



WALLYFORD JOURNEY HUB

A VISIONING STUDY

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East Lothian on the Move

The route to smarter travel

1.0 CONTEXT

1.1 East Lothian Journey Hubs

East Lothian is promoting a network of hubs linked by regular bus services and a coherent active travel network. People travel to the hubs by the most convenient means in order to pick up a link to the next one. The waiting times at the hubs will be minimised due to seamless journey-planning apps and the provision of real-time bus information but, if waiting is necessary, there will be facilities such as seating, public wifi and landscape features to improve the experience.

What is a Journey Hub?

“a recognisable and easily accessible place which integrates different transport modes and supplements them with enhanced facilities, services and information aimed at encouraging more sustainable travel, creating a sense of place and improving journeys and travel choices.” SEStran

Journey Hubs bring the following benefits:

- Raise the profile of public transport and other options for sustainable travel
- Support Demand Responsive Transport by providing network “gateways”
- Support people to move away from single car journeys
- Increase opportunities for people who don’t drive

Ironside Farrar was appointed to assist the Council to develop a Visioning Study for the proposed Wallyford Journey Hub. The study has included an assessment of the site, bus access, active travel links, vehicle charging, potential commercial opportunities and opportunities to maximise and expand active travel opportunities.

1.2 Wallyford Journey Hub

The Wallyford Journey Hub has the potential to become a major sustainable transport interchange within the county and beyond. It is located to the East of Musselburgh at the northern edge of the growing village Wallyford. The existing ‘Park & Choose’ site has proved to be very popular, providing a well-used facility for commuters in East Lothian travelling to Edinburgh and beyond. Prior to changes in working practices caused by the pandemic, the Wallyford car park was nearing capacity and we now have an opportunity to envision how it might look different in future.

The site is accessed from the A199 connecting Musselburgh with the current A1 trunk road and Tranent beyond. An adjacent roundabout connects the A199 with the A6094 / B1361, which in turn gives direct access to neighbouring settlements of Prestonpans, Cockenzie and Port Seton together with the emerging developments at Wallyford and Blindwells.

The disruption to bus services during the Covid-19 pandemic offered an opportunity to re-evaluate the shape they will take in future. Wallyford provides a potential site for interchange between local and express buses. Initial discussions with bus operators has been positive, and there is interest in supporting facilities such as a waiting area and toilets.

Significant investment has already taken place to install vehicle charging facilities and the Council are consulting on associated active travel links through the Musselburgh Active Toun project.



2.0 WALLYFORD PARK & CHOOSE

2.1 Wallyford Park & Choose

The Wallyford site comprises a Park & Choose car park and a triangular area of open space, divided by a short link road. The link road allows bus access only and is the bus pick-up and drop-off point. The Loan, which connects Haddington Road and Wallyford Main Street, currently provides a through route for all traffic and access to the station car park. The Spaces for People programme proposed the creation of a bus gate on The Loan in 2020, which was considered by neighbouring community councils but ultimately not implemented at that time.

The site offers:

- Proximity to Wallyford Station (200m), offering direct rail services to Edinburgh and North Berwick.
- Bus services are provided by Prentice Coaches and Lothian buses, connecting Musselburgh and Edinburgh (routes 44, 44N night service, 108, 111, 118).
- One of Scotland's largest vehicle charging hubs is located on the site, including multiple Destination chargers and 150kW Journey chargers especially arranged for use by longer vehicles.
- Links to the emerging Dunbar to Edinburgh cycle route (the Segregated Active Travel Corridor (SATC), which runs along Wallyford Main Street and past the station.
- Path connections along road-marked cycle lanes and off-road and quiet routes.

Refer to Figure 2 Existing and proposed strategic network.

2.2 Existing Infrastructure

The study included an assessment of the site, bus access, active travel links, vehicle charging, potential commercial opportunities and opportunities to maximise and expand active travel opportunities.

The site audit undertaken in May 2021 recorded the following facilities:

- Parking for 10 bikes
- Zero bike hire stands - neither electric (ebike) nor standard
- Zero car club bays
- Zero taxi bays
- 1 bus stop shelter eastbound, and 1 westbound in dedicated bus access
- Zero public telephone box / public wifi
- Zero live service information
- 32 Destination charging bays
- 2 high-power chargers for longer vehicles
- 11 accessible parking spaces
- Park and Choose signage
- 7 CCTV cameras
- Perimeter trees, hedging and stone walling
- Single car access to / from the main road
- Good quality lighting to car park
- Small publicly accessible green space adjacent to bus shelters
- Part-time hot food outlet van
- Good quality car park surfacing and differentiated parking bays





3.0 EMERGING PRINCIPLES - *The Vision*

3.1 Establishing a Journey Hub at Wallyford

The vision for a high-profile Journey Hub at Wallyford is as follows:

Vision - Wallyford Journey Hub

“Wallyford Journey Hub will integrate travel options including parking and vehicle charging, rail, bus, bike, as well as shared ebike hire and car club. The hub will be distinctive and accessible, with enhanced facilities, services and information aimed at encouraging more sustainable travel.”

The emerging principles that have influenced the design process are as follows:

Improved Accessibility & Connections

Improve the connectivity of the site, with stronger links to the station and to the strategic path network (existing and proposed). High quality physical connections and signage will encourage more sustainable choices of onward journeys by train or bus, and local journeys using the local path network on foot or by bike.

Travel Choice

Ensure that there are adequate active travel connections, to enable people to reach local amenities, schools, places of work and transport hubs by active travel means for everyday journeys. The use of Car Clubs and ebike hire will increase travel choice and opportunity to use more sustainable forms of transport. Onward real time journey information (tourist and traffic information) will increase choice and ease of movement.

Place and Visitor Welcome

Identity and branding to support a ‘destination’ feel to create a sense of place and welcome for visitors to the site, from the road and path network, and those arriving by car, train, bus, bike or on foot. High quality public space, visitor facilities and signage will provide a sense of space and character, to give the feeling of having arrived at a destination.

Sustainable Travel

Work with commercial operators to extend the charging facilities to include bookable spaces for taxis, fleet and buses. Flexible ebike hire will increase travel choice and opportunity to use more sustainable forms of transport. Explore the potential of re-routing the SATC through the Journey Hub.

Market Offer

Provide enhanced facilities, services and information aimed at encouraging more sustainable travel. Provide the infrastructure for additional uses for the site to support the development of the Hub, particularly where these have potential to generate income for the council (e.g. mobile refreshment unit).



3.2 Potential Opportunities

The Wallyford site presents a variety of opportunities. With the changes to post-pandemic working arrangements and lifestyles and increasing uptake of electric vehicles including ebikes, there is opportunity to “grow” the travel choices and range of services on the site. This is also reflected in the growth of housing developments (existing and future) and path networks in the adjacent local areas.

The options appraisal considered the feasibility of the potential design elements, enabling an initial review of the opportunities, as set out in the table below:

Design Element	Option / Action
Bus movements to and around the site, and potential overnight bus parking	EE
Cycle repair station e.g. pump, puncture repair kit etc.	NP
Ebike hire	NP
Cycle parking	EE
Chargers for cars, buses, fleet, bikes	EE
Bookable charging spaces for buses and fleet	NP
Car club parking / chargers	NP
Pedestrian and cycle connections to the existing / proposed active travel routes and local path networks	EE
Ready access (pedestrian and cyclist) to railway station	EE
Travel information / local information	NP
Local information	NP
Overnight campervan / mobile home parking	NP
Kiosk facilities / weather protected waiting area	EE
Play options (equipped and natural play)	EE
Reconfigured landscape and public space	EE

Key New provision - NP Enhance existing provision - EE

3.3 Option Appraisal

The potential opportunities have been further considered in the following section.

Bus Movements to and Around the Site

A number of options to redesign the bus movement to and through the site were explored, to maximise efficiency, utilise space and provide safe interaction with pedestrians, bus and car park users, cyclists and the local community.

An early decision was made to keep the bus and car movements separate, and instigate the bus gate on The Loan. Decisions on bus circulation, parking and charging have been made according to bus movement geometrics, available road widths and competing uses for the space.



Figure 3: Bus Circulation

Cycle and Pedestrian Movements

Figure 2 shows the current pedestrian movements to and around the site. Options for the rerouting of the SATC to and around the site were considered, and are shown in Figure 4. Once built, this path will also provide access for pedestrians.

The SATC route Option 1 was considered the most direct, but would require construction of a ramped access close to the railway line, which is likely to be costly and may not be feasible. Option 2 uses the existing road and path network, while Option 3 will require detailed design work to overcome the level differences along the route. Provision of a multi-user path along The Loan was also considered a good addition to the wider cycle / pedestrian path network, as this is a key route to school.

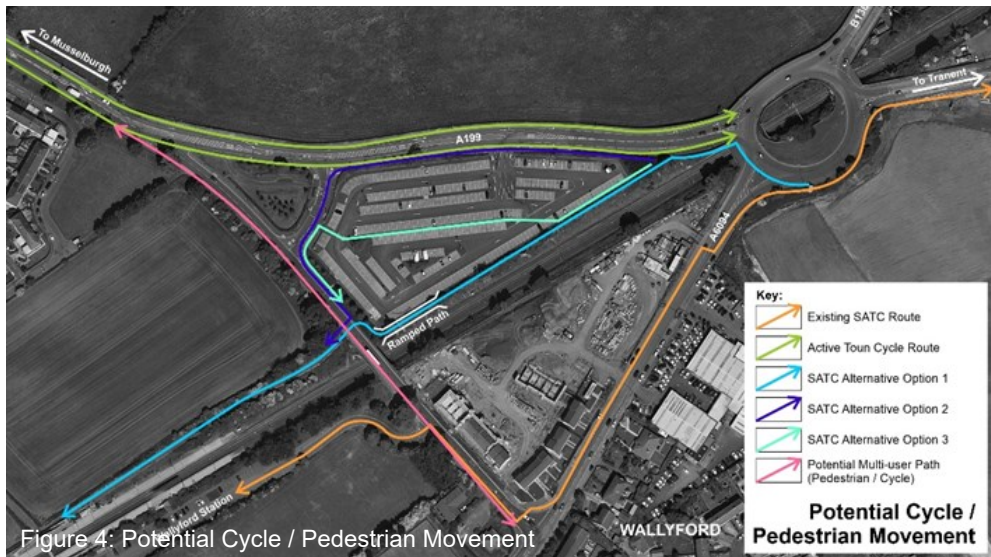


Figure 4: Potential Cycle / Pedestrian Movement

The review considered the high-level design of an on-road cycle route around the A199 / B1361 / A6094 roundabout, providing safer onward routes to the proposed SATC and the Musselburgh Active Toun network. The concept is based on the Cycling by Design guide (2021).

This is for illustration only and will require a considerable amount of further design and options appraisal to ensure it meets the needs of all users.



Figure 5: One option for the re-design of A199 / B1361 / A6094 round-about

3.4 Emerging Concept Plan

The emerging Concept Plan contains several clear options that can be given consideration in isolation and yet will be mutually supportive. Refer to Figure 6 overleaf. Options for further discussion and review include:

- Weather shielding for passenger waiting to cover bus waiting, passenger waiting, bike parking, charging, play facilities and information point etc.
- Information point / free Wi-fi / RTP1 / parking space occupancy sensors
- Bus charging points
- Installation of additional vehicle chargers, and exploration of commercial models for these
- Interchange of local and express bus services
- Reconfigured pedestrian access and egress, particularly to and across The Loan, providing access to the railway station, forming a clear pedestrian and cycling route that can be readily shared with bus traffic. This will include an engineered structure to provide cycle/pedestrian access route to The Loan.
- Reconfigured parking arrangements, including consideration of commercial models:
 - * *Bus charging points*
 - * *Car parking bays*
 - * *Campervan parking*
- Introduction of kiosk style retail café outlet and toilet facilities: the masterplan notes that there is a water supply line along The Loan but there is no foul drainage connection available currently within the site. The drainage will need to be catered for by provision of grey water collection tank (non-preferred) or by cess pit installation (non-preferred) or by installation of a new public sewer, probably best achieved by upgrade to the existing foul sewer located to the north of Haddington Road and illustrated in the masterplan.
- Adoption of bus gate proposals at The Loan: in proposing that the bus gate arrangements are implemented, the decision to make the Link road into public space required a review of the likely operational needs of bus services, both diesel and electric, and this resulted in the masterplan option of provision of new layby facilities on the north side of The Loan; these provide space for uplift and set down of passengers, lay-over parking and can be equipped with bus chargers.

- Redesigned, high quality landscape and public realm areas with play provision for safe activity during wait times.
- Integration of existing and proposed green infrastructure to provide screening, shelter and helps support local biodiversity.
- Integration of a new 3m wide (or wider) cycle connection to the south of the site, connecting to The Loan, and other facilities including:
 - * *Bike stands*
 - * *Public bike hire stations (including ebike hire)*
 - * *Bike station facilities (repair and maintenance)*

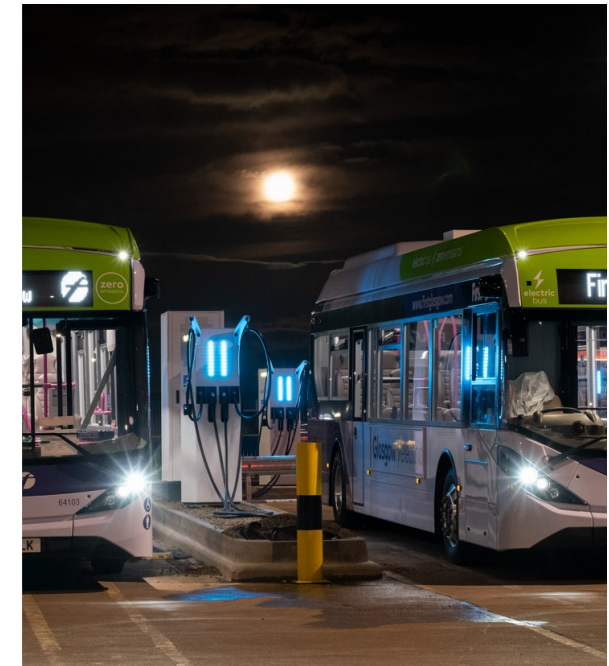




Figure 6: Emerging Concept Plan

3.5 Outline Budget Guideline

The table below sets out the outline budget for delivery of the Emerging Concept Plan, as illustrated on Figure 6.

Concept Plan Options	Low	Medium	High
Bus Gate			
Charging for buses			
Greenspace / Layby / Junction Reconfigure			
Link Road Reconfigure including weather shielding and seating			
E-bike hire			
SATC Reconfigure (£100k)			
Signage and Digital Information Provision			
New Station Crossing Reconfigure			
Drainage and Water Supply			
Kiosk and Toilet			
Parking Configuration			
New 3m shared use path within Bus Gate			
Survey Work , Consultancy Fees and Legals; Client Costs			
Elemental Cost Budget:	50 - 100	100 - 200	200 - 300
Total (£k)	300 - 500	675 - 1,200	400 - 600

The costs are exclusive of VAT and any consultant or survey costs that may be required.

3.6 Delivery Programme

Delivery Plan can be configured to allow a staged implementation of the Concept Plan, once agreed. Suggested delivery stages of implementation that may be engaged with separately or together as appropriate are noted below:

- Introduction of Bus Gate
- Ebike
- Reconfiguration of Greenspace / new layby / bus movement geometry
- Reconfiguration of link road to public space; ebike stands (permanent)
- Redirection of SATC and introduction of new crossing
- Drainage and water supply, kiosk and toilet
- Reconfigure parking for camper vans and commercial EV charging

3.7 Next Steps

The next steps for the project will include the following tasks:

- Desktop technical investigation of the practicalities in providing a foul drainage connection to the current Link area.
- Initial discussions with bus operators to establish agreement in principle to rearrangement of The Loan access and introduction of bus gate.
- Initial discussions with bus operators regarding bus interchange and charging points
- Consideration be given to excluding taxis from The Loan, with bus gate allowing bus, cycle and emergency vehicle access only
- Consideration of operating options for proposed kiosk and toilet facilities; early discussions with appropriate ELC licencing and Planning.
- Progression of TRO for bus gate introduction
- Detailed design of new public space within Link Road
- Technical and Planning Services option review for covered public space area
- Production of outline plans for initial re-routing of SATP from Tranent Road to car park via roundabout.
- Outline plans for construction of laybys within The Loan, and layout of bus stances.
- Consideration of revised general layout of public green space
- Further exploration of the need to extend the capacity of the site should be undertaken once travel patterns are re-established post-pandemic.
- Explore potential funding sources / potential revenue generation (e.g. snack bar concession, charging for campervan parking, leasing spaces for chargers to commercial operators, running bookable charger spaces for fleet vehicles and parking charges)
- Potential timescales for work

Upcoming programmes and events are expected to generate publicity and public interest in the ELC Journey Hub concept, which will help raise their profile and encourage conversations / activities around active travel options and behaviour change opportunities.

4.0 PRECEDENT SPACES

4.1 Examples from Other Transport Hubs



APPENDIX 1: Appraisal

The key opportunities list, contained in section 3.0, was analysed at the initial review stage, and survey / sketch options developed and refined as illustrated in the final concept plan.

Options Review for Car and Bus Movement

Design Element	Reviewed Options
Bus movements	<ul style="list-style-type: none"> Maintain existing Link Road Maintain existing use of The Loan Introduce Bus Gate on The Loan Reconfigure The Loan with Bus Gate Remove Link Road and extend the public realm area, incorporating the open space Passenger shelter facilities
Greater bus access from East Lothian and A1	<ul style="list-style-type: none"> Enter via Haddington Road, exit via The Loan and High Street Enter via High Street and The Loan, exit via Haddington Road Enter and exit via Haddington Road Enter and exit via The Loan
Car parking	<ul style="list-style-type: none"> Suffer loss of existing bays to accommodate changes in provision of other facilities Car Club Facilities
Overnight campervan options	<ul style="list-style-type: none"> Appropriate and separated parking bays Toilet facilities Power Hook Ups

Key: green = selected, blue = further consideration, red = discounted

Options Review for Pedestrian and Bike Circulation

Design Element	Reviewed Options
Pedestrian access	<ul style="list-style-type: none"> Maintain existing connections from all sides of car park Ensure cycle routes are dual use or segregated with pedestrian option Ensure step free access and connection to bus stops and railway station Provide a multi-use pedestrian / cycle path along The Loan
Ready access to railway station	<ul style="list-style-type: none"> Pedestrian access and step free route from Car Park to Wallyford Station
Cycle route connections	<ul style="list-style-type: none"> Direct connection to current SATC and other local routes Redirection of SATC and direct connection to other local routes <ul style="list-style-type: none"> Within car park <ul style="list-style-type: none"> Along northern boundary Through Car park Around car park Ensure cycle routes are dual use or segregated with pedestrian option Upgrade local SATC connections to provide safe travel within existing strategic routes: <ul style="list-style-type: none"> Haddington Road The Loan Wallyford/A199 roundabout
Cycle parking	<ul style="list-style-type: none"> Provision for 20 bicycles, extendable

Key: green = selected, blue = further consideration, red = discounted

Options Review for Car, Bus and Bike E-Charging

Design Element	Reviewed Options
EV charging points	<p>Cars</p> <ul style="list-style-type: none"> • Allow for additional 12 bays within car park = 48 total • Additional spaces within The Loan Greenspace <p>Buses</p> <ul style="list-style-type: none"> • Charging options <ul style="list-style-type: none"> ◆ Link Road ◆ The Loan ◆ Within Car Park
Ebike hire	<ul style="list-style-type: none"> • Ebike stand equivalent size to Brunton Journey Hub

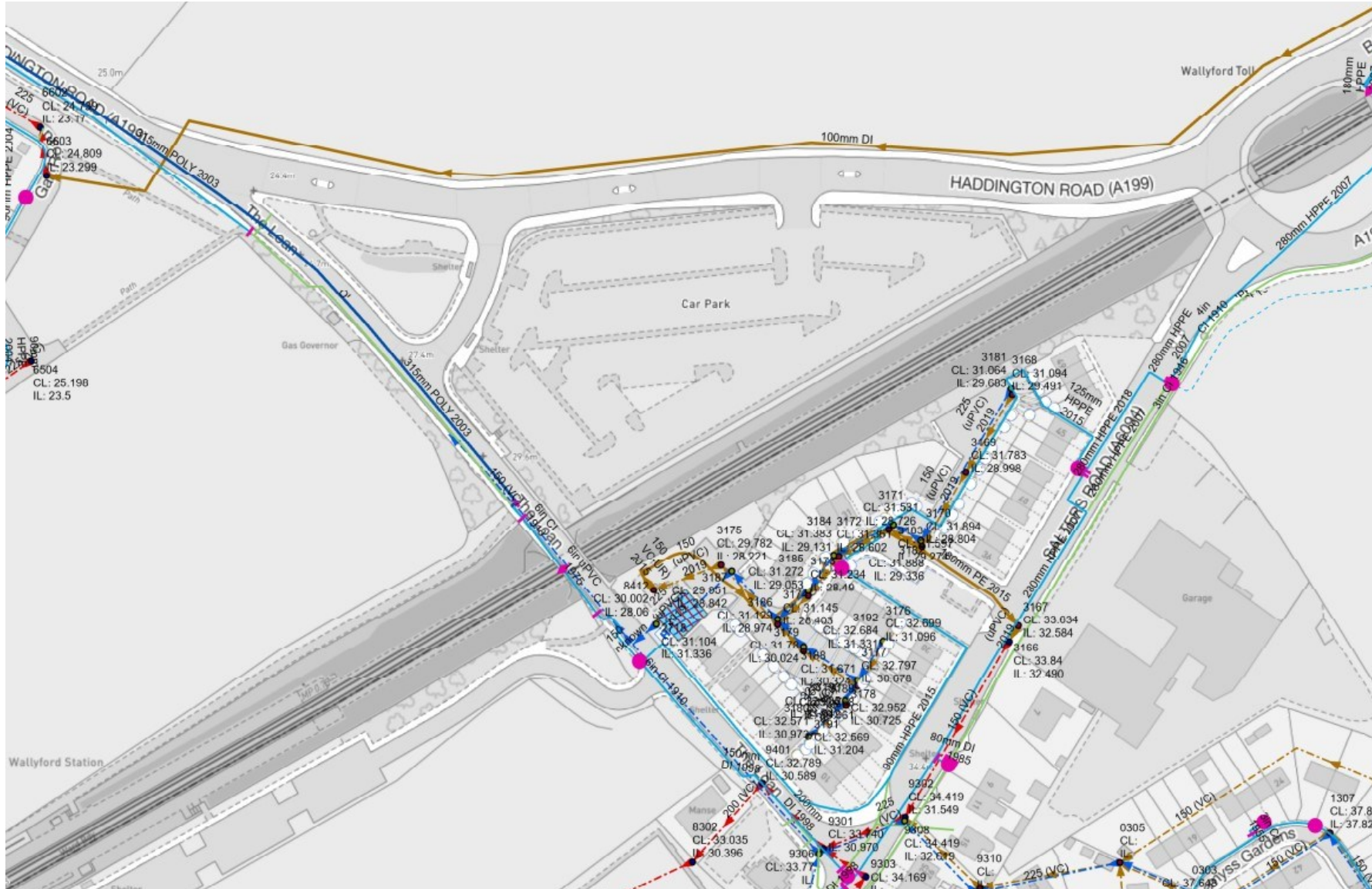
Key: green = selected, blue = further consideration, red = discounted

Options Review for Travel Information, Kiosk Facilities and Play

Design Element	Reviewed Options
Travel information	<ul style="list-style-type: none"> • Digital real-time Bus and Rail information boards • Route Maps and website QR links
Local information	<ul style="list-style-type: none"> • Visit East Lothian publicity and information board • Local attractions • Walking and cycling routes
Kiosk facilities	<ul style="list-style-type: none"> • Simple structure compliant with 'open space' planning designation • Water supply • Waste connections • Franchise / bid opportunity • Drive through and walk up • Walk Up only
Play options	<ul style="list-style-type: none"> • Use of existing green space • Allocation of 'new' space • Shelter / cover • Equipment • Natural Play

Key: green = selected, blue = further consideration, red = discounted

APPENDIX 2: Service Information



APPENDIX 3: Eco Toilet Facility



Eco

The Eco toilet is designed for public spaces, suitable for reduced mobility users

Designed to withstand the most demanding climates, the Eco is a completely 'off-grid' toilet system which does not require access to sewerage or electricity systems and does not use any chemicals.

The Eco is the appropriate product for sites with frequent visitors. It has been installed by The National Trust, the RSPB, the WWF and numerous allotment associations throughout the UK. Please contact us for more information and prices.



A toilet which can be installed anywhere which does not use water, chemicals or electricity - 100% ecological



FEATURES:

- Highly durable, galvanised steel frame
- Self contained foundations in a steel ring
- Foundations can be concrete, or gravel for ecologically sensitive sites
- Galvanised steel sliding door with 4 point fixings
- Clad with long lasting, chemical free Thermowood®, roof made from Glass Reinforced Plastic (GRP) coated SmartPly
- Entire unit can be installed in two days
- Dimensions: 1500 x 2300 x 2550 mm