

REPORT TO: Cabinet

MEETING DATE: 10 November 2020

BY: Head of Infrastructure

SUBJECT: Establishing a Multi-modal Transport Interchange (multi-hub) Network in East Lothian

1 PURPOSE

- 1.1 The purpose of this report is to inform Cabinet of the proposal to establish a network of multi-modal transport interchanges (multi-hubs) across East Lothian. To enable an informed approach to be taken we seek approval for a pilot project in Musselburgh to be used to develop the most efficient way to operate multi hubs and subsequent network. Multi-hubs are designed to encourage the use of active and sustainable transport as an alternative to the private car.

2 RECOMMENDATION

- 2.1 To approve the trial of a multi-hub at the Brunton, Musselburgh as the first in a potential network of interlinked transport interchanges located across East Lothian, which are designed to improve transport connectivity, reliability and the promotion of sustainable transport.
- 2.2 To note that East Lothian has an opportunity to lead the way in establishing a network of multi-hubs in Scotland and these will promote a green transport recovery from the impact of Covid-19.

3 BACKGROUND

- 3.1 East Lothian Council adopted the Local Transport Strategy in 2018 with a vision too have well-connected communities with increased use of sustainable transport modes to access services and amenities. The development of multi-hubs resonates with this vision.
- 3.2 The concept is for a network of multi-modal transport interchanges (multi-hubs) linked by regular bus and/or train services connected by attractive paths for cycling and walking and supported by other transport facilities (such as car clubs, bike hire and car charging) to make travel options convenient, reliable and affordable. To ensure waiting times at the hubs will be minimised

it is proposed to work with service providers to introduce seamless journey planning apps and the provision of real-time bus information, but if waiting is necessary, there will also be facilities such as seating and wi-fi to improve the experience.

- 3.3 Multi-hubs have the potential to change the way we travel by making it much easier to access public transport and other forms of sustainable travel. They raise the profile of alternatives to private car use in local communities, by bringing together information about, and access to, different modes of transport in high profile locations.
- 3.4 External funding discussions with Sustrans, Paths for All, are being concluded to establish a pilot multi-hub at the Brunton Hall in Musselburgh this year. Future potential external funding has been identified in the form of the [MaaS Innovation Fund](#)¹ and the Bus Priority Fund to develop a journey-planning app and extend the network of multi-hubs out to other communities.
- 3.5 The multi-hub proposal also brings together aspects of other programmes such as Spaces for People programme working with Transport for Edinburgh the 'just eat' Serco bike hire scheme, Bewegen electric bike hire trial, Low emission Zone, bus information systems and the Musselburgh Active Town project.
- 3.6 It is proposed to realise and develop networks working in partnership through the City Region Deal Transport Appraisal Board and SEStran, to explore synergies and learning opportunities to introduce economically viable Demand Responsive Transport (DRT), with car hire and car clubs reducing the reliance on the private car.
- 3.7 Work to expand the idea into other communities will follow with the potential to seed larger scale multi-hubs and adapt existing transport interchanges. Conversations with a private transport operator to host an intercity electric bus terminus in East Lothian connecting to the existing transport network is also being explored, to drive forward a greener transport renewal and recovery.
- 3.8 It is appreciated that introducing the concept of change to travel behaviour during a global pandemic, when the Scottish Government message is not to use public transport and only travel if absolutely necessary, appears to be a conflict. However, the programme will not actively promote the multi-hub proposal until it is reasonable to do so.
- 3.9 Advertising and promotion is key to the success of this project but this needs to be timed appropriately. To get public buy-in local people need to understand what the product is, how it benefits them, and what the benefits are over traditional travel, journey-time savings, cost and reliability with onward interconnections between modes. In this context, it is proposed to develop a journey planning app through the Mass Innovation Fund linking all parties who wish to use the hub.

¹ <https://www.transport.gov.scot/our-approach/mobility-as-a-service/maas-investment-fund-mobility-as-a-service/>

- 3.10 In addition, to ensure the public have confidence with information provided, high quality integration of data between services is essential, including monitoring of patronage (users) and location of transport services through live bus tracking (real-time passenger information), CCTV and demand monitoring.
- 3.11 To help develop the public perception and concept of a hub, a focus group reflected on an appropriate brand that could be used across the different towns and villages. The workshops aim was to identify a term which people could associate with the wider benefits of sustainable travel and that can be used as the main name for the interchange in Musselburgh. The group was asked to remark on 'multi-hubs' or 'mobility hub' but rejected the term as they felt it sounded more medical and was also associated with disabilities and mobility scooters. No one option was favoured above one other, however, it was agreed that the name should be transferable, short and relevant to the local community.
- 3.12 The Transport Scotland Act 2019 made provision for the introduction of Low Emission zones in the four main cities (including Edinburgh) however, due to Covid a hiatus was made on advancing the Orders. Emerging through the Scottish government route map, on the restarting of development will place strain on access to Edinburgh and the hubs will assist in addressing travel demand.
- 3.13 As part of the Spaces for People programme consultation, the principles of the trial site at Brunton Hall have been agreed with local stakeholders. Further consultation and public engagement through public questionnaire and tests will be taken to measure public attitude and seek learning opportunities.

4 POLICY IMPLICATIONS

- 4.1 The multi-hubs will promote and support active and sustainable transport in line with our following policies:
- Local Transport Strategy *Policy 3: Active travel and healthy lifestyles*
 - Local Transport Strategy *Policy 5: Encouraging sustainable travel*
 - Climate Change Strategy *Outcome 2: Active travel and sustainable transport used for everyday journeys to drastically cut transport emissions and improve air quality*
 - Climate Change Strategy *Outcome 7: Our communities are places encouraging low carbon lifestyles and are prepared for the effects of climate change*

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 An Integrated Impact Assessment is has been undertaken.

6 RESOURCE IMPLICATIONS

- 6.1 Financial – External funding of £30,000 will be sourced to cover capital costs and maintenance for first three years. Beyond that, an ongoing maintenance budget will be required from income generators. Opportunities exist through private EVCP leasing, advertisement, BSIP arrangements and Cost recovery on Traffic Regulation Orders to allocate road space.
- 6.2 Maintenance and operational costs for the first 3 years will be covered by warranty. The longer term costs are currently unknown, likewise the quantum of potential income streams. A part of the pilot will be to explore opportunities to make the concept cost neutral to become financially sustainable.
- 6.3 Personnel – Staff have been involved in drafting proposals, developing a branding and communication strategy, attracting external funding and leading on design. Further commitments will be required to manage installation, promotion, liaise with stakeholders, and follow through to the wider projects to develop a complete network.
- 6.4 Other - None

7 BACKGROUND PAPERS

- 7.1 *East Lothian Multi-hub network – a proposal for a local network of transport interchanges – See Appendix 1*

AUTHOR'S NAME	Peter Forsyth
DESIGNATION	Asset and Regulatory Manager
CONTACT INFO	pforsyth@eastlothian.gov.uk ; mhaddow@eastlothian.gov.uk
DATE	October 2020

East Lothian multi-hub network

A proposal for a local network of multi-modal transport interchanges



East Lothian Council Road Services
Partnerships and Services for Communities

John Muir House

Haddington

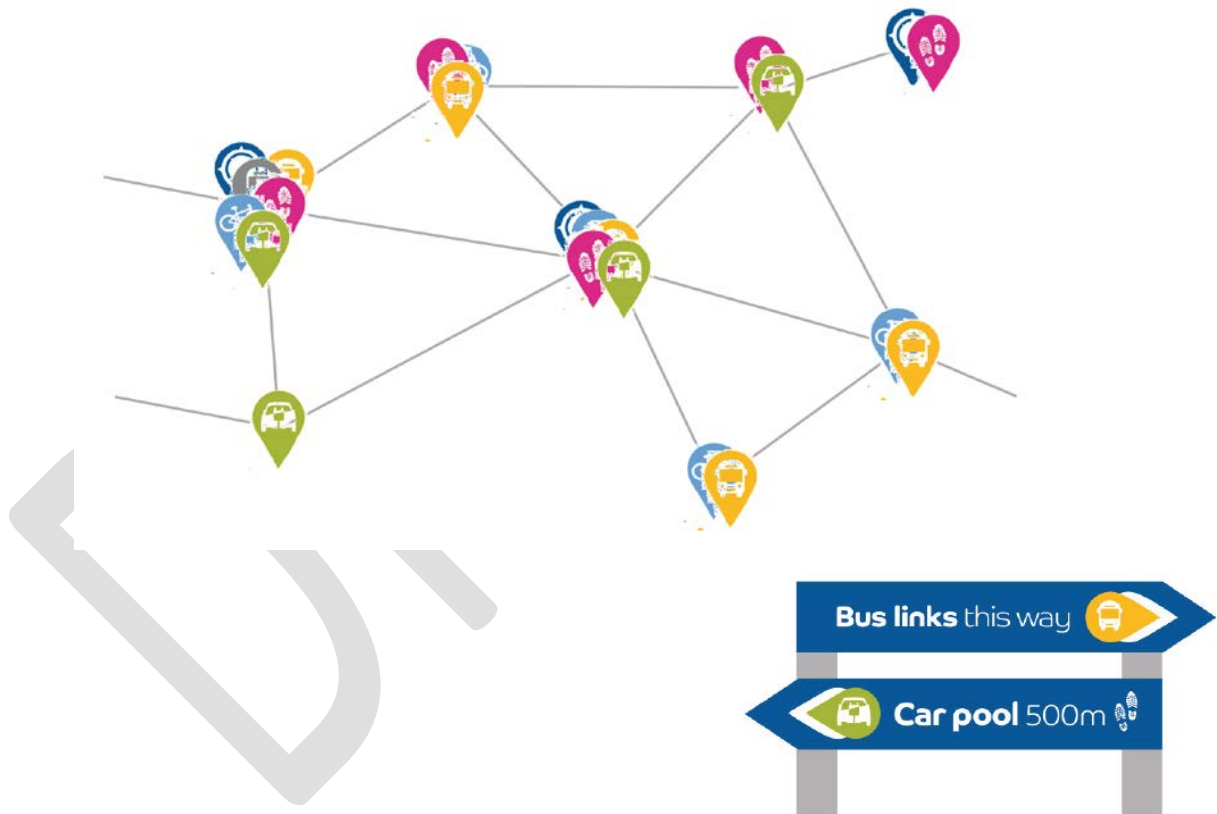
EH41 3HA

August 2020

Executive Summary

The vision for East Lothian is for a network of multi-modal transport interchanges (multi-hubs) linked by regular bus services and attractive paths. People travel to the hubs by the most convenient means in order to pick up a link to the next one. The waiting times at the hubs will be minimised due to seamless journey planning apps and the provision of real-time bus information but, if waiting is necessary, there will be facilities such as seating and wifi to improve the experience.

Multi-hubs have the potential to change the way we travel by making it much easier to access public transport and other forms of sustainable travel. They raise the profile of alternatives to private car use in local communities, by bringing together information about, and access to, different modes of transport in high profile locations.



Contents

1	Introduction	5
1.1	What is a multi-hub?	5
1.2	Why create multi-hubs?	5
1.3	What is the benefit of a multi-hub network?	6
2	Features of Multi-Hubs	7
2.1	All hubs are not the same	7
2.2	Walking and cycling	7
2.3	Bike hire	7
2.4	Public transport	7
2.5	Demand Responsive Transport / taxis/ private hire.....	7
2.6	Journey-sharing	7
2.7	Car clubs.....	7
2.8	Electric vehicle charging.....	8
2.9	Additional features – seating, public wifi and top-up taps	8
2.10	Biodiversity and public realm	8
2.11	Journey planning apps	8
2.12	Cycle/pedestrian counters	8
3	East Lothian Multi-Hubs.....	9
4	Phase 1 – Brunton Hall trial.....	10
4.1	Partnership.....	10
4.2	Why Brunton Hall?	10
4.3	Timescales for Brunton Hall	11
4.4	Brunton Hall stage 1 designs	12
5	Phase 2 – major hubs	13
5.1	Overview	13
5.2	A - Musselburgh Station/ Queen Margaret University	13
5.3	B - Wallyford Station	13
5.4	C - Prestonpans Station	15
5.5	D - Longniddry Station.....	15
5.6	E - Drem Station?	15
5.7	F - North Berwick Station	15
5.8	G - Dunbar Station	16
5.9	H – Haddington High Street.....	16
5.10	I & J - Major hubs still in development	16

6 Phase 3 – standard hubs 17

7 Initial designs..... 18

8 Funding request 19

DRAFT

1 Introduction

1.1 What is a multi-hub?

1.1.1 An East Lothian multi-hub is our proposed local term for what has been described in the sector as a 'mobility hub', defined by SEStran¹ as:

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

1.1.2 We have used a different term to avoid perceptions that these interchanges are only to support people with additional mobility needs. They are for everyone who needs to travel locally.

1.1.3 'Multi-hub' is a working title, and further focus group work will be carried out later in the year to establish a term which people associate with the wide benefits of sustainable travel.

1.2 Why create multi-hubs?

1.2.1 It is widely recognised that the threats arising from climate change are already impacting upon our communities. East Lothian Council declared a Climate Emergency² in August 2019, resolving to take urgent action to make all our council services Net Zero Carbon as soon as reasonably practicable and by 2045, and to work with our partners towards a Carbon Neutral East Lothian. The Council's Climate Change Strategy 2020–2025³ sets out the Council's commitment to tackling the Climate Emergency at local level, with the specific outcomes, key priority areas and actions over the next five years towards achieving these overall aims. Transport currently accounts for the largest source of Scotland's total greenhouse gas emissions. Tackling the emissions from transport by prioritising, delivering and promoting active and sustainable travel choices locally is a key outcome in our strategy.

1.2.2 In addition to this priority, there are growing health and social inequality crises exacerbated by our reliance on private motor vehicle use. Multi-hubs bring together all the elements of sustainable transport into easy-to-recognise locations that can be jointly promoted. The hubs will be obvious places to change buses/modes and are useful for wayfinding.

1.2.3 In this way, the network will be an important element in promoting local bus use, and contribute to the recovery of bus services post-Covid.

¹ <https://sestran.gov.uk/wp-content/uploads/2020/05/SEStran-Mobility-Hubs-Strategic-Study-Final-Report.pdf>

² https://www.eastlothian.gov.uk/news/article/13064/climate_emergency_declared

³ https://www.eastlothian.gov.uk/downloads/download/13283/climate_change_strategy_2020-25

- 1.2.4 Additionally, multi-hubs support car clubs, which have been shown to be a stepping-stone for drivers towards reducing their mileage and moving away from car ownership. Other elements such as bike hire also benefit from being part of the bigger picture.
- 1.2.5 Multi-hubs can also be an interchange for demand responsive transport (DRT) services. Under this model, flexible/local services e.g. taxis or private hire services could be subsidised to carry travellers to their closest multi-hub to complete their onward journey by more mainstream means. Alternatively they could be a recognised pick-up point for private journey-sharing arrangements.

1.3 What is the benefit of a multi-hub network?

- 1.3.1 Ultimately, we envisage a complete network which will raise the profile of sustainable transport in East Lothian. Once residents are aware of the hub closest to them, they will view it as 'gateway' to access the rest of East Lothian and beyond. While car parking will be available at some hubs, there will be incentives to encourage people to travel only to their closest hub in order to pick up public transport or another mode to their final destination.

2 Features of Multi-Hubs

2.1 All hubs are not the same

2.1.1 We envisage that all hubs will have the following basic features:

- Bus stop
- Bike rack
- Information board

2.1.2 Major hubs will be defined as those which have associated car parking and therefore can be considered to have a larger catchment area.

2.2 Walking and cycling

2.2.1 In many cases the first or last mile of any journey can easily be made on foot or by bike. All multi-hubs will provide local area maps showing destinations that can be easily reached by these modes. Bike parking will be available.

2.3 Bike hire

2.3.1 Public bike hire will be a central pillar of East Lothian multi-hubs, providing onward links but also being available for leisure trips for local people. We have already extended the on-street Edinburgh Cycle Hire scheme into Musselburgh and E-bike hire is coming soon.

2.4 Public transport

2.4.1 All multi-hubs will be centred on an existing bus stop/interchange or rail station and will provide facilities to make it easier to access the public transport network.

2.5 Demand Responsive Transport / taxis/ private hire

2.5.1 For people who are some distance from the public transport network, subsidised taxis or private hire vehicles could provide a Demand Responsive Transport (DRT) link.

2.6 Journey-sharing

2.6.1 Multi-hubs would provide easily identifiable pick-up points for shared journeys (where one person gives a lift to someone going in the same direction), with a mobile app or community noticeboard providing the facilities to link drivers with passengers.

2.6.2 In town centre locations, some nearby parking spaces may be reserved for vehicles which are part of a shared journey. We understand that 'certification' of journey-sharing is available via the TripshareEastLothian and similar apps.

2.7 Car clubs

2.7.1 Car Clubs have been demonstrated to reduce private car ownership and are a

stepping-stone for individuals towards more sustainable travel patterns.

- 2.7.2 However, car clubs have not yet been demonstrated to be profitable/sustainable in rural locations, due to the need for a minimum level of potential members within walking distance. Where our multi-hubs can provide easy to access to car club vehicles, this will help to promote the concept and support their operation.

2.8 Electric vehicle charging

- 2.8.1 East Lothian has a growing network of electric car chargepoints and, where the multi-hubs provide a 'park and ride' element, the parking spaces will be equipped with EV chargepoints. There are likely to be opportunities to include electric bike charging in future.
- 2.8.2 Additionally, some multi-hub sites may offer opportunities to integrate off-street car charging for residents without driveways.

2.9 Additional features – seating, public wifi and top-up taps

- 2.9.1 Where possible public wifi will be provided at hubs, and we will work in partnership with Scottish Water to provide top-up taps for drinking water, particularly at hubs with E-Bike hire facilities. Attractive seating and enhanced shelters, where required will provide comfortable place to wait.

2.10 Biodiversity, climate change adaptation and public realm

- 2.10.1 Multi-hubs should add value to the public realm in terms of being high quality and attractive destinations. Where possible the biodiversity of the area will be enhanced through green network features such as vegetative roofs on shelters, and public realm improvements will be incorporated. We hope to work with the Green Action Trust to incorporate rain gardens into as many hubs as possible, adding these climate adaptation features in all our towns.

2.11 Journey planning apps

- 2.11.1 Ultimately we would like to have a journey planning app associated with the East Lothian on the Move hubs which will make it easy to use all the transport elements as well as adding a promotional aspect, and the ability to incentivise different modes of transport.

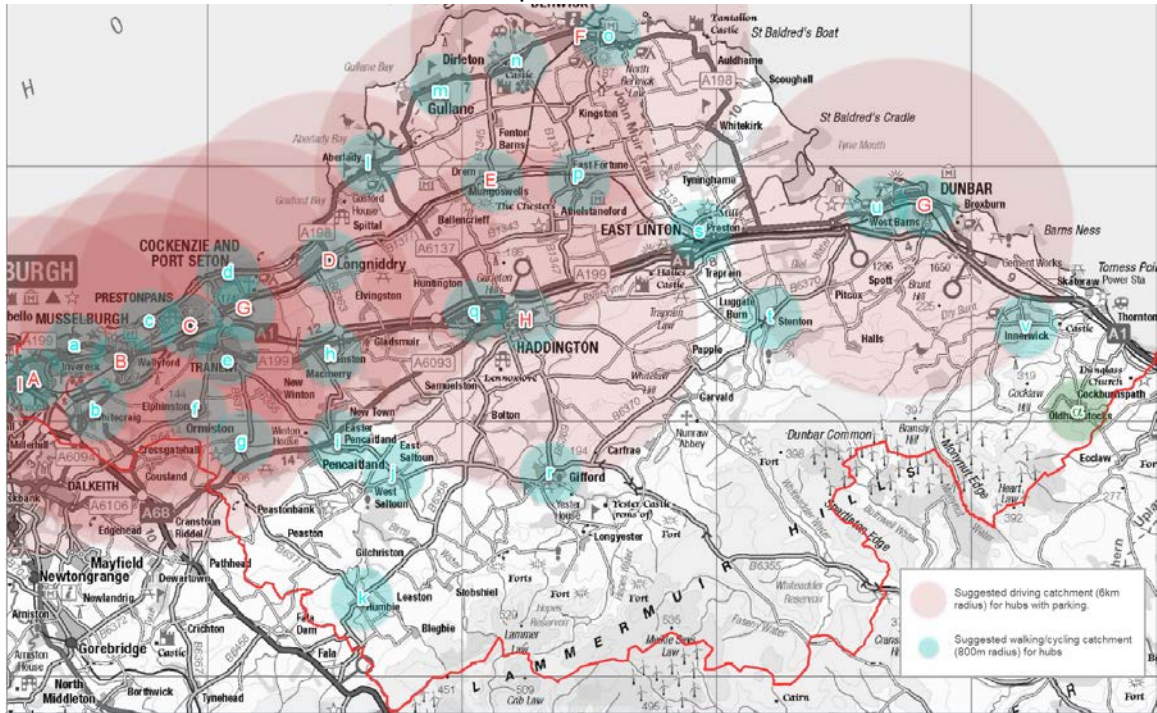
2.12 Cycle/pedestrian counters

- 2.12.1 These could be sited on key routes to the hubs to gather data but also have a promotional aspect.

3 East Lothian Multi-Hubs

3.1.1 We propose a comprehensive network of multi-hubs across East Lothian as suggested in the figure below. The mobility hubs will improve connectivity through and between the town centres, making the towns more attractive for residents, local businesses and visitors.

3.1.2 We have made a distinction between ‘major’ hubs where generally car parking will be provided and a higher level of facilities can be expected, and ‘standard’ hubs which can be seen as access points to the wider network.



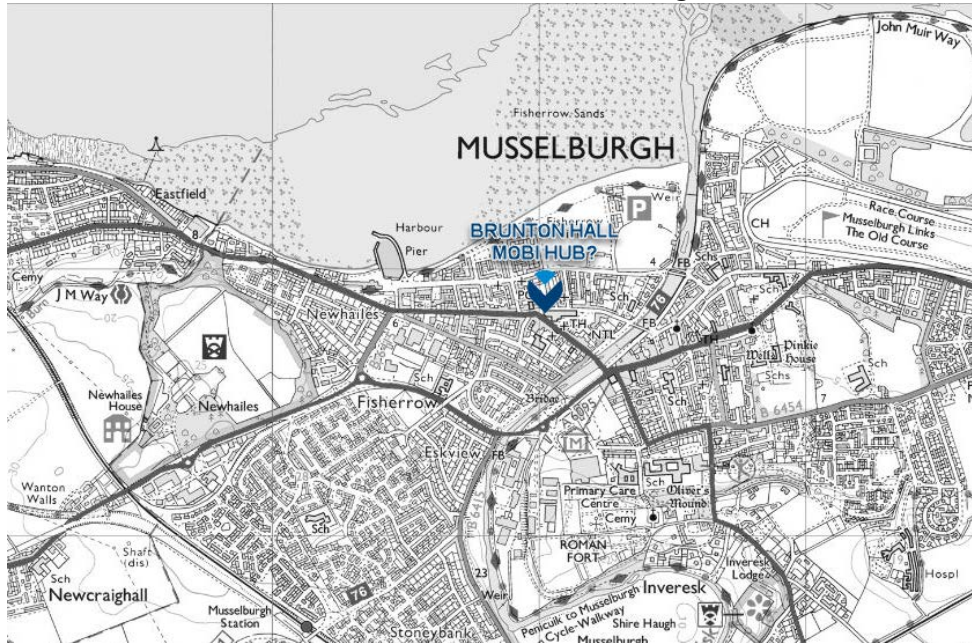
The hubs will be developed in three phases starting with a trial at Brunton Hall in Musselburgh in the winter of 2020.

This envisages a network where nearly every household in East Lothian is within walking distance of a standard hub location, and within easy driving distance of a major hub.

4 Phase 1 – Brunton Hall trial

4.1 Partnership

4.1.1 A trial multi-hub will be established in partnership with Musselburgh Area Partnership, SEStran, CoMoUK, Scottish Water and potentially the Green Action Trust at the Brunton Hall in Musselburgh.



4.2 Why Brunton Hall?

- 4.2.1 This site has been selected as it is in a high profile location which has several existing essential elements. As well as being a town centre location with frequent bus services and good local facilities, there is already public electric vehicle charging nearby, a Co-Wheels car club vehicle and taxi rank. Public e-bike hire is coming soon, and the site has been identified as a potential site for a trial of the inductive charging of car club and taxi vehicles.
- 4.2.2 The adjacent bike shop has been approached and is receptive to supporting additional e-bike hire.
- 4.2.3 We have had initial discussions with Scottish Water regarding the installation of a water bottle top-up tap and the location seems to fit their requirements. They may be able to install one before the end of the year.
- 4.2.4 SEStran have offered to provide an electronic bus information display to complement the other five which are available across East Lothian. This will make it easy to keep up-to-date bus timetables and present relevant information about other modes of transport.
- 4.2.5 Conversations with Lesley Smith the Councils Arts Team Manager responsible for major events at the Brunton Hall, alerted us to the need to reconsider the parking/loading layout at the rear of the building.

4.3 Timescales for Brunton Hall

4.3.1

It is proposed to implement the multi-hub in stages as opportunities become available. The first phase is a drawing together of existing initiatives, and easy-to-implement measures.

		Element	Cost	Fund	Comment
Many elements already in place	Target date: Winter 2020	Branding	-	ELC	Initial designs are now available
		Signage and marketing	£2000	SCSP	Road markings/signs/online in first instance.
		Design of posters and information boards	£1000	ELC	Can be shown in electronic display or printed out for inside Brunton Hall.
		Electric vehicle chargepoints for car club vehicles	£9,000	SEStran	Bollard-style chargepoints to distinguish them from general chargepoints. Potential for inductive charging
		Bike racks (6 hoops)	£600	SfP	
		Installation of two electronic info display	£20,000	SEStran	
		Drop kerbs for cycle pass	£1400	SfP	Need to move bollards to protect area from parking
		On-street E-bike hire	£50,000	SEStran	Capital costs plus 3 years + 1 +1 contract for support
		Bike hire	-	n/a	Available via adjacent bike shop (Ace Bikes)
		Bike repair station	£1000	TBC	Need to check with Ace Bikes
		Parcel drop-off and collection	TBC	ELC	Already available via CollectPlus at Fisherrow Newsagents. Could jointly promote?
		Water bottle top-up tap	-	SW	
		Seating	TBC	ELC	Integrate with biodiversity features
Advertising within Brunton Hall	TBC	ELC			
These elements require planning permission and consultation	Target date: Spring 2021	Signage	£1000	SEStran	Totems
		South Street closed to through traffic		ELC	Access maintained to community centre etc.
		Move bus shelter		ELC/ Adshell	Bus shelters belong to AdShel. Need to liaise with them. May need planning permission
		Streetscape works to tie elements together	£3000	ELC	Create a 'sense of place'. Include: <ul style="list-style-type: none"> Continuous footway over top of South Street Move/repurpose phone box Move bike hire to more central location Different surfacing?
		Journey-sharing spaces / Multi-Hub user spaces in North High Street car park		ELC	For Brunton Hall staff, and other businesses? Impact of repurposing car park?
		Risk Assessment/ Quality Audit			Assess and respond to issues raised
	Target: 2022	Cycle link to Wallyford Station	TBC	ELC	Route 2 from Musselburgh Active Toun
		Cycle link to Musselburgh Station/QMU	TBC	ELC	Route 5 from Musselburgh Active Toun
		Cycle link to Primary Care centre	TBC	ELC	Local link identified through Musselburgh Active Toun consultation
		Fully segregated in-town cycle lane	TBC	ELC	Consider interaction with pedestrian crossings and bus shelters

ELC = East Lothian Council; SCSP = Smarter Choices, Smarter Places (paths for All), SW = Scottish Water; SEStran = ShareNorth Project; SfP = Spaces for People (Sustrans); GAT=Green Action Trust.

4.4 Brunton Hall stage 1 designs

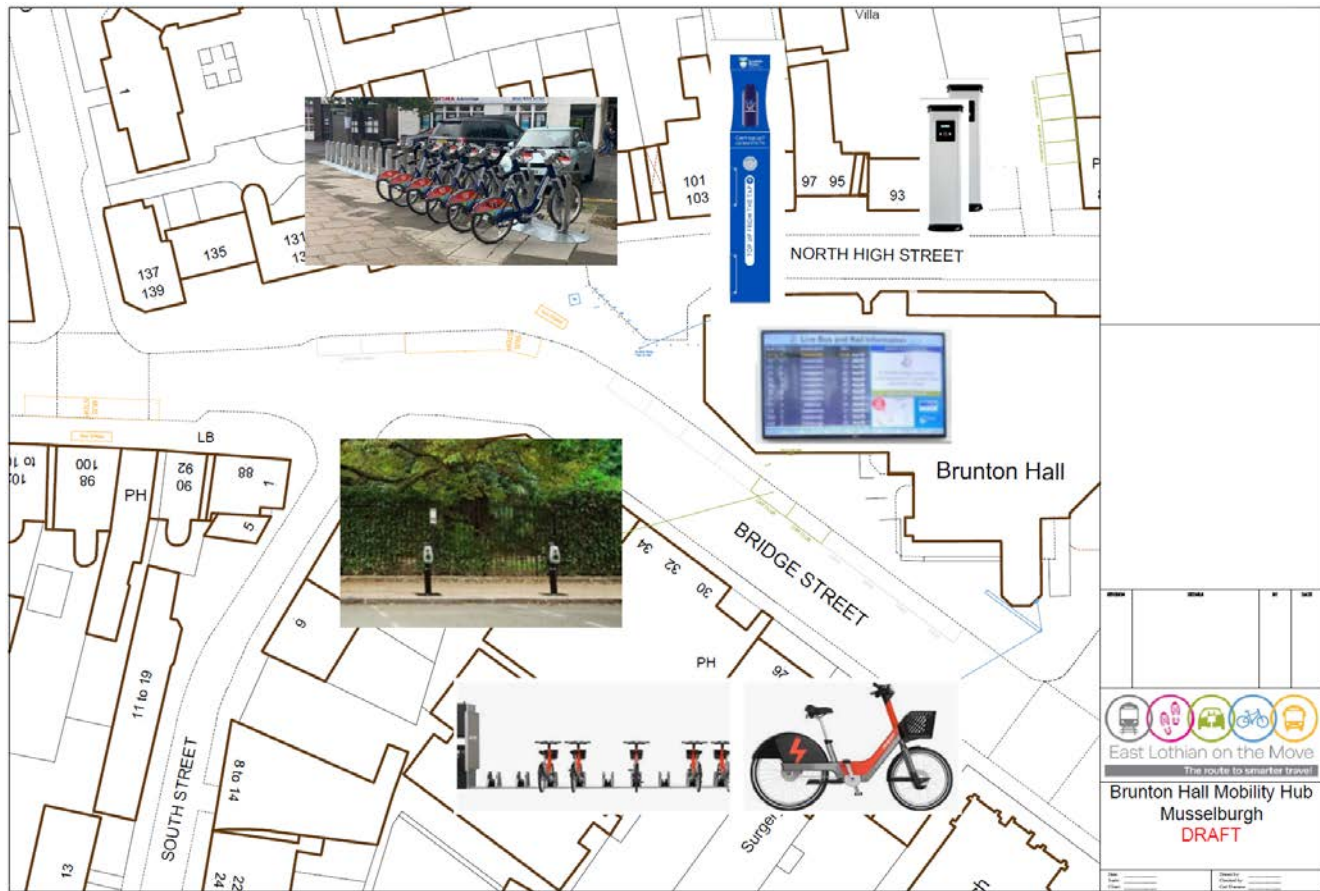


Figure 1: Sketch of plans for Brunton Hall Multi-Hub stage 1

5 Phase 2 – major hubs

5.1 Overview

5.1.1 As the trial is developed and learning emerges, we will start to pull together features for multi-hubs in each of our biggest towns. These hubs will be based at existing interchanges.

5.1.2 An important feature will be the availability of e-bikes for hire. We have identified 3 main uses of e-bike hire:

- **Commuting / Utility trips by local people** – Linking people to multi-hubs for onward travel. We are focussing on this market through the Spaces for People funding for on-street e-bike hire which is providing opportunities for people to replace bus trips with cycling in the wake of Covid-19.
- **Leisure trips by local people** – those without space to store/money to buy an e-bike could take one and go for a spin. In this way the
- **Leisure visitors to East Lothian** – there will be a need to work closely with Economic Development colleagues and other specialists to reach this market

5.2 A - Musselburgh Station/ Queen Margaret University

5.2.1 This will be provided with e-bike hire this year. There may be opportunities to work with QMU to support car club use, and integration of different modes of transport. Walking/cycling links should be made to Newcraighall station to the south.

5.3 B - Wallyford Station

5.3.1 Both bus and train services are currently available at Wallyford 'Park & Choose' and it is the site of Scotland's largest EV charging hub including 100kW and 150kW public EV chargepoints. However, the car park is nearing capacity, and effort is required to convert some of the trips to the station to sustainable transport. Bus routes would need to be reconfigured for the site to function as a proper interchange; currently no express bus services call there, and the local routes are slow. However, initial discussions with Lothian and East Coast buses have been positive, and there is interest in supporting

facilities such as a waiting area and toilets.

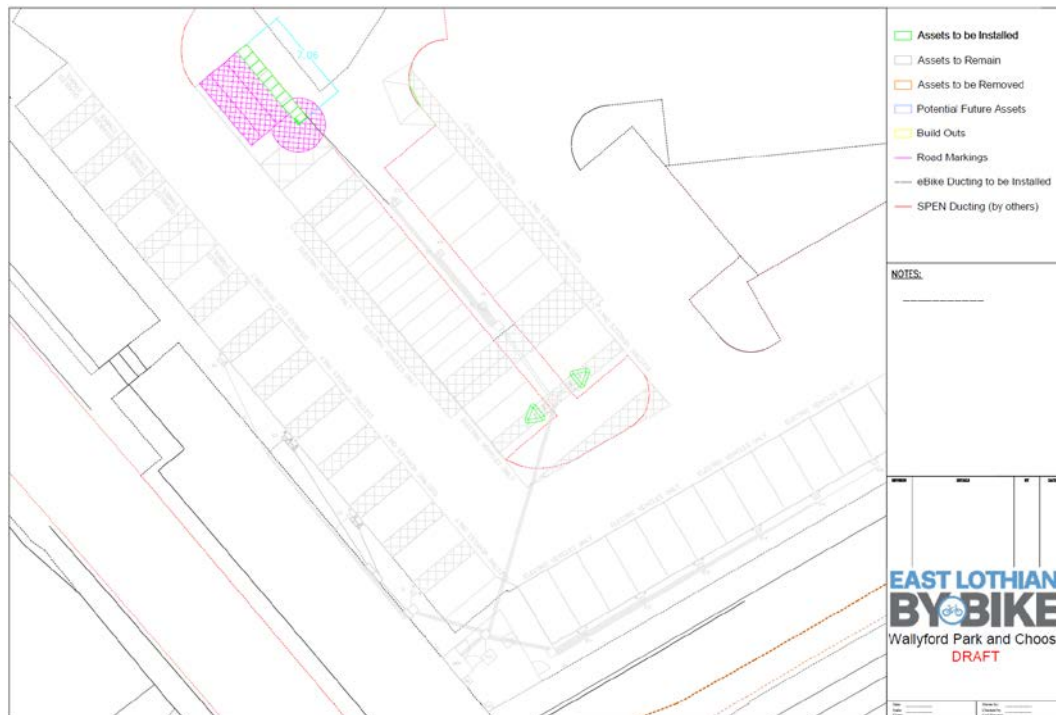


Figure 2: Wallyford Park & Choose - space for e-bike hire has been identified

5.3.2 The disruption to bus services during the Covid-19 pandemic has offered an opportunity to re-evaluate the shape they will take in future. The Spaces for People programme is consulting on measures to improve The Loan for walking and cycling by banning motorised vehicles except buses. This will make the train station and the bus stops feel closer together. The speed limit is also being reduced.

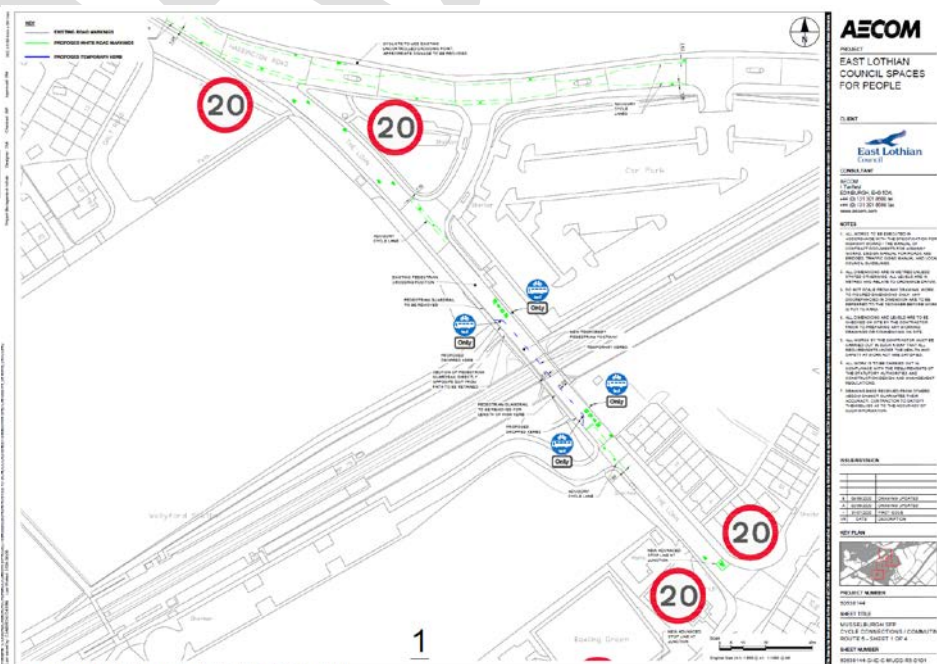


Figure 3: Spaces for People proposals for The Loan at Wallyford Park & Choose (August 2020)

5.4 C - Prestonpans Station

5.4.1 At Prestonpans Station there is a location suitable for e-bike hire just outside the entrance. This is on a bus route, and opportunities exist for providing better links to the town.

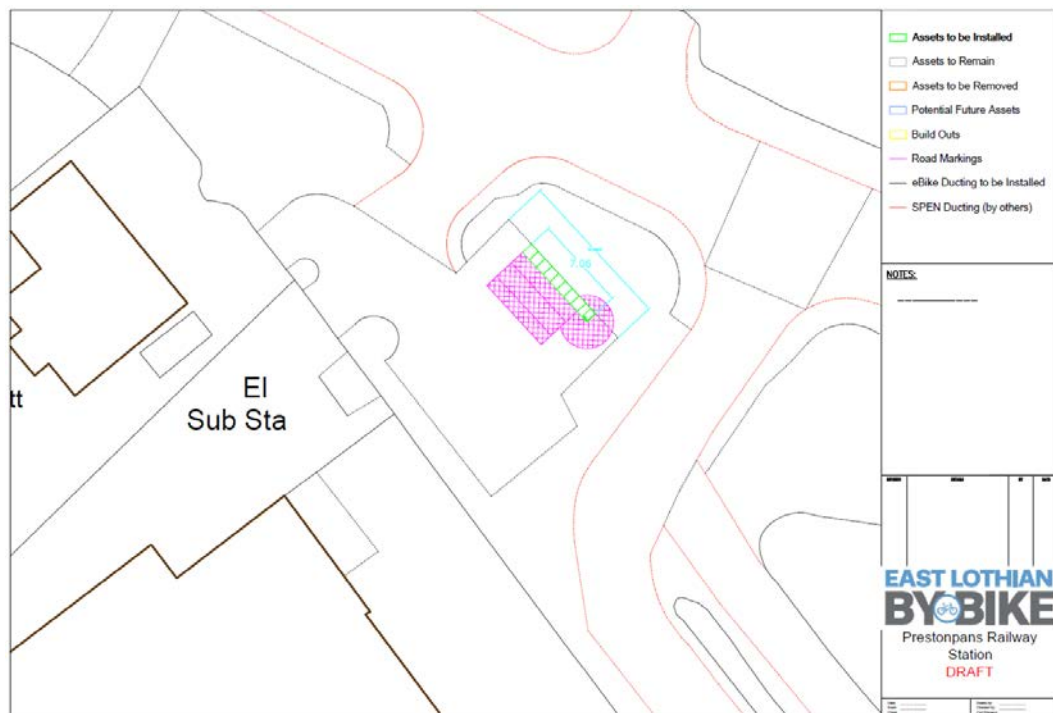


Figure 4: Proposals for e-bikes close to Prestonpans station

5.5 D - Longniddry Station

5.5.1 The new car park has space to provide facilities such as e-bikes. There are good walking and cycling connections.

5.6 E - Drem Station

5.6.1 Planning restrictions in this conservation village may make it difficult to agree a site for e-bike hire. However, other elements such as bus links and cycle routes can be integrated.

5.7 F - North Berwick Station

5.7.1 There is an opportunity for siting e-bikes on ELC managed land adjacent to the bus shelter/train station. Cycle links to the high street and the beach will need to be established.



Figure 5: Proposals for e-bikes near North Berwick station

5.8 G - Dunbar Station

5.8.1 Walking routes to provide direct access to the station from the south and east are being developed. Bus access from the east would make it easy for interchange between bus and train.

5.9 H – Haddington High Street

5.9.1 Haddington is an important bus interchange for East Lothian, and the High Street has space for all the features of a major transport hub. Although no dedicated parking is currently available, we are appraising the use of on-street and off-street car parks.

5.9.2 There is scope for an e-bike hire station in the town centre; we are reviewing potential locations with community and business stakeholders.

5.10 I & J - Major hubs still in development

5.10.1 I - Blindwells

The new town at Blindwells is an opportunity to embed sustainable travel with the housebuilding. An eventual population of over 20,000 will need seamless public transport connections if they are going to choose to use them rather than drive.

5.10.2 J - East Linton new station

Network Rail are advancing proposals for a new rail station at East Linton. We are working to ensure that this will have all the features expected of a major multi-hub.

6 Phase 3 – standard hubs

6.1.1 While we are building our network around existing bus stops we are looking to complement these with other features as detailed in Section 2.

6.1.2 Key features for further development are linking the standard hubs into the major hubs to provide onward travel. This could be via cycle lanes or local bus, and we will also look to provide complementary e-bike hire stations. The current proposed 'standard' hubs which are likely to feature e-bike stations are:

- War Memorial Square, Prestonpans
- War Memorial Park, Prestonpans
- Civic Square, Tranent

The e-bikes are being funded through the Spaces for People programme currently underway.

7 Initial designs

Some initial ideas about branding have already been developed for further discussion

Sustainable, Shared & Active Travel Interchange Brand Development VISUAL IDENTITY/ BRANDED ASSETS



You are **here**



Rail links **here**



Walk from **here**



Charge **here**



Pedal power **here**



Hop on **here**



Pay **here**



Contact: ELC Communications Team – Louise Stewart: Graphic Design & Creative Adviser T:01620 827226 l.stewart2@eastlothian.gov.uk

8 Funding request

8.1.1 We are requesting £30,000 from SEStrans to support the introduction of first multi-hub in the region, at the Brunton Hall in Musselburgh. In line with the table in Section 4.3. This will provide the following

Electric vehicle chargepoints for car club vehicles	£9,000
Installation of two electronic info display	£20,000
Signage and promotion	£1000
TOTAL	£30,000

8.1.2 The Brunton Hall multi-hub itself is scheduled for completion by March 2021, while the wider links requiring consultation and planning permission will take longer to implement and form part of complementary projects.

8.1.3 Funding will be sought from a variety of sources to establish additional multi-hubs in the East Lothian network, as opportunities become available.