AtkinsRéalis

Workforce Mobility Project

EAST LOTHIAN JOURNEY HUBS

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This document has 180 pages including the cover.

Document history

Document title: Final Report

Document reference: Final Report

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft for comment	JR	KF	MC	CHS	28 Feb 2024
2.0	Draft for comment	JR	KF	MC	CHS	22 April 2024
3.0	Final issue			JR	CHS	10 May 2024

Client signoff

Client	East Lothian Council
Project	East Lothian Journey Hubs
Job number	5224307
Client signature/date	

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Executive Summary

This feasibility study assesses options and provides recommendations for the implementation of Journey Hubs across East Lothian Council area. The purpose is to improve integrated mobility through various modes such as rail, bus, cycling, wheeling, and walking.

The study, audits key active travel corridors to connect to the hubs and identifies opportunities for improvement. Travel data from employers, mobile phones, and bus patronage informs the analysis. Additional data, strategy, policy, and guidance also guides the study.

The study has gone through has several stages:

- Identifying and classifying Journey Hub locations based on demand volumes, existing hubs, flows, size requirements, constraints, and specifications.

- Consultation with stakeholders such as bus operators, employers, regional partners to get their input on integrated journeys.

- Provide final feasibility report with recommendations, GIS mapping of hubs, and analysis of hub catchment populations.

The study aims to improve integrated and sustainable mobility across East Lothian through a data-driven approach. The recommendations will inform planning and investment in Journey Hubs, active travel, public transport, and new mobility services.

A High-level economic appraisal of recommendations using benefit-cost analysis accompanies this report.

A Carbon impact assessment of the hubs and network recommendations has also been undertaken and compares to baseline conditions.

1.   Introduction

AtkinsRéalis was commissioned through the Workforce Mobility part of the Edinburgh and South East Scotland City Deal, to undertake a study to examine the feasibility of developing a network of Journey Hubs within East Lothian on behalf of East Lothian Council. The study involved identifying potential locations for Journey Hubs to be provided across the local authority area, engagement with key stakeholders and the public, as well as the development of initial business cases and carbon assessments for the hubs. In addition, as part of the requirement to assess potential locations, their accessibility from the communities they serve, or local employers was also considered. In total 34 hubs have been identified. Of these 10 are classified as Major Hubs and 24 have been classified as Local Hubs. Where Major Hubs are aimed at supporting important mobility nodes and a wider population and Local Hubs focus on the needs of those local to the area and are smaller scale than their major counterparts.

1.1   Understanding the Project

This project required the development of a data driven strategy for Journey Hubs to be delivered across East Lothian. The study looked at data from major employers to establish key routes and journeys undertaken through East Lothian and identified a range of locations and types of hub for delivery, including an analysis of the 'catchment' of each Journey Hub, with the aim of demonstrating how many people may be able to directly benefit from it. The study included mapping the sites, assessment of hub type, and proposed facilities on a GIS layer and provided indicative cost information for construction, operation and maintenance.

Purpose of Journey Hubs

A mobility hub is an industry recognised term for a focal point for the provision both of a range of sustainable modes of transport and of transport information. Within East Lothian the council considers the terminology 'Journey Hub' more reflective of the purpose of the hubs and this terminology has been used throughout this document.

Journey Hubs aim to integrate modes and improve transport coverage and choice across East Lothian. Additionally, it can act as community hub for other non-mobility services such as parcel lockers and café's . Providing a hub enables integration between services, acts as a focal point for transport modes and provides information and facilities for last-mile connectivity.

Larger Journey Hubs often include the redesign of urban realm to reduce private car space and provide improved accessibility for all users. To create a strong identity and improve visibility, hubs also include clear signage identifying the area as a Journey Hub.

Services and facilities located at mobility hubs can be classified as:

- Mobility components (Bus stops, bike hire etc.),
- Mobility-related components (Real Time Passenger Information, cycle parking etc.),
- Non-mobility and urban realm improvements (Café's, parcel lockers etc.).

1.2   Methodology

The purpose of this study was to identify and analyse potential hub locations and determine what type of features should be included at each location. This process involved first identifying towns, villages and bus stops which could be possible hub locations using data analysis and consultation. The data collection process narrowed down potential hub location and then an audit was completed of each location which focused on assessing the connectivity to the site and the facilities accessible. An outcome of the audit was a more detailed understandings of the needs, feasibility and space availability of any proposed site allowing for clear identification of additional features required at the hub and to support it.

The first step taken was to consult with the local community and key stakeholders to identify which locations were important for local users and what type of features and outcomes the community would like from the journey hubs.

This was followed by data analysis of mobile phone data, employer data and bus user data, which all provide insight into the everyday average movement, population and footfall in the area.

Once data was sourced, key locations were identified, visited and assessed for their access and quality so that recommendations could be made on the needs and nature of each site. At some points the hub location changed based on audit results, to a location of potentially more access or space. At this point the audit followed an iterative process and each adjustment was likewise assessed at a desk top level.

2.   Consultation

2.1   Introduction

Engagement occurred using three main methods: face-to-face public engagement, an online survey, and meetings with key stakeholders. For each of the engagement methods those involved were notified through posters, press releases, and social media posts. AtkinsRéalis developed an engagement plan which outlined who, how, and when these engagements would occur, which was signed off by the client.

The public engagement occurred from 27th September to 4th October 2023 and included various components. On several occasions (see schedule as advertised in Appendix A.1.1 and A.1.2) the AtkinsRéalis team directly interacted with local people at publicly accessible areas such as railway stations or high streets. One component of this involved members of the project team approaching those members of the public already in the area. In addition, posters promoting the project and locations of the engagement were posted around East Lothian (Appendix A.122) All communication and promotional activity included a QR code which linked to the online questionnaire (Appendix A.156). The online questionnaire was available through to mid-November 2023.

Key stakeholders (listed in Appendix B.2) were identified representing internal stakeholders, public bodies, community and social enterprises, and others (further discussed in Section 2.3) and were directly approached. These stakeholders were met with (online and in person) either in one-to-one meetings or group consultations where they were given an opportunity to raise their concerns and suggestions relating to the project. These meetings took place from September through to December 2023.

2.2   Public Consultation

The public consultation took place in person at key locations across East Lothian, as listed in Section 2.2.1 below, where the public were able to engage with members of the AtkinsRéalis project team directly to talk about the proposals. The public were encouraged to explain what they felt their most important needs and wants would be from a Journey Hub, how they felt about it, to pinpoint on a map where they would most like to see such hubs, and were also invited to take part in the online survey for further input.

2.2.1   Consultation Locations

Seven locations were chosen by East Lothian Council across the region for the public consultations to take place, each represented places where Journey Hubs could be successful, with high foot traffic and where there was space available to engage with the public Figure 2-1 shows the breadth of consultation locations across East Lothian. A list of the locations visited is noted below:

- Tranent – Outside 100 High Street
- Prestonpans – Outside Bayne's bakers
- Haddington – next to farmers market
- Dunbar – High Street outside town house
- Wallyford – Outside train station

- Musselburgh - outside the trains
- Musselburgh – High Street outside Holland and Barrett

Figure 2-1 - Locations of East Lothian Journey Hub Public Consultations

Prior to consultation, the community was informed of the upcoming events through an email (Shown in Appendix B.1.2) which was distributed to 111 community groups and organisations, including all of the community councils. This email to 111 community groups also invited people to fill in the survey detailed below. In addition to this, posters were put up through East Lothian's distribution network of 80 publicly accessible council locations, as well as virtually through the council's intranet and website, LinkedIn, and through email. Details were publicised in the local newspaper and on the East Lothian Consultation Hub.

Over the course of the four days of public consultation in person discussions were held with approximately 300 people, and these consultations provided valuable feedback, which is discussed below.

2.2.2 Key Findings

The public provided valuable feedback relating to the type of facilities they would like to see in Journey Hubs, the locations of those hubs, as well as issues with public transport and active travel that may impact their use of the hubs. The main feedback is described below (a list of all public comments are included in Appendix A.2):

- Facilities:

- The most frequent need identified for each hub was the need for cycle parking. Specifically parking which is secure, covered, and has space for non-standard cycles,
- Other comments received included:
  - Wi-Fi, charging facilities, and parcel lockers,
  - Electric cycle and electric vehicle/ facilities,
  - Real time information for public transport, which is clear and easy to understand,
  - Cafés and toilets,
  - Appropriate accessibility requirements - which should extend to the public transport stops and vehicles,
  - Improved waiting areas which are sheltered and have suitable lighting and are dog friendly,
  - Include car share and car club facilities and incentives as well as park and ride (where this is not already available)
  - Car parking nearby, where a hub serves a rural community.
- Connections: people noted that they may be unlikely to use the Journey Hubs if the connections to and at the hubs, by both public transport and active travel, are unreliable. Specifically:
  - There are currently limited north/south and radial bus connections between East Lothian towns e.g. Dunbar and North Berwick, and even less to rural areas such as Humbie or Penicuik,
  - Likewise, rail connections are also limited both in the areas they reach and in their frequency,
  - The cost of local trips is considered to be too high,
  - There was also a call for better connections to Edinburgh,
  - Many highlighted a problem with two-part journey's. Both those taking two buses and those transferring from buses to trains noted the trips were not integrated, resulting in an inefficient journey with long waiting times.
  - Connections between buses and trains could also be improved with integrated ticketing,
  - Active travel routes are currently poor with inconsistent and sometimes non-existent cycle paths,
  - Active travel and public transport could be better integrated by providing more capacity for cycles on buses and trains,
- Hub locations:
  - Specific towns were identified including Pencaitland, Drem and Longniddry
  - Hubs could be integrated with new developments or established centres such as the industrial areas in Macmerry, the new railway station in East Linton, and the sports centre in North Berwick (adjacent to new housing development and schools).
  - New hubs should not be an obstruction for those using the area, so should avoid cluttered street furniture and should not be on high streets.

2.3 Key Stakeholder Engagement

Various key stakeholders within East Lothian were directly contacted regarding the proposed Journey Hubs. The purpose of this was to allow businesses, community groups, and governance representatives who represent key voices within the region to provide insight. Not only into how they may be impacted by the Journey Hub initiative, but also to gain from the knowledge they have of the area. This information aided in the optimisation of the design and location of the Journey Hubs and aimed to ensure buy-in, support and collaboration from key stakeholders.

The key stakeholders who were contacted and met with included:

- East Lothian Council
- East Lothian Council Board
- AECOM
- Lothian Buses
- Torness Power Station
- Charles River
- Local community councils including
    - Dunbar Community Council
    - Dunpender Community Council
    - East Lammermuir Community Council
    - Gullane Area Community Council
    - Haddington and District Community Council
    - Macmerry and Gladsmuir Community Council
    - Pencaitland Community Council
    - Tranent and Elphinstone Community Council
    - West Barns Community Council
    - Dunbar and East Linton Area Partnership
- Rural East Lothian Bus Users (RELBUS)
- Rail Action Group East of Scotland (RAGES)
- Sustaining Dunbar
- East Lothian Community Rail Partnership
- Fa'side Area Partnership
- Connected Communities Haddington
- Cycling Scotland
- Sestran
- Spokes Lothian
- Cycling Without Age Scotland
- Living Streets
- Paths for All
- Sustrans
- We are Cycling UK
- PAS

2.4   Data of Interest

Some key stakeholders were able to provide AtkinsRéalis with additional data for the area which has been used to inform potential hub use and possible locations. The data included existing consultation insight from other projects, and travel data.

AECOM is currently working on the Cross East Lothian Active Freeway with the council which aims at providing fast and direct walking, wheeling, and cycling connections across the region. AECOM ran community consultation in the weeks prior to the Journey Hub consultations, resulting in concerns of

consultation fatigue among the community. To mitigate this there was an agreement for AECOM to share the results of their consultation, as the data they collected from the community was valuable to the Journey Hub project. This approach prevented the need for the Journey Hub project's consultation from repeating questions to the public. Members of the public were consulted in various locations and raised points that could aid in determining what amenities should be prioritised in different areas. The key points to consider included:

In Haddington:
- There is an interest in E-bikes rentals on major routes,
- Particular call for accessible friendly support such as e-bikes and rest areas,
- Better supply and integration of bus services

In East Linton:
- Call for better cycle infrastructure which may increase the need for cycle parking and other cycle support.

In Dunbar:
- Accessibility concerns were raised at bus stops

Other data of interest included bus patronage and movement provided by Lothian Buses which indicated the most well used bus nodes and current major demand points for buses in use. Meetings were also held with Scottish Water (Top up Taps) to determine the possibility of drinking water fountains being placed in potential hubs, as well as East Lothian Council estates team noting possible locations for hubs. Both stated that there are limited available resources which makes it unlikely that water fountains will be an available amenity and the lack of space will likewise reduce the number of amenities available on site.

2.4.1 Comments and Feedback

The stakeholders included in discussions on the proposed Journey Hubs mainly included major employers in the region, community groups and cycle-based organisations. These representatives raised the needs of local users for Journey Hubs and concerns for where the hubs may be ineffective. Across the consultations there were several key concerns. One point was reiterated across the board and that was the need for improved public transport, without which the Journey Hubs' usefulness will be severely reduced. Specifically, it was noted that neither Torness Power Station nor Charles River are supported by a commercial bus route and the extensive movement between North Berwick and Dunbar are considered to be undersupplied.

Larger towns like Musselburgh are better connected, especially their links with Edinburgh, however the connections between smaller towns and villages to these areas is limited, such as from Gifford. This impacts the connectivity in the Local Authority as a whole, with the north-south links seen as the worst. It was also noted that bus stops and railway stations are often not aligned, neither are the related timetables.

The consultations also highlighted safety as a concern, stating a perceived rise in vandalism and anti-social behaviour, and therefore a suggested need for lighting and surveillance at any new hubs. There was also a call for improved cycle integration by connecting to cycle paths, providing e-bikes and cargo bikes, and improved cycle parking.

It was also noted that there are existing transport initiatives (planned and currently operating) both at the Torness Power Station and at Charles River including shuttle buses, cycle schemes, and car share initiatives.

2.4.2 Potential Hub Locations

The hub locations suggested by consultees are listed below, both based on available space and need.

- Polson park,
- Caponhall Road,
- Ramsar Wetlands – Aberlady,
- Hospitals,
- Longniddry,
- Sherriffhall,
- Station Yard Brewery

2.5 Online Survey

2.5.1 Outline of the Survey:

The survey included 16 questions (listed below) which aimed to identify the current transport behaviour of uses, respondents' requirements from a journey hub and respondents personal demographics. This provided a detailed understanding of not only the needs of hub users, but informed the existing baseline use of public transport and highlighted the representative nature of the sample by incorporating demographics.

1. Do you agree with the type of Journey Hubs being proposed for East Lothian?
2. How do you typically get around your community and to other destinations in the region?
3. How often do you use public transportation in a week?
4. How important are each of these facilities at a Journey Hub?
5. What are the main reasons you would use a Journey Hub?
6. How likely would you be to use a new Journey Hub in the local area?
7. What is most important to you in terms of the location of a Journey Hub?
8. Please make suggestions of where you think Local/Village hubs should be located?
9. Are there any additional facilities you feel that Local/Village hubs should have in addition to those mentioned above?
10. Please make suggestions of where you think Major Hubs should be located.
11. Are there any additional facilities you feel that Major Hubs should have in addition to those mentioned above?
12. Please make suggestions of where you think Employer Hubs should be located.
13. Are there any additional facilities you feel that Employer Hubs should have in addition to those mentioned above?
14. Which gender identity do you identify with?
15. What is your age?
16. If you would like to know more, how would you like to be updated about the project?

2.5.2   Respondents:

The survey could be accessed via a link or a QR code which was advertised at the sites of the public consultation, on posters distributed in key community locations, on the press release and was emailed out to 111 key community groups to invite them to take part in the survey. In total 144 people completed the survey. The respondents were not evenly distributed across age groups, with 30% of respondents over the age of 60 and only 1% under the age of 22 (Figure 2-2). Under 22s are an important user group as they receive free bus travel in Scotland and so are expected to make up a notable portion of bus users. Attempts were made to include this group by contacting the pupil groups at local schools, however this did not significantly impact the number of respondents.
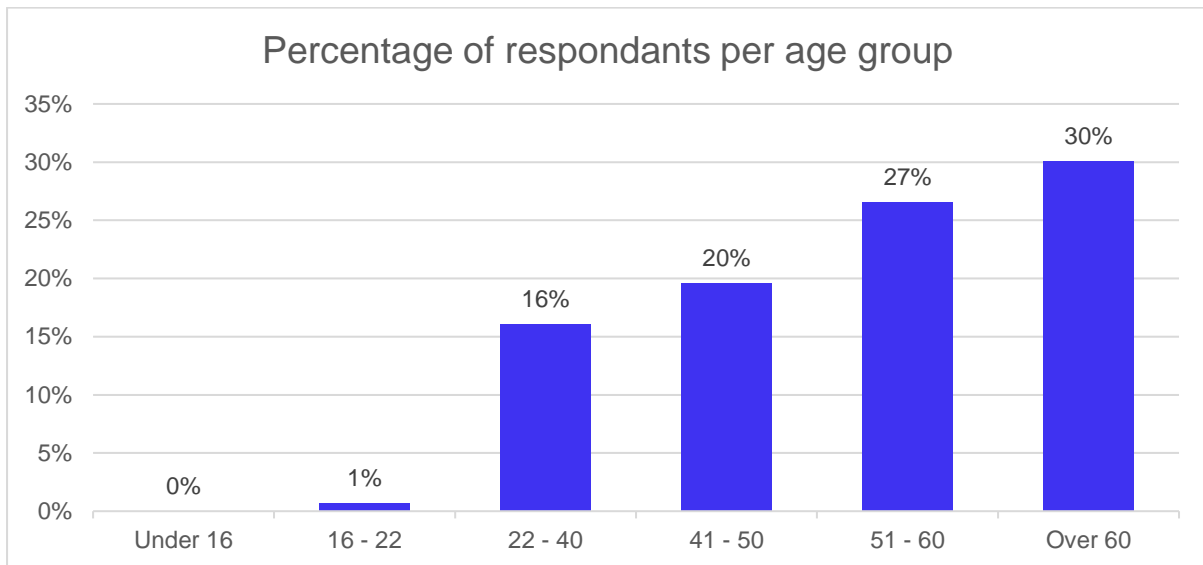
Figure 2-2 - Age distribution of respondents based on results of question 15: What is your age?

2.5.3   Survey Responses

General Attitude Towards Journey Hubs (Question 1)

The first question asked: do you agree with the type of Journey Hubs being proposed for East Lothian? Most respondents agreed with 70% responding positively and 13% responding negatively.

Current Travel (Question 2 & 3)

The results of question 2 provide an overview of the type of transport modes that respondents use (shown in Figure 2-3). This shows that the most predominantly used mode is as a car driver (73%), however a high number of users also walk (70%) and take the bus (58%). This question did allow for multiple modes to be chosen so it is unclear which modes are the most regularly used by respondents.
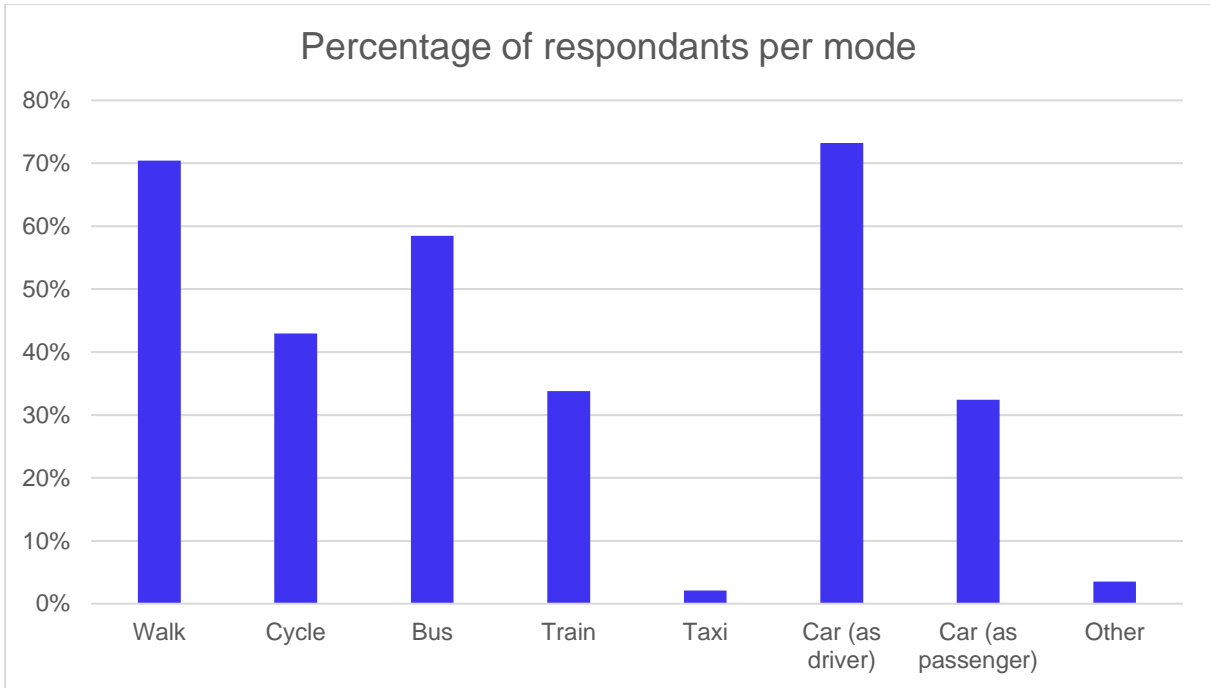
Figure 2-3 - Summary of results of survey Question 2: How do you typically get around your community and to other destinations in the region? (bus, train, car, cycle, walking, etc.)

Question 3 provides a clearer indication regarding public transport as to how frequently users are reliant on certain modes namely public transport modes (shown in Figure 2-4). This indicates that although over 50% of respondents do use public transport, only 5% of them use it daily and 54% use it only 1-2 times a week or less.
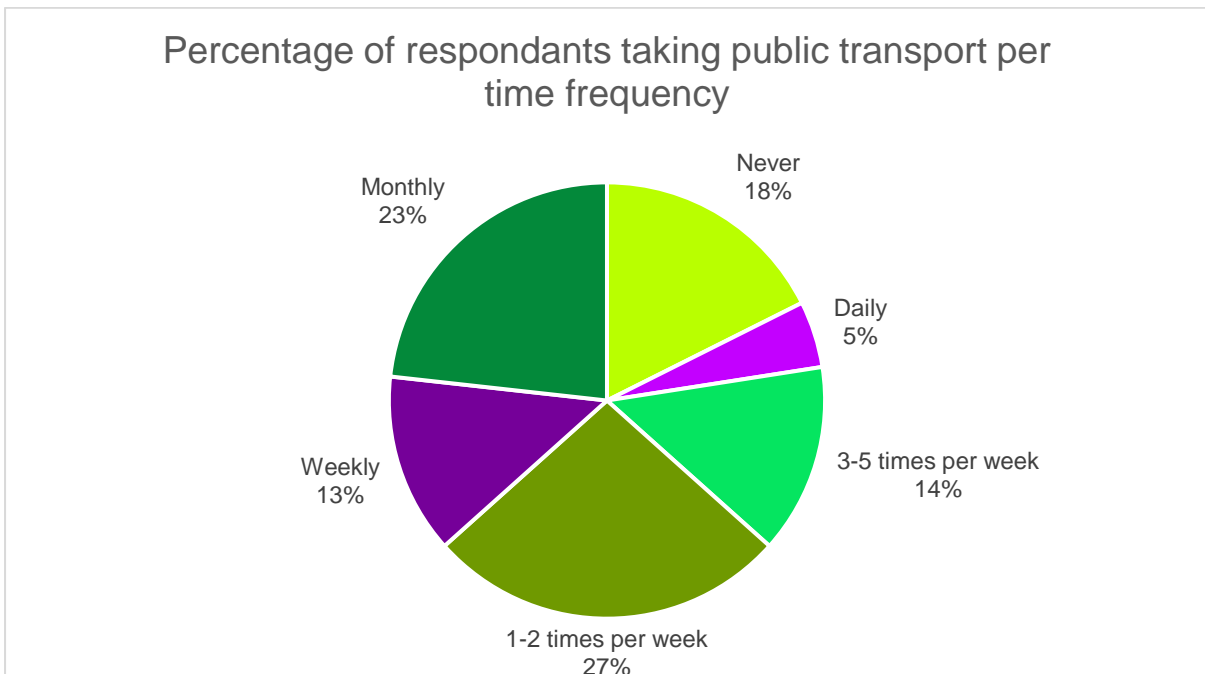
Figure 2-4 - Summary of results of question 3: How often do you use public transportation in a week?

AtkinsRéalis - Baseline / Référence

Importance of Different Facilities (Question 4)

Several facilities which could be included in the journey hub were outlined to respondents and they were asked to rate these out of 5 (Figure 2-5). Facilities which were rated as very important by over 60% of respondents were: real-time travel information, sheltered waiting areas, and having a local bus stop. Aside from this, other notable facilities were cycle parking, public toilets, and car parking, all of which were rated 5 by over 35% of users. On the contrary, facilities which were generally rated as not important were staff assistance, taxi ranks, EV chargers, cycle hire, parcel delivery lockers, cargo bikes, and car club vehicles.
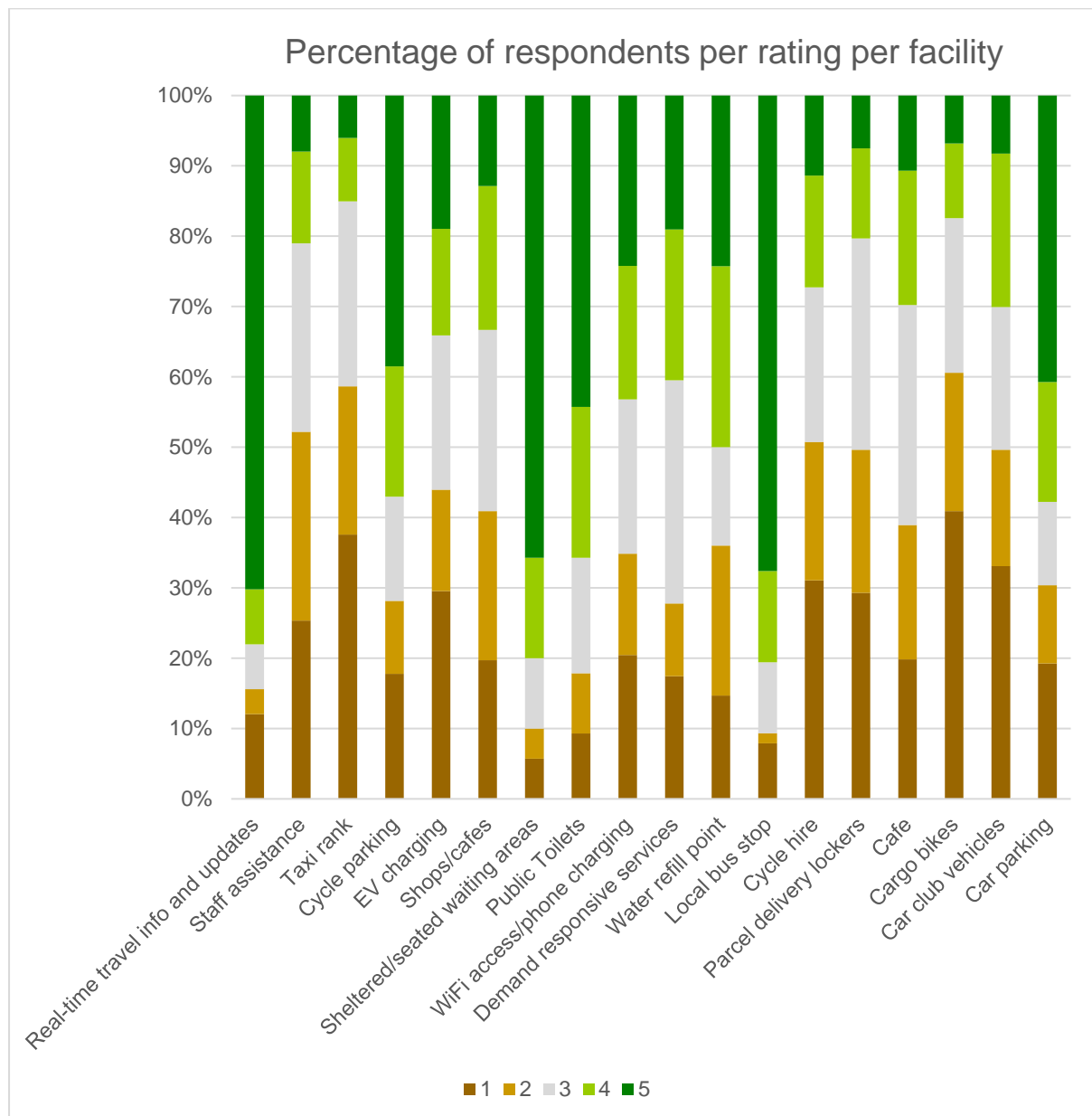
Figure 2-5 - Summary of results of question 4: How important are each of these facilities at a Journey Hub? (rate 1-5, 1 = not important, 5 = very important)

Using the Hub (Question 5 & 6)

Respondents are likely to use the hub, with 78% selecting somewhat likely or very likely to use the hub as indicated in Figure 2-6. Respondents indicated in response to question 5 that they the reason that they would most likely use the hubs are for leisure, town-to-town travel and shopping/amenities as summarised in Figure 2-7.
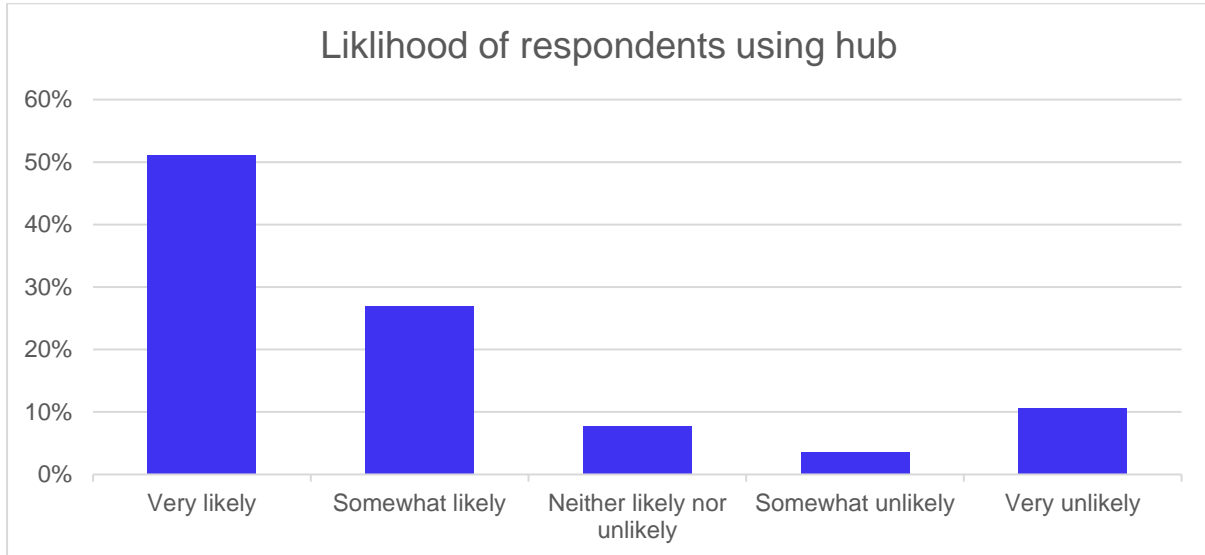
Figure 2-6 - Summary of results for question 6: How likely would you be to use a new Journey Hub in the local area?
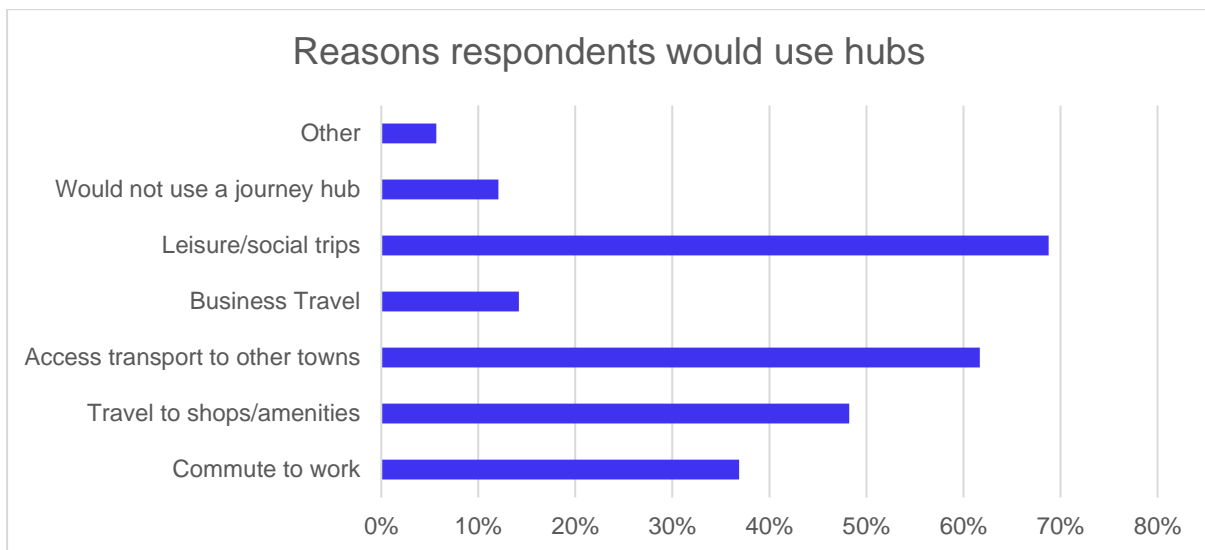
Figure 2-7 - Summary of results for question 5: What are the main reasons you would use a Journey Hub?

Locations of Hubs (Question 7)

Respondents were asked to identify where would be the most important locations for them to see hubs. Options ranged from town centres to close to toilets. The overwhelming choice of most, 48% of respondents, was that hubs should be near public transport facilities (see Figure 2-8) highlighting public transport connectivity as more important than location or proximity to specific amenities.
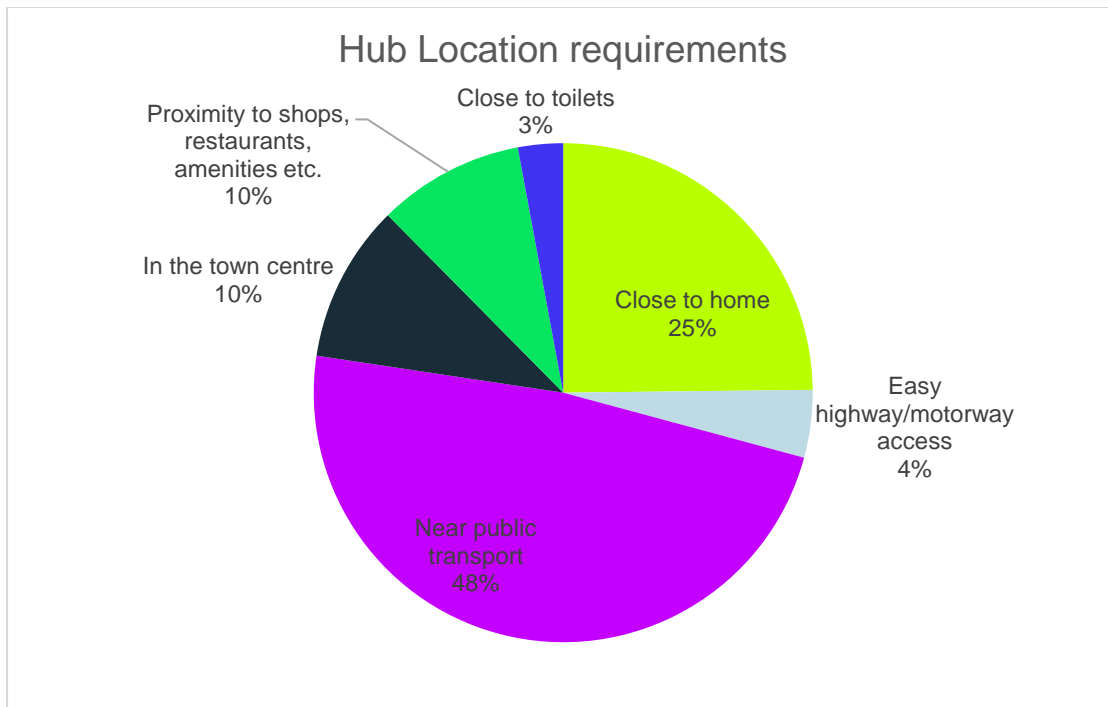
Figure 2-8 - Summary of question 7: What is most important to you in terms of the location of a Journey Hub?

Local/Village Hub (Question 8 & 9)

The Local/Village hubs are smaller hubs, dedicated to providing services and access points to local areas while providing for transport needs through information points, seating, cycle parking, and similar. Respondents were asked to identify both where they think these hubs should be and what type of facilities they would want to see. Both questions allowed for open ended answers. To simplify and summarise these results, key points were identified, and answers were grouped accordingly.

The first question, *Question 8: Please make suggestions of where you think Local/Village hubs should be located,* resulted in both specific town names and general location features. Table 2-1 lists the 27 towns and village names were identified of which the most popular were Dunbar, North Berwick, Musselburgh and Haddington. Figure 2-9 outlines the type of locations respondents mentioned which focused on the types of facilities which should be nearby, the centrality of the location, and the size of the towns. Respondents also highlighted that most importantly these hubs should be located near transport facilities (much like the results of question 7) and be located centrally within the towns or villages.

Table 2-1 - Towns and villages identified for Local/Village hubs in question 8: Please make suggestions of where you think Local/Village hubs should be located.

Number of times respondents mentioned specific towns/villages					
Settlements mentioned 4-8 times		Settlements mentioned 2-3 times		Settlements mentioned once	
Specific Town name	Count	Specific Town name	Count	Specific Town name	Count
Dunbar	8	Tranent	3	Thorntonloch	1
North Berwick	7	Gullane	3	Spott	1
Musselburgh	6	Drem	3	Morham	1
Haddington	6	Prestonpans	2	Longniddry	1
Whitecraig	5	Ormiston	2	Inveresk	1
Wallyford	5	Oldhamstocks	2	Humbie	1
Gifford	5	Innerwick	2	Ephinstone	1
Port Seton	4	Garvald	2	Cockenzie	1
Pencaitland	4	Aberlady	2	Blindwells	1
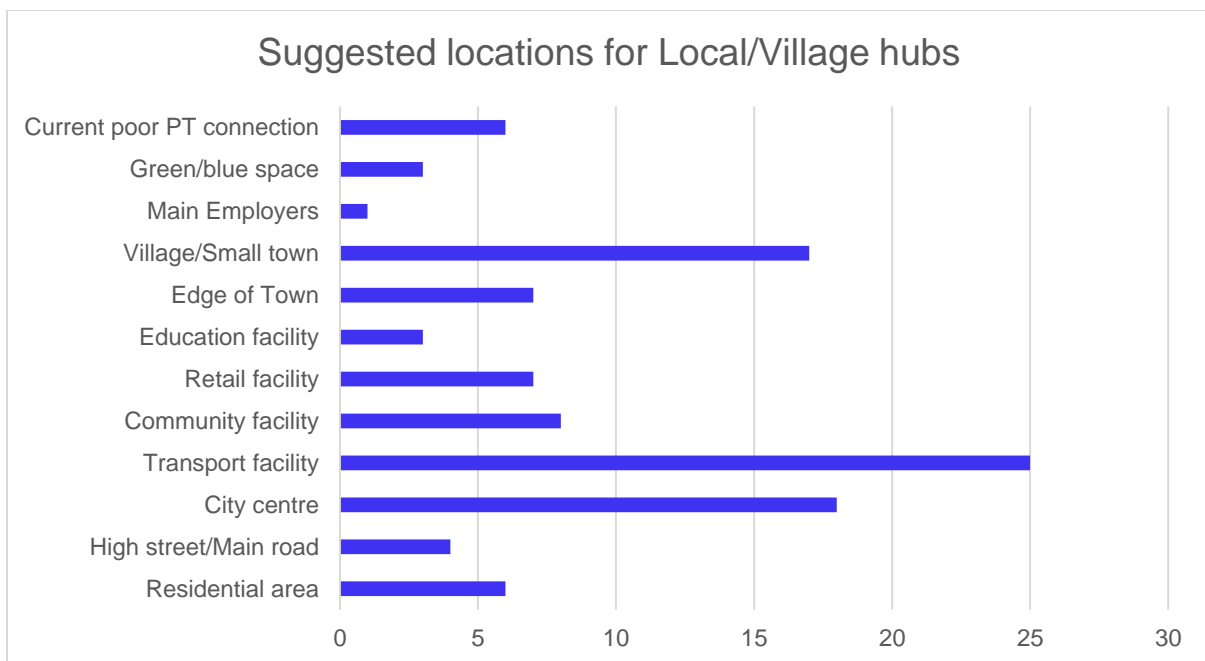
Figure 2-9 - Summary of location types identified in question 8: Please make suggestions of where you think Local/Village hubs should be located.

Respondents also detailed the type of amenities they would like to see as part of the Local/Village hubs. The most commonly mentioned were the need for information on the local area (including maps, local event information, community notice boards, and sports notices) as well as the need for improved public transport connections. The list of what types of amenities were mentioned are outlined in Table 2-2

Table 2-2 - Amenities suggested for Local/Village hubs in question 9: Are there any additional facilities you feel that Local/Village hubs should have in addition to those mentioned above?

Number of times respondents mentioned specific type of amenity			
Amenity mentioned 3-10 times		**Towns mentioned less than 3 times**	
Amenity Theme	**Count**	**Amenity Theme**	**Count**
Area information	10	Disability friendly infrastructure	2
Improved Public Transport services	10	CCTV	2
Cycle parking	7	Green/Blue Space	2
Cycle routes	5	Seating	2
Emergency Aid	5	Local trader space	2
Toilets	5	Other	2
Cycle Repair tools	4	Music	1
Transport Information	4	Work spaces	1
Electric cycle	4	Scooter hire	1
Lighting	4	Recycling	1
Food/Drinks	4	Play space	1
Wayfinding	3	Quiet Space	1
Cycle Hire	3	Improved Paving	1
		ATM	1
		Parcel Lockers	1
		Car Share	1

Major Hub (Question 10 & 11)

Major Hubs expand on what a Local/Village hub include, as Major Hubs will be expected to service a wider area and frequency of use in addition to covering a larger surface area allowing for the addition of car clubs, parcel deliveries, and toilets alongside all the features expected in a Local Hub.

Much like with the previous section, questions 10 and 11 were open ended so the answers were organised into appropriate categories allowing for themes to be identified. Similarly, to the Local/Village hubs, both settlement names and type of locations were suggested by respondents. Fewer towns were suggested for the Major Hubs, the full list of which can be seen in Table 2-3 with both Musselburgh and Haddington being identified over 20 times, as a possible location. Beyond the specific settlements identified, transport nodes were again highlighted as the most essential locations for the hubs to be placed (both railway stations and bus stops). Other noted locations included both the centre and outskirts of town, community service locations, and places which currently do not have good access to public transport as shown in Figure 2-10.

Table 2-3 - Towns and villages identified for Major Hubs in question 10: Please make suggestions of where you think Major Hubs should be located

Number of times respondents mentioned specific towns/villages			
Settlements mentioned more than 10 times		Settlements mentioned less than 10 times	
Specific Town name	Count	Specific Town name	Count
Haddington	24	Prestonpans	6
Musselburgh	21	Longniddry	5
Dunbar	17	Blindwell	3
Tranent	13	Aberlady	2
North Berwick	11	Drem	2
Wallyford	10	Port Seton	2
		Cockenzie	2
		Whitecraig	1
		Gullane	1
		Dirleton	1
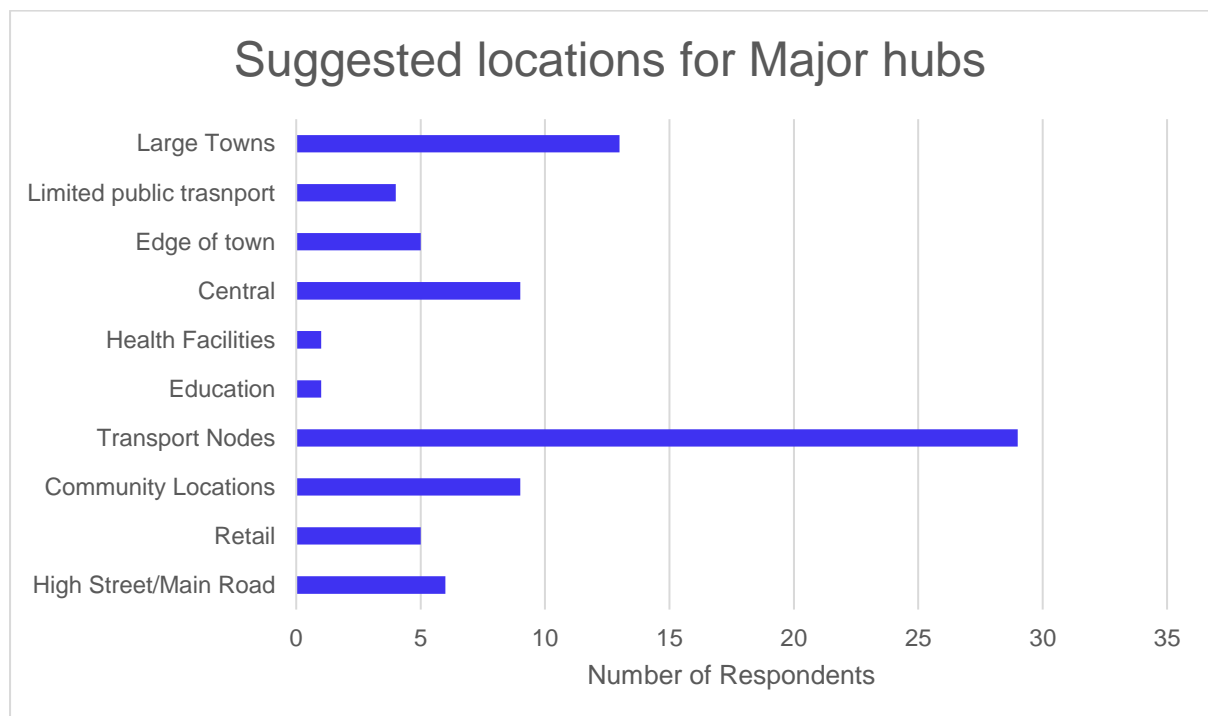
Figure 2-10 - Summary of location types identified in question 10: Please make suggestions of where you think Major Hubs should be located.

The amenities which respondents suggested for this location had a similar focus to the smaller hubs by focusing on local information and the need for improved public transport connections. Table 2-4 lists the suggestions made by respondents. The list contains similar suggestions to the previous section however the Local/Village hub had more people suggesting cycle-based infrastructure whereas there is a focus on CCTV and accessible friendly infrastructure for the Major Hubs.

Table 2-4 - Amenities suggested for Major Hubs in question 11: Are there any additional facilities you feel that Major Hubs should have in addition to those mentioned above?

Number of times respondents mentioned specific type of amenity			
Amenity mentioned 3-10 times		**Amenity mentioned less than times**	
Amenity Theme	**Count**	**Amenity Theme**	**Count**
Local information	10	Arts and Culture	2
Improved public transport	8	Toilets	2
Transport Information	6	Work space	2
Accessible friendly	5	Electric bikes	2
CCTV	5	Wifi	2
Cycle friendly	4	Recycling	1
Cycle parking	4	All	1
Food/drink	3	Quiet space	1
Seating	3	ATM	1
Emergency Aid	3	Clean	1
Lighting	3		
Child Friendly	3		

Employer Hub (Question 12 & 13)

Employer hubs, unlike the previous two hub types discussed, focus on supplying for the travel demands for commuters and their needs. These hubs may be provided by, or in collaboration with, main employers in the area. As this hub types focus on staff movements, the amenities will focus on transport connections, car sharing, and shuttle buses.

Questions 12 and 13 were open ended so answers were coded like the previous examples. Respondents identified specific settlements and types of locations for employer hubs but also specific employers which should be supplied with hubs. Table 2-5 lists the settlements where these hubs should be placed (Haddington and Musselburgh being the most commonly mentioned).Table 2-6 lists the specific employers noted, with East Lothian Council and Queen Margaret University (QMU) the most commonly mentioned along with Charles River, Torness and Macmerry Industrial Estate. This was echoed by the types of locations noted, with council employers the most commonly reoccurring theme followed by business parks (see all suggestions in Figure 2-11. It was also noted that there is an increased number of people working from home which might limit the effectiveness of such hubs.

Table 2-5 - Towns and villages identified for employer hubs in question 12: Please make suggestions of where you think Employer Hubs should be located

Number of times respondents mentioned specific towns/villages			
Settlements mentioned more than once		**Settlements mentioned once**	
Specific Town name	**Count**	**Specific Town name**	**Count**
Haddington	8	Cockenzie	1
Musselburgh	5	Port Seton	1
Edinburgh	2	Whitecraig	1
Wallyford	2	Portobello	1
Tranent	2	Longniddry	1
		Dunbar	1
		Macmerry	1

Table 2-6 - Employers identified for employer hubs in question 12: Please make suggestions of where you think Employer Hubs should be located.

Specific Employers	Count	Specific Employers	Count	Specific Employers	Count
East Lothian Council	9	Scottish Widows	1	Dunbar ASDA	1
Queen Margaret University	4	Standard Life	1	John Muir House	1
Charles River	3	Commonwealth Pools	1	Cockenzie power station	1
Torness	3	Court Road	1	Blindwells	1
Macmerry Industrial Estate	3	Tesco Musselburgh	1	Newmills	1
Eskmills	2	Riverside Medical	1	Archerfield Walled Garden	1
Lloyds	1	McDonalds	1	Musselburgh Job Centre	1
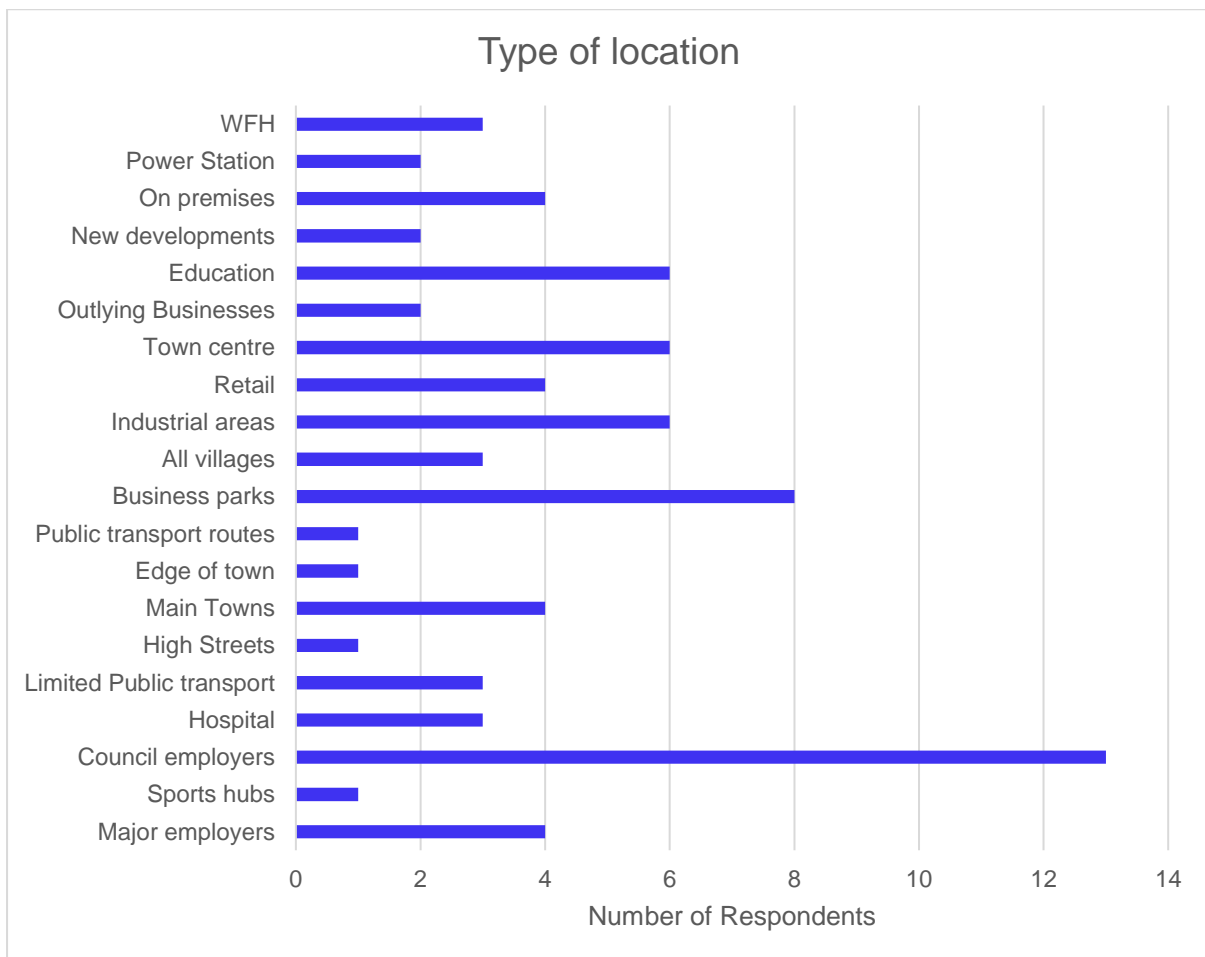
Figure 2-11 - Summary of location types identified in question 12: Please make suggestions of where you think Employer hubs should be located.

The amenities which respondents suggested for the employer hubs different slightly from the other hubs. Transport connectivity was still a main concern, but users also included showers and changing rooms as well as transport initiatives such as cycle to work, reduced fairs and car-pooling. This shows

a clear shift in needs for users, particularly for those wanting to cycle to work. All the suggestions made are listed in Table 2-7.

Table 2-7 - Amenities suggested for employer hubs in question 9: Are there any additional facilities you feel that Employer hubs should have in addition to those mentioned above?

Number of times respondents mentioned specific type of amenity			
Amenity mentioned more than once		**Amenity mentioned once**	
Amenity Theme	**Count**	**Amenity Theme**	**Count**
Improved Public transport	4	Transport Information	1
Showers	4	Work spaces	1
Transport initiatives	3	Recycling	1
Cycle Friendly	3	Cycle parking	1
Parking	2	Toilets	1
Disability Friendly	2	Food/Drink	1
Reduced fairs	2	All	1
CCTV	2	Quiet Space	1
Carshare	2	Post box	1
		Employment Information	1
		Electric Bikes	1

2.6 Summary and Conclusions

The consultation process occurred over several months and included digital communications, physical posters and members of the project team speaking to the public in person. Insight was provided by individual members of the public and key stakeholder representatives. These consultations identified several locations to consider for hub development, from specific employers to types of locations, as well as a list of facilities users would like to see in the hubs. These insights help optimise the development of each hub, ensuring that it aligns with the needs of the users for the region as a whole and for individual areas.

Across all these methods of engagement there was an overwhelmingly positive attitude towards the hubs, although notably there were concerns raised about the effectiveness of such an initiative. There were several key concerns which were identified across the board. This included a call for improved public transport connections across the region, particularly linking towns and villages within East Lothian and providing a more reliable bus service with links into train timetabling.

3. Data Plots and Analysis

3.1 Introduction

This section of the report considers the background data which was used to further inform the understanding of existing travel patterns and movement within East Lothian. The assistance of the Workforce Mobility Team is acknowledged in both directly providing some of the data mapping but also engaging with, and obtaining data from, key stakeholders.

3.2 Mobile Phone Data

The Workforce Mobility Team was able to provide information gathered from anonymised mobile phone user data which showed the origins of trips to key destinations within East Lothian which are visitor and employment hubs. The locations for which data was provided included:

- East Lothian Community Hospital
- Fort Kinnaird (not within East Lothian but a key destination for East Lothian residents)
- Dunbar Railway Station
- East Linton Railway Station
- Cockenzie House
- Dunbar Asda
- Edinburgh Royal Infirmary (not within East Lothian but a key destination for East Lothian residents)
- Tranent Medical Practice
- Prestonpans High Street
- Prestonpans Railway Station
- Queen Margaret University
- East Lothian Community Hospital
- Musselburgh Tesco
- North Berwick High Street

The data provided by the Workplace Mobility Team was in the form of flow diagrams which illustrate the main trips taken to the key locations listed above. Data was provided for 2019, 2021 and 2022 however the 2022 data was the main data considered as it is the most recent. These flow diagrams are included within Appendix D at the end of this report, with an example plot provided for East Lothian Community Hospital in Figure 3.1 below.
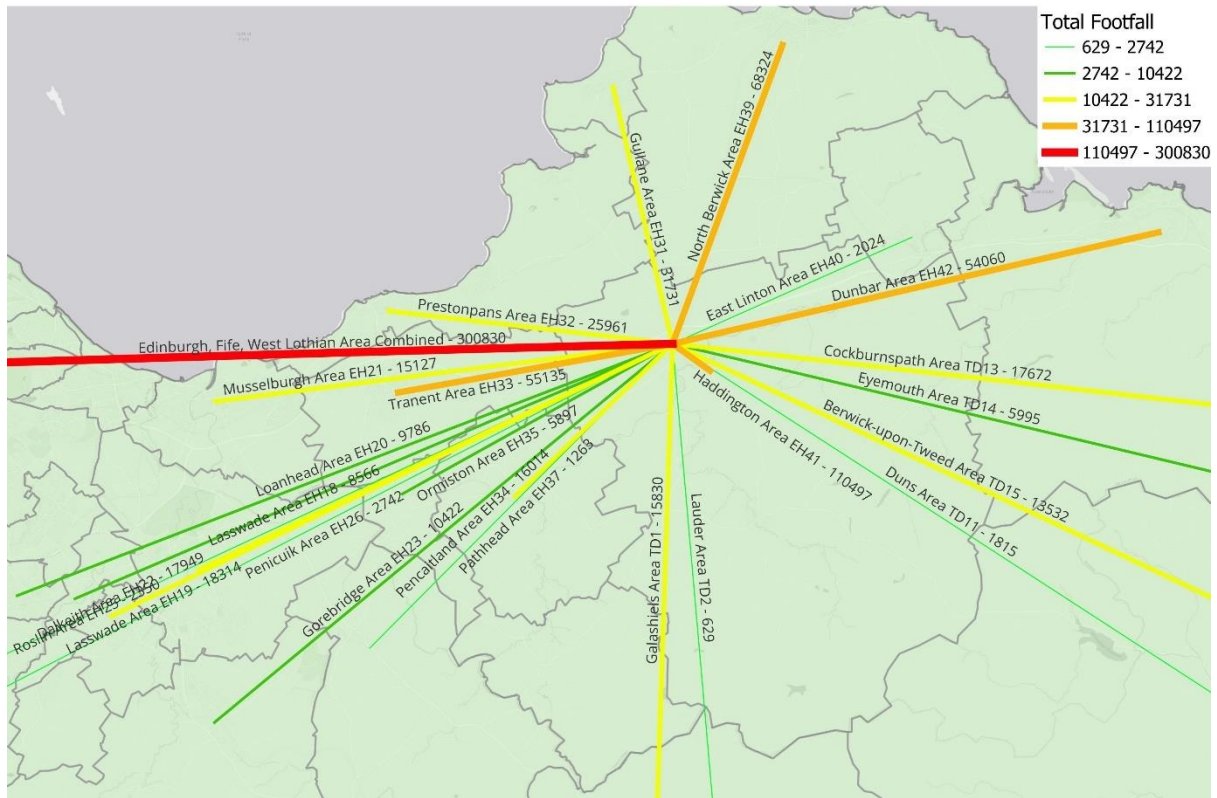
Figure 3-1 – Footfall to East Lothian Community Hospital based on Mobile Phone Data

Using these data plots, it is clear to see that, as one would expect in the example above, the parts of the local authority area with the major population centres are those where the majority of trips to the hospital site originate. Many of the trips indicated to originate from outside of East Lothian with notable centres such as Edinburgh, Penicuik, Dalkeith, Berwick-upon-Tweed among others present on most maps. The footfall flow across the region tends to be along east to west movement as opposed to north to south. Towns and village prevalent on most of these flow maps include:

- Musselburgh,
- Ormiston,
- Prestonpans,
- North Berwick,
- Tranent,
- Pencaitland,
- East Linton,
- Haddington,
- Dunbar,
- Gullane.

3.3 Employer Data

In addition to the information on all mobile phone user activity, information was also provided in relation to the location of where the major employers are located within East Lothian. Furthermore, the postcodes of employees was provided to allow these to be mapped and the relationship between each dataset observed. This mapping tends to point towards the major settlements being the focus of activity for employment related trips in the region. The distribution of the origins and destinations, highlighted in Figure 3-2 and Figure 3-3, illustrate the challenge of providing sustainable travel access for all across the rural parts of East Lothian and hence may point towards the journey hub model as being a key focus for making such provision.
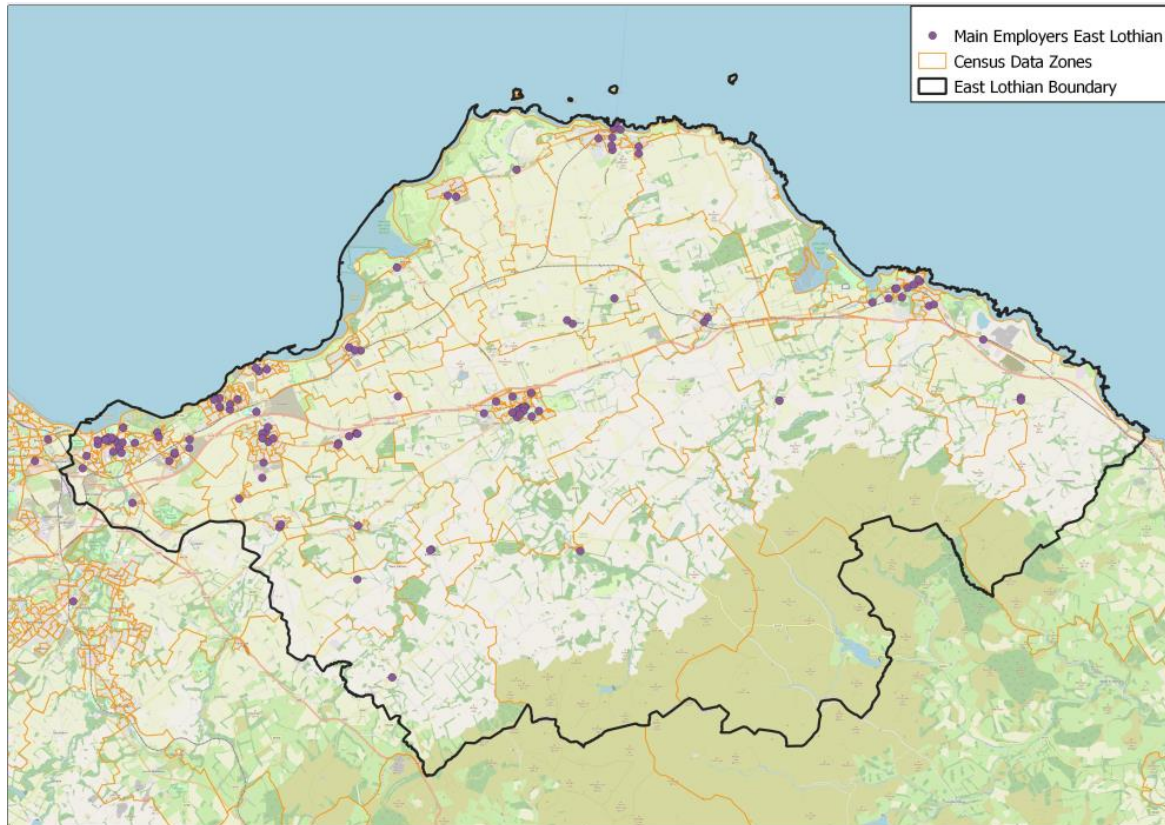
Figure 3-2 - Major Employer location map for East Lothian
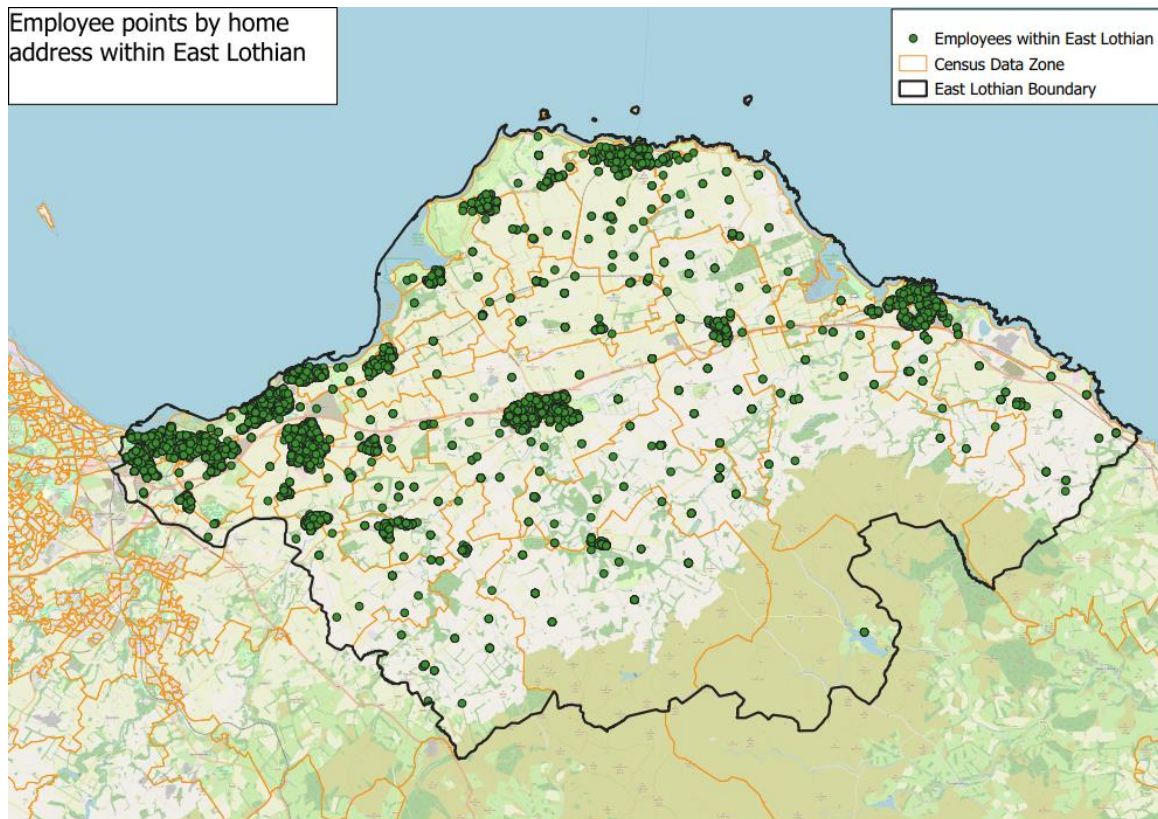
Figure 3-3 - Employee postcode mapping for East Lothian

As Figure 3-3 indicates employee postcode data it shows us where many work-related weekday trips are likely to originate in the morning and terminate in the evening. These points are clustered around specific towns and villages in East Lothian, highlighting these areas as locations where a Journey Hub could be utilised for commuter trips. The main towns identified using the employee postal code are listed below and each location is identified on Figure 3-4

1. Musselburgh
2. Wallyford
3. Prestonpans
4. Cockenzie and Port Seton
5. Longniddry
6. Whitecraig
7. Tranent
8. Macmerry
9. Elphinstone
10. Ormiston

11. Pencaitland
12. Aberlady
13. Gullane
14. Dirleton
15. North Berwick
16. Haddington
17. East Linton
18. Gifford
19. Dunbar
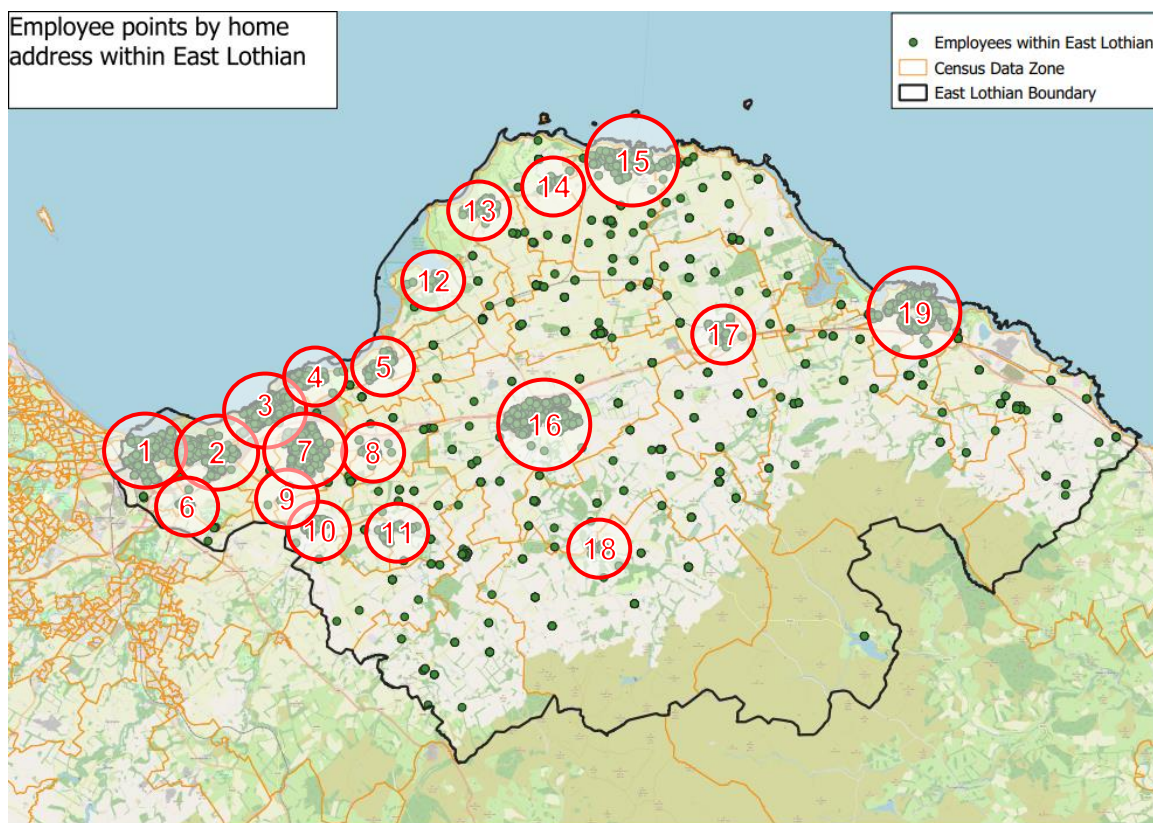
Figure 3-4 – Potential location for hubs servicing commuter trips based on employee postcode mapping for East Lothian

3.4 Bus User Data

Another major data source investigated as part of the project was bus user data. This was provided from the major bus operators in the region to indicate where the key boarding locations were across the network. This was useful as it allowed to further refinement as to where within the major settlements Journey Hubs should be sited. The data has been mapped for both the weekday and weekend periods and the use of bus stops alongside the mobile and employee data mapping. Figures 3-5 and 3-6 show the bus stop usage data alongside the mobile phone footfall data in heat map form for an average weekday and weekend during September 2023.

By examining this information, it is possible to identify the busiest stops within each settlement and hence, the most suitable locations to provide Journey Hub facilities. The bus stop encompassed both East Coast buses and Boarders buses and covered all trips taken over a two-week period from the 10th of September 2023 to the 23rd of September 2023. Table 3-1 lists which of these bus stops received over 1000 passengers over that two-week period. Many of these locations correspond with towns already identified within the consultation process and previous data analysis. The most trafficked bus stops were Musselburgh Police Station (on High Street), Tranent Police station (on High Street), Tranent High Street, Musselburgh Hayweights (near Brunton Hall), Dunbar High Street, Musselburgh, Shipp Inn and North Berwick, Church Road.
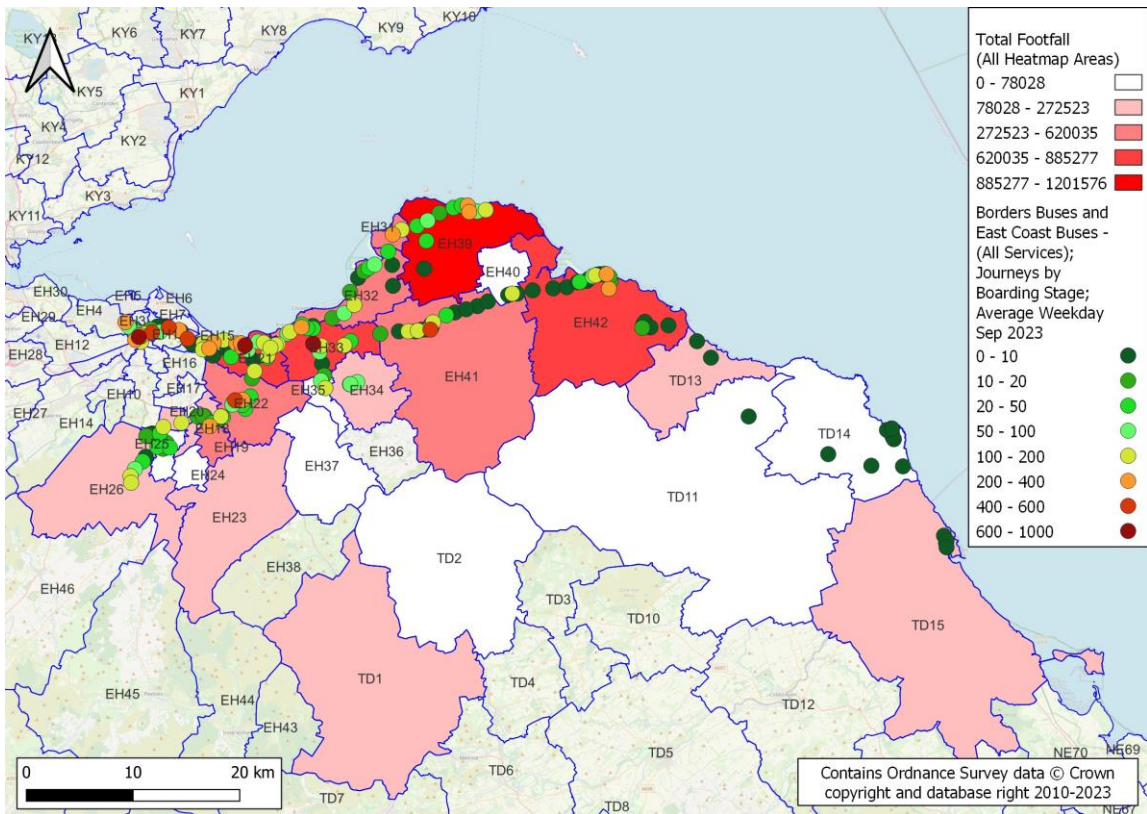
Figure 3-5 - Bus stop usage mapping – average weekday
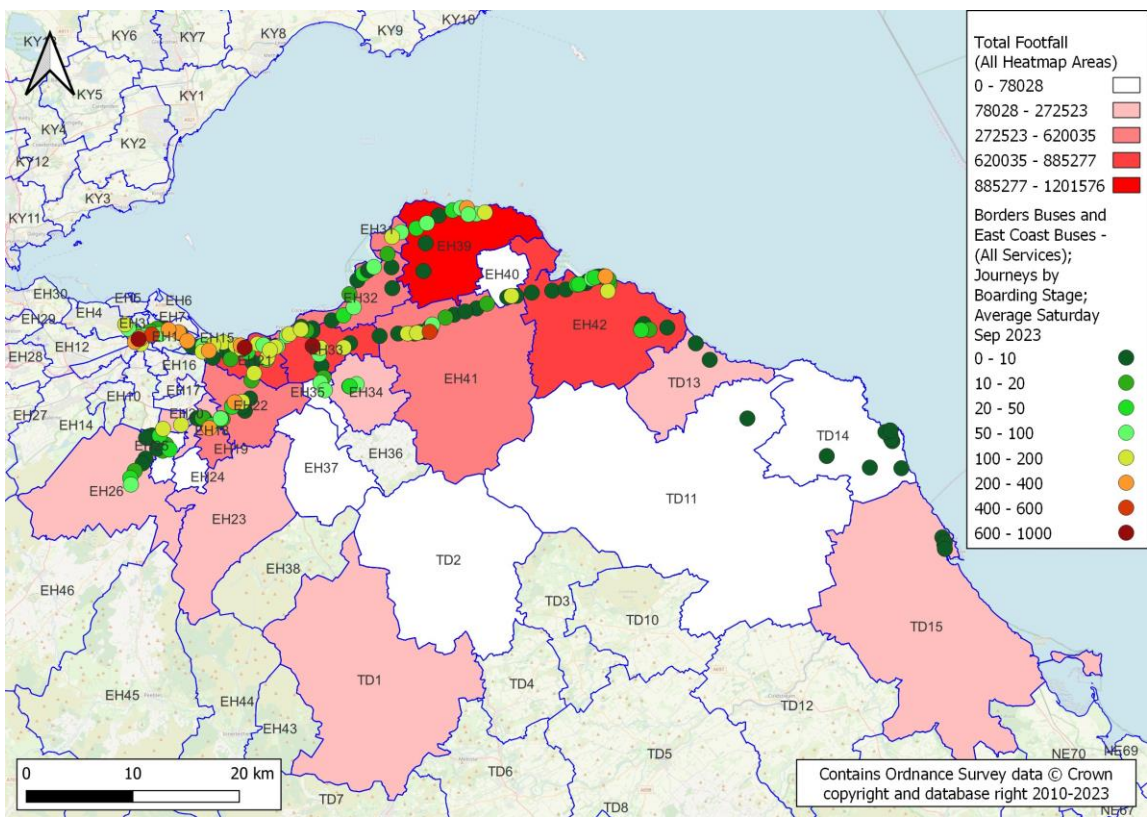
Figure 3-6 - Bus stop usage mapping – average Saturday

Table 3-1 – List of bus stops which over 1000 passengers per 2 weeks

Town/Village Name	Stop Name	Number of passengers
Musselburgh	Shipp Inn (on North High Street)	3295
	Hayweights (on North High Street)	4277
	Musselburgh Police Station (on High Street)	12388
	Musselburgh Tesco (on Mall Avenue)	3088
Levenhall	Ashgrove (on Linkfield Road)	1597
	Levenhall (on Haddington Road)	1448
Whitecraig	Whitecraig Crescent (on Whitecraig Road)	1775
Wallyford	Wallyford Station (on the Loan)	2209
	Wallyford Fa'side (on Salters Road)	1766
	Strawberry Corner (on the A199)	1548
	Dophingstone (on A199)	1421
Tranent	Tranent Police station (on High Street)	9851
	Muirpark (on Haddington Road)	2380
	New Winton Road End (on B6355)	1214
Prestonpans	Alexander Drive (on the B1361)	2142
	Hawthorn Road (on Hawthorn Road)	2690
Longniddry	Longniddry Station (on Main Street)	1412
Aberlady	Aberlady Poplars (on High Street)	1266
Gullane:	Gullane Goose Green (on Main Street)	2682
	Muirfield House (on Main Street)	1433
North Berwick:	Church Road (on Church Road)	3261
	HS/Sports Centre (on Haddington Road)	2560
	Tantallon Road (on Tantallon Road)	1692
Dunbar	Spott Road (ASDA) (on Spott Road)	2919
	High Street (on High Street)	3921
	Gala Green (on Belhaven Road)	1254
East Linton	Bridgend Hotel (on Bridge Street)	2035
Haddington	Traprain Terrace (on Dunbar Road)	1891
	High Street (on High Street)	7458
	Market Street (on Market Street)	2244
	Park Lane (on West Road)	2463
	Haddington Retail Park (on B6471)	2411
Ormiston	Wolfstar (outside of Ormiston)	1877
Macmerry	Primary School (on Main Road)	2083

Notably there were some towns and villages identified in previous analysis which had no bus data associated with it and so determining an appropriate location could not be completed with bus data analysis. This bus data covered only two operators, East Coast and Borders Buses, which does give a good indication of high trafficked locations however also results in gaps in the data where some bus stops appear to have no traffic but might just be supplied by an alternative operator.

3.5   Summary

A range of data sources have been interrogated to complement the stakeholder and public engagement. The data has been plotted to identify key areas where hubs could be provided and then further refine specific locations within settlement where footfall and usage is already established, thus maximising the potential for any proposed hubs to be successful. The identified and emerging locations were used to identify appropriate hub locations which are discussed in more detail in the next section of the report.

4. Recommended Journey Hub Locations

4.1 Introduction

AtkinsRéalis worked with the project steering group within East Lothian Council to develop the nature and type of Journey Hubs that the Council would like to see delivered across the region. This information was supplemented by the feedback from the stakeholder and public engagement exercises to inform the type of facilities that could be provided within each hub type. An understanding of current travel activity has been gained through analysis of various data sources, including mobile phone data, employee travel data from major employers, and bus passenger data from East Coast Buses and Borders Buses. This has also been supported through feedback from the public engagement activities as per the previous section in this report.

Originally three hub typologies were proposed, Employer Hubs, Local Hubs and Major Hubs. During this process Major and Local Hub locations have been proposed but no Employer Hubs have been proposed at this time. Table 4-1 outlines the types of features which are considered to be associated with both Local and Major Hubs. More detail on these components, their costs and requirements are outlined in the business case which accompanies this report. Although the list in Table 4-1 encompasses the full list of features which could be included in a hub, not all hubs will have all of the features described. In this section of the report, each hub is discussed, and a list of features is suggested for each location, informed by this list. Which features are suggested, is determined on the space availability, need for the area and existing context among other aspects so it is not always necessary or possible to include the full list specified below. In particular, a power source is essential for most of the features listed under the Major Hubs. Power source was not addressed in the audit and so these features have not been included here, however as Major Hubs are designed, investigation into the availability of a 24 hour electricity supply on the site should be investigated and additional features such as car charging and parcel delivery can be suggested.

Table 4-1 - List of features at different hub types

Local/Village Hub *May include some of the following features:*	Major Hubs *In addition to facilities at Local/Village Hubs, Major Hubs may also have:*
Shelter/seating area, Real-time transport displays, Cycle parking, Local area information boards,	Parcel delivery lockers, Car charging points, Wi-fi/phone charging, Bike repair station.

In total there are 34 hubs proposed across East Lothian, 10 Major Hubs and 24 Local Hubs. Of these, 32 are newly proposed location and 2 are existing hubs: the Wallyford hub and the Brunton Theatre in Musselburgh. Both the existing locations have been reviewed alongside the new hubs to understand whether there are additional facilities that would complement the existing provision. A full list of these hubs is detailed below with Major Hubs highlighted in ***bold italics***. A map showing the locations of the hubs across East Lothian Council area is depicted in Figure 4-1

- Aberlady High Street,
- Blindwells,
- Cockenzie / Seton Sands,
- Cockenzie House,
- Dirleton Main Street,
- ***Drem Station***,
- Dunbar ASDA / Spott Road,
- ***Dunbar High Street / Rail Station***,
- ***East Linton Station***,
- Elphinstone War Memorial,
- Gifford Main Street,
- Gullane Main Street,
- ***Haddington High Street,***
- Haddington Retail Park / New Housing,
- Haddington, East Lothian Community Hospital,
- Humbie Hub,
- Innerwick Hub,
- ***Longniddry Station,***
- Macmerry Industrial Estate,
- Macmerry Miners Club,
- Musselburgh Brunton Hall (existing),
- Musselburgh High Street,
- ***Musselburgh Station/QMU,***
- North Berwick High St / Church Road Bus stops,
- ***North Berwick Rail Station,***
- North Berwick Sport Centre / New Housing,
- Ormiston Village Centre,
- Pencaitland Village Hub,
- Prestonpans High Street,
- ***Prestonpans Station,***
- Tranent Caponhall Road,
- ***Tranent High Street,***
- ***Wallyford P&R (Existing),***
- Whitecraig,

Each location has been discussed including the motivation behind the location choice, the 10-minute walking and cycling distance accessible to the hub, an audit of the current location and recommendations for additions required at the location to upgrade it to a hub. The recommendations are based on the audit outcomes which highlight the connection needs and are linked to the hub typologies discussed in Table 4-1.
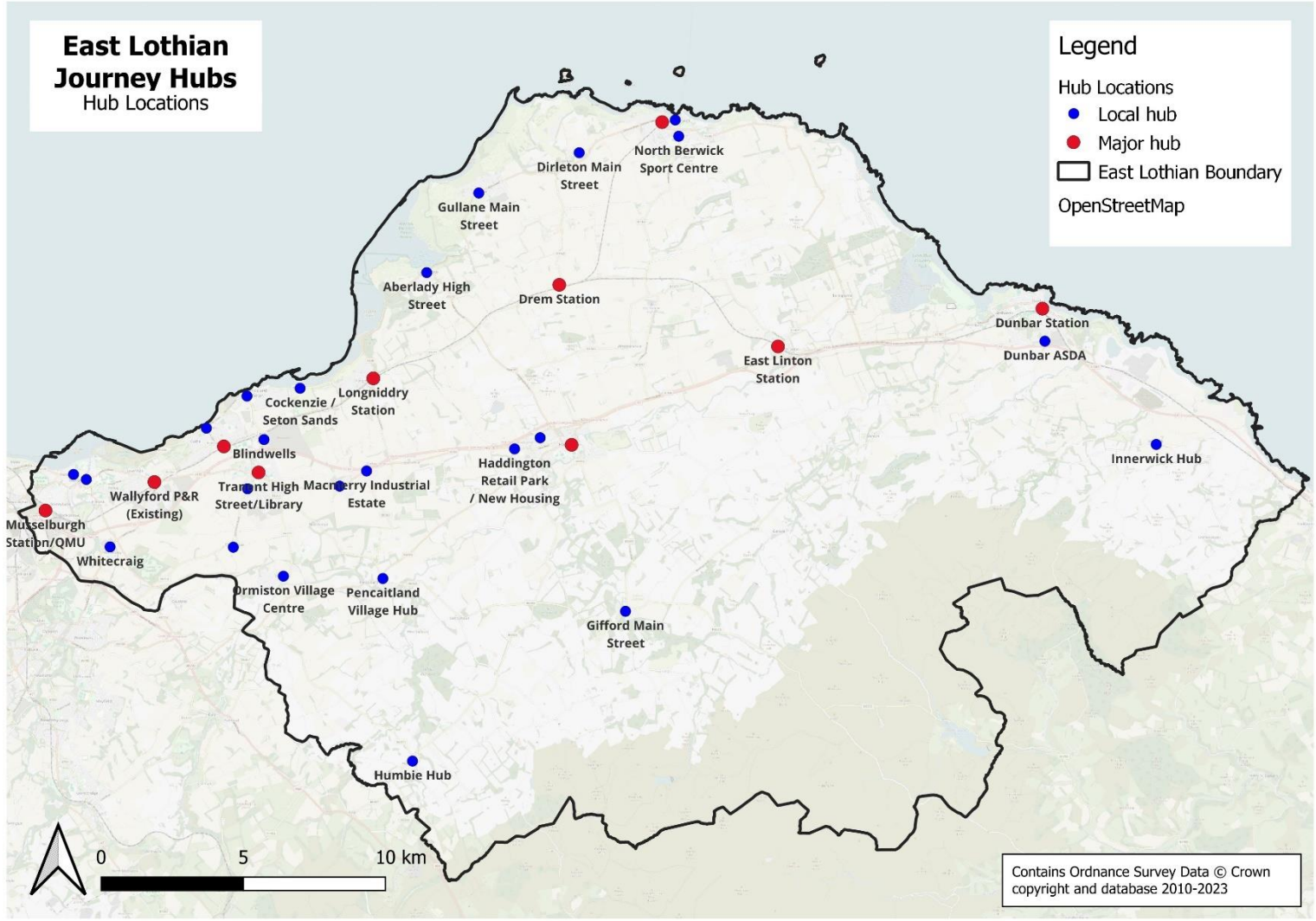
Figure 4-1 - Map of all Proposed Journey Hubs across East Lothian

4.2   Audit Process

Each proposed hub site was audited to determine the appropriateness of the site for a journey hub, the limitations the site might have (for example the available space) and the type of features which should be included as part of the hub. A mix of desk-based and site visits were undertaken to audit potential locations and then, depending on the area, examining various routes potential users may take to get to the hub location by foot, wheel, or cycle. These routes were audited based on the quality of the footway and cycle provision as well as the supporting infrastructure on such a route, including rest areas, wayfinding, and crossing provision. The method used to assess the various features at each location is outlined in Table 4-2. Each of these locations were then assessed, based on the outcomes of the above audit, as well as the proximity of the site to public transport stops, council assets, main employers, and the space available on site for the construction of a hub.

Table 4-2 – Audit measurement method per design feature

Facility/Connection type	Purpose	Method of Measurement
Railway station within 800m	The station will be within walking distance of the hub if it is less than 800m away.	Does railway fall within 800m[1] buffer of hub.
Bus	The stop will be within walking distance of the hub if it is less than 400m away.	Count all bus stops within 400m of Hub location. This includes inbound and outbound bus stops and the bus stops included in the hub
Cycling *(Dedicated provision)*	To determine if there is dedicated cycle infrastructure provide access to the hub	Based on audit where: **good** is dedicated cycle routes and supporting infrastructure (separate to facilities for pedestrians and motorised traffic); **adequate** is shared cycle provision segregated from traffic; **poor** is segregated path with no specifications to modal use and/or poor quality.
Cycling *(On road provision)*	To determine if on road cycling can provide adequate access to the hub	Based on audit where: **good** is cycle lanes or quiet roads; **adequate** is quiet roads with no cycle lanes but only one; **poor** is no provision and busy roads
Pedestrian *(Good, Adequate, Poor or Non-existent)*	To determine if pavements or walkways are adequate to provide access to the hub.	Based on audit where: **good** is all paths >1m and at least good quality; **poor** is anywhere with more than 3 spots are poor and <1m, or where almost all spots are either <1m or poor quality or where there are multiple places with no pavement; **adequate** is everything else.

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[1] 800m is the recommended guideline to rail services and 400m is the recommended distance to bus services based on the Scottish Executive Development Department, 2005, Planning Advice Note PAN75: Planning for Transport (pp24)

Facility/Connection type		Purpose	Method of Measurement
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Is it easy for users to cross from one side of the road to ensure the overall pedestrian route is usable	Based on audit where: **good** is where most crossings are controlled: **adequate** where at least one crossing is controlled: **poor** when no crossings are controlled, non-existent where it is a difficult road to cross or there are no dropped kerbs
	Wayfinding	This shows if users can easily navigate to and from the hub	Based on audit where: **good** is where there are 2 or more spots with good coverage; **adequate** where at least one spot has good coverage and limited coverage; **poor** is the rest.
	Rest Areas	Shows if users are able to rest on route	
	Lighting	Shows if users can easily navigate the route when there is no daylight	Based on audit where: **good** is where most spots are excellent with only a maximum of one spot good; **poor** is where any spot doesn't have lighting (unless the rest are all excellent); **adequate** is the rest.
Facility Proximity		Potential destination and origin points for those who might use the hub. Facilities include public toilets, hospitals and GPs, golf courses, sports facilities, parks and playgrounds, community centres, libraries, education facilities.	Total number of facilities within 400m of stop based on PAN75 walking distance
Main Employers		Potential destination and origin points for those who might use the hub.	Total number of main employers within 400m of stop based on PAN75 walking distance using the list of main employers and their locations provided by the East Lothian Council.
Space available *(Ample, Sufficient, Constrained)*		This provides insight into the number of facilities which could be included into the hub and the variety of needs which could be met	Where **ample** is where there is parking or space available for a building or something similar; **sufficient** is where a large bus stop with supporting cycle parking could be placed and; **constrained** is anything too small for many changes.

Hub locations were initially identified based on data collected in Section 2 and 3 and audited. These audits provide information not only on the needs of the site but also the suitability for construction of a hub. Based on the audits, some locations were changed and new audits were completed in an

iterative process. The results of the final iteration of the audit of the final proposed locations are discussed in this section.

4.3 Proposed Hub Locations

This section details each hub location by discussing the outcomes of the audit process as well as showing the 10-minute walking and cycling coverage area of each location. This is used as motivation for the location of each hub and the type of facilities required at these locations.

4.3.1 Aberlady

Aberlady High Street Hub located on High Street, Aberlady at the Poplars bus stop pair.

Aberlady is coastal village with a main route through the settlement, supported by existing bus stops which are a potential location for a Local Hub. The village of Aberlady was highlighted as a possible hub location in the consultation process and was noted to host a cluster of employee postal codes supporting the need for a hub to support commuter travel. The bus user data discussed in Section 3.4 identified that the Poplars bus stop is a key stop in East Lothian. The proposed hub location and 10-minute walking and cycle isochrones are shown in Figure 4-2 below. Notably the furthest reaches of the hub for cyclists overlap with nearby hubs indicating that although these locations are not within 10-minute walking distance of the hub they have multiple options within cycle distance, this is observed across a number of other hubs going forward. The map also shows that two council assets, a primary school and sports facility, are within walking distance of the hub and additionally 3 golf courses are within the 10-minute cycle isochrone.
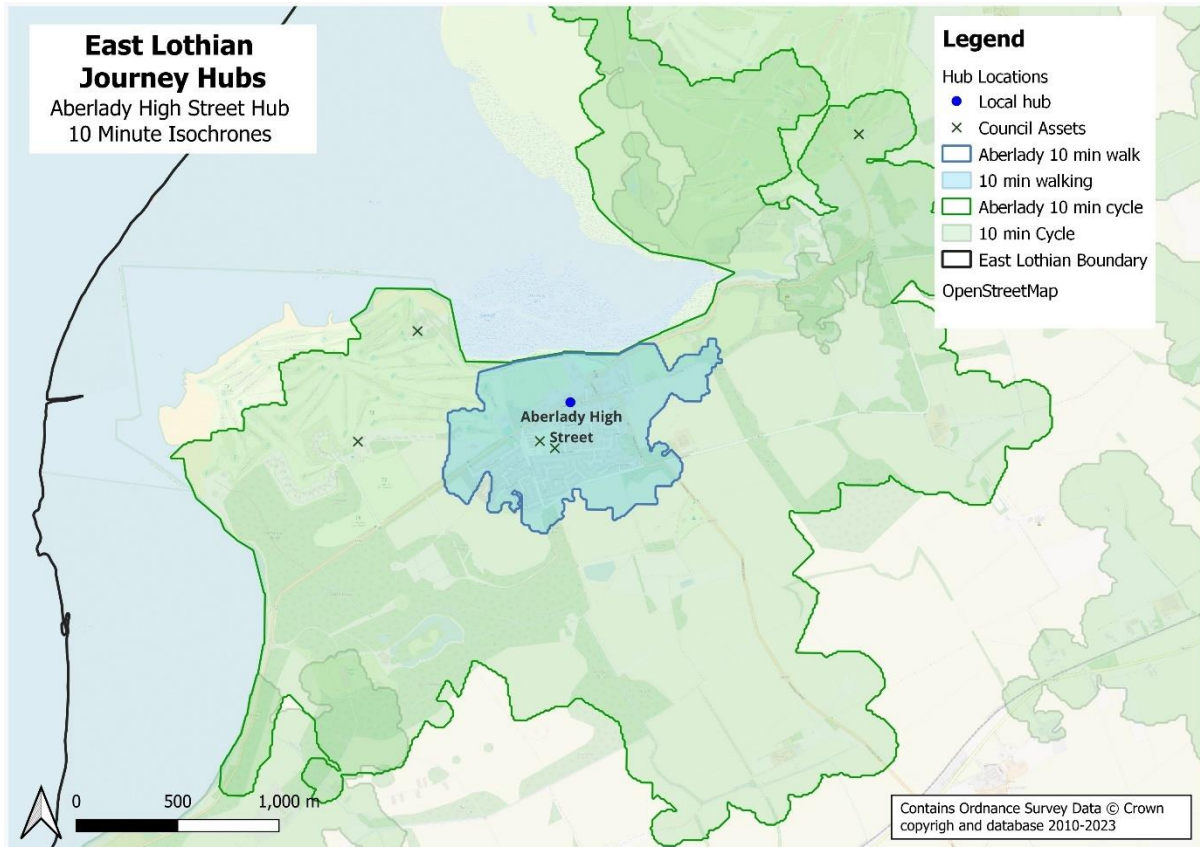
Figure 4-2 - Aberlady Journey Hub including 10-minute isochrones.

The main street is very busy and cycling along this would be challenging. There is a network of footways which connects village location such as the church, primary school, shops, and hotels, as well as the residential areas. Most of the residential roads are suitable for cycling as they are low speed environments. The A198 frontage is relatively constrained, with houses directly fronting the footway. The quality of the site connections and the number of facilities accessible is summarised below in Table 4-3.

Table 4-3 - Aberlady Journey Hub summary of general quality and facilities.

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Adequate
	Rest Areas	Adequate
	Lighting	Adequate

Facility Proximity *(Number of different kinds of facilities within 400m)*	2
Main Employers *(Number of main employers within 400m)*	1
Space Available *(Ample, Sufficient, Constrained)*	Constrained

There are existing bus stops where there is a shelter provided on both sides of the road, these could be enhanced with cycle parking but opportunities to accommodate this are limited. Table 4-4 lists additional facilities which should be included along with the existing bus stop pair. Based on the location of this hub, the available size and proposed facilities this location will be classified as a Local Hub.

Table 4-4 – Recommended additions for the Aberlady Journey Hub

Recommended addition	Requirement
Real Time Transport Displays	This would enhance the offering to users to understand exactly where services are and communicate reliable data and could be a QR code providing a link to Real Time Passenger Information (RTPI)
Cycle Infrastructure	Explore cycle parking adjacent to bus stop
Rest Area	Additional bench to complement existing
Local Area Information Boards	Showing key destinations and additional info on cycle parking and routes in local area

4.3.2   Blindwells

Blindwells Hub located on the A198 at the Blindwells South bus stop pair adjacent to the new housing development.

Blindwells is a new settlement located between Prestonpans and Tranent which will ultimately have a range of facilities to support a new town centre, schooling, and employment as well as circa 1500 homes in the initial phases. Despite only being a recent development Blindwells was raised as a possible hub location in the survey results. The proposed hub location and 10-minute walking and cycling isochrones are shown in Figure 4-3. The area visible in the below map has at least 6 hubs visible and the area is well covered for 10-minute cycling however the Blindwells hub location clearly covers a walking gap.
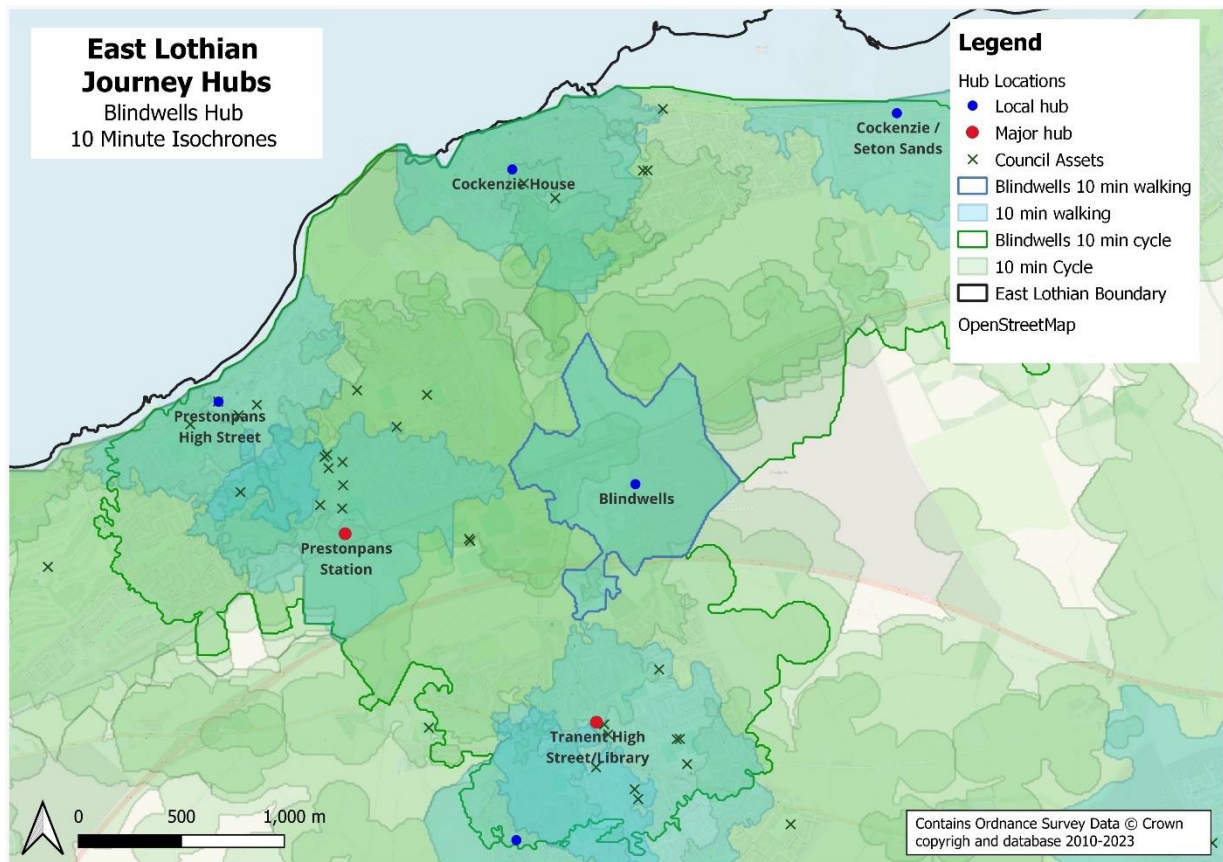
Figure 4-3 – Blindwells Journey Hub including 10-minute isochrones.

Currently buses serve the development from the A198, with bus stops provided and crossing facilities via the signal-controlled access to the new town. There is a network of footways and paths that link the existing homes to this area and the wider masterplan will see a connected town with a range of paths and footways linking to new schools and town centre. There is an existing bus shelter for the southbound services and one for northbound provision is planned. A new shared-use path will connect the new town to Prestonpans railway station, around 1.5km away. The bus stops are located on the A198 and provide an important interchange for people from Tranent wishing to pick up an express connection to Edinburgh. The quality of the site connections (at present) and the number of facilities accessible is summarised in Table 4-5.

Table 4-5 - Blindwells summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		6
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Good
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Area	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		2
Main Employers *(Number of main employers within 400m)*		0
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The existing bus stops don't have real time passenger information. It would be expected as the town develops a central, Major Hub would be developed in the town centre with Car charging, car club provision and cycle parking etc. This should be linked to community facilities to act as a hub for the burgeoning new community. Table 4-6 lists additional facilities which should be included along with the existing bus stop pair. Based on the location of this hub, the available size and proposed facilities this location will be classified as a Local Hub.

Table 4-6 - Recommended additions for the Blindwells Journey Hub

Recommended addition	Requirement
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data and could be a QR code providing a link to Real Time Passenger Information (RTPI)
Cycle Infrastructure	Explore cycle parking adjacent to bus stop and AT route – additional hardstanding to accommodate
Rest Area	Bench to provide seating
Local Area Information Boards	Showing key destinations and additional info on cycle parking and routes in local area

4.3.3 Cockenzie and Port Seton

The unified town of Cockenzie and Port Seton was suggested as a possible location for a journey hub in the consultation and was also highlighted as a main key employee origin location. In order to support the entire town and the supporting tourist industry there are two hubs proposed:

- *Cockenzie Seton Sands Hub* located just off Links Road at the Roads End bus stop adjacent to the Seton Sands Holiday Village and;
- **Cockenzie House Hub** located on Edinburgh Road at the School Lane and East Lorimer Place bus stops.

Cockenzie Seton Sand

The Seton Sands hub is located at the Seton Sands holiday village to the east of the unified town. This will serve mainly visitors to the area staying in the holiday village. Figure 4-4 indicates the proposed location of this hub along with the relevant 10-minute walking and cycling isochrones.
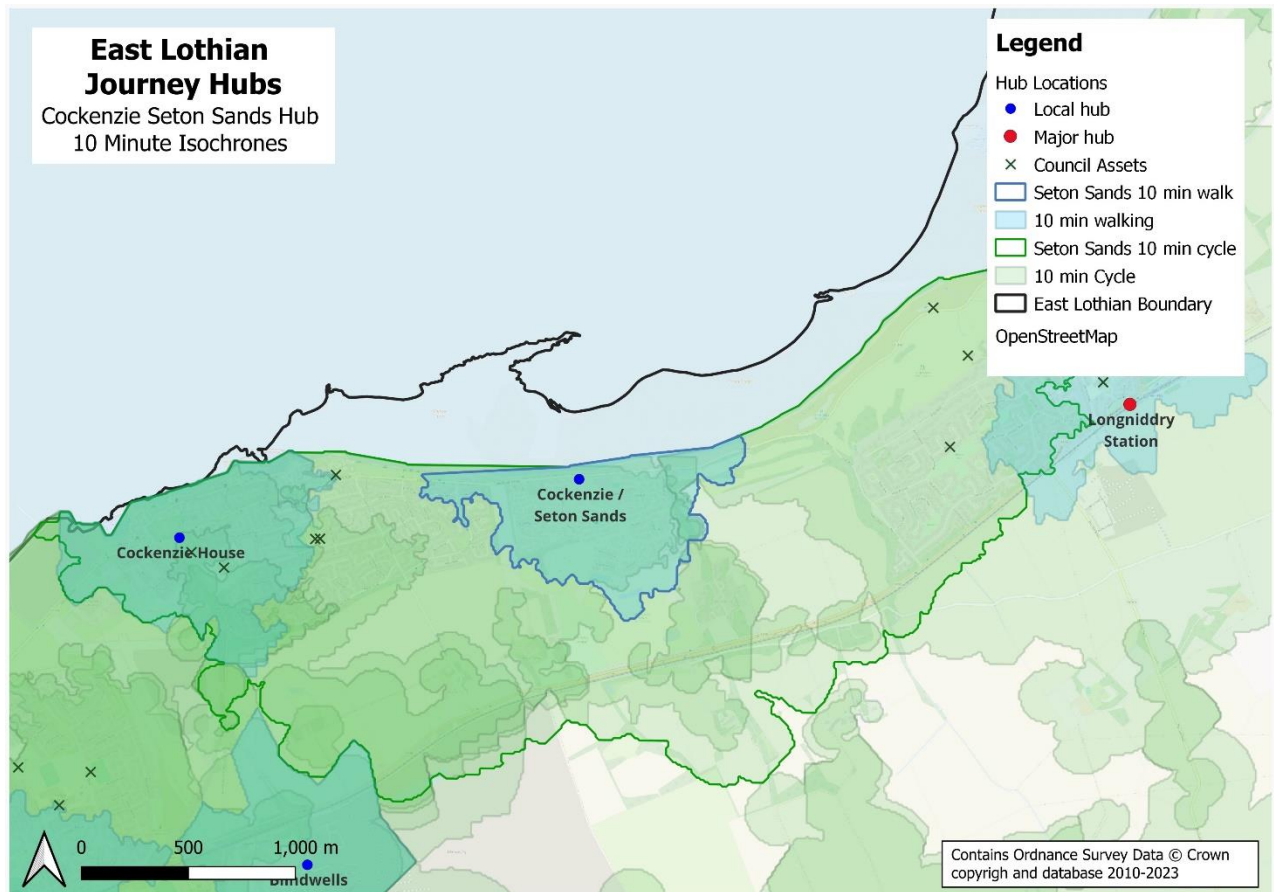
Figure 4-4 - Cockenzie Seton Sands Journey Hub including 10-minute isochrones.

The quality of the site connections and the number of facilities accessible is summarised below in Table 4-7.

Table 4-7 – Cockenzie Seton Sands summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		3
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Benches	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		-
Main Employers *(Number of main employers within 400m)*		-
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The proposed location at Seton Sands provides space for a hub potentially with some minor widening of existing footways. There is an existing bus turning head at Seton Sands which would lend itself to being a hub location and here would appear to be potential space to provide additional facilities, either immediately adjacent to the existing bus stop or within the Holiday Park. The type of facilities and nature of this hub would classify it as a Local Hub and a full list of possible facilities are detailed in Table 4-8.

Table 4-8 - Recommended additions for Cockenzie Seton Sands Journey Hub

Recommended Addition	Requirements
Cycle Parking	Look at local widening at bus stop to accommodate cycle parking
Bus Shelter and Waiting Facilities	Upgrade and make more prominent (though acknowledge potential planning / heritage restrictions)
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Rest Area	Bench to provide seating
Local Area Information Boards	Showing key destinations and additional info on cycle parking and routes in local area

Cockenzie House

Figure 4-5 indicates the location of the Cockenzie House Hub along with its relevant 10-minute walking and cycling isochrones. Cockenzie House provides coverage to the west of the town and the

Seton Sands Hub provides coverage to the west however there is a gap in the middle of the town however this area is within a 10-minute cycle and a 20-minute walk of both hubs and the nearby Blindwells Hub. Within walking distance of Cockenzie House however there is a primary school and medical practice, additionally there is a community centre, library and public toilets which fall just outside the walking isochrone.
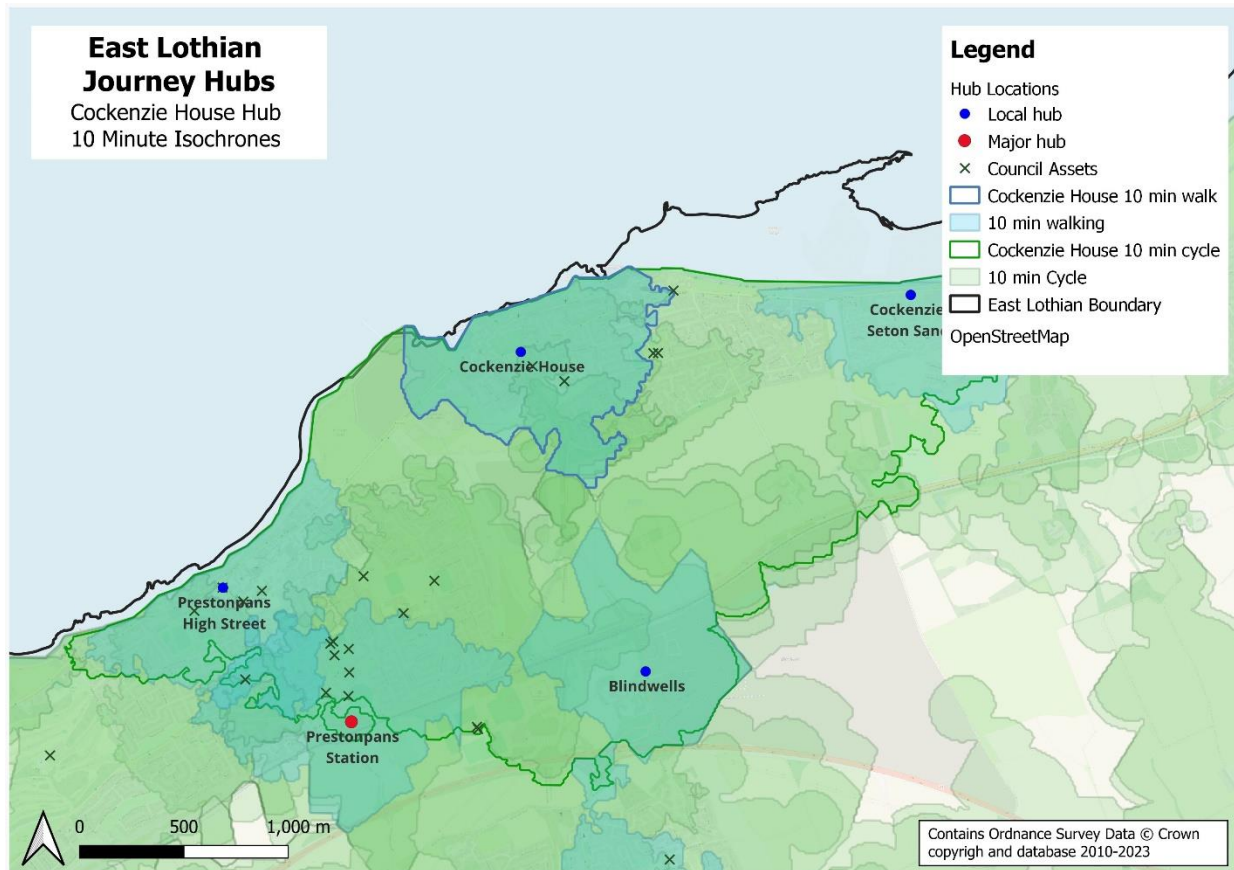
Figure 4-5 - Cockenzie House Journey Hub including 10-minute isochrones.

Public transport access appears to be acceptable as there are regular services operating along the B1348 and the main road has a number of bus stops equally spaced a long it. Pedestrian and cycle access is variable as there are no cycle routes in the area, but most of the town, away from the main roads, is residential and could be an appropriate low speed environment for cycling. For pedestrians, although the footways that exist are of good quality, they are inconsistent. At multiple points, a footway was only available on one side of the carriageway with the other side grassed over. There are additionally few controlled crossings provided to ensure an uninterrupted path for pedestrians, with a lack of dropped kerbs and tactile paving on some side streets. Regardless of where the hub is located in the area, access from the east of Port Seton will be limited by these obstacles, therefore if a hub is built in the area upgrades to pedestrian infrastructure should be considered. The quality of the site connections (at present) and the number of facilities accessible of both locations is summarised below in Table 4-9.

Table 4-9 - Cockenzie House summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		10
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Benches	Adequate
	Lighting	Good
Facility Proximity *(Number of different kinds of facilities within 400m)*		2
Main Employers *(Number of main employers within 400m)*		2
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

Table 4-10 lists additional facilities which should be included at both locations along with the existing bus stops on both side of the road. The westbound location could make use of existing verge (subject to ownership investigations) to provide cycle parking at the bus stop, the eastbound stop currently does not have a bus shelter and the pavement size on this side of the road does not provide space for a new shelter at this time so most facilities associated with this hub will need to be placed on the westbound side. Along with the hub improvements should be considered for pedestrians including footways on both sides of the road and providing improved crossing facilities. Based on the location of this hub, the available size and proposed facilities this location will be classified as a Local Hub.

Table 4-10 - Recommended additions for Cockenzie House Journey Hub

Recommended Addition	Requirements
Cycle Parking	Look at localised widening at bus stop to accommodate cycle parking in verge in addition to existing cycle parking at corner of B6731 and B1348
Bus Shelter and Waiting Facilities	Explore provision on main road to create hub serving both station and High Street
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Improved Active Travel Route	Explore potential for shared use path on the south side of main road connecting Cockenzie House to hub location (with crossing)
Rest Area	Bench to provide seating
Local Area Information Boards	Showing key destinations and additional info on cycle parking and routes in local area

4.3.4   Dirleton

Dirleton Main Road Hub located on Main Road at the Foreshot Terrace bus stop pair.

Dirleton was suggested as a possible hub location during the consultation process and was similarly highlighted as a key area through employee postal code analysis. The Main Road runs through the entirety of the village making it a key location for a hub supported by existing bus stops. The main street is a designated cycle route and although it has no dedicated cycle lanes, it is relatively lightly trafficked as the A198 provides an effective bypass to the village for through traffic. There are pedestrian connections to the north, towards Yellowcraig. The footways throughout the village provide walking routes to local shops, pubs, hotels, and Dirleton Castle. The proposed hub location is shown in Figure 4-6 below. At another bus stop (by Dirleton Castle), there is an existing wooden bus shelter by the castle is occasionally adopted by the community to house mini art installations, which is successful in attracting people to this facility. In addition, both the Dirleton Primary School and public toilets are within walking distance of the hub.
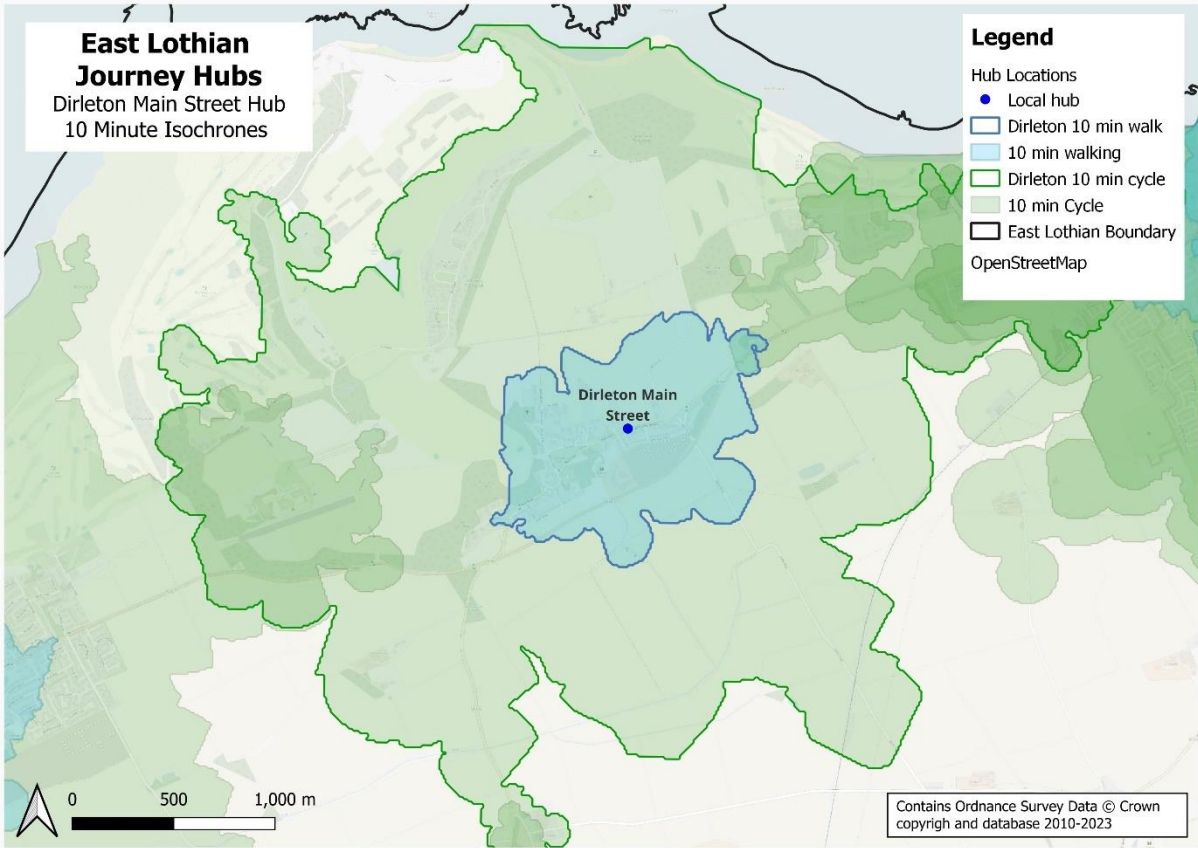
Figure 4-6 - Dirleton Main Street Journey Hub including 10-minute isochrones.

The quality of the site connections (at present) and the number of facilities accessible from the proposed location is summarised in Table 4-11.

Table 4-11 - Dirleton summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Adequate
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Poor
	Rest Area	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		-
Space Available *(Ample, Sufficient, Constrained)*		Limited

There are existing bus stops on both sides of the road but there is only a shelter provided on the eastbound side which could be enhanced with cycle parking. On the westbound side there is no shelter and due to the limited pavement space available it is unlikely a shelter will be able to be provided so most of the hub features will be included on the eastbound side. The preferred location will be on Main Street opposite the existing café facility. Table 4-12 lists additional facilities which should be included at new hub. Based on the location of this hub, the available size and proposed facilities, it will be classified as a Local Hub.

Table 4-12 - Recommended additions for Dirleton Journey Hub

Recommended addition	Requirement
Bus Shelter and Waiting Facilities	Upgrade and make more prominent (though acknowledge potential planning / heritage restrictions)
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Improved Active Travel Route	Possible upgraded connection to Yellowcraig and explore shared use path connection improvement to North Berwick
Rest Area	Bench to provide seating
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	Provide cycle hoops either adjacent to stop or at café (subject to discussion with owner/operator – already East Lothian Council grit bin within café footprint)

4.3.5 Drem

Drem Station Hub located on the B1345 at the Railway Station bus stop pair.

Drem is a small village but despite this it is important as a transport location for nearby towns and villages as the Drem Station is located here. The hub is considered to be a key mobility location for the region as it is one of only 8 railway stations in the area. This location was not identified during the consultation or data analysis process however it is still essential that a hub be located here as the presence of the station already provides opportunity for future development of the village.

The hub is proposed not at the station itself but at the nearby bus stop (only approximately 50m from the station). This bus stop is flanked on both sides by open space providing ample space for facilities and growth. Likewise, there are also nearby rest areas and a car parking at the station. The proposed hub location is shown in the context of its 10-minute walking and cycling isochrones Figure 4-6. This location does not cover any council assets or main employers, however its importance is based on its proximity to the railway station rather than the direct village assets.
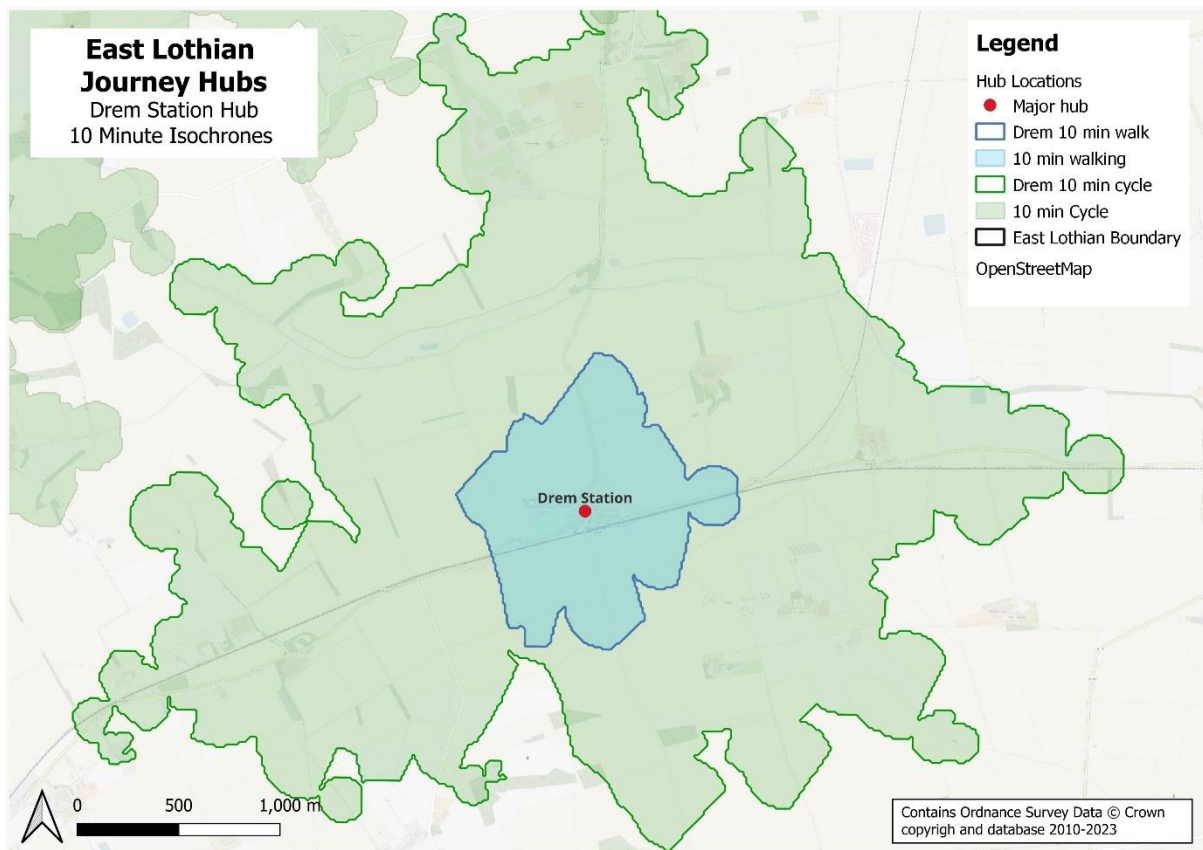
Figure 4-7 – Drem Station Journey Hub including 10-minute isochrones.

The quality of the site connections (at present) and the number of facilities accessible from the proposed location is summarised in Table 4-13

Table 4-13 - Drem summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		5
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Poor
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Good
	Rest Area	Adequate
	Lighting	Poor
Facility Proximity *(Number of different kinds of facilities within 400m)*		-
Main Employers *(Number of main employers within 400m)*		-
Space Available *(Ample, Sufficient, Constrained)*		Ample

Table 4-12 lists additional facilities which should be included at new hub. Based on the location adjacent to the railway station and the existence of elements such as the car parking this hub is considered a Major Hub.

Table 4-14 - Recommended additions for Drem Journey Hub

Recommended addition	Requirement
Bus Shelter and Waiting Facilities	There is currently no bus shelter provided at this bus stop despite the ample space around it. As this is an open area, a shelter would be particularly important to protect those waiting from the elements.
Real Time Transport Displays	This would enhance the offer to users, to understand exactly where services are and communicate reliable data.
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area.
Cycle Infrastructure	There is currently a two tier stacked cycle rack at the station but currently there are no cycle lanes to promote cycle travel to the site which could be further improved. Investigation should be completed into the possibility of adding on-road cycle lanes.

4.3.6   Dunbar

There are two hubs proposed for Dunbar:

- *Dunbar ASDA* located on Spott Road at the Dunbar Asda bus stop pair and,
- *Dunbar High Street/Station* located on the A1087at the Railway station bus stop.

Dunbar was identified as a key location for a journey hub both in the consultation process and as a central point associated with employee origins. Analysis of East Lothian bus data also highlighted three frequently used bus stops within the town. The two most used stops in Dunbar, were at the high Street and at ASDA. This was considered when determining the location of the proposed hub with one hub located at the mentioned ASDA stop, and the other located at the Station bus stop supporting both the nearby high street bus stop and the railway station. Figure 4-8 shows the 10-minute isochrones for cycling and walking for both locations. The isochrones indicate that cycling access mostly overlaps for both hubs, however having two locations is still necessary as the walking coverage barely overlaps, therefore covering double the area within Dunbar. As indicated on the map, there are no council assets within walking distance of the ASDA hub, however there are a number of facilities near the station hub including: a primary school, community centre, library, public toilets, leisure centre, museum and medical practice within a 10-minute walk.
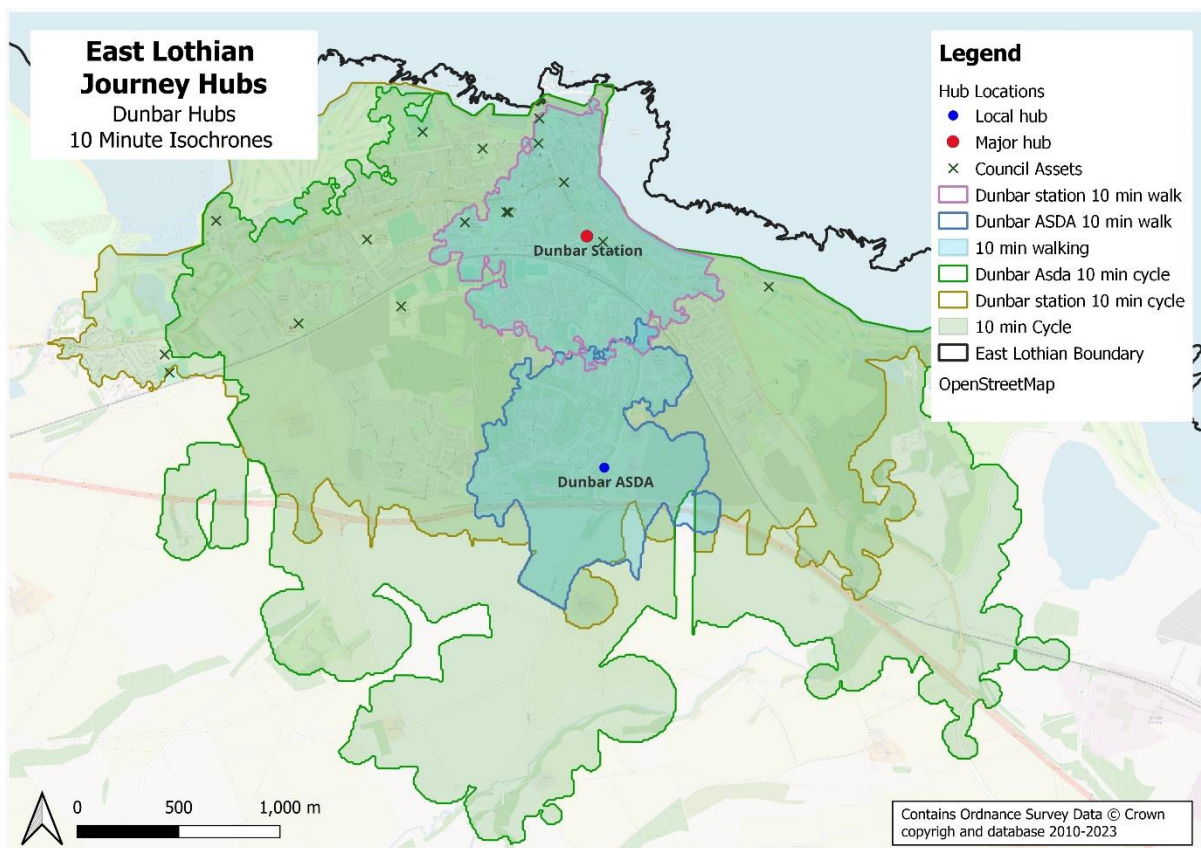
Figure 4-8 - Dunbar Journey Hubs including 10-minute isochrones.

Dunbar ASDA

The first proposed hub in Dunbar is located at the ASDA supermarket to the south of the town, directly adjacent to the A1. This location would be optimal, as both a hub for employees working in ASDA, and nearby businesses, as well as for those travelling to the area as customers. The preferred location is on Spott Road where the bus stop serving ASDA is located. Broader hub services could be provided within the ASDA car park where there is already cycle and electric vehicle parking, as well as a shopping collection point. There is scope to provide cycle parking and seating adjacent to the northbound bus stop.

The importance of the site as an employer and retail location, provides strong justification as a suitable location for a hub, as ASDA and two other main employers are located within 500m. There is a bus stop at the proposed hub site serving the retail park which could provide adequate public transport to the area. Additional stops are located along Spott Road as it heads north towards the town centre. Active travel in the area is generally good as the majority of infrastructure in the area is relatively new, with footway surfacing in good condition, with tactile paving and lighting present. In addition to this, there is a shared use path to the east of the site which connects the area to the DunBear statue and then to the Broxburn area, and the new housing development to the northeast of Dunbar.

The footway is well maintained and includes both tactile paving and lighting, however there is a lack of supporting infrastructure including wayfinding and rest areas. Lighting provision is present across the rest of the connecting routes as is tactical paving, but there is no other cycle provision. As most of the area is residential this should facilitate on road cycling for local connections, however Spott Road is very busy and relatively narrow, and the current infrastructure is not appropriate as the key cycle connection in this area. The results of the audit of this location assessing the general quality of the accessibility of the hub and nearby facilities is detailed in Table 4-15.

Table 4-15 - Dunbar ASDA summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		6
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Good
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Good
Council Facility Proximity *(Number of different kinds of facilities within 400m)*		-
Main Employers *(Number of main employers within 400m)*		3 (within retail park which is due to be extended)
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

Overall, the area is well connected for pedestrians, although navigation provision could be improved. In general, minimal improvements need to be made to ensure this site has good connectivity for a hub. However, the limited number of assets which can be reached from this hub may not present an issue since ASDA supermarket already has facilities such as cycle parking. Table 4-16 lists additional facilities which should be included at new hub. Based on the location and available facilities this hub would be considered a Local Hub.

Table 4-16 - Recommended additions for Dunbar ASDA Journey Hub

Recommended addition	Requirement
Improved Wayfinding	Signage to and from hub / station from walking and cycle routes which provide direct connection
Rest Areas	Look at locations for seating along shared use path
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	Provide cycle hoops adjacent to stop

Dunbar High Street / Station

The second location in Dunbar is located to serve the railway station and High Street. Both locations were considered, but the opportunity to provide a combined hub emerged as the preferred option at the east end of Countess Road.

The proposed location is on the main road to the north end of the railway station. This serves the High Street well and there is existing space which could be reconfigured to provide the hub. This would serve employment and tourism in the town centre as well as the railway station. The quality of the site connections (at present) and the number of facilities accessible is summarised in Table 4-17.

Table 4-17 - Dunbar High St / Railway Station summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		9
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Good
	Rest Areas	Good
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		2
Main Employers *(Number of main employers within 400m)*		3
Space Available *(Ample, Sufficient, Constrained)*		Sufficient (potential to be extended)

Table 4-18 lists additional facilities which should be included at new hub. Based on the location of this hub, the available size and proposed facilities it will be classified as a Major Hub. Notable that *Belhaven Bikes[2]* offer a cycle hire scheme in Dunbar. This is currently located on Belhaven Road but is not within a 10-minute walk of either hub location, however it is within a 10-minute cycle or 20-minute walk of the High Street Hub. It should be explored if this hire scheme could be more closely linked with the proposed hub.

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[2] As listed on East Lothian Councils 'East Lothian on the Move, Car clubs and bike hire' page https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12480/east_lothian_on_the_move/1 1

Table 4-18 - Recommended additions for Dunbar Station/High Street Journey Hub

Recommendation	High Street / Railway Station
Improved Pedestrian routes	Review and update tactile paving in and around Station Road to comply with accessibility requirements
Bus Shelter and Waiting Facilities	Explore provision on main road to create hub serving both station and High Street
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Rest Areas	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.7 East Linton Station

East Linton Station located at the station alongside the East Linton Park.

East Linton was noted during the employer data analysis process, as hosting a cluster of employee postcodes, suggesting a number of commuter trips will start in the area. The village is also well connected with public transport and the heavily trafficked Bridgend Hotel bus stop and a new railway station located in the area. The new two-platform railway station opened in December 2023 and has potential to be a new transport hub within the village. The proposed location is at the railway station and is within 10-minute walking distance of all the local bus stops including the above mentioned Bridgend Hotel bus stop. The location and 10-minute walking and cycling isochrones is shown in Figure 4-9 below. This hub is within walking distance of most of the village of East Linton and covers a primary school, public toilet, library, sports ground and medical surgery.
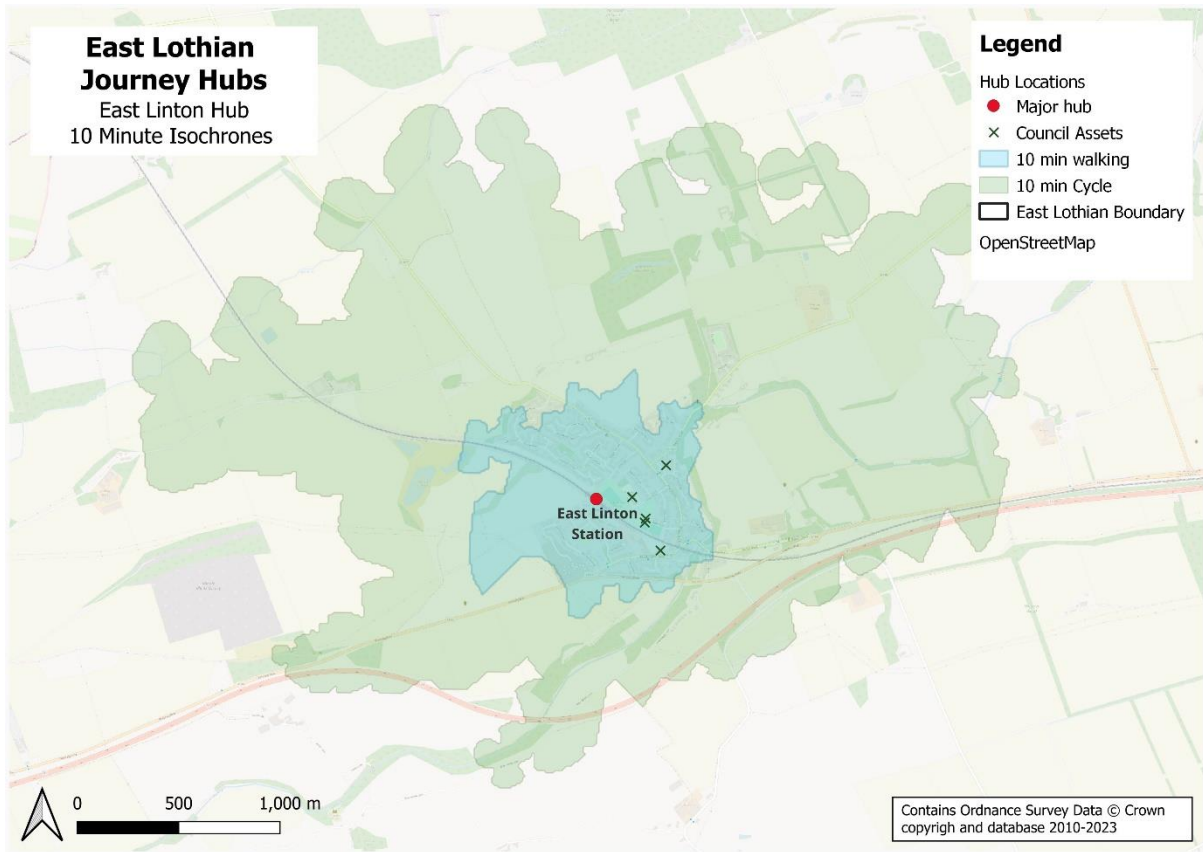
Figure 4-9 - East Linton Journey Hub including 10-minute isochrones.

Table 4-19 summarises the results of the site audit detailing the general quality of access in the area.

Table 4-19 - East Linton Railway Station summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		6
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Poor
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of facilities within 400m)*		5
Main Employers *(Number of main employers within 400m)*		2
Space Available *(Ample, Sufficient, Constrained)*		Ample

The East Linton Station is a good candidate for a journey hub as it is well connected to the transport system. Its position at the station provides ample space for a hub and provides existing facilities such as cycle parking. If a hub is constructed here additional consideration should be connections into, and through, local centres such as the Mart Farm Shop and Cafe. Existing active travel routes could be improved with improved wayfinding and crossing provision. As this hub is located at the new train station which already has car parking and supporting infrastructure, this hub is classified as a Major Hub. The recommended additions suggested for this hub are outlined in Table 4-20.

Table 4-20 - Recommended additions for East Linton Station Journey Hub

Recommended Addition	Requirement
Improved Wayfinding	Provide additional signage between High Street and Station
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data on buses to rail users
Local Area Information Boards	Showing key destinations and additional info on cycle parking and routes in local area

4.3.8   Elphinstone

Elphinstone War Memorial Journey Hub is located on the Main Street (B6414) at the War Memorial bus stop.

The village of Elphinstone was identified as a possible hub location through both public consultation and employer data. The proposed location for this hub is on the main through road through the village and is shown in Figure 4-10 including the 10-minute walking and cycling. As the village of Elphinstone is small, the entire area is accessible within in 10-minute walk of the proposed hub location including the only council asset in the area, the local primary school.
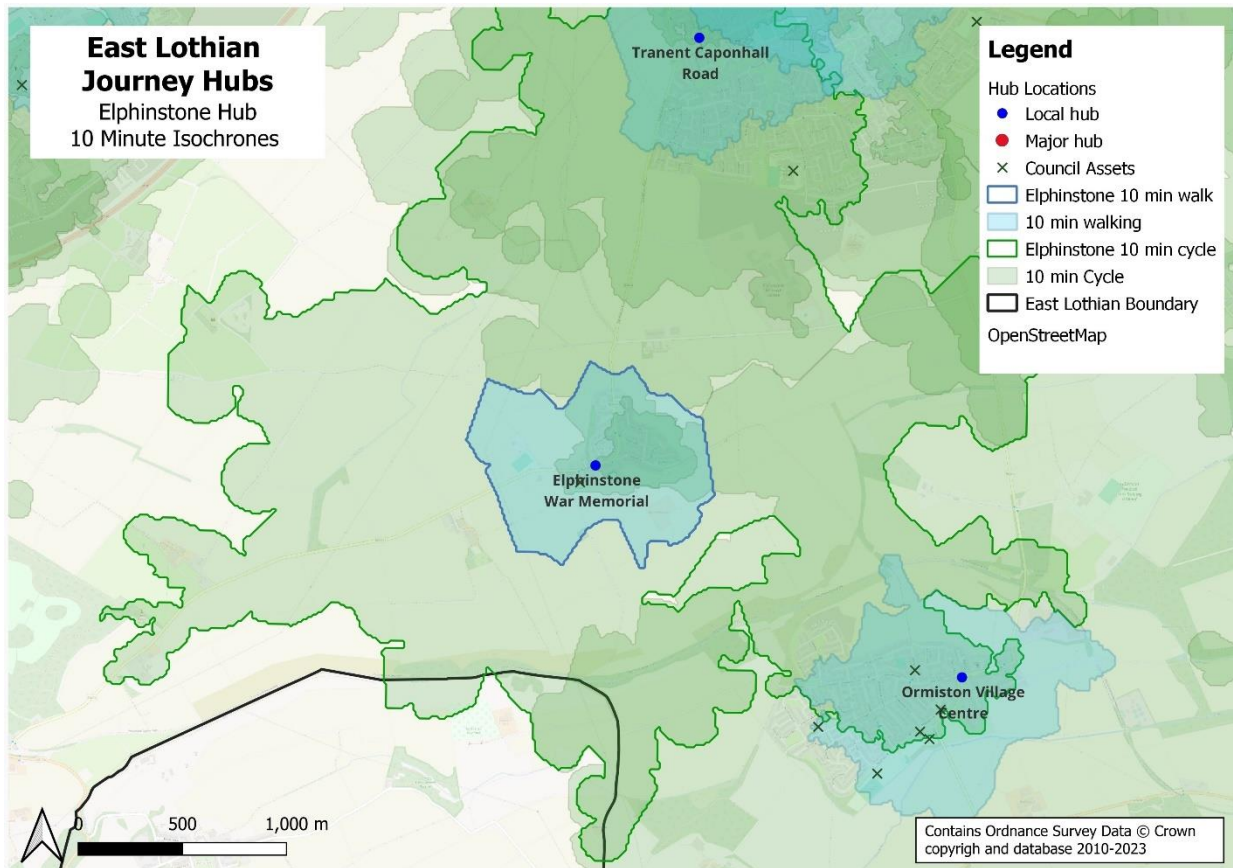
Figure 4-10 – Elphinstone Journey Hub including 10-minute isochrones.

This hub would be located at the bus stop directly adjacent to the local war memorial and is also near the local school, so is therefore in prime location to serve the local needs. The overall quality of local facilities and connections to the hub location are detailed in Table 4-21.

Table 4-21 – Elphinstone War Memorial summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		5
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Adequate
	Lighting	Adequate
Facility Proximity *(Number of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		1
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

As the location currently has no supporting facilities there are a number of recommended additions outlined in Table 4-22. As this hub serves a small village it is classified as a Local Hub.

Table 4-22 - Recommended additions for Elphinstone War Memorial Journey Hub

Recommended Addition	Requirement
Bus Stop Facility	Currently there is no bus shelter at this location however the pavement is sufficiently wide to allow for a shelter. A bus shelter should be put in place here to offer more weather protection while waiting for a bus.
Local Area Information Boards	Showing key destinations and additional info on cycle parking and routes in local area
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data on buses to users
Cycle Infrastructure	Currently there is no cycle infrastructure in the village despite its small town. Cycle parking could promote this mode in the area. Notably, Main Street falls on the B6414 which is the main through road in the area so cycle lanes could also assist in creating safer cycle access.

4.3.9 Gifford

Gifford Main Street Hub located on Main Street at the Goblin Ha' bus stop pair.

In the village of Gifford, a journey hub has been proposed at a central location within the village on the High Street where the local grocery store, cafes, and hotels are located. This village was initially identified as a potential location through both the consultation and employer data analysis. The proposed hub location and 10-minute walking isochrones are shown in Figure 4-11 below. This hub is within walking distance of the entire village of Gifford, providing access to both the local sports facility and primary school.
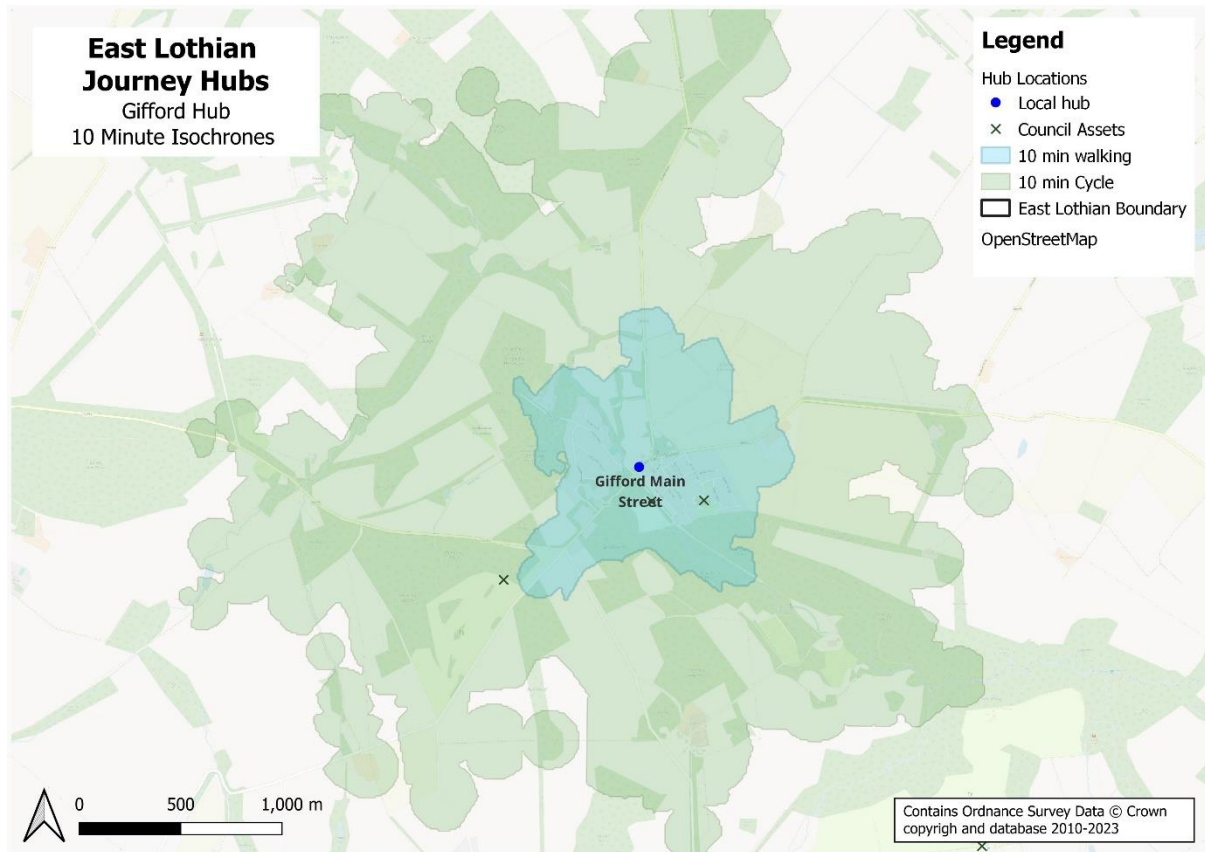
Figure 4-11 – Gifford Main Street Journey Hub including 10-minute isochrones.

This location is central within Gifford and adjacent to key locations such as the village central square and post office. The quality of connections and the facility access at the site is described in Table 4-23.

Table 4-23 – Gifford summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		4
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Adequate
	Rest Areas	Good
	Lighting	Adequate
Facility Proximity *(Number of facilities within 400m)*		2
Main Employers *(Number of main employers within 400m)*		1
Space Available *(Ample, Sufficient, Constrained)*		Constrained

The Gifford Village Centre is an ideal location for a Local Hub. There are proposals to relocate the existing eastbound Main Street bus stop into the square with parking provided at the west end of Main Street. Currently there are no bus shelters on either side of the street, however there is no clear space available for a shelter on the westbound side and the eastbound side would need to be shifted to a more open space as mentioned. The hub provision should highlight existing cycle parking and local facilities. Recommendations for what should be included at this hub are detailed in Table 4-24 below.

Table 4-24 - Recommended additions for Gifford Main Street Journey Hub

Recommended Additions	Requirement
Improved Shelter Facility	Provide Bus shelter and seating
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data on buses to users
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	Provide secure cycle parking adjacent to relocated bus stop

4.3.10 Gullane

Gullane Main Street Hub located on the Main Street at the Goose Green bus stop pair.

Gullane was identified through both employee and survey data as a potential village in need of a journey hub. The village is also host to one of the well trafficked bus stops identified using bus user data. This bus stop is located along the main street, adjacent to the green space in-between main

street and the Gullane Golf club where there is, car charging and cycle parking, making it a prime location for a journey hub. The indicative 10-minute walking and cycle isochrones alone with the hub location is shown in Figure 4-12 below. This location is not central in the village and rather to located slightly west resulting in the eastern edges of the village not being served within walking distance. Despite this the western location is still more adequate than a central location as there are existing supporting features at this location and there is not sufficient space for a hub at a more central position. Despite not covering the entire village most council locations are within walking distance including the primary school, medical practice, sports grounds, public toilets and a golf course.
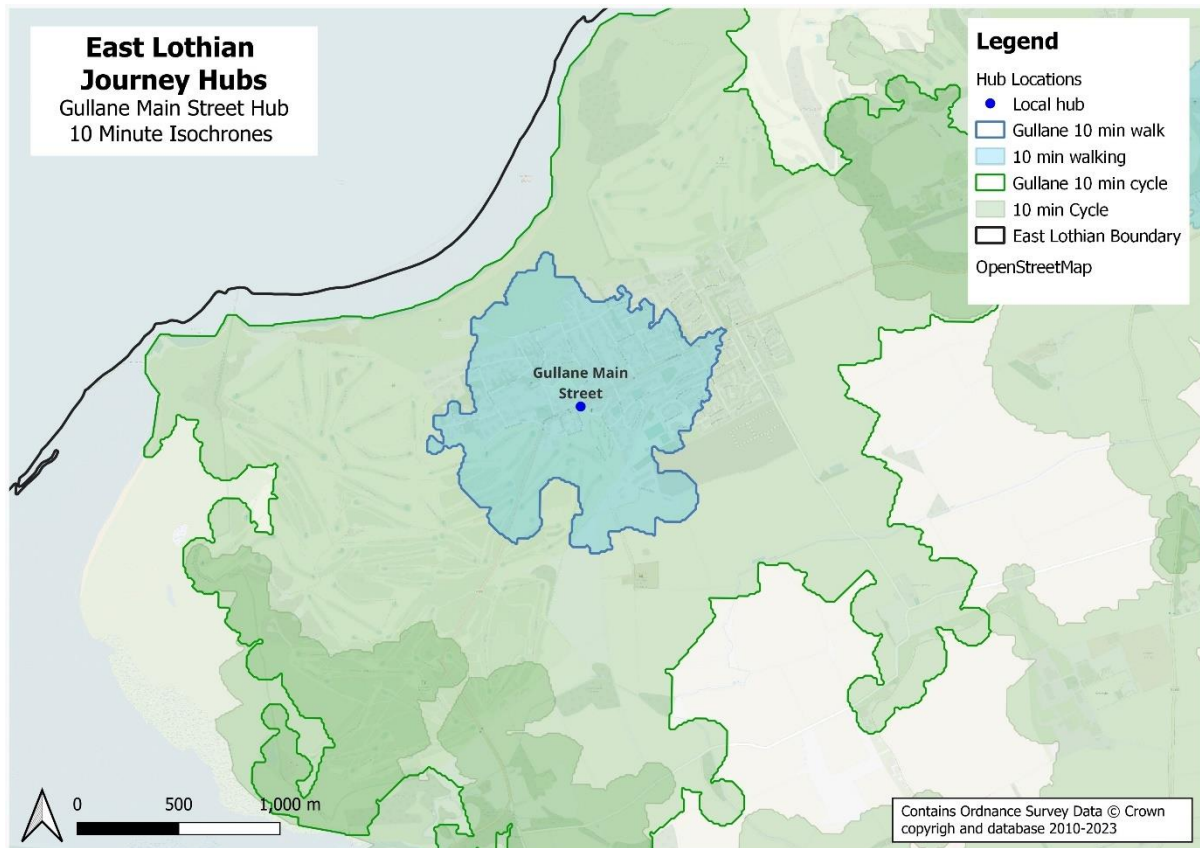
Figure 4-12 – Gullane Main Street Journey Hub including 10-minute isochrones.

The quality of the site connections and the number of facilities accessible is summarised below in Table 4-25.

Table 4-25 - Gullane summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		6
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Adequate
	Rest Areas	Adequate
	Lighting	Adequate
Facility Proximity *(Number of facilities within 400m)*		4
Main Employers *(Number of main employers within 400m)*		1
Space available *(Ample, Sufficient, Constrained)*		Sufficient

There are already bus shelters on both sides of the road and additionally the westbound bus stop could be built out to provide an on-carriageway lane bus stop, reducing delays for buses having to pull into and out of the stop. This would also create additional hardstanding areas for seating or additional cycle parking. Table 4-26 further details the suggested additions for this location. This hub is aimed at serving the village needs and so would be considered a Local Hub.

Table 4-26 - Recommended additions for Gullane Main Street Journey Hub

Recommended additions	Requirement
Improved Bus Stop Facility	Provide build out to allow in carriageway stop and additional space for bus shelter, seating or cycle parking
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data on buses to users
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	Provide secure cycle parking adjacent to upgraded bus stop (as indicated above)

4.3.11 Haddington

There are three proposed locations in Haddington:

- *Haddington High Street Hub* located on the High Street at the High Street (Stop B) bus stop,
- *Haddington Retail Park/New Development Hub* located on the B6471 at the Arthurs Way bus stop pair and,
- *East Lothian Community Hospital Hub* located on Hospital Road at the East Lothian Community Hospital bus stop pair.

Haddington is a key location in East Lothian, being mentioned the most of any other town as a suggested location for a major journey hub. This was further supported by employer data as it is a clear cluster of employee postal hubs. Bus data showed that the town bus stops are well used with 5 stops used over 1000 times in two weeks. The Haddington High Street stop in particular is the third most used bus stop over two weeks across the entire region and another well used bus stop is at the local retail park. Figure 4-13 shows the 10-minute isochrones for cycling and walking for all three locations. The isochrones indicate that cycling generally overlaps across the three locations however having all three locations is still necessary as it extends the walking coverage by three and overlaps at few locations. Due to the size of Haddington this is necessary to provide adequate coverage.
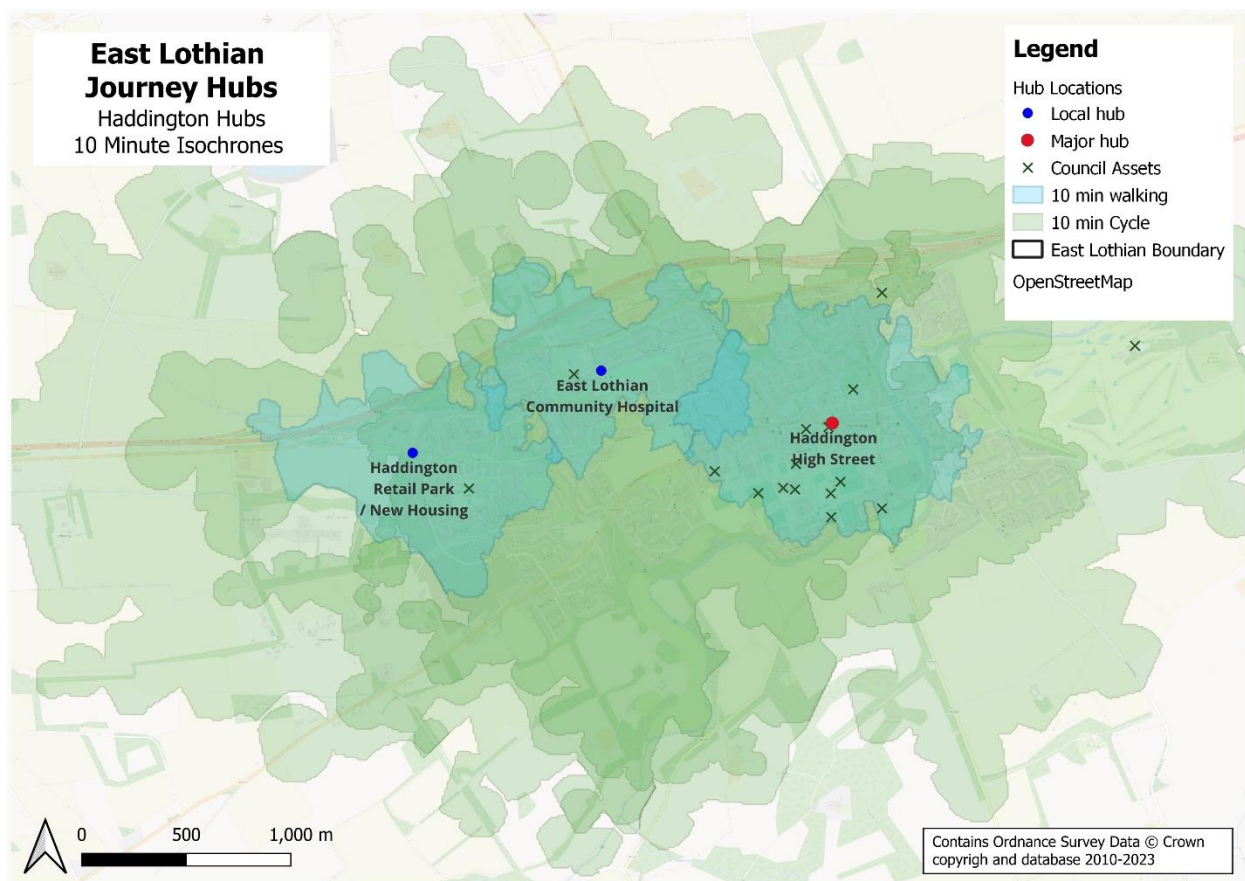
Figure 4-13 - Haddington Journey Hubs including 10-minute isochrones.

Haddington High Street

The High Street is a busy interchange location within the centre of Haddington and is a suitable location for a Journey Hub. It is in close proximity to the retail services available on the high street, additionally within 400m of the site there are three main employers (including East Lothian Council) and a variety of facilities which include the Corn exchange (community venue), a medical practice, library, four primary schools, a secondary school and two sports grounds as well as sports centre and community centre. In addition to this, the area is well connected to public transport as the existing High Street bus stops have services connecting to Edinburgh and Dunbar, in addition to local services. The number of facilities accessible from this location as well as the quality of connects are discussed in Table 4-27

Table 4-27 – Haddington High Street summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		18
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Good
	Rest Areas	Good
	Lighting	Good
Facility Proximity *(Number of different kinds of facilities within 400m)*		8
Main Employers *(Number of main employers within 400m)*		7
Space available *(Ample, Sufficient, Constrained)*		Sufficient (potential to be extended)

This location serves the High Street and surrounding areas and the existing space reconfigured to provide the hub. This would serve employment and tourism in the town centre as well as the railway station. This hub will service a major town within East Lothian as well as provide walkable coverage to a range of council facilities. These details along with the space availability and car parking supports this location as a Major Hub. The recommendations for what should be included with this hub are outlined in Table 4-28. According to East Lothian Councils *East Lothian on the Move*[3] there is a cycle hire scheme located on the High Street, *Mikes Bikes*, which is only approximately 200m to the east of the proposed hub location. It is recommended that further investigation be made into the potential for this bike hire scheme to be incorporated into the hub.

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[3] As listed on East Lothian Councils 'East Lothian on the Move, Car clubs and bike hire' page https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12480/east_lothian_on_the_move/11

The hub location is suggested at the High Street Stop B as this location provides space for the features associated with a Major Hub. The other stop on the high street and the corresponding stop on market street will, however, also form part of the hub and should be signed accordingly.

Table 4-28 - Recommended additions for Haddington High Street Journey Hub

Recommended Additions	Requirements
Bus shelter and waiting facilities	Explore relocation of provision on main road to create hub around John Gray Centre / Library / public toilets – indicative layout shown
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data at stop and in John Gray Centre
Cycle Parking	Extra cycle parking beside the bus shelter
Seating/Waiting Area	Extra bench to provide improved seating adjacent to stops and signposting to John Gray Centre
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

The review has identified an opportunity to relocate existing provision closer to other council assets. Further development will require engagement and consideration of how to retain access to the pend at the west end of the High Street. The relocation would require existing parking bays to be removed but these would be reallocated where the current bus stops are located.

Haddington Retail Park

The Haddington Retail Park is situated to the west of the town close to the new housing at Letham Mains and to the north of B6471. The proposed location is at the existing bus stop pair to the west of the new housing development close to the retail park. There is a puffin pedestrian crossing to the west and pedestrian crossing provision as part of the traffic signals to the east. This location would serve both the new housing development and the retail park as well as the local primary school which falls within 10-minute walking distance. The Table 4-29 summarises the results of the audit of the location and surrounding areas.

Table 4-29 - Haddington Retail Park summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		5
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		1
Space Available *(Ample, Sufficient, Constrained)*		Ample (subject to agreement)

As this area is aimed at supporting the local development, it will be classified as a Local Hub. There are existing bus shelters on both sides of the road and the stop on the westbound side is adjacent to a landscaped area northwest of the residences, accessed by an established network of paths. Subject to agreement with the developer and/or factor, additional facilities including secure cycle parking and rest areas could be accommodated within the adjacent open space all of which are detailed in Table 4-30.

Table 4-30 - Recommended additions for Haddington Retail Park Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

East Lothian Community Hospital

The Community Hospital is located to the north of the town providing service to communities across East Lothian and fills the walkable gap between the two other Haddington hubs already discussed. The quality of connections to this site as well as the number of facilities is outlined in Table 4-31.

Table 4-31 - East Lothian Community Hospital summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-Existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		1
Space available *(Ample, Sufficient, Constrained)*		Sufficient

The proposed location is on Hospital Road close to the access path into the Hospital site where there is cycle parking and EV parking available. This would see a slight relocation of the existing northbound bus stop to the north side of the existing zebra crossing, to be closer to the path giving access to the hospital site, and away from the service yard area. Though primarily focussed on the hospital, local residents and employment sites on Hospital Road would also benefit from improved facilities here. Based on the available size and expected facilities at this location it is considered a Local Hub. Table 4-32 outlines the recommended additions for this site.

Table 4-32 - Recommended additions for East Lothian Community Hospital Journey Hub

Recommended additions	Requirements
Bus shelter and waiting facilities	Relocate provision on main road closer to hospital access
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data – this is available inside the hospital
Rest Area	Improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.12 Humbie

Humbie Hub located on the B6368 opposite the Humbie Hub general store.

The Humbie hub is an obvious location for a rural Journey hub to be provided and was raised as a possible hub location in the survey discussed in Section 2.5.3. Humbie is served by a demand-responsive transport service, but no scheduled bus. Figure 4-14 outlines the proposed hub location and 10-minute walking and cycling isochrones, which is within walking distance of the entire hamlet including the local primary school.
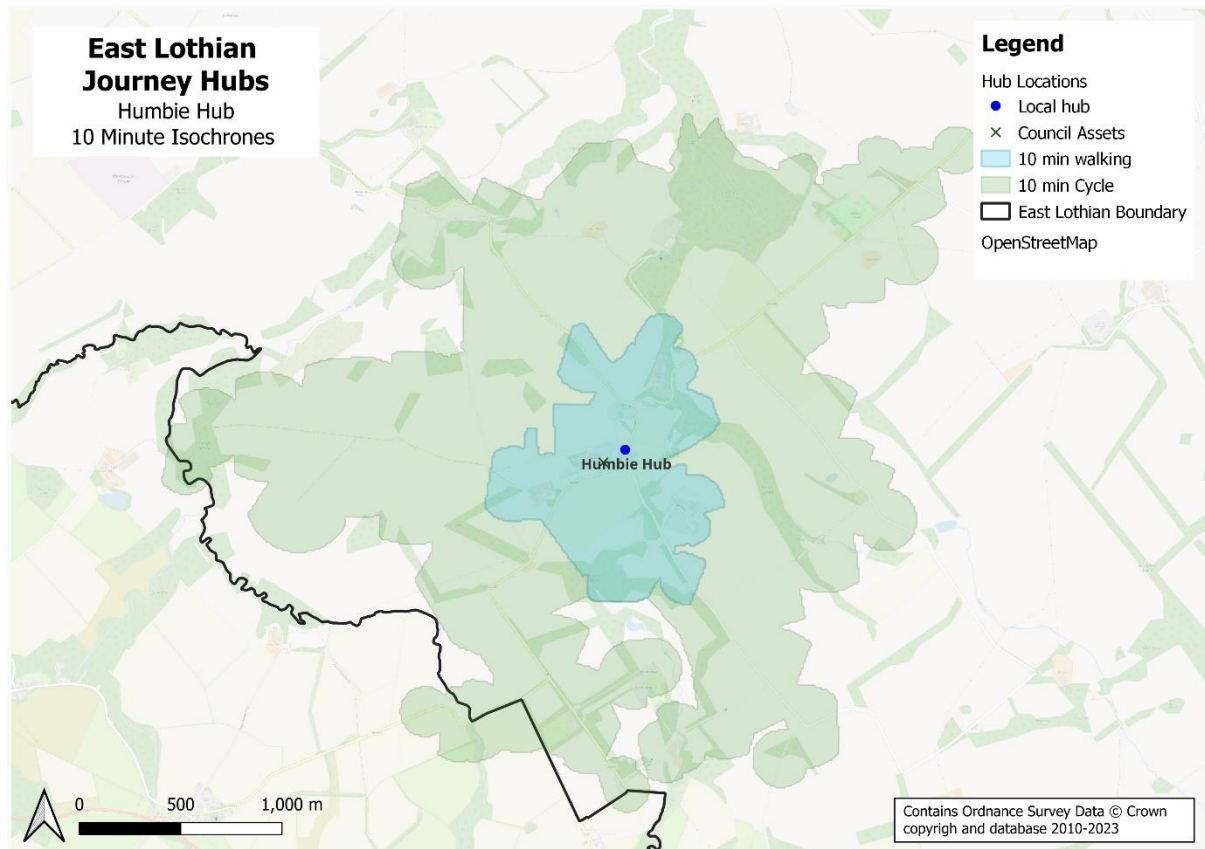
Figure 4-14 - Humbie Journey Hub including 10-minute isochrones.

The quality of the site connections and facility access is summarised in Table 4-33

Table 4-33 – Humbie Hub summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		5
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Poor
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Poor
	Rest Area	Poor
	Lighting	Adequate
Facility Proximity *(Number of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		1
Space available *(Ample, Sufficient, Constrained)*		Constrained

The Humbie Hub already fulfils many functions of a journey hub and is therefore an ideal location for a Local Hub as there are existing retail and café facilities with nearby car parking, car charging and cycle parking. The existing bus stop in Humbie is not at this location, with a shelter beyond its design life therefore the opportunity to locate the main stop near the Humbie Hub should be explored. It is however acknowledged the ability for buses to terminate and turn within the village will be required. A list of recommended additions for this hub is included in Table 4-34.

Table 4-34 - Recommended additions for Humbie Journey Hub

Recommended additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data on buses to users – could be displayed in café as well?
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	Provide extra cycle parking dependent on demand

4.3.13 Innerwick

Innerwick Hub is located on Barns Ness Terrace at the War Memorial bus stop pair.

The proposed hub is shown in Figure 4-15 and is in walking distance of the entire village including the local primary school. The village of Innerwick was identified as a possible location during the consultation process. It is a remote village and is not within a 10-minute cycle of any other hub making it a good location for a hub.
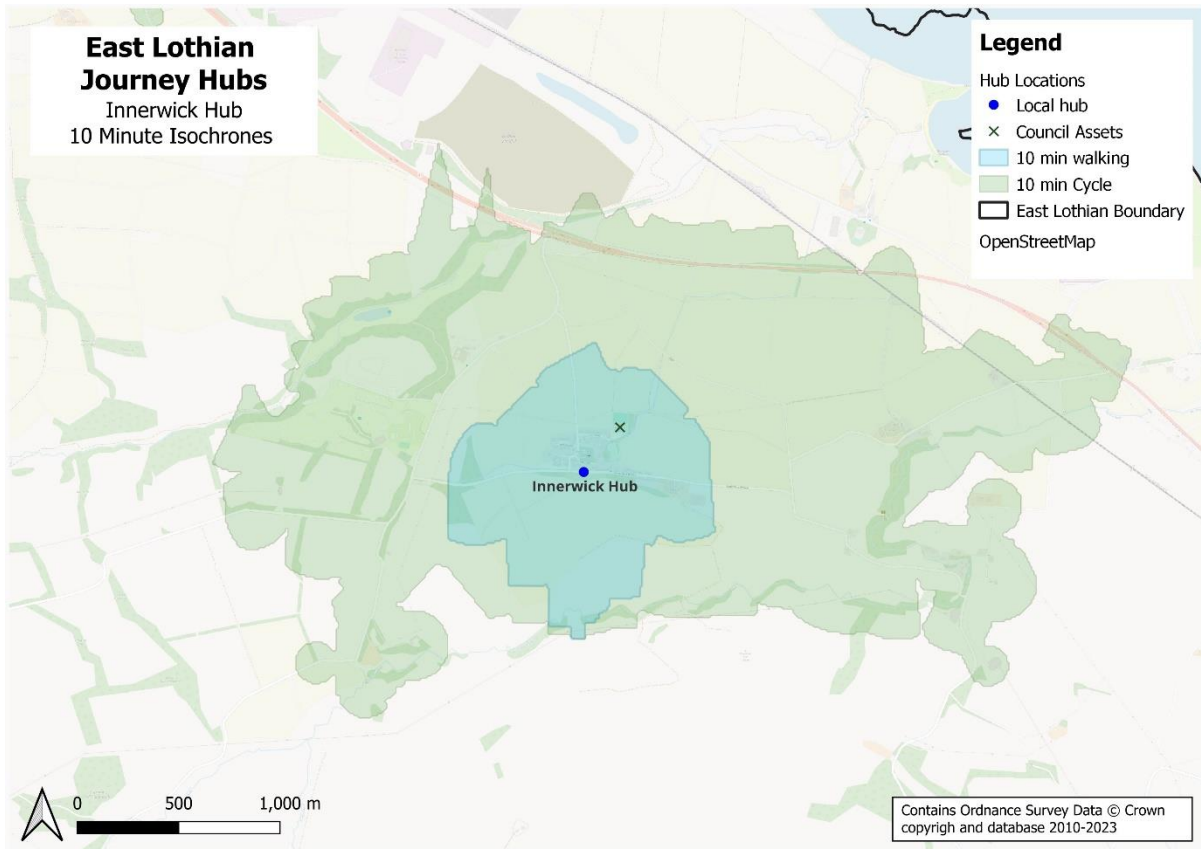
Figure 4-15 – Innerwick Journey Hub including 10-minute isochrones.

Innerwick has limited sites suitable for a Local Hub with existing connections, including bus stops. The main street (Barns Ness Terrace) is relatively narrow with limited footway width and the availability of footways is variable throughout the village. Table 4-35 outlines the access to the site, there is no existing cycle infrastructure, and limited local facilities.

Table 4-35 – Innerwick Hub summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		4
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Poor
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		2
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The existing westbound bus stop is a suitable location for a Local Hub as there is an area of hard standing which could be reconfigured to provide an improved bus shelter, cycle parking, while retaining the recycling facilities at the rear of the space. This would make it a more attractive space to wait within as the recycle facilities would not be in the sight lines of those waiting at the shelter. Currently the bus stop is a wooden structure which should be upgraded and modernised to match the shelters across the region. This, along with other recommendations are detailed in Table 4-36. The eastbound bus stop is located directly in front of the Innerwick Village Hall and so already has local notice board and is in an open space, however there isn't an existing bus stop on this side. A rest space should be included, and a shelter may be possible however it should be ensured that this does not deter from the adjacent memorial.

Table 4-36 - Recommended additions for Innerwick Journey Hub

Recommended Additions	Requirements
Improved Bus Stop Facility	Provide new shelter and redesign space to provide better seating and configuration with recycling at rear of the shelter
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data on buses to users
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	Provide secure cycle parking adjacent to upgraded bus stop

4.3.14 Longniddry

Longniddry Station Hub located on Main Street at the Railway Station bus stop pair.

Longniddry railway station is an obvious location for a journey hub, both as a mobility connection but also as indicated by data analysis. The station located on the eastern corner of the village, is a transport node with the potential to host a major journey hub as it would utilise the existing public transport connections. The location was additionally proposed through the consultation process and is supports a cluster of employee post codes. The station provides not only rail access but was also found to support over 1000 bus journeys over a two week period and is the most used bus stop in Longniddry. The proposed hub location and 10-minute walking and cycling isochrones is shown in Figure 4-16. This hub is within a 10-minute walk of a number of local facilities including, a community centre, library, primary school, playground and clinic. The railway station is located at the north east corner of Longniddry resulting in it not being within walking distance of the south west portion of the village however is within a 20-minute walk of the station.
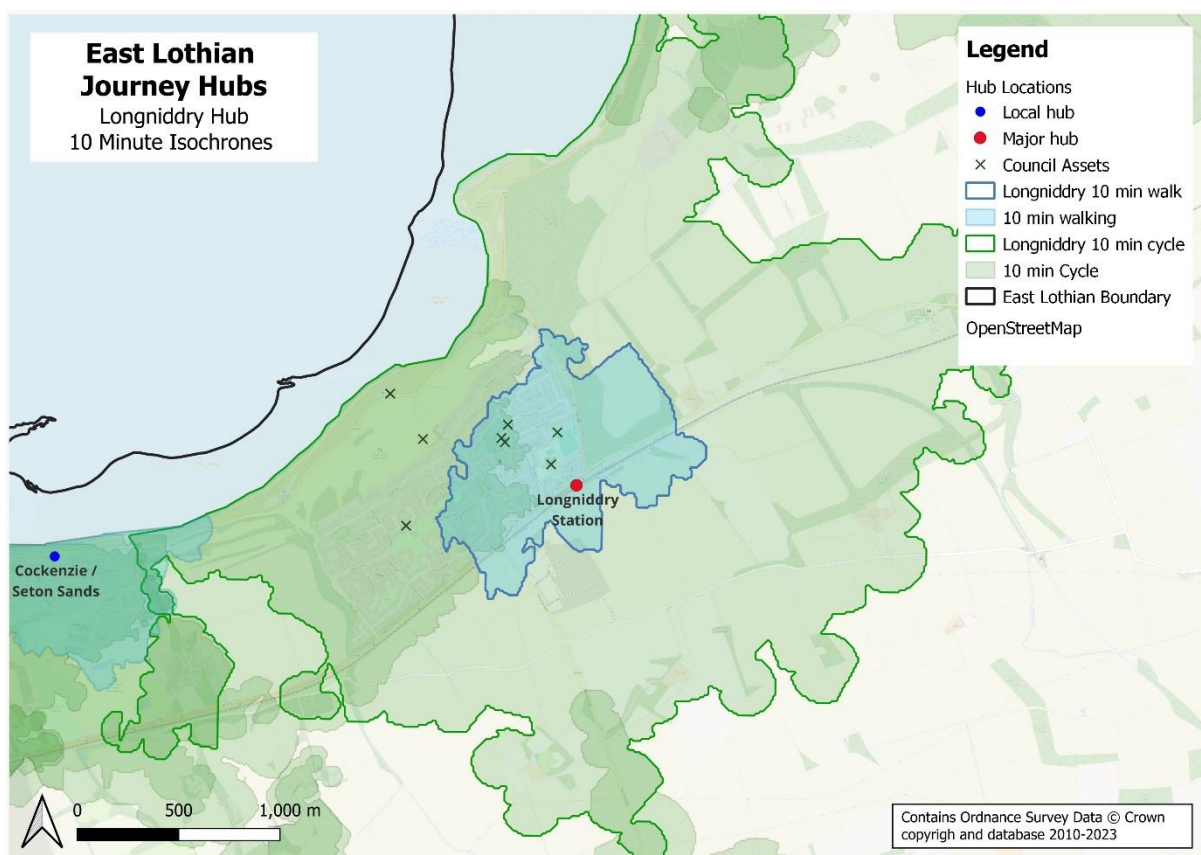
Figure 4-16 – Longniddry Station Journey Hub including 10-minute isochrones.

The proposed location is at the railway station, the most suitable of which would be near the platform access for eastbound services, but this is controlled by Network Rail. The alternative location would be within the other station car park owned by East Lothian Council. This is already in effect a hub with many transport options available within the station environment with bus stops on the main road. The assessment of the surrounding access to and from the site are outlined in Table 4-37.

Table 4-37 – Longniddry Railway Station summary of general quality of facilities and connections

Facility/Connection type		Longniddry Station
Railway station within 800m (yes or no)		Yes
Bus (number of stops within 400m)		8
Cycleway (Good, Adequate, Poor, Non-Existent)		Poor
Cycle Provision on Road (Good, Adequate, Poor)		Adequate
Pedestrian (Good, Adequate, Poor or Non-existent)		Adequate
Supporting Infrastructure (Good, Adequate, Poor or Non-existent)	Crossings	Adequate
	Wayfinding	Adequate
	Rest Areas	Good
	Lighting	Adequate
Facility Proximity (Number of different kinds of facilities within 400m)		2
Main Employers (Number of main employers within 400m)		-
Space Available (Ample, Sufficient, Constrained)		Sufficient

As this hub is located at a railway station and is focused on providing access to long distance mobility it should be a Major Hub. The railway station currently has two car parks providing ample space for a journey hub, therefore allowing it to include a number of facilities. The suggested additions to the hub are proposed in Table 4-38.

Table 4-38 - Recommended additions for Longniddry Station Journey Hub

Recommended Additions	Requirements
Passenger shelter and waiting facilities	Explore provision of waiting facilities for pick up / taxi within station car park
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data, both near platform and on bus stops
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area – should be replicated at bus stop and railway station

4.3.15 Macmerry

There are two hubs proposed in Macmerry:

- *Macmerry Industrial Estate Hub* located on the A199 at the Industrial Estate bus stop pair, and,
- *Macmerry Miner's Club* located on the Main Road (A199) at the Whiteloch Road bus stop pair.

Macmerry and the adjacent industrial estate were suggested as hubs during the consultation process. Employer data additionally shows a clear cluster of employee postcodes in the village and so is expected to produce commuter trips. Figure 4-17 indicates the locations of both hubs along with their corresponding 10-minute walking and cycling isochrones. This indicates that the Miner's Club hub is within walking distance of the entire of Macmerry village including the local primary school, sports facility and the village hall while the Industrial Estate hub is accessible to those working within the estate.
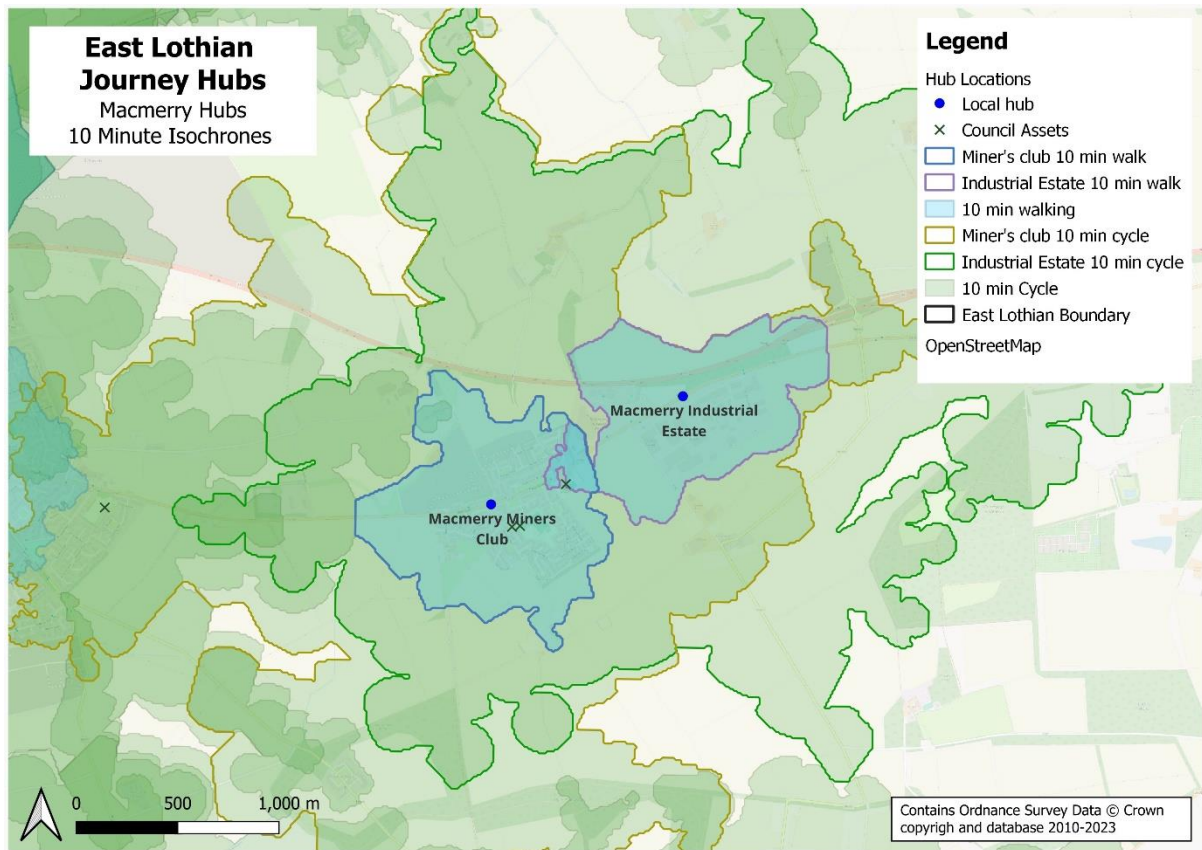
Figure 4-17 - Macmerry Journey Hubs including 10-minute isochrones.

Macmerry Industrial Estate

The first of two proposed locations in Macmerry is at the industrial estate. This is located on the outskirts of the village and would provide a convenient connection point for employees of the industrial estate. This route would also be on the proposed new cycleway through the village connecting towards the towns to the east and west. Table 4-39 outlines the quality and type of facilities and connections near the site.

Table 4-39 - Macmerry Industrial Estate summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		6
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Good
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Non-existent
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		-
Main Employers *(Number of main employers within 400m)*		4
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

Car charging is available within the East Lothian Council car park, as is secure cycle parking, but additional provision at the hub would be accessible to the industrial estate. This hub would be classified as a Local Hub and a list of the facilities which should be added to the hub is outlined in Table 4-40.

Table 4-40 - Recommended additions for Macmerry Industrial Estate Journey Hub

Recommended Additions	Requirements
Improved Pedestrian routes	Review and update path connections into industrial estate
Bus Shelter and Waiting Facilities	Explore provision on main road to create hub focal point
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Rest Area	Benches to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

Macmerry Miners Club

The second hub is proposed for the bus stop adjacent to Macmerry Miners Club within the centre of the village. The proposed location can be accessed by the existing network of pavements and roads all within the 30 mile per hour limit of the settlement boundary. A controlled pedestrian crossing is provided adjacent to the local shop and post office to allow access to the southern footway. There are

plans to improve cycle connectivity through the village, through a new proposed cycle route connecting east and west, and the hub should be incorporated into these designs. The connectivity along with the access to nearby facilities is assessed in Table 4-41.

Table 4-41 - Macmerry Miners Club summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		5
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Poor
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Adequate
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		3
Main Employers *(Number of main employers within 400m)*		2
Space available *(Ample, Sufficient, Constrained)*		Sufficient

The location currently has a bus shelter as well as additional seating, emphasising the location as appropriate for the journey hub. There are however some recommended additions outlined in Table 4-42. As this hub serves a small village it is classified as a Local Hub.

Table 4-42 - Recommended additions for Macmerry Miner's Club Journey Hub

Recommended Addition	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.16 Musselburgh

Musselburgh has both two recommended journey hubs as well as an existing hub.

- *Musselburgh Brunton Hall Hub* is an existing hub and is located on Bridge Street (A199) at the Brunton Theatre bus stop,
- *Musselburgh Station/QMU Hub* is located at the Queen Margaret University (QMU) bus stop, and,

- *Musselburgh High Street Hub* is located on the High Stret (A199) at the High Street (Stop C) bus stop.

Musselburgh is a major town in East Lothian, so it is unsurprising that it was a noted location both throughout the consultation process and in the employer data analysis. Within Musselburgh there are a number of locations which are already key to mobility, the railway station located adjacent to Queen Margaret University (QMU) and 4 bus stops which have a footfall of over 3000 people over a two week period. The Musselburgh Police Station bus stop is located at bus stop C on the high street and supports the highest footfall traffic of any bus stop in the council region and so along with the station was an obvious choice for a journey hub combined with the existing stop at Brunton Hall (located approximately 60m from the second most used bus stop in Musselburgh: Hayweights). Two figures have been used to show the coverage of the three Musselburgh Hubs. Figure 4-18 indicates the location of the hubs at Brunton Hall and the High Street while Figure 4-19 indicates the hub at QMU. It is clear to see that for cyclists traveling 10-minutes, the coverage of these hubs covers not only the town of Musselburgh but extends out of East Lothian to the periphery of Edinburgh. It is clear that the former two hubs are within a 10-minute walk of various facilities including public toilets, sports facilities, playground and parks, theatre, a community centre, primary schools, a library, a college and a primary care centre.
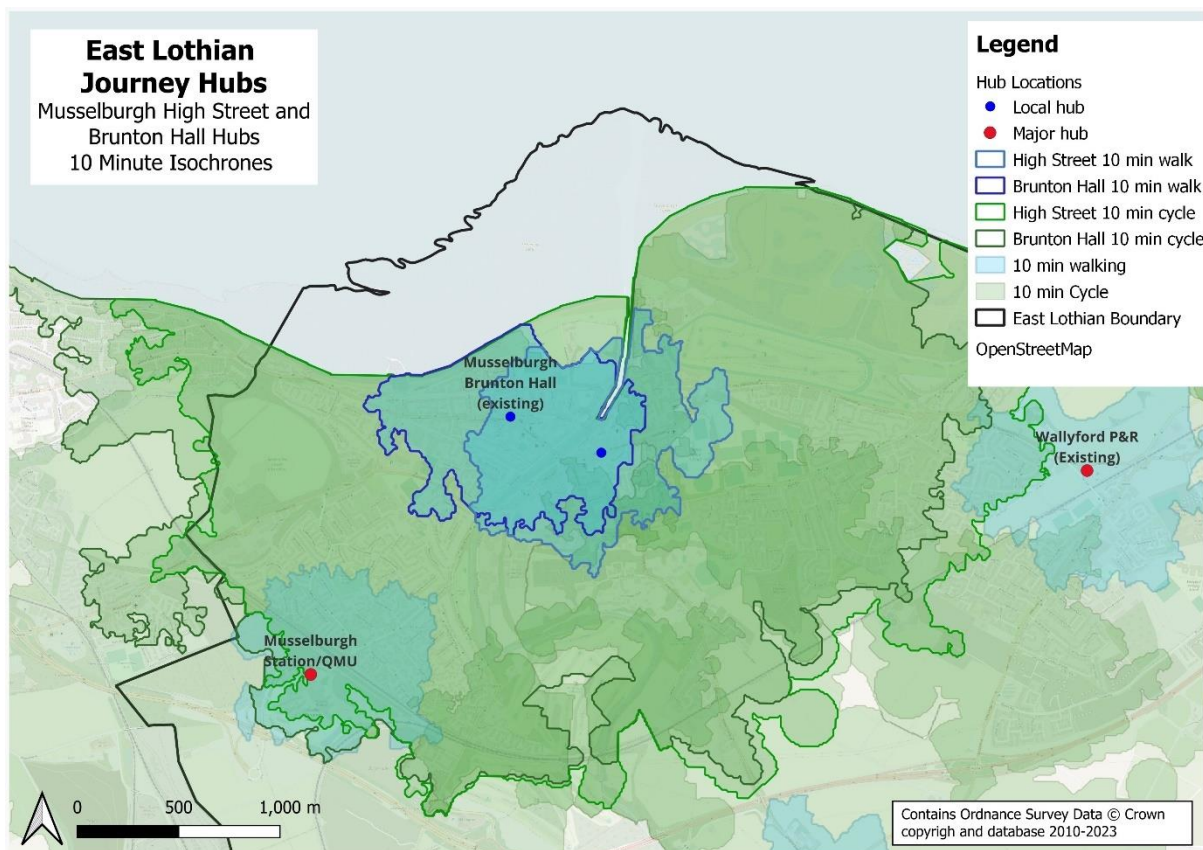
Figure 4-18 – Musselburgh High Street and Brunton Journey Hubs including 10-minute isochrones.
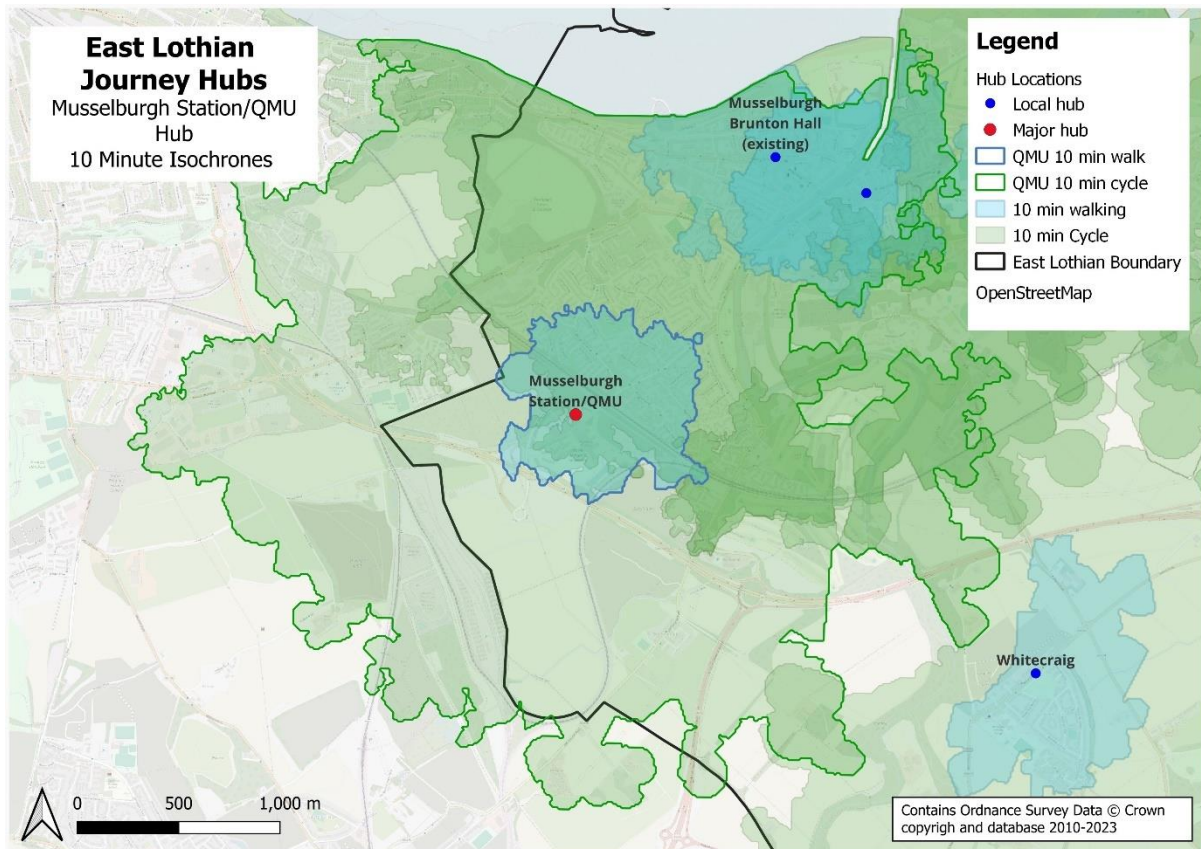
Figure 4-19 - Musselburgh QMU Journey Hubs including 10-minute isochrones.

Musselburgh Brunton Hall (existing hub)

There is an existing journey hub located at Brunton Hall in Musselburgh. An audit was still completed of this location to determine the level of access available. This is necessary as it can help identify if additional connections, such as by cycle are needed. Table 4-43.

Table 4-43 - Musselburgh Brunton Hall Hub summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Good
	Wayfinding	Poor
	Rest Areas	Good
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		6
Main Employers *(Number of main employers within 400m)*		6
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

This hub has Car charging, cycle parking, and local facilities in the immediate area. The proposed location has a variety of facilities already in the area and is across the road from *Ace Bike Co[4]*, a bike shop where bike hire is available. There is still need for additional features such as the provision of real time passenger information and mapping. This hub, because of its size and facilities, is considered to be a Local Hub.

Table 4-44 - Recommended additions for Musselburgh Brunton Hall Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

Musselburgh High Street

The High Street is a busy interchange location within the centre of Musselburgh and is a suitable location for a Journey Hub. It is in close proximity to the retail services available on the high street, additionally as well as various other key community location. In addition to this, the area is well connected to public transport, as the existing High Street bus stops have services connecting to

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[4] As listed on East Lothian Councils 'East Lothian on the Move, Car clubs and bike hire' page https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12480/east_lothian_on_the_move/1 1

Edinburgh and other major East Lothian towns, in addition to local services. The number of facilities accessible from this location as well as the quality of connects are discussed in Table 4-45

Table 4-45 - Musselburgh High Street summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		17
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Good
	Wayfinding	Good
	Rest Areas	Good
	Lighting	Good
Facility Proximity *(Number of different kinds of facilities within 400m)*		6
Main Employers *(Number of main employers within 400m)*		7
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The hub will be centred at the most trafficked stop in the area in front of the police station (Stop D) however it should encompass the nearby stops along the High Street (including as Stop A, B and C). The proposed features to be added to the hub are detailed in Table 4-46

Table 4-46 - Recommended additions for Musselburgh High Street Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Rest Area	Benches to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Cycle Parking	There is some cycle parking found along the street however a cycle parking should also be included adjacent to the bus shelter for easy access.

Musselburgh QMU/Station

Queen Margaret University is a key location in the area and is directly adjacent to the Musselburgh Station which makes it a prime location for a hub. The creation of a hub serving Queen Margaret University and adjacent employment hub will be vital to ensuring sustainable travel to these areas. During the consultation, it was suggested that a covered waiting area for taxis and pickup from the

station would be useful. This could include cycle parking and Ebike charging. The audit of the location assessed the connectivity of the site and is summarised in Table 4-47.

Table 4-47 – Musselburgh QMU/Railway Station summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		9
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Good
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		1
Space Available *(Ample, Sufficient, Constrained)*		Ample (reliant on agreement with University)

The space is open and currently has two large and modern bus stops already on the site, cycle parking (at both the university and the station) as well as car parking indicating that there are few additions needed on site however Table 4-48 indicates some additions which are recommended to further improve the hub. This hub will service both the university and the train station which could be considered a mobility hub, therefore this hub is considered a Major Hub.

Table 4-48 - Recommended additions for Musselburgh QMU/Railway Station Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Rest Area	Benches to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.17 North Berwick

In North Berwick there are three hubs proposed:

- ▪ *North Berwick High Street Hub* located on Church Road at the Church Road bus stop,
- ▪ *North Berwick Sports Centre Hub* located on Haddington Road (the B1347) at the Sports Centre bus stop pair, and,
- ▪ *North Berwick Station Hub* located on Station Road at the Railways Station bus stop.

Figure 4-20 indicates the position of all three hubs within the area as well as the 10-minute isochrones for walking and cycling. North Berwick is another major town in the region and so was an obvious town to host journey hubs, as was apparent from both the employer data analysis and the consultation process. Using bus data, it was possible to note that the most trafficked bus stops in the area are Church Road and the Sports Centre bus stop, and so both were chosen as Journey Hub locations, along with the railway station which provides an additional modal connection. There are a number of community locations within 10-minute walking distance of the hubs including two community centres, two public toilets, community centre, primary school, secondary school, cottage hospital, a park and a golf course.
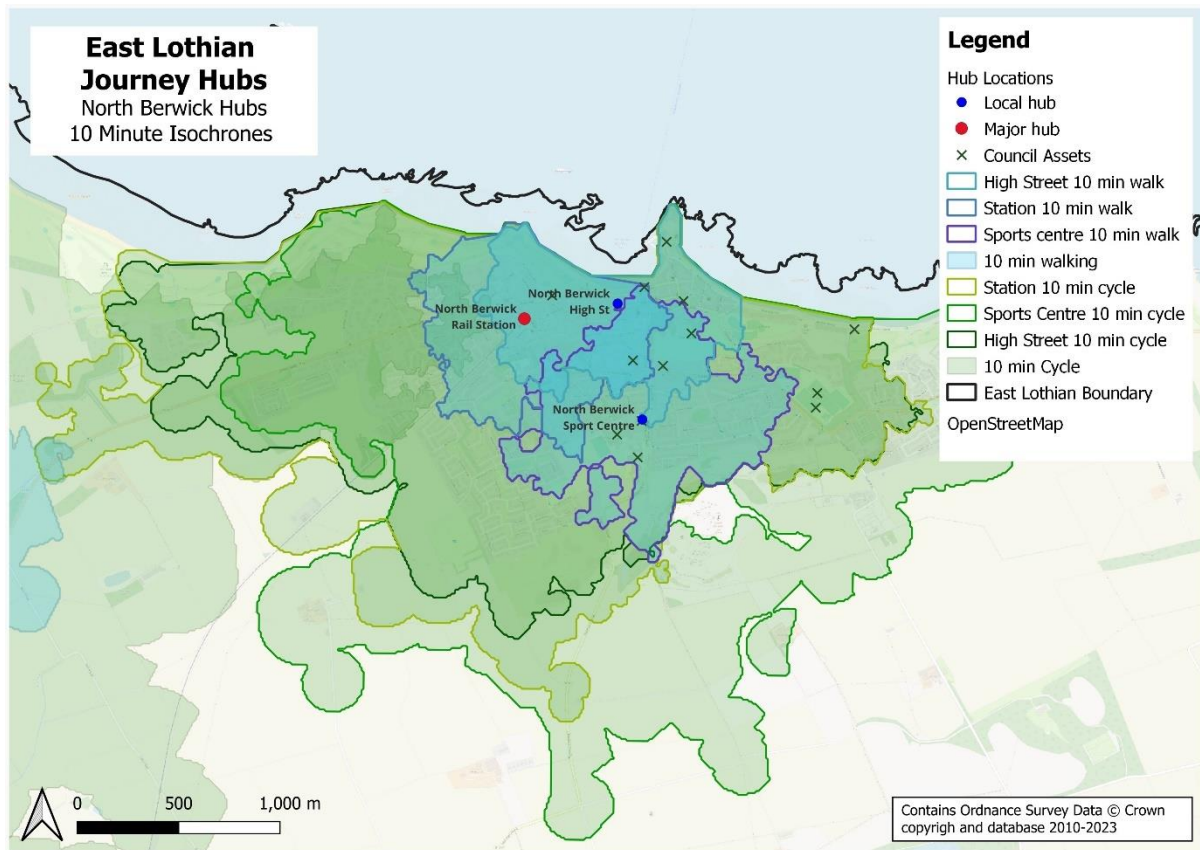
Figure 4-20 – North Berwick Hubs including 10-minute isochrones.

North Berwick High Street

The Church Road location within North Berwick is a suitable location, as it is in close proximity to the retail outlets on the high street. Also nearby is the beach and within 400m of the site are three main employers and a variety of facilities including public toilets and community centres. In addition to this,

the area is well connected to public transport, as North Berwick railway station is 730m away and is within walking distance of a number of bus stops. All connections to the site are further detailed in Table 4-49.

Table 4-49 - North Berwick High Street summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Poor
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Good
	Rest Areas	Adequate
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		7
Main Employers *(Number of main employers within 400m)*		3
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

There are existing bus stops located on Church Road which will form the base of this hub. This hub is currently supported by cycle parking on the street corner (corner of Church and High Street) and is on a side street connecting the High Street and sea front. This location is within the town centre and the key aim is to provide information on bus journeys, as well as the local area and cycle parking. This hub is considered to be a Local Hub and the recommended additions are further detailed in Table 4-50.

Table 4-50 - Recommended additions for North Berwick High Street Journey Hub

Recommended additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

North Berwick Sports Centre

The North Berwick Sports Centre is located to the south of the town close to the education campus (high school, primary school and nursery) as well as a new housing development. The purpose of the hub would be to coordinate these facilities.

Table 4-51 – North Berwick Sports Centre Hub summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		14
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Good
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Good
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		5
Main Employers *(Number of main employers within 400m)*		2
Space Available *(Ample, Sufficient, Constrained)*		Ample

There are already car charging spaces and cycle parking near the proposed location. On the northbound side there is a bus shelter however on the southbound side there is no shelter. This is partially because of the narrow pavement however there is an open space behind the pavement which could provide space for a shelter and supporting facilities as detailed in Table 4-52. This hub is aimed at supporting the surrounding residential areas and would be classified as a Local Hub.

Table 4-52 - Recommended additions for North Berwick Sports Centre Journey Hub

Recommended Additions	Requirements
Bus Shelter and Waiting Facilities	Provision of southbound shelter
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Additional cycle parking beside the bus shelter
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

North Berwick Railway Station

North Berwick railway station is located to the west of the town centre close to established housing. The station has several existing facilities, including car parking and cycle parking as well as high-quality walking connections to the wider town. The various modal connections are discussed further in Table 4-53.

Table 4-53 - North Berwick Railway Station summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Adequate
	Rest Areas	Adequate
	Lighting	Good
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		1
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The proposed hub is again focussed on the coordination of the existing facilities to make sure there is information for those wishing to interchange between modes. Additional mapping and wayfinding to assist bus users and complement information within the station, would also be useful. Future provision of E-bike / cycle hire would be beneficial for those arriving by rail. All the above recommendations are detailed further in Table 4-54. The features and space already available combined with this hub being located at a railway station would make this a Major Hub.

Table 4-54 - Recommended additions for North Berwick Station Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Possible cycle hires in future
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.18 Ormiston

Ormiston Village Centre Hub located at the intersection of Main Street and the Wynd (B6371) at Cross bus stop.

Ormiston was indicated as a possible hub location both through the consultation process and was identified as hosting a cluster of employee postcodes. The hub location is proposed adjacent to the village post office and the local grocery shop, as is indicated in Figure 4-21 along with 10-minute walking and cycling isochrones. The hub is accessible to most of the village within walking distance

and all community facilities are within a 10-minute walk including the local medical practice, sports ground, village hall, primary school and playpark.

Figure 4-21 – Ormiston Hub including 10-minute isochrones.

The quality of the site connections (at present) and the number of facilities accessible from the proposed location is summarised in Table 4-55.

Table 4-55 - Ormiston Hub summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		8
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Poor
	Wayfinding	Poor
	Rest Areas	Good
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		4
Main Employers *(Number of main employers within 400m)*		2
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The proposed hub is again focussed on the serving the core of the village and there is additional space around the bus stop to provide cycle parking and information for other journeys. This hub serves the village of Ormiston and will be considered a Local Hub. This location has two bus stops across from each other, the Cross stop on the westbound side and the Ormiston Main Street Bus Stop on the eastbound side. Currently the westbound side does have a bus shelter while the eastbound does not. There used to be a shelter at this location, so there is enough space for a shelter at this location and so a new shelter should be considered. The additions suggested for this hub are identified in Table 4-56.

Table 4-56 - Recommended additions for Ormiston Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Possible cycle parking beside bus shelter
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area
Bus Shelter	If possible, a bus shelter should be built on the eastbound side of the road.

4.3.19 Pencaitland

Pencaitland Village Hub located on the B6355 adjacent to the Pencaitland Park.

Pencaitland was suggested as a journey hub location in the consultation process which was further supported by the analysis of employer data. The hub is proposed at the north-eastern end of the

village near the primary school, community centre, shops, and park where existing bus services operate. There are other facilities in the village, such as local grocery store, town hall, and the Mercat Cross Historical Landmark further west. The proposed hub location and 10-minute walking and cycling isochrones is shown in Figure 4-22.
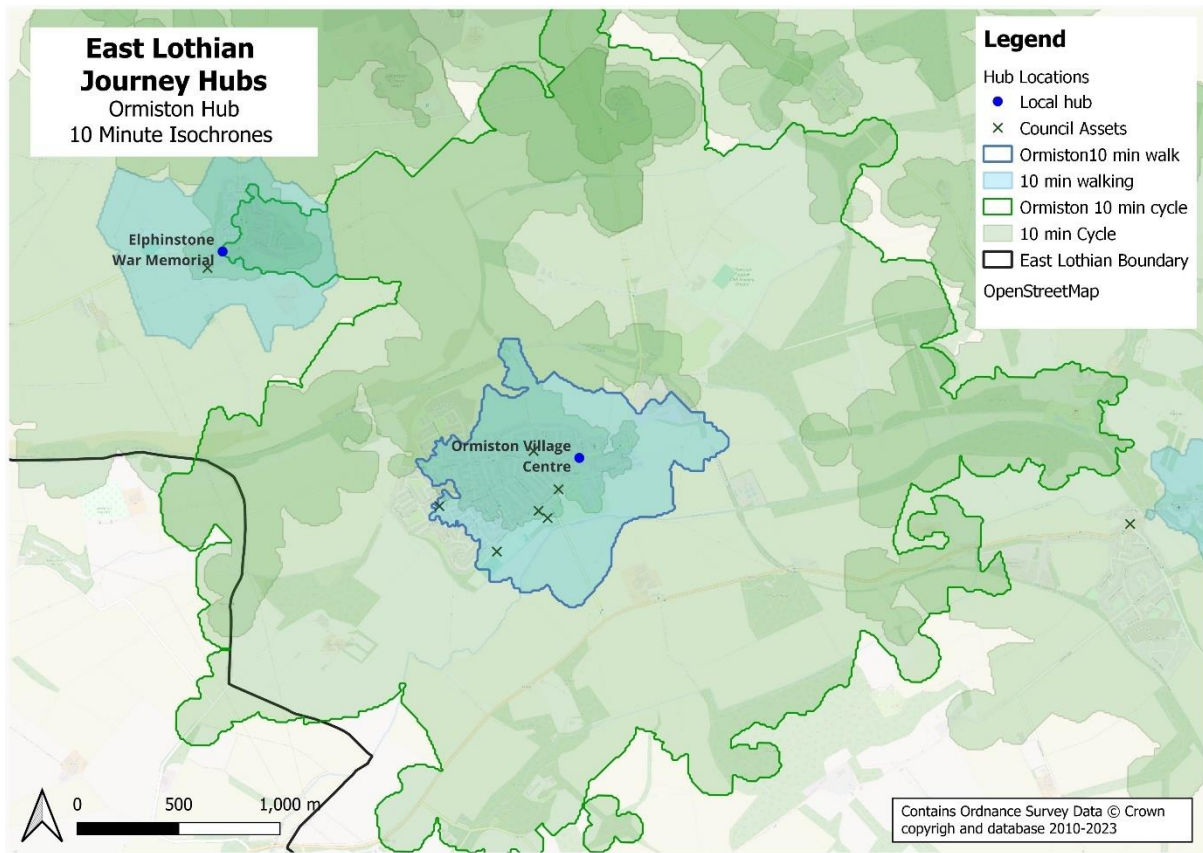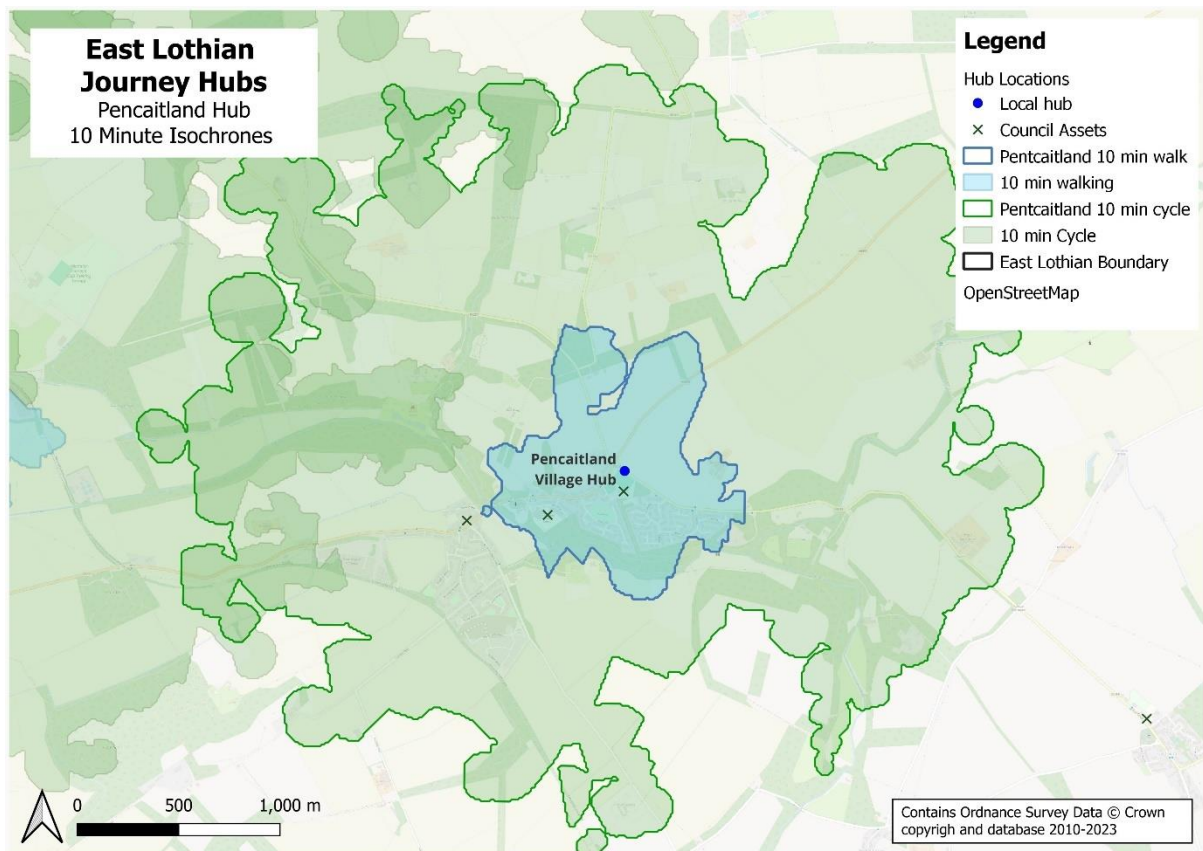

Figure 4-22 - Pencaitland Hub including 10-minute isochrones.

The quality of the site connections (at present) and the number of facilities accessible from the proposed location are summarised in Table 4-57.

Table 4-57 - Pencaitland summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		7
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		-
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The closest bus stop to this hub location is the Vinefields bus stop. It is suggested that this be shifted approximately 200m west along the B6355 where it will be located adjacent to the Pencaitland Park. This shift will place the stop closer to the park and the bowling club which host facilities associated with journey hubs. For example, the *Pencaitland Community Bike Hire Scheme*[5] which has three E-bikes for hire, is positioned nearby at the bowling club as well as car charging available in the bowling club car park. The proposed hub is again focussed on the serving the core of Pencaitland, making it a Local Hub. The additions suggested for this hub are discussed in Table 4-58.

Table 4-58 - Recommended additions for Pencaitland Journey Hub

Recommended Additions	Requirements
Bus Shelter and Waiting Facilities	Shift bus stop closer to park and associated facilities
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Possible cycle parking beside bus shelter
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

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[5] As listed on East Lothian Councils 'East Lothian on the Move, Car clubs and bike hire' page https://www.eastlothian.gov.uk/info/210566/roads_and_transport/12480/east_lothian_on_the_move/11

4.3.20 Prestonpans

There are two hubs proposed in Prestonpans:

- *Prestonpans High Street Hub* located on Ayres Wynd at the Ayres Wynd bus stop and,
- *Prestonpans Railway Station Hub* located on Gardiner Terrace at the Railway Station bus stop pair.

By providing a hub on two opposing edges of the town the area of coverage within 10-minute walk is extended. The extent of this coverage is highlighted in Figure 4-23. This also shows that most of the local assets are also within walking distance including two community centres, public toilets, a library, three primary schools, three sports facilities, a park, and a medical practice. Prestonpans, like the previously discussed Pencaitland, was identified as a hub location through both consultation and employer data analysis.
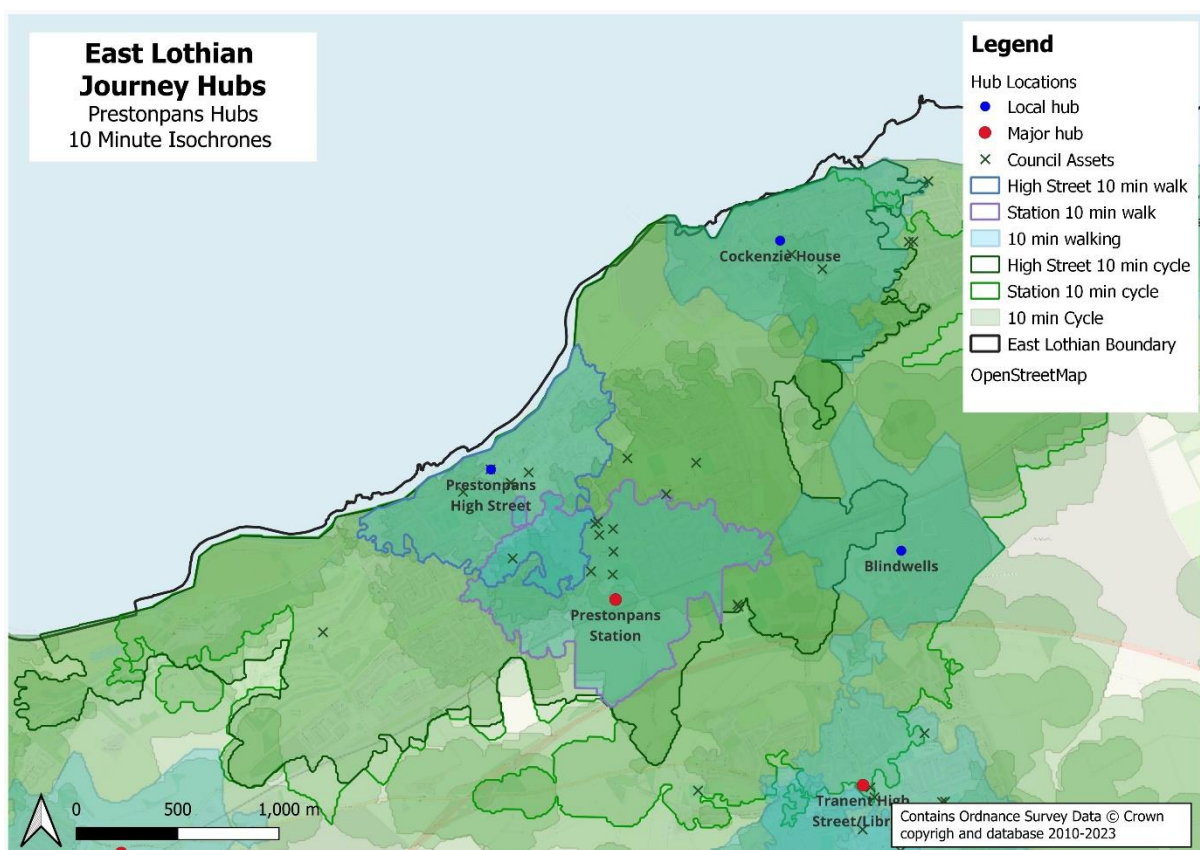
Figure 4-23 - Prestonpans Hubs including 10-minute isochrones.

Prestonpans High Street

The first of the proposed locations in Prestonpans is just off the High Street and is focussed on the serving the core of the village. The effectiveness of the current connections and the facilities they provide access to are assessed in Table 4-59.

Table 4-59 – Prestonpans High Street summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		9
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Adequate
	Rest Areas	Adequate
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		4
Main Employers *(Number of main employers within 400m)*		3
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

This hub will form part of the existing bus stop which provides additional space cycle parking and real time passenger information boards could be provided. Details of the additions recommended for the hub are outlined in Table 4-60. This hub is considered a Local Hub due to the type of features suggested and the space available.

Table 4-60 - Recommended additions for Prestonpans High Street Journey Hub

Recommended additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Possible cycle parking beside bus shelter or at library
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

Prestonpans Railway Station

The second location in Prestonpans is at the railway station where the focus is again around aligning the existing facilities and ensuring users are aware of local facilities in the area. The quality of local assets and connections are assessed in Table 4-61.

Table 4-61 - Prestonpans Station summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		9
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		7
Main Employers *(Number of main employers within 400m)*		2
Space Available *(Ample, Sufficient, Constrained)*		Ample

The station currently includes car parking with 165 spaces, which could provide space for additional journey hub facilities. It already includes associated features such as cycle parking and car charging. Although the bus stop on the eastbound side of the road does have a bus shelter, the one on the westbound stop does not. As this stop provides a direct walkway to the station a shelter should be added at this location. In addition, the walkway connecting the bus stop to the train station is steep, uneven and narrow and should be upgraded so it is easier to navigate. To the right of this stop the pavement was grassed instead of paved, further reducing accessibility, however this has been recently paved therefore improving the location. As this is a bus stop with a number of supporting features, this stop will be considered a Major Hub and the suggested additions are expanded on in Table 4-62. As this hub is located at a railway station and provides the space and features necessary, this hub is classified as a Major Hub.

Table 4-62 - Recommended additions for Prestonpans Station Journey Hub

Recommended Additions	Requirements
Bus Shelter	Provide bus shelter on westbound side of the road.
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.21 Tranent

There are two proposed hubs in Tranent:

- **_Tranent High Street Hub_** located on Church Street at the Elder Court bus stop pair and,
- **_Caponhall Road Hub_** located on Caponhall Road at the Fleets Road bus stop pair.

Tranent is a major town within East Lothian and was mentioned several times as a location for both Major and Local Hubs in the consultation process. The data analysis also highlighted Tranent as a key origin for employees and had a number of well trafficked bus stops with the most used in the town (and with the second highest footfall across East Lothian) found on the high street. Figure 4-24 indicates the locations of both hubs within Tranent and the 10-minute walking and cycling isochrones. This shows there are a number of local facilities, including two primary schools, three sports facility, medical practice, a secondary school, a library, and public toilets.
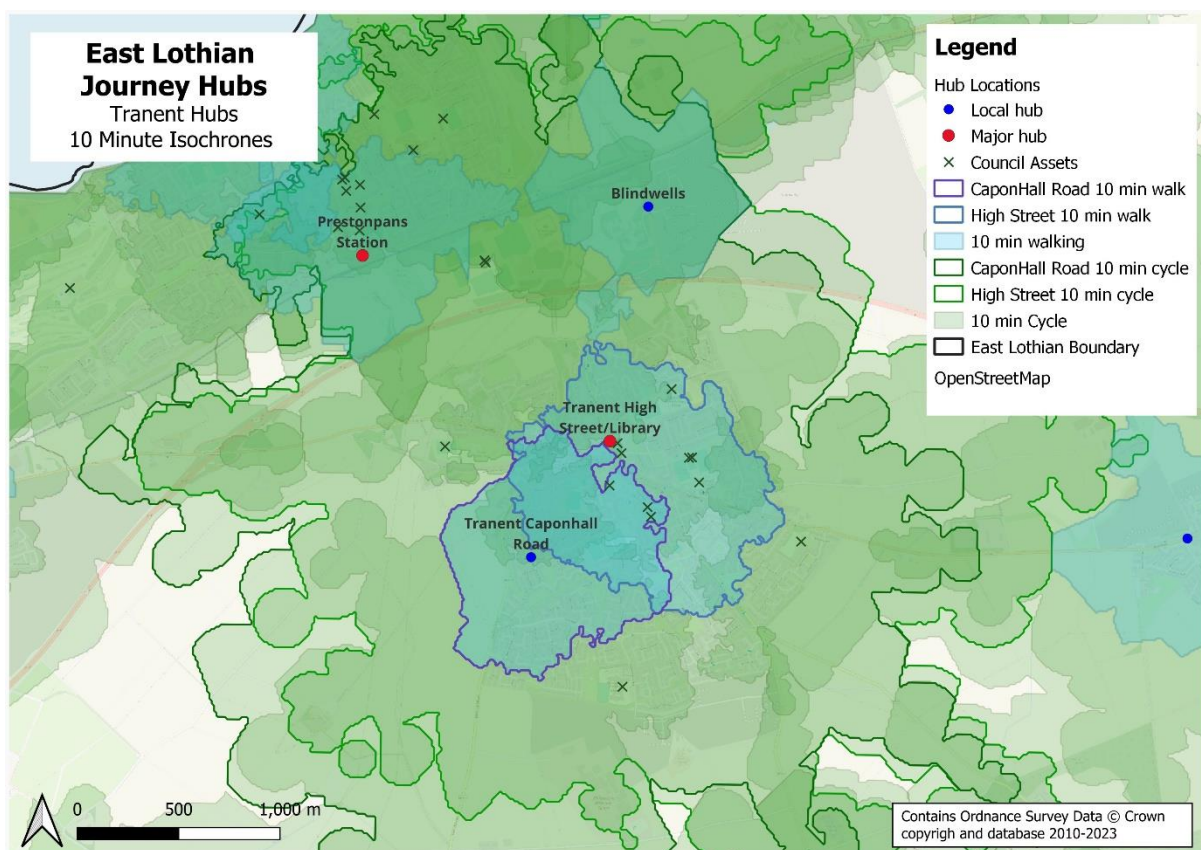
Figure 4-24 - Tranent Hubs including 10-minute isochrones.

Tranent High Street

This location has the potential to improve access to, not only the retail facilities available nearby, but its central location in the town and this means it is within walking distance of most of the facilities including the Tranent Medical Practice. This would serve employment and local facilities in the town centre. The quality of the connections and the quantity of nearby facilities is detailed in Table 4-63.

Table 4-63 - Tranent High Street summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		18
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Poor
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Good
	Wayfinding	Poor
	Rest Areas	Adequate
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		5
Main Employers *(Number of main employers within 400m)*		4
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

The proposed hub is intended to be just off the High Street at its south end located at the local library. The hub is in close proximity to the Police Station and High Street bus stop which has already been noted as a key mobility interchange in the region. There is a bus stop on the northbound side of the road which would serve as part of the hub, but not at the southbound side. Private parking prevents a shelter being added here, however there could be shelter added closer to the library incorporating this council building into the hub. This hub would be considered a Major Hub as it serves the centre of town and incorporates the library and nearby parking. The recommended additions suggested are listed below in Table 4-64.

Table 4-64 - Recommended additions for Tranent High Street Journey Hub

Recommendation	Tranent High Street
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

Tranent Caponhall Road

This hub is within the residential area to the south of the town and would serve both the existing residents, as well as those in the new housing development currently under construction. This location was identified in the consultation process and has been highlighted as a key location for development in the area by the council. An assessment of access to the site is detailed in Table 4-65.

Table 4-65 - Caponhall Road summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		16
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Poor
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate in residential street
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		-
Main Employers *(Number of main employers within 400m)*		-
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

There is existing car charging adjacent to the proposed location and a bus stop on the eastbound side of the road. The proposed location could benefit from cycle parking and information to allow suitable interchange between modes. In addition, a location for a bus shelter and flag should be investigated for the westbound side of the road. All the recommended additions are detailed in Table 4-66.

Table 4-66 - Recommended additions for Caponhall Road Journey Hub

Recommendation	Caponhall Road
Real Time Passenger Information	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.22 Wallyford

Wallyford Park & Ride Hub located on the Loan at the Park & Ride.

This is another existing hub with a major bus interchange, park and ride, railway station, and extensive car charging provision. This is currently branded as a hub and would benefit from the some of the features of the wider hub proposals. The location provides walkable coverage to the east of Musselburgh that is not covered by the Pinkie Hub discussed earlier. The hub location as well as the applicable 10-minute walking and cycling isochrones are indicated in Figure 4-25. This shows that there are a number of facilities within walking distance which includes sports facilities and a community centre.
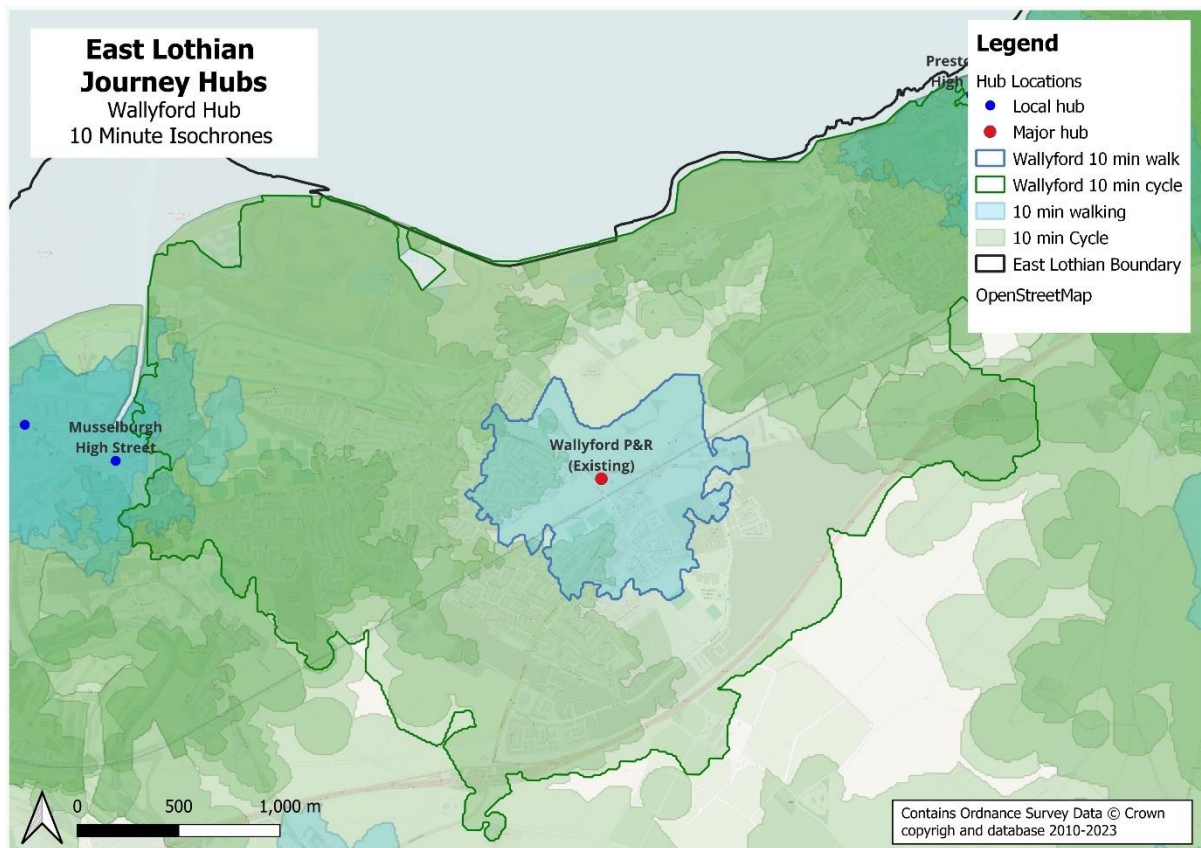
Figure 4-25 – Wallyford Hubs including 10-minute isochrones.

The results of this hub's audit are indicated in Table 4-67. This aided in identifying any connections which could be further improved such as cycleway provision which is currently not in place. Notably this particular element has potential to change in the near future as there are cycle provision proposals in advanced stages.

Table 4-67 - Wallyford Journey hub summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		Yes
Bus *(number of stops within 400m)*		19
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Non-existent
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Good
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		1
Main Employers *(Number of main employers within 400m)*		-
Space Available *(Ample, Sufficient, Constrained)*		Sufficient

Additional elements which could be included at the hubs are indicated in Table 4-68.

Table 4-68 - Recommended additions for Wallyford Journey Hub

Recommended Additions	Requirements
Real Time Transport Displays	This would enhance the offer to users to understand exactly where services are and communicate reliable data. Should include both rail and bus information.
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.3.23 Whitecraig

Whitecraig Hub located on Whitecraig Road at the Whitecraig Avenue bus stop pair.

Whitecraig is undergoing significant expansion with new homes under construction, therefore a hub located in the established centre of the village has been identified as a suitable location. This was supported both by the consultation findings and employer data. The location of the hub along with the respective 10-minute walking and cycling isochrones is indicated in Figure 4-26. This hub is within a 10-minute walk of the entire village of Whitecraig and covers the local facilities including the local primary school, sports facilities, a playground and a community centre.
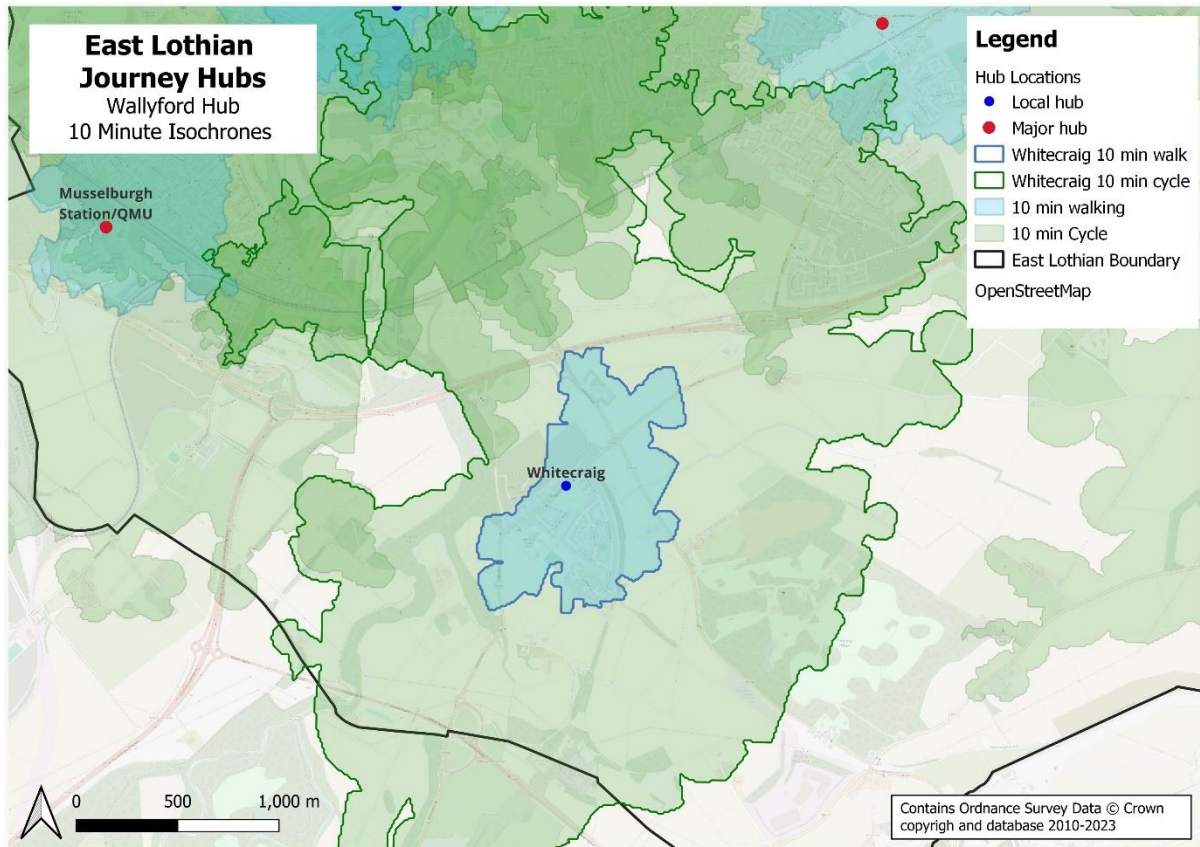
Figure 4-26 – Whitecraig Hub including 10-minute isochrones.

Bus data showed that Whitecraig Crescent bus stop is the most used stop in the village. There are two pairs of bus stops located on Whitecraig Road, Whitecraig Avenue bus stop and Whitecraig Crescent bus stop, approximately 200m apart from each other. Although the latter is a busier stop the former was chosen as a more appropriate location as it is within sight of the busier stop but is also located near the northern end of an off-road cycle route and has potential to benefit from increased cycle activity. This highlights the good active travel connections in the area. The audit of these connections and the quantity of nearby facilities is described in Table 4-69.

Table 4-69 - Whitecraig summary of general quality of facilities and connections

Facility/Connection type		Quality/Quantity
Railway station within 800m *(yes or no)*		No
Bus *(number of stops within 400m)*		5
Cycleway *(Good, Adequate, Poor, Non-Existent)*		Good
Cycle Provision on Road *(Good, Adequate, Poor)*		Adequate
Pedestrian *(Good, Adequate, Poor or Non-existent)*		Adequate
Supporting *Infrastructure (Good, Adequate, Poor or Non-existent)*	Crossings	Adequate
	Wayfinding	Poor
	Rest Areas	Poor
	Lighting	Adequate
Facility Proximity *(Number of different kinds of facilities within 400m)*		*4*
Main Employers *(Number of main employers within 400m)*		1
Space Available *(Ample, Sufficient, Constrained)*		Ample

The proposed location is on the main road where there is existing greenspace which would allow creation of areas for additional rest areas and cycle parking. The various additions which are suggested for this location are outlined in Table 4-70.

Table 4-70 - Recommended additions for Whitecraig Journey Hub

Recommended Additions	Requirements
Improved Pedestrian Routes	Review and update to provide a more direct path to residential areas across the green links
Real Time Passenger Information	This would enhance the offer to users to understand exactly where services are and communicate reliable data
Cycle Parking	Cycle parking beside the bus shelter
Rest Area	Bench to provide improved seating adjacent to stops
Local Area Information Boards	Showing key destinations and additional information on cycle parking and routes in local area

4.4   Coverage

The previous section provided details on each of the 34 proposed and existing hubs. These hubs are scattered across the council area. East Lothian Council's aim is for most of the population to have access to a hub by cycle, walking or wheeling.

The coverage provided by the proposed locations would mean that approximately 53% of the population is within a 10-minute walk of a hub and 87% is within a 20-minute walk. The coverage is an estimation and was calculated as a percentage of data zone centroids intersecting with 5, 10 and 20-minute isochrones. Table 4-71 summarises the percentage of the population coverage for both walking and cycling over the three different time scales. Figure 4-27, Figure 4-28, Figure 4-29 map this coverage across East Lothian with each map indicating a different time scale.

Table 4-71 – Estimated Journey Hub Population Coverage

	Walking	Cycling
5-Minute Isochrone	18%	80%
10-Minute Isochrone	53%	91%
20-Minute Isochrone	87%	96%
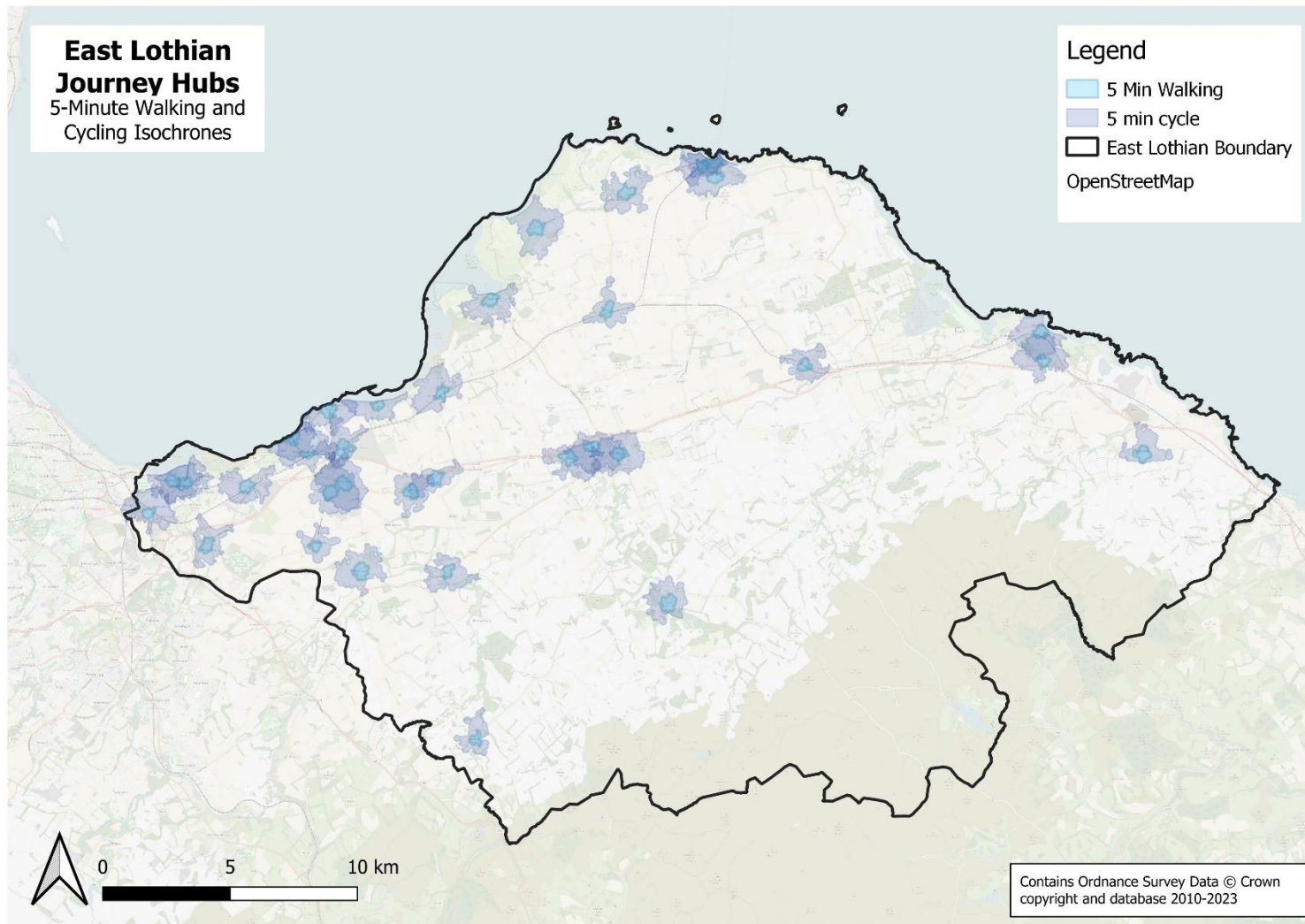
Figure 4-27 – Journey Hub 5-minute Walking and Cycling Coverage
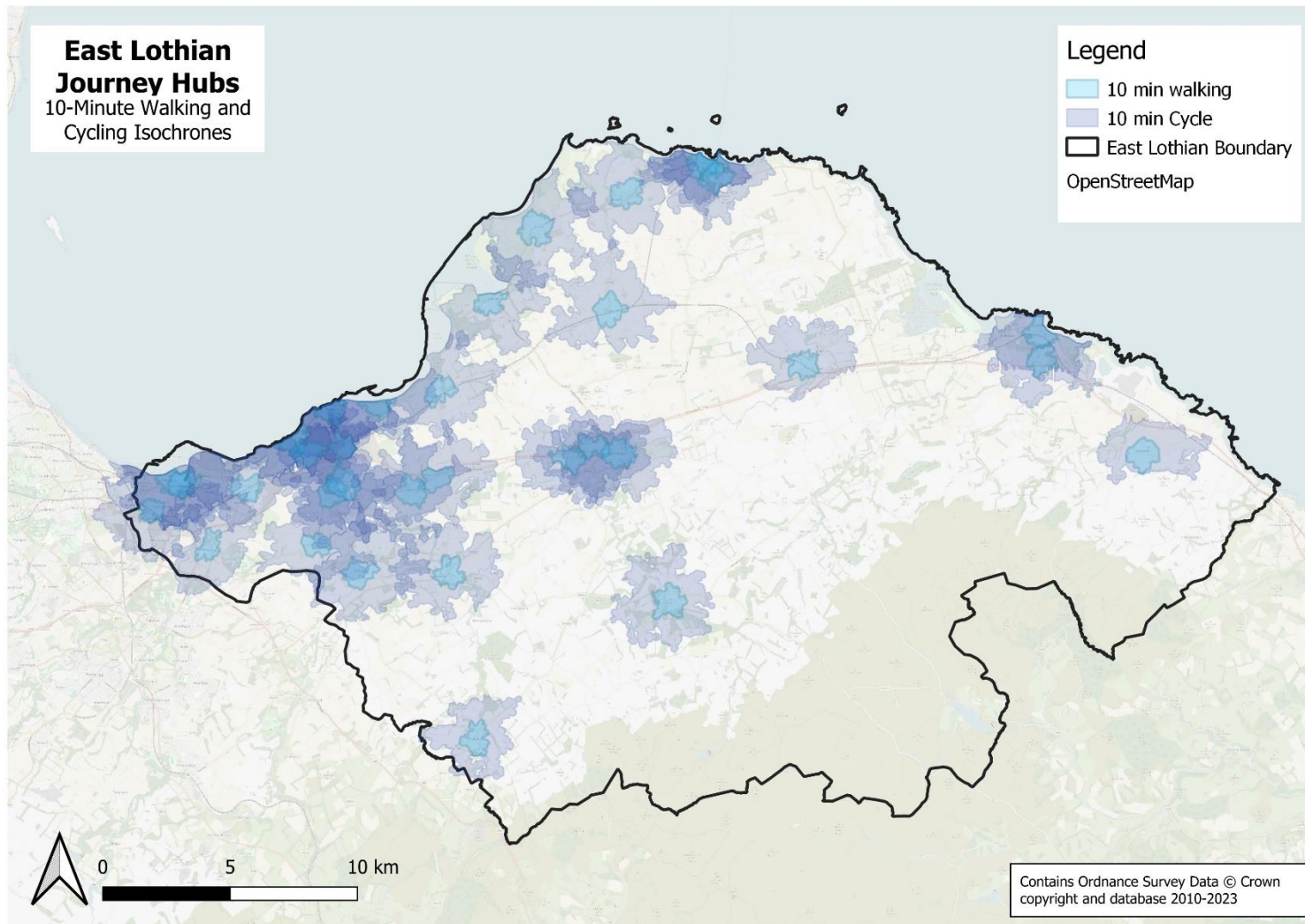
Figure 4-28 - Journey Hub 10-minute Walking and Cycling Coverage
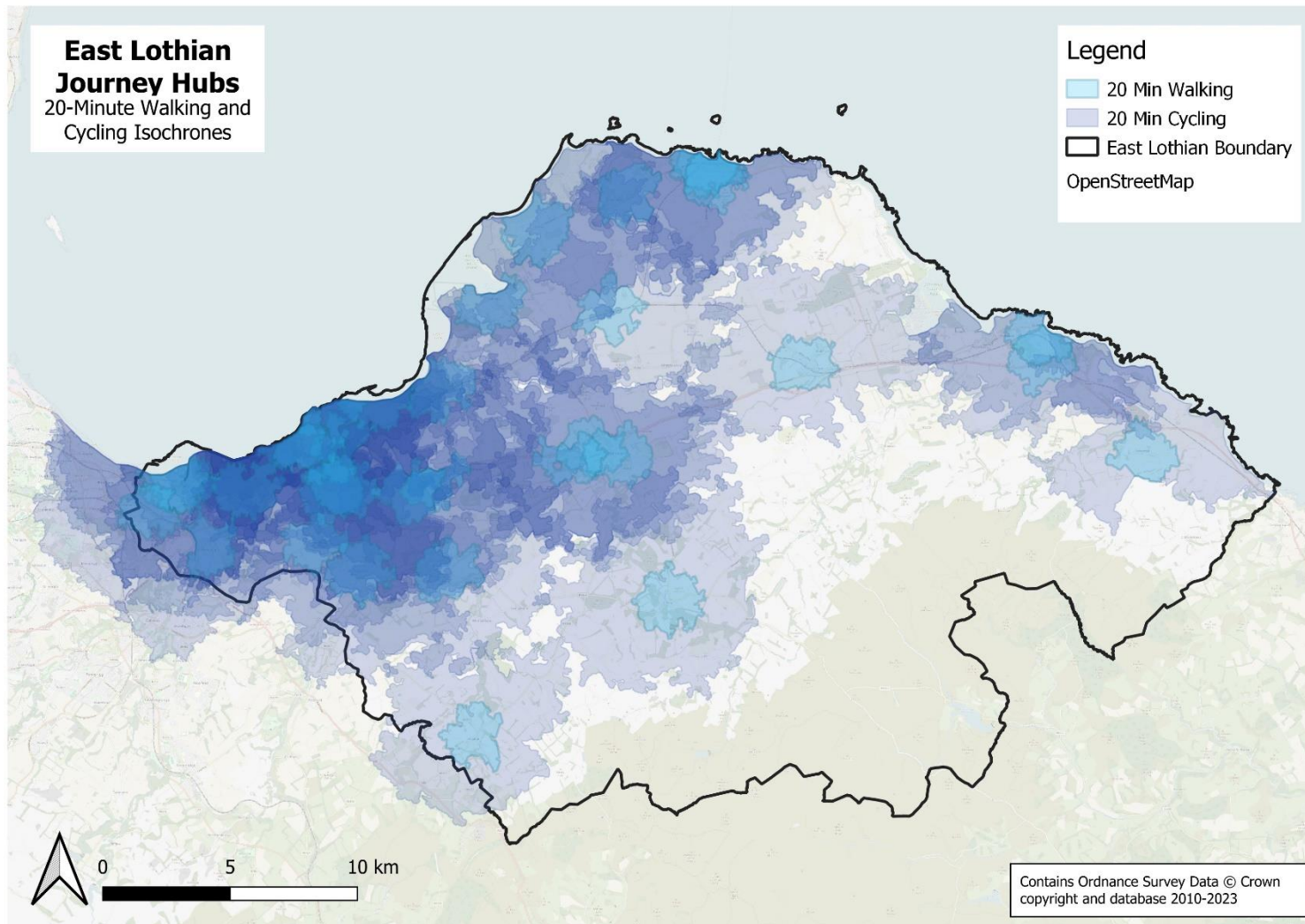
Figure 4-29 - Journey Hub 20-minute Walking and Cycling Coverage

5. Example Hub facility drawings

The following drawings provide a small number of indicative examples of how journey hubs could be incorporated into the some of the settlements in East Lothian. Clearly the extent of facilities provided will depend on the size of settlement, demand for hub, bus service, footfall, availability of space within the settlement and conservation area restrictions.

Five examples have been provided at the location of Aberlady Hub, Blindwells Hub, Cockenzie House Hub, Dunbar Station Hub and Haddington High Street Hub. The drawings have been included at full scale in Appendix E.

Aberlady Hub

Figure 5-1 provides an overview of what the eastbound side of the Aberlady Hub might include. This is a local hub and so would focus on including cycle parking, a bus shelter and local information.

Figure 5-1 - Indicative drawing of Aberlady Hub

Blindwells Hub

Figure 5-2 provides an overview of what the northbound side of the Blindswell Hub might include. This is a local hub and so would focus on including cycle parking, a bus shelter and local information. This

outline indicates that a path could be included, however an alternative is that those using the cycle path simply use the existing connection to the pavement to move to the bus shelter and vice versa.
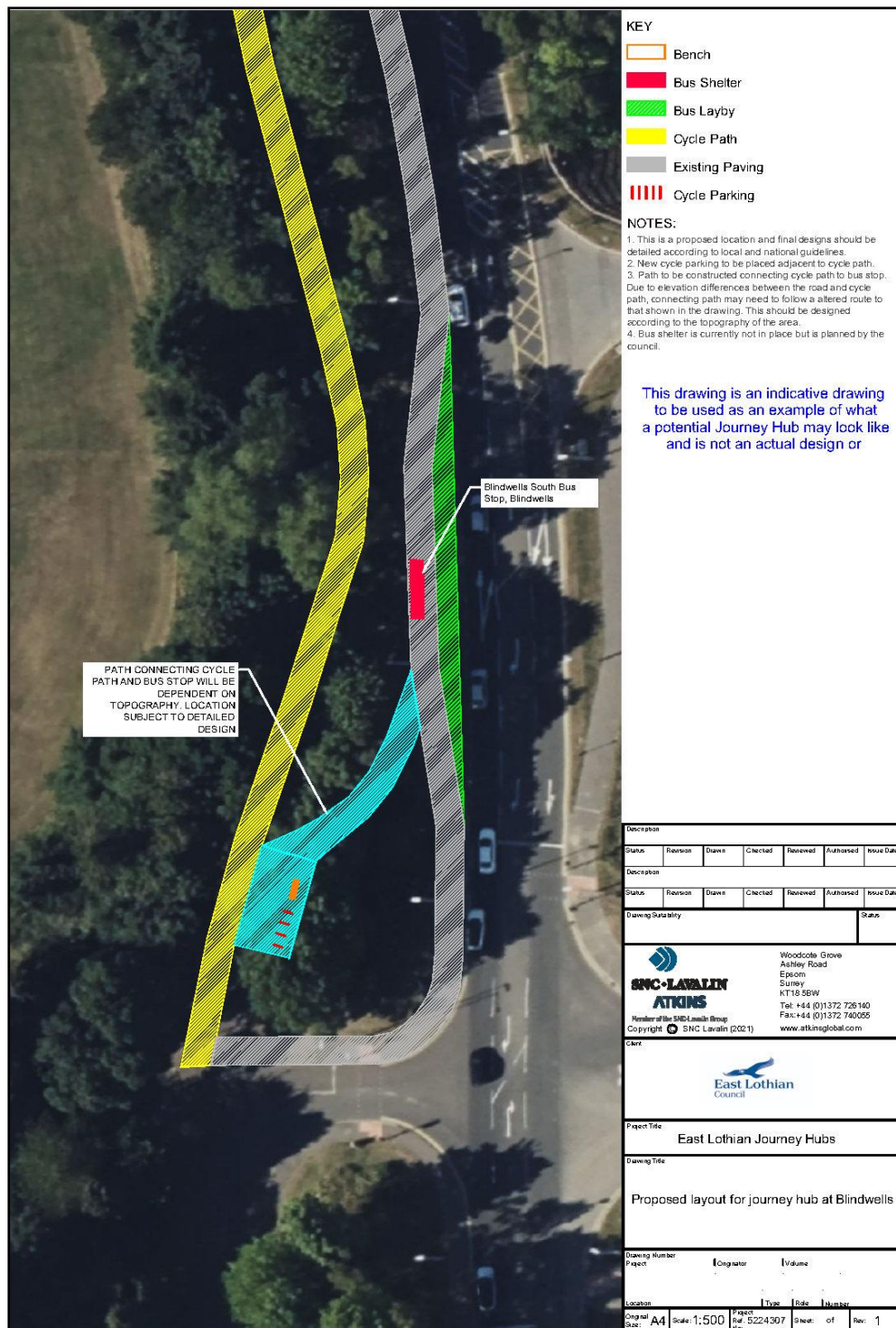
Figure 5-2 - Indicative drawing of Blindswell Hub

Cockenzie House Hub

Figure 5-3 provides an overview of what the westbound side of the Cockenzie House Hub might include. This is a local hub and so would focus on including cycle parking, a bus shelter and local information. This example highlights where new paving may be needed to install the desired hub features.
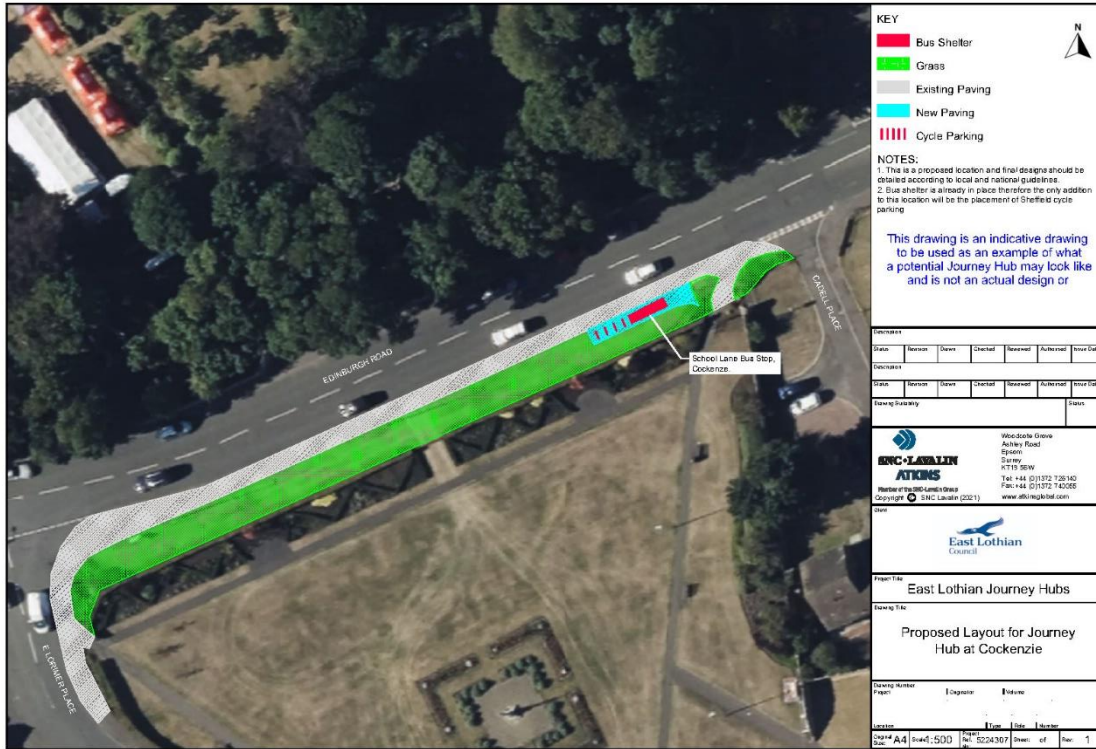
Figure 5-3 - Indicative drawing of Cockenzie House Hub

Dunbar Station/High Street Hub

Figure 5-4 provides an overview of what the Dunbar Station/High Street Hub might include. This is a Major Hub which should serve those using the high street, bus stop and railway station. This drawing highlights the possibility for the bus stop and paving to be built up reducing the road reserve and increasing the space available to the hub and public transport and active travel users. This is a major change to the current infrastructure however minimal alternatives could be put in place including a bus stop upgrade and addition of cycle parking without the paving build out.
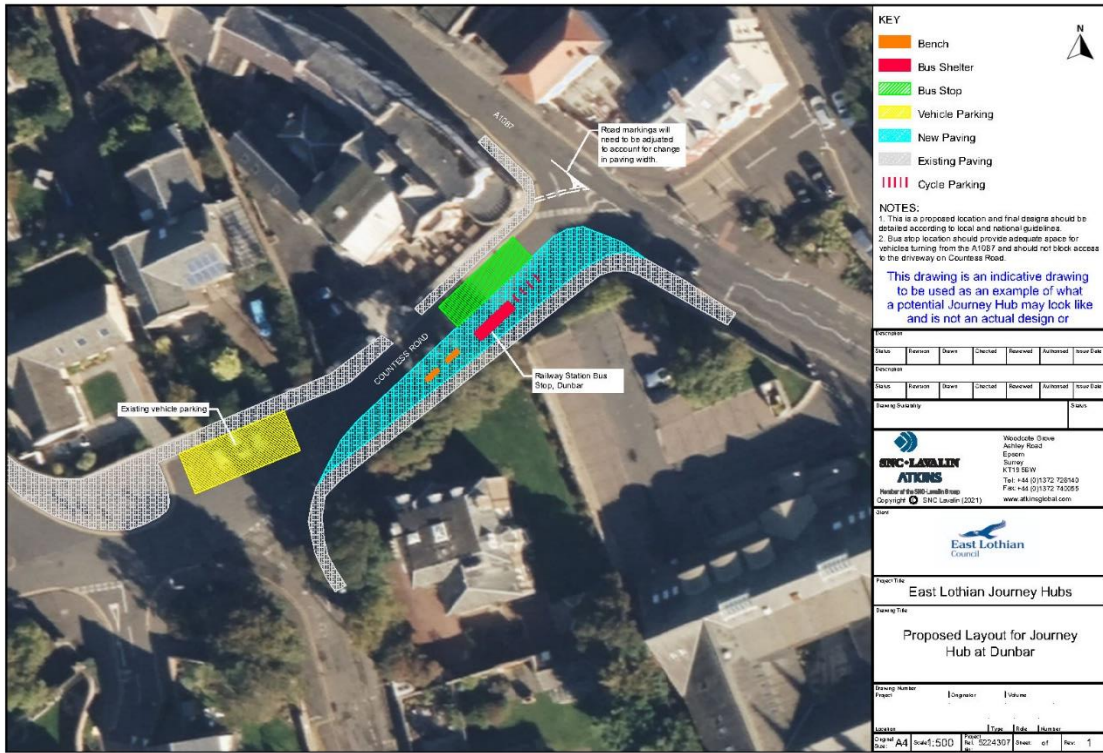
Figure 5-4 - Indicative drawing of Dunbar Station/High Street Hub

Haddington High Street Hub

Figure 5-5 provides an overview of what the Haddington High Street Hub might include. This is Major Hub located at one of the busiest bus stops in East Lothian and services a number of buses. The example drawing includes shifting the bus stop position west on the street and putting in a bus cage while replacing the current layby with parking spaces. Much like the previous example this is a major change and alternatives could include shifting the bus stop but constructing a new layby or not moving the bus stop. If the stop is shifted to be closer to the Haddington Library a full design and investigation of alternative bus stop (cage or layby) options should be performed.
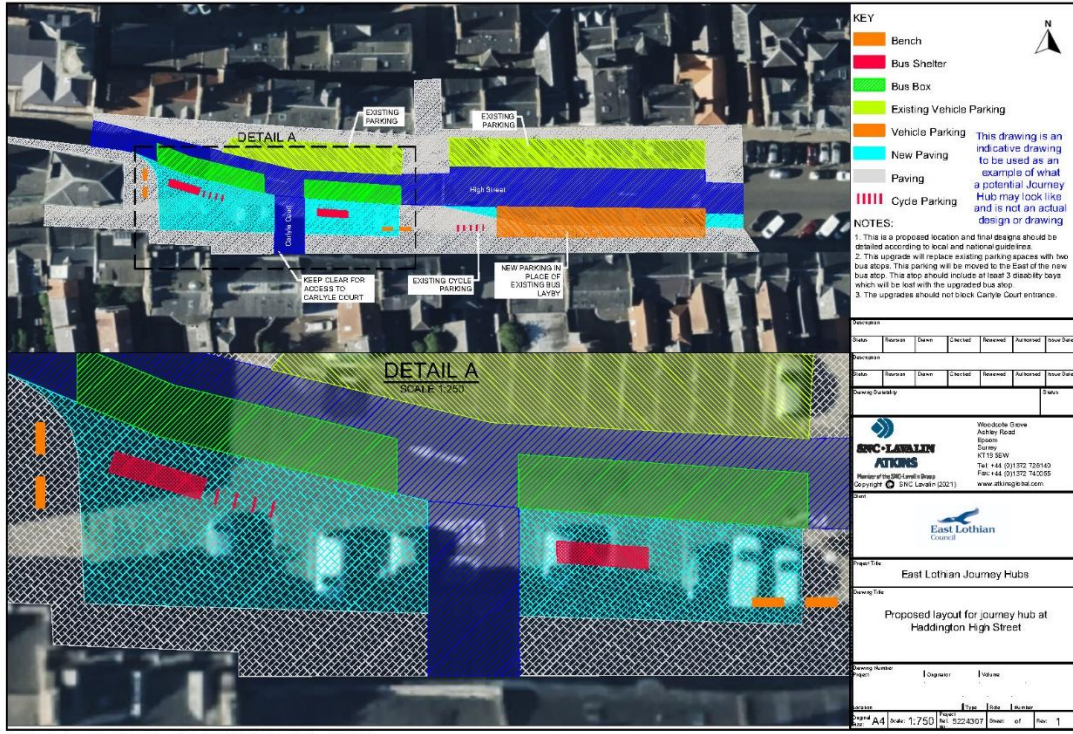
Figure 5-5 - Indicative drawing of Haddington High Street Hub

6. Summary and Conclusion

6.1 Summary

This feasibility study assesses options and provides recommendations for implementing Journey Hubs across East Lothian. The aim is to improve integrated mobility through rail, bus, cycling, wheeling, and walking.

The study sets out hub typologies and identifies key opportunities for 34 journey hubs across East Lothian Council area, 10 of which are Major Hubs.

The report analyses travel data from employers, mobile phones, and bus patronage. Additional data, strategy, policy, and guidance also inform the study.

The study has several stages: identifying and classifying hub locations based on demand volumes, flows, size requirements, constraints, and specifications; identifying active travel connections from key zones; consulting stakeholders for input; conducting economic appraisal of recommendations; assessing carbon impact against baseline; and providing a final report with recommendations, mapping, and catchment analysis.

6.2 Conclusion

In conclusion, this feasibility study provides a comprehensive assessment of opportunities for Journey Hubs and integrated mobility in East Lothian. Analysis of diverse data sources, consultation with stakeholders, economic appraisal, and carbon impact assessment inform feasible recommendations for hub locations, size, facilities, specifications, active travel connections, and implementation approach.

The study's methodology and data-driven analysis lay a foundation for improving sustainable transportation infrastructure and services in East Lothian. The recommendations can guide planning and investments in Journey Hubs, cycling and walking networks, public transport, and emerging mobility solutions. With stakeholder collaboration, the proposals can enhance integrated journeys and accessibility for residents across urban and rural areas of East Lothian.

6.3 Going forward

This study has proposed 34 hubs which are within a 10-minute walk of an estimated 53% of the population. These locations were identified to support the greatest mobility need based on data and consultation, however, did not include a gap analysis. Once the recommended hubs have begun to be rolled out, a gap analysis should be performed to determine which can identify users who do not have adequate access to the hubs proposed in this study.

Some gaps are already visible such as to the south of Wallyford and in Pinkie. According to the Scottish Index of Multiple Deprivation (SIMD) south of Wallyford and Pinkie fall within the 2nd and 3rd highest levels of deprivation. Deprivation and vulnerability were not used as attributes when determining hub sites and these groups could be further disadvantaged by not being considered. Any further hub locations should focus on vulnerability and gap analysis as current mobility is already covered.

Both Local and Major Hubs have been proposed in this study however no Employer Hubs were identified. Employer hubs require collaboration with the main employers in the region and so have not been finalised during this study. The consultation did however include questions and comments on the employer hubs with the East Lothian Council, Charles River, QMU and Macmerry industrial estate all being identified as desired hub locations by respondents. There are opportunities here to focus on these areas for development of employer hubs, the last two of which already have hubs proposed which could be further developed to incorporate the major employers.

APPENDICES

AtkinsRéalis - Baseline / Référence

Appendix A. Public Consultation

A.1 Consultation Material

A.1.1 Journey Hub Poster

Figure A1: Poster providing information on East Lothian Journey Hub Consultations posted in 80 council public locations.

A.1.2 Email

Have your say on Journey Hubs in East Lothian!

Please click the [Link] and spend five minutes to share your ideas!

East Lothian Council are undertaking a feasibility study into providing journey hubs throughout East Lothian.

Journey Hubs are high-profile locations offering: Public transport, shared transport, bike parking, and more.

The survey will be live until Friday 20th October 2023

If you would like to discuss your ideas in person please come along to one of the following consultations:

27th September

09:30 - 12:30 - Tranent - Outside 100 High Street
13:30 - 16:30 - Prestonpans - Outside Bayne's bakers

30th September

10:00 - 14:00 Haddington - next to farmer's market

3rd October

09:30 - 12:30 - Dunbar - High Street outside town house
13:30 - 16:30 - Wallyford - outside train station

4th October

09:30 - 12:30 - Musselburgh - outside train station
13:30 - 16:30 - Musselburgh - High Street outside Holland & Barrett

Figure A2: Email sent to 111 community groups and other stakeholders providing dates on East Lothian Journey Hub consultation.

A.1.3 Journey Hub Banners for Consultation

Figure A3: Copies of banners informing public of East Lothian Journey Hubs shown on site during consultations

A.1.4 Press Release

Home | Latest news | **Seeking views on Journey Hubs**

Seeking views on Journey Hubs

East Lothian Council is seeking views from local residents on the possibility of creating Journey Hubs across the county.

Journey Hubs are transportation centres which provide public transport and shared transport interchanges, alongside other facilities such as cycle parking, seating and waiting facilities, transport information and more. They connect different types of travel in one place, making it simpler for everyone.

The establishment of Journey Hubs has the potential to support moves to a greener, more connected East Lothian and make it easier to get around the area without a car.

They can help link public transport with bike parking, shared mobility, and more. They can include facilities providing up-to-date travel information, shelter from the elements, and options for car sharing or bike sharing.

Have your say!

The council has launched an online survey through its consultation hub https://www.eastlothianconsultations.co.uk/infrastructure/journey-hubs.

The survey will close at 5pm on Monday 9 October 2023.

Events

People are also welcome attend upcoming events to find out more:

26 September

- 09:30 AM - 12:30 PM - North Berwick - Outside Law Cycles
- 01:30 PM - 04:30 PM - North Berwick - Beachfront (Lifeboat Station)

27 September

- 09:30 AM - 12:30 PM - Tranent - Outside 100 High Street
- 01:30 PM - 04:30 PM - Prestonpans - Outside Bayne's Baker's

30 September

- 10:00 AM - 02:00 PM - Haddington - Next to the Farmer's Market

3 October

- 09:30 AM - 12:30 PM - Dunbar - High Street Outside Town House
- 01:30 PM - 04:30 PM - Wallyford - Outside Train Station

4 October

- 09:30 AM - 12:30 PM - Musselburgh - Outside Train Station
- 01:30 PM - 04:30 PM - Musselburgh - High Street Outside Holland & Barrett

These events provide a unique opportunity to engage in constructive discussions, share innovative ideas, and ensure your voice is heard.

Join us today in shaping the future of East Lothian's transportation.

Published: Wednesday, 20th September 2023

Figure A4: East Lothian Journey Hub Press release as seen on East Lothian Council website.

A.2 Consultation Findings

Results of conversations with the public:

Haddington:

- Bike parking and Wi-Fi would be good,
- Buses to other areas within East Lothian can be expensive for example, £6 return ticket from Haddington to Tranent,
- Secure bike parking with E-bike charging at journey hubs would be good,
- Cycle-hire at main train stations and high streets,
- Would not want to see floating bus stops or too much street furniture – hubs should make good use of space,
- Connections to stations need to be better,
- Access from Humbie isn't good by public transport or active travel,
- PINGO bus (demand responsive bus service) is unreliable in Humbie but a good idea, Travelling from Humbie to Dalkeith and Haddington by bus is challenging and takes a long time by bus. Feels rural south strip of East Lothian (south of Haddington) is neglected and should be targeted for improvements such as these. Bus service has been removed and then reinstated multiple times, making it unreliable.
- Pencaitland to Gifford railway line,
- E-bike charging points would be good,
- East Linton connections aren't good,
- Demand responsive bus in East Linton,
- More facilities at the train station would be good, such as a café and better waiting areas,
- Bike parking needs to have gaps for wider bikes,
- Lack of bus connections on a Sunday,
- Being able to take your bike on the bus would be helpful,
- The current circular bus routes are good,
- Shelter facilities and live tracking suggested,
- Prefer to just drive whole way rather than driving to train station and waiting for train,
- Bike lanes,
- Bikes on buses,
- Cater for all types of bikes on paths and within parking provision – cycling with an adapted bike is challenging (largest one up to 5ft wide),
- On Market Street and High Street, buses go different routes in different directions making it difficult to change bus. Make this consistent if instating journey hubs,
- High Street has limited room for journey hubs without reducing road space, is against this,
- Dunbar and Berwick have a good train service but difficult to access,
- Wants journey hub in Pencaitland, Drem, Longniddry,
- Railway path to Longniddry good for Haddington, link to end of this at train station,
- Good facilities in Kelso could be replicated,
- Parcel locker, shelter facilities improved, live tracking,
- Buses with bike facilities stop early in the evening,
- Better bike parking security important,

- Better bike lanes,
- X7 often standing room only – dangerous along A1 when high speed,
- Wants journey hub in East Linton to link to new station,
- Better Park and Ride at Longniddry,
- Coffee shop at Longniddry would be good.

Dunbar:
- Bike parking,
- Sheltered bus stops with real time information,
- Wi-Fi and phone charging,
- Dunbar local bus is good,
- Shelters at the bus stops could be better,
- Need for secure bike parking, covered bike parking,
- Real time information at all stops,
- Lift share and carpooling options.

Tranent:
- Better disabled access such as ramps at bus stops and train stations,
- Make it feel safer at night, more lighting at bus stops,
- Display boards to see information easier and live bus times,
- Waiting areas that are disabled friendly and dog friendly,
- Needs to be better link up between bus times for two-part journeys, similarly with train journeys and connecting buses,
- Better waiting areas at bus stops as sometimes have a bit of a wait between buses,
- Connection with Macmerry – buses cross fare boundary so expensive,
- Gaps in local paths connection to Pencaitland / Macmerry,
- Improved bus stop locations to serve new development (including path connections)

Musselburgh
- Electric vehicle charging station,
- Connection to Newcraighall – needs dock for E-bikes to link to those at Musselburgh station. Connects to Borders line,
- Drives from Penicuik as no public transport, what there is takes forever,
- Also feedback that hub at Queen Mary University works well,
- Taxi shelter at top of road as often don't go to station car park,
- Location of bus stops in Macmerry don't serve industrial estate.

Wallyford:
- Secure bike parking at Park and Ride,
- Delivery lockers would be good,
- Real time information for trains and buses at the Park and Ride,
- Integrated ticketing between different modes,
- Café or area with seating at the train station,
- Trains aren't that frequent,
- Better lighting going from the train station to the Park and Ride,
- Buses to and from Edinburgh are very infrequent,

- Better disabled access between the train station and the Park and Ride – currently have to go a longer way around if you are a wheelchair user as no ramp next to the stairs,
- Toilet facility at the station,
- Shelters on the bike parking,
- Info about trains and buses in Park and Ride are.

North Berwick:

- Car club spaces,
- Car parking may be needed/essential for some users,
- Estate at top of town has bus stops but no bus service,
- Should be a simple, phased approach to journey hubs,
- Bus to Haddington is infrequent and difficult to understand – better info would mean better connectivity,
- Better link up between buses and trains, the bus should wait to leave until after the train has arrived,
- Enclosed waiting areas,
- Pick up lockers at bus stops,
- Need for secure covered parking for bikes,
- Real time info at the station,
- Line up times between the buses and the train,
- Bike parking at local services and bus stops,
- Better cycle routes/lanes,
- Bike parking in more locations,
- Allow bikes on buses,
- No space to exit buses at bus stop on high street,
- Provide benefits for car share,
- Bus stops should be 'nicer',
- Provide Park and Ride,
- Good idea,
- Create a Sports Centre Hub – Integrate New Development / Pitches (Pavilion),
- Segregated Routes connecting within town and to surrounding villages.

Prestonpans:

- Better bus shelters and lighting at the bus stops to make it feel safer at night,
- Currently easier to drive and park than it is to try get public transport.

Appendix B. Key Stakeholder Engagement

B.1 Email

B.1.1 Email to High level Stakeholders

Email Subject: Have your Say! Shaping the Future of Sustainable Transport in East Lothian

Dear stakeholder,

Your input is vital in shaping the future of public and sustainable transport in East Lothian! East Lothian Council, is embarking on an exciting initiative to enhance and promote sustainable transport in the area. We invite you to participate in the stakeholder consultation meetings to help us make informed decisions that benefit your local community.

Journey Hubs
East Lothian Council is taking a joined-up approach to public and sustainable transport and working to create high-profile locations across the county which provide public transport and shared transport interchanges, alongside other facilities such as cycle paths and bike parking. These are called Journey Hubs.

Have your say!
Atkins has been engaged to assess the feasibility of introducing these Journey Hubs at various scales and locations throughout East Lothian. Your insights and preferences will directly influence the design and selection of these locations. We want to ensure that the hubs cater to the specific needs and desires of our local community.

How You Can Contribute
You are invited to a meeting to discuss the proposals.

Meeting Details:
- **Date:** [Insert Date]
- **Time:** [Insert Time]
- **Location:** [Virtual Meeting Link]

Your input will guide us in creating transportation solutions that are not only sustainable but also convenient and accessible. We value your perspective and look forward to hearing your thoughts on what you would like to see at these Journey Hubs and the locations we should consider.

RSVP:
To confirm your attendance or if you have any questions, please contact Mattan.Wallace@atkinsglobal.com.

Your participation will contribute to a greener, more connected, and sustainable East Lothian. Let's work together to make a positive change for your community!

Mattan Wallace

B.1.2 Email to All Stakeholders

Subject: Have your Say! Shaping the Future of Sustainable Transport in East Lothian

Dear Stakeholder,

East Lothian Council is embarking on an exciting journey to enhance and promote sustainable transportation in the area, and they seek your views.

Journey Hubs
East Lothian Council is taking a joined-up approach to public and sustainable transport and working to create high-profile locations across the county which provide public transport and shared transport interchanges, alongside other facilities such as cycle paths and bike parking. These are called Journey Hubs.

Have your Say! Atkins, is working with East Lothian Council to assess the feasibility of implementing Journey Hubs at various scales and locations throughout East Lothian including businesses. We are seeking your views to see if your business would host these facilities to help employees and visitors come and go to your organisation. East Lothian Council are committed to ensuring that the hubs align with the unique needs and aspirations of the local community.

Are there any dates and times that particularly suit to meet up and discuss the proposals, exchange ideas? Either online or in person would suit.

Your participation is crucial as we collectively strive to create transportation solutions that are sustainable, convenient, and accessible. We are eager to hear your thoughts on the amenities you believe should be incorporated into Journey Hubs and which locations should be given priority.

Yours Sincerely,
Mattan Wallace
Atkins

B.2 List of Key Stakeholders

The type of stakeholders considered are shown in the table below. A full list of consultees can be found in the tables below (B2 – B7)

Table B1: Indicative List of Stakeholders (Taken from the Stakeholder Engagement Plan)

Internal Stakeholders	Public Bodies
Council Officers including: Sports Development, Community Growth, Greenspace Planning, Net Zero / Sustainability, Town Centre Regeneration / Management/LDP team/Development	SEStran Cycling Scotland; East Lothian Council
Community & Social Enterprise	**Other**
Local Residents, Community Councils, Voluntary Centre East Lothian Lead Scotland, East Lothian Community Planning Partnership, Bus Users UK/Scotland, RELBUS, Community Rail Partnership,	Developers involved with major developments: NHS Community Trust, Shopping Centre, Local Supermarkets, Education establishments as detailed in appendix, Local bus operators, Car share services

Table B-1 - ELC Stakeholder List

Group	Stakeholder
ELC	Road Services Team Manager for Roads Engineering
ELC	Town Centre Regeneration Officer
ELC	Road Services Team Manager for Asset & Regulatory
ELC	Sustainable Travel Officer
ELC	Countryside Team Manager – Strategy Policy and Development
ELC	Outdoor Access Officer
ELC	Service Manager - Connected Communities
ELC	Connected Communities Manager - Musselburgh
ELC	Connected Communities Manager – Preston, Seton, Gosford
ELC	Connected Communities Manager - Tranent
ELC	Connected Community Manager - Haddington and the Lammermuirs
ELC	Connected Communities Manager - Dunbar and East Linton
ELC	Connected Communities Manager - North Berwick Coastal
ELC	Sustrans Partnership Officer
ELC	Behavioural Change Officer

Group	Stakeholder
ELC	Principal Planner (Policy and Projects)
ELC	Elected Members (Affected Wards)
ELC	Service Manager for Roads
ELC	Planning Service Manager, Development Management
ELC	Service Manager - Economic Development
ELC	Project Manager - Growth and Sustainability
ELC	Service Manager - Sport, Countryside & Leisure
ELC	Archeology & Heritage Officer
ELC	Tourism Officer (Projects)
ELC	Team Manager - Structures/Flooding & Street Lighting
ELC	Elected Members (Other Wards)
ELC	Service Manager for Customer Services
ELC	ELC Museum Manager
ELC	Projects Officer - Landscape
ELC	Sustainable Energy & Climate Change Officer
ELC	Team Manager Sports Dev & Community Recreation
ELC	Area Amenity Officer
ELC	Place - Exec Director
ELC	Head of Development
ELC	Head of Communities and Partnerships
ELC	Head of Infrastructure
ELC	Team Manager - Countryside (Ranger Service)
ELC	Senior Countryside Ranger
ELC	Economic Development Officer (Prestongrange Museum PM)
ELC	Local Heat and Energy Efficiency Strategy (LHEES) Project Officer
Health	NHS Lothian
Access	East Lothian Local Access Forum
Access	East Lothian Cycle Forum
Access	SEStran
Access	Spokes
Access	Cycling Without Age
Access	Living Streets
Access	Paths4All

Group	Stakeholder
Access	Sustrans NCN
Access	Cycling Scotland
Access	Cycling UK - Scotland
Access	CityCyclingEdinburgh
Access	Walk Some More East Lothian
Access	Beyond Boundaries East Lothian
Access	Changes Community Health Project Musselburgh
Access	Edinburgh & Lothians Regional Equality Council
Access	ELCAN
Access	East Lothian Community Care Forum
Business, Tourism & Heritage	Edinburgh Lothians Greenspace Trust
Business, Tourism & Heritage	East Lothian Business Gateway
Business, Tourism & Heritage	Midlothian and East Lothian Chamber of Commerce (MELCC)
Business, Tourism & Heritage	Tourism departments
Business, Tourism & Heritage	Housebuilders / developers
Business, Tourism & Heritage	360
Business, Tourism & Heritage	Scottish Natural Heritage
Business, Tourism & Heritage	The National Trust for Scotland

Table B-2 - ELC Community Reps

Area Partnership	Shareholder Name / Title	Website
North Berwick Coastal	Dunpender Community Council	*http://www.eastlinton.uk.com/community/ctymcouncil.html*
North Berwick Coastal	East Lothian Council	
North Berwick Coastal	North Berwick Community Council	*https://northberwickcommunitycouncil.org.uk/*
North Berwick Coastal	Gullane Area Community Council	*http://www.gaddabout.org.uk/*

Area Partnership	Shareholder Name / Title	Website
North Berwick Coastal	Gullane TRA	*https://www.eltrp.co.uk/gullane-tenants--resident-association.html*
North Berwick Coastal	North Berwick High School Parent School Partnership	*https://www.edubuzz.org/northberwickhigh/parents/your-parent-council/how-can-i-get-involved/*
North Berwick Coastal	Law Primary School Parent Council	*https://www.edubuzz.org/lawschoolcouncil/*
North Berwick Coastal	Gullane School Parent Carer partnership committee	*https://sites.google.com/edubuzz.org/gullane-primary-school/parent-partnershippta*
North Berwick Coastal	Aberlady Primary School Parent Council	*https://www.edubuzz.org/aberlady/parent-council/*
North Berwick Coastal	North Berwick High School Pupil Council	*https://www.edubuzz.org/northberwickhigh/sportsextra-curricular/student-council/*
North Berwick Coastal	Dirleton Village Association	*https://dirletonvillage.org/*
North Berwick Coastal	Dirleton Good Neighbours	*https://dirletonvillage.org/*
North Berwick Coastal	Gullane Village Association	*https://www.gullanevillageassoc.com/*
North Berwick Coastal	Aberlady Community Association	*https://www.aberlady.org/*
North Berwick Coastal	Lime Grove TRA Community Group	*https://www.eltrp.co.uk/lime-grove-association.html*
North Berwick Coastal	NB Community Centre Management Committee	*https://www.northberwickcommunitycentre.org.uk/management-committee/*
North Berwick Coastal	Gullane Village Hall Management Committee	*https://www.gullanevillagehall.org.uk/*
North Berwick Coastal	Association of East Lothian Day Centres	
North Berwick Coastal	NB Community Sports Hub	*https://www.activeeastlothian.co.uk/your-community-sport-hub/north-berwick-34*
North Berwick Coastal	Sustaining North Berwick	*https://www.facebook.com/SustainingNB/about*
North Berwick Coastal	NB Environment Trust and Heritage Trust (NBEHT)	*https://www.nbenvironmentheritagetrust.com/*
North Berwick Coastal	Voluntary Car Scheme	*https://www.nbvcs.com/*
North Berwick Coastal	NB District Assoc of Churches	
North Berwick Coastal	NBC Health & Wellbeing Assoc	*http://northberwickhealthandwellbeing.co.uk/*

Area Partnership	Shareholder Name / Title	Website
North Berwick Coastal	Support from the Start	
North Berwick Coastal	NB Area Youth and Children's Network	
North Berwick Coastal	Economic Development, Team Manager	
North Berwick Coastal	North Berwick Harbour Trust	*https://www.nbharbour.org.uk/*
North Berwick Coastal	Gullane Community Children's Hub	*https://www.gullanecchub.org/contact-us*
North Berwick Coastal	East Lothian Tenants & Residents Panel	*https://www.eltrp.co.uk/contact.html*
North Berwick Coastal	Dementia Friendly North Berwick	*https://socialenterprise.scot/member/dementia-friendly-east-lothian/*
North Berwick Coastal	Dirleton PS Parent Council	
North Berwick Coastal	Law Residents Group	*https://www.eltrp.co.uk/law-residents-group.html*
North Berwick Coastal	ELC Team Manager - Assets & Regulatory, Infrastructure	
North Berwick Coastal	EL Access Forum, Chair	*https://www.facebook.com/people/East-Lothian-Local-Access-Forum/100064522549499/*
North Berwick Coastal	Aberlady Conservation & History Soc	*https://www.aberladyheritage.com/*
North Berwick Coastal	NB Arts Steering Group	*https://www.facebook.com/262153393850278/posts/the-north-berwick-arts-centre-steering-group-nbacsg-is-developing-a-project-to-c/711672198898393/*
North Berwick Coastal	Scottish Seabird Centre	*https://www.seabird.org/*
North Berwick Coastal	Senior HR Partner Queen Margaret University	*https://www.qmu.ac.uk/footer/contact-us/*
North Berwick Coastal	North Berwick Rotary	*http://www.northberwickrotaryclub.org/*
North Berwick Coastal	Beach Wheelchairs	*https://www.beachwheelchairs.org/*
North Berwick Coastal	North Berwick Library	*https://www.eastlothian.gov.uk/directory_record/254283/north_berwick_library*
North Berwick Coastal	Alzheimer's Scotland	*https://www.alzscot.org/our-work/about-us/contact-us*

Area Partnership	Shareholder Name / Title	Website
North Berwick Coastal	Royal Voluntary Service	*https://www.nbvcs.com/alternate-services*
North Berwick Coastal	Carers of East Lothian	
North Berwick Coastal	North Berwick First Responders	*https://www.facebook.com/NBFirstResponders/about*
North Berwick Coastal	North Berwick Group Practice	*https://www.northberwickhealthcentre.scot.nhs.uk/contact/*
North Berwick Coastal	Friends of the Edington	*https://www.edingtonfriends.org/default.asp?page=contact*
North Berwick Coastal	Abbey Church	*https://www.abbeychurch.org.uk/calendar/event.php?event=5315*
North Berwick Coastal	Baptist Church North Berwick	*https://northberwickbaptist.org/*
North Berwick Coastal	Our Lady Star of the Sea Church	*https://www.stellamaris1879.com/welcome*
North Berwick Coastal	St Adrian's Church	*https://www.scotland.anglican.org/church/st-adrian-gullane/*
North Berwick Coastal	Ageing Well Co-ordinator ELC	*https://www.activeeastlothian.co.uk/physical-activity/ageing-well-37*
North Berwick Coastal	The Abbey	
North Berwick Coastal	Fidra House	*https://www.carehome.co.uk/carehome.cfm/searchazref/20006031DAXA*
North Berwick Coastal	Astley House	*http://astleyhousenursinghome.co.uk/*
North Berwick Coastal	NHS Lothian	
North Berwick Coastal	Upstream (Life Changes Trust)	
North Berwick Coastal	Sporting Memories Network	*https://www.sportingmemoriesnetwork.com/contact/*
North Berwick Coastal	Housing - Strategy Officer, ELC	*https://www.eastlothian.gov.uk/info/210550/housing/12161/housing_contacts*
North Berwick Coastal	Stepping Out	*https://www.steppingouteastlothian.org/home*
North Berwick Coastal	The Lighthouse Business Centre	*https://www.lighthousenb.co.uk/*
North Berwick Coastal	Zumba Gold	*rhunterpepper.zumba.com*

Area Partnership	Shareholder Name / Title	Website
North Berwick Coastal	Limegrove Community Garden	
North Berwick Coastal	Communications and outreach worker food bank	
North Berwick Coastal	Sustainable Energy & Climate Change Officer ELC	
North Berwick Coastal	Aberlady Primary School Parent Council	
North Berwick Coastal	Parenting and Family Support Co-ordinator	
North Berwick Coastal	Locality Officer, Volunteer Centre East Lothian	*https://www.volunteereastlothian.org.uk/contact-volunteer-centre-east-lothian*
North Berwick Coastal	Chief Officer, Volunteer Centre East Lothian	*https://www.volunteereastlothian.org.uk/contact-volunteer-centre-east-lothian*
North Berwick Coastal	Youth Befriending Coordinator, Volunteer Centre East Lothian	
North Berwick Coastal	Volunteer Centre East Lothian	*https://www.volunteereastlothian.org.uk/contact-volunteer-centre-east-lothian*
North Berwick Coastal	Team Manager - Safer Communities, ELC	
North Berwick Coastal	Head Teacher, Dirleton Primary School	
North Berwick Coastal	Head Teacher, Law Primary School	*https://www.edubuzz.org/law/contact-us/*
North Berwick Coastal	Law Primary Assistant Head	
North Berwick Coastal	Head teacher, North Berwick High	*https://www.edubuzz.org/northberwickhigh/contact-us/*
North Berwick Coastal	Head Teacher, Gullane Primary	*https://sites.google.com/edubuzz.org/gullane-primary-school/main-school-info/contact-us*
North Berwick Coastal	Head, Aberlady PS, ELC	*https://www.edubuzz.org/aberlady/contact-us/*
North Berwick Coastal	Head Teacher, Athelstaneford Primary	*https://sites.google.com/edubuzz.org/aps/contact-us*
North Berwick Coastal	QMU	*https://www.qmu.ac.uk/footer/contact-us/*
North Berwick Coastal	Bass Rock Cricket Club	*https://www.bassrockcricketclub.co.uk/*
North Berwick Coastal	ELC Community Warden	

Area Partnership	Shareholder Name / Title	Website
North Berwick Coastal	Chair NBC Children & Youth Network	
North Berwick Coastal	North Berwick Youth Project	*https://www.northberwickyouthproject.org.uk/contact*
North Berwick Coastal	Muirfield Riding Therapy	*https://www.muirfieldridingtherapy.org.uk/contact/*
North Berwick Coastal	Can-Do	
North Berwick Coastal	Young Carers	*https://www.eastlothianyoungcarers.org/contact-5*
North Berwick Coastal	Herbspace	*http://www.herbspace.org.uk/*
North Berwick Coastal	Sustainable Energy & Climate Change Officer ELC	
North Berwick Coastal	Law Breakfast and After School Club	*https://www.edubuzz.org/law/parents/out-of-school-care/#:~:text=Breakfast%20club%20runs%20from%207.30,run%20from%2012pm%20%E2%80%93%205.45pm.*
North Berwick Coastal	ELC Housing	*https://www.eastlothian.gov.uk/info/210550/housing*
North Berwick Coastal	Young Carers Youth Worker, Education	
Musselburgh	14 Troop Musselburgh Army Cadet Force	*https://armycadets.com/contact-us/*
Musselburgh	Ageing Well	*https://www.activeeastlothian.co.uk/physical-activity/ageing-well-37*
Musselburgh	Active Schools	*https://eastlothian.bookinglive.com/home/active-schools/active-schools-musselburgh/*
Musselburgh	Boys Brigade	*https://www.northeskchurch.org.uk/youth-organisations.html*
Musselburgh	Bridges Project	*https://bridgesproject.org.uk/contact*
Musselburgh	Changes	*https://www.changeschp.org.uk/contact/*
Musselburgh	Capital Credit Union	
Musselburgh	Clark Concert Party	*https://www.facebook.com/clarksconcertparty/*
Musselburgh	Community Housing	*https://www.eastlothian.gov.uk/info/210550/housing/12161/housing_contacts*
Musselburgh	Community Police	*https://www.scotland.police.uk/police-stations/lothians-and-scottish-borders-police-stations/musselburgh-police-station/* *https://ms-my.facebook.com/1442448279337521/posts/musselburgh*

Area Partnership	Shareholder Name / Title	Website
		-community-policing-team-messagepc-hughes-from-the-musselburgh-commun/2884444071804594/
Musselburgh	Cycling without age	*https://cyclingwithoutage.scot/*
Musselburgh	Dementia Friendly East Lothian	*https://socialenterprise.scot/member/dementia-friendly-east-lothian/*
Musselburgh	East Lothian arts service	*https://www.eastlothian.gov.uk/info/210604/arts_and_entertainment/12102/arts_and_entertainment_services/2*
Musselburgh	East Lothian Children and Wellbeing/Share the Care	*https://www.eastlothian.gov.uk/info/210577/carers/12245/share_the_care*
Musselburgh	East Lothian Out of School Network	*https://www.eloscn.com/contact-us/*
Musselburgh	East Lothian Foodbank	*https://eastlothian.foodbank.org.uk/contact-us/*
Musselburgh	East Lothian Play Association	
Musselburgh	East Lothian Tenants & Residents Panel	*https://www.eltrp.co.uk/contact.html*
Musselburgh	Eskmuthe Rowing Club	*https://www.eskmutherowingclub.org.uk/*
Musselburgh	Fisherrow Centre	*https://fisherrowcentre.org/contact-us*
Musselburgh	First Step	*https://www.firststepmusselburgh.co.uk/Contact*
Musselburgh	Fisherrow Harbour & Seafront Association	*https://www.fhsa.org.uk/contact*
Musselburgh	Fisherrow Trust	*http://www.fisherrowcentre.org/*
Musselburgh	Fisherrow Waterfront Group	*https://en-gb.facebook.com/FisherrowWaterfrontGroup/*
Musselburgh	Fisherrow Yacht Club	*https://www.fisherrowyachtclub.com/*
Musselburgh	Fostering East Lothian	*https://www.fosteringpeople.co.uk/locations/east-lothian/*
Musselburgh	Friends of Musselburgh Links	*https://musslinks.wordpress.com/*
Musselburgh	Girl Guiding Musselburgh	*https://www.girlguidingeastlothian.org/whos-who.php*
Musselburgh	Health & Social Care Partnership	*https://www.eastlothian.gov.uk/info/210558/social_care_and_health*
Musselburgh	Heavy Sound	*https://www.heavysound.org/connect/*
Musselburgh	Home Start	*https://homestarteastlothian.co.uk/contact/#map*
Musselburgh	Hope Church	*https://myhopechurch.co.uk/*
Musselburgh	Horticultural Society	*https://www.musselburghhorticulture.org.uk/*
Musselburgh	Inveresk Village Society	*https://invereskvillage.wordpress.com/tag/inveresk-village-society/*
Musselburgh	Kip McGrath Education Centres	*https://www.kipmcgrath.co.uk/*
Musselburgh	Little Shakespeare Company	*https://www.facebook.com/LittleShakespea/*

Area Partnership	Shareholder Name / Title	Website
Musselburgh	Lothian Disability Badminton Club	*https://www.activeeastlothian.co.uk/clubs/lothian-disability-badminton-club-249*
Musselburgh	MA Swim Club	*https://uk.teamunify.com/team/musselburghasc/page/home*
Musselburgh	Musselburgh Amateur Musical Association	*https://en-gb.facebook.com/mamamusselburgh/*
Musselburgh	Mens Shed	*https://www.facebook.com/mussleburghmensshed/*
Musselburgh	Musselburgh Scout Assoc (Cubs, Scouts)	*https://l.facebook.com/l.php?u=http%3A%2F%2Feastlothianscouts.org.uk%2F&h=AT1hLjxogwKScHDchnVmEo8fdZoJ3YokDvJDS9LWHv6E8-pO5DhxBSsIV9LFjXNsPCeZQkOec9YyiNGblpS-FPZV-Dnh0tfzkO-8m0v8TsjPEkYg-Cd4qX_hC-5B4HrhQYjJx_MVLI9VyU7-XEquoA*
Musselburgh	Musselburgh & Inveresk Community Council	*http://www.musscc.co.uk/*
Musselburgh	Musselburgh Athletic Football Association	*https://www.musselburghathletic.co.uk/*
Musselburgh	Musselburgh Area Partnership	
Musselburgh	Musselburgh Baptist Church	*https://musselburghbaptist.org/*
Musselburgh	Musselburgh Business partnership	*https://l.facebook.com/l.php?u=http%3A%2F%2Fwww.musselburghbp.co.uk%2F&h=AT1HqjljN81N_s604Yvkc2TnGhOXF4134WarhC1KgZ8V6bnlTnY8nuv7ejHJmNO8qHMAvXKwaaxjAyxM-wjPHs2udjlvLSoP4ZNQi_rHd-pv1Zu8zYgAkzt8pzOJZauEMvqASudO8qvURLwl3--Q9Q*
Musselburgh	Musselburgh Camera Club	*https://musselburghcameraclub.org.uk/*
Musselburgh	Musselburgh Churches Together	*https://musselburghcatholic.org/latest-parish-news/musselburgh-churches-together/*
Musselburgh	Musselburgh Citizens Advice Bureau	*https://www.musselburghcab.org.uk/contact-us*
Musselburgh	Musselburgh Conservation Society	*https://www.facebook.com/groups/433614164533179/about*
Musselburgh	Musselburgh Cricket Club	*https://www.musselburghcc.club/*
Musselburgh	Musselburgh Festival- Honest Touns Association	*https://musselburghfestival.org/contact/*
Musselburgh	Musselburgh Grammar - School	*https://www.edubuzz.org/musselburghgrammar/contact-us/*
Musselburgh	Musselburgh Rotary Club	*https://www.facebook.com/The-Rotary-Club-of-Musselburgh-197646083592338/about/*
Musselburgh	Musselburgh Rugby Football Club	

Area Partnership	Shareholder Name / Title	Website
Musselburgh	Musselburgh Inner Wheel	*https://www.facebook.com/people/The-Inner-Wheel-Club-of-Musselburgh/100064727287318/*
Musselburgh	Musselburgh Sea Cadets	*https://www.sea-cadets.org/musselburgh*
Musselburgh	Musselburgh Tennis Club	*http://www.musselburghtennisclub.org.uk/*
Musselburgh	Musselburgh Windsor Football Club	*https://www.musselburghwindsorfc.co.uk/*
Musselburgh	Musselburgh Young Stars Football Club	*http://www.clubwebsite.co.uk/musselburghyoungstars*
Musselburgh	National Trust for Scotland (Newhailes & Inveresk Gardens)	*https://www.nts.org.uk/visit/places/newhailes/planning-your-visit*
Musselburgh	Pinkie Cleugh Battlefield Group	*https://www.facebook.com/PinkieCleugh/about*
Musselburgh	Resolution Service	
Musselburgh	Riverside Patient Participation Group	*https://www.theriversidepractice.co.uk/the-practice/patient-participation-group/*
Musselburgh	Scottish Fire & Rescue Service	*https://www.firescotland.gov.uk/contact/*
Musselburgh	Support from the Start	*https://www.facebook.com/SupportfromtheStart*
Musselburgh	Teapot Trust	*https://www.teapot-trust.org/*
Musselburgh	Tesco (Musselburgh)	*https://www.tesco.com/store-locator/east-lothian/olive-bank-road?sc_cmp=ref*yg*stc*6193&utm_source=yext_google &utm_campaign=local_Extra_Scotland&utm_medium=organic*
Preston Seton Gosford	PSG Area Partnership Chair	
Preston Seton Gosford	PSG Area Partnership Vice Chair	
Preston Seton Gosford	East Lothian Council (4)	
Preston Seton Gosford	Cockenzie and Port Seton Community Council	*https://www.spanglefish.com/cockenzieandportsetoncommunity/index.asp*
Preston Seton Gosford	Longniddry Community Council	*https://www.facebook.com/longniddrycommunitycouncil*
Preston Seton Gosford	Prestonpans Community Council	*http://www.community-council.org.uk/prestonpans/*
Preston Seton Gosford	Tenants and Residents Associations	*https://www.facebook.com/cockenziewest/about*
Preston Seton Gosford	Cockenzie PS	*http://edubuzz.org/cockenzie/*

Area Partnership	Shareholder Name / Title	Website
Preston Seton Gosford	St Gabriel's RC PS	
Preston Seton Gosford	Preston Tower PS	*http://edubuzz.org/prestonpansprimary/*
Preston Seton Gosford	Longniddry PS	*http://edubuzz.org/longniddry/*
Preston Seton Gosford	Pennypit Community Development Trust	*https://www.pennypittrust.com/contact*
Preston Seton Gosford	Prestonpans Community Sports Hub	*https://www.activeeastlothian.co.uk/your-community-sport-hub/prestonpans-42 https://en-gb.facebook.com/PrestonpansDistrictCommunitySportHub/about*
Preston Seton Gosford	Cockenzie & Port Seton in Bloom	*https://www.facebook.com/people/Cockenzie-and-Port-Seton-In-Bloom/100070284935805/?sk=about*
Preston Seton Gosford	Support from the Start	*https://www.facebook.com/SupportfromtheStart*
Preston Seton Gosford	Pennypit Centre Management Committee	*https://www.facebook.com/pennypitcentre1/*
Preston Seton Gosford	Prestonpans Management Committee	*https://en-gb.facebook.com/pages/Prestonpans-Community-Centre/176448595729636*
Preston Seton Gosford	Port Seton Management Committee	*https://www.portsetoncentre.org.uk/contact*
Preston Seton Gosford	Longniddry Community Centre Management Committee	*https://en-gb.facebook.com/longniddrycommunitycentre/*
Preston Seton Gosford	Cockenzie & Port Seton Gala	*http://www.capsgala.co.uk/*
Preston Seton Gosford	Prestonpans Children's Gala	*https://www.facebook.com/profile.php?id=100064349305263*
Preston Seton Gosford	Sub Group/Network Chairs	
Preston Seton Gosford	Heritage Connection	*https://www.eastlothian.gov.uk/info/210631/regeneration/12471/salt_of_the_earth_-_heritage_connections*
Preston Seton Gosford	PSG Health & Wellbeing	
Preston Seton Gosford	PSG Children & Youth Network	
Preston Seton Gosford	PSG Communications	
Preston Seton Gosford	PSG On The Move	

Area Partnership	Shareholder Name / Title	Website
Preston Seton Gosford	Volunteer Centre East Lothian	*https://www.volunteereastlothian.org.uk/contact-volunteer-centre-east-lothian*
Haddington and Lammermuir	Our Community Kitchen	*https://www.facebook.com/ourcommunitykitcheneastlothian/about/?ref=page_internal*
Haddington and Lammermuir	Lammermuir Larder	*https://www.lammermuirlarder.co.uk/contact-us*
Haddington and Lammermuir	Support from the Start Haddington	*https://www.edubuzz.org/supportfromthestart/musselburgh/contact-us/*
Haddington and Lammermuir	Keep the Heid mental health café	*https://eastspace.org.uk/services/keep-the-heid-mental-health-cafe/#*
Haddington and Lammermuir	Friday Friends/Nungate Community Centre	*https://www.meldap-recovery.co.uk/recovery/*
Haddington and Lammermuir	Lil	*https://en-gb.facebook.com/DoLilThings/*
Haddington and Lammermuir	Wee red upcycle	
Haddington and Lammermuir	Fantooshart	*https://www.fantooshart.co.uk/contact.php*
Haddington and Lammermuir	Haddington peer project	*https://www.facebook.com/HaddPeerProject/about/?ref=page_internal*
Haddington and Lammermuir	Haddington tennis club	*https://clubspark.lta.org.uk/HaddingtonTennisClub*
Haddington and Lammermuir	Haddington football athletic club	*https://haddingtonathletic.co.uk/contact/*
Haddington and Lammermuir	Haddington rugby club	*http://www.haddingtonrfc.co.uk/*
Haddington and Lammermuir	Haddington History Society	*https://eastlothianheritage.co.uk/haddingtonhistorysociety/*
Haddington and Lammermuir	Haddington Garden Trust	*https://eastlothianheritage.co.uk/stmaryspleasance/general-information/*
Haddington and Lammermuir	Amisfield Garden	*https://www.amisfield.org.uk/amisfield-walled-garden/contact-us/*
Haddington and Lammermuir	Dementia Friendly east Lothian	*https://socialenterprise.scot/member/dementia-friendly-east-lothian/*
Haddington and Lammermuir	Haddington Bridge Centre	*https://www.facebook.com/thehaddingtonbridgecentre/*
Haddington and Lammermuir	Haddington Bridge Centre motorcycle project	
Haddington and Lammermuir	Ageing Well	*https://www.activeeastlothian.co.uk/physical-activity/ageing-well-37*

Area Partnership	Shareholder Name / Title	Website
Haddington and Lammermuir	CHANGES community health project	*https://www.changeschp.org.uk/contact/*
Haddington and Lammermuir	Royal Voluntary Service	*https://www.royalvoluntaryservice.org.uk/our-services/service-search/edinburgh-city-lothians-hub/east-lothian-good-neighbours-43084000/*
Haddington and Lammermuir	Community Councils – Haddington & District	*http://www.haddingtoncc.org.uk/*
Haddington and Lammermuir	Community Council - Gifford	*https://www.gifford-village.org.uk/index.php/community-council*
Haddington and Lammermuir	Community Council - Moreham and Garvald	*https://www.garvald.org.uk/*
Haddington and Lammermuir	Humbie, East & West Saltoun and Bolton Community Council	*https://humbiesaltounboltoncommunitycouncil.com/*
Haddington and Lammermuir	Elected Member - Depute Leader	*https://www.eastlothian.gov.uk/councillors/10040/shamin_akhtar_depute_leader*
Haddington and Lammermuir	Haddington East Tenants and Residents	*https://www.eltrp.co.uk/haddington-east-tenants--residents-association.html*
Haddington and Lammermuir	Haddington Central Tenants and Residents	*https://www.eltrp.co.uk/haddington-central-tenants--residents-association.html*
Haddington and Lammermuir	Parent council Yester	*https://www.yesterparentcouncil.org/*
Haddington and Lammermuir	MELDAP	*http://www.meldap-recovery.co.uk/*
Haddington and Lammermuir	Family Support Worker	
Haddington and Lammermuir	Arts & Greenspace Manager | NHS Lothian Charity	*https://nhslothiancharity.org/contact-us/*
Haddington and Lammermuir	IJB patient representative	*https://www.eastlothian.gov.uk/info/210558/social_care_and_health/12236/integrating_health_and_social_care_in_east_lothian/4*
Haddington and Lammermuir	Athelstaneford community representative	*http://www.haddingtoncc.org.uk/*
Haddington and Lammermuir	VCEL – Locality Officer, Befriending worker etc	*https://www.volunteereastlothian.org.uk/contact-volunteer-centre-east-lothian*
Haddington and Lammermuir	East Lothian Play Association	*https://elpa.org.uk/*
Haddington and Lammermuir	Mental Health youth worker	*https://coel.org.uk/about-coel/staff-team/*
Haddington and Lammermuir	Knox Academy	*https://www.ka-net.org.uk/contact-us*

Area Partnership	Shareholder Name / Title	Website
Haddington and Lammermuir	Knox Academy Parent School Partnership	
Haddington and Lammermuir	Haddington Rotary Club	*https://www.rotary-ribi.org/clubs/homepage.php?ClubID=85*
Haddington and Lammermuir	Blooming Haddington	*https://bloominghaddington.co.uk/*
Haddington and Lammermuir	Haddington CAB	*https://www.haddingtoncab.org.uk/contact-us*
Haddington and Lammermuir	Humbie Primary School	*https://www.edubuzz.org/humbie/*
Haddington and Lammermuir	Haddington Primary School	*http://www.edubuzz.org/kingsmeadow*
Haddington and Lammermuir	Letham Mains Primary School	*http://www.edubuzz.org/lethammains*
Haddington and Lammermuir	Yester Primary School	*http://edubuzz.org/yester/about-our-school/*
Haddington and Lammermuir	Active schools – primary and secondary	*https://eastlothian.bookinglive.com/home/active-schools/active-schools-haddington/*
Haddington and Lammermuir	Sports and activity development officer	
Haddington and Lammermuir	Libraries (Haddington)	*https://www.eastlothian.gov.uk/directory_record/254280/haddington_library*
Haddington and Lammermuir	Art Service	*https://www.eastlothian.gov.uk/info/210604/arts_and_entertainment*
Haddington and Lammermuir	Young Carers	*https://www.eastlothianyoungcarers.org/contact-5*
Haddington and Lammermuir	East Lothian Works	*https://www.eastlothian.gov.uk/info/210595/east_lothian_works/11964/about_east_lothian_works*
Dunbar and East Linton	Dunbar Community Council	
Dunbar and East Linton	Dunpender Community Council	*http://www.eastlinton.uk.com/community/ctymcouncil.html*
Dunbar and East Linton	East Lammermuir Community Council	*https://elcc.scot/*
Dunbar and East Linton	West Barns Community Council	*https://www.eastlothian.gov.uk/directory_record/253752/west_barns_community_council*
Dunbar and East Linton	Hallhill Tenants and Residents Association	
Dunbar and East Linton	Dunbar Grammar Parent Council	*https://www.edubuzz.org/dunbargrammar/*

Area Partnership	Shareholder Name / Title	Website
Dunbar and East Linton	Dunbar Primary Parent Council	*http://edubuzz.org/dunbarprimary/*
Dunbar and East Linton	East Linton Primary Parent Council	*http://edubuzz.org/eastlinton/*
Dunbar and East Linton	East Linton Primary	*http://edubuzz.org/eastlinton/*
Dunbar and East Linton	Dunbar Grammar School	*https://www.edubuzz.org/dunbargrammar/*
Dunbar and East Linton	Dunbar Primary School	*http://edubuzz.org/dunbarprimary/*
Dunbar and East Linton	Dunbar Trades Association	*https://en-gb.facebook.com/DunbarTradesAssociation/about/*
Dunbar and East Linton	The Ridge	*https://the-ridge.org.uk/contacts-page/*
Dunbar and East Linton	Sustaining Dunbar	*https://sustainingdunbar.org/about-us/*
Dunbar and East Linton	Support from the Start	*https://www.facebook.com/SupportfromtheStart*
Dunbar and East Linton	Tyninghame Village Hall	*https://tyninghamevillagehall.org.uk/*
Dunbar and East Linton	East Lothian Association of Day Centres	*https://www.eastlothian.gov.uk/directory_record/256588/association_of_east_lothian_day_centres*
Dunbar and East Linton	Ward Elected Members	*https://www.eastlothian.gov.uk/councillors/10048/norman_hampshire*
Dunbar and East Linton	Ward Elected Members	*https://www.eastlothian.gov.uk/councillors/10072/donna_collins*
Dunbar and East Linton	Ward Elected Members	*https://www.eastlothian.gov.uk/councillors/10073/lyn_jardine*
Dunbar and East Linton	Volunteer Centre East Lothian (non-voting member)	*https://www.volunteereastlothian.org.uk/contact-volunteer-centre-east-lothian*
Fa'side	Macmerry and Gladsmuir Community Council - Chair	
Fa'side	Ormiston Community Council - Chair	
Fa'side	Pencaitland Community Council - Chair	
Fa'side	Tranent and Elphinstone Community Council - Secretary	
Fa'side	Ward Elected Members	*www.eastlothian.gov.uk/councillors/10043/fiona_dugdale*

Area Partnership	Shareholder Name / Title	Website
Fa'side	Ward Elected Members	*https://www.eastlothian.gov.uk/councillors/10054/colin_mcginn*
Fa'side	Ward Elected Members	*https://www.eastlothian.gov.uk/councillors/10056/kenny_mcleod*
Fa'side	Ward Elected Members	*https://www.eastlothian.gov.uk/councillors/10070/lee-anne_menzies*
Fa'side	Fa'side Area Partnerhip Chair	
Fa'side	Fa'side Area Partnerhip Vice-Chair	
Fa'side	Ross High School Parent Council	
Fa'side	Elphinstone Parent Council	
Fa'side	Windygoul Primary Parent Council	
Fa'side	Tranent and District Community Sports Club	*https://en-gb.facebook.com/TDCSC/*
Fa'side	Support from the Start - Fa'side	*https://www.edubuzz.org/supportfromthestart/faside/*
Fa'side	Recharge Youth and Community Facility	*http://www.rechargetranent.org/*
Fa'side	Poverty Champion	
Fa'side	Fa'side Active Travel Sub Group	
Fa'side	Fa'side Health and Wellbeing Sub Group	
Fa'side	Fa'side Young Defenders	
Fa'side	Tranent West TRA	*https://www.eltrp.co.uk/tranent-west-tenants--residents-association.html*
Fa'side	Ormiston West TRA	*https://www.eltrp.co.uk/ormiston-west-tenants--residents-association.html*
Fa'side	Elphinstone Community Association	*https://www.eltrp.co.uk/elphinstone-community-association.html*
Fa'side	Connected Communities Manager - Fa'side	
Fa'side	Area Partnership Administrator	
Fa'side	Fa'side Community Kitchen	*https://www.facebook.com/FCKitchen/*
Fa'side	Fa'side Women's Group	*https://en-gb.facebook.com/FasideWomen/*
Fa'side	Area Manager (ELC)	

Table B-3 - ELC School Parent Councils

School Name	School Name	School Name
Aberlady	Kings Meadow	Prestonpans Primary
Athelstaneford	Knox Academy	Ross High
Campie	Law	Saltoun
Cockenzie	Longniddry	Sanderson's Wynd
Dirleton	Loretto	St Gabriel's
Dunbar Grammar	Macmerry	St Martin's
Dunbar Primary	Musselburgh Burgh	St Mary's
East Linton	Musselburgh Grammar	Stenton
Elphinstone	North Berwick High	Stoneyhill
Gullane	Ormiston	Wallyford
Haddington Infants	Pencaitland	West Barns
Haddington - Letham Mains Primary School	Pinkie St Peter's	Whitecraig
Humbie	Preston Lodge	Windygoul
Innerwick	Prestonpans Infant	Yester

Table B-4 - Community Councils

Community Council	Area Partnership	Community Council	Area Partnership
Cockenzie & Port Seton Community Council	Preston, Seton, Gosford	**Humbie, East & West Saltoun and Bolton Community Council**	Haddington and Lammermuir
Dunbar Community Council	Dunbar and East Linton	**Macmerry and Gladsmuir Community Council**	Fa'side
Dunpender Community Council	Dunbar and East Linton	**Musselburgh & Inveresk Community Council**	Musselburgh
East Lammermuir Community Council	Dunbar and East Linton	**North Berwick Community Council**	North Berwick Coastal
Garvald & Morham Community Council	Haddington and Lammermuir	**Ormiston Community Council**	Fa'side
Gullane Area Community Council	North Berwick Coastal	**Pencaitland Community Council**	Fa'side
Gifford Community Council	Haddington and Lammermuir	**Prestonpans Community Council**	

Community Council	Area Partnership		Community Council	Area Partnership
Haddington & District Community Council	Haddington and Lammermuir			

Table B-5 - Organisations and groups

Category	Group Name	Description
Anti-Bullying	ANTI-BULLYING EAST LOTHIAN (A.B.E.L.)	To preserve and protect good health and advance education in bullying in particular by promoting or assisting in the promotion of research into the causes, prevention and treatment of bullying. Also to relieve persons suffering from bullying.
Arts & Culture	BRUNTON THEATRE TRUST	The objects for which the Trust is established are for the advancement of education in the fields of the performing arts and related cultural activities and the promotion of social welfare of the public at large and in particular of the inhabitants of Musselburgh and of visitors...
Children & Youth	FAMILY JOURNEYS	Family journeys supports families after separation, providing a range of services to parents and children.
Children & Youth	EAST LOTHIAN PLAY ASSOCIATION	The provision of recreational facilities, or the organisation of recreational activities, with the object of improving the conditions of life for the persons for whom the facilities or activities are primarily intended
Children & Youth	EAST LINTON COMMUNITY PLAYGROUP	
Children & Youth	WALLYFORD PLAYGROUP	We provide a playgroup for up to 20 x 2-3 yr olds. Sand and water play, painting, free play and snack. We aim to provide a safe happy and fun environment for the children in our care.
Children & Youth	SALTOUN PLAYGROUP	We are a playgroup/Mother and Toddler group for children aged 0 - 5 years offering a range of activities/play facilitated by play leader.
Children & Youth	SANDCASTLE PLAYGROUP	The aim of the playgroup is to promote the aim of the Scottish Pre-School Play Association which is to advance the education of pre-school children so that they may take a constructive place in the community, and also the education of their parents and other adults, children a...

Category	Group Name	Description
Community Development	PEOPLE KNOW HOW (EAST LOTHIAN)	People Know How is Scottish social innovation charity founded in 2013 on the principle that people know how to identify their needs and the solutions that will help them fulfil their potential and solve social issues. People often don't realise that they know how, and that's whe...
Community Development	THE PARISTAMEN CIO	The trustees meet 3 times/year to make grant-making decisions. All the work is handled on a voluntary basis by the trustees.
Community Development	SESCOT RADIO (SCIO)	Our aim is simply to provide a quality mix of news, views and entertainment and cater for all ages and interests with 'home grown', 'local' and 'community' forever paramount in our approach to programming.
Community Development	EAST LOTHIAN CO-OPERATIVE BOWLING CLUB	We are a non profit organisation and looking to do as much as we can for the community and bring visitors to the club.
Community Development	HADDSTOCK	Haddstock brings you live music and events for a weekend in Haddington's cafes, bars, halls and streets. Bands, local musicians and performance groups of various genres and experience levels play in a community, family friendly environment. Art, music and play workshops for young...
Community Development	WEST BARNS VILLAGE HALL COMMITTEE	West Barns Village Hall was gifted to the village in 1901 by St Clair Cunningham. Since then, it has served many purposes. The Home Guard used it as a base during the war and historic events were celebrated in the hall.
Community Development	HADDINGTON MUSIC INITIATIVE	To increase access to live music in Haddington and the surrounding area. Also to increase opportunities for young people to make music.
Community Development	SALTOUN COMMUNITY ASSOCIATION	Small voluntary organisation responsible for the village hall, community well being and sustainability
Community Development	BOGGS COMMUNITY ASSOCIATION	(a) to promote the benefit of the inhabitants of the Boggs Community in the Parish of Pencaitland and Lothian Region and environs without distinction of bpolitical, religious or other opinions, by associating the Local Authorities, Voluntary Organisations and inhabitants in a com...
Community Development	DIRLETON VILLAGE ASSOCIATION	2 Objects The objects of the Association shall be to promote and encourage the following aims by charitable means but not otherwise: To encourage the preservation and where possible the improvement of the character, amenity and beauty of the village and its surroundings and...

Category	Group Name	Description
Community Development	THE PENNYPIT CENTRE MANAGEMENT COMMITTEE	a. The provision of educational and recreational facilities and the organisation of educational and recreation programmes with the object of improving the conditions of life for the people of Prestonpans. b. To promote active citizenship and community development through volun...
Community Development	WHITECRAIG COMMUNITY CENTRE ASSOCIATION	To advance education and to provide, or assist in the provision of facilities for recreation or other leisure-time occupation, where such provision or assistance in provision: Is in the interests of social welfare;and is made with the object of improving the conditions of life...
Disability	EDGE AUTISM	We support Asperger's and high-functioning autistic clients, from the age of 10 upwards, who want care in their own home.
Disability	KARELE	Provision of Equine Facilitated Activities and Learning.
Disability	SCOTTISH AUTISM (LOTHIAN & BORDERS)	Established in 1968 by a group of parents, we are now the largest provider of autism-specific services in Scotland and a leading authority and advocate for good autism practice. We exist to help those diagnosed with autism to lead full and enriched lives and become valuable me...
Elderly	HADDINGTON & DISTRICT DAY CENTRE	To provide a safe and friendly environment to our clients. To provide services, ie chiropody bathing, activities and support appropriate to our client group. To provide Sunday care in the form of a trip out in our adapted minibus over the summer months and hospital/home visitin...
Elderly	TRANENT DAY CENTRE	
Employability	BRIDGES PROJECT	(1) To provide and/or promote training for young people, particularly in such skills as will assist the participants in obtaining paid employment. (2) To relieve unemployment for the public benefit among young people in such ways as may be thought fit, including assistance to f...
Environment	NATURAL CONNECTIONS	To support individuals and communities to engage with nature and deliver volunteer led solutions to help improve the environment. A community growing garden providing volunteers with space to learn about organic growing, healthy eating, recycling and sustainability while sharing...

Category	Group Name	Description
Environment	SCOTTISH SEABIRD CENTRE	The Scottish Seabird Centre is a conservation and education charity dedicated to inspiring people to care for wildlife and the natural environment. We are a non-profit making visitor attraction: income is invested in our charitable work undertaken by our committed team of staff a...
Environment	SCOTTISH SEABIRD CENTRE	The Scottish Seabird Centre aims to bring people closer to nature. We are a charity dedicated to helping people understand and care for wildlife and the natural environment.
Family Support	CIRCLE (EAST LOTHIAN)	Family support to vulnerable families, particularly those affected by parental substance misuse and parental imprisonment.
Health & Wellbeing	HADD PEER PROJECT – DROP-IN SOUP GROUP	The drop-in soup group is for people living in East Lothian and who are living with mental health difficulties. Once a week the group will get together to make soup, chat and support one another.
Health & Wellbeing	ALZHEIMERS SCOTLAND D CAFE	The Cafe offers a friendly, supportive and stimulating environment for people with dementia and their carers. The Community Activities Organiser provides a range of engaging activities for people with dementia, as well as running a specific Carers Support Group
Health & Wellbeing	WALK WITH SCOTT FOUNDATION	Our aims are to support vulnerable people who need a little bit of help at any given time, as well as promoting health and well-being across our communities.
Health & Wellbeing	BRITISH HEART FOUNDATION	We are the nation's heart charity and the largest independent funder of cardiovascular research.\nCoronary heart disease is the UK's single biggest killer but we are leading the fight against it. Our pioneering research has helped to transform the lives of people living with hear...
Health & Wellbeing	CHANGES COMMUNITY HEALTH PROJECT	CHANGES is a Community Health Project which promotes the positive wellbeing of people living in East Lothian. CHANGES works with local people and professionals to develop initiatives and services to help people manage their stress.
Health & Wellbeing	EDINBURGH CHILDREN'S HOSPITAL CHARITY (EAST LOTHIAN)	As a charity, we exist to transform the lives of babies, children and young people in hospital and in the community. We do this by supporting families through our award winning Children's Wellbeing Service, which provides youth work, family support, complementary therapies and o...

Category	Group Name	Description
Health & Wellbeing	SPORTING MEMORIES FOUNDATION SCOTLAND (SL)	Sporting Memories is a charitable organisation that works towards reducing loneliness and isolation in people over 50 years old - particularly those with Dementia and other memory related conditions. We hold weekly groups within the community to reminisce about sport and take p...
Health & Wellbeing	THE WARBLERS	The Warbles promotes lung health and general well-being through a programme of singing sessions for people with chronic lung conditions.
Health & Wellbeing	DEBRA	DEBRA is the national charity that supports individuals and families affected by Epidermolysis Bullosa (EB). We're here to help and support you and your loved ones.
Health & Wellbeing	PARKINSON'S UK (EAST LOTHIAN)	We're the Parkinson's charity that drives better care, treatments and quality of life. Together we can bring forward the day when no one fears Parkinson's. We provide expert information on every aspect of Parkinson's so that people affected by the condition can stay in control...
Health & Wellbeing	HEALTHLINK 360	Pre-selection medical examination for candidates, leave medicals for volunteers and missionaries, health advisory and immunisation service. Psychological/functional assessment for overseas workers and those in full time Christian ministry in the UK and pre-selection evaluation f...
Heritage	IONAD HIORT	The company's objects are, for the benefit of the public in Scotland and elsewhere and for the advancement of education, heritage, culture, science and the environment.
Heritage	MUSSELBURGH MUSEUM	
Heritage	DUNBAR HARBOUR TRUST	The objects of the Company are for the benefit of the public to repair, maintain, conserve and preserve Dunbar Harbour through the necessary rebuilding and restoration thereof. To advance public education concerning the Harbour particularly concerning the older Cromwell and Victo...
Heritage	THE JOHN MUIR BIRTHPLACE CHARITABLE TRUST	The objects of the Trust shall be to advance the education of the public concerning the life and works of John Muir and particularly concerning the ideals of environmental conservation propounded by him.

Category	Group Name	Description
International Aid	A TO Z	The organisation was set up in 2008 to help the people of Zimbabwe cope with the disintegration of their society. They have three main aims, these are: to relieve poverty; provide health care; advance education.
Mental Health	PENUMBRA EAST LOTHIAN	East Lothian NOVA project seeks to promote well-being, recovery and self-management. The aim is to help people who are recovering from a mental health problem to re-connect with people and resources in their community by accessing ordinary activities such as further education, sp...
Mental Health	AMBER EAST LOTHIAN	Supporting people excluded from family, home, work or community on their life journey.
Mental Health	THE RIDGE	
Mental Health	STEPPING OUT	We work with adults suffering from mental health problems, offering a wide range of activities and support, working in groups and one to one. We encourage confidence building, decision making, independence and well-being, improving quality of life.
Mental Health	CAPS INDEPENDENT ADVOCACY	CAPS is an independent advocacy organisation for people with mental health issues, led by people with mental health issues. We are completely independent from the people who fund us and those who provide other services to the people we work with. We provide individual and collective advocacy in East Lo...
Poverty Relief	LAMMERMUIR LARDER	provision of emergency food parcels and benefits advice
Poverty Relief	SALVATION ARMY - TRANENT CHARITY SHOP	We provide support for the local community by offering help to the homeless, older people, emergency response and more. Our charity shop is the first point of contact for most people.
Religion	LONGNIDDRY PARISH CHURCH (CHURCH OF SCOTLAND)	The advancement of religion.
Religion	MUSSELBURGH BAPTIST CHURCH	The advancement of religion.
Religion	MUSSELBURGH CONGREGATIONAL CHURCH	The advancement of religion
Religion	MUSSELBURGH: ST CLEMENT'S AND ST NINIAN'S PARISH	the advancement of religion

Category	Group Name	Description
	CHURCH (CHURCH OF SCOTLAND)	
Religion	MUSSELBURGH: ST MICHAEL'S INVERESK PARISH CHURCH (CHURCH OF SCOTLAND)	The advancement of religion
Religion	SHRI RAM CHANDRA MISSION UK	Meaning 'natural path', Sahaj marg is a simple system of meditation and spiritual practice. The organisation promotes the practice of this as it increases physical, mental and spiritual well-being.
Sports	FISHERROW YACHT CLUB	The purposes of the organisation are: i. The advancement of public participation in sport, principally in sailing and other watersports. This shall be accomplished by : making membership accessible to all ages and abilities the provision of relevant training the provision of...
Sports	THE EDINBURGH CUP	We deliver Inclusive, inspirational and educational sports coaching programmes. We also deliver training such as first aid that are

Table B-6 - Further Education Facilities

Name	Name
Academy of Music & Sound	Edinburgh College of Art
Aspect College	Edinburgh College of Parapsychology
Bible College of Wales Continuing	Newbattle Abbey College
Borders College	Newbattle Abbey College
College of Surgeons	Royal College of Physicians
Dumfries & Galloway College	S R U C
Dumfries & Galloway College	S R U C Barony Campus
Edinburgh Business School	The Chisholme Institute
Edinburgh College	The College of Animal Welfare
Edinburgh College	The Faith Mission Bible College
Edinburgh College	The Fitness Education Academy
Edinburgh College - Sighthill Campus	Wallace College

Table B-7 - Primary and Secondary Schools by area

Name	Type	Town
Aberlady Primary School	Primary school	Aberlady
Athelstaneford Primary School	Primary school	Athelstaneford
Belhaven Hill School	Secondary school	Dunbar
Dunbar Grammar School	Grammar school	Dunbar
Dunbar Primary Lochend Campus	Primary school	Dunbar
Dunbar Primary, John Muir Campus	Primary school	Dunbar
West Barns Primary School	Primary school	Dunbar
Dirleton Primary School	Primary school	Dirleton
East Linton Primary School	Primary school	East Linton
Elphinstone Primary School	Primary school	Elphinstone
Gullane Primary School	Primary school	Gullane
Haddington Primary School (Infants)	Primary school	Haddington
Haddington primary school	Primary school	Haddington
Knox Academy	Higher secondary school	Haddington
Letham Mains Primary School	Primary school	Haddington
St Mary's R C Primary School	Primary school	Haddington
The Compass School	Primary school	Haddington
Yester Primary School	Primary school	Haddington
Humbie Primary School	Primary school	Humbie
Law Primary School	Primary school	North Berwick
North Berwick High School	Secondary school	North Berwick
Longniddry Primary School	Primary school	Longniddry
Loretto Junior School	Primary school	Musselburgh
Loretto RC Primary School	Primary school	Musselburgh
Musselburgh Burgh Primary School	Primary school	Musselburgh
Musselburgh Grammar School	Grammar school	Musselburgh
Pinkie St Peter's Primary School	Primary school	Musselburgh
Stoneyhill Primary School	Primary school	Musselburgh
Whitecraig Primary School	Primary school	Musselburgh
Campie Primary School	Primary school	Musselburgh
Ormiston Primary School	Primary school	Ormiston
Pencaitland Primary School	Primary school	Pencaitland
Cockenzie Primary School	Primary school	Prestonpans

Name	Type	Town
Preston Lodge High School	Secondary school	Prestonpans
Preston Tower Primary School - Preston Road Campus	Primary school	Prestonpans
Preston Tower Primary School - West Loan Campus	Primary school	Prestonpans
St Gabriel's R C Primary School	Primary school	Prestonpans
St Martin's R C School	School	Tranent
Macmerry Primary School	Primary school	Tranent
Ross High School	Secondary school	Tranent
Saltoun Primary School	Primary school	Tranent
Sandersons Wynd Primary School	Primary school	Tranent
Windygoul Primary School	Primary school	Tranent
Regius School	Faith school	Musselburgh
Stewart's Melville College	Independent or preparatory school	Edinburgh

Appendix C. Online Questionnaire

C.1   Survey preview

Figure C1: East Lothian Journey Hub Online Questionnaire: Question 1 to 3

4

How important are each of these facilities at a Journey Hub? (rate 1-5, 1 = not important, 5 = very important)

	1	2	3	4	5
Real-time travel info and updates	○	○	○	○	○
Staff assistance	○	○	○	○	○
Taxi rank	○	○	○	○	○
Cycle parking	○	○	○	○	○
EV charging	○	○	○	○	○
Shops/cafes	○	○	○	○	○
Sheltered/seated waiting areas	○	○	○	○	○
Public Toilets	○	○	○	○	○
WiFi access/phone charging	○	○	○	○	○
Demand responsive services	○	○	○	○	○
Water refill point	○	○	○	○	○
Local bus stop	○	○	○	○	○
Cycle hire	○	○	○	○	○
Parcel delivery lockers	○	○	○	○	○
Cafe	○	○	○	○	○
Cargo bikes	○	○	○	○	○
Car club vehicles	○	○	○	○	○
Car parking	○	○	○	○	○

5

What are the main reasons you would use a Journey Hub? (select all that apply)

- ☐ Commute to work
- ☐ Travel to shops/amenities
- ☐ Access transport to other towns
- ☐ Business Travel
- ☐ Leisure/social trips
- ☐ Would not use a journey hub
- ☐ Other

6

How likely would you be to use a new Journey Hub in the local area?

- ○ Very likely
- ○ Somewhat likely
- ○ Neither likely nor unlikely
- ○ Somewhat unlikely
- ○ Very unlikely

7

What is most important to you in terms of the location of a Journey Hub?

- ○ Close to home
- ○ Easy highway/motorway access
- ○ Near public transport
- ○ In the town centre
- ○ Proximity to shops, restaurants, amenities etc.
- ○ Close to toilets

8

Please make suggestions of where you think Local/Village hubs should be located

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9

Are there any additional facilities you feel that Local/Village hubs should have in addition to those mentioned above?

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10

Please make suggestions of where you think Major Hubs should be located

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Figure C2: East Lothian Journey Hub Online Questionnaire: Question 4 to 10

11

Are there any additional facilities you feel that Major Hubs should have in addition to those mentioned above?

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12

Please make suggestions of where you think Employer Hubs should be located

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13

Are there any additional facilities you feel that Employer Hubs should have in addition to those mentioned above?

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14

Which gender identity do you identify with?

○ Female

○ Male

○ Transgender Female

○ Transgender Male

○ Non-conforming, Non-binary

○ Prefer not to say

15

What is your age?

○ Under 16

○ 16 - 22

○ 22 - 40

○ 41 - 50

○ 51 - 60

○ Over 60

16

If you would like to know more, how would you like to be updated about the project? *(Please tick all that apply)*

☐ Email update and direct contact from Project Partners only

☐ Newspaper

☐ Council Website

☐ Conversation in person/more involvement
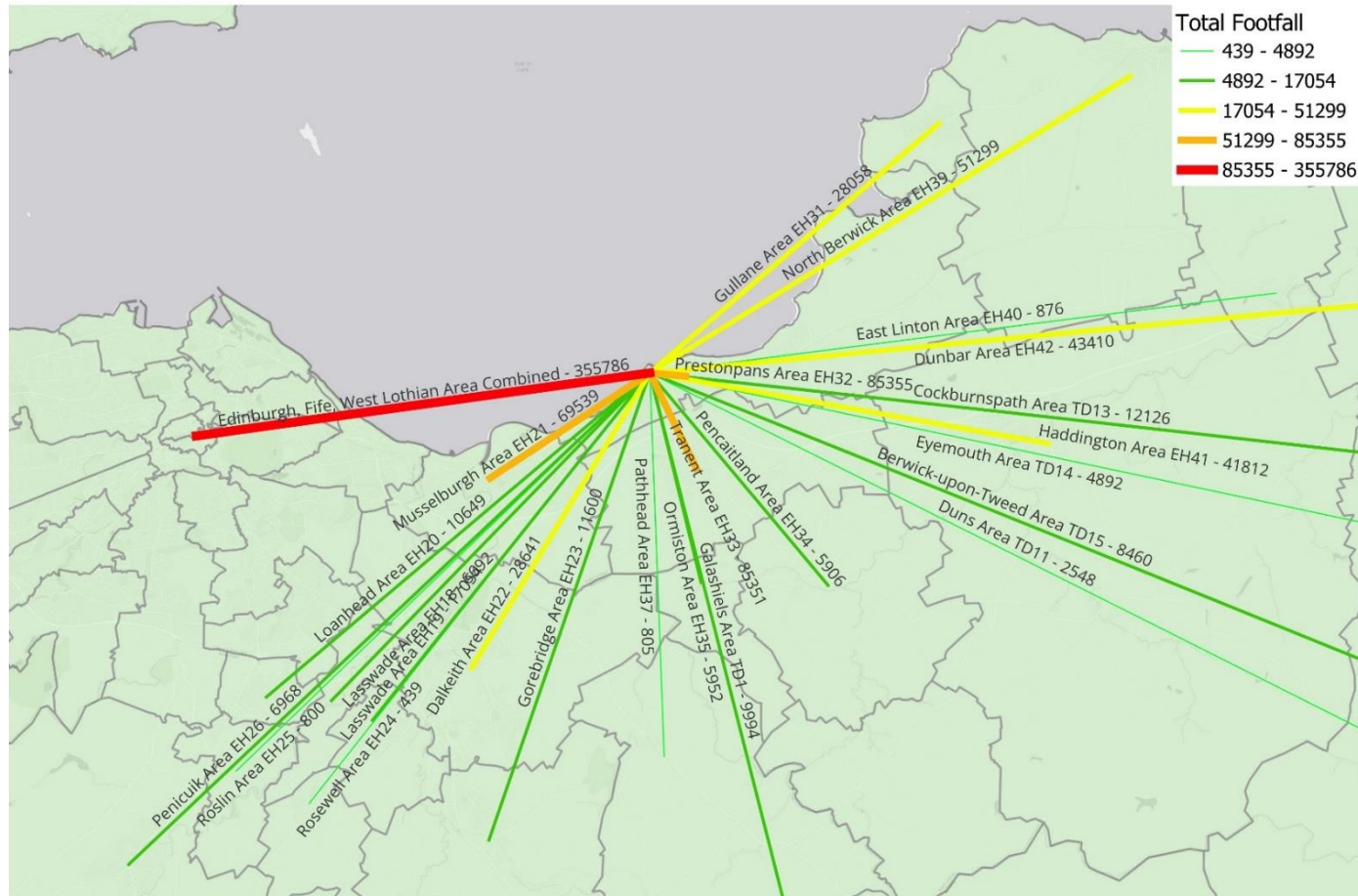
☐ Social media

☐ Prefer not to be involved

☐ Other

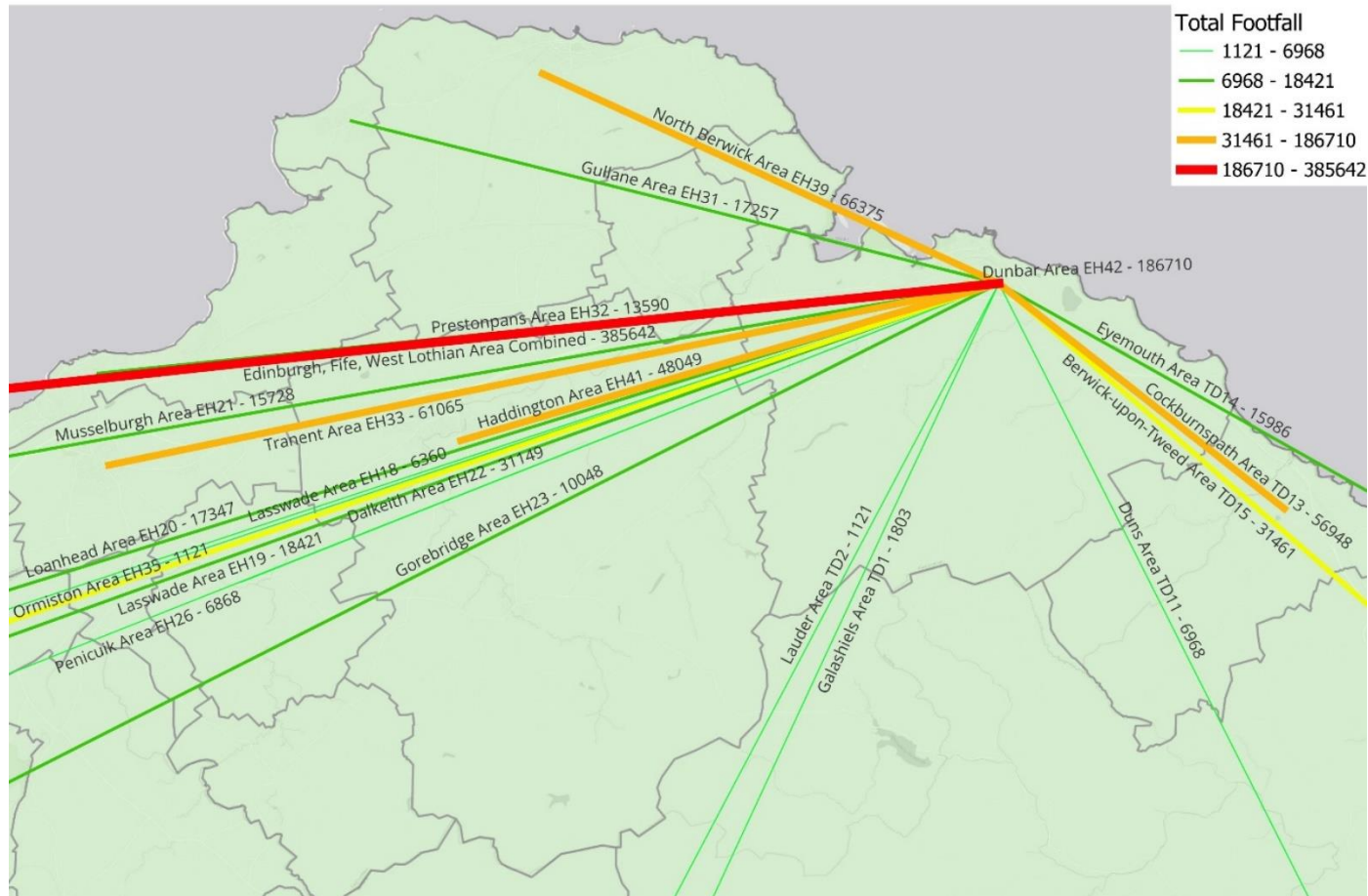**Figure C3: East Lothian Journey Hub Online Questionnaire: Question 11 to 16**

Appendix D. Mobile Phone Data

The following mobile phone data was provided by the workforce mobility project.
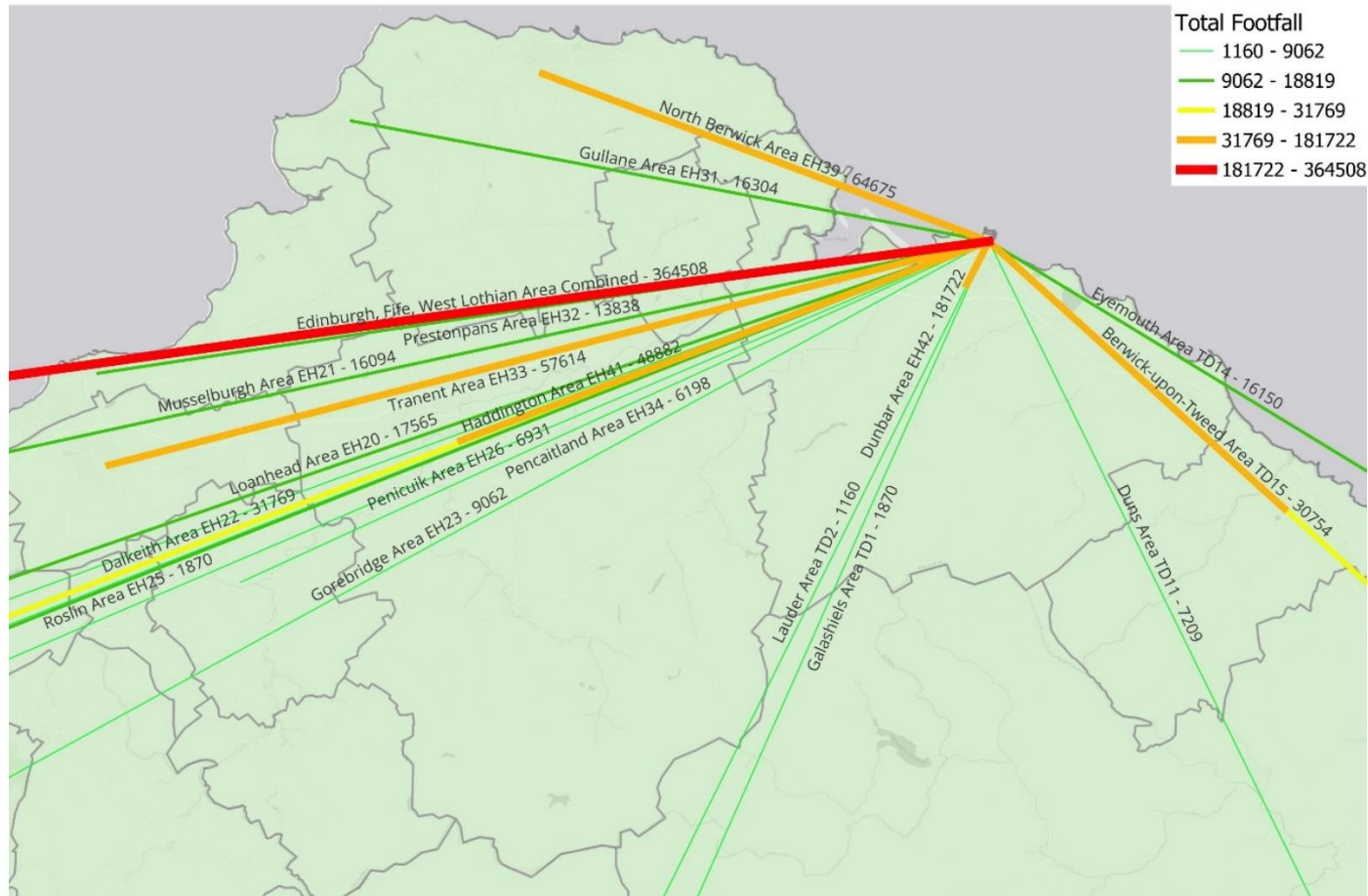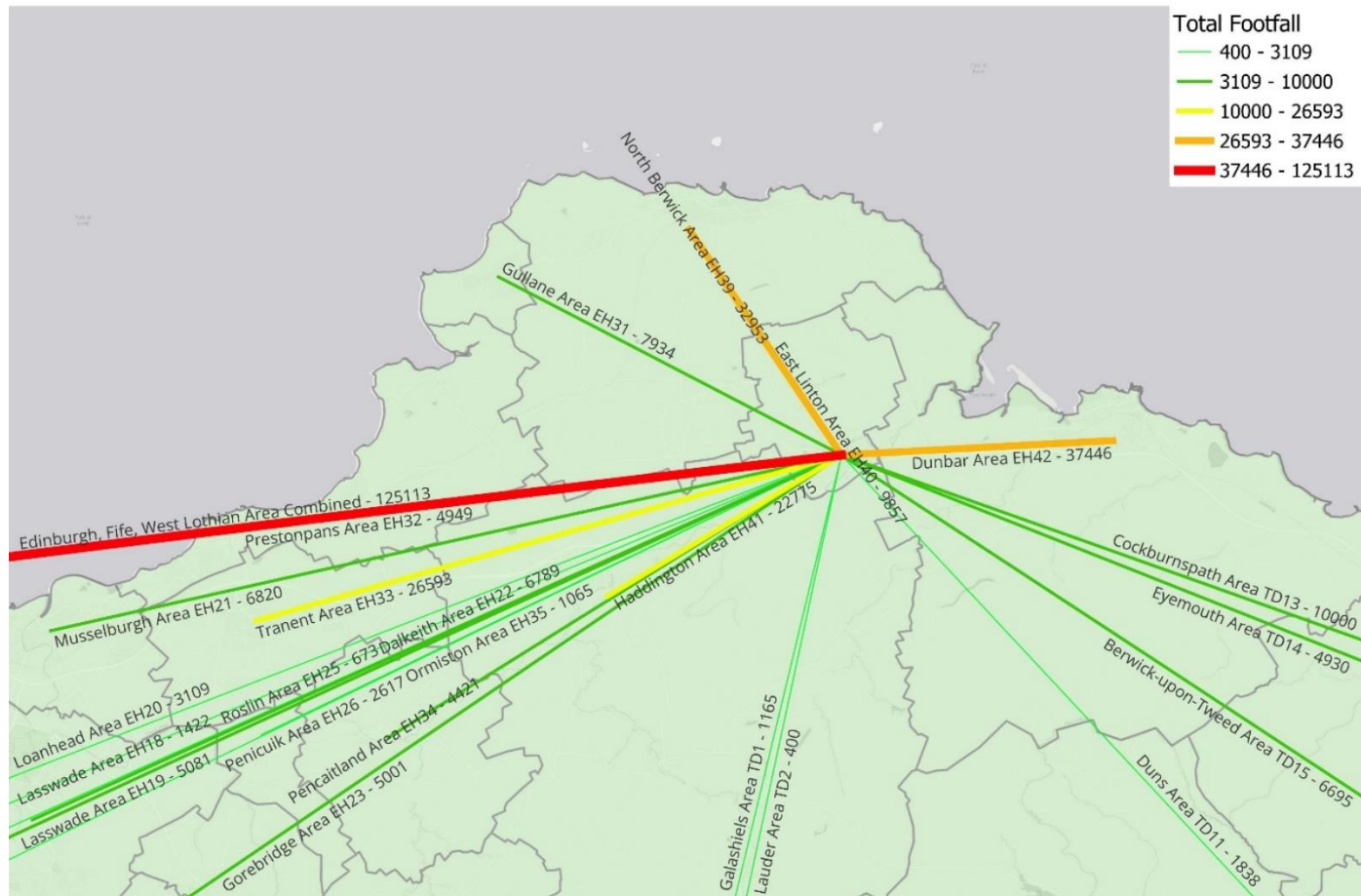
Cockenzie 2022 Footfall

Total Footfall
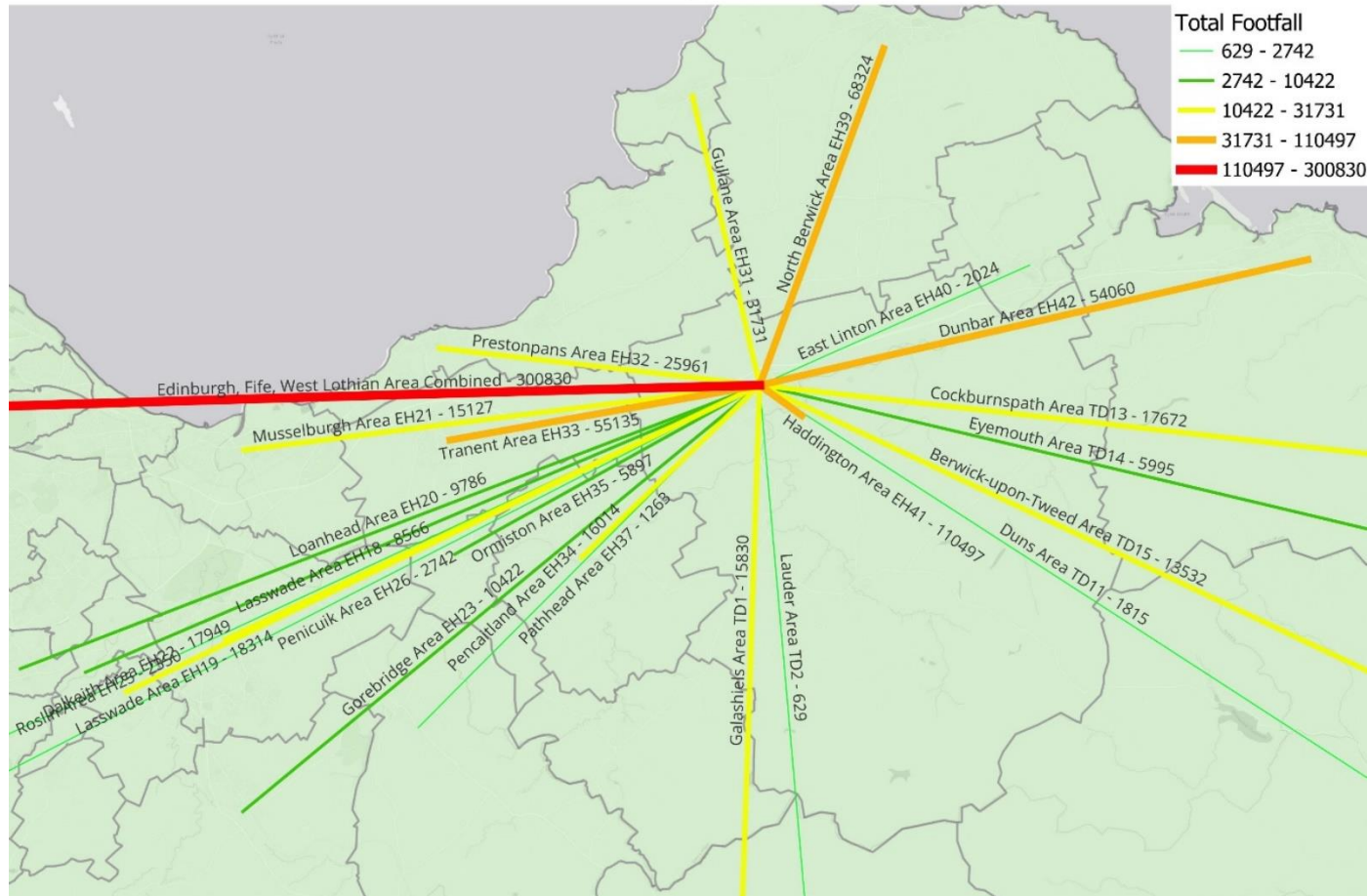- 439 - 4892
- 4892 - 17054
- 17054 - 51299
- 51299 - 85355
- 85355 - 355786

Gullane Area EH31 - 28058
North Berwick Area EH39 - 51299
East Linton Area EH40 - 876
Dunbar Area EH42 - 43410
Prestonpans Area EH32 - 85355
Cockburnspath Area TD13 - 12126
West Lothian Area Combined - 355786
Haddington Area EH41 - 41812
Edinburgh, Fife, West Lothian Area - 69539
Eyemouth Area TD14 - 4892
Musselburgh Area EH21 - 10649
Berwick-upon-Tweed Area TD15 - 8460
Pencaitland Area EH34 - 5906
Duns Area TD11 - 2548
Loanhead Area EH20 - 10649
Tranent Area EH33 - 85351
Lasswade Area EH18 - 9892
Lasswade Area EH24 - 439
Dalkeith Area EH22 - 28641
Gorebridge Area EH23 - 11600
Pathhead Area EH37 - 805
Ormiston Area EH35 - 5952
Galashiels Area TD1 - 9994
Penicuik Area EH26 - 6968
Roslin Area EH25 - 800
Rosewell Area EH24 - 439

AtkinsRéalis - Baseline / Référence

Dunbar Asda 2022 Footfall

Total Footfall
- 1121 - 6968
- 6968 - 18421
- 18421 - 31461
- 31461 - 186710
- 186710 - 385642

North Berwick Area EH39 - 66375
Gullane Area EH31 - 17257
Dunbar Area EH42 - 186710
Prestonpans Area EH32 - 13590
Edinburgh, Fife, West Lothian Area Combined - 385642
Eyemouth Area TD14 - 15986
Musselburgh Area EH21 - 15728
Haddington Area EH41 - 48049
TrAnent Area EH33 - 61065
Cockburnspath Area TD13 - 56948
Berwick-upon-Tweed Area TD15 - 31461
Loanhead Area EH20 - 17347
Lasswade Area EH18 - 6360
Dalkeith Area EH22 - 31149
Ormiston Area EH35 - 1121
Lasswade Area EH19 - 18421
Gorebridge Area EH23 - 10048
Duns Area TD11 - 6968
Penicuik Area EH26 - 6868
Lauder Area TD2 - 1121
Galashiels Area TD1 - 1803

Dunbar Rail Station 2022 Footfall

East Linton Rail Station 2022 Footfall
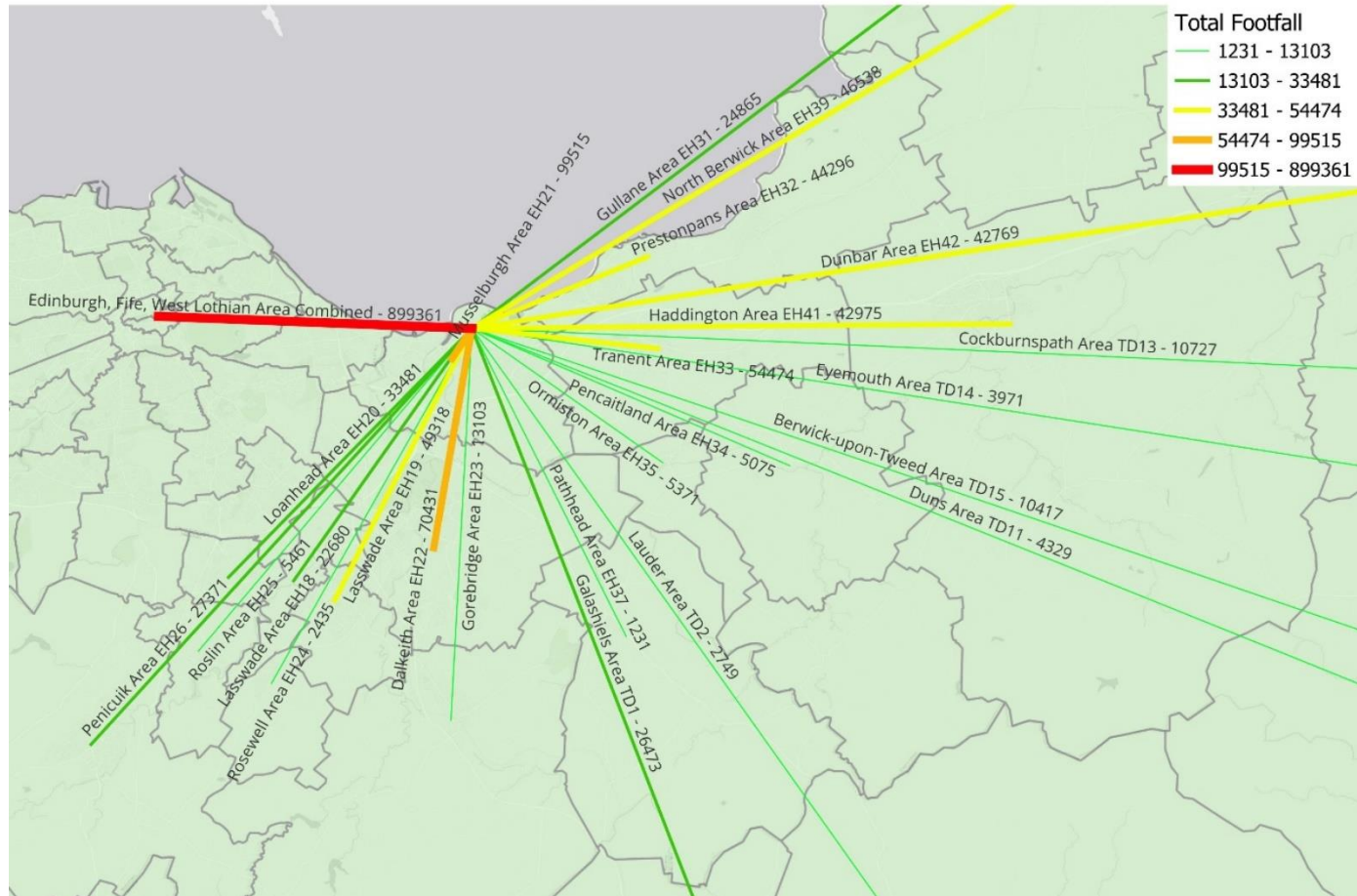
East Lothian Community Hospital 2022 Footfall

AtkinsRéalis - Baseline / Référence

Fort Kinnaird 2022 Footfall

Total Footfall
- 1125 – 7322
- 7322 – 25543
- 25543 – 46672
- 46672 – 91694
- 91694 – 1414697

Gullane Area EH31 - 20790
North Berwick Area EH39 - 40677
Prestonpans Area EH32 - 39783
Pathhead Area EH20 - 37162
Dunbar Area EH42 - 37741
Edinburgh, Fife, West Lothian Area Combined - 1414697
Musselburgh Area EH21 - 84253
Tranent Area EH33 - 43880
Haddington Area EH41 - 33826
Cockburnspath Area TD13 - 9434
Ormiston Area EH35 - 4910
Pencaitland Area EH34 - 4305
Eyemouth Area TD14 - 2893
Berwick-upon-Tweed Area TD15 - 10791
Duns Area TD11 - 4479
Penicuik Area EH26 - 46672
Roslin Area EH25 - 7322
Rosewell Area EH24 - 2274
Lasswade Area EH18 - 25543
Gorebridge Area EH19 - 69973
Lasswade Area EH23 - 14873
Galashiels Area TD1 - 32498
Dalkeith Area EH22 - 91694
Pathhead Area EH37 - 1125
Lauder Area TD2 - 3009

Midlothian Community Hospital 2022 Footfall

Total Footfall
- 852 - 6149
- 6149 - 26157
- 26157 - 38100
- 38100 - 89996
- 89996 - 701527

Musselburgh Tesco 2022 Footfall

AtkinsRéalis - Baseline / Référence

North Berwick High St. 2022 Footfall

AtkinsRéalis - Baseline / Référence

Prestonpans High St. 2022 Footfall

Prestonpans Rail Station 2022 Footfall

Total Footfall
- 788 - 6702
- 6702 - 29309
- 29309 - 50303
- 50303 - 84275
- 84275 - 413205

Queen Margaret University 2022 Footfall

Total Footfall
- 498 - 2587
- 2587 - 10784
- 10784 - 20018
- 20018 - 40698
- 40698 - 487446

Gullane Area EH31 - 9378
North Berwick Area EH39 - 18525
Prestonpans Area EH32 - 17205
Dunbar Area EH42 - 16866
Tranent Area EH33 - 20018
Haddington Area EH41 - 15819
Edinburgh, Fife, West Lothian Area Combined - 40039
Cockburnspath Area TD13 - 4265
Combined - 487446
Eyemouth Area TD14 - 1120
Musselburgh Area EH20 - 1604
Pathhead Area EH37 - 498
Pencaitland Area EH34 - 2587
Loanhead Area EH18 - 10784
Ormiston Area EH35 - 2188
Berwick-upon-Tweed Area TD15 - 4857
29646
Duns Area TD11 - 2048
Penicuik Area EH26 - 14881
Roslin Area EH25 - 2371
Lasswade Area EH19 -
Gorebridge Area EH23 - 7083
Dalkeith Area EH22 - 40698
Galashiels Area TD1 - 14205
Lauder Area TD2 - 1357
Rosewell Area EH24 - 982

Royal Infirmary 2022 Footfall

Tranent Medical Practice 2022 Footfall

Total Footfall
- 1120 - 7482
- 7482 - 25983
- 25983 - 61763
- 61763 - 120653
- 120653 - 531625

Prestonpans Area EH32 - 100951
Gullane Area EH31 - 39611
North Berwick Area EH39 - 73298
East Linton Area EH40 - 1219
Dunbar Area EH42 - 61763
Haddington Area EH41 - 59736
Edinburgh, Fife, West Lothian Area Combined - 531625
Cockburnspath Area TD13 - 16879
Musselburgh Area EH21 - 89282
Eyemouth Area TD14 - 7482
Tranent Area EH33 - 120653
Pencaitland Area EH34 - 14746
Berwick-upon-Tweed Area TD15 - 13957
Loanhead Area EH20 - 16625
Dalkeith Area EH22 - 46535
Pathhead Area EH37 - 17926
Duns Area TD11 - 3644
Lasswade Area EH18 - 14046
Lasswade Area EH19 - 25983
Gorebridge Area EH23 - 16063
Galashiels Area TD1 - 21129
Roslin Area EH25 - 1120
Rosewell Area EH24 - 2635
Newbattle Area EH35 - 16201
Penicuik Area EH26 - 11123

Appendix E. Example Hub Layout Drawings

KEY

■ (orange)	Bench
■ (red)	Bus Shelter
▨ (green hatch)	Bus Stop
▨ (blue hatch)	Pedestrian Crossing
▭ (orange outline)	Monument
▦ (grey)	Paving
|||||	Cycle Parking

NOTES:
1. This is a proposed location and final designs should be detailed according to local and national guidelines.
2. New bus shelter, cycle parking and additional benches required for Journey hub

This drawing is an indicative drawing to be used as an example of what a potential Journey Hub may look like and is not an actual design or

Aberlady Mercat Cross

Poplars Bus Stop, Aberlady

HIGH STREET

Description							
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date	
Description							
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date	

Drawing Suitability — Status

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Client

East Lothian Council

Project Title

East Lothian Journey Hubs

Drawing Title

Proposed Layout for Journey Hub at Aberlady

Drawing Number				
Project	Originator	Volume		
-	-	-		
Location	Type	Role	Number	
-	-	-	-	

| Original Size: | A4 | Scale 1:500 | Project Ref. No: | 5224307 | Sheet: of | Rev: 1 |

KEY
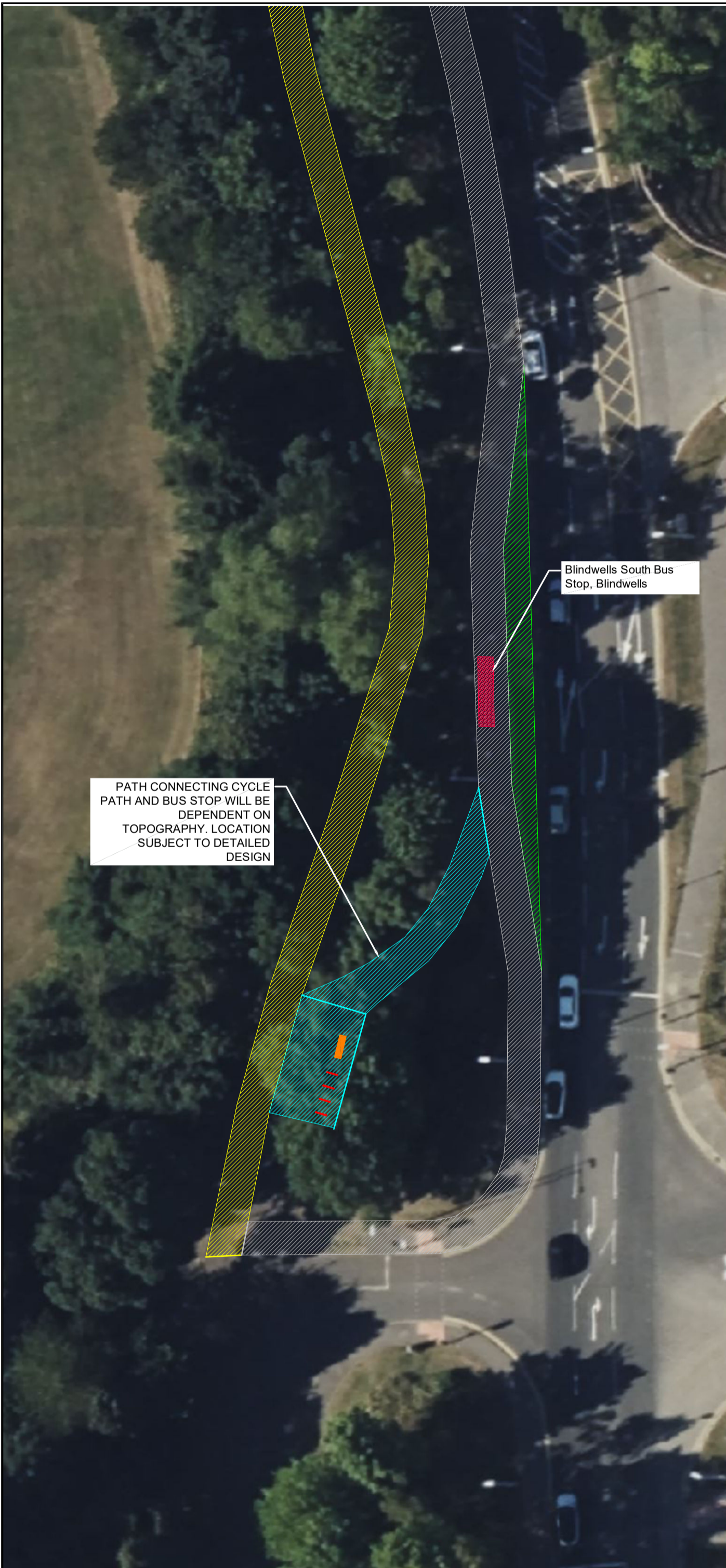
▭	Bench
▬	Bus Shelter
▨	Bus Layby
▨	Cycle Path
▨	Existing Paving
⦀	Cycle Parking

NOTES:
1. This is a proposed location and final designs should be detailed according to local and national guidelines.
2. New cycle parking to be placed adjacent to cycle path.
3. Path to be constructed connecting cycle path to bus stop. Due to elevation differences between the road and cycle path, connecting path may need to follow a altered route to that shown in the drawing. This should be designed according to the topography of the area.
4. Bus shelter is currently not in place but is planned by the council.

This drawing is an indicative drawing to be used as an example of what a potential Journey Hub may look like and is not an actual design or

Blindwells South Bus Stop, Blindwells

PATH CONNECTING CYCLE PATH AND BUS STOP WILL BE DEPENDENT ON TOPOGRAPHY. LOCATION SUBJECT TO DETAILED DESIGN

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

Drawing Suitability	Status

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Client

East Lothian
Council

Project Title

East Lothian Journey Hubs

Drawing Title

Proposed layout for journey hub at Blindwells

Drawing Number

Project	Originator	Volume
-	-	-

Location		Type	Role	Number
		-	-	-

| Original Size: A4 | Scale: 1:500 | Project Ref. No: 5224307 | Sheet: of | Rev: 1 |

KEY

▮ (red)	Bus Shelter
▦ (green)	Grass
▦ (grey)	Existing Paving
▦ (cyan)	New Paving
‖‖‖ (red)	Cycle Parking

NOTES:
1. This is a proposed location and final designs should be detailed according to local and national guidelines.
2. Bus shelter is already in place therefore the only addition to this location will be the placement of Sheffield cycle parking

This drawing is an indicative drawing to be used as an example of what a potential Journey Hub may look like and is not an actual design or

School Lane Bus Stop, Cockenze.

EDINBURGH ROAD

CADELL PLACE

E LORIMER PLACE

N

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

Drawing Suitability | Status

Client

East Lothian
Council

Project Title

East Lothian Journey Hubs

Drawing Title

Proposed Layout for Journey Hub at Cockenzie

Drawing Number

Project		Originator		Volume		
-	-	-	-	-	-	-

Location		Type	Role	Number

Original Size: A4	Scale 1:500	Project Ref. No: 5224307	Sheet: of	Rev: 1

KEY

- ▬ Bench
- ▬ Bus Shelter
- ▨ Bus Stop
- ▨ Vehicle Parking
- ▨ New Paving
- ▨ Existing Paving
- ||||| Cycle Parking

NOTES:
1. This is a proposed location and final designs should be detailed according to local and national guidelines.
2. Bus stop location should provide adequate space for vehicles turning from the A1087 and should not block access to the driveway on Countess Road.

This drawing is an indicative drawing to be used as an example of what a potential Journey Hub may look like and is not an actual design or

Road markings will need to be adjusted to account for change in paving width.

Railway Station Bus Stop, Dunbar

Existing vehicle parking

A1087

COUNTESS ROAD

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

Drawing Suitability · Status

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Client

East Lothian Council

Project Title
East Lothian Journey Hubs

Drawing Title
Proposed Layout for Journey Hub at Dunbar

Drawing Number
Project · Originator · Volume

Location · Type · Role · Number

Original Size: A4	Scale 1:500	Project Ref. No: 5224307	Sheet: of	Rev: 1

This Drawing is saved on ProjectWise. Plotted: 30/01/2024 15:09:14 By: RICH7709

KEY

▬ (orange)	Bench
▬ (red)	Bus Shelter
▨ (green hatch)	Bus Box
▨ (light green hatch)	Existing Vehicle Parking
▨ (orange hatch)	Vehicle Parking
▨ (cyan hatch)	New Paving
▨ (grey hatch)	Paving
‖‖‖‖ (red)	Cycle Parking

N

This drawing is an indicative drawing to be used as an example of what a potential Journey Hub may look like and is not an actual design or drawing

NOTES:

1. This is a proposed location and final designs should be detailed according to local and national guidelines.
2. This upgrade will replace existing parking spaces with two bus stops. This parking will be moved to the East of the new bus stop. This stop should include at least 3 disability bays which will be lost with the upgraded bus stop.
3. The upgrades should not block Carlyle Court entrance.

EXISTING PARKING

EXISTING PARKING

DETAIL A

High Street

Carlyle Court

KEEP CLEAR FOR ACCESS TO CARLYLE COURT

EXISTING CYCLE PARKING

NEW PARKING IN PLACE OF EXISTING BUS LAYBY

DETAIL A
SCALE 1:250

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date

Drawing Suitability	Status

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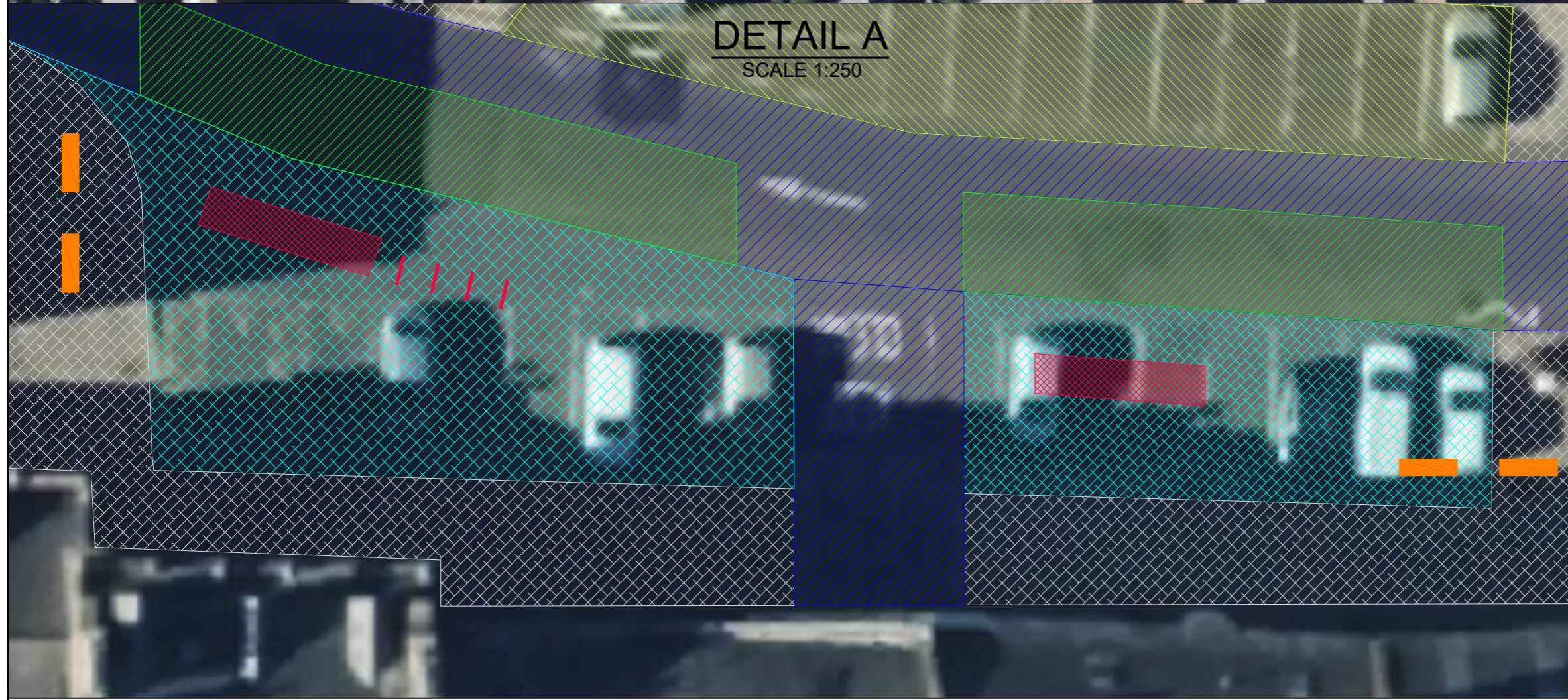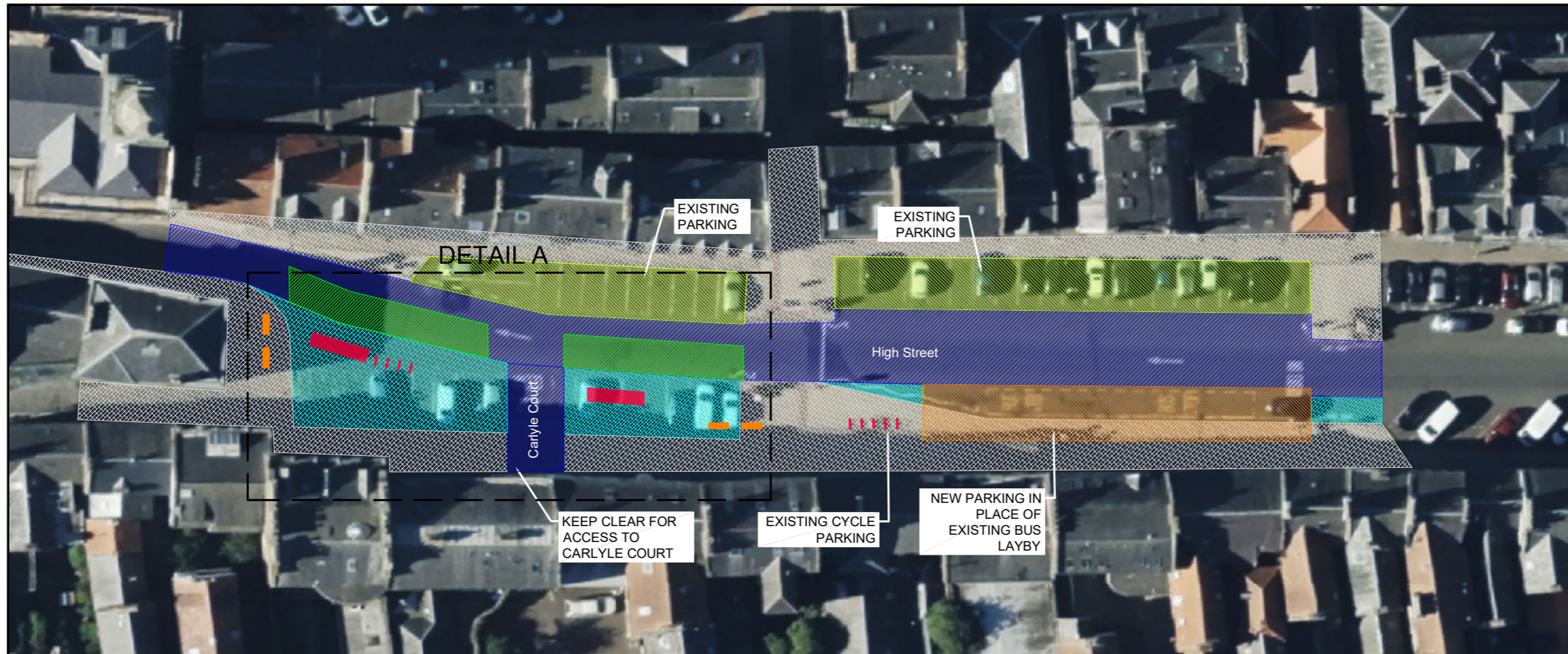Fax:+44 (0)1372 740055
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Client
East Lothian Council

Project Title
East Lothian Journey Hubs

Drawing Title
Proposed layout for journey hub at Haddington High Street

Drawing Number			
Project	Originator	Volume	
Location	Type	Role	Number

| Original Size: | A4 | Scale: | 1:750 | Project Ref. No: | 5224307 | Sheet: | of | Rev: | 1 |

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