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# East Lothian Council Partnerships & Community Services

## Segregated Active Travel Corridor Feasibility Study



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June 2016 / 8583

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## Technical Appendix



# Executive Summary

## Introduction

In conjunction with the development of the East Lothian Active Travel Improvement Plan, The feasibility of creating a Segregated Active Travel Corridor (SATC) is being explored. This report sets out the process to explore options, consult with stakeholders and prepare outline costs for implementation of such a route.

## Active Travel

The Scottish Government's vision is that *"by 2020, 10% of all journeys taken in Scotland will be by bike."* (Cycling Action Plan for Scotland 2013). The overall aim of recent policy is to encourage and enable people to choose to travel in ways that benefit their health and the environment, by human-powered modes of travel (eg. walking & cycling) as opposed to motorised transport. Active travel routes can:

- Provide off-road routes, that alleviate congestion
- Promote cleaner low carbon environment
- Create attractive, investable, sustainable places
- Improve connections to employment hubs
- Provide more leisure opportunities

## The Challenge

East Lothian is facing great change in its population and economy. Projections anticipate that by 2035 population may increase by 33%. As a result, pressure on the existing path, road and transport networks will increase. There is a need to upgrade and consolidate the network, in response to the lack of capacity in the current strategic transport infrastructure to meet demand from the rising population and an increase in cycle commuting to work. The focus for new housing and economic development is anticipated to be to the west of the county.

## The Opportunity

East Lothian has the opportunity to provide a largely off-road Segregated Active Travel Corridor, which will provide a faster and more direct high-quality route to Edinburgh. The route, and the spurs off it, will provide a multi-user path network, connecting the principle settlements, employment areas, transport hubs and areas of future growth. This network will build up on the existing network, including the National Cycle Network 1, NCN196 and the North Sea Cycle Route NCN76.

## The SATC Route

The route will create the primary hierarchy within a regional network linking Newcraighall, Musselburgh Tranent and Macmerry via an off-road route. Extension of the route along the A199 will link Haddington and Dunbar, utilising the existing road infrastructure.

The cost-benefit analysis concluded that the SATC section 1, linking Newcraighall and Macmerry would realise the greatest benefit would be due to future development opportunities, population increases and a concentration of existing travel nodes. The focus of the study has been to the west of county.

## The Vision

The SATC will provide a safer, faster and more direct journey into Edinburgh, becoming the **"primary spine"** of a wider active travel network across the county, connecting homes to places of employment, schools, public transport hubs (eg. train stations), town centres and other community facilities. **"Spur"** routes will connect the main spinal route to other settlements. Much of the spinal route will be available for use by walkers, cyclists and, where practical, by horse riders and all-abilities users.

## Design Principles

The SATC will be delivered by a combination of new sections of high quality paths passing through new housing developments or alongside green corridors, and signage / junction improvements along existing quieter roads. Some junctions will be realigned to allow safer crossing at busy road sections, where necessary. The main routes will be well designed, segregated where possible, lit and well maintained.

## Cost

Cost budget details can be found in the technical Appendix , which provides outline costs for on-road and off-road sections of path. Further details will be required for each path section during the design process. Cost savings could be utilised by better use of the existing infrastructure, which will be explored as each section is progressed.

## Benefits

The creation of a new active travel route can help the local area in a number of ways:

**Health and wellbeing** – encouraging more people to visit the outdoors and lead a healthy lifestyle

**Physical Environment** – providing new access opportunities and enhancing local amenity

**Employability** – creating outcomes in the development and maintenance of the cycleway, such as the use of social enterprises, skills development and apprenticeships in general construction

**Tourism and Recreation** – adding value to the local economy through tourism and increased local spend visitors and locals being encouraged to use the new

**Community Development** – engaging with local communities, through the promotion of the route

## A199 Road Corridor

The majority of the proposed SATC in East Lothian will effectively follow the A199 corridor – the former A1 Edinburgh – London trunk road. The A199 has cycleway provision along most of the route between Tranent and Musselburgh. However:

- Filling in the gaps would provide a fast route linking Tranent and Wallyford to Musselburgh, with onward connections to Edinburgh and Midlothian
- There is potential to link to the rail connections from Wallyford Station / Park and Choose
- Upgrades in surface material and path condition at points along the route will increase the quality of the route

**Should this be along the entire A199 or just sections?**



Off-road, segregated section of path through new housing. Excellent provision.



Off-road, separated multi-user path. Narrow path, variable condition / provision.



Off-road, shared pavement. Narrow path. Of variable quality and provision.



A1087 Dunbar. No separate cycle provision.



**What investment is required?**

**Where are the gaps in offering a really useable A199 route?**



On road, marked cycleway. Busy section of road.



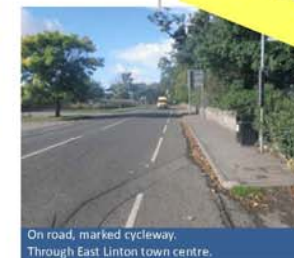
On road, marked cycleway. Good provision.



On road, marked cycleway. Variable carriageway condition.



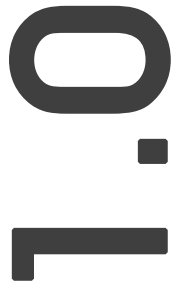
On road, marked cycleway. Residential area, with high speed limit.



On road, marked cycleway. Through East Linton town centre.



Off-road, separated multi-user path. Variable provision.



## 1.1 The Opportunity

Active travel offers a key mechanism to promote sustainable choices for communities with strong economic, social, health and environmental outcomes.

East Lothian has the opportunity to take a strategic lead in promoting active travel by building an interconnected network of routes that supports people choosing to travel actively as part of their everyday lives, whether to get to work, use local services or to visit friends.

Creating places and communities where active travel is a travel option of choice secures many outcomes. These support health and well-being, environmental quality, social inclusion, place-making, safe communities and increased economic activity.

National policy advocates investment in active travel (walking and cycling) and seeks to reduce dependency on carbon intensive travel modes, reflecting the multiple benefits it brings to society.

## 1.2 Active Travel

**Active travel is travel and transport by physically active, human-powered modes (e.g. walking and cycling) as opposed to motorised travel.**

An Active Travel Network will bring significant benefits to East Lothian. Developed around current networks, local initiatives and user demand the new strategic tier of infrastructure will enhance and add value to existing networks and service and extend choice across the whole East Lothian area.

*"The Cycling Action Plan for Scotland sets a vision that "by 2020, 10% of all journeys taken in Scotland will be by bike."*

The network of active travel corridors seeks to connect places of employment; local centres; tourism attractions, educational campuses and local services.

## 1.3 The Study

East Lothian Council is investigating the feasibility of creating an **East Lothian Segregated Active Travel Corridor** (SATC), which will connect East Lothian's major settlements to City of Edinburgh, Midlothian and beyond.

The study, progressed through workshops and stakeholder consultation focuses on the feasibility and options for:

1. Creating a SATC along the A199 from Dunbar to Newcraighall.
2. Developing the wider East Lothian Active Travel Network, in relation to the existing strategic and local path network.

This paper sets out a 10 to 20 year vision for the development of the East Lothian Active Travel Network.

Consultation with Key Stakeholder Groups



# East Lothian Segregated Active Travel Corridor



## 2.1 Need for Active Travel Routes

East Lothian is a wonderful county for walking, cycling and horse riding. The local path network provides a variety of opportunities to explore the scenic coastline, attractive villages set in rolling countryside and the foothills of the Lammermuir hills. In addition to the local path network, Sustrans has signed 3 cycle routes, including the National Cycle Network (NCN) 1, NCN196 and the North Sea Cycle Route along NCN 76.

Over the coming decades, the county is facing great change in its population and economy. Projections anticipate that by 2035 East Lothian's population is set to increase by 33%, the highest percentage rate of growth in Scotland. The Main Issues Report recommends that the focus for new housing and economic development land should be to the west of the area.

As a result, pressure on the existing path, road and sustainable transport networks will increase. There is a need to upgrade and consolidate the network, in response to the lack of capacity in the current strategic transport infrastructure to meet demand from the rising population and an increase in cycle commuting to work.

## 2.2 Segregated Active Travel Corridor

Promoting active travel and the development of an East Lothian Segregated Active Travel Corridor (SATC) form a major partnership project and educational initiative to promote transformational change in travel choice across East Lothian and the region.

The active travel corridor will be developed, promoted and managed as an integral component of the National Cycle Network, the North Sea Cycle Route, the John Muir Way, North Sea Trail and the Round the Forth Cycle Route. Some sections of the SATC will share the route of the National Cycle Network, enhancing opportunities for enjoyment of these routes and other local paths by a range of recreational users. There is opportunity for forming new routes / installing bridges / under-passes to achieve a direct route.

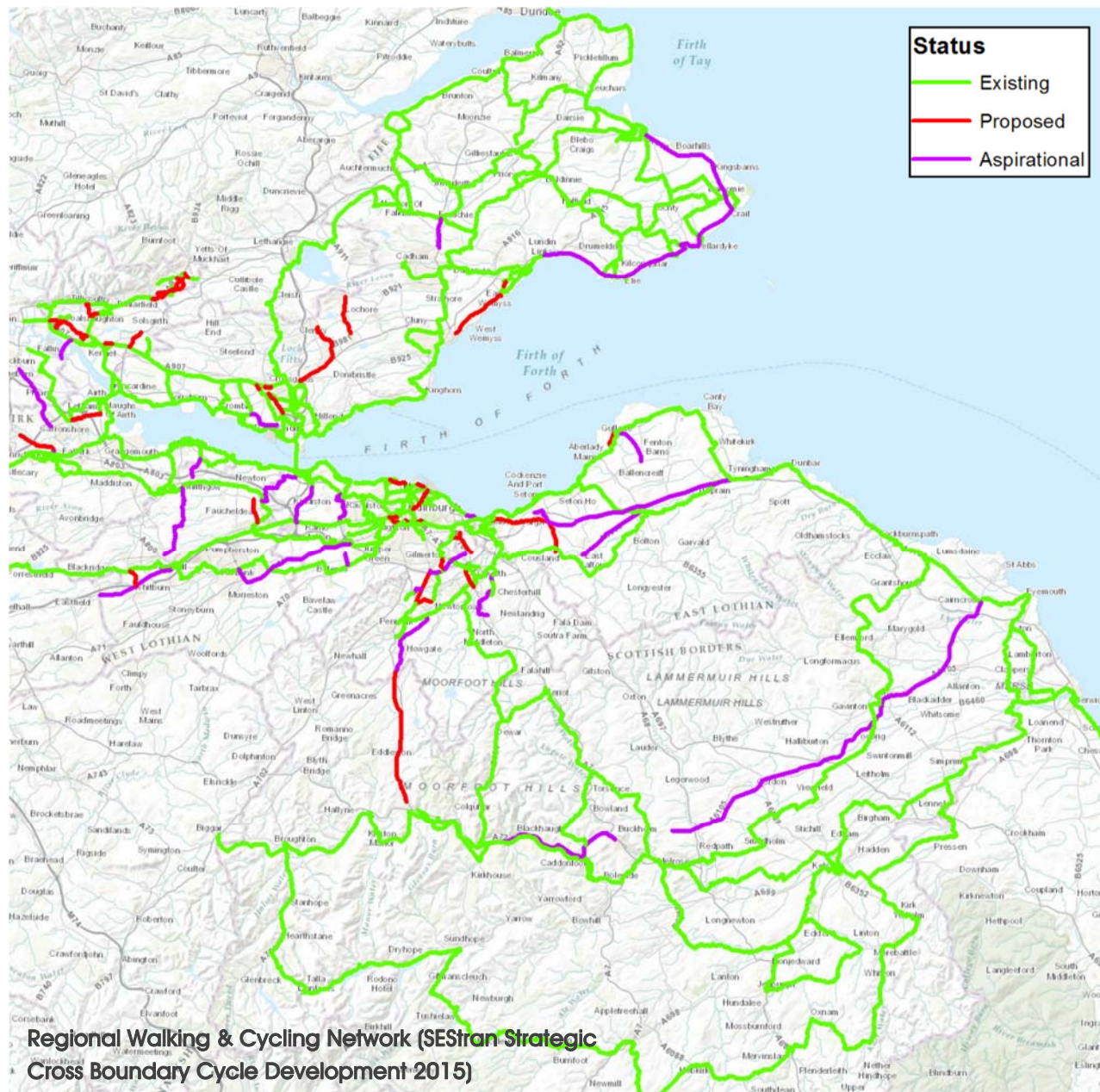
The outcome will be that people of all ages and abilities are able to choose to walk, cycle and use public transport for more of the journeys they make every day. In turn, a strengthened path network will enhance the existing leisure tourism opportunities, making them more accessible for local people and visitors.

## 2.3 Consultative Process

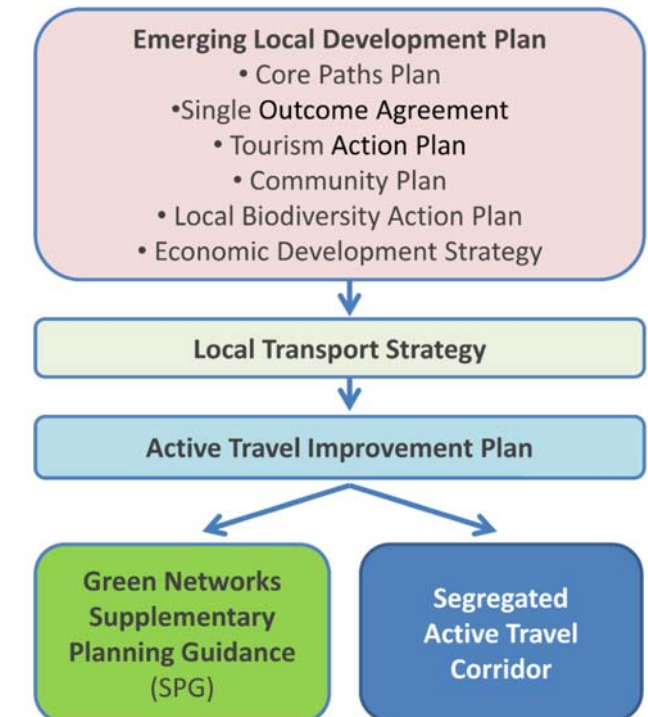
This study has been an opportunity for East Lothian Council to bring together key stakeholder groups, community interests, access and cycling groups, housing developers and land owners to build partnerships and consensus on a proposed route and delivery options.

The preparation of the Feasibility Study and the selection of a preferred route for the SATC have been guided by a series of consultation events, including a stakeholder workshop with over 60 attendees. The team also met with officers from City of Edinburgh and Midlothian Councils, the East Lothian Local Access Forum and the Sustainable Transport Officer's Group.

The consultation stages of the project concluded that there is a need to build upon the existing access network, providing high quality active travel routes on a local and county wide scale. There is also broad support for a strategic, segregated high quality route linking Macmerry, Tranent and Musselburgh to Edinburgh and beyond.



The study has been informed by and supports the following East Lothian policies:



## 3.1 Scottish Government Aspirations

The Cycling Action Plan sets out the Scottish Government's vision:

*"By 2020, 10% of all journeys taken in Scotland will be by bike."* (Cycling Action Plan for Scotland 2013)

The vision of Scotland's National Walking Strategy is:

*"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."* (Let's Get Scotland Walking 2014)

Key aspirations of the [Scottish Land Use Strategy](#) (2011) are to reduce carbon emissions and develop a healthier, more outdoor lifestyle that is more connected to the natural landscape.

Delivery of the SATC will also help deliver the objectives of the Climate Change (Scotland) Act (2009), to mitigate emissions, adapt to climate change and enable sustainable decision making.

## 3.2 National Policy

The overall aim of recent policy drivers is to encourage and enable people to choose to travel in ways that benefit their health and the environment. These aspirations have resulted in the creation of a [Central Scotland Green Network](#) (CSGN), and have recently been incorporated into [Scottish Planning Policy](#) (SPP) in 2014. CSGN aspires to "Develop foot & cycle networks as part of a more sustainable transport network" and *"expand recreational opportunities close to population centres, encouraging active travel and healthier lifestyles"*.

[SEStran Regional Transport Strategy](#) sets out objectives of reducing car dependencies, encouraging behavioural change, promoting walking and cycling, reducing greenhouse gas emissions and improving road safety. Priority is to be given to schemes which improve accessibility by public transport, walking and cycling, especially in new developments and for disadvantaged communities.

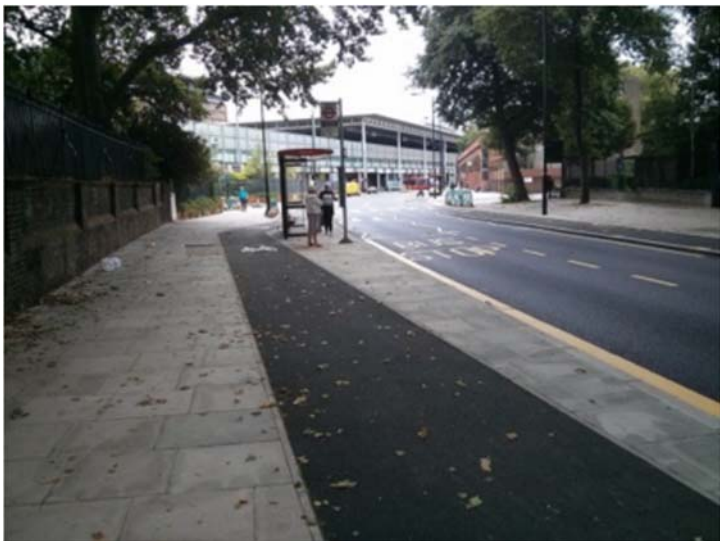
The SESplan supports modal shift towards sustainable modes of travel through the delivery of the Regional Walking and Cycling Network, and includes a "superhighway" along the A199

## 3.3 East Lothian Policy

East Lothian Council is currently developing an Active Travel Improvement Plan as a key component of East Lothian's revised Local Transport Strategy. Shaping a network hierarchy (local routes / town networks / National Cycle Routes) has highlighted opportunity to create a 'superhighway' or strategic spine for the county.

The proposed active travel route will be a key component of East Lothian's Green Networks Strategy Supplementary Planning Guidance (2015) and will be included in the emerging Local Development Plan.

Connecting Edinburgh, Midlothian and East Lothian the strategic route will link local routes from Musselburgh to Dunbar. A more accessible cycle network will provide greater opportunity to choose alternative modes of travel, therefore improve health and well-being.



## 4.1 European and UK Precedents

High quality active travel cycle corridors are becoming an established concept, defined by a wide range of precedents across the UK and Europe. Segregated cycle lanes are dedicated bike lanes that increase feelings of safety and comfort, which makes cycling an attractive commuting option for those who are not used to riding their bikes regularly.

In London these routes are known as “Cycle Superhighways” and provide direct routes from outer London into and across central London. Four Superhighways have already launched, with a number of new routes to be opened by 2016.

In Scotland, NPF3 recommends that walking and cycling should be a priority within the Central Scotland Green Network.

Recent initiatives include the recently opened “South West City Way” providing 2 kilometres of segregated cycle way from Pollokshields to Glasgow city centre, Bears Way in East Dunbartonshire, the Tradeston Cycle Route and Aikenhead Road in Glasgow.

## 4.2 Benefits of a “Cycle Superhighway”

The road network is the most basic, accessible and legible infrastructure element for cycling. “Cycle Superhighways” or segregated routes for cyclists extend opportunity and offer more inclusive user opportunities where there are overriding safety requirements that cannot be met by on-carriageway improvements, or where providing an off-carriageway cycle route is an end in its own right.

Cycle Superhighways aim to:

- Provide an alternative travel corridor to the roads, which will help alleviate congestion
- Promote cleaner low carbon environment
- Assist in the creation of attractive, investable and more sustainable places
- Improve connections to employment hubs
- Provide more leisure opportunities by enhancing the value of path networks

Well designed and maintained cycle networks encourage people of all ages and abilities to choose alternative modes of travel, therefore improving their health and well-being.

## 4.3 Segregated Paths

The needs of cyclists vary considerably, according to age and ability. Children or inexperienced cyclists might welcome the comfort of off-carriageway provision, while confident commuter cyclists might prefer to use the carriageway to keep journey times to a minimum.

There are a range of options available to increase the separation of cyclists from traffic, with full segregation achieved by the provision of a cycle path with a grass verge or kerbs separating the rider from the traffic. The appropriateness of the treatment and design of the pathway will be dependant on the location of the path, vehicle speeds and existing path / road infrastructure.

The nature of retro-fitting path routes into an existing road and path infrastructure requires a range of segregation options, which may include:

- On-road marked cycle lane
- Kerbed segregation / stepped tracks
- Armadillos / plastic separators
- Shrub planters / bollards
- Off-road cycle / walking route

Proposed East Lothian SATC



# Segregated Active Travel Corridor Vision



## 5.1 Vision for the SATC

East Lothian has the opportunity to provide a largely off-road Segregated Active Travel Corridor, which will provide a faster and more direct high-quality route to Edinburgh. The route, and the spurs off it, will provide a multi-user path network, connecting the principle settlements, employment areas, transport hubs and areas of future growth.

The route will create the primary hierarchy within a regional network linking Edinburgh, Musselburgh, Haddington and Dunbar. Extension of the route along the A199 will connect Haddington and Dunbar to the Musselburgh section of the route, by utilising the existing road infrastructure.

It is envisaged that the entire route (Dunbar to Musselburgh) will be delivered in 3 sections:

**Section 1 West: Macmerry to Newcraighall**

**Section 2 Mid: Haddington to Macmerry**

**Section 3 East: Dunbar to Haddington**

The following section sets out the aspirations for the wider East Lothian Active Travel Network, which will provide the links and connections to connect it to the wider path network.

## 5.2 Aims for the SATC

An segregated active travel corridor for East Lothian has been defined as a route which connects the principle settlements, employment areas, transport hubs and areas of future growth, and is:

- Safe and accessible to all
- Strategic and direct
- Connected to local & regional routes
- Segregated from vehicles, where possible
- Smooth surface
- Appropriately lit and maintained
- Capable of supporting cycling commuting / recreational / local use

The SATC will be delivered by a combination of new sections of high quality paths passing through new housing developments or alongside green corridors, and marked segregated cycle lanes / pedestrian footways along existing quieter roads. Some junctions will be realigned to allow safer crossing at busy road sections, where necessary. The main routes will be well designed, segregated where possible, lit, and well maintained.

## 5.3 Commuter Travel Time

The SATC, coupled with the creation of key links and facilities, will significantly improve the journey times of people choosing to walk or cycle to work, school and local community facilities. The route connects homes with places of work, railway stations, education institutions, town centres and the wider national cycle network to Edinburgh and beyond.

In terms of cycle commuter times, the following destinations could be reached via Section 1 of the SATC:

- Tranent to Princes Street, Edinburgh in approximately 68 minutes (12.5 miles)
- Tranent to Musselburgh High Street in under 35 minutes (6.4 miles)
- Tranent to Queen Margaret University in 30 minutes (5.6 miles)

Note: Based on a commuter cyclist travelling an average of 11 mph on the flat (Active Travel, Active Scotland)

Sustainable Transport Links



# Segregated Active Travel Corridor Vision



## 5.4 Sustainable Transport Links

The selected route allows ready access to local bus routes and to railway station at Prestonpans, Wallyford, Musselburgh and Newcraighall, offering direct connections to Edinburgh and on to the wider railway network, and direct connections at Newcraighall to the Borders Railway.

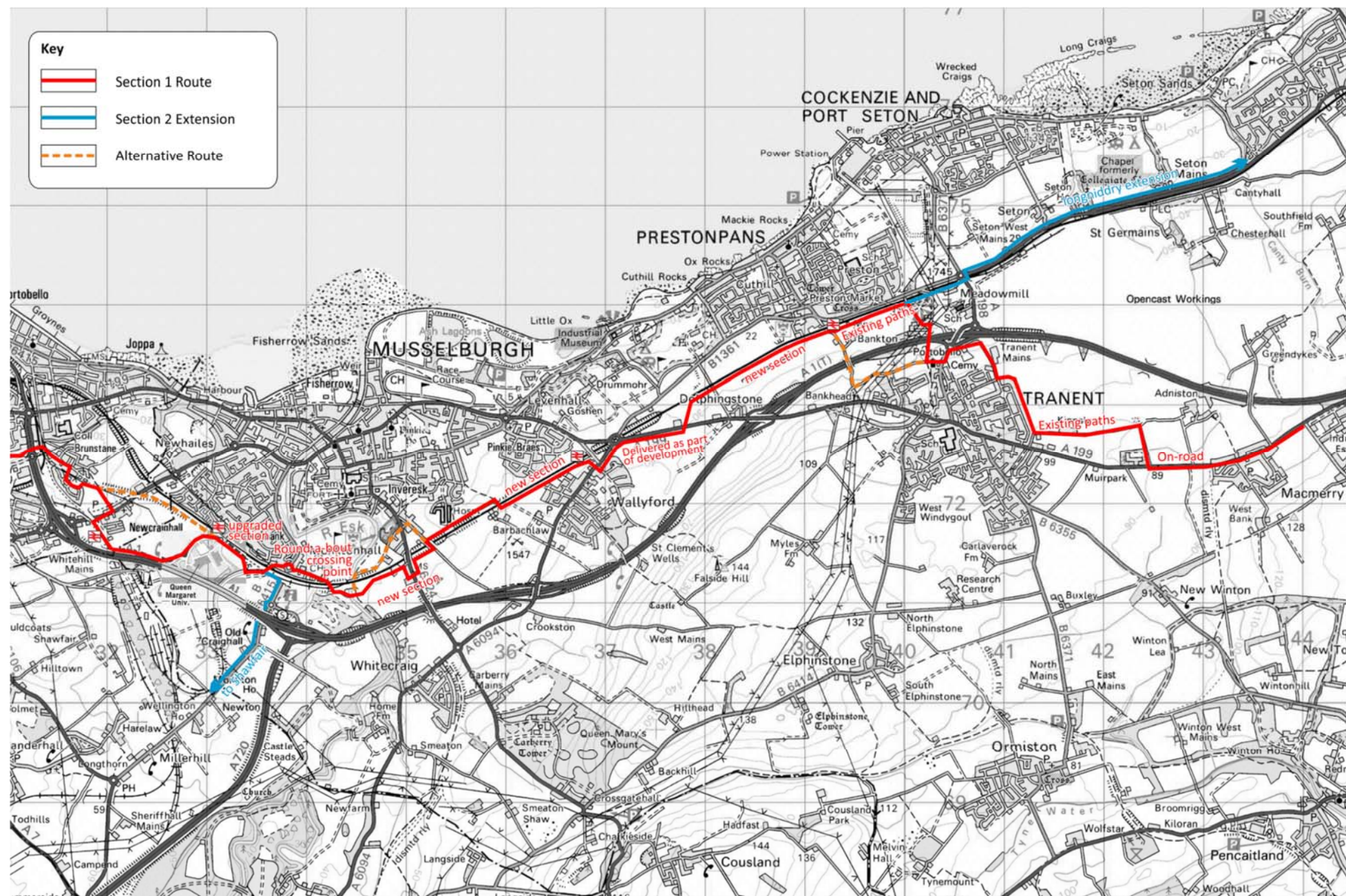
*"The SATC will provide a safer, faster and more direct journey into Edinburgh.*

*The route will become the "primary spine" of a wider active travel network across the county, connecting homes to places of employment, schools, public transport hubs (eg. train stations), town centres and other community facilities. "Spur" routes will connect the main spinal route to other settlements. Much of the spinal route will be available for use by walkers, cyclists and, where practical, by horse riders and all-abilities users.*

*The SATC will be delivered by a combination of new sections of high quality paths passing through new housing developments or alongside green corridors, and signage / junction improvements along existing quieter roads. Some junctions will be realigned to allow safer crossing at busy road sections, where necessary. The main routes will be well designed, segregated where possible, lit, and well maintained.*

*The network will deliver social, economic and environmental benefits by extending opportunities for local people to make healthier, more sustainable travel choices. The active travel corridor and connecting routes will be an integral part of the East Lothian Green Network. The route will be landscaped to provide habitat connectivity, and to provide easier and attractive access for local people and visitors to East Lothian's rich and varied countryside."*

The map illustrates the proposed A170 road scheme between Musselburgh and Tranent. A key in the top left corner defines the route types: a solid red line for Section 1 Route, a solid blue line for Section 2 Extension, and a dashed orange line for an Alternative Route. The map shows the A170 running from the west, through Musselburgh, and towards Tranent. Section 1 (red) starts near Whitehill Mains, passes through Musselburgh, and continues towards Tranent. Section 2 (blue) is an extension from the end of Section 1, running along the coast towards Seton. An alternative route (dashed orange) is shown near Musselburgh. The map also shows existing roads, including the A199, A171, and A172, and various landmarks such as the Power Station, Mackie Rocks, and the Seton Mains. The map is titled 'A170 Musselburgh to Tranent' and includes a scale bar and a north arrow.



# Segregated Active Travel Corridor Vision



## 5.5 The SATC Route

Shaping a network hierarchy (local routes / town networks / National Cycle Routes) has highlighted opportunity to create a 'superhighway' or strategic spine for the county.

The first section of the SATC would create a strategic link between the settlements of Macmerry, Tranent, Wallyford and Musselburgh, connecting homes to places of employment, schools, public transport hubs (eg. train stations), town centres and other community facilities, as part of a wider active travel network.

The following plans provide an indication of the proposed route of **Section 1: West** of the East Lothian SATC. This route represents the most direct and aspirational route, linking the key settlements, transportation hubs and community facilities. Therefore, maximise its use and opportunity to either travel along the entire section to Edinburgh or a rail station, or use part of the route, along with the local path network to access more local services. However, where development opportunities arise, alternative routes or more direct routes for the SATC should be considered.

## 5.6 Route Selection

The proposed route has been selected in discussion with East Lothian Council officers, and informed by the workshop consultation responses and a study of local topography, road networks and potential future development.

The final route selection will be determined by local practical factors, land ownership, land use and any potential Government legislation consequences and/or opportunities (e.g. Land Reform (Scotland) Bill and ELC Local Plan).

Specific route selection at this design stage focused on making best use of existing cycle routes, connections to local railway stations on minimising land take by following key existing land use boundaries or corridors such as that formed by the East Coast Mainline.

Route gradients were minimised and specific new crossing facilities are envisaged at major road features, roundabouts etc.

The path is envisaged throughout as being 3m wide, within an approximately 10m wide green corridor, when in open land. The path is assumed to be lit throughout. Path routes through suburban areas are generally anticipated as being formed as local widenings to existing footways.

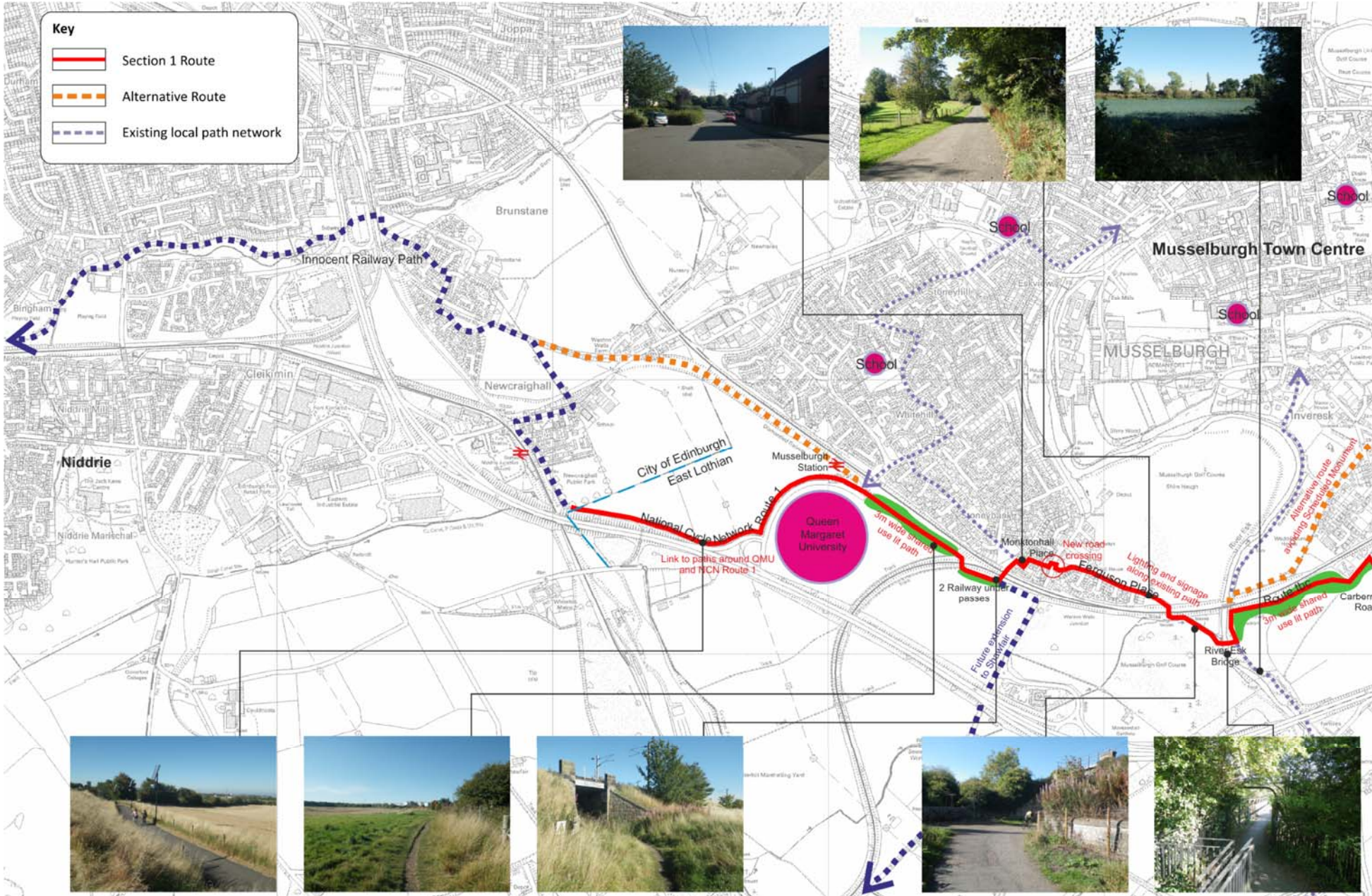
The route provides connections to the rail hubs along the East Coast line, therefore increasing the potential for cyclists to park at stations to travel by train into Edinburgh and beyond. There are plans to improve the rail network between Wallyford and Prestonpans and provide an improved rail hub at Meadowmill.

The route selection process has identified a section of the route that passes a number of Scheduled Monuments:

- Path connection from Carberry Road to the River Esk Path
- Carberry Road running east along the railway

The path will not harm the integrity or settings of these features, but will offer opportunity to provide access to the sites, providing interpretation and a greater awareness of their historic value. However, Scheduled Monument Consent will be required, which may increase costs and time delays. An alternative route, along Carberry Road and Wedderburn Terrace, has been considered.

## Musselburgh to Newcraighall Proposed Route





Tranent to Macmerry Proposed Route



# Segregated Active Travel Corridor Vision



## 5.7 Section 1 : Macmerry to Newcraighall

The preferred route, from [Inveresk to Newcraighall](#), is as follows:

- Path connection from Carberry Road, around an agricultural field, connecting to the River Esk Path (Scheduled Monument close to route)
- Section running along the existing NCN Route 1, at Ferguson Place and Monktonhall Place
- New section of path connecting to the NCN Route 1, around agricultural fields to QMU
- Connecting NCN Route 1, past QMU to the Edinburgh path network

The preferred route, from [Tranent to Inveresk](#), is as follows:

- Upgrade of Meadowmill Sports Centre path network, including ramps at Prestonpans Station junction
- New section of path across agricultural fields to south of railway from Presontonpans Station to A199
- New A199 road crossing at Kinwegar Recycling Centre
- New two-way section of cycle lane along A199 and around Wallyford round-a-bout being provided by a current housing development (tbc)
- New section of path following the railway, past Wallyford Station, to the north side of Wallyford Park
- Upgraded existing section of path to the north of Wallace Crescent
- New section of path across agricultural fields to south of railway, crossing to the north via the underpass
- Path connection to Carberry Road (Scheduled Monument close to route)

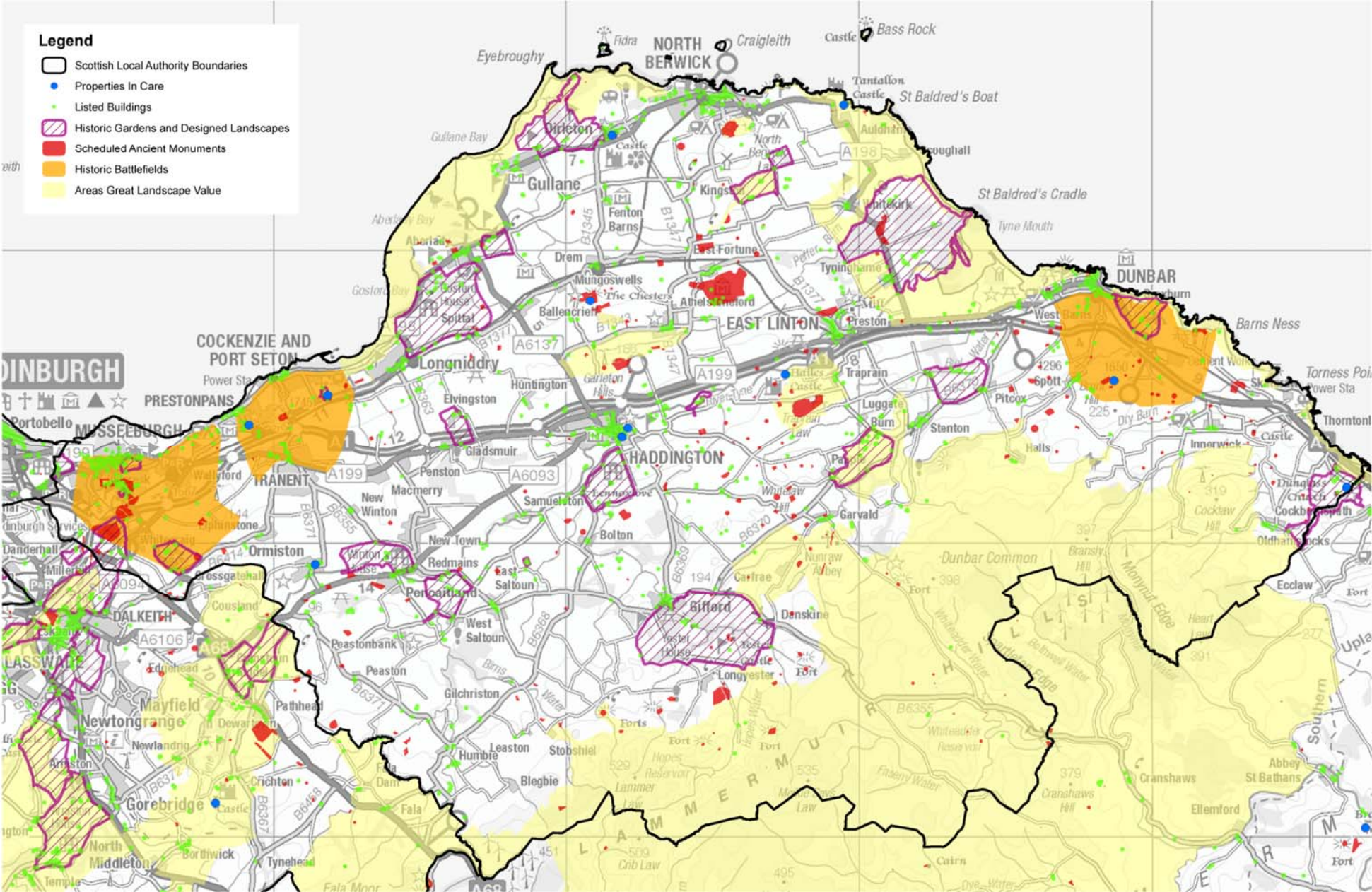
An alternative route along Jonnie Cope's road could be considered.

The preferred route, from [Tranent to Macmerry Employment Hub](#), is as follows:

- On-road Macmerry Employment Hub along A199
- Upgraded surfacing along Winton Loan, north of Annfield Farm, connecting to an existing track adjacent to Coalgate Avenue
- On-road cycle lane and improved crossing along Coalgate Road and Tranent Mains Road
- Partial Dovecot Brae / Brickworks Road upgrade
- Upgrade of Meadowmill Sports Centre path network

A future upgrading of the cycle routes through Tranent town centre would provide a more direct route, for those cyclists wishing to follow the A199. There may be scope in the future to re-route sections of the path to the east of Tranent to provide a more direct route.

Landscape and Heritage Designations



# Landscape & Heritage Considerations

0.6

## 6.1 Cultural Heritage Designations

East Lothian is recognised for its natural and built heritage. There is a high proportion of designated cultural heritage including listed buildings, conservation areas (Prestonpans, Musselburgh, Inveresk, Gullane, Tynninghame), scheduled and unscheduled archaeology, designed landscapes and historic battlefields.

The route of the proposed SATC passes to the north of Howe Mire and the Battle of Pinkie Battlefield (1547), following the line of the railway. The route to the west of Carberry Road passes through an area of archaeological significance at Ricruin, with evidence of Neolithic linear features and enclosures. The route also passes through the area designated as the Battle of Prestonpans Battlefield (1745). The route along brickworks road at Tranent passes beside the 16th century doocot and Tranent parish church.

The path will not harm the integrity or settings of these features, but will offer opportunity to provide access to the sites, providing interpretation and a greater awareness of their historic value.

## 6.2 Landscape Designations

The Firth of Forth has been given a number of designations because of the significance of habitats and associated species. It is the second most important estuarine area for wintering birds in Scotland and supports internationally and nationally important wintering populations of waders and wildfowl. Designated sites at Musselburgh, Port Seton, Aberlady, North Berwick and Tyne Mouth include:

- Special Protection Area (SPA)
- Ramsar Site
- Special Scientific Interest (SSSI)

There are also extensive areas of Ancient Woodland, Special Areas of Conservation (SAC) and Local Nature Reserves throughout the County, reflecting the rich diversity of the East Lothian landscape.

However, the proposed SATC does not affect any of the sites designated for their landscape value. Other future upgrades of paths will be along existing path alignments, so they are not anticipated to affect any of the designated sites. Enhancement of sections of the SATC will incorporate habitat, landscape and other improvements.

## 6.3 East Lothian Green Network

Green Networks are places of landscape quality that can help to define landscape or townscape structure, provide links with the countryside, promote walking and cycling, and enhance connectivity for species and habitats.

ELC are currently developing a Green Networks Supplementary Planning Guidance (SPG), which identifies key sites, and includes active travel routes such as Core Paths, Sustrans Cycle Routes, Rights of Way and recreational routes. The aim of the East Lothian Green Network is *"to create a network which connects habitats and communities, improves access to the countryside and the coast, and enhances the character and appearance of the area"*.

SESplan has identified Green Network opportunities, which includes the area to the south of Musselburgh and around Tranent. The area is likely to experience substantial change, with a number of new developments. Improving poorer quality assets, avoiding coalescence, establishing a sense of place and preserving green spaces are a priority.

Segregated Active Travel Corridor: 'b' Routes



## 7.1 Active Travel Network Vision

The wider East Lothian Active Travel Network includes existing and recreational active travel routes. These paths are intended to provide the “spurs” off the main SATC route to town centres, community facilities, local neighbourhoods and other important locations.

*“The main line of the SATC will be linked by a series of active travel routes between communities and through new developments, providing the “ribs” of the network. A well designed network of easily accessible routes and connections to the places people want to go will enable people of all ages and abilities to make better and healthier travel choices. The route will be complemented by existing NCN Routes and with future active travel spur routes, to create a well connected active travel network in East Lothian.*

*The entire network will contribute to the local economy, by encouraging cycling tourism and day visits to places of interest in East Lothian’s historic towns and attractive coastal destinations.”*

## 7.2 Priority Routes

The proposed **Section 1: West** is only the first phase of improvements to the wider path network in East Lothian.

The feasibility study and route appraisal has identified the Council’s 10 to 20 year aspirations for the development of the county-wide Active Travel Network. These routes have been identified as part of a strategic appraisal of the network, identifying gaps in current provision and potential new paths.

The paths have been classified as either:

### ‘A’ Route

Edinburgh to Dunbar Segregated Active Travel Corridor (SATC)

### ‘B’ Routes

‘Spurs’ off the main SATC route, which link the SATC to other towns, villages and other important locations or rail hubs (eg. Longniddry Extension, Dalkeith and Shawfair Links)

### ‘C’ Routes

North to south links, strengthening existing routes and sign-posting new routes along quiet roads, connecting more outlying settlements with rail stations and the SATC network

## 7.3 Public Transport Connections

East Lothian is relatively well served by the strategic transport network. However, there is an underlying problem of lack of capacity in transport infrastructure and in local transport services to meet rising travel demand from the rising population in the coming years.

There are six rail stations on the main line at Musselburgh, Wallyford, Prestonpans, Drem, Longniddry and Dunbar, with North Berwick Station on the branch line. However, local trains are often full at peak times, as are bus services.

These capacity constraints have been caused by the cumulative impact of population growth and commuting to and from the area. Impacts are anticipated from further developments planned in East Lothian, Edinburgh and Midlothian, requiring suitable interventions to be delivered to minimise capacity constraints.

The SATC and wider network will provide alternative travel options for commuters to Edinburgh and beyond and will make local journeys on foot or by bike more appealing.

## East Lothian Segregated Active Travel Corridor: 'c' Routes



## 7.4 Delivery Options

It is anticipated that the SATC will be delivered in a phased process, as set out in the Action Plan. Securing funding and delivery mechanisms for infrastructure provision can be achieved through a number of routes:

- Multi-agency partnership projects
- Community initiatives
- Developer contributions

The Local Development Plan Main Issues Report states that the preferred development opportunities in the Musselburgh cluster could deliver approximately 4,700 additional homes and 84 ha of additional employment land over the period to 2024 and beyond. New planned developments around Musselburgh and Tranent will be mitigated through the delivery of the green network opportunities, including woodland planting, active travel routes and habitat networks.

Timescales and delivery phasing will be dependant on available funding, the realisation of major developments and partnership projects.

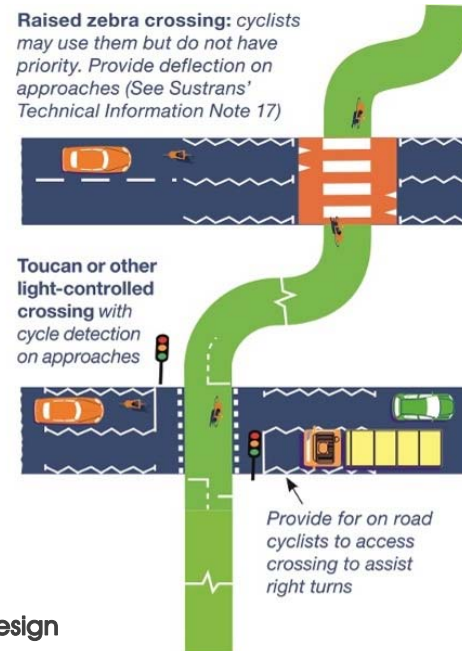
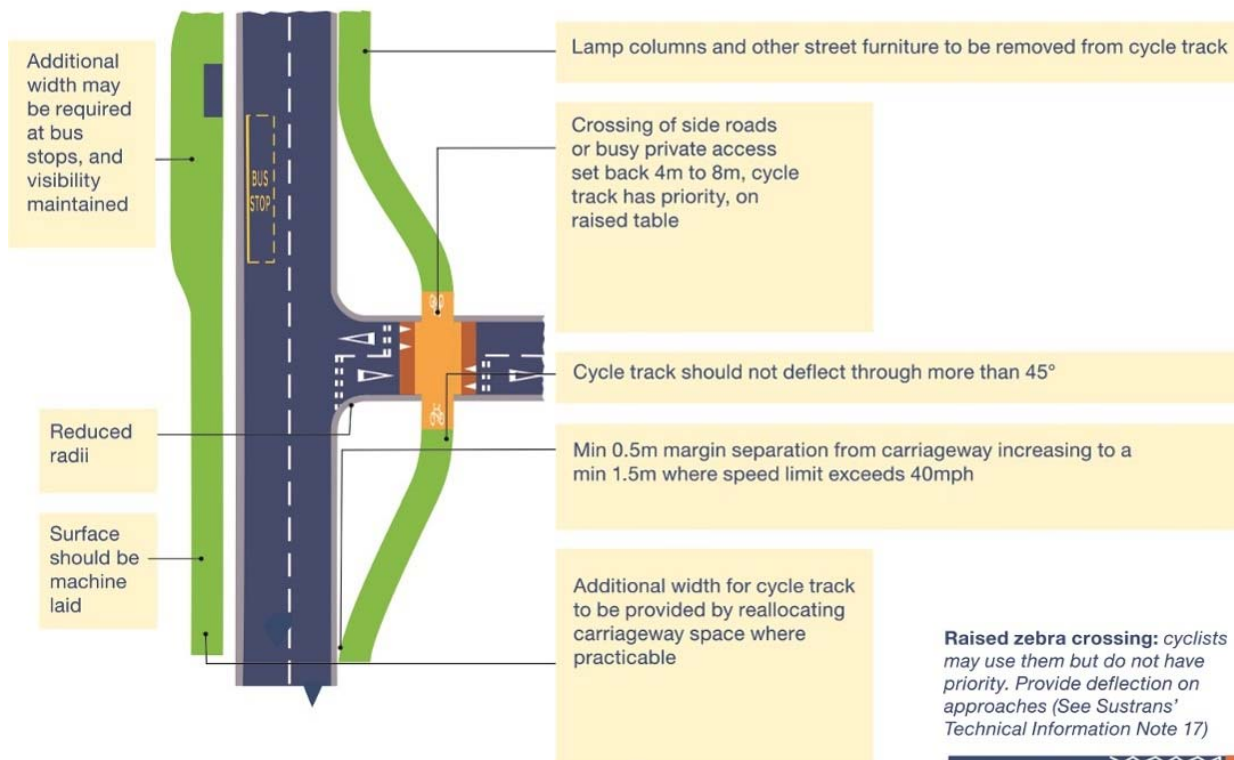
## 7.5 Delivery Plan

The table below sets out the anticipated timescale for delivery of the 'a', 'b' and 'c' routes. Timetable and phasing may be affected significantly by the choice of funding and delivery mechanisms. Timescales: short (1 - 5 years), medium (5 - 10 yrs), long (10+ yrs)

| Route     | Project                                 | Timescale       |
|-----------|---|-----------------|
| SATC      | Section 1: Macmerry to Innocent Railway | Short to Medium |
| SATC      | Section 2: A199 Macmerry to Haddington  | Short to Medium |
| SATC      | Section 3: A199 Haddington to Dunbar    | Long            |
| 'B' Route | Longniddry Superhighway Extension       | Medium          |
| 'B' Route | Shawfair Superhighway Extension         | Medium          |
| 'B' Route | Dalkeith Link                           | Long            |
| 'B' Route | Musselburgh Town Centre Route           | Long            |
| 'B' Route | Musselburgh Northern Route              | Medium          |
| 'C' Route | Ormiston / Pencaitland Link             | Short           |
| 'C' Route | Blindwells Links                        | Medium to Long  |
| 'C' Route | Gullane Link                            | Medium          |
| 'C' Route | Haddington Link                         | Medium          |
| 'C' Route | Drem Link                               | Long            |

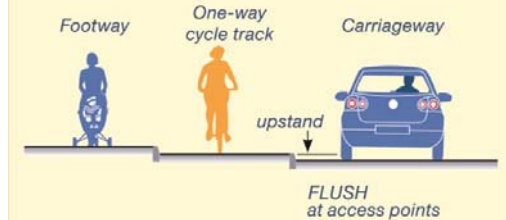
## 7.6 Developer Contributions

Delivery of the SATC may be funded in a variety of ways, including joint public partnership projects, bids to HLF / other funding bodies, ELC capital project expenditure and Section 75 Agreements.

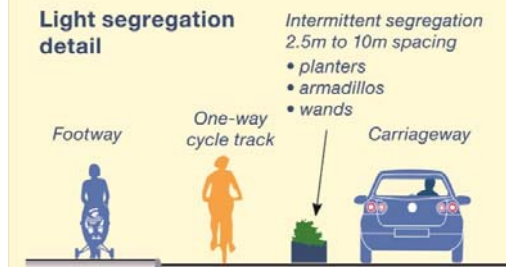


Path Construction—example details for consideration through detailed design  
Handbook for Cycle-Friendly Design, Sustrans 2014

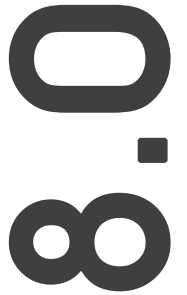
### Hybrid cycle track detail



### Light segregation detail



Benefits : low cost; easily widened



## 8.1 Design Principles

Cycling By Design Guidance (Transport Scotland 2011) sets out the following design principles, which have underpinned the advice on cycle route provision:

**Safety:** Design should minimise the potential for actual and perceived accident risk.

**Coherence:** Cycling infrastructure should form a coherent network which links origins and destinations.

**Directness:** Cyclists should be offered as direct a route as possible based on existing and latent trip desire lines, minimising detours and delays.

**Comfort:** Non-sports cyclists prefer sheltered, smooth, uninterrupted, well-maintained surfaces with gentle gradients.

**Attractiveness:** The perception of a route is important, particularly in attracting new users. Infrastructure should be designed in harmony with its surroundings in such a way that the whole experience makes cycling an attractive option.

## 8.2 Path Quality Standard

The outline design recommendations for the SATC are based on “fit for purpose” design parameters, and have been designed to cater for all path user types, all abilities access and Secured by Design principles. The path construction specification and the design of entrance features, access controls, road crossings, safety barriers, signage, planting and landscaping will be undertaken in accordance with the following guidance:

- Cycling By Design (Transport Scotland)
- National Cycle Network - Guidelines and Practical Details Issue 2 (Sustrans)
- Living Streets Design Guidance
- Handbook for Cycle-friendly Design (Sustrans)
- Standards for Development Roads (ELC-Transport Scotland)

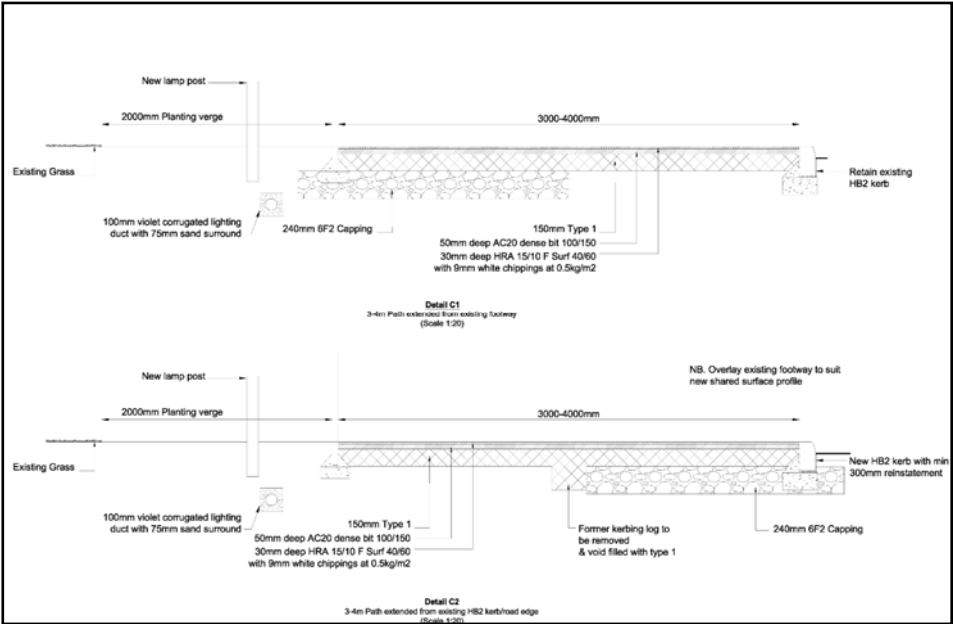
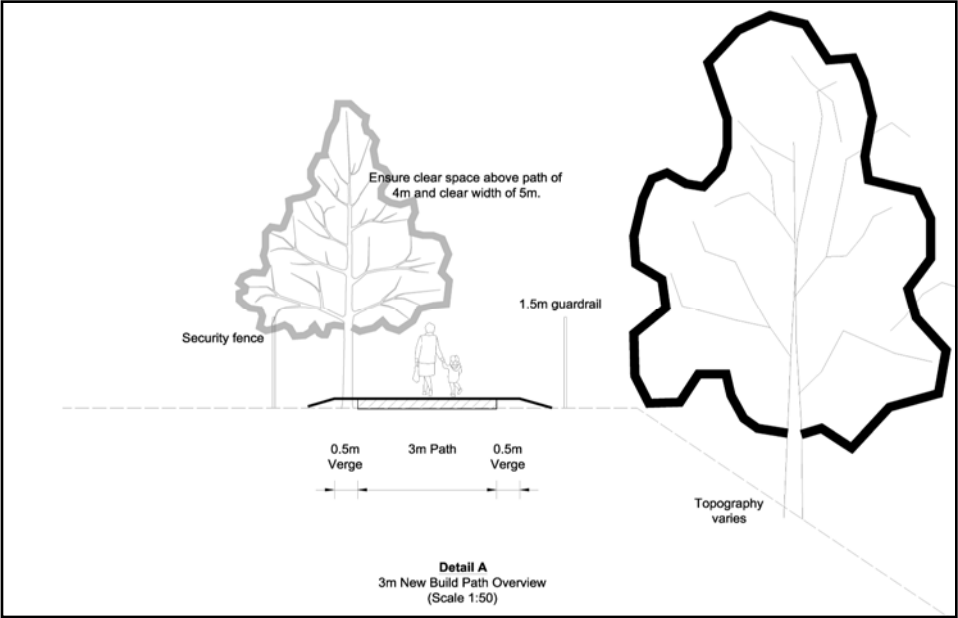
## 8.3 Design Considerations

The design of new paths and modification of existing paths for cycling and walking will be informed by the following site considerations:

- Segregation options
- Path width
- Surface treatment
- Sightlines
- Access points and barriers
- Slopes and gradients
- Lighting
- Planting
- Traffic levels

Typical construction details are illustrated on the opposite and following pages.

Typical Construction Details





## 8.4 Path Design

The SATC will be delivered by a combination of new sections of high quality paths passing through new housing developments or alongside green corridors, and marked segregated cycle lanes / pedestrian footways along existing quieter roads. Some junctions will be realigned to allow safer crossing at busy road sections, where necessary. The main routes will be well designed, segregated where possible, lit and well maintained.

Construction standards and maintenance are important aspects of the path route design. The quality of the path construction and maintenance will have a major influence on its extent of use and attractiveness to cyclists and walkers. Quality and sustainability should be designed into path design and related infrastructure from the outset.

The SATC is envisaged as being 3m wide. For sections that may be created by extending existing footways, the target width is 4m.

Advisory signage on shared-use paths should be provided, along with map/ information panels (local amenities/ places of interest etc.) along the route, where appropriate.

Entrance features offer identity and route certainty, and will be developed through the detailed design stage; road crossings are general presumed to be controlled crossings outwith the housing development road network; allowances have been made for provision of safety fences and barriers to a proportion for the route; details will require confirmation through the detailed design process.

It is anticipated that paths in individual sections and locations will be subject to local constraints and requirements as well as available budgets.

## 8.5 Maintenance

The construction of high quality paths will reduce maintenance requirements and minimise whole-life costs.

It is important that a suitable maintenance regime is established. Maintenance of the route will include:

- Regular monitoring, recording and maintenance by ELC, assisted by Sustrans Rangers and local volunteer groups
- Maintenance budget allocated to the SATC
- Establishing speedy response arrangements whereby repairs to on-road or off-road sections are undertaken swiftly by ELC, Sustrans' Rangers or trained volunteers
- Reporting problems by members of the public (e.g. telephone 'hotline')



## 9.1 Cost and Benefits

The creation of a new active travel route can help the local area in a number of ways, and when seeking public and funding support there are a number of key messages and measures:

**Health** – Scottish Government and East Lothian Council seek to promote health and wellbeing, and the path will encourage more people to enjoy the outdoors and lead a healthy lifestyle

**Physical Environment** – The path can play a role in encouraging new access and in turn can support the wider ambition to enhance local amenity

**Employability** – there is scope to create direct employability outcomes in the development and maintenance of the cycleway, such as the use of social enterprises and will encourage skills development and apprenticeships in general construction during the construction phase

**Tourism and Recreation** – there is scope to add value to the local economy through visitors and locals being encouraged to use the new route, and in turn spending more time and money in the local area and supporting the local business base

**Community Development** – the project offers a significant opportunity to engage and interact with local communities, including the promotion of the route amongst local clubs, schools, youth groups and community groups

## 9.2 Cost Budgets

It is envisaged that works will be completed in a piecemeal fashion, with sections addressed as land access and budget becomes available. The proposed route has been reviewed and budgeted in two sections:

**Section 1: Macmerry to Newcraighall** (16km of new path and segregated path utilising existing infrastructure)

**Sections 2 & 3: Dunbar (West Barns) to Macmerry** (22.8km of amended path alongside the existing A199)

The suggested initial project cost budget for the proposed 3m wide, 16km long 'SATC from **Macmerry to Newcraighall**, based upon assuming a significant intervention to existing adopted roads, is set out below:

- Net Construction Costs, prelims, contingency: £6.2Million
  - Calculated Optimism Bias @ 24%: £1.5Million
  - Fees and project management costs: £1.3Million
- Total: £9.0Million (or £570/metre)**

It is understood that approximately £0.25M of the Newcraighall to Macmerry route budget is covered by developer contribution works at Wallyford Road.

The suggested initial project cost budget for the proposed 3m wide, 22.8km long SATC from **Dunbar (West Barns) to Macmerry** based upon assuming a significant intervention to existing adopted roads, is set out below:

- Net Construction Costs, prelims, contingency: £9.2 Million
  - Calculated Optimism Bias @ 24%: £2.2Million
  - Fees and project management costs: £1.6Million
- Total: £13.0Million (or £570/metre)**

**Comparator Projects:** South-West City Way (Glasgow City Council), carriageway allocation segregated cycleway, opened 2015: £1.25M for 2.0km, or £625/m

Full budget details and maps of the route are contained in the Technical Appendix.



## 10.1 Action Plan

The SATC will be implemented through the Action Plan as shown in the table below, which identifies tasks to be achieved and the organisations / lead partners who will be responsible for taking the actions forward. It will be undertaken over a 10 –20 year period but will require updating as changes, resources or demand occur.

| Action  | Lead Organisation | Timescale |
|---|-------------------|-----------|
| Council / partnership agreement of path route & delivery mechanism                | tbc               | tbc       |
| Establish Steering Group & Development Team                                       |                   |           |
| Prepare/agree detailed Action Programme   |                   |           |
| Develop Joint Partnership Initiatives and Action                                  |                   |           |
| Stakeholder Engagement / landowner / community involvement                        |                   |           |
| Prioritisation and resourcing of path projects                                    |                   |           |
| Develop funding strategy for delivery of the SATC and associated links and routes |                   |           |
| Progress landowner agreements   |                   |           |
| Review maintenance of cycle routes / condition surveys and reporting              |                   |           |
| Consider adoption arrangements  |                   |           |
| Secure revenue funding to maintain the route                                      |                   |           |
| Review and survey of sensitive historic / natural environments                    |                   |           |
| Develop an outline design specification   |                   |           |
| Detailed surveys and designs  |                   |           |
| Promotion, events and marketing   |                   |           |