

## Appendix G Option Appraisal Details

### Town Centre – A199 / Millhill to A199 / Milton Rd East

Name	AECOM			Group 1			Group 2			Group 3			AVERAGE		
	Route A	Route B	Route C	Route A	Route B	Route C	Route A	Route B	Route C	Route A	Route B	Route C	Route A	Route B	Route C
Adaptability	8	7	7	6	8	7	5	7	6	8	9	7	7	8	7
Attractiveness	8	6	7	5	8	7	5	6	9	7	9	6	6	7	7
Coherence	5	8	5	8	7	6	9	8	6	9	8	6	8	8	6
Comfort	6	6	6	5	8	7	6	8	7	6	9	6	6	8	7
Directness	7	7	5	7	8	5	8	8	6	8	8	5	8	8	5
Safety	6	6	5	5	8	7	5	7	7	7	8	8	6	7	7
Deliverability	8	10	10	4	8	6	5	8	5	7	8	8	6	9	7
<b>TOTAL</b>	<b>48</b>	<b>50</b>	<b>45</b>	<b>40</b>	<b>55</b>	<b>45</b>	<b>43</b>	<b>52</b>	<b>46</b>	<b>52</b>	<b>59</b>	<b>46</b>	<b>47</b>	<b>55</b>	<b>46</b>

\*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. \*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 is utilised.

### A199 / B6454 / Ravensheugh Road Roundabout to A199 / New Street junction

Route: South (Residential) Side	
<b>Description</b>	• Two-way segregated cycleway on south side of the road, adjacent to houses
<b>Assessment</b>	• The alignment and proposal would meet the objectives of the route. Whilst it may be a slightly less attractive option than the racecourse side, allows easy access to the residential streets. If implemented, the route would represent a significant enhancement of infrastructure for all active travel users.
<b>Adaptability</b>	• Segregated cycleway would be located on a constrained street, and therefore the available space would be limited. Score: <b>7</b>
<b>Attractiveness</b>	• The route would be attractive, along a well lit, well used route, across the road from the green space of the racecourse. Score: <b>8</b>
<b>Coherence</b>	• Direct access to residential areas to the south. Score: <b>8</b>
<b>Comfort</b>	• The route would offer a high level of comfort for users, being smooth and non-slip, with shallow gradients. • Cyclists would have to cross side road junctions, which could introduce conflict or discomfort. Score: <b>7</b>
<b>Directness</b>	• Following the A199 from Musselburgh to Wallyford, the route would be very direct. Score: <b>9</b>
<b>Safety</b>	• Potential for conflict with vehicles parking and people walking between parked vehicles and the footway; • Potential for conflict with vehicles at multiple side road junctions; • Parking adjacent to cycle lane provides additional buffer from road; • Position of cycleway allows easy and safe access to residential areas to south. Score: <b>7</b>
<b>Deliverability</b>	• The route is considered to be very deliverable, as there are no obvious barriers to its implementation. Score: <b>10</b>

Route: North (Racecourse) Side	
<b>Description</b>	• Two-way segregated cycleway on north side of the road, adjacent to racecourse.
<b>Assessment</b>	• The alignment and proposal would meet the objectives of the route. It is likely that the route would be neither as coherent or comfortable as Route A, although it can be considered to be a strong alternative.
<b>Adaptability</b>	• Segregated cycleway would be located on a constrained street, and therefore the available space would be limited. Score: <b>7</b>
<b>Attractiveness</b>	• The route would be attractive, along a well lit, well used route, directly adjacent to the green space of the racecourse. Score: <b>9</b>
<b>Coherence</b>	• Access to the residential streets to the south may be limited Score: <b>6</b>
<b>Comfort</b>	• For cyclists on the cycleway, the route would offer a high level of comfort for users, being smooth and non-slip, with shallow gradients. • Access to the cycleway from residential areas to the south would likely require the introduction of shared use footways and signalised crossings, which require cyclists to stop and wait, and could introduce conflicts with pedestrians. Score: <b>6</b>
<b>Directness</b>	• Following the A199 from Musselburgh to Wallyford, the route would be very direct. Score: <b>10</b>
<b>Safety</b>	• Fewer points where there is a risk of conflict with motor vehicles; • Risk of collisions with pedestrians, due to sections of shared use footway likely being required to facilitate transition to and from the cycleway; • No parking to provide a buffer zone; Score: <b>7</b>
<b>Deliverability</b>	• The route is considered to be very deliverable, as there are no obvious barriers to its implementation. Score: <b>10</b>

### ELC Segregated Corridor – A199 / B1361 / Salters Road Roundabout to Inveresk

Name	AECOM		Group 1		Group 2		Group 3		Group 4		AVERAGE	
	Route A	Route B	Route A	Route B	Route A	Route B	Route A	Route B	Route A	Route B	Route A	Route B
Adaptability	8	8	8	8	8	8	8	8	8	8	8	8
Attractiveness	6	6	6	6	7	6	6	6	7.5	6	7	6
Coherence	8	8	8	8	8	8	8	8	8	8	8	8
Comfort	9	8	9	8	9	7	8	8	9	8	9	8
Directness	9	7	9	7	9	8	9	7	9	7	9	7
Safety	6	6	6	7	6	6	6	6	7	7	6	6
Deliverability	8	7	8	7	8	6	8	6	8	7	8	7
<b>Total =</b>	<b>54</b>	<b>50</b>	<b>54</b>	<b>51</b>	<b>55</b>	<b>49</b>	<b>53</b>	<b>49</b>	<b>56.5</b>	<b>51</b>	<b>55</b>	<b>50</b>

Name	AECOM		Group 1		Group 2		Group 3		Group 4		AVERAGE	
	Route C	Route D	Route C	Route D	Route C	Route D	Route C	Route D	Route C	Route D	Route C	Route D
Adaptability	7	6	8	7	7	6	7	6	8	5	7	6
Attractiveness	6	5	6	5	6	5	6	5	6	5	6	5
Coherence	5	5	7	5	6	5	5	5	6	5	6	5
Comfort	4	6	5	6	4	6	4	6	4	6	4	6
Directness	5	4	5	4	5	4	5	4	5	4	5	4
Safety	6	6	7	6	5	6	6	6	6	6	6	6
Deliverability	10	8	8	6	8	5.5	7	5	8	7	8	6
<b>Total =</b>	<b>43</b>	<b>40</b>	<b>46</b>	<b>39</b>	<b>41</b>	<b>37.5</b>	<b>40</b>	<b>37</b>	<b>43</b>	<b>38</b>	<b>43</b>	<b>38</b>