



Fa'side
Area Partnership

Tranent Town Centre Charrette

The Fraser Centre and Ross High, Tranent: 26 - 28 March/30 April 2015



This is a record of the Tranent Charrette, held as part of a process of developing a town centre regeneration framework for Tranent

The sponsors were

The Scottish Government
The Fa'side Area Partnership
East Lothian Council

The event was held in The Fraser Centre, Tranent and in Ross High, Tranent

Charrette: 26 – 28 March 2015
Follow-up event: 30 April 2015

East Lothian Council
John Muir House
Brewery Park
Haddington
East Lothian
EH41 3HA



Tranent Town Centre Charrette

final report

July 2015

Kevin Murray Associates
Willie Miller Urban Design
Peter Brett Associates
icecream architecture



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1 executive summary



The Tranent Town Centre Charrette was a 3-day intensive design event held between 26 and 28 March 2015 with a follow up launch event on 30 April. East Lothian Council and the Fa'side Area Partnership, following a successful application to the Scottish Government for charrette mainstreaming funding, commissioned the charrette. The team appointed to run the charrette was led by Kevin Murray Associates and included Willie Miller Urban Design, Peter Brett Associates and icecream architecture. Local stakeholders and agencies, local businesses, residents and groups attended the charrette.

Prior to the events taking place, conversations were initiated locally through visits from the charrette team to Tranent, social media campaign and a 48 hour pre-charrette intensive visit organised by icecream architecture. The purpose of this pre-charrette stage was to raise the profile of the event and its purpose (often in the first instance answering "what is a charrette?") and to continue developing the baseline of local issues and ideas.

The charrette event itself began on 26 March with a welcome and introductory presentations and a site visit, in order to bring all those in attendance to the same base-level of understanding and to begin to share local knowledge and perceptions of the area. The team used the initial discussions from the site visit to



work through future scenario exercises and more detailed place studies with attendees. The evening session created a further opportunity for involvement and input to the charrette, with a good turnout from the local community, including the Recharge Youth Group who play an important role in the town centre.

Review and design were the primary activities of the second day of the charrette, with input from specialist East Lothian Council officers and an open design studio in the early afternoon. The time was used by the team to develop the framework for Tranent town centre and areas of detail, in particular the focus areas of Civic Square, High Street and Fa'side Lodge. The design work was curated into an exhibition for the final morning. The final day's format was a drop-in exhibition of the ideas generated, closing the event with a more formal presentation and discussion of the outputs.

The charrette outputs formulated a strategic set of principles for the town centre. The principles that were established for the regeneration of Tranent Town Centre were:

Improving the function of traffic in High Street:

- Traffic flow and volume acts as a constraint on movement through the town, but also on the quality of environment that the town centre can offer to local businesses and

people who are using them, and the quality of centrally located public spaces.

Better pedestrian spaces, paths and crossings:

- Enhancing the pedestrian experience would serve to better connect the town centre to other parts of Tranent, particularly the areas immediately north and south of High Street which have got a number of good facilities. Crossing High Street can be difficult in parts when traffic is busy and improving this would improve the safety of the street and aid movement.

A new square and a sense of a 'heart':

- A quality space in the centre of Tranent that can function as the 'heart' of civic and community events, and play an important social role in the town was identified as important.

A community hall and performance venue:

- Tranent is a local hub, yet lacks its own community hall that can accommodate different groups, performances and other events.

Better 'back side' links and spaces behind the High Street:

- Tranent has a very good network of lanes and smaller pedestrian links. However, the quality and lack of sense of safety means that these are not used as well as they could be. Upgrading these areas would better connect lots of areas, and also enhance one of the unique and 'fun' aspects of Tranent, discovering the lanes and routes that can be taken on them.

Make much more of the Tranent heritage and identity:

- Tranent has a distinctive heritage, in particular the transition from an agricultural to an industrial place. Its coal-mining legacy is alive in many residents today who either worked the mines themselves, or their families did. This close connection creates an opportunity to make more of the town's heritage and to explore it further, back to Tranent Tower and the role that this may have played in the area.

Maintain and increase the variety of shops and cafes:

- Tranent is fairing better than many Scottish towns of comparable size and proximity to large urban areas, however it still has a lack of variety on High Street with many bookmakers and takeaway shops. Many felt there was scope for a greater variety to cater for local people without them having to travel to Edinburgh to purchase clothes and shoes, an often-cited example during the charrette.

Parking that facilitates a vibrant town centre:

- Parking is an issue in Tranent, with much discussion on whether this is from under-provision of parking or the wrong parking in the wrong place with the wrong regime. A new management regime that discouraged long-stay parking and encouraged higher turnover would create space for people who were using the shops and facilities in the town centre. In addition to this signage to let people know where there was available parking behind the High Street, with improved pedestrian links from these parking areas would be beneficial.

A mechanism to draw all of these elements together.

- The community facing elements would need a mechanism to pull together the many facets of the plan to regenerate Tranent town centre. In particular this relates to the development of a community hall, which would need a vehicle that was able to bid for and capture funding. The plan is principally about the sum of multiple small to medium scale improvements that will have a greater impact than a single 'big ticket' redevelopment could.

The outputs from the main charrette event were further refined for a follow-up event on 30 April. These were divided into thematic or geographic projects, with an overarching framework to tie all of the elements together to deliver on the strategic vision above.

A new civic square

An urban design analysis of the options that were brought forwards at the charrette including options for the former library buildings. Creating a connection between Loch Road and Well Wynd creates an opportunity for a one-way system in the town centre, which has to be balanced against the options that look to calm two-way traffic in High Street and offer a larger space at Civic Square. The implications of traffic reduction measures beyond the town centre must also be considered in the analysis of the civic square options. Key to all of the options is the

development and redevelopment of buildings in the area with active and accessible ground floors that will animate and enliven the area.

Improving High Street

The recommended approach for High Street is based on shared space concepts that modify driver behaviour allowing pedestrians to be in greater control of the town centre environment. This begins with vehicle attenuation zones at either end of High Street that physically signal to drivers that they are entering an area with a different set of 'rules'. Vehicle lanes are narrowed through widening the pavements and introducing a median strip, again to slow down drivers. Benefits to pedestrians include crossing points that are pedestrian priority areas that have been aligned with desire line routes from the areas to the north and south of High Street. Wider pavements create more space and freedom for movement. Benefits for town centre business are that this retains traffic and parking (although this may be slightly reduced), improving the pedestrian environment encouraging people to spend more time in the town centre and wider pavements creating the opportunity for outdoor seating or displays.

Small spaces around High Street

There are a number of smaller spaces in the town centre, particularly around key buildings, that could be improved to tie

together High Street and the numerous civic assets to the north and south of the main street. Creating social spaces enhances access to these facilities, creates an opportunity to bring activity from inside these venues outside and signals that these are significant places within the town centre.

Loch Road and the lanes

There are a number of key facilities and buildings on Loch Road that appear to exist and function separately from the town centre in spite of the proximity between these and the main street. A radical approach to a reconnection would be through realigning Loch Road to bring the frontages of the Loch Centre and Health Centre closer to the street, and create a residential development site that would complete the urban grain of the area. This would be further enhanced with the social spaces outside these and other buildings connecting to improved lanes connecting to High Street. On the north side of High Street, there is an opportunity to claim back space from the rear gardens of properties to create a wider 'backside' lane. Widening this lane would improve the feeling of safety with increased sightlines, improved lighting and the opportunity for public art and planting to make this important pedestrian route feel useable. This is particularly significant as this lane connects several car parks to the main street.



A new park and car park

The currently underused greenspace that sits between the George Johnstone Centre and the new care home/day centre was recognised as a site that has a number of community-facing facilities and proposed facilities around it. Recreating this space as a park with multiple uses would tie the area together in a more coherent fashion. Uses in the park could include a skate park, community growing spaces and allotments and informal social greenspace.

The area of greenspace at Balfour's Square was identified as an opportunity to create a car park that would serve the town centre with a connection through the 'Backside' lanes as well as Forester's Park, the venue for Tranent Juniors Football Club.

Improving the historic environment

Physically improving the historic environment includes three key moves. The first is to capitalise on the CARS funding that was secured by East Lothian Council for Tranent's conservation area. The monies could be used for shopfront improvements on High Street, positively changing the feel of the town centre. Secondly the redevelopment of Fa'side Lodge creates an opportunity to recreate some of the historic urban grain in this part of Tranent, with a residential development of 1 – 2 storey scale and a contemporary twist on the architectural type seen in this

part of Tranent. The development would be closer to the street, adhering to historic convention in the area. The third move, is the more ambitious restoration of Tranent Tower to act either as a central location for interpretation of Tranent's story or as tourist accommodation. Access to the tower is complex and could be taken either from Church Street or through Sandersons Wynd, dependent on the final use of the restored property. These physical improvements could be complemented with improved interpretation of Tranent's story particularly the Tranent role played in the period of transition from an agricultural to industrial economy.

Outputs and Implications

Peter Brett Associates considered the implications for Tranent from transport and economic perspectives. In terms of traffic, there are longer-term aspirations for traffic movement around Tranent, particularly beyond the town centre and related to future development. Roads that functionally bypass the town centre will have a positive effect in reducing non-user traffic. There are several approaches that are discussed that have implications.

Approach 1 – New Connections Around the Town: longer term developments could provide alternative routes to travelling directly through the town centre, reducing the volume and type of traffic (HGVs etc.)

Approach 2 – Active Travel Initiatives: improved local walking and cycling routes and an active travel campaign to encourage a modal shift from car to walking and cycling for local journeys to town centre facilities. This would relieve pressure on the road network and town centre parking.

Approach 3 – High Street Traffic Calming: Traffic engineering measures could be introduced to slow traffic on the High Street and encourage heavier vehicles to take an alternative route along the A1, bypassing the town altogether. This could involve some reallocation of road space away from vehicular traffic to pedestrians and active travel modes. However this could lead to significant congestion in the absence of alternative through routes from the south and east in particular.

Approach 4 – Town Centre One-way System: A one-way system with traffic running from Church Street to Ormiston Road on High Street and returning via Loch Road (this would remain 2-way to the new link road) and through Civic Square would allow for the reallocation of road space for pedestrians on High Street.

The traffic issues surrounding Tranent High Street have been recognised in East Lothian Council's current Main Issues Report (2014). A transport modelling exercise is planned to look at both the strategic and local traffic impacts of the full extent of the development plan allocations. This modelling exercise can develop these options in detail using a mix of microsimulation

Charrette follow up launch event on 30 April 2015



and strategic transport modelling. The options developed during the charrette can be taken forward into this modelling and appraisal exercise.

Regarding the economic and town centre use implications, physical changes in the town centre proposed through the charrette process provide a basis for the development of the local town centre economy and a positive shift in how the town centre is used and its user base. Improvements to High Street and the gateway sites at the Ormiston Road junction and Civic Square/Winton Place would signal positive change in the town centre, inviting increased usage and ultimately new businesses or investment in existing ones. The measures in the regeneration framework are designed to increase footfall for all Tranent residents. Those who currently make the lowest use of the town centre need to be made aware of the planned changes and encouraged to use the town centre more. Additional private investment will not be attracted if existing spend/usage patterns continue.

Delivery and Funding

Delivery of the charrette-generated plan will require collaboration between multiple agencies and players and will need to draw from a range of funding sources, with a view to



levering the type of private sector investment that will deliver on the strategic vision.

There is already a good governance structure in place, with the Tranent town centre working group and the Fa'side Area Partnership. It is therefore envisaged that we simply require a Tranent Town Centre Delivery Team within that structure, that focuses on and co-ordinates the delivery of different elements of the plan as these come forward.

In addition to this it may be necessary to establish additional support vehicles for delivery such as a community development trust or a business improvement district that can direct investment locally. There are multiple sources of funding that could be applied for, with many sources specific to project types, such as Sustrans funding for active travel projects, or Lottery Funding for heritage and cultural projects. East Lothian Council have already demonstrated success in securing significant funding for Tranent with the Historic Scotland CARS funding package.

Proposed Next Steps

1. Review the content and actions arising from the charrette to reach an agreed outcome on the way forward
2. Establish the Tranent Delivery Team within the Fa'side Partnership structure, bringing in other delivery agencies and specialists as necessary to project manage the process
3. Undertake further detailed design, costing and policy support work to progress the delivery process
4. Hold a Delivery Workshop event to review links, costs, delivery priorities
5. Prepare and make funding bids for projects not already funded
6. Deliver on committed projects as funding and/or staffing becomes available, including trial or temporary projects.

2 charrette introduction and background



East Lothian Council successfully secured charrette funding through the Scottish Government's 2014/15 Charrette Mainstreaming Programme, following the prioritisation of town centre regeneration in Tranent by the Fa'side Area Partnership and the establishment of the town centre regeneration working group. In February 2015, Kevin Murray Associates and co-consultants Willie Miller Urban Design, Peter Brett Associates and icecream architecture were commissioned by East Lothian Council and the Fa'side Area Partnership to deliver the charrette and a town centre framework for Tranent, East Lothian.

The charrette was planned to take place in late March, with pre-charrette engagement to take place in the weeks ahead of this in order to stimulate participation in the charrette, to animate the town centre and to begin to get a key handle on the issues that the community using the town centre considered to be significant. Social media was also used to engage with people ahead of the charrette with a dedicated Twitter account (@tranentcharret) and Facebook page being set up. Tweets on the charrette adopted the hashtag #wearetranent.

The charrette was planned over 3 days from 26 – 28 March, in The Fraser Centre and Ross High Tranent. The charrette was set-up to allow as many people and groups to participate as

possible, with evening and drop-in sessions. The overall aim of the charrette was to be a progressive event with each session moving the ideas towards solutions. Local people – of all ages and representing different community groups and interests, made over 150 contributions over the course of the charrette. This was supplemented with a follow-up event on 30 April, billed as a discussion on the future of the town centre with a survey allowing for further feedback.

The town centre framework provides a strategic plan for the town centre, with a focus on key sites, High Street, and nodes that begin to glue together functions in different locations, creating synergies that enhance the function and attractiveness of the town centre.

This report encompasses the charrette process and outcomes, and the town centre framework as the final output from the charrette, including providing initial direction on governance and funding for its delivery and implementation.



3 tranent



Tranent Demographics and Community

Tranent is the largest town in the Fa'side area of East Lothian, which has been experience a growth in its population over the last decade. The 2001 census date put the town's population at 8,892¹, and the 2011 Census at 11,642², a 30.9% increase, and a growth trajectory that has continued over the last 4 years. The ward level data states that 70% of the "chief earners" in a household are employed outside East Lothian. The demographic mix in Tranent appears to be slightly younger than the national picture with approximately 21.5% of the population are children, 60.75% are working age, and 17.85% pensionable age. Tranent is an important town for the surrounding villages with multiple schools, doctor surgeries and dental practices serving the wider area.

Tranent and its surrounds have been the subject of several recent consultations, as part of the East Lothian Council's emerging Local Development Plan and the Tranent and Elphinstone Community Action Plan 2014 – 2019, which provided both context and momentum for the charrette process, as there was not a sense of beginning from 'square one'. The Community

¹ Scotland Census 2001, scroll: <http://www.gov.scot/resource/doc/307126/0096540.pdf>

² Scotland Census 2011, Area Profiles, Tranent: <http://www.scotlandscensus.gov.uk/ods-web/area.html>

Action Plan highlights that residents believe the place has a good community spirit, with good facilities and access to both city and countryside. On the negative side the environmental quality of the High Street, including congestion, is considered an issue, and there appears to be an issue regarding the capacity of facilities to cope with the increased population and the offer of retail and food and drink in the town centre. Of particular relevance to the charrette is the Community Action Plan's Theme 1 Local Economy & Heritage that prioritises: revitalization of the High Street; improve traffic management and road safety; community events; and develop and display heritage information. It was important that the charrette took cognisance of these consultations in order to make progress and a significant contribution to realising these priorities that have been identified by the community by bringing them together in a regeneration framework with clear design interventions and traffic and pedestrian options that greatly enhance the quality and desirability of Tranent town centre as a location for business and leisure.

In terms of governance, the Fa'side Area Partnership provides a vehicle for the Council and local communities to work together on local issues, and as part of this there is the Tranent Town



Centre working group. This group was established as the Fa'side Area Partnership identified regeneration of the town centre as one of their early priorities, resulting in the application for charrette funding from the Scottish Government.

Key issues identified pre-charrette

There were a number of issues that had been identified ahead of the charrette, primarily through previous consultations and the application for charrette funding. Traffic flow in the town centre was identified as a key issue. The level of traffic, and its stop-start nature has a detrimental impact on the town centre environment. The current configuration places a controlled junction at Ormiston Road and High Street, and a mini-roundabout at Church Street and High Street.

Car parks near the town centre are often over utilised. Many off-street car parks are often full early in the day, most likely by commuters and traders, with limited capacity left for visitors, which affects the economic vibrancy of our town centres. This problem is partly related to insufficient long stay parking provision with an associated lack of balance between the provision of short stay and long stay parking. This leads to long stay parking occurring in inappropriate locations.

Currently there is limited enforcement of parking restrictions leading to their frequent abuse. This creates localised bottlenecks from illegal and indiscriminate parking creating



traffic and car parking identified as problems for the town centre



congestion. In addition, there is low turnover of on-street parking spaces, especially around key commercial streets, as any restrictions that are in place are not adequately enforced. Alongside this, there are issues affecting the ability to deliver goods. This includes too few and/or poorly located loading bays, abuse of loading bays, the need for double parking when receiving deliveries and other general parking problems. There is also a lack of disabled parking provision.

In addition to the High Street there were a number of sites that had been identified for the charrette to consider. These sites are those that are currently undergoing transition and/or sites in key locations that could have a positive impact on the town centre. The sites were the Old Infant School, Fa'side Lodge, Civic Square, Loch Road and the site at the Ormiston Road/High Street junction.

Finally, use of the town centre by all of Tranent's residents was a key issue. Town centre footfall in Tranent was recorded as the lowest per head of population in the Fa'side area at 0.16 visits per week per person (against Musselburgh's 0.4 visits per week per person, the highest in the area)³. Given the town's growth over the last decade, primarily into new housing and its relationship to the Edinburgh commute to work area attracting Tranent residents into the town centre and to retain the economic benefit of this would be a key issue to overcome.

³ Weekly Town Centre Footfall 2011/12, Fa'side Ward Profile – Version 2, Jan. 2014, 42.

4 charrette process

pre-charrette engagement in Tranent



Pre-Charrette engagement

Icecream architecture led the pre-charrette engagement with a 48 hour intensive visit (19-20 March) that included school visits, on-street engagement and working with local groups. The purpose of the pre-charrette engagement was to stimulate interest in and promote the charrette event, animate the town centre with a different activity and gather early issues and ideas from the community using the town centre.

Children's workshops included Primary 5 – 7 pupils from MacMerry Primary School, St Martin's Primary School and Pencaitland Primary School. In addition to this were the Brownies and Girl Guides groups that meet at Sanderson Wynd Primary School. The focus of the activity with these groups was to identify places that children wanted to see improved, places that they liked and would like to be made more prominent, and to creatively suggest new ideas through drawing. Areas that were of focus included:

- 3G football pitch, well used but other activities could also be offered
- Rugby club, popular and with strong school connections, but changing rooms need attention, as do rugby posts. Could it be the location of a skatepark?
- Fraser Centre, considered a good venue, but could be bigger



and have a more obvious street front.

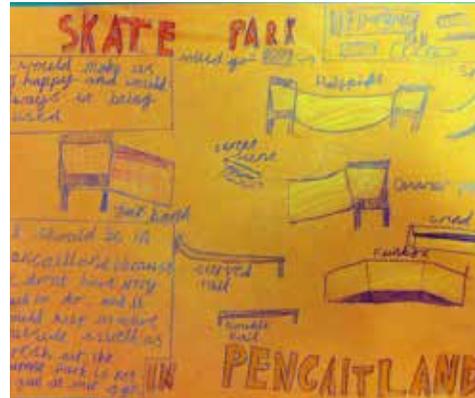
- Loch Centre, another popular venue that was seen as a fun and safe place.
- Concerns were raised about feeling unsafe out and about in Tranent after dark due to older youth and outdoor drinking.

The on-street engagement used icecream architecture's handcart, creating a feature in the town centre, and the large vinyl map. The aim was to create a point of focus temporarily in the town centre and start conversations. A mixed age-range engaged with this, and importantly local retailers participated. The recurring suggestions included:

- A cinema with comfy chairs
- Need for more activities for both youth and elderly
- Space for clubs to have own lock-up and storage facility
- Indoor spaces for kids to hangout
- A skate park
- Clothes shops in the town centre
- Make High Street a one way system with traffic returning via Loch Road and through Civic Square
- High Street was considered to be dangerous
- A safe crossing point near the mini roundabout at Church Street/High Street is needed
- Clothing and shoe shop in Tranent to prevent people from having to travel to make purchases, particularly important to elderly residents
- Polson Park needs regenerated.

Session	Pre-charrette	Day Session: Thursday 26 March	Evening Session: Thursday 26 March	Open Design Studio: Friday 27 March	Exhibition and Presentation: Saturday 28 March	Follow - Up Event: Thursday 30 April
Attendance nos.	c.120	36	34	13	26	46

pre-charrette engagement with various schools and community groups in Tranent



site walk through Tranent town centre on the first day of the charrette



Charrette Day One

The charrette participants were officially welcomed on behalf of the client by Tom Shearer, Head of Communities and Partnerships, East Lothian Council and Interim Chair of the Fa'side Area Partnership. Setting up the charrette, he discussed the more recent history of development in Tranent, noting that Ross High was a positive catalyst for the town centre, but development of 'edge' housing had not made a similar contribution. The town is now at a point where its infrastructure is quite constrained, particularly in terms of traffic and movement. However, the charrette is an opportunity to revisit this and consider how to bring variety to the town centre and create a thriving area that serves both Tranent and the surrounding areas.

Site walk

Participants had the option of four variants of the site walk, all of which exited through the rear of the Fraser Centre, which provided an opportunity to hear about the proposed redevelopment plans for the Fraser Centre from David Orr, the centre's Development Manager. The variants for the site walk were:

1. High Street and Conservation Area
2. High Street and Loch Road
3. High Street, back lanes and Foresters Park
4. High Street and wider connections (including the Heugh)



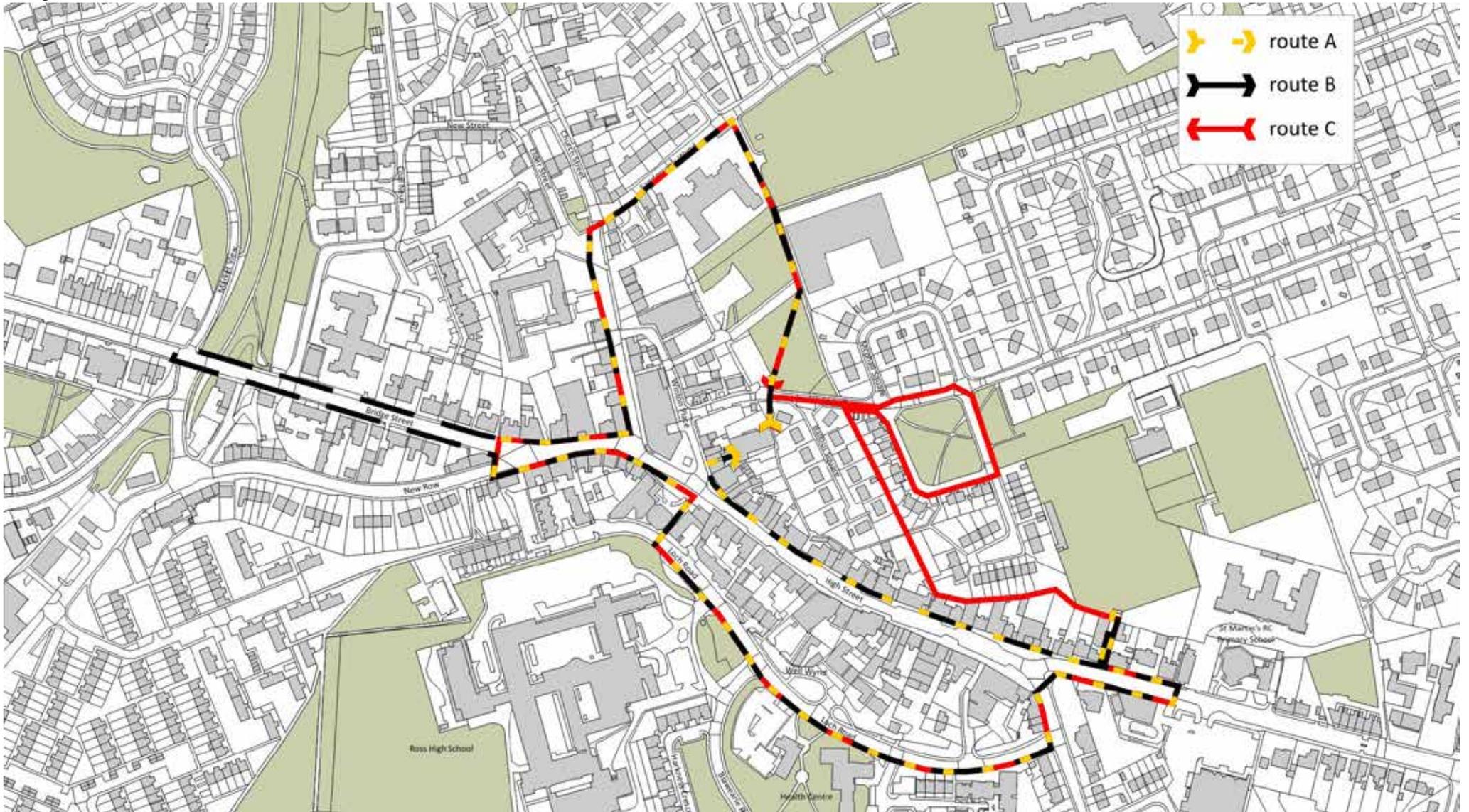
The purpose of the site visit was to gain a common understanding of the charrette area by walking the site in a group, gaining insight from different impressions; local knowledge and the common experience of the site walk itself. This is an important aspect of the charrette and provides a baseline from which to start analysing the place and work towards developing solutions.

The common observations that emerged from this session were: **Lanes** – the pedestrian lanes on both sides of High Street (the lanes on the north side known locally as the 'backsides') provide a good opportunity to connect existing areas and improved areas to the town centre. Currently these could be improved for quality, feeling of safety and making direct links between places that could make a positive contribution to the town centre, from additional car parking to the well-used Loch Centre.

High Street – the street was considered by all groups to be a worthwhile place to be, with a slightly better current state-of-affairs in terms of shop vacancies than many other main streets in Scottish towns. However, the variety could be improved, as could the frontages of many of the shops (betting and takeaway shops in particular). Traffic movement on High Street was considered to be flowing more freely at the Church Street mini roundabout than the Ormiston Road traffic controlled junction, however the mini roundabout was more difficult for pedestrians.



walking routes



Greenspace – while there is greenspace within the town centre it is either of low quality or low function. Connecting the disjointed greenspace on the Loch Centre side of High Street could improve how this area with the health centre, etc. connects to the town centre, and reconfiguring the greenspace between the Fraser Centre, George Johnstone Centre and Old Infant School to make it more purposeful would make a positive difference to the north side.

Civic Square – many on the site walk felt that the buildings at Civic Square were discordant with the rest of the town centre's buildings, which could be primarily described as heritage buildings. Redevelopment was therefore considered the best way forwards for the buildings. In terms of the open space there was agreement that more could be done to create space that was active and vibrant, including reducing the impact of traffic noise.

Development opportunities – several sites were noted as opportunities for development, for different reasons. Tranent Tower as a heritage feature; the Heugh as an underpass, long distance route and connection to Polson Park; the Coop Buildings, Civic Square buildings as mixed use opportunities; Fa'side Lodge; the old Infant School; and the Ormiston junction car lot.

scenario development on day 1 of the charrette



Parking – widespread parking on single yellow lines was observed, particularly along Loch Road. The lack of enforcement subsequent to the withdrawal of the police traffic warden appears to be widely known locally, and this is reflected in parking behaviour. There is also a perception that some people from outlying areas are using Tranent as an unofficial P&R, taking advantage of unrestricted parking and the £1.50 Lothian Buses fare (Tranent sits inside this fare-zone, beyond this the fares rise). These cars are occupying spaces across the day and bring little if any economic value to the town. Although there were free spaces in the off street car parks observed on the day, had all the cars which were parked on single yellow lines been in the off street car parks these car parks may have been fully utilised. There was a feeling that the current level of off-road parking provision is piecemeal. An option suggested was to create a new single car park to the north of the High Street.

Scenarios

The second group work exercise was a scenario planning exercise, the purpose of which is to allow participants to create a future scenario for Tranent without prejudice. This exercise enables participants to imagine a future that has already brought about change through a particular 'driver' activity. The change may or may not be desirable and the exercise acts as a test bed for ideas and the implications of these. Feedback from



each group starts to build up a layered future for the place. The different drivers used were:

- **Movement – including traffic, cycling and walking connections**
- **Economy – growth of a local economy**
- **Heritage – unpacking the Tranent story**
- **Civic realm – public space and public life**
- **Community life – housing, community and social facilities.**

The groups went into some detail on how their future scenario would look in terms of the key moves required to get Tranent to this point and the people who would be using and working in the town centre. The following are the key points from each scenario:

Movement: *Sustainable Belters*

- An active travel friendly centre for walking, cycling etc. This would encourage people to stop as they pass through. This connects to longer distance routes to the edges of Tranent and beyond.
- Shared surface – the vehicle would no longer be dominant on High Street with space being dedicated to pedestrians and cyclists.
- Developer funded bypass- as new development to the south and east comes on stream, a bypass could be funded that would relieve traffic pressure from the town centre.

scenario presentation on day 1



- Parking management strategy – cars are not excluded from Tranent town centre, but a parking management strategy is in place to ensure that parking works well for local business and those using the town centre.

Economy: *Content in Tranent*

- Population increase – with more housing development, increase the number of people who live in Tranent and will use the town centre.
- More local business – increased population would generate more local demand, particularly for businesses meeting the needs of local families and adding to the town's supply chain for other local businesses.
- Town centre environment improvements – create an environment that attracts people to visit High Street, the town centre and surrounding greenspaces, encouraging them to spend more time and more money
- Housing in Tranent town centre - increasing population close to the core of the town would further support and stimulate demand in the town centre.

Heritage: *Belter of a Place*

- Co-op ethos preserved in the town, using the heritage assets of the town to build local skills and unpack local culture. Bring this together to create a place that attracts people to see the place and learn about it.
- Mining heritage – share and preserve local stories and

memories both with physical interpretation sites and through education, events etc.

- Old Infant School – preserve building and use as a hub for developing local skills and crafts.
- Tranent Tower – restore and use as an interpretation centre for the area and capture long distance views to the countryside, coast, Forth and Fife.

Civic realm: *New Belter Land*

- A walkable place – historically Tranent was a walkable place, with home life and work in the coal pits in close proximity, carry through this scale for the town centre.
- Lanes – make these inviting routes that connect High Street to the areas to its north and south. There is scope for the 'Backside' lane that runs from behind the Fraser Centre to be expanded by taking some space from the back gardens, and lower the walls to visually open up the lane.
- Community greenspace – reconfigure the greenspace between George Johnstone Centre and the care home as a multi-purpose community greenspace incorporating community growing, allotments and playspace, etc. This area would act as a focus point for the community facing buildings in this cluster, including a re-used Infant School.
- Cross – the area at the end of Winton Place as a pleasant space for café seating, events, markets etc.
- Civic Square – removing the building to create a large space that could create room for a central interpretation point in Tranent.

Civic and community life: *Transvergence*

- Old Infant School – a multi-use community facility with a hub for agile/remote working, high-speed Internet access etc. This would keep people working in Tranent and aid maintaining family life.
- Greenspace – a skate park, space for after school activities (although close to nursing home), so need some sort of screening. Connect these play and activity areas to a great park space, forming all age area.
- Housing – a brownfield first approach, with higher density and a focus on the town centre, bringing in activity. A mix of types and tenures – family housing, amenity housing and single person dwellings.
- Health and leisure hub – make more of the facilities to the south of High Street along Loch Road being clustered together and in close proximity to the town centre and other sports and leisure areas through good cycle and walking connections.
- Civic Square – the focus of civic life with space for markets and events.

At the close of this session the contradictions and commonalities were briefly discussed. The primary contradiction in the scenarios arose in how each dealt with traffic, but not the principle of reducing its impact. The commonalities existed around connecting the areas to the north and south of High Street through the lanes, making more of the community and

heritage assets (both existing and potential) and taking a town centre first approach to increase density and activity to support business and vitality in this area.

Detailed sites

The outcomes of the scenarios exercise were used to shape the following session, by taking a more detailed look at the sites that had emerged as significant. The purpose of these more detailed examinations was to test and progress ideas that had arisen during the course of the day. The areas were:

- 1. Fa'side Lodge redevelopment** – an opportunity to redevelop the area and restore the historic urban grain in the area.
- 2. Community Cluster/Green** – create a space that unites the cluster of community uses in the area.
- 3. High Street/Ormiston Junction** – ease traffic flow through various approaches, including one-way system using Civic Square redevelopment as an opportunity to form a connection.
- 4. Old Infant School** – a mixed approach to the use of the building, incorporating community centre functions with space for remote working and enterprise.



evening session in Ross High School on day 1 of the charrette



Evening session

The evening session provided an opportunity for those unable to attend the daytime sessions to experience a compressed version of the day, and to make their contributions to the process, from raising issues through to suggested solutions. The session was

well attended, with Recharge, the local youth group adding an important dynamic. This session highlighted the following, in addition to what was raised during the daytime workshop sessions:

Traffic – various suggestions for dealing with congestion in the town centre were put forwards from one-way systems utilising Loch Road, to removing the traffic lights at the Ormiston junctions, encourage people to use alternative forms of transport and making it easier for people passing through to stop and use the shops and services on High Street.

Community facilities – the need for a central community facility was suggested including thinking about using the Old Infant School for this purpose. A bulletin or similar to act as a central point for information for community events, groups etc. was also suggested. Any community facility should aim at bringing together all ages of the community together, and give people a reason to come to the town centre area.

Links – connect the areas in Tranent together through improved longer distance routes between housing areas and venues, and improving the lanes on the north and south side of High Street to make them feel safe and useable.

Variety – people would go to Tranent town centre if there are various reasons to be there, this could mean greater variety in the shops, a greater variety of venues/community facilities or a greater variety of quality green and play spaces to visit. The more reasons people have to visit the town centre, the more likely it is that people will actually choose to visit the town centre.

Charrette Day Two

Review Session

There were two primary themes picked up during this review session with ELC officers: safety and maintenance.

Safety - part of the issue with road safety is having the social structure in place to ensure that this is supported. There would be implications of using Loch Road as a main route relating to safety of school pupils outside Ross High. The use of the backside lanes could also be improved from a safety point of view

Maintenance - successfully creating a high quality place comes through considering the maintenance and upkeep cost. Currently there is a lot of space that needs to be maintained, but it is not of a quality or particularly functional.

Drop-In

The drop-in session took place during the design studio and gave people a chance to see the design team at work and to discuss how the proposals were progressing. This session allowed for detail to be fed into the work that was being carried forwards, for example a clearer indication on the possibilities for the Old Infant School was gained, with a mixed community facility with some shared business space could be an appropriate use.



review session in Ross High School on day 2 of the charrette





drop-in and final presentation on the evening of day 3 of the charrette



Charrette Day Three

Exhibition

The final day of the charrette took the format of a drop-in exhibition between 10.30am and 12.30pm, with a more formal presentation and discussion between 12.30 and 1.30pm. The exhibition displayed material from the group sessions of the previous two days, plus the final charrette material that the team had worked on during the design-studio sessions on Friday. People who came to view the exhibition had the opportunity to discuss the charrette outcomes with members of the team and give feedback through a post-it note wall. At this stage the exhibition was still presenting an open exploration of the solutions, rather than narrowing down to one course of action.

Presentation

The presentation was a more formal opportunity to explain the process and the outputs of the charrette, demonstrating how the team, stakeholders and participants had worked progressively to understand the issues and challenges facing the town centre, identify the opportunities, and begin to creatively work up solutions to these. Following the presentation there followed a plenary discussion which highlighted some important feedback for the team to reflect on further.

30 April Follow-up Event

Exhibition and Presentation

In the interim period, the output from the final day of the charrette was refined both in terms of presentation and the thought on implications and benefits and delivery of the proposed framework. This event, hosted in Ross High, created another opportunity for the public to engage in the process and it was advertised widely through social media, local press and East Lothian Council's own communication channels, such as the Fa'side Area Partnership newsletter.

The event had two components, a drop-in exhibition from 6-7pm and a presentation and discussion from 7-8pm. The presentation also included information on the Conservation Area Regeneration Scheme (CARS) for Tranent, a funding package secured by East Lothian Council from Historic Scotland of £575,000.

Comments raised during the discussion on the evening were:

- Shared space approach on High Street: how would servicing business work, deliveries etc.? Would there be enough space for two buses to pass each other with the widened pavements and the median strip?
- Loch Road: is it a missed opportunity to not use this road to carry traffic as part of a one-way system? There were

two-sides to this, one that a one-way route might create a by-pass of High Street, and the other side being it may make access to parking behind High Street better, thus increasing footfall.

- An additional road undermines the philosophy of the approach – attracting people to the town centre to use the shops and cafes should be the priority.
- How can access for disabled people be improved in Tranent? Including access to buildings. This issue connects to the quality of the outcomes from this process – if it is being done well and for longevity then integration of access for disabled persons is key.

Feedback Process

At the event questionnaires were distributed to attendees, who were also informed that the questionnaire would be available to view online, along with the exhibition material. This material was also made physically available with hard copies of the response questionnaire in the George Johnstone Centre from 1 May to 15 May, and online through the charrette's Facebook page (which was linked to from Twitter) and East Lothian Council's community consultation hub.

Feedback results

The full feedback results are in appendix 7: Feedback survey, which includes comments on the charrette process and how this could be improved, particularly relating to communication of the events to as wide an audience as possible.

final exhibition and presentation on 30th April 2015





In terms of the overall feedback, there was a high level of support for all of the project areas with the addition of qualifications or nuances for this support. The majority of the comments focussed on the proposals for High Street and raised concerns regarding how the proposed modifications to the street would function

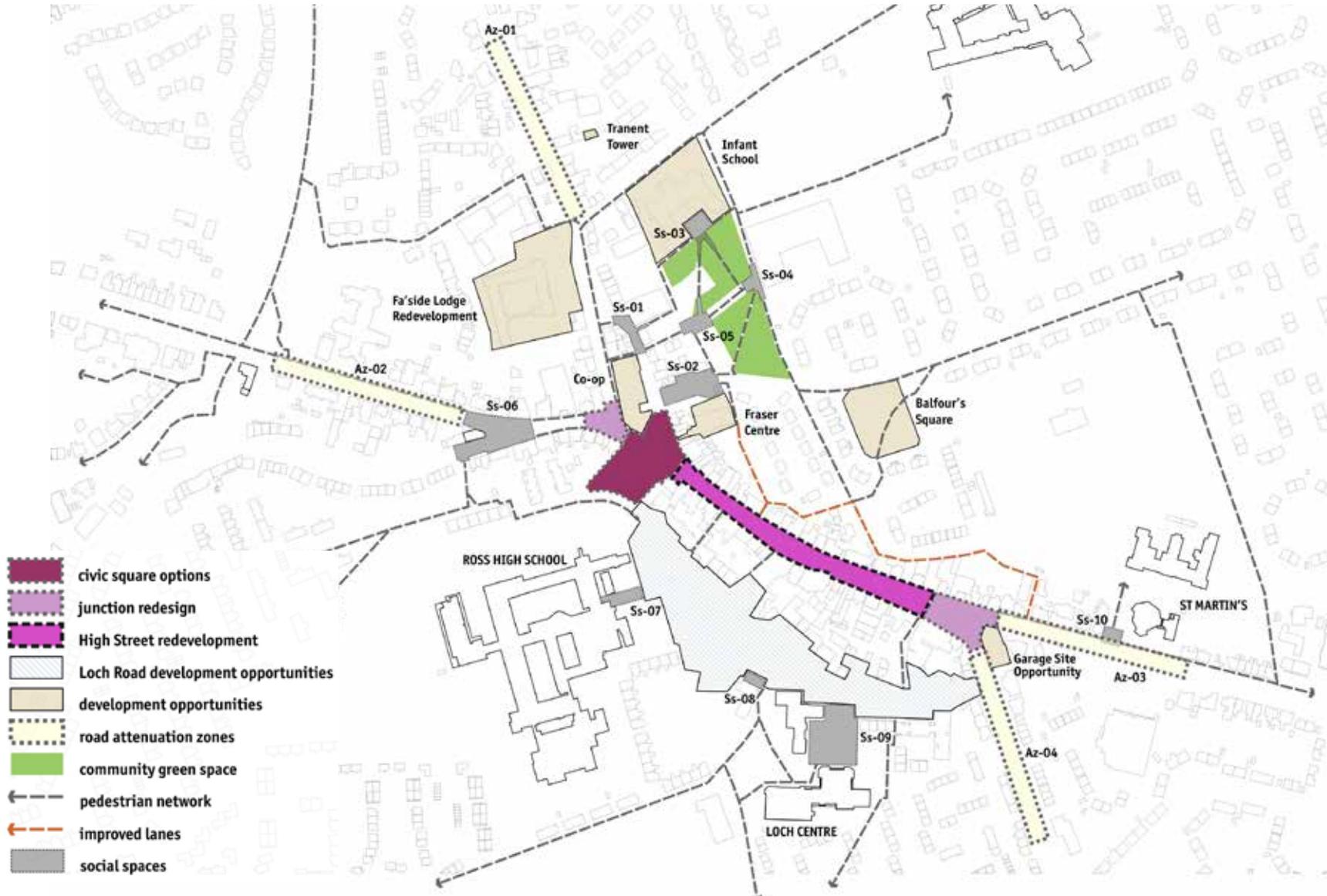
with the current high levels of traffic, and concerns over the safety of the proposals for blind and sight-impaired persons, children, elderly and disabled persons.

final exhibition and presentation on 30th April 2015



5 charrette outcomes

Tranent vision and strategy diagram





vision and strategy

The strategic components that were established for the regeneration of Tranent Town Centre were:

Improving the function of traffic in High Street:

- Traffic flow and volume acts as a constraint on movement through the town, but also on the quality of environment that the town centre can offer to local businesses and people who are using them, and the quality of centrally located public spaces.

Better pedestrian spaces, paths and crossings:

- Enhancing the pedestrian experience would serve to better connect the town centre to other parts of Tranent, particularly the areas immediately north and south of High Street which have got a number of good facilities. Crossing High Street can be difficult in parts when traffic is busy and improving this would improve the safety of the street and aid movement.

A new square and a sense of a 'heart':

- A quality space in the centre of Tranent that can function as the 'heart' of civic and community events, and play an important social role in the town was identified as important.

A community hall and performance venue:

- Tranent is a local hub, yet lacks its own community hall that

can accommodate different groups, performances and other events.

Better 'back side' links and spaces behind the High Street:

- Tranent has a very good network of lanes and smaller pedestrian links. However, the quality and lack of sense of safety means that these are not used as well as they could be. Upgrading these areas would better connect lots of areas, and also enhance one of the unique and 'fun' aspects of Tranent, discovering the lanes and routes that can be taken on them.

Make much more of the Tranent heritage and identity:

- Tranent has a distinctive heritage, in particular the transition from an agricultural to an industrial place. Its coal-mining legacy is alive in many residents today who either worked the mines themselves, or their families did. This close connection creates an opportunity to make more of the town's heritage and to explore it further, back to Tranent Tower and the role that this may have played in the area.

Maintain and increase the variety of shops and cafes:

- Tranent is fairing better than many Scottish towns of comparable size and proximity to large urban areas, however it still has a lack of variety on High Street with many bookmakers and takeaway shops. Many felt there was scope for a greater variety to cater for local people without

them having to travel to Edinburgh to purchase clothes and shoes, an often-cited example during the charrette.

Parking that facilitates a vibrant town centre:

- Parking is an issue in Tranent, with much discussion on whether this is from under-provision of parking or the wrong parking in the wrong place with the wrong regime. A new management regime that discouraged long-stay parking and encouraged higher turnover would create space for people who were using the shops and facilities in the town centre. In addition to this signage to let people know where there was available parking behind the High Street, with improved pedestrian links from these parking areas would be beneficial.

A mechanism to draw all of these elements together.

- The community facing elements would need a mechanism to pull together the many facets of the plan to regenerate Tranent town centre. In particular this relates to the development of a community hall, which would need a vehicle that was able to bid for and capture funding. The plan is principally about the sum of multiple small to medium scale improvements that will have a greater impact than a single 'big ticket' redevelopment could.

A town centre that provides for local people, and attracts them to use it, rather than going elsewhere, is a central objective.

Economic implications

The structure of Tranent's economy has changed radically in recent decades, influenced by a combination of factors. These have included

- the closure in traditional industries,
- Edinburgh's continued growth as a financial and service centre,
- related population growth extending across the Lothians and beyond,
- realignment and improvement of key road and rail infrastructure, as well as
- the development of the digital economy.

The centre of Tranent has responded to and reflected these trends:

- most food and convenience retailing now takes place outside the High Street (in supermarkets nearby or in centres benefitting from A1 proximity); shopping facilities for fashion, electricals, hardware, DIY, etc tend to be restricted to niche or specialist retailers
- the evening economy is limited to a small number of pubs, few restaurants and some fast food outlets, the latter becoming increasingly dominant
- while there are few vacancies, the increasing concentration

of fast food and other non-retail outlets further restricts the appeal of the centre, particularly to newer suburban residents

While ease of access to Edinburgh and intermediate towns has encouraged and continues to encourage new housing development in the area, retail, entertainment and other facilities in the main City and elsewhere have also captured expenditure from households in the growing Tranent area.

Future role

Such growth in Tranent and the surrounding area is expected to continue apace. Tranent is within SESPlan's East Coast SDA, focussed on the A1 and East Coast Main Line. Blindwells, just to the north of Tranent, will host a new community, with 1,600 (of ultimately 4,600) houses anticipated by 2032.

In addition, East Lothian Council's Main Issues Report supports release of further housing land at Windygoul (550 houses before 2032) and elsewhere, providing a further c.1,350 houses in the Tranent settlement cluster to 2024 and beyond. Assuming the allocations are developed in the Plan period, the population of Tranent and the surrounding area will increase by some 6,250 people.

The MIR also identifies preferred opportunities for an additional 24 hectares in and around the area, in addition to existing allocations.

In implementing plans for residential and employment growth in the wider area, development will need to be accompanied by increased levels of retail and leisure provision. Employment growth will generate demand and opportunity for business support services. Ideally, these should all be captured locally, both to enhance the quality of life and the local economy, avoiding or minimizing a commuter dormitory effect.

The challenge is therefore to promote a sustainable future for the centre of Tranent, which encourages its use by both the existing and future populations and, critically, encourages the retention of local expenditure and business activity. This should anticipate the centre's relationship with proposed facilities at Blindwells. Without proactive effort and investment to improve the centre as a place to spend time and money, changing perceptions and attracting increased footfall and spend, the significance of the centre as a place will continue to diminish, damaging the brand of Tranent, and the quality of life of its residents.

The approach to providing, retail, services, employment, notably



in and around buildings in the town centre, needs to be viewed in this wider context.

The Tranent regeneration framework provides the structure to attract more people – residents and visitors – to the town centre. With economic activity increasingly limited to the areas above, building and developing the town centre's civic, leisure, business and retail functions is the main challenge in considering delivery. With much of the higher order activity in these areas attracted to Edinburgh and/or intermediate centres, actions to support the town centre and its future improvement should also be focussed on building and developing these markets i.e. establishing a sustainable economic function for the town centre moving forward.

A significant amount of funding has been attracted through the recent CARS award. In addition, potential funding sources have been discussed through the charrette process, from: Growing Community Assets Fund; Town Centre Regeneration Fund; Town centre Housing Fund; Regeneration Capital Grant funding, Council support, through to the leverage of local business networks, potential for submissions to the East of Scotland Investment Fund, the Coalfields Regeneration Trust as well as private sources.

Supporting project submissions will require clarity over the role of Tranent town centre and its catchment for different uses. The Council's Main Issues Report identifies a requirement for retail capacity work post-adoption of the Local Development Plan. These analyses might usefully be broadened to include leisure and other town centre uses to support centre regeneration proposals in Tranent and elsewhere. This work is critical in identifying the capacity of leisure, retail and other facilities in Tranent to meet not only existing but also future anticipated requirements arising from population and economic growth. This would provide an evidence base in support of regeneration and centre improvement funding proposals. As such, consideration should be given to its procurement in the short term – i.e. ahead of LDP adoption.

Having an attractive environment that draws people in and feels safe and relaxing would be key to this. Additionally it was felt that Tranent lacked a proper community centre. Addressing this absence could assist the aim of retaining people in Tranent town centre for instance with a multi-use facility, potentially in the Old Infant School, with uses that cross-subsidised creating a viable hub for the community.

discussion and groupwork on day 1 of the Tranent Charrette



a new civic square

Civic Square in Tranent is a place in transition and there is an opportunity to rethink this space to create a new civic square with a reinvigorated function. A series of options were drawn up for the charrette and further developed to improve the heart of the town between High Street and Loch Road, and Winton Place, including consideration of the George Johnstone Centre. Each of the options shown has both positive and negative implications, and there are actions outwith the town centre that may have implications for how traffic functions in the town centre. This section sets out the different options and makes a recommended approach.

The options range from a comprehensive redevelopment on the one hand, to improving the spaces around the existing buildings, each with different traffic routing approaches. The possibility of creating a new road connection from Loch Road to High Street was also examined – this could form the basis of a one-way system for the town centre. There is also an opportunity to close High Street to traffic altogether. All these options are presented as different scales of change in the heart of the town and an open investigation of possibilities rather than just one fixed proposal.

Option A:

This first option would be a comprehensive redevelopment of the existing buildings (including the building housing the Post Office and funeral director on the eastern side of the space), into a mixed-use development with active ground floor uses (e.g. food and drink) and housing or office use on the first and second floors. The public realm treatment would extend across High Street to a pedestrianised Winton Place to create the impression of a single square. Traffic would still pass through, at a much-reduced speed.





Option B:

Removal of the old library annex would create space to introduce a through-road that would connect Loch Road and High Street, facilitating a one-way system with traffic travelling east on High Street, and traffic travelling west on Loch Road. A new crossroad arrangement would feature. The remaining buildings would be re-used with active ground floor uses to animate the street.



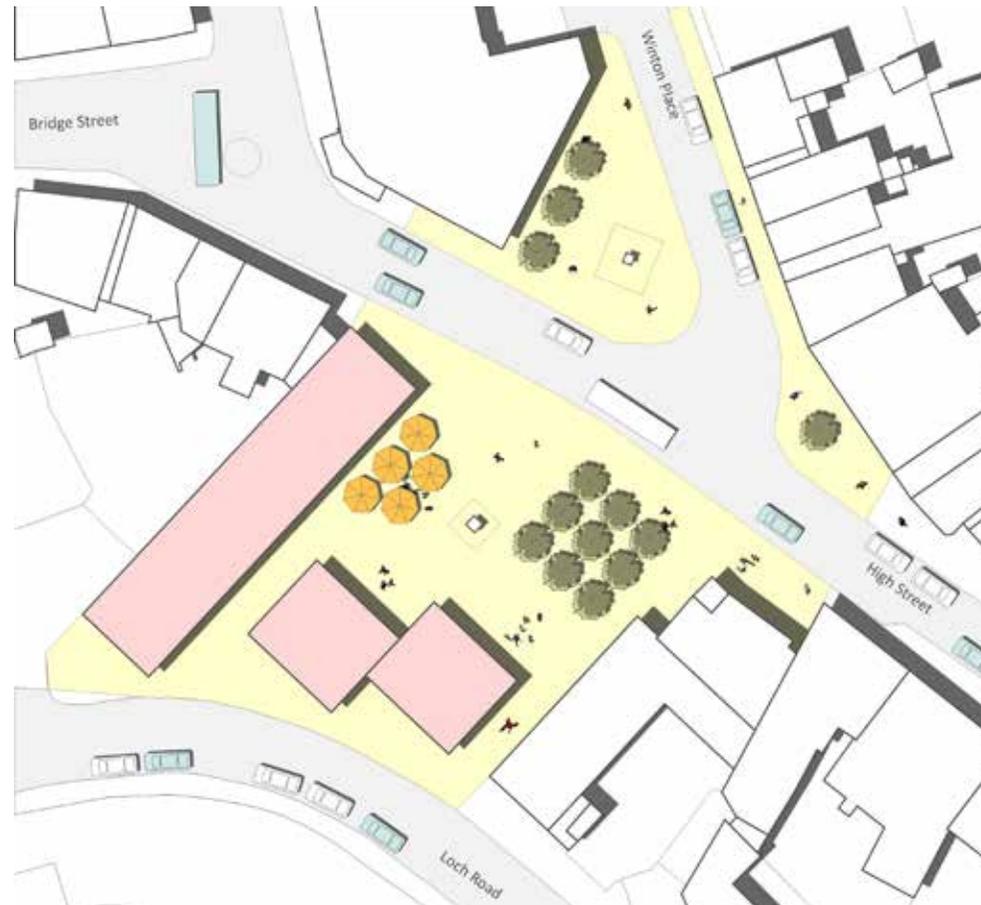
Option C:

Civic Square would receive the same physical treatment as with option B, but the approach to traffic management is more radical, with High Street as a pedestrian only street, and Loch Road carrying two-way traffic. This option is shown to prompt thought on going to the extreme of removing cars on High Street and the impact this would have on its vibrancy and vitality.



Option D: preferred approach

As with option A, this option would be a comprehensive redevelopment of the existing buildings into a mixed-use development with active ground floor uses (e.g. food and drink) and housing or office use on the first and second floors. The space outside the new buildings would be treated as space to extend the activity from inside the ground floor buildings. Winton Place would not be pedestrianized, primarily due to difficulties in re-routing the traffic to and from Lindores Drive without this route, and the impact this would have on any change outside the George Johnstone Centre. High Street would carry two-way traffic in this option, but will have been slowed down through the traffic attenuation areas and with the pedestrian median strip.





proposal for a new civic square/ heart of the town (architectural examples by Malcom Fraser Architects and Elder and Cannon)



improving High Street

proposed High Street interventions





proposed High Street redevelopment



Proposals for the High Street area based on the concept of traffic flow alterations and the Scottish Government's advice set out in the Designing Streets guidance⁴. This policy statement states that there are 6 qualities of successful places: distinctive, safe & pleasant, easy to move around, welcoming, adaptable and resource efficient. This approach seeks to create a better balance between vehicles and pedestrians and move towards creating a better place. In Tranent a solution that removes cars entirely or allows cars to dominate may result in an unsatisfactory outcome with regards to the balance being aimed for between vitality, vibrancy of the street and as a good environment for pedestrians and local businesses.

The approach to the area begins with road traffic attenuation zones at either end of High Street that visually signal to drivers that they are entering an area with different 'rules' and road

⁴ Designing streets: a policy statement for Scotland, Scottish Government (2010): <http://www.gov.scot/resource/doc/307126/0096540.pdf>

priorities. These areas act as gateways to a slower flow of traffic that respects pedestrian movement. Beyond these zones, creating a focal point at each end of High Street forms anchor destinations that more readily define the principal town centre. A new surface treatment would act as a visual cue for drivers that this area was 'shared' and therefore they must behave differently. This would be accompanied by other cues that would modify driver behaviour such as a pedestrian median strip and narrower lanes for vehicles. For pedestrians there would be enlarged pavement areas defined through use of different materials and kerb, although reduced in height. Crossing points would be created in line with the lanes, creating desire lines and enhancing access to High Street from the north and south.

This balance has been achieved in Netherlands and Germany by slowing vehicle speeds and creating an environment in which pedestrians feel safer, have wider pavements and better opportunities to cross the road. It is not Pedestrianisation.

In many cases, these initiatives solve traffic problems of queuing and congestion by removing the stop-start and acceleration of traditional signal controlled traffic regimes. In England, schemes have been successfully implemented at Poynton in Cheshire and Fishergate in Preston, Lancashire.

The end of High Street, at the Ormiston Road junction, was seen

as a long-term opportunity to develop an anchor or punctuation mark at the end of the High Street. The use of this building could be civic or tourism related.

These moves would change the use of High Street by facilitating street cafes, and displays outside shops without taking over what is currently valuable pavement space; creating an environment that would be more pleasant making 'living above the shop' residential accommodation more viable; and

proposed roundabout on High Street/Ormiston Road junction



built example of shared surface/roads improvement in Poynton, Cheshire





proposed High Street redevelopment and new roundabout on Ormiston Road (architectural example Malcolm Fraser Architects)



potentially extend the High Street's working day to capture trade that is passing through on the way to and from work. A more diverse food and drink offering on High Street could extend this into the evening, with improved and safer-feeling backside lanes easing access from parking to the north and south.

Parking was a key issue highlighted during the charrette. It would be possible to maintain a similar number of official parking bays as at present (currently the loading bays are used as additional High Street parking throughout the day), with the additional capacity for parking coming from connected parking areas off Loch Road and Lindores Drive that have a management regime that encourages churn and discourages long-stay parking, particularly for those using the area as an informal park-and-ride.

small spaces around High Street

The improvement of smaller parts of a town centre can make a big difference to the comfort, interest and atmosphere of a town. Street corners, the entrances to popular shops or civic buildings, the entrances to schools, nurseries and many other often neglected parts of a town centre can be improved to create more pleasant and useable spaces that encourage people to linger. Some of these spaces (such as SSo6) tie in with the road traffic attenuation zones in areas that have been identified as difficult areas for pedestrian movement to further improve the relationship between vehicles and pedestrians. The proposals shown here demonstrate the difference that small-scale improvements could make. There are 10 areas that have been identified as social spaces, as shown in the key diagram.

Highlighting two of these social spaces. Outside the George Johnstone Centre a new, shared surface slows traffic down on Winton Place as it passes the entrance to the building giving an opportunity for a better safer environment with less noise and slower traffic. This benefits the George Johnstone Centre by creating a more prominent and attractive entrance, and outside space that could be used for events connected to activities in the library. The social space would benefit the importance of the building for Tranent and the recent investment in this.

A similar approach can be taken at Lindores Drive at the car park, and shop units by using a new road surface, tree planting and more comfortable pedestrian areas which could create a completely new atmosphere in this small space. This would be of particular significance given the Fraser Centre's ambition to have an expanded entrance in this area, facilitating further the community-facing element of the redevelopment plans.

proposed small space interventions around High Street





proposed new social space on Lindores Drive with new entrance from the car park to the cinema



proposed new social space outside the Johnstone Centre



Loch Road and the lanes

Loch Road is home to many important facilities, including the Loch Centre and Health Centre) and residential areas in the town centre but its environment is currently dominated by cars and disjointed with many minor green areas that have the feeling that they are excess land created by the development pattern in the area, that has had a minimal landscape treatment to deal with it.

The opportunity exists to remodel parts of the street to create a more comfortable pedestrian environment, including establishing social spaces at the entrances to public buildings, better and more intuitive crossing points and improved links to the High Street.

The links to the High Street would be key to unlocking some of the value that these community and health facilities have, being located very close to main thoroughfare. Encouraging consistent movement between these areas would be beneficial.

Realigning the road would also create more land for development, which could result in more people living in the town centre – this would be an added bonus for local shops and facilities by increasing the ready demand.

Improvement of the Back Lanes to the north of High street could

make them more attractive and increase the feeling of safety by making them better lit, brighter and with clearer lines of sight. Hedges and planting could replace the fencing to further soften the environment and public art could further enhance the appeal.

proposed Loch Road redevelopment





proposed change/redevelopment of the Loch Street environment





proposed widening of the back lanes to make them a more comfortable place to be





a new park and car park

The town centre has a great deal of open space areas, which are currently not used to their full potential. For example, the areas of ground to the east of Winton Place and south of Sanderson's Wynd represent an opportunity to create a new community park for the town centre which could provide space for flower gardens, children's play areas, growing food and tree planting. The future of the former Infant School on Sanderson's Wynd is uncertain at the moment but it could be used as a resource centre for the new park and other community-facing uses, as well as a base for business start-ups responding to the aim of retaining people in Tranent.

A community park in this area would also act to tie together the potential cluster of community facilities in the area: the George Johnstone Centre, the Old Infant School (proposed change of use), Town Hall and the proposed redevelopment of the Fraser Centre which may create an entrance on Lindores Drive linking into this area.

Parking for the town centre is an issue that emerged as a priority during the charrette, especially the boost to town centre shops that might result from more convenient parking with good footpath links to High Street. It is possible that the open space at Balfour's Square could be used on a temporary/overflow basis for parking with its excellent links to High Street. The additional benefit of this site is that it could relieve parking and access



a new car park on Balfour's Square



improved green space and re-use of the old Infant School as business start-up centre



a much improved community green space with playing fields and allotments





pressure to Forrester's Park during football matches.

improving the historic environment

Tranent has a long and proud history spanning some of the most important periods in the development of Scotland, particularly as an example of the transition from an agricultural to an industrial community. Much of the town centre is a Conservation Area and there are important listed buildings as well as Tranent Tower, which is a Scheduled Monument⁵ and an example of a Scottish tower house dating from the 16th century.

It is important that this heritage is maintained and enhanced.

Two proposals for improving the historic environment are made here. This is in addition to the funding that has been secured from Historic Scotland for the Conservation Area Repairs Scheme (CARS) and any smaller improvements that will be brought forwards through this route.

The first proposal takes the opportunity to redevelop the **Fa'side Lodge**, which is now redundant. A new development is proposed which uses part of the old street pattern of Church Street and Elder Street to create a new residential development, which is more in keeping with patterns and styles of traditional building in East Lothian. New buildings could be two storeys and use traditional material and building forms in a contemporary manner.



Fa'side Lodge site today



proposed housing development on the current Fa'side Lodge site



⁵ Tranent Tower, Castle Conservation Register, Historic Scotland: <http://data.historic-scotland.gov.uk/pls/htmldb/f?p=2920:15:0::NO::CASTLE:3237>

The second proposal envisages the restoration of **Tranent Tower** as an attraction and a symbol of rebirth and interest in the history of the town. The challenge with Tranent Tower, beyond the restoration project, is access. Two options are shown, and the ultimate use of the Tower would determine which option would be the most appropriate. Potential uses for a restored Tranent Tower include tourist accommodation and an interpretation centre and viewpoint.

In addition to these proposals is the broader concept of interpretation of Tranent's history, which could include heritage trails and central interpretation points such as in Civic Square.

Tranent Tower - 2 potential options for improved access



Tranent Tower before and after restoration and access improvements





6 outputs and implications

Peter Brett Associates considered the implications for Tranent from transport and economic perspectives. In terms of traffic, there are longer-term aspirations for traffic movement around Tranent, particularly beyond the town centre and related to future development. Roads that functionally bypass the town centre will have a positive effect in reducing non-user traffic. There are several approaches that are discussed that have implications.

Approach 1 – New Connections Around the Town:

longer term developments could provide alternative routes to travelling directly through the town centre, reducing the volume and type of traffic (HGVs etc.)

Approach 2 – Active Travel Initiatives:

improved local walking and cycling routes and an active travel campaign to encourage a modal shift from car to walking and cycling for local journeys to town centre facilities. This would relieve pressure on the road network and town centre parking.

Approach 3 – High Street Traffic Calming:

Traffic engineering measures could be introduced to slow traffic on the High Street and encourage heavier vehicles to take an alternative route along the A1, bypassing the town

altogether. This could involve some reallocation of road space away from vehicular traffic to pedestrians and active travel modes. However this could lead to significant congestion in the absence of alternative through routes from the south and east in particular.

Approach 4 – Town Centre One-way System:

A one-way system with traffic running from Church Street to Ormiston Road on High Street and returning via Loch Road (this would remain 2-way to the new link road) and through Civic Square would allow for the reallocation of road space for pedestrians on High Street.

The traffic issues surrounding Tranent High Street have been recognised in East Lothian Council's current Main Issues Report (2014). A transport modelling exercise is planned to look at both the strategic and local traffic impacts of the full extent of the development plan allocations. This modelling exercise can develop these options in detail using a mix of microsimulation and strategic transport modelling. The options developed during the charrette can be taken forward into this modelling and appraisal exercise.

Regarding the economic and town centre use implications, physical changes in the town centre proposed through the charrette process provide a basis for the development of the local town centre economy and a positive shift in how the town centre is used and its user base. Improvements to High Street and the gateway sites at the Ormiston Road junction and Civic Square/Winton Place would signal positive change in the town centre, inviting increased usage and ultimately new businesses or investment in existing ones. The measures in the regeneration framework are designed to increase footfall for all Tranent residents. Those who currently make the lowest use of the town centre need to be made aware of the planned changes and encouraged to use the town centre more. Additional private investment will not be attracted if existing spend/usage patterns continue.



7 action plan: delivery and funding mechanisms

Delivery of the charrette-generated framework will require collaboration between multiple agencies and players and will need to draw from a range of funding sources, with a view to leveraging the type of private sector investment that will deliver on the strategic vision.

The primary players that have been identified through the process to date and can play major roles in delivery are:

- East Lothian Council
- Fa'side Area Partnership
- Scottish Government
- Historic Scotland
- Scottish Natural Heritage
- Sustrans

In addition there are other players who would need to play a role in the development and delivery of more specific elements of the framework:

- A Local Community Trust(s)
- The Fraser Centre
- A local business association
- Leisure and sports groups
- Arts and culture groups
- Private individuals, developers and retailers.

There is already a good governance structure in place, with the Tranent town centre working group and the Fa'side Area Partnership. It is therefore envisaged that we simply require a **Tranent Town Centre Delivery Team** within that structure, that focuses on and co-ordinates the delivery of different elements of the plan as these come forward.

In addition to this it may be necessary to establish additional support vehicles for delivery such as a **community development trust** or a **business improvement district** that can direct investment locally.

Funding

Capturing available funds would require the formation of a body that was constitutionally able to bid for and distribute resources, such as a community development trust as noted above.

Potential sources of funding that have been identified include:

- BIG Lottery Fund for Townscape Heritage Funding and CARS schemes; Growing Community Assets fund for redundant or underutilised assets.
- Government funding for Town Centre Regeneration Fund,

Town Centre Housing Fund, Green Infrastructure Fund and local authority funding.

- Housing Association Grant Funding
- Local Business networks through a BID organisation or loyalty scheme
- East of Scotland Investment Fund
- People and Communities Fund including Coalfields Regeneration Trust
- Community Benefit linked to residential, energy and infrastructure developments
- Private sources, for example Wee Scones Nursery Tranent secured £300k funding from Santander.



8 next steps



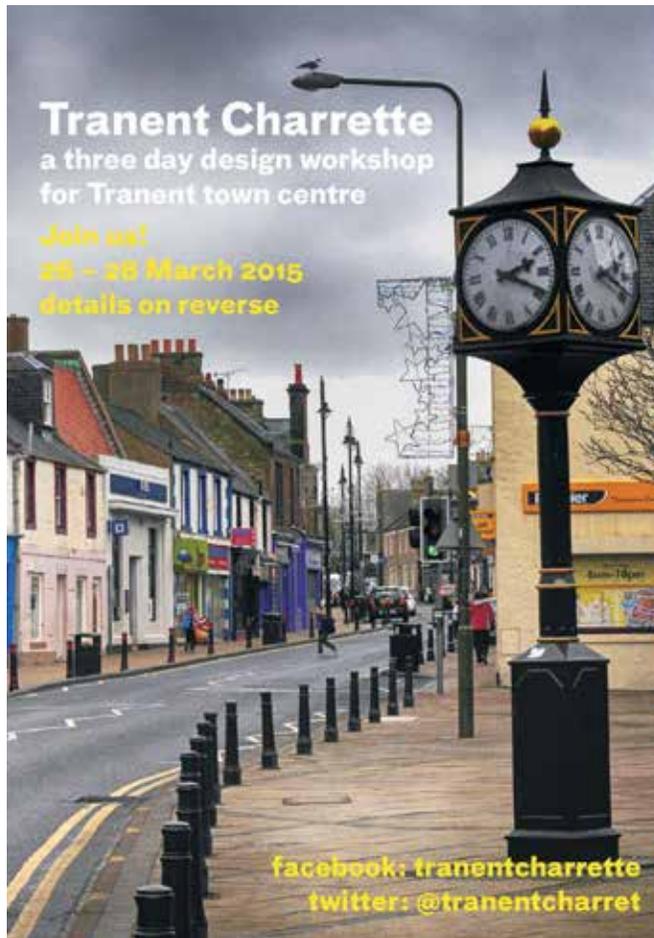
The following steps are proposed

1. Review the content and actions arising from the charrette to reach an agreed outcome on the way forward
2. Establish the Tranent Delivery Team within the Fa'side Partnership structure, bringing in other delivery agencies and specialists as necessary to project manage the process
3. Undertake further detailed design, costing and policy support work to progress the delivery process
4. Hold a Delivery Workshop event to review links, costs, delivery priorities
5. Prepare and make funding bids for projects not already funded
6. Deliver on committed projects as funding and/or staffing becomes available, including trial or temporary projects.



9 appendices

Appendix 1: Tranent Charrette Publicity Material Appendix 2:



Posters and flyers were distributed in Tranent town centre on 12 March 2015.



Appendix 2: Charrette Programme

Day 1: (Thurs 26/3)	Day 2: (Fri 27/3)	Day 3: (Sat 28/3)
Fraser Centre, 3 Winton Place, Tranent – DAY Session Ross High School, Tranent – EVENING Session	Ross High School Tranent	Ross High School, Tranent
9.30- 10.20am - Public Launch <ul style="list-style-type: none"> • Housekeeping • Welcome • Purpose and Aim of Charrette • Planning and Place Context • Site visit briefing 	9.00 - 10.00 Joint - review session <ul style="list-style-type: none"> • Design Team and Client - • Pin-up and review layout ideas • Consider preferred approaches and the options to draw up. 	9.00 - 10.30 - Team Pin-Up
10.30 - 11.30am Site Visits		
11.45am - 12.30pm - Site visit review <ul style="list-style-type: none"> • Perspectives from the site visit – identify opportunities and issues requiring resolution. 	10.00 - 12.00pm - Drawing Studio 1	10.30 - 1.30pm - Public Exhibition 11.30 - 12.30 - Feedback workshop
1.30 - 3.00pm - Future Scenarios Exercise		
3.00 - 3.30pm - Feedback Session	12.00 - 2.30pm - Open design studio	
3.45- 4.15pm - Technical Session <ul style="list-style-type: none"> • Briefing on technical considerations and examination of key topics/issues arising 	2.30 - 5.00pm - Drawing Studio 2	
4.15 - 5.00pm - Technical Workshop and Feedback	5.00 - 5.30pm - Ideas Exchange <ul style="list-style-type: none"> • Team review 	
6.30 - 8.30pm - Community Session		

Appendix 3: Charrette Group Work Material

Tranent Site Walk Feedback

Group 1: Loch Road and High Street

- Open spaces could be something much bigger/of more importance/function if joined up. This could start to connect the assets to the town centre.
- Key buildings: Old Infant school, Fa'side Lodge
- Long distance views to the coast – surprise to see this?
- Mini roundabout Church St/High St, and Bridge Street/New Row - not good areas for pedestrians
- Tranent Tower – interesting heritage feature close to town centre
- Heugh, underpass opportunity for links and access to Lammermoor Terrace/Birsley Road and park entrance
- The potential housing development in the Lammermoor Terrace area – an infrastructure contribution needs to be secured from this.
- Relocate the industrial units on Elphinstone Road and extend the Heugh as a green corridor/linear park
- New Row one way system will give some relief to traffic pressure
- Southern links to High Street have lots of potential.
- Civic Square is currently underwhelming but could be a great linger space
- Health Centre and Loch Centre areas have very disjointed space around them and lots of cars.
- Later addition to the Health Centre looks tired.

Mini roundabout Church St/High St, and Bridge Street/New Row - not good areas for pedestrians



- Lanes could be great but intimidating at night
- High St – narrow at points, wide and congested at others
- Shop fronts and maintenance – small investment could life feel of the street
- Would be great to have High Street as part of a cycle route
- New developments that deliver a western bypass has been mooted, this could relieve pressure on High Street
- Increase residential population in town centre – living over the shop and residential development on vacant sites.

Group 2: Backside Lanes and Forester Park

- Juniors FC – congested access areas, is there something that could be done to improve this such as a parking/drop off area?
- Balfour's Square – seems to be purposeless. A lump of grass with mature trees – speculating that it covers over an old coal pit.

- The Backsides – potential and a good resource. These are lit, but still can feel threatening. Potential to broaden in places.
- Tranent Juniors boundary fences and signage have room for improvement in terms of the aesthetics and accessibility.
- ASDA redevelopment of the Coop superstore – this will have an effect on the town centre (and Aldi), but does allow use of a superstore in the town centre.
- Traffic lights at Ormiston Road junction – currently characterised by tailbacks, signage and street clutter. Would other solutions be better for this area, such as a roundabout?
- High St – it is attractive, but not remarkably so. The car lot at Ormiston Road sits on a site that could provide an end-stop to the High Street and a focal point opportunity.
- Loch Road/Well Wynd is a very busy and well-used area. Could be improved by having buildings closer to the street, also softening the area by lining the street with trees. There is scope for it to take traffic, but only if there is a link through Civic Square.
- High Street – traffic brings life and users to the street.
- Civic Square – no one liked the buildings, it offers scope for redevelopment.
- Mini roundabout Church St/High St – not a good area for pedestrians
- Coop buildings – uses that make better use of space at Winton Place would be good, this could provide some focus in the area.
- Fa'side Lodge - look at older street pattern as a cue for



redevelopment

- Cluster of Library and Town hall, a civic focus around the open space. Infant school – could it have a function that fits into this civic focus.

Group 3: Heugh and High Street

- Infrastructure issues – how well served is Tranent?
- High Street – traffic flow could discourage people from using the street.
- Traffic lights inhibit flow. For pedestrians, cars are a problem.
- Car parking – High Street bays that still allow 'pop and shop', elsewhere there is more parking, but not sign-posted. One way might address some of this (drivers routed by currently unknown car parks off Loch Road). People get a lower bus fare to Edinburgh from Tranent, anecdotal evidence of some car parks being used as informal park and ride. Enforcement and pricing to address this issue.
- Manage existing parking before creating anything new.
- Composition of shops on High Street – there appears to be a high proportion of bookmakers and take-away food shops, a different mix would be better.
- Walking and cycling – space is currently quite tight with more needed.
- Links from the town centre to quality green spaces needed.
- Signage and wayfinding improvements.
- Residential in and around the town centre.

- Shared use on High Street could be explored.
- Building opportunities – Civic centre, Coop building, old school, Fraser Centre. These could effect significantly how the town centre will look in the future.

Group 4: High Street and Loch Road (Reverse)

- A distinctive High Street, historic influence of the Coop can be seen, is this something that can be built on? Currently there is no major anchor in the town centre.
- Shop front improvements, a coordinated approach to this preferred.
- High Street appears to be doing ok, with few charity shops, a popular coffee shop, the new Italian restaurant under development, few chains and a pattern of ownership that appears local.
- Pop-ups, retail or other facilities in the Civic Square/Coop buildings area.
- Scope for Civic Square to be carved in two by a through road.

Session 2: Future Scenarios

Movement: Sustainable Belters

- Bigger to the south and East – an alternative route to the south linking to Blindwells with a one-way route. An active travel super-highway.

- Better connectivity and lighting.
- Active travel friendly centre encouraging people to stop – people who pass through stop.
- Parking management strategy – residents parking on back streets.
- Shared surface High Street, pedestrian friendly environment.
- Developer funded bypass.

Economy: Content in Tranent

- Will tech deal with some of the issues Tranent faces? Electric cars, etc.
- Businesses, distribution points or catalogue.
- Population increase – support more leisure and culture.
- More local business – generate demand for these locally.
- Environmental improvements – pedestrian environment and green spaces near by.
- Businesses to meet new families' needs – more consistent demand required, rather than spikes.
- Housing in Tranent town centre – support and stimulate demand.
- Experimental spaces for businesses.

Heritage: Belter of a Place

- Heritage buildings skills and culture.
- Coop ethos preserved in the town.
- Old Infant School – hub for local skills and crafts.

- Civic Square buildings recycled.
- Tranent Tower – can be reused, an interpretation centre and long views to the countryside, coast, Firth and Fife.
- Wagon way – an interesting heritage route with interpretation.
- Mining heritage – local stories and memories shared and preserved.
- A place of attraction – people will want to come and look at Tranent.

Civic realm: New Belter Land

- A walkable place – walk to the mines historically, build on that in the town centre.
- Lanes – make these inviting routes. Scope for the lane behind the cinema, take space from gardens, and lower the walls to open out the lane.
- Integrate green spaces.
- Crossings on desire lines.
- Linger spaces.
- Connect leisure centre to the town centre.
- Use the bigger space outside the care home as a community space.
- Farmers' Markets – build an independent presence.
- Parking – do need some, but rearranged to ensure it is not a detractor from the quality of the town centre.
- Old Infant School – community facing use.
- Cross – make more of this space, buildings front this space

and shape the area.

- Civic Square – remove the building, scope for this acting as an interpretation space for Tranent.

Civic life: Transvergence

- Utilise Old Infant School – a multi-use community facility with hub for agile working, high speed internet access etc. Keep people working in Tranent, maintaining family life etc.
- Green space – skate park, space for after school activities (although close to nursing home), so need some sort of screening. Connect to another great park, forming an all-age space.
- Housing – a brownfield first approach, with higher density and a focus on the town centre. An active centre for residents. Family housing, amenity housing, single person dwellings etc. – a mix of types and tenures.
- Health and lifestyle hub – make the most of these facilities to the south of High Street being clustered.
- Civic Square – the focus of civic life with space for markets, create a centre.

Additional comments:

- Contradictions between the scenarios exist in relation to how to deal with the traffic, but not necessarily in the principles of reducing the impact it has on High Street.
- Commonalities exist in lanes and connections, seeing heritage as an asset, a town centre first approach.

- Parking – currently ELC have gone down the decriminalised route. Enforcement would look like ELC having own parking attendants or contracting Edinburgh to do this, or extend the remit of the community wardens.
- Designing streets advice – varying levels of implementation, some councils make the moves. In Kirkwall there was a degree of effort put into this and into identifying and securing the funding, through THI, matched by SUSTRANS.

Evening Session: Final Feedback

Group 1:

- Move the traffic lights to ease traffic flow.
- Keep the police station, but improve its access.
- Update the cinema, make it better.
- Old Infant School as a community centre.
- Allotments (note – those living in Tranent should sign-up as the list is relatively short).
- Demolish the old Coop buildings, get rid of the mini roundabout to improve the area for private transport and public transport.
- Civic Square – attract a major employer to have offices here, or establish a local talent/enterprise sharing and skills exchange hub.



Group 2:

- Removal of traffic from High Street.
- More interpretation of Tranent's story throughout the town.
- Fewer bookies.
- Pop-up shops, exhibitions and stalls.
- Museum.
- Reuse the Old Infant School and Tranent Tower.

Group 3:

- Celebrate the town's greenspace, such as the Heugh which is a fantastic resource.
- Behind Ross High – a skate/scoot park and a trim trail.
- Need a place that is somewhere for the whole community to get together.
- Alternative transport – need bike lock ups, and walking bus to school, a formal park and ride.
- Link the walkways behind High Street, including a linked route to Polson Park.
- Lights in Polson Park.

Group 4:

- Winton Place – Pedestrianise this area, uses in the area should be focused on an arts space for the community with crafts and pop-ups.
- News bulletin to let people know what is going on in Tranent.
- Somewhere to sit near food shops.

- Passing through traffic – divert this so that it is easier to get people who want to stop in the town centre to access it.
- Create space in the town centre that gives people a reason to be there.

Day Two

- Social support for safety required, how do people know what is safe behaviour?
- Implications for safety should Loch Road become part of a main route.
- Loch Road should be the choice for cycle and pedestrian traffic.
- Designing Streets advice – what can we draw from this?
- PPP issues outside Ross High, however there exists an opportunity now to reconfigure this.
- Type and connections of open space – not great/useable space, the open space that exists as a "what's left". The place quality comes from the routes and open space structure
- Clean up – ELC throw resources at it.
- Civic Square opportunity – open use on the ground-floor of the buildings gives the opportunity to create a town centre.
- Traffic – issue is not so much the volume but the type of traffic with HGVs etc.
- Quality and safety of the backside lanes, could this be a quality link for walking and cycling from development on the north of Tranent.

- Drainage – this hasn't proven to be an issue. The water doesn't gather anywhere, speculation that it runs underground.
- Design with maintenance in mind as it is difficult to sustain the maintenance of towns.
- Cost of maintenance, if this cost is lower/or it is more efficient to maintain it can mean a better quality place in the long-run.
- Community green – there is an opportunity to be brave. There has been a piece meal approach so far, there are subsidence issues. Space around could create an opportunity for access to the area, by pedestrians, cycles, etc.
- Parking around Balfour's Square would require further investigation, it is understood these were shallow workings and are deteriorating all the time. Grass parking areas have been successful in other areas recently.
- Polson Park – poor location remote from the main centres of population in Tranent. Creating new access is difficult with ownership issues.
- Sports – Tranent is at the centre of a cluster with older teams playing out of Tranent, and it becomes very busy at the weekends.
- Play spaces that could be enhanced:
 - Kennedy Crescent
 - Foresters Park
 - Common on Mitchell Way

Appendix 4: Feedback Digest

Feedback Digest: This digest of responses was used to shape the proposals during the design studio.

Traffic

- Commuter parking squeezing out local/town centre user parking
- Survey parkers – why have they parked where they did? Could they have parked elsewhere? Important to get an understanding of parking behaviour.
- Connect Loch Road to High Street through Civic Square
- Need to get 'passing through' traffic out of Tranent – longer-term need for a relief/link road.
- Traffic leaves little space for cycling
- Parts of town centre very difficult to cross at peak times.
- Safety – particularly at lunch with school children present.

Community

- Community Centre – a place for all ages
- Community oriented use at the Old Infant School
- Town centre space for civic ceremonies, gala and parades
- Stalled spaces – community led temporary reuse of vacant sites
- Community news bulletin – lots of groups, but people don't necessarily know about all that is going on, a central bulletin could connect them.
- Markets

- Enterprise and skills hub – a space for locals to work, build skills, share tools (physical and digital), be creative and enterprising.
- Perception that Windygoul residents don't use the town centre – help them connect and make use of shops, services and community activities
- More celebration of what is special about Tranent – history, mining, greenspace, people

Greenspace

- Allotments
- Polson Park – improved access, lighting of pathways to extend its use.
- A lot of low quality, disconnected green space to the north and south of High Street.
- Green networks connecting to surrounding towns and long distance routes, such as the Heugh/Wagon way.

Heritage

- Presence of several good heritage features is positive for Tranent - War memorial on Winton Place, Jackie Crookston Statue, 1800s buildings in town centre
- Need to celebrate the town's mining heritage
- The mining/church/Heugh story could be made more of. This might attract visitors
- A museum would be good, with a particular focus for

children as history of Tranent is not taught in Primary Schools

- Eye-catching interpretation boards
- Tranent Tower – reuse/restoration
- The Heugh and Wagon Way made more of in terms of interpretation

Activities

- Skate park
- Going to watch a film at the Fraser Centre
- Recharge – really important group locally that needs a town centre venue
- Allotments
- Multiple sports venues exist – connections and access between these venues needs to be joined up:
 - Polson Park
 - Rugby Club
 - Loch Centre
 - Forester's Park
- Climbing Wall – currently mainly for school use, would like this opened up
- Attract visitors to Tranent for:
 - Heritage interest
 - Sports activities
 - Leisure and entertainment - a cinema or performance visit or eating out.



Appendix 5: Exhibition outputs and feedback

- George Johnstone Centre is good for activities
- More activities for the 10-16 age group needed, especially after school
- More play areas.

Local economy

- balance needs to be found between ease of access to town centre and having it so busy with cars it becomes a hostile environment.
- Shop front improvements scheme.
- A business association for local traders and business in town centre/Tranent.
- Attract a major employer – manufacturing high tech.
- A 'healthy' High Street – more independent healthy food offers, fewer bookies.
- Markets and other opportunities (pop-up space) for local 'makers and doers' to sell, exhibit and perform.
- Enterprise and skills hub – see community.
- Encourage remote working, getting people to work locally and use the town.
- Reuse of empty spaces – temporary/community retail/café etc.

Exhibition Response

Which ideas do you support?

- What can be done re Tranent Tower? Access from two sides, Church Street, Sanderson's Wynd through the new housing. Restoration and use as a heritage centre or tourism accommodation
- More welcoming look of street (like Haddington town centre)
- Consider range of shops, legislate to reduce number of betting shops and payday lenders.
- Consider removing parking pays and widening pavement. Encourage use of car parks behind main street.
- Roundabout on east end of High Street
- Family eating restaurant
- One way east on High Street, one way west on Loch Road.
- Civic Square option 2, Loch Road utilisation. Remove library (old) and office block.
- I would like to see Council adopting communal land down Tranent Mains Rd and Forthview Walk as overgrown and full of rubbish
- Waste ground at Balfour Square being used for dog fouling
- I would like the rubbish/litter near Sanderson's Wynd tidied

- Civic Square options 2+3
- Shared space option for High Street
- Civic Square option 2
- Proposals for garage at B6371 junction would be good.
- Civic square option 3
- Employing local tradesmen where possible to deliver the masterplan with as much added value for Tranent as possible.
- Southern Relief Road to take away traffic from town centre
- Shared space roundabout at the Haddington Rd/High Street junction
- Good provision of safe cycling routes and cycle parking close to bus stops.

Which ideas give you concern?

- Civic Square option 4
- Tranent needs a community Centre – all we have now is a sports centre, which is not the purpose it was built for.
- Civic Square options 1 + 2 – similar proposal to Galashiels (existing) it doesn't work there.
- Roundabout at High St east end. Traffic flow with parking in bus lane.

Appendix 6: 30 April Follow-up Material

exhibition boards from the 30/04/2015 event in Ross High School, Tranent

introduction

Tranent: town centre charrette

key diagram

Tranent: town centre charrette

a new civic square

Tranent: town centre charrette

improving High Street

Tranent: town centre charrette

small spaces around High Street

Tranent: town centre charrette

Loch Road and the lanes

Tranent: town centre charrette

a new park and car park

Tranent: town centre charrette

improving the historic environment

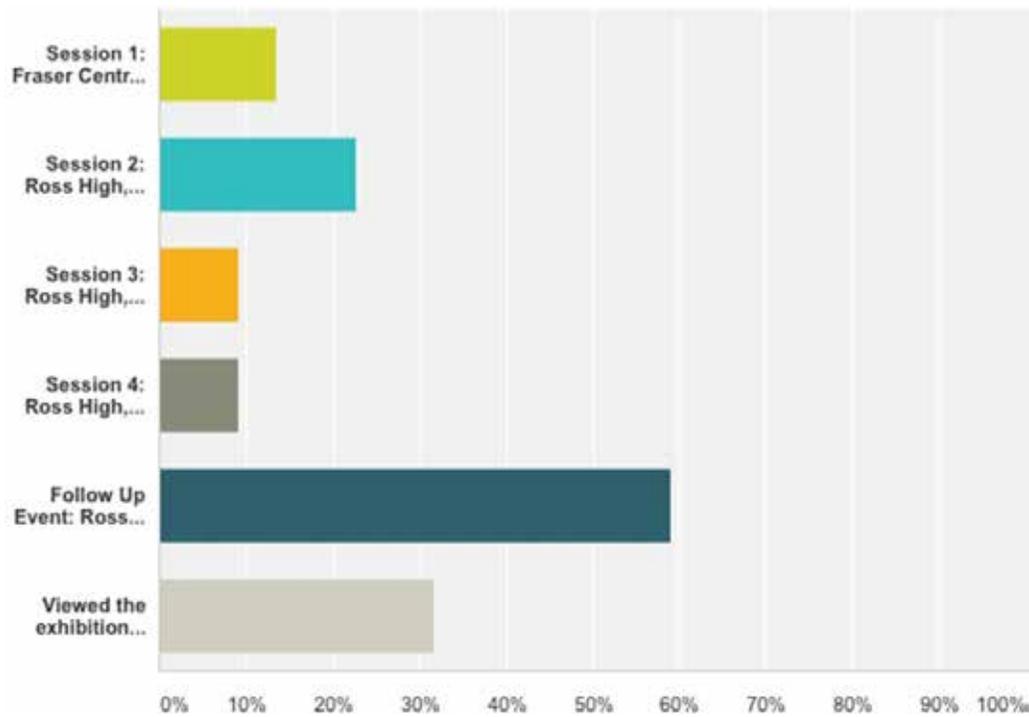
Tranent: town centre charrette



Appendix 7: Follow-Up Survey Feedback

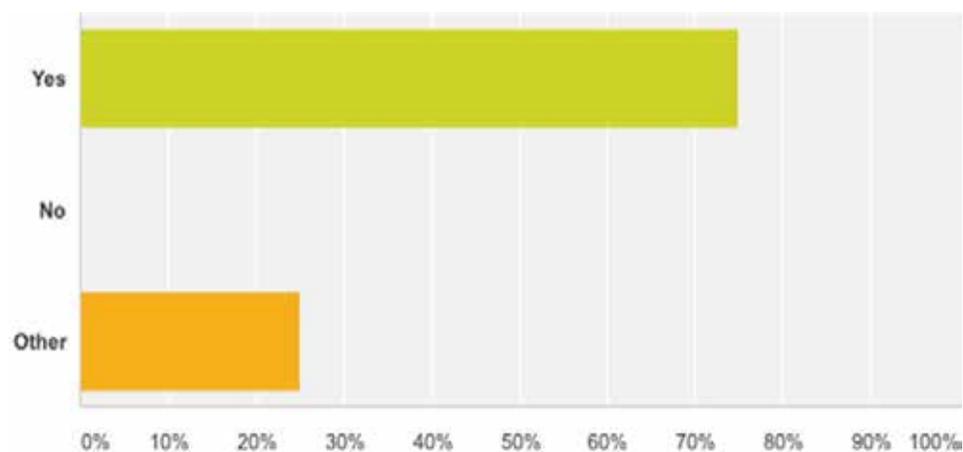
Tranent Town Centre Charrette 30 April Follow Up Event Feedback.

i) Which charrette sessions have you attended?



Answer Choices	Responses
Session 1: Fraser Centre, Thursday daytime, 26 March	13.64% 3
Session 2: Ross High, Thursday evening, 26 March	22.73% 5
Session 3: Ross High, Friday drop-in, 27 March	9.09% 2
Session 4: Ross High, Saturday Exhibition and Presentation, 28 March	9.09% 2
Follow Up Event: Ross High, 30 April	59.09% 13
Viewed the exhibition only.	31.82% 7
Total Respondents: 22	

2) Did the charrette provide a good opportunity to put your ideas across?



Answer Choices	Responses	Count
Yes	75.00%	18
No	0.00%	0
Other	25.00%	6
Total		24

Other:

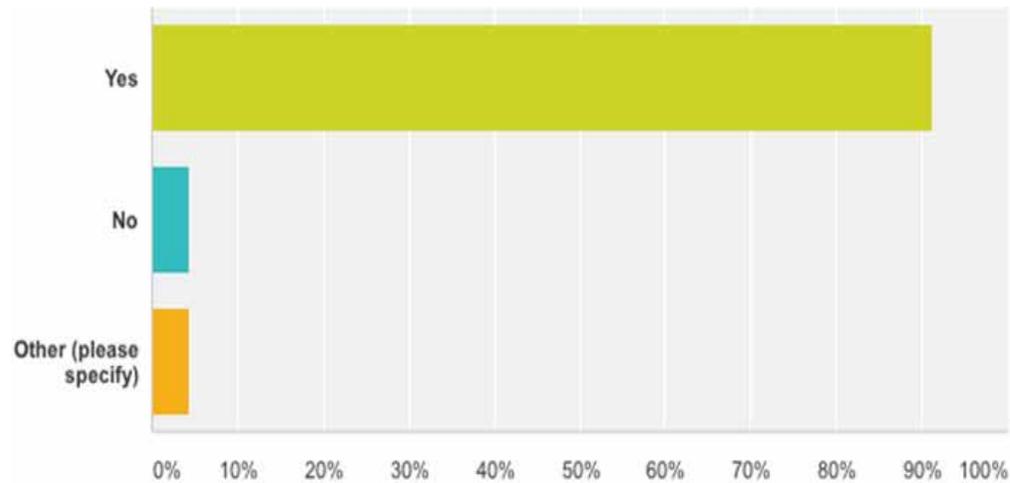
- Not able to attend any sessions [viewed exhibition in library]
- Didn't attend
- The opportunity to feedback online is better for me
- I only looked at the exhibition at the library so couldn't give my feedback
- Sort of!
- Didn't know about it

3) Do you have any suggestions as to how the charrette could have been improved?

- Named something that is more readily understood by the general public.
- No
- The online presence could be stronger. Could it have been advertised more?
- More events during the evening and weekend.
- Better advertisement of the charter. Posters should have been up in shop windows around the town.
- No
- Publicity was maybe a bit limited. I like some of the local language 'belter talk', it might be possible to develop this as communications go wider. Good mix of small group discussions, presentations and larger group discussion.
- More accessibility to wider community - those unable to attend due to work/childcare/disability issues etc.
- More communication with wider community (including villages).
- No, was really good.
- It was held at short notice and many people who had maybe not been involved in FAP may not have heard about it in time to take part. I would have liked to attend more sessions but could not due to prior commitments.
- The only way I knew about the development work was via the internet. Home leafleting may have widened participation and/or large banners across town. Perhaps extend the consultation period to the well attended Gala Day and have a marquee exhibition there?
- Send out info to school kids
- No
- Better online engagement. There was consistency in the use of social media - posts on Twitter and Facebook.
- more voting debate/discussion time needed to consider options. More examples of related charrette which work to show and calm concerns e.g. crossing for elderly and young
- More evening sessions (I was working so couldn't attend), more outreach to local groups, local posters, flyers in school bags or school texts, engagement with sheltered housing complexes, faith groups. Provide childcare for sessions.



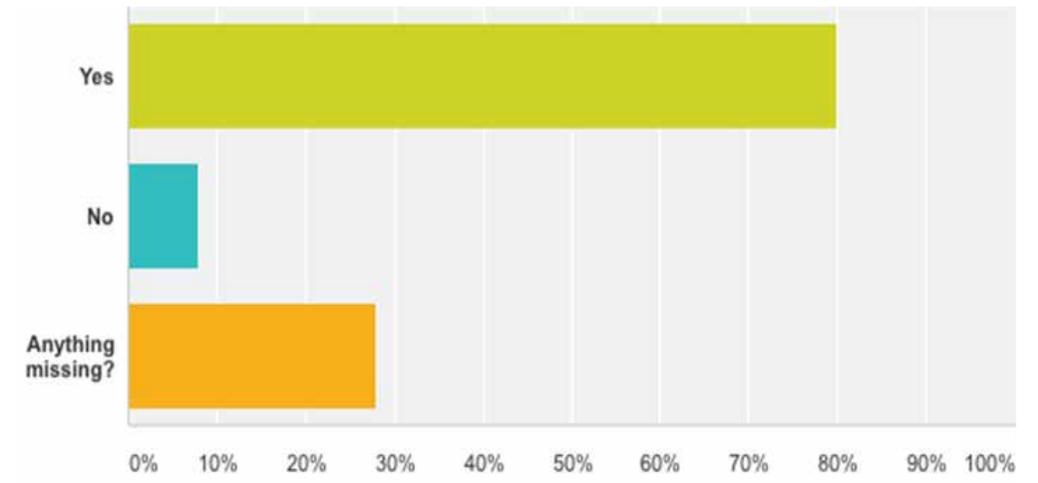
4) Would you consider participating in another planning and design charrette if the opportunity arose?



Answer Choices	Responses	
Yes	91.30%	21
No	4.35%	1
Other (please specify)	4.35%	1
Total		23

Other:

- Possibly.



Answer Choices	Responses	
Yes	80.00%	20
No	8.00%	2
Anything missing?	28.00%	7
Total Respondents:		25

6) In terms of the proposals, please advise how supportive or concerned you feel about each of the projects identified in the exhibition:

Anything missing?

- I didn't attend, but was disabled access into shops addressed? How does this tie in with proposed Fraser Centre redevelopment?
- Speed limits outside schools.
- Quite a bit - but it's not easy!
- I think the key issues have been thought about and solutions proposed. It may have been useful to discuss more potential solutions at the design stage.
- General standard of buildings and other town areas (such as parks, roads and paths). Access is also a big issue.
- Insufficient addressing of the problem of traffic flow and parking.
- Traffic management analysis should be considered before recommendations being made

	Very supportive	Supportive	Neutral	Concerned	Very concerned	Total
A new civic square	62.50% 15	29.17% 7	0.00% 0	0.00% 0	8.33% 2	24
Improving High Street	70.83% 17	25.00% 6	0.00% 0	0.00% 0	4.17% 1	24
Small spaces around High Street	37.50% 9	45.83% 11	8.33% 2	0.00% 0	8.33% 2	24
Loch Road and the lanes	41.67% 10	29.17% 7	8.33% 2	4.17% 1	16.67% 4	24
A new park and car park	58.33% 14	33.33% 8	4.17% 1	0.00% 0	4.17% 1	24
Improving the historic environment	56.00% 14	28.00% 7	8.00% 2	8.00% 2	0.00% 0	25



7) Please give any further comments you may have on the proposed projects:

a) A new civic square

- Should be priority and should be shared space. Could the new Fraser Centre go here?
- The High Street is currently blighted by queuing traffic and lack of space for loading. The unsynchronised traffic lights at the east end and cars parked for long periods do not help. I think that by far the best option for civic square is to enable one-way traffic using the High Street and Loch Road. This could make a real difference to the town. I am concerned that the other options do not sufficiently address the critical issue of queuing traffic on the High Street.
- I like option A which replaces the old grey slab 60's building with new modern structure and opens up the area while allowing the traffic to move through the High Street.
- I think it is important to give a 'heart' to Tranent. This would be a good opportunity to use the area for concerts, meetings etc.
- Anything that will improve and get rid of buildings.
- The "modern" buildings shown don't seem to me to tie in with the conservation status!
- Look to flatten old co-op building.
- Be influenced by existing good architecture
- I am for removing the old council buildings on the High Street. Although the library could be brightened up a bit I think it would be good to have a new architectural plan for

the space - I like the idea of a cafe space - open fronted shops - but it needs to be a nice place to sit - not a traffic jam. It needs to be more open.

- This could only be done properly via large-scale works - i.e. removal of all the existing dated buildings and flats.
- God help blind people-Very dangerous as too much traffic and lorries
- Disappointed that the bare minimum approach is the preferred option. Radical change could have energised the town centre and kept traffic moving.
- YES old library should be demolished to allow a link road giving town centre flexibility to close High St if required for festivals Sunday markets etc. not a one way system but a bi route catering for all

b) Improving High Street

- Does this include access into shops?
- The shared spaces concept is great but will not sufficiently improve the problem of queuing traffic unless the High Street is made one way. If the High Street is left 2-way then the proposed roundabout at the East end could worsen the problem if shoppers used the roundabout to turn and cruise up and down the High Street looking for a parking space.
- Would like to see option c and have no traffic on high street and have them diverted to loch road
- Like the shared area concept. Only concern would be how busy roundabout would get when new Food stores open.
- There definitely needs to be a push to get a better range of

shops and cafes to Tranent.

- Bus route - effect on roads in areas.
- Ring route for HGV traffic
- Reduce traffic, improve environment.
- Concern about taking crossings away for children (easy to watch for the green man)
- Great ideas about traffic pedestrian mix.
- Improve cheap shop signs
- I was originally keen on the idea for a one-way system around Tranent. I like the idea of a shared space as proposed - there is too much street furniture - lights, bollards, jutting out bits of road that are meant to slow the traffic down which don't really work. I think many people will be concerned because of the volume of traffic - especially large lorries and buses - using the road. As my daughter said 'where will we cross the road as we are taught at school that we should only cross at a proper crossing' - it will take a big change of people's perceptions as to what is safe and I'm not sure Tranent is ready for that! I would personally like to see something radical like the shared space scheme but I think a lot of work will need to be done to convince the community. I believe it would be the first scheme in Scotland. Can a full 'modelling' of how it would work - based on the throughput of traffic - be carried out? I would like to see the traffic lights removed and a new roundabout put in at the Macmerry end of town to hopefully keep the traffic moving - this area will become much busier with the new Aldi and Asda. Can the shared space 'crossings' be more like zebra crossings?

- Traffic is slow enough through here without addition of more limitations. Either pedestrianise it or don't - no middle ground to confuse people. Also, what building would be at top of street? Don't like that at all - surely another open space would be better?
- Unless the traffic situation is eased then any improvement to high street will be papering over cracks. Either total by pass of High Street to traffic or my preferred option of a one way system in conjunction with Loch Road (similar to how achieved in Haddington with east end of loop being two way over short section) only this will make the High Street a more pleasant place. Eventually a southern ring road to totally bypass centre for traffic will be required if town is to truly thrive
- Very dangerous too much traffic
- I like the idea of lowering the pavements and the shared space for improving pedestrian access, not so keen on the median strip if the road is not being widened.
- Enforced Ban on cars in bus stop zone. Control over quality of finish materials. Better quality road material and pavements no slabs

c) Small spaces around High Street

- Good
- Charging to park is an unfortunate must now.
- Quality, quality, quality would make a difference.
- I am never sure which passages are public and which passages just lead to someone's house so it would be good

to open these up and make them clearer pedestrian routes to link car parks and the town centre.

- Not sure what this is related to.
- Don't think the suggestions offered will provide any real benefit.
- Make places of interest to attract tourists, statues to local heroes and mining industry down the Heugh.

d) Loch Road and the lanes

- Access to George Johnstone Centre should be improved.
- Good
- Love the idea of brightening up the lanes, get the primary schools to do the murals.
- Form one-way system with High Street.
- At the moment too much useless grass, loved the ideas of making more "urban".
- Although there is a lot of green space along this road - it is not particularly pleasant. Connecting the High School, Loch Centre and Town centre together better would work and I would be happy with new flats/houses being built here. I would remove speed bumps - personally I spend more time looking at the bumps and making sure I don't damage the car rather than keeping my eyes out for pedestrians!
- The 'lanes' are disgusting both sides of the High Street - again because of the condition of most of the buildings. Adding hedges and widening paths won't address that. Redevelop properly or not at all! Finally, how would increased traffic affect school users - especially children.

Would all school access be moved to other entrances with existing main Loch Road access blocked off for safety?

- I like the idea of extending the High St up Loch Road, though doubt the success of any business in that area, in a cul-de-sac, without a traffic throughput.
- Link road to loch road would allow visitors to easy access parking and stay in Tranent. Do not agree about seating in back lanes cold & no outlook and potential hang out zones waste of potential funds. Who suggested more housing at loch road?
- Very concerned about proposal for road linking high street. Loch centre, doctors, sheltered housing and Ross High pupils to think about. I think it would make it too busy with traffic.

e) A new park and car park

- Does this include demolition of old primary school?
- Good
- If there is better car parking it will encourage shoppers from the surrounding area to visit Tranent.
- Proper enforcement of parking regulations etc.
- This is a key link space...look at desire paths
- This looks a good scheme - the current area is unused and really should have been considered when the new Day Centre was being built. Paths through here connecting the old infant school, Sanderson's Wynd, the day centre, library and the town centre would be good. It would be nice to take the kids to the library, pop to a cafe in the town centre and



taken them to a playpark - all in the same area (I usually go to Ormiston library rather than Tranent as they can go there and then straight across to the playpark...)

- The area near to the old Infant school is generally not nice so some more development would be agreeable with extra provision for more parking a necessity.
- No change except plant a couple of trees and level pavements
- The plans are insufficient. There's no real increase in parking, with the exception of Balfour Square. The area earmarked is a playspace for very young children who would not benefit from an increase in traffic/parking. Also, that area is earmarked for speed-bumps as it's already felt that it's overwhelmed by traffic. Immediate residents won't agree to this.
- Park and Ride on outskirts to south at Ormiston Pencaitland Junction. Lindores Drive /infant school park for school lunch time.

f) Improving the historic environment

- Good
- Tranent should showcase its history more and the proposal to make Tranent Tower an attraction is welcomed.
- Definitely! I am not local so would enjoy finding out about the historic side of Tranent. These could be made into part of an historic walk around Tranent.
- Make most of historical buildings.

- The driven access to care home is too much for vehicles...a missed opportunity in new building development. I stay behind Tranent Tower and was involved in recent discussions with a London 'benefactor' who had unrealistic ideas about its development... the planners seem very pessimistic about any future initiatives, while scaffolding gives poor aspect.
- Increase communication with new residents.
- Improving the look of the old buildings (whether 1970's or 1870's) is key to stop the town from looking dilapidated and unloved. I liked the presentation showing how the high street in Haddington has been improved and I can see that similar could be done for Tranent. It would be great to have the Tower made safe and free from scaffolding -a real focal point and a shame so few people know about it or have ever seen it.
- Not sure how this can be achieved at Tranent Tower given the existing house(s) and Parish Hall there. Perhaps improving the Heugh or a new development may be better? Why not make history with a new community feature?
- I like the ideas for this. Not sure about the value in the shared space at The Tower, but really like the idea of raising awareness of its existence.
- Move Crookston monument and possibly war memorial moved to new park (Lindores Dr) to allow a better/ quieter environment. Who wants to sit beside the A1? Good signage.

Do you have any further comments on either the charrette process or the proposals?

- Improve links between new housing and the town. Pavements improved to access ASDA and Aldi's as a pedestrian and disabled users. Proposed roundabout doesn't give enough attention to pedestrians.
- What about the lane at the bottom of Church Street as the houses there are of an Historic environment and is a Conservation area and the lanes need resurfacing all round the area
- I found the Charrette a very worthwhile exercise. As representing Historic Scotland, it helped us to understand better Tranent's opportunities and challenges – more than we could otherwise have achieved by ourselves. The proposals show a variety of ideas that we can see making a positive difference to the town centre, and we like that options have been presented and are happy to provide further advice to any overall strategy and also individual projects if required. We hope that this will complement the Conservation Area Regeneration Area Scheme (CARS) and together improve Tranent as a place to live and work.
- We need some attractive walkways and cycle paths.
- Sounds good.
- Move taxi rank to another location - ASDA? Loch Road? Still feel Winton Place should be closed off to traffic. Plus opening out Loch Road through to High Street for traffic.

- I would be interested in involvement for future planning for charrette.
- Yes.
- I liked the design of the new houses in the scheme in Church Road. Good example of traditional/modern hybrid.
- I like the overall vision proposed and think it captured the ideas of many people. I worry that there will be a lot of opposition to such great change - particularly the high street, but would like to see the plans really worked through in more detail. How do you convince people that it will be safe for children and OAP's? I have heard a shared space scheme in the West of Scotland has been scrapped because of local opposition. I want to see the unused buildings being brought back into use - or knocked down. The Infant school would make a great community and business hub - I know there is a similar space in Cockenzie being let out as office spaces - I think this could work in Tranent. With the plans for the Fraser Centre as well, this could make Tranent much more of a place to come, rather than a place to avoid! It would be a shame to water down the plans too much - we need to do something quite radical I think to make a real difference. Let's keep up the momentum!
- As a resident of almost 40 years, I always welcome investment and new proposals but am worried at the scale here. Generally the centre of Tranent is downtrodden with many dilapidated buildings, roads and paths as well as lots of dead and/or unattractive space. Genuine thought has to be given with regard to not only developing existing spaces but making the surrounds nicer. Old buildings (both domestic and commercial) need to be removed completely. Are the funds there for such large-scale development? Traffic access also needs to be an understandable priority and I'm not sure how you can factor this in successfully to improve the experience for drivers and pedestrians. Safety and functionality are not always inclusive unfortunately.
- Far too much traffic in a very small space to remove pavements - I will avoid the area if this comes in as it will never be safe
- Concerned about the old Fa'side home because of the amount of traffic that goes up and down Elder Street and also all the cars that park there.
- There's been a lot of hard work gone into this, well done. I know you'll never please all of the people all of the time but I do believe that not addressing the issue of traffic and parking is a huge missed opportunity. In the session I was in it was clear the local community wanted to attract more people into the town, as businesses, as tourists, as shoppers etc. If the current proposals are implemented the town will look pretty, but won't change much. Much like the last time the High St. was revamped.
- Unfortunately had to miss end of last presentation. What next, what about committee what about steering groups. Traffic management not addressed. Business opportunities not covered.



Appendix 8: Charrette Attendees

Name	Organisation	Session 1: Thursday 26/3	Evening Session: Thursday 26/3	Open Design Studio: Friday 27/3	Exhibition and Presentation: Saturday 28/3	Follow - Up event: Thursday 30/4
N Bird	Artist	Y	-	-	Y	Y
I Thomson	Centre Stage Company	-	-	-	Y	-
T Shearer	East Lothian Council (ELC)	Y	-	-	-	Y
K Scott	ELC	Y	Y	Y	Y	Y
E Ritchie	ELC	Y	Y	-	Y	Y
D Grant	ELC	Y	-	-	Y	Y
S Akhtar	ELC	Y	Y	-	Y	-
L Congalton	ELC	Y	-	-	-	-
S Davie	ELC	Y	Y	-	Y	Y
J Gillies	ELC	Y	-	-	Y	Y
J Bee	ELC	Y	-	-	-	-
W McGuire	ELC	Y	-	-	-	Y
R McMeddes	ELC	Y	Y	Y	Y	Y
S Baxter	ELC	Y	-	-	-	-
P Forsyth	ELC	Y	-	-	-	-
W Gillie	ELC	Y	-	-	-	Y
P Zochowski	ELC	Y	Y	-	Y	-
J Lothian	ELC	Y	-	-	-	-
J Baker	ELC	Y	Y	Y	Y	Y
F Todd	ELC	Y	-	-	-	Y
S Smith	ELC	Y	-	-	-	-
L McLean	ELCO	-	-	Y	-	-
K McLeod	ELC/CIr	-	Y	-	Y	Y
G Kerevan	East Lothian SNP	Y	-	-	-	-

H Spencer	Elphinstone Community & Parent Council Association	-	Y	-	-	Y
H Williams	Elphinstone Primary School	-	-	Y	-	-
R McNeill	Fa'side Area Partnership	Y	-	Y	Y	Y
J Russell	Fraser Centre	-	Y	-	-	Y
D Orr	Fraser Centre	Y	-	-	-	Y
P McGowan	From Tranent	-	-	-	-	Y
L Ferguson	High Street Shop/Trader	-	-	-	-	Y
H Johnson	Historic Scotland	Y	-	-	-	-
I Thomson	Historic Scotland	Y	-	-	-	-
K Plain	Local resident	Y	-	-	-	-
J Baillie	Lox Hairdressers	-	-	-	-	Y
L Lynn	Macmerry Primary School	Y	-	-	-	-
L Fox	Macmerry Primary School	Y	-	-	-	-
F Cowie	Macmerry Primary School	Y	-	-	-	-
N Roberston	Macmerry Primary School	Y	-	-	-	-
P Summerfield	Pencaitland Community Council	-	-	Y	-	-

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V Swann	Pencaitland Resident	-	-	-	Y	-
K Swann	Pencaitland Resident	-	-	-	Y	-
S Renton	Recharge	-	Y	-	-	-
M Elgon	Recharge	-	Y	-	-	-
D Thomson	Recharge	-	Y	-	-	-
K McIntyre	Recharge	-	Y	-	-	-
L Swan	Recharge	-	Y	-	-	-
N Melrose	Recharge	-	Y	-	-	-
K Watt	Recharge	-	Y	-	-	-
K Young	Recharge	-	Y	-	-	-
S Cox	Recharge	-	Y	-	-	-
K Hurley	Recharge	-	Y	-	-	-
R Smith	Recharge	-	Y	-	-	-
F Buchan	Resident	-	Y	-	-	-
R Buchan	Resident	-	Y	-	-	-
K MacFadyen	Resident	-	Y	-	-	-
D Kebell	Resident	-	-	Y	-	-
B Kebell	Resident	-	-	Y	-	-
G Scott	Resident	-	-	-	-	Y
D Bell	Resident	-	-	-	-	Y
D Bell	Resident	-	-	-	-	Y
GA Sieniawski	Resident	-	-	-	-	Y
K Conlon	Resident	-	-	-	-	Y
T Rae	Resident	-	-	-	-	Y

J Crighton	Resident	-	-	-	-	Y
RA MacDon-aldn	Resident	-	-	-	-	Y
I Reid	Resident	-	-	-	-	Y
D Conlon	Resident	-	-	-	-	Y
G Peacock	Facilities	-	-	-	Y	-
G Robinson	Scottish Government	Y	-	-	Y	Y
J Combe	Scottish Government	-	-	Y	Y	-
C Clark	Scottish Natural Heritage	Y	-	-	-	-
F Stirling	Scottish Natural Heritage	Y	-	-	-	-
F Mc-Naughton	Scottish Natural Heritage	-	-	-	Y	-
K Bacon	Scottish Water	Y	-	-	-	-
C MacFadyen	Scout Leader	-	Y	-	-	-
K Steel	Scrabble and Badminton Clubs	-	Y	-	-	Y
G Duncan	Fa'side Area Partnership	-	-	Y	Y	Y
S Strain	Sustrans	Y	-	-	-	-
S Glynn	T&DCSC	-	-	Y	-	-
M Allan	TECC	-	-	-	-	Y
C O'Brien	The New Plough	-	-	-	-	Y
C McGinn	TECC	-	-	-	-	Y



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C Hogg	Tranent Resident	-	-	-	Y	-
E Hutchison	Working Group Tranent Regeneration	Y	Y	-	Y	Y
L Marshall- Ritchie		-	Y	-	-	-
R McLarty		-	Y	-	-	Y
A Bree		-	Y	-	-	-
L Dryden		-	Y	-	-	-
P Rae		-	Y	-	-	-
L Mann		-	Y	-	-	Y
KTurnbull		-	Y	Y	Y	Y
A Fallen		-	-	-	Y	-
J Fallen		-	-	-	Y	-
E Waugh		-	-	-	Y	-
R Thomson		-	-	-	-	Y
W Sharif		-	-	-	-	Y
C McCulloch		-	-	-	-	Y
C MacGilvary		-	-	-	-	Y
T McAvoy		-	-	-	-	Y
K Martin		-	-	-	-	Y



Kevin
Murray
Associates