



Image: Eric Veiga

Hatton Village Plugs Edinburgh Transport and Housing Gap

HATTON VILLAGE ISSUE 1 | NOV 2020

Edinburgh needs more houses. Some of those houses need to be built on Greenfield sites and Hatton Village in west Edinburgh is perfectly placed to fill Edinburgh’s gap in numbers and help improve public transport too.

Bus services pick up passengers in West Lothian and near Hermiston, but the lack of any communities on the key A71 transport corridor set out in local plan proposals mean that bus services remain more fragmented and vulnerable than

they would otherwise be. In addition, there is a need to improve connections to Hermiston Park and Ride to enhance bus services. For bus services to improve along the A71 there needs to be a critical mass of residents along the route. Hatton Village delivers exactly what is needed to create that critical mass.

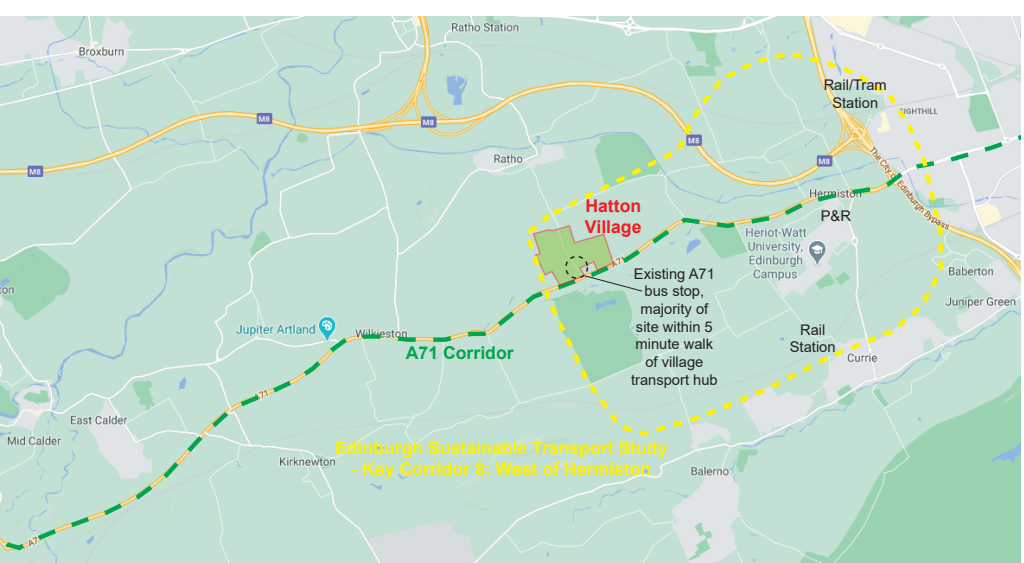
Hatton Village will also help Edinburgh provide more affordable homes with a commitment to provide 35% Affordable Homes to help tackle poverty and meet housing targets without adding to pressures on communities along Lanark Road.

As identified by Choices for City Plan 2030, west Edinburgh is of key importance in terms of transport infrastructure and economic growth. The A71 has been identified as a key growth corridor in the council’s City Plan 2030.

35%

OF HOMES AT HATTON VILLAGE WILL BE AFFORDABLE HOMES

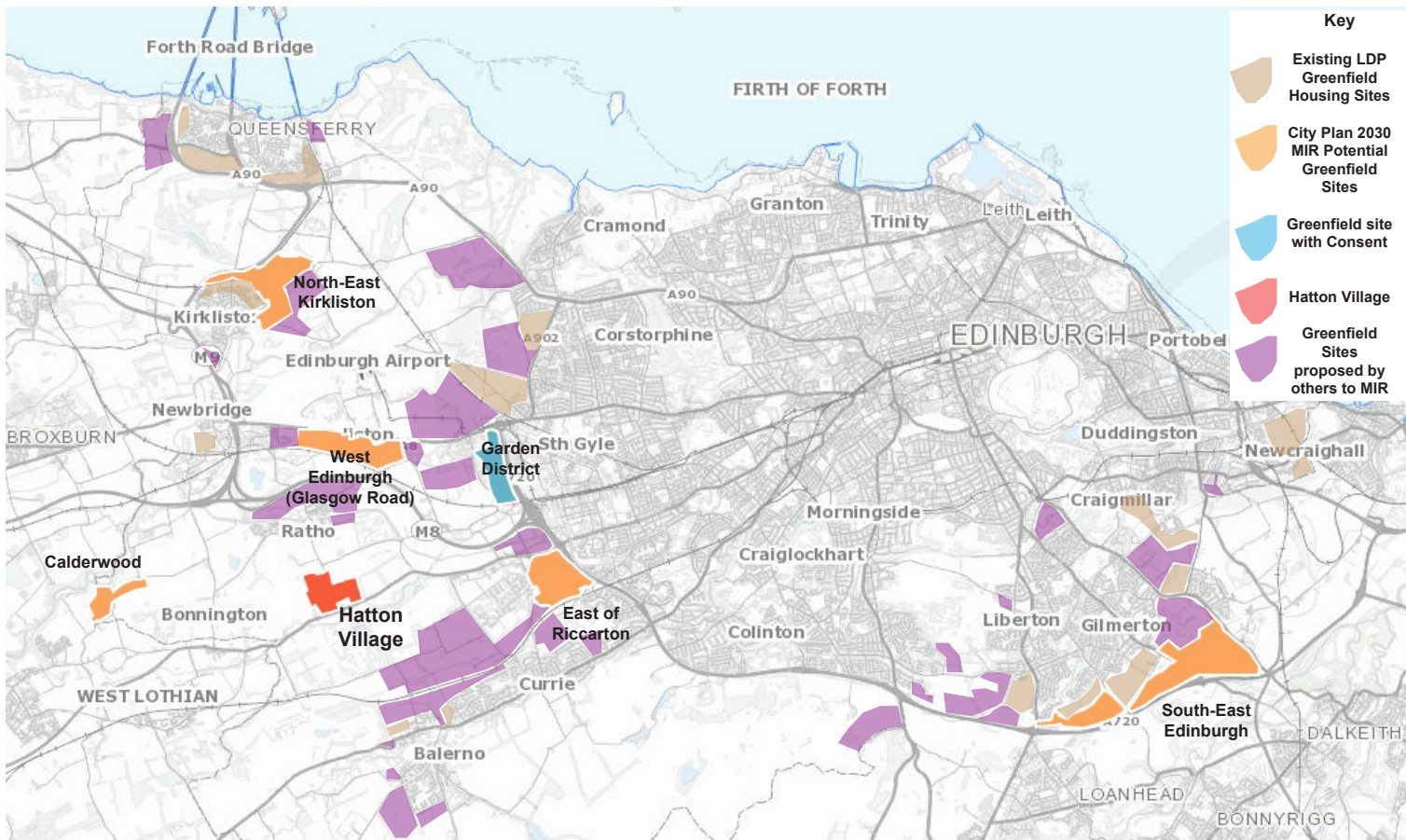
Key Transport Corridor



Hatton Village is located within West Edinburgh, close to Scotland’s fourth commercial centre (outside Edinburgh, Glasgow, and Aberdeen city centres) at the Gyle and Edinburgh Park.

Existing bus services can be enhanced, rather than downgraded in the aftermath of Covid-19 and the proposals will help ‘calm’ and improve the car dominated A71 corridor. Hatton Village can also help deliver the council’s ambitions to create an Active Travel Route along the A71.

Hatton Village is closer to Edinburgh’s employment and service centres than many potential greenfield housing sites within Choices for City Plan 2030, including Calderwood and Kirkliston.

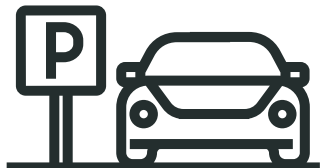


Edinburgh sites map

Building Housing in Edinburgh Delivers Sustainability

Building close to Edinburgh reduces general travel demand (e.g. 82% of commuters in West Lothian are drivers with just 35% in Edinburgh while ownership of 2 or more cars is over 30% in West Lothian versus 15% in Edinburgh - indeed 40% of Edinburgh residents have no car).

Public transport plans for Hatton Village have been identified within a full Transport Assessment. This includes utilising and enhancing the existing Lothian Country A71 express services run by Lothian Buses between Livingston and Edinburgh. Hatton Village is ideally placed to help preserve and enhance bus services in rural west Edinburgh, including the potential to improve services to Ratho.



82%

OF COMMUTERS IN WEST
LOTHIAN DRIVE

35%

OF COMMUTERS IN
EDINBURGH DRIVE

>30%

WEST LOTHIAN OWN
2+ CARS

40%

OF THOSE IN EDINBURGH
DO NOT HAVE A CAR



A71 Active Travel Route



West Edinburgh Area of Search

Transport Assessment:

Issues

- Creation of a new transport hub
- Improving bus access to Balerno and other communities
- Preserving and improving bus services in rural West Edinburgh

Opportunities

- A71 bus stops are accessible from the site within a 5min walk from all homes and better service frequency for travel to west Edinburgh economic hub and wider city
- A71 corridor provides interchange to wider bus, tram and rail network
- CEC committed scheme at Dalmahoy Road / A71 junction / Dalmahoy Country Club (signals) includes for improved bus stop infrastructure and safer pedestrian crossing system
- Helping deliver the new active travel plan

Transport Assessment:

Public Transport Strategy

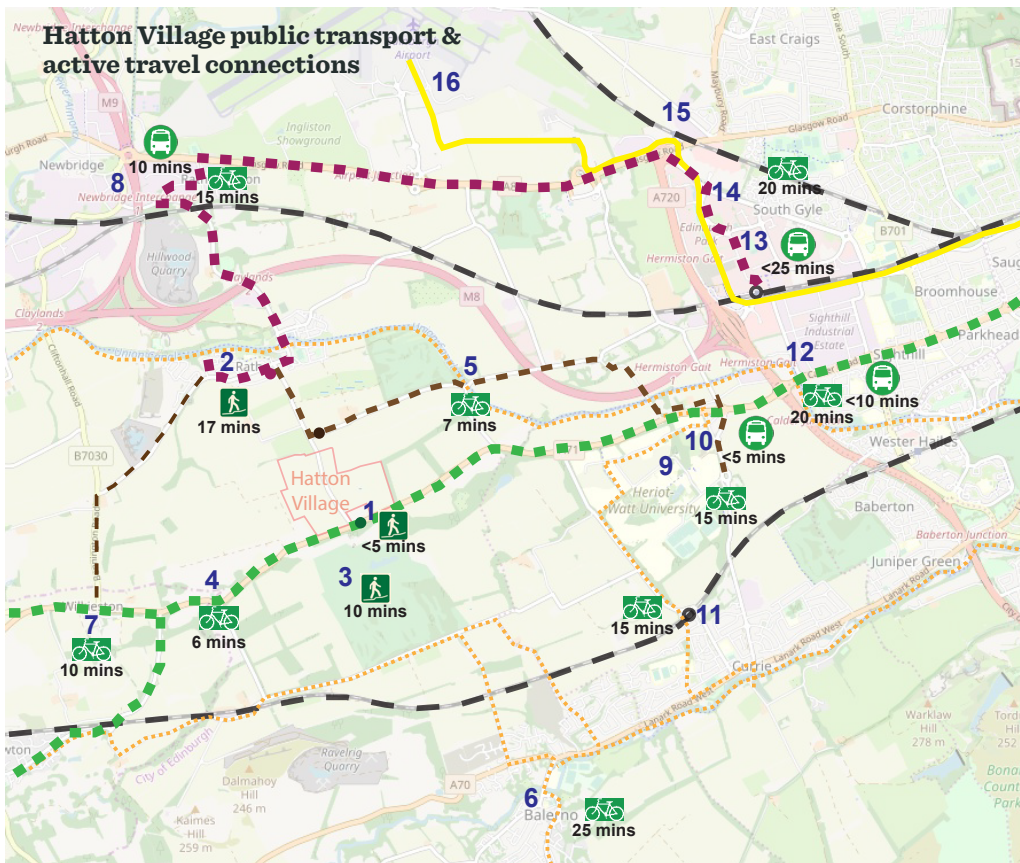
- Provide additional bus stop on A71 (bus lay-by already in place) to east of Dalmahoy Road / A71 / Dalmahoy Country Club junction in close proximity to proposed left-in/left-out junction to reduce walk distances for access to other residents
- Review of frequency / capacity increase requirements of existing bus services on A71
- Re-routing of Service 20 to/from proposed transport hub with additional bus stop on Dalmahoy Road at northern end of site to reduce walk distances

Discussions with bus operators including Lothian Buses have indicated that there is currently a major 'viability issue' with delivering services in the A71/Ratho corridors. The proposed new village would 'plug' a gap in customer use between Edinburgh and Livingston and make existing and enhanced services significantly more viable in future.

The A71 is also an identified key active travel route with planned improvements as a cycle 'superhighway' between Livingston and Edinburgh. An off-road route is retained along the front of Hatton Village, whilst cycling links to the Union Canal core path are in close proximity.







The plans on these pages identify key travel times for public transport and active travel from Hatton Village.

Edinburgh faces tough choices in the City Plan and Hatton Village can help the city achieve its housing targets and ambitious transport plans. Please contact the Hatton Village team for more information about how our proposals will help provide homes for families and improve public transport. Hatton Village is the right choice to help the city plug its housing 'gap' as part of the City Plan 2030.




KEY WEST EDINBURGH DESTINATIONS

- 1 - RATHO PARK RESTAURANT
- 2 - RATHO
- 3 - DALMAHOY COUNTRY CLUB
- 4 - HATTON SPORTS CLUB
- 5 - UNION CANAL PATH
- 6 - BALERNO (SCHOOLS)
- 7 - WILKIESTON
- 8 - NEWBRIDGE
- 9 - HERIOT-WATT UNIVERSITY
- 10 - HERMISTON PARK & RIDE
- 11 - CURRIEHILL RAIL STATION
- 12 - SIGHTHILL INDUSTRIAL ESTATE
- 13 - EDINBURGH PARK / RAIL&TRAM
- 14 - SOUTH GYLE
- 15 - GOGAR INTERCHANGE
- 16 - EDINBURGH AIRPORT

BUS - Lothian X27/28, First X22/23 (30min service) 
 BUS - First 20 (30min service) 
 BUS - Horsburgh 40 (4 per day M-F, 3 per day S/S) 
 CORE PATH (WALK/CYCLE)  TRAIN  TRAM 

WALKING DISTANCE (5 min per 400m) 

CYCLING DISTANCE (3 min per 1000m, 12mph) 

BUS TRAVEL DISTANCE (Per current timetables) 