

Project Vision

Musselburgh is a great place to live, but we want to make it even better!

We'd like to introduce new and improved spaces for **walking, wheeling and cycling**, making it easier to make key journeys on foot or by wheel. We believe we can help reduce noise and emissions, support people to choose healthier, affordable journeys and make the Town nicer for everyone.

What we want for Musselburgh

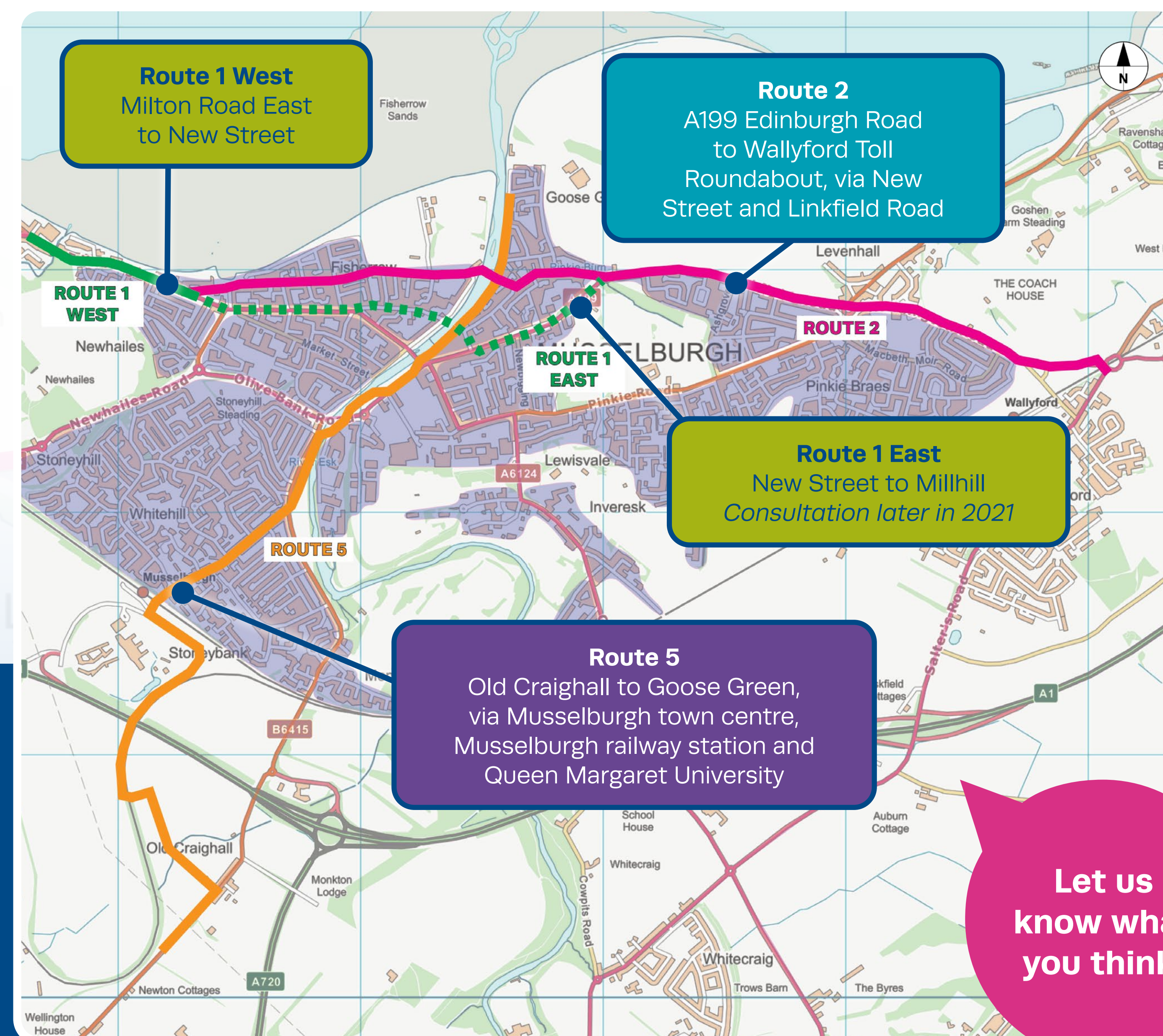
1. An **enhanced environment** with **great public spaces for all**
2. A **high quality, safe, and accessible walking, wheeling and cycling network**
3. An enhanced **local economy**, including tourism
4. The **sustainable** growth of Musselburgh's **transport network for the future**
5. **Community-led** decision making
6. Improved **equality** and **choices** for those living, working and studying in Musselburgh
7. Improved **health** and **well-being** of those living, working and studying in Musselburgh

The first stage of the project focuses on three main routes (see map).

Routes 1 West, 2 and 5 are being consulted on currently, with consultation on Route 1 East to follow later in 2021.

The proposed routes connect the key spaces in the town, like the town centre, River Esk, Musselburgh railway station and Queen Margaret University.

The designs consider how these places can be transformed for local people, businesses, visitors and those who work and study in the area.



Let us
know what
you think!

For more information, visit:
musselburghactivetown.info

Who is involved in the project?

East Lothian Council

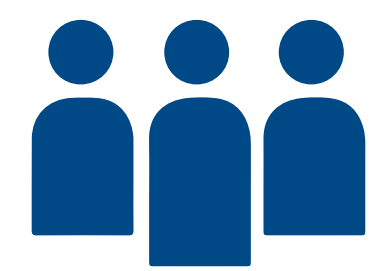
East Lothian Council are leading this project as part of their work to improve the lives of people who live and work in East Lothian.

AECOM

AECOM are the engineering consultants for the project.

You!

This project wouldn't be possible without the community – your passion for change, and your input into the design process!



Sustrans Scotland

Sustrans manages the project funding on behalf of the Scottish Government.

Places for Everyone is a design competition, managed by Sustrans Scotland and funded by Transport Scotland. It seeks big, bold and innovative projects to restore the balance of Scotland's streets in favour of people walking and cycling.

The Active Toun is integral to a range of other plans and strategies for Musselburgh, East Lothian, and beyond:

Sustainable and Active Travel Masterplan

Nine strategic routes were identified in Musselburgh's Masterplan. This stage of the project will deliver three of these.

Musselburgh Flood Protection Scheme

The aim of this scheme is to reduce flood risk from the River Esk and from the coast.

Local Transport Strategy (LTS)

This Strategy has a vision of an East Lothian that "will have well-connected communities with increased use of sustainable transport modes to access services and amenities."

Town Centre Strategy

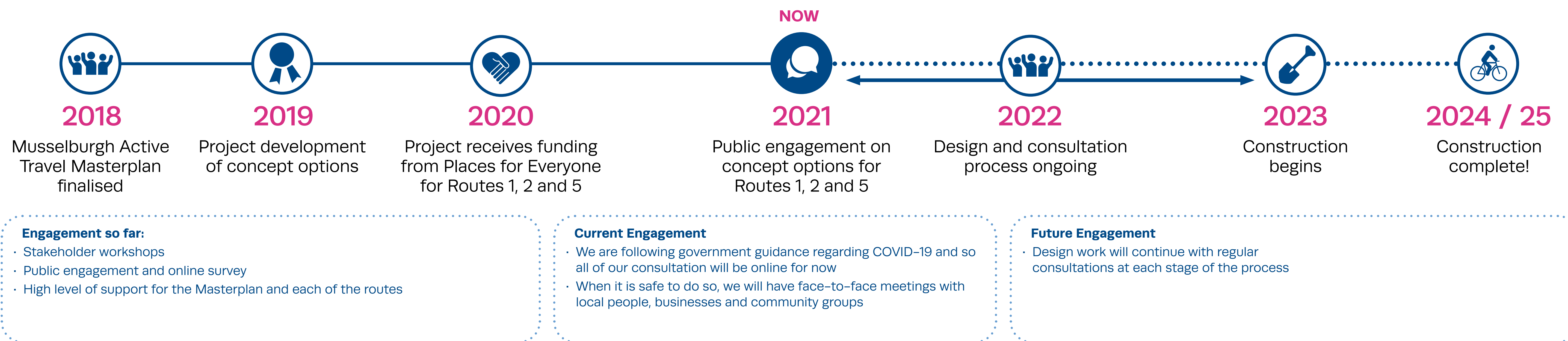
The strategy identifies that the town centre requires investment in streetscape enhancement, open space improvement, and transport and environmental improvements.

Climate Emergency

East Lothian Council declared a **Climate Emergency** in 2019 and is committed to working towards being a carbon neutral county.

Local Development Plan (LDP)

The LDP aims to develop and enhance the cycle network in the Musselburgh area, linking communities, development areas and places beyond as part of a 'green' network.



For more information, visit:
musselburghactivetoun.info

Previous engagement

During the development of the Active Travel Masterplan, we met with local residents, businesses and others who live or work in Musselburgh.

The online survey that ran from April to May in 2018 gathered 120 responses, with the majority (more than 70%) supporting the active travel routes.

A public drop-in event was held in May 2018 and was attended by 80 local residents. 77% supported the proposed Masterplan and improvements for people walking, wheeling and cycling.

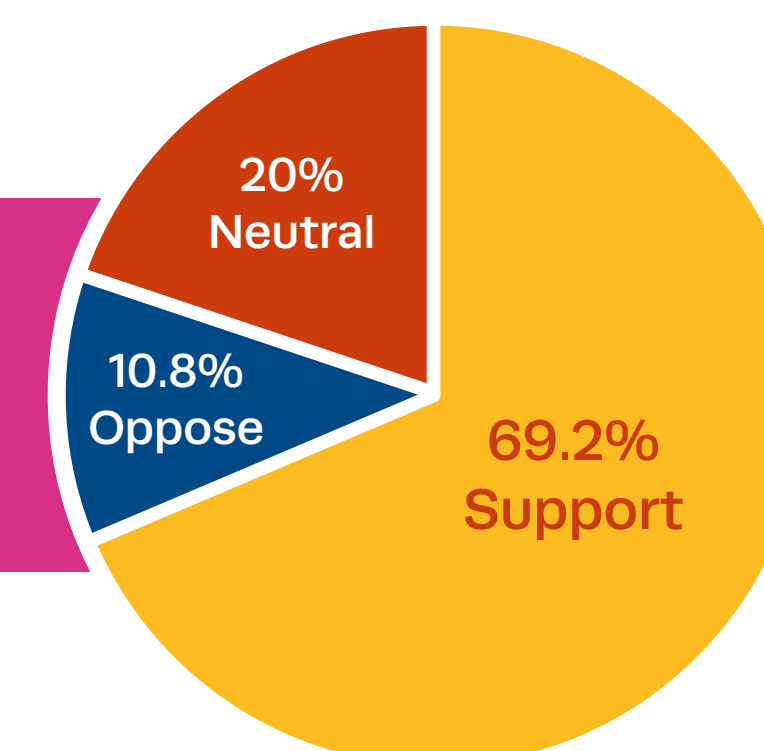
How the project can benefit people in Musselburgh

The increases in walking, wheeling and cycling that we anticipate as a result of the first three active travel routes are associated with a lot of benefits, including:

1. Increased physical activity which can be very beneficial to general well-being¹
2. Decreased risk of developing cardiovascular disease if you cycle to work²
3. Around £2.5m boost to the economy from increased walking and cycling associated with Routes 1, 2 and 5
4. High street walking, cycling and public space improvements can increase retail sales by up to 30%³
5. Cycle parking delivers five times the retail spend per square metre than the same area of car parking⁴
6. Over a month, people who walk to the high street spend up to 40% more than people who drive to the high street⁵

Reasons for doing this...

83 (69.2%) people support the proposed network of strategic routes



"I'd do more cycling if it was better segregated from vehicles"

"It's such a great place to live, but options to travel in a healthy way, which could help cut emissions are sadly lacking"

"Lack of safe cycle routes"

Responses to online survey, 2018

Find out more by visiting our references:

1. Mental Health Foundation (2005). Up and Running: Exercise therapy and the treatment of mild or moderate depression in primary care.
2. NHS National Services Scotland (2017). Scottish Heart Disease Statistics
3. Lawlor E (2013). The pedestrian pound. Just Economics for Living Streets.
4. Raje F & Saffrey A (2016). The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport
5. Transport for London (2013). Town Centres 2013

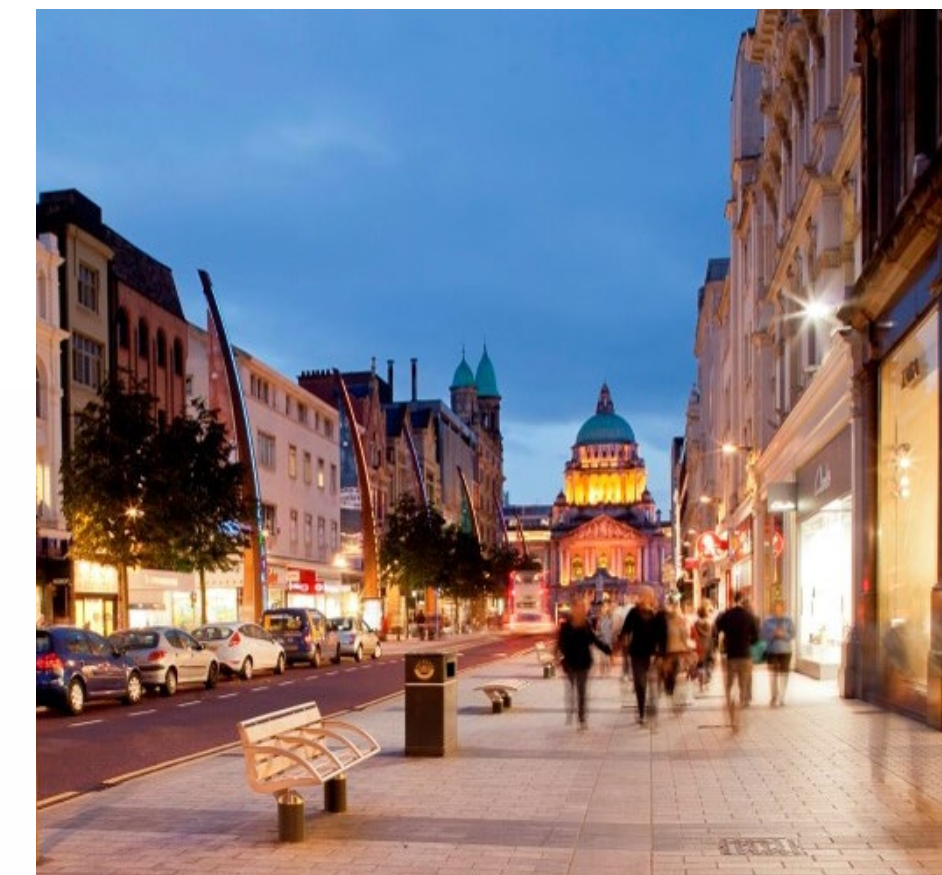
Quiet Streets

These are streets where the traffic speed and volumes are low, making them suitable for people of all ages and experience to cycle on the road. They can be streets where existing vehicle speeds and volumes are low, or they can be streets where existing vehicle speeds are reduced by using small local changes. Local changes may include raised crossings to aid pedestrians, as well as slow traffic.



Improved Public Spaces

Improving the appearance and options for passers-by to enjoy the various public spaces in the town. This could include using high quality materials – such as granite paving, providing seating, planting street trees or other landscaping. Creating improved spaces for local people to use should make it easier for people to use the space for social activities and public events.



Separate Cycle Lanes

Separate cycle lanes provide spaces for people on bikes that are separated from the pavement and road. This means people do not need to cycle on busy roads or next to fast-moving vehicles, encouraging people to travel by bike. They also discourage nervous cyclists from using the pavement, leaving the pavement free for pedestrians. Where the cycle lanes run past bus stops, 'floating bus stops' will be provided.



Floating Bus Stops

This is where a separate cycle lane runs behind the passenger boarding area at a bus stop, between the boarding area and the pavement. Cyclists have to give way to crossing pedestrians. Floating bus stops reduce the risk of conflict between pedestrians, cyclists and vehicles by providing each group of users with their own dedicated space.



Route 1 West – Milton Road East to New Street

What we are proposing

Current status

- We want to know what you think about the plans for Route 1 West, between Milton Road East and New Street along the A199 Edinburgh Road
- We will consult on Route 1 East later in 2021 once we have done more work to understand potential impacts on local businesses and town centre residents. Please look out for further information later this year!

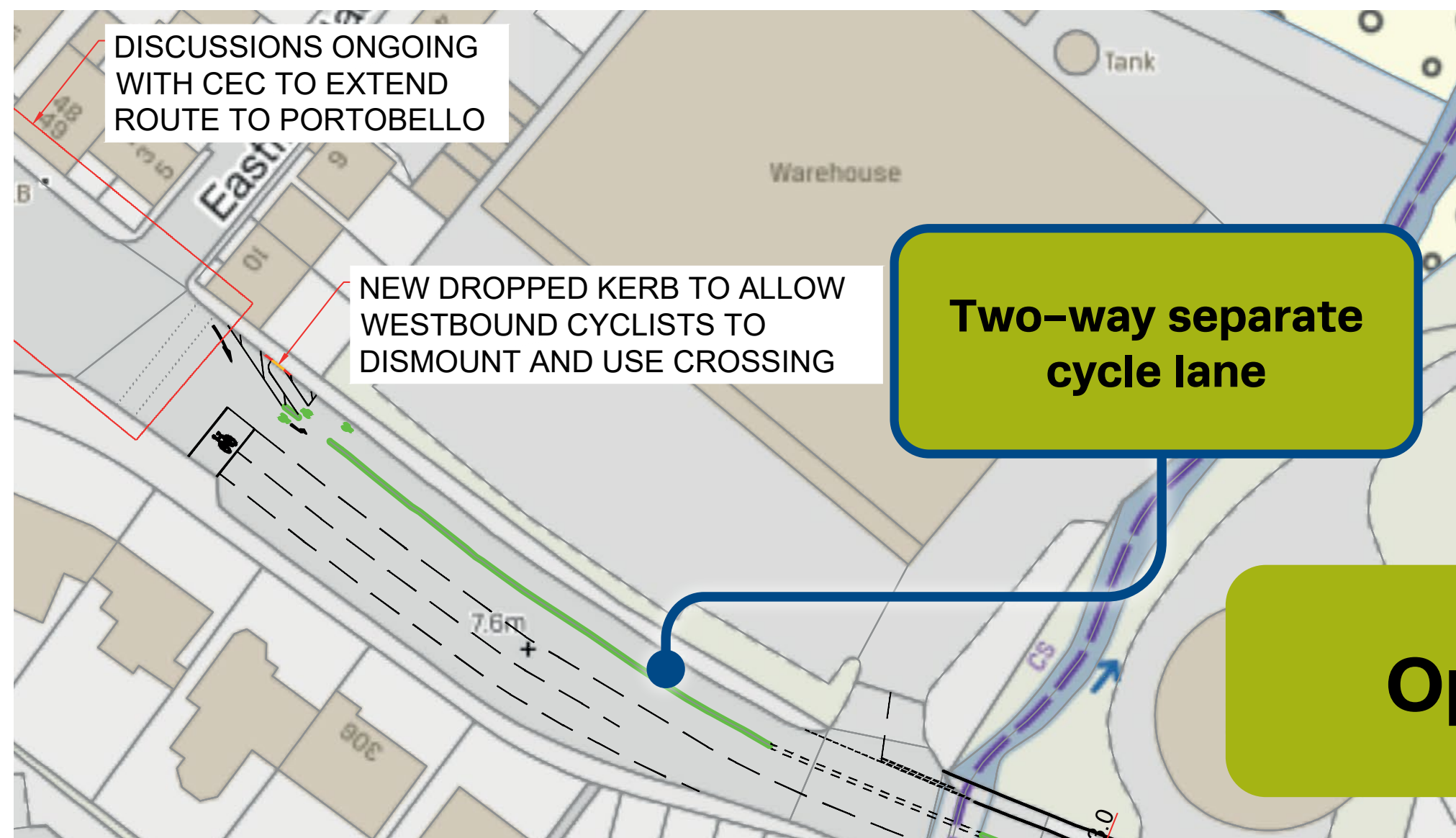
Why this route and why now?

- This is the first step in providing an improved link into Musselburgh town centre and to link Musselburgh and Portobello
- This would connect into Route 2 at New Street, providing a safe link between Musselburgh and the Milton Road East junction
- Route 1 West and Route 1 East offer the potential to transform the heart of Musselburgh and create a destination for people walking, wheeling and cycling
- A well-connected High Street will attract local people to it, as well as visitors
- This would create a more vibrant and prosperous town centre for businesses and residents

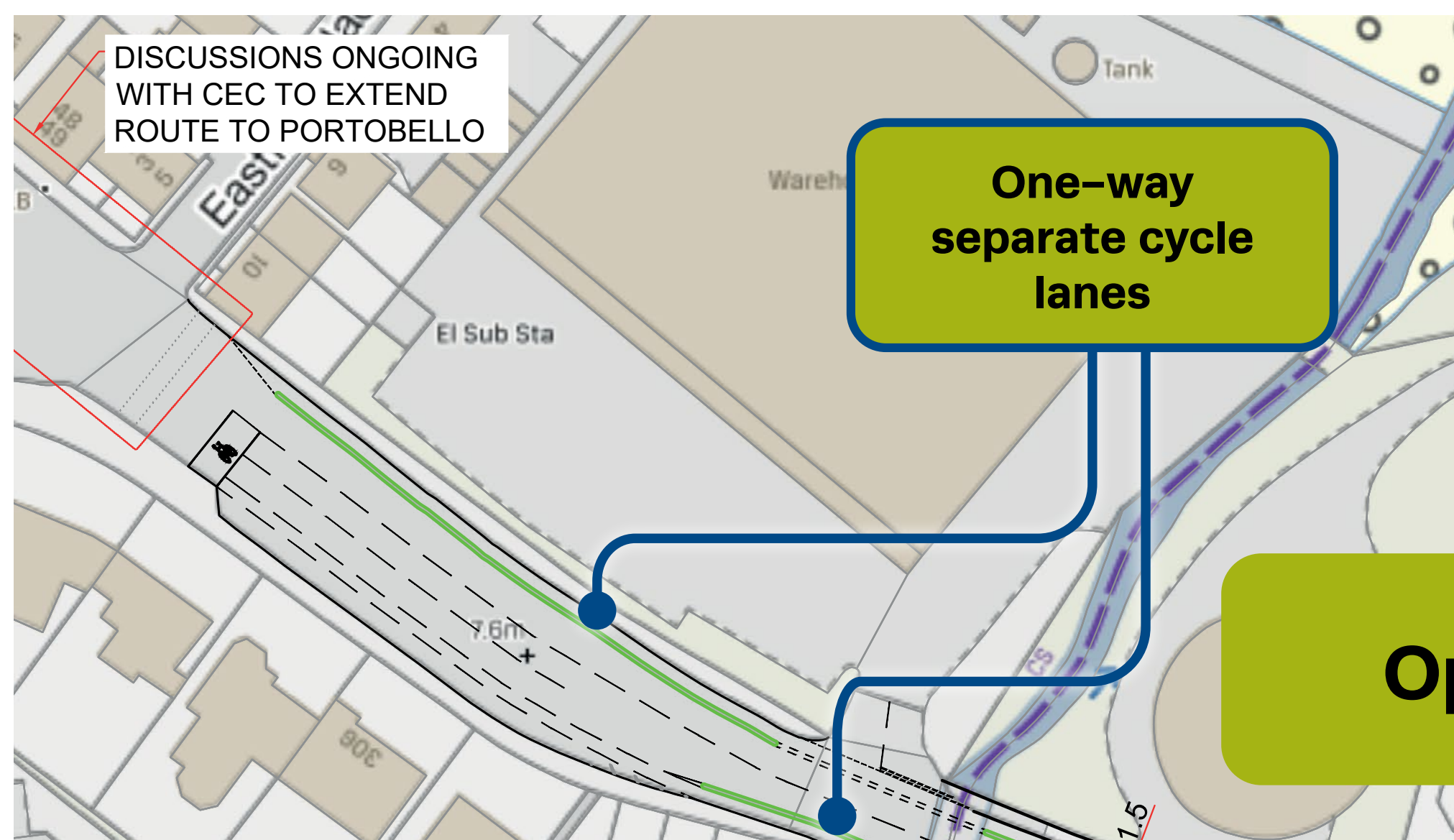


1

Milton Road East / Edinburgh Road Junction



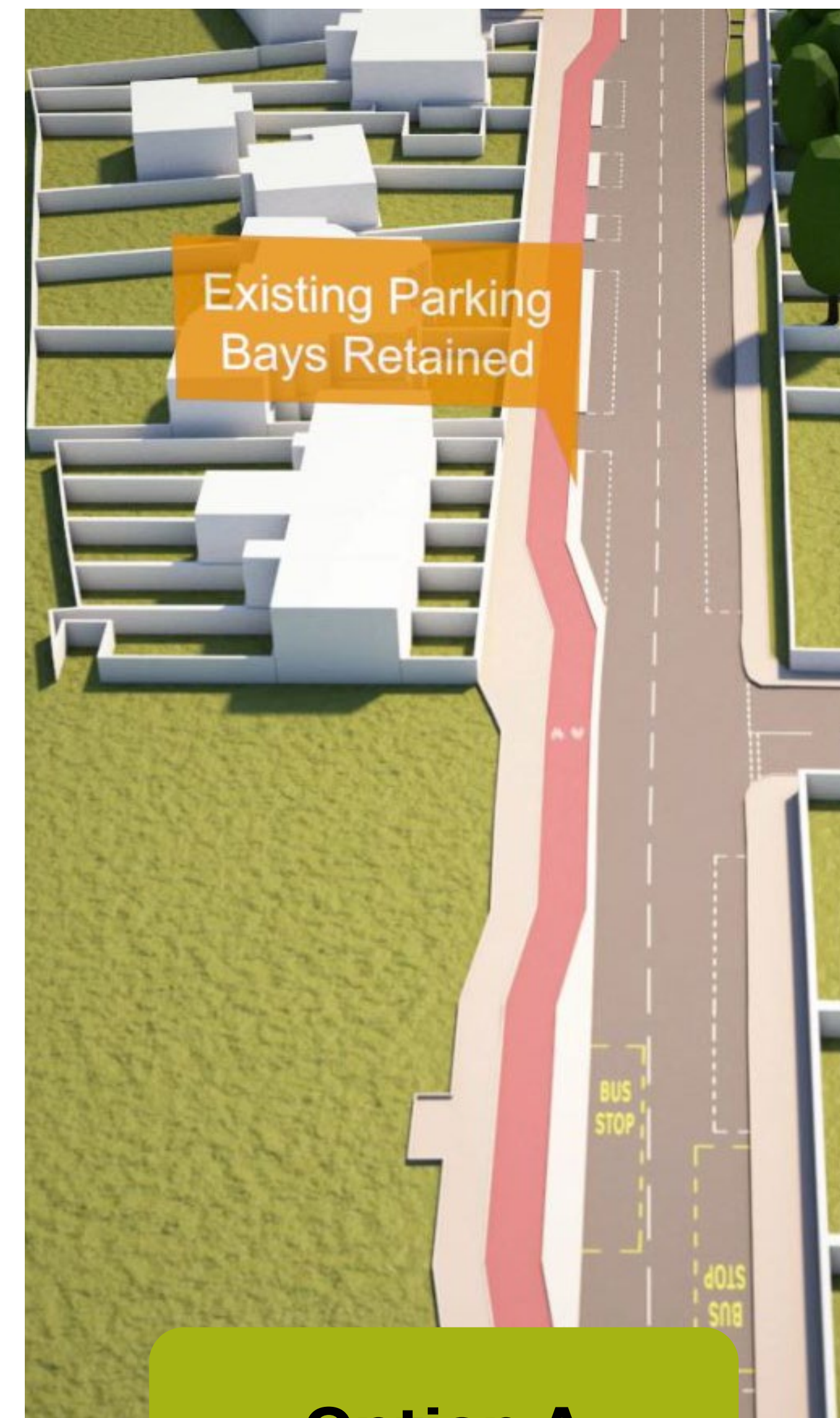
Option A



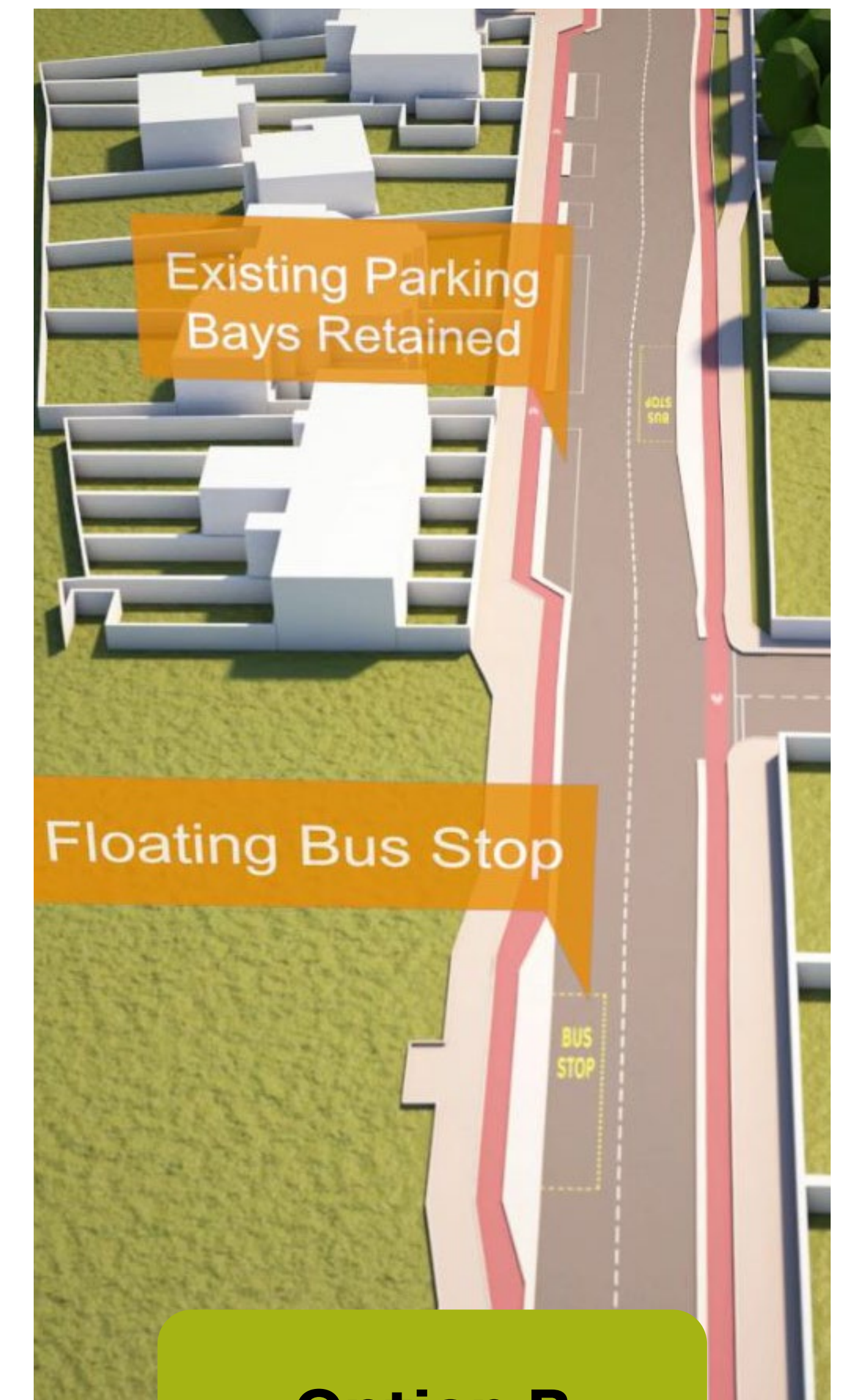
Option B

2

A199 Edinburgh Road



Option A



Option B

Route 1 West – Milton Road East to New Street

Let us know what you think

What do you think of the designs for people walking, wheeling and cycling?

Which option do you prefer?

Anything else you'd like us to consider?



We'd love to hear from you!

You can comment through the proposals section of the website:

You can complete our online survey via our virtual consultation room

Or you can send us an email to our dedicated inbox:

musselburghactivetoun@eastlothian.gov.uk

For more information, visit:
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Route 2 – A199 to Wallyford Roundabout

What we are proposing

Key themes from previous consultation

- Proposals would make cycling safer
- The volume of traffic is currently high
- Parking is important
- The cycleway would be best positioned on the racecourse side of Linkfield Road

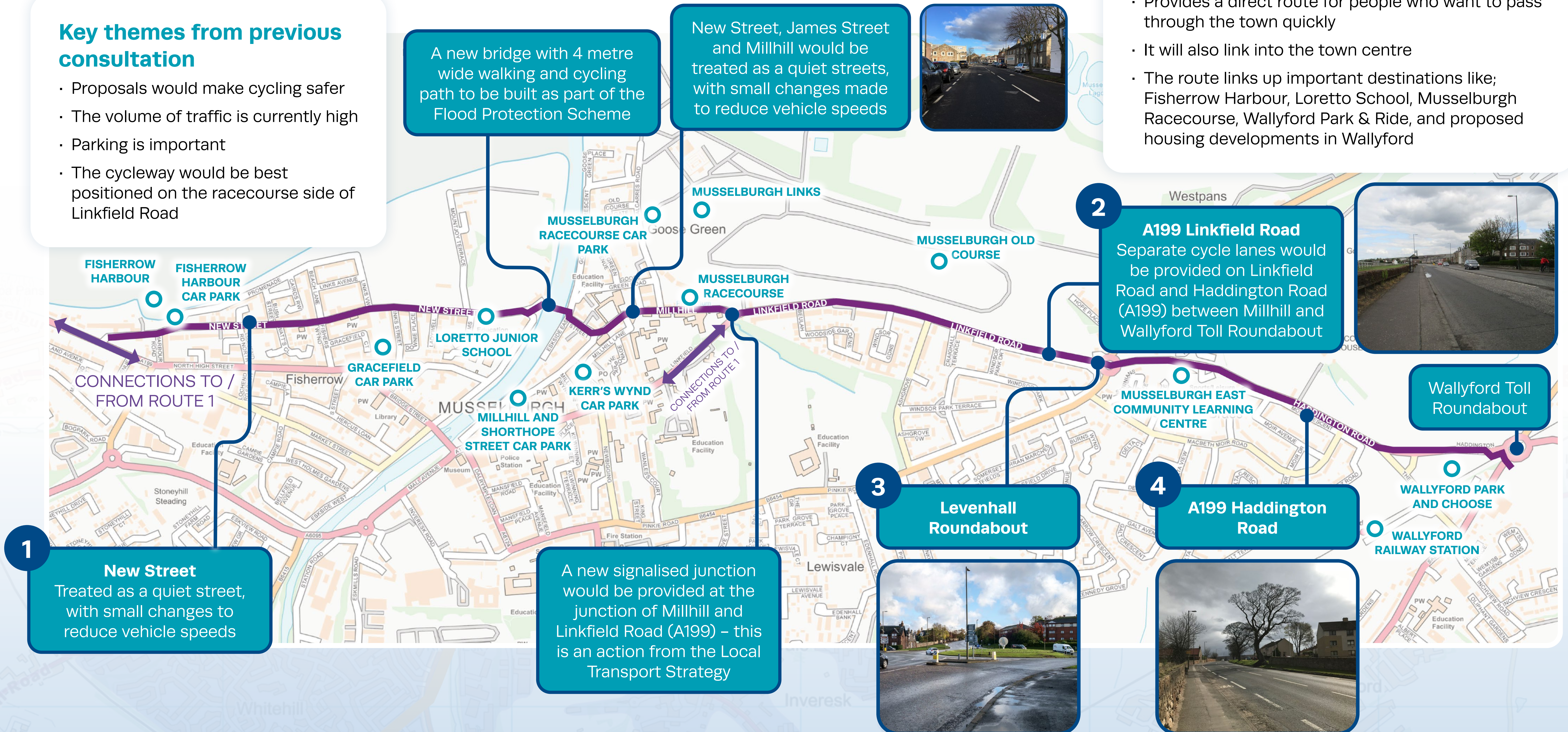
A new bridge with 4 metre wide walking and cycling path to be built as part of the Flood Protection Scheme

New Street, James Street and Millhill would be treated as quiet streets, with small changes made to reduce vehicle speeds



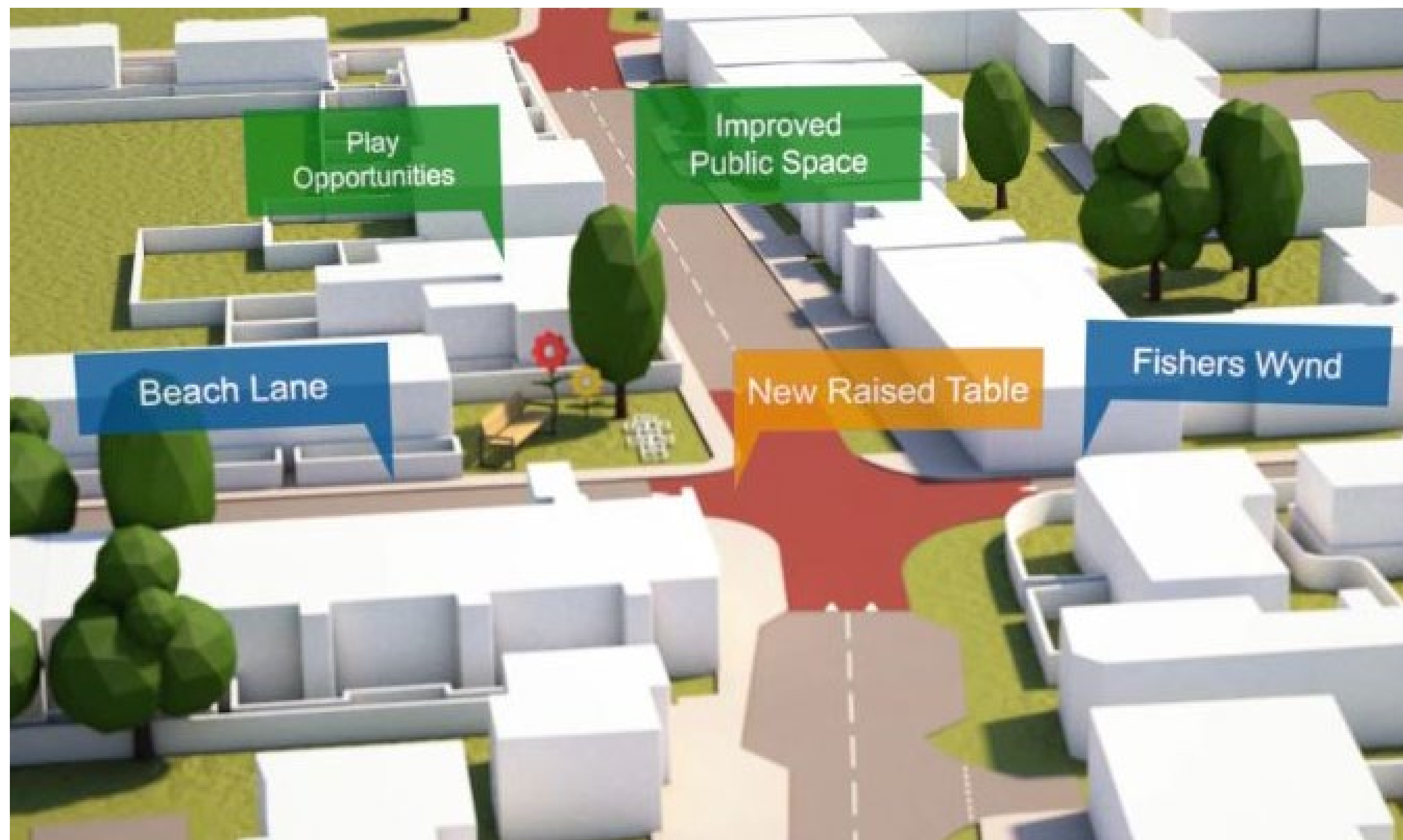
Why this route?

- Provides a direct route for people who want to pass through the town quickly
- It will also link into the town centre
- The route links up important destinations like; Fisherrow Harbour, Loretto School, Musselburgh Racecourse, Wallyford Park & Ride, and proposed housing developments in Wallyford



1

New Street



The proposal is that New Street would be a 'quiet street', with improved public spaces and design features provided to slow traffic and to improve accessibility for people walking.

New Street is currently well used by people cycling and we know that it is residential in nature, and therefore it is important that parking is retained for residents.

2

A199 Linkfield Road



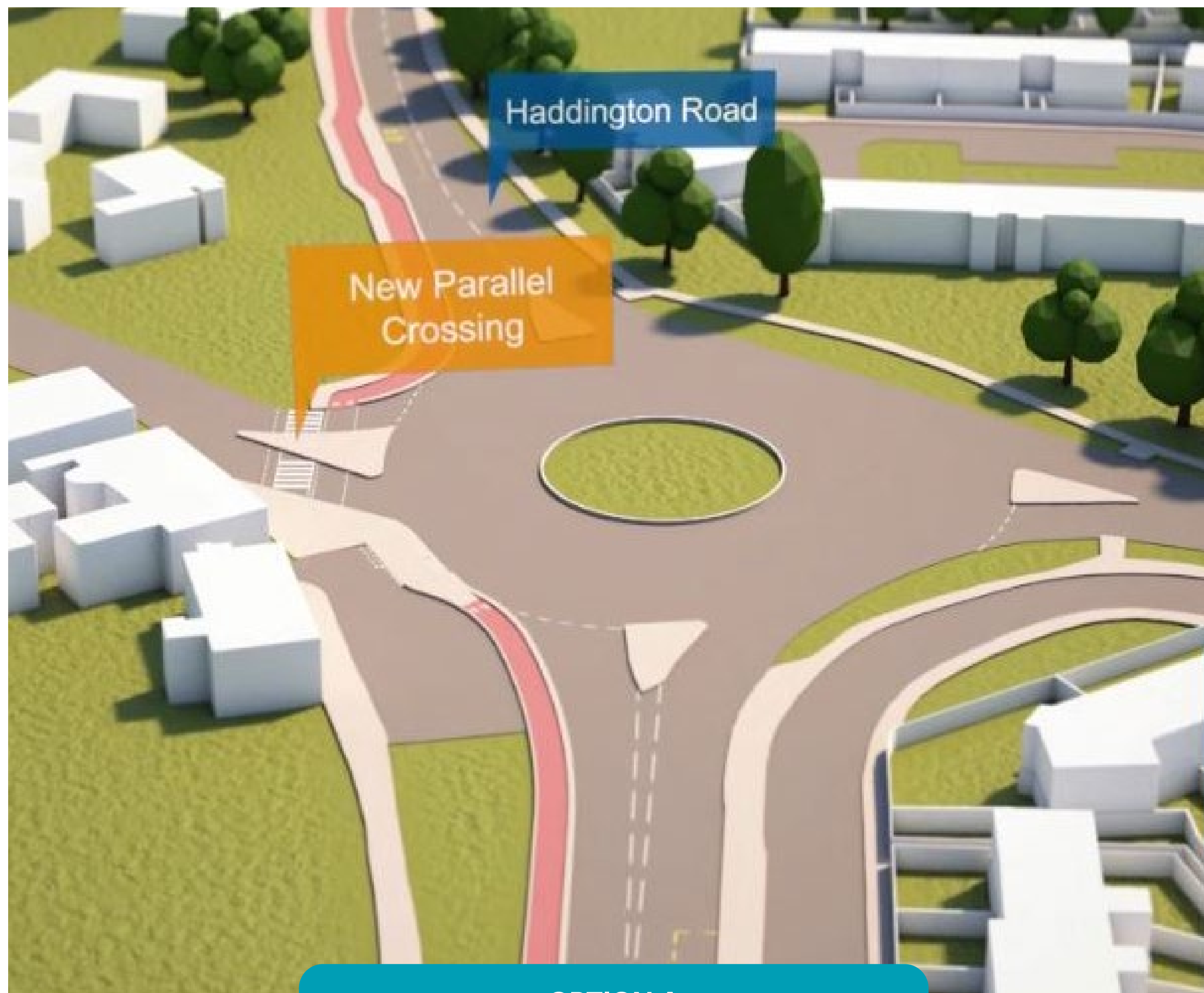
OPTION A
Two-way separate cycle lane on the north side of Linkfield Road, with parking being kept on the south side



Option B
One-way separate cycle lanes on both sides of Linkfield Road, with parking being removed on both sides

3

Levenhall Roundabout



OPTION A
New crossing across Ravensheugh Road



OPTION B
"Dutch"-style roundabout, with improved crossings across all approaches and separate cycle lanes around the roundabout. Pedestrians and cyclists would have priority over vehicles

For more information, visit:
musselburghactivetown.info

4

A199 Haddington Road



OPTION A
Two-way separate cycle lane on the north side of the road, with limited space for parking on the south side of the road



OPTION B
One-way separate cycle lanes on both sides of the road, with no space for parking on either side of the road

For more information, visit:
musselburghactivetoun.info

What do you think of the proposals at Levenhill Roundabout?

What do you think of the designs for people walking, wheeling and cycling?

Which option do you prefer?

Anything else you'd like us to consider?



We'd love to hear from you!

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2

Stoneybank Terrace

There are two proposals for Whitehill Farm Road and Stoneybank Terrace: either treating it as a quiet street, with small changes to reduce vehicle speeds, or providing a separate cycle lane on the south side of the road.



1

Craighall development site

A 3m wide walking, wheeling and cycling path would be provided through the Craighall development site to Queen Margaret University and Musselburgh railway station.

3

Haugh Park

A 4m wide walking, wheeling and cycling path would be provided in Haugh Park between Stoneybank Terrace and the crossing of the River Esk. This would likely require construction of a retaining wall and the removal of trees. The path will link with a 4m wide crossing of the Esk to be delivered as part of the Flood Protection Scheme.



4

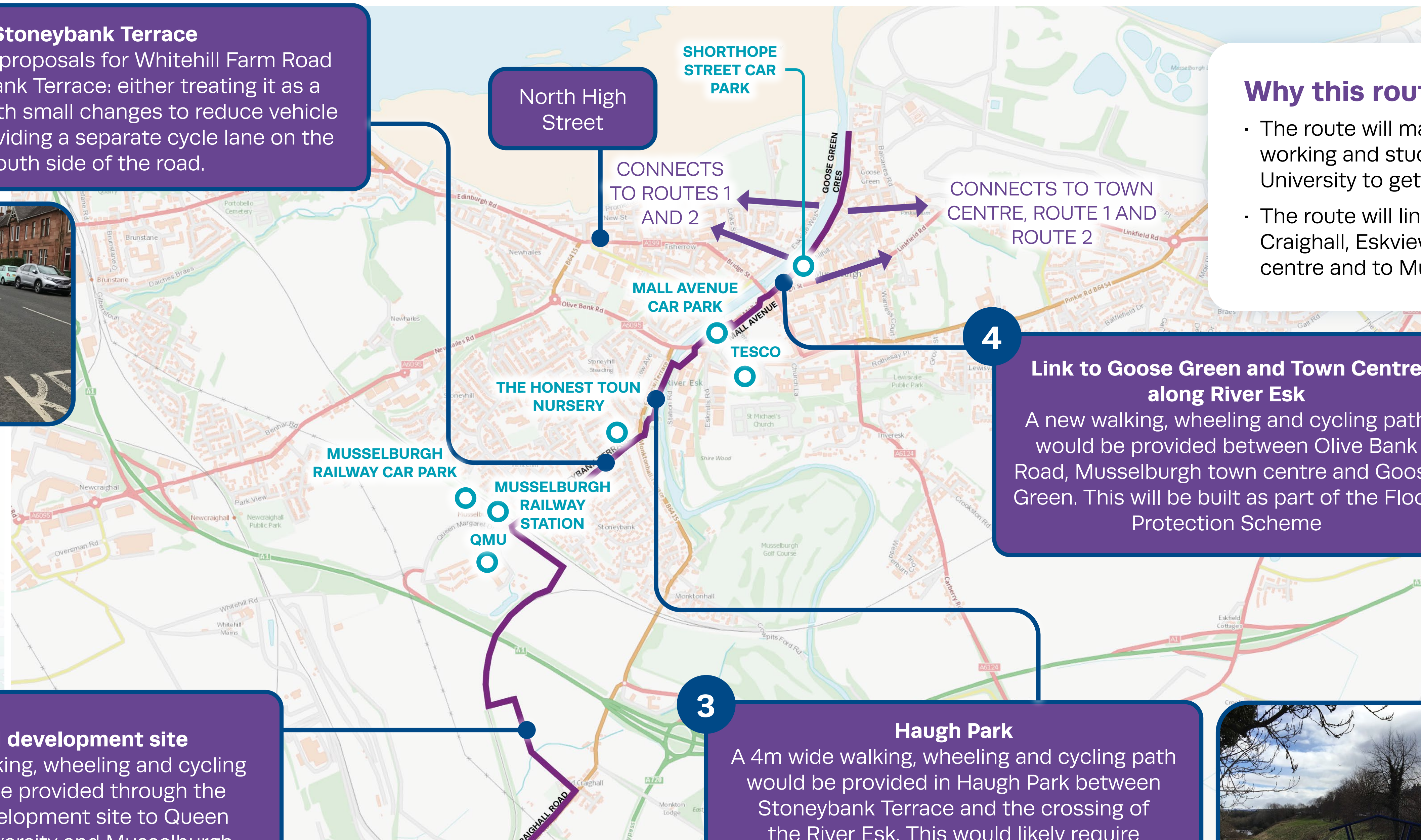
Link to Goose Green and Town Centre along River Esk

A new walking, wheeling and cycling path would be provided between Olive Bank Road, Musselburgh town centre and Goose Green. This will be built as part of the Flood Protection Scheme



Why this route?

- The route will make it much easier for people working and studying at Queen Margaret University to get into Musselburgh town centre.
- The route will link the settlements at Old Craighall, Eskview and Stoneybank to the town centre and to Musselburgh railway station.



ROUTE 5

1

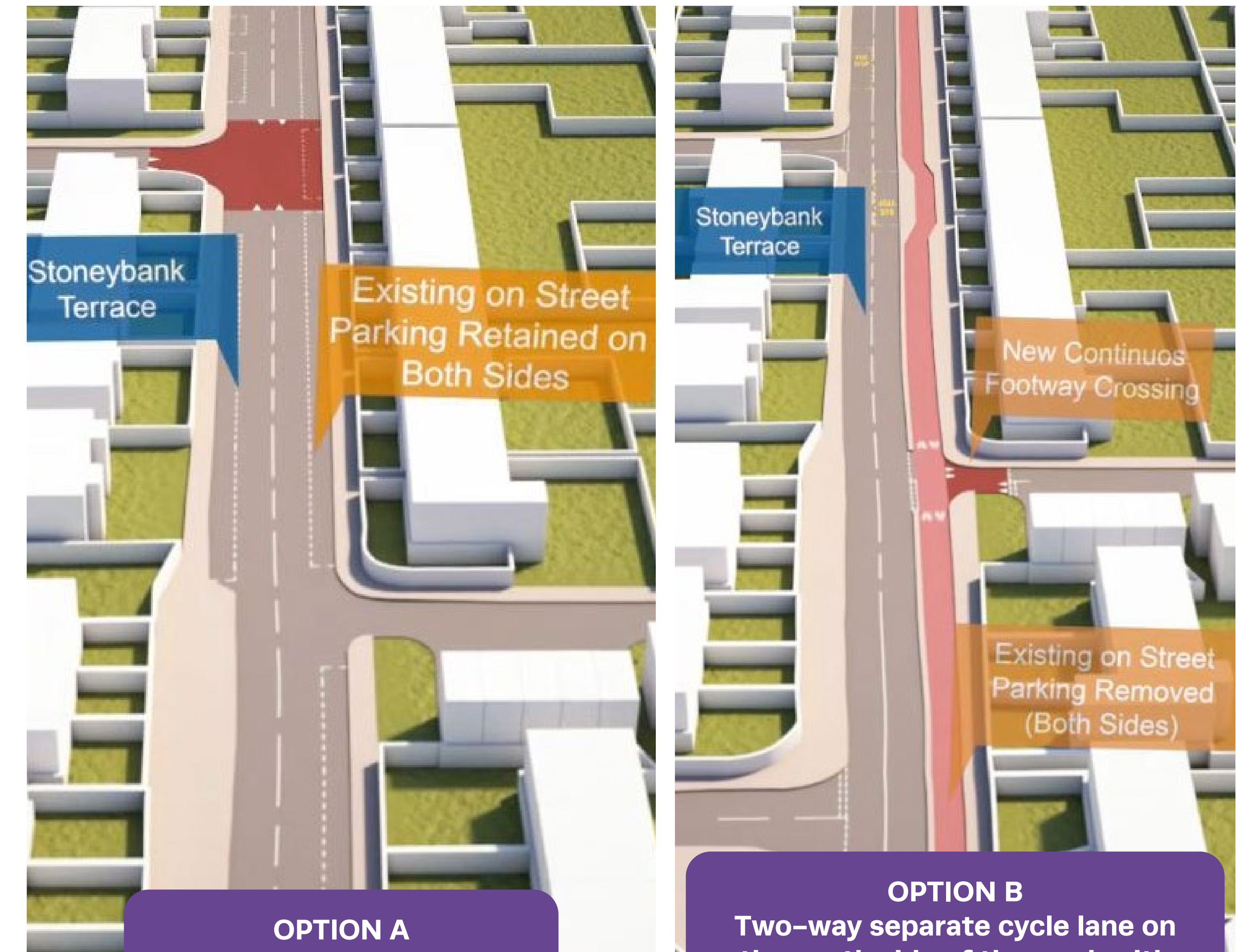
Craighall Development Site



The proposal is for a 3m wide walking, wheeling and cycling path through the Craighall development site. This will go to Queen Margaret University and Musselburgh railway station.

2

Stoneybank Terrace



OPTION A
Quiet street, with parking being retained on both sides of the road

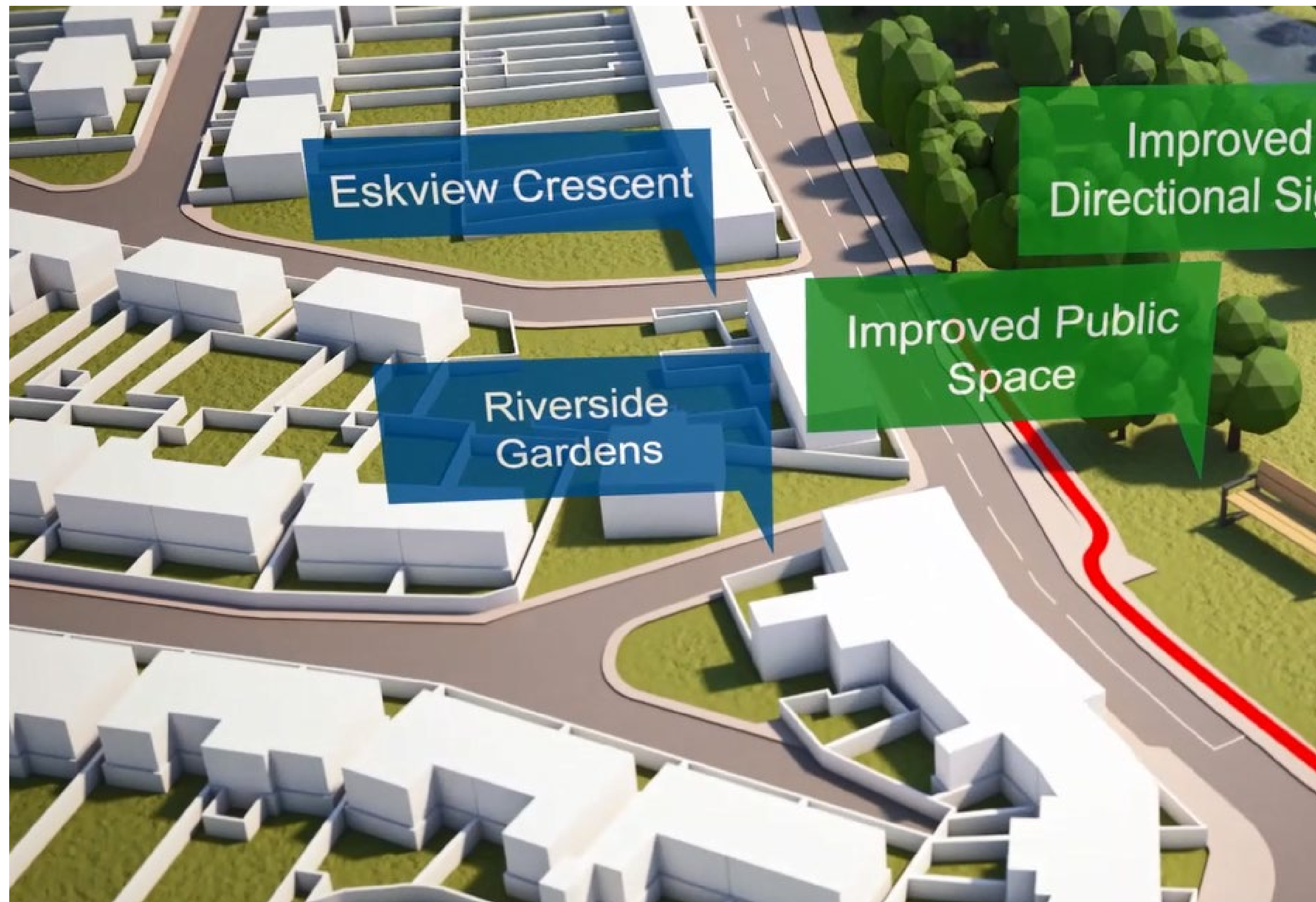
OPTION B
Two-way separate cycle lane on the south side of the road, with parking being removed on both sides of the road

ROUTE 5

For more information, visit:
musselburghactivetown.info

3

Haugh Park



The proposal is to provide a 4m wide walking, wheeling and cycling path in Haugh Park. We expect this will require the construction of a retaining wall. Some trees may need to be removed but we will look at options for planting new trees. By having the path through Haugh Park, it will be both away from the road and residents on Eskview Terrace will retain parking. The path will link with a 4m wide crossing of the Esk to be delivered as part of the Flood Protection Scheme.

4

Link to Goose Green and Town Centre



The proposal is to provide a 4m wide walking, wheeling and cycling path between Olive Bank Road, Musselburgh town centre and Goose Green. This would be built as part of the Flood Protection scheme

ROUTE 5

For more information, visit:
musselburghactivetown.info

What do you
think of the
section through
Haugh Park?

What do you
think of the
designs for
people walking,
wheeling and
cycling?

Which option
do you prefer?

Anything else
you'd like us to
consider?



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Consultation on Routes 1 West, 2 and 5 will be taking place in Spring 2021. Due to current government guidance about COVID-19, this stage of consultation will be taking place online. We will be following up with face-to-face meetings with local people, businesses and community groups when it is safe to do so.

Consultation on Route 1 East will take place later in 2021.

Following the consultation period, we will review all of the comments and feedback that we receive and we will publish a report online with the results and outcomes of the consultation. At this stage we will also identify a preferred design for each of the routes, which will be progressed through the next design stages. At each stage there will be further consultation with the public, local businesses and community groups.

Construction of the project aims to begin in 2023 and be completed in 2024-25.

When completing our online survey you can sign up to our mailing list to be kept informed of future developments about the project.

For any more information or enquiries, you can contact us via the following channels:

Website: musselburghactivetown.info

Email: musselburghactivetown@eastlothian.gov.uk

Postal Address:

Musselburgh Active Town,
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Haddington EH41 3HA

Thank you for taking the time to let us know your thoughts!

