

Background Paper - Transport

Issue No 007

**Context: NPF Spatial Strategy; NPF4 Policies: Policy 13 (Sustainable Transport); NPF4 Spatial Strategy;
National Transport Strategy; Regional Spatial Strategy; Local Transport Strategy**

This section deals with the spatial strategy from a transport perspective. For more local transport matters refer to the area partnership sections.

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.

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.

Transport was one of the key issues mentioned during the Evidence Report engagement exercise.

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 2
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	South East Scotland Regional Transport Strategy
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/its_road_asset_management_plan
ELC 202	https://www.eastlothian.gov.uk/downloads/file/29000/its_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	https://indd.adobe.com/view/58bb2001-c41e-4810-b16b-bfa5efe7dc0e
ELC 207	https://www.eastlothian.gov.uk/download/meetings/id/22611/07_regional_prosperity_framework https://www.eastlothian.gov.uk/download/meetings/id/24316/roads_asset_management_-_annual_status_and_options_report
ELC 208	https://app.powerbi.com/links/63tQXRejf_?ctid=413c6f2c-219a-4692-97d3-f2b4d80281e7&pbi_source=linkShare
ELC 209	https://www.eastlothian.gov.uk/downloads/download/13564/east_lothian_council_speed_limit_policy_2022
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/its_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	table-1410-estimates-of-station-usage-2021-22.ods (live.com) https://eastlothiangovuk-my.sharepoint.com/personal/pforsyth1_eastlothian_gov_uk/Documents/Documents/Rail%20-%20Evidence%20report%20.docx?web=1
ELC 219	https://www.eastlothian.gov.uk/downloads/download/13570/wallyford_journey_hub
ELC 220	Trams from Granton to the Bioquarter and beyond – The City of Edinburgh Council
ELC 221	Core paths maps Core paths East Lothian Council Core paths maps Core paths East Lothian Council
ELC 222	- https://www.eastlothian.gov.uk/downloads/file/32133/tranent_town_centre_charrette
ELC 223	- https://www.eastlothian.gov.uk/downloads/file/32134/north_berwick_charrette
ELC 224	- Belhaven Active Travel Links Town and area studies East Lothian Council Belhaven Active Travel Links
ELC 225	Town and area studies East Lothian Council https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2023/annual-bus-statistics-year-ending-march-2023
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 Map Road traffic statistics - Road traffic statistics (dft.gov.uk) Department for Transport - GOV.UK
ELC 230	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 - GOV.UK (www.gov.uk)
ELC 233	https://eastlothian.tracsis-tads.com/eastlothian/map-full-view https://dashboard.vivacitylabs.com/home?project=east-lothian-council
ELC 234	https://usmart.io/org/cyclingscotland/
ELC 235	

SUMMARY OF EVIDENCE

This section deals with the spatial strategy from a transport perspective. For more local transport matters refer to the area partnership sections.

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.

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.

Transport was one of the key issues mentioned during the Evidence Report engagement exercise.

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 the Local Development Plan 1.

The proposed interventions 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 Evidence Report transport models have been re run to identify the baseline situation that the new LDP will be starting from.

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.

SUMMARY OF STAKEHOLDER CONSULTATION

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

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

These were closely followed by addressing climate change.

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

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 were held with Transport Scotland who confirmed that the focus for the Evidence Report should be on baseline data rather than looking at 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.

WHAT THIS MEANS FOR THE PROPOSED PLAN? WHAT ARE THE KEY ISSUES FOR THE LDP TO ADDRESS, FROM POLICY ANALYSIS?

The proposed interventions remain from LDP1 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.

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.

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.

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.

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.

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

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

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. Transport Scotland is developing a technical annex and monitoring and evaluation framework to accompany the 20% Reduction in car kilometres travelled by 2030 Routemap which will be published in due course.

[A route map to achieve a 20 per cent reduction in car kilometres by 2030](https://www.transport.gov.scot)
([transport.gov.scot](https://www.transport.gov.scot))

2. The Scottish Government Programme for Government outlines its priorities in relation to transport which include:
 - Publish the Fair Fares Review on both the cost and availability of bus, rail and ferry services, and introduce a pilot for the removal of ScotRail peak-time fares, beginning in October
 - Implement the Active Travel Transformation Project to help realise our commitment to £320 million in active travel investment
 - Lay secondary legislation to enable bus franchising and partnership options to be developed, providing even more powers to Councils.
 - Progress smart, digital and integrated ticketing and payment with operators and authorities and sponsor the new National Smart Ticketing Advisory Board
 - Publish a refreshed Rail Services Decarbonisation Action Plan

The Scottish Government's Local Development planning Guidance specifically details (p55) under Sustainable Transport, that Transport Scotland is expected to inform the Evidence Report "particularly for the strategic transport network, CCPu, NTS2 and STPR2 recommendations, targets and ambitions towards net zero", with information provided within the Data sets/Spatial data resources column relating to STPR2, LATIS and the Transport Scotland website. It is important for the Council to gather the right information to establish an appropriate transport baseline and establish next steps.

National Transport Strategy 2 (NTS2)

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.

NTS2 states *“Planning and development have a major influence on our transport system. We will continue to work collaboratively to ensure that, when planning decisions are made, as a priority they will consider the impacts on transport.”* Furthermore, *“transport accessibility will influence the location and design of future development. Transport will help planning and development and also ensure our communities are sustainable.”*

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

National Planning Framework 4 (NPF4)

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

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.

Transport Scotland’s Development Planning and Management Transport Appraisal Guidance is to be updated in line with NPF4 and the LDP Guidance and will become DPTAG once published.

See the below section Detailed Evidence for further detail on the Transport Appraisal work.

[TRANSPORT SCOTLAND – Development Planning and management Transport Appraisal Guidance](#)

Strategic Transport Projects Review 2 (STPR2)

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.

Recommendations 1 and 3 – 10 are all applicable to East Lothian with the 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. Further detail see below

The Council will look to engage with Transport Scotland on any potential Mobility Hubs or Mobility as a Service pilots within the area. Related to STPR2 recommendation 44, local authorities are encouraged to position rail freight in land use planning decisions, ensuring that holistic and robust consideration is given to the potential for strategic rail freight sites, whether it is an expansion of an

original site or the future development of a new one. This is important in terms of developing new markets, particularly around the development of freight terminals, railheads and the efficient management of local traffic accessing such sites.

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. Any future 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 and transport interchange locations. Therefore, we consider mobility hubs to be an important concept in the realisation of mass transit options. The extension to the tram network is part of this Recommendation and City Of Edinburgh is currently preparing the Strategic Business Case for the North – South extension.

To strengthen the strategic case City of Edinburgh would like to make a connection to Queen Margaret University and at least one rail station, i.e. Newcraighall rail station on the periphery of East Lothian and/or to Musselburgh rail station within East Lothian. The SBC is to conclude early 2024. Transport Scotland supports the work being undertaken and would recommend early consideration of a robust, cross boundary and transparent governance structure to facilitate and progress the recommendation, including consideration of who and how any future transport services would be run, owned and financed.

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.

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

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

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. 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

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.

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.

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

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

Through strengthened collaboration, joint working, co-production and engagement, SEStran and Edinburgh & South East Scotland City Region Deal (ESES CRD), 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

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

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

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

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.

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)

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

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

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

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

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

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

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

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.

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.

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

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 have been 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

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 \(Available to Reporter on request\).](#)

The Council also has access to Basemap TRACCS travel time analysis software.

Speed Limits

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

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

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 Town project, Routes4Communities and the Active Freeway.

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 as 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.

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.

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

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

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

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 sections.

[Local Rail Group Meeting \(Available to Reporter on request\).](#)

Rail Projects

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

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 \(live.com\)](#)

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

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.

https://eastlothiangovuk-my.sharepoint.com/personal/pforsyth1_eastlothian_gov_uk/Documents/Documents/Rail%20-%20Evidence%20report%20.docx?web=1

Park and Ride

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.

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.

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.

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

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.

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

Bus Partnership Fund

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

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

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.

“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

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

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

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.

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 data 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.

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 Prsetonpans in various years plus East Lothian Residents Survey data periodically.

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

[Summary transport statistics | Transport Scotland](#)

[Scottish Transport Statistics 2022 | Transport Scotland](#)

<https://www.transport.gov.scot/publication/key-reported-road-casualties-scotland-2023/>

<https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2022/>

[Disability and Transport 2021 | Transport Scotland](#)

[Map Road traffic statistics - Road traffic statistics \(dft.gov.uk\)](#)

<https://www.transport.gov.scot/publication/public-attitudes-survey-data-wave-24/>

[National Travel Survey 2021: Mode share, journey lengths and public transport use - GOV.UK \(www.gov.uk\)](#)

<https://dashboard.vivacitylabs.com/home?project=east-lothian-council>

<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)

Further Evidence

The following is more detailed Evidence highlighting how the various national transport policy aims will be taken forward in East Lothian.

Transport Appraisal

This section explains the previous LDP1 Transport Appraisal work, and how this remains relevant but has been affected by changing trends and traffic patterns since covid.

East Lothian Council prepared the first Local Development Plan (LDP) in consideration of the approved Strategic Development Plan (SDP) for Edinburgh and South East 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.

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 East Lothian Local Development Plan (ELLDP) 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 ELLDP. 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.

LDP Interventions

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

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 1 - SRM12 Zones

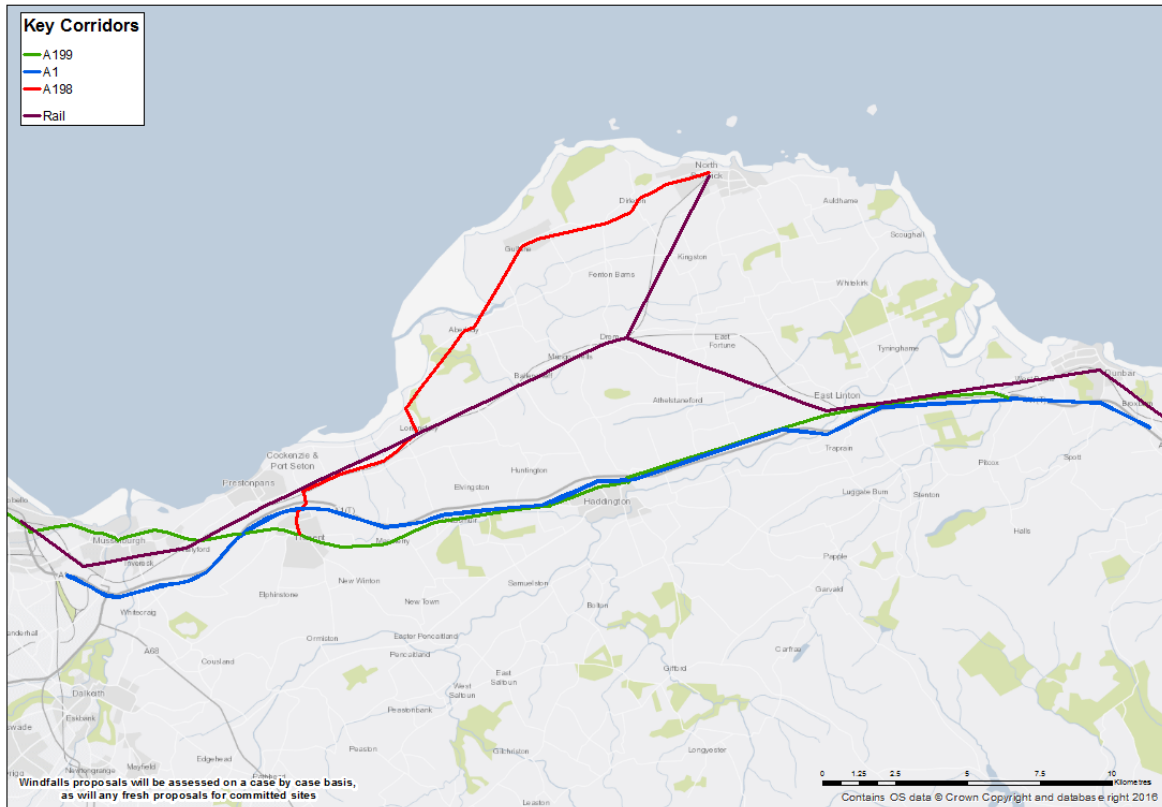


Fig 2 – East Lothian primary transport Corridors

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.

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)		
		2024 Without LDP	Change	% Change	2024 With LDP	Change	% Change
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%

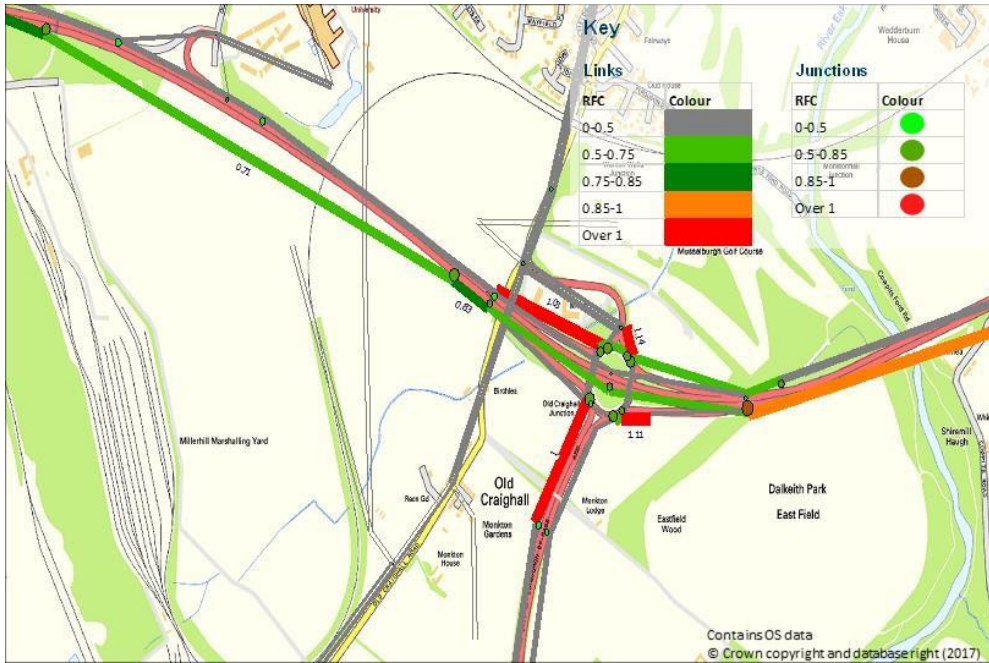
Table 1 – 12 hour Trip Productions

Sector	2012 Base	2024 Without LDP (versus 2012 Base)			2024 With LDP (versus 2024 Without LDP)		
		2024 Without LDP	Change	% Change	2024 With LDP	Change	% Change
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%

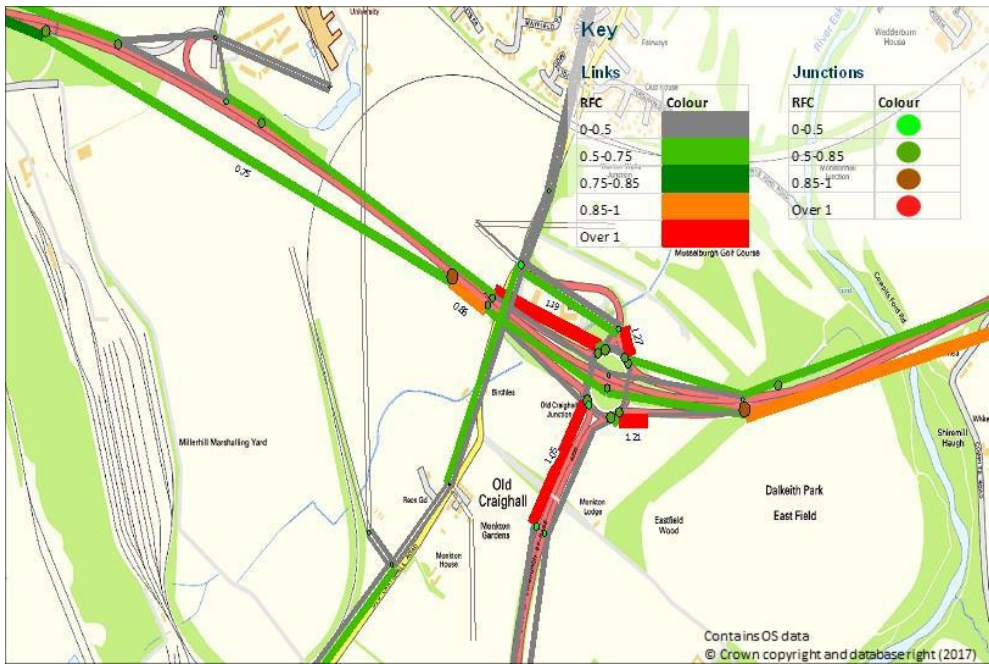
Table 2 12 Hour Trip Attractions

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.

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 the impacts of volume over capacity.



Diag 3 – RFC – Forecast year without LDP – Do minimum



Diag 4 – RFC – Forecast year with LDP – no mitigation



Diag 6 – RFC – Forecast year with LDP and mitigation

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.

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.

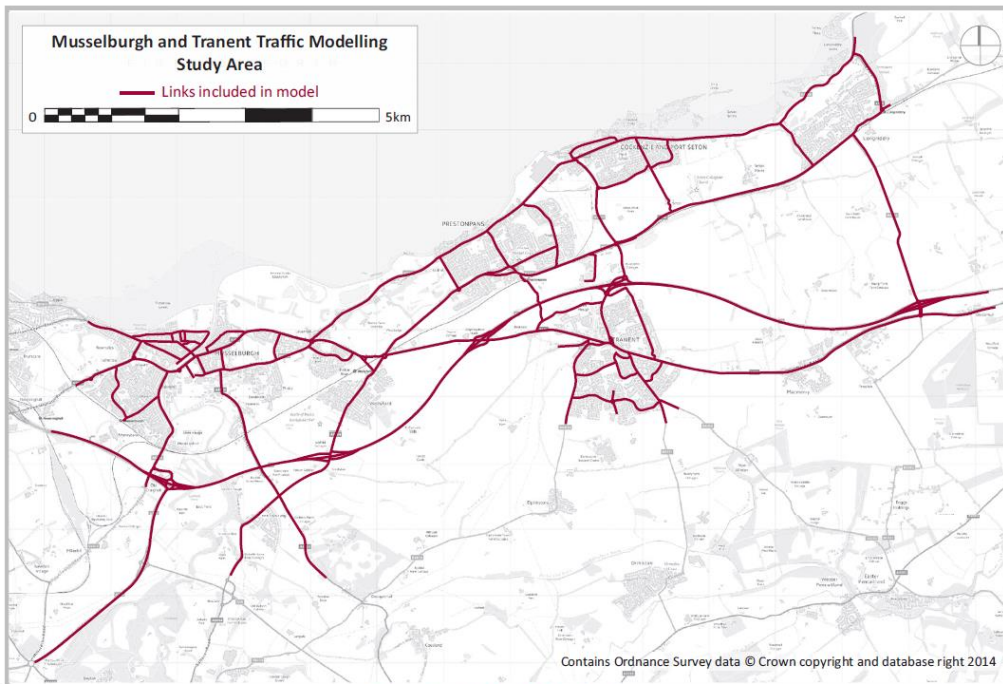


Figure 2.1 : Model Study Area

Diag 7 – MTTM Model Study Area

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.

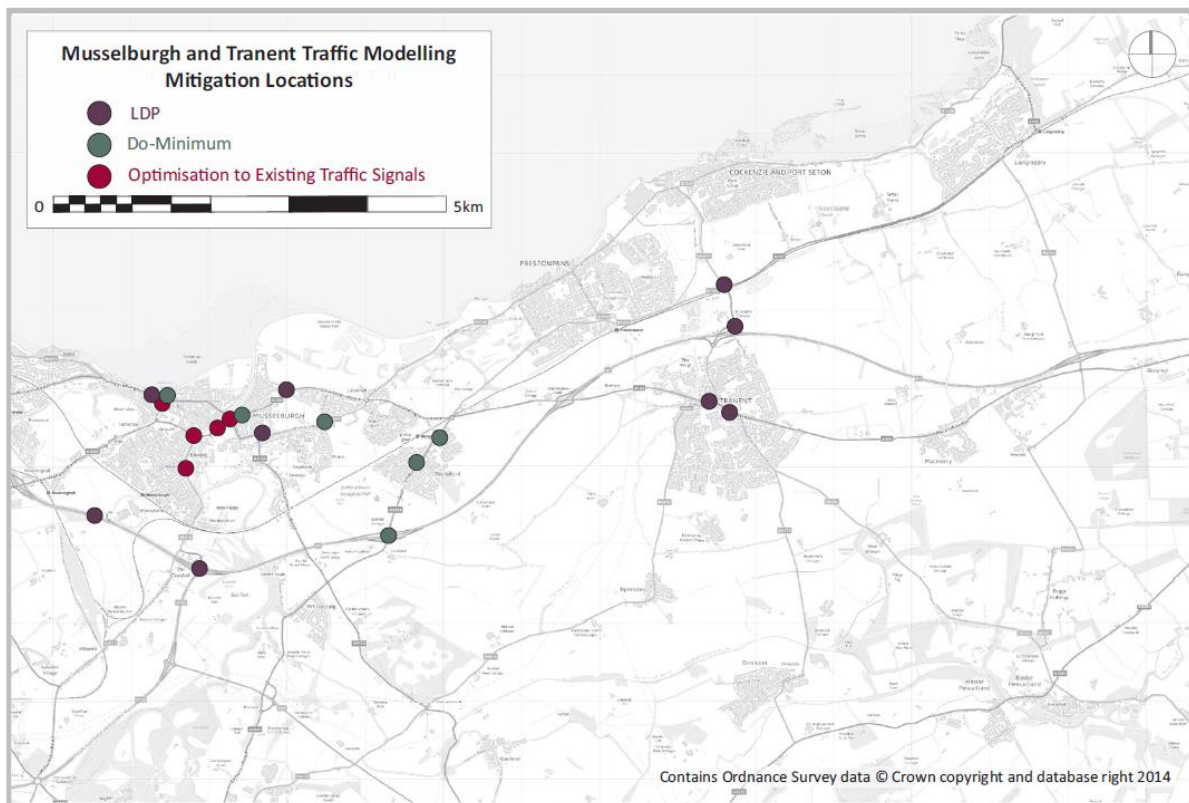


Figure 4.1 : Future Year Mitigation Locations

Diag 8 – Future year mitigation Locations

Diag 8 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.

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

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

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

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

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

A1 junctions

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.

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.

Casualty Reduction:

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](#)

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

Rail

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."

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.

Trunk Road active travel

The following schemes are planned or have recently been completed in East Lothian:

- A1 Thorntonloch – improvements to existing footway/cycleway – works completed 2022/23
- A1 Grantshouse – investigation into improving the active travel links – programmed for this financial year
- A1 Burnmouth - investigate extension of existing footway - programmed for this financial year

Updated SRM baseline Model

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.

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

Explains the work that the new STAG is doing in the west of East Lothian (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.

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.

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

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 allocation have already been being accommodated in East Lothian through the land-use proposals coming forward from the East Lothian Local Development Plan (ELLDP) 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 examines the merits of options for improving multi modal transport infrastructure and services, including heavy rail, to facilitate growth in the area.

The STAG focuses on the western sector of East Lothian as many of the trips to and from the wider area converge there; it also focuses on Haddington to explore the possibility of a rail connection for it, and seeks transport solutions for the area around Blindwells and former Cockenzie Power Station site given the growth and benefits from those strategic growth assets. The STAG is being developed to explore technically sound strategic transport infrastructure and service solutions that have buy-in from national agencies that can be justified and included in relevant plans and proposals, and that can be delivered to enable these strategic projects. The broader cross boundary issues would be matter for LDP development, but discussions with Transport Scotland confirms that the STAG, and its associated modelling work, would provide a firm foundation for the development of a Local Development Plan Transport Appraisal. The outcomes from the modelling considering the reference case and future demand assessments will provide a robust base to develop any LDP2 development proposal additional to or instead of being considered as part of the STAG appraisal.

The STAG is therefore needed to support the promotion of the Council's strategic growth assets and ambitions. It is being progressed to contribute to development of the Scottish Government's Strategic Transport Projects Spending Review (STPR2), National Planning Framework 4 (NPF4), the interim Regional Spatial Strategy, Regional Prosperity Framework and its Delivery Plan and Prospectus, and SEStran's Regional Transport Strategy. It can also support the development of East Lothian's Local Development Plan 2, the East Lothian Economic Strategy review, the next Local Transport Strategy, a Blindwells Business Case and associated work, and the former Cockenzie Power Station site project.

The STAG study needs to identify such solutions that integrate with, add value and complement and that do not undermine the Scottish Government's ambitions for National Development 18: High Speed Rail as set out in NPF4, and Recommendation 45 of STPR2, in East Lothian.

As a consequence of a delay in Transport Scotland's response the development of the Preliminary Appraisal and meant the Detailed Appraisal did not conclude in time for East Lothian's STAG have a material influence on national plans and recommendations defined in STPR2.

Consequently, and irrespective of high level recommendations, further technical work will be required to develop the strategic business case into outline business case in line with GRIP process and taking into consideration further work in the context of cross boundary impacts, the inter-relationship between the phased delivery of transport capacity interventions (service and infrastructure) and the ability to accommodate additional phased, with the need to also consider the proportions developer contribution requirements and the delivery mechanism for those interventions growth. Fundamentally, the strategic context for this work and outputs from the STAG will be required to secure support for strategic transport interventions needed to mitigate growth and move to a sustainable transport future.

To further explain, the STAG process broadly comprises four parts, with a gateway and progression model such that Stage 2 can only be approved by Transport Scotland after Stage 1 is approved, and so on. Part 4 Monitoring and evaluation are out with the scope of this appraisal but will be necessary subject to the option(s) being progressed. Below is a summary of the 3 stages in the process the Council has reached so far:

0. Case for Change – commenced January 2019 and completed February 2020, following review by Transport Scotland. Reveals a need for further strategic transport interventions to accommodate the cumulative impact of additional growth assets and ambitions in this area with a long list of interventions identified and considered by Transport Scotland;
1. Preliminary Appraisal – Commenced May 2020 with draft completed and submitted to Transport Scotland for review in November 2021, commensurate with relevant national and regional plan reporting stages (with on-going engagement on these as the STAG was developed). The draft was developed during the Covid_19 pandemic, and stakeholder engagement was a particular challenge, in particular with the rail industry and on emerging plans to enhance East Coast Mail Line infrastructure and services and timetable review. The draft Preliminary Appraisal was commented on by Transport Scotland end of September 2022 (before revised draft NPF4 and STPR2 were published in November and December). A short note of the interventions short list and Transport Scotland's comments are set out in the section below. Transport Scotland's comments have been considered by our consultant, and a package of essential (and optional) work to address them (subject to TS confirmation of this) identified to complete this part of STAG, with associated budget implications. The cost of this additional consultancy work to address TS point on the Preliminary Appraisal is broken down at the end of this update.
2. Detailed Appraisal – The Detailed Appraisal commenced January 2022 and refines the Preliminary Appraisal's short list of interventions to find preferred options for delivery, with concept designs as relevant. This output will be key for development, master planning and project planning and appraisal purposes. The Detailed Appraisal was progressed in the 11 months ELC waited for Transport Scotland's comments on the draft Preliminary Appraisal as the Case for Change was accepted, there was confidence in the draft Preliminary Appraisal work and short list, the Detailed Appraisal stage needed to be progressed so Transport

Scotland grant monies could be utilised on time (a date that has since been altered, now to 31st March 2023, and may be extended again), and as it was needed to meet final reporting timescales of national and regional plans. However, Transport Scotland’s comments on the Preliminary Appraisal may impact work carried out to date on the Detailed Appraisal. A note of emerging preferred interventions, not yet seen by Transport Scotland, is also below.

In the context of STAG, the work will form the strategic business case, presented to government to move the proposals to pipeline development. The process is laid out below in Diagram 9. In the development of the appraisal process, clear rail options have emerged from the transport appraisal, consequently there will be aspects of work undertaken as part of the transport appraisal, which contribute to elements of the early stages of the GRIP process, particularly GRIP stages 1 and 2.

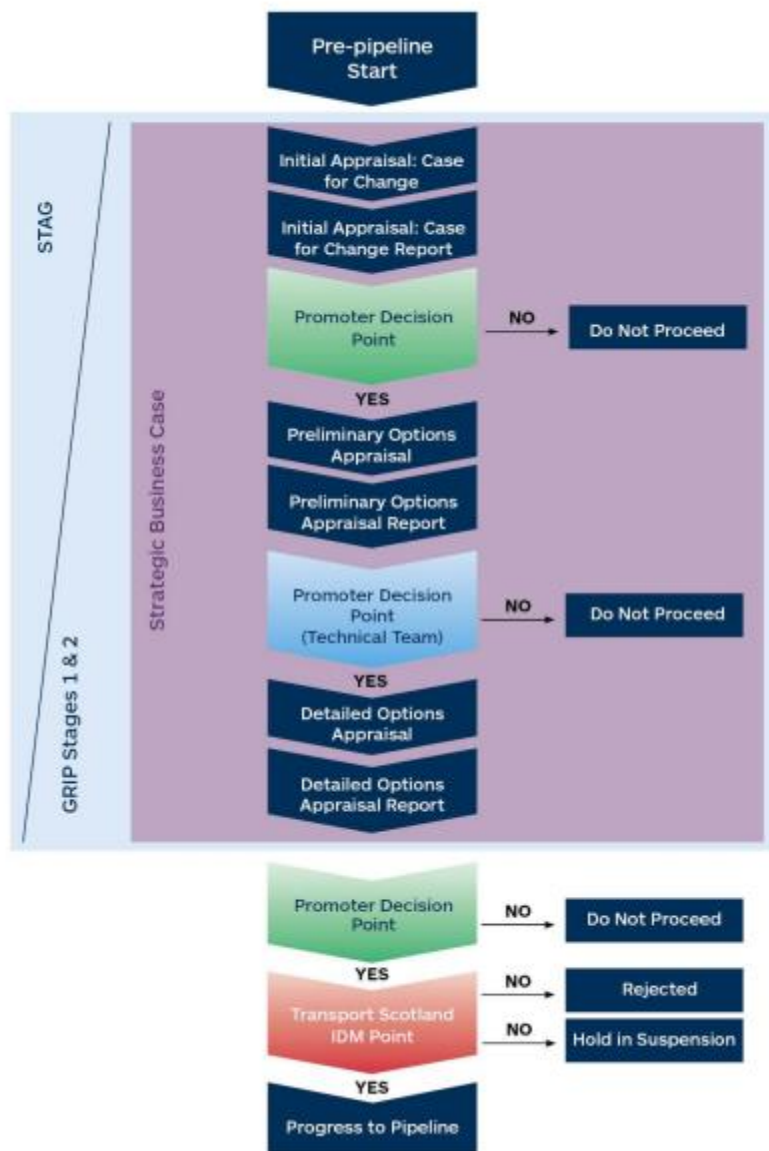


Diagram 9 – STAG Process – Rail Enhancement and Capital investment Strategy

Next steps will require the preparation of an outline business case (OBC) for Transport Scotland’s consideration. Subject to satisfactory approvals a final business case (FBC) will follow, again subject to rigorous scrutiny below construction phases.

The Rail enhancement and capital investment route to delivery is challenged but the East Coast constraints are well understood with the Growing Lothian and Borders (GLAB) OBC in development. This work stream looks to enhance capacity and resilience to the Scottish Borders, Currie feeder station improvements to Millerhill and Portobello junction and clearance of the Edinburgh south suburban line. Clearly enhancements at Portobello are welcomed but further capacity is needed to accommodate low distance high speed market, freight and local services. The requirement for further Rail enhancements is heightened by the fact the rail corridor sits in a unique set of circumstance with significant city deal and Levelling up growth projects identified both in the National Planning context, and UK levelling up portfolio immediately adjacent to the line. By proximal 4 track as a business case including Blindwells would cover 75% of East Lothian population within 20minutes cycle distance from a station.

Moving forward, the identification of, and key agency alignment on and support for a comprehensive transport solution, with a specific strategic approach will be necessary to lock in these growth assets. Programmes and projects now needs to be agreed out with national planning processes, and conclusion of our STAG with Transport Scotland will be instrumental to this.

A clear and complete SBC will be expected to:

- make a robust case for change;
- demonstrate how the emerging scheme/project optimises value for money in terms of economic, social and environmental benefits;
- inform the decision on whether the emerging transport option should proceed to development and;
- incorporate the Initial Appraisal: Case for Change Report; Preliminary Options Appraisal Report; and Detailed Options Appraisal Report.

East Lothian Infrastructure Enhancement Options - East Lothian STAG Assessment Part 1

The first STAG assessment models a total of 19,000 new houses to be constructed in East Lothian over the next 10 to 15 years, including a new town at Blindwells which would have up to 12,000 houses and a population of 22,000 when complete. There is an ambition to provide a better combination of public and active transport provision to previous new town planning in the 1960s which was predominantly car led. The former Cockenzie Power Station site is being developed as a significant employment opportunity, receiving over £10m to remediate the site, which is expected to provide employment between 1,500- 3,000 people. There is also the food and drink innovation park under development at the Queen Margaret University, Musselburgh.

Transport modelling undertaken anticipates that such considerable uplift in travel demand will overwhelm the three main eastern routes into Edinburgh, (the A1, A199 and the A720 Bypass), on which demand already exceeds capacity during peak hours. In accordance with the Scottish Transport Appraisal Guide (STAG), an assessment is progressing to identify a wide multimodal array of potential enhancements that could be put in place and sifting of the options to determine which of these would be the most optimal in meeting the increased demand. Additional buses on their own would not be sufficient without significant enhancement in the road network to avoid them being caught up in congestion, therefore a Strategic Business case is being promoted by Edinburgh and South East

Scotland City Region Deal on the strategic arterial corridors to reduce journey times, remove congestion hot-spots through the introduction of bus prioritisation schemes, however, the case is yet to be made therefore ELC access strategy STAG appraisal will consider enhancements to the light and heavy rail networks.

Whatever mode is enhanced, the cost is likely to exceed £1 billion. For example grade separation of the Sheriffhall roundabout on the A720 alone could cost upwards of £430 million as would an upgrade of the A1/A720 junction, which would also require a new bridge over the River Esk. Widening the A1 (T) and/or the A720 would add several hundred million to the cost. The construction of an inward bound bus lane between Newcraighall and Oldcraighall is costed at £60m. A series of strategic park and rides will require to be positioned orbiting the City of Edinburgh to intercept traffic as the cities policy looks to reduce vehicle km by 30% by 2030. Consequently, East Lothian Council's road network and parking provision would also need to be enhanced to meet the additional demand.

Alternatively; a significant enhancement in the Public Transport Network could meet this increased demand be in line with the Scottish Government's Target of reducing car use by 20%. For example, extension of the Edinburgh Tram into East Lothian or increase the capacity of the East Coast Main Line (ECML) to accommodate additional and more frequent station stops. The following Heavy Rail options were considered and sifted out in Part 1 of the STAG Assessment:

Option	Rail & New Mode	Status after Case for Change
4.	Relocate Longniddry station to the west end of Longniddry	Sifted Out
6.	Relocate Longniddry station to the west end of Longniddry and relocate Prestonpans station to the south east corner of Prestonpans	Sifted Out
7.	A new station midway between Prestonpans and Longniddry	Sifted Out
8.	A new station at the eastern end of the Blindwells site closest to Longniddry	Sifted Out
10.	Two new stations at Blindwells: one at the east (closest to Longniddry) and another at the west (closest to Prestonpans).	Sifted Out
11.	Provide a new branch line and station at the former Cockenzie Power Station site	Sifted Out
12.	Provide a new branchline and station at the former Cockenzie Power Station site and close existing Prestonpans station	Sifted Out
13.	Rebuild the former branch line to Aberlady / Gullane and provide a new station to serve Blindwells	Sifted Out

East Lothian STAG Assessment Part 2

Part 2 of the East Lothian STAG Assessment is now underway and is putting significant effort into identifying potential enhancements that could be made to public transport connectivity in line with Scottish Government Policy of reducing car usage by 20% within the next 10 to 15 years. The following Heavy Rail options were retained in Part 1 of the STAG Assessment are now being considered further in Part 2:

Option	Rail & New Mode	Status after Case for Change
1.	Extend North Berwick services to 8 cars.	Retained
2.	Half hourly frequency on North Berwick services.	Retained
3.	Retain and upgrade existing stations at Longniddry and Prestonpans.	Retained
5.	Relocate Prestonpans station to the south east corner of Prestonpans.	Retained
9.	A new station at the western end of the Blindwells site closest to Prestonpans.	Retained
14a.	Rebuild the former heavy rail branch line to Haddington and provide new stations at Blindwells and Haddington. One train per hour to each of North Berwick, Haddington and Dunbar.	Retained
14b.	Rebuild the former heavy rail branch line to Haddington and provide new stations at Blindwells and Haddington. Two trains per hour to North Berwick and Haddington and 1 train per hour to Dunbar.	Retained
14c.	Rebuild the former Haddington branch as an Light Rail shuttle service.	Retained
15a.	Build a new heavy rail line through the edge of the Blindwells site and on to Haddington with new stations at Blindwells and Haddington. This new line could also be the first phase of a new High Speed Rail line between Edinburgh and Newcastle.	Retained
15b.	Build a new light rail line through the edge of the Blindwells site and on to Haddington with stations in each location.	Retained

Option 14 of the STAG assessment considers a future use for the disused branch line between Longniddry and Haddington, which is currently a cycle path, either as a reopening of the former heavy rail branch line or as a new light rail shuttle service. The disused railway solum, which is illustrated by the dotted black line in Figure 1, is intact between Longniddry and the A1, which would be challenging to cross. The extent of the branch line within Haddington, including the former station site, has been largely lost to development. If developed, the branch line would therefore likely terminate at a station, illustrated by the green circle in Figure 1, to the north of the A1 adjacent to the A1/B6471 (Oaktree) Junction approximately 3 km west of the town centre.

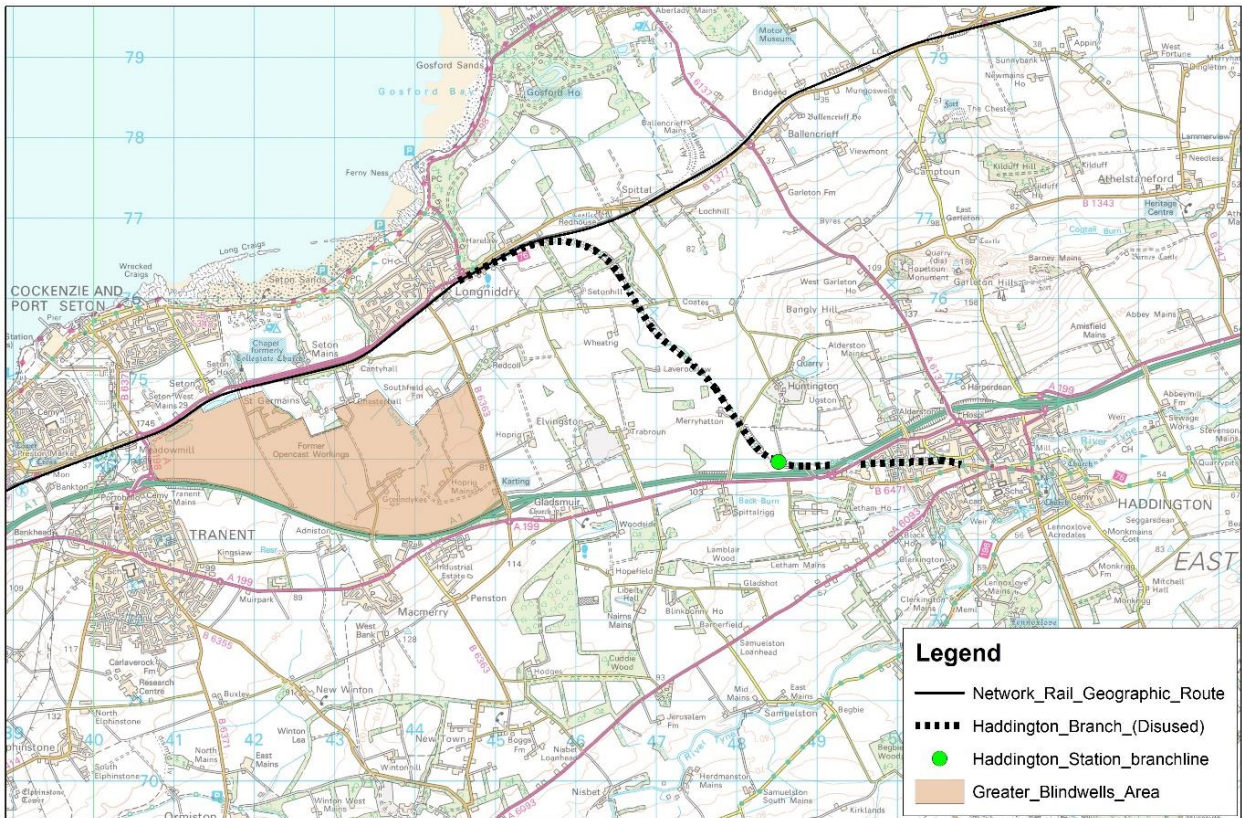


Figure 1 - Blindwells Development Site and Disused Haddington Branchline

An additional branch line connecting to the East Coast Main Line (ECML) would require an additional train service, which would add to the congestion of the line and duplicate the service already provided by existing trains between Edinburgh and Longniddry.

A population of 22,000 makes a very strong business case for a new station at Blindwells. House building is already underway so there would be benefit from early provision of a developer funded station at Blindwells to be put in place before residents develop car based travel patterns.

The ECML is already at capacity and it is unlikely that a new station at Blindwells could be operated without impacting on existing services, such as skip-stopping patterns, slowing down cross-border services in order to reduce speed differentials with stopping trains or a further reduction in cross-border train paths. Whilst this could facilitate an early opening of a new station at Blindwells, it is unlikely to be sustainable in the medium to long term in the face of increased demand for additional freight and passenger services.

Option 15a heavy rail line through the edge of the Blindwells site and on to Haddington with new stations at Blindwells and Haddington. This new line could also be the first phase of a new High Speed Rail line between Edinburgh and Newcastle as a 3rd or 4th track to the ECML in the medium to long term as a means of increasing capacity to meet forecast uplift in demand is considered in more detail under High Speed rail.

2 Scottish Transport Project Review 2 – Option 12: Mass Transit

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

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.

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.

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.

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.

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

Thirty eight of the 45 recommendations are already underway with significant budgetary commitment (10% of national annually transport budget committed on active travel by 2024) and decarbonisation of public transport. Of the projects not started, the Edinburgh and South East of Scotland city deal Mass transit programme is still 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.

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.

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)'.

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.

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.

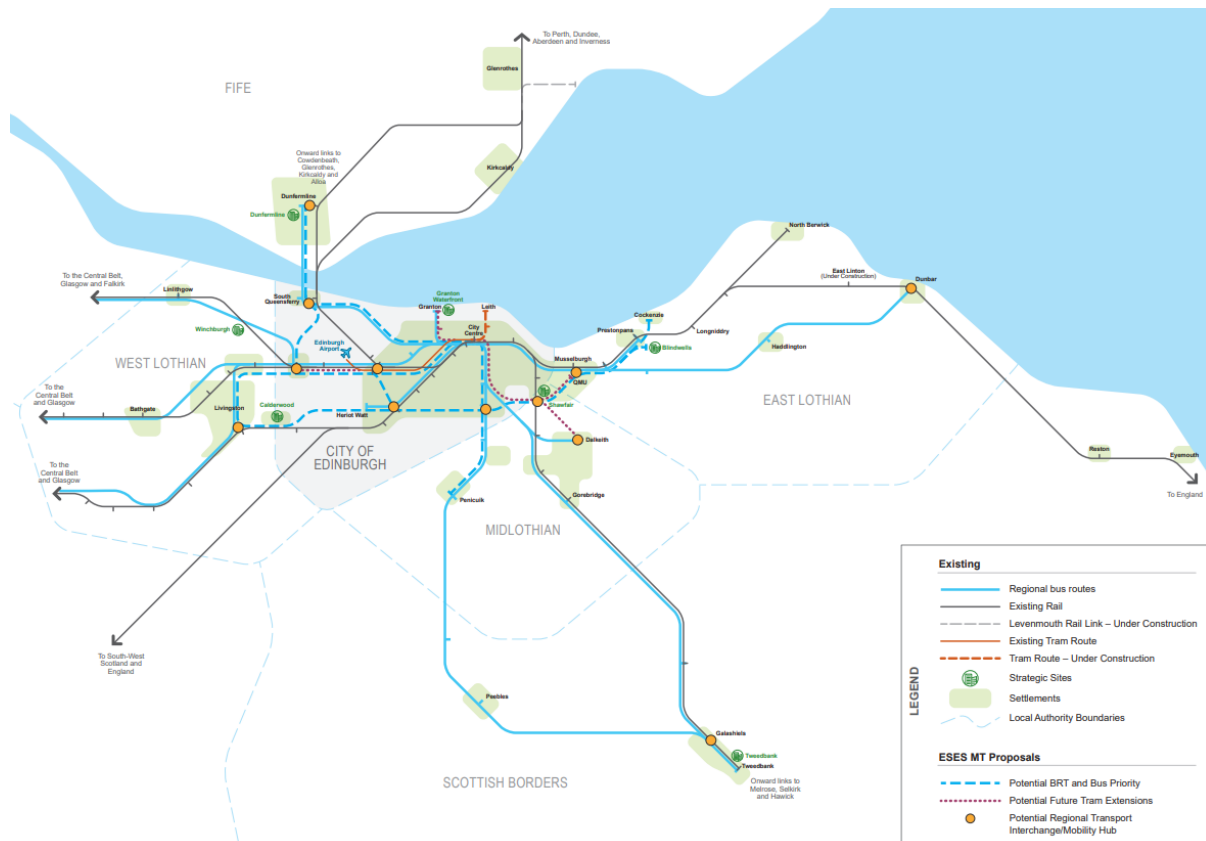
The system would complement and integrate with the Region's current bus, tram, heavy rail and active travel networks. The system would also connect with existing and new mobility hubs/transport interchange locations in the Region, alongside the wider local network at the micro level to further facilitate 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.

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.

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.

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 9 – Possible Mass Transit routes

2.1 Strategic Business case Bus Partnership Fund

In 2019 the programme for government announced a long term investment to form Bus Partnerships in accordance with the Transport Scotland Act. A fund of £500m was made available to address increased congestion and declining patronage by improving journey times through targeted interventions of strategic routes and local roads. This strategy formed part of the response to the government’s climate emergency and potential integration with option 12 – mass transit through Bus rapid transit proposals.

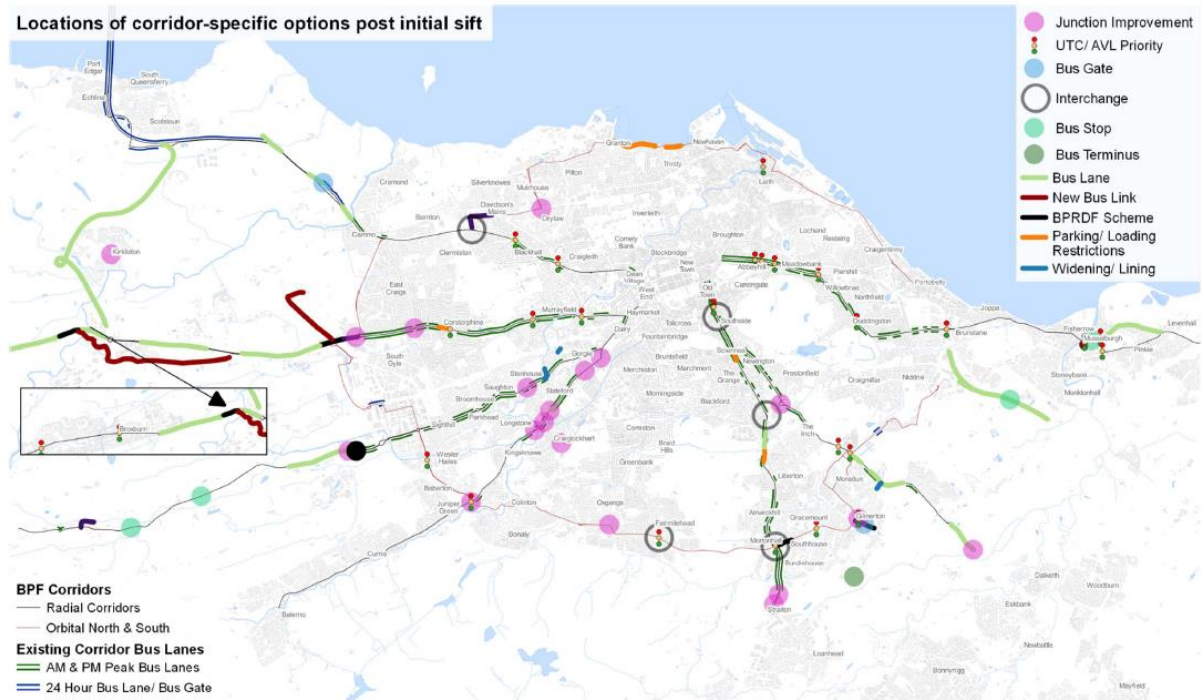
The funding is designed to deliver outcomes to improve bus journey times and improve reliability by prioritising bus over car. The fund would allow greater investment by operators to provide high-quality bus services that meets the 4 national transport priorities. By enhancing the network, through tackling pinch point’s journey times will improve removing bus traffic from congestion and

reducing volumes. This consequently reduces emissions increases patronage were more people are walking and cycling to their destinations.

The Edinburgh and south east of Scotland city deal was awarded £3.03m from the BPF in June 2021 to develop a Strategic business plan to improve the bus corridors linking to the city. Following a successful gateway check the outline business cases will be developed for each recommendation.

The strategic business case corridors for East Lothian are the A1 and A199 to Edinburgh city centre. The key constraints are Musselburgh High Street, which impacts services travelling to the city centre.

High-level appraisal of the interventions have identified several improvements to ELC transport network for further technical evaluation and sifting.



Diag 10 – Option Locations by Corridor

Specifically, ELC interventions are defined in A1/A199 Package A grouping:

Preliminary Grouping	Option
01 - Junction Improvements	A1 Duddingston crossroads (Duddingston Road & Duddingston Road West) - UTC/AVL
	Musselburgh High Street West Junction at Bridge Street - Bus Priority Signals, UTC/AVL
	Newbigging, Musselburgh - Bus Priority Signals, UTC/AVL at North (High Street East) and South Junctions (Pinkie Road)
	Easter Road, Montrose Terrace, Marionville Road Junctions - UTC/AVL
	Jock's Lodge - UTC/AVL
03 - Implementation of bus priority lanes & bus gates	A1 Newcraighall Junction - Citybound off-slip bus lane
	Westbound bus lane from Musselburgh Racecourse to Newbigging
05 - Bus Stops: review, realignment, optimisation, passenger access, infrastructure, enhancements	Permanent splitting of bus stops in Musselburgh High Street (BPRDF scheme)
06 - Interchanges, Mobility Hubs, P&R (including driver facilities)	New bus stop laybys on A1 at QMU Junction with safe waiting area and walking routes
	Transport Interchange Hub in South/ East Edinburgh - e.g Wallyford, QMU

Table 4: A1/A199 Package A grouping

Preliminary Grouping	Option
02 - Major Scheme Proposals	Reconfigure road layout at Musselburgh High Street/Bridge Street/Mall Street junction into a small gyratory, allowing buses straight-through and routing cars on Dalrymple Loan and through the Bus Depot;
	Larger gyratory, making Mall Avenue bus-only and route cars around Dalrymple Loan and Inveresk Road
	A1 Bus Lane from City Bypass to The Jewel

Table 5: A1/ A199 Package A+ grouping

2.2 Strategic Business case – Tram Route 3

Option 12 of STPR2 is the development of Edinburgh Mass transit option requiring upgrading public transport within the Edinburgh city region taking into consideration, bus rapid transport, tram, light and heavy rail.

STPR2 signalled Transport Scotland willingness to works with regional partners to "develop and enhance" cross-boundary public transport connectivity. This would complement and integrate with the Region's current bus, tram and heavy rail networks, to provide improved connectivity between Edinburgh and the surrounding communities in the Region, as well as more direct connections between communities outside Edinburgh.

The city of Edinburgh has commissioned Jacob's to develop a strategic business case for Edinburgh Strategic Sustainable Transport Study 2 (ESSTS2), a preliminary analysis of Tram route 3 to the south east quadrant linking to Edinburgh Royal infirmary (ERI), bio-quarter, Dalkeith and QMU at Musselburgh.

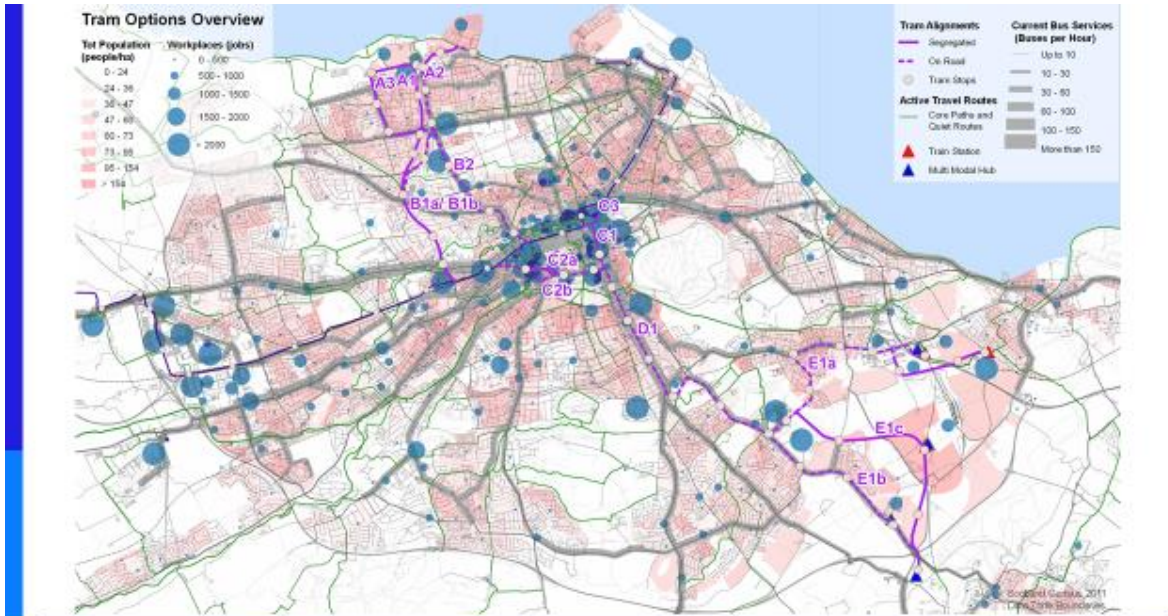
The Edinburgh South east Scotland Mass Transit (ESES MT) system would increase the public transport options for cross-boundary travel in order to facilitate end-to-end sustainable travel choices, reducing the need to change between modes and services, leading to lower public transport journey times which are more competitive compared than travel by private car.

It is envisaged the system could potentially comprise a mix of tram, rail 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.

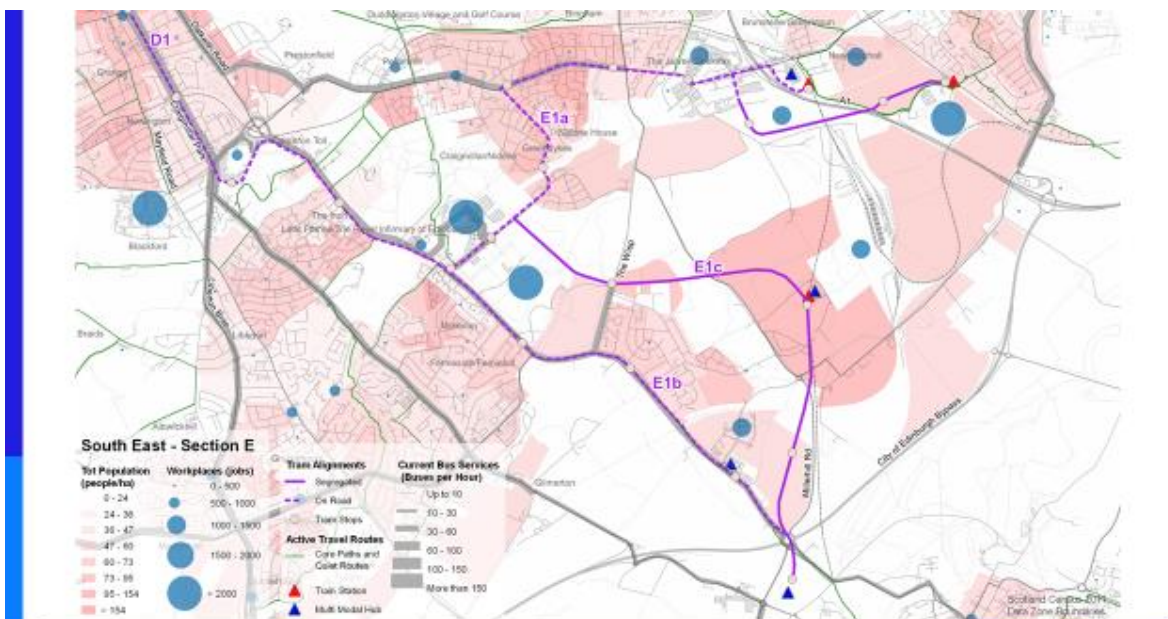
The system would complement and integrate with the region's current bus, tram, heavy rail and active travel networks. The system would also connect with existing and new Mobility Hubs/Transport Interchange locations in the region, alongside the wider local network at the micro level to further facilitate 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.

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.

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 NPF4 such as Edinburgh Waterfront.



Jacobs steer



Jacobs steer

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.

3 Current project development

Forty five recommendation have been made under the STPR2. Thirty eight are in progress throughout Scotland with funding being made available by Transport Scotland or their agents. STPR2 has evolved through detailed consultation with stakeholders and participation through the Regional Transport Working Group (RTWG) and feedback from the complementary East Lothian Access Study – Initial Appraisal (STAG). STPR2 opened on 20th January 2022 seeking comments on the review of priorities and outcomes recommended to enable delivery of the National Transport Strategy 2 (NTS2).

As a consequence of the pandemic, government sought to publish phase 1 interventions, primarily focused on the delivery of a greener recovery and sustainable transport, to “locks in” the benefits and travel behaviours that resulted from the lock down which aligned with and supported the National Transport Strategy’s priorities and outcomes.

Phase 1 recommendations, allowed the acceleration of interventions, for example the delivery of Spaces for People, and the Bus priority Rapid deployment fund, which were delivered to respond to the pandemic but provided as longer term interventions because of the benefits those brought.

Early release of the recommendations have allowed East Lothian to kick start project development and resource and seek funding where appropriate.

The full list of STPR2 recommendations are listed below with a synopsis of current development or planned work and how the national recommendations link to East Lothian programmes and projects.

Strategic Transport Project Recommendations

1. Connected neighbourhoods

Connected neighbourhoods are the transport components of 20 minute neighbourhoods which are a method of achieving connected and more accessible communities designed in such a way that as many people as possible can meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home.

East Lothian Programme aligned with recommendation

Transport’s contribution towards place making principles in neighbourhoods. Musselburgh Active Toun, the Sustainable Movement plan accessibility analysis and Journey Hub projects are part of a programme of works that should read across multi-disciplines to consider relationship and possible intervention to shape place making proposals.

Thriving Centres

Options to make town and neighbourhood centres more economically productive and more conducive for active travel by rebalancing the relationship between car and business, improving the urban realm and reducing the dominance of vehicular traffic and car parking.

Liveable Neighbourhoods

Options to make urban and suburban neighbourhoods in East Lothian’s towns and village more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance.

Major Trip Attractor Accessibility by Active Travel

Options to provide safer, high quality active travel routes that enable easy access to major trip attractors (i.e. community hospital, Blindwells, Cockenzie, and Queen Margaret University major - employment sites) in East Lothian.

Last-Mile Logistics

Options to moving freight deliveries to low/zero carbon forms of transport, by encouraging the use of active travel measures, cargo bikes and electric vehicles to service last-mile logistics.

Specific Project development

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 the 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 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.

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.

Local Development Plan 2 (LDP2)

The development of a transport evidence report and transport appraisal will be necessary to inform LDP2. The transport appraisal will consider the implications of LDP1 interventions and wider transport over the whole of the network, the consequences of national and local policy, committed infrastructure and takes direction from the East Lothian Access study modelling and independent accessibility analysis. This project has major cross cutting implications on Council 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.

East Lothian Programme aligned with recommendation

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

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.

Specific Project development

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

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.

East Lothian Programme aligned with recommendation

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

Options 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.

Village – Town Active Travel Connections

Options to provide active travel routes from towns and villages connecting settlements and linking to nearby town or regional centre.

Specific Project development

The Dunbar to East Linton and Haddington section of the SATC (also known as the Active freeway) project and Routes4Communities also contribute to this STPR recommendation.

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.

East Lothian Programme aligned with recommendation

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

Specific Project development

Wayfinding Initiative (throughout East Lothian)

The 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.

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.

East Lothian Programme aligned with recommendation

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

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 Town.

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

Encouraging 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.

East Lothian Programme aligned with recommendation

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

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.

East Lothian Programme aligned with recommendation

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

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.

East Lothian Programme aligned with recommendation

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

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.

East Lothian Programme aligned with recommendation

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

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.

East Lothian Programme aligned with recommendation

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

Speed Limit Review

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

11. Clyde Metro – not applicable to East Lothian**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.

East Lothian Programme aligned with recommendation

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

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.

13. Aberdeen Rapid Transit - not applicable to East Lothian

14. Provision of strategic bus priority measures

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

East Lothian Programme aligned with recommendation

Bus Partnership Fund

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

Specific Project development

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.

15. Highland Main Line rail corridor enhancements

16. Perth-Dundee-Aberdeen rail corridor enhancements

17. Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements

18. Supporting integrated journeys at ferry terminals

The above are not applicable to East Lothian.

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 Programme aligned with recommendation

East Lothian Station – Access and accessibility

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

Specific Project development

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.

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<p>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.</p>
<p>East Lothian Programme aligned with recommendation</p>
<p>Mobility as a Service (MaaS) Digital Platform <i>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.</i></p>
<p>Specific Project development</p>
<p>Integrated Mobility Partnership Scotland (IMPS) Potential to work with Sustran partners in the provision and refinement of the MaaS system, to provide local enhancements and continually integrate modes.</p> <p>East Lothian DRT and MaaS trial Work with SEStrans and Prentice Coaches on Transport Scotland trial of MaaS and DRT service in East Lothian.</p>

<p>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.</p>
<p>East Lothian Programme aligned with recommendation</p>
<p>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.</p>
<p>Specific Project development</p>
<p>QMU – transport interchange – as reported under 19 above.</p> <p>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.</p> <p>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</p>

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.

East Lothian Programme aligned with recommendation

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

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).

East Lothian Programme aligned with recommendation

SMART Ticketing

Options to develop arrangements to test concepts, improve ticket integration between service providers and liaise with SEStran on regional basis.

Specific Project development

Smart Delivery Strategy

East Lothian will work with Transport Scotland, Aberdeenshire, Highland, Fife, Perth & Kinross, Scottish Borders and Shetland Councils to discuss the development of our Smart Delivery Strategy, including what Transport Scotland need to consider for the future of LA smart and integrated ticketing. This will also be an opportunity to discuss the Transport (Scotland) Act ticketing provisions. The first meeting is Tuesday 6th June via Team's.

YoungScot cards

East Lothian is looking to further cement the work one since 2010 using the youngScotcard to allow free Home to School & Vocational training, travel for students.

One Ticket

East Lothian has had previous discussions with operators around the delivery of this however Transport Scotland favoured the One Ticket option, which does not suit all operators.

24. Ferry vessel renewal and replacement and, progressive decarbonisation

25. Decarbonisation of the rail network

The above are not applicable to East Lothian.

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.

East Lothian Programme aligned with recommendation

Bus Network decarbonisation

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

Specific Project development

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

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.

East Lothian Programme aligned with recommendation

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

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.

29. Access to Argyll (A83)

The above is not applicable to East Lothian

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.

East Lothian Programme aligned with recommendation

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

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.

East Lothian Programme aligned with recommendation

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

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.

39. Sustainable access to Grangemouth Investment Zone

40. Access to Stranraer and the ports at Cairnryan

41. Potential Sound of Harris, Sound of Barra fixed link and fixed link between Mull and Scottish mainland

42. Investment in port infrastructure to support vessel renewal and replacement, and progressive decarbonisation

The above are not applicable to East Lothian.

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.

East Lothian Programme aligned with recommendation

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

East Linton Station and Markle Level Crossing

East Linton's new rail station opened December 2023.
Markle Level Crossing replacement work underway.

44. Rail freight terminals and facilities

The above is not applicable to East Lothian.

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 Programme aligned with recommendation

High Speed Rail

Options to investigate and promote the development of High Speed Rail north of HS2 to Scotland and / or within Scotland.

New Rail Lines, Including Re- Opening of Disused Lines for rail services

Options related to re-opening of disused rail corridors for rail and opening new rail stations.

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

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.

4 High Speed Rail

East Lothian Council's Local Transport Strategy (LTS) sets out the Council's 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.

Within this we aim to better connect East Lothian and our 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 High Speed line with delivery of new multimodal transport hub for Cockenzie and Blindwells.

Scotland as with all modern advanced economies faces challenges to remain competitive in local or global marketplaces. The Regional Prosperity Framework identified 9 'big Moves' to adapt our region and our 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 the challenges and opportunities currently facing us, particularly climate change.

There is a need re-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. We need to recognise the need to accelerate infrastructure first principles to change behaviour now and importantly for future generations. Improving efficiency is about making better use of our 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, 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.

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

The strategic location of these sites, being adjacent to strategic cross border transport corridors, could deliver large scale development sites in the south east 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.

Regionally, this would enable a rebalancing of regional economic growth, which in south east of Scotland has been focused to the west of Edinburgh towards Glasgow and routes to the north east; this would therefore add a new axis of growth around Scotland's capital city region and strengthen our relationships and open further and new cross border opportunities and collaborations with the north of England and beyond. Locally, this could contribute to addressing inequalities and deprivation by acting as a catalyst for business investment and regeneration. It could stimulate an increase in job density, reduce car based commuting and cross boundary transport emissions. 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.

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 become 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.

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.

Further acknowledgement of existing rail provision should note, East Lothian has seven stations located at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick and Dunbar. In addition, a further new station is planned at East Linton opening before March 2024. This commitment to construct a new station at East Linton as early as possible in Network Rail's Control Period 6 (2019 to 2024) is making good progress. The existing stations entries along with Park and Ride demand has 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, a couple of options are available to increase carriage numbers – increased train lengths (not incompatible due to terminus platform 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 Carlton 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 we trust prioritisation of Major station masterplanning must include train capacity enhancements.

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. High Speed rail connectivity to link city economies and investment priorities should not be overlooked. Transport

studies generally have a limited scope and do not consider fully inter- regional or national movement. Funding is driven in line with green book economics, demand and supply forecasts limit with low BCR make the justification difficult. Change is necessary to invest in infrastructure that addresses climate change, planned development, and transport reliability and journey times to foster more sustainable, low carbon and inclusive economic growth.

Understanding local, regional and national growth ambitions are needed to predict and forecast cumulative impacts throughout the region so we build back better a recovery that will meet current and future plans and strategies emerging from Covid and Brexit. 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. This is of particular importance with respect to cross border connectivity, reliability and improved journey times.

It is clear government is faced with a once in a life time opportunity to support the national and regional infrastructure requirements to support growth over the Edinburgh city region, reinvigorate the regional economy and to deliver a step change in transport connectivity and accessibility to enable sustainable inclusive growth, and we would welcome further dialogue and discussion through the Regional Transport Working Group to support the narrative and Delivery plan going forward.

Feasibility Study _ High Speed Rail Scotland 2016

The Scottish Government published a summary report on High Speed Rail Scotland March 2016.

The report considers two options to link the central belt (Glasgow and Edinburgh) via the West and East coasts. The joint Scottish and UK governments' joint commitment agreed to improve journey times, capacity resilience and reliability on cross border routes between England and Scotland in CP5 for implementation in CP6 and CP7. A working group between governments and local authorities commissioned a feasibility study to investigate potential routes.

East options considered high speed connectivity between Newcastle and Edinburgh sifting 8 routes taking cognisance of geotechnical, environmental, planning and landscape and heritage considerations. The combined Arup East option 1 between Cramlington and Berwick and the northern TS reference route between Berwick and Prestonpans was considered the best performing route. TS reference route and Arup option 1 concluded Average journey times of 41 minutes between cities. Options to locate new rail station infrastructure at Haddington and Blindwells are predicated on the development of a inter- governmental business case.

Network Rail were instructed to advance the South Edinburgh to England connectivity study (SEtEC) to further explore opportunities. This programme was delayed in 2020 due to the impacts of Covid on transport demand. In the intervening period Network Rail published the Newcastle to Edinburgh Strategic advice note May 21.

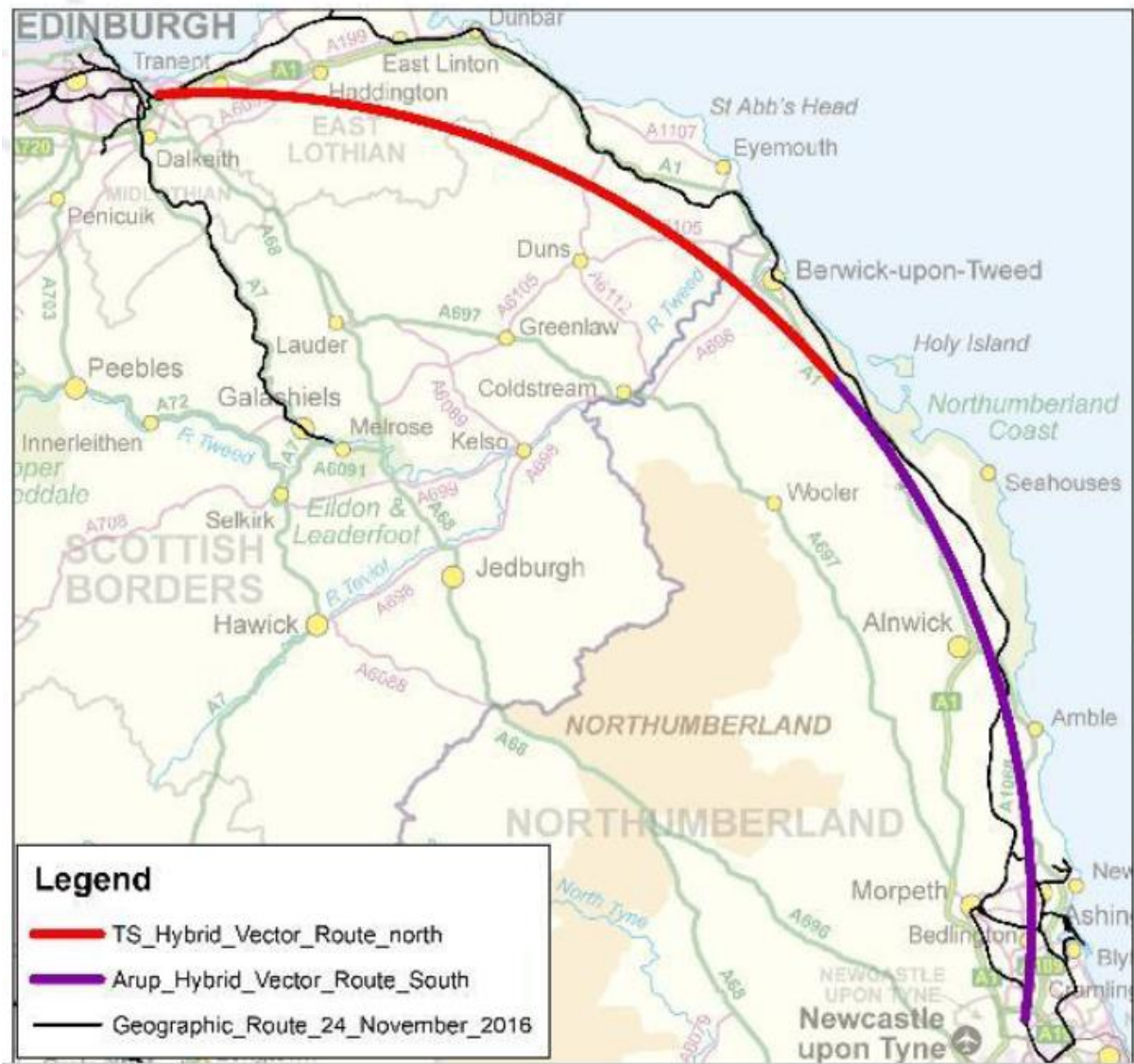


Fig 3- Feasibility Study East Coast – Combined single corridor option (vector representation not actual route)

Newcastle to Edinburgh Strategic Advice Note – May 2021.

How can the railway between Newcastle and Edinburgh meet the needs of the 2030s and beyond?

This Strategic Advice note provides high-level summary of how the railway corridor between Newcastle and Edinburgh can be enhanced to support communities across Scotland and England improving social cohesion, accommodating growth, meets the demand of passengers and freight users over the next decade and beyond. To comply with Network Rail’s Long Term Planning Process, this report assesses the corridor and how to achieve wider societal objectives, such as reducing congestion, decarbonisation, supporting economic growth and connecting people to jobs.

The report takes a holistic view of the wider transport strategies, major investment, programmes and opportunities how to maximise economic benefits. Consideration of government objectives; moving more passenger and freight traffic to rail through a reliable, high capacity railway with reduced journey times is fundamental to the process.

This study provides the most up to date strategic advice for the area from Newcastle station to Edinburgh Waverley, building on existing studies including the Newcastle to Church Fenton Strategic Advice. At the time of writing, it provides cover for lack of development of SETEC.

The recommendations do not fully reflect location where infrastructure interventions may be needed to support extra passenger and freight services. For example, Blindwells new town aspirations have not been taken into consideration due to this being aspirational. Consequently, benefits from improved rail connectivity are not locked into the strategic note.

To develop a reliable, resilient network to accommodate government ambitions, growth, and equitable sustainable transport adaptation, several interdependencies and infrastructure constraints were found to be present across all scenarios. Accordingly, to support the core objective of a reliable railway with capacity for further growth, it is therefore recommended the following constraints have further development undertaken:

- Speed differentials between fast and slower services across the corridor, restricting capacity
- Lack of facilities at Morpeth to reverse electric services
- Lack of capacity on through platforms at Newcastle¹
- Lack of capacity at and on the eastern approaches to Edinburgh Waverley
- Lack of capacity at Portobello Junction²
- Speed differentials between local services and other services between Drem and Monktonhall Junctions
- Lack of power supply across the entire corridor to facilitate more passenger services and electrified freight

It is recommended that interventions to relieve these constraints are further strategic business cases are developed.

Further analysis also highlighted the following constraints would restrict the corridor from supporting local and national communities and the economy growth through extra freight and passenger services. In addition, a lack of investment to address the constraint would diminish potential to accommodate housing growth, get lorries off the road, connect people to jobs and decarbonise over the coming decades.

These include:

- Access routes to/from stations for passengers
- Diesel services operating on the corridor because part of their route is not electrified
- Challenges accommodating extra services at Portobello Junction and between Portobello Junction and Edinburgh Waverley
- Accommodation of services between Benton North Junction and Newcastle
- Accommodation of all services at Berwick upon-Tweed reliably in the longer term
- Accommodation of local services between Morpeth – Berwick-upon-Tweed

Option 15a. High Speed Rail Business Case

The ECML is already at capacity which is limited by the large speed differential between non-stop cross-border passenger services and the slower freight and stopping passenger services. Capacity is being adversely affected by the cross-border journey time reductions that are planned for the May 2023 ECML timetable change, which will exploit the superior performance of the Class 800 series express trains. This will increase speed differentials to the extent that one of the existing cross-border passenger train paths will be lost from 2023 onwards without major investment to increase the capacity of the line. The recently published Integrated Rail Plan also forecasts an increase in maximum permitted train speed to 140 mph (225 kph) on some sections of the ECML, which will have the effect of increasing speed differentials even more, further reducing capacity.

Freight Traffic

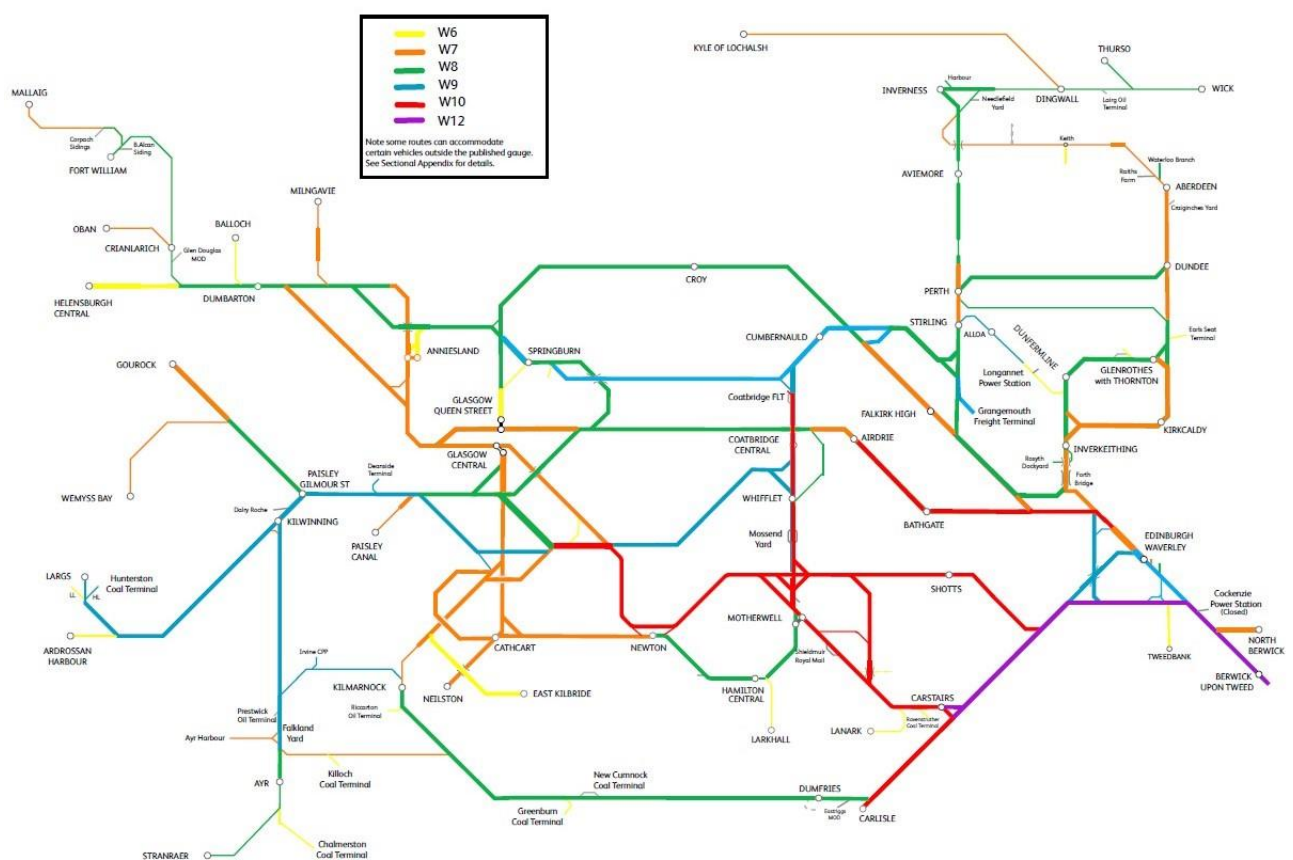


Figure 2 - Freight Gauge Capability of the Scottish Network

The East Coast Main Line (ECML) is by far the more optimal cross border freight route, not least because most of the deep sea container ports handling Scotland's imports/exports are located on the east coast of England. The ECML and Edinburgh to Carstairs are currently the only routes within Scotland that are capable of accommodating the largest W12 Gauge container traffic and work to increase the freight loading gauge to W12 between Carstairs and Mossend/Coatbridge is nearing completion which adds to its strategic importance as a freight route. The ECML cross border route is also relatively flat and straight therefore is more able to sustain a high average running speed. However lack of capacity on the ECML and large speed differentials with long distance passenger trains mean that it currently carries very little freight traffic.

Virtually all of Scotland's cross-border rail freight runs over the West Coast Main Line (WCML). This is despite this route being less capable (W10 Gauge), more sinuous and much hillier; Figure 3 illustrates

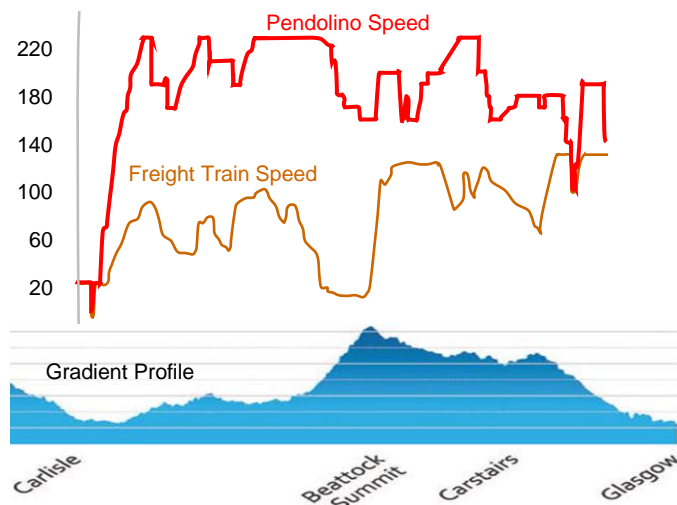


Figure 3 - Terrain and Speed Comparison

the much greater impact that a hilly terrain has on freight trains. A Class 6 diesel hauled freight train can be slowed to as little as 20 kph by the time it reaches Beattock summit and can take well over 30 minutes to traverse it. In comparison passenger train speed is not affected by the gradient and Pendolinos can run at or close to line speed and traverse the summit in less than 6 minutes. This large speed differential has an enormous impact on route capacity, which is only partially mitigated by 'flighting' fast and slow trains together.

Passenger Traffic

The ECML route section between Monktonhall and Drem Junctions is already at capacity and is restricting demand. Whilst a half-hourly local stopping service can be run to North Berwick at the weekends, this is restricted to hourly on weekdays because of conflicts with non-stop long distance cross-border trains. These conflicts also restrict the number of stopping trains that can be run to Dunbar and the new stations opening at East Linton and Reston will extend these conflicts further south.

If the significantly growing cross-border passenger, freight and regional passenger train demand is to be met, and conflicts between the various train types resolved in the medium to long term, consideration will need to be given to bringing forward one of the two 4-tracking options in the South East to England Connectivity (SEtEC) Pipeline. This would enable segregation of fast non-stop, cross-border passenger trains from the slower freight and local passenger trains, which have a similar average speed, making it easier to integrate the necessary train paths to accommodate them on the same line. A study to determine whether there would be a business case for implementing either of these 4-tracking options will be undertaken as part of the larger North of HS2 to Scotland High Speed Rail Business Case, recommendation for which is expected to be confirmed on completion of the STPR2 consultation.

The short term priority is however to enhance the capacity of the ECML within and closer to Edinburgh Waverley.

Enhancement of ECML Capacity

Edinburgh Waverley

Over the past decade new and extend platforms plus enhancements to the western approaches to Edinburgh Waverley has significantly increased capacity to meet the growing demand on these routes. Platforms 5 and 6 in the east of the station were also recently extended for the introduction of the longer Class 800 series cross-border trains. Further enhancements to increase the capacity of the station and its eastern approaches are detailed in the Edinburgh Waverley Master Plan, so are not discussed further in this paper.

Musselburgh to Edinburgh 3-Tracking Route Section

It would be extremely challenging to 4-track the ECML between Edinburgh and Musselburgh, which would require substantial demolition and extensive infrastructure enhancement. A 3-track option would however require very little demolition, have less impact on Craightinney Depot and require much less infrastructure enhancement so could be feasible.

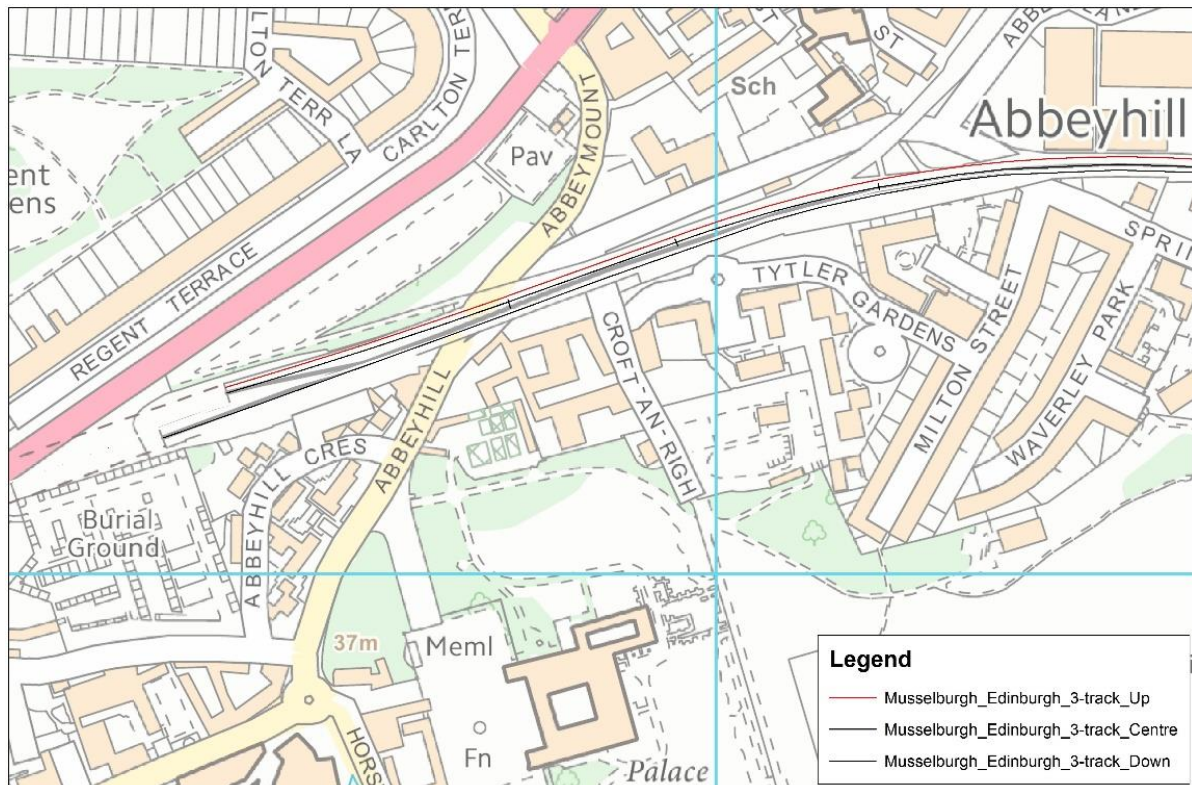


Figure 4 - ECML 3-track Alignment between Abbeyhill and Calton Tunnels

The north Calton Tunnel could easily be redoubled, however concrete rings installed to strengthen the south tunnel structure in the late 1980s mean that it would be challenging to redouble it, so is likely to remain single for the foreseeable future. The existing railway solum between the Calton Tunnels and Abbeyhill Junction was previously 4-track so would not require any widening to accommodate a new 3rd track.

As illustrated in Figures 4 to 8, a new 3rd track could be constructed along the northern edge of the existing ECML between Edinburgh and Musselburgh. The 3 track centres are drawn to scale with 3.5 metre track centres on existing track giving a standard 1830 mm 'sixfoot' and 4.5 metre track centre between existing and the new 3rd line giving a standard 3 metre 'ten foot' so would be compliant with current standards.

The new 3rd track would become the ECML Up (southbound) Line, the existing Up Line would become a bi-directional ECML Centre Line and the other line would remain as the ECML Down (northbound) Line.

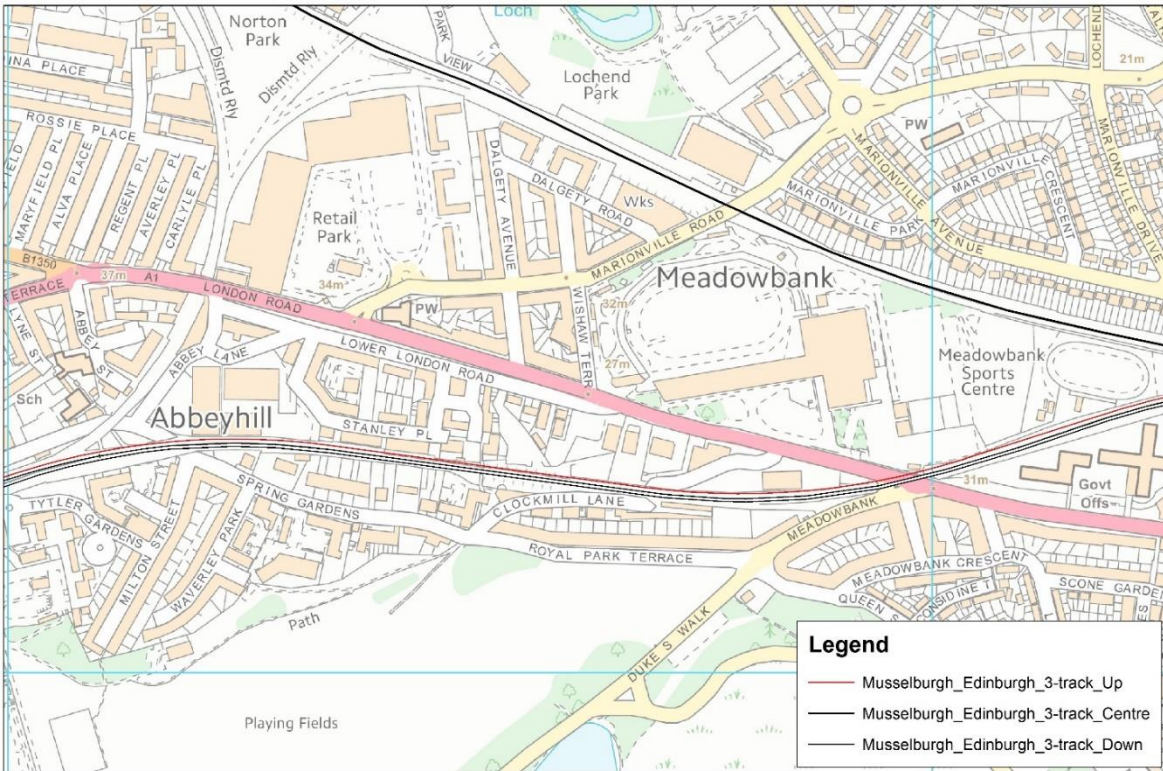


Figure 5 - ECML 3-track Alignment between Meadowbank and Abbeyhill

Adding a new 3rd track along the northern edge of the ECML would likely require the widening of the bridge over Spring Gardens and rebuilding of the A1 (London Road) overbridge bridge. The railway solum would also require widening, which would impact on the properties along the railway boundary to the south of Abbey Lane, Stanley Place and at the east end of Clockmill Lane. The widened railway solum would also encroach into the grounds of Meadowbank sports centre, potentially impacting on the Velodrome.

The railway solum between Meadowbank Sports stadium and Fishwives Causeway, including the bridge under Portobello Road, was previously 4-track so would not require any widening as there would already be adequate space for the new 3rd track.

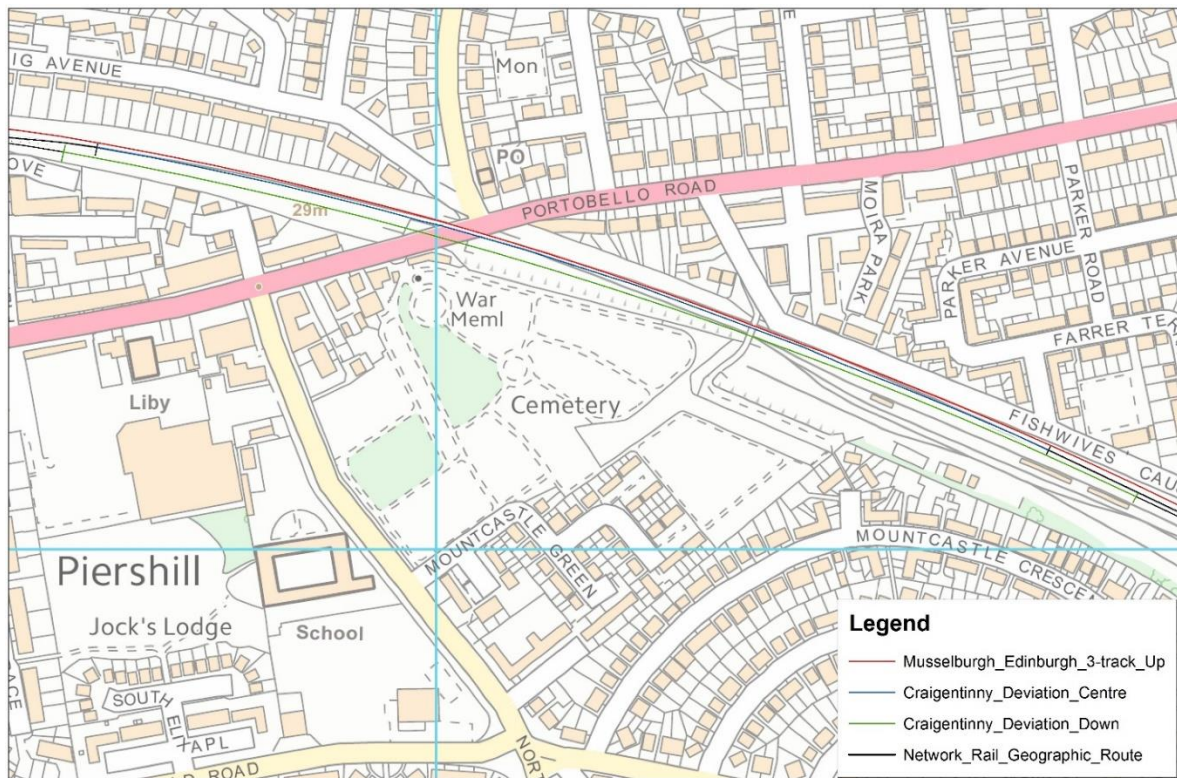


Figure 6- Deviation of ECML Down Line along pre-electrification alignment beneath stone arch bridge

The existing two ECML tracks previously passed under the southwest stone arch span of the A1140 (Portobello Road) bridge but were realigned to pass under the flat metal girder northeast span in 1988/1989 to minimise electrification costs. The northeast span was previously occupied by the Powerhall branch lines; the connection to which was moved further west towards Meadowbank leaving a disused railway solum under the southwest bridge span. Reinstating the ECML Down Line through the centre of the stone arch would probably provide adequate electrification clearance but may require the disused railway solum to be lowered prior to relaying to comply with the current electrification standards.

There is a border between the western end of Craigentinny depot reception lines and the current ECML alignment, so it is possible that Down Line could run along this footprint avoiding the need for the new 3rd track to encroach upon the western end of Fishwives Causeway. If not, it is possible that the new 3rd line would encroach slightly, which would cut-off the vehicular access to the rear of property Number 28 located at the bend in Fishwives Causeway. There would still be the original and existing on-street parking available at the front of Number 28 and sufficient width of the Fishwives Causeway would remain to accommodate a footpath/cycle way at the pinch-point. No other properties bordering Fishwives causeway have vehicular access from it and it would appear that the vehicular access from Fishwives Causeway to Number 28 was opened up through the boundary wall in more recent times.

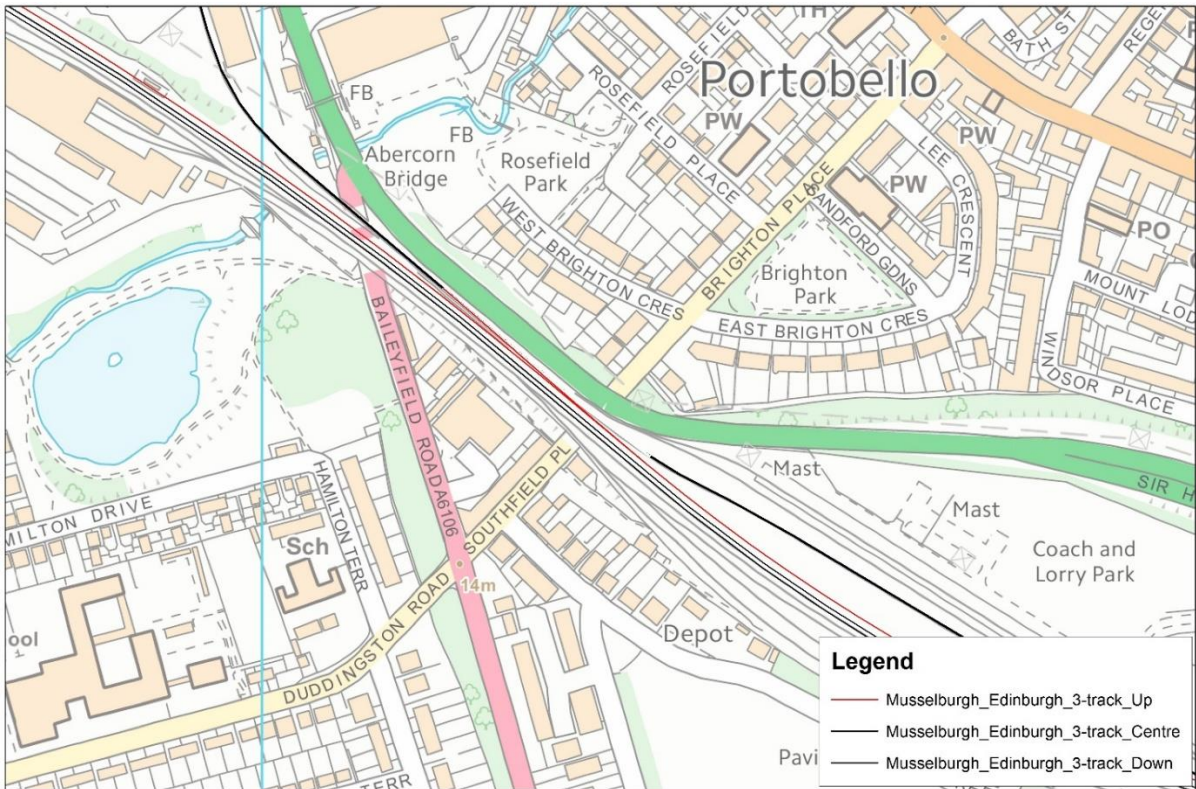


Figure 7 - Leith Branch Junction Reinstated on Previous Alignment

The track power feed across the track from Craightinny depot, illustrated in the top left hand corner of Figure 7, would likely require moving. The Leith Branch bridge line runs southwards from the top of Figure 7, crossing over the A6106 (Baileyfield Road), which was previously double track, so there is likely be sufficient footprint to widen the mainline bridge to carry the new 3rd ECML track. This would require realignment of the Leith Branch bridge deck, which is at a lower level than the mainline bridge and was renewed as a single line bridge span in the mid-1980s when the A199 Sir Harry Lauder Road was constructed alongside it. The Leith Branch connection to the ECML would be reinstated in its previous location between the Baileyfield Road and Southfield Place underbridges.

There is sufficient land already in Network Rail ownership to accommodate the new 3rd track (the ECML Up Line) between Southfield Place underbridge and the A199 Sir Harry Lauder Road, which would also bypass Portobello Junction removing conflicts between southbound cross-border trains and trains to and from Tweedbank.

The ECML Centre Line would be signalled for bi-directional operation.

If the ECML Down Line was also signalled for bi-directional operation between Edinburgh Waverley and Portobello Junction, this could increase both capacity and flexibility as it would permit trains to and from Tweedbank to operate in both directions on this line removing all conflicts with cross-border trains and easing pressure on Portobello Junction.

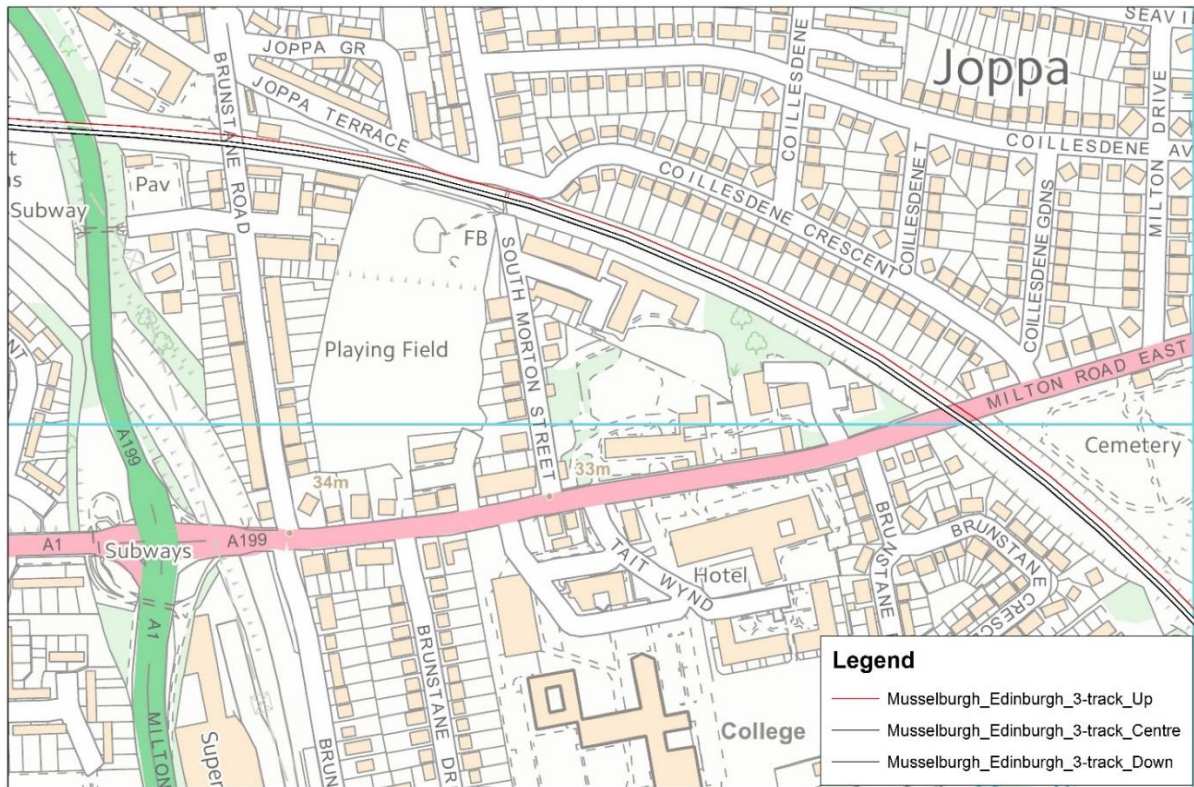


Figure 8 - ECML 3-track Alignment through Joppa

The A199 (Sir Harry Lauder Road) overbridge already has a 3 tracks running beneath it, so would not require alteration. The Brunstane Road bridge, the South Morton Street footbridge and the A199 Milton Road East overbridges would however require reconstruction to accommodate the new 3rd track. The single property adjacent to the railway boundary to the south of Joppa Terrace would require demolition, however there is likely to be sufficient footprint to enable the new 3rd track to be accommodated without impacting on Joppa Terrace itself, but would likely require a retaining wall to be built.

Number 2a at the western end of Colliedene Crescent would probably require demolition, but there is likely to be sufficient footprint for the new 3rd track to be built without impacting on the remaining residential gardens but would likely require a retaining wall to be built. Likewise, there is likely to be sufficient footprint for the new 3rd track to be built without impacting on the cemetery but it may also require a retaining wall to be built.

The route between the cemetery and the A6095 Newhailes Road to the northwest of Musselburgh station is bounded by farmland so it would likely be possible to procure a strip of land to accommodate the new 3rd track.

Musselburgh to Drem or East Linton 4-Tracking Route Options

The A6095 Newhailes Road bridge to the northwest of Musselburgh station would require rebuilding to accommodate the new 3rd track. All three tracks curving under the A6095 Newhailes Road bridge are all illustrated by red lines in Figure 9 to indicate that they would all require realignment to enable the new ECML 3rd Up (southbound) Line curve to connect end-on to the existing ECML Up Line at the beginning of the Musselburgh Station straight, illustrated by the northeast black line to indicate that it would not require alteration.

The ECML Centre Line curve would connect end-on to the existing ECML Down Line at the beginning of the existing Musselburgh Station straight, illustrated by the southwest black line to indicate that it would not require alteration.

The ECML Down Line curve would be slued to the southwest, illustrated by the southwest red line in Figure 9 to create space between it and the existing ECML for a new 4th track.

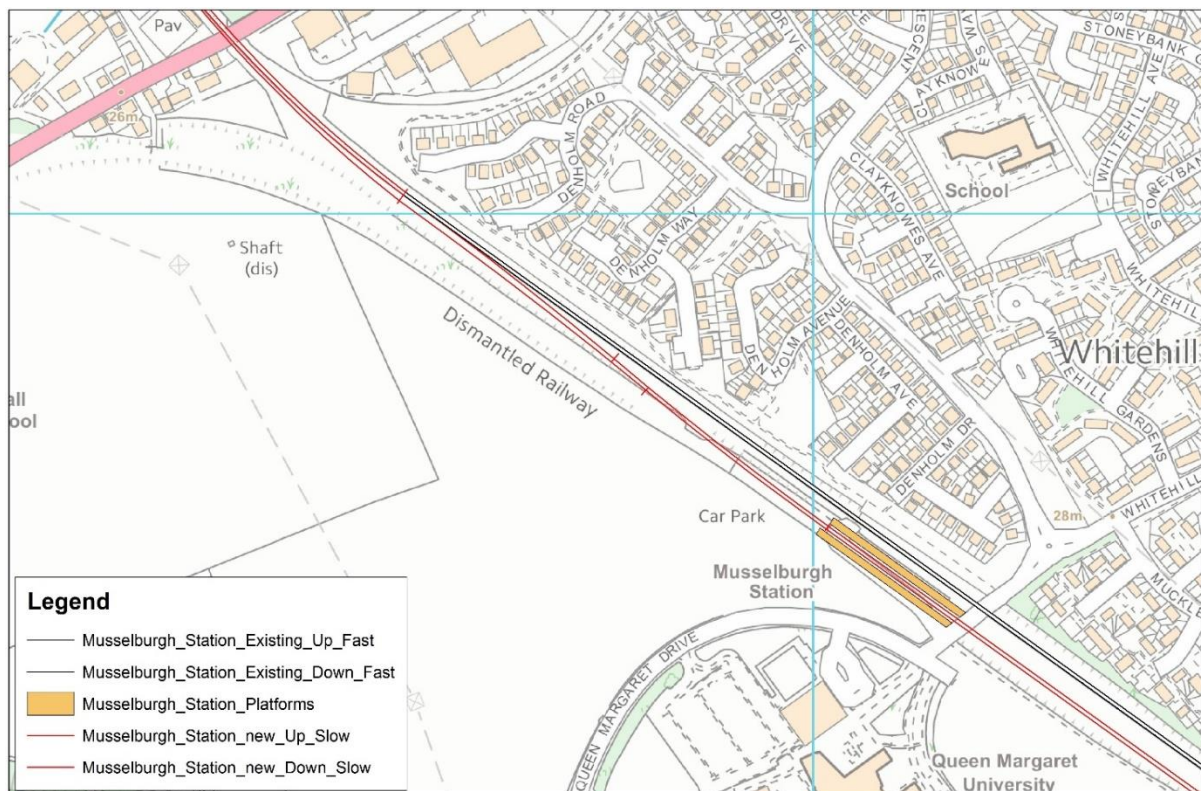


Figure 9 - Musselburgh station and Junction

The two existing ECML lines, illustrated by the black lines in Figure 9 would become the Up Fast and Down Fast Lines carrying the non-stop cross-border passenger trains. The two new lines, illustrated by the red lines in Figure 9, to indicate new track, would become the Up Slow and Down Slow Lines which would carry stopping ScotRail passenger trains. Since stopping trains approaching Musselburgh station from the north would likely be running on the Centre Line on the 3-track section only a single turnout, illustrated by the northeast red line in Figure 9 turning out from the beginning of the existing Musselburgh Station straight, would be required to create the 3-track to 4-track junction.

The new Up Slow and Down Slow Lines would run along the disused railway solum through what is currently the Musselburgh station car park, which would need to be relocated. Two new station

platforms, illustrated by the orange rectangles in Figure 9, would be built on the new ECML slow lines. The existing platforms could either be abandoned or could be retained for use during perturbed operation.

As the area bound by the ECML, Queen Margaret University, the A1 and Newcraighall Road is earmarked for development, a portion of land along the disused railway solum would need to be Safeguarded, as would the land between Queen Margaret Drive and the new Musselburgh Station platforms for a relocated Car Park.

The 3-track and 4-track lines of the ECML to the north and west of Musselburgh have been illustrated by individual thin lines in Figures 4 to 9, however for clarity each pair of lines in the 4-track section east of the ECML to the east and south of Musselburgh are shown as one thicker red line representing the two new tracks (the ECML Fast Lines) and one thicker black line representing the two existing lines which would become the ECML Slow Lines.

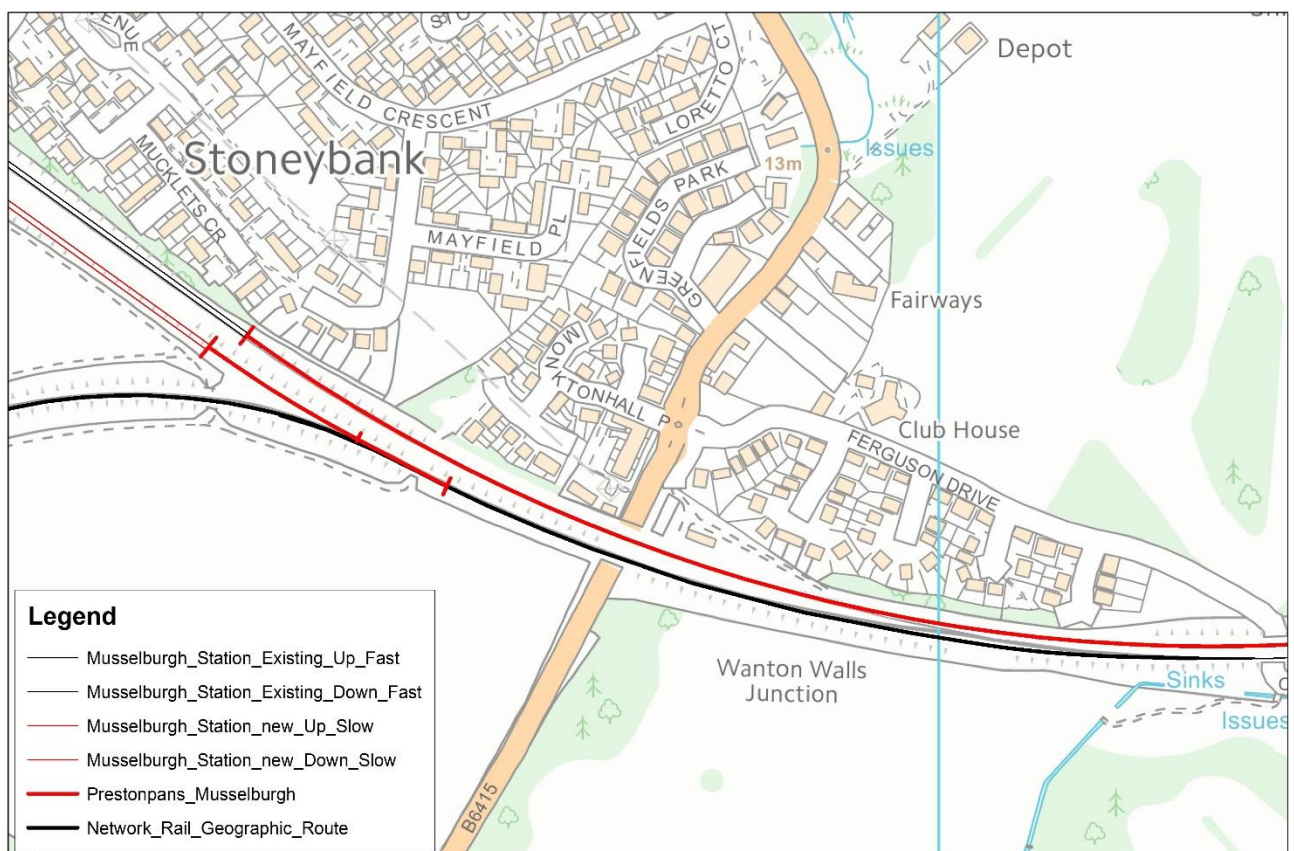


Figure 10 - Wanton Walls Junction (Monktonhall)

The current alignment of the ECML crosses over the northern span of the B6415 overbridge and over the southern span of the Ferguson Drive Overbridge, this existing alignment has been deleted for clarity. Walton Walls Junction, which is currently situated between the B6415 and Ferguson Drive Bridges has also been deleted for clarity and Figure 10 illustrates the proposed relocation of Wanton Walls Junction to the west of the B6415 overbridge. The northern span of the Ferguson Drive overbridge currently carries a disused railway solum.

The thick red line between the Musselburgh Up and Down fast lines and the Ferguson Drive overbridge, illustrates the proposed realignment of the ECML along its historic alignment, so is

coloured red illustrating that this is a track realignment. The thick red line between the new Musselburgh station Up and Down Slow Lines and the repositioned Wanton Walls Junction is also coloured red to illustrate that this is new track. The thick black line illustrates the existing Network Rail Geographical Route freight line between Millerhill Depot and the current location of Wanton Walls Junction just to the west of the Ferguson Drive overbridge.

Since the Freight lines would not be connect to the new ECML Fast Lines, the cant through the realigned curve could be increased to at least maintain the existing 90 mph line speed through what would be a slightly smaller curve radius.

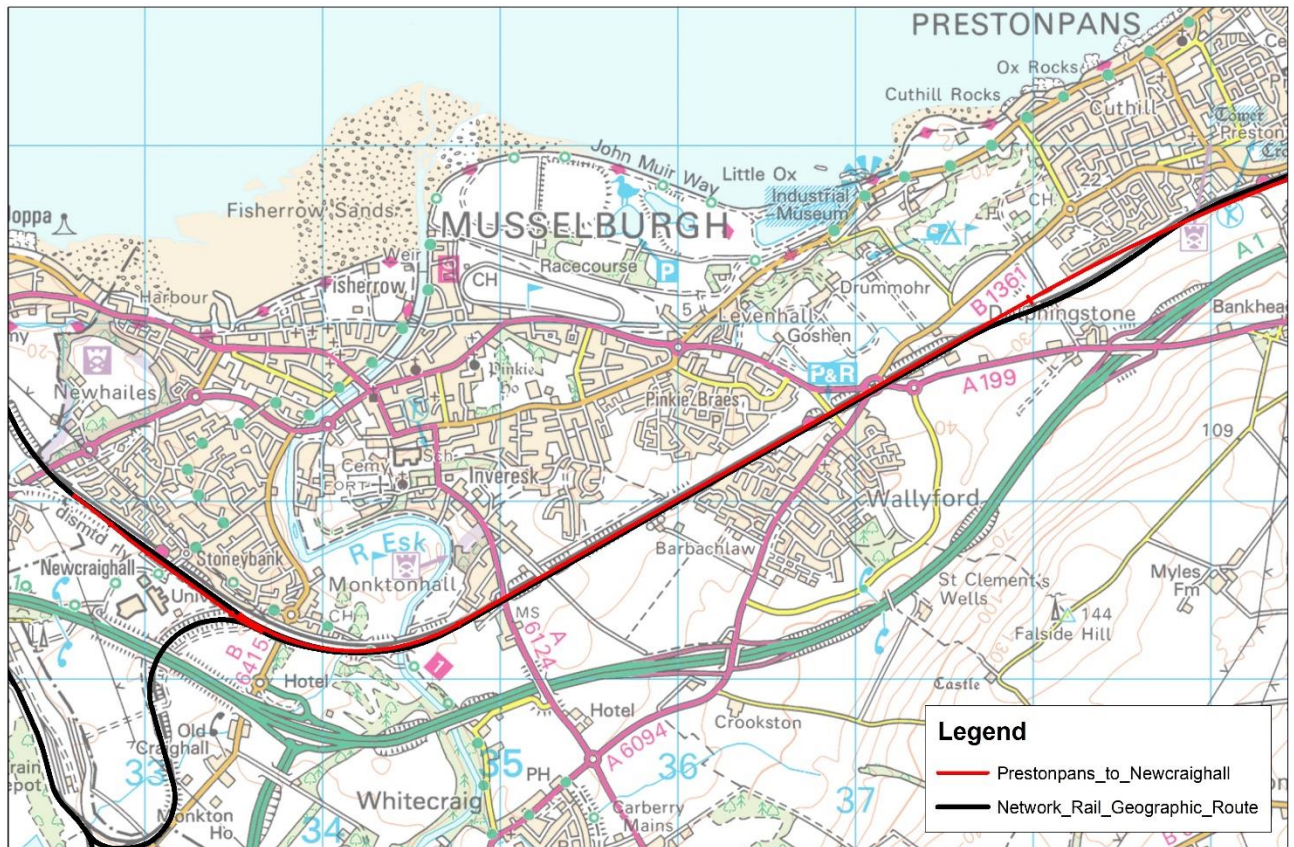


Figure 11 - Prestonpans to Musselburgh

The new ECML Lines, illustrated by the red line in Figures 11 and 12, would run along the northwest edge of the existing ECML (Network Rail Geographical Route) between Musselburgh and Prestonpans. As the Up Platform of Wallyford Station would be impacted upon by the new ECML Fast Lines, the existing ECML lines through the station would require realignment to accommodate the repositioned platforms.

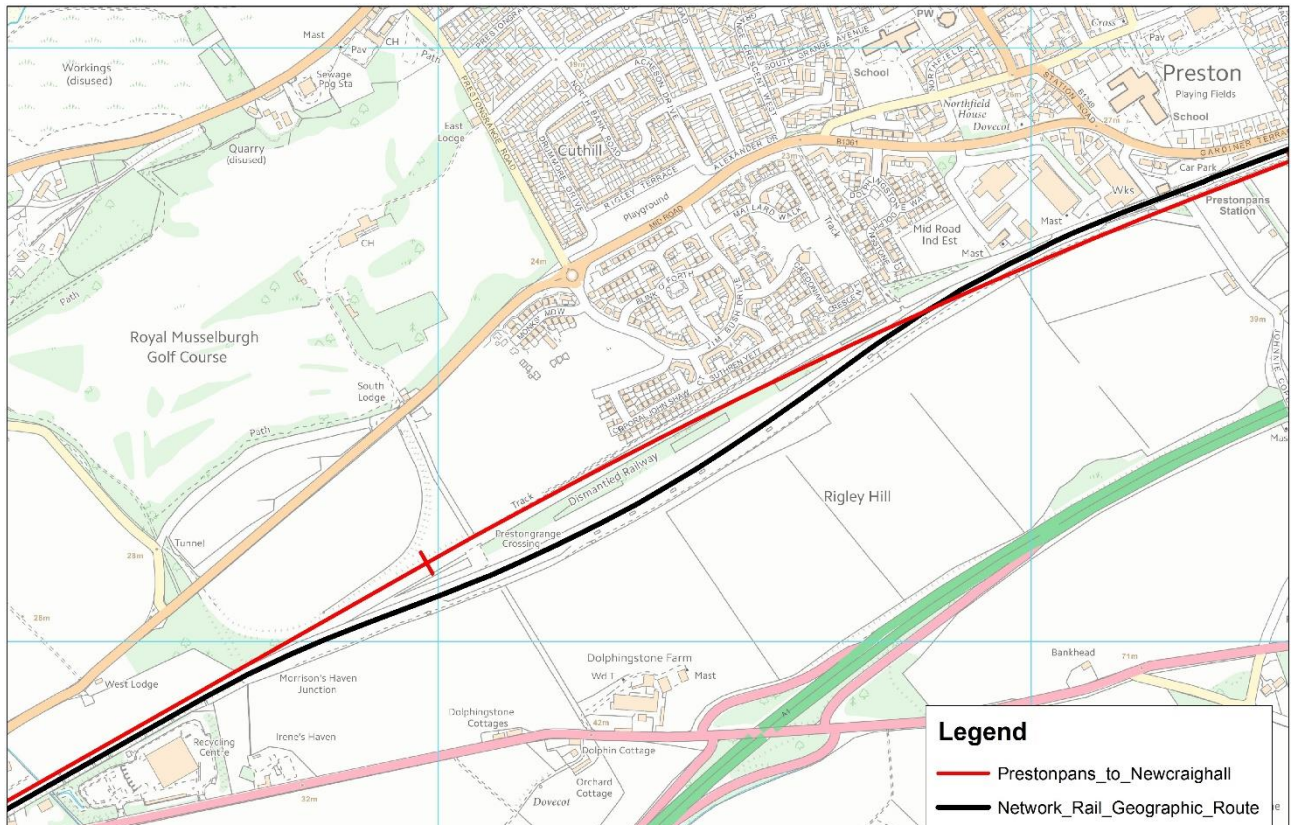


Figure 12 - Prestonpans ECML flyover where the new Fast Lines would cross over the Existing ECML Slow Lines

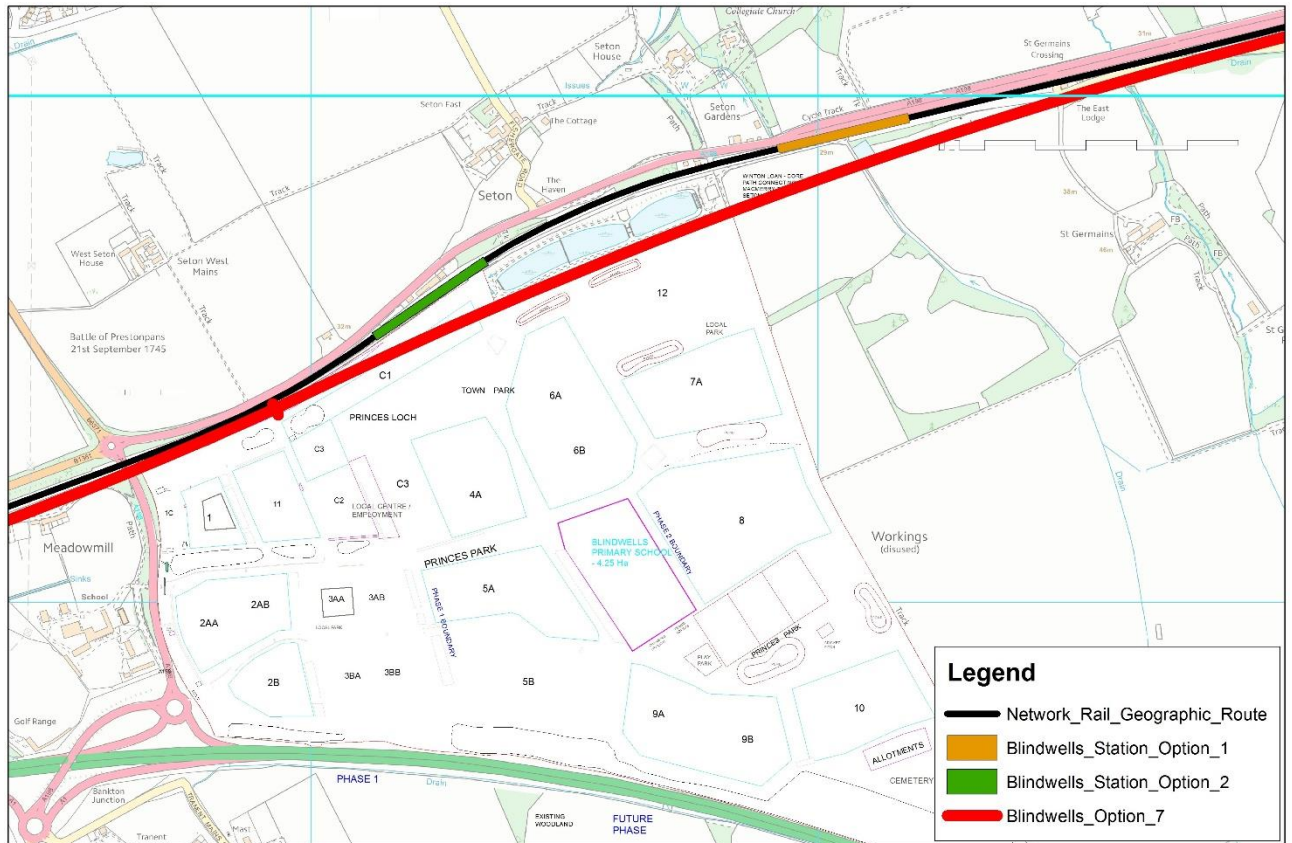


Figure 13 - Alignment through Blindwells Development Site phase 1

The two additional tracks for the 4-track alignment through the northern edge of the Blindwells development site, illustrated by the red line in Figure 13, is common to both the proximal and non-proximal 4-tracking alignment options discussed further in the next chapter. It cuts through part of Development Zone C1, which has outline planning for non-specific industrial units, then along the southern edge of the National Coal pumping station reed beds.

East Lothian Council is in discussion with the developer regarding the potential to safeguard this new route alignment on their behalf (not a Transport Scotland led safeguarding). Access to the reed beds could be from a new bridge over the ECML and A198 being planned by East Lothian Council to link the A1 to the Blindwells Development and a new industrial development on the site of the former Cockenzie Power Station.

There are two options for a potential station site:

- Option 1, illustrated by the orange rectangle in Figure 13, is closer to the likely location of the new overbridge and is also situated at the western end of a straight track section which would meet the standards requirement for new station platforms to be built along a straight piece of track wherever possible.
- Option 2, illustrated by the green rectangle in Figure 14, located on the double reverse curve further to the west could be a feasible alternative as the curve radii are large, however access between the station, car park and the overbridge would be further.

The St Germain's hamlet would also be accessed from this new bridge, enabling the last remaining level crossing on the ECML between Edinburgh and the border to be closed.

Earlier Transport Scotland and Network Rail Feasibility Studies have identified two options for increasing the capacity of the northern part of the ECML between Prestonpans and East Linton to remove conflicts between fast non-stop cross-border trains and the slower freight and stopping trains serving the intermediate stations. The 3 and 4 tracking options between Edinburgh and Blindwells share a common alignment and both of the 4-tracking options between Blindwells and East Linton have a similar cost per liner route kilometre.

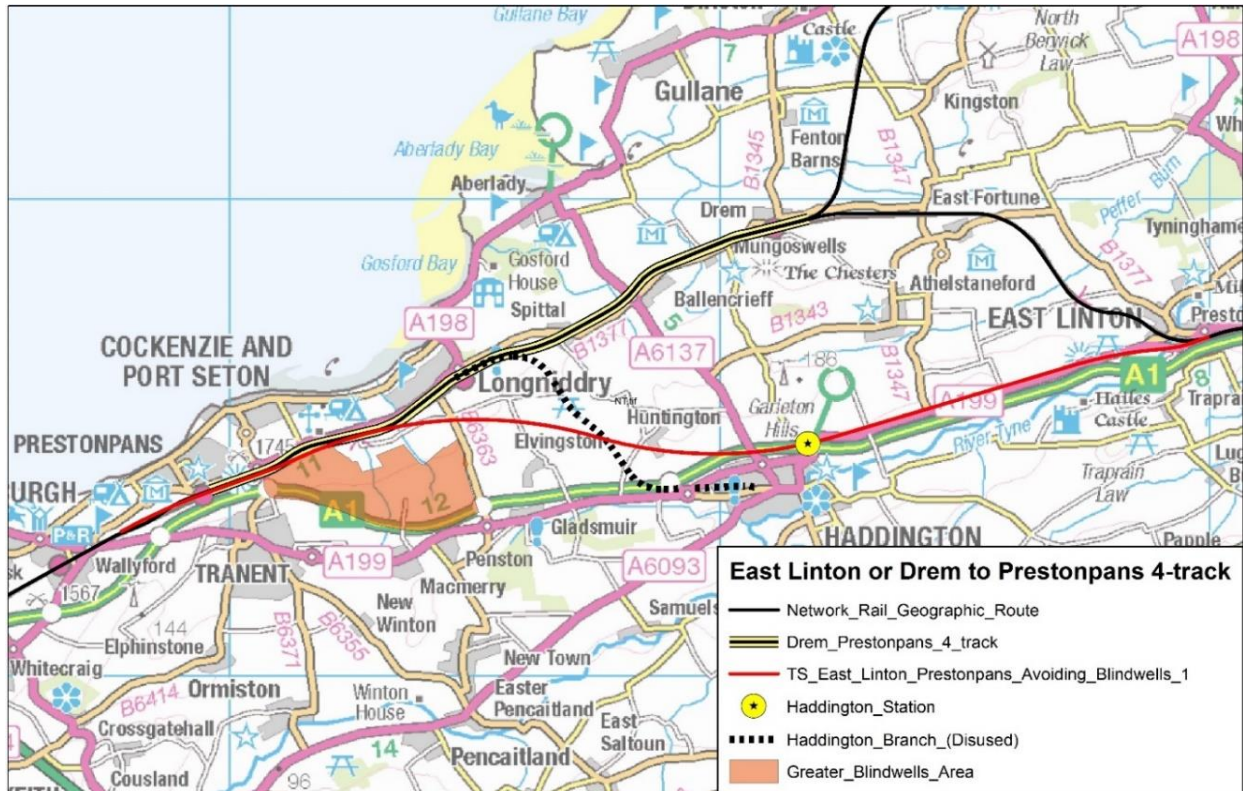


Figure 14 - Comparison of the 4-tracking options between East Linton and Musselburgh

The 4-tracking NR option parallel with, and proximal to, the existing ECML route between Prestonpans and Drem Junction is illustrated by the yellow and black line in Figure 14.

The non-proximal 4-tracking option, illustrated by the red line in Figure 14, has a more direct alignment between Prestonpans and East Linton which, having a more southerly connection with the ECML is therefore longer so would have an overall higher capital cost, but would deliver additional benefits. Both options would remove conflicts between non-stop cross-border trains and trains stopping at Musselburgh, Wallyford, Prestonpans and a potential new station at Blindwells. The non-proximal route would additionally remove conflicts at Longniddry, Drem and East Linton stations and would also remove conflicts with freight trains between Wanton Walls Junction in Musselburgh and East Linton.

The non-proximal route would provide an opportunity for a new through station at Haddington, illustrated by the yellow circle in Figure 14, located approximately 900 m north of the town centre at the A1/A199 (Abbotsview) Junction. This location would be significantly closer than the 3 km distant branch line station option illustrated by the green circle in Figure 1 and would also give Haddington connectivity in both directions to Edinburgh, Berwick-upon-Tweed and beyond. The non-proximal route being straighter and faster would deliver significantly reduced journey times for cross-border trains due to them being able to run at their higher 140 mph operating speed. The non-proximal route could also form the first phase of a high speed line between Edinburgh and Newcastle, which would be capable of a 45 minute journey time.

5 20% reduction of vehicular traffic by 2030.

To achieve a reduction of this magnitude 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.

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.

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.

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.

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.

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.

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.

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.

Infrastructure first is emphasised in establishing the Proposed Plan spatial strategy and place making informed by the development of 20 minute neighbourhoods is also a key objective of NPF4 but development is not always geared to provide equal outcomes relating to sustainability.

Some developers may resist the need to fund investment in sustainable development. To counter this, planning guidance needs to be clear and strong without ambiguity that leads to challenge. Spatial planning and transport provision must work together to achieve common goals.

For example, Proposed plan opportunities include confirming town centres as the core of communities to help reduce dependency on longer distance travel to out of town shopping centres and allowing smaller retailers to provide for local communities. Key opportunities are to bolster economic performance promoting town centre first principles to make a more vibrant, safer friendly environment acting as the core of communities. Work with communities to re-invent their places to reflect modern needs and demands and provide more space for active travel and attractions associated with 20min neighbourhoods would help achieve longer term transport objectives.

Actions for Proposed Plan

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.

The transport appraisal for the adopted LDP was a significant piece of work and forms a substantial base for LDP2. Transport modelling has been developed to provide a baseline position which will inform the Proposed Plan. The approach to any modelling within a transport appraisal will be proportionate with the focus on the NTS2 sustainable travel and investment hierarchies.

Specific opportunities that can be considered for the proposed plan and its settlement focus with the aim of reduction of private car use include:

1. Built environments that facilitate active and sustainable travel including the partial re-allocation of road space.
2. A greater understanding through activity planning to appreciate people's lifestyles and linking movement to location.
3. Consideration of improvements to apps such as lift share to include more than one journey to help people plan their lifestyle to suit their needs and rewards for journey sharing schemes e.g. reduced parking fees or access to journey share bays at key facilities.
4. Improved access and understanding of shared mobility platforms for both personal and work based journeys.
5. Develop the share more availability around fleet vehicles and car clubs to reduce the necessity to own a car.