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East Linton Railway Station

Stage 1 Evaluation

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Executive Summary

JACOBS WAS COMMISSIONED BY TRANSPORT SCOTLAND TO UNDERTAKE A STAGE 1 EVALUATION OF THE REOPENING OF EAST LINTON RAILWAY STATION, WHICH OPENED IN DECEMBER 2023.

In line with Scottish Transport Appraisal Guidance, this evaluation provides an early assessment of the scheme's performance, focusing on progress towards achieving its Transport Planning Objectives (TPOs).

The evaluation draws on a comprehensive evidence base, including resident, business and visitor surveys, rail usage and accessibility data, and counterfactual analysis, whereby a town with similar characteristics to East Linton, but without a new railway station, was selected to assess the true impact of the scheme by comparing wider market conditions.

East Linton Railway Station was delivered to address historic gaps in rail provision in eastern East Lothian, reconnecting the settlement to the East Coast Main Line and providing direct links to Edinburgh, Dunbar, Berwick-upon-Tweed and Newcastle. The scheme aims to improve access to employment, education and services, while encouraging a shift towards more sustainable travel.

The scheme objectives were as follows. These are the two objectives pertinent to East Linton Railway Station and the impact within East Lothian:

TPO 1: Improve access to reliable and consistent public transport services to Edinburgh from the East Linton area to support sustainable economic growth.

TPO 2: Increase the sustainable mode share for residents and businesses from East Lothian to Edinburgh and other key destinations.



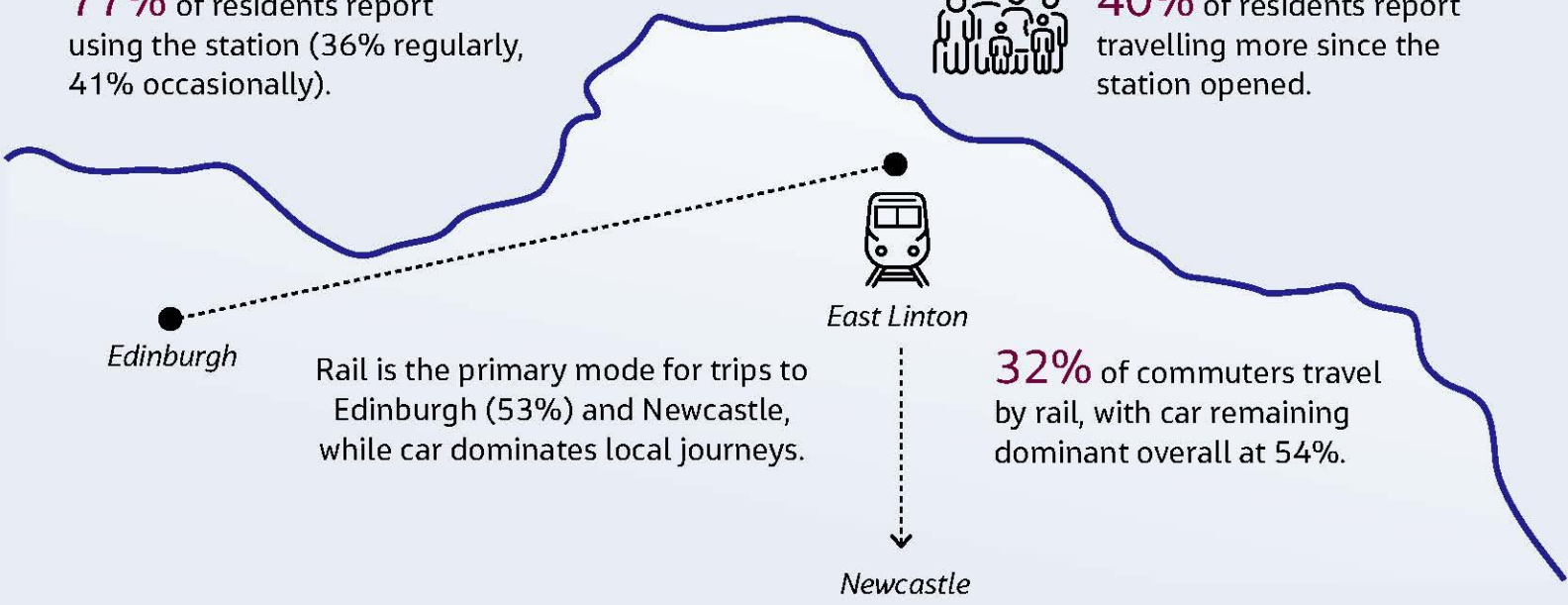
Headline Statistics

RESIDENTIAL SURVEY

TRAVEL CHOICES

77% of residents report using the station (36% regularly, 41% occasionally).

40% of residents report travelling more since the station opened.



Rail is the primary mode for trips to Edinburgh (53%) and Newcastle, while car dominates local journeys.

32% of commuters travel by rail, with car remaining dominant overall at 54%.

IMPACTS OF EAST LINTON STATION

89% of respondents believe the station has had a positive impact on the local area.

79% report that the station provides new journey opportunities.

MODE OF ACCESS TO RAIL

81% of East Linton Rail Users across the survey area walk/wheel to access the station.

16% travel by car.

This reflects the compact nature of East Linton and the proximity of the station to residential areas.

SATISFACTION

High satisfaction with station infrastructure:

94% say the station is easy to access.

96% feel safe during the day; 85% at night.

93% satisfied with overall station facilities.

Lower satisfaction with service provision:

56% dissatisfied with service frequency.

55% dissatisfied with first/last train times.

Reasons for Non-Use:

53% cite car convenience as a key reason for non use.

50% cite free bus travel (NEC).

34% cite cost of rail travel.

23% cite infrequent services, alongside timetable limitations.

VISITOR SURVEY

81% of visitors to the area are more likely to visit due to rail access, with 65% increasing visit frequency.

70% report increased rail use to visit the area, and 77% report replacing car journeys with rail.

Visitors to the area are predominantly undertaking day trips and short-stay visits, supporting the local visitor economy.

Business Survey:

59% of businesses view rail connectivity as a competitive advantage.

However, **0%** of employees currently commute by rail, with car (63%) and walking (30%) dominant.

Limited evidence of direct economic or operational change, with most impacts perceived rather than realised at this stage.

SECONDARY DATA

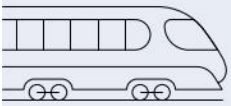
RAIL PATRONAGE AND PUNCTUALITY

Observed demand below forecast of
130,000-141,143
entries and exits per year.

Punctuality has been broadly high and improving over time.

78% of demand is for Edinburgh, confirming its dominance as a destination.

JOURNEY TIMES



Rail approx **20-25 mins** ▶ **Edinburgh**

Significantly faster than bus **>1hr**



ACCESSIBILTIY

c.1,050 households now within walking distance of the station.
Previously no houses were within walking distance to a station.



c.924 households within **30 minutes** by public transport, an increase of over 300 households. **Edinburgh**

SOCIO-ECONOMIC INDICATORS

Economic indicators (e.g. GVA growth) have improved, but trends are broadly consistent with comparator areas.

No clear causal attribution to the station at this stage.

DEMAND AND VALUE FOR MONEY

Demand below forecast levels.

Capital costs higher than estimated in the Final Business Case (£16.7m vs £15.0m).

Value for money is assessed as low at this stage, driven by lower demand and cost increases.

The Stage 1 Evaluation finds that the reopening of East Linton Railway Station has delivered clear and significant accessibility benefits, particularly through fast and reliable connections to Edinburgh and the wider rail network. The station is well embedded locally, with high levels of awareness, usage, and satisfaction.

There is strong evidence of mode shift to rail for longer-distance journeys, particularly to Edinburgh, alongside increased travel activity and clear abstraction from nearby stations such as Drem and Dunbar. However, these benefits have not yet translated into wide-scale behavioural or economic change. Car use remains dominant for local journeys, rail demand is below forecast, and business impacts remain limited. Rail use is often infrequent and leisure-oriented, rather than forming part of daily travel patterns.
The evaluation identifies key constraints including:

- Limited service frequency and timetable gaps
- High perceived cost of rail travel
- Weak integration with other transport modes

Overall, East Linton Railway Station can be characterised as a scheme that has successfully improved accessibility and established a strong foundation for change, but has not yet fully realised its potential. Realisation of long-term benefits, including sustainable mode shift and economic growth, will depend on:

- Enhanced service provision and timetable improvements
- Better integration with local transport networks
- Continued growth in demand over time

Introduction

Jacobs was commissioned by Transport Scotland (TS) to undertake a Stage 1 Evaluation of the reopening of East Linton Railway Station. In line with Scottish Transport Appraisal Guidance (STAG), the Stage 1 Evaluation provides an early, high-level assessment of whether the intervention is performing as intended and remains on track to deliver its investment objectives.

The evaluation draws on primary and secondary data to assess emerging impacts relative to the pre-intervention baseline, with a focus on early outcomes rather than fully realised benefits. The findings provide an initial indication of impact direction, support assessment against the original business case rationale, and establish a robust evidence base for subsequent stages of post-scheme appraisal.

Scheme Background

East Linton is a rural settlement in East Lothian on the East Coast Main Line (ECML), approximately 23 miles east of Edinburgh and six miles west of Dunbar, historically served by a station that closed in the 1960s as part of national network rationalisation.

From the late 1990s onwards, the reinstatement of East Linton became the focus of sustained community campaigning, supported by local authorities and regional transport bodies. A series of feasibility studies and appraisal exercises were undertaken to examine options for restoring rail access to East Linton, often in parallel with proposals for a new station at Reston in neighbouring East Berwickshire. The most significant of these was the 2013 Strategic Business Case, which concluded that reopening both stations, supported by enhanced local rail services between Edinburgh and Berwick-upon-Tweed, would deliver strong accessibility, economic and social benefits for the wider region.

Following this work, the project secured Scottish Government investment, with detailed design and delivery led by Network Rail in partnership with East Lothian Council and South East of Scotland Regional Transport Partnership (SEStran). Construction commenced in late 2021, and East Linton Station formally reopened to passengers in December 2023. The reopened station is served by ECML operators, providing direct links to Edinburgh, Dunbar, Berwick-upon-Tweed, Newcastle and beyond, and represents a key element of wider efforts to support sustainable transport, regional regeneration and inclusive economic growth in East Lothian.

The geographical context of the scheme is shown in

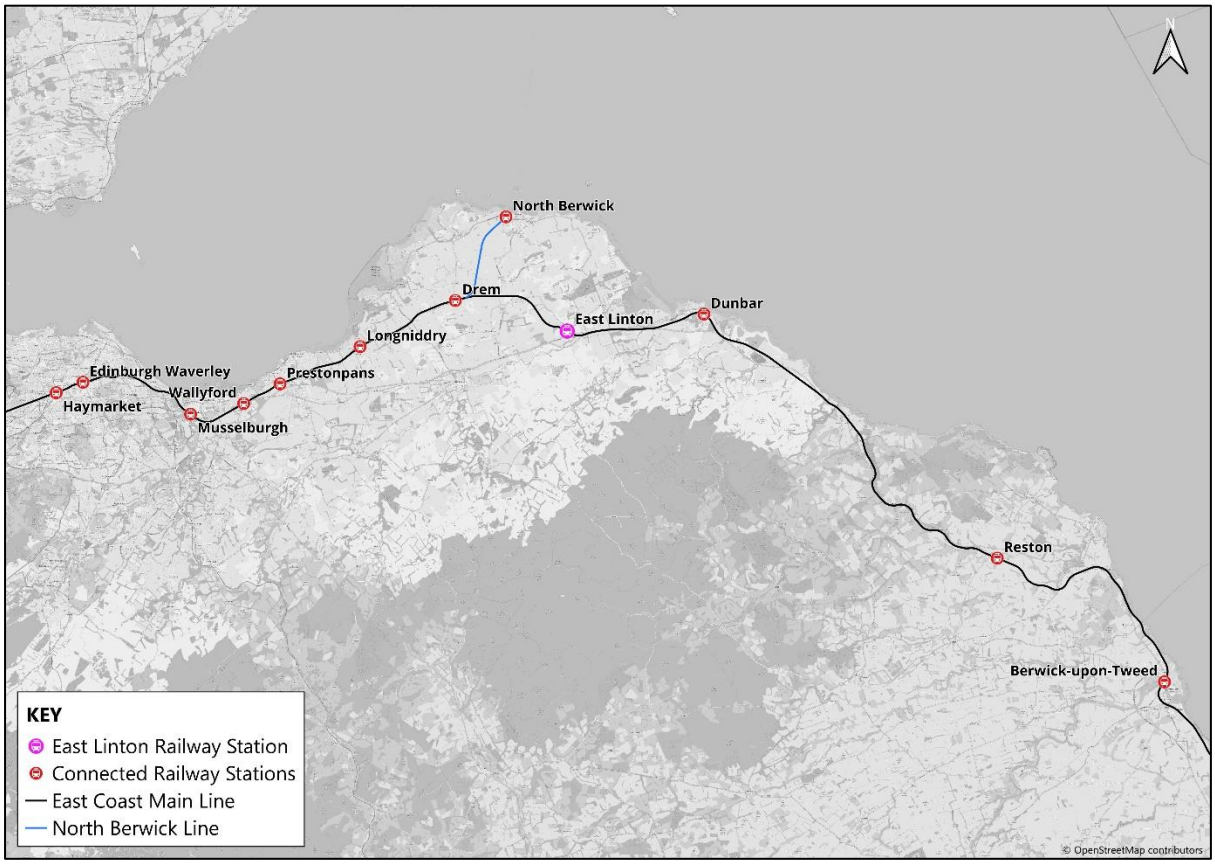


Figure 1, which illustrates the position of East Linton Railway Station on the East Coast Main Line in relation to nearby stations and its connections to key settlements across the Scottish Borders and East Lothian.

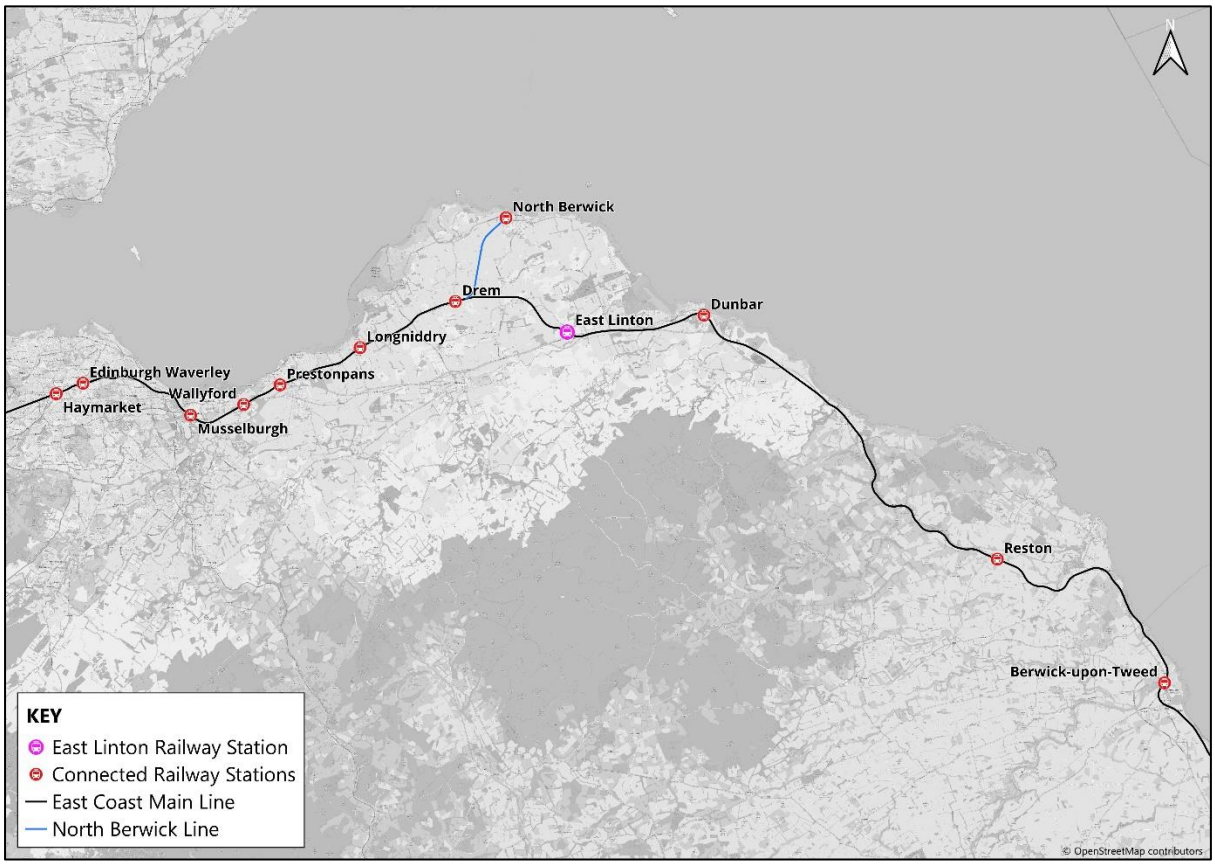


Figure 1. Location of East Linton Railway Station.

Scheme Objectives

The Transport Planning Objectives (TPOs) were developed as part of the Full Business Case (FBC) for Reston and East Linton Stations. Objectives pertinent to this scheme (East Linton Station) included:

TPO 1

Improve access to reliable and consistent public transport services to Edinburgh in the East Linton area in order to support sustainable economic growth.

TPO 2

Increase the sustainable mode share for residents and businesses from the East Lothian area to Edinburgh and Newcastle.

As identified within the FBC, the scheme enhances rail accessibility for eastern East Lothian, directly connecting East Linton to the key economic centres of Edinburgh and Newcastle and addressing the area's previous constraints of limited public

transport provision, beyond established bus services, and the historic absence of a local station. The intervention delivers significantly improved journey times, with rail travel times of around 20 minutes from East Linton to Edinburgh, materially improving access to regional labour markets and services. Bus services to Edinburgh typically take 50-55 minutes operating as an express service from East Linton to Edinburgh with a headway of between 20 and 30 minutes. Bus services to Newcastle require an interchange at Edinburgh with the whole trip taking in excess of 4 hours. Rail therefore now provides a significant travel time saving.

By strengthening the connectivity, reliability and attractiveness of public transport in East Lothian, the station expands access to employment, education and leisure opportunities, supports tourism and helps create conditions for business investment within the corridor. The intervention aligns with Scotland's National Transport Strategy priorities of reducing inequalities; helping to deliver inclusive economic growth; taking climate action; and improving health and wellbeing. The scheme's Full Business Case sets out in more detail the rationale for Transport Scotland's investment in East Linton.

Purpose of the Stage 1 Evaluation

The Stage 1 Evaluation provides an early assessment of how East Linton Railway Station is performing following its reopening. Conducted two and a half years after opening, the stage one evaluation offers a high-level review of emerging outcomes to determine whether the station is beginning to progress toward its intended Transport Planning Objectives and wider policy ambitions. Rather than measuring long-term impacts, the evaluation focuses on initial trends and evidence that indicate whether the intervention is functioning as expected at this early stage.

Drawing on a structured set of data sources, the Stage 1 Evaluation establishes an evidence base that supports informed judgement on the station's performance. This enables Transport Scotland to identify any emerging issues that may warrant attention and ensures that later evaluation stages build on consistent, credible and comparable information. This evaluation builds on the monitoring and evaluation plan developed at Full Business Case stage designed to determine progress against set objectives.

Evaluation Questions

Consistent with the Stage 1 purpose of providing an early indication of progress, the evaluation is structured around two central questions:

- Does the scheme improve access to the public transport network in East Lothian and enable economic growth in the area to be achieved in a sustainable way?
- Does the scheme achieve modal shift to more sustainable modes and contribute to delivering the National Transport Strategy vision and priorities?

These questions collectively frame the initial assessment of whether the station is beginning to deliver the anticipated outcomes and whether early indicators suggest that the scheme remains on track to meet its longer-term objectives.

Scope of the Stage 1 Evaluation

The Stage 1 Evaluation examines early evidence of the station's performance during the initial two to three years of operation, drawing on Predicted (FBC) baseline data to assess emerging change. The scope includes:

- Review of early observed (Post-Opening) evidence, focusing on initial travel behaviour, usage patterns and accessibility outcomes.
- Use of established baseline datasets to ensure comparability between pre- and observed (Post-Opening) conditions.
- Primary research through resident, business and visitor surveys to capture early behavioural and attitudinal responses to the station's reopening.
- Secondary data analysis, including patronage data, service performance, socio-economic indicators and planning information.
- Counterfactual analysis to distinguish scheme-specific effects from wider background trends.
- Accessibility and journey time assessment to evaluate whether early conditions reflect anticipated improvements.
- Review of early economic indicators to identify any emerging changes in local activity or labour-market conditions.
- A proportionate Value for Money assessment, drawing on observed changes in usage and accessibility to provide an initial indication of whether the intervention is performing in line with expectations.

Together, these elements form a coherent and proportionate evidence base that enables Transport Scotland to assess early progress toward the scheme's objectives and to determine whether the intervention remains on track to deliver its anticipated long-term outcomes.

Data Sources

The Stage 1 Evaluation draws on a wide-ranging set of data sources to provide a robust early assessment of the station's performance relative to predicted (FBC) conditions. These sources support the identification of emerging usage patterns, accessibility changes, travel behaviour responses and early socio-economic trends.

Primary Data Sources

The primary data sources outlined in Table 1 reflect the bespoke data-collection programme designed for the East Linton Stage 1 Evaluation. They provide direct evidence on behavioural, economic and user-experience changes emerging since the station opened in 2023. These datasets offer direct insight into how residents, businesses and visitors are responding to the improved accessibility and travel options.

Table 1. Primary Data Sources.

Source	Description	Purpose in Evaluation
Household Surveys	Mixed-mode residential survey programme including postal, online and face-to-face interviews with households in the East Linton catchment. The survey incorporates recall questions to account for the absence of pre-scheme baseline data and includes embedded counterfactual questions.	Provide robust early evidence of behavioural change and accessibility impacts. The survey explores travel choices, mode shift, trip frequency, journey times, common destinations, perceptions of public transport reliability, and how travel behaviour may have differed without the new station.
Business Surveys	Targeted postal, online, telephone and face-to-face survey of businesses and employers in East Linton and surrounding postcodes.	Understand early economic responses to the station opening. This includes impacts on staff accessibility, customer access, supplier logistics, investment decisions, employment patterns, and business perceptions of wider economic opportunities.
Visitor Surveys	Face-to-face intercept surveys of visitors at East Linton Station and key local attractions.	Assess whether the station has influenced visitor numbers, travel modes, trip purposes and motivations for visiting East Linton.

Secondary Data Sources

The secondary data summarised in Table 2 support the Stage 1 Evaluation by providing objective, observed evidence on station usage, travel times, service performance, socio-economic change and local development patterns. These

datasets complement the primary data collection and form part of the evidence base used to assess early progress toward the Transport Planning Objectives.

Table 2. Secondary Data Sources.

Data Type	Specific Dataset/Source	Purpose in Evaluation
Rail Patronage	Office of Road and Rail (ORR) station patronage; train operator daily patronage; Rail Data Marketplace station-to-station flows; ORR punctuality data	Assess early station usage, destination patterns, and service reliability to understand whether rail demand is growing as expected.
Public Transport Journey Time Data	Podaris; Google Journey Time Planner; public transport timetables	Measure changes in journey times and overall connectivity to Edinburgh, Dumbar, Newcastle and other key destinations.
Socio-economic Data	ONS Annual Population Survey; Scottish Indices of Multiple Deprivation (SIMD) 2020; planning applications, approvals and completions; Stat-Xplore	Identify emerging economic, demographic and land-use changes that may be linked to improved rail access.
Planning Data	Planning applications and completions. Local development plan proposals.	To assess whether the scheme has contributed to economic growth locally in terms of residential and commercial space.
Bus Data	Bus passenger numbers for key routes	Examine whether passengers are shifting from bus to rail, assess intermodal impacts, and understand how bus demand changes in response to the new station.
Traffic and Active Travel Data	Local traffic counts; walking and cycling data.	Provide supplementary evidence on modal shift by identifying changes in car usage and active travel levels, helping to understand wider behavioural responses to the station opening.

Counterfactual Data Sources

To isolate the specific effects of the new East Linton Station from wider socio-economic or behavioural trends, the evaluation applies a proportionate counterfactual approach consistent with the agreed Stage 1 methodology. Because no predicted (FBC) baseline survey was undertaken for East Linton, the counterfactual evidence relies on a combination of stated counterfactual questions embedded within the primary surveys and secondary datasets for a comparable location once identified.

Table 3 outlines the counterfactual data sources used in the evaluation. These datasets help determine the extent to which observed changes can credibly be attributed to the reopening of East Linton Railway Station.

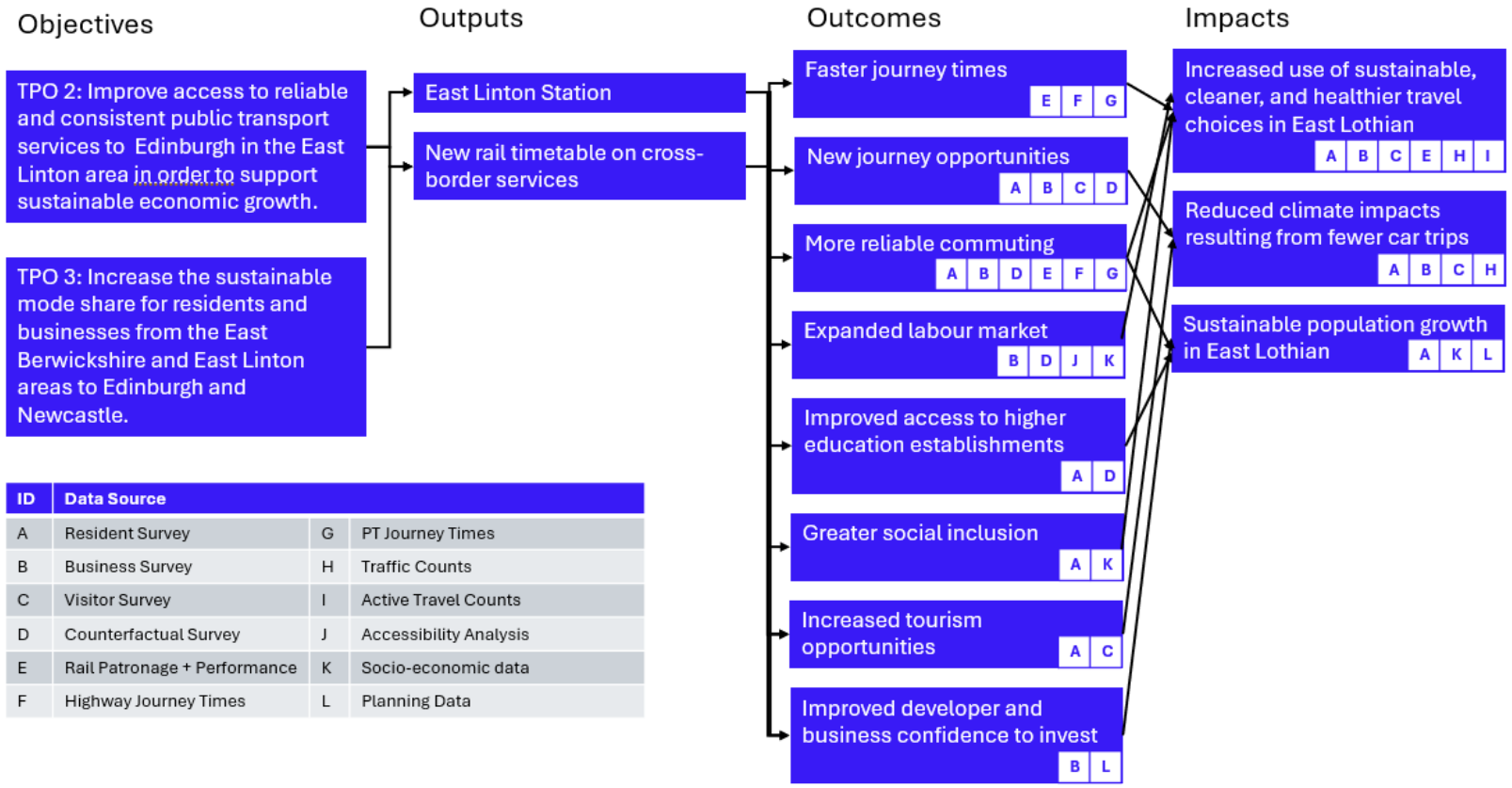
Table 3. Counterfactual Data Sources.

Source	Description	Purpose in Evaluation
Stated Counterfactual Questions in Household, Business and Visitor Surveys	Counterfactual questions embedded in all East Linton primary surveys, asking respondents how their travel behaviour, business decisions or visitor choices would have differed had the station not opened.	Provides the main source of counterfactual evidence for East Linton, helping to estimate the additional changes attributable to the station by distinguishing scheme-related impacts from broader behavioural or economic trends.
Comparator Settlement Surveys	Structured telephone surveys conducted in the identified counterfactual location (Earlston), using a similar methodology, catchment approach and sample size as the East Linton resident surveys.	Provide a critical benchmark for distinguishing the effects of the new East Linton Station from broader external influences such as economic trends, demographic change or shifts in travel behaviour unrelated to the scheme.
Secondary Data for Comparator Area	Socio-economic indicators, transport datasets, and other relevant statistics for the comparator settlement, covering the same time periods as the East Linton datasets.	Control for external influences such as national labour-market trends, regional transport changes or macro-economic shifts, ensuring that observed changes are not incorrectly attributed to the scheme.

In combination, these datasets enable a robust assessment of early trends in demand, accessibility, travel behaviour and economic activity. They ensure comparability with predicted (FBC) baseline conditions and provide the evidence needed to form an initial view on whether the station is beginning to deliver its intended outcomes.

Logic Diagram

Figure 2 summarises the strategic rationale and benefits of the scheme, linking objectives to outputs, outcomes, and long-term impacts. The outputs and outcomes contribute to wider impacts such as increased use of sustainable, clean and healthier travel choices in East Lothian, reduced climate impacts and sustainable population growth. The diagram also identifies the primary and secondary data sources used to assess scheme performance, providing a clear and structured framework for evaluating delivery and benefits.



ID	Data Source		
A	Resident Survey	G	PT Journey Times
B	Business Survey	H	Traffic Counts
C	Visitor Survey	I	Active Travel Counts
D	Counterfactual Survey	J	Accessibility Analysis
E	Rail Patronage + Performance	K	Socio-economic data
F	Highway Journey Times	L	Planning Data

Figure 2: East Linton Railway Station Logic Diagram

Report Structure

The remainder of this report is organised into the following sections:

- Operation of the East Linton Railway Station - Provides an overview of station operations since reopening, including service provision, patronage levels, travel patterns and journey time performance.
- Primary Data Analysis - Summarises the findings from the resident, business and visitor surveys, highlighting emerging behavioural, attitudinal and accessibility-related changes.
- Secondary Data Analysis - Reviews rail patronage and performance data, accessibility metrics, socio-economic indicators, land-use information and supplementary modal evidence to assess early outcomes relative to the predicted (FBC) baseline.
- Counterfactual Analysis - Presents comparative evidence from the designated counterfactual location to help distinguish scheme-specific changes from wider external trends.
- Performance Against Objectives - Assesses early progress toward the scheme's Transport Planning Objectives. This includes a summary of methods, indicators used, primary and secondary evidence, key findings and initial interpretation for each objective, as well as an assessment of early contribution to National Transport Strategy priorities.
- Value for Money Assessment - Provides a proportionate early assessment of Value for Money, drawing on observed changes in usage, accessibility and travel behaviour, alongside initial economic indicators and proportional benefit estimates.
- Conclusions - Summarises the key emerging findings of the Stage 1 Evaluation.
- Appendices - Includes supporting materials such as survey questionnaires, additional data tables, mapping, methodological details and Value for Money calculation sheets.

Stage 1 Evaluation Limitations

The following study limitations have been identified:

- Whilst an 'impact area' has been established, within which Residential, Business and Visitors surveys have been focused, there may be impact areas beyond the scope of this study that are either not currently obvious or anticipated. These may go beyond the extent of East Linton and East Lothian.
- Non-response bias, where individuals contacted for the survey choose not to participate. The opinions or behaviours of these non-respondents may differ in

meaningful ways from those who did participate, leading to a bias in the results.

- Social desirability bias, respondents may have answered questions in a way that they believe will be viewed favourably by others.
- Not all secondary data sources have data available for 2026. In these instances, the most recently available data sources have been used.
- Limited information is available to inform the impact on other modes of travel. Bus data and active travel data is sparse with no baseline data available for comparisons.
- Scottish Index of Multiple Deprivation (SIMD) data is not yet available to demonstrate the post-scheme situation from a deprivation perspective. Data for 2020 is currently available and this is due to be updated towards the end of 2026.
- Traffic count data is also sparse within close proximity to the scheme, with counts only available on the A1 for comparisons pre and post scheme delivery.
- It is not clear how journey times have been quantified at the business case stage; therefore, journey times reported within the business case have been compared against observed data to interpret performance.
- Rail revenue predictions and assumptions are not clear in the business case. In the absence of actual rail revenue data, due to the commercial nature of this data, estimates have been generated based on observed demand.
- Limited socio-economic datasets are available to compare pre and post scheme changes. Many datasets are yet to be refreshed to demonstrate the post-scheme position. It is also recognised that many socio-economic metrics are captured for large geographical areas, making it difficult to attribute any improvements to a particular intervention.

Operation of the East Linton Railway Station

Since reopening in December 2023, East Linton Railway Station has operated as a local access station on a mixed-traffic strategic corridor, accommodating both stopping passenger services and non-stopping long-distance services. The station was designed to integrate into the existing East Coast Main Line (ECML) timetable with minimal impact on mainline performance, and early operational experience reflects this intent.

The initial period of operation coincides with a wider phase of rail timetable recovery and adjustment following the COVID-19 pandemic. As a result, early service patterns should be viewed as indicative rather than fully settled, with scope for future change as demand and network conditions evolve.

Services using the Route

Since opening in December 2023, East Linton Railway Station has been served by existing passenger services operating on the East Coast Main Line (ECML). As set out in the Full Business Case (FBC), the service strategy for East Linton was based on calls by existing ScotRail Edinburgh–Dunbar services, rather than the introduction of a new or dedicated stopping service. This approach reflected recognised constraints on ECML capacity, increasing demands from long-distance services, and the limited operational flexibility available to introduce additional stopping patterns without impacts on wider network performance.

In practice, East Linton is served by both ScotRail and TransPennine Express (TPE) services, although the nature and frequency of calls differ markedly between operators. The station is managed by ScotRail, which also operates the majority of stopping services calling at East Linton.

Operators and Calling Pattern

Passenger services at East Linton are provided by the following operators:

- TransPennine Express (TPE), which operates long-distance cross-border services between Edinburgh and Newcastle and provides a limited number of scheduled calls at East Linton; and
- ScotRail, which operates local stopping services on the Edinburgh–Dunbar corridor and provides the core local service offer at the station.

The overall calling pattern at East Linton has remained broadly stable since reopening. In line with national operating practice, TPE services operate to a regular pattern on weekdays and Saturdays, with a reduced but consistent level of service on Sundays.

From Monday to Friday, East Linton is served by 16 TransPennine Express calls per day, comprising:

- nine northbound services towards Edinburgh; and
- seven southbound services towards Newcastle.

An equivalent level of TPE service operates on Saturdays. On Sundays, East Linton is served by 14 TPE services per day, with seven services in each direction, maintaining a broadly two-hourly long-distance service pattern.

In addition to TPE services, ScotRail provides a more local stopping service at East Linton on Mondays to Saturdays. Based on the latest published ScotRail timetable:

Monday to Friday, East Linton is served by 12 ScotRail calls per day, comprising:

- six westbound services towards Edinburgh; and
- six eastbound services towards Dunbar.

On Saturdays, the ScotRail service reduces to nine calls per day, comprising four westbound services towards Edinburgh and five eastbound services towards Dunbar.

In combination, the ScotRail and TPE calling patterns provide East Linton with a mix of local and long-distance connectivity, offering regular access to Edinburgh throughout the day and supplementing this with inter-regional services to destinations along the East Coast Main Line.

Peak and Off-Peak Operation

The published ScotRail and TransPennine Express timetables indicate that service provision at East Linton is not explicitly structured around peak and off-peak periods but instead follows a largely all-day stopping pattern shaped by ECML capacity and pathing constraints, consistent with the assumptions set out in the FBC.

- ScotRail services operate to a fixed, limited stopping pattern on Mondays to Saturdays, with services spaced across the day rather than being concentrated in the morning or evening commuter peaks. Peak travel demand

is therefore accommodated within the same stopping structure as off-peak travel, rather than through additional peak-only calls.

- TransPennine Express services call at East Linton at defined points within the long-distance Edinburgh–Newcastle timetable. These calls are integrated into inter-regional service paths and are not timed specifically to align with traditional commuting peak hours.

As a result, no peak-only stopping services operate at East Linton, and there is no material increase in service frequency during peak periods. The Stage 1 evaluation period therefore reflects a stable, even-interval service pattern across most of the operating day, rather than a timetable designed primarily around peak-led commuting demand.

Destinations Served

Services calling at East Linton provide direct rail connectivity to a range of key destinations on the East Coast Main Line and the wider rail network.

- Local ScotRail services provide direct access to Edinburgh Waverley, with typical journey times of approximately 20–25 minutes, and to Dunbar, with journey times of around 5–7 minutes. These services deliver the primary local connectivity function of the station and reflect established travel demand patterns within East Lothian.
- Calls by TPE services extend East Linton's connectivity beyond the immediate region, providing direct long-distance links to Edinburgh Waverley (typically 20 minutes) and to Newcastle (typically 90 minutes), as well as to intermediate stations along the ECML, including Berwick-upon-Tweed.

Edinburgh is the dominant destination served from East Linton, consistent with both long-standing East Lothian travel patterns and the strategic objectives set out in the Full Business Case. The reopening of East Linton has therefore provided the eastern part of East Lothian with direct rail access to the national rail network, removing the need for residents to travel to alternative stations such as Drem or Dunbar to access.

Timetable Pattern and Any Changes Since Opening

The calling pattern and frequency observed in the current ScotRail and TPE timetables are consistent with the service assumptions established at FBC stage. No material timetable recasts, operator withdrawals, or step-change frequency enhancements have been identified since opening.

While the FBC identified the potential for future frequency increases subject to wider ECML capacity enhancements, the Stage 1 evaluation period reflects a broadly stable service pattern, with ScotRail providing the primary local stopping service and TPE delivering a secondary long-distance role.

Infrastructure and Pathing Constraints

East Linton Railway Station is located on the ECML between Drem and Dunbar, on a section of railway characterised by mixed traffic operation and limited spare capacity. The FBC identifies this part of the ECML as a two-track railway carrying long-distance inter-city, regional passenger and freight services, where the scope for introducing additional stopping services is inherently constrained. These corridor-wide limitations, rather than the station infrastructure itself, are the primary determinants of service levels at East Linton.

In developing the scheme, the FBC confirmed that East Linton would be served by existing passenger services with additional stops, rather than by the introduction of a new dedicated ScotRail stopping service. This approach was adopted to avoid the need for new train paths and rolling stock and to reduce impacts on network performance. The FBC explicitly discounted earlier options for enhanced local stopping services due to the following constraints:

- Limited availability of additional train paths on the ECML.
- Competition with long-distance passenger and freight services.
- Journey-time disbenefits imposed on through passengers by additional stops.

A further key constraint identified in the FBC is platform availability at Edinburgh Waverley, which restricts the scope to increase the number of stopping services originating or terminating in the city. Even where additional paths might theoretically be accommodated on the open railway, downstream constraints at Edinburgh were identified as a binding limitation on service expansion. As a result, the FBC did not assume differentiated peak-period service patterns or additional peak-only calls at East Linton, instead adopting a fixed, all-day stopping pattern.

From an infrastructure perspective, the FBC confirms that East Linton station itself does not constrain train operations. The two-platform layout is designed to accommodate six-car trains and provides a level of future-proofing should wider ECML capacity enhancements be delivered. Accordingly, any future increase in service frequency at East Linton is dependent on network-wide interventions, such as ECML capacity upgrades or timetable recasts, rather than on changes to station infrastructure or local operational arrangements.

Seasonal or Event-Driven Variations

No seasonal, event-specific, or temporary timetable variations affecting East Linton are identified in either the ScotRail or TPE published timetables. Services operate as part of nationally planned ECML and ScotRail timetables, with any changes subject to standard national timetable change processes rather than local seasonal adjustments.

Primary Data

Residents Survey

Introduction

A residents survey was undertaken to understand travel behaviours and attitudes following the opening of East Linton Rail Station in December 2023. A mixed method approach was taken to the survey including a postal survey invitation (with online response option) and face-to-face interviews, within the settlement of East Linton.

While both Reston and East Linton stations were considered within the same FBC, no baseline survey was undertaken for East Linton prior to the station becoming operational. To address this gap, the Stage 1 survey was designed to capture current travel behaviour, attitudes, and perceptions in the context of the newly opened station as well as any changes as a result of scheme delivery, thereby providing an evidence base for understanding how the station is being used and experienced at this stage.

The design of the survey was informed by the following objectives:

1. **To understand existing travel behaviour of local residents.**
2. **To understand residents attitudes towards different transport options, frequency of services and access to services.**
3. **To gather information on attitudes and intentions in light of the new rail station at East Linton.**

Findings from the survey should be interpreted as providing an indication of current conditions and emerging behaviours at this stage of scheme delivery.

Methodology

A defined study area was selected for the survey, as illustrated in Figure 3. The focus of the study was the settlement of East Linton, specifically covering postcode sectors EH40 3A, 3B, 3D, and 3E. Within these sectors, a total of 1,169 residential addresses were identified using the Royal Mail Postal Address File (PAF).

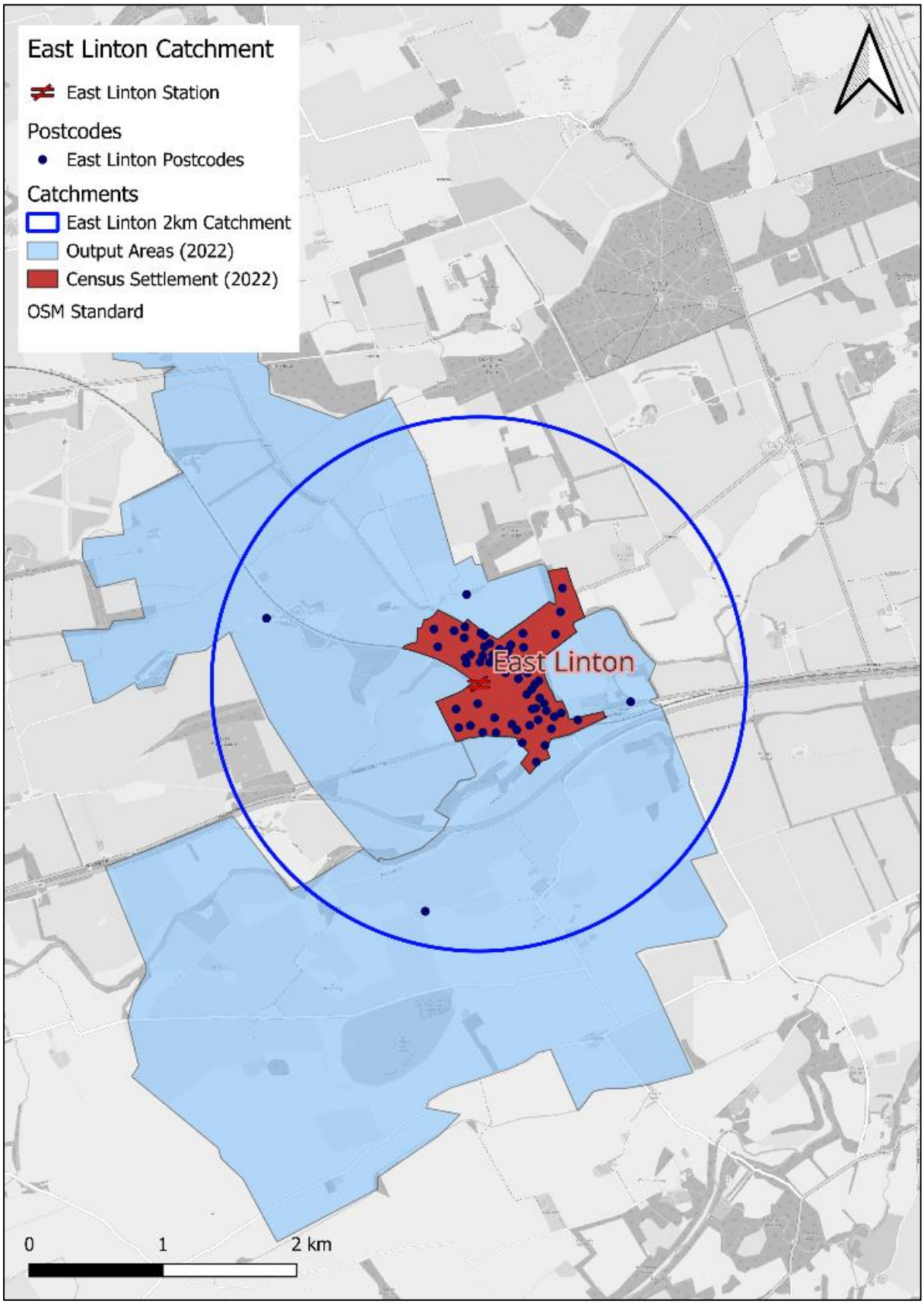


Figure 3: East Linton Survey Study Area.

Survey Material

The questionnaire was developed collaboratively by Jacobs, IBP Strategy and Research and Transport Scotland to ensure the questions were aligned, as far as practicable, with the overall evaluation requirements. IBP Strategy and Research are a UK based research consultancy who undertake quantitative and qualitative data collection, for this study IBP Strategy and Research undertook the data collection associated with the residents, business, visitor and counterfactual surveys. Additional questions were incorporated to capture information on usage and perceptions of the new station at this post-scheme delivery stage.

The Stage 1 survey was structured around key themes designed to draw out key information that would support the evaluation objectives. Socio-demographic data was also collected to provide a clearer understanding of respondent characteristics across key groups, supporting more detailed analysis of the findings. The themes within the survey include:

- Your travel – questions designed to explore the modes of transport being used, journey purposes, frequency of travel and key destinations that are visited.
- Use of the Rail Network – questions designed to identify residents' use of the rail network at this stage in terms of stations used, modes used for access, frequency of travel and satisfaction with the East Coast Main Line.
- East Linton Rail Station – questions designed to explore usage of East Linton rail Station, rating of aspects of the station, specific changes in travel behaviour since the opening of the station, and the changes in travel behaviour brought about by the opening of the station.
- About You – questions designed to identify the demographic profile of survey respondents, including gender, age, income, health and ethnicity.

A copy of the survey questionnaire is included within Appendix A.

Survey Delivery

A hybrid approach was adopted to maximise responses within the defined study area. Initially, a postal survey invitation was sent to all 1,169 addresses identified through the PAF. Recipients could respond either by returning a hard copy questionnaire in a Business Reply Envelope addressed to IBP Strategy and Research or by completing an online version of the questionnaire.

In addition, a programme of face-to-face household interviews was carried out within the settlement. While it was originally anticipated that this method would account for a significant proportion of the overall sample, a higher-than-expected response rate

from postal and online submissions reduced the need to place strong emphasis on in-person interviews.

Postal survey invitations were distributed during the week commencing 9th March 2026, with a stated closing date of 3rd April 2026. Responses received after this date were still included where this aligned with project timelines. The face-to-face interviews were conducted in the week commencing 23rd March 2026.

In total, 444 responses were obtained, comprising 311 postal returns, 48 online submissions, and 85 face-to-face interviews. This equates to approximately 38% of the addresses contacted.

Although the current population of East Linton is not precisely known, it has been estimated at 2,432 for the purposes of calculating the margin of error of the survey. This is based on the 1,169 residential households identified and the average Scottish household size of 2.08 reported by the National Records of Scotland. This population estimate is higher than the mid-2020 estimate published by the National Records of Scotland but is likely to reflect recent growth within the settlement.

A sample size of 444 from a population of 2,432 yields an indicative margin of error of ±4.21%, based on a 50% estimate and a 95% confidence level. This is within the original target margin of error of ±5% set for the residents' survey.

Research Limitations

As with most community surveys of this nature, the findings should be interpreted with awareness that participation was voluntary and therefore reflects the views of those residents who chose to take part. While the achieved sample size is substantial relative to the estimated population of East Linton and multiple response methods were provided to maximise accessibility, some demographic groups may nevertheless be under or over-represented within the achieved sample.

In addition, responses regarding changes in travel behaviour and the impacts of the station rely upon respondents' own perceptions and recollections and may be influenced by wider external factors, including changes in employment patterns, fuel costs, public transport provision and broader economic conditions. The survey does, however, provide a robust snapshot of resident views during the evaluation period rather than a definitive measure of all impacts associated with the station.

Data & Analysis

Respondent Profile

The survey asked for all respondents to identify the following demographic information:

- Place of Residence
- Place of Employment
- Gender
- Age
- Ethnicity
- Employment Status
- Household Income
- Health Conditions
- Access to a vehicle
- National Entitlement Card ownership (provides free bus travel and local services to those that qualify)

This was incorporated to help identify any problems and opportunities for specific groups. This targeted analysis helps to ensure there is good representation within the sample and develops an understanding of how residents with different protected characteristics have been impacted by the scheme. The respondent profile is presented below for each of these characteristics. In total, 444 responses were achieved.

Place of Residence

Respondents were asked to provide the first part, and then the first digit in the second part of their home postcode. All respondents were located within the EH40 3 postcode, indicating that the vast majority of respondents are residents within East Linton.

Only a small number of responses were recorded as “prefer not to say,” suggesting very limited variation in the geographic spread of respondents. Overall, the distribution confirms a highly localised respondent base, strongly focused on East Linton with minimal representation from outside the immediate area.

Place of Work

Respondents were asked to identify their usual place of work. Some of the respondents (11 in total) outlined that they preferred not to identify their place of

work; of those who did, Figure 4 indicates that a large proportion of respondents work in and around Edinburgh, confirming the city as the dominant employment destination (accounting for approximately two-thirds of responses). A notable minority (close to one-third) work locally within East Lothian, particularly in East Linton, Haddington, and Dunbar, while relatively few travel beyond this area. A small number of longer-distance commuting patterns are not shown on Figure 4, including journeys to locations such as Glasgow, London and other more distant destinations, highlighting an overall travel-to-work pattern that remains strongly regional and localised.

Close to one-third, work within East Lothian, particularly in East Linton, Haddington and Dunbar, indicating a meaningful level of local employment and some degree of self-containment. In contrast, only a limited number of respondents reported commuting beyond the immediate region.

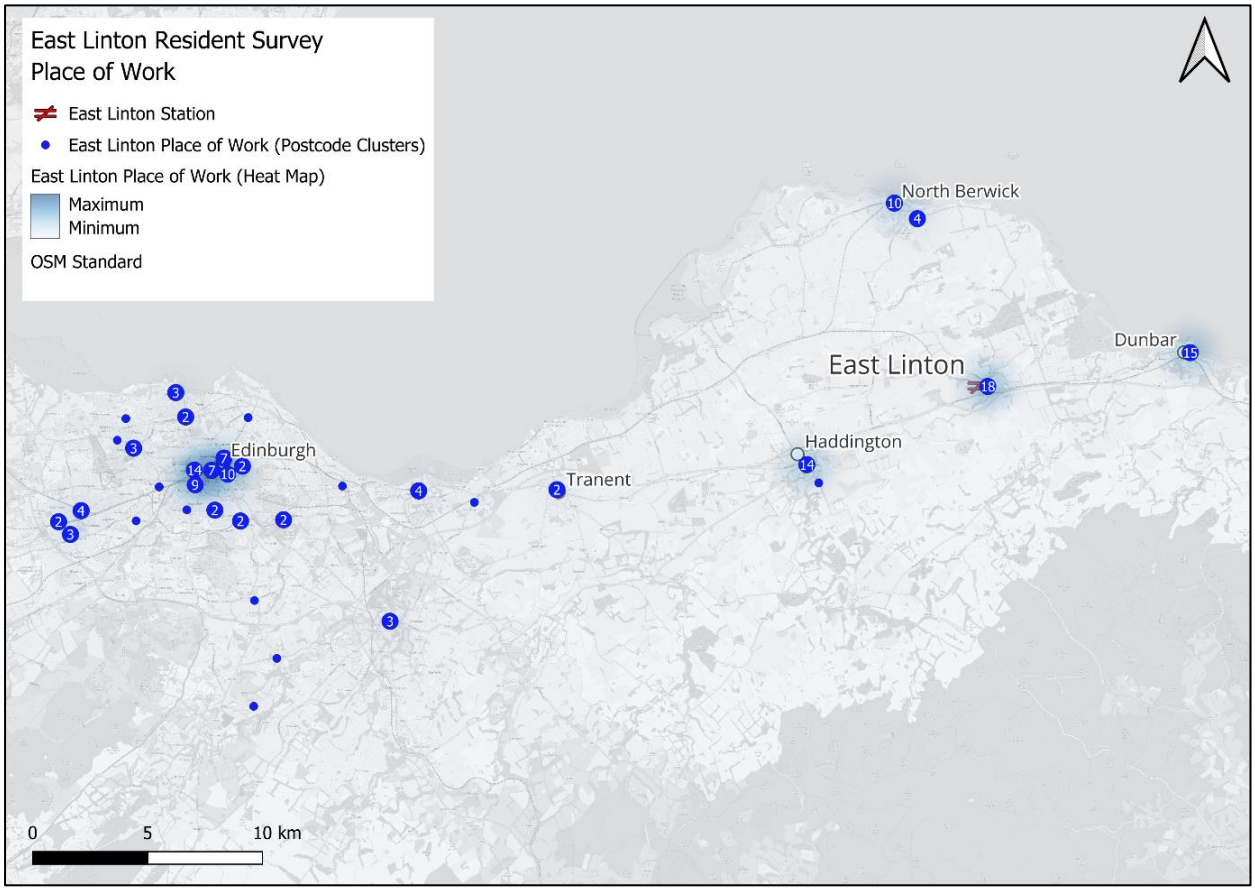


Figure 4. Resident Survey – Place of Work.

Gender

As shown in Figure 5, the residents' survey indicates that 53% of respondents identified as female and 41% as male, with no respondents selecting "other" and 6%

preferring not to say, based on a total of 444 responses. This distribution highlights a higher representation of female respondents within the sample, while still maintaining a broadly balanced gender split overall. The proportion of respondents who chose not to disclose their gender remains relatively small, and there were no responses recorded under the “other” category.

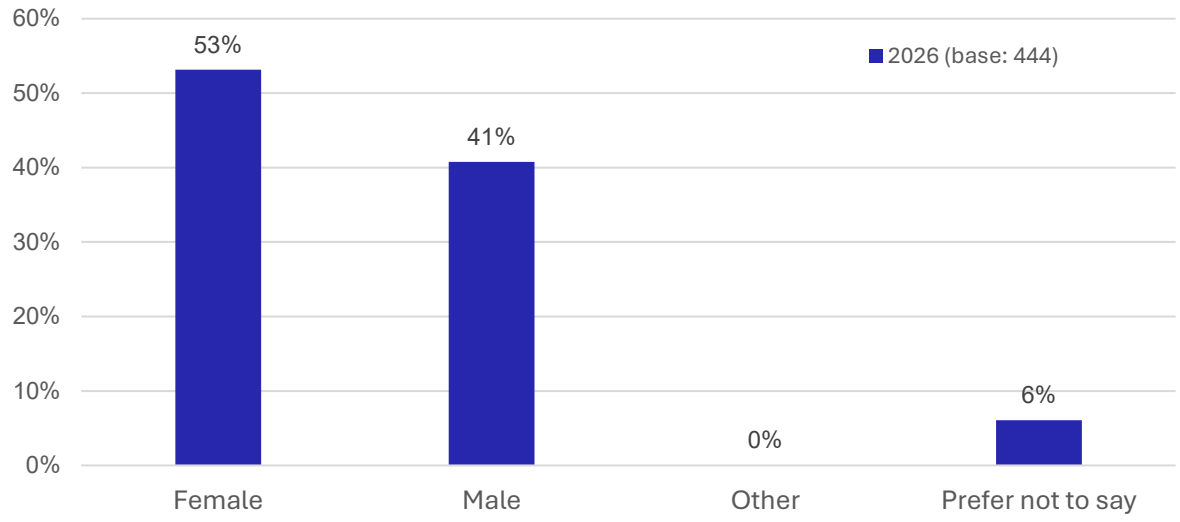


Figure 5. Resident Survey – Gender.

Age Profile

Respondents were also asked to indicate their age using a set of predefined bands. The results show that all age groups are represented within the survey sample. However, there is a noticeable concentration of respondents in the older age categories, particularly those aged 45–54 (18%), 65–74 (23%) and 75 and over (16%). By comparison, younger age groups account for a smaller proportion of responses, with those aged 16–24 (2%) and 25–34 (5%) less represented. A further

7% of respondents chose not to disclose their age. Overall, the age profile illustrated in

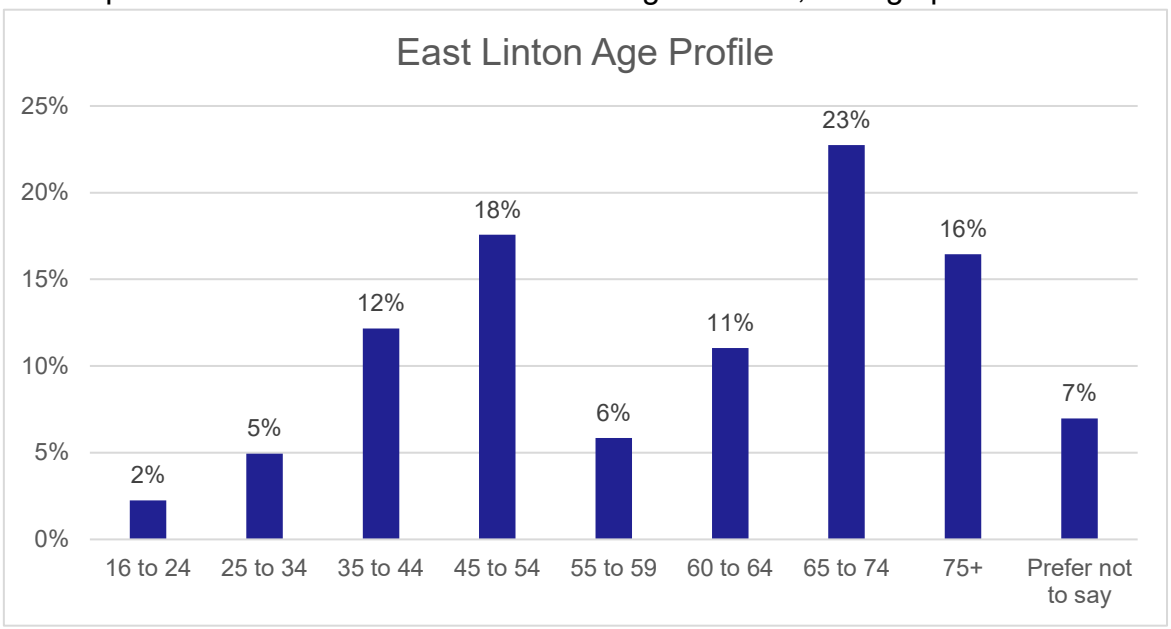


Figure 6 suggests a sample that is skewed towards older residents. Comparing this to the broader population of East Linton demonstrates a similar trend, with proportionally a greater 'older' population; however, it suggests that younger age groups may be underrepresented within the sample.

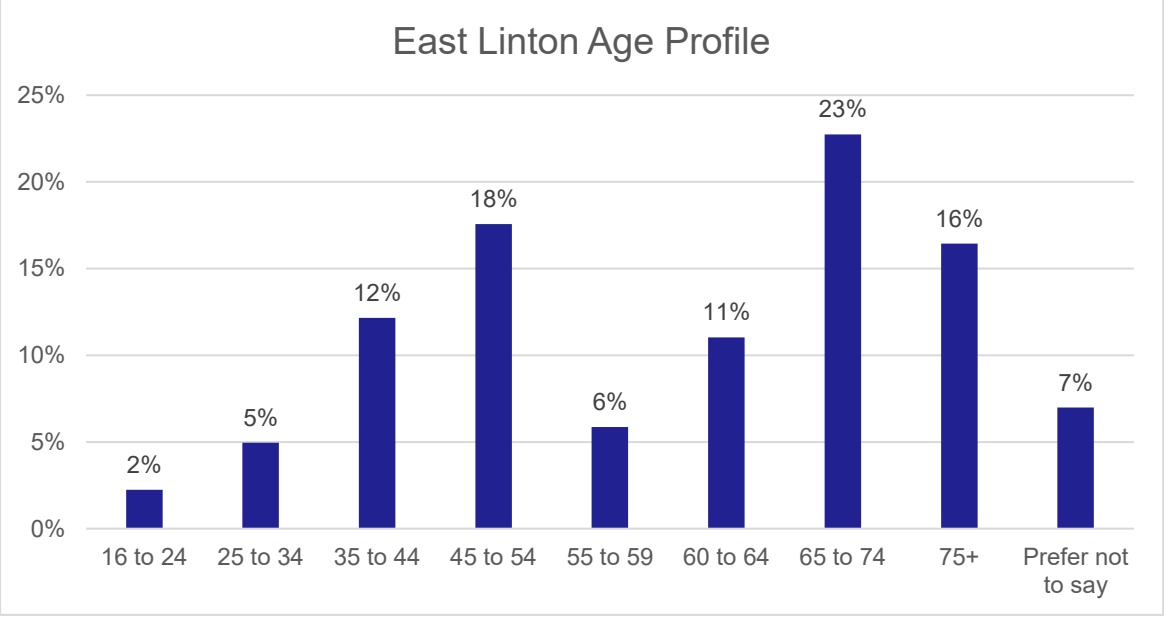


Figure 6. Resident Survey – Age Profile.

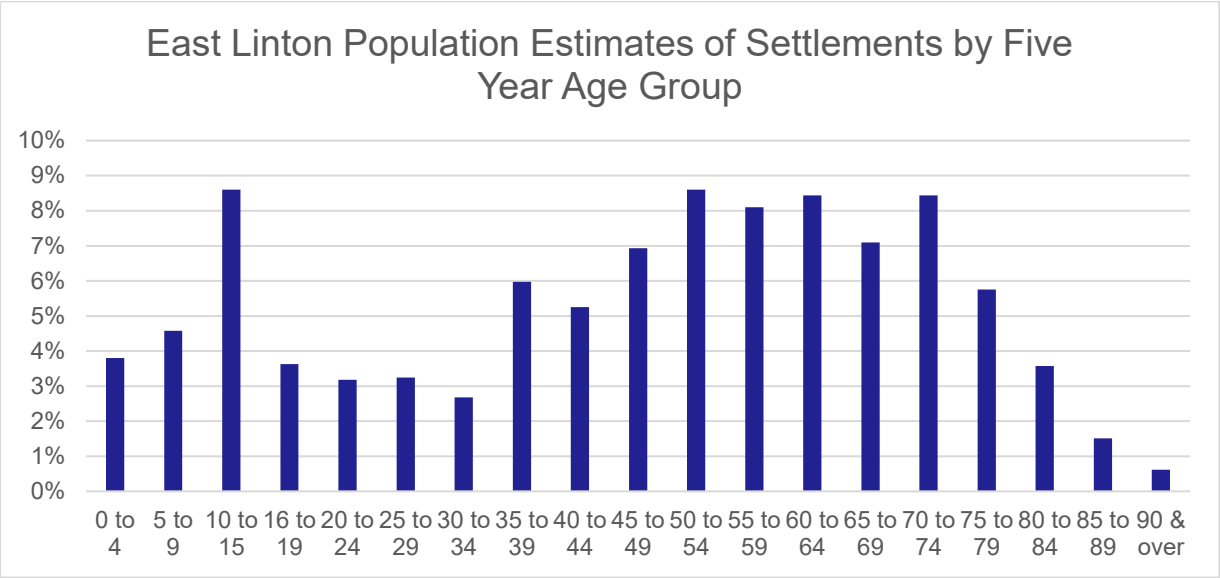


Figure 7. East Linton Population Estimates of Settlements by Five Year Age Group

Ethnicity

The ethnic profile of respondents in East Linton, as presented in Table 4, indicates that the sample is predominantly from a White ethnic background (89%). The majority of respondents identified as White – Scottish, followed by White – Other British. Smaller proportions identified as White – Any other White ethnic group and White – Irish.

No respondents selected any of the remaining ethnic categories, including Asian, African, Caribbean or Black, Mixed or Multiple ethnic groups, or other backgrounds. A total of 9% of respondents preferred not to disclose their ethnicity.

Table 4. Resident Survey - Ethnicity.

Ethnic Origin	2026 %
White - Scottish	63%
White - Other British	22%
White - Irish	1%
White - Gypsy / Traveller	0%
White - Polish	0%
White - Any other White ethnic group	3%
Mixed or Multiple Ethnic Group (please specify below)	0%
Asian - Pakistani, Pakistani Scottish or Pakistani British	0%
Asian - Indian, Indian Scottish or Indian British	0%
Asian - Bangladeshi, Bangladeshi Scottish or Bangladeshi British	0%
Asian - Chinese, Chinese Scottish or Chinese British	0%
Asian - Any other Asian ethnic group	0%
African - African, African Scottish or African British	0%
African - Any other African ethnic group	0%
Caribbean or Black - Caribbean, Caribbean Scottish or Caribbean British	0%
Caribbean or Black - Black, Black Scottish or Black British	0%
Caribbean or Black - Any other Caribbean or Black ethnic group	0%
Other - Arab, Arab Scottish or Arab British	0%
Other - Any other ethnic group	0%
Don't know	0%
Prefer not to say	9%
Base	444

Employment Status

Overall, the employment profile is characterised by a high proportion of retired respondents, closely reflecting the age profile, which indicates a relatively older sample with over half of respondents aged 60 and above.

Table 5 presents the employment status of respondents. The findings indicate that the largest proportion of respondents are retired (46%), followed by those in full-time employment (31%) and part-time employment (15%). All other categories account for relatively small shares of the sample, with 2% not in employment due to illness or disability, and 1% respectively reporting being unemployed, looking after the home or family, or in other forms of activity. A further 2% of respondents preferred not to disclose their employment status.

Overall, the employment profile is characterised by a high proportion of retired respondents, closely reflecting the age profile, which indicates a relatively older sample with over half of respondents aged 60 and above.

Table 5. Resident Survey - Employment Status.

Employment Status	2026 %
Full-time employment	31%

Employment Status	2026 %
Part-time employment	15%
Full or part time further education	0%
Full or part time higher education	1%
Not in employment due to illness or disability	2%
Not in employment / looking after home or family	1%
Unemployed	1%
Retired	46%
Other (please specify below)	1%
Prefer not to say	2%
Base	**444**

Household Income

Table 6 presents the annual household income before tax of respondents who provided this information. The results indicate that 7% of respondents fall within the lowest income bracket, reporting annual household incomes of under £20,000. A larger share of respondents (29%) is concentrated within the middle-income range, with household incomes between £20,000 and £60,000, suggesting that this represents the most common income grouping within the sample.

At the higher end of the scale, over a quarter of respondents (27%) reported annual household incomes exceeding £60,000, indicating a notable presence of higher-earning households within the study area.

As with similar surveys, household income can be a sensitive topic. This is reflected in the relatively high proportion of respondents (35%) who chose not to disclose their income, along with a further 2% who indicated that they did not know, which should be considered when interpreting the findings.

Table 6. Resident Survey - Household Income.

2026 Income Band	2026 %
Under £20,000	7%
£20,000 to £39,999	16%
£40,000 to £59,999	13%
£60,000 to £79,999	9%
£80,000 to £99,999	6%
More than £100,000	12%
Don't know	2%
Prefer not to say	35%
Base	**444**

Health Conditions

Respondents were asked to identify whether they have a physical or mental health condition or illness that will last or is expected to last 12 months or more. As shown in Figure 8, 18% of respondents reported having such a condition, while the majority (70%) indicated that they do not. A further 12% of respondents preferred not to disclose this information.

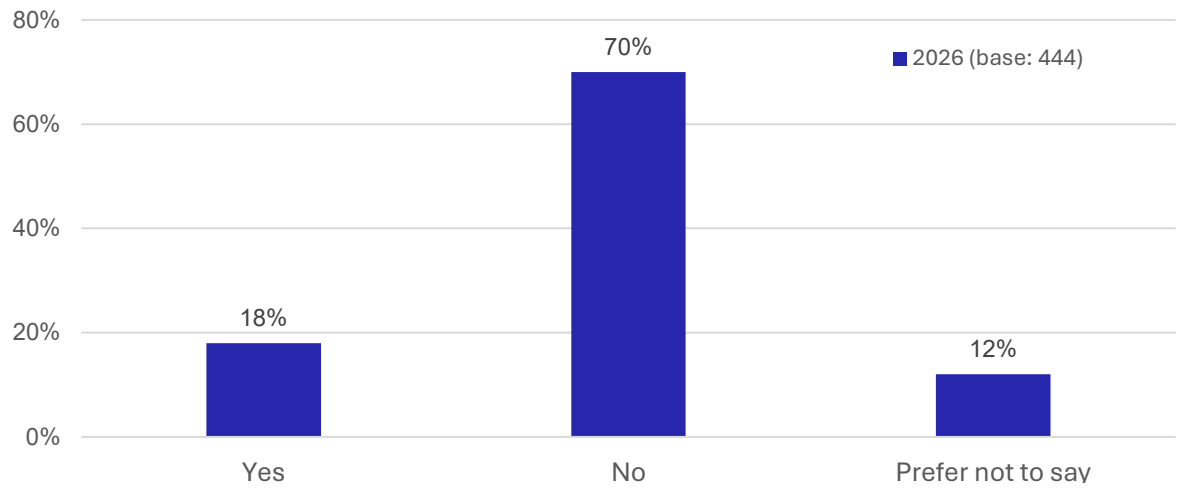


Figure 8. Resident Survey - Physical and/or mental health conditions.

Respondents who indicated that they have a long-term physical or mental health condition or illness were also asked whether this impacts their mobility. As shown in Figure 9, just over half of respondents (53%) reported that their condition affects their mobility.

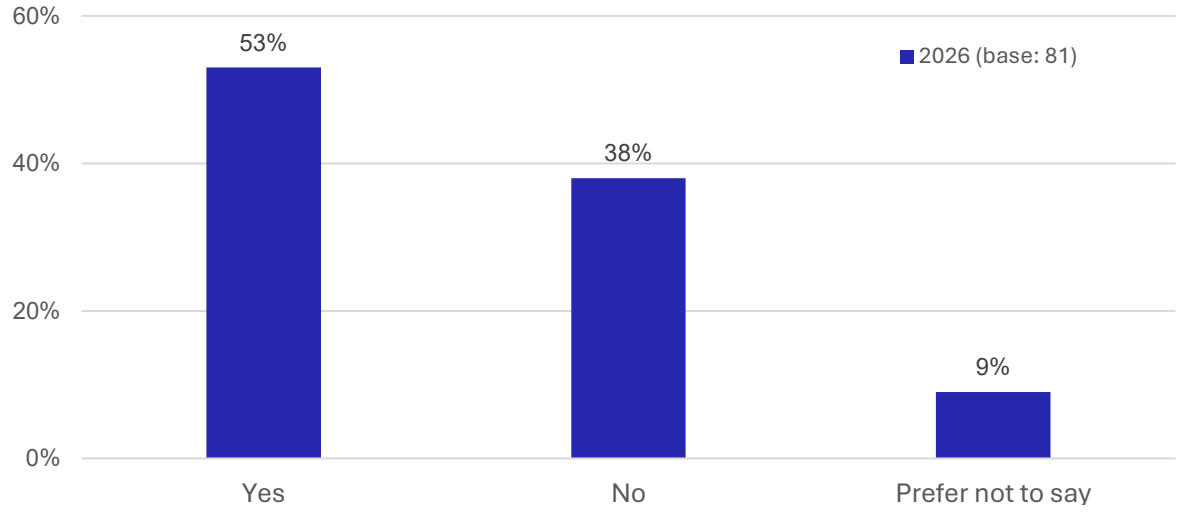


Figure 9. Resident Survey – Mobility Impaired.

Access to a Vehicle

Figure 10 indicates that most respondents report full access to a vehicle as a driver (74%). Smaller proportions have shared access as a driver (11%) or can only travel as a passenger in a vehicle driven by someone else (8%). A limited number of participants report having no access to a vehicle (6%), while 1% prefer not to say.

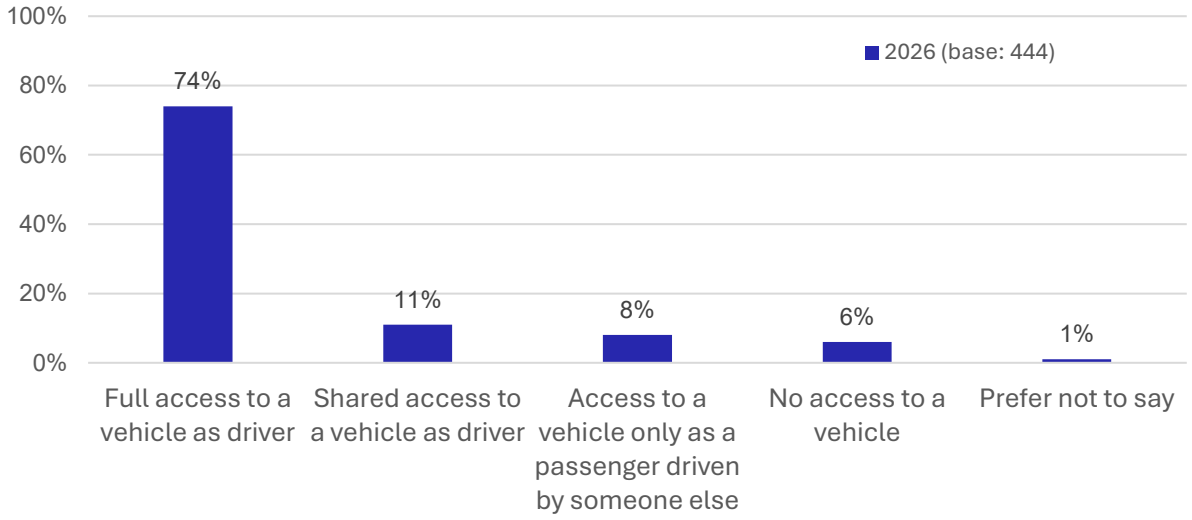


Figure 10. Resident Survey - Access to a Vehicle.

National Entitlement Card

The National Entitlement Card (NEC) in Scotland enables free access to bus travel and certain local services for eligible groups, including younger people, older people, and disabled people. Figure 11 shows that just under half of respondents (47%) report holding an NEC, while a slightly higher proportion (53%) indicate that they do not. This distribution suggests a broadly even split, with a marginally larger share of participants not currently benefiting from the scheme.

Again, this correlates with the greater proportion of respondents who are either retired or of retirement age. However more NEC owners would be expected based on the respondent demographics.

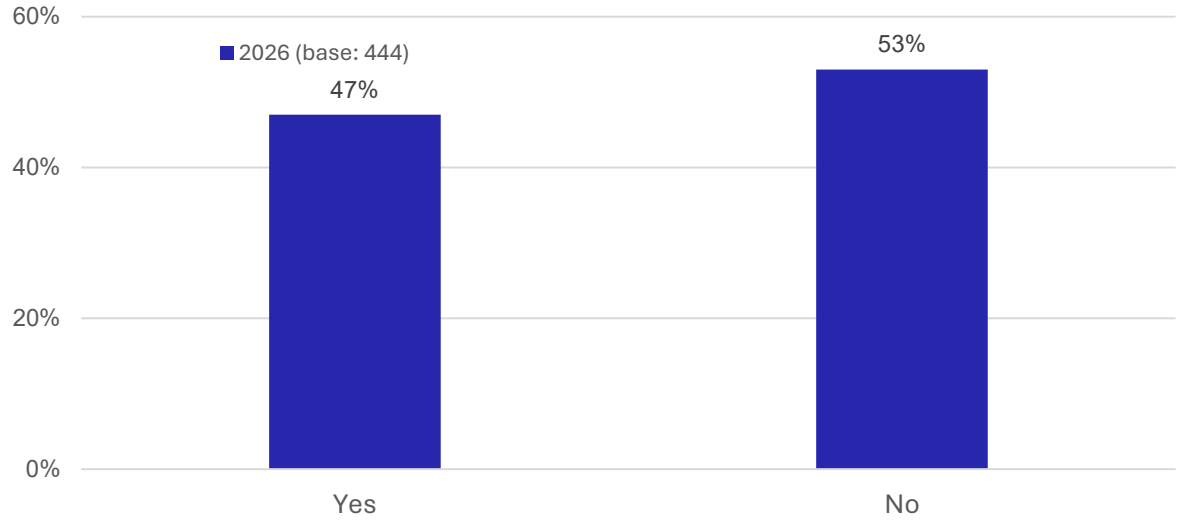


Figure 11. Resident Survey - NEC Ownership.

Transport Choices

Commuting Travel Patterns

Respondents who are in employment (full or part-time) were asked about their commuting arrangements. Figure 12 shows that 43% travel entirely to a fixed place of work or education, while an equal proportion (43%) report a hybrid pattern, splitting time between home and a workplace or place of study. A smaller share (14%) work from home exclusively.

Overall, this indicates that the majority of respondents still undertake at least some commuting, either fully or partially.

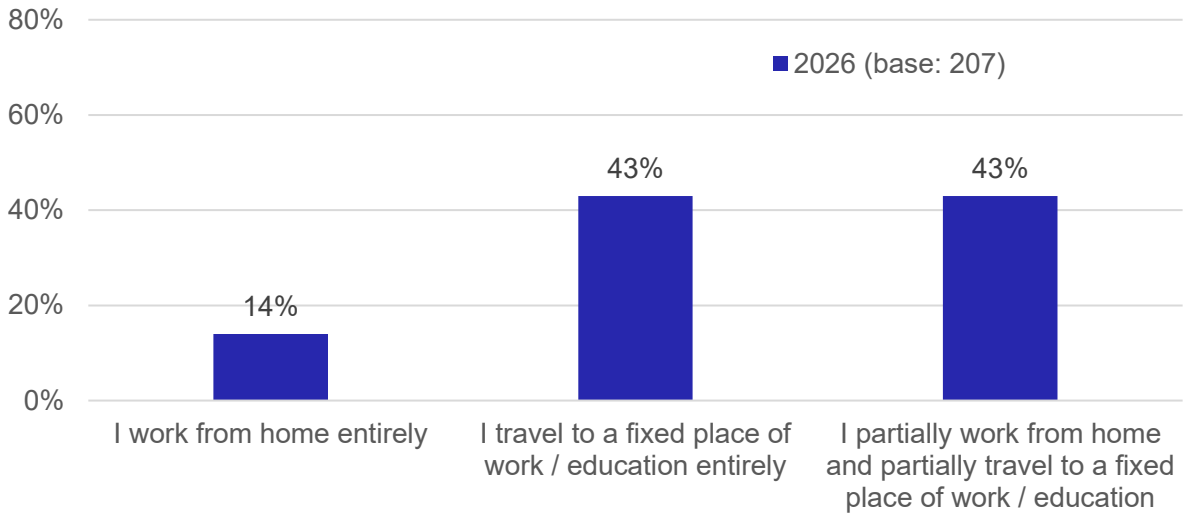


Figure 12: Resident Survey - Working Arrangements.

For respondents who travel to a fixed place of work or education, either fully or on a hybrid basis, Figure 13 illustrates how often these journeys are made. The data shows that just over a quarter commute five days per week (27%), with a similar proportion travelling three days (26%) or two days (21%) per week. Smaller shares report commuting four days (14%), six days (2%), or once a week or less (7% combined), while no respondents travel seven days a week.

Overall, the distribution indicates a fairly even spread between more frequent and less frequent commuting patterns.

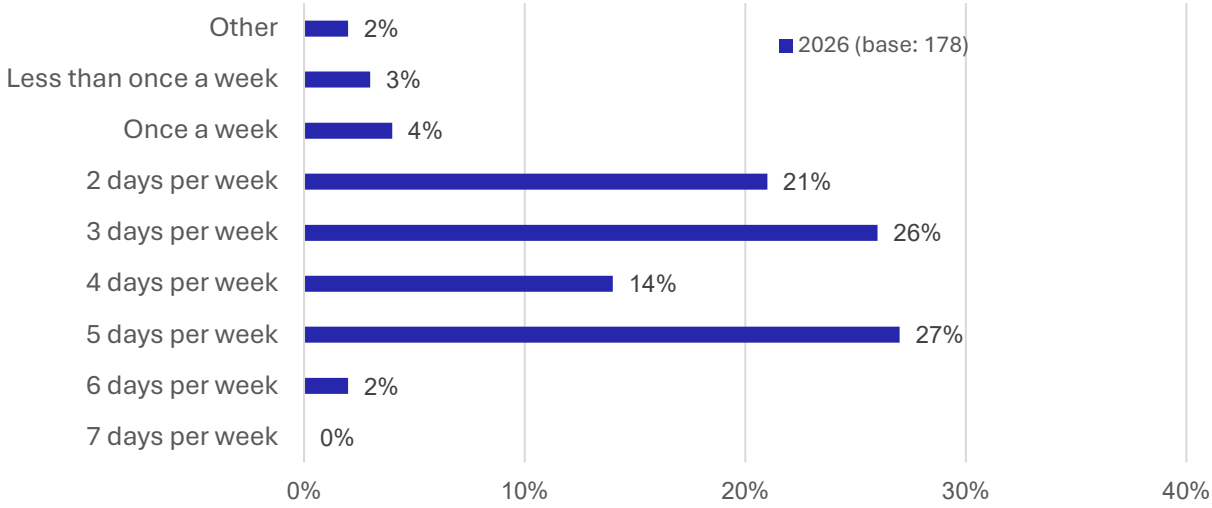


Figure 13: Resident Survey - Commuting Frequency.

Table 7 highlights the main modes of transport used by commuting respondents. Travel by car is the most common option overall, with 54% of journeys made either by driving (49%) or being dropped off (5%).

Rail also represents a significant share of commuting trips, accounting for nearly one-third (32%) of journeys, with a further 4% combining bus and rail travel. Other public transport use is relatively limited, with 2% travelling by bus only and small proportions using park and ride facilities (1% by bus and 2% by rail).

Active travel makes up a small proportion of commuting trips, with 4% walking or wheeling and 2% cycling. Overall, the data indicates a continued reliance on private vehicles, although rail plays a notable role in supporting a substantial share of commuting journeys.

This broadly reflects the spatial patterns illustrated in Figure 4, which shows a concentration of employment destinations within East Linton and nearby settlements, alongside a cluster of trips to larger centres such as Edinburgh. This distribution suggests a mix of shorter local journeys, well-suited to car travel, and longer-distance commuting corridors where rail provides a more viable alternative.

Table 7: Resident Survey - Method of Travel to Work.

Mode of Transport	2026
Walk / Wheel	4%
Cycle	2%
Bus	2%
Rail	32%
Bus & Rail	4%
Park & Ride (Bus)	1%
Park & Ride (Rail)	2%
Car / Van (dropped off)	5%
Car / Van (drive myself)	49%
Other	1%
Base	**114**

Respondents who commute to a fixed place of work or education were asked how long their typical journey takes. Figure 14 shows that the most common journey duration is between 31 minutes and one hour, reported by 40% of respondents.

Shorter journey times are also well represented, with 21% travelling 16 to 30 minutes and 19% travelling 11 to 15 minutes. A smaller proportion (9%) report very short commutes of up to 10 minutes. At the upper end, 11% of respondents indicate that their journey takes more than one hour.

When considered alongside the mode of transport data (Table 7) and the work location map (Figure 4), these findings present a consistent picture of commuting behaviour. The mix of journey lengths reflects the spatial distribution of workplaces, with a combination of relatively local trips and longer-distance journeys to larger centres such as Edinburgh. This helps explain the continued dominance of car travel for shorter and more flexible trips, alongside a notable proportion of rail use, which is better suited to longer commuting journeys.

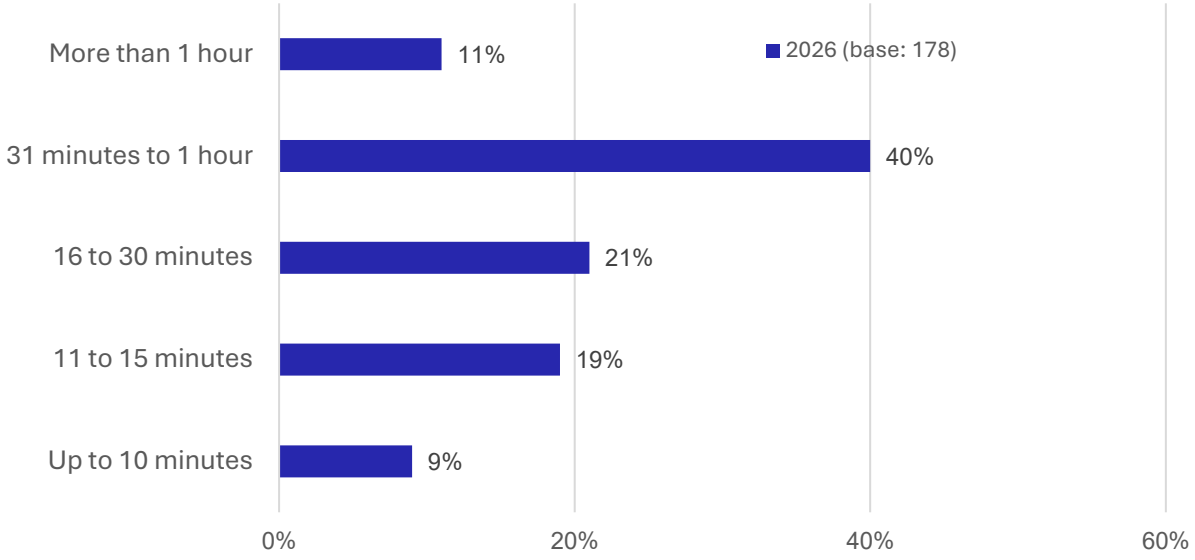


Figure 14: Resident Survey - Average Length of Commuter Journeys.

Personal or Leisure Travel Patterns

Table 8 presents the most visited destinations for personal and leisure-based travel from East Linton. The survey indicates that the majority of journeys are made to Edinburgh, Dunbar and Haddington, highlighting the importance of these locations as key destinations for services and leisure. North Berwick is also a popular destination, reflecting its role as a coastal leisure and tourism location.

A smaller, but still notable, proportion of respondents travel to Musselburgh and Berwick-upon-Tweed, while fewer journeys are made to Newcastle and Eyemouth, indicating that these destinations tend to serve more occasional or longer-distance leisure trips. A further 14% travel elsewhere, while only 6% reported no personal or leisure trips in the past 30 days.

Table 8: Resident Survey - Destinations for Personal or Leisure Trips.

Location	2026
Berwick Upon Tweed	20%
Dunbar	75%
Edinburgh	80%
Eyemouth	9%
Haddington	73%
Musselburgh	26%
Newcastle	13%
North Berwick	63%
Other	14%
I've not travelled for personal or leisure purposes in the past 30 days	6%
Base	**444**

Respondents also identified the number of journeys they have undertaken to these destinations over the last 30 days. Table 9 presents the average number of journeys to each location for personal or leisure purposes. The findings indicate that the highest frequency of trips per month is to Haddington and Dunbar, closely followed by North Berwick and Edinburgh. This reinforces the importance of these locations as regularly accessed destinations for leisure, services and day-to-day activities.

More moderate levels of travel are recorded for Eyemouth, Musselburgh and Berwick-upon-Tweed, suggesting that while these destinations are still important, they are visited less frequently. Newcastle records the lowest average number of trips, reflecting its role as a more occasional, longer-distance destination.

Table 9: Resident Survey - Average number of journeys to key destinations for personal or leisure-based trips.

Location	2026	
	Avg. number of times	Base
Berwick Upon Tweed	4.0	**87**
Dunbar	7.4	**327**
Edinburgh	6.2	**348**
Eyemouth	4.5	**34**
Haddington	7.7	**313**
Musselburgh	4.2	**108**
Newcastle	3.3	**54**
North Berwick	6.8	**270**

In terms of mode choice, respondents were asked to identify their main method of travel for personal and leisure journeys by destination. The results shown in Table 10 indicate a mixed pattern of travel behaviour, with both private car use and rail playing important roles depending on the destination.

Car/Van (driver) is the dominant mode for the majority of destinations, including North Berwick, Haddington, Musselburgh, Eyemouth and Dunbar. In these cases, the second most common modes tend to be bus or Car/Van (non-driver), highlighting a continued reliance on road-based transport for shorter and more local journeys.

However, rail plays a much more significant role for longer-distance journeys. For trips to Edinburgh, rail is the most popular mode, followed by Car/Van (driver), demonstrating its importance as a key mode for accessing the regional centre. Similarly, for Newcastle, rail is the dominant mode, with car use considerably lower, indicating a strong preference for rail for longer-distance travel. For Berwick-upon-Tweed, while car remains the most common mode, rail is also widely used, further reinforcing its role in facilitating longer trips along the rail corridor. This highlights the importance of rail connectivity at East Linton in supporting longer-distance leisure and personal travel, while local travel patterns remain heavily car-dependent.

Table 10: Resident Survey Main - Method of Travel for Personal or Leisure Journeys.

Location	Most Common Mode	Second Most Common Mode	Base
Berwick Upon Tweed	Car / Van (driver) (56%)	Rail (31%)	**88**
Dunbar	Car / Van (driver) (72%)	Bus (13%)	**326**
Edinburgh	Rail (53%)	Car / Van (driver) (17%)	**343**
Eyemouth	Car / Van (driver) (76%)	Car / Van (non-driver) (11%)	**37**
Haddington	Car / Van (driver) (77%)	Bus (15%)	**313**
Musselburgh	Car / Van (driver) (76%)	Bus (10%)	**113**
Newcastle	Rail (72%)	Car / Van (driver) (14%)	**57**
North Berwick	Car / Van (driver) (82%)	Bus (8%)	**274**

Respondents were also asked to consider their typical journey times to each of these destinations for personal and leisure trips. Table 11 indicates that the shortest average journey times are to nearby settlements, including Haddington and Dunbar, followed by North Berwick. This reinforces the role of these locations as highly accessible destinations for frequent leisure and day-to-day trips.

Average journey times to Musselburgh and Edinburgh are moderately longer but still demonstrate good levels of accessibility to larger urban centres. In contrast, significantly longer journey times are recorded for Berwick-upon-Tweed and Eyemouth, reflecting their more peripheral location relative to East Linton.

The longest journey times are associated with Newcastle, consistent with its distance and role as a less frequently visited, longer-distance destination.

The base values demonstrate the number of residents who undertake journeys to each of the destinations. Unbar, Edinburgh, Haddington and North Berwick are destinations that the majority of the sample visit.

Table 11: Resident Survey - Journey Times for Leisure Based Journeys.

Location	Avg. minutes	Base
Berwick Upon Tweed	42.7	**90**
Dunbar	13.3	**331**
Edinburgh	35.6	**351**
Eyemouth	41.5	**37**
Haddington	13.1	**321**
Musselburgh	27.6	**112**
Newcastle	58.2	**57**
North Berwick	15.6	**276**

Use of the Rail Network

Rail Users & Non-Users

Figure 15 outlines the proportion of respondents who have travelled by rail over the last 12 months. The results indicate that a clear majority (84%) of the sample have used rail at least once during this period, providing a strong basis for understanding current travel behaviour. The proportion of non-users remains relatively small, although still important in identifying barriers to rail use.

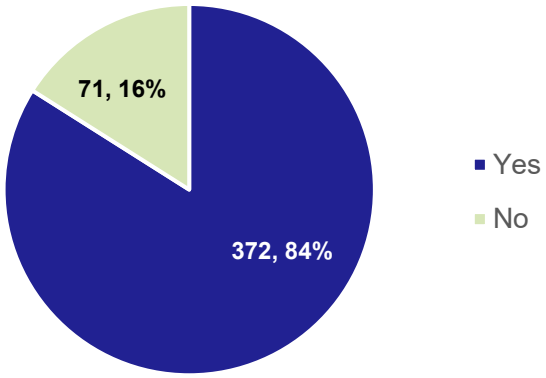


Figure 15: Resident Survey - Travel by rail over last 12 months.

Most Used Stations

Respondents who have used rail over the last 12 months were asked to identify where they typically catch the train. Figure 16 shows that East Linton Railway Station is used by the vast majority of respondents (90%), confirming its role as the primary access point to the rail network for local residents.

Smaller proportions of respondents reported using alternative stations, including Drem (4%), Dunbar (2%) and North Berwick (2%), with a further 2% using other stations. This indicates that the reintroduction of East Linton station has reduced reliance on surrounding stations, with most rail users now choosing their local facility. Analysis presented later within this evaluation demonstrates that a transfer from existing station has taken place with respondents outlining that the most commonly used stations prior to opening were Drem (44%) and Dunbar (36%).

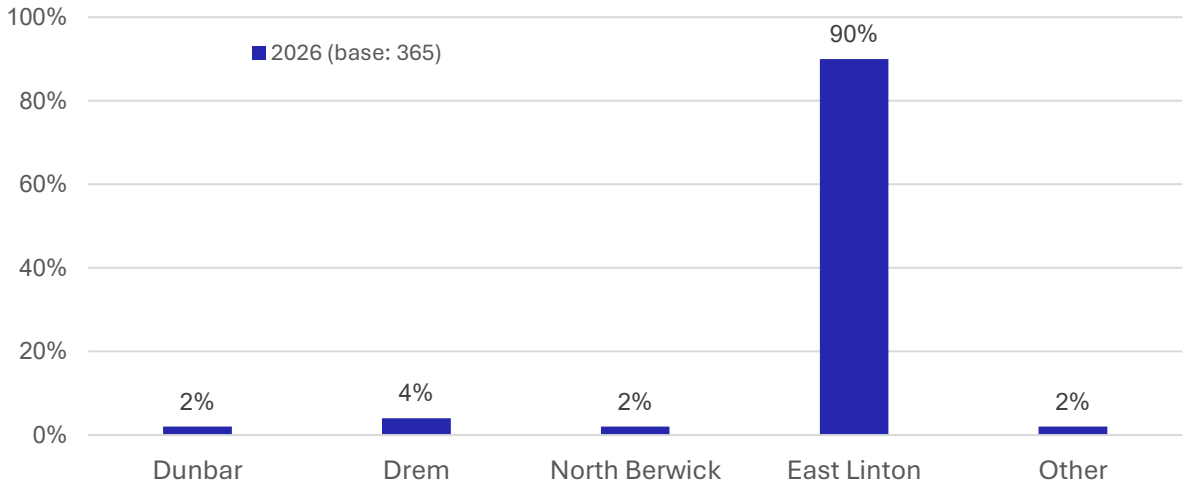


Figure 16: Resident Survey - Station Utilisation.

Typical Mode of Access

Rail users were asked to identify their typical mode of access to their most frequently used station (Figure 17). The results show that walking/wheeling is the dominant mode (74%), reflecting the close proximity of East Linton station to the local population.

Car/van-based access is less common, with 15% driving and parking at the station, and only small proportions being dropped off (5%) or parking on-street (2%). Very few respondents access the station by bus (1%) or cycle (2%).

This highlights the strong role of walking/wheeling in accessing East Linton station, in contrast to a more limited reliance on car and public transport modes.

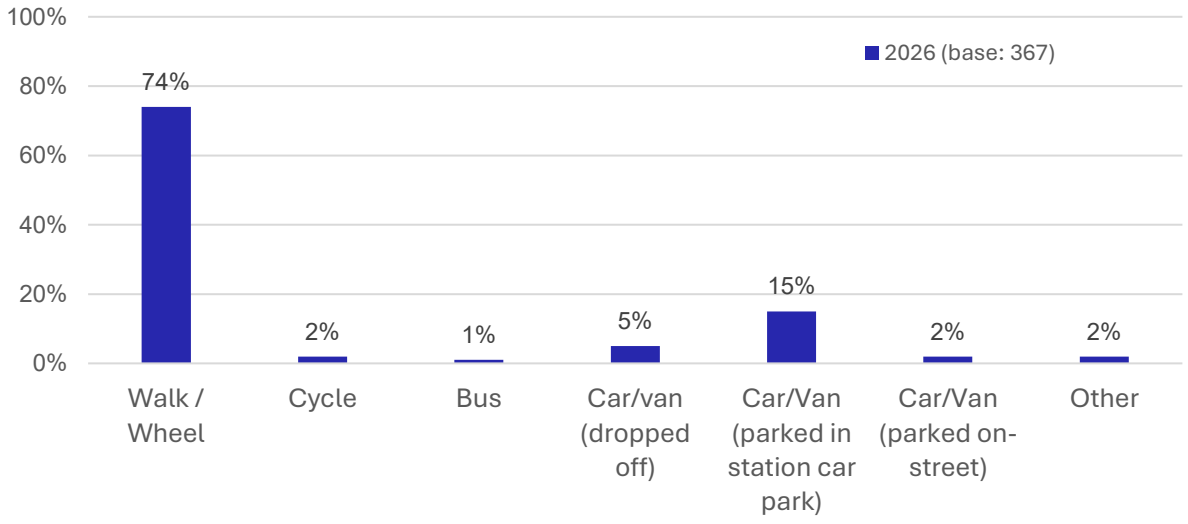


Figure 17: Resident Survey - Rail station mode of access

Reasons for not travelling by rail

Non-rail and infrequent users identified several key barriers to rail use, based on both the proportion and number of respondents. Figure 18 shows the most commonly cited reasons are the convenience of travelling by car/van (53%) and rail timetables not suiting needs (45%). Cost is also a significant factor, with 36% (47 respondents) identifying rail travel as too expensive. In addition, 41% highlighted the availability of free bus travel through the National Entitlement Card as a major influence.

Other factors include Sunday timetable limitations (28%) and perceptions that rail journeys take longer (13%). A smaller number of respondents identified issues relating to public transport connections to stations (8%) and from stations (11%).

Structural barriers appear less significant, with very few respondents citing lack of parking (1%) or accessibility challenges due to physical limitations / disability (8%) as reasons.

Respondents were also encouraged to identify any other reasons for not travelling by train beyond the identified list. A small sample (12 respondents) outlined additional reasons for not travelling by rail and these were largely linked to personal circumstances and limited need to travel. Issues were highlighted around service frequency and reliability, including infrequent services and cancellations, alongside practical barriers such as difficulties with ticketing, accessibility, and travelling with bikes. Personal factors, including work commitments and caring responsibilities, were also noted.

These results highlight that convenience, cost and timetable suitability are the primary factors influencing use of rail services, rather than physical access to the rail network.

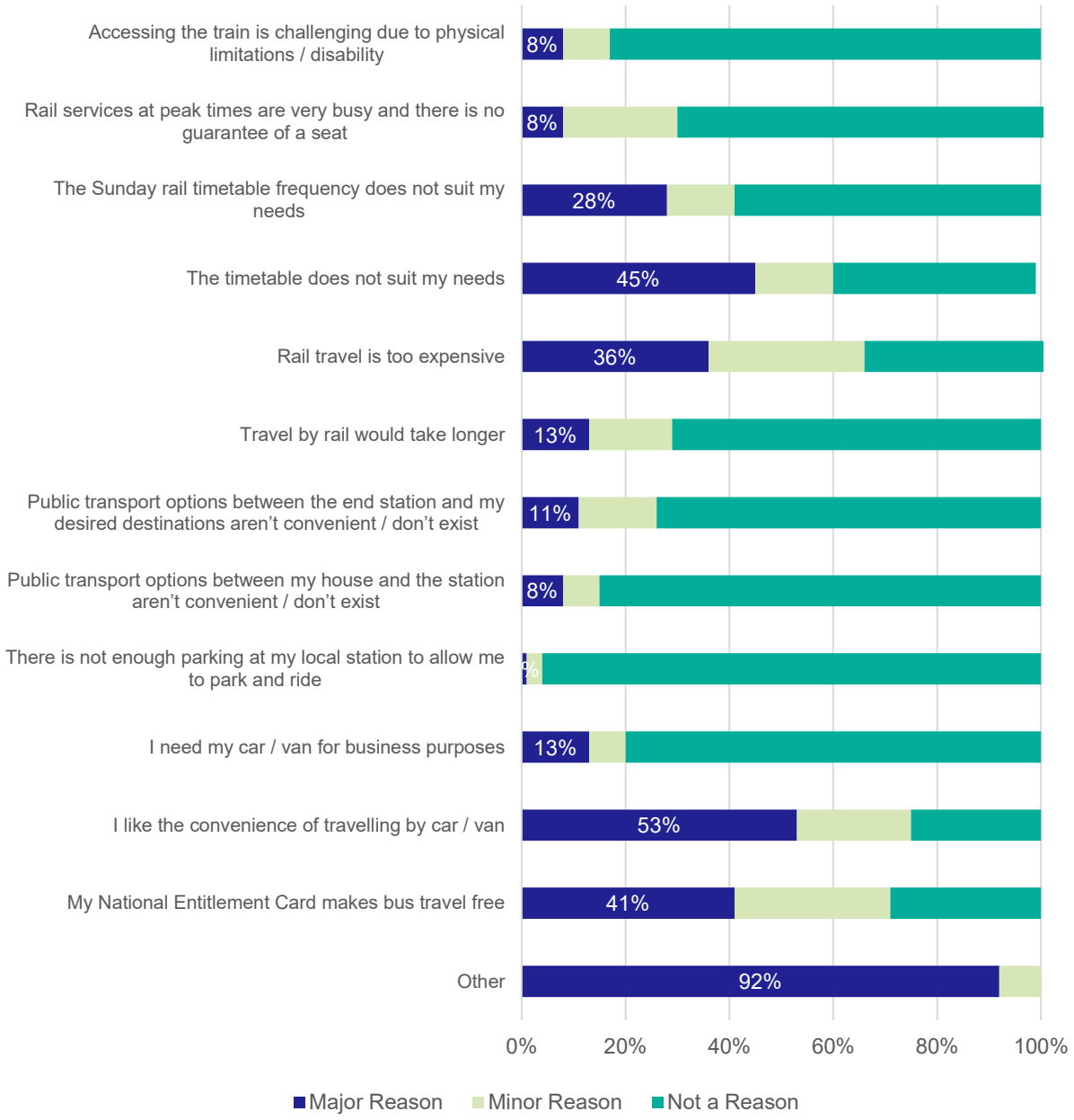


Figure 18: Resident Survey - Reasons for not using rail

East Coast Mainline

Use of ECML

Respondents were asked to identify whether they travel to destinations served by the EMCL and their propensity to use rail for these journeys. Figure 19 indicates that the majority of respondents use rail in 2026, with three quarters (75%) stating that they travel to destinations on the ECML and will continue to use the train.

A combined 22% of respondents travel to destinations served by the ECML but do not use rail, split between those who would like to use the train but are unable to and those who prefer not to use it, indicating both practical barriers and continued preference for alternative modes. A very small proportion (2%) reported that they do not travel to destinations served by the route.

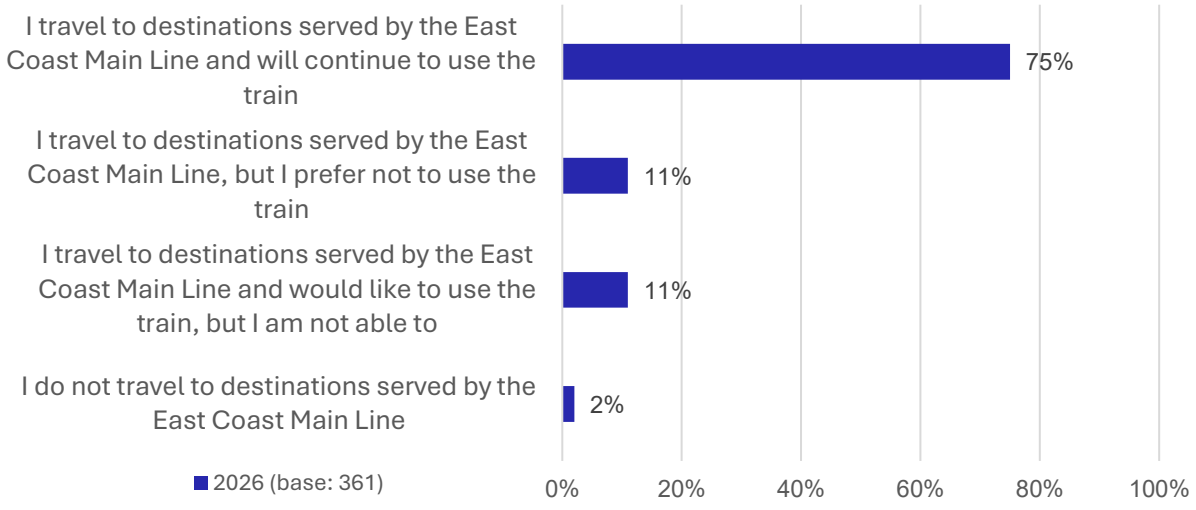


Figure 19: Resident Survey – ECML Use.

Satisfaction with ECML

Overall, satisfaction with the East Coast Main Line in 2026 is generally positive across most criteria. Figure 20 shows that a majority of respondents report being satisfied or very satisfied with journey times (88%), punctuality (79%), reliability (72%), and on-board comfort (78%). Satisfaction is also high for seat availability (68%) and parking at local stations (88%), while satisfaction is lower for onward connections (59%).

Levels of satisfaction are also lower in relation to service provision, with 29% satisfied with the frequency of services, and 24% satisfied with the timing of first and last trains records. These results suggest that while core service quality performs well improvements to service frequency and scheduling may improve user experience.

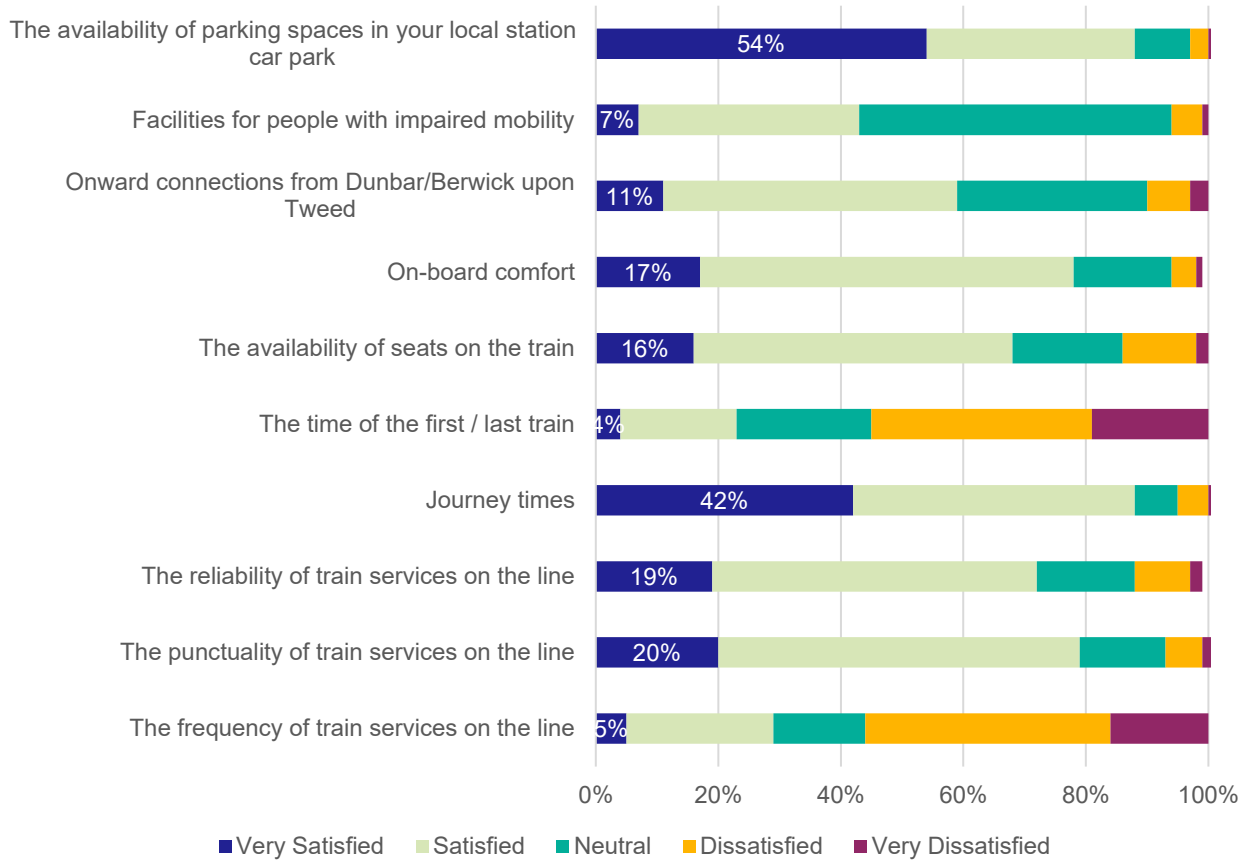


Figure 20: Resident Survey – Satisfaction with ECML.

Use of East Linton Railway Station

Station Utilisation

Respondents were asked whether they currently use East Linton Railway Station. The results showed in Figure 21 indicate good uptake of the station following its introduction, with 36% of respondents using it regularly and a further 41% using it occasionally.

In total, 77% of respondents currently use the station, suggesting that utilisation is relatively high and that the station has become well established within local travel patterns. A smaller proportion of respondents are either lapsed users (10%) or have never used the station (13%), indicating some remaining scope to increase usage among this group.

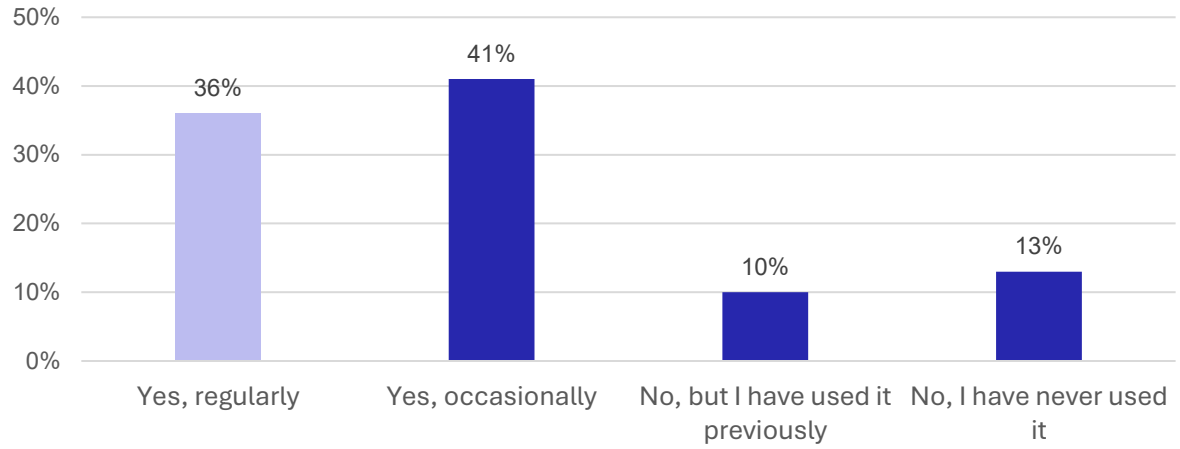


Figure 21: Resident Survey – Actual use of East Linton Railway Station (Base: 441)

Use of the station has demonstrated growth since opening in 2023, with respondents using the station for the first time as recent as 2026:

- 68% have used the station since it's opening in December 2023
- 21% have used the station since 2024
- 8% have used the station since 2025
- 3% have started using the station this year 2026

This suggests that the station is still 'bedding in' and new users are still being discovered. This should be reviewed further in future evaluations of the station. In terms of utilisation on a weekly basis, over half of respondents (54%) use the station less often than once a week. Smaller proportions use it once per week (16%) or 2–4 days per week (23%), while very few use it five days per week (2%), and none reported using it more frequently:

- 54% use less often than once a week
- 16% use once per week
- 23% use between 2-4 days per week
- 2% use 5 days per week

Respondents were also asked the extent to which East Linton Railway Station has influenced their frequency of travel. The results shown in Figure 22 indicate a mixed impact: while a majority of residents (58%) reported that their travel frequency has remained unchanged, 40% identified that they are now making more journeys as a result of the station. A very small proportion (2%) indicated that they travel less frequently.

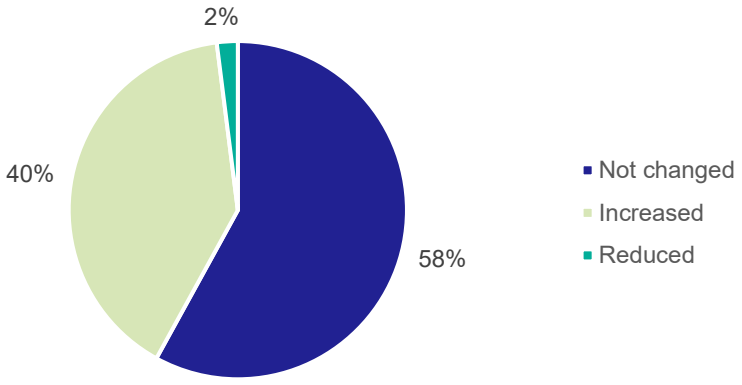


Figure 22: Resident Survey - Impact of the station on frequency of travel.

Reason for Non-Use

'Non-users' of East Linton Railway Station were asked to identify the main reasons for non-use. A set of reasons were presented to the respondents, and they were asked to identify whether they consider these to be Major, Minor or Not a reason for not using the station. Figure 23 presents the results, revealing that many respondents did not see these as either a major or minor reason for not using rail.

However, this data does reveal that there is a preference amongst respondents to use their private vehicle as opposed to rail (53% identifying this as a major reason and 15% as a minor reason). This is further reinforced by the availability of free bus travel, with 50% of respondents identifying use of a National Entitlement Card as a major reason and 19% as a minor reason for not using the station.

Cost is also identified as an important factor, with 34% of respondents outlining that rail travel is too expensive as a major reason for non-use and a further 21% identifying this as a minor reason.

This data also demonstrates that a notable proportion of respondents (23%) see train frequencies as a major reason for not using the station, suggesting that the current services may be too infrequent for rail to be considered a viable transport alternative.

Total journey times and timetables have also been outlined as a major reason for non-use, with 18% of respondents stating that train times do not meet their needs and 15% outlining that rail travel would take longer than their current mode of travel.

In contrast, limited public transport connectivity and access to the station appear to be less significant barriers, with relatively small proportions of respondents

identifying a lack of convenient links to the station (7%) or onward from the destination station (7%) as major reasons for not using rail.

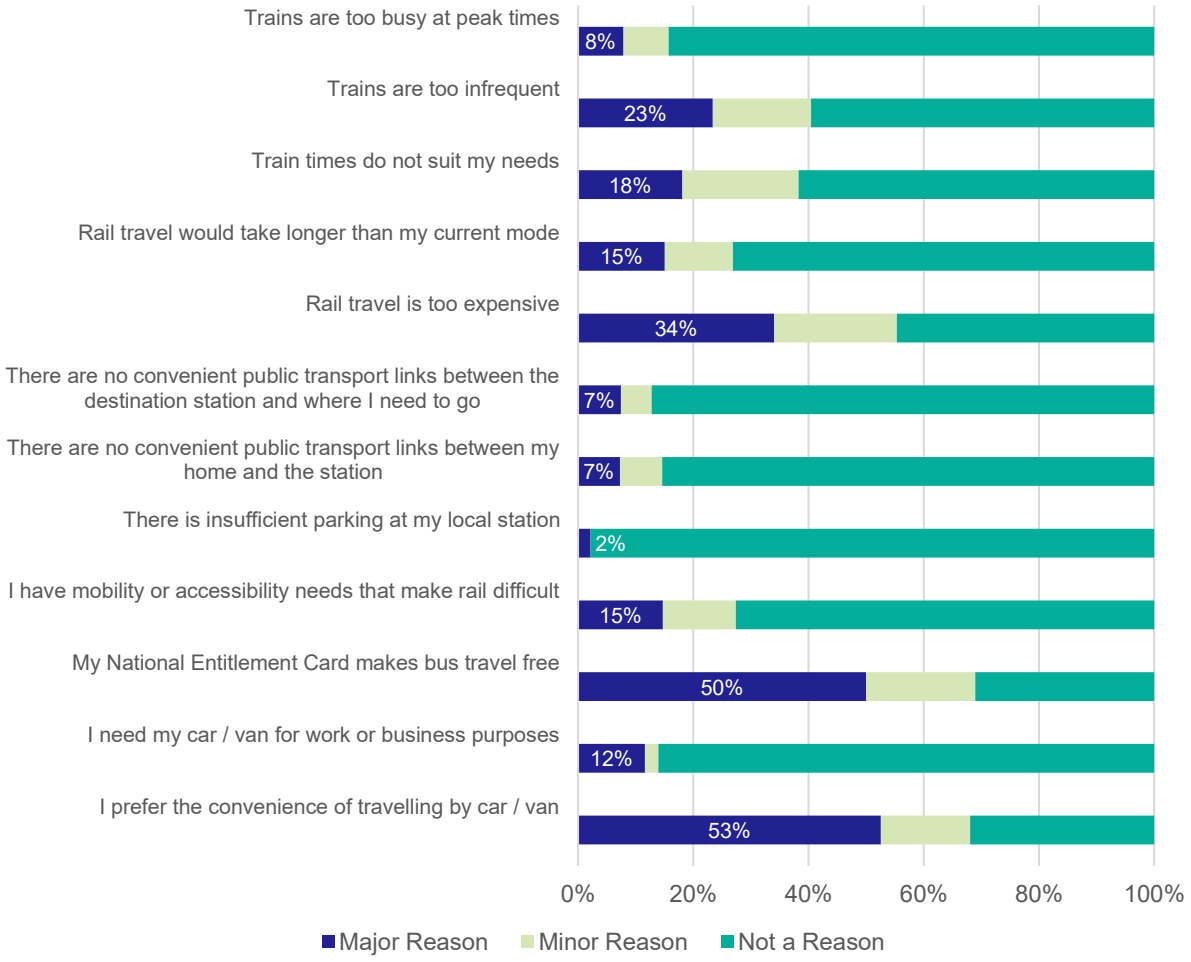


Figure 23: Resident Survey – Reasons for not using East Linton Railway Station.

Mode of Access

East Linton Railway Station users were asked to identify their typical mode of travel used to access the station. Figure 24 presents the total sample of station users (328 respondents) across the entire survey area. Across the complete sample, 81% currently either walk or wheel to access the station, while a smaller proportion travel by car (16% in total, including 11% driving and 5% being dropped off).

This tendency to access the station by walking and wheeling reflects the compact nature of East Linton and the proximity of residential areas to the station. Unlike more rural locations, the station is accessible within a typical walking distance for a large proportion of residents, which may explain the lower reliance on private cars.

To investigate this further, the distribution of access modes highlights a reduced reliance on car travel within the immediate vicinity of the station, with walking and wheeling clearly representing the dominant mode. This indicates that only a limited proportion of users are travelling from further afield, where car-based access would be more prevalent.

Other modes of access account for only a small proportion of trips, with 1% of respondents cycling, 1% travelling by bus, and 1% using park-and-ride by rail. This suggests that multi-modal access to the station is limited, and that the station primarily functions as a local facility serving the immediate community.

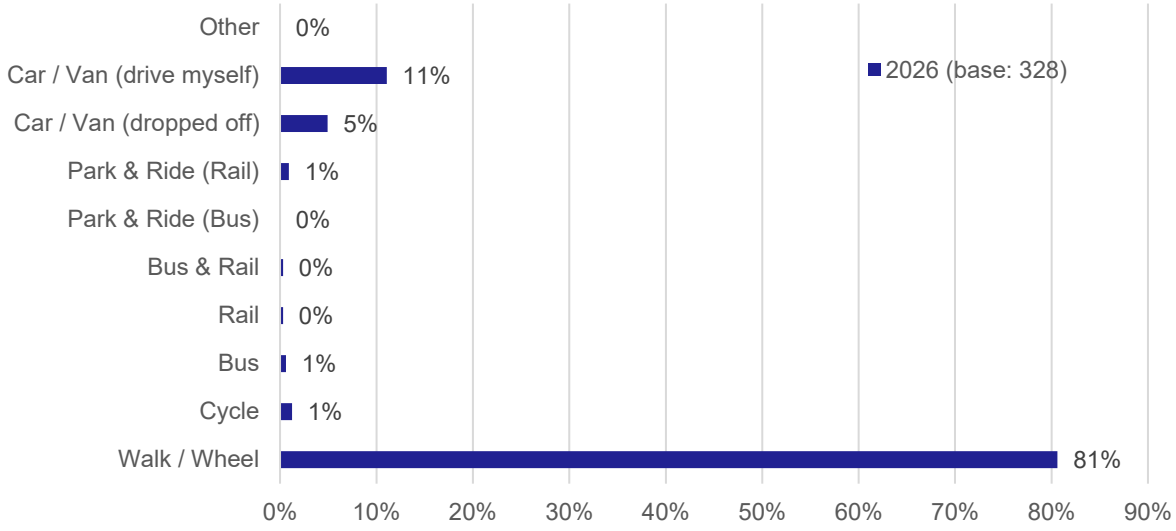


Figure 24: Resident Survey – Mode of Access to East Linton Railway Station.

Perceptions of accessibility and connectivity

Respondents were asked to consider various factors related to accessibility and connectivity at East Linton Railway Station, scoring each of the statements on a scale from Very Good to Very Poor. An overall positive response was received from a sample of 327 station users. Figure 25 shows that:

- 94% felt the station is easy to access;
- 88% stated the station had good or very good accessibility for those with a disability or limited mobility;
- 62% were satisfied with wayfinding and signage associated with the station within East Linton, making it easy to locate;
- 87% identified the cycle parking as good/very good;
- 79% felt the station opened up new journey opportunities for them.

Amongst these generally positive responses, it is noticeable that there is some dissatisfaction regarding interchange facilities with other transport modes, with only

43% rating interchange facilities as good or very good, suggesting a more mixed perception compared to other aspects of the station.

This aligns with earlier findings regarding limited use of bus services and broader multi-modal connectivity, indicating that while the station is locally accessible, interchange with other modes is constrained.

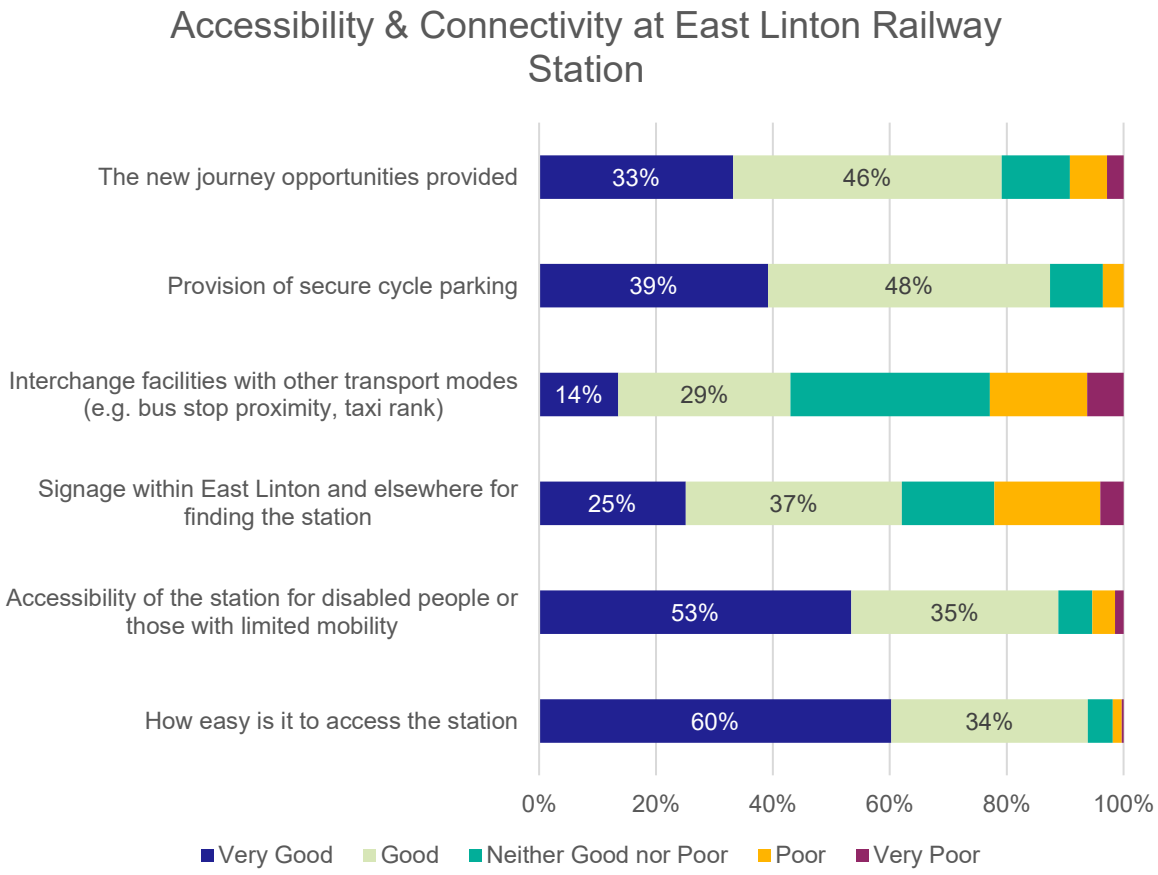


Figure 25: Resident Survey – East Linton Railway Station Accessibility and Connectivity.

Station Facilities

Respondents were also asked to score station facilities on a scale from Very Good to Very Poor. Figure 26 shows that responses demonstrate a significant degree of satisfaction with the facilities provided, with a high proportion of respondents scoring many of the metrics as either good or very good.

In particular, 96% of respondents felt the station was safe during daylight hours, while 85% felt safe in and around the station during evenings and night time. Lighting was also rated highly, with 97% of respondents identifying this as good or very good, and similarly high levels of satisfaction were recorded for signage (92%) and overall station facilities (93%).

Cleanliness and information provision also received positive feedback, with 89% of respondents satisfied with cleanliness and 88% rating information screens as good or very good.

However, some facilities received more varied responses. In particular, seating was rated less positively, with a lower proportion (62%) of respondents identifying this as good or very good and a notable proportion (38%) expressing neutral or negative views. Similarly, ticket machines received comparatively lower satisfaction scores than other aspects of the station, although the majority of respondents still rated them positively (72%).

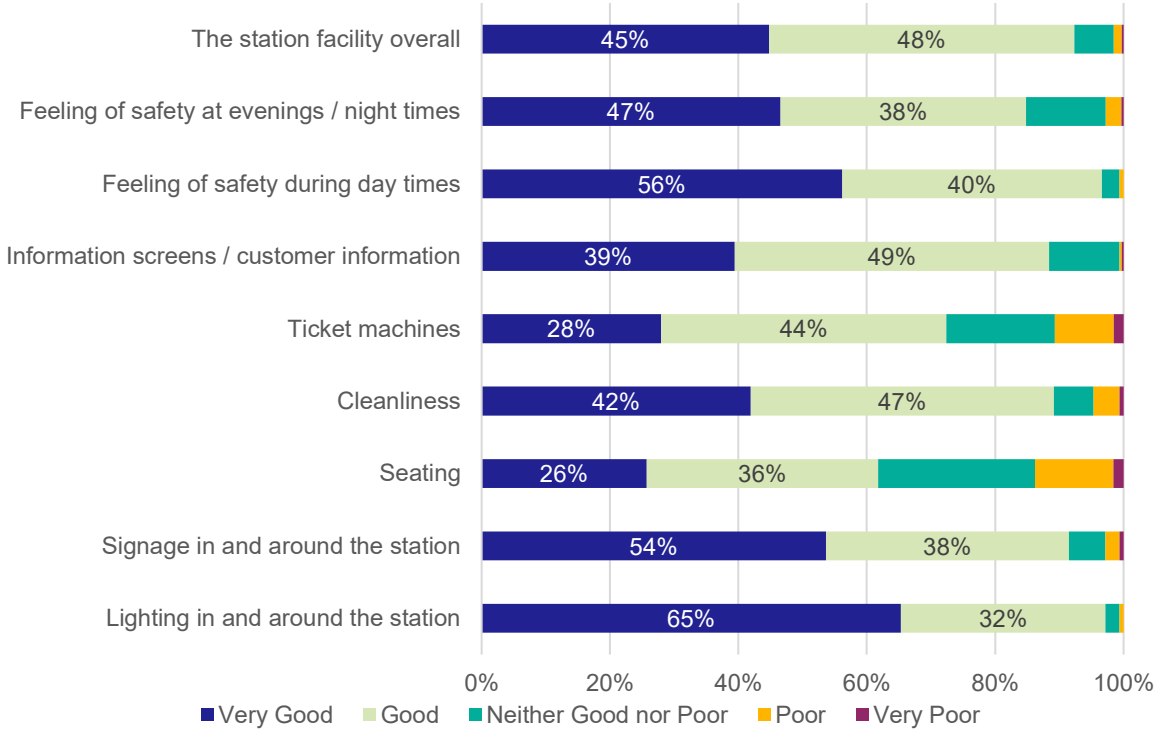


Figure 26: Resident Survey – Station Facilities.

Validating the Forecast Position at FBC

To further validate the forecast position set out in the Full Business Case (FBC), respondents were asked whether they were rail users prior to the station opening and which stations they previously used. Figure 27 demonstrates that a significant proportion of respondents were already rail users prior to the opening of East Linton Railway Station, with 20% travelling regularly and a further 50% travelling occasionally, while 30% did not travel by train prior to the station opening.

The FBC assumed that demand at East Linton would be generated through a combination of abstraction from existing nearby stations and newly generated trips.

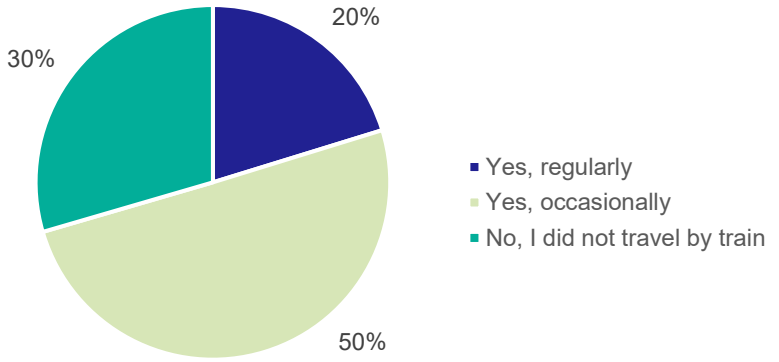


Figure 27: Resident Survey – Rail Use Prior to Station Opening.

In this context, Figure 28 shows that the most commonly used stations prior to opening were Drem (44%) and Dunbar (36%), with smaller proportions using North Berwick (8%) and other stations (12%). This provides clear evidence that users were previously travelling to alternative stations, supporting the FBC assumption that a proportion of demand would be abstracted from the surrounding rail network.

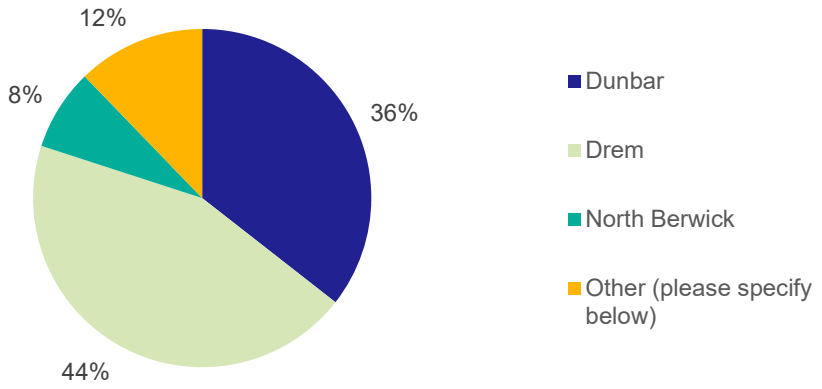


Figure 28: Resident Survey – Station Previously Used.

Respondents were also asked to consider how the opening of East Linton Railway Station has impacted their use of private cars to particular destinations. Figure 29 demonstrates that for journeys to Edinburgh, a notable proportion of respondents identified that the station has led to a reduction in car use, with 38% stating that journeys have been replaced to some extent and 42% to a great extent. This aligns with FBC expectations that the station would facilitate mode shift from car to rail, particularly for trips to key employment centres.

For other destinations, the impact is more varied. For example, 50% of respondents stated that the station has had no impact on car journeys to Berwick-upon-Tweed, while responses for Newcastle are more evenly distributed across all categories. For

other destinations, the largest proportion of respondents (47%) indicated that car journeys have been replaced to some extent.

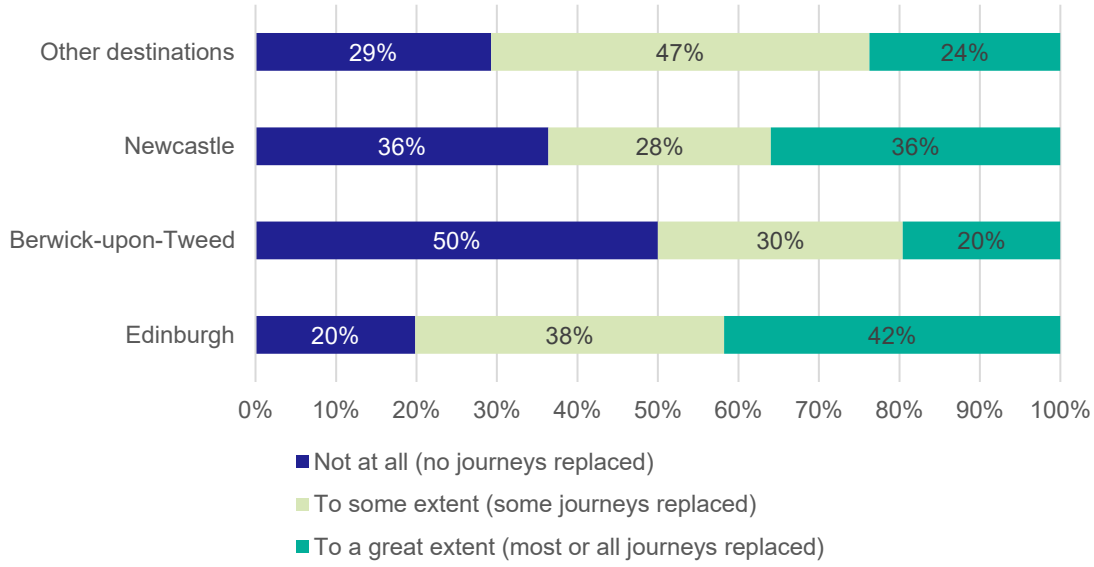


Figure 29: Resident Survey – Car Journeys Replaced By Rail.

Overall, the findings provide early evidence that the station is performing in line with key FBC assumptions, particularly in terms of abstraction from existing stations and mode shift to rail for trips to Edinburgh. However, the impact on travel behaviour to other destinations appears more limited at this stage, suggesting that some elements of forecast demand may take longer to fully materialise as the station continues to establish itself.

Impact on Local Area

Respondents were asked to consider the general impact of the station on the local area. A very positive response was received, outlining that 89% see the station as having a positive impact on the local area.

Open comments

As part of the resident survey, respondents were encouraged to provide any further comments regarding East Linton Railway Station. These comments have been collated and categorised into the following themes:

- Limited service frequency and gaps in timetable
- Timetable misalignment with commuting and leisure needs (particularly evenings and weekends)

- Affordability and pricing concerns (including comparison with bus and nearby stations)
- Strong positive perceptions of the station and its benefits to the community
- Improved accessibility, connectivity and quality of life (particularly for Edinburgh travel)
- Station quality is high, but some facilities and maintenance issues identified (e.g. seating, lifts, ticket machines)
- Poor integration with other modes and limited multi-modal connectivity
- Continued reliance on car travel due to service and cost constraints
- Wider local impacts including increased attractiveness of the area and economic benefits
- Concerns regarding design, visual impact and local traffic/access arrangements
- Unrealised potential due to current service provision (would use more if services improved)
- Operational issues including reliability, overcrowding, cancellations and ticketing difficulties
- Accessibility challenges and user experience issues, particularly for mobility-impaired users
- Evidence of non-use and latent demand linked to improved services and affordability

Table 12 presents the collated responses which have been summarised based on the abovementioned themes. 238 individual responses were received from residents taking part in the survey.

Table 12: Resident Survey - Open Comments Summary.

Theme	Summary of Responses
Limited service frequency and gaps in timetable	• Repeated requests for “more frequent trains” and “more regular trains” • Large gaps in service, particularly evenings and weekends • Irregular timetables with trains arriving close together then long periods with no service • Insufficient services to support commuting patterns (especially post-work returns) • Calls for at least hourly services and later evening trains
Timetable suitability and unmet demand	• Current timetable does not align with commuting hours (e.g. 9am starts, after 5pm returns) • Difficult to use for leisure and evening activities (e.g. theatre trips) • Some respondents forced to continue driving or use alternative stations • Many stated they would use the station more if timings improved
Affordability and pricing concerns	• Rail fares perceived as too expensive, particularly for families

Theme	Summary of Responses
	• Cheaper alternatives available (car or free bus travel via NEC) • Disparities in fares compared to nearby stations (e.g. Dunbar cheaper than East Linton) • Pricing identified as a key barrier to increased use
Strong positive perceptions of the station	• Frequently described as “fantastic”, “great”, “brilliant” and a “huge asset” • Seen as a long-awaited and valuable addition to the village • High satisfaction with station design, cleanliness and overall quality • Many expressed strong support for the facility in principle
Improved accessibility, connectivity and quality of life	• Faster and more convenient travel to Edinburgh and beyond • Supports commuting, education and leisure trips • Reduces reliance on car travel for some journeys • Reported improvements to quality of life, independence and work-life balance
Station quality is good, but facilities and maintenance issues exist	Positive: • Modern, clean and well-designed infrastructure Issues: • Limited seating and shelter on platforms • Ticket machine issues (location and reliability) • Cleanliness concerns (particularly lifts) • Exposure to weather and wind on platforms
Poor connectivity and integration with other transport modes	• Limited integration with bus services • Bus stops not conveniently located relative to station • Difficult access for those living outside walking distance • Weak multi-modal connections reduce catchment and usability
Continued reliance on car travel	• Car remains more convenient due to service gaps and cost • Some still drive to other stations for better service • Limited timetable flexibility reduces viability of rail as a main mode
Wider local impacts	Positive: • Increased attractiveness of East Linton as a place to live • Perceived uplift in property values • Benefits to local businesses and visitor economy Negative: • Increased traffic and congestion • Noise and pressure on residential streets near the station
Design, visual impact and access concerns	• Some views that the station is visually intrusive or “out of keeping” • Concerns about bright lighting and landscape impact • Issues with access routes through residential areas • Requests for improved signage and access arrangements
Unrealised potential due to service provision	• Station widely seen as underutilised given current service levels • Strong perception that benefits could be significantly greater • Many respondents indicated they would use it more if services improved
Operational and reliability issues	• Reports of cancellations, overcrowding and inconsistent service • Difficulty boarding trains (e.g. with bikes or short stopping times)

Theme	Summary of Responses
	• Confusion over stopping patterns and services not stopping at East Linton
Accessibility barriers and user experience issues	• Reliance on lifts, with concerns when out of service • Cleanliness issues affecting usability (e.g. lifts "smelly") • Requests for ramps and improved step-free access • Challenges for elderly or mobility-impaired users
Awareness, non-use and latent demand	• Some residents do not currently use the station due to lack of need or poor service fit • Others indicated intention to use in future if services improve • Evidence of latent demand linked to improved frequency, cost and connectivity

Summary of Findings

The data captured as part of the resident survey provides an understanding of how travel behaviour, rail use and perceptions have developed following the opening of East Linton Railway Station. The resident survey indicates that the station has been successfully embedded within the local area and is positively received by the community, with strong levels of awareness and usage.

Travel patterns remain partly car-dependent, particularly for shorter and more flexible journeys; however, rail has established a notable role, particularly for longer-distance trips and commuting to Edinburgh. Station utilisation is relatively high, with 77% of respondents reporting that they have used the station, although most usage is infrequent, suggesting that the station is not yet embedded within daily travel routines for the majority of residents.

The station has begun to influence travel behaviour, with evidence of mode shift from car to rail, particularly for journeys to Edinburgh, and some respondents reporting an increase in overall travel. There is also clear evidence of abstraction from nearby stations, such as Drem and Dunbar, which aligns with expectations set out in the Full Business Case (FBC).

Key barriers to greater uptake include service frequency, timetable suitability (particularly evenings and weekends), cost of travel, and limited integration with other modes of transport. Despite these constraints, satisfaction with the station itself is high, with strong ratings for accessibility, safety, lighting and overall station quality, and 89% of respondents perceive a positive impact on the local area.

Overall, East Linton Railway Station is viewed as a valuable and well-used asset with clear benefits for connectivity and quality of life, although it remains in a 'bedding in' phase, with its full potential constrained by service provision and wider network integration.

Business Survey

Introduction

A business and organisations survey was undertaken to better understand the potential benefits and impacts associated with the opening of East Linton Railway Station. The survey targeted identified businesses and other key organisations within the same study area as the residents' survey, with a range of methods employed to maximise response rates.

It should be noted that, consistent with the residents' survey, no baseline surveys of East Linton Railway Station were undertaken to inform the FBC.

The design of the survey was informed by the following objectives:

1. **To understand the broader impacts of the introduction of the new station e.g. improved access for communities, to employment, education etc.**
2. **To understand the potential impact for freight users and other businesses.**
3. **To evaluate the impact of the rail station on other modes of transport e.g. service reduction; increased traffic flow; parking demand.**
4. **To monitor wider economic benefits such as evidence of impact on local population levels, labour market supply, changes in land use, retail vitality and local housing market.**

Findings from the survey should be interpreted as providing an indication of current conditions and emerging behaviours at this stage of scheme delivery.

Methodology

Target Areas

The business survey adopted the same catchment area as the residents' survey.

The Royal Mail Postal Address File (PAF) identified 34 businesses and organisations within the area. This was supplemented by a further 11 cases obtained from bought-in business contact data, which also helped to enhance the information contained within the PAF. During the face-to-face follow-up process, an additional 10 businesses were identified, resulting in an initial total of 55 businesses and organisations within the East Linton settlement.

Subsequent fieldwork confirmed that three of these businesses were no longer trading, giving a final survey population of 52 active businesses and organisations.

Survey Material

A business survey was developed collaboratively between Jacobs, IBP Strategy and Research and Transport Scotland to ensure the most appropriate information was gathered. The survey focused on the following themes:

- About your business/organisation – These questions identified business/organisation credentials, location and primary activities.
- Business conditions – These questions investigated business markets, trading conditions, influencing factors, investment levels and recent financial performance for businesses across the study area.
- Your employees and their travel – These questions determined the number of full and part time employees currently employed, how these employees travel to and from their place of work and the nature and frequency of work-related journeys.
- East Linton Rail Station – These questions focused on the impacts of the opening of East Linton Rail Station, including how employees and customers now travel and any changes in business performance since the opening of the station.

A copy of the survey questionnaire is included within Appendix A.

Survey Delivery

A hybrid approach was adopted, comprising an initial postal mailing (with the option to respond online), followed by face-to-face visits, telephone follow-up, and additional online engagement.

In total, 27 responses were secured, representing a response rate of 52% based on the identified population of 52 businesses. The achieved sample therefore covered over half of all identified businesses and organisations within the study area and included a mix of retail, hospitality, service, and community-based organisations.

The breakdown of responses was as follows: four postal responses, one online response, 19 face-to-face interviews, and three telephone interviews.

The initial business survey mailing was issued during the week commencing 16th March, with a stated closing date of 10th April. Follow-up fieldwork continued through to 17th April.

Research Limitations

The business survey findings should be interpreted with appropriate caution given the relatively small size of the East Linton business community. While the achieved response rate is strong and represents over half of the identified business population, the views expressed may not fully reflect those of all businesses operating within the settlement. In addition, many of the issues explored within the survey, including trading performance, customer behaviour and recruitment patterns, may be influenced by a range of external economic factors unrelated to the rail station. Responses regarding the impact of the station therefore represent business perceptions and experiences rather than direct measures of economic impact. The findings should, however, be viewed as providing valuable contextual insight into business sentiment and perceived impacts.

Data & Analysis

The findings from the business survey primary data collection are presented below in the following sections:

- Business characteristics – Summarising the business location activity and conditions at the time of undertaking the survey.
- Competitive advantages and disadvantages – Summarising whether transport connections/availability in various forms provides either a competitive advantage or disadvantage for businesses.
- Employees and their travel – Assessing commuting patterns and mode share.
- Business Travel – Assessing travel patterns for travel in the course of work.
- East Linton Railway Station – Exploring the impact of East Linton Railway Station on businesses.

Business Characteristics

Business Location

Respondents were asked to provide the first part and first digit in the second part of their business postcode. Respondents were encouraged to provide the postcode for their main operation in the East Berwickshire areas. The businesses targeted were in close proximity to East Linton, and subsequently all businesses that provided a postcode (22 out of the 27 respondents) were located within the EH40 3 postcode sector.

Figure 30 demonstrates that 37% of businesses have been operating at their current location for more than 10 years. The influence of East Linton Railway Station on

businesses locating in this area is likely to be limited considering that only 8% of businesses have opened within the last two years.

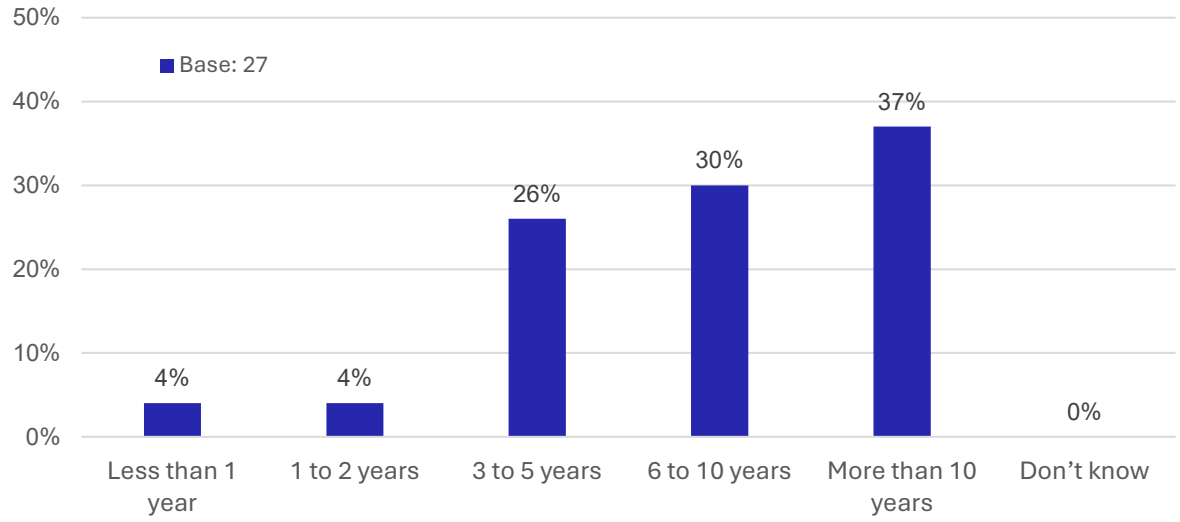


Figure 30: Business Survey - Duration of Operations in Current Location.

Respondents were asked to identify whether they had relocated from elsewhere, the business was first established at this site, or whether their current location was opened up as part of a business expansion. 81% of businesses identified that their business was first established at the current location, with 19% relocating from elsewhere. This is shown below in Figure 31.

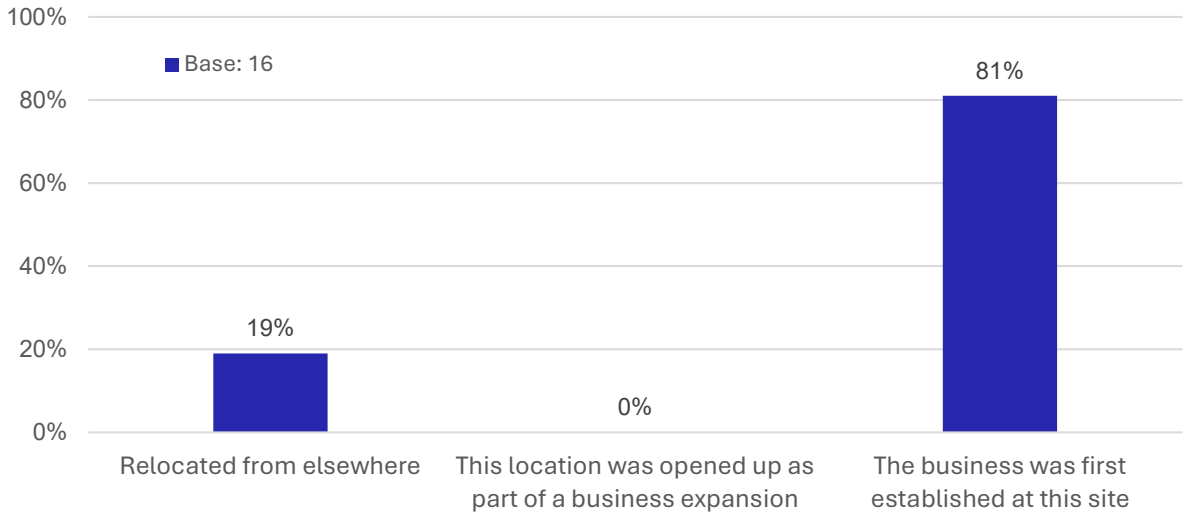


Figure 31: Business Survey - Duration of Occupation.

Primary Activity

Respondents were asked to note the primary activity of their business. Table 13 shows that at this stage, the majority of respondents represented wholesale and

retail trade; repair of motor vehicles and motorcycles (30%), accommodation and food service activities (15%) and human health and social work activities (11%).

Table 13: Business Survey – Primary Activity.

Sector	2026 %
Agriculture, Forestry and Fishing	-
Mining and quarrying	-
Manufacturing	-
Electricity, Gas, Steam and air conditioning	-
Water supply, sewerage, waste management and remediation activities	-
Construction	-
Wholesale and retail trade; repair of motor vehicles and motorcycles	30%
Transport and storage	-
Accommodation and food service activities	15%
Information and communication	-
Financial and insurance activities	-
Real estate activities	4%
Professional, scientific and technical activities	7%
Administrative and support service activities	-
Public administration and defence; compulsory social security	-
Education	4%
Human health and social work activities	11%
Arts, entertainment and recreation	-
Tourism	4%
Other	26%
Base	**27**

Business Conditions

Commercial organisations and social enterprises were asked to identify the geographical markets they serve, the location of their main competitors and the location of their current suppliers. Respondents were asked to identify a percentage share across multiple geographic areas (totalling 100%). Table 14 presents the average percentage by geographic market, demonstrating that many businesses serve East Lothian (average of 63%), as well as East Lothian being the location of most of their main competitors (average of 65%). However, suppliers of these businesses are split across a number of geographic locations, including Edinburgh (27%), Other Scotland (25%), East Lothian (22%) and Other UK (22%). Overall, trade is still mainly contained to Scotland (at 79%), and at relatively short distances.

Table 14: Business Survey - Business Conditions

Geographical market	Markets served	Main Competitors	Suppliers
East Lothian	63%	65%	22%
Midlothian	3%	2%	1%
Scottish Borders	3%	2%	3%
Edinburgh	8%	6%	27%
West Lothian	2%	2%	0%
Other Scotland	12%	3%	25%

Geographical market	Markets served	Main Competitors	Suppliers
North of England	0%	0%	0%
Other UK	8%	21%	22%
Overseas	1%	0	0%
Base	**22**	**18**	**22**

Business representatives were also asked to rate the current trading conditions for their business or organisation, on a scale from Very Good to Very Poor. Figure 32 shows that 92% of businesses rated current trading conditions as either Very Good or Good, with 4% of businesses rating trading conditions as poor.

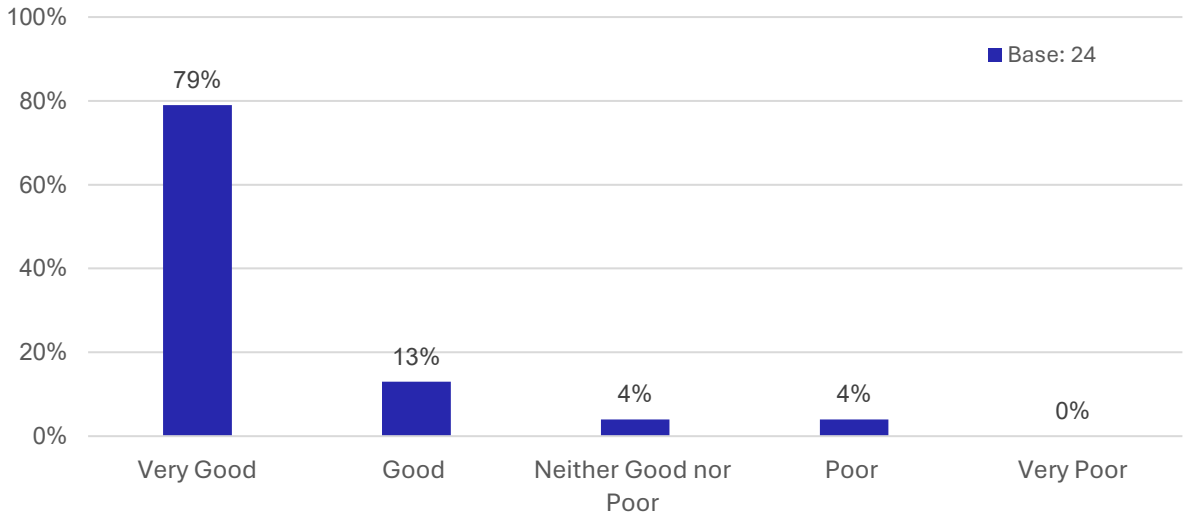


Figure 32: Business Survey – Satisfaction with Business Trading Conditions.

Respondents were then asked to outline what has influenced recent business conditions. Table 15 below demonstrates that changing market trends and marketing of the area were outlined as having the biggest influences on recent business conditions. 13% of respondents stated that public transport connections by rail have influenced recent business conditions.

Table 15: Business Survey - Influences on Business Conditions

Influence	2026 %
Access to bank finance	8%
Availability of labour	8%
Brexit	4%
Changing market trends	29%
Government regulations	4%
Impact of COVID 19 pandemic	4%
Market competition	13%
Marketing of the area	29%
Perception of remoteness	17%
Public transport connections – rail	13%

Influence	2026 %
Public transport connections - bus	8%
Road network connections	17%
Other	17%
Base	**24**

Respondents were also asked to rate how easy or otherwise it is for them to recruit suitable staff. As shown below in Figure 33, 73% of businesses stated that it was Very Easy or Easy for them to recruit staff, with 12% stating that it has been Difficult or Very Difficult.

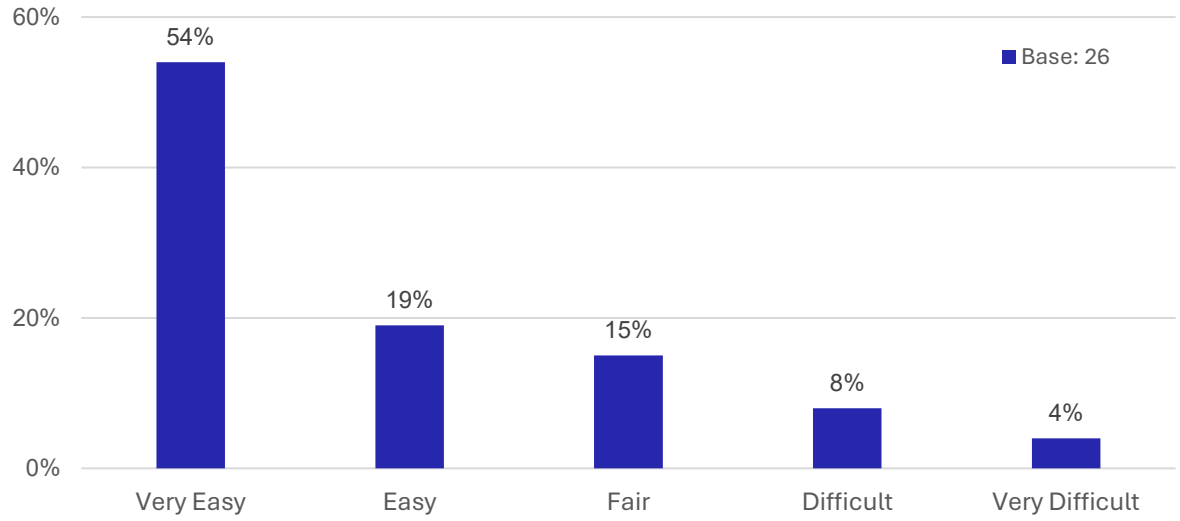


Figure 33: Business Survey - Recruitment

Respondents were asked to identify their approximate annual sales turnover in the last financial year. A majority of respondents (74%) opted to respond with 'Don't Know / Prefer not to say' to this question. Given that the survey had a base response of 27, only seven businesses opted to provide a response. Figure 34 demonstrates that, of the businesses that responded, 18% stated that they had annual sales turnovers of up to £99,000, with 8% of businesses reporting annual sales turnovers over £100,000. However, Figure 35 shows that 48% of all respondents stated that their sales turnover had increased within the past year, with 11% stating that they had experienced a decrease in sales turnover.

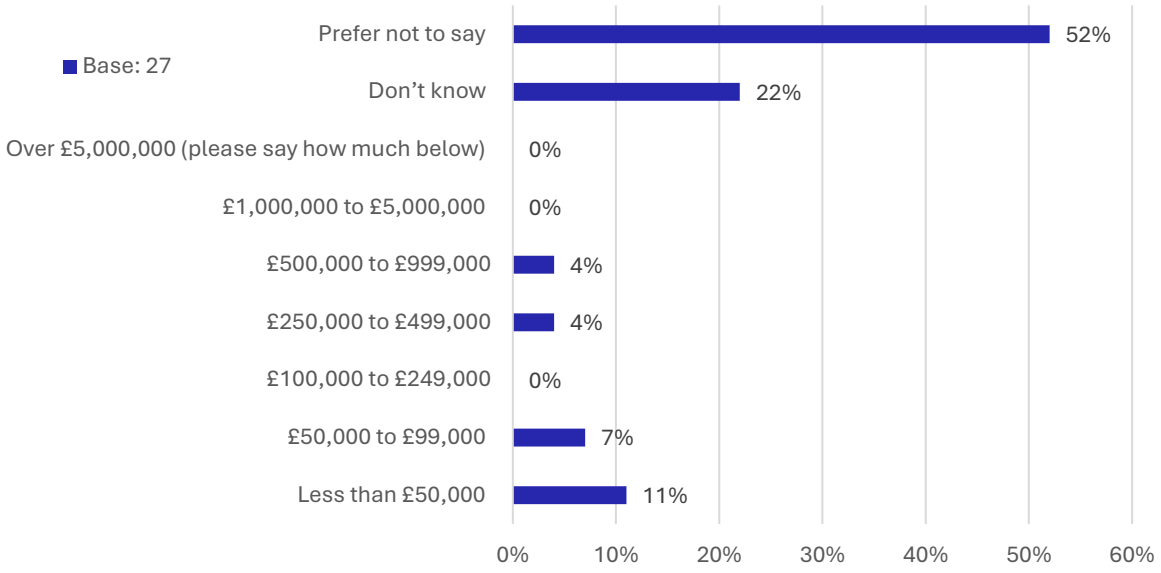


Figure 34: Business Survey – Annual Sales Turnover

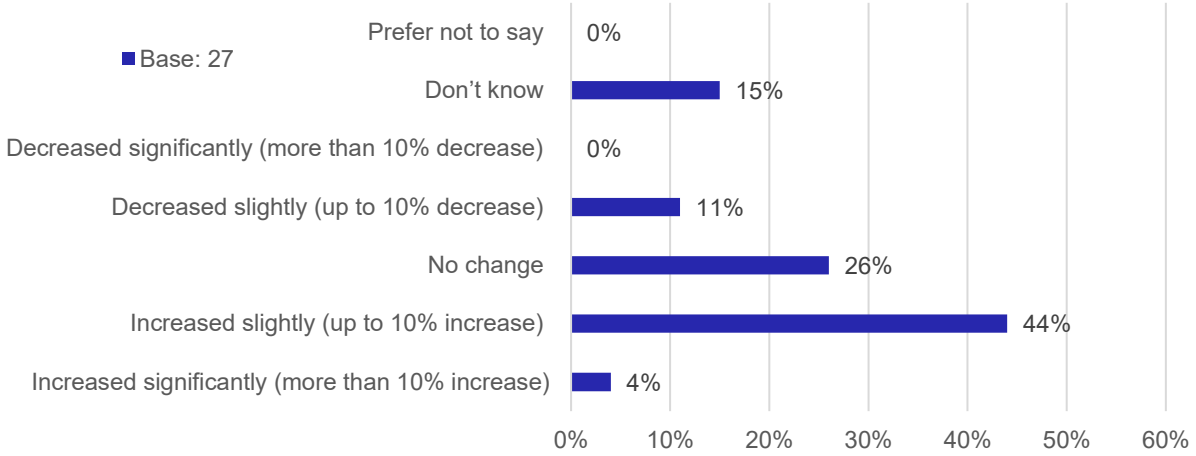


Figure 35: Business Survey – Changes to Sales Turnover over the Past Year

Competitive Advantages and Disadvantages

Respondents were asked to consider whether transport connections/availability in various forms provides either a competitive advantage or disadvantage for their business. Table 16 demonstrates positive perceptions of public transport and highway connectivity for their businesses and that these provide a competitive advantage. Respondents were also asked whether having direct rail links to their business offered a competitive advantage for their business. 59% of respondents (from a sample size of 27) saw this as an advantage to their business.

Table 16: Business Survey – Competitive Advantages and Disadvantages

Aspects of Location	Advantage	Disadvantage	Neither	Base
Good road links to the site	63%	-	37%	**27**
Good rail links to the site	59%	4%	37%	**27**
Good public transport links generally to the site	59%	4%	37%	**27**

Employees and their Travel

Number of Employees

The businesses surveyed at this stage appear to mostly be small businesses with between two to five employees (representing 42% of the sample). Of the sample (26 businesses), no business employed more than 25 employees whilst 92% of businesses employed 10 people or less (Figure 36).

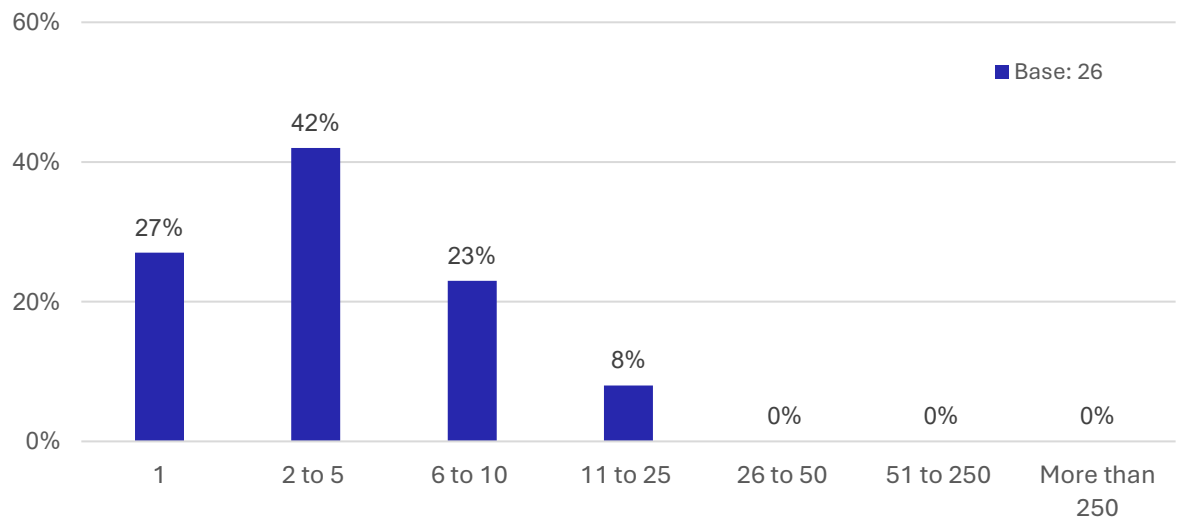


Figure 36: Business Survey – Number of Employees

Employee Place of Work

From a sample size of 26 businesses, 85% of businesses identified that all of their employees work from their premises (as opposed to working from home or remotely) and that none of their staff work on a hybrid basis (see Figure 37 and Figure 38).

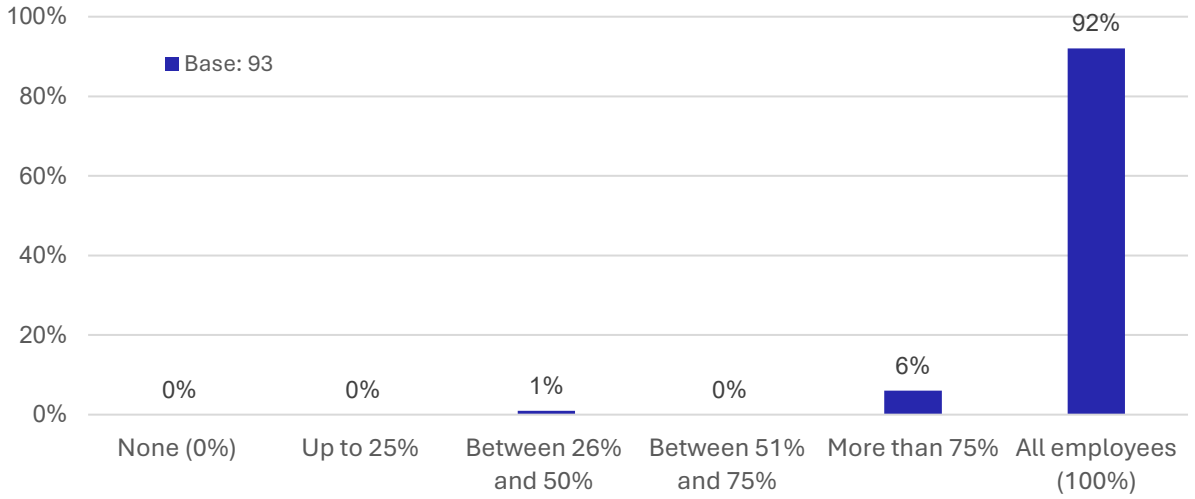


Figure 37: Business Survey - Employees on Site Full Time

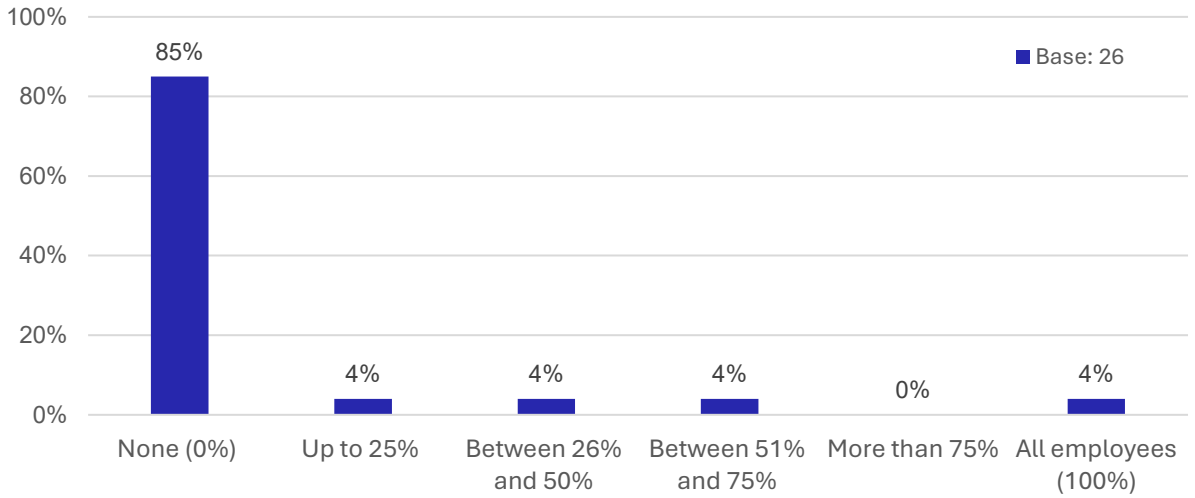


Figure 38: Business Survey - Employees Working on a Hybrid Basis

Method of Travel to Work

Respondents were asked to identify, to the best of their knowledge, what percentage of employees use various methods of travel as their main mode to get to and from their place of work. Table 17 presents an average of percentage figures provided from 27 businesses for each mode of travel. Based on this data, 0% of employees from these businesses currently travel to work by rail or motorcycle, with car (63%) and walking/wheeling (30%) being the main mode choice for employees.

Table 17: Business Survey - Method of Travel to Work

Method of travel	2026 %
Car or other motor vehicle (such as a van)	63%
Rail	0%
Walk / Wheel	30%
Bus	5%
Motorcycle	0%
Cycle	1%
Other	0%
Base	**27**

Business Travel

Businesses were asked to identify whether their employees travelled in the course of work (business travel); for example, to meetings or to make deliveries. Of the 27 businesses surveyed, 37% travel for business purposes (Figure 39).

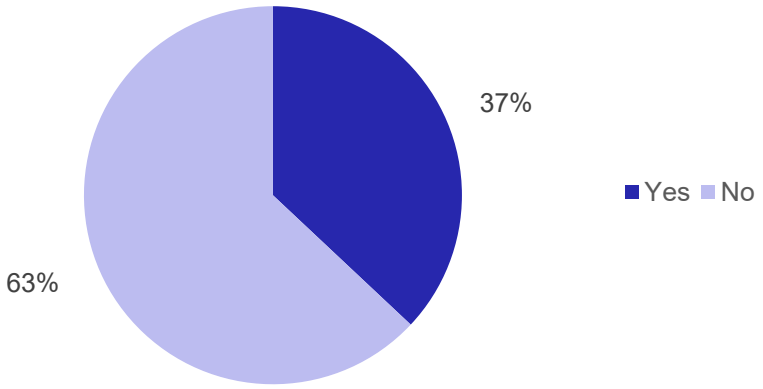


Figure 39: Business Survey - Business Travel

Of those who indicated that travel on company business was part of their day-to-day activities, respondents were asked to identify the primary locations that their employees travel to. Table 18 presents the typical destinations for business travel. The biggest travel destinations for businesses included East Lothian and Edinburgh (60% each respectively) and the Scottish Borders (40%). There was limited travel to and from the North of England and the rest of the UK, with only one business indicating that they travelled to these destinations (based on a sample size of 10).

Table 18: Business Survey - Business Travel Destinations

Location	2026 %
East Lothian	60%
Midlothian	20%
Scottish Borders	40%
Edinburgh	60%
West Lothian	20%

Other Scotland	40%
North of England	10%
Other UK	10%
Overseas	-
Base	**10**

Respondents were then asked to identify on average how often employees travel to and from these geographic areas in the course of their work, shown below in Table 19. Of the five businesses which regularly have employees travelling to East Lothian, the most recurrent journey frequency was between one to five times a month, whilst for Edinburgh it was less than once a month. However, both of these destinations had a range of answers for the remaining three businesses who had responded.

Table 19: Business Survey - Business Travel Frequency

Location	Less than once a month	1 to 5 times a month	6 to 10 times a month	11 to 20 times a month	Over 20 times a month	Base
East Lothian	-	40%	20%	20%	20%	**5**
Midlothian	-	-	50%	50%	-	**2**
Scottish Borders	-	25%	75%	-	-	**4**
Edinburgh	40%	20%	-	20%	20%	**5**
West Lothian	-	-	100%	-	-	**2**
Other Scotland	25%	75%	-	-	-	**4**
North of England	-	100%	-	-	-	**1**
Other UK	100%	-	-	-	-	**1**
Overseas	-	-	-	-	-	**0**

Businesses who have employees undertaking business travel were also asked to identify the typical modes of travel used for such journeys. Table 20 below shows that travel by car is the dominant mode of travel (77%), with rail being reported by two businesses (22%, based on a sample size of 9).

Table 20: Business Survey - Modes Used for Business Travel

Method of travel	2026 %
Car or other motor vehicle (such as a van)	77%
Rail	22%
Walk / Wheel	0%
Bus	1%
Motorcycle	0%
Cycle	0%
Other	0%
Base	**9**

East Linton Railway Station

Proximity to East Linton Railway Station

Respondents were asked to identify the nearest railway station to their business. Figure 40 shows that of the 27 businesses surveyed, all identified that East Linton is their closest railway station.



Figure 40: Business Survey – Proximity to East Linton Railway Station

Impact on Business Location

Businesses were then asked to assess whether the introduction of the rail station in East Linton had influenced their decision to locate their business in East Linton. Figure 41 shows that overall, only one business (4%) had stated that the rail station was a “fairly minor factor” in locating their business in East Linton (out of a sample size of 27), with 96% stating that the rail station had no impact.



Figure 41: Business Survey - Impact of East Linton Railway Station on Operating Location.

Impact on Work Related Travel

Respondents were also asked to identify the impact of the new railway station on employee use of rail for work-related travel. Figure 42 shows that 34% of businesses stated that the opening of the rail station had resulted in an increase in the use of rail for work related travel. 63% of businesses stated that there had been no change in the use of rail for work related travel.

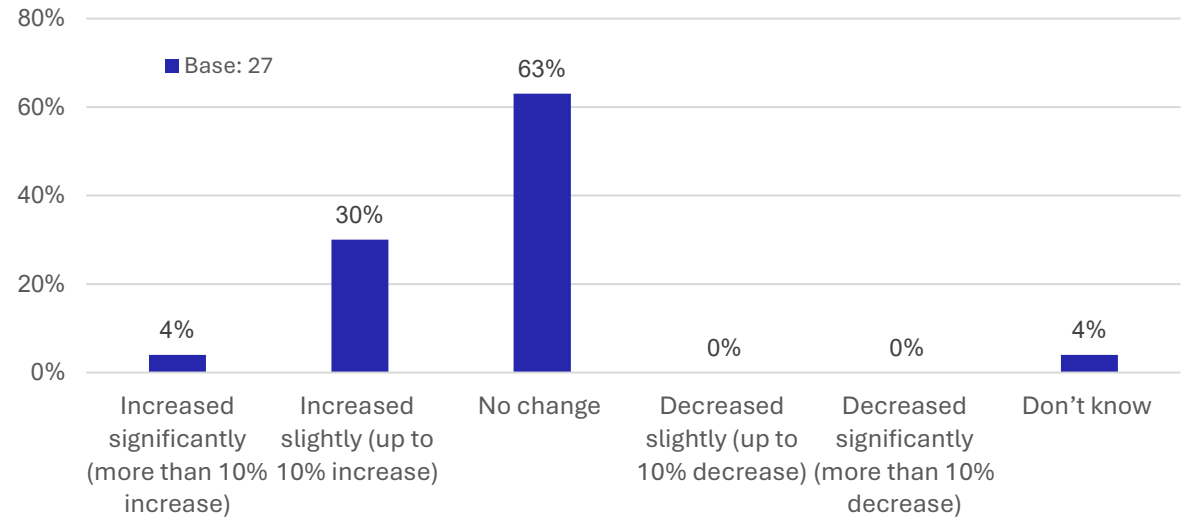


Figure 42: Business Survey - Impact on Work-Related Travel.

Changes to Business Operations

Respondents were asked to consider changes to business operations that have taken place as a result of East Linton Railway Station opening. Table 21 below shows that the majority of businesses stated that the opening of the rail station had a limited impact in terms of customer type, opening hours and trade timings/patterns in East Linton. However, 15% of businesses did state that there had been a change in the type of customers, with 4% stating that there had been a change in the timing/patterns of trade (out of a sample size of 27).

Table 21: Business Survey - Changes to Business Operations

Changes	Yes	No	Don't know / Not relevant	Base
A change in the type of customers for your business / organisation (for example, commuters, tourists, residents)	15%	48%	37%	27
A change to the opening hours of your business / organisation	-	63%	37%	27
A change in the timing or pattern of your trade related to train arrivals / departures	4%	59%	37%	27

East Linton Railway Station Impacts

Respondents were asked to consider the impact of the opening of East Linton Railway Station on their business by specifying to what extent they agree or disagree with several statements. Table 22 outlines that a majority of the respondents were neutral for most statements. A summary of the main responses for each statement is provided below:

- Allows for more reliable travel times – 57% neither agree nor disagree
- Makes it easier to recruit staff – 42% agree / 42% neither agree nor disagree
- Allows better skilled staff to be recruited – 64% neither agree nor disagree
- Allows customer bases to be expanded – 38% agree / 31% neither agree nor disagree
- Allows use of suppliers from different areas – 31% agree / 38% neither agree nor disagree / 30% disagree
- Reduces reliance on local customers – 54% neither agree nor disagree / 31% disagree
- Allows for services and products to be supplied to a wider area – 36% agree / 36% neither agree nor disagree / 28% disagree
- Allows local business to expand – 29% agree / 43% neither agree nor disagree / 28% disagree
- Means more staff are required – 42% agree / 50% disagree

Table 22: Business Survey – Impacts of East Linton Railway Station

Statement	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Base
The new East Linton Rail Station has enabled more reliable travel times for our employees	-	21%	57%	7%	14%	**14**
The new East Linton Rail Station makes it easier for us to recruit staff	-	42%	42%	8%	8%	**12**
The new East Linton Rail Station allows us to recruit better skilled staff	-	18%	64%	9%	9%	**11**
The new East Linton Rail Station has allowed us to expand our customer base	8%	38%	31%	15%	8%	**13**
The new East Linton Rail Station has allowed us to use suppliers from different areas	-	31%	38%	15%	15%	**13**
The new East Linton Rail Station means we rely less on local customers	-	15%	54%	8%	23%	**13**
We supply our products / services to a wider area due to the new East Linton Rail Station	-	36%	36%	7%	21%	**14**
The new East Linton Rail station has enabled our local business to expand	-	29%	43%	14%	14%	**14**
We have had to take on more staff since the new East Linton Rail Station opened	-	42%	8%	17%	33%	**12**

Respondents were then asked whether the opening of East Linton Railway Station has impacted on the following measures:

- The level of investment in their business (this was defined as either capital investment or investment in people with the aim of growing or developing the business / organisation). The majority of the respondents stated that the station had no impact (70%), although 30% stated that it had increased slightly.
- 59% of businesses stated that the station had no impact on turnover, although 33% outlined that the station had resulted in low to medium positive impact.

- 67% of businesses outlined that the station has had no impact on their customer base, with 29% outlining that the rail station has had a low to medium positive impact.
- 78% of businesses outlined that the station has had no impact on employment levels. 11% of businesses outlined that the station has had a low positive impact, with 4% stating that it has had a high positive impact.

Respondents were then asked to consider what overall impact the scheme has had on their business since opening. Figure 43 demonstrates that 30% of businesses thought the scheme has had a very positive impact and 33% a fairly positive impact. 37% considered that the scheme has had no impact on their business, with no respondents considering the railway station to have had a negative impact.

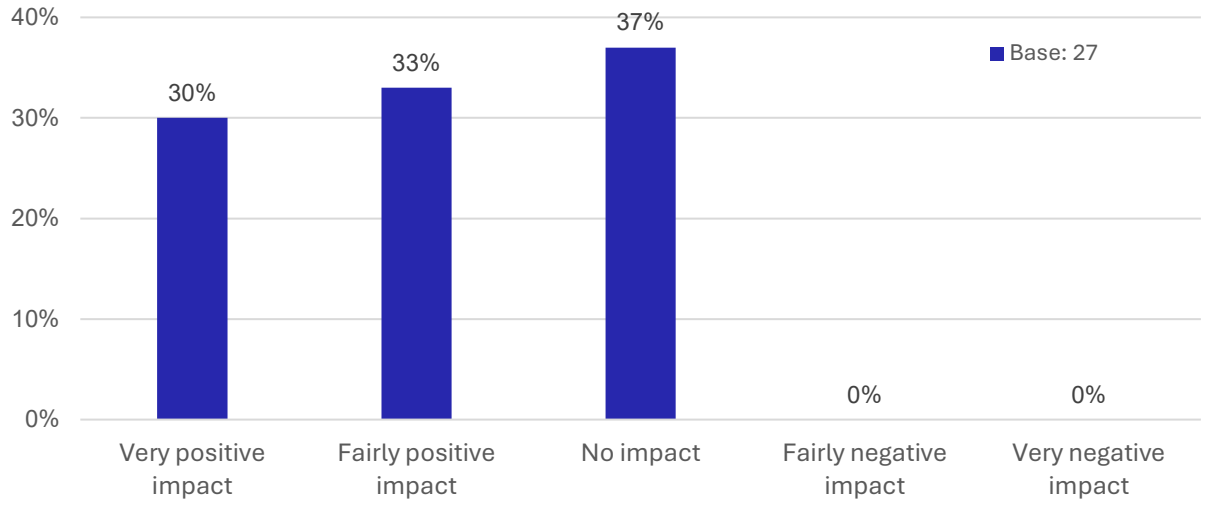


Figure 43: Business Survey – Overall Impact of Scheme

As part of the business survey respondents were also encouraged to provide any additional open comments regarding East Linton Railway Station and its impact on their business. These comments have been collated into themes in Table 23 below:

Table 23: Business Survey – Open Comments

Theme	Summary of Responses
Impact on East Linton	• Most common theme was that the station has had a positive impact for the local area, including bringing visitors to East Linton. • Station has improved connections from East Linton to Edinburgh and the coast. • Improved client access to one business.
Limited service frequency and reliability	• Common issue is poor timetable coverage, particularly with services being every two hours. Some issues with commuting due to poorly timed services.

Theme	Summary of Responses
	• Lack of long-distance services stopping at rail station.
Potential improvements for station	Improvements noted by participants included: • Hourly service from East Linton, with better timed services • Lower fares • Improved integration with local buses • Expanded rail services (i.e. to England)

Summary of Findings

The Business Survey suggests that the opening of East Linton Railway Station has had a positive influence on local businesses at this early stage.

Most businesses within East Linton operate within a fairly localised market in East Lothian and are relatively small in scale, limiting their reliance on rail transport for day-to-day activities. For example, businesses did not identify rail as an important method of travel for employees in regular daily commuting (although some businesses did note using rail for business travel). Despite a large majority of businesses experiencing Very Good or Good trading conditions, only 13% stated that rail connections have had an influence on trading conditions, with changing market trends and the marketing of the area more influential in driving business performance.

Nevertheless, the station does appear to have positively contributed to businesses in East Linton particularly through improved perceptions of accessibility, reflected in a majority of businesses stating that the opening of the station has had a positive impact on their business. A minority of businesses also observed positive impacts from the railway station in terms of expanding their customer base, staff employed and annual turnover (33% outlined that the station had resulted in low to medium positive impact on turnover), as well as overall investment in their business. Further impacts of the railway station on businesses in the area, including the influence on driving business performance, are not fully known and are likely to continue developing over time as the economic benefits become clearer.

Visitor Survey

Introduction

To capture the views of visitors arriving in East Linton by rail, an intercept survey was undertaken at East Linton Railway Station whereby passengers boarding and alighting services at East Linton were approached and invited to partake in the survey. Individuals travelling from outside the area and visiting for personal business or leisure purposes were invited to complete either an online or paper-based questionnaire. The design of the survey was informed by the following objectives:

1. **To understand current levels of tourism and activity.**
2. **To understand travel behaviour of visitors to the area.**
3. **To gather information on attitudes and intentions in light of the new rail station at East Linton.**

Findings from the survey should be interpreted as providing an indication of current conditions and emerging behaviours at this stage of scheme delivery.

Methodology

Target Area

Fieldwork was conducted at East Linton Railway Station. Screening questions were included within the survey (across all completion methods, as outlined below) to ensure that respondents:

- Lived outside East Linton and were visiting the area; and
- Travelling for personal business or leisure purposes.

Survey Material

The visitor survey was developed collaboratively by Jacobs, IBP and Transport Scotland. This was developed as a concise survey focused on travel habits for visits to East Linton. The questionnaire covered the following key themes:

- Visitor home location;
- Visit behaviour and choices;
- Length of visit and spend;
- Impact of the station on visit behaviour; and

- Overall rating of the station.

A copy of the visitor survey questionnaire is provided in Appendix A.

Survey Delivery

Given the limited time available to engage with visitors at the station, the primary method of engagement was the distribution of an explanatory flyer containing a survey link and QR code for completion at a later time. A total of 40 responses were collected via this method.

Respondents were also offered the option to take away a hard copy questionnaire, along with a Reply-Paid envelope, to be sent back to IBP. Three responses were received through this approach. While face-to-face interviews were offered, this method was not taken up.

In total, 43 responses were obtained.

Fieldwork was carried out over five separate days between 10th April 2026 and 18th April 2026, timed to coincide with key train arrivals and departures. Both weekday and weekend periods were covered to capture a range of visitor types and travel patterns.

Research Limitations

The visitor survey was specifically designed to target rail users visiting East Linton and therefore reflects the experiences and behaviours of this particular group. The achieved sample size is relatively modest and represents those visitors present during the survey period who were willing to participate following contact at the station.

As such, the findings are not representative of all visitors to East Linton, particularly those arriving by other modes or visiting at different times of the year. In addition, responses relating to spending, travel choices and the influence of the station are based on self-reported information and may be subject to estimation or recall bias.

Nevertheless, the survey provides valuable indicative evidence of the role of East Linton Railway Station in supporting visitor activity and shaping travel behaviour at this stage of scheme delivery.

Data & Analysis

Respondent Profile

In total, 43 respondents took part in the Visitor survey. A respondent profile is presented below in terms of place of residence, age, gender, employment status, annual income and access to a vehicle.

Place of Residence

Respondents to the visitor survey were asked to identify where they reside. As shown in Figure 44, the results demonstrate that the primary catchment for visitors to East Linton by rail is local and regional, with the majority of trips originating from within East Lothian and the wider Scottish market. This is consistent with the role of East Linton Railway Station as a regional access point on the East Coast Main Line, facilitating relatively short- to medium-distance trips.

The distribution broadly aligns with expectations set out in the FBC, which anticipated that demand would be driven largely by movements within East Lothian and the Edinburgh City Region, alongside a secondary market of visitors from elsewhere in Scotland and the UK.

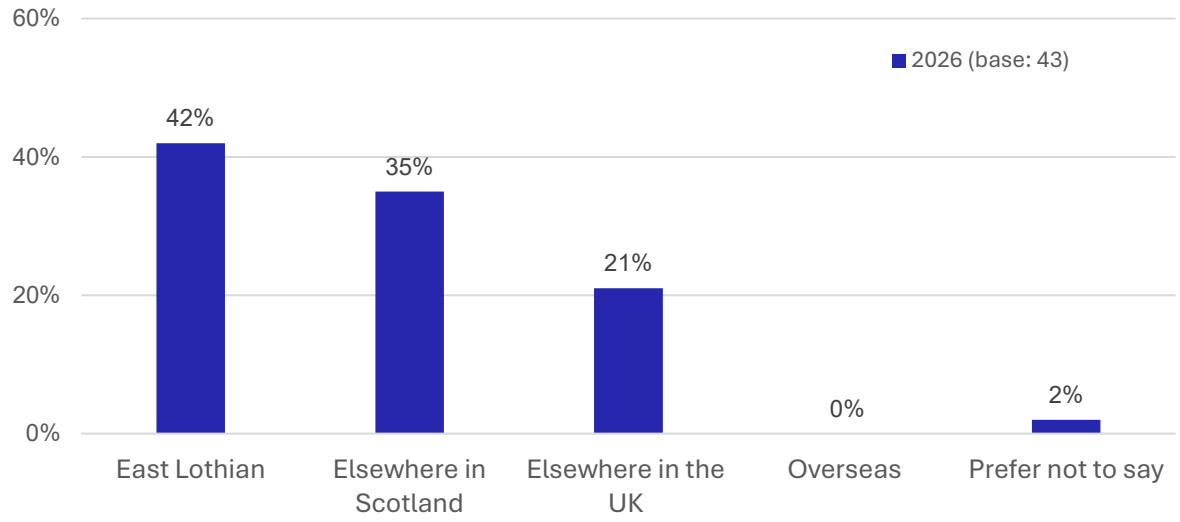


Figure 44: Visitor Survey - Place of Residence.

Age Profile

Representation across a range of age groups was achieved within the survey sample, although older age groups are feature more in the profile. As shown in Figure 45, the largest proportions of respondents fall within the 25–34 (21%) and 55–

59 (23%) age groups, with additional representation from those aged 35–44 (14%) and 65–74 (14%).

In contrast, younger respondents are less well represented, with only 2% aged 16–24, while older age groups, including those aged 45–54 (9%), 60–64 (5%) and 75+ (9%), make up a notable share of the sample.

This indicates that the visitor profile is somewhat skewed towards middle-aged and older individuals, with a comparatively lower proportion of younger visitors captured during the survey period.

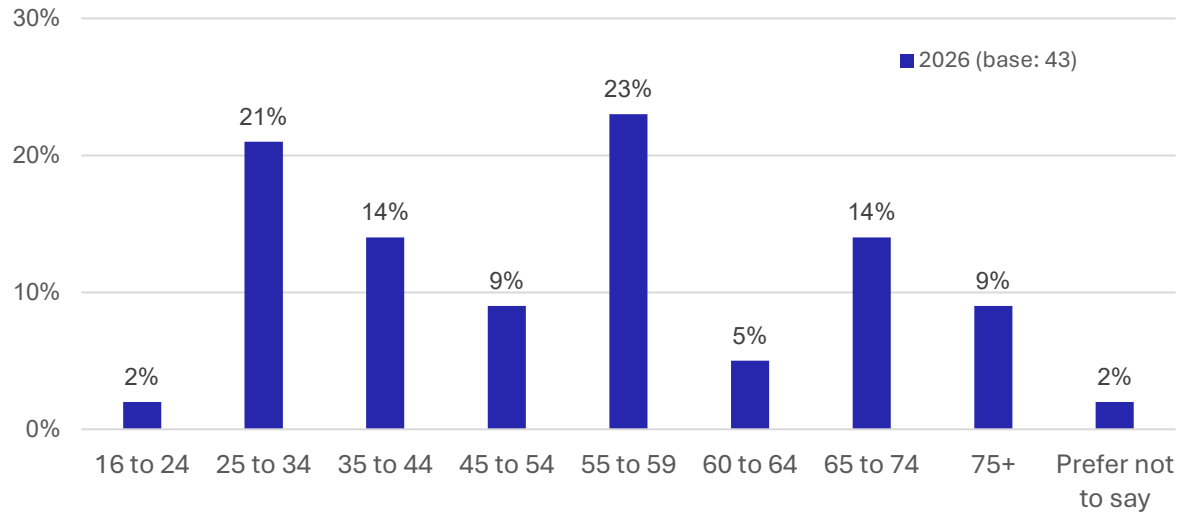


Figure 45: Visitor Survey – Age Profile.

Gender

The majority of respondents identified as female (67%), with a smaller proportion identifying as male (23%), and 9% preferring to self-describe as shown in Figure 46. No respondents identified as non-binary.

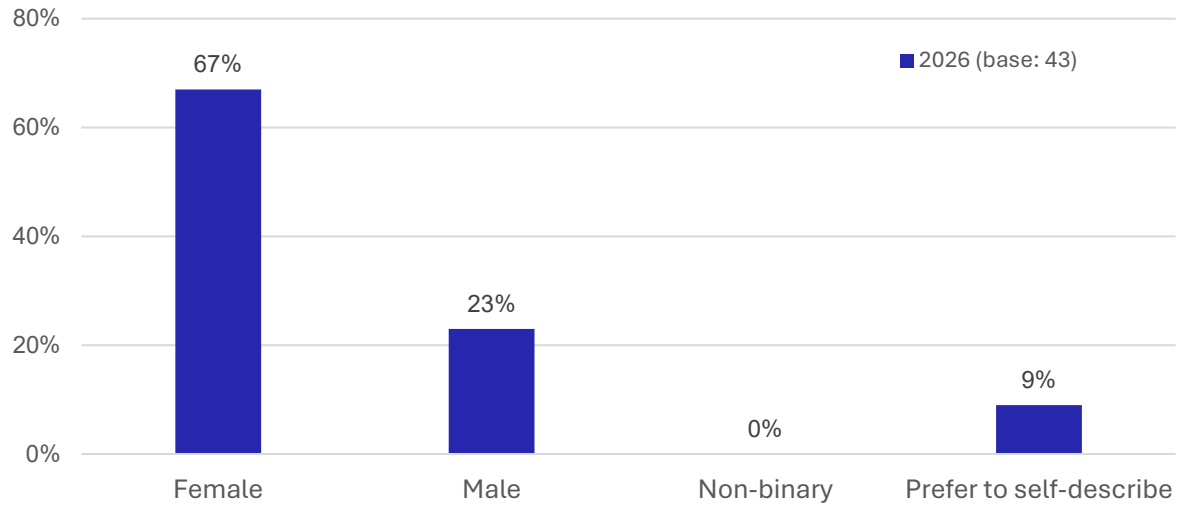


Figure 46: Visitor Survey - Genders.

Employment Status

Table 24 shows that the visitor sample is primarily composed of respondents in full-time employment (49%) and those who are retired (30%), with smaller proportions in part-time employment (12%) and higher education (5%). This indicates a mix of working-age and retired visitors, with limited representation from other groups.

Table 24: Visitor Survey – Employment Status.

Employment Status	%
Full-time employment	49%
Part-time employment	12%
Full or part-time further education	-
Full or part-time higher education	5%
Not in employment due to illness or disability	-
Not in employment / looking after home or family	2%
Unemployed	-
Retired	30%
Other	2%
Prefer not to say	-
Base	**43**

Personal Annual Income

As shown in Figure 47, the income profile of respondents is varied, with the largest proportions within the £20–£40k (26%) and £40–£60k (23%) brackets. A further 16% reported incomes under £20k, while smaller shares fall within higher income bands, including 9% (£60–£80k) and 7% above £80k. A notable proportion (19%) preferred not to disclose their income.

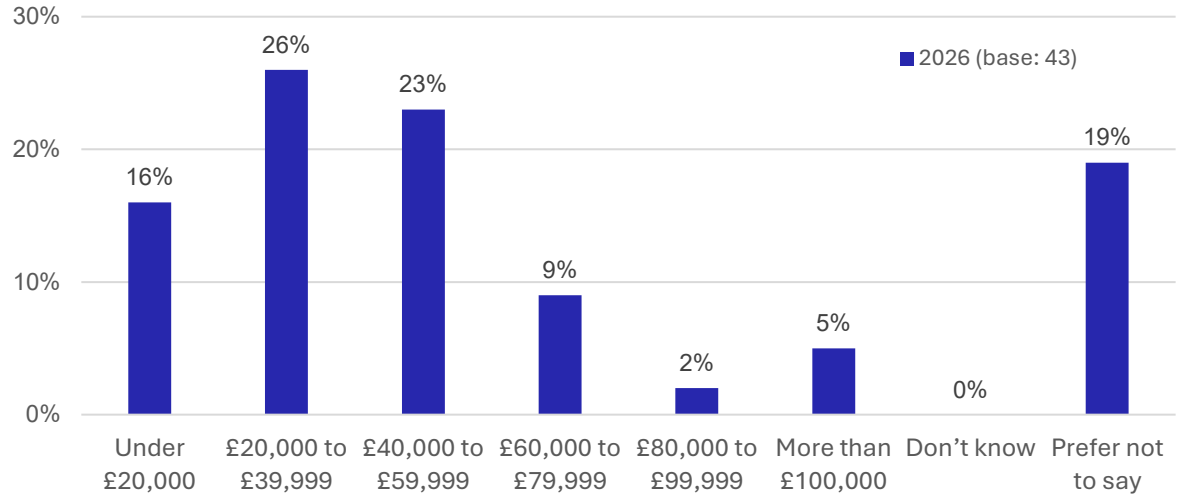


Figure 47: Visitor Survey – Personal Annual Income (before tax).

Access to a Vehicle

Figure 48 shows that the majority of respondents reported having full access to a vehicle as a driver (74%), with smaller proportions indicating no access to a vehicle (12%), passenger-only access (7%) or shared access (5%). This indicates a high level of car availability among visitors, although a notable minority (12%) do not have access to a vehicle.

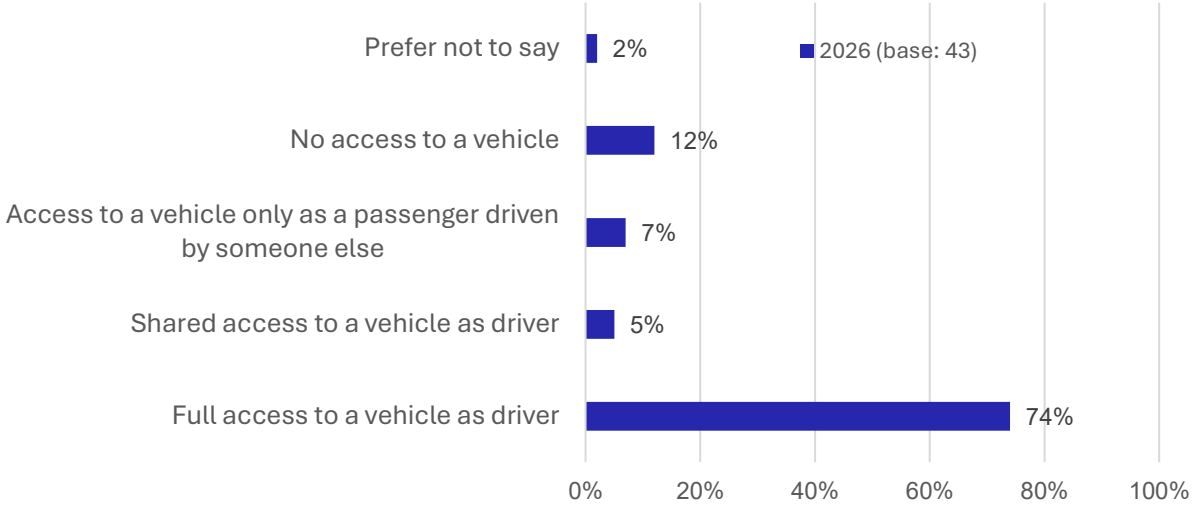


Figure 48: Visitor Survey – Access to a Car.

Travel to East Linton

This section explores visitor travel patterns to East Linton, including the frequency and purpose of visits, duration of stay, spend, and journey characteristics.

Frequency of Visits

Visitors were asked how frequently they travel to East Linton and the surrounding area. Figure 49 shows that the majority of respondents visit East Linton on a regular but non-daily basis, with 33% visiting weekly, 21% visiting monthly and 28% visiting every few months. This indicates a pattern of repeat visitation rather than one-off trips. Occasional visits are relatively low, including 9% visiting twice per year and 4% visiting once per year or less.

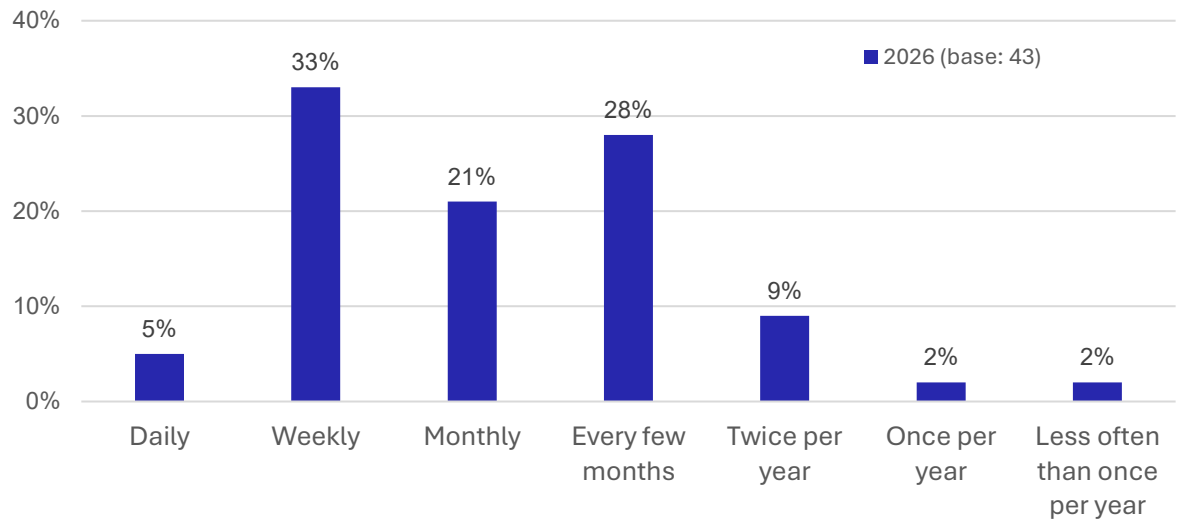


Figure 49: Visitor Survey – Frequency of Visits.

Reasons for Visiting

Respondents who had visited East Linton were asked to identify the main reasons for their visit. Table 25 shows that the most common reason was visiting family and friends (58%), followed by access to countryside and scenery (33%), visiting local shops (30%), and visiting cafés, restaurants or bars (28%).

Other motivations were less prominent, including proximity to beaches (21%), walking or hiking (19%), and cycling (14%), while heritage attractions (12%) and overnight stays (9%) accounted for smaller proportions.

This suggest that visits to East Linton are primarily driven by social and local activities, with leisure and outdoor-based motivations also factors.

Table 25: Visitor Survey – Reasons for Visiting.

Reasons for visiting	2026 %
Access to countryside and scenery	33%
Cycling for leisure purposes	14%
Proximity to beaches and coastal sites	21%

Reasons for visiting	2026 %
Short break or holiday including one or more overnight stays	9%
Visiting cafes, restaurants or bars	28%
Visiting family and friends	58%
Visiting local heritage / visitor attractions	12%
Visiting shops in east Linton	30%
Walking or hiking for leisure purposes	19%
Don't know	-
Other	-
Base	**43**

Duration of Visits

Figure 50 shows that the majority of visits to East Linton are day trips (63%). However, a notable proportion (37%) involve overnight stays or longer, including 17% staying between three and six nights, indicating some level of extended visitation alongside predominantly short-duration trips.

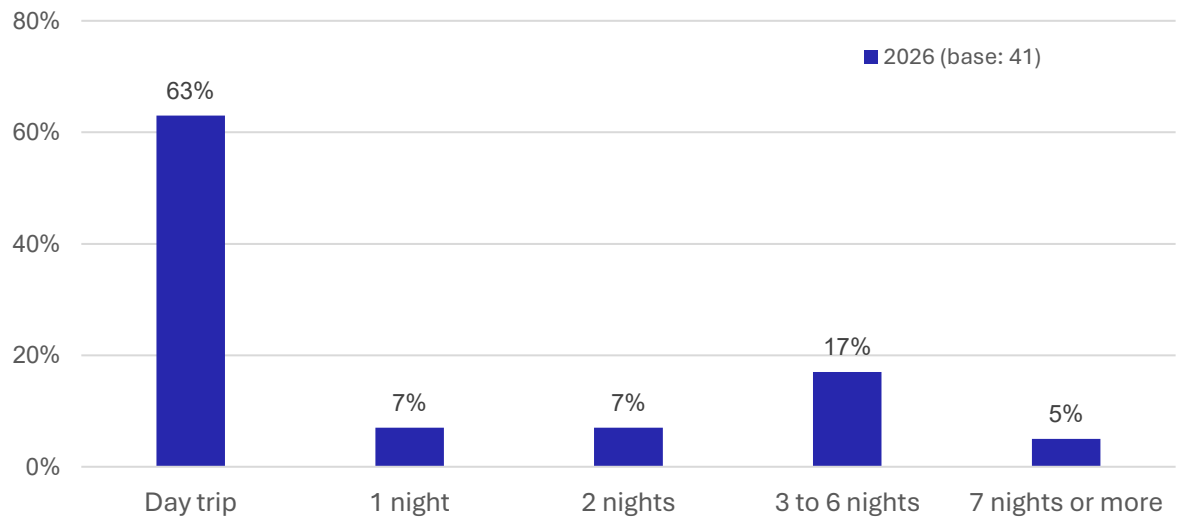


Figure 50: Visitor Survey – Duration of Visits.

Visitor Spend

Visitors were asked to consider their typical spend when visiting East Linton. The results shown in Figure 51 indicate that the majority of visitors spend at the lower end of the scale, with 74% spending under £50. Smaller proportions reported higher levels of expenditure, including 17% spending £51–£100, while only a limited number (9% combined) spend more than £100 per visit.

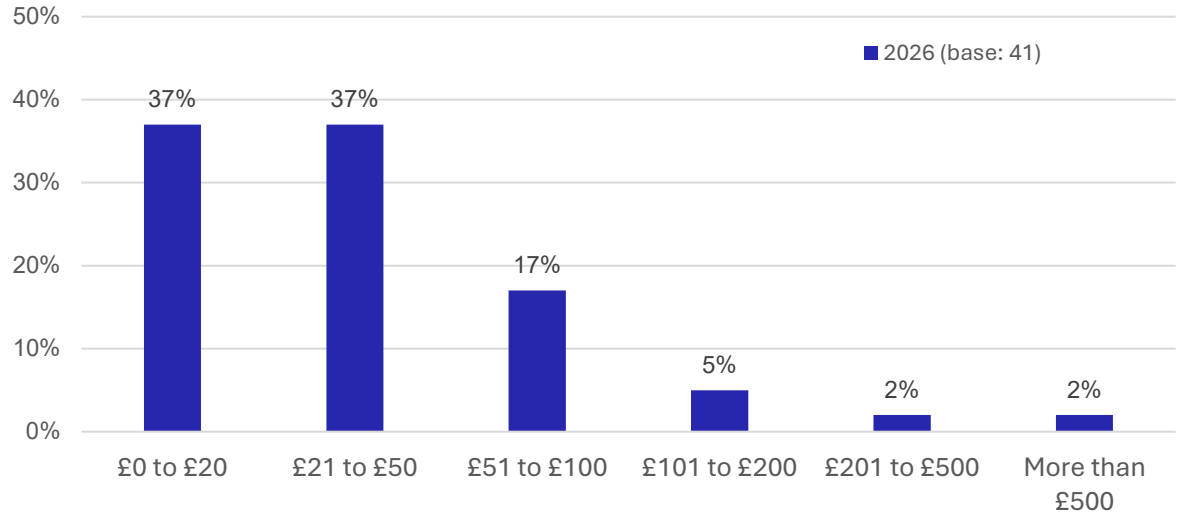


Figure 51: Visitor Survey – Visitor Spend per Day.

Journey Time

Visitors were asked to consider the duration of their journey to East Linton. The results shown in Figure 52 indicate that trips are generally longer-distance, with 42% of respondents travelling more than 1 hour. A further 33% travel between 11 minutes and 30 minutes, while shorter journeys of 10 minutes or less account for 9%.

This pattern aligns with the earlier analysis of place of residence, which showed that a significant proportion of visitors originate from outside East Lothian and across the Scotland and the UK. This suggest that East Linton attracts visitors from both local areas and further afield, with a notable proportion undertaking longer journeys to access the area.

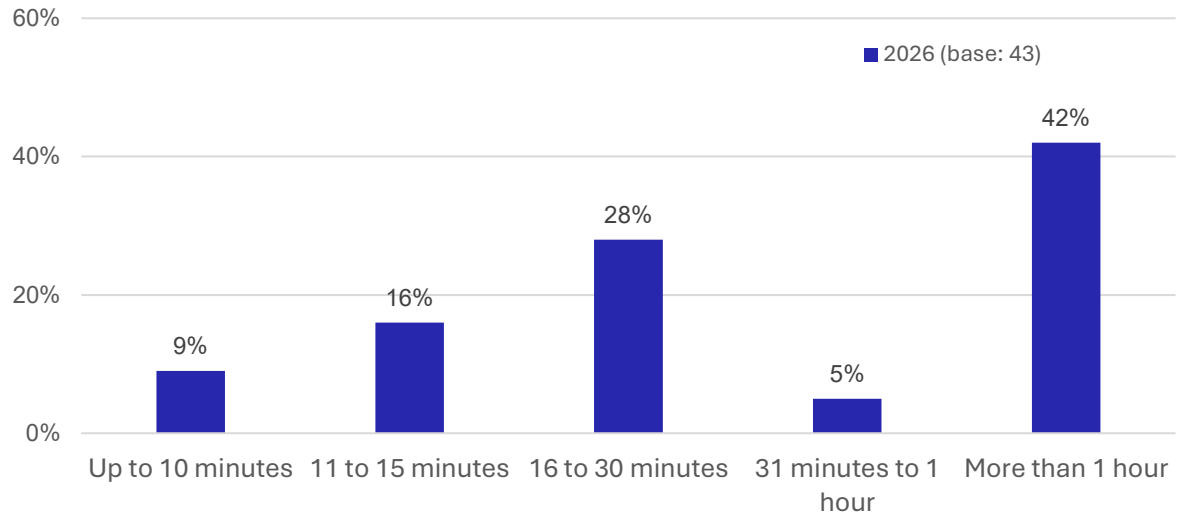


Figure 52: Visitor Survey – Journey Time to East Linton.

East Linton Rail Station

The final section of the visitor survey sought to understand the impact of East Linton Railway Station on visitor travel.

Impacts of the Railway Station

Respondents were asked whether the opening of East Linton Railway Station has had any impact on the frequency and duration of their visits. The results shown in Table 26 indicate a positive effect on visit frequency, with 65% of respondents reporting that they now visit more often, compared to 23% reporting no change.

In contrast, the station appears to have had less influence on the duration of visits, with 49% of respondents reporting no change, while 28% indicated that they are staying longer.

This suggest that the station is primarily supporting increased trip-making rather than longer stays, indicating its role in encouraging more frequent visits to East Linton.

Table 26: Visitor Survey – Impacts of East Linton Railway Station.

Behaviour	Increased	Decreased	No change	Don't know	Base
The frequency of your visits to East Linton and the surrounding area	65%	-	23%	12%	43
The duration of your visits to East Linton and the surrounding area	28%	-	49%	23%	43

Change in Rail Use to East Lothian

Respondents were asked how their use of rail to travel to East Lothian has changed since the opening of East Linton Railway Station in December 2023. The results shown in Figure 53 indicate a clear increase in rail use, with 70% of respondents reporting increased use, while only 5% reported no change and none reported a decrease. A further 21% indicated that the question was not applicable, reflecting those who already reside within East Lothian.

This demonstrates that the station has had a positive impact on rail usage, supporting increased visitor travel by rail to the area.

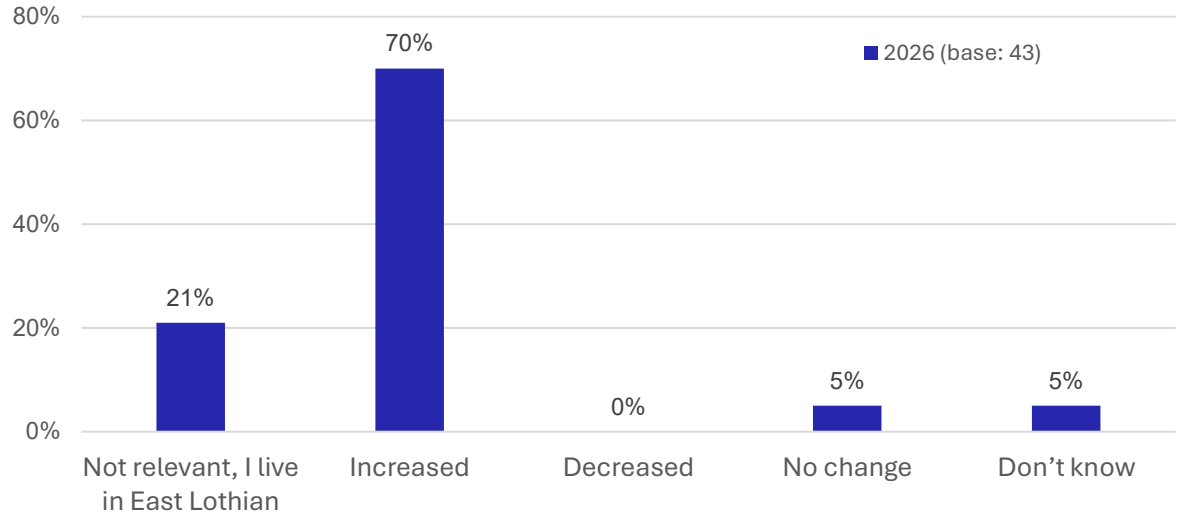


Figure 53: Visitor Survey – Change in Rail Use to East Lothian.

Likelihood of Future Visits

Respondents were asked what impact a direct rail link to East Linton would have on their likelihood of visiting in the future. The results shown in Figure 54 show a very positive effect, with 81% of respondents stating they are more likely to visit, while 19% indicated no change. No respondents reported being less likely to visit.

This suggests that the direct rail connection is a key driver of future visitor demand, reinforcing the role of the station in supporting continued growth in visits to East Linton and the surrounding area.

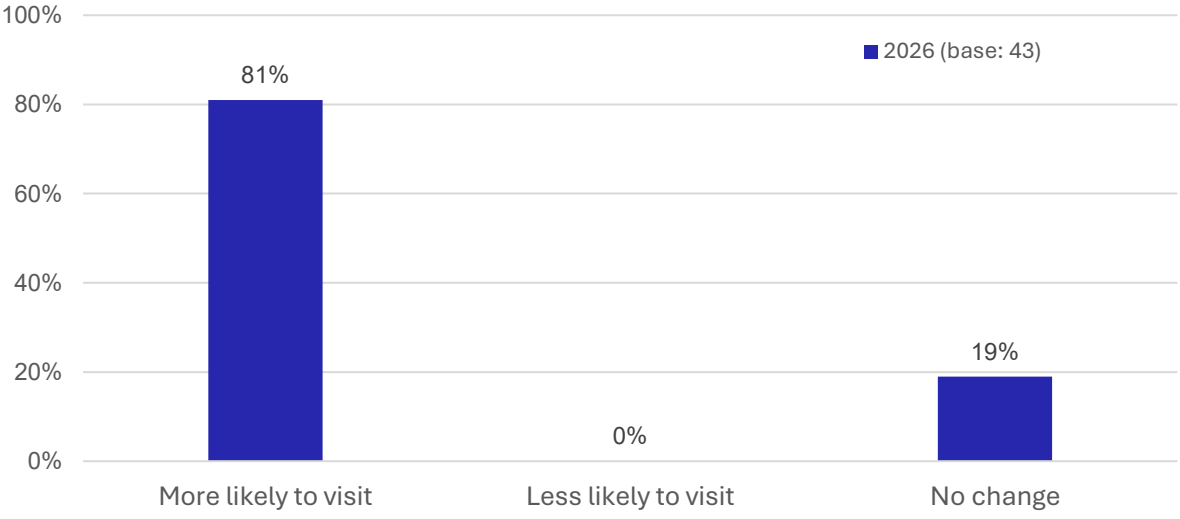


Figure 54: Visitor Survey – Likelihood of Future Visits.

Mode Shift from Car

Respondents were asked to what extent the opening of East Linton Railway Station has led them to replace car journeys when visiting the area. The findings in Figure 55 indicate a high level of modal shift, with 77% of respondents reporting that they have replaced car journeys to some extent or to a great extent. A smaller proportion (23%) indicated that the station has had no impact on their car use.

This indicates that the station has encouraged a shift from car to rail travel among the visitors surveyed and has supported more sustainable visitor travel.

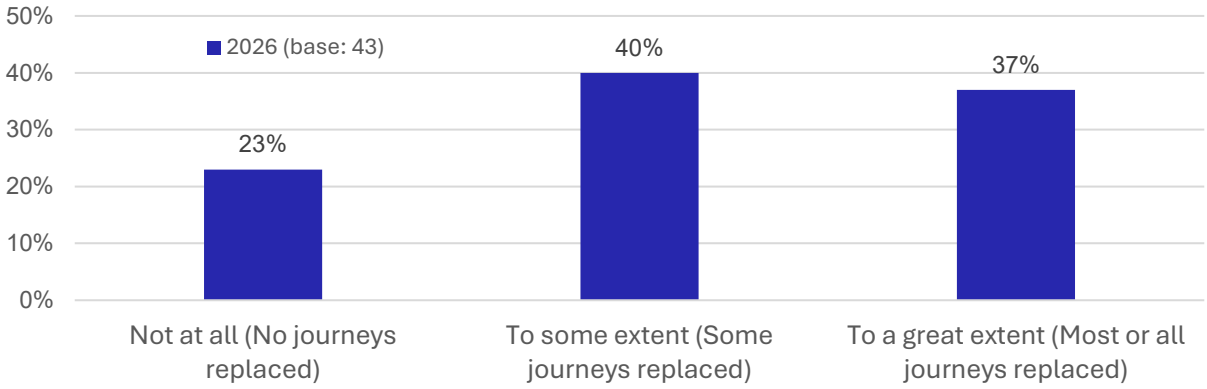


Figure 55: Visitor Survey – Likelihood of Future Visits.

Station Rating

Respondents were asked to rate East Linton Railway Station overall. The results shown in Figure 56 are very positive, with 96% of respondents rating the station as either very good or good, indicating a very high level of satisfaction among visitors, reinforcing the strong perception of the station as a high-quality facility.

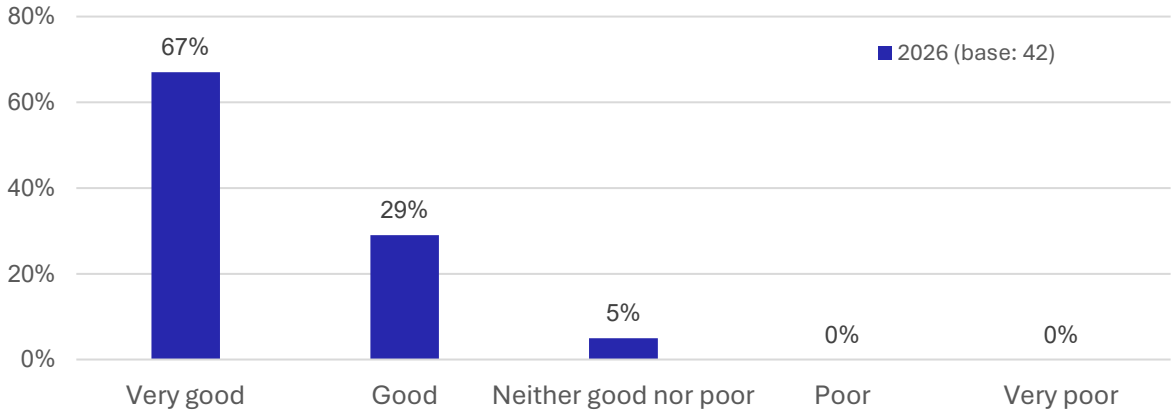


Figure 56: Visitor Survey – Station Rating.

Summary of Findings

The Visitor Survey indicates that East Linton Railway Station is already making a positive contribution to visitor accessibility and travel behaviour, with clear evidence that the station is supporting increased visitation to the area.

The findings show that visitor activity is primarily driven by a regional catchment, with strong levels of repeat visitation, typically for social and leisure purposes. Visits are predominantly short-duration and locally orientated, although there is evidence of longer stays and travel from further afield, consistent with the station's role on the East Coast Main Line.

In line with expectations set out in the FBC, the station is contributing to both mode shift and generated demand. A majority of respondents reported increased rail use (70%), while 65% indicated that they now visit more frequently, demonstrating that the station is encouraging additional trips. Furthermore, 77% of respondents reported replacing car journeys to some extent, indicating that the station has supported a shift towards more sustainable travel patterns.

The survey highlights the potential for future growth in visitor activity, with 81% of respondents stating they are more likely to visit due to the direct rail link. This aligns with FBC expectations that improved accessibility would enhance the attractiveness of East Linton as a destination and stimulate tourism and leisure demand.

Overall, the findings suggest that East Linton Railway Station is already delivering in terms of improved connectivity, increased rail use and modal shift. While the majority of visits remain relatively low-spend and short in duration, the station demonstrates clear potential to support the local visitor economy further, particularly as travel patterns continue to develop and awareness increases over time.

Secondary Data Analysis

Rail Patronage & Performance Data

Introduction

In order to aid the scheme's evaluation, an assessment was undertaken to measure the patronage and performance data associated with East Linton Railway Station.

Methodology

Rail patronage data for Reston was downloaded from the Rail Data Marketplace (RDM), a government-funded platform hosted by the Rail Delivery Group consisting of various publishers within the rail industry that have uploaded rail-related data. Within the RDM, the ORR uploads an annual Origin Destination Matrix (ODM) that provides a detailed list of all journeys made between all mainline stations (i.e. not underground or light rail stations) in Great Britain over the course of a financial year. The ODM provided by the ORR is sourced from the MOIRA 2.2 base revenue and journeys matrix, which itself is primarily derived from LENNON (Latest Earnings Networked Nationally Over Night) the railway's national ticketing and revenue system for all TOCs operating within Great Britain, as well as some local ticketing data.

Additional patronage data was provided directly by the two rail operators serving the station (Scotrail and TransPennine Express). The data provided by TransPennine Express covers the calendar year of 2025. For Scotrail, the data was sourced from the LENNON reporting system, which runs over the course of a financial year. Consequently, the data does not fit perfectly within a calendar year (running from 5th January 2025 to 3rd January 2026), however any difference in terms of patronage will be minimal and so is compared directly within this research as the 2025 calendar year.

Rail performance data was sourced directly from the ORR's data portal, specifically the statistics related to performance at stations. Punctuality data is included within Table 3130, which covers both Time to 3 (the percentage of trains arriving at stations within three minutes of scheduled arrival) and cancellations (the percentage of trains that were scheduled, but failed to call at the station). Table 3130 contains three subcategories, including Time to three and cancellations by stations, stations and operators, and region and route (the latter of which is not discussed). This data additionally covers the first five periods of FY 26, unlike the rail patronage data at the time of writing.

Data & Analysis

ORR Data - Patronage

Figure 57 below shows the average daily entries and exits for East Linton Railway Station from the station's opening (during FY 24) to the latest available dataset from the ORR at the time of writing (FY 25). As the railway station opened in mid-December 2023, only the relevant period from then until the end of FY 24 in March was used in calculating average daily entries and exits. Overall, daily entries and exits at East Linton declined from FY 24 to FY 25, from 198 passengers per day to 184 passengers per day respectively, although these periods are not directly comparable due to only comprising a brief period of quarter three, in addition to quarter four of FY 24.

However, these figures are below the demand forecasted results included within the Final Business Case (FBC) for East Linton Railway Station. The forecast years within the FBC modelled usage within 2022 and 2027, so are not directly comparable with realised passenger numbers. Nonetheless, the FBC gave a forecast of 356 daily passengers in 2022 and 366 daily passengers by 2027. In its first full financial year of operating (FY 25), East Linton did not reach the modelled passenger numbers for 2022, falling short of the 2022 usage projection by 172 daily passengers (achieving just 51% of the 2022 forecast).

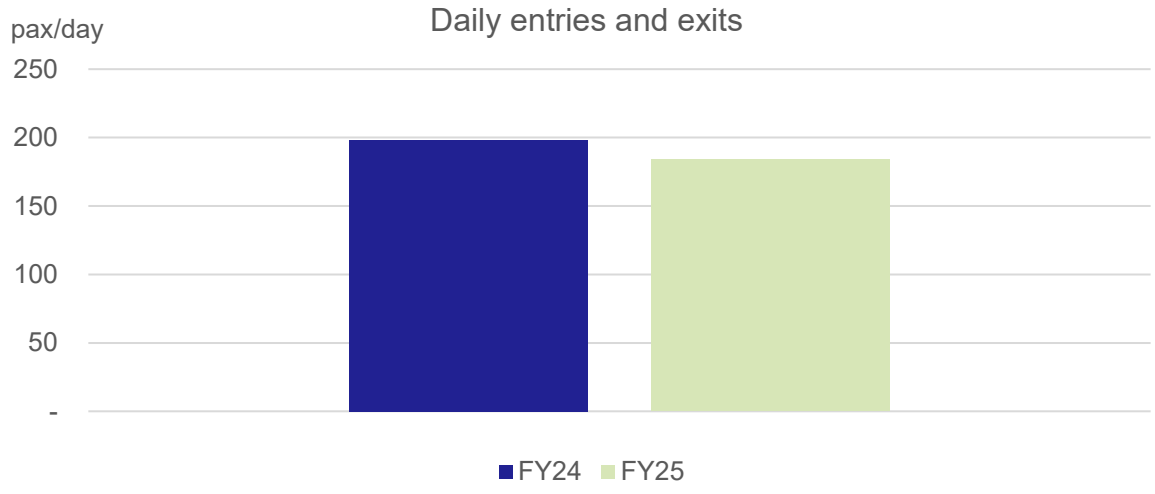


Figure 57: Daily Entries and Exits for East Linton Railway Station (FY 24 – FY 25; ORR).

The highest passenger flows from East Linton are shown below in Figure 58. Overall, the largest passenger flow from East Linton during FY 25 was to and from Edinburgh (Waverley), representing 78% of total journeys, itself an increase of three percentage points from FY 24. No other stations accounted for 10% or more of passenger flows in FY 25, with Dunbar being the second largest flow at 6%.

Newcastle did however, account for 10% of total passenger flows in FY 24, the year in which the station opened, but the percentage share had dropped to 5% in FY 25.

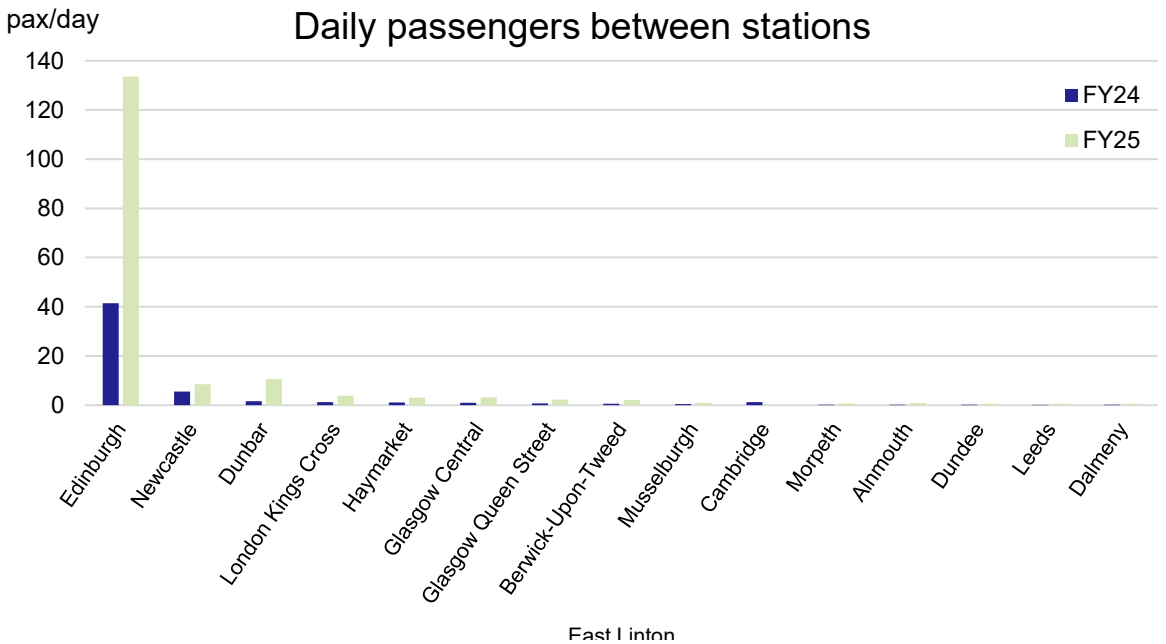


Figure 58: Most Popular Destinations from East Linton (FY 24 – FY 25; ORR).

Operator Data - Patronage

In terms of patronage breakdown by operator (using data directly supplied by the operators), TransPennine Express accounts for the majority of journeys to and from East Linton, at around 80% of total journeys, with Scotrail accounting for 20% of journeys to the railway station. A total of 115,625 journeys were made to and from East Linton for the 2025 calendar year, being composed of 92,042 for TransPennine and 23,583 for Scotrail. This therefore represents a significant increase in passenger numbers at East Linton compared to FY 25 (66,982), the latest patronage figure available from the ORR.

However, there was an imbalance between outbound and inbound journeys to East Linton included within the data supplied by TransPennine. For example, 56,764 outbound journeys from East Linton were recorded, with only 35,278 inbound journeys recorded. Whilst the exact reasons behind this uneven split are unknown, one potential reason is an exploitation of split ticketing in one direction, as the data provided had not been corrected for any potential split ticketing. Split ticketing represents a quirk within the rail system, where a consumer purchases multiple rail tickets for a single journey from their start to end point, instead of using a single through ticket. Consequently, this can artificially inflate patronage data at a given railway station, by double counting passenger numbers if the split occurs at that station.

For Scotrail, the five most popular flows from East Linton included Edinburgh, Dunbar, Glasgow (Central/Queen Street), Haymarket (Edinburgh) and Musselburgh. Of these, Edinburgh and Dunbar both averaged 10 or more passengers per day travelling to or from East Linton, at 30 and 10 respectively. Glasgow (Central/Queen Street) averaged eight passengers per day, with Haymarket seven and Musselburgh two.

For TransPennine Express, the five most popular flows from East Linton included Edinburgh, Dunbar, Newcastle, Berwick-upon-Tweed and Reston. Edinburgh and Dunbar averaged more than 10 passengers per day travelling to or from East Linton, with Edinburgh significantly higher than Dunbar, at 170 and 34 passengers per day respectively. Newcastle averaged 10 passengers per day, whilst Berwick-upon-Tweed averaged eight and Reston six. Notably, whilst the data supplied by TransPennine Express suggests that Reston is the fifth most popular flow from East Linton, this is not reflected in the ORR data, with the reasons behind this variation unclear.

Punctuality Data

Figure 59 and Figure 60 below shows the punctuality data at East Linton Railway Station from FY 24 to FY 26, for Scotrail and TransPennine Express respectively. FY 24 only covers the period when the station had a regular scheduled passenger service, from December 2023.

For Scotrail, the data shows that overall punctuality has increased slightly from FY 24 to FY 26, from 85.5% in FY 24 to 85.9% in FY 26. However, there is the notable exception of FY 25, whereby the punctuality of Scotrail services decreased significantly to 74.7%. During FY 25, there were driver shortages impacting services between Dunbar and Edinburgh from the 10th of July to the 7th of October. As a result, the number of scheduled stops at East Linton from Scotrail services reduced to only one train per day, the 06:51 from Dunbar to Edinburgh. This had the consequence of impacting on the Time to three statistics for East Linton, resulting in the noticeable decline observed during this FY. All three figures are below the average Time to three for Scotrail across their network, which was 89.1% in FY 24, 88.85% in FY 25 and 89.85% in FY 26 (first two quarters).



Figure 59: Punctuality of Scotrail Trains Serving East Linton (year is from April to March and corresponds to start of FY).

In contrast to Scotrail, the punctuality of TransPennine Express services, as shown in Figure 60, has increased year-on-year, from 77.4% in FY 24, 83.1% in FY 25 to 84.9% in FY 26 representing a 7.5 percentage point increase (with the bulk of the improvements to reliability occurring between FY 24 and FY 25 at 5.7 percentage points). These figures however are all considerably higher than the average Time to three for TransPennine Express across their network, which was 67.8% in FY 24, 67.5% in FY 25 and 68.1% in FY 26.

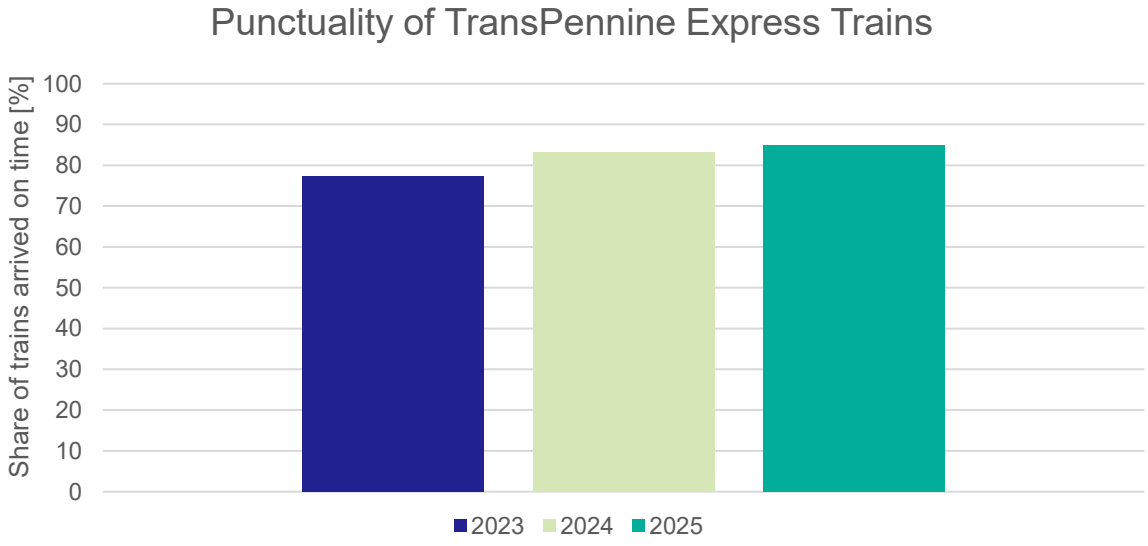


Figure 60: Punctuality of TransPennine Express Trains Serving East Linton (year is from April to March and corresponds to start of FY).

Rail Revenue

Introduction

Rail revenues for the two operators serving East Linton Railway Station (TransPennine Express and ScotRail) were estimated to support the evaluation and ex-post value for money calculations. Rail revenue is not typically shared as it is considered commercially sensitive data. However, LNER provided revenue data for Reston Railway Station that was used to benchmark estimated revenues for East Linton.

Methodology

Estimated rail revenues at East Linton Railway Station were calculated using the patronage data supplied by the relevant rail operators. BRFares (a website where most combinations of advance fares on the GB rail network are visible) was used to find the least and most expensive advance tickets; an average advance fare was then calculated with a further 30% deducted (to reflect the typical ratio of greater, cheaper advance tickets being available on any given flow).

Off-peak and Anytime ticket categories were also available on BRFares, which were used to estimate fares from passengers who chose to travel flexibly (utilising more expensive, non-fixed tickets); this was based on a return fare, which was divided by half to cover an individual single journey. Passenger flows were then multiplied by a combination of the flexible single fare and the calculated advance fare.

Each flow was categorised by ticket price from East Linton Railway Station. Long flows represented journeys where 50% of the return fare exceeded £50, typically representing longer flows into England such as London or Manchester. Short-distance flows were those where 50% of a return fare was £4 or less, for example, Dunbar. All remaining journeys were classified as medium-distance flows, representing the majority of trips to destinations in Scotland and northern England.

Advance fares on long distance flows were weighted higher (at 4:1 advance to flexible), evenly medium flows, and lower on short flows (at 1:4 advance to flexible), to reflect a greater overall share of advance fares on longer flows and flexible tickets on shorter flows. Advance fares are not purchasable for all possible flows discussed in this analysis (for example, between East Linton and Dunbar). In this case, only the flexible ticket was considered when calculating revenue. Applying this ratio was also necessary to account for the rollout of LNER's Single Leg Pricing in June 2023, which was later expanded upon by their 'Simpler Fares' trial. As a result, Off-Peak

and Super Off-Peak fares were removed on certain flows, including for all stations between Edinburgh Waverley and Newcastle towards London.

Finally, to account for any additional reductions in revenues, for example from Railcard discounts, child fares, season tickets and GroupSave tickets, an additional 20% was taken off the final calculated revenue. To account for uncertainty around used assumptions, a +/-10% revenue estimate was produced to account for any further fluctuations in revenue.

This process was found to produce an overall revenue estimate that was within 4% of actual revenue totals that were provided by LNER for use in the Reston Railway Station stage 1 evaluation.

Data & Analysis

Table 27 below shows the estimated revenues for TransPennine Express at East Linton Railway Station. Total estimated revenues for TransPennine Express ranged between £529,355 at the lowest estimate and £646,989 at the highest estimate. The greatest revenue flow for TransPennine Express was to Edinburgh (Waverley), estimated at between £241,814 and £295,551. King's Cross London was the second greatest revenue flow for TransPennine Express, with a range between £79,362 and £96,998. Six flows had a lowest revenue estimate at a minimum of £10,000 (Newcastle, Leeds, Berwick-upon-Tweed, Dunbar, Reston and Glasgow BR), with the remainder less than £10,000.

Table 27: Estimated revenue range for TransPennine Express

Station Flow	Lowest Revenue Estimate	Highest Revenue Estimate	Sum of Annual Patronage
Edinburgh	£241,814	£295,551	62,195
King's Cross London	£79,362	£96,998	1,370
Newcastle	£59,317	£72,499	3,580
Leeds	£33,984	£41,536	1,386
Berwick-upon-Tweed	£22,711	£27,758	3,091
Dunbar	£12,103	£14,793	12,452
Reston	£11,608	£14,187	2,014
Glasgow BR	£10,573	£12,922	1,317
Haymarket (Edinburgh)	£6,930	£8,470	1,279
Manchester BR	£6,756	£8,257	241
Other Flows	£44,197	£54,018	3,117
Total	**£529,355**	**£646,989**	**92,042**

Table 28 below shows the estimated revenues for ScotRail at East Linton Railway Station. Total estimated revenues for ScotRail ranged between £112,241 at the lowest estimate and £137,184 at the highest estimate. The greatest revenue flow for

ScotRail was to Edinburgh, estimated at between £42,924 and £52,452. Three flows had lowest revenue estimates at a minimum of £10,000, Glasgow BR (£20,528 to £25,089), King's Cross London (£11,586 to £14,160) and Haymarket (Edinburgh) (£10,984 to £13,424). All other flows had the lowest revenue estimate at less than £10,000.

Table 28: Estimated revenue range for ScotRail

Station Flow	Lowest Revenue Estimate	Highest Revenue Estimate	Sum of Annual Patronage
Edinburgh	£42,924	£52,462	11,040
Glasgow BR	£20,528	£25,089	2,557
King's Cross London	£11,586	£14,160	200
Haymarket (Edinburgh)	£10,984	£13,424	2,825
Dunbar	£4,039	£4,937	3,740
Musselburgh	£3,149	£3,849	810
Dalmeny	£1,512	£1,848	170
Paisley Gilmour Street	£1,390	£1,699	117
Dundee	£1,350	£1,650	100
Leuchars	£1,224	£1,497	113
Other Flows	£13,556	£16,569	1,911
Total	**£112,241**	**£137,184**	**23,583**

Total rail passenger revenues for East Linton Railway Station are therefore estimated to be between £641,596 and £784,173.

The resulting numbers have been used to estimate ex-post Value for Money of the scheme.

Accessibility & Journey Time Analysis

Introduction

The accessibility section aimed to offer a comparison between two different accessibility scenarios, one before the opening of East Linton Railway Station, and one after, to observe the change in the number of households which benefitted from the opening of the station. A 3km catchment area was used for the station site, which was analysed using an accessibility analysis software (Podaris).

Methodology

Podaris was used to understand two different accessibility scenarios for East Linton, namely pre-station and post-station. The accessibility analysis utilised isochrone outputs from Podaris, which are GIS-based shapes that can show spatially how

accessible a given point is. For the pre-station analysis, the point selected was based on the three nearest existing railway stations to the site (Drem, North Berwick and Dunbar) to measure accessibility from these stations to East Linton. For the post-station analysis, this point was the site of East Linton Railway Station. In both scenarios, to measure public transport accessibility of East Linton from Edinburgh, an additional point was placed at Edinburgh Waverley.

The overall method adopted to measure accessibility was as follows:

- Generate journey time isochrones in Podaris (by walk, cycle, bus and public transport from Edinburgh) for a pre-station and repeated for a post-station scenario, giving a total of eight different categories.
- Overlay the journey time isochrone outputs with the census area boundary outputs over a 3km boundary around the site of East Linton Railway Station.
- Calculate the number of households which are situated within the 3km boundary, based on the isochrone layers which overlap the census area boundary outputs.
- Produce tables for each of the eight categories across both scenarios.
- Produce accessibility maps which show journey time catchments across all eight categories within the 3km catchment boundary.

Table 29 below presents the data that was utilised to inform this analysis.

Table 29: Accessibility Mapping Datasets

Datasets used	Description
Road Network	Existing road network; Podaris utilises Open Street Maps as standard
Bus / Public Transport Timetable Information	Sourced from Basemap DataCutter and imported into Podaris Pre-station: 2023 Q4 data was used Post-station: Latest available data (2026 Q1) was used
Destinations	Pre-station: Drem, North Berwick and Dunbar; Edinburgh Waverley Post-station: East Linton; Edinburgh Waverley
Origins	In-built origin grid within Podaris
East Linton 3km Catchment	Census area output boundaries and associated household numbers within 3km catchment boundary

Table 30 below presents the parameters that were utilised to inform this analysis.

Table 30: Accessibility Mapping Parameters

Parameters	Description
Network	All calculations utilised Open Street Map network, built into Podaris (giving reflected walking/cycling times)
Walk Speed	4.8kph (effective allowance of 1hr travel time)
Cycle Speed	16kph (effective allowance of 1hr travel time)
Bus 'Arrival Time'	Tuesday, at: 08:00, 09:00, 10:00, 11:00, 12:00, 13:00 (to ensure that limited bus services are captured within the research). Allowance of 1hr travel time given.
Bus Transfer Limit	3 (i.e. allow to interchange 3 times)
Walk to/from and between bus stops	Max allowance is a total of 1,200m for walking to cover distance to/from the first and last bus stops, plus any required walking interchange
Wait Times	Timetable

Data & Analysis

Pre-Opening

Walk

Prior to the opening of East Linton Railway Station, no households within a 3km boundary of the site were able to reach an existing railway station within 1 hour (assuming a walking speed of 4.8kph).

Cycle

Table 31 presents the number of households prior to the opening of East Linton Railway Station able to reach an existing railway station by cycling. Assuming a cycling speed of 16kph, no households are within a 3km boundary of an existing railway station. However, 1078 households were within a 60-minute cycle of an existing railway station.

Table 31: Households within cycle journey time catchment of existing railway station

Travel time upper band (minutes)	Distance(km)	Households
6	~1.6	0
11	~2.9	0
18	~4.8	0
24	~6.4	2
30	~8.0	32
36	~9.6	908
42	~11.2	120
48	~12.8	12
54	~14.4	4
60	~16.0	0
Total		**1,078**

Figure 61 demonstrates the current rail accessibility by cycling for census output areas within a 3km catchment of the railway station in East Linton Railway Station. The darker shades on this map indicate longer cycle times to reach an existing railway station. Lighter shades indicate a shorter cycle time to reach an existing railway station.



Figure 61: Isochrone map showing cycle times from census output areas to existing stations.

Bus

Table 32 presents the number of households prior to the opening of East Linton Railway Station able to reach an existing railway station by bus. This is assuming a transfer limit of three, with a maximum walking access distance of 1.2km from the journey origin to the journey destination. There are 635 households within the 3km boundary of the present East Linton Railway Station site within a 30-minute travel time by bus of an existing railway station. There are an additional 294 households within a 60-minute travel time by bus of an existing railway station.

Table 32: Households within bus journey time catchment of existing railway station

Travel time upper band (minutes)	Households
6	0
12	0
18	0
24	167
30	468
36	259
42	15
48	6

Travel time upper band (minutes)	Households
54	5
60	9
Total	**929**

Figure 62 demonstrates the current rail accessibility by bus for census output areas within a 3km catchment of the railway station in East Linton. The darker shades on this map indicate longer travel times by bus to reach an existing railway station. Lighter shades indicate a shorter travel time by bus to reach an existing railway station.



Figure 62: Isochrone map showing travel times by bus from census output areas to existing stations.

Public Transport (from Edinburgh)

Table 33 presents the number of households able to reach the site of East Linton Railway Station from Edinburgh by public transport prior to the opening of the railway station. Assuming a centre point in Edinburgh at the top of the Waverley Steps near Edinburgh Waverley railway station, no households can reach this point within 30 minutes; however, extending the journey time to 60 minutes increases the number of households able to reach this point to 333.

Table 33: Households within public transport journey time catchment of East Linton railway station from Edinburgh (prior to station opening).

Travel time upper band (minutes)	Households
6	0
12	0
18	0
24	0
30	0
36	0
42	0
48	0
54	0
60	333
Total	**333**



Figure 63Figure 63 demonstrates the accessibility by using public transport for census output areas within a 3km catchment of the railway station in East Linton, prior to the station's opening. The darker shades on this map indicate longer travel times by public transport to reach East Linton Railway Station from Edinburgh. Lighter shades indicate a shorter travel time by public transport to reach East Linton Railway Station from Edinburgh.



Figure 63: Isochrone map showing travel times by public transport from Edinburgh to census output areas in East Linton, prior to station opening

Observed (Post-Opening)

Walk

Table 34 presents the number of households Observed (Post-Opening) of East Linton Railway Station able to reach the site by walking. Assuming a walking speed of 4.8kph, 949 households are within a 38-minute walk of East Linton railway station, assuming a 3km walk, with a further 102 within a 4.8km walk (60 minutes).

Table 34: Households within walk journey time catchment of East Linton Railway Station

Travel time upper band (minutes)	Distance (km)	Households
6	0.5	223
12	1.0	572
18	1.4	87
24	1.9	15
30	2.4	15
38	3.0	38
42	3.4	16
48	3.8	25
54	4.3	43
60	4.8	17
Total		**1,051**

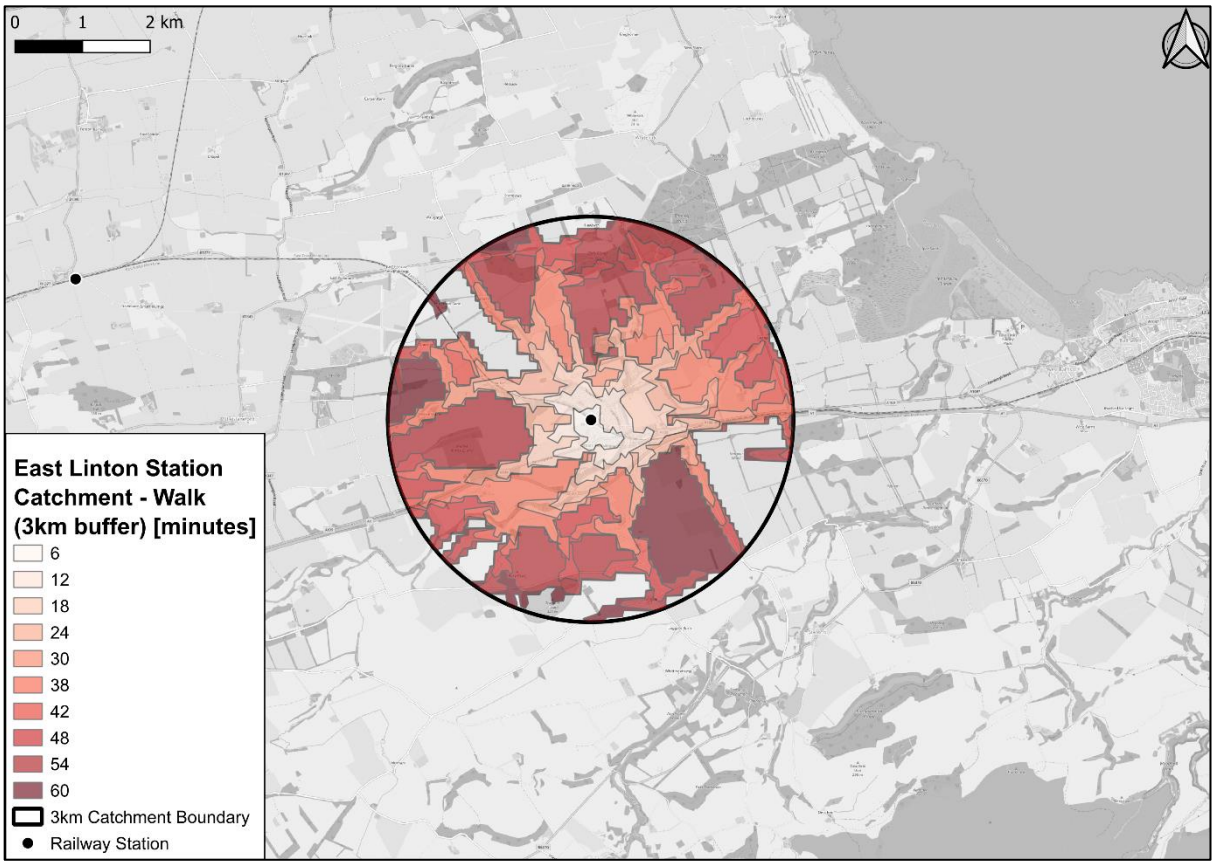


Figure 64 demonstrates the current rail accessibility by walking for census output areas within a 3km catchment of the railway station in East Linton. The darker shades on this map indicate longer travel times by walking to reach East Linton Railway Station. Lighter shades indicate a shorter travel time by walking to reach East Linton Railway Station.

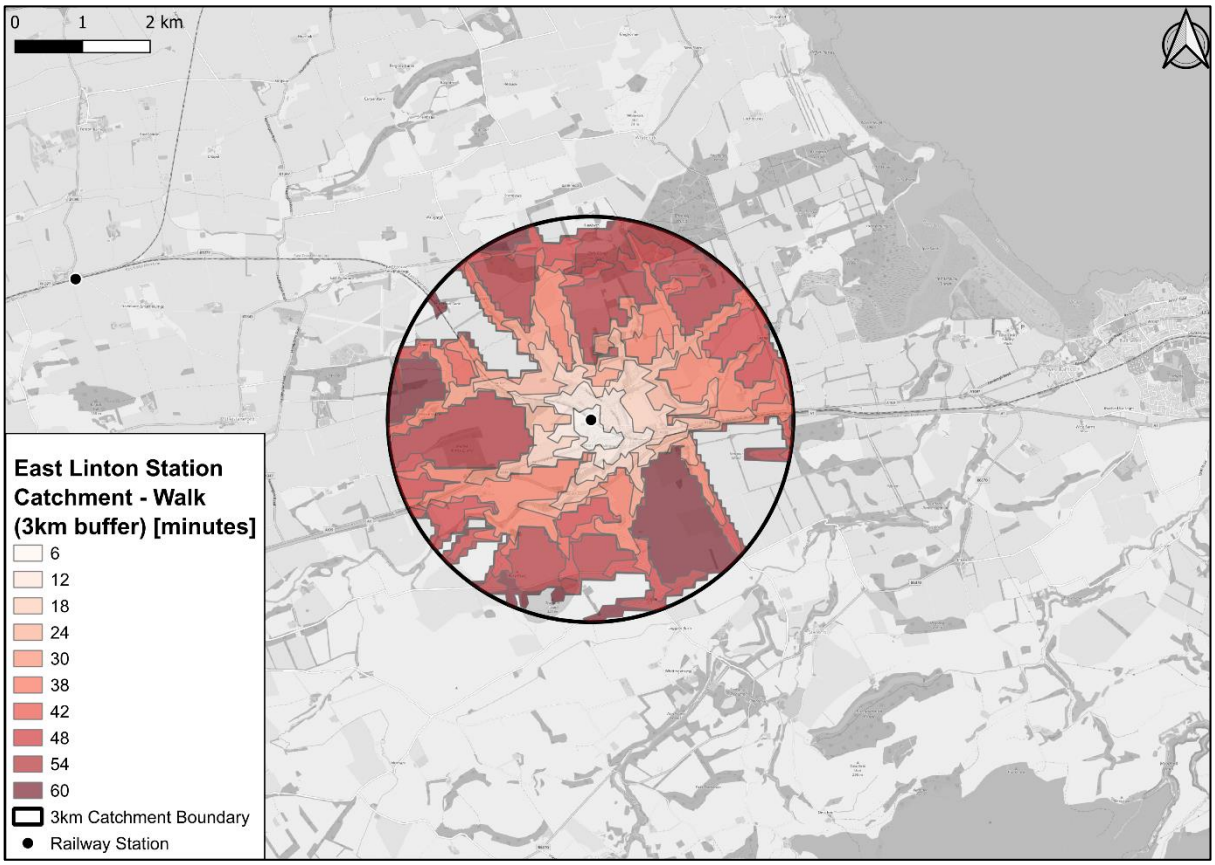


Figure 64: Isochrone map showing travel times by walking from census output areas to East Linton Railway Station.

Cycle

Table 35 presents the number of households able to reach East Linton Railway Station by cycling, within a 3km catchment boundary. Assuming a cycling speed of 16kph, 909 households are able to reach the station within a 3km cycle, with an additional 169 households able to reach the station within up to 30 minutes cycle time.

Table 35: Households within cycle journey time catchment of East Linton Railway Station

Travel time upper band (minutes)	Distance (km)	Households
6	1.6	785
11	2.9	124
18	4.8	90
24	6.4	50
30	8.0	29
36	9.6	0
42	11.2	0
48	12.8	0
54	14.4	0
60	16.0	0
Total		**1,078**

Figure 65 demonstrates the current rail accessibility by cycling for census output areas within a 3km catchment of the railway station in East Linton. The darker shades on this map indicate longer travel times by cycling to reach East Linton Railway Station. Lighter shades indicate a shorter travel time by cycling to reach East Linton Railway Station.



Figure 65: Isochrone map showing travel times by cycling from census output areas to East Linton Railway Station

Bus

Table 36 presents the number of households able to reach East Linton Railway Station by bus, within a 3km catchment boundary. Assuming a transfer limit of three (with a maximum walking access distance of 1.2km from the journey origin to the journey destination), 924 households are able to reach the state within a 30-minute journey time by bus.

Table 36: Households within bus journey time catchment of East Linton Railway Station

Travel time upper band (minutes)	Households
6	333
12	485
18	84
24	23

30	0
36	0
42	0
48	0
54	0
60	0
Grand Total	**924**

Figure 66 demonstrates the current rail accessibility by using the bus for census output areas within a 3km catchment of the railway station in East Linton. The darker shades on this map indicate longer travel times by bus to reach East Linton Railway Station. Lighter shades indicate a shorter travel time by bus to reach East Linton Railway Station.



Figure 66: Isochrone map showing travel times by bus from census output areas to East Linton Railway Station

Public Transport (from Edinburgh)

Table 37 presents the number of households able to reach East Linton Railway Station from Edinburgh by public transport. Assuming a centre point in Edinburgh at the top of the Waverley Steps near Edinburgh Waverley railway station, 270 households can reach East Linton Railway Station from this point within 30 minutes;

however, extending the journey time to 60 minutes increases the number of households able to do so to 919.

Table 37: Households within public transport journey time catchment of East Linton Railway Station from Edinburgh

Travel time upper band (minutes)	Households
6	0
12	0
18	0
24	0
30	270
36	473
42	138
48	13
54	12
60	13
Total	919

Figure 67 demonstrates the current accessibility by using public transport for census output areas within a 3km catchment of the railway station in East Linton. The darker shades on this map indicate longer travel times by public transport to reach East Linton Railway Station from Edinburgh. Lighter shades indicate a shorter travel time by public transport to reach East Linton Railway Station from Edinburgh.



Figure 67: Isochrone map showing travel times by public transport from Edinburgh to census output areas in East Linton

Rail Accessibility Summary

Three modes were considered within this analysis; walking, cycling and bus, with public transport to Edinburgh additionally included. Within the 3km catchment circle, prior to the station's opening, no households by walking and 1078 households by cycling were able to reach an existing railway station within 60 minutes (in this case, Dunbar, Drem or North Berwick). By bus, 929 households were able to reach an existing railway station, although with a minimum travel time of between 18-24 minutes. A total of 333 households were able to reach East Linton from Edinburgh within 60 minutes, although journey times were at the upper reaches of the 60-minute threshold, between 54 and 60 minutes.

Observed (Post-Opening), 1051 households by walking (an increase of 1051), 1078 by cycling (no change) and 924 by bus (a decrease of five) were able to reach East Linton Railway Station. Notably however, a total of 909 households by cycling were now able to reach East Linton Railway Station within an 11-minute cycle, whilst by bus 924 households were able to reach the railway station within a 30-minute bus journey (an increase of 289). Additionally, 919 households were able to reach Edinburgh by public transport within 60 minutes (an increase of 586), with 270 households now within a 30-minute travel time of East Linton from Edinburgh. Therefore, rail accessibility in East Linton has improved significantly Observed (Post-Opening) of the railway station, improving local, regional and national links to the area.

Socio-economic Indicators

Introduction

To aid the scheme evaluation, changes in various socio-economic indicators have been assessed for East Linton, across different levels from the smallest output (census output areas), data zone level to the largest output (local authority level). For all analysis considered for East Linton, this was repeated for the counterfactual location for East Linton of Earlston. East Linton is located within East Lothian, whereas Earlston is located within the Scottish Borders.

Analysis of socio-economic data was undertaken to establish if the scheme has contributed to improvements in the local economy and reductions in levels of deprivation within the station catchment area.

Changes in a range of socio-economic indicators have been reviewed for East Linton across multiple spatial scales, from the smallest units (census output areas), through DataZone level, to the largest scale (Local Authority level). This analysis has been

undertaken consistently for both East Linton and its counterfactual comparison location, Earlston. East Linton is located within East Lothian Local Authority whilst Earlston is located within the Scottish Borders Local Authority.

Methodology

The socio-economic indicators used within this analysis aimed to cover any changes in economic conditions and the labour market from the periods before and after opening of East Linton railway station. The datasets that have been used are listed below, with the range of data available:

- Gross Value Added (GVA) – 2019 to 2023
- Department for Work and Pensions (November 2019 to November 2025)
    - Housing Benefit Claimants
    - Households on Universal Credit
- Labour Market Statistics
    - Economic Activity (October 2024 to September 2025)
    - Economic Inactivity (October 2024 to September 2025)
    - Employment by Occupation (October 2024 to September 2025)
    - Qualifications (January 2024 to December 2024)
    - Earnings by Place of Residence (2025)
    - Out of Work Benefits (January 2013 to January 2026)

Data & Analysis

Gross Value Added

Gross Value Added (GVA) is a measure that represents the value of goods and services produced in either an area, industry or sector of an economy. GVA is calculated by subtracting the value of intermediate consumption from the value of outputs, or in other words the value of goods and services produced minus the costs associated in the production of these goods and services.

GVA is a key component of GDP and is particularly useful when assessing economic performance of smaller, regional geographic units. GVA from the Office for National Statistics (ONS) is measured at the Scottish data zone level in Scotland, for which the output for East Linton is divided into a number of data zones, referred to as East Linton and Rural (ELAR) and shown in Figure 68. The most relevant data zones for the town of East Linton are ELAR (02, 03 and 04). The equivalent output for the counterfactual location of Earlston is divided into two data zones (Earlston – West and Earlston – East) and shown in Figure 69.

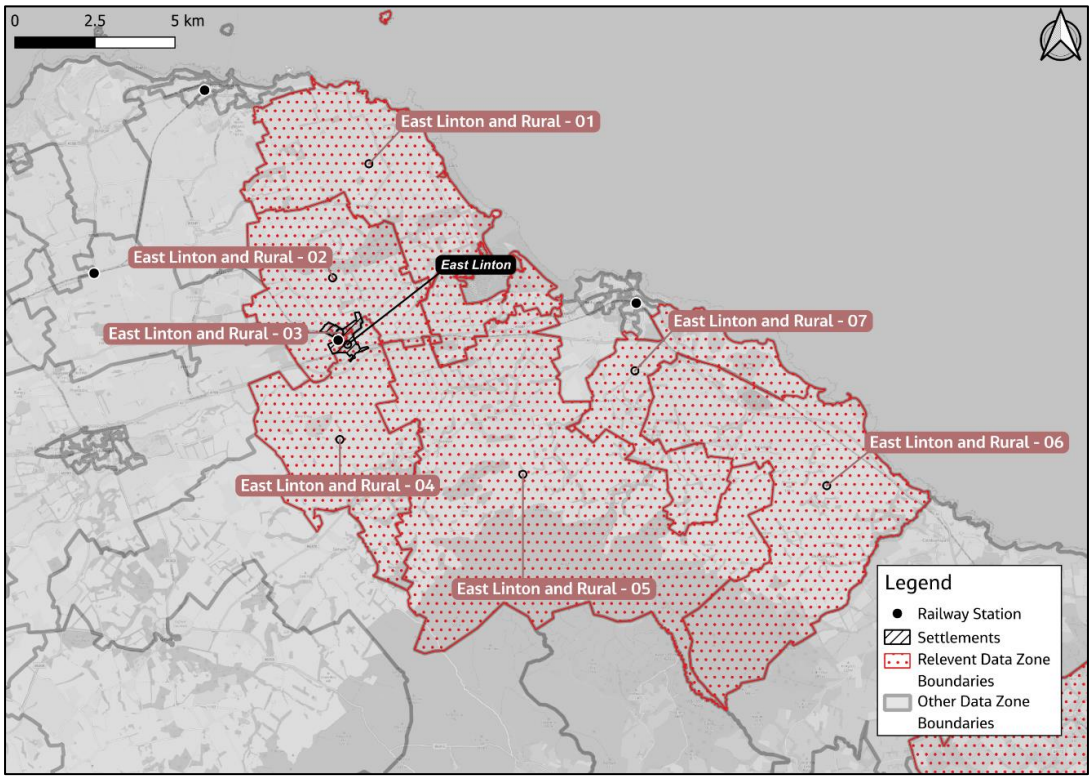


Figure 68: GVA data zones covering East Linton

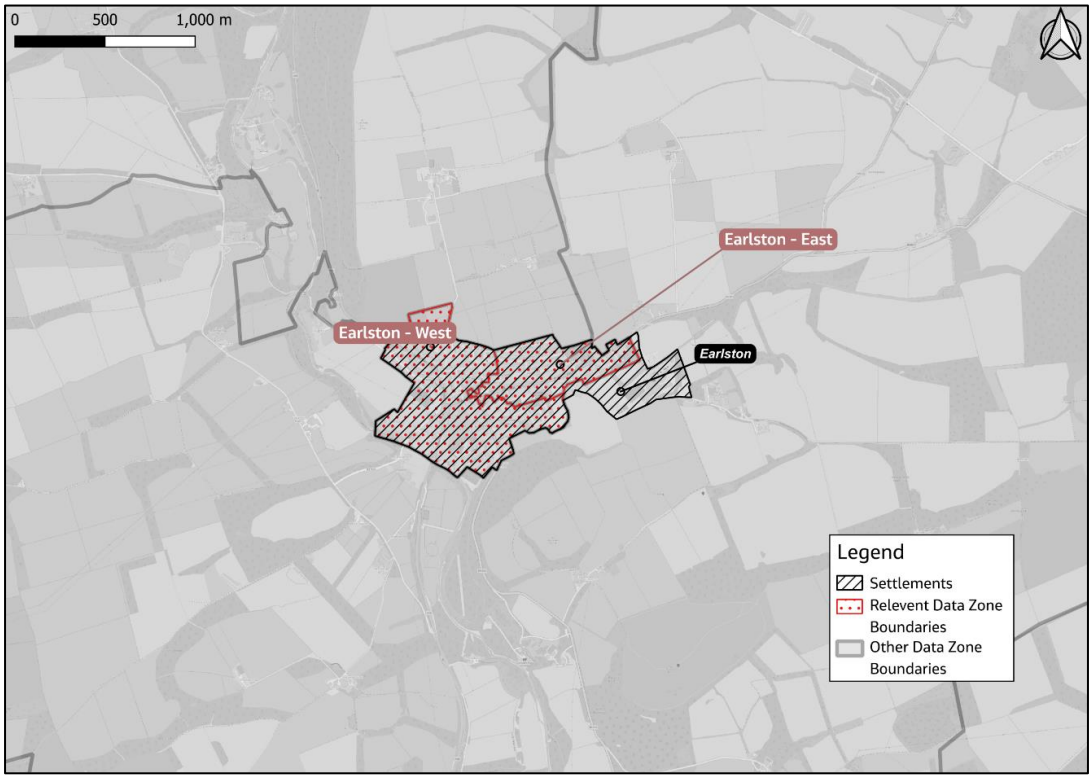


Figure 69: GVA data zones covering Earlston

Table 38 below presents the total GVA (pounds million) for East Linton and the counterfactual location Earlston. The data shows that GVA for the relevant East Linton data zones GVA increased by an average of 32% between 2019 and 2023, ranging from 19% for ELAR – 03, to 35% for ELAR – 02, and finally 43% for ELAR – 04. For Earlston, GVA increased by 286% for Earlston – East but reduced slightly for Earlston – West (although rounded to 0% change).

Table 38: GVA for East Linton and Earlston

Total GVA, pound million	2019	2023	% Change 2019-2023
East Linton and Rural - 02	5.96	8.05	35%
East Linton and Rural - 03	3.15	3.76	19%
East Linton and Rural - 04	14.04	20.02	43%
Earlston - East	8.89	34.34	286%
Earlston - West	26.48	26.36	0%
East Lothian	1,830	2,351	28%
Scottish Borders	2,441	2,810	15%

There is a high degree of uncertainty with these measures and ONS/NOMIS advise that caution is taken when making comparisons between data at granular level. This is because data at the lowest levels are more volatile than for larger aggregated geographies. This is demonstrated by the substantial differences between Earlston data zones ranging from 0% change to 286% change. For this reason, it cannot be easily determined whether the railway station in East Linton (opening in December 2023) has had an impact on local GVA. Differences most likely reflect wider economic conditions, localised factors, and the very early stage in the scheme's lifecycle, rather than the direct impact of a new railway station.

When looking at the wider authority GVA the percentage change is more modest with 28% change in East Lothian and 15% change in Scottish Borders over the last four years. This highlights an irregularity within Earlston – East.

Department for Work and Pensions

The Department for Work and Pensions (DWP) provide statistics relating to a number of different benefits, with access to these datasets available through the Stat-Xplore platform. However, much of the benefits data is only available at larger output areas (local authority or national level), with only two relevant statistics being available at the local level (census output area), these being Housing Benefit Claimants and Households on Universal Credit. The geographic location of the census output areas is shown below in Figure 70 and Figure 71 for East Linton and Earlston respectively.

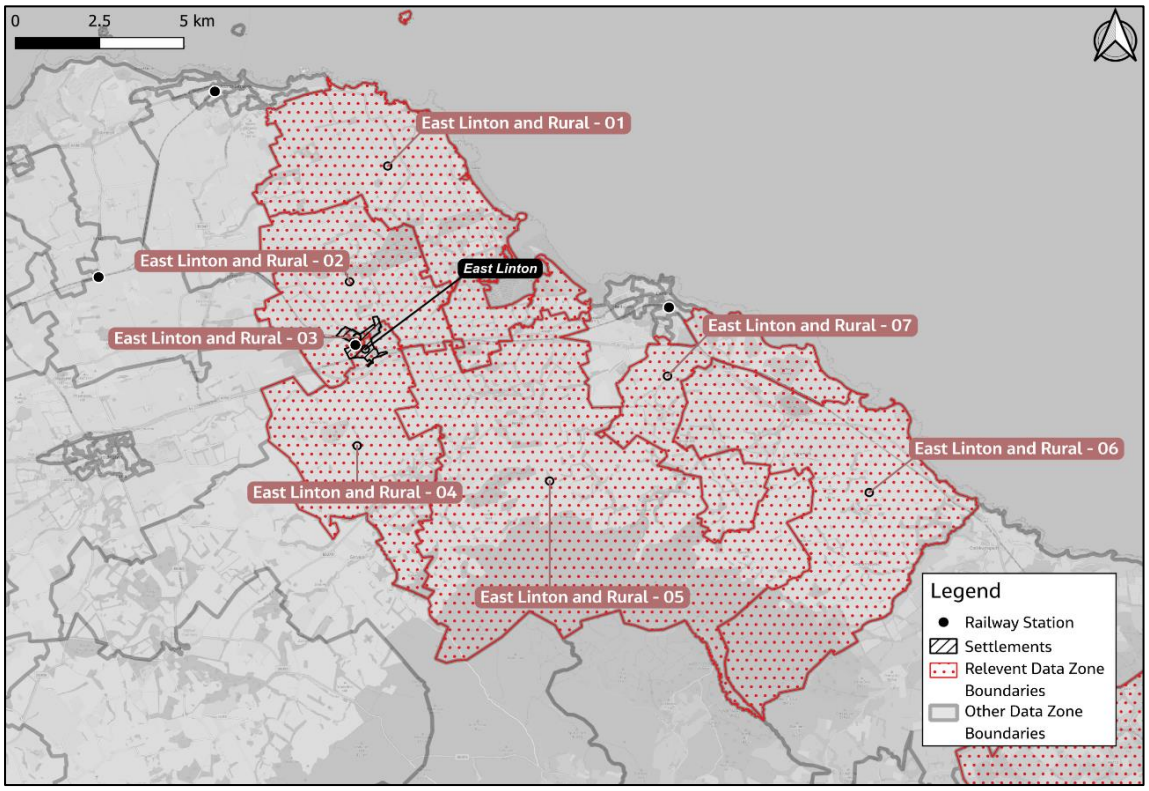


Figure 70: East Linton output areas for DWP statistics

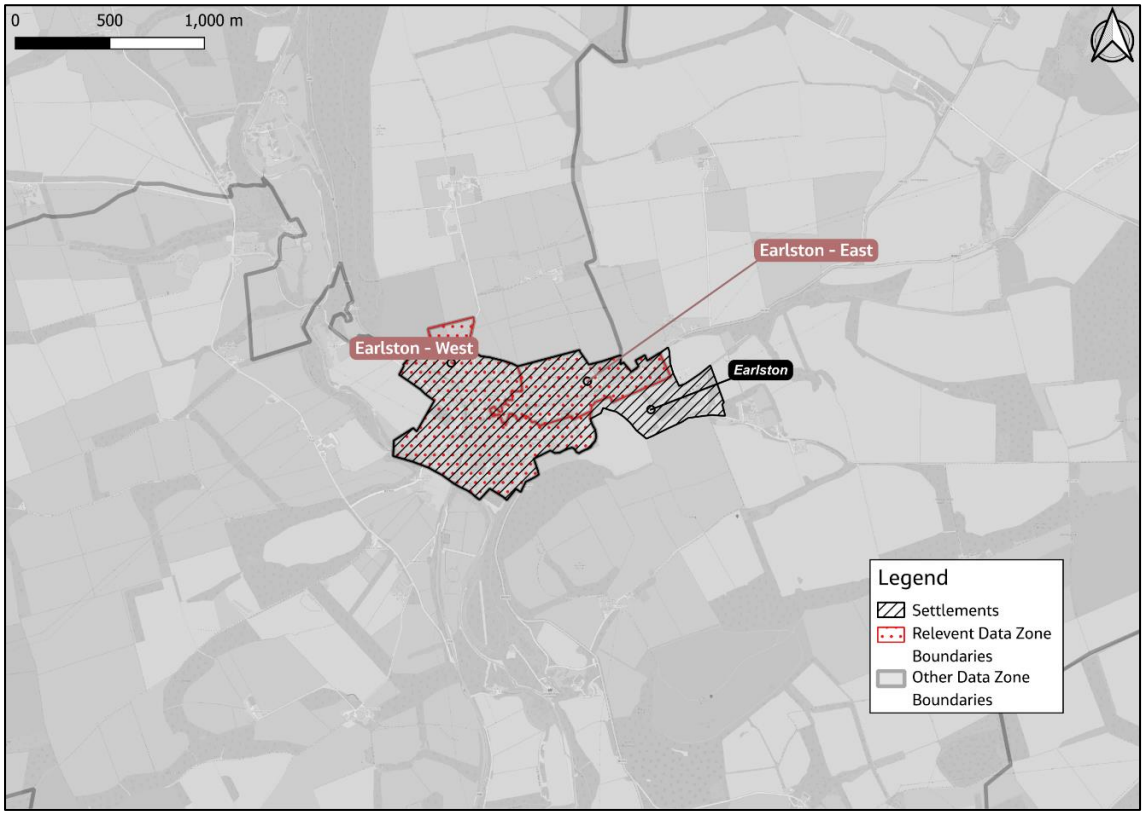


Figure 71: Earlston output areas for DWP statistics

Housing Benefit Claimants

Housing benefit is a benefit designed to help claimants pay rent (whether in full or part) if they are on a low income and can be claimed by people who are unemployed or working. Table 39 and Table 40 show the number of housing benefit claimants for East Linton and Earlston respectively. Note that the 'Total' row may not sum the census output areas due to disclosure control applied by the DWP to ensure confidentiality.

Across both East Linton and Earlston, the number of individuals claiming housing benefits decreased between November 2019 and November 2025; from 122 to 71 for East Linton (representing a 42% decrease) and from 73 to 43 for Earlston (representing a 41% decrease).

Table 39: Housing benefit claimants for East Linton from November 2019 to November 2025

East Linton	Nov-19	Nov-20	Nov-21	Nov-22	Nov-23	Nov-24	Nov-25
East Linton and Rural - 02	13	12	8	5	8	6	7
East Linton and Rural - 03	17	23	20	18	21	20	13
East Linton and Rural - 04	45	37	38	40	33	33	32
Total	**122**	**124**	**118**	**113**	**100**	**94**	**71**

Table 40: Housing benefit claimants for Earlston from November 2019 to November 2025

Earlston	Nov-19	Nov-20	Nov-21	Nov-22	Nov-23	Nov-24	Nov-25
Earlston - West	42	41	30	36	27	32	33
Earlston - East	27	33	28	25	19	25	17
Total	**73**	**69**	**63**	**59**	**49**	**51**	**43**

Households on Universal Credit

Households on Universal Credit is defined as the number of households which have an assessment period that spans the count date, which is the second Thursday of the month. In order for a household to be counted in these statistics, there must be an assessment that passes this count date. Table 41 and

Table 42 show the number of households claiming Universal Credit in East Linton and Earlston respectively. Note that, similar to the housing benefit claimant statistics, the 'Total' row may not sum the census output areas due to disclosure applied by the DWP to ensure confidentiality.

Across both East Linton and Earlston, the number of households claiming Universal Credit increased; from 52 to 127 for ELAR 02-04 (representing a 144% increase) and from 39 to 150 for Earlston (representing a 285% increase).

Table 41: Number of households claiming Universal Credit in East Linton

East Linton	Nov-19	Nov-20	Nov-21	Nov-22	Nov-23	Nov-24	Nov-25
East Linton and Rural - 02	11	26	21	22	22	27	33
East Linton and Rural - 03	23	45	31	27	21	33	45
East Linton and Rural - 04	16	40	39	45	52	53	53
Total	**52**	**108**	**90**	**88**	**97**	**121**	**127**

Table 42: Number of households claiming Universal Credit in Earlston

Earlston	Nov-19	Nov-20	Nov-21	Nov-22	Nov-23	Nov-24	Nov-25
Earlston - West	18	30	34	31	29	84	86
Earlston - East	25	57	57	63	55	55	65
Total	**39**	**86**	**87**	**93**	**88**	**141**	**150**

The observed decline in the number of individuals claiming housing benefits, alongside a marked increase in households claiming Universal Credit is likely to reflect the ongoing transition from legacy benefits to Universal Credit rather than a fundamental change in underlying levels of deprivation. These changes are consistent across both East Linton and Earlston and therefore cannot be attributed to the scheme.

Labour and Market Statistics

The labour and market statistics cover the local authorities of East Lothian (for East Linton) and the Scottish Borders (for Earlston), with data not being available at the census output area level or the DataZone level.

Economic Activity

Table 43 shows the economic activity of East Lothian and the Scottish Borders, with a comparison to Scotland and Great Britain as a whole. For East Lothian, 85.4% of people were considered economically active, which is higher than both the Scotland average (77.3%) and Great Britain (79.0%). For the Scottish Borders, 78.3% of people were considered economically active, which is higher than the Scotland average (77.3%) but lower than Great Britain (79.0%).

Table 43: Economic Activity for East Lothian and Scottish Borders (October 2024 to September 2025)

	East Lothian		Scottish Borders		Scotland (%)	Great Britain (%)
	Numbers	%	Numbers	%		
All people						
Economically active†	60,000	85.4	55,000	78.3	77.3	79

	East Lothian		Scottish Borders		Scotland (%)	Great Britain (%)
	Numbers	%	Numbers	%		
In employment†	57,600	82.2	53,700	76.5	74.4	75.6
Employees†	49,500	71.4	44,200	64.1	66.3	65.8
Self-employed†	7,800	10.3	9,300	12.4	7.7	9.5
Unemployed§	2,400	4	#	#	3.7	4.3
Males						
Economically active†	28,000	89.4	30,100	81.1	80.6	82.4
In employment†	26,400	84.6	28,900	77.9	77.1	78.6
Employees†	21,500	70.3	23,800	66	67	66.1
Self-employed†	4,600	13.4	4,900	11.9	9.7	12.2
Unemployed§	#	#	#	#	4.2	4.5
Females						
Economically active†	32,000	82.1	25,000	75.3	74.1	75.7
In employment†	31,200	80.3	24,800	74.8	71.7	72.5
Employees†	28,100	72.4	20,400	61.9	65.6	65.4
Self-employed†	3,100	7.9	4,400	12.9	5.9	6.8
Unemployed§	#	#	!	!	3.2	4.1

 # Sample size too small for reliable estimate;
§ - numbers and % are for those aged 16 and over.
% is a proportion of economically active;
† - numbers are for those aged 16 and over, % are for those aged 16-64;
! - Estimate is not available since sample size is disclosive.

Economic Inactivity

Economic inactivity measures people who have not worked within the previous four weeks and/or are unable to start work within the next two weeks. This could include people who are caring for their family or people who have retired. Table 44 shows the number of those residing in East Lothian and the Scottish Borders who are classified as economically inactive.

Overall, East Lothian has a lower rate of economically inactive residents (14.6%) compared to 22.7% for Scotland and 21% for Great Britain. In the Scottish Borders, 21.7% of residents were economically inactive.

Table 44: Economic Inactivity in East Lothian and Scottish Borders (October 2024 to September 2025)

	East Lothian		Scottish Borders		Scotland (%)	Great Britain (%)
	Level	%	Level	%		
All people						
Total	9,900	14.6	14,500	21.7	22.7	21
Student	#	#	3,700	25.8	23.4	26.5
Looking After Family/Home	#	#	2,300	15.8	15.6	18.2
Temporary Sick	!	!	#	#	2.6	2.2
Long-Term Sick	3,300	33.5	3,000	20.8	33.8	27.8

	East Lothian Level	East Lothian %	Scottish Borders Level	Scottish Borders %	Scotland (%)	Great Britain (%)
Discouraged	!	!	!	!	#	0.3
Retired	1,800	18.4	2,900	20.3	15.5	13
Other	#	#	#	#	8.8	11.9
Wants A Job	#	#	3,900	26.8	18.1	20.5
Does Not Want A Job	8,700	88.2	10,600	73.2	81.9	79.5

 # Sample size too small for reliable estimate;
! Estimate is not available since sample size is disclosive.

Qualifications

Qualifications data was most recently available from January 2024 to December 2024 and is presented below within Table 45. RQF1 is equivalent to a National 4 qualification in Scotland, and a GSCE grade 1, 2 or 3 in England. RQF4 is equivalent to a HNC at both levels. Overall, East Lothian is higher than the Scottish Borders for those with an RQF4 qualification and above, as well as Scotland and Great Britain nationally.

Table 45: Qualifications for East Lothian and Scottish Borders (January 2024 to December 2024)

	East Lothian Level	East Lothian %	Scottish Borders Level	Scottish Borders %	Scotland (%)	Great Britain (%)
RQF4 and Above	38,600	59.9	33,900	49.8	53.7	47.2
RQF3 and Above	51,200	79.4	47,300	69.4	71.9	67.6
RQF2 and Above	60,900	94.4	59,700	87.6	87.1	86.5
RQF1 and Above	61,700	95.7	60,800	89.2	88.2	88.9
Other Qualifications	!	!	3,100	4.6	3.5	4.3
No Qualifications	2,400	3.7	4,300	6.3	8.2	6.8

Earnings by Place of Residence

The median earnings in pounds for employees within East Lothian and the Scottish Borders, who are on adult's rates of pay and whose pay is not affected by absence, is shown below in Table 46. Overall, both East Lothian and the Scottish Borders have a lower gross weekly pay than Scotland (£775.6) and Great Britain (£766.6), although the Scottish Border's is lower at £707.7 compared to East Lothian's at £737.2.

Table 46: Earnings by Place of Residence for East Lothian and Scottish Borders (2025)

	East Lothian (Pounds)	Scottish Borders (Pounds)	Scotland (Pounds)	Great Britain (Pounds)
Gross Weekly Pay				
Full-Time Workers	737.2	707.7	775.6	766.6
Male Full-Time Workers	769.6	732.9	812.8	818.7

	East Lothian (Pounds)	Scottish Borders (Pounds)	Scotland (Pounds)	Great Britain (Pounds)
Female Full-Time Workers	708.3	679.6	726.1	710.8
Hourly Pay - Excluding Overtime				
Full-Time Workers	18.4	17.66	20.23	19.74
Male Full-Time Workers	18.86	16.62	20.5	20.39
Female Full-Time Workers	17.9	19.03	19.76	18.94

Out of Work Benefits

The Claimant Count is a dataset that measures the number of people who are claiming benefits primarily for unemployment. This is measured through a composite of people claiming Jobseeker's Allowance (JSA) and those claiming Universal Credit who are required to find work in order to qualify for their benefits. Figure 72 and Figure 73 show the percentage of claimants for East Lothian and the Scottish Borders respectively, which show similar trends to the national level but at a lower level overall for most of the period covered. As shown in Table 47, as of February 2026, East Lothian has a slightly lower claimant count than the Scottish Borders, at 2.3% vs 2.9% respectively; however, both are significantly below the level for Scotland (at 3.1%) and Great Britain (4.0%).

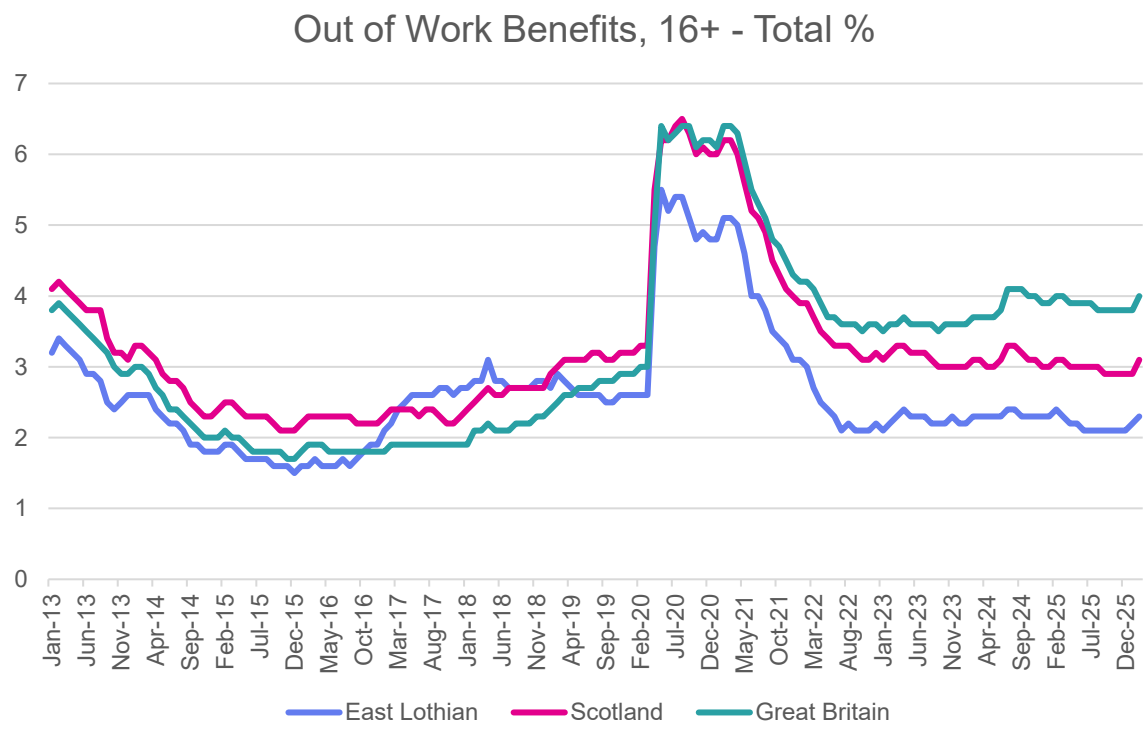


Figure 72: Claimants aged 16+ in East Lothian (January 2013 to December 2025)

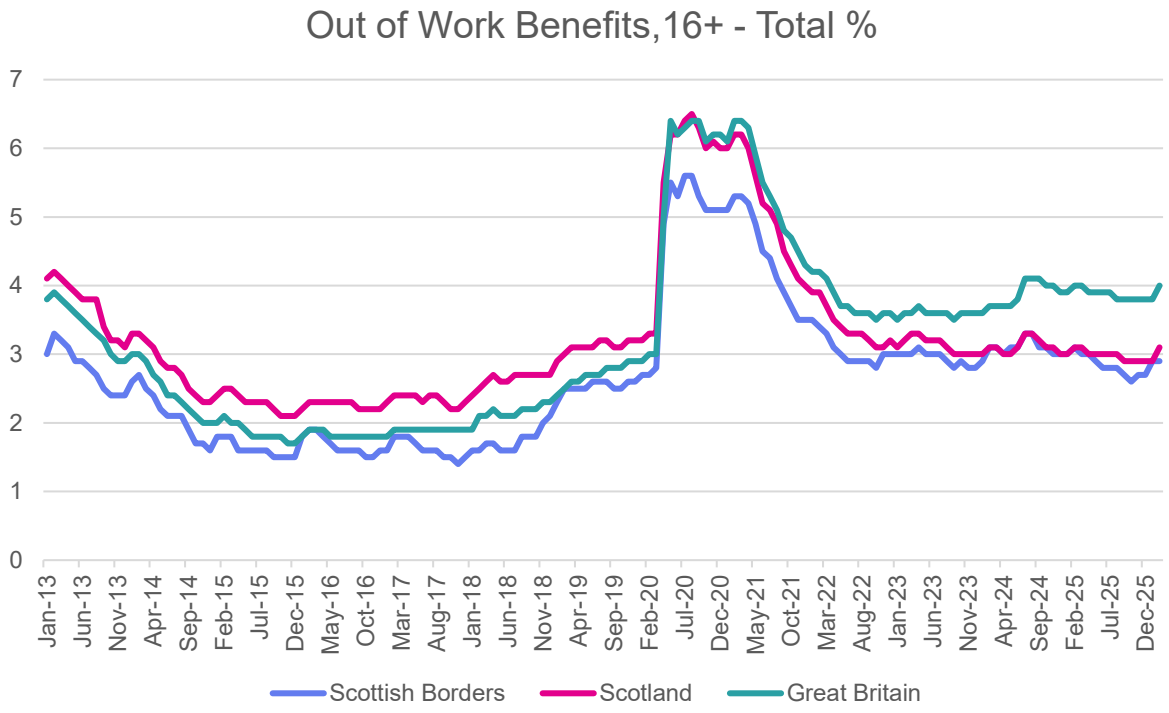


Figure 73: Claimants Aged 16+ for Scottish Borders (January 2013 to December 2025)

Table 47: Claimant Count Aged 16+ for East Lothian and Scottish Borders (February 2026).

	East Lothian		Scottish Borders		Scotland (%)	Great Britain (%)
	Level	%	Level	%		
Aged 16+	1,640	2.3	1,965	2.9	3.1	4
Aged 16 to 17	25	0.9	15	0.6	0.6	0.2
Aged 18 to 24	325	4.2	375	5.2	4.4	5.7
Aged 18 to 21	180	3.7	225	5.2	4.8	6.2
Aged 25 to 49	940	2.8	1,055	3.6	3.6	4.4
Aged 50+	355	1.4	515	1.9	2	2.9

Overall, the available socio-economic evidence does not provide a clear or consistent indication that the opening of the station in 2023 has had a sizeable impact on the local economy or materially reduced levels of deprivation within the catchment area. While some indicators show changes over the study period, these trends are generally comparable with those observed in the counterfactual area and are likely influenced by wider economic conditions, structural changes (e.g. welfare system reforms), and localised factors unrelated to the scheme. Additionally, the relatively short period since the station's opening means that any longer-term impacts may not yet be fully reflected in the data (particularly for GVA).

Planning & Land-Use Indicators

Introduction

Residential and commercial planning data has been used to evaluate the economic impact of the new station at East Linton. The rail station has the potential to provide greater connectivity to employment and services for the area of East Linton which has the potential to attract greater development opportunities from a residential and commercial perspective. Planning applications throughout station development and delivery have been analysed to understand what degree of growth has been encountered locally.

Methodology

Planning data has been sourced from local authority planning portals and through direct engagement and collaboration with East Lothian Council planning team. Planning data has been analysed representing the full project lifecycle from concept through to delivery. East Lothian Council shared details of developments included within their Local Development Plan 2 (LDP2) which has not yet entered the public domain.

Business registrations have been sourced from East Lothian Council to demonstrate uptake in close proximity to the station site from 2021 through to present day.

Residential Development

Development that has taken place within East Linton or a 5km radius of East Linton has been analysed to interpret the economic impact of the station's introduction. This data has been sourced from East Lothian Council via their planning team and Local Development Plan (LDP). At this stage, only sites that are likely to have a material impact on the economy such as businesses or sizeable housing developments have been considered. Smaller planning applications/completions for single dwellings or extensions have not been incorporated.

Table 48 outlines sizeable residential developments that are planned and/or have been delivered throughout the process of East Linton station delivery. In total, 113 houses have been delivered thus far. The LDP2 outlines the potential for an additional c.900 homes being developed in the area representing significant growth. However, as applications for these sites have not yet formally been submitted, their progress will be closely monitored during future monitoring and evaluation.

Table 48: Residential Planning Data.

ID	Source	Description	Quantum	Status
1	Planning Portal	Pencraig Hill, East Linton housing development. 85 private market and 28 affordable)	113	Completion during 2024/25.
2	East Lothian Local Development Plan 2	Land for residential development at East Linton	250	Call for sites submission.
3	East Lothian Local Development Plan 2 Call for Sites	Land for residential development at East Linton	25-50	Call for sites submission.
4	East Lothian Local Development Plan 2 Call for Sites	Land for residential development at East Linton	120	Call for sites submission.
5	East Lothian Local Development Plan 2 Call for Sites	Land for residential development at East Linton	200	Call for sites submission.
6	East Lothian Local Development Plan 2 Call for Sites	Land for mixed community/ residential development at Tyninghame	10-20	Call for sites submission.
7	East Lothian Local Development Plan 2 Call for Sites	Land for residential development at Whitekirk	4	Call for sites submission.
8	East Lothian Local Development Plan 2 Call for Sites	Land for mixed use residential development at East Fortune	300	Call for sites submission.

Business Development

Business and commercial development data has similarly been sourced from East Lothian Council, in particular through engagement with their Economic Development team. Business registrations have been analysed across East Linton and surrounding areas to interpret whether the opening of the station has had a positive impact on economic growth locally. This has been cross compared with the East Linton business survey outputs to interpret whether the station has had any influence on business decisions to locate in East Linton throughout station development and delivery. New company registrations have been sourced from BankSearch data by East Lothian Council for the period from 2021 through to 2026 to align with various planning stages, delivery and opening of East Linton Rail Station. These are presented within Appendix C.

The station provides improved connectivity for East Linton; however, the registration of businesses locally cannot be directly attributed as a result of the station opening.

Supplementary Modal Data

Road Traffic Data

Available road traffic data has been sourced from Drakewell in the vicinity of East Linton Rail Station. Drakewell is a software and engineering company that provides traffic data management systems. Since 2020, they have supplied Transport Scotland with specialised monitoring platforms like C2-Traffic and C2-Gateway to handle live traffic data, quality checks, and reporting. This data is limited to the A1 corridor. Figure 74 shows that along this corridor, traffic growth is concentrated in the PM peak and interpeak periods, with increases of approximately 10–15% and around 10% respectively compared to 2019 levels. In contrast, the AM peak shows a slight decrease in traffic of around 2–5%.

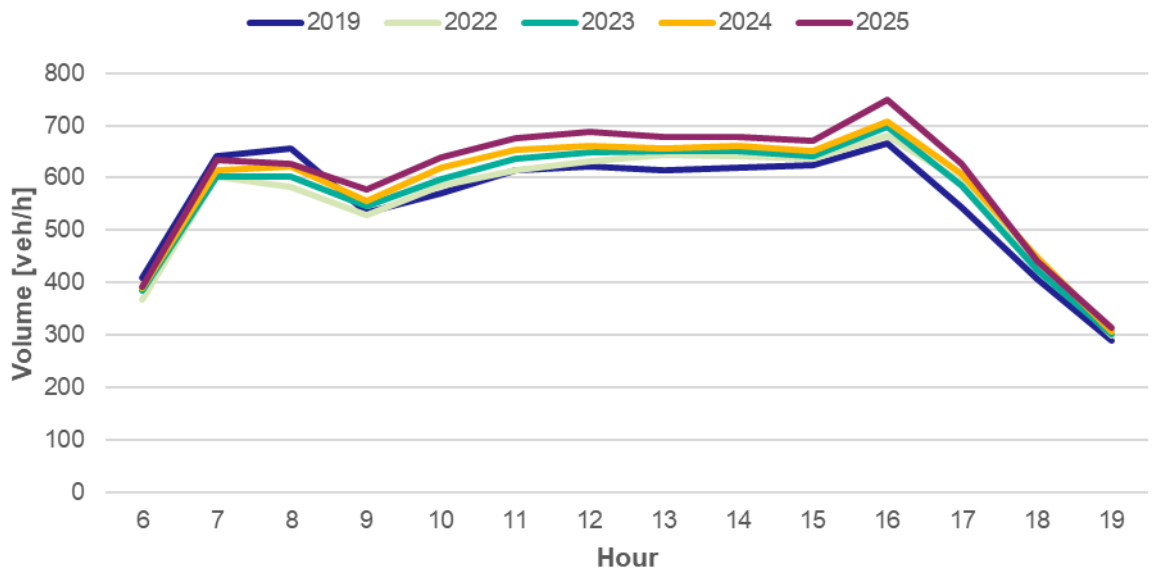


Figure 74: Drakewell Count Data – Site no. 130 at A1, West Barns

Highway Journey Times Data

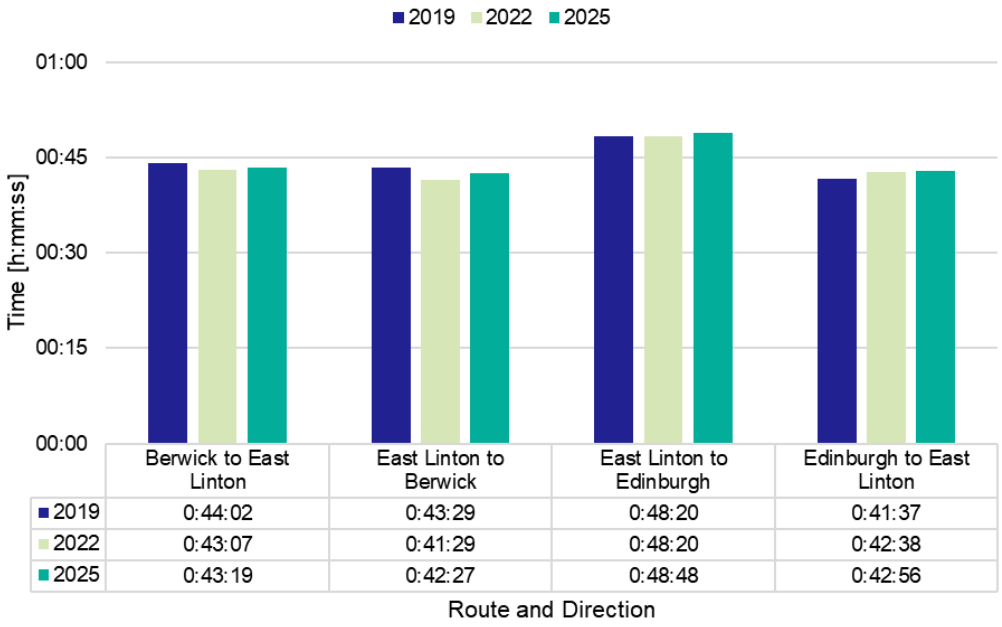
Highway journey time data is important in the context of comparison with the public transport. Data was obtained from TomTom database and covered two bi-directional routes East Linton to Edinburgh and East Linton to Berwick-upon-Tweed. Both routes use A1, and their endpoints are in the vicinity of the rail stations:

- Edinburgh – Waterloo Place
- Berwick-upon-Tweed – Marygate
- East Linton – near High St./Preston Rd. intersection

Data was obtained for the following:

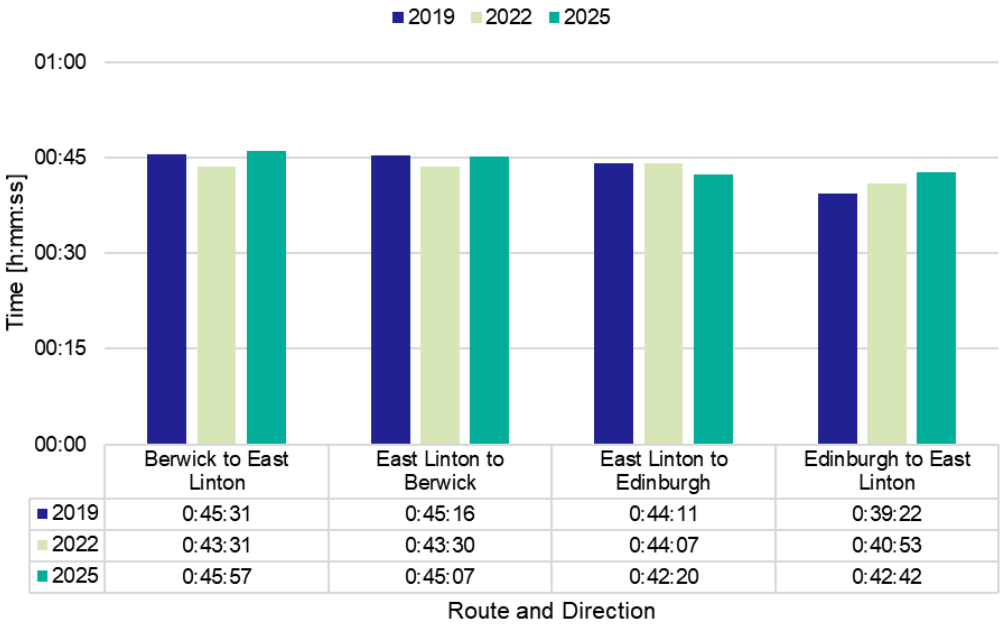
- Time periods: AM peak (8-9), Inter-peak (12-13), PM peak (17-18),
- Month, years: October 2019, 2022, and 2025,
- Days: Tuesday-Thursday, Monday-Friday, weekends

The results shown for all time periods shown in Figures 75, 76, and 77 confirm that journey time remained on similar level. Most significant change occurred between East Linton and Edinburgh, where journey time increased slightly by couple minutes between 2019 and 2025.



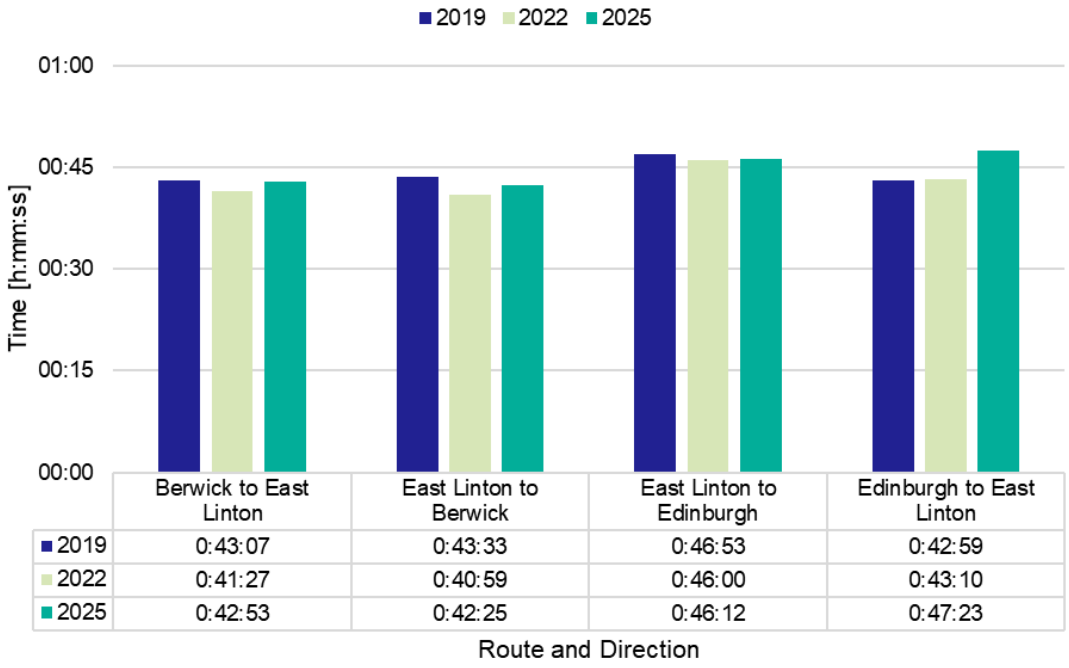
	Berwick to East Linton	East Linton to Berwick	East Linton to Edinburgh	Edinburgh to East Linton
2019	0:44:02	0:43:29	0:48:20	0:41:37
2022	0:43:07	0:41:29	0:48:20	0:42:38
2025	0:43:19	0:42:27	0:48:48	0:42:56

Figure 75: Car Travel Time – AM peak, Tuesday – Thursday.



	Berwick to East Linton	East Linton to Berwick	East Linton to Edinburgh	Edinburgh to East Linton
2019	0:45:31	0:45:16	0:44:11	0:39:22
2022	0:43:31	0:43:30	0:44:07	0:40:53
2025	0:45:57	0:45:07	0:42:20	0:42:42

Figure 76: Car Travel Time – Inter-peak, Tuesday – Thursday.



	Berwick to East Linton	East Linton to Berwick	East Linton to Edinburgh	Edinburgh to East Linton
2019	0:43:07	0:43:33	0:46:53	0:42:59
2022	0:41:27	0:40:59	0:46:00	0:43:10
2025	0:42:53	0:42:25	0:46:12	0:47:23

Figure 77: Car Travel Time – PM peak, Tuesday – Thursday.

Collision Data

Analysis of collision data for East Linton demonstrates that the opening of the new station has not been associated with any increase in collisions affecting either road users or non-motorised users. Recorded collision data remains consistent with pre-opening levels, and no upward trend is evident following the station's introduction, with the most recent recorded collisions occurring in 2022.



Figure 78: STATS19 Collision Data – East Linton, by accident year



Figure 79: STATS19 Collision Data – East Linton, by accident severity and casualty

Public Transport Data

Bus Patronage Data

East Lothian Buses were contacted to obtain relevant bus data to help demonstrate any changes in travel patterns and behaviours since the opening of East Linton Railway Station.

Through discussion with East Lothian Buses, it became apparent that there was an issue of non-comparability between pre and post scheme bus patronage data. In the post-scheme scenario, there have been notable service changes:

- Service X7 (Dunbar to Edinburgh) has undergone substantial frequency enhancements across all days since 2019, resulting in passenger growth of approximately 90% compared to 2019 and 30% compared to the previous year. These changes make like-for-like comparisons unreliable.
- Similarly, Service 120 (Dunbar to North Berwick) experienced a doubling of frequency following retendering in 2024. Historical data prior to acquisition is not readily available, and the service is expected to have minimal interaction with East Linton railway station as it serves a different travel market.
- Services 107 and N107 operate only a small number of journeys at the start and end of the day, with no overlap with rail operating hours, further limiting their relevance.

Overall, due to these factors, bus patronage data is not available in a form that would support robust or meaningful analysis.

Public Transport Journey Time Data

Google data has been used to assess public transport journey times from East Linton to key destinations including Edinburgh and Berwick-upon-Tweed.

The FBC for the station observed that long bus journey times from East Lothian to Edinburgh are compounded by a low frequency of journeys and short operating day. At baseline stage this prevented residents from using public transport to commute for employment or education or partake in evening leisure activities in Edinburgh.

Within the FBC it was forecast that the introduction of East Linton Railway Station would lead to significant journey time enhancements. At baseline stage, TRACC analysis revealed that a large area in proximity to East Linton has public transport travel times to Edinburgh of 100 minutes or greater, particularly in the more rural area to the north of East Linton and south, near Haddington. Bus journey times from

East Linton to Edinburgh city centre were scheduled as 62 minutes off-peak using East Coast Buses service X7.

Figure 88 presents the current bus and rail journey times to Edinburgh and Berwick-upon-Tweed as of March 2026. These results have been captured over a period of five working days from 16/03/2026 to 20/03/2026. This demonstrates a substantial disparity between bus and rail journey times. For journeys from East Linton to Edinburgh, rail travel takes approximately 30 minutes compared to over one hour by bus. Similarly for journeys to Berwick-upon-Tweed, rail takes 45 minutes compared to in excess of 1hr 30 minutes by bus. This demonstrates that significant journey time savings have been achieved for residents seeking to travel from East Linton to key destinations by public transport by improving access to the rail network.

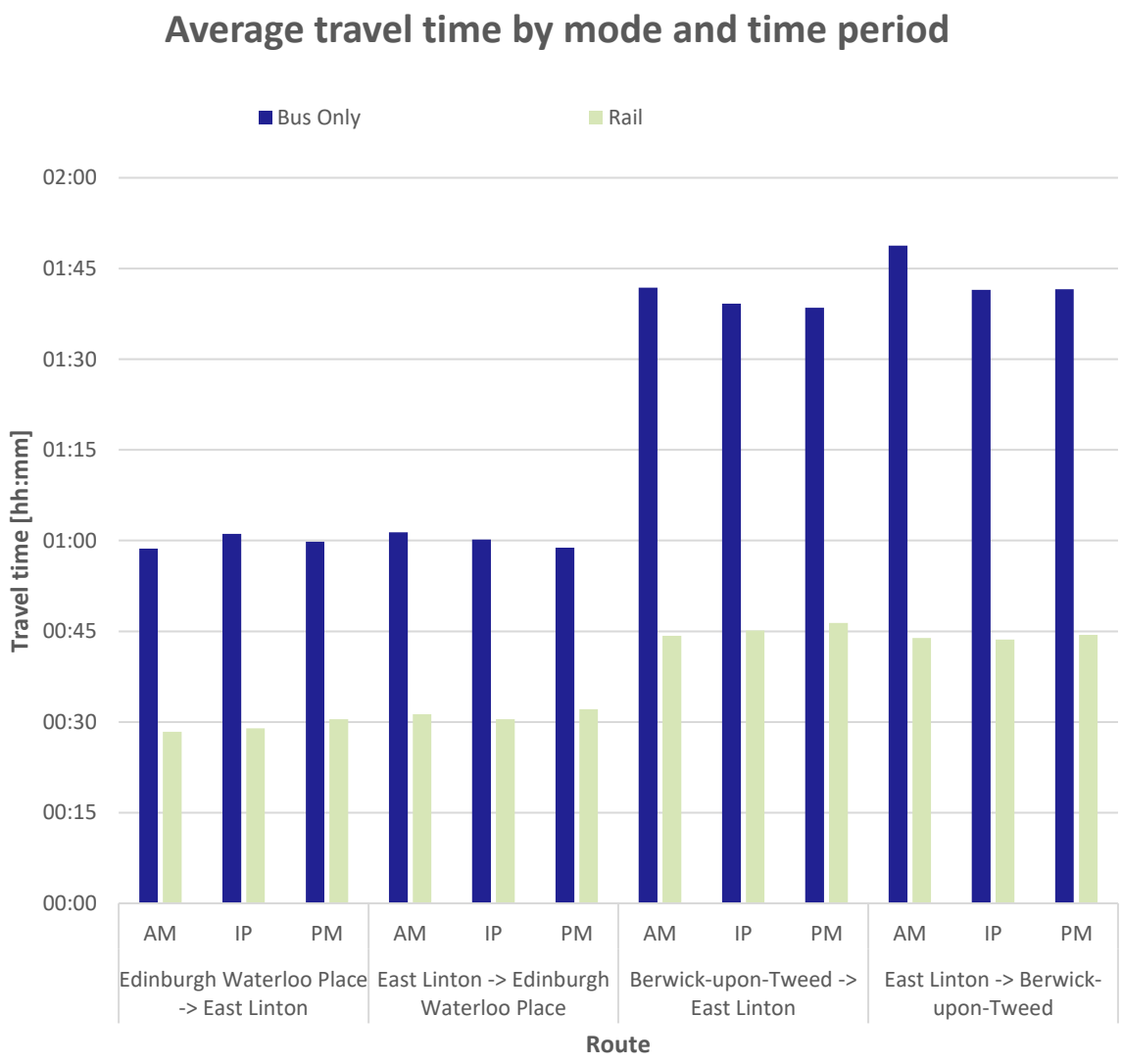


Figure 80: Average public transport travel time by mode and time period

Active Travel Data

At this stage of the evaluation, limited evidence is available to support an assessment of active travel trends within the study area. No walking, wheeling or cycling count data has been identified in close proximity to East Linton Railway Station, restricting the ability to undertake a robust before-and-after comparison.

Attempts to supplement this through external sources were also unsuccessful, with Cycling Scotland unable to provide relevant datasets for the scheme area.

As a result, no meaningful conclusions can be drawn at this stage regarding changes in active travel behaviour associated with the station's reopening; other than data collected as part of the primary surveys regarding station access modes and preferred modes for commuting and leisure travel. This represents a data gap that should be revisited if additional monitoring data may become available.

Counterfactual Analysis

Purpose

As outlined within HMT Magenta book (HM Treasury guidance on what to consider when designing an evaluation), it is often necessary to infer the impact of an intervention through statistical comparison to a group unaffected by the intervention. This group acts as a proxy for what would have happened to the impacted group in the absence of the scheme, this is called the counterfactual.

For this scheme, the counterfactual is a similar area that has not had a new station and acts as a proxy for what would have happened in East Linton if the new station has not been built. Findings at East Linton will be compared against the impacts at this location.

A limitation of this analysis is that no baseline data was collected for a counterfactual location prior to scheme delivery. For this reason, it is difficult to interpret whether the travel patterns or behaviours have worsened or improved over time.

Methodology

Counterfactual Selection

When measuring the counterfactual, it is essential that it is genuinely comparable to the intervention group. To ensure this, metrics including population, distance to rail and public transport connectivity were analysed to determine the most suitable location.

Population

Settlements of a similar demographic make up to East Linton were selected to determine the most appropriate counterfactual location. Settlements without a station but with a comparable distance (5-10 miles) of an existing station were identified. The populations of these settlements were compared with East Linton to see which matched most closely, as shown in Figure 49.

Table 49: East Linton Population Comparison

Settlement	Population	Comparable to East Linton?
East Linton	1,881	-

Lauder	1,878	Yes
Gullane	2,910	No
Gifford	783	No
Duns	3,127	No
Greenlaw	605	No
Earlston	1,765	Yes
Selkirk	5,521	No

This data reveals that as of the last census, Lauder and Earlston had the most comparable populations to East Linton and as such were retained whilst other possible locations were sifted out.

Demographic Comparisons

Additional lines of analysis including age, population density and area were used to determine whether these locations fit closely with East Linton. This is outlined in Table 50 below. A high-level assessment of average house prices was also undertaken to give a better picture of the local economy at each location.

Table 50: East Linton Demographic Comparisons

Metric	East Linton	Lauder	Earlston
Population	1,881	1,878	1,765
Area	0.90	0.87	0.86
Population Density	2,092	2,165	2,041
Annual Population Change	0.76	0.29	-0.07
% Male	47.3	48.7	49.2
% Female	52.7	51.3	50.8
%0-17	18%	25%	17%
%18-64	52%	53%	57%
%65+	30%	22%	26%
Average Property Price (2026)	£408,575	£300,265	£190,402
Average Property Price (2022/23)	£419,945	£283,564	£210,401

The data revealed many similarities between East Linton and these possible counterfactual locations, namely very similar geographical areas, population densities and age profiles. For this reason, transport related statistics including distance to rail and public transport journey times were also considered to help refine this selection process.

Distance to Rail

Distance to rail is important to consider as without the rail station in place, residents of East Linton were forced to either travel by alternative modes or travel longer distances to access the rail network. Counterfactual locations should therefore be a similar distance away from existing stations as East Linton was prior to scheme delivery.

Table 51: East Linton Distance to Rail Comparison

Location	Existing Stations	Distance (miles)
East Linton	Dunbar	5.9
	Drem	6.1
Lauder	Stow	5.5
	Galashiels	11.0
	Tweekbank	11.3
Earlston	Galashiels	9.4
	Tweedbank	7.0

As shown in Table 51, this assessment revealed that Lauder has an existing station within 6 miles of the settlement (Stow) which is comparable to East Linton which has Dunbar and Drem stations within 6.1 miles.

Access to Rail

Public transport connectivity to the rail network was also assessed as, prior to the delivery of the station, bus services were available for East Linton residents connecting them to Dunbar and North Berwick where they were able to access the rail network.

Table 52: East Linton Access to Rail Comparison

Location	Existing Stations	Journey Time (mins)
East Linton	Dunbar	19
	North Berwick	25
Lauder	Stow	89
	Galashiels	50
	Tweekbank	63
Earlston	Galashiels	30
	Tweedbank	26

As shown in Table 52, Earlston has public transport connections to Galashiels and Tweedbank with journey times of approximately 30 minutes. This is most comparable to the c.20-25 minute journey by bus between East Linton and

Dunbar/North Berwick. Lauder has notably higher public transport journey times to nearby stations as direct bus services are not available.

Counterfactual Selection

Based on this assessment it was decided that Earlston was the most suitable counterfactual location as it was most comparable to East Linton in terms of population as well as transport accessibility/connectivity. For this reason, Earlston was considered a suitable location for establishing what might have happened at East Linton without a station being delivered.

Earlston is located in the Scottish Borders on the A68 road. It has an estimated population of c.1,800 people. As with East Linton prior to the station opening, residents must travel to an alternative settlement in order to access rail services, with the closest station located approximately 8 miles away at Tweedbank.

Data Collection

Survey Material

A counterfactual survey was undertaken within the settlement of Earlston. The counterfactual survey was developed collaboratively between IBP, Jacobs and Transport Scotland. It addressed the following issues:

- Your travel – questions designed to explore the modes of transport being used, journey purposes, frequency of travel and key destinations that are visited.
- Use of the Rail Network – questions designed to identify residents' use of the rail network at this stage in terms of stations used, modes used for access, frequency of travel and satisfaction with the East Coast Main Line.
- Views on public transport - current views and how these have changed.
- About You – questions designed to identify the demographic profile of survey respondents, including gender, age, income, health and ethnicity.

Where possible, questions were constructed in a way to maximise comparability with the East Linton Residents Survey.

The counterfactual survey was similar to the resident survey but had less focus on rail travel and more focus on current travel patterns. In the absence of any baseline data collection, the survey also incorporated retrospective questions designed to understand how travel patterns may had changed over time. This was compared with East Linton residents to understand whether any changes in terms of travel

choices can be attributed directly to the scheme or are as a result of wider market changes.

A copy of the counterfactual survey questionnaire delivered in Earlston is included as Appendix A.

Target Area

As with the East Linton Residents Survey, the counterfactual survey was focused specifically on the settlement of Earlston itself.

The location of the settlement is shown in Figure 81 below:

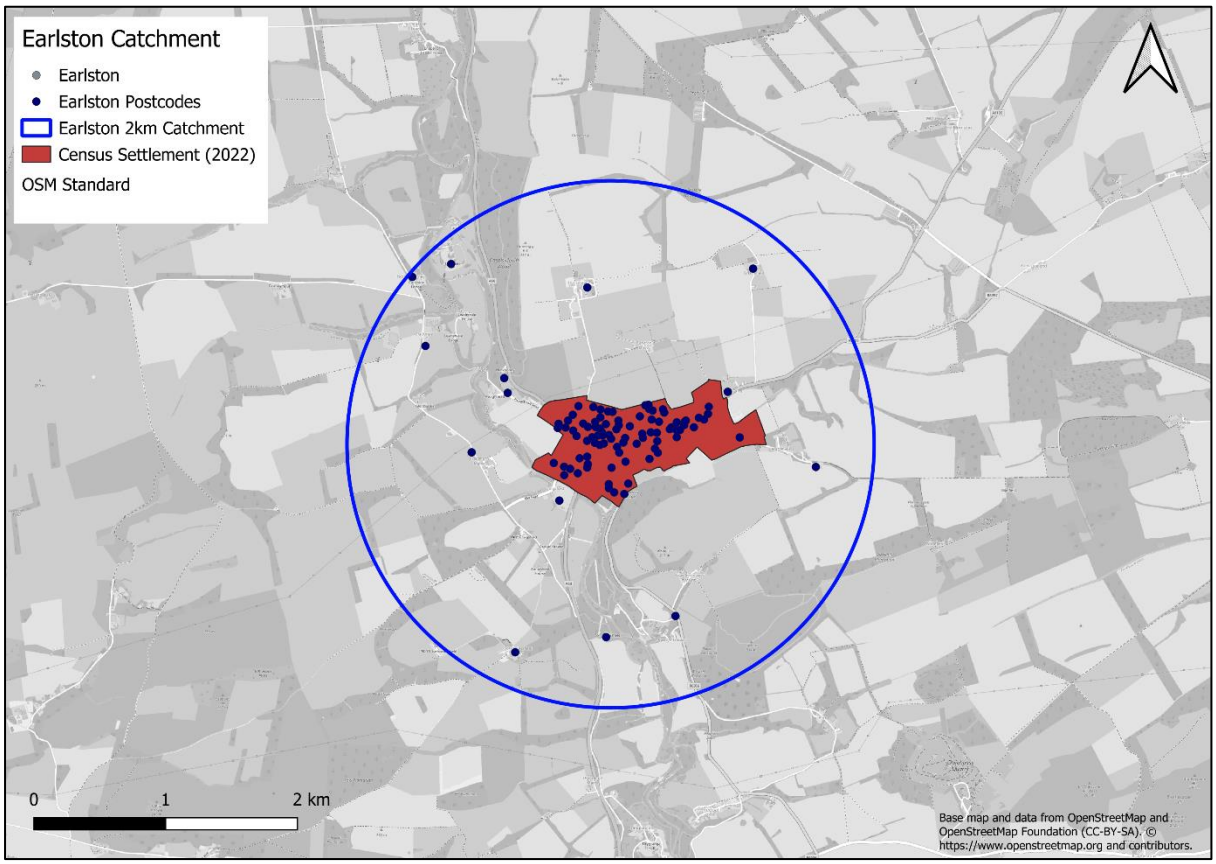


Figure 81: Counterfactual Survey – Earlston Catchment

Data Gathering Method

The survey was conducted as a face-to-face household survey, with IBP interviewers undertaking doorstep interviews across the settlement. A target of 100 interviews was set, with an achieved sample of 101 interviews being achieved. Interviewing was undertaken over the weekend of 10th and 11th April.

Research Limitations

The counterfactual survey was undertaken to provide a comparator settlement against which findings from East Linton could be considered. While Earlston was selected on the basis of broad similarities in size, location and transport context, no two settlements are identical and differences in demographic profile, local economy, service provision and travel patterns may influence survey findings. In addition, the survey captures stated behaviours and perceptions at a single point in time rather than directly observing how residents would have responded under alternative circumstances. The counterfactual survey should therefore be viewed as one strand of evidence within the wider evaluation framework, providing contextual comparison and indicative insight rather than definitive proof of causation or attribution.

Data & Analysis

Data collected via the counterfactual survey has been compared with the residential survey outputs for East Linton to determine the impact of the scheme. In the absence of a baseline survey for East Linton, it is difficult to attribute these differences directly to the introduction of the station; but it does help to demonstrate differing travel behaviours between East Linton and Earlston.

Demographics

Demographic information has been collected via both the counterfactual and resident surveys and has been used to determine similarities between the two areas in greater detail. Particular emphasis has been placed on the age profile, average income and employment/unemployment of each area. These metrics will be further analysed during future monitoring as the scheme becomes more established.

Figure 82 demonstrates a similar age profile between East Linton and Earlston with 35-54 and 65-74 age groups making up the greatest proportions of respondents.

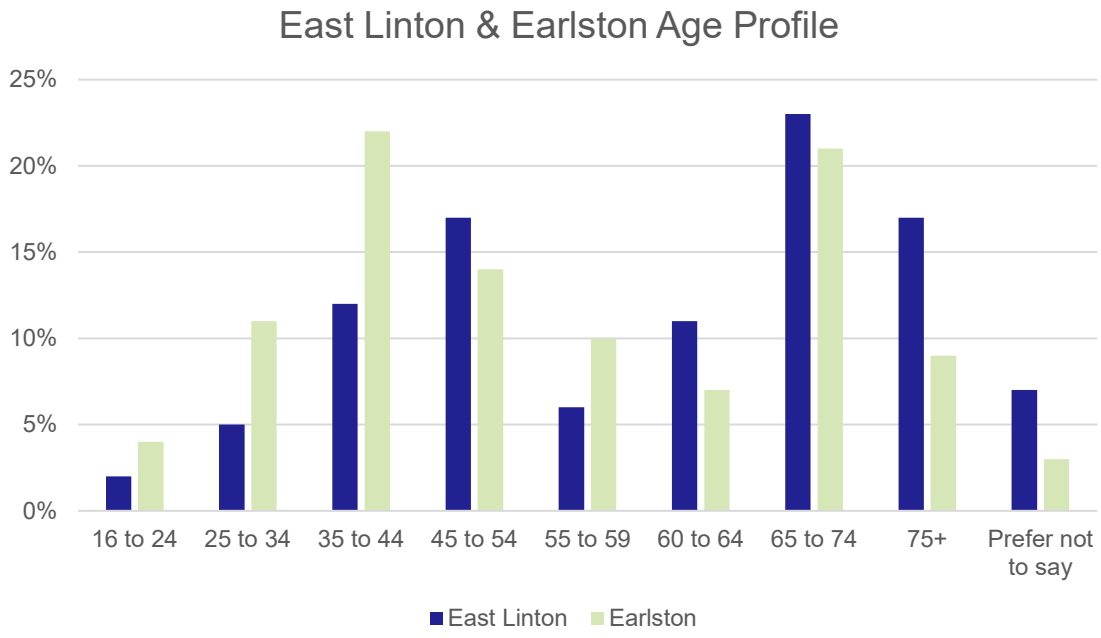


Figure 82: Counterfactual Survey - East Linton & Earlston Age Profiles

Similarities are also apparent between East Linton and Earlston when considering employment across these areas. Figure 83 shows that in both cases, residents who are either in full time employment or retired make up the greatest proportion of respondents.

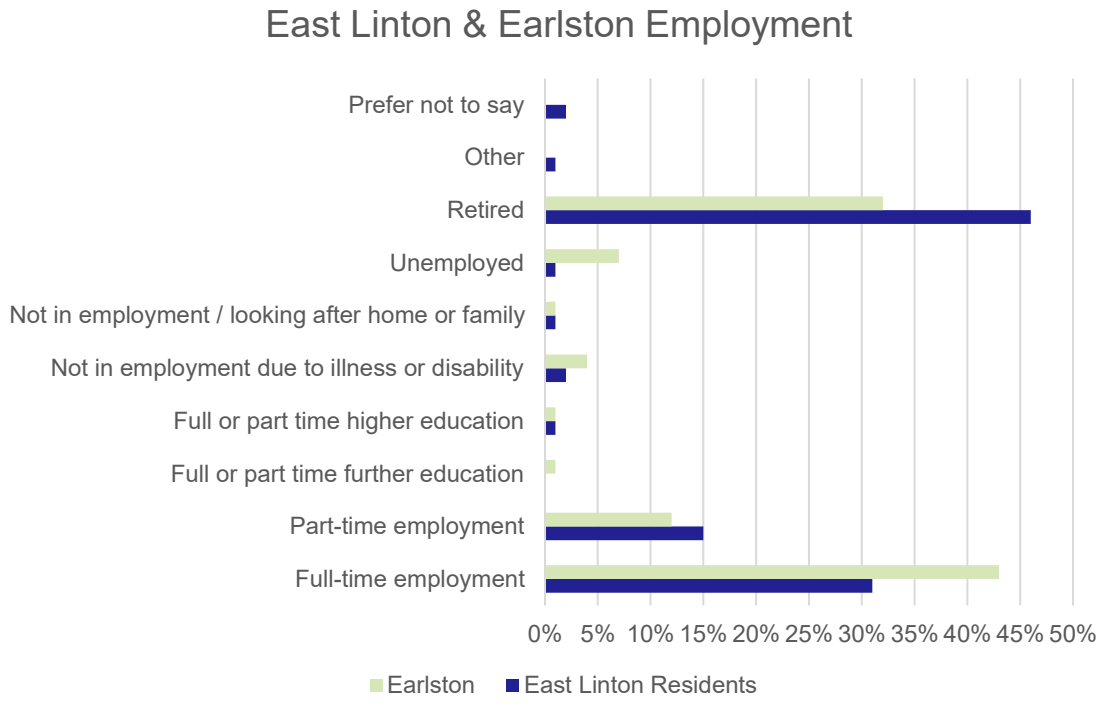


Figure 83: Counterfactual Survey – East Linton & Earlston Employment

Figure 84 presents the annual household income for respondents in East Linton and Earlston. In both cases many of the respondents preferred not to disclose their income; however, when discounting these responses many of the respondents outlined income from £20,000 to £60,000.

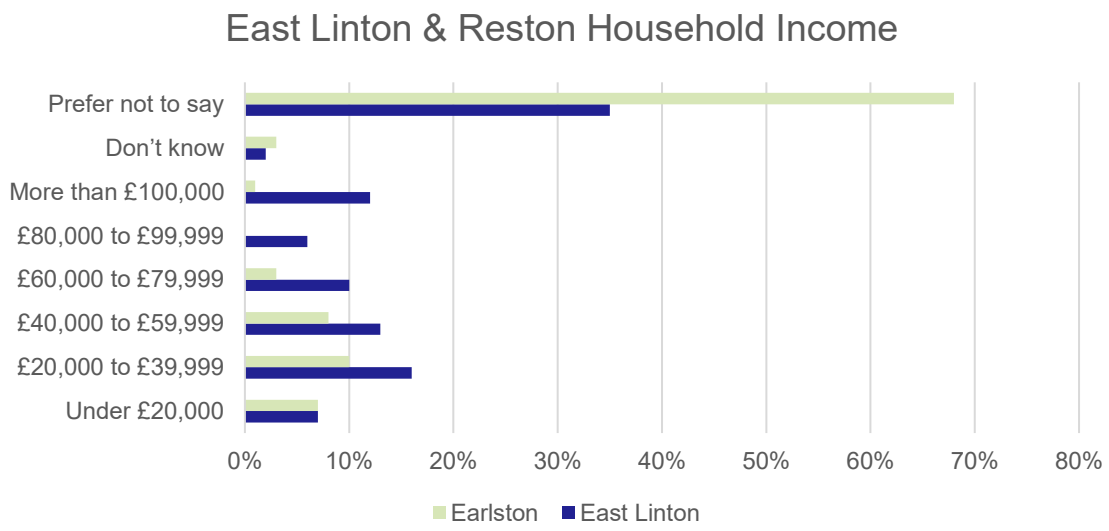


Figure 84: Counterfactual Survey – Household Income

Access to a Vehicle

Similar to East Linton, a significant proportion of the respondents have full access to a vehicle as a driver (53%) with just 21% having no access to a car at all. This is shown in Figure 85 below.

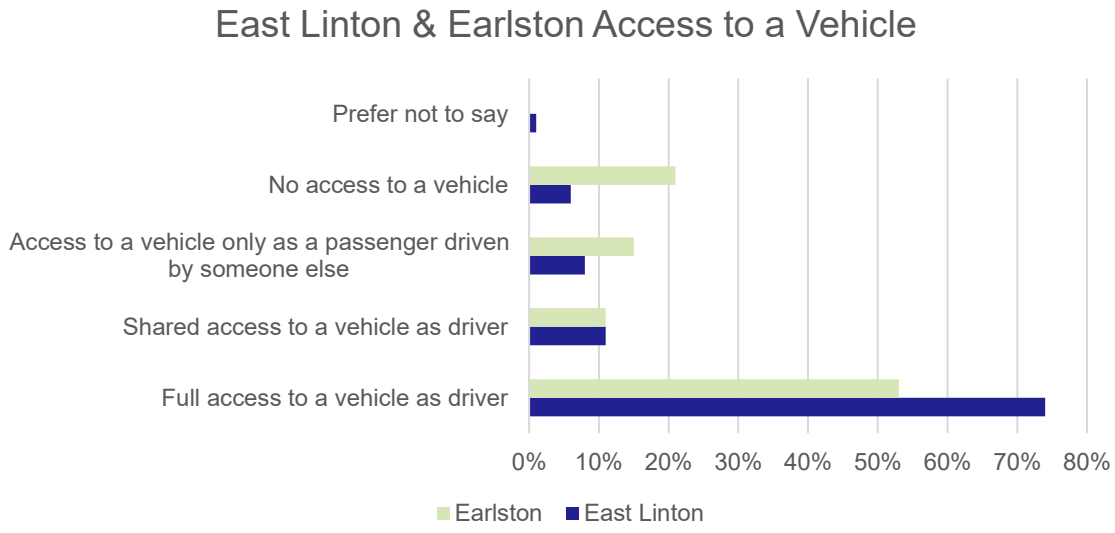


Figure 85: Counterfactual Survey – Access to a Vehicle

Commuting Travel

Respondents were asked a series of questions relating to their commuting patterns in terms of frequency, mode share and journey times. The survey findings are presented below.

Commuting Frequency

As shown in Figure 86, within Earlston, 64% of commuters travel at least five days per week. This is markedly more than at East Linton where more hybrid working is adopted with residents commuting 2-5 days per week.

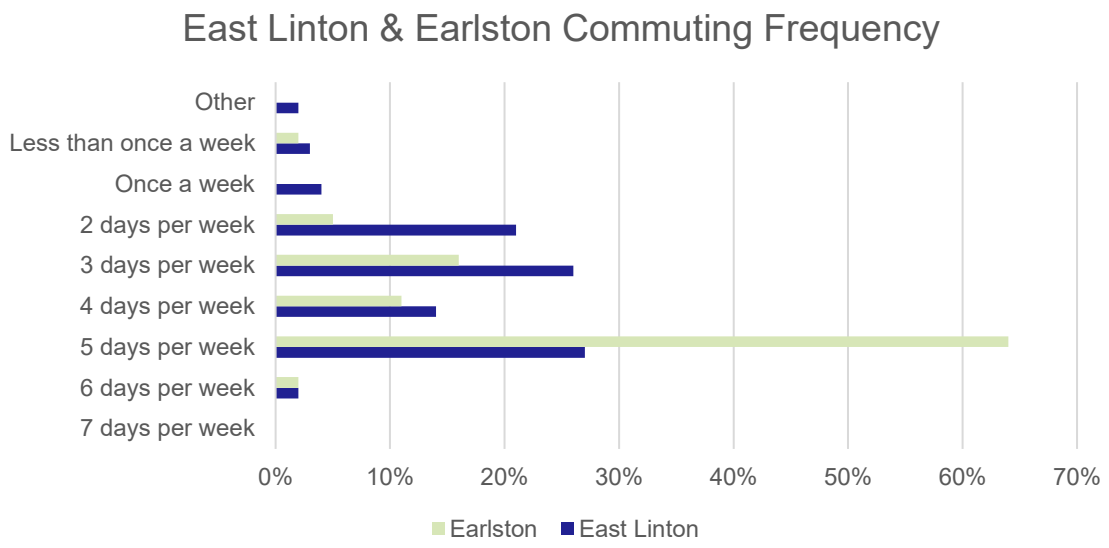


Figure 86: Counterfactual Survey – Commuting Frequency

Commuting Mode Share

Table 53 presents the main mode of transport used for commuting in Earlston and East Linton. In Earlston car comprises the main mode of transport for the majority (84%) of commuter journeys. There are no users of rail for access to work and education.

In contrast, despite still demonstrating a high proportion of commuter journeys by car (49%), 32% of East Linton residents use rail for commuting journeys. It is thought that the introduction of the station had a significant influence on this, contributing to a reduction in private car use and increase in rail use.

Table 53: Counterfactual Survey - Main mode of transport for commuting

Mode of Transport	East Linton Residents	Earlston Residents
Walk / Wheel	4%	11%
Cycle	2%	2%
Bus	2%	0%
Rail	32%	0%
Bus & Rail	4%	2%
Park & Ride (Bus)	1%	0%
Park & Ride (Rail)	2%	0%
Car / Van (dropped off)	5%	7%
Car / Van (drive myself)	49%	77%
Other	1%	0%

Commuting Journey Times

Figure 87 presents the typical commuting journey times for Earlston residents. 9% of respondents have travel times greater than one hour with a third (33%) having a journey time of between 31 minutes and an hour.

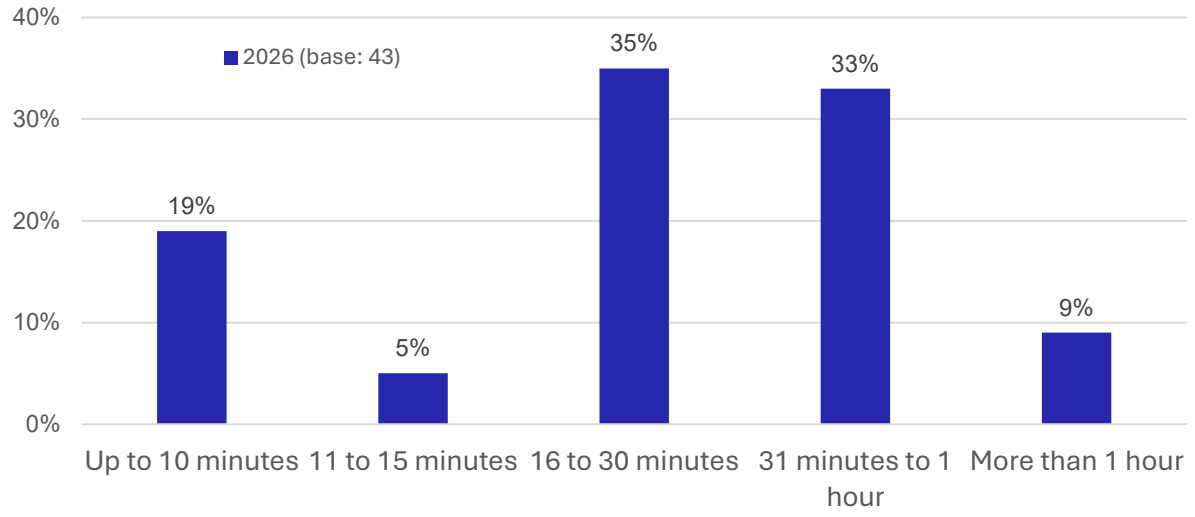


Figure 87: Counterfactual Survey – Journey times to work/education.

Figure 88 demonstrates the places of work identified by the respondents. Lengthy journey times are most likely for those travelling long distances to locations such as Edinburgh and Dunbar for work. Without a direct rail connection, these respondents either rely on travel by private car or interchanging between various modes of public transport.

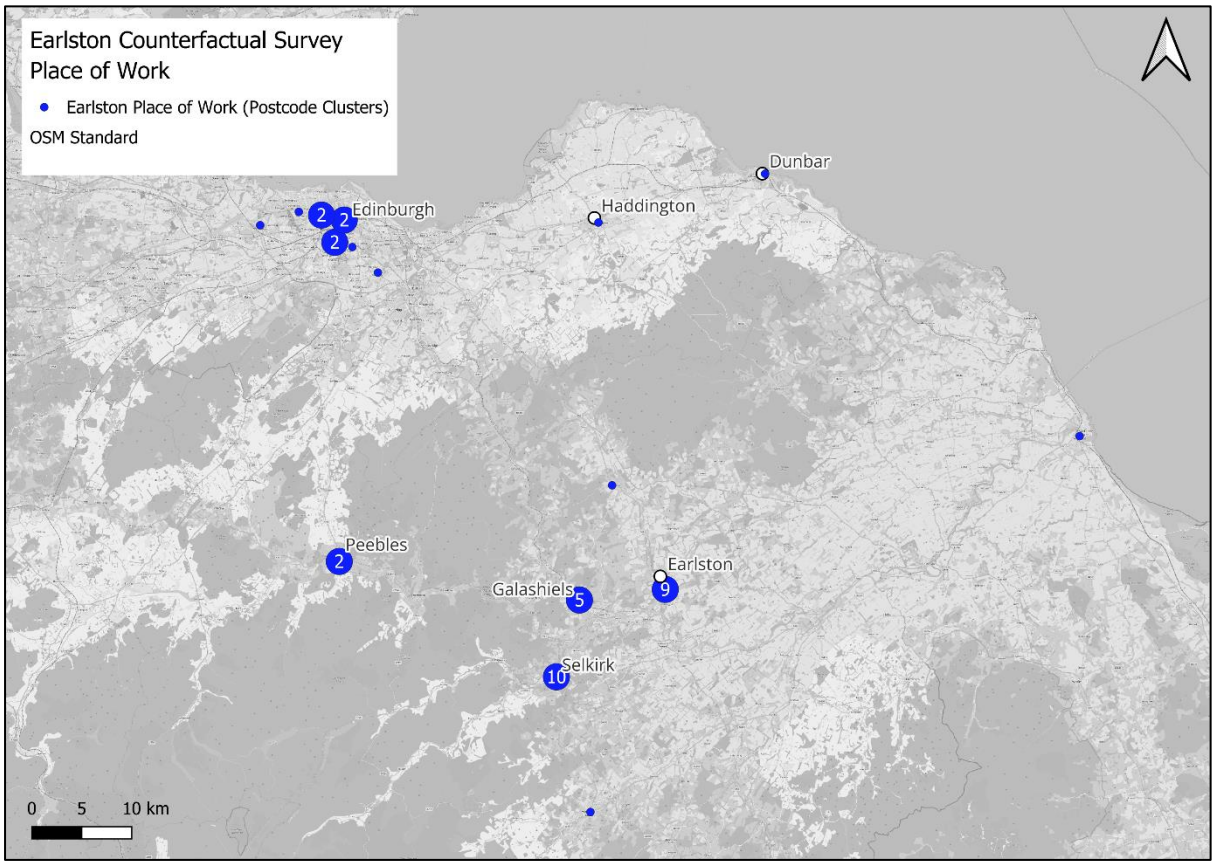


Figure 88: Counterfactual Survey - Place of Work

Leisure Travel

Leisure Destinations

Table 54 shows that the majority of leisure-based trips are to Galashiels (48%) with journeys to Edinburgh (29%) also taking place. Very few respondents undertake cross border journeys to Carlise (1%) and Newcastle (4%) respectively.

Table 54: Counterfactual Survey - Most visited locations for leisure and frequency of visits

Location	2026
Berwick Upon Tweed	7%
Carlisle	1%
Edinburgh	29%
Galashiels	48%
Hawick	3%
Jedburgh	5%
Kelso	9%
Melrose	13%

Location	2026
Newcastle	4%
Peebles	7%
St Boswells	2%
Tweedbank	18%
Other (please specify below)	2%
I have not travelled for personal or leisure purposes in the past 30 days	21%
Base	**101**

Leisure Mode Share

Table 55 below presents the modal share for leisure-based journeys to various destinations. This data demonstrates car dependency within Earlston, with rail only being used for journeys to Edinburgh and longer distance journeys to Newcastle. This varies quite significantly when compared to the East Linton resident survey where there is evidence of rail being used to access various long and short distance destinations for leisure-based journeys.

Table 55: Counterfactual Survey - Main mode of transport for leisure

Location	Walk / Wheel	Cycle	Bus	Bus & Rail	Rail	Park & Ride (Bus)	Park & Ride (Rail)	Car / Van (non-driver)	Car / Van (driver)
Berwick Upon Tweed	0%	0%	29%	0%	0%	0%	0%	0%	71%
Carlisle	0%	0%	0%	0%	0%	0%	0%	0%	100%
Edinburgh	0%	0%	4%	11%	21%	0%	11%	7%	46%
Galashiels	0%	2%	19%	0%	0%	0%	0%	15%	65%
Hawick	0%	0%	33%	0%	0%	0%	0%	33%	33%
Jedburgh	0%	0%	20%	0%	0%	0%	0%	40%	40%
Kelso	0%	0%	11%	0%	0%	0%	0%	0%	89%
Melrose	0%	0%	31%	0%	0%	0%	0%	15%	54%
Newcastle	0%	0%	0%	0%	25%	0%	0%	25%	50%
Peebles	0%	0%	0%	0%	0%	0%	0%	0%	100%
St Boswells	0%	0%	100%	0%	0%	0%	0%	0%	0%
Tweedbank	6%	0%	11%	0%	0%	0%	0%	11%	72%

Leisure Frequency of Travel

Respondents were asked to identify how frequently they have visited various destinations over the course of the last 30 days for leisure-based journeys. Results in Table 56 below show that travel to many destinations is mostly infrequent, with the majority of destinations being visited up to five times over a 30-day period. More

frequent journeys are evident to destinations such as Galashiels, Tweedbank and Kelso which are in close proximity to Earlston and therefore more accessible by existing public transport or car travel.

Table 56: Counterfactual Survey – Frequency of leisure trips

Location	Up to 5 times	6 to 10 times	11 to 15 times	16 to 20 times	21 to 30 times	More than 30 times	Base
Berwick Upon Tweed	71%	29%	0%	0%	0%	0%	**7**
Carlisle	100%	0%	0%	0%	0%	0%	**1**
Edinburgh	69%	21%	3%	0%	7%	0%	**29**
Galashiels	17%	31%	29%	21%	2%	0%	**48**
Hawick	67%	0%	33%	0%	0%	0%	**3**
Jedburgh	80%	0%	20%	0%	0%	0%	**5**
Kelso	33%	44%	11%	11%	0%	0%	**9**
Melrose	23%	46%	23%	8%	0%	0%	**13**
Newcastle	100%	0%	0%	0%	0%	0%	**4**
Peebles	43%	14%	14%	29%	0%	0%	**7**
St Boswells	0%	100%	0%	0%	0%	0%	**2**
Tweedbank	6%	22%	61%	11%	0%	0%	**18**

Journey Times

Respondents were asked to identify their usual journey times to various destinations. Table 57 below shows that it takes in excess of 30 minutes to reach many destinations from Earlston and in excess of one hour to reach destinations including Carlisle, Newcastle, Berwick-upon-Tweed and Edinburgh.

Table 57: Counterfactual Survey - Journey Times

Location	Up to 10 minutes	11 to 15 minutes	16 to 30 minutes	31 minutes to 1 hour	More than 1 hour	Base
Berwick Upon Tweed	0%	0%	0%	86%	14%	**7**
Carlisle	0%	0%	0%	0%	100%	**1**
Edinburgh	0%	0%	0%	72%	28%	**29**
Galashiels	2%	36%	53%	9%	0%	**47**
Hawick	0%	0%	0%	100%	0%	**3**
Jedburgh	0%	0%	80%	20%	0%	**5**
Kelso	0%	0%	100%	0%	0%	**9**
Melrose	8%	46%	46%	0%	0%	**13**
Newcastle	0%	0%	0%	0%	100%	**4**
Peebles	0%	0%	57%	43%	0%	**7**
St Boswells	50%	0%	50%	0%	0%	**2**
Tweedbank	33%	67%	0%	0%	0%	**18**

Travel by Rail

Respondents were asked to identify whether they have travelled by rail over the last twelve months. Within the sample for Earlston, 30% had used rail services over the last year. Conversely, at East Linton, 84% of respondents had used rail services over the last twelve months. This demonstrates a greater rail use among residents local to East Linton compared to Earlston residents where rail use is markedly lower. In the absence of baseline data, it is difficult to attribute this uplift directly to the station; however, it is considered a contributing factor to greater rail patronage in East Linton.

Most Frequently used stations

Respondents who identified as rail users were subsequently asked to identify the rail station they use most and the frequency of their use. Results shown in Figures 89 and 90 below reveal that residents within Earlston mostly travel to Tweedbank (87%) with rail journeys being undertaken typically less often than once per week.

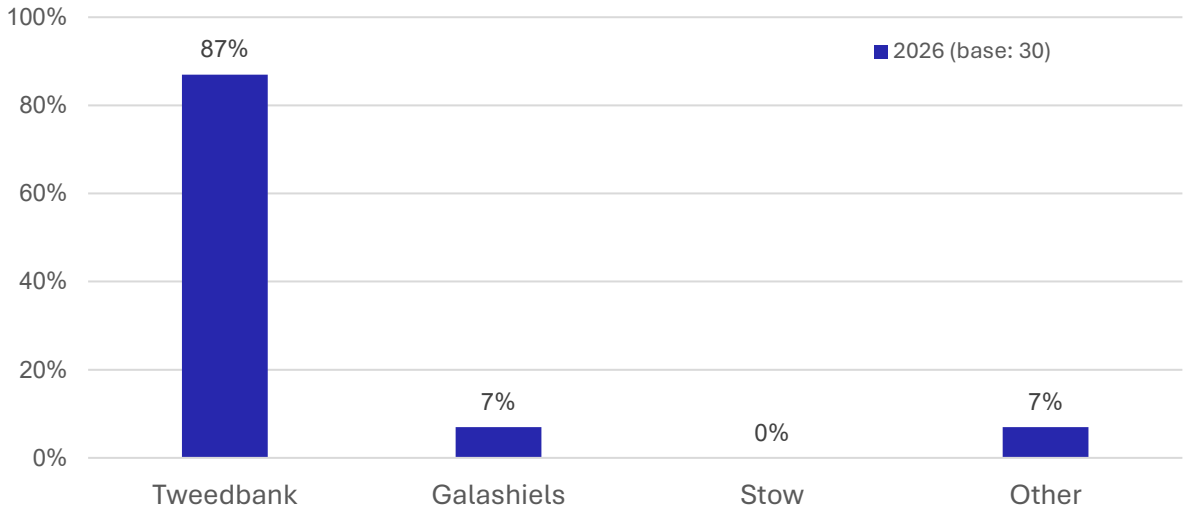


Figure 89: Counterfactual Survey – Station utilisation

The frequency of rail use aligns broadly with the journey purposes for rail trips in Earlston, which is dominated by leisure-based travel.

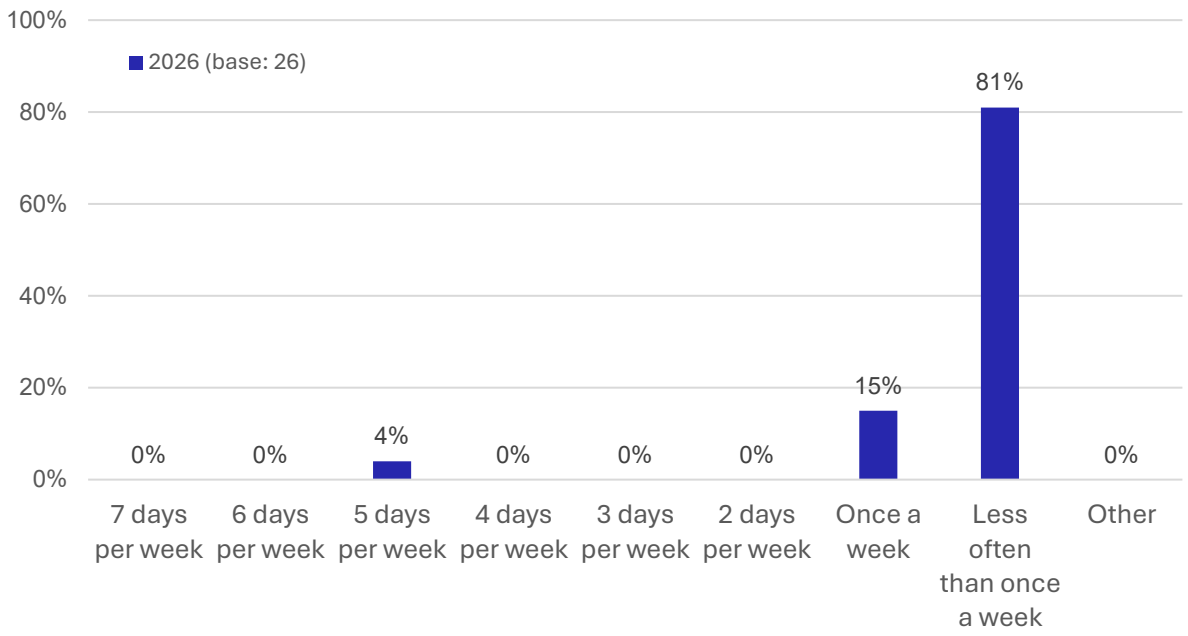


Figure 90: Counterfactual Survey - Frequency of rail use

Modes used to Access Rail

Respondents were asked to identify the main modes used to access the rail network at their chosen station. As shown in Table 91 below, journeys to stations were dominated by car travel (representing 84% of journeys) and owing to the distance that would need to be travelled, no respondents access stations using active modes.

There is a large disparity between Earlston and East Linton where car journeys represent 22% of journeys to East Linton station and 76% of journeys are undertaken by active modes.

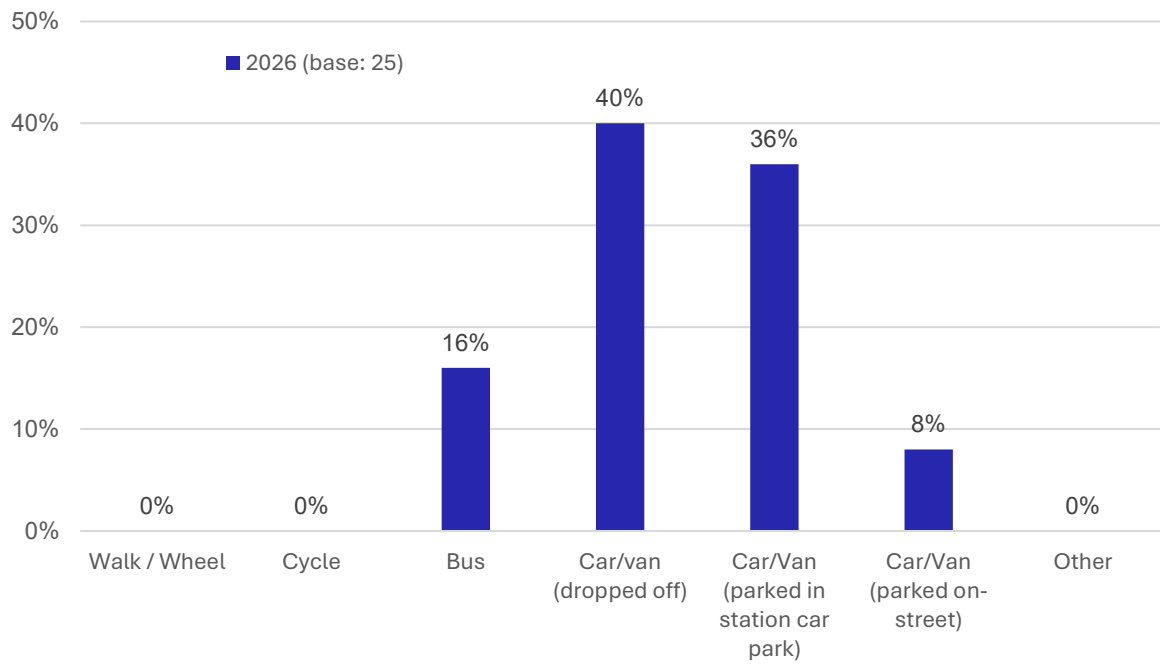


Figure 91: Counterfactual Survey - Station access modes

Rail journey purpose

Figure 92 below shows that at Earlston and East Linton there is an observed tendency for passengers to travel by rail for leisure journey purposes. At East Linton 95% of rail users do so for leisure purposes.

At East Linton there is a greater number of respondents who use rail for travel to employment/work and/or education, representing 35% of the sample. This is likely due to the convenience of having a local station available making this a viable commuting travel choice.

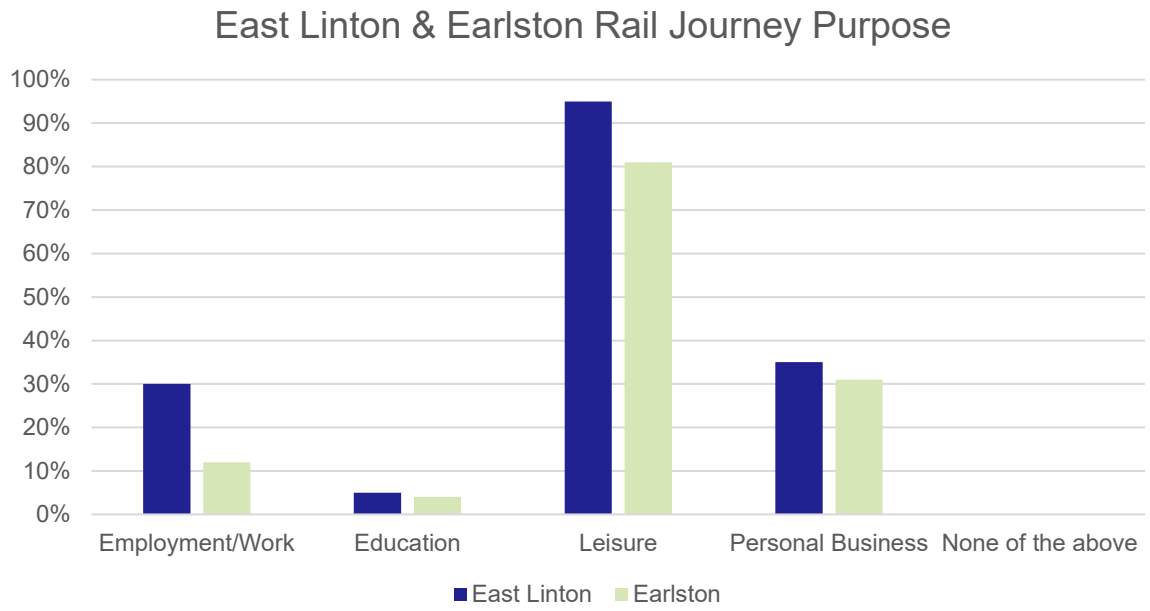


Figure 92: Counterfactual Survey - Rail journey purpose comparison

Main reasons people don't travel by rail

Residents within Earlston outlined numerous reasons for not travelling by rail, with the most common being the convenience of travelling by car. Without a local rail station Earlston residents can only access the rail network either by private car or bus which makes it less favourable.

- 29% said the convenience of travelling by car is a reason for not travelling by rail.
- 11% said they need their car for business purposes.
- 8% said travel by rail would take longer.
- 8% said rail is too expensive.
- 10% said accessing the train is challenging due to physical limitations/disabilities.

Satisfaction with public transport services

Figure 93 shows that 46% of residents at Earlston expressed satisfaction with the available public transport services with respect to their travel needs, with 7% expressing that they were dissatisfied.

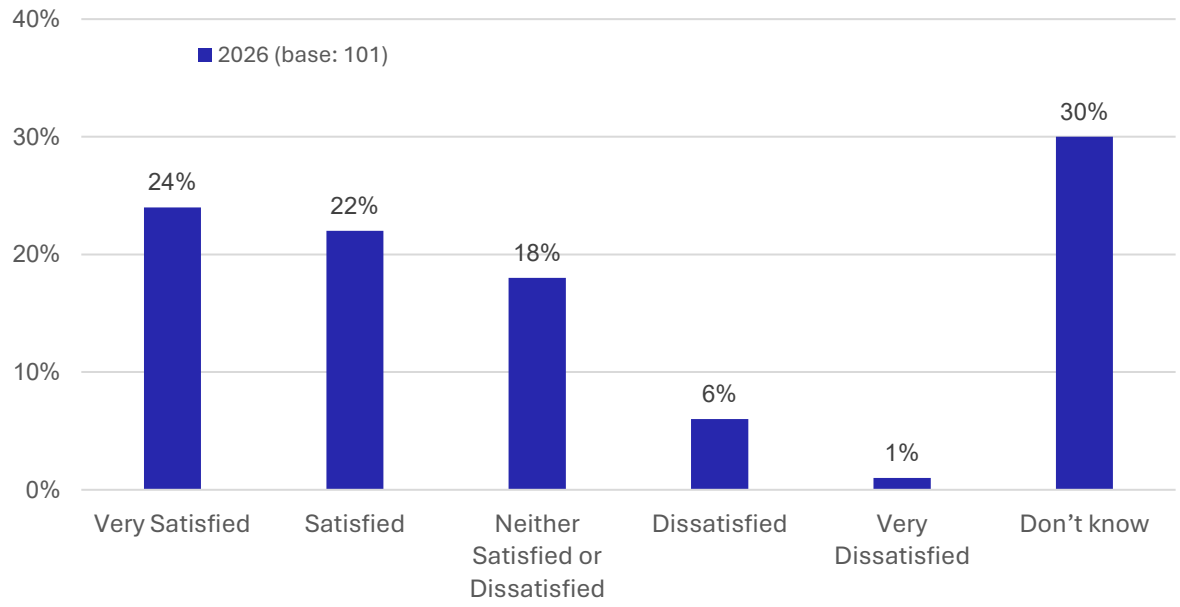


Figure 93: Counterfactual Survey – Satisfaction with public transport

Figure 94 shows that this was mostly influenced by the availability of public transport (33%), overall journey time (24%) and service frequency (21%).

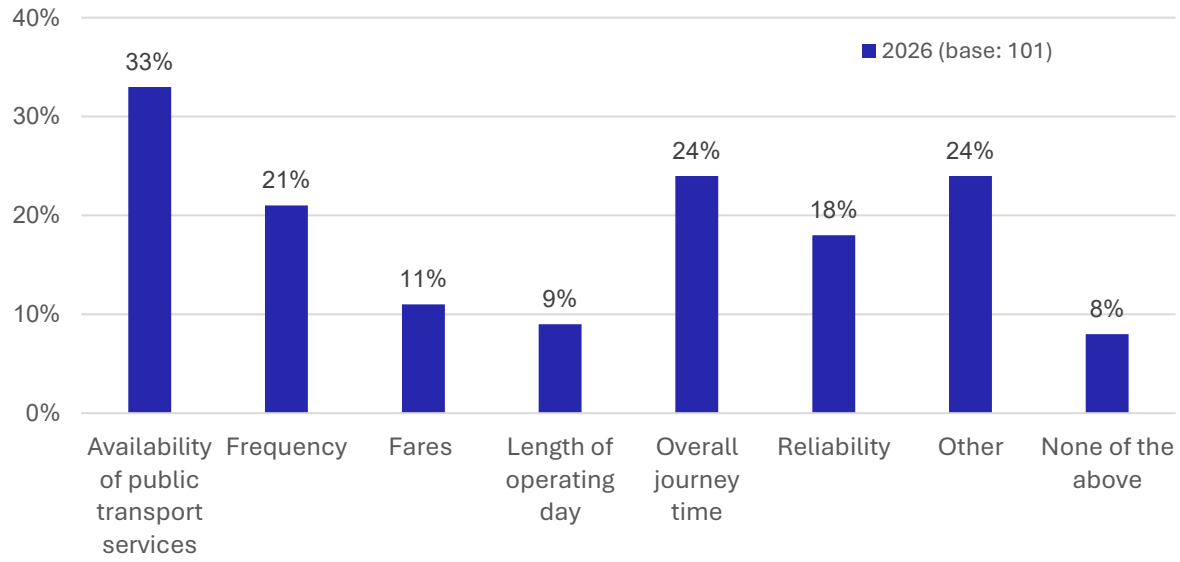


Figure 94: Counterfactual Survey - Factors influencing satisfaction

Public Transport Perceptions

As part of the counterfactual survey, respondents were encouraged to consider improvements and limitations associated with public transport provision. This question has been included in the absence of any baseline data to understand local trends. Residents were instructed to consider any changes over a three-year period

to help interpret whether perceptions regarding public transport are improving, declining or are unchanged.

Table 58 presents perceptions in Earlston regarding various public transport metrics over the last three years. This data reveals that over a third of respondents responded 'Don't know / Not relevant' to all categories which limits the sample size for this data.

Notwithstanding this, those who responded to this question demonstrate broadly a more positive outlook on public transport:

- Availability of public transport services: 38% Improved, 21% no change, 9% worsened.
- Frequency of service: 30% Improved, 23% no change, 12% worsened.
- Public transport Fares: 12% Improved, 22% no change, 27% worsened.
- Length of operating day: 22% Improved, 31% no change, 9% worsened.
- Journey time by public transport: 19% Improved, 38% no change, 9% worsened.
- Reliability of public transport: 25% Improved, 30% no change, 10% worsened.
- Public transport meeting travel needs: 30% Improved, 27% no change, 7% worsened.

Table 58: Perception Changes Over the Last 3 Years.

Location	Improved a lot	Improved a little	No change	Worsened a little	Worsened a lot	Don't know / Not relevant	Base
Availability of public transport services	16%	22%	21%	8%	1%	33%	**101**
Frequency	4%	26%	23%	12%	0%	36%	**101**
Fares	1%	11%	22%	18%	9%	40%	**101**
Length of operating day	4%	18%	31%	7%	2%	38%	**100**
Overall journey time	5%	14%	38%	7%	2%	35%	**101**
Reliability	4%	21%	30%	8%	2%	34%	**99**
Current public transport overall with respect to your household's travel needs	10%	20%	27%	7%	0%	35%	**99**

Summary of Findings

The Earlston counterfactual survey provides a benchmark for how travel behaviour may have evolved in East Linton without a local rail station. Overall, travel patterns in Earlston remain strongly car dependent, with limited rail use and longer journey times, highlighting the station's impact upon travel patterns in East Linton.

Commuting in Earlston is dominated by private vehicle use, with most residents travelling five or more days per week and around 84% commuting by car, with no rail use. By contrast, East Linton shows lower commuting frequency and a higher rail mode share, reflecting more flexible and multimodal travel patterns.

Leisure travel in Earlston is largely local, focused on nearby towns such as Galashiels and Kelso, with car use dominant. Rail is used only occasionally for longer trips, whereas in East Linton it plays a much greater role in both regional and longer distance journeys.

Rail usage overall is much lower in Earlston, with around 30% of residents using rail in the past year. Accessibility is also weaker, with longer journey times and indirect access to the rail network compared to East Linton's faster, more direct connectivity.

Public transport perceptions are mixed, with around half satisfied with the public transport service provision in Earlston with respect to their travel needs, but cost, convenience and car preference remain key barriers.

In summary, the counterfactual survey demonstrates that, in the absence of a local station, travel behaviour remains dominated by car use, is less flexible and more locally focused, with limited rail uptake and weaker connectivity to regional centres. The comparison therefore supports the conclusion that East Linton Railway Station has enabled a meaningful increase in rail use and improved accessibility even though car use continues to play a major role in overall travel behaviour.

Performance Against Objectives

Transport Planning Objective 1

TPO 1: Improve access to reliable and consistent public transport services to Edinburgh in the East Linton area in order to support sustainable economic growth.

Indicators Used

The following indicators have been used, based on primary and secondary data sources to understand scheme performance against TPO1:

- Rail usage and station utilisation
- Journey times and accessibility to Edinburgh
- Travel behaviour (commuting, leisure, education)
- Perceptions of accessibility, reliability and service quality

Primary Evidence

Primary survey evidence indicates that the reopening of East Linton Station has improved access to rail services and connectivity, with strong uptake among residents:

- Rail access and usage
  - 84% of residents have used rail in the past 12 months
  - 90% of rail users within East Linton now use East Linton station. The remaining 10% continue to use alternative stations.
  - 77% of residents have used the station since opening
- Station utilisation
  - 36% use the station regularly and 41% occasionally
  - Overall utilisation remains relatively infrequent, with 54% using it less than once per week
- Journey purpose
  - Rail plays a significant role in commuting, accounting for 32% of commuting trips.
  - Rail is also the dominant mode for longer-distance trips, particularly to Edinburgh (53%) and Newcastle (72%).
- Accessibility and perceptions
  - 94% rate the station as easy to access
  - 79% say it opens up new journey opportunities
  - 89% perceive a positive impact on the local area

- Travel behaviour impacts
  - 40% report increased travel frequency due to the station
  - There is evidence of mode shift from car to rail for Edinburgh trips, with 38% citing partial replacement, and 42% citing substantial replacement.
- Barriers to rail access
  - Service frequency and timetable gaps remain key issues. 56% of survey respondents are dissatisfied with frequency of services; and 55% are dissatisfied with first/last train times.
  - Other barriers to rail access include cost and car convenience.
- Business evidence
  - 59% of businesses see rail links as a competitive advantage
  - 34% report increased rail use for work-related travel
  - 13% identify rail as influencing business conditions

Overall, primary evidence indicates strong uptake, high awareness and clear improvements in rail access, with emerging impacts on commuting and travel behaviour.

Secondary Evidence

Secondary data confirms that the scheme has delivered substantial improvements in accessibility and connectivity, though demand is below forecast:

- Journey times:
  - East Linton–Edinburgh rail journey times reduced to approximately 20–30 minutes
  - Rail is significantly faster than travel by bus (by more than 1 hour)
- Accessibility
  - Households within 60 minutes of Edinburgh by public transport increased to c.919 (increase of 586)
  - Over 1,000 households are within walking catchment of the station
- Rail demand
  - c.115,625 journeys recorded in 2025
  - Demand is below forecast (approx. 130,000–140,000 anticipated at the business case stage)
  - Daily entries/exits c.184–198
- Travel patterns
  - 78% of journeys are to Edinburgh, confirming its role as the primary destination
- Service performance
  - Generally good punctuality and reliability
  - However, frequency and scheduling remain constraints, consistent with primary findings

These data demonstrate that the station has delivered material improvements in accessibility and connectivity, particularly to Edinburgh.

Findings

- The scheme has successfully reintroduced direct rail access, eliminating reliance on nearby stations and improving connectivity.
- There is strong uptake in use of the station and high awareness, in excess of early-stage expectations for new infrastructure.
- Rail plays a meaningful role in commuting and longer-distance travel, particularly to Edinburgh.
- However, usage remains irregular and below forecast, with service limitations constraining full utilisation.

Interpretation

TPO1 can be considered largely achieved at this stage. The scheme demonstrates strong performance in:

- Improving access to rail services
- Enhancing connectivity to Edinburgh
- Enabling commuting and longer-distance travel
- Delivering high levels of satisfaction

But weaker performance regarding:

- Service frequency and timetable limitations
- Affordability concerns
- Incomplete integration with other modes

Overall, the station is functioning effectively as a transport access point, with clear evidence of both accessibility improvements and emerging behavioural change.

Key Point Box

> **TPO1: East Linton Station has delivered substantial improvements in accessibility and connectivity, with strong uptake and clear evidence of use for commuting and longer-distance travel, although usage is constrained by service frequency and timetable limitations.**

Transport Planning Objective 2

TPO 2: Increase the sustainable mode share for residents and businesses from the East Lothian area to Edinburgh and Newcastle.

Indicators Used

The following indicators have been used, based on primary and secondary data sources to understand scheme performance against TPO2:

- Modal share (rail vs car)
- Mode of access to station
- Changes in travel behaviour and frequency
- Business and visitor travel patterns

Primary Evidence

Primary data suggests that the scheme has contributed to modal shift, particularly for longer-distance journeys, but car use remains dominant overall:

- Commuting mode share
  - Car travel remains dominant with 54% of commuting trips by car.
  - Rail accounts for 32% of commuting trips.
- Station access
  - 81% access the station by walking or wheeling
  - 16% access by car
- Behaviour change
  - 40% report increased travel due to the station
  - There is strong evidence of modal shift from car to rail for Edinburgh trips
- Journey patterns
  - Rail dominates longer-distance journeys (Edinburgh, Newcastle)
  - Car remains dominant for shorter, local trips (e.g. Dunbar, Haddington)
- Business travel
  - The main mode for commuting by employees is car (63%); there is no commuting by rail by employees
  - The main mode of travel for business is by car (77%); 22% of business travel is by rail
- Visitor behaviour
  - 70% said they have increased rail use
  - 77% said they replaced car journeys

- 81% said they are more likely to visit due to the station

Secondary Evidence

Secondary data supports the presence of partial modal shift, alongside continued car reliance:

- Rail demand has increased significantly relative to pre-opening conditions
- Use of rail for trips to Edinburgh is particularly prevalent (78% of journeys)
- There is continued growth in traffic on key corridors (+10–15% PM peaks), indicating persistent car use

Findings

- There is clear evidence of modal shift to rail for longer-distance travel, particularly to Edinburgh.
- There are high levels of walking/wheeling to access the station.
- However, car dominates local travel and commuting overall; and rail is not the primary mode for many everyday journeys.

Interpretation

TPO2 has been partially achieved:

Positive outcomes:

- There is 32% rail mode share for commuting
- There is good evidence of modal shift for longer-distance journeys
- There are high levels of walking/wheeling access to the station

Limitations:

- Continued dominance of car use overall
- Limited uptake of rail for business travel
- Service constraints limiting further modal shift, identified through dissatisfaction indicated by respondents.

Key Point Box

> **TPO2: The scheme has achieved partial modal shift, with evidence of rail use for commuting and longer-distance trips and high levels of access by walking/wheeling. However, car use remains dominant for local and flexible journeys.**

Alignment with National Transport Strategy Priorities

The Scottish Government published the National Transport Strategy (NTS) in February 2020, setting out a vision for Scotland's transport system over the following 20 years. This vision is to:

> **"...have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities businesses and visitors".**

Table 59 demonstrates how this scheme aligns with each of the NTS priorities. Overall, the East Linton Railway Station scheme demonstrates strong alignment with the strategic intent of the NTS, consistent with the wider findings of this Stage 1 evaluation:

- The scheme provides improved access to public transport, contributing to reducing inequalities
- Realisation of climate, economic and behavioural outcomes remain partial, reflecting early-stage implementation and service constraints
- Longer-term alignment with NTS priorities will depend on increased usage, improved service provision, and strengthened integration with other modes

Table 59: Alignment with National Transport Strategy Policies

Priorities	Outcomes	Scheme Alignment
Reduces inequalities	• Provide fair access to services • Easy to use for all • Affordable for all	The opening of East Linton Railway Station has significantly enhanced access to the rail network for the local community, providing direct and convenient connections to Edinburgh and other key destinations. High levels of station usage and accessibility, including strong active travel access (walking/wheeling), indicate that the station is easy to use and well-integrated within the settlement. This has improved access to employment, education and services. However, cost and timetable limitations may constrain affordability and accessibility for some users.
Takes climate action	• Adapt to the effects of climate change • Help to deliver net-zero target • Promote greener, cleaner choices	The station has successfully enabled a shift towards more sustainable travel, particularly for longer-distance journeys to Edinburgh and Newcastle, where rail is now a dominant mode. Evidence of car trip replacement and increased rail use demonstrates early progress toward climate objectives. However, car use remains dominant for

Priorities	Outcomes	Scheme Alignment
		shorter and local journeys, meaning the scheme's overall contribution to net-zero targets is limited.
Helps deliver inclusive economic growth	• Reliable, efficient and high quality • Use beneficial innovation	East Linton Station provides a high-quality and well-used transport asset, with strong satisfaction ratings and improved connectivity to regional labour markets. The station supports commuting to Edinburgh and has enhanced the attractiveness of the area for residents and visitors. Businesses recognise rail connectivity as a competitive advantage, although there is limited evidence of direct economic uplift or behavioural change at this early stage. Economic benefits are likely to develop further over time alongside population and development growth.
Improves health and wellbeing	• Safe and secure for all • Enables healthy travel choices • Makes communities great places to live	The station performs strongly in terms of safety, security and user satisfaction, contributing positively to community wellbeing. High levels of walking and wheeling access demonstrate strong support for active travel. Wider health benefits are limited by continued reliance on car travel for certain journey types. Overall, the station is widely perceived as a valuable community asset, improving quality of life and local place attractiveness.

Value for Money Assessment

Purpose

This section provides a light-touch Stage 1 Value for Money (VfM) assessment for East Linton Railway Station at an early observed (Post-Opening) stage. The assessment is intentionally proportionate and is designed to establish the direction of travel for VfM, rather than to replicate the full monetised economic appraisal completed at Full Business Case (FBC) stage.

This Stage 1 VfM assessment combines final outturn present value cost information with order-of-magnitude evidence on early operational performance, including observed passenger demand, service characteristics and journey times. It does not seek to provide a monetised reappraisal.

While this assessment focuses specifically on East Linton Railway Station, it should be noted that the economic appraisal undertaken at FBC stage considered Reston and East Linton as a combined scheme. The findings of the FBC therefore provide important context for interpreting the results presented here.

Economic Context

At Full Business Case (FBC) stage, the economic appraisal assessed Reston and East Linton as a single combined scheme. The analysis indicated that the stations would deliver local benefits, primarily through enhanced rail accessibility, reductions in generalised travel costs, and journey time savings for users. However, the introduction of additional stopping services on the East Coast Main Line (ECML) was also expected to affect longer-distance services, leading to disbenefits for some long-distance rail users, most notably through increases in journey times.

When considered together, these disbenefits, alongside the scheme's capital and lifecycle costs, resulted in an overall negative Net Present Value (NPV). Importantly, even when cross-border disbenefits were excluded from the analysis, the projected Present Value of Benefits remained substantially below the Present Value of Costs. On this basis, the scheme was assessed at FBC stage as providing poor value for money.

Against this background, the Stage 1 assessment focuses on whether the anticipated local benefits are beginning to emerge as forecast within the full business case, adopting a proportionate approach that tests key indicators rather than re-estimating the full economic appraisal.

Methodology and Data Used

The assessment adopts a qualitative, component-based approach, focusing on a comparison between Predicted (Business Case) assumption and Observed (Post-Opening) outcomes across the main VfM drivers.

Evidence has been drawn from a range of sources, including cost data, early operational performance, and indicators such as passenger demand, service patterns and journey times. These inputs are used to assess whether the expected benefits are beginning to emerge and how these align with the scheme's underlying VfM drivers.

To support this assessment, a range of data sources and evidence have been used, as set out below.

Cost

Costs have been reviewed to determine whether scheme delivery has remained within the cost envelope assumed at FBC stage, and whether any divergence between forecast and outturn costs is likely to alter the overall VfM position.

- Predicted (FBC): Present Value cost assumptions for East Linton used in the economic appraisal, including the breakdown of capital costs and long-term maintenance and operating costs.
- Observed (Post-Opening): Outturn capital costs following scheme delivery, together with early indications of operating and maintenance costs.

This comparison provides an indication of whether cost overruns or savings are likely to materially strengthen or weaken VfM relative to the business case position.

Fares and Revenue

Fares influence user charges and revenue impacts within the economic framework. A proportionate review of fares and revenue has been undertaken, recognising that revenue is not a primary driver of VfM for this scheme and that the FBC includes limited detail on revenue assumptions, with values relatively small over the 60-year appraisal period.

- Predicted (FBC): Implied average fare and revenue assumptions embedded within the economic analysis supporting the FBC.

- Observed (Post-Opening): Where available, a comparison with current fare levels or ticket price structures for representative journeys, used as a sense-check rather than as a full revenue re-forecast.

This approach helps to assess whether revenues are broadly in line with expectations and whether any divergence is likely to materially affect the VfM position.

Demand

Passenger demand is a key driver of user benefits, including journey time savings and reductions in generalised travel costs, and is therefore central to the VfM assessment. Demand evidence has been used to assess both the accuracy of forecasts at FBC stage and whether the scale of realised benefits is proportionate to expectations.

- Predicted (FBC): Annual passenger demand forecasts for East Linton derived from the economic analysis supporting the FBC.
- Observed (Post-Opening): Observed station usage based on the latest available Office of Rail and Road (ORR) entries and exits data.
- Abstraction (indicative): A high-level review of whether observed trends at nearby stations appear consistent with abstraction effects or wider network recovery, noting that robust attribution is limited at Stage 1 without a longer time series and origin–destination data.

This evidence enables an early assessment of whether patronage levels are tracking Predicted (FBC) expectations and the extent to which benefit realisation may differ from the business case.

Proposal

A review of the delivered proposal has been undertaken to confirm whether the station has been delivered in line with the scheme design assumed in the FBC. This helps to establish whether any difference between forecast and observed outcomes is likely to be driven by performance factors (such as demand or service patterns), rather than by changes to the scheme itself.

- Predicted (FBC): Station specification and facilities described in the FBC (platforms, step-free access, parking, passenger information systems, etc.).
- Observed (Post-Opening): Evidence on delivered scheme characteristics (consistency with intended outputs and delivered parking provision)

Journey Times

Journey time savings were a key benefit driver in the Predicted (FBC) economic case, reflecting the perceived advantages of rail compared with other modes and existing travel patterns. At Stage 1, journey times have been reviewed to assess whether the level and direction of time savings assumed in the FBC appear to be emerging in practice.

- Predicted (FBC): Indicative journey times referenced in the FBC business case and supporting appraisal material (East Linton–Edinburgh).
- Observed (Post-Opening): Typical journey time ranges based on current operator timetables.

This comparison provides an early indication of whether journey time benefits are being realised broadly as expected, or whether deviations may be influencing the VfM outcome.

Assessment

Table 60 summarises the Stage 1 Value for Money (VfM) indicator set for East Linton Railway Station and presents Predicted (FBC) benchmarks alongside Observed (Post-Opening) evidence to support interpretation. Predicted (FBC) values reflect assumptions and forecasts used in the Full Business Case appraisal, while Observed (Post-Opening) values draw on the best available evidence following scheme delivery, including observed station usage and current journey time characteristics.

The indicators focus on the principal drivers of VfM at this early Observed (Post-Opening) stage, costs, demand, delivered scope and journey times. The table does not provide a monetised re-appraisal; instead, it is used to assess the direction of travel for VfM and to identify whether outcomes are aligning with, or diverging from, business case expectations.

Table 60. Value for Money Assessment indicators.

Component	Indicator	Predicted (FBC)	Observed (Post-Opening)
Costs	**Capital Costs**	£15,030,000 (Capital Cost Estimate)	£16,674,000 (Outturn Cost)
	Operating and Maintenance Costs	£145,500 per year.	£122,297 per year.
Benefits	**Demand at Stations**	130,000-141,143 entries and exits per annum (forecast range).	66,982 passenger entries and exits (latest available ORR data, April 2024-March 2025). Recent operator data suggests this could be higher with 115,625 journeys made to and from East Linton for the 2025 calendar year (composed of 92,042 for TransPennine and 23,583 for Scotrail). However, this is still below the original forecast.
	Abstracted Demand	Abstraction from Dunbar of 41,000-45,000 journeys per annum.	The growth in Dunbar demand has declined during the last two years of operation. However, due to the impact of the COVID-19 pandemic and ongoing recovery, it is difficult to determine whether abstraction has taken place or a slow recovery is still being realised.
	Proposal	Two platforms, shelters, lighting, seating, Customer Information System (CIS), long-line public address system (LLPA), CCTV, lifts and pedestrian bridge for platform-to-platform access. 125 car park spaces (15% electric charging points and 5% accessible spaces), CCTV, lighting, drop-off, bus replacement services area, and bicycle rack.	Final Network Rail design is consistent with FBC outputs, including an unstaffed station with two platforms and a lift/overbridge arrangement. 114 parking spaces have been provided, including dedicated blue badge bays and 18 electric vehicle charging points.
	Journey Time	20-minute journey time to Edinburgh.	Average 20–24-minute journey time to Edinburgh.

	Revenue	The financial/economic appraisal within the FBC shows no net positive operating revenue.	Total revenue estimate for East Linton Railway Station of between £641,596 and £784,173. However, it cannot be estimated how this impacts the scheme value for money at this stage.

Likely Impacts on Value for Money

Cost Impacts

Outturn capital costs for East Linton are higher than the Predicted (FBC) estimate (£16.674m compared with £15.03m). This increases the cost side of the VfM balance and therefore reduces NPV and weakens VfM, as higher investment costs require proportionately higher benefits to achieve the same overall value for money outcome. Even if demand and benefits were to meet Predicted (FBC) forecasts, the higher outturn capital cost would still result in a more negative NPV than anticipated at business case stage, all else being equal.

Operating and maintenance costs for East Linton are lower than the annual assumption cited in the FBC (approximately £122.3k compared with £145.5k per year). Lower ongoing costs reduce the lifecycle cost burden and therefore have a positive effect on NPV and VfM. However, the magnitude of this saving is relatively modest when set against both the capital cost increase and the scale of the demand shortfall, meaning the overall VfM effect is unlikely to be significant.

Benefit Impacts

Observed demand at East Linton is significantly lower than forecast prior to opening, with 66,982 entries and exits compared to an expected range of 130,000–141,143. This represents a shortfall of approximately 63,000–74,000 entries and exits, or around 65,200 below the forecast level referenced at this stage. Passenger demand is a key driver of benefits in the economic case, as user benefits, such as journey time savings and reductions in generalised cost, are directly linked to the number of trips made. Consequently, lower-than-forecast demand indicates proportionately reduced realised benefits and a weaker Net Present Value (NPV) and Value for Money (VfM) position than anticipated prior to opening.

Although passenger growth at Dunbar has slowed in recent years, there is limited evidence to suggest this is due to abstraction to East Linton station. Data from the Office of Rail and Road (ORR) indicates that demand remains in post-COVID recovery, with usage still around 12% below pre-pandemic levels.

The delivered East Linton station remains largely consistent with the design developed at the FBC stage. As such, the scale and nature of anticipated benefits are not expected to differ materially from those originally assessed. The scheme includes the key features assumed at business case stage, such as two platforms, step-free access via lifts and an overbridge, passenger information systems, and parking and interchange provision, meaning the underlying benefit mechanisms remain valid.

While the number of parking spaces has reduced by 11 compared to earlier assumptions, this is expected to have only a minor negative effect on station demand and is not considered significant. Overall, VfM is therefore unlikely to be materially affected by design changes, with any divergence from the business case position more likely driven by demand and cost performance rather than scope variation.

Observed (Post-Opening) evidence on journey times suggests broadly similar outcomes to those assumed Predicted (FBC). Journey times between East Linton and Edinburgh were forecast at around 20 minutes, while current timetables indicate a range of approximately 20–24 minutes. This represents an increase in journey time relative to assumptions and directionally this does not improve the poor NPV as presented within the FBC.

The financial/economic appraisal within the FBC showed no net positive operating revenue but did not provide an estimation of revenue. The Observed (Post-Opening) evidence suggests that the railway station has an estimated operating revenue of between £641,596 and £784,173 per year.

The overall VfM assessment for East Linton Railway Station consequently remains poor, with the conclusions of the original business case broadly unchanged in direction.

Economic Appraisal Omissions

Review of the Full Business Case indicates that a number of potential benefit streams were not fully captured or monetised within the core economic appraisal. While this is not unusual for rail station schemes, particularly in more rural contexts, it is important to acknowledge these omissions when considering overall value for money at Stage 1.

- The appraisal did not explicitly account for station facility benefits. New stations can deliver benefits associated with improved quality, comfort and accessibility when compared with alternative modes or older stations that may lack modern facilities or fail to meet current design and accessibility

standards. East Linton station provides step-free access, modern passenger information systems and improved waiting environments, which may enhance perceived journey quality beyond pure time savings. While these benefits are real, they are difficult to monetise and are generally small when compared with journey time benefits; as such, they were not included in the core appraisal.

- The FBC does not quantify active travel benefits associated with access to the station. A shift from private car use to rail can generate additional physical activity through walking and cycling at either the trip origin or destination. These first- and last-mile effects can be appraised using tools such as the DfT's Active Mode Appraisal Toolkit. In principle, inclusion of these benefits would increase the Present Value of Benefits. Given current demand levels at East Linton and the predominantly rural catchment, the overall scale of active mode benefits is expected to be modest at this stage; however, it is recognised that a substantial proportion of station users access the station by active modes.
- The FBC states that wider economic impacts (including agglomeration effects and land value uplift) were expected to be small or negligible, reflecting the low density of population, employment and businesses in the immediate catchment. While additional benefits of this type could materialise over the longer term, particularly if accessibility improvements support incremental development or land use change, there is currently limited evidence to justify their inclusion within a Stage 1 VfM assessment.

Overall, while these omitted benefit streams could marginally increase total benefits, they are unlikely to be sufficiently large to materially change the VfM conclusion, particularly in light of lower-than-forecast demand and higher-than-forecast capital costs.

Value for Money Conclusion

At Full Business Case stage, the combined East Linton and Reston scheme was assessed as offering poor value for money, driven by high capital costs relative to anticipated benefits and disbenefits to longer-distance rail users arising from additional ECML stops.

The Stage 1 Observed (Post-Opening) assessment for East Linton indicates that several of the key drivers underpinning this conclusion have been borne out in practice. Capital costs are higher than forecast, while observed passenger demand is substantially below Predicted (FBC) expectations at this stage. As demand is the principal determinant of user benefits, including journey time and generalised cost savings, the scale of realised benefits is likely to be lower than assumed in the business case.

The delivered station is broadly consistent with the scope and specification set out at FBC stage, meaning the underlying benefit mechanisms remain valid. However, journey times to Edinburgh are slightly longer than forecast and a small reduction in parking provision has been delivered, both of which are likely to have only a marginal effect on benefits.

Although operating and maintenance costs are lower than anticipated, this provides only a modest offset. It is insufficient to counteract the combined impact of higher capital costs and significantly lower-than-forecast demand.

Taken together, the available evidence suggests that benefits are unlikely to exceed costs at this early stage, and the Net Present Value for East Linton is therefore likely to remain negative at this early Observed (Post-Opening) stage.

The overall VfM assessment for East Linton Railway Station consequently remains poor, with the conclusions of the original business case broadly unchanged in direction.

Conclusions

Summary of Findings

The opening of East Linton Railway Station has delivered early benefits, particularly in improving accessibility and connectivity to key regional centres such as Edinburgh and Newcastle. The scheme has successfully re-established rail as a viable and attractive mode of travel for the local community, with strong levels of uptake, high satisfaction and widespread positive perceptions.

The evaluation shows that the station has embedded quickly within local travel patterns, with the majority of residents using rail and the station itself. There is evidence that the station is fulfilling its role as a key transport asset within East Lothian. There is evidence of behavioural change, including a meaningful rail mode share for commuting and significant modal shift from car to rail for longer-distance journeys, particularly to Edinburgh. High levels of walking and wheeling access to the station further reinforce its contribution to more sustainable travel patterns.

However, car use remains dominant overall, particularly for shorter and local journeys, and rail is not yet embedded as the primary mode for all trip purposes. The evaluation identifies key constraints, including limited service frequency, timetable gaps, affordability concerns and weak integration with other transport modes, which are restricting further uptake and limiting the realisation of the scheme's full benefits.

From an economic perspective, while there are early signs of positive impacts; such as, increased visitor activity, improved perceptions of place, and recognition of rail connectivity as a business advantage, there is limited evidence of measurable economic change at this stage. This reflects the time required for wider economic effects to materialise.

Demand is below forecast levels, and the scheme currently presents poor Value for Money (as predicted within the developed business case), driven by lower-than-expected patronage and higher capital costs. However, this position is not uncommon three years after opening, and demand growth and benefits are likely to develop over time.

The scheme is performing strongly at an early stage, particularly relative to comparable interventions, and is already delivering clear benefits against its core objectives. However, the long-term success of the station in supporting sustainable travel and economic growth will depend on improvements to service frequency, affordability and integration, alongside continued maturation of demand and travel behaviour over time.

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