

## Technical Note

**Project**                      **Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel**                      **Job No:**                      **60564761**

**Subject**                      Stakeholder Workshop 2: Reported Outcomes

**Prepared by:**              William Prentice                      **Date:**                      2018.03.26

**Checked by:**              Paul Matthews                      **Date:**                      2018.04.03

### Review / Revision History:

Revision No.	Date of Revision:	Description of Revision:	Revision Made By:	Approved by:
0	2018.03.26	Draft	WP	PM

## 1. Introduction

The stakeholder workshop was held on Monday the 26<sup>th</sup> of March from 10:00 to 14:00 in the Regent Room at Brunton Hall, Musselburgh. The workshop comprised the appraisal of 7 strategic routes / areas:

1. Town Centre – A199 / Millhill to A199 / Milton Rd East;
2. A199 / B6454 / Ravensheugh Rd to A199 / New St Corridor;
3. Levenhall Links and Coastal Path;
4. ELC Segregated Corridor – A199 / B1361 / Salters Rd to Inveresk;
5. Old Craighall to Town Centre;
6. Newcraighall to Town Centre; and
7. Shawfair development wedge.

Facilitated group discussions took place to discuss each of these areas, during which attendees were given the chance to comment on the proposals and to appraise the identified options.

## 2. Objectives

The objectives of the workshop were to:

1. Raise awareness of the Masterplan and its proposed strategic routes;
2. Gain local insight for strategic routes and opportunities / constraints; and
3. Make shared decisions on key route choices and design features.

The attendees were split into four groups. Each group had the opportunity to comment on each of the strategic routes / areas.

### 3. Attendees

The following people attended the workshop:

Paul Cameron	AECOM	Paul Zochowski	East Lothian Council
Paul Matthews	AECOM	Paul Ince	East Lothian Cycle Forum
William Prentice	AECOM	James Wyllie	East Lothian Local Access Forum
Martyn Lings	The City of Edinburgh Council	Robin Wickes	Edinburgh Access Panel
Jamie Baker	East Lothian Council	Elizabeth Ramsden	Musselburgh & Inveresk Community Council
Stuart Currie	East Lothian Council	Anna Potter	Musselburgh Active Schools Primary
Peter Forsyth	East Lothian Council	Vivienne Gray	Scottish Natural Heritage
Jennifer Lothian	East Lothian Council	Euan Renton	Spokes
Iain Reid	East Lothian Council	Andrew Coulson	Spokes
Grant Talac	East Lothian Council	Tierney Lovell	Sustrans

### 4. General Comments

Some general comments were provided over the course of the workshop, which are listed below:

- The possibility of having development briefs available to view for the public consultation was mentioned.
- The need to provide a link from the development areas in Wallyford to Musselburgh town centre was mentioned. It was suggested that the route could connect under the railway through Pinkie, Pinkie playing fields and “Loretto Corner” to S Luca. The alignment is shown in the figure on the right.

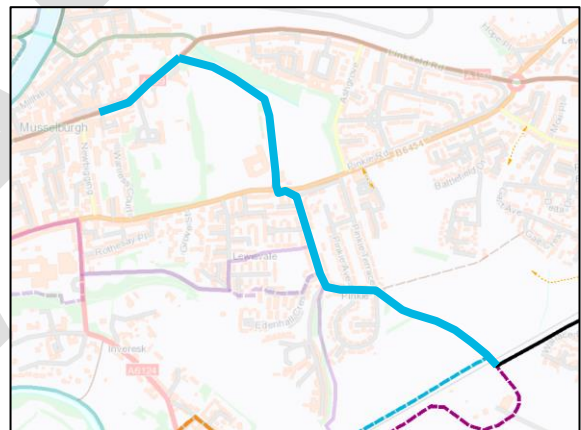


Figure 1: Potential Alignment

- The importance of providing connections across the strategic routes was stated.
- A potential improvement to the method of appraising routes was mentioned, with scores being weighted according to their importance, e.g. safety and deliverability being two of the more important criteria.

### 5. Route Specific Comments

In the following seven sections, 5.1 to 5.7, comments and outcomes from the breakout sessions that were conducted for each of the routes / areas are presented.

## 5.1 Route 1: Town Centre

For Route 1, three alignments were proposed:

1A: Bridge Street and High Street, with segregation on Bridge Street and a shared use footway over the bridge;

1B: North High Street and Shorthope Street, with a cycling contraflow on North High Street; and

1C: Bridge Street, Eskside West and Shorthope Street.

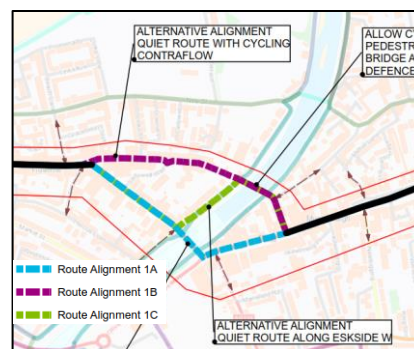


Figure 2: Route 1 Alignments

The three route options were appraised against the route planning objectives (Adaptability; Attractiveness; Coherence; Comfort; Directness; Safety and Deliverability). The scores that were assigned to each of the alignments by the four groups during the workshop were combined with the route option appraisal that was carried out by AECOM prior to the workshop. The averages of the 5 scores for each of the route planning objectives are shown in Table 1.

Table 1: Route 1 Option Appraisal – Average Score

NAME	AVERAGE		
	Route 1A	Route 1B	Route 1C
Adaptability	7	8	7
Attractiveness	6	7	7
Coherence	8	8	6
Comfort	6	8	7
Directness	8	8	5
Safety	6	7	7
Deliverability:	6	9	7
<b>TOTAL</b>	<b>47</b>	<b>55</b>	<b>46</b>

As shown in the table above, the option that scored best was Route 1B.

The following points should be noted:

- The scoring for safety was given a range for each of the options (5-9, 7-9 and 7-9 for routes A, B and C respectively). For the purposes of calculating an average score, the mean value was used; and
- The scoring for adaptability for routes B and C were given scores depending on whether the existing bridge was replaced or whether the existing bridge was used. For the purposes of calculating an average score, it was assumed that the bridge would be replaced. It is worth noting that Route B would still be the option that scored highest even if the existing bridge were to be utilised.

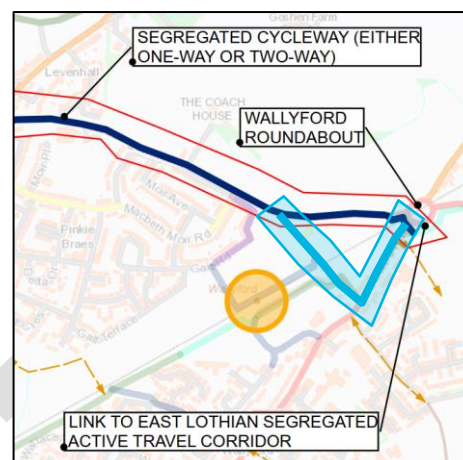
### General Comments about the Strategic Route / Area

- Cycle priority / early release at the Caprice junction was mentioned as being attractive to cyclists.
- Closing Shorthope Street to vehicles and redetermining it was mentioned as being favourable.
- Possible budgetary constraints relating to the construction of any new bridge across the River Esk were raised.
- A desire to see enhanced urban realm was mentioned.
- Segregation between all modes was mentioned as being important.
- The possibility of providing cycle rental and cycle parking was raised.

## 5.2 Route 2: A199 / B6454 / Ravensheugh Rd to A199 / New St Corridor

### General Comments about the Strategic Route / Area

- Opening the “Electricity Bridge” for cyclists was mentioned as being desirable.
- The option of utilising The Loan and connecting into Route 4 instead of continuing to Wallyford Toll was mentioned. This alignment is shown in the figure to the right.



**Figure 3: Alternative Alignment Utilising The Loan and Salters Road**

### Segregation

- 2-way segregation on one side of the road was mentioned as being the preferred solution for segregation on the A199.
- Questions were raised as to how bus stops would be incorporated into the design.

### Roundabouts

- There was consensus that a segregated solution should be implemented at Levenhall Roundabout.
- The option of segregation at roundabouts was mentioned as being attractive, and it was stated that solutions should be at-grade.
- It was stated that it would be difficult to deliver a solution at Wallyford Toll.

### New Street

- Two groups stated that they felt that New Street feels safe for cycling, as it is traffic calmed and vehicle speeds have reduced as a result.
- The remaining two groups felt that the existing conditions could be improved:
  - Group 1 mentioned that attractiveness and safety are important on New Street, and that the Promenade may be a better option; and
  - Group 2 wanted to see one-way vehicle flow and increased / improved signage on New Street.

## 5.3 Route 3: Levenhall Links and Coastal Path

All groups consulted were in favour of upgrading and formalising the existing network in this area and agreed it offered a good opportunity for commuters, as well as leisure cyclists. The key points included:

- Route is currently not used to its full potential as many are not aware of its existence.
- The site may have an SSSI (Site of Special Scientific Interest) designation, denoting a protected area.
- The location of the proposed bridge would need to consider areas of wading birds.
- Any lighting options would need to take cognisance of the local wildlife and may be restricted.
- Neil Clark of East Lothian Council was highlighted as a key contact.

## 5.4 Route 4: ELC Segregated Corridor – A199 / B1361 / Salters Rd to Inveresk

For Route 4, four alignments were proposed:

4A: New path along south side of agricultural land to the north of the railway line;

4B: New path along north side of agricultural land to the south of railway line;

4C: New path along south side of railway line, along Carberry Road, to the south of the residential properties, and a new path along the south side of railway line;

4D: Along Crookston Road and Wedderburn Terrace (quiet roads) and upgrade of existing path to the north-west of residential properties linking to the River Esk Walkway.

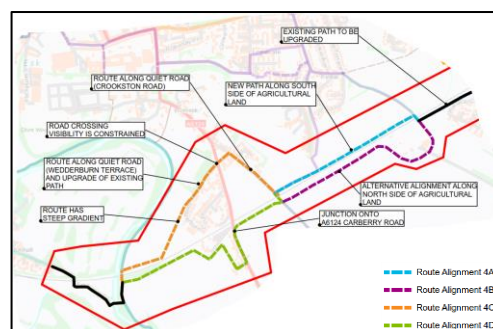


Figure 4: Route 4 Alignments

### Route A Comments

- Adaptability – general agreement across all groups that this offered excellent opportunities for future growth in the number of people walking & cycling.
- Attractiveness – general agreement with mid-range scoring due to the remoteness of the path. Group 1 highlighted potential issues with cyclists feeling vulnerable travelling through the underpass and this could be a particular issue with female cyclists. Any design should consider measures to mitigate this and make this section more attractive through lighting and measures to prevent anti-social behaviour where possible.
- Coherence – strong agreement across all groups that the route provided a continuous and coherent route that linked well with the local area.
- Comfort – general agreement that the route scores highly for comfort, although Group 3 felt that the 90 degree bends in and out of the underpass was a slight detractor. A benefit from prevailing winds was highlighted for this route as the railway line would form a natural protection.
- Directness – Strong agreement across all groups that it would be difficult to find a more direct route and this offered the best option.
- Safety – general agreement with mid-range scoring due to the remoteness of the path; opportunities for anti-social behaviours in and around the underpass and the potential for cyclist/ pedestrian conflict at the underpass due to sightlines. Group 4 saw some of these issues as less of a challenge and choose to increase their scoring on Safety.
- Deliverability – general agreement across all groups that this would be the easiest option in terms of 3rd party land negotiations.

### Route B Comments

- Adaptability – general agreement across all groups that this offered excellent opportunities for future growth in the number of people walking & cycling. When compared with Route A, it was felt Route A had better immediate benefits, but Route B had better future benefits, but both scored equally overall.
- Attractiveness – general agreement with mid-range scoring due to the remoteness of the path and potential safety issues. All groups highlighted that cycling around the sewage works was also a factor for not scoring this route higher.
- Coherence – strong agreement across all groups that the route provided a continuous and coherent route that linked well with the local area.
- Comfort – general agreement that the route scores highly for comfort, although Group 2 felt Route A should score higher so subtracted a point to highlight a differential.
- Directness – general agreement across all groups the route offered a direct link, with the key detractor being the need to route around the sewage works. Group 2 felt that the benefit of not having to negotiate the underpass meant Route B should score higher and so awarded an additional point. Group 3 also felt a more direct route across the field as

opposed to one which followed the perimeter offered another good option, albeit to the detriment of usable remaining land; but the subsequent area created offered good opportunities for a green space improvement.

- Safety – general agreement with mid-range scoring due to the remoteness of the path, but Group 1 felt avoiding the underpass was preferable. All groups highlighted lighting of some sort would be a significant benefit and should be considered within the detailed design.
- Deliverability – general agreement that Route B would most likely be harder to deliver than Route A.

#### Route C Comments

- Adaptability – all groups felt this route offered the best potential for future expansion and if constructed offered immediate opportunities to the residents in the Wedderburn area. Both Group 1 & 4 felt the scoring should be higher than initially presented given the opportunities the route offered for onward connections to existing cycle routes.
- Attractiveness – general agreement with mid-range scoring due to the fact part of the route would be shared with vehicular traffic.
- Coherence – general agreement with mid-range scoring due to the fact the option deviates from a direct desire line and routes towards the village of Inveresk and through the residential area at Wedderburn. Although, Groups 1, 2 & 4 felt it should score higher than initially presented as this offered good opportunities for integration.
- Comfort – all groups in agreement that the gradient on approaching the existing core path at the end of Wedderburn Terrace was a detractor and the fact it shared road space with vehicular traffic at some points meant it could not score highly.
- Directness – all groups in agreement with mid-range scoring due to the fact the option deviates from a direct desire line and routes towards the village of Inveresk. However, Group 2 identified an option which followed the Rail line west of Crookston Rd; ultimately the final end point would be the same, but the option would mean a segregated route for longer.
- Safety – all groups highlighted the need for a safe crossing point across Carberry Rd, with traffic signal control the preferred option. All groups also highlighted the route shares road space with vehicular traffic in part, albeit volumes and speeds would be low. The speed that cyclists could reach on the exit from Wedderburn Terrace onto the core path was also highlighted as a concern for other path users.
- Deliverability – all groups agreed Route C had its challenges and chose to score the route 2 to 3 points below the initial starting score. This was based on the difficulty in delivering a compliant gradient onto the core path and also landowner negotiations around the use of the cut-through on the eastern side of Carberry Rd. However, recent discussions between the landowner and East Lothian Council had highlighted a future change in use of this site and a willingness to open this route.

#### Route D Comments

- Adaptability – all groups felt that Route D, did not offer the same level of adaptability as Route C, although Group 1 felt it should score a point higher and conversely, Group 4, feeling it should score another point lower. The key concerns being how detached the path was with little opportunity for connections along its length.
- Attractiveness – all groups in agreement with mid-range scoring due to its remote and secluded nature. But there was an acceptance that the 'green' nature of the route would be attractive to weekend and leisure cyclists.
- Coherence – general agreement the continuous nature of the path with no real decision points provides a coherent route, but its convoluted routing detracts from this. The routing to the south of the village and away from the populated areas also reduces its integration factor.
- Comfort – all groups in agreement this route offers an advantage over Route C, although the crossing point may dictate how easy it is to use depending on its form.
- Directness – all groups in agreement with a low to medium score as the route is not direct enough.
- Safety – all groups highlighted the need for a safe crossing point across Carberry Rd, with traffic signal control the preferred option. Speeds were also highlighted as a concern with this option as it was felt they would be higher than at the crossing point in Route C.

- Deliverability – all groups felt this route would be harder to deliver than initially presented and scored the option lower; with land owner negotiations the main concern.

Route Appraisal

The four route options were appraised against the route planning objectives (Adaptability; Attractiveness; Coherence; Comfort; Directness; Safety and Deliverability). The scores that were assigned to each of the alignments by the four groups during the workshop were combined with the route option appraisal that was carried out by AECOM prior to the workshop. The averages of the 5 scores for each of the route planning objectives are shown in Table 2.

**Table 2: Route 4 Option Appraisal – Average Score**

NAME	AVERAGE		AVERAGE	
	Route A	Route B	Route C	Route D
Adaptability	8	8	7	6
Attractiveness	7	6	6	5
Coherence	8	8	6	5
Comfort	9	8	4	6
Directness	9	7	5	4
Safety	6	6	6	6
Deliverability	8	7	8	6
<b>TOTAL</b>	<b>55</b>	<b>50</b>	<b>43</b>	<b>38</b>

As shown in the table above, the option that scored best for the first section was Route 4A, and that which scored best for the second section was Route 4C.

**5.5 Route 5: Old Craighall to Town Centre**

The possibility of the B6415 being a greenway / bus only route was raised.

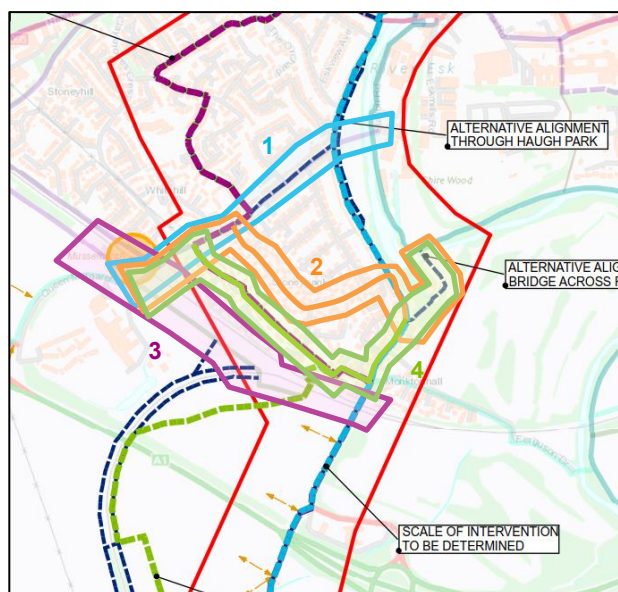
It was stated that the provision of all 3 routes could be useful for cyclists (Routes 5A, 5B and 5C). The study area could be broken down into two areas:

1. Musselburgh train station and QMU to town centre; and
2. Old Craighall to town centre.

The provision of a link into Musselburgh train station was highlighted as being important, with utilisation of Stoneybank Terrace and Whitehill Farm Road being potential options.

4 potential alignments were identified, as labelled in the image on the right:

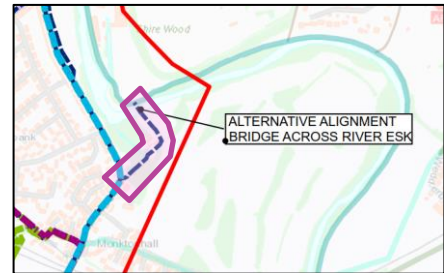
1. Stoneybank Terrace and Whitehill Farm Road;
  - Would provide a link into QMU, as well as into the station.
2. Mayfield Crescent and Whitehill Farm Road;
3. Proposed alignment of East Lothian Active Travel Corridor;
  - It was reported that there can be conflicts on this link and that it could benefit from being widened.
4. B6415 and existing alignment of National Cycle Route 1.



**Figure 5: Link to Musselburgh Train Station – Potential Alignments**

It was noted that utilisation of one-way streets, priority systems, etc. could help surmount the constrained section along the B6415, Monktonhall Terrace and Eskview Terrace, although it was accepted that this may have to be supported by traffic modelling and that it would likely be contentious.

There was generally a consensus that a route down Monktonhall Terrace and Eskview Terrace would be very challenging to implement due to the residents parking, topography and available road width. The route that proposed a new alignment over the River Esk was seen as being more attractive.



**Figure 6: Alternative Alignment over the River Esk**

## 5.6 Route 6: Newcraighall to Town Centre

### General Comments about the Strategic Route / Area

- The link to ASDA at The Jewell was identified as being an attractive route / spur.
- It was mentioned that it would be beneficial to have a consistency in provision across the whole of the town.
- The alignment of National Cycle Network routes 1 and 76 between Whitehill Street and Queen Margaret University Drive, in particular the link through Newcraighall Public Park, was identified as being too narrow currently.
- It was stated that there is a link through the industrial park at Newhailes Industrial Estate to the path that links Whitehill Farm Road and Newhailes Road, as shown in the figure to the right.



**Figure 7: Link between Newhailes Industrial Estate to the Path that Links Whitehill Farm Road and Newhailes Road**

### Shared Use Footway on Newhailes Road

- Of those who expressed an opinion, attendees preferred shared use footways without white line segregation.
- There was consensus that this would be a beneficial link.

### Connection to Newcraighall Station from NCN 1 and 76

- There was consensus that a tunnel / underpass would be preferable to an on-road route, and that this should be investigated.
- It was reported that SEStran investigated a potential link over the railway line at Newcraighall station, involving a ramp up the embankment and utilising space to the side of the A1.

### Link to Fort Kinnaird

- There was consensus that a link to Fort Kinnaird would be beneficial and attractive.



- Other potential alignments to connect to Fort Kinnaird that were mentioned included:

1. Whitehill Road
2. Alignment following rail line / bridge over A1 into back of Fort Kinnaird

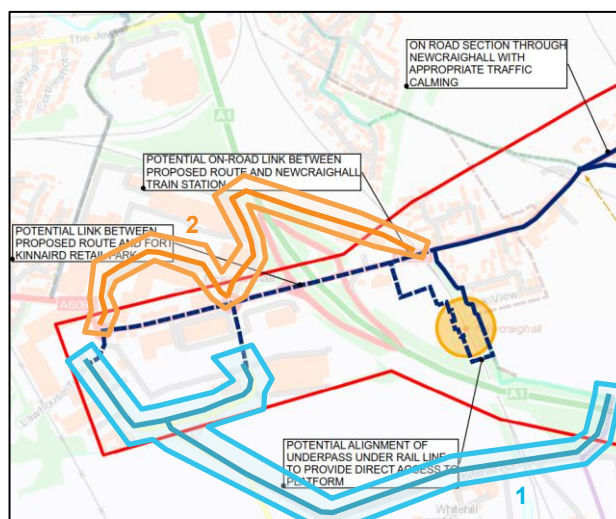
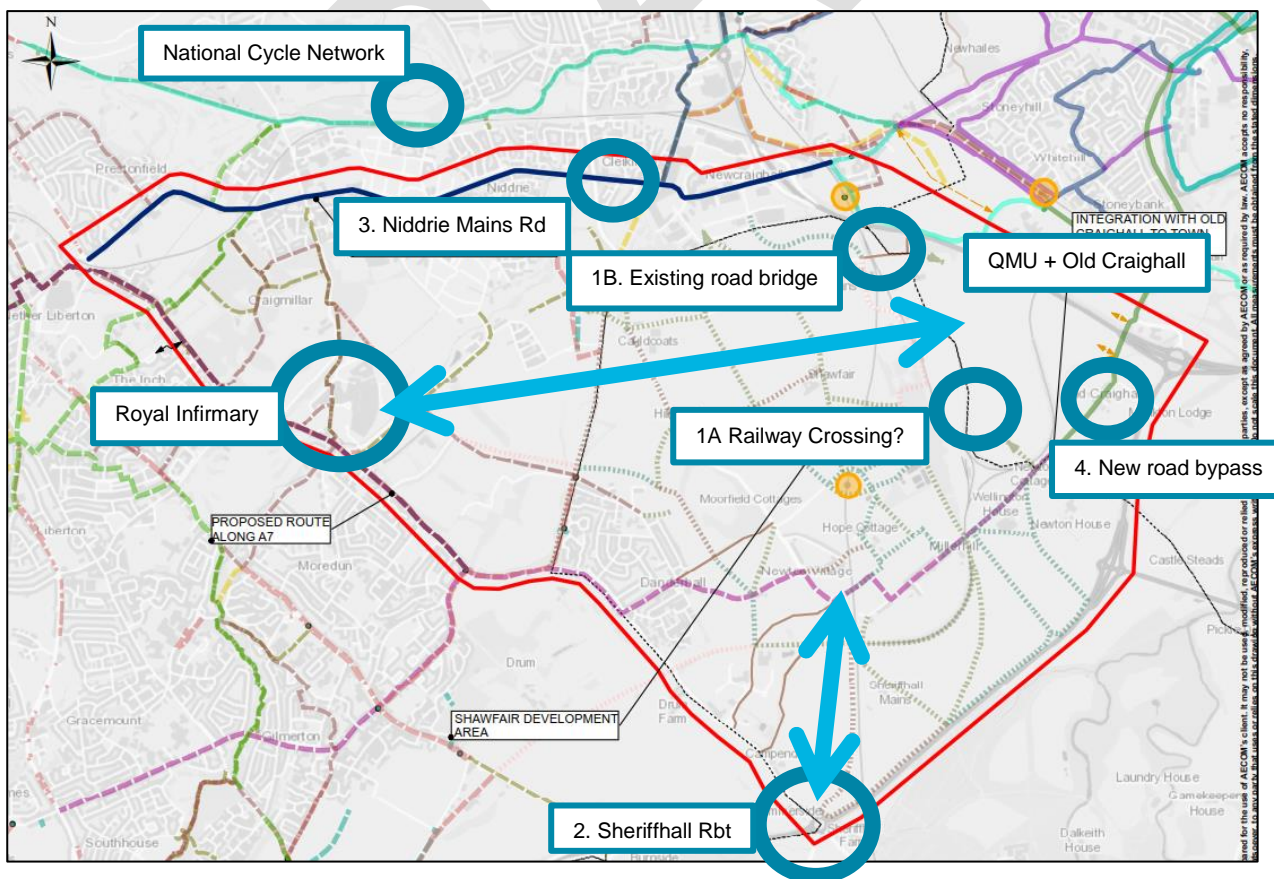


Figure 8: Potential Alignments to Fort Kinnaird

### 5.7 Route 7: Shawfair Development Area

The Shawfair development area was summarised with the identification of key strategic routes the main aim for this study area. There are major constraints around the connections with Old Craighall including several railway lines and the A1 trunk Road. There were discussions around known local opportunities and issues in the area. The proposed strategic routes initially tabled were:

1. Newcraighall Road / Niddrie Mains / Peffermill; and
2. Old Craighall / Danderhall / A7.



### 5.7.1 Key Points from Workshop Groups:

1. Strategic link is required from Old Craighall / QMU / Stations to Edinburgh Royal Infirmary. A suitable crossing (bridge / underpass) is to be further investigated and a route alignment to be proposed; consideration to using existing road bridge at Whitehill Mains (1a).
2. Agreement that links to Sheriffhall is important for links to Midlothian and Dalkeith. Wider links via Dalkeith Country Park are outside the scope of this study.
3. Niddrie Mains Road corridor is important with links to NCN route into Edinburgh City Centre. Niddrie Mains Road is a popular bus corridor with heavy traffic, which should be considered at next stage.
4. A new road is being considered to bypass the Old Craighall centre that may create opportunities. This will be investigated.
5. More information should be gathered and assessed on the land-use proposed for Shawfair. Does this have a town centre? Where are the key trip attractors in this area? This information will be considered in recommending a new strategic route (point 1 above).
6. New bus route proposed within the Old Craighall development wedge may create opportunities – this is to be investigated.

### 5.7.2 General discussion points:

- Shared use paths should only be used in areas of low pedestrian volumes.
- Horse-riding routes are generally less a priority in urban areas.
- Whitehill / Stoneybank is a Controlled Parking zone, which may create opportunities with street space.