place. Whether that be a new access road onto the A1 I don't know, but what I do know is that this huge change to the South roundabout will only have negative impacts onto the already bursting arteries around Prestonpans and Tranent.	Objection	Hargreaves Land	GC / TH	The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. This assessment did not determine a new junction from the A1 was required for the Blindwells development.		-
2.06	417 / 25 - 2	13-Oct-25	17:06	-	1) How many accidents have involved pedestrians on this road?	Objection	Hargreaves Land	GC / TH	Crashmap data shows 4 No. accidents at the Bankton Junction area between 1999 and 2024; 2024 is the most current data available.		-
2.07	417 / 25 - 2	13-Oct-25	17:06	-	2) How many cars come down Church St and into Tranent mains road (which will be added to North roundabout or surrounding roads?)	Objection	Hargreaves Land	GC / TH	Traffic counts undertaken at the roundabout show an average of 8 vehicles per hour making this movement in the peak period.		-
2.08	417 / 25 - 2	13-Oct-25	17:06	-	3) You say it'll manage queues to an acceptable level, yet I use this roundabout 4/5 times a day minimum and I have never queued to get onto it. What is an acceptable level if immediate isn't good enough?	Objection	Hargreaves Land	GC / TH	The proposed works account for the future traffic generation from Blindwells.		-
2.09	417 / 25 - 2	13-Oct-25	17:06	-	4) Those who are proposing the changes, do they use the road themselves and understand how this will impact people?	Objection	Hargreaves Land	GC / TH	Those involved from the developer (Hargreaves Land) and East Lothian Council use the road network on a regular basis and understand the impact the proposed changes will have. The proposals are considered the most effective and safest design solution with consideration of the future traffic generation from the Blindwells development.		-

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3.00 417 / 25 - 3											
3.01	417 / 25 - 3	5-Nov-25	22:31	-	Dear Sir I write with respect to the proposed alterations to the Bankton South Roundabout and formally object on the following grounds;	Note	-	-	-		-
3.02	417 / 25 - 3	5-Nov-25	22:31	-	1) The junction changes to create a pedestrian controlled access to the south side of Tranent Mains Road is unjustified as this footpath only extends a few meters towards Tranent Cemetery (it does not extend to the Cemetery gates) and some meters up Church Street to a Bus Stop (This footpath does not go to Tranent Town Centre)	Objection	Hargreaves Land	GC / TH	The proposed pedestrian crossings across the approach are designed to improve pedestrian accessibility at the roundabout. The pedestrian crossing points will allow safer movement to crossing points at the A1 on-slip and Tranent Mains Road.		-
3.03	417 / 25 - 3	5-Nov-25	22:31	-	2) I can see no justification to provide a pedestrian route to these dead end footpaths and question who would walk that route for a bus? Blindwells residents passing a bus stop at the entrance to their development- I do not think so!	Objection	Hargreaves Land	GC / TH	The proposed crossing points link to the existing path network. Bus stops are provided at the A198 at the Blindwells development. The pedestrian crossing points and inclusion of traffic signals will manage traffic flows to allow opportunities for pedestrians to cross under traffic light control; this is considered to encourage more pedestrian / walking movements as an alternative to driving.		-
3.04	417 / 25 - 3	5-Nov-25	22:31	-	3) The pedestrian route should continue on the west side of the B189 crossing the ON slip road to the A1 thus feeding direct to Tranent town centre. This would save 2 no sets of Traffic Lights helping traffic flow. The occasional person crossing the A1 ON slip road would not be a problem to traffic queuing on the roundabout as this happens already at A707/A1 roundabout (Granada) and Sherrifhall.	Objection	Hargreaves Land	GC / TH	A non-controlled pedestrian crossing point is provided at the A1 on-slip. The signals primary function is to offer a controlled traffic management system to manage vehicle flows efficiently; this allows the opportunity for pedestrians to cross the carriageway when vehicles are stopped at the traffic signals.		-
3.05	417 / 25 - 3	5-Nov-25	22:31	-	4) With the pedestrian route continuing on the west side there is no need to close the Church Street to Tranent Mains Road to allow pedestrians to cross that road	Objection	Hargreaves Land	GC / TH	The proposed stopped-up section is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. This is to provide the most efficient traffic management solution.		-
3.06	417 / 25 - 3	5-Nov-25	22:31	-	5) I exit Tranent Mains Road around 3/4 times a week (not at commuter times which I expect will be busier) and have noted a big increase in vehicles exiting the A1 and coming from the B189. I would submit traffic counts are out of date and should be redone.	Objection	Hargreaves Land	GC / TH	Traffic counts have been undertaken at off peak and during peak hours; the counts are reviewed with traffic modelling which accounts for future traffic generation including all project traffic to be generated from the Blindwells development. There is no requirement for additional traffic counts.		-
3.07	417 / 25 - 3	5-Nov-25	22:31	-	I trust these points will be put forward and would request if they are not considered relevant in determining these road changes I am advised why they are not relevant	Note	-	-	-		-
4.00 417 / 25 - 4											
4.01	417 / 25 - 4	22-Oct-25	20:10	-	Dear Sir, I am responding to the above consultation and wish to put my strongest possible objection to the proposed plans.	Note	-	-	-		-
4.02	417 / 25 - 4	22-Oct-25	20:10	-	I reside at the area in Tranent Mains Road and the impact of this redirection of traffic at the above mentioned roundabout is beyond belief. This will create absolute gridlock - particularly as the lack of planning and infrastructure already, since the irresponsible development of Blindwells will be made worse for all road users coming to and from Tranent.	Objection	Hargreaves Land	GC / TH	The proposal to stop-up part of the south roundabout is to provide the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic to be generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. Upgrading works to the roundabouts are required as part of a planning condition for the Blindwells development and account for future traffic to be generated from the development. The design has been informed by traffic modelling which demonstrates the works are required and allows for future growth.		-
4.03	417 / 25 - 4	22-Oct-25	20:10	-	I wish therefore to register my vociferous objection to this redirection, which will undoubtedly lead to serious increased likelihood of more RTAs.	Note	-	-	-		-
5.00 417 / 25 - 5											
5.01	417 / 25 - 5	14-Oct-25	9:09	-	Hello I am writing to object about the changes to the roundabout at Tranent Cemetery. The reasons for my objection is that the idea of changing roundabout and sending cars down to an already congested roundabout at Blindwells doesn't seem to make sense.	Note	-	-	-		-
5.02	417 / 25 - 5	14-Oct-25	9:09	-	Also as a resident of Tranent who uses Tranent cemetery often whether this is just for a visit or a funeral generally the road that I would use is Church Street. For a funeral procession to then travel over the bridge and back again is ludicrous.	Objection	Hargreaves Land	GC / TH	Alternative routes to Tranent Mains Road will still be available through Tranent via Sandersons Wynd. For funerals, we note the additional distance required for processions however, this affects a relatively minor number of vehicle movements and the proposed stopped-up section is to provide the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic to be generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. Where funeral processions have a police presence, temporary traffic measures could be introduced for these specific scenarios.		-
5.03	417 / 25 - 5	14-Oct-25	9:09	-	The alternative road Sandersons Wynd that cars would now use would cause major safety issues as many more cars will pass a school.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available. Traffic counts undertaken at the roundabout show an average of 8 vehicles per peak hour making the movement from Church Street to Tranent Mains Road.		-
5.04	417 / 25 - 5	14-Oct-25	9:09	-	Surely it would be more sensible to make the changes to the busy roundabout at Blindwells by using traffic lights approaching the roundabout? Also making the bus stops between Blindwells and Meadowmill roundabouts off the road to avoid backed up traffic when they stop.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The north bound bus stop at the A198 has an off road layby and we are reviewing provision of a layby to the south bound bus stop however, this is heavily constrained by an existing water course and services to this area.		-

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6.00	417 / 25 - 6										
6.01	417 / 25 - 6	16-Oct-25	17:28	-	Please acknowledge receipt of formal objection to these works.	Note	-	-	-		-
6.02	417 / 25 - 6	16-Oct-25	17:28	-	The proposed works will do NOTHING to alleviate the buildup of traffic at Bankton roundabout or the roundabout coming off the A1 at Blindwells.	Objection	Hargreaves Land	GC / TH	The proposed works to the south roundabout are to provide the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic to be generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. The works are considered in conjunction with the on-going upgrading works to the north roundabout and A1 off slip. The design has been informed by traffic modelling which demonstrates the works are required and allows for future growth.		-
6.03	417 / 25 - 6	16-Oct-25	17:28	-	The sole source of the increased traffic is from Blindwells: coming off the A1 slip road to head into the Blindwells estate or coming from the Blindwells estate and travelling across the flyover to the bankton junction roundabout in order join the A1 heading into Edinburgh.	Objection	Hargreaves Land	GC / TH	The proposed works account for the additional traffic generated from the Blindwells development. The upgrading to the south roundabout is part of a planning condition from the planning consent for Blindwells and the works are to be funded by the Blindwells developer.		-
6.04	417 / 25 - 6	16-Oct-25	17:28	-	All these proposed works will do will deny local residents easy access to the cemetery and houses in the Forthview Walk/coalgate area (especially when roadworks cut off access via other routes) and will only allow extra cars to queue on the slip road exiting at the Blindwells roundabout: traffic will still back up onto the A1.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken on design options and the proposed option is considered the most efficient and safest option. Traffic modelling does not indicate any backing up of traffic onto the A1 and both the on slip and off slip roads are to be extended as part of the overall Bankton Junction upgrading works programme.		-
6.05	417 / 25 - 6	16-Oct-25	17:28	-	These proposed works are not only detrimental to local residents existing access but is a cop out from both the council and Blindwells developers!!!	Objection	Hargreaves Land	GC / TH	As noted in previous responses, the works are required as part of a planning condition from the planning consent for Blindwells. The proposed solution is based on traffic modelling, extensive design and safety auditing to provide the safest and most efficient solution.		-
6.06	417 / 25 - 6	16-Oct-25	17:28	-	The ONLY sensible works is to have a direct A1 access from the Blindwells estate to keep that heavy flow of traffic off existing overloaded roads.	Objection	Hargreaves Land	GC / TH	The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. This assessment did not determine a new junction from the A1 was required for the Blindwells development.		-
6.07	417 / 25 - 6	16-Oct-25	17:28	-	If this isn't addressed now then the proposed further expansion along to the old Raceland site at Longniddry/gladsmuir will result in existing roads being deadlocked due to lack of foresight by the council and a cheap and easy way out for the developers.	Objection	Hargreaves Land	GC / TH	The traffic associated with other developments further east will mostly travel via the A1 trunk road; the A1 has sufficient capacity to accommodate for such developments.		-
6.08	417 / 25 - 6	16-Oct-25	17:28	-	Shame on those who planned, proposed and sanctioned these works!	Note	-	-	-		-
7.00	417 / 25 - 7										
7.01	417 / 25 - 7	17-Oct-25	21:32	-	To whom it may concern I'm writing to express my objection to the gyratory redetermination of Bankton Junction South roundabout.	Note	-	-	-		-
7.02	417 / 25 - 7	17-Oct-25	21:32	-	It is allegedly a decision based on supporting unknown (but low) numbers of pedestrians and/or cyclists travelling between Tranent and Blindwells. However, the gyratory will not help pedestrians: the proposed lights will be to the island that already exists (as per the final paragraph of the statement of reasons, and the drawings show). Therefore the only reason to allow this gyratory is to allow traffic from Blindwells permanent right of way to the detriment of everything else using the roundabout.	Objection	Hargreaves Land	GC / TH	The proposed works to the south roundabout are to provide the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic to be generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. The works are considered in conjunction with the on-going upgrading works to the north roundabout and A1 off slip.		-
7.03	417 / 25 - 7	17-Oct-25	21:32	-	The Bankton North roundabout is already under severe stress, so it seems contrarian to put even more traffic via that roundabout, even if it is "as low as" 8 an hour. If it's that low, why will 8 cars turning right cause a massive problem to the traffic coming over the bridge? It seems to be Schrodinger's traffic: too much to allow it to turn right but not enough to cause a problem to the overstretched North roundabout.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works. The modelling shows the proposal as being the most efficient mitigation measure / design.		-
7.04	417 / 25 - 7	17-Oct-25	21:32	-	What it seems has not been considered is that those 8 cars turning right at the bottom of Church street create gaps on the roundabout as well as allowing traffic from Tranent Mains Road to enter the roundabout. This is already difficult due to the increased volume of traffic coming over the bridge, so giving the Blindwells traffic permanent right of way will mean that no-one else will ever get onto the roundabout, and the exit slip road will back up onto the N-bound A1. Lights here will potentially fix this issue, but it won't help traffic from Tranent Mains Road or Church Street. Without gaps on the roundabout, traffic joining the A1 will swell to a constant stream and the N-bound A1 will struggle to accept the merging traffic accordingly. The proposed slip road changes	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. The traffic signals will introduce gaps in the flows when the westbound off-		-
7.05	417 / 25 - 7	17-Oct-25	21:32	-	Further, the mentioned alternative routes are all through housing estates where children play on the street, never mind that one goes past a primary school. Coalgate Road is reduced to a single lane because of parking on the road, and as such I cannot fathom that it's preferable to increase traffic through these areas rather than allow a peak of 8 cars per hour to go all the way around the roundabout.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available. Vehicles can also route to the north roundabout junction to make this journey.		-
7.06	417 / 25 - 7	17-Oct-25	21:32	-	Part of the agreement was that there would be no change to funeral provision at the cemetery. Having mourners have to wait at the end of Tranent Mains Road until the hearse does the near kilometre addition to the procession and meet back up is not "no change". Granted there aren't very many processions, but given the emphasis on 8 cars an hour causing alleged calamity to the Blindwells traffic, surely even one procession having to change is too much.	Objection	Hargreaves Land	GC / TH	We note the impact on funeral processions however, this the impact has to be considered against the benefits of the proposed upgrading works in providing a safe and efficient solution to the road network with consideration of future traffic generation. Where funeral processions have a police presence, temporary traffic measures could be introduced for these specific scenarios.		-
7.07	417 / 25 - 7	17-Oct-25	21:32	-	I'm aware that doing works at both of the roundabouts was part of the planning agreement, but I'm also aware that the original plans for the North roundabout have changed since the original design, so I'm asking that the same flexibility of design change be applied to the South roundabout plans.	Objection	Hargreaves Land	GC / TH	The design for both roundabouts has changed from the original planning condition. Various design options have been considered for both roundabouts and the current design proposals are considered the most effective and safe solutions. The traffic modelling shows the proposal as being the most efficient mitigation measure / design for the roundabout.		-
7.08	417 / 25 - 7	17-Oct-25	21:32	-	If inflexibility on agreed plans is deemed sacrosanct for the gyratory, then it must also be deemed in respect of funeral procession provision and therefore changes to them must be forbidden.	Objection	Hargreaves Land	GC / TH	We note the impact on funeral processions however, this the impact has to be considered against the benefits of the proposed upgrading works in providing a safe and efficient solution to the road network with consideration of future traffic generation. Where funeral processions have a police presence, temporary traffic measures could be introduced for these specific scenarios.		-

BLINDWELLS | BANKTON JUNCTION | SOUTH ROUNDABOUT
PUBLIC OBJECTIONS SCHEDULE | VERSION 0.2 (DRAFT) | 30 JANUARY 2026



Ref	ELC Ref	Date Received	Time	From	Objection	Type	Action	Owner	HL / ELC Response	Status	Date Responded
8.00 417 / 25 - 8											
8.01	417 / 25 - 8	11-Oct-25	12:24	-	I am writing to object to the redetermination at Bankton South roundabout to form a teardrop gyratory to improve traffic flow etc.	Note	-	-	-		-
8.02	417 / 25 - 8	11-Oct-25	12:24	-	Sending even more traffic to the seriously congested Bankton North roundabout is completely ludicrous. The North roundabout comes to a complete standstill during rush hour Monday to Friday and most of the day on Saturdays and Sundays. Sending more traffic than is necessary around the North roundabout, creating a longer diversion than necessary will add to the congestion and add to pollution. Adding in traffic lights and crossings will impede the flow of traffic. There are very low numbers of pedestrians using the footpaths between the South and North roundabouts therefore it begs the question why this redetermination is even being considered; there will be absolutely zero benefit to the local community if this goes ahead.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works. The proposed works to the south roundabout are designed to provide the most efficient and safe solution with consideration of future traffic generation. The proposed safe pedestrian controlled crossings are designed to provide safer pedestrian routes to promote walking / pedestrian access which is not possible in the current roundabout configuration.		-
9.00 417 / 25 - 9											
9.01	417 / 25 - 9	17-Oct-25	15:34	-	I wish to object to the proposed works. The idea of sending more cars to the busier of two roundabouts just to make an about turn is absurd.	Note	-	-	-		-
9.02	417 / 25 - 9	17-Oct-25	15:34	-	I also note that the statement of reasons observes low numbers of traffic wishing to turn from the roundabout to Tranent Mains Road (B). Presumably this is meant to indicate that the extra 950m of travel would be of little impact to the affected cars. Why undertake the work then?	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
9.03	417 / 25 - 9	17-Oct-25	15:34	-	The notion of putting pedestrian crossings in over the roundabout also seems strange. How many pedestrians will this route serve on average? I note that there is no mention of any data accumulated here that would support the addition of traffic lights here. For every 8 cars per hour I would be willing to bet around 2 people would be looking to walk in this direction. This feels like you trying to 'solve' an almost non-existent problem with work that does not need done?	Objection	Hargreaves Land	GC / TH	The proposed safe pedestrian controlled crossings are designed to provide safer pedestrian routes to promote walking / pedestrian access which is not possible in the current roundabout configuration.		-
9.04	417 / 25 - 9	17-Oct-25	15:34	-	It would be better for the council to solve genuine issues with the traffic at Blindwells by creating a bigger carriageway off the A1 in to the Bankton Roundabout or creating a turn off directly from the A1 in to the new development to alleviate the extra number of cars over the last year.	Objection	Hargreaves Land	GC / TH	The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. This assessment did not determine a new junction from the A1 was required for the Blindwells development.		-
10.00 417 / 25 - 10											
10.01	417 / 25 - 10	9-Nov-25	21:37	-	I want to raise an objection to the planned works at the roundabout at the bottom of Tranent Mains road (bankton junction south).	Note	-	-	-		-
10.02	417 / 25 - 10	9-Nov-25	21:37	-	The reason being that the planned works do not in any way address any traffic issues and only serve to cause a problem for the residents who live up Tranent Mains Road as we will no longer be able to turn right at the bottom of church street. If you go for petrol or any shop in Tranent this is a problem and will create a rat run past the primary school or through the housing estate at Northfield.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
10.03	417 / 25 - 10	9-Nov-25	21:37	-	Otherwise I think people will be doing a very dangerous U-turn on the bridge over the A1 because it is pointless travelling down to the very busy North roundabout to sit in a queue and then double back. Pedestrians do not use the road so it is all a massive waste of money to block it off.	Objection	Hargreaves Land	GC / TH	There is no opportunity for a U-turn manoeuvre on the A198 and the works to the north roundabout have been designed to accommodate the additional traffic generated from the south roundabout works. The proposed safe pedestrian controlled crossings are designed to provide safer pedestrian routes to promote walking / pedestrian access which is not possible in the current roundabout configuration.		-
10.04	417 / 25 - 10	9-Nov-25	21:37	-	The issues have only been at North roundabout because of the traffic lights at Blindwells which stops the busy flow of traffic to let 1 or 2 cars out.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works. The proposed works to the south roundabout are designed to provide the most efficient and safe solution with consideration of future traffic generation		-
10.05	417 / 25 - 10	9-Nov-25	21:37	-	If anything needs done it would be to lengthen the slip road on at bankton junction. There have been serious accidents due to that slip road being unfit for purpose.	Objection	Hargreaves Land	GC / TH	Works to both the eastbound off slip and westbound on slip are to be undertaken as part of the overall Bankton Junction programme of works. Works to the eastbound off slip are on-going at present for completion in early 2026.		-
10.06	417 / 25 - 10	9-Nov-25	21:37	-	The current proposals will only cause further chaos and cause traffic gridlock. Having used that roundabout for over 20 years I am convinced of that.	Objection	Hargreaves Land	GC / TH	As noted above, extensive traffic modelling and assessment has been undertaken to determine the safest and most efficient design solution for all areas of Bankton Junction.		-
11.00 417 / 25 - 11											
11.01	417 / 25 - 11	13-Nov-25	13:40	-	I would like to raise some objections to the proposed alterations to the Bankton Junction South Roundabout at Tranent Mains.	Note	-	-	-		-
11.02	417 / 25 - 11	13-Nov-25	13:40	-	Preventing access to Tranent Mains Road from Church Street will only result in car users using Sanderson's Wynd instead of your proposed detour via the North Roundabout. Sanderson's Wynd has a Primary School on it, your proposal will increase the likely hood of a child being involved in a road accident.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available.		-
11.03	417 / 25 - 11	13-Nov-25	13:40	-	Traffic signals on the South Roundabout will cause cars to back up to the North Roundabout, thus blocking the North Roundabout, this in turn will prevent cars from exiting the A1 which will cause tail backs of exiting vehicles onto the A1. This is already a concern of mine since the introduction of new traffic lights at the Princes Way junction at Blindwells. The increased traffic from the Blindwells development will only make worsen the situation.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
11.04	417 / 25 - 11	13-Nov-25	13:40	-	The only solution that does not compromise on road safety is a dedicated junction for the Blindwells development.	Objection	Hargreaves Land	GC / TH	The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. This assessment did not determine a new junction from the A1 was required for the Blindwells development.		-

BLINDWELLS | BANKTON JUNCTION | SOUTH ROUNDABOUT
PUBLIC OBJECTIONS SCHEDULE | VERSION 0.2 (DRAFT) | 30 JANUARY 2026



Ref	ELC Ref	Date Received	Time	From	Objection	Type	Action	Owner	HL / ELC Response	Status	Date Responded
12.00	417 / 25 - 12										
12.01	417 / 25 - 12	24-Oct-25	12:17	-	Good afternoon I wish to lodge my objection to the proposal to create a new stopped-up section at Bankton Roundabout South as shown on the current drawing proposals for the following reasons :	Note	-	-	-		-
12.02	417 / 25 - 12	24-Oct-25	12:17	-	1) The problem in this area is quite solely at Bankton Roundabout North and the A198 road north of this towards Cockenzie. Any diversion of further traffic (caused solely by the stopped-up section on Bankton Roundabout South) will only enhance the problem at Bankton Roundabout North.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. Works to the north roundabout are on-going for completion in 1st quarter 2026.		-
12.03	417 / 25 - 12	24-Oct-25	12:17	-	2) It looks to me like the new stopped-up section on the South roundabout is purely to accommodate a new pedestrian crossing which could easily be re-positioned nearer the flyover/ bridge or at least one lane of the stopped-up section could remain open to allow access from Church Street to Tranent Mains Road.	Objection	Hargreaves Land	GC / TH	The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
12.04	417 / 25 - 12	24-Oct-25	12:17	-	3) Funeral processions from Tranent Parish Church to the cemetery will be caused unnecessary distress if the hearse is forced to go down to Bankton Roundabout North and back up again instead of the mourners being able to walk behind the hearse and back up Tranent Mains Road.	Objection	Hargreaves Land	GC / TH	We note the impact on funeral processions however, this the impact has to be considered against the benefits of the proposed upgrading works in providing a safe and efficient solution to the road network with consideration of future traffic generation. Where funeral processions have a police presence, temporary traffic measures could be introduced for these specific scenarios.		-
12.05	417 / 25 - 12	24-Oct-25	12:17	-	4) I dread to think what this area will be like once another 1,000 new houses are built at Blindwells. It is bad enough already and I cannot see any improvement whilst the only 3 access points to Blindwells are all along the A198. Blindwells really should have had a separate junction off the A1 or a new road access from the McMerry services area.	Objection	Hargreaves Land	GC / TH	The proposed upgrading works to the north roundabout, south roundabout and slip roads account for all future traffic to be generated from Blindwells. The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. This assessment did not determine a new junction from the A1 was required for the Blindwells development.		-
12.06	417 / 25 - 12	24-Oct-25	12:17	-	5) I travelled this route last night just after 5pm (as I do most nights) and was stuck in a full length queue from Bankton South roundabout down to Bankton North roundabout and then further queues down past Blindwells entrance on the A198 towards Cockenzie	Objection	Hargreaves Land	GC / TH	As noted above, extensive traffic modelling and assessment has been undertaken to determine the safest and most efficient design solution for all areas of Bankton Junction. The works to both roundabouts and slip roads are designed to mitigate queueing. The issues reported support the requirement for the additional mitigation measures and upgrading works to both roundabouts and slip roads.		-
13.00	417 / 25 - 13										
13.01	417 / 25 - 13	10-Nov-25	8:57	-	I am writing to raise objection to the Bankton View redetermination 417/25 as detailed on the East Lothian Council website. I am objecting as this will impact my travel to and from work each day and the changes do not seem logical. My reasons for this objection are as follows:	Note	-	-	-		-
13.02	417 / 25 - 13	10-Nov-25	8:57	-	1) The changes to the south roundabout incorporating the 'teardrop' to prevent traffic circulating from Church Street to Tranent Mains Road do not sound like a good use of money. You state in your reasons that the traffic flows in this direction are low (8 per minute); there is no statement on the number of cyclists or pedestrians crossing the roundabout. The changes affect a great number more vehicles as a result - it's the traffic coming onto the roundabout at peak hours from Tranent which is going to be affected by the new priority being given to traffic from Prestonpans.	Objection	Hargreaves Land	GC / TH	The proposed works to the south roundabout are to provide the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic to be generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. The works are considered in conjunction with the on-going upgrading works to the north roundabout and A1 off slip.		-
13.03	417 / 25 - 13	10-Nov-25	8:57	-	2) You state that the length of redirection is low, however at peak times the time associated with this will be high, directing traffic onto an already busy junction. Either it's a low number of vehicles affected (and therefore won't impede traffic coming from the North roundabout) and is a waste of money, or it will significantly affect traffic flow. Which is it? I can see the point of pedestrian crossings where the new lights are going in on the slip road off the A1, but I very rarely see pedestrians use this roundabout, and cyclists do not impact it at all, as most commuting cyclists would take other routes (such as via the Meadowmill underpass) to cross the A1.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
13.04	417 / 25 - 13	10-Nov-25	8:57	-	3) Allowing Blindwells traffic priority over the South roundabout will impact traffic coming onto the A1 from Tranent Mains Road and Church St - no-one will be able to get onto it in the morning. Has anyone really looked at how the traffic flows from Tranent?	Objection	Hargreaves Land	GC / TH	The traffic modelling has reviewed all movements on the roundabouts and adjoining road network; the proposed design is considered the safest and most efficient design solution in conjunction with the overall Bankton Junction programme of works to the roundabouts and slip roads. The proposals will also assist with movements from the A1 off-slip onto the roundabout with traffic signals on the A198 allowing dedicated times / gaps for this movement.		-
13.05	417 / 25 - 13	10-Nov-25	8:57	-	4) The Blindwells roundabout is clearly at a tipping point of danger - why redirect more traffic onto it? Again, either it's 8 cars per hour and won't impact it much, or it's an amount of traffic worthy of the spend.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works. The proposed works to the south roundabout are designed to provide the most efficient and safe solution with consideration of future traffic generation		-
13.06	417 / 25 - 13	10-Nov-25	8:57	-	5) Walking funerals coming from the Church in Church Street will now not be able to proceed to the cemetery, Very low numbers of these, admittedly, but seems unthinking and unfair to prevent such action. I believed that the original agreement said there would be no impact to the use of the cemetery?	Objection	Hargreaves Land	GC / TH	We note the impact on funeral processions however, this the impact has to be considered against the benefits of the proposed upgrading works in providing a safe and efficient solution to the road network with consideration of future traffic generation. Where funeral processions have a police presence, temporary traffic measures could be introduced for these specific scenarios.		-
13.07	417 / 25 - 13	10-Nov-25	8:57	-	6) The teardrop implementation will direct traffic coming down Church Street to Tranent Mains Farm/cemetery area along Sandersons Wynd past a Nursery and Primary School. This seems a bad idea, as that area is already congested with parents dropping off children in the morning. Additionally, when funerals take place at the cemetery this road is very congested with parked traffic.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available. Where funeral processions have a police presence, temporary traffic measures could be introduced for these specific scenarios.		-
13.08	417 / 25 - 13	10-Nov-25	8:57	-	7) Why has there been no provision for bus traffic on the North side of the North roundabout to aid traffic flow? The buses stopping on the main road clog up the traffic flow to a large extent. Why not sort that first?	Objection	Hargreaves Land	GC / TH	The north bound bus stop at the A198 has an off road layby and we are reviewing provision of a layby to the south bound bus stop however, this is heavily constrained by an existing water course and services to this area.		-

Ref	ELC Ref	Date Received	Time	From	Objection	Type	Action	Owner	HL / ELC Response	Status	Date Responded
14.00	417 / 25 - 14										
14.01	417 / 25 - 14	12-Nov-25	21:04	-	I would like to submit an objection to the proposed changes to the A198 Bankton Junction South Roundabout.	Note	-	-	-		-
14.02	417 / 25 - 14	12-Nov-25	21:04	-	Based on the figures quoted on the "Statement of Reasons" document, there is little impact on traffic waiting to join the roundabout from Bankton North Roundabout or from the A1 Northbound. But there will undoubtedly be roadworks required to implement the proposed changes, which will cause unnecessary delays and impact those road users.	Objection	Hargreaves Land	GC / TH	Traffic management required to undertake the works will be agreed with East Lothian Council through the road works permitting process; the TM will be designed to mitigate impact on the road network. Works to all areas in Bankton Junction are being progressed on a phased basis to mitigate overall impact. The upgrading works are proposed to accommodate additional traffic and future growth in the most safe and efficient manner.		-
14.03	417 / 25 - 14	12-Nov-25	21:04	-	I assume one of the main users of the current route from Church Street to Tranent Mains Road would be funeral traffic, who use that route to get to the cemetery. But if they are to go via the proposed new route, that will see funeral traffic queuing to join the Bankton North Roundabout, and then possibly cause delays to traffic wanting to join that roundabout while the funeral convoy respectfully travels round that roundabout to return back from where it came.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings. Where funeral processions have a police presence, temporary traffic		-
14.04	417 / 25 - 14	12-Nov-25	21:04	-	One of the roads that joins Bankton North Roundabout is the A1, so any backup in traffic on the exit slip road would see vehicles back up towards the A1, which has cars travelling at higher speeds than the roads on the outskirts of Tranent.	Objection	Hargreaves Land	GC / TH	Works to extend and widen the eastbound off slip at the north roundabout are on-going for completion in early 2026 and further works are planned to extend the westbound on slip from the south roundabout. The traffic modelling for the design has considered the impact of all roads / junctions onto the roundabout.		-
14.05	417 / 25 - 14	12-Nov-25	21:04	-	There are three alternative routes suggested in the "Statement of Reasons" document for people to use; 1) Northfield/Coalgate - Depending on where the person is coming from, they may need to travel through Tranent High Street which is already congested at various times of the day. Northfield and Coalgate are residential areas which have traffic calming measures as they are not a main through road. And as well as this, the residents have on-street parking which makes this a congested route.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to nearby roads however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available.		-
14.06	417 / 25 - 14	12-Nov-25	21:04	-	2) Lindores Drive - This is another residential area. This road has recently been relaid and previously had traffic calming measures as it is not a main through road. I don't know if there are plans to reintroduce the calming measures, but regardless of that this road is heavily populated with residents on-street parking.	Objection	Hargreaves Land	GC / TH	There are various alternative routes available including the proposed movement to the north roundabout; we do not consider Lindores Drive as an alternative route with the other routes / options available.		-
14.07	417 / 25 - 14	12-Nov-25	21:04	-	3) Sandersons Wynd - This road has traffic calming measures, but more importantly you are encouraging more traffic to go along a road that has a school on it. This school accommodates a number of young children as it has a Nursery for early years children, the Primary school for children P1-P7 (ages 5 to 11), and The Hub which provides services for children with additional needs. Increasing the number of vehicles in this area is quite irresponsible.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available including via the Bankton Junction north roundabout.		-
14.08	417 / 25 - 14	12-Nov-25	21:04	-	It seems from the "Statement of Reasons" document that this decision is based on the development at Blindwells, but I don't see why the work done at that site should have an impact on Bankton South traffic - to either divert through residential areas, or have almost a kilometre added to their journey.	Objection	Hargreaves Land	GC / TH	The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. The developer now has to implement the upgrading works to all areas at Bankton Junction to comply with the planning condition.		-
14.09	417 / 25 - 14	12-Nov-25	21:04	-	Given these points, I would like my concerns to be noted as an objection to the proposed change to the A198 Bankton Junction South Roundabout.	Note	-	-	-		-

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Ref	ELC Ref	Date Received	Time	From	Objection	Type	Action	Owner	HL / ELC Response	Status	Date Responded
15.00	417 / 25 - 15										
15.01	417 / 25 - 15	13-Nov-25	TBC	-	I am writing to formally object to the proposed changes to the South roundabout as detailed in TO 417/25. As a regular user of the North and South roundabouts, I have significant concerns regarding the impact on traffic flow, safety, and the procedural approach (including Lack of detail & consultation) that has been adopted.	Note	-	-	-		-
15.02	417 / 25 - 15	13-Nov-25	TBC	-	1 (a) Traffic congestion is often seen on approach to the North roundabout from the A198 heading South, the A1 slip and even the A198 heading North (away from Tranent).	Objection	Hargreaves Land	GC / TH	Works are planned to all areas of Bankton Junction including the north roundabout, south roundabout and on and off slip roads from the A1. The works to the eastbound off slip and north roundabout are on-going for completion in 1st quarter 2026.		-
15.03	417 / 25 - 15	13-Nov-25	TBC	-	1 (b) This was in evidence prior to the development works commencing at Blindwells and has increased in general and in conjunction with the progression of the new development (including the opening of an additional entry/exit to the North roundabout and the traffic control signals installed at the junction between the A198 and Princes Way).	Objection	Hargreaves Land	GC / TH	The works to Bankton Junction are required as part of a planning condition for the Blindwells planning consent; the implementation of the works is linked to completion of residential units at Blindwells informed by extensive traffic modelling.		-
15.04	417 / 25 - 15	13-Nov-25	TBC	-	1 (c) Routing additional traffic from the South to the North roundabout will exacerbate existing congestion issues. The North roundabout is already a bottleneck, especially during peak times.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works.		-
15.05	417 / 25 - 15	13-Nov-25	TBC	-	1 (d) There is insufficient evidence demonstrating how the proposed changes (where channelling additional traffic from the South roundabout to go all the way around the North roundabout, to then return to the South roundabout) will alleviate congestion rather than compound it.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
15.06	417 / 25 - 15	13-Nov-25	TBC	-	2 (a) No evidence has been shown to verify the monitoring or analysis of use of the South roundabout, which is just described as a 'very low' flow of traffic and making a reference to say that there is a peak hourly flow of 8 vehicles.	Objection	Hargreaves Land	GC / TH	The design has been based on traffic counts taken at on and off peak hours and traffic modelling which accounts for the existing situation and future traffic generation.		-
15.07	417 / 25 - 15	13-Nov-25	TBC	-	2 (b) The proposal lacks detailed evidence or studies illustrating how the changes will improve traffic flow. The description of Low traffic flow at the South roundabout is vague and unsupported by any concrete data.	Objection	Hargreaves Land	GC / TH	The design has been based on traffic counts taken at on and off peak hours and traffic modelling which accounts for the existing situation and future traffic generation; this information has been provided to the council and reviewing parties but is not publicly available. The traffic modelling, design and safety auditing shows the proposed works / mitigation measures are the safest and most efficient measures.		-
15.08	417 / 25 - 15	13-Nov-25	TBC	-	2 (c) The Statement of Reasons is lacking in detail regarding the time impact of using the longer route (particularly noting the above comments regarding adding traffic flow to the North roundabout, where congestion is already in evidence)	Objection	Hargreaves Land	GC / TH	The design of the north roundabout and modelling has accounted for the minor level of additional traffic generated from the south roundabout. The time for this movement will be subject to the level of traffic at the time but is not considered detrimental in considering the most effective and safest design option.		-
15.09	417 / 25 - 15	13-Nov-25	TBC	-	3 (a) The changes are likely to adversely affect access from Tranent Mains Road to the South roundabout, as the current traffic breaks provided by the existing use of the roundabout would be diminished.	Objection	Hargreaves Land	GC / TH	The introduction of controlled traffic signals will assist with access from all legs on to the roundabout.		-
15.10	417 / 25 - 15	13-Nov-25	TBC	-	3 (b) Alternative routes accessing Tranent Mains Road, such as via Northfield and Coalgate Road, are subject to numerous traffic calming measures, which would make this less suitable to sustained use / access by certain types of vehicles.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to nearby roads however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available. Larger vehicles should route via the Bankton Junction north roundabout.		-
15.11	417 / 25 - 15	13-Nov-25	TBC	-	3 (c) Access to Tranent Mains Road via Sandersons Wynd is also subject to traffic calming measures and passes a primary school, again making this less suitable to sustained use / access by certain types of vehicles.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to Sandersons Wynd however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available. Larger vehicles should route via the Bankton Junction north roundabout.		-
15.12	417 / 25 - 15	13-Nov-25	TBC	-	4 (a) The proposal details are insufficient regarding the environmental impact, merely mentioning a 950-meter detour without considering ecological consequences.	Objection	Hargreaves Land	GC / TH	We note the environmental impact however, this is anticipated to be a minor number of vehicles and the impact has to be considered in conjunction with the overall benefits of the proposed works. Alternative routes are also available within Tranent to reduce the distance travelled for vehicles other than larger vehicles as noted in previous responses.		-
15.13	417 / 25 - 15	13-Nov-25	TBC	-	4 (b) As above, no evidence has been shown to verify the monitoring or analysis of use of the South roundabout, which is just described as a 'very low' flow of traffic and making a reference to say that there is a peak hourly flow of 8 vehicles.	Objection	Hargreaves Land	GC / TH	The design has been based on traffic counts taken at on and off peak hours and traffic modelling which accounts for the existing situation and future traffic generation; this information has been provided to the council and reviewing parties but is not publicly available.		-
15.14	417 / 25 - 15	13-Nov-25	TBC	-	4 (c) No detail / evidence has been shown as to how the proposed changes to the South roundabout will actually improve traffic flow and ease the congestion already seen at the North roundabout.	Objection	Hargreaves Land	GC / TH	The design has been based on traffic counts taken at on and off peak hours and traffic modelling which accounts for the existing situation and future traffic generation; this information has been provided to the council and reviewing parties but is not publicly available.		-
15.15	417 / 25 - 15	13-Nov-25	TBC	-	4 (d) Consultation and local involvement appear lacking, with no adequate platform provided for community feedback prior to this stage.	Objection	Hargreaves Land	GC / TH	The developer and council have followed the requirements of the Redetermination Order process. This has included the public consultation process / period which is on-going and provides the public with an opportunity to comment on the proposed works. Furthermore, the full Blindwells development has been subject to the full planning process with all associated consultations required as part of this process.		-
15.16	417 / 25 - 15	13-Nov-25	TBC	-	4 (e) Information regarding the proposed redetermination has also been exceedingly difficult to locate and access through the East Lothian Council website.	Objection	Hargreaves Land	GC / TH	In accordance with the requirements of the Redetermination Order process, the information has been publicised on the ELC website and the East Lothian Courier.		-
15.17	417 / 25 - 15	13-Nov-25	TBC	-	4 (f) Why has there been no consultation / local involvement up until this point?	Objection	Hargreaves Land	GC / TH	The developer and council have followed the requirements of the Redetermination Order process. This has included the public consultation process / period which is on-going and provides the public with an opportunity to comment on the proposed works. Furthermore, the full Blindwells development has been subject to the full planning process with all associated consultations required as part of this process.		-
15.18	417 / 25 - 15	13-Nov-25	TBC	-	Given these concerns, I urge the council to reconsider the current proposal in respect of the South roundabout.	Note	-	-	-		-
15.19	417 / 25 - 15	13-Nov-25	TBC	-	It would be welcome to see improvements to the North roundabout layout (e.g. better lane management, traffic control signals etc).	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works.		-
15.20	417 / 25 - 15	13-Nov-25	TBC	-	Comprehensive traffic studies and increased community engagement are essential to formulating an effective and sustainable solution to the issues at Bankton Junction,	Objection	Hargreaves Land	GC / TH	Traffic studies have been undertaken as required to develop the design as noted in previous responses. Community engagement has been undertaken in accordance with the requirements of the Redetermination Order process as noted in previous responses. Furthermore, the full Blindwells development has been subject to the full planning process with all associated consultations required as part of this process.		-

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16.00	417 / 25 - 16										
16.01	417 / 25 - 16	29-Oct-25	13:53	-	Hi I live in Tranent; our house looks over the Tranent cemetery. The plan for East Lothian council to stop people coming down Church Street and travel along Tranent Mains Road makes no sense. It means cars will have to travel over the A1 to roundabout 2 (pic) which leads onto the A198, where there are regular tailbacks that can use up the whole slip road caused by cars coming off the A1 trying to get to Port Seton, etc. Not traffic going to roundabout 1 to Tranent.	Objection	Hargreaves Land	GC / TH	Extensive traffic modelling has been undertaken to review various design options for the works to both the north and south roundabouts and the on and off slip roads to the A1; the current proposals have been determined as the most effective with consideration of the full road network and the roundabout arrangement. The purpose of the changes to the south roundabout is to allow for the most effective flow of traffic from the A198 onto the circulatory carriageway and through to the A1, with consideration of the additional traffic generated from the Blindwells development, while also improving pedestrian movements at the roundabout with provision of controlled pedestrian crossings.		-
16.02	417 / 25 - 16	29-Oct-25	13:53	-	Forcing more traffic onto this roundabout is going to cause even more congestion and also tailbacks over the flyover.	Objection	Hargreaves Land	GC / TH	Works to the north roundabout are on-going for completion in 1st quarter 2026; this includes widening of the roundabout and signalisation at the off slip from the A1. The design for the north roundabout includes for modelling and consideration of the limited additional traffic generated from the south roundabout works.		-
16.03	417 / 25 - 16	29-Oct-25	13:53	-	Folk are saying they will use the roads through Coalgate or go along Sanders Wynd past the school; both have extreme speed bumps, but that's the talk online.	Objection	Hargreaves Land	GC / TH	We note the potential impact on increased traffic to nearby roads however, this is anticipated to be a very minor increase based on the amount of vehicle movements accessing the cemetery road and the alternative routes available.		-
16.04	417 / 25 - 16	29-Oct-25	13:53	-	We were under the impression that an access road into Blindwells was part of the plan when permission was granted for the development of the site. If so why hasn't the council enforced the building of a access road from the at into Blindwells ? It is so short sighted to imagine the junction in and out of Blindwells will cope once the house building is complete .	Objection	Hargreaves Land	GC / TH	The traffic modelling and assessment undertaken at the time of the original planning consent for Blindwells determined upgrading works to Bankton Junction are required, including both roundabouts and slip roads. This assessment did not determine a new junction from the A1 was required for the Blindwells development.		-
16.05	417 / 25 - 16	29-Oct-25	13:53	-	Back to the picture the choke point is roundabout two not one .The public are saying the council is agreeing to a plan that will make matters worse . We expect the council to have all this work done then in the future spend our council tax money to undo what is being carried out now, hope to be proven wrong.	Objection	Hargreaves Land	GC / TH	As noted in previous responses, the proposed design is based on extensive traffic modelling and consideration of options; the proposed design is considered the safest and most efficient option. All works to Bankton Junction are funded by the Blindwells developer.		-

RAG	Status
	Responded
	Draft response
	No response
	Closed or no response required.

Document Control

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Prepared: Gordon Clark | Hargreaves Land
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