

Report 5: Community

Ambition synergies

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1. Background

East Lammermuir

In 2025 East Lammermuir Community Council commissioned an Energy Partnerships Project to help manage a number of significant energy infrastructure projects within the catchment.

With around 600 addresses, southeast of Dunbar in East Lothian, it is a sparsely populated, rural landscape. Key features include the Lammermuir Hills to the south, Forth Estuary to the north, a significant stretch of dual-carriaged A1, industry and energy sites - including the Tarmac Cement Works and Torness nuclear power plant. All these factors have led to a significant concentration of new energy developments.

There are 15 planned developments in East Lammermuir, at time of writing.

On 19 May 2025, residents from the four key villages of Spott, Stenton, Innerwick and Oldhamstocks attended an Energy Developments Public Meeting to discuss issues such as community benefits, shared ownership and the potentially large changes to the region.

Developers and residents were invited to discuss how the proposed energy projects might “leave our area better than they found it.”

Four separate “community ambitions” were identified as important ways for developments to positively improve and offset potential impacts of a high density of energy infrastructure projects.

These were voted on and refined into the following asks:

- 1. All properties within one kilometre of construction works, haul roads or access routes on public roads should be brought up to a minimum of EPC band C, with any appropriate micro renewables included.*
- 2. A usable, effective Active Travel Network of segregated paths should be planned, designed and built – to include at least one safe crossing over or under the A1 and mainline railway towards the coast and Dunbar.*
- 3. A public or community transport service should be re-introduced to link the villages with Cockburnspath and Dunbar.*
- 4. An ambitious biodiversity gain plan should be devised, agreed and implemented with maximum use of developer support for local volunteers and other relevant aspects of the plan.*

These four ambitions were informed by residents and the East Lammemuir Local Place Plan.

While some may be easier to achieve or more costly than others, it is the intention that planned infrastructure projects should support these four pillars.



Shared goals and efficiencies

During the winter of 2025-26 a series of town hall workshops were held on these priorities to consult East Lammernuir residents and developers. Each of the four elements was addressed in a separate workshop, to identify barriers, goals and recommendations.

The four workshop reports can be read in full on the East Lammernuir Community Council website, elcc.scot.

The purpose of this fifth and final report was to find co-efficiencies and shared elements between the ambitions, so that any benefits or actions taken have maximum impact.

Though formed of four separate “ambitions”, most share common elements and factors arising from their shared location and community priorities.

Community Benefits

Community benefits have a long history in Scotland's energy landscape. Originally developed in the 1970s for oil-related community engagement, as a way for developers to earn social licence - community benefits involve developers providing funding, infrastructure, or equity to local communities impacted by projects. Community benefits have seen substantial reimagining with Scotland's Green Energy and Renewables ambitions. These are liable to change again, with specific considerations for type of energy generation, infrastructure, location (offshore versus onshore).

The Scottish Government has published guidelines on best practice and resources available to communities negotiating community benefits. However, as voluntary, negotiated agreements there are few legal requirements, minimums or obligations.

It is to East Lammermuir Community Council's credit that they have taken such a proactive stake in shaping community benefit negotiations. Making use of a well-developed Local Place Plan and public consultation has led to a clear energy plan, which has benefitted both residents and developers.

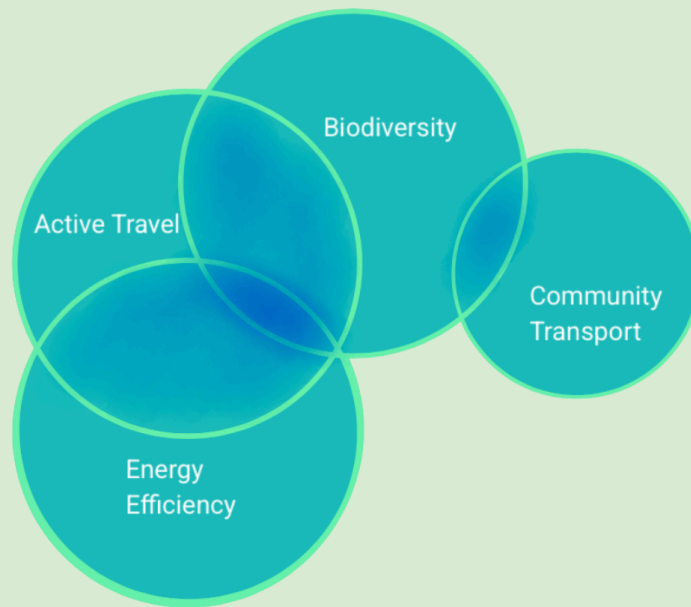
By getting out ahead and engaging with projects they have come to negotiations with clear asks and expectations for developers and have been able to build capacity for future developments. It is an example that could be followed elsewhere in Scotland.

Connecting the workshops

One significant early development in East Lammermuir is the site of the Eastern Green Link (EGL1). This high-voltage direct current electrical subsea cable system makes landfall at Torness, near the village of Innerwick.

Transmission developers Scottish Power Energy Networks (SPEN) have negotiated a community benefits package. As part of this SPEN have also funded the scoping and data-gathering workshops, in order to better align with the four ambitions.

The purpose of these workshops was to shape the immediate handling of EGL1 community benefits but also a longer-term strategy towards future developments in East Lammermuir.



Workshop outcomes: recommendations and timeframe

Immediate and long-term goals

As well as recommendations to help shape partnerships well beyond 2029 and the delivery of ELG1, similar weighting will be required for short-term goals. The council's wider energy partnership ambitions will require evidence that residents have been heard and listened to.

A common desire expressed at all workshops was to see outcomes and responses after a long period of consultation.

For this reason this report will look at both short-term recommendations (within 3 yrs) and long-term recommendations (past 2030) that can be begun before the delivery of EGL1.

Evolving picture and developments

Since holding the first workshop in October 2025, there have been changes to the local energy and infrastructure picture. Some outcomes have become closer to being realised and additional studies have been conducted.

Most notably, with regards to the A1 Corridor, a feasibility study for a crossing point for a Regional Heat Network has been conducted by Lothian Heat CIC. An additional feasibility study with similar goals is being conducted by Walk Wheel Cycle Trust exploring active travel crossings points, with a biodiversity element also being investigated by WWCT ecologists.

While the full details were not available during these village hall workshops, these developments are fast moving and align closely with both the responses from the workshops and initial Local Place Plan community ambitions.

The purpose of this fifth report is to identify shared outcomes, efficiencies and increase the impact of energy and infrastructure benefits in East Lammermuir.

Recommendations will reflect a mixture of new activities, scaling up existing actions and shaping larger ambitions that closely fit the initial community ambitions.

Immediate and long-term goals



Weightings and shared priorities

Allocating community benefits between ambitions

While the four identified “community ambitions” have equal weighting and emphasis, each have different material cost and efficiency scales. For example the costs per metre of soft planting for biodiversity gain is likely to be very different to the cost per metre of cycle network or infrastructure.

While the maths of dividing the initial funding equally between the ambitions is pleasingly simple, community benefits will go further to achieving some goals than others.

A formal costing is not part of this report. However, recommendations have been weighted to address asks and ambitions equally, while also considering their proportional share of the same pot.

Outcomes and interventions meeting multiple ambitions have been highlighted as greatest efficiency.

Ambition ownership and steering groups

A shared recommendation from all workshops was the need for strong ownership for delivering the community ambitions. Identifying steering groups and lead organisations for each of the ambitions will be key to balancing the immediate and long-term planning of community benefits. These will help with both the speed of delivery, allocation and drawing down of community benefit funds. While some topics already have active stakeholders and anchor organisations which could fulfil many of these roles, some ambitions will require more work. In particular the Community Transport ambition has few active stakeholders in East Lammermuir, despite it having been identified as a key ambition.

Geographical spread of benefits

The four key villages served by East Lammermuir Community Council were central to shaping the community ambitions and Local Place Plan which has informed the workshops and work to date. However the distribution and spend of the community benefits is likely to be highest, closest to infrastructure and energy developments. Especially given the site-specific ambitions (such as Energy Efficiency retrofit of properties within 1km of development works) the majority

of benefits are likely to be focused around Innerwick. This is in-keeping with the [Scottish Government's guidelines on community benefits](#) planning with regards to "Targeted Impact" within the "Area of Benefit".

However - given the scale of the energy developments (EGL1 is 40 times greater than Scotland's defined "large-scale" >50MW transmission project) - it is common for projects of this size to have a wider area of benefit, while maintaining a focus on local, targeted benefits.

Additionally, some neighbouring local authorities have expressed an interest in contributing to some of the ambitions that stand to have mutual benefit across council areas. For example there has been an offer of collaboration from Cockburnspath and Cove on the Community Transport ambition as they are subject to the same regional transport network and issues identified by East Lammermuir. This was evidenced by the number of Cockburnspath and Cove residents in attendance at our Community Transport workshop and the provision of a Border Wheels minibus by the community council.

In summary - the purpose of targeted community benefits are to serve the communities most directly impacted by developments. However, with a sequence of local energy and infrastructure projects of this magnitude, East Lammermuir has the opportunity to be more ambitious in spreading the benefits beyond the immediate area and timeframe.

2. East Lammermuir Workshops



1. Energy Efficiency

Overview

Held on 9 October 2025 in Innerwick Old School Hall.

The first workshop was convened by Graham Boulton, Project Manager with the Energy Saving Trust, to focus on the first ambition of increasing heat and energy efficiency to bring all buildings affected by developments to a “minimum of EPC band C.” Wider regional energy and heating aspirations within the villages were also discussed. Concerns were raised about the scale of the task, housing stock and timeframe of this goal.

A workshop report was compiled by Energy Saving Trust, see [“East Lammermuir Energy Efficiency Community Workshop Report & Action Plan March 2026”](#).

Quotes and priorities

- **There is a desire for centralised leadership and a trusted steering group to guide options.**

“Insulation options are often not widely understood or known and the information sources are not always trusted.”

- **Even more proactive residents have found material and efficiency improvements difficult to approve through current planning channels - project needs an exception made.**

“The time taken to apply for planning with ELC is always slow. Ways to speed up insulation efficiency applications would be welcome.”

“There’s an opportunity for efficiencies to look at ‘banding properties’ Archetypes from previous projects to tendering materials and solutions”

- **Local housing stock is old with unique considerations for pre 1919 buildings. EPC may be a flawed measurement for the community’s aspirations.**

“Fabric measures on historic, listed properties are limited and need to be taking into account of what’s appropriate and what is in keeping with an individual’s or an individual property’s considerations.”

“EPCs are not always a suitable measurement for heritage buildings. They are a poor yardstick for the unique heritage buildings, efficiencies not always captured.”

- **There is potential and huge enthusiasm for “visionary” Regional Heat Network, however it may not be available to all 328 homes and not in a short timeline.**

a. Barriers Identified

- Old housing stock a challenge to retrofit and material improvements:** A third (33%) of the homes in East Lammermuir are from pre 1919, compared with 18% for the Scottish average.
- EPC data is only partial:** Around half of the current EPC ratings are estimated for the area, requiring door-to-door assessment.
- Lack of trust and understanding:** There is an urgent need for a centralised point-of-contact and information, as

b. Recommendations

- A whole-house, fabric-first strategy to retrofit, supported by detailed ‘HEM’ assessments.

- ii. Appoint strong governance structures including Project Development Officer as trusted single point of contact.
- iii. Use House-Archetype Strategy to find value for money across the very broad, heritage housing stock.
- iv. Explore local partnerships for secondary social, economic and environmental delivery objectives.
- v. There is potential and huge enthusiasm for “visionary” Regional Heat Network, however it may not be available to all 328 homes and not in a short timeline.

c. Crossover issues

Emerging low carbon heating options (a heat network) would also **need to overcome A1 barrier** to access heat sources. A requirement for governance and a **development officer** is a common theme from workshops, in this case to coordinate delivery over complex, segmented housing stock. The requirement for **building relationships with landowners** may have crossovers with Biodiversity and Active Transport network goals.



2. Active Travel

Overview

Held 19 November 2025 in Stenton Village Hall.

The Active Travel ambition workshop was convened by Walking Scotland, asking community, developers and council members to identify barriers to the “useable, effective Active Travel Network” ambition. As a workshop focusing on maps and spatial considerations, there were valuable crossovers and shared context for the other ambitions. Facilitated around four breakout tables - each focusing on one of the four villages Spott, Stenton, Innerwick, and Oldhamstocks - there was a lot of detailed discussion of routes connecting the villages and Dunbar. This included potential crossing points of the A1.

The workshop was accompanied with an online survey of Active Travel habits, with 86 responses from East Lammermuir.

Walking Scotland compiled the workshop report [“East Lammermuir Walking, Wheeling , Cycling, Horse-riding Consultation Report and Recommended Actions”](#).

Quotes and priorities

- **Desire for safer ways to cross A1 corridor and active travel routes linking to the hub of Dunbar.**

“I took the kids across the A1 into Dunbar—it was really scary.”

“Crossing at Torness does not feel safe to walk, cycle, or push a pram.”

“Children can’t move around safely.”

- **A complex patchwork of ownership and individual priorities make rights of way and active travel networks difficult to negotiate.**

“Approaching landowners with plans drawn up will get backs up. Better to engage early, seeking help rather than with fully formulated plans.”

“Trying different landowner outreach options can be productive. (Who knows if the landowner is a keen cyclist or naturalist, until you ask them?) They might be more amenable to helping.”

“Increased foot traffic on byways or cycle paths shown to reduce crime and antisocial behaviour.”

- **A1 crossing and improvement of safe network ambition for multiple stakeholder groups, including lapsed sections of National Cycle Network.**

- a. Barriers Identified

- i. **Lack of safe paths, segregated from traffic:** Almost half of survey respondents complained about the lack of pavements, roads shared with heavy vehicles and poorly maintained paths.
- ii. **Lack of information, understanding and signage:** There is a lack of understanding of the current Active Travel network, with signage or clear rights of way missing. The complex network of landownership and natural barriers mean that residents often stick to small, familiar loops with safe through-routes not clearly understood.
- iii. **A1 crossing options:** Options for crossing the A1 road and rail corridors are poorly marked and dangerous. Underpasses exist at Bransmill and Eweford but need significant upgrades, and do not connect to rights of way.

- b. Recommendations

- i. Improve A1 Crossing Safety and Reduce Severance of cycle and pedestrian routes. eg NCN route 76
- ii. Create Safer Walking Space Near Roads
- iii. Improve Path Maintenance and Accessibility
- iv. Improve Signage, Wayfinding and Promotion
- v. Improve Settlement-to-Settlement Active Travel Connectivity
- vi. Development of Mobility Hubs and Active Travel Hubs
- vii. Managing Access Impacts from Energy Developments
- viii. Further Community Engagement

c. Crossover issues

The barrier of **the A1 remains a common thread** between ambitions, fracturing both active travel routes and byways as well as habitats and pathways to low-cost, low carbon heat.

Governance was also identified as an early ambition and the need for a central trusted role, like a **Development Officer**, to be a source of communication to help communicate progress and solutions to perceived barriers across the active transport network.



3. Biodiversity Gain

Overview

Held 14 December 2025 in West Barns Village Hall.

The Biodiversity Gain workshop was convened by the East Lothian Climate Hub. It was designed as a practical step to discussing what biodiversity means in a rural landscape, facing significant change. Drawing from the Local Place Plan the ambitions were to protect and enhance green spaces, promote biodiversity and regenerative management of East Lammermuir.

Guest presentations from the Hedgerow Restoration Project and Forth Rivers Trust showed the level of grass roots action already taking place and wishing to support a larger East Lammermuir biodiversity plan.

Quotes and priorities

- **Biodiversity gains are made slowly and lost quickly. The ambition will need sustained management.**

“Biodiversity is something that needs ongoing persistence... cannot be paused, stop-started.”

- **Landowners are a large non-uniform bloc that make coordinated biodiversity network goals a challenge.**

“We need a group of stakeholders who can manage relationships and knowledge with transparency”.

- **There is ambition beyond conservation and for a biodiversity gain that improves the region’s ecology.**

“Living memory is short and does not encompass what is lost. We are trying to protect what we know, rather than what could be possible... We lack an ambitious vision - cuckoos, beavers, otters, more!”

- **There are a number of ‘grass roots’ organisations doing this work that need support.**

“People love to see positivity, and it helps them see how they can get involved.”

“We need something visible, something positive and something early to show what we have done. E.g. hedgerow restoration.”

“Our starting point is far developed ahead of many other parts of Scotland.”

a. Barriers Identified

- i. Consultation fatigue and need for quick demonstrable wins:
- ii. Relationship between landowners, community and developers:
- iii. Many overlapping biodiversity ambitions with need for consistent, point of contact: salaried
- iv. Need for consistent, long-term planning:

b. Recommendations

- i. Establish a small team or point of contact for relationships and coordination of work.
- ii. Scale up existing community project for quick wins
- iii. Create portfolio of “sovel-ready” Biodiversity Projects for developer support
- iv. Develop and resource long-term biodiversity plan
- v. Clarify and strengthen governance
- vi. Develop financing for mutli-year, landscape-scale biodiversity action

c. Crossover issues

There is a need for a **consolidation of efforts and understanding** through governance. This requires **relationship building** between projects, landowners and developers and a neutral “bridge” role that can coordinate with trust and transparency. This will require the creation of a salaried **Development Officer equivalent role**. A continuous long-term plan needs long-term funding. There is a shared **desire for quick wins balanced with long-term trust and relationship building**. The mapping and spatial understanding requirement is closely aligned with other network ambitions -

including Active Travel and heat source considerations for the Energy Efficiency. The **A1** remains a major barrier to restoring fractured habitats.



4. Community Transport

Overview

Held 22 January 2026 in Stenton Village Hall.

Convened by the Community Transport Association and East Lammermuir Community Council the Community Transport ask was the least established of the four ambitions with no regional

steering group. It was a mapping and gapping exercise for a possible transport solution which may already exist in part and to see where the gaps are.

The workshop was led with a presentation from Kevin Orr of Liftango, which operated the Demand Responsive Taxi trial (East L Go), a presentation from the Community Transport Association on comparable case studies in other parts of Scotland, and an overview of Borders Wheels - a neighbouring CT project which provided a minibus for the evening to transport attendees.

This was followed by table work discussing pros and cons of four options, followed by a vote to indicate preference.

The options were: Campaign for improved public bus services (1 vote); Subsidised commercial DRT service (15 votes); East Lammermuir launching own Community Transport service (1 vote); Partner with Borders Wheels CT (5 votes).

A "[Community Transport Report](#)" was compiled by the Energy projects partnership Manager, Beth Landon, alongside a follow-on survey from the wider area.

Quotes and priorities

- Communities are dependent on public transport.

"I had to give up my driving licence in 2023, for medical reasons. I found myself using the (DRT) app to see family between Cockburnspath and Innerwick. Public transport is the fabric of a community."

"The post trial survey did not reflect the area it took place in. We were really hoping it would stay."

- Community Transport Benefits have a wider geographic spread - with neighbouring regions Co'Path and Cove relying on same network

"People from Cockburnspath were coming into the area to use the service and would book from Dunglass. It was really cherished outside the trial region."

"We are a cluster of villages - why can't we be on the same network?"

"Parking charges in Dunbar are another burden to those who would rather use public transport."

The public bus - Spott to Stenton had its money withdrawn. Should we have to be using Community Benefits for services that the council should be providing?

- A failing public transport has knock-on network effects

“It’s great when it works. The X7 train relies on buses being regular and reliable. It’s a network. There is a tipping point when public transport becomes unusable and it affects the viability of other types of transport.”

- DRT was popular with community and drivers, delivering greatest efficiency for rural, dispersed communities.

“There were a lot of factors that saw the DRT trial ended. But we’re still hopeful to see new pilots. 391 sign ups for a rural area in 4 months is a great start.”

a. Barriers Identified

- i. Lack of public transport options letting down the wider regional transport mix.
- ii. Lack of inter-regional operations between East Lothian and Borders limiting viability and failing communities around the hub of Dunbar.
- iii. No active community transport organisations local to East Lammermuir.
- iv. Short-lived DRT trial, that showed promise, did not allow for follow up or adaptation.

b. Recommendations

- i. **Follow-on survey:** Ascertain demand and shape of service and preferred CT option.
- ii. **DRT modelling work:** Build on data from the East L Go trial to model zones for a wider area, giving an idea of the viability and cost of such a service.
- iii. **Recruit Development Officer:** To drive ambition forward, build connections and attract funding.

- iv. **Establish Community Steering Group:** To deliver community co-production of chosen solution.
- v. **Determine partner bodies and establish MoU:** Formalise and clarify partnerships to maximise regional opportunities.

c. Crossover issues

The Community Transport ambition had the least obvious overlaps and crossovers with other community ambitions. However, there were clear similarities with a request for **prioritising governance and trusted Development Officer**-type point of contact.

While there were few crossovers locally, **shared priorities with wider regional objectives** were uncovered through the workshop - unlocking potential cooperation on delivery and funding of future CT solutions.

While the **A1 Corridor** was not identified as a barrier blocking community transport - as the main road artery running east to west, into Dunbar - it was identified as a defining part of public transport networks.

Workshop attendance

The attendance of events was managed by the Energy Partnerships Manager in order to balance input from developers and community, and get a diverse range of feedback. This was roughly reflected in attendance, with between 21 - 33 participants and 38% - 69% community attendance across the four workshops.

NB* The roles were self identified. The Fourth workshop, Community Transport ambition may not be representative as transport was provided and it was promoted as a public event, unlike the invite-only workshops.

Attendance	Total	Community	East Lothian Council	Community anchor orgs	Energy reps	Industry Reps	Specialists
Energy Efficiency	31	17 (54.8%)	2	3	1	0	8
Active Travel	21	8 (38%)	3	2	5	0	3
Biodiversity	28	12 (42.8%)	2	5	3	0	6
Community Transport	33	23 (69.6%)	1	2	1	2	4

To give further weight and representation to the solutions and barriers identified at workshops, there were follow-on surveys conducted for the Community Transport and Active Travel ambitions.

3. Common barriers + shared solutions

Within East Lammemuir's four distinct ambitions are many shared outcomes and barriers to delivery.

1. Barriers

Measured across the 4 ambitions, challenge and cost implications and timescale. A score of 0.5 was awarded where a barrier factored into delivery but not the core ambition. A challenge rating was given to reflect the complexity and relative cost of addressing each barrier. Finally timescale was given to indicate if it needs addressing immediately (within the next three years) or would be a long-term ambition.

a. The A1 corridor

Ambitions: 3.5 / 4

Challenge: high

Timescale: long-term

The physical barrier of the dual carriageway and trainline is a defining obstacle for many of the ambitions. With three out of four ambitions being network-based (Biodiversity Gain, Active travel and Community Transport) the road is a literal barrier. It was brought up in conversation at all four workshops. Navigating the road's dangerous informal crossings was an explicit ask of the Active Travel workshop and even in the Energy Efficiency workshop (primarily interested in EPC ratings) it was brought up as a barrier to bringing in more cost effective, low-carbon heat sources via a heat network.

b. Landowner alignment and knowledge

Ambitions: 2.5 / 4

Challenge: mid

Timescale: immediate & long-term considerations

The complicated network of private land ownership across East Lammermuir poses a barrier to several of the ambitions (particularly Active Transport and Biodiversity Gain) where easement is required for active travel or biodiversity improvement. While there has been a lot of support from landowners and residents in the priorities - many will require goodwill and buy-in from private landowners to explore fully. Conversely there is a lot of landowner involvement in priorities, such as the Energy Efficiency EPC retrofit, and opportunity to share knowledge between the different steering groups.

c. Over-consultation and continued engagement

Ambitions: 4 / 4

Challenge: mid

Timescale: immediate

A common feedback from the workshops (and reflected in attendance) was that residents felt a degree of over-consultation on energy partnership projects. To this point the high level of engagement has helped shape a high-value Local Place Plan and the ambitions of the energy partnership plan. However, East Lammermuir residents are getting impatient to see practical results before they can lend support to more ambitious infrastructure plans.

d. Sustainability for long-term ambitions

Ambitions: 4 / 4

Challenge: mid

Timescale: long-term

The energy partnership with SPEN and resulting transmission benefits and capacity building has enabled East Lammermuir to identify clear, ambitious asks and long-term timelines. However the workshops have shown that full realisation of these ambitions will take far more investment than this initial CBF partnership and will not be fully delivered by 2029. (Material cost alone for the EPC retrofit of 380 properties or an A1 active

transport crossing are likely to exceed the initial amount) The East Lammermuir Community Council is planning for multiple-phased approach to the planned energy partnerships in the region but sustaining this pipeline for community ambitions over the long-term may require additional funding or revenue generation streams.

The biggest efficiencies require planning for a timeline far beyond 2030.

2. Shared solutions

Major alignments with 4-3 ambitions

a. Governance and steering groups for all four ambitions.

Establishing governance and steering groups for each of the 'aims' was identified as an early ambition. Having leads and governance structure from an early stage allows for alignment of delivery, but also coordination of strategy, spend and drawing down of benefits. It was one of the few recommendations put forward by all four reports.

Getting this right early was seen as a foundation for long-term success.

b. A1 crossing

An A1 crossing came up as a core issue in three of the four reports. While not directly referenced in the Community Transport report, a safe / active travel route across the A1 was closely related to the issue of functional community transport in the region. The A1 was identified as a barrier to connectivity between the villages and Dunbar, ecological habitats, and even access to heat sources for a proposed low-cost, low carbon regional heat network. A crossing of the road and railway was a consistent goal throughout.

The scale and delivery timeframe of this task place it in the “long-term” aspirations. However, it means that an energy partnership plan should not lose sight of this goal and start laying the foundations for this central ask.

c. Segregated routes to Dunbar

Identifying continuous routes allowing pedestrians or cyclists to connect to the hub of Dunbar without feeling unsafe. This is closely connected to the aspiration for a safe crossing of the A1 Corridor. The workshops identified concerns about shared pedestrian and vehicle traffic routes, particularly on small country roads. There is also an ambition to restore the lapsed National Cycle Route which currently has no safe route from Torness to Dunbar.

This aspiration for an unbroken network of bridle/cycle/pedestrian paths has overlaps with ambitions for biodiversity and ecological corridors. Soft planting and hedgerows alongside these paths would allow for ecology to also gain from network improvements - leading to stronger, more resilient habitats for wildlife.

d. Long-term funding and community ownership of energy and land

All ambitions have long-term aspirations and ambitions that will not be achievable within a single round of community benefits funding. The A1 Corridor or localised housing retrofit ambitions both exceed the initial fixed transmission infrastructure fund. A pipeline of additional funding sources and planning will be required for sustained, long-term delivery.

Opportunities for shared ownership benefits as equity in infrastructure, or sustained community benefits from renewable energy generation, were raised as an ingredient in a long-term energy partnership plan.

Another ingredient of the original Local Place Plan reports was an ask for retaining community ownership of land and assets. This included land connected to Oldhamstocks Church and the Innerwick Field Education Centre. This community owned land can play a role in ambitions such as biodiversity gain and, potentially, small-scale revenue generation for ongoing ambition delivery.

e. Development officer

All workshops produced an ask for an appointed Project or Development Officer. This solution came from a desire for a trusted, single point of contact to coordinate the multiple ambitious aims and be a conduit for the community and developments.

The officer would provide oversight and leadership, clear communications and accountability for progressing ambitions over time.

Their work will have many synergies with existing, regional programmes such as Heat and Energy Strategies (LHEES) and the Biodiversity Action Plan (ELBAP). The role will need coordination with East Lothian Council, to make sure it is being informed by similar planning and biodiversity work in the region, not duplicating it. As well as ongoing energy priorities, this role will help inform and shape ELCC governance.

Minor alignments, between two ambitions

f. NCN re-alignment & Heat Network infrastructure

There is an existing ambition to restore lapsed sections of the National Cycle Network through East Lammermuir. The requirement to re-route the cycle network means it is another project looking for a crossing point of the A1. This was raised during both the Energy Efficiency and Active Transport workshops.

Some candidates for safe crossing points were also identified as the shortest route between Innerwick (the site of a regional heat network ambition) and viable industrial heat sources to the north of the A1. The proposed solution of a shared heat conduit and cycle network follows a similar footprint. There could be considerable efficiencies found by combining infrastructure delivery for the heat network and the cycle network route, especially across the road and rail sections.

g. Habitat and hedgerow restoration / Active travel 'Greenways'

Restoring networks and overcoming barriers was a shared ambition for both the active travel and biodiversity workshops. Combining footpath / cyclepath improvements with soft planting or hedgerows could help the network also become a conduit for wildlife. It was raised at the biodiversity workshop that an interconnected habitat provides for a healthier, more resilient ecosystem.

Combining ambitions for an uninterrupted travel network between the villages and Dunbar with green corridors for wildlife could deliver efficiencies for active travel and biodiversity gain plans. This would also reverse habitat fragmentation from the road and rail links, crucial for protecting local biodiversity.

Shared solutions with other local authorities and initiatives

h. Community Transport partnership

Improvements to regional public transport and community transport options have also been raised in neighbouring council catchments, including Cockburnspath and Cove. Many of the neighbouring

communities depend on transport links to the hub of Dunbar and also suffer from similar shortfalls.

A collaborative approach with these communities would not only widen the benefit of a Community Transport solution but increase the viability. Collaboration with steering groups and area served could compound positive network effects and help solutions like Demand Responsive Taxi (DRT) meet critical threshold to be sustainable.

i. Regional biodiversity and network mapping

The biodiversity workshop highlighted a wealth of nature projects in the region and neighbouring catchments.

There was a call for a 'joined up' regional approach, looking across the boundary and collaborating with adjacent projects to increase net benefits and resilience of a wider regional biodiversity plan. For example the River Catchment Restoration Project runs throughout East Lothian crossing through several council boundaries. A biodiversity gain plan should build upon and in collaboration with such projects to maximise efficiencies.

Timeframe

This report has already highlighted the need for both 'Immediate' and 'Long-term' goals. For the purpose of this report - 'Immediate' refers to interventions that should be delivered concurrent with the initial SPEN CBF before 2029 and completion of the initial EGL1 infrastructure.

'Long-term' is for interventions and ambitions that extend beyond and across the lifespan of the decade-long Local Energy Partnerships programme.

The Immediate priorities are important for CBF reporting and community engagement, but mustn't be made at the expense of Long-term goals - which will require a longer timeframe or additional funding sources to realise.

In some cases, Immediate interventions have already been commissioned and started. For example, feasibility studies are already approved for the National Cycle Network, Heat Network and modelling of an expanded DRT for the Community Transport ambition.

While these were obvious starting points, it only makes recommendations such as the appointment of governance structure and development officer more urgent.

Matrix: Intervention overlaps and timeframe

▫ Four ambitions ▫ Three ambitions ▫ Two ambitions

Immediate 1-3 Yr				
Intervention	Key Outputs	Medium-Term Outcomes	Long-Term Contribution	Reports Supported
Establishment of governance and steering groups for all four ambitions	Trusted point of contact, efficiency of delivery and ability to draw down funds for specific goals	Creation of shared knowledgebase, coordination and point of contact for residents	Setting up longer-term governance for planning and raising rev steams	All Four
Development Officer	To drive this ambition forward through community co-production.	Building strong supportive connections and attracting funding.	Delivery, ownership and continuous executive lead for long-term ambitions.	All Four
A1 Crossing Feasibility Study (including existing underpasses)	Engineering study; costed options; route alignment plans between active transport, heat network and biodiversity aims	Clear delivery pathway; funding-ready project	Unlocks long-term connectivity	Active Travel / Biodiversity / Energy
Phase 1: Segregated Route Innerwick → Dunbar	Continuous safe route; landscape integration	Increase in everyday active travel; reduced short car trips	Transport decarbonisation; habitat corridor	Active Travel / Biodiversity / Energy
NCN 76 Re-alignment / Improvement	Safer routing away from A1; improved continuity	Increased cycling confidence; tourism potential	Regional low-carbon travel corridor	Active Travel / Energy
Mobility Hubs & Secure Cycle Parking	Hub locations; integrated access to bus stops	Improved public transport access; e-bike viability	Reduced rural car dependence	Active Travel / Energy
Targeted Retrofit Installations (early adopters)	Insulation installs; heating upgrades	Reduced household emissions & fuel poverty	Scaled retrofit pathway	Energy

Habitat & Hedgerow Restoration Along Routes	Corridor planting; verge management	Increased pollinators; visible biodiversity gain	Landscape-scale ecological connectivity	Biodiversity / Active Travel
Demand Responsive Transport modelling / feasibility continuation	Revisit the brief but successful DRT trial.	Establish if the popular DRT can be made to work in expanded form / expanded to other drivers	Support a DRT model that can be supported long-term	Community Transport
Community Transport volunteer - feasibility and operators report	Viability of community-led transport options, regional operators eg. Borders Wheels	Find steering group and custodians for region's community transport	Support stretched public transport; robust community transport options	Community Transport
Long-term 3-10+ Yrs				
Intervention	Key Outputs	Long-Term Outcomes	Systemic Impact	Reports Supported
New A1 Crossing (if required after feasibility)	Underpass/bridge; full route integration	Major increase in safety & permeability	Structural reduction in car dependency	Active Travel / Biodiversity / Energy
Full Village-to-Village Active Travel Network	Connected, segregated multi-use network	Significant modal shift for <5 mile trips	Rural transport transformation	Active Travel / Energy
Full EPC C Achievement Across Housing Stock	Majority homes retrofitted	Reduced emissions; lower energy bills	Climate resilience; fuel poverty reduction	Energy
Repurposed Haul Roads as Permanent Greenways	Traffic-free / low-traffic corridors	Long-distance active travel; habitat corridors	Regional green infrastructure network	Biodiversity / Active Travel
Embedded Community Stewardship Model	Sustained volunteer network; maintenance funding	Long-term asset resilience	Cultural shift toward active, local living	Active Travel / Biodiversity / Energy
*Community Transport solutions with Demand Responsive element	More diverse and sustainable DRT options for residents	Community transport with long-term adaptability	Better connected resilient communities	Active Transport

4. Balancing long-term goals with immediate actions

One of the biggest tensions of the shared recommendations is the need for immediate action while also setting up long-term ambitions for success. The four community ambitions contained several long-term strategic objectives. However a common thread at all workshops was the desire for immediate progress and results from the extended period of engagement and consultation.

The ask for governance or coordination roles - such as a development officer - was consistent across all ambitions, which will take time to establish.

There were several “no regrets” recommendations identified by the workshops and reports which would be required to progress and were identified for immediate action, even before governance structures were finalised or new roles appointed.

This included feasibility surveys for a **Regional Heat Network**, **NCN Realignment Survey** and a **modelling for DRT Expansion**. Also follow-on surveys to make sure workshop findings were representative of the wider catchment.

The following is an insight of the steps already underway during the writing of this report.

Crossing the A1: NCN Engineering Report Preliminary findings and ReHeat Heat Network survey

The A1 was identified as a barrier to the delivery to aspects of all four ambitions. Whether delivering pedestrian and cycle crossings, biodiversity corridors or heat network infrastructure from heat sources to the north of the A1, the road and railway corridor was a consistent element.

While the associated cost of a crossing is high (exceeding a single tranche of community benefits) it was important to establish coordination between ambitions, so future long-term opportunities were not missed.

Commissioning feasibility studies early allowed for options to be identified for development officers and ambition steering groups.

For example the Walk, Wheel, Cycle, Trust were commissioned to conduct a feasibility study for reconnecting the lapsed National Cycle Network (Recommendation i from Active Transport). Part of this involved identifying viable crossings of A1.

The Engineering Report identified four preliminary crossing points for the NCN. However, surveyors were working with the awareness gained from the workshops that there were multiple projects sharing this ambition for a road crossing.

The Walk Wheel Cycle Trust were able to discuss preferred crossing options with the body commissioned to conduct a heat network feasibility study, Lothian Heat, to identify mutually suitable crossing points. For example, where there were viable heat sources that could be tapped into at these points and brought south.

At time of writing, ecologists for the NCN study were inspecting suggested crossing points. With the knowledge that there was a community ambition for biodiversity gain set by the workshops, the ecologists are able to assess not only the impact on habitats but whether any of the crossings could improve and connect habitats fractured by the busy transport corridor.

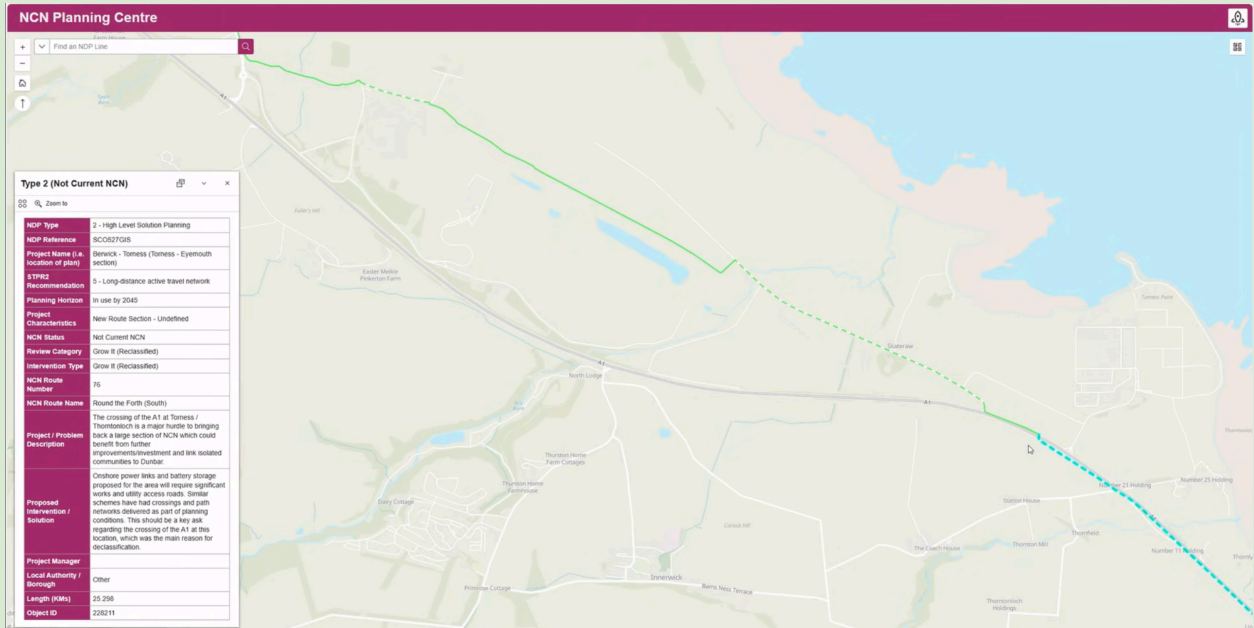
In this way, the workshops have already helped join together different strands of the community ambitions. First steps are being taken quickly and with care to support long-term goals.

EastLGo: Modelling for expanded DRT trial

Following the final workshop on Community Transport a feasibility study was commissioned for an expanded DRT trial (Community Transport recommendation ii), including the regions of Dunbar, Cockburnspath and Cove. This involved modelling work and zone design, to expand the data from the 4-month local trial. While this ambition found few overlaps with the other areas it was highly aligned with the aspirations of the neighbouring catchment. In this way further efficiencies could be explored while looking at a solution that addressed shared regional aims for a lack of Public and Community Transport options.

It was deemed an important first step that would be essential for potential redesigns of a new service.

While governance and delivery roles are still being established, these steps have been taken to give them the best starting point possible, once they are in post.



Above, top: Lapsed sections of the NCN route shown by dotted lines on the Planning Centre map and Above: the four possible A1 Crossing Points identified by bringing the NCN south via Innerwick.

Below: EGL1 High Voltage transmission across A1.

Appendix 1

Route A – EGL1 / SPEN Overview



5. East Lammermuir Energy Developments meeting

On 11 March 2026 an Energy Developments Meeting was held by East Lammermuir Community Council in Innerwick Old School.

A summary of this 'synergies' work was presented to 35 attendees, including developers, regional councilors and the community members.

It was an opportunity to update the community on the progress of the four community ambitions. The presentation focused on the recommendations from the four workshops and how they fitted together with the considerations highlighted in this report.

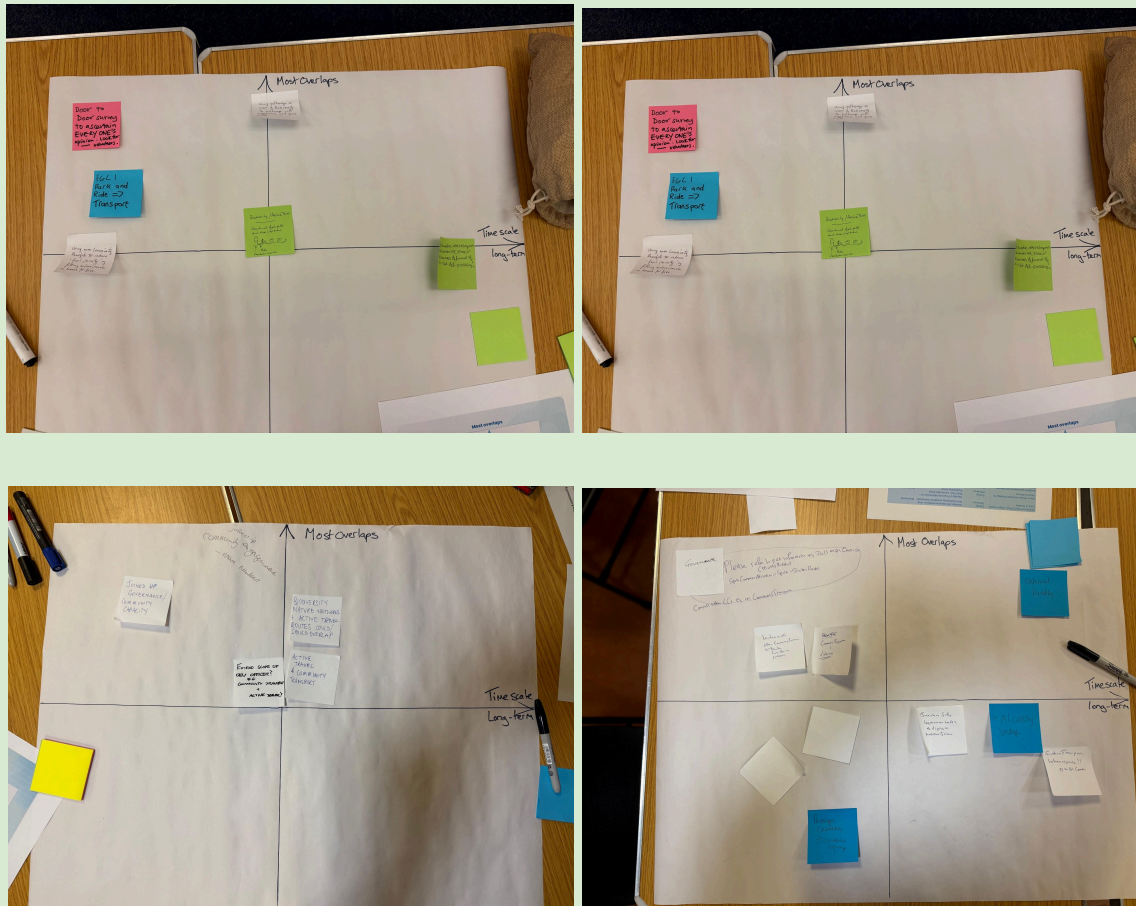
The recommendations were compared to show, firstly, how many efficiencies and overlaps could be found between the ambitions and, secondly, whether they were urgent or long-term interventions.

There was time for a 'mini-workshop' with attendees asked to suggest their own recommendations for interventions or outputs. These were written on post-it notes and placed on tables in a grid matrix, where the X axis represented urgency of delivery (with longer-term recommendations to the right) and the Y axis represented the number of efficiencies between ambitions (with most overlaps to the top).

Suggestions Matrix from the Energy Developments mini workshop

	Urgent recommendations		Long-term recommendations	
Most overlaps between ambitions	<ul style="list-style-type: none"> Door to door survey to ascertain EVERYONE's opinion & look for volunteers. Joined-up governance / Community Capacity Please refer to past information 2011 on A1 Crossing - Spott Community Association - Spott Dunbar Route 	<ul style="list-style-type: none"> Joined up community engagement 		<ul style="list-style-type: none"> External Funding
	<ul style="list-style-type: none"> Inclusion of other Community Councils with common overlaps - eg. Dunbar, West Barns, Cockburnspath 	<ul style="list-style-type: none"> Biodiversity / Active Travel - Combined footpath and green planting to make the network also a biodiversity corridor. Use pathways as part of the Biodiversity network. eg. walkways with vegetation and grass paths. Extended scope of Development Officer? Eg Combined Community Transport and Active travel roles. Community Engagement and Listening. 	<ul style="list-style-type: none"> Active Transport and Community Transport coordination. Biodiversity, nature and Active travel routes should overlap. 	<ul style="list-style-type: none"> Combine developer resources to fund A1 Crossing. <ul style="list-style-type: none"> o
Fewer overlaps between ambitions	<ul style="list-style-type: none"> Use more community benefits to reduce 'fuel poverty' - fitting solar panels to homes for free. EGL 1 Park & Ride Transport (Overlaps with work already being done by developers). 		<ul style="list-style-type: none"> Junction Safety improvements in A1 eg highlighting the Innerwick Junction A1 Crossing bridge 	<ul style="list-style-type: none"> Scottish Transport Intransigence!! Especially on A1 Corridor.
		<ul style="list-style-type: none"> Developers and contractors signage for closures 		

Though a snapshot of a very select number of attendees' thoughts, the suggestions gave valuable insights into the interventions already apparent. It also provided the relative timescale and sense of urgency felt by the community.



Cross-cutting themes emerging from attendees

Integration over fragmentation: attendees were keen to pursue interventions that furthered multiple objectives.

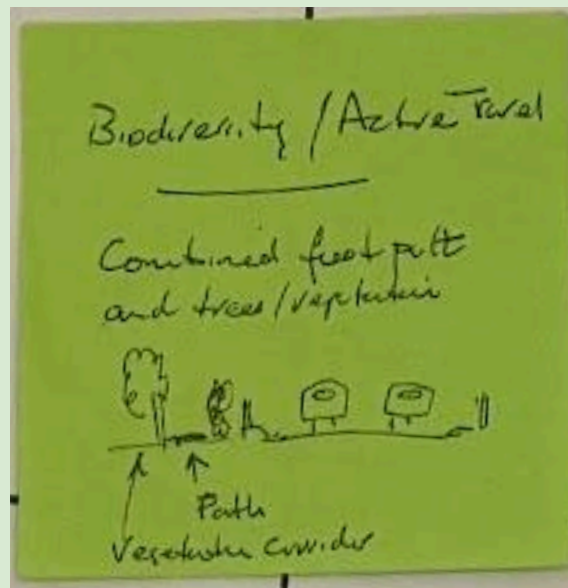
The Biodiversity and Active Travel provided obvious overlaps.

While the travel and habitat networks provided many, easily understood overlaps, attendees also saw clear integrations between governance roles.

Start with enabling systems and governance, not projects:

Governance, data and partnerships all appeared to the left of the timeline, before infrastructure and physical interventions.

Stakeholders intuitively prioritised capacity and governance before construction. Though the desire for demonstrable action is clear, there is an understood ambition to sacrifice long-term ambitions and projects for quick wins.



Tension between engagement and fatigue:

There is a tension between calls for more community engagement and evidence of fatigue in terms of engagement and asks. It also stands in contrast to the previous statement that the community is willing to wait for the right solutions and to prioritise governance.

Centralised, clear communication and transparency will be key to balancing action and consultation fatigue.

A1 crossing is the loudest ask that anchors all projects:

Navigating the A1 corridor is the shared barrier that appears across all ambitions and all quadrants. It shapes shared immediate ambitions and long-term funding.

As the biggest barrier, in terms of cost and ambition, it will appear to some degree in all considerations.

There is an urgent requirement for data and to begin action during the community benefits period. There is also a call for pooled funding and strategy that will carry across ambitions and future funding pipelines.

While the physical delivery contains a degree of risk from being a large, long-term ambition - it also appears as a unifying cause for the community and their aims.

6. Efficiency Recommendations

A summary of the co-efficiencies of cost and action, identified by the community and workshop reports:

a. Delivery & Governance Strengthening

There is an emphasis on getting governance right early.

With identified roles and steering groups appointed, there are many opportunities to find further efficiencies in delivery such as through shared procurement of materials (for retrofit archetypes, planting, path construction) and delivery pipeline.

Close coordination between these groups will help speed up spend and allocation of community benefits, (important to address consultation fatigue) while also planning long-term delivery.

b. Integrated Spatial Planning

The community workshops highlighted a shared emphasis on establishing network paths, especially between the villages and Dunbar.

With a focus on a “single corridor, multiple uses” for transport, biodiversity and energy infrastructure, there are obvious efficiencies to be found through shared planning and potentially delivery of this route.

c. Community Trust & Early Wins

A package of highly visible “quick wins” (e.g. signage, retrofit pilots or hedgerow restoration work) should be identified and its delivery communicated, alongside long-term ambitions.

The momentum from these quick delivery projects should be used to move to the co-design stage for each ambition.

The governance and development officer roles should establish easily accessible reporting (e.g. reporting dashboard on ELCC website or newsletter) to carry ambitions through the long timeline.

d. Regional Partnerships & Policy Engagement

Establish formal MoUs and relationships with partners identified through workshops (e.g. Cockburnspath and Cove on CT objectives). This is especially important for the active community organisations collaborating on Biodiversity objectives.

Proactive engagement with East Lothian Council planning authority and Transport Scotland on the longer-term goals should be made from an early stage.

e. Exploration of Community benefits and shared ownership options to cover long-term funding and revenue models

Community benefits and shared ownership is evolving.

The ambitious work funded by SPEN has provided valuable capacity building and enabled short-term delivery. The regulation and mechanisms for receiving benefits as shared ownership is under review at a national and devolved level.

Community ownership could be the factor in long-term sustainability of East Lammermuir's more ambitious long-term goals. With government best practice encouraging community benefits to be considered as shared ownership or equity in proposed energy developments, this could give ELCC an ongoing revenue stream for maintaining these ambitions.

Ambitions for community owned land, identified in the Local Place Plan, could also complement the community ambitions. These sites across the four villages can be a cornerstone for delivery and coordination of community ambitions.

Conclusion

There are synergies and opportunities for cost and delivery efficiencies across the community benefits plan. Some of these synergies are shared interventions. Others are efficiencies shared with wider regional objectives.

While the majority of community benefits are tied specifically to the four villages, with a focus on where infrastructure is being developed, there are opportunities for secondary benefits to aid the wider region. Whether that be wider Biodiversity gain through a joined-up approach to regional projects or a collaboration with Community Transport objectives of neighbouring catchments.

Stakeholders are telling us to prioritise governance, integration, and coordination now – so that large, shared infrastructure (especially the A1 crossing) becomes deliverable later.

Acknowledgements

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The work has been commissioned by East Lammermuir Community Council and coordinated by East Lammermuir Energy Projects Partnership Manager, Beth Landon.

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