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Additional information:

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2024

# East Lothian by Numbers

## A Statistical Profile of East Lothian

## Travel and Transport

Stantec on behalf of East Lothian Council

East Lothian Council

# Document Control Sheet

**Project Name:** **ELC Parking Management Support Services**

**Project Ref:** **332611186**

**Report Title:** **East Lothian by Numbers**

**Date:** **22/11/2024**

| | Name | Position | Signature | Date |
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| **For and on behalf of Stantec UK Limited** | | | | |

| Revision | Date | Description | Prepared | Reviewed | Approved |
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## Figures

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# 1 Summary

## 1.1 Introduction

1.1.1 This report presents selected transport data and trends for the East Lothian area with comparisons made against Midlothian, West Lothian, and Scotland as a whole. The data presented has been obtained from the Scottish Household Survey and published Scottish Transport Statistics.

1.1.2 The structure of the report covers all modes of transport. Below is a summary of the main statistics and trends from the various sections set out in the report.

## 1.2 Summary

### Main Mode of Travel

1.2.1 49% of residents from East Lothian still drive as their main mode of travel compared to 55% for Scotland. There has been an increase in the number of people driving at least 3 days per week.

### Active Travel

1.2.2 The number of people walking has increased to 76% since 2014 which contradicts the trend in Midlothian, West Lothian, and Scotland.

1.2.3 There has been an increase in the number of households who do not own a bicycle but there has also been an increase in households owning three or more bicycles.

### Bus Travel

1.2.4 A total of 43% of people from East Lothian have travelled by bus in the last month, which is a higher proportion than both West Lothian and Scotland.

### Rail Travel

1.2.5 More people in East Lothian are travelling by train on a daily basis and there has overall been an increase in the number of people travelling by rail. However, most people do not agree that fares are good value.

1.2.6 Overall, there is a 6% increase in station usage across East Lothian since April 2007.

### Purpose of Travel

1.2.7 The proportion of people working from home in East Lothian has increased from 11% in 2014 to 31% in 2020.

1.2.8 Driving is the most common way to travel to work and this has increased since 2014. The proportion of people walking to work has decreased over the same period.

1.2.9 The main mode of travelling to school is still walking and the proportion in East Lothian walking to school is greater than Scotland. There has also been an increase in those travelling by bicycle. Since 2014, there has been a reduction in the number of pupils that are driven to school.

## Road and Congestion

1.2.10 Since 2020, the number of reported collisions has been increasing even though there is an overall 33% reduction in the number of collisions since 2013.

# 2 Transport and Travel

## 2.1 Main Mode of Travel

2.1.1 Figure 2:1 compares the main mode of travel for East Lothian in 2014 and 2022[1]. This shows that there has been an increase in people walking while there is a decrease in the number of people driving or being a passenger in a car or van. There is also a fall in the proportion who travel by bus or train.

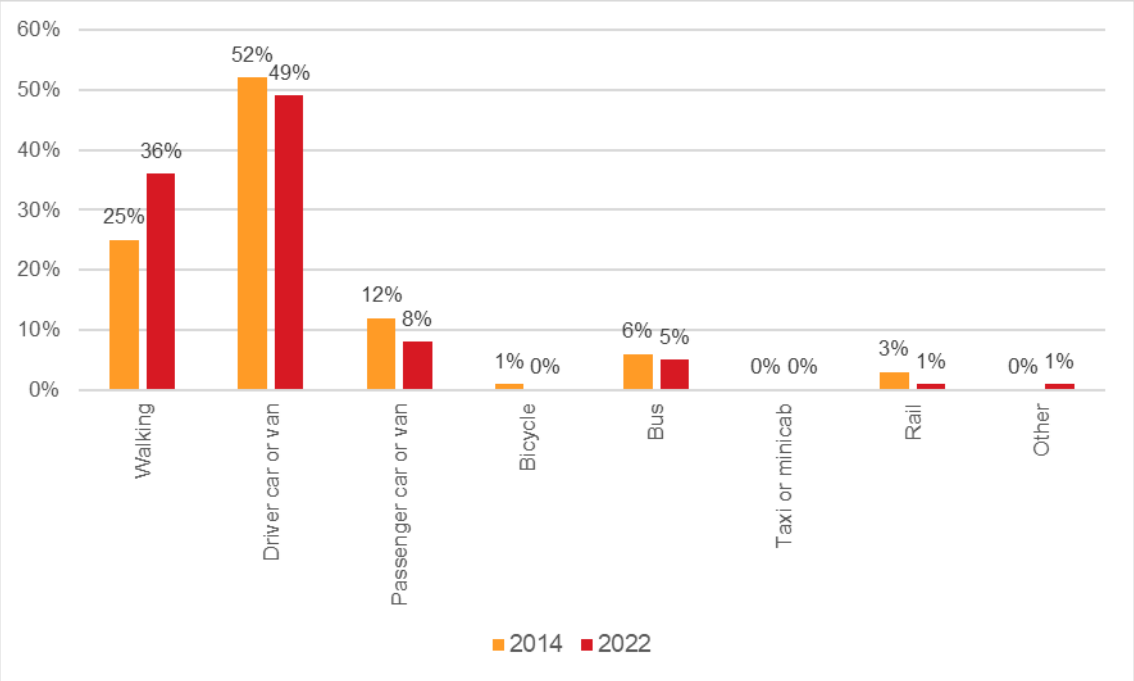


Figure 2:1: Percentage of the Population by main mode of travel in East Lothian 2015 vs 2022 (Scottish Household Survey)

2.1.2 East Lothian is compared to Midlothian, West Lothian and Scotland and presented in Table 2:1.

Table 2:1:Main Mode of Travel Comparison between Local Authority areas and Scotland, 2014 vs 2022

| Mode of Travel | East Lothian | | Midlothian | | West Lothian | | Scotland | |
|---|---|---|---|---|---|---|---|---|
| | 2014 | 2022 | 2014 | 2022 | 2014 | 2022 | 2014 | 2022 |
| **Walking** | 25% | 36% | 15% | 21% | 13% | 17% | 25% | 23% |
| **Driver car or van** | 52% | 49% | 44% | 57% | 59% | 59% | 48% | 55% |
| **Passenger car or van** | 12% | 8% | 19% | 13% | 15% | 12% | 13% | 11% |
| **Bicycle** | 1% | 0% | 0% | 0% | 1% | 0% | 1% | 2% |
| **Bus** | 6% | 5% | 21% | 6% | 9% | 7% | 9% | 6% |

[1] Scottish Household Survey, Table LA16

| Mode of Travel | East Lothian | | Midlothian | | West Lothian | | Scotland | |
|---|---|---|---|---|---|---|---|---|
| | 2014 | 2022 | 2014 | 2022 | 2014 | 2022 | 2014 | 2022 |
| **Taxi or minicab** | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% |
| **Rail** | 3% | 1% | 0% | 0% | 3% | 4% | 2% | 2% |
| **Other** | 0% | 1% | 0% | 1% | 0% | 0% | 1% | 1% |

## 2.2 Active Travel

2.2.1 The frequency of walking as a means of transport is shown in Figure 2:2[2]. In East Lothian, there has been an increase to 36% of people who travel by foot 3-5 days a week while the other frequencies have seen a decrease. There is also a decrease of 10% in the number of people not travelling by foot. Only 24% do not walk which is lower than the comparator areas.

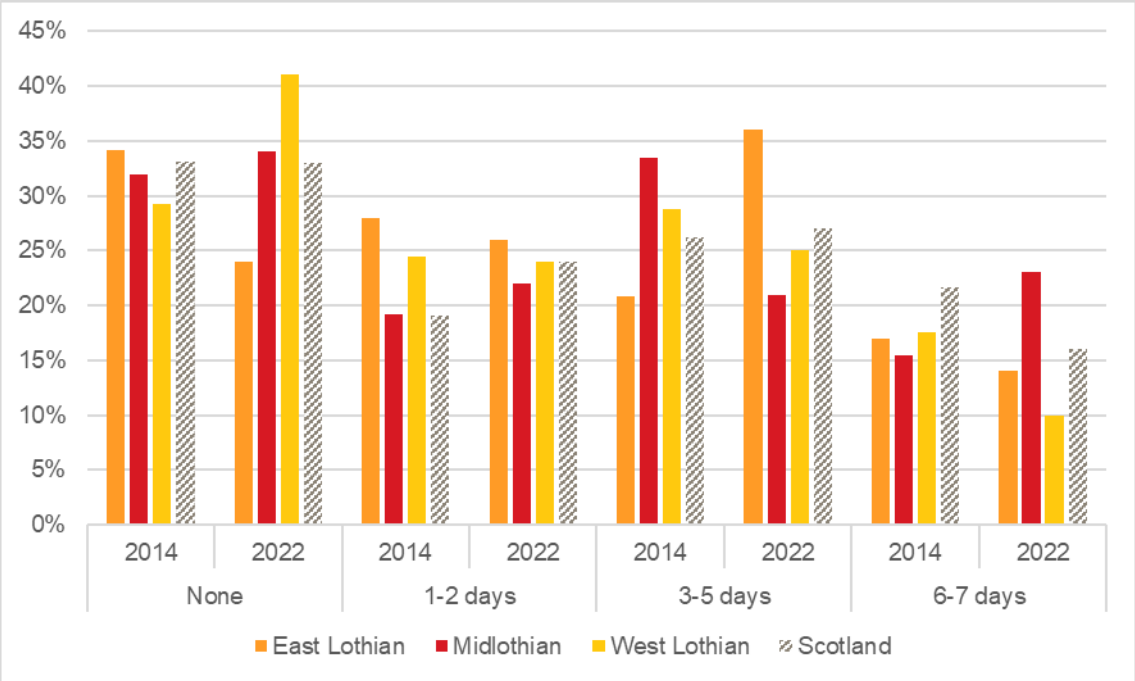


Figure 2:2: Frequency of walking in previous 7 days – as a means of transport 2014 vs 2022 (Scottish Household Survey)

2.2.2 Figure 2:3 shows the number of bicycles available for private use per household in 2014 and 2022[3]. In East Lothian, there has been a small increase to 57% of households not owning a bicycle. However there has been an increase of 5% of households having three or more bicycles.

[2] Scottish Household Survey, Table LA9

[3] Scottish Household Survey, Table LA8


Figure 2:3: Number of bicycles available for private use by households (Scottish Household Survey)

## 2.3 Public Transport

2.3.1 Figure 2:4 presents the satisfaction with public transport, which includes both bus and rail travel[4]. Since 2014 there has been an increase in satisfaction with public transport in East Lothian and Midlothian, however this has decreased in West Lothian and Scotland. Overall, 82% of people in East Lothian noted that they are either very satisfied or satisfied with public transport in 2022. This is higher than the comparator areas.

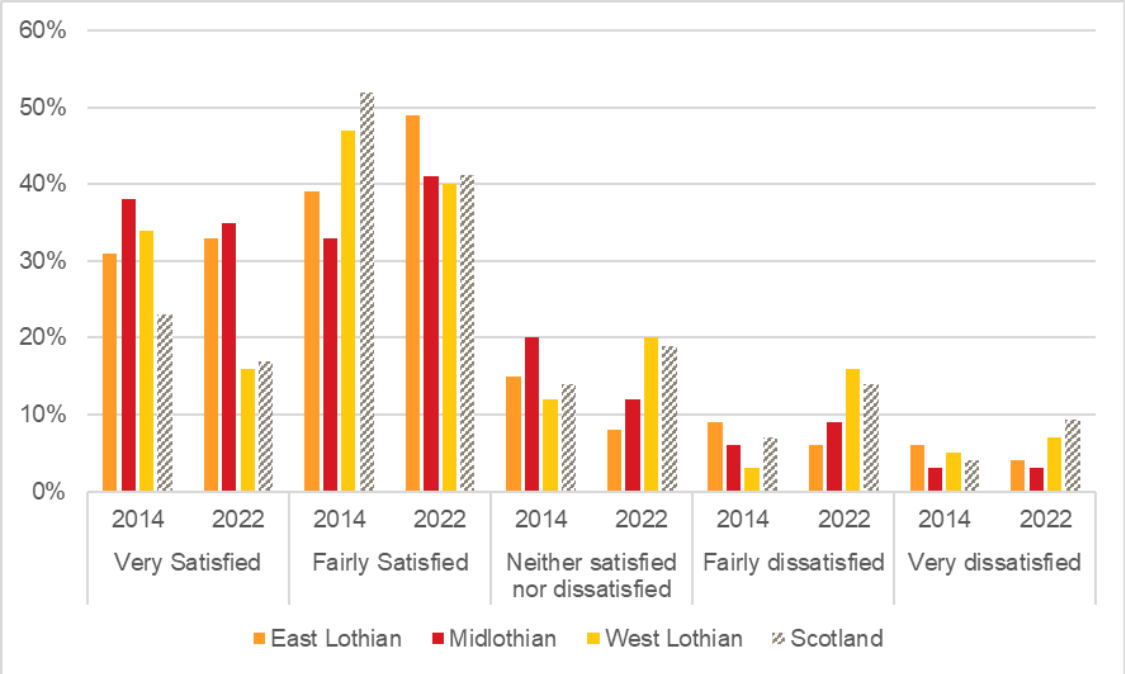


Figure 2:4: Satisfaction with public transport 2014 vs 2022 (Scottish Household Survey)

[4] Scottish Household Survey, Table LA13

## 2.4 Bus

2.4.1 Figure 2:5[5] presents the frequency of bus travel in 2014 compared to 2022. Across all areas, most people have not used the bus in the past month. In East Lothian, the number of people travelling by bus has remained consistent while there has been a slight reduction to 57% of people who have not used the bus in the past month.


Figure 2:5: Frequency of travelling by bus 2014 vs 2022 (Scottish Household Survey)

2.4.2 Figure 2:6 shows the extent to which bus users agreed with statements on bus services[6]. In East Lothian, there has been an increase in agreement with the statement *"buses are on time"* since 2014 to 93%. However, agreement has decreased with the statements *"I feel personally safe and secure on the bus during the day"* (93%), *"it is simple deciding what ticket I need"* (83%) and *"finding out about routes and times is easy"* (79%).

[5] Scottish Household Survey, Table LA11

[6] Scottish Household Survey, Table LA14a

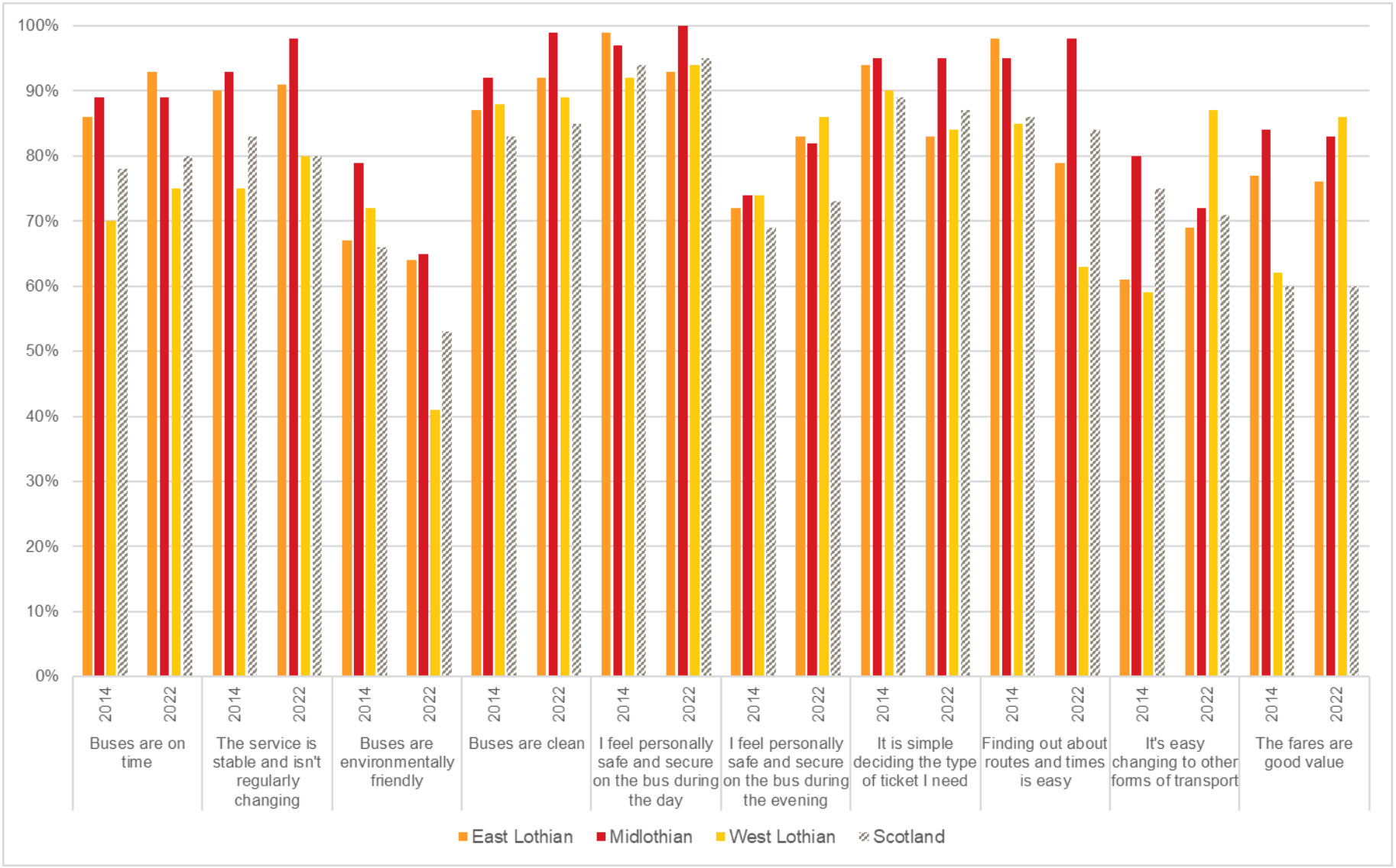


Figure 2:6: Agreement with statements associated with bus travel (Scottish Household Survey)

2.4.3 Figure 2:7 shows the percentage change in the number of concessionary fare passes issued to those over 60 and those with disabilities[7]. There has been a steady increase in the number of people who are receiving a concessionary fare pass due to age or disability. Over the last 10 years, there has been a 29% increase in the number of passes issued in East Lothian which is higher than Scotland with 24%.

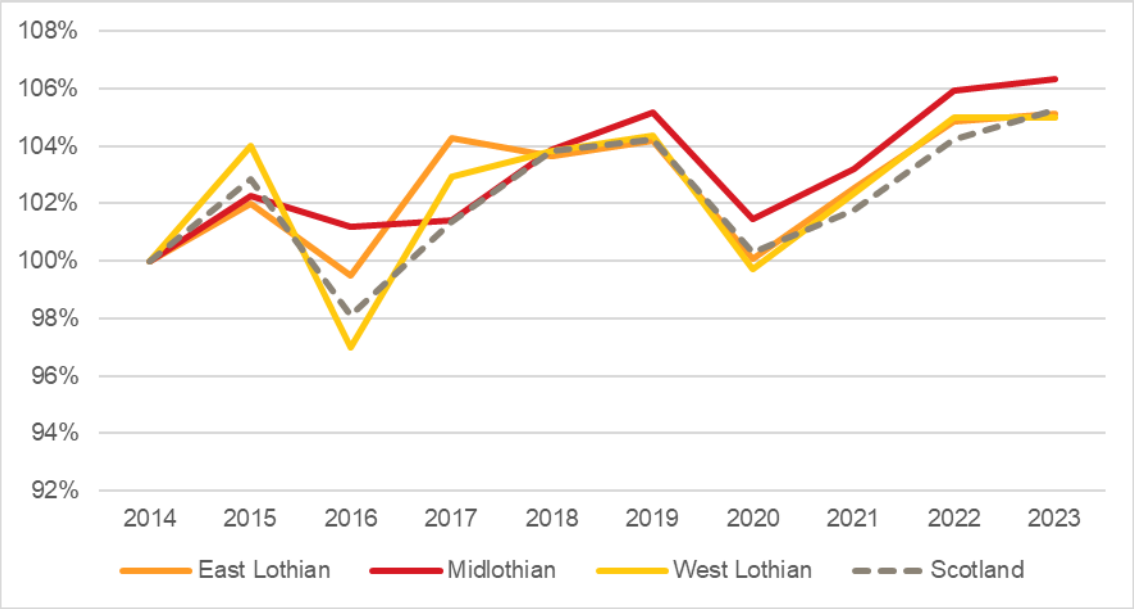


Figure 2:7: Percentage change in the number of concessionary fare passes issued to older and disabled people (Transport Scotland)

## 2.5 Rail

2.5.1 East Lothian has two main railway lines. The East Coast Mainline, connects Edinburgh and London, and calls at Dunbar in East Lothian. The North Berwick line calls at all stations in East Lothian except for Dunbar.

[7] Transport Statistics in Scotland, Table 2.12

2.5.2 Figure 2:8[8] shows that low proportions of people travel by train on a regular basis, but these values have increased since 2014. In East Lothian, the number of people who have not used the train in the past month has decreased from 63% to 57%.

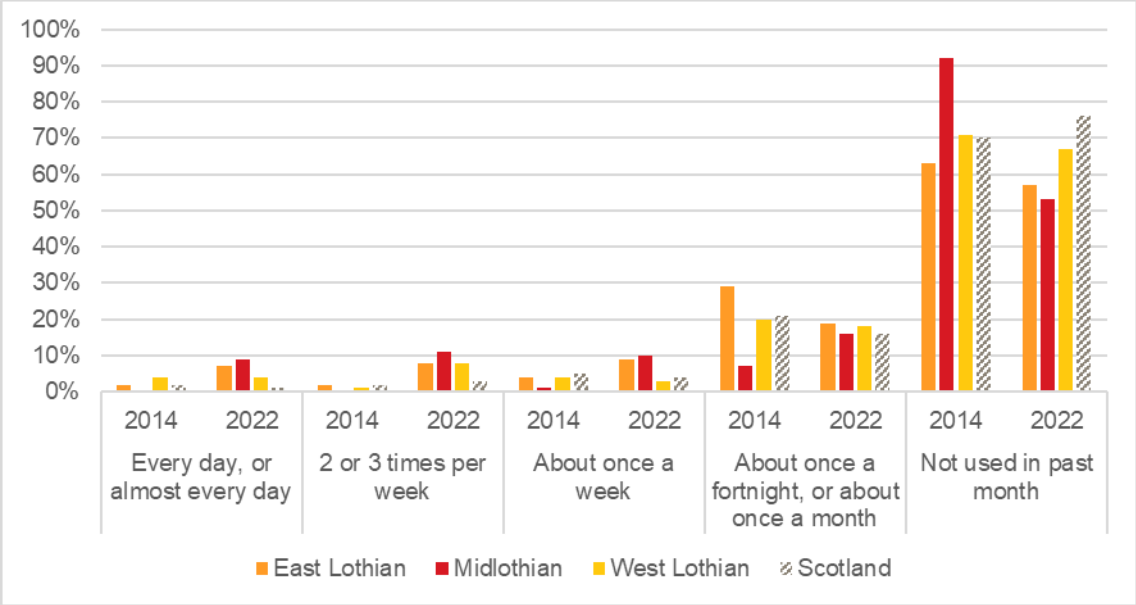


Figure 2:8: Frequency of travelling by train 2014 vs 2022 (Scottish Household Survey)

[8] Scottish Household Survey, Table LA11

2.5.3 From Figure 2:9[9, 10], people disagree that "*the fares are good value"* with the proportion of people from East Lothian agreeing with the statement dropping from 47% in 2014 to 43% in 2022. The largest fall in agreement in East Lothian is with the statement *"the service is stable and isn't regularly changing"* as it drops to 69% agreeing from 92% in 2014. Most of the statements have a lower proportion of people from East Lothian in agreement compared to those from West Lothian or at the Scotland level.

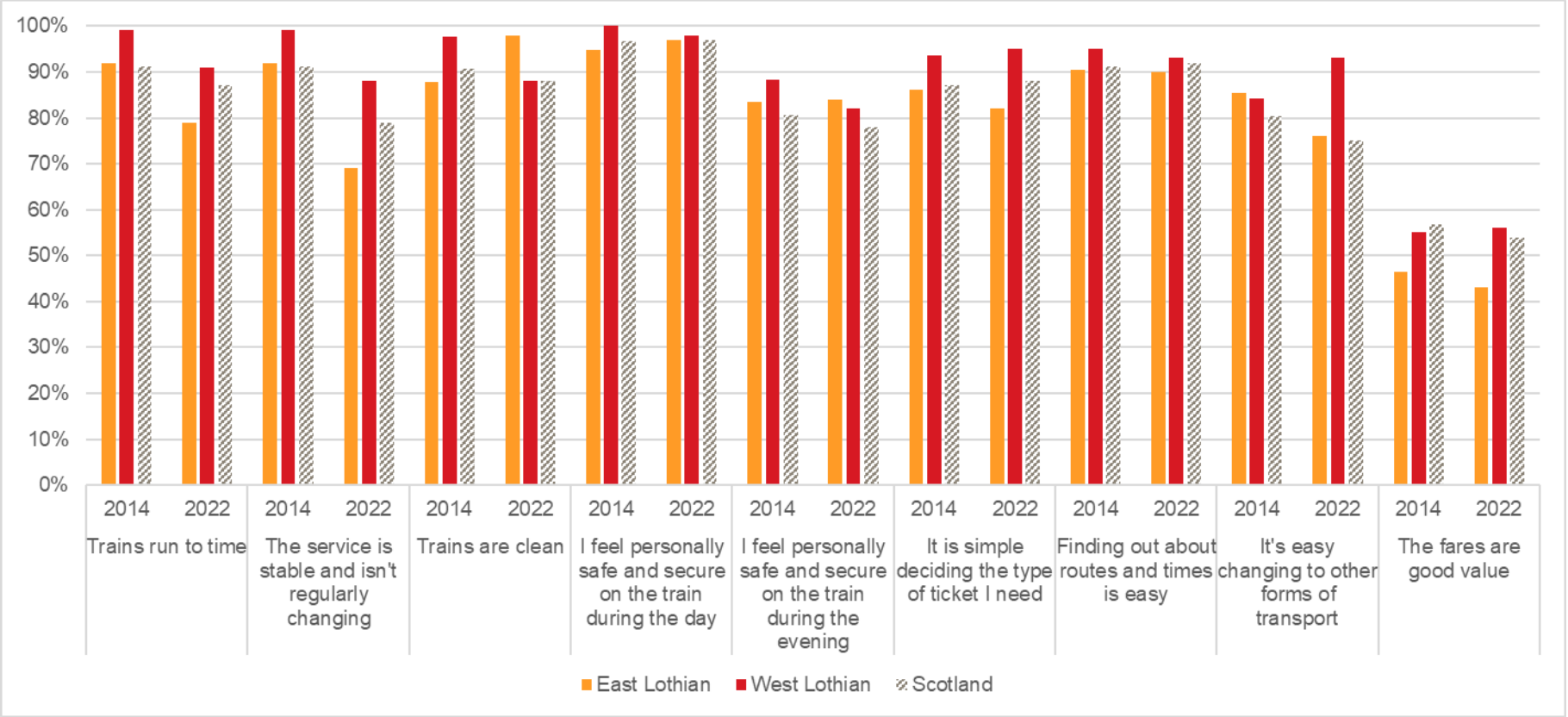


Figure 2:9: Agreement with statements associated with rail travel (Scottish Household Survey)

[9] Scottish Household Survey, Table LA14b

[10] Midlothian did not have a large enough sample size and therefore excluded from the analysis.

2.5.4 Figure 2:10 shows the estimated railway station use for each station in East Lothian[11]. Patronage has not recovered to pre-COVID levels but is slowly growing. North Berwick continues to be the most used station in East Lothian.

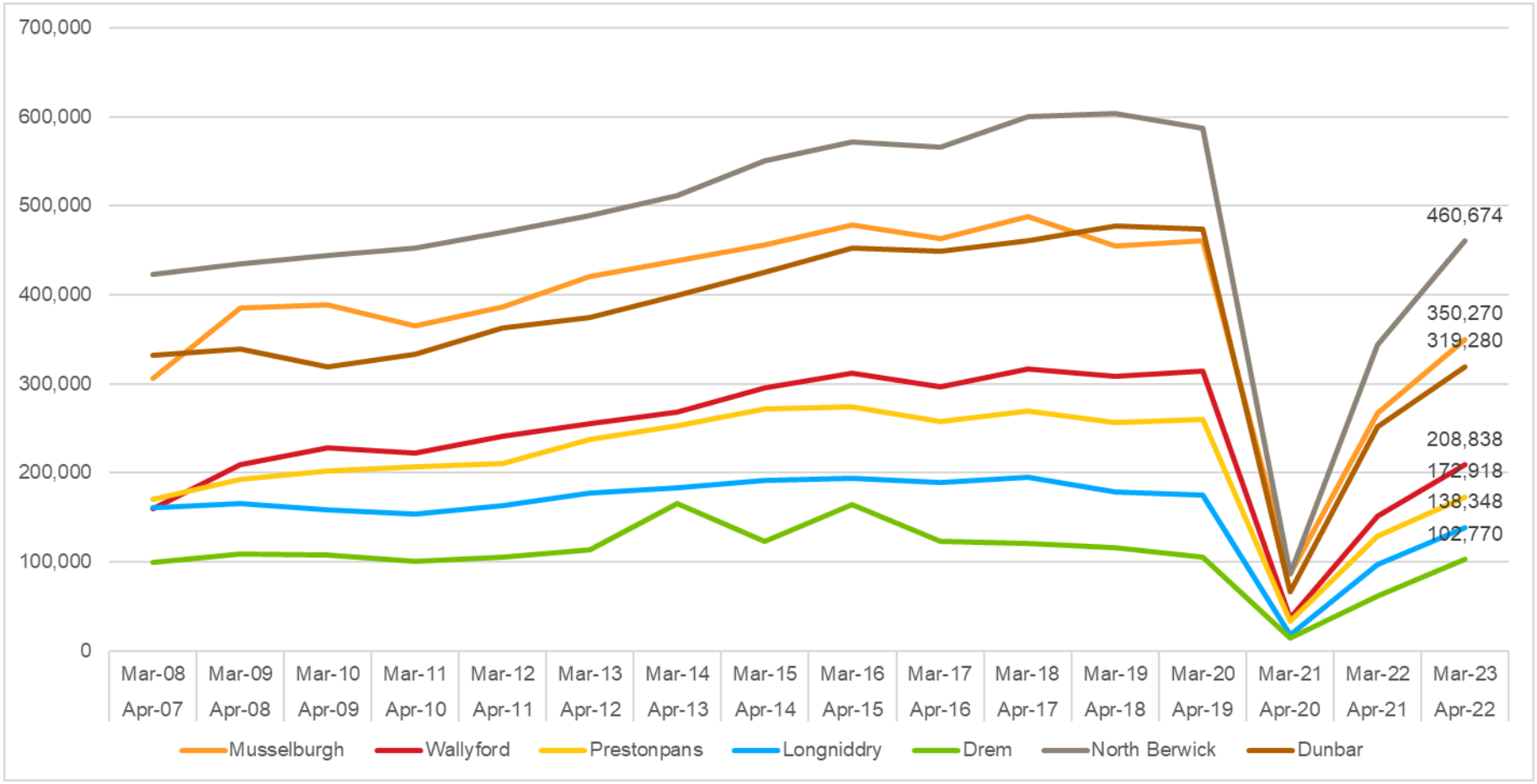

Figure 2:10: Estimated railway station entries and exits in East Lothian (Office of Rail Regulation, 2023)

[11] Office of Rail Regulation (Estimates of station usage | ORR Data Portal)

## 2.6 Private Car

2.6.1 Figure 2:11 shows the number of private cars that a household can access[12]. 83% of households in East Lothian had access to a car compared to 75% of Scottish households and 79% of households in Midlothian and West Lothian in 2022 which is an increase from 2014.

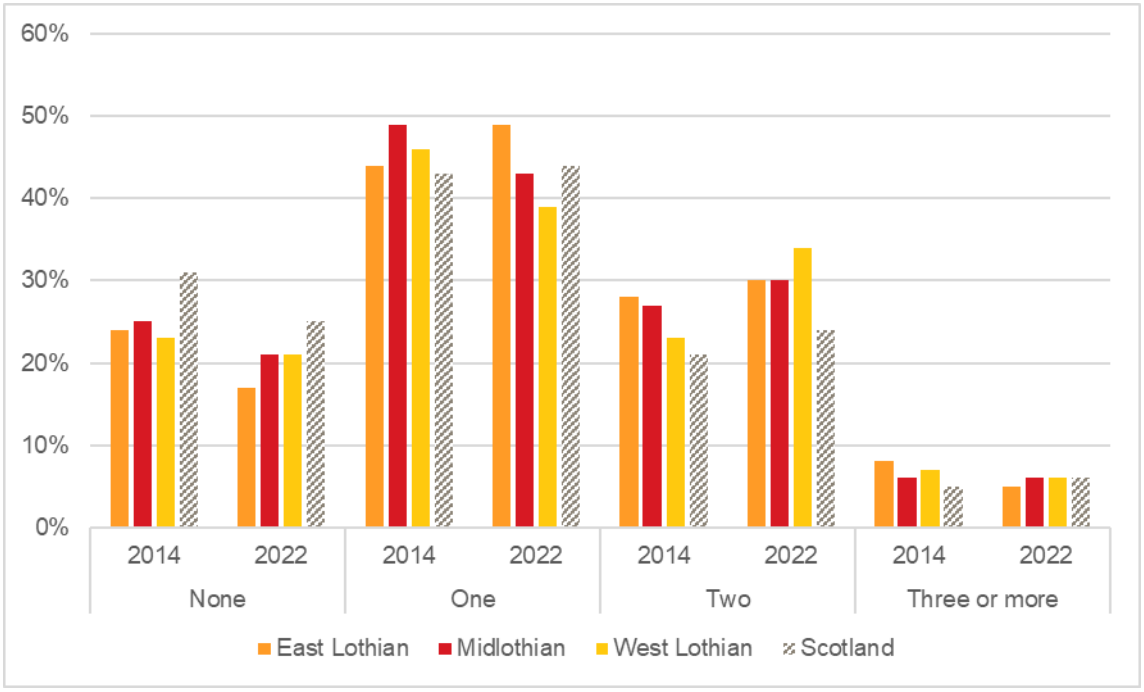


Figure 2:11: Number of cars available for private use by households 2014 vs 2022 (Scottish Household Survey)

2.6.2 The total number of cars registered has been increasing year on year as shown in Figure 2:12[13]. East Lothian has the second highest percentage increase from 2021 to 2022. There

[12] Scottish Household Survey, Table LA4

[13] Transport Statistics in Scotland, Table 1.3

has been a 19% increase in car registrations in East Lothian over the past 10 years compared to 14% in West Lothian and 11% in Scotland.

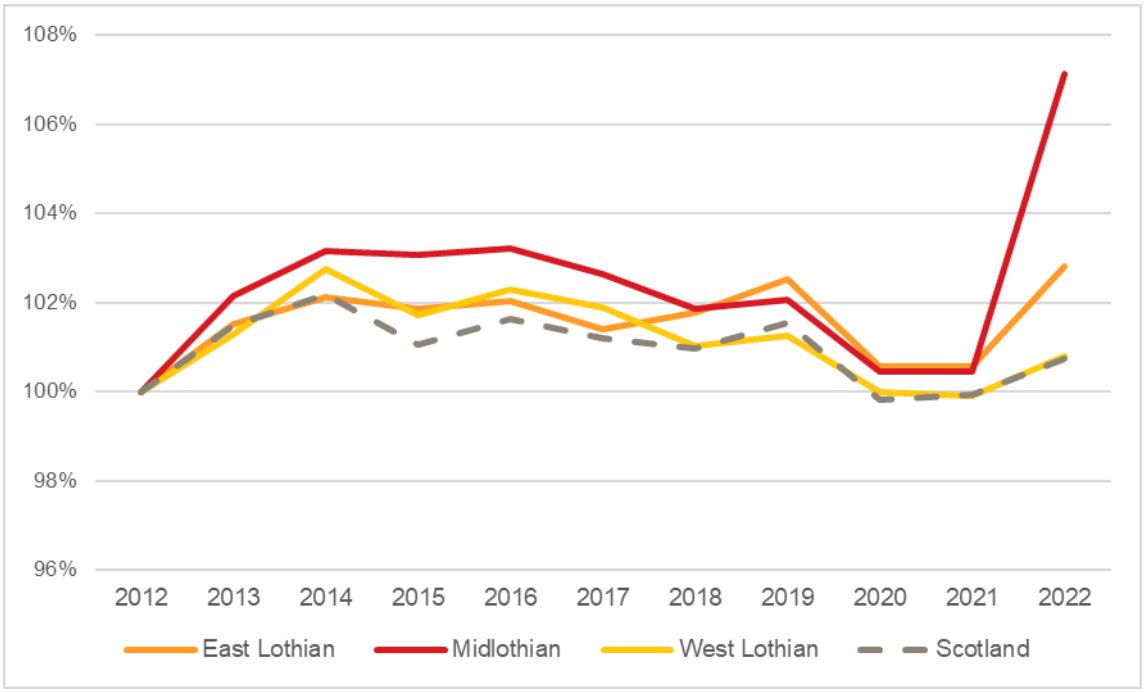


Figure 2:12: Percentage change in the number of cars which were licenced each year for East Lothian, Midlothian, West Lothian and Scotland (DVLA/Department for Transport)

2.6.3 Figure 2:13 shows the frequency of driving in 2014 compared to 2022[14]. Since 2014 there has been a reduction in the number of people travelling by car every day. In East Lothian it has fallen from 48% to 40%. However, the number travelling by car at least three times per week (25%, 2022) and once or twice per week (11%, 2022) has increased over the same period.

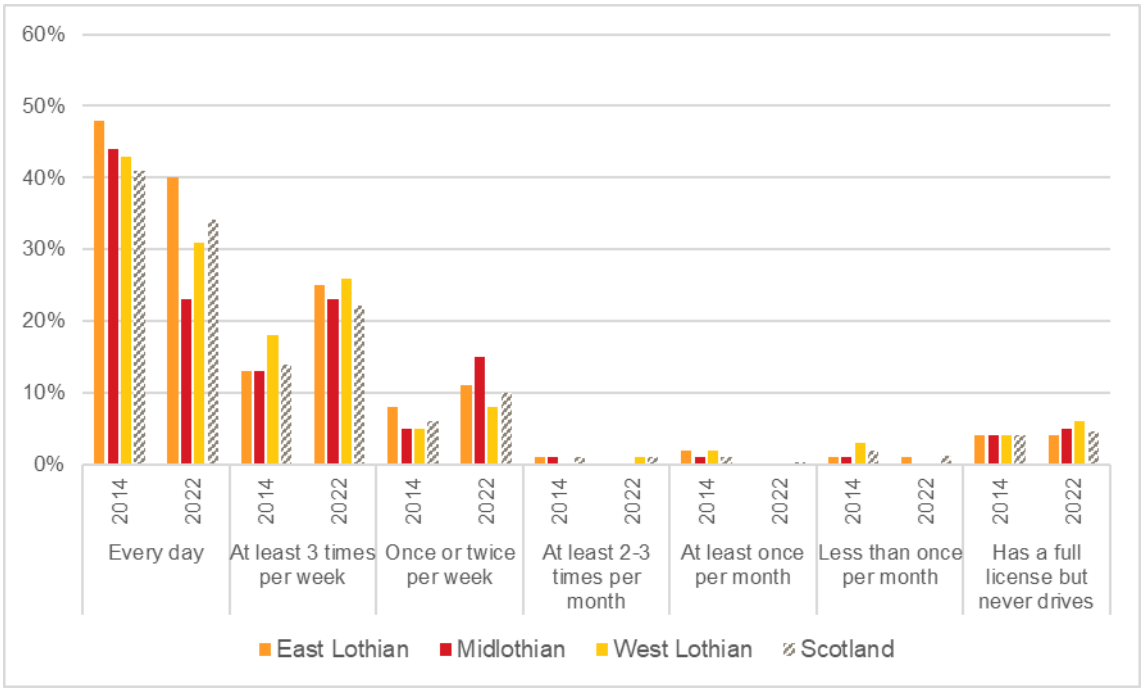


Figure 2:13: Frequency of driving 2014 vs 2022 (Scottish Household Survey)

[14] Scottish Household Survey, Table LA5

## 2.7 Purpose of Travel

2.7.1 The Scottish Household Survey Travel Diary asks what the main purpose is for travelling[15]. Figure 2:14 shows the main purpose for travelling in East Lothian in 2014 compared to 2022. There has been a reduction in people travelling to work, shopping and going home. Conversely, there has been an increase in those traveling to visit hospital or other health, sport or entrainment and going for a walk.

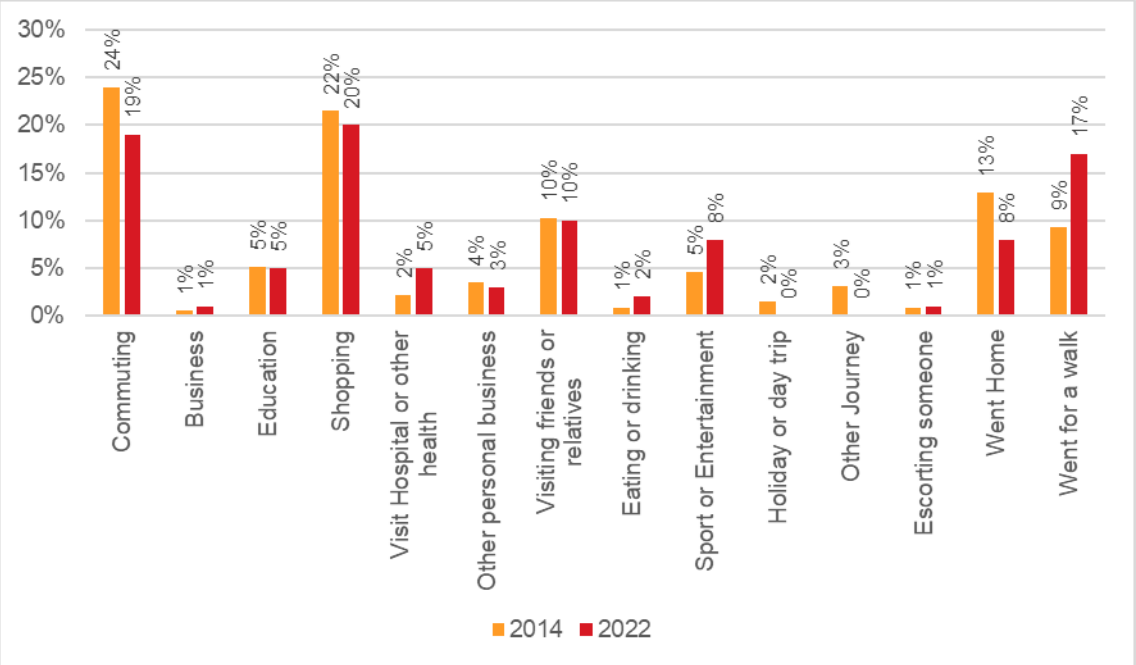


Figure 2:14: Main purpose of travel, East Lothian 2014 vs 2022 (Scottish Household Survey)

2.7.2 Table 2:2 presents the variation by area between 2014 and 2022. There has been a reduction in the number of people travel for work as their main purpose except for Midlothian where this has increased.

[15] Scottish Household Survey, Table LA17

Table 2:2:Main Purpose of Travel Comparison between Local Authority areas and Scotland, 2014 vs 2022

| Purpose of travel | East Lothian | | Midlothian | | West Lothian | | Scotland | |
|---|---|---|---|---|---|---|---|---|
| | 2014 | 2022 | 2014 | 2022 | 2014 | 2022 | 2014 | 2022 |
| **Commuting** | 24% | 19% | 16% | 21% | 28% | 18% | 23% | 21% |
| **Business** | 1% | 1% | 2% | 2% | 3% | 1% | 2% | 3% |
| **Education** | 5% | 5% | 8% | 6% | 4% | 4% | 6% | 5% |
| **Shopping** | 22% | 20% | 28% | 31% | 24% | 32% | 21% | 23% |
| **Visit hospital or other health facility** | 2% | 5% | 1% | 0% | 2% | 2% | 2% | 2% |
| **Other personal business** | 4% | 3% | 2% | 3% | 1% | 4% | 3% | 5% |
| **Visiting friends or relatives** | 10% | 10% | 12% | 10% | 10% | 8% | 10% | 11% |
| **Eating or drinking** | 1% | 2% | 2% | 1% | 3% | 2% | 3% | 3% |
| **Sport or entertainment** | 5% | 8% | 2% | 10% | 5% | 5% | 5% | 7% |
| **Holiday or day trip** | 2% | 0% | 2% | 1% | 0% | 6% | 1% | 1% |
| **Other journey** | 3% | 0% | 6% | 1% | 4% | 0% | 5% | 1% |
| **Escorting home** | 1% | 1% | 0% | 2% | 2% | 3% | 1% | 2% |
| **Went home** | 13% | 8% | 16% | 4% | 12% | 10% | 13% | 6% |
| **Went for a walk** | 9% | 17% | 3% | 8% | 2% | 4% | 6% | 9% |

2.7.3 Figure 2:15 shows the proportion of the population who work from home and those who do not work from home from 2014 to 2022[16]. Hybrid working has become more prevalent since the COVID-19 pandemic, and this is clearly shown in the figure. In East Lothian, only 11% worked from home in 2014 but this has now increased to 31% in 2022. A similar trend is seen across all areas.

[16] Scottish Household Survey, Table LA 2a

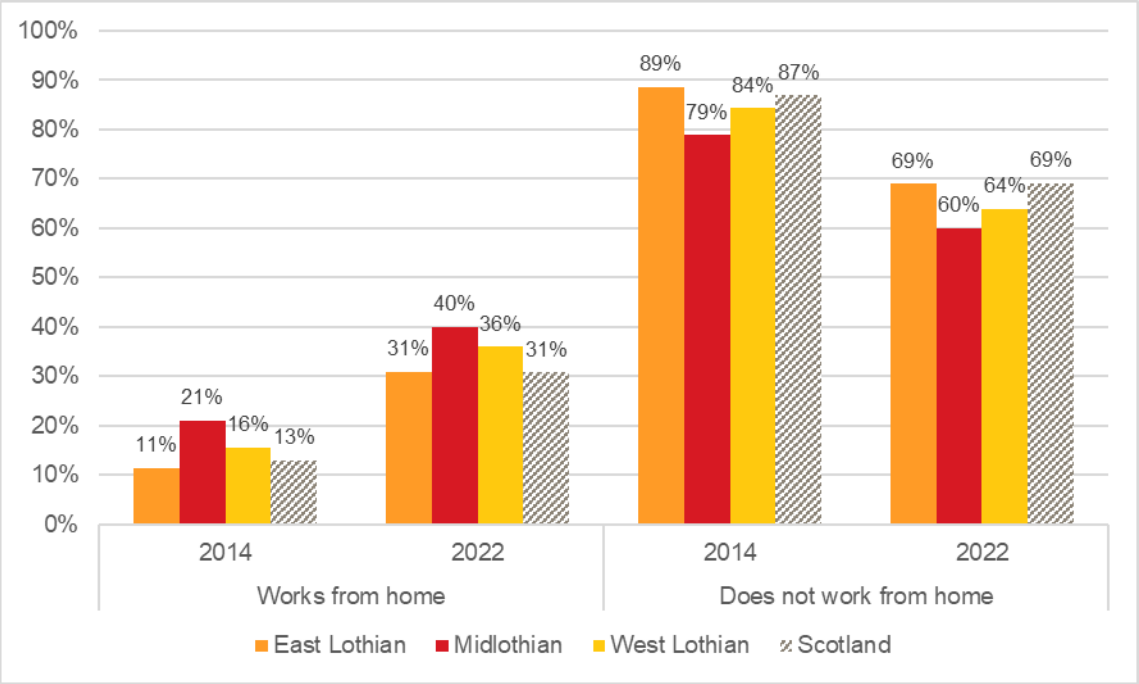


Figure 2:15: Employed adults (aged 16+) place of work 2014 vs 2022 (Scottish Household Survey)

2.7.4 Figure 2:16 presents the usual method of travel to work for employed adults (16+) who are not working from home[17]. Since 2014, there has been an increase in the number of people who drive to 64% in East Lothian. There has also been an increase in the proportion of people who take the train to work to 11%. This is like the trends seen at the Scottish level.

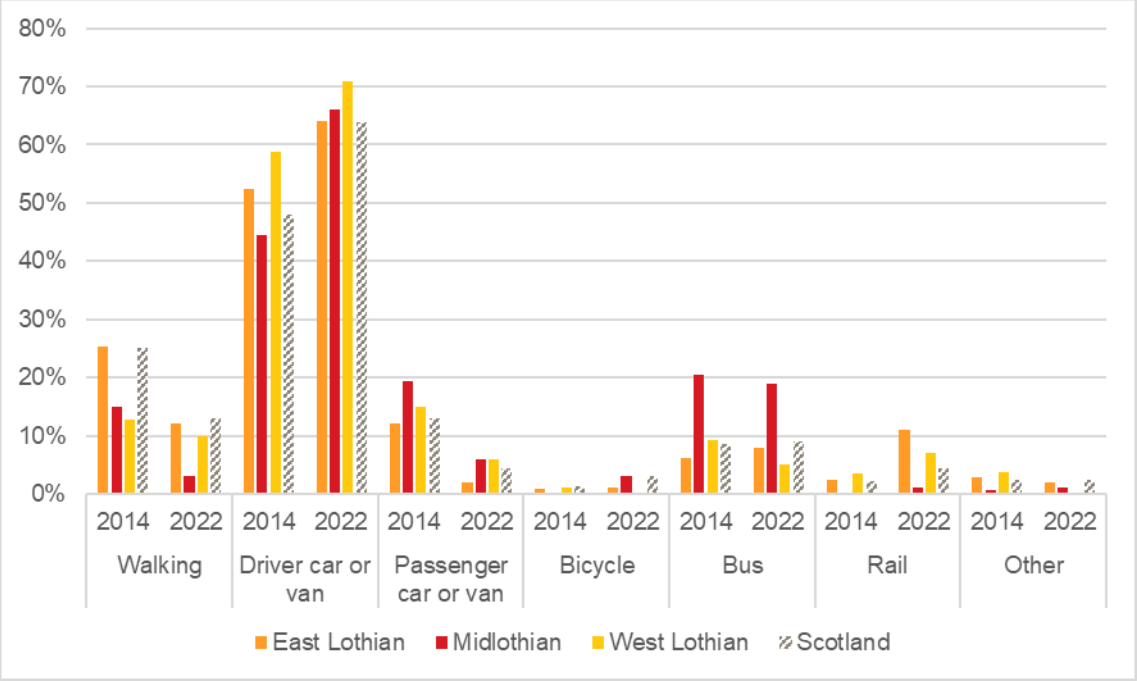


Figure 2:16: Main mode of travel to work 2014 vs 2022 (Scottish Household Survey)

[17] Scottish Household Survey, Table LA1

2.7.5 The usual mode of travel to school in 2014 and 2022 is shown in Figure 2:17 below[18,19]. In East Lothian, there has been an increase in the number of children travelling to school by bicycle while there has been a reduction in the number who are taken to school by car.

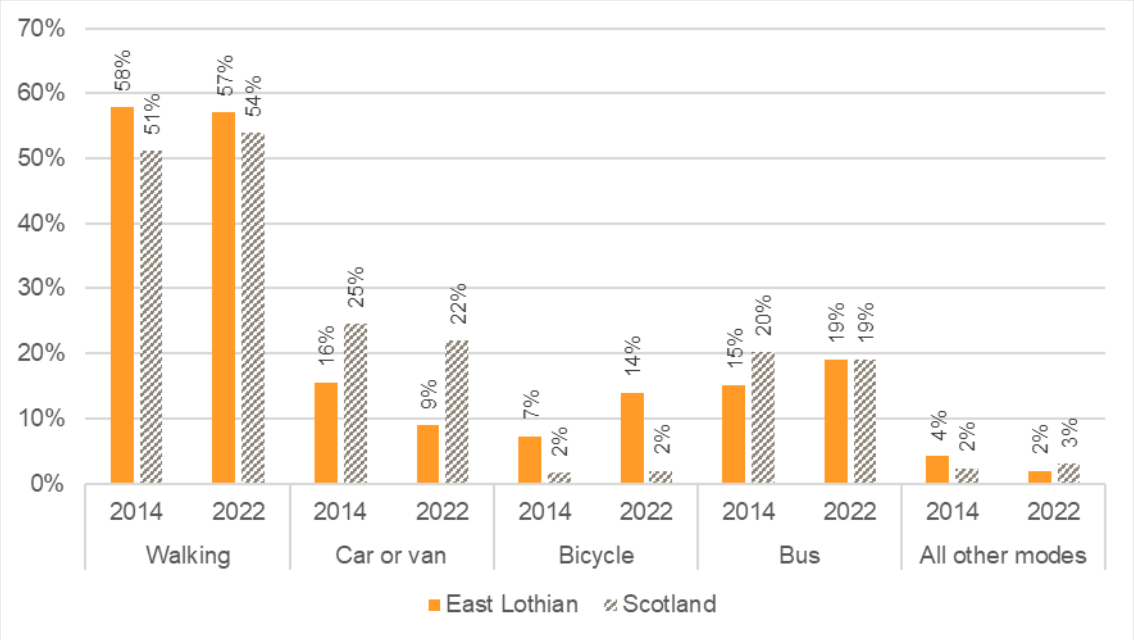


Figure 2:17: Main mode of travel to school 2014 vs 2022 (Scottish Household Survey)

2.7.6 Figure 2:18 shows the distanced travelled from the Scottish Household Survey Travel Diary in 2014 and 2022[20]. In East Lothian, a total of 50% of journeys are under 3km to in length which is an increase from 2014. There has been a reduction in the number of trips between 3km and 15 km to 26% from 39%.

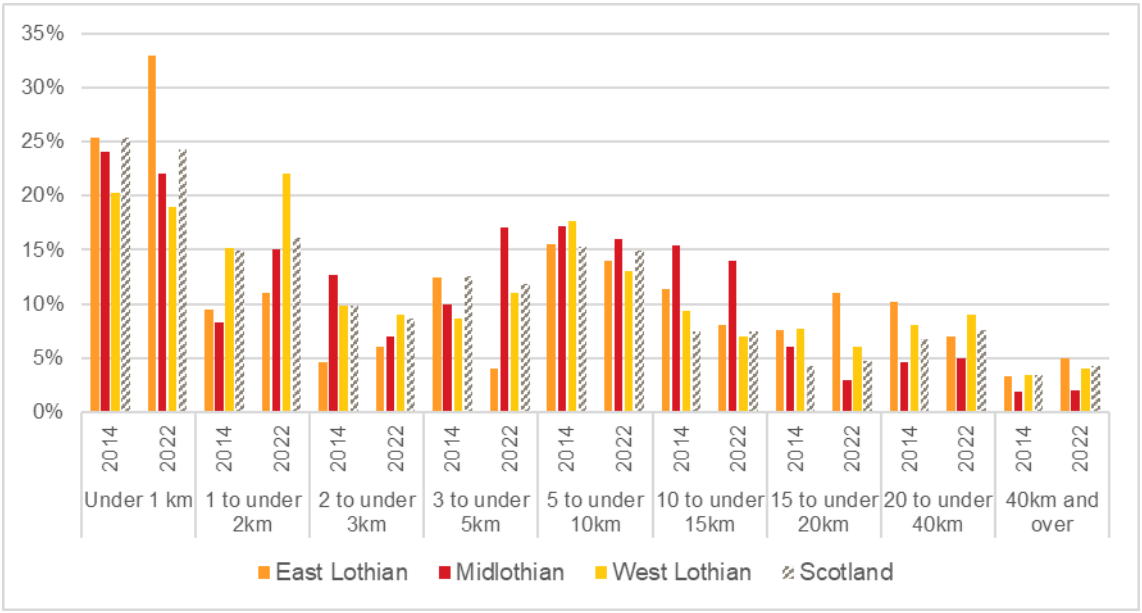


Figure 2:18: Distance Travelled 2014 vs 2022 (Scottish Household Survey)

[18]Midlothian and West Lothian did not have a large enough sample size and therefore excluded from the analysis.

[19] Scottish Household Survey, Table LA3

[20] Scottish Household Survey, Table LA 19

2.7.7 Figure 2:19 shows the percentage of journeys under two miles by road network distance by main mode in 2021 and 2022[21, 22]. There has been an increase to 69% of people in East Lothian who are making short trips by foot. Conversely, there has been a decrease in the number made by car to 25%. A similar trend is seen in the comparator areas but to a lesser extent.

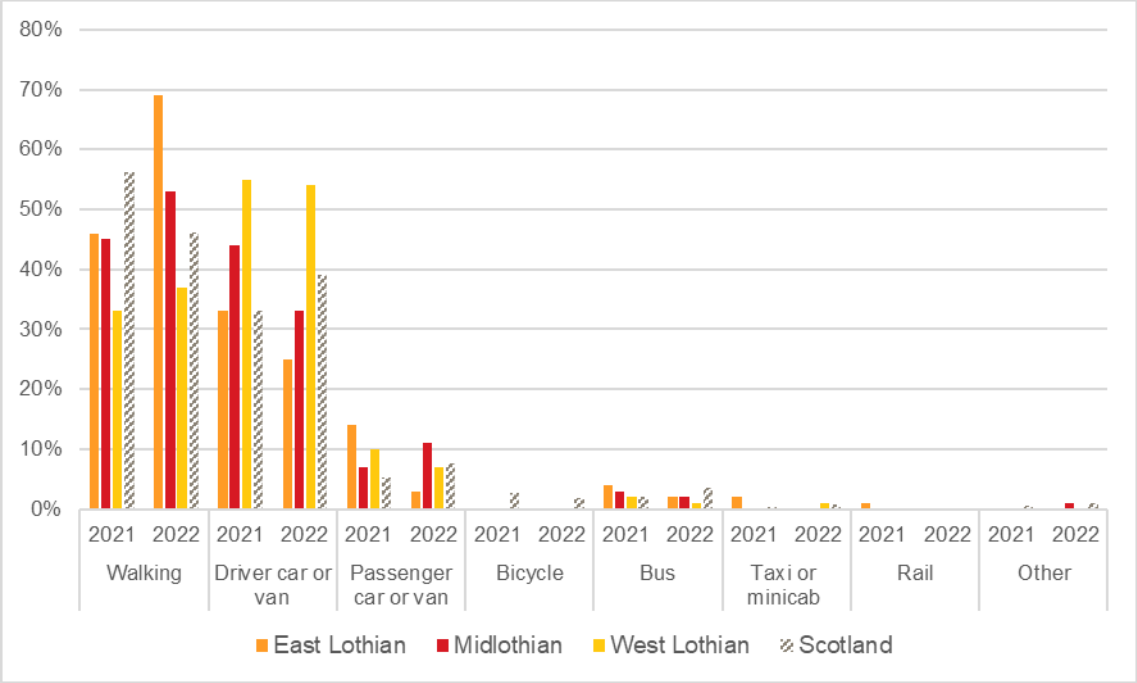


Figure 2:19: Percentage of journeys under two miles by road network distance by main mode 2021 vs 2022 (Scottish Household Survey)

2.7.8 Figure 2:20 presents the percentage of journeys under five miles by road network distance by main mode[23][24]. Again, East Lothian has experienced an increase in the number of people walking to make these short journeys to 59% and a reduction in the number of people travelling by car (33%) for trips under five miles.

[21] This question was only included in the 2021 and 2022 Scottish Household Survey

[22] Scottish Household Survey, Table LA 21

[23] This question was only included in the 2021 and 2022 Scottish Household Survey

[24] Scottish Household Survey, Table LA22

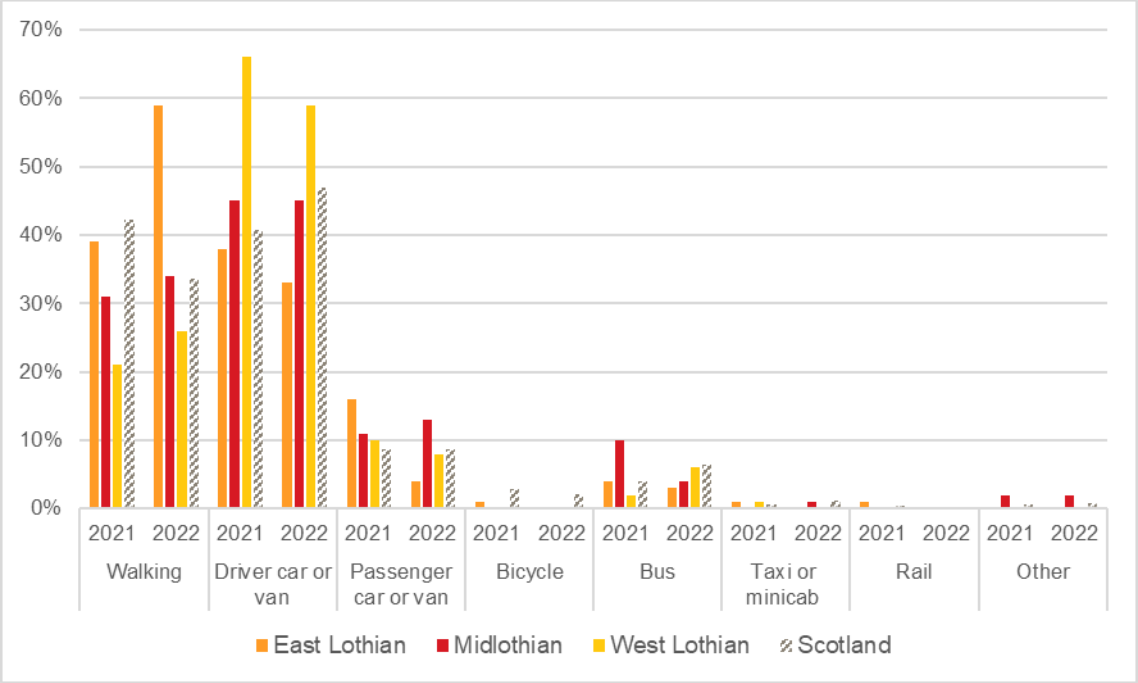


Figure 2:20: Percentage of journeys under five miles by road network distance by main mode 2021 vs 2022 (Scottish Household Survey)

## 2.8 Roads and Congestion

2.8.1 Figure 2:21 presents the percentage of traffic vehicle kilometres by Council area and vehicle type in 2022[25]. There is minor variation across the areas but there is marginally more cars and taxis in traffic in East Lothian and Midlothian compared to West Lothian and Scotland.

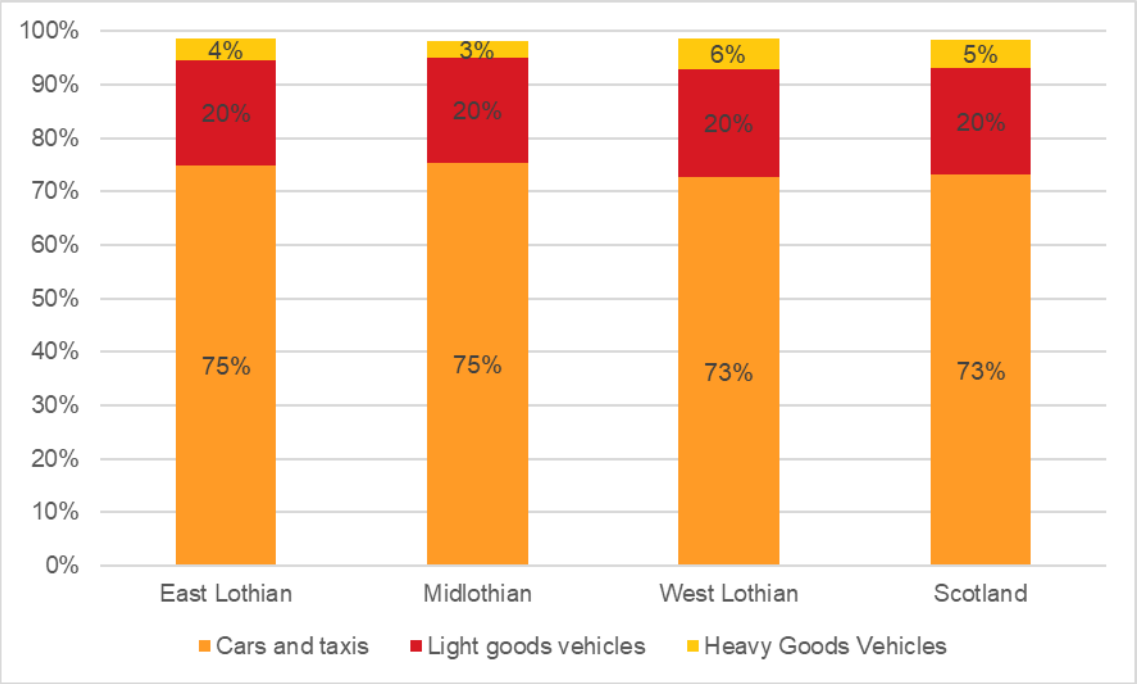


Figure 2:21: Percentage of traffic by Council and vehicle type 2022 (million vehicle kilometres) (Department for Transport)

[25] Question only in Transport Statistics in Scotland 2022, Table 5.4

2.8.2 Figure 2:22 shows the percentage change in traffic on all roads from 2013 to 2022, by Council area[26]. There was a significant drop in traffic on the roads in 2020 during the COVID-19 pandemic. Numbers increased in 2021, more so in East Lothian than elsewhere, and fallen again in 2022 as public transport provision returned to pre-COVID levels.

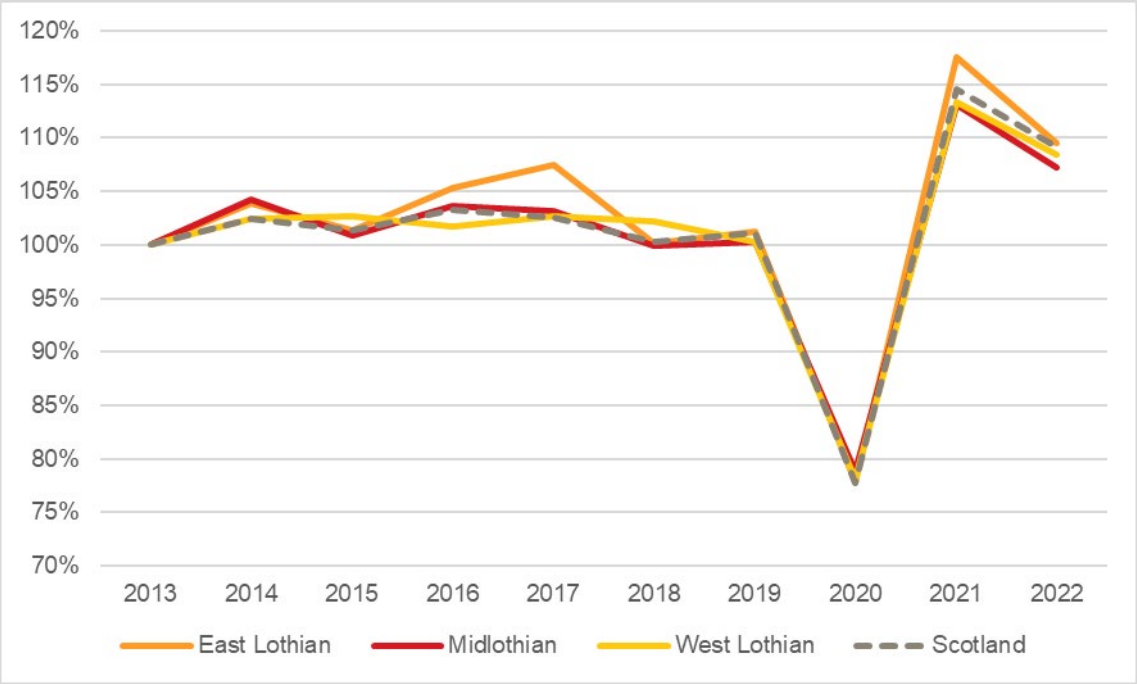


Figure 2:22: Percentage change in traffic on all roads, by Council area 2013-2022 (Department for Transport)

2.8.3 Figure 2:23 presents the percentage change in total transport greenhouse gas emissions estimates 2005-2022 (kt CO2e) from 2005 to 2022[27]. In East Lothian, 207.5 kt CO2e were produced by transport in 2022. This is a 4% decrease in transport greenhouse gas emissions since 2005. The rate of decrease across East Lothian is lower than what has been achieved across West Lothian and Scotland as a whole, with both reducing its transport-related emissions by 13% over the same period.

[26] Transport Statistics in Scotland, Table 5.5

[27] UK local authority and regional greenhouse gas emissions statistics: 2005-2022, Table 1.1

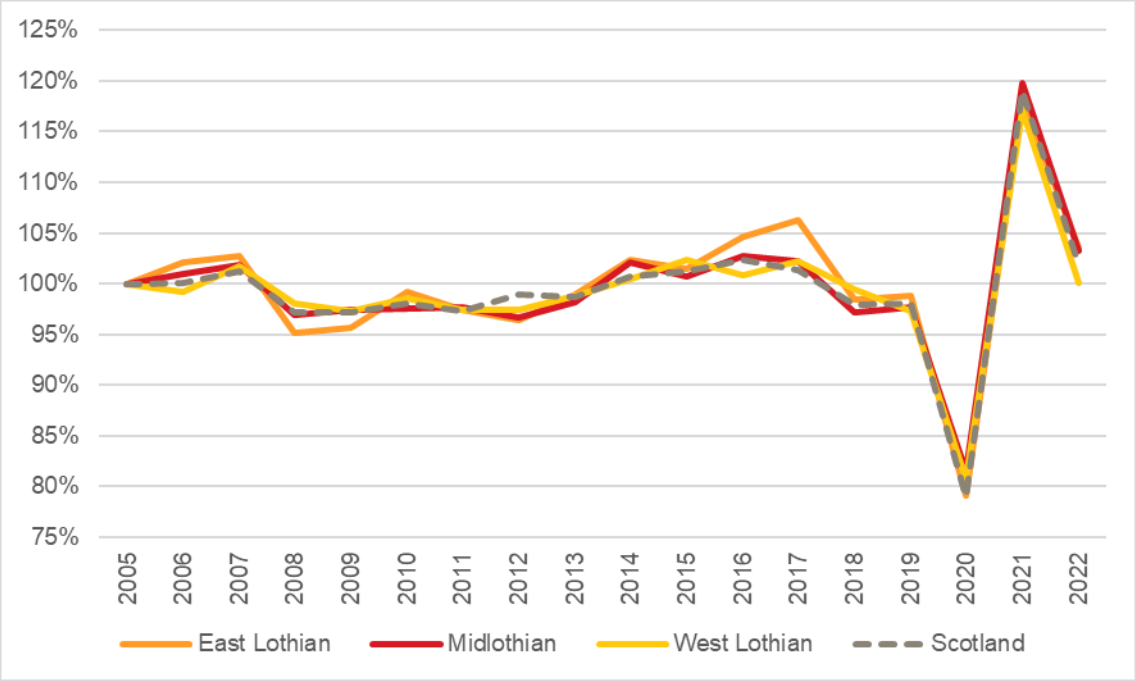


Figure 2:23: Percentage change in total transport greenhouse gas emissions estimates 2005-2022 (kt CO2e) from 2005 to 2022 (Department for Energy Security and Net Zero)

2.8.4 The percentage change in the total number of reported collisions from 2013-2022 is shown in Figure 2:24[28]. There has been a steady decline in the number of reported collisions since 2013 until 2020 but has been increasing since then. There is still an overall reduction of 33% in East Lothian and 54% for Scotland over the last 10 years.

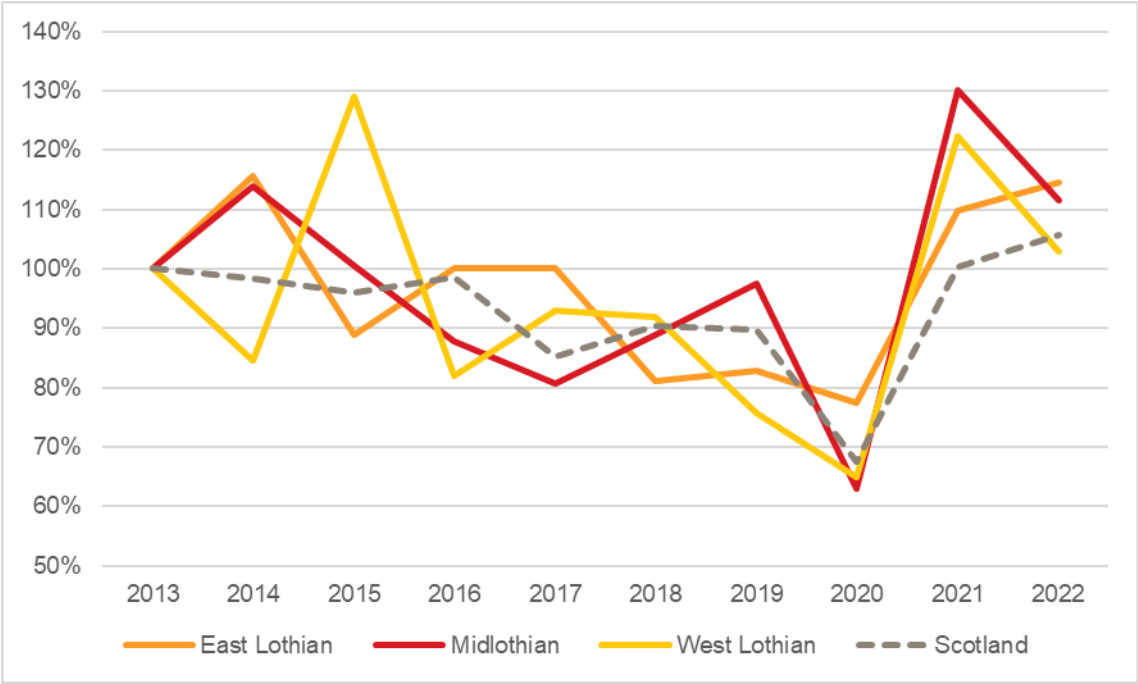


Figure 2:24: Percentage change in the number of reported collisions by Police 2013-2022 (Department for Transport)

[28] Transport Statistics in Scotland, Table 6.2