

Musselburgh Active Town

Consultation Gap Analysis Report

East Lothian Council

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Quality information

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Table of Contents

1	Introduction.....	5
2	Consultation Summary	7
3	Gap Analysis.....	8
3.1	Online Survey Responses.....	9
3.1.1	Businesses.....	9
3.1.2	Travel to work or education.....	9
3.1.3	Age.....	11
3.1.4	Long-term illness and disability	12
3.1.5	Ethnicity	13
3.2	Postcode Analysis.....	14
4	Conclusions.....	18
	Appendix A Online survey questions	19

Figures

Figure 1.1:	MAT route alignments.....	5
Figure 3.1:	Leaflet Area and 2011 Output Areas	8
Figure 3.2:	Response from business or individual	9
Figure 3.3:	Percentage of respondent's travel mode to work/education	10
Figure 3.4:	Percentage of respondent's travel mode to work compared against 2011 Census Data.....	10
Figure 3.5:	Age of Respondents	11
Figure 3.6:	Age structure of respondents compared against 2011 Census data	11
Figure 3.7:	Percentage of respondents having a long-term illness or disability.....	12
Figure 3.8:	Percentage of respondents having a long-term illness or disability compared against 2011 Census Data	13
Figure 3.9:	Ethnicity of respondents.....	13
Figure 3.10:	Ethnicity of respondents compared against 2011 Census data	14
Figure 3.11:	Postcode analysis of online survey displayed by data zone	15
Figure 3.12:	Postcode analysis of online survey displayed by data zone (Musselburgh and surrounding area)...	16

Tables

Table 2.1:	Forms of Engagement.....	7
Table 3.1:	The number of responses received per data zone for Route 1 West.....	16
Table 3.2:	The number of responses received per data zone for Route 2	16
Table 3.3:	The number of responses received per data zone for Route 5	17

1 Introduction

The Musselburgh Active Toun (MAT) project is part of an ambitious vision to imagine a new Musselburgh, which has sustainability, resilience and local communities at its heart. With high levels of new development and investment happening across Musselburgh, MAT is a unique opportunity to combine these elements and create an accessible and thriving town for future generations.

The project includes a network of 6 strategic routes for walking, cycling and wheeling, supported by a network of local routes. The strategic routes will form the arteries of the network, with the local routes being the veins. These routes will provide key connections for people walking, wheeling and cycling, and will link the key trip attractors in Musselburgh, as well as providing wider cross-boundary connections. The project also includes the development of improved public spaces, for local residents and visitors to enjoy.

The first phase of the project includes three routes:

- Route 1 – Milton Road East to Millhill;
- Route 2 – A199 to Wallyford Roundabout; and
- Route 5 – Old Craighall to Goose Green.

The alignment and location of these routes are shown in Figure 1.1.

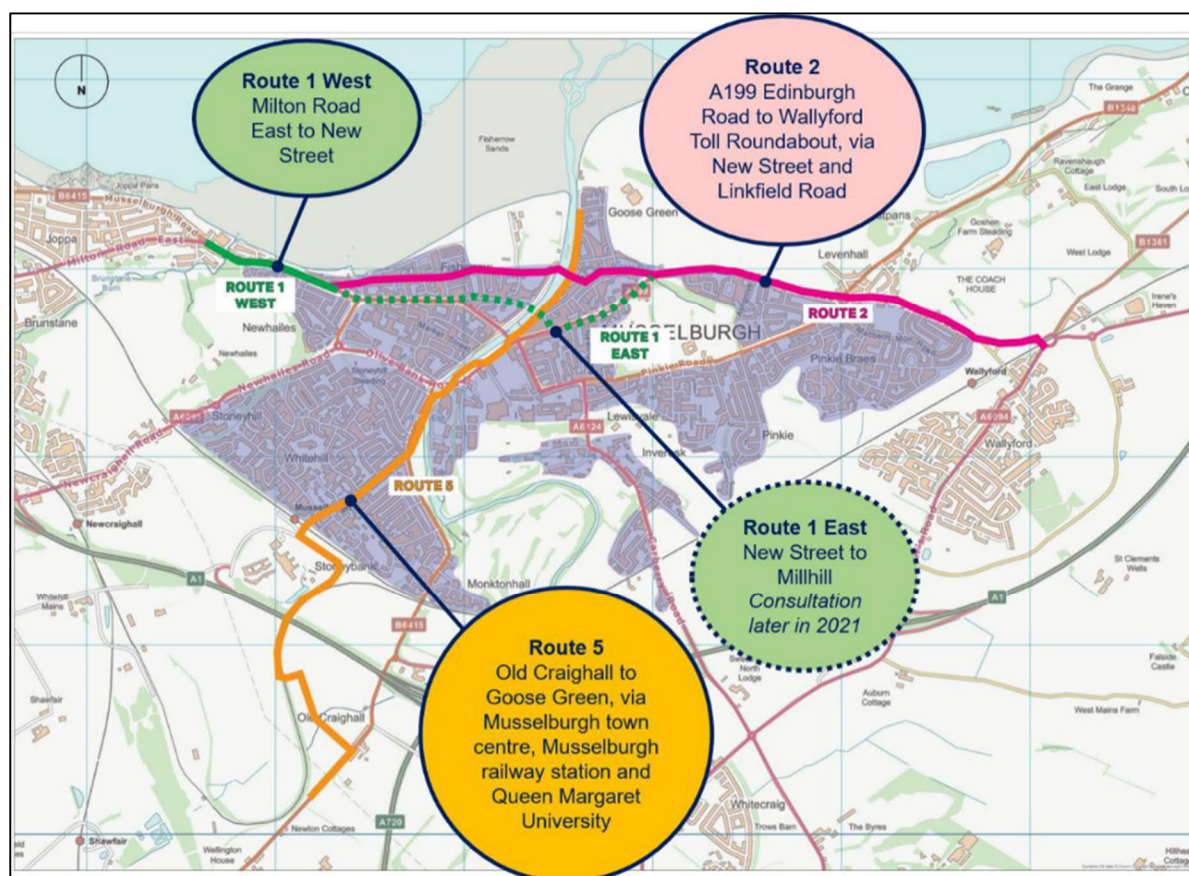


Figure 1.1: MAT route alignments

Consultation was undertaken on high-level concepts of Routes 2, 5 and the western portion of Route 1 (Milton Road East to New Street), which was associated with the Concept Design stage of the project. The consultation lasted 8 weeks, taking place between Monday 24 May and Friday 16 July 2021.

The purpose of this report is to identify any sections of the community that may be underrepresented in the responses that were received through the various available channels.

The remainder of this report is structured as follows:

- Section 2 – Consultation Summary

Further information and background to the consultation that was undertaken between May and July 2021 is provided in this section.

- Section 3 – Gap Analysis

This section contains a summary of the analysis that was undertaken to identify any sections of the community that were underrepresented in the results.

- Section 4 – Conclusions

The final section of the report details the conclusions that have been drawn from the gap analysis.

2 Consultation Summary

The following forms of engagement were used during the consultation that took place at the Concept Design stage:

Table 2.1: Forms of Engagement

Meeting with stakeholders	✓	Stakeholder organisations, including community councils, were invited to a virtual meeting where an online presentation was given following by a question and answer session.
Meeting with local groups	✓	Local groups, including representatives from local schools and other educational establishments, were invited to a virtual meeting where an online presentation was given following by a question and answer session. Representatives also met with local residents who requested a meeting. Two such meetings took place.
Project website (comments)	✓	A dedicated project website was created and launched to coincide with the start of the consultation period. This included the option to leave comments on the concept design proposals for various sections of each route. A total of 277 comments were received.
Virtual public consultation	✓	As the COVID-19 pandemic meant that in-person events were not possible, an online virtual consultation room was developed and hosted on the project website, which provided the opportunity to browse all of the materials in a virtual environment and included the option to live chat with representatives from the project team. The live chat was staffed during the working week, between the hours of 9am and 5pm.
Online Survey	✓	A total of 309 responses were received through the online survey over the consultation period.
Leaflets	✓	Around 12,300 leaflets were distributed to all postal addresses across Musselburgh, Old Craighall and Wallyford. These were distributed to coincide with the launch of the project.
Social Media	✓	Social media posts were created on Facebook and Twitter using East Lothian Council's accounts.
Email Notifications	✓	Email notifications were issued to all stakeholders and those who have registered an interest in the project, and a dedicated project email address was set up. A total of 15 emails were received from individuals / organisations.

As the engagement phase of this project took place during the COVID-19 pandemic, engagement methods were tailored to suit this. This meant that all meetings were carried out virtually, with the exception of the meetings that were held with local residents who specifically requested an on-site meeting. It is worth noting that engaging with people virtually presents shortcomings, as it requires that respondents know how to use the technology, have access to the internet, and have access to a computer / smartphone. Whilst there were alternative methods to provide feedback (such as by letter), some people may have been unable to participate in the consultation given the lack of face-to-face meetings.

The total number of responses that were received from the online survey, website comments and by email (601) is around 5% of the number of properties (both business and residential) that received a leaflet (around 12,300). Previous experience in consultations suggests that anywhere between 2% and 10% is a common response rate. However, it is acknowledged that it is likely that the types of engagement carried out during the COVID-19 pandemic was a factor in the number of responses received.

3 Gap Analysis

As mentioned in section 2, around 5% of the residents / occupiers of properties that received a leaflet voiced their opinion via online survey, website comments or email. The analysis of the consultation feedback has been developed to identify and understand any gaps in the responses that were received.

Data from the online survey has been analysed and, where possible, has been compared to 2011 Census data to understand if and where in the engagement gaps have occurred. Data from other sources has not been analysed, as no demographic data was associated with these responses.

The following points should be noted:

- The online survey was carried out in 2021, while the Census data dates from 2011. It is likely that there have been changes in the demographic of Musselburgh, Wallyford and Old Craighall in the intervening 10 years.
- The respondents who chose 'prefer not to say' in the demographic questions in the MAT survey have been removed from the analysis to enable an equivalent comparison against the 2011 Census data.
- The Census data was gathered for an area that most closely matched the area within which leaflets were delivered, as shown in Figure 3.1 below.

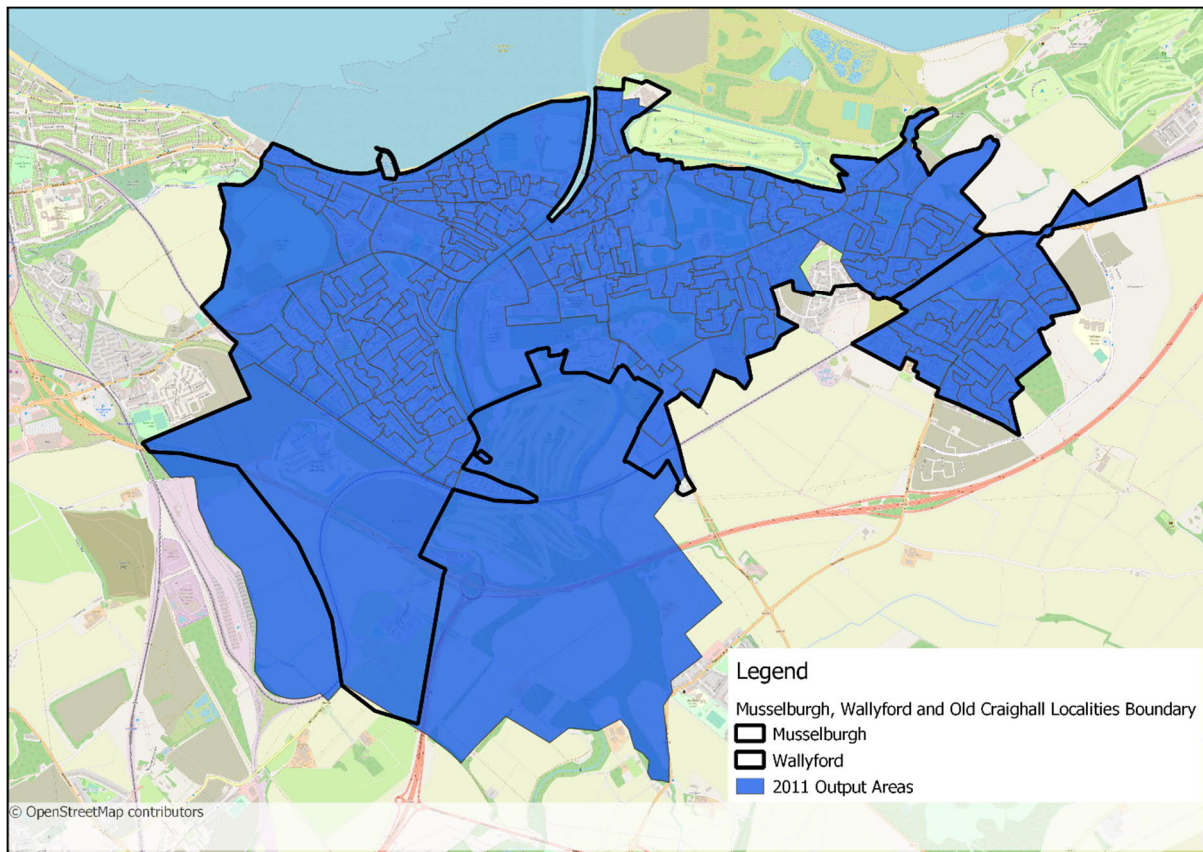


Figure 3.1: Leaflet Area and 2011 Output Areas¹

¹ Output areas selected from <https://www.scotlandscensus.gov.uk/search-the-census/#/>

3.1 Online Survey Responses

309 responses were received from the online survey. A copy of the questions that were asked in the online survey is provided in Appendix A.

107 (34.6%) of these responses were from residents living within 100m of any route, 53 responses (17.2%) were from people who considered themselves to have a long-term disability and 4 responses (1.3%) were responding on behalf of businesses.

3.1.1 Businesses

The proportion of respondents who stated that they were responding on behalf of a business is shown in Figure 3.2.

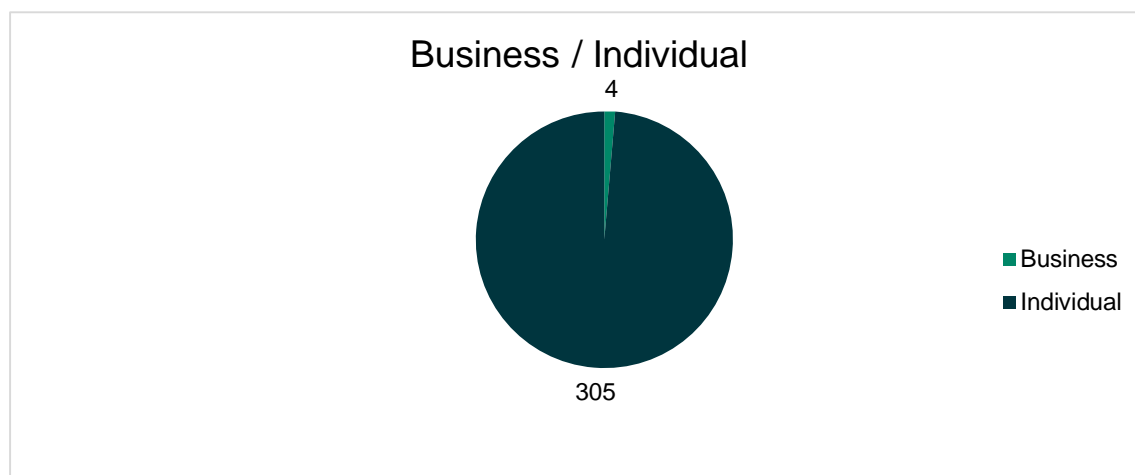


Figure 3.2: Response from business or individual

With regards to the proportion of business and individual respondents, Figure 3.2 shows that 1% of respondents (4) responded on behalf of a business and 99% (305) responded as an individual. It should be noted that leaflets were delivered to around 530 business premises.

The number of responses in relation to the number of businesses that received a leaflet suggests that businesses may be underrepresented in the online survey responses. As a result, further engagement with businesses may be required. It should be noted that a meeting with the Chair of the Musselburgh Business Partnership was held during the consultation period.

It should also be noted that the routes that were consulted on (Route 1 West, Route 2 and Route 5) do not run through areas where there are large numbers of businesses. There are small numbers of businesses on New Street, Linkfield Road, around Levenhall roundabout, and on Stoneybank Terrace. The low numbers of businesses that have frontages onto the routes that were being consulted on could explain the number of representatives from businesses who responded. East Lothian Council (ELC) will be specifically consulting with businesses in Musselburgh through consultation on the Musselburgh Flood Protection Scheme and the development of their Parking Strategy during 2022. Due to the significant crossover with the MAT routes and these projects, the MAT team will be involved in the consultation work on both projects.

3.1.2 Travel to work or education

The MAT online survey asked respondents how they usually travel to their place of work separately to how they usually travel to their place of education. To compare directly with Census 2011 travel to work or education data these answers have been combined and new percentages have been calculated. These results are shown in Figure 3.3.

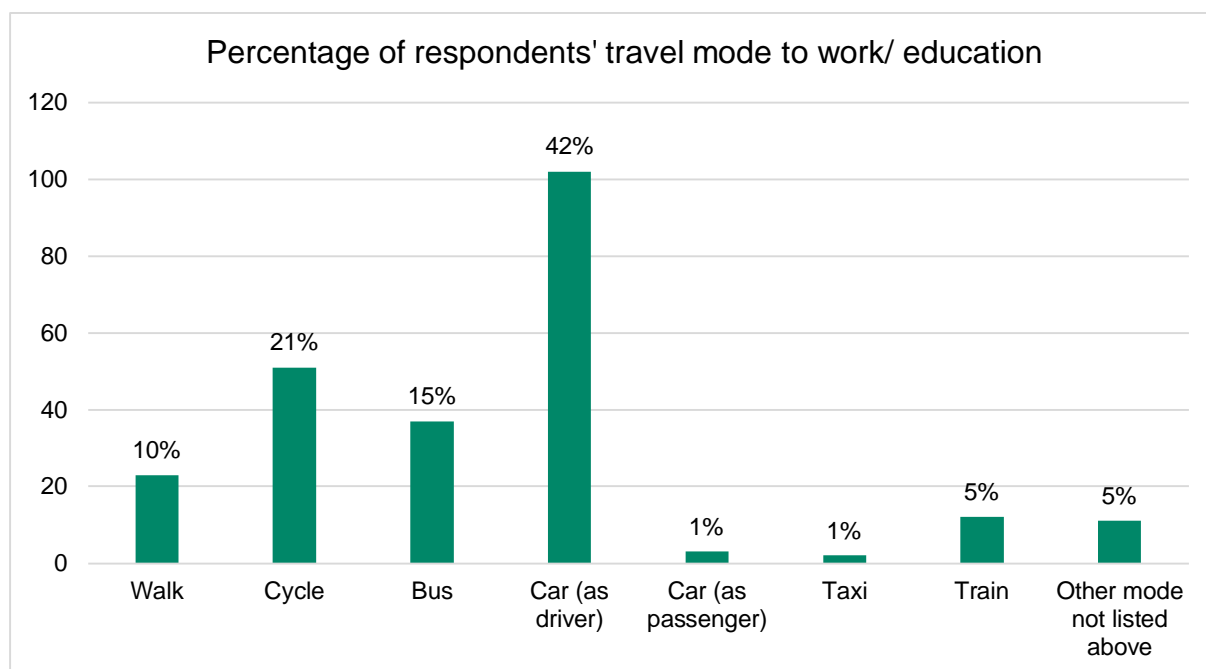


Figure 3.3: Percentage of respondent's travel mode to work/education

The results shown in Figure 3.3 show that 42% of respondents (102) drive to their place of work or education, 21% (51) cycle to work or education, 15% (37) take a bus, 10% (23) walk, 5% (12) take a train and 5% use one of the other transport modes.

When compared to Census data of the same area, as shown in Figure 3.4, it can be seen that respondents who cycle to work are overrepresented, as they make up 21% of survey responses but only 2% of respondents to the Census cycle to work. Conversely, respondents who walk to work are underrepresented in the survey results as only 10% of survey respondents walk to work, however the Census data shows that 23% of people in the Musselburgh area walk to work. The proportion of respondents who travel to work by car (as a driver), taxi, train or other modes falls in line with the Census data suggesting they are well represented by the survey results. Bus users are also underrepresented by the survey results; 15% of survey respondents travel by bus whereas this number increases to 22% in the Census data.

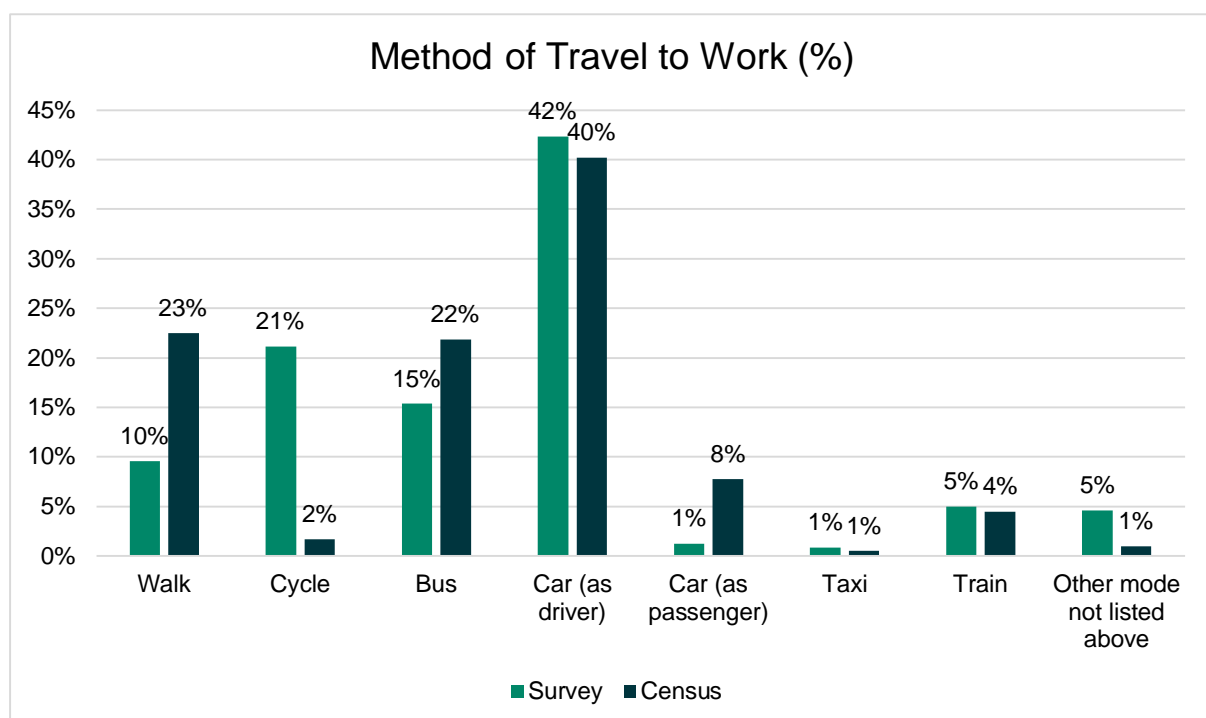


Figure 3.4: Percentage of respondent's travel mode to work compared against 2011 Census Data

It should be noted that travel patterns may have changed in the 10-year gap between the 2011 Census data and the MAT survey data, particularly with regards to the increased popularity of cycling. In the 10 years from 2010 to 2020, UK pedal cycle traffic (vehicle miles) increased from 3.01 billion to 5.03 billion, illustrating the increased popularity of cycling.² This may also contribute to the differences in some of the values shown in Figure 3.4.

3.1.3 Age

Figure 3.5 shows the age grouping of the survey respondents. Most responses were received from people aged between 35 and 64, with 24% of respondents (72) being aged between 45 and 54, 22% (67) being aged between 55 and 64, and 22% (66) being aged between 35 and 44. 14% of respondents (43) were aged between 25 and 34, 10% (31) were aged between 65 and 74, 4% (13) were aged between 16 and 24, and 2% (5) were 75 or over.

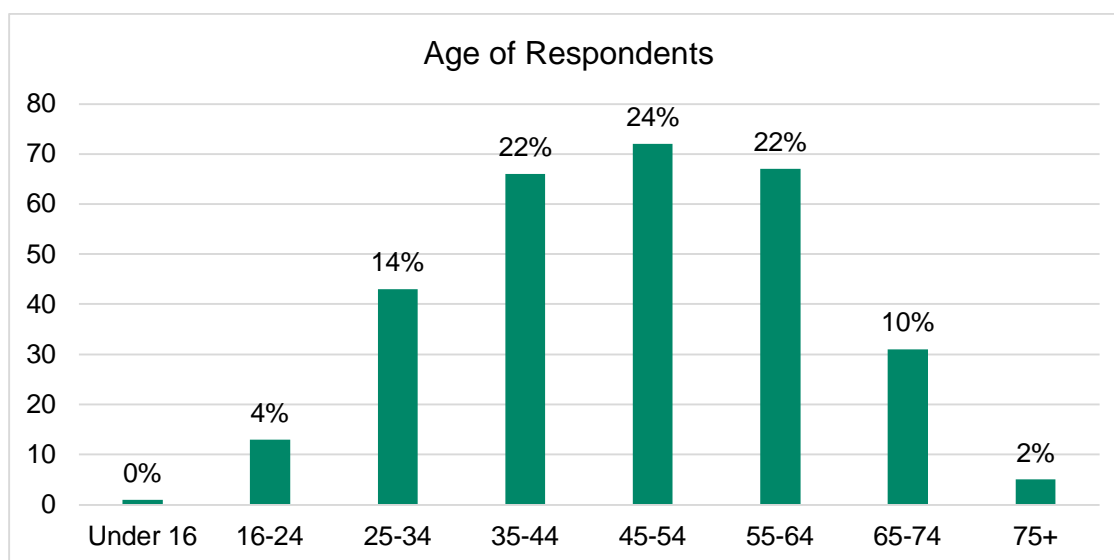


Figure 3.5: Age of Respondents

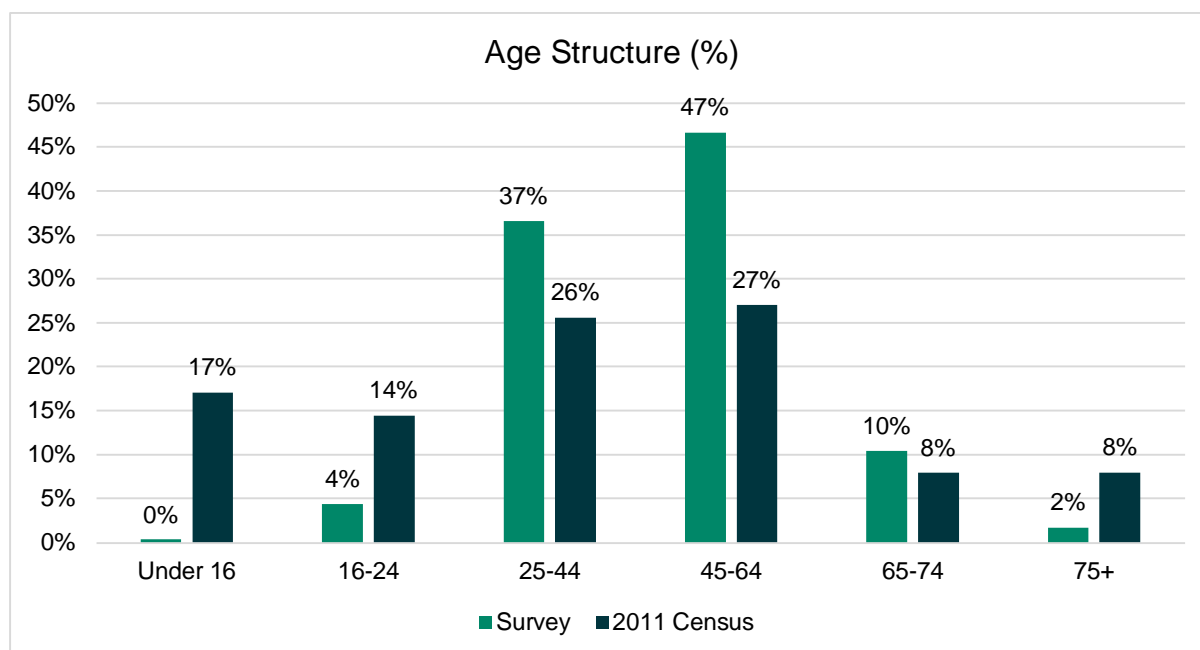


Figure 3.6: Age structure of respondents compared against 2011 Census data

Comparing the ages of survey respondents to the Census data for the Musselburgh area, shown in Figure 3.6, it can be seen that the age groups of 25-44 and 45-64 are overrepresented in the survey (37% compared to 26% and 47% compared to 27%, respectively). Conversely, the age groups of Under 16, 16-24 and 75+ are

² Department for Transport, Pedal cycle traffic (vehicle miles) by region and country in Great Britain, April 2021, <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#pedal-cycle-traffic-tra04>

underrepresented in the online survey results, suggesting that further engagement is required with these age groups.

The project team are currently in discussions with three local schools in the area (Musselburgh Grammar School, Campie Primary School and Wallyford Primary School) to seek to arrange engagement activities with pupils. This should help to gather the opinions of local residents in the lower two age brackets (under 16 and 16-24).

3.1.4 Long-term illness and disability

Regarding the proportion of respondents having a long-term illness or disability, Figure 3.7 shows that 14% of respondents (40) said 'Yes' and 86% (243) said 'No'.

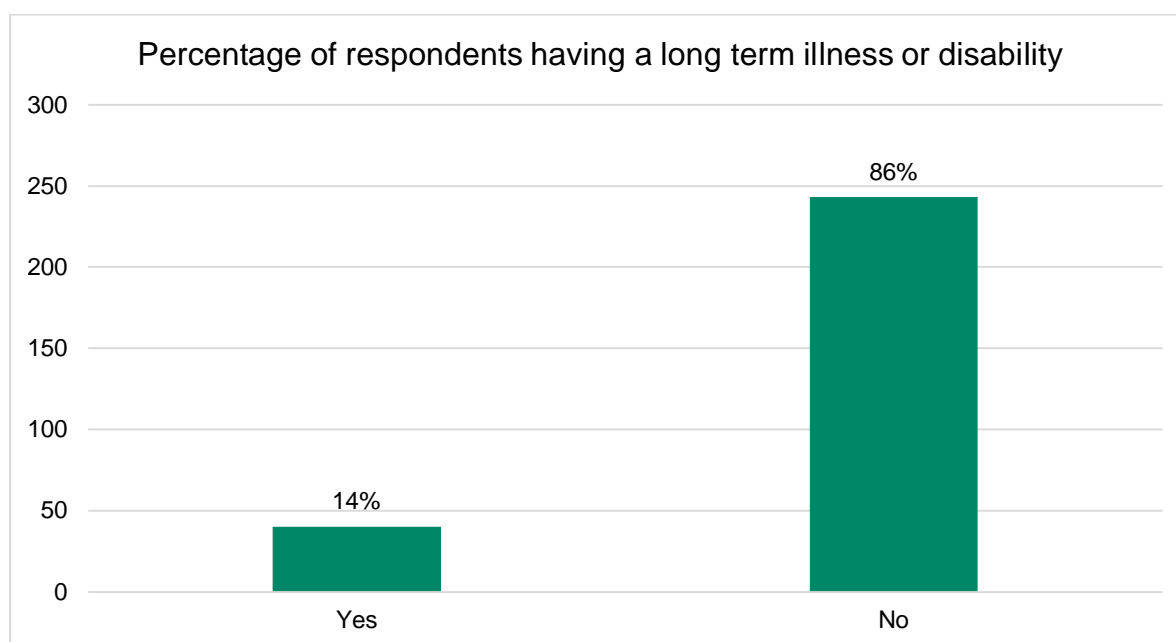


Figure 3.7: Percentage of respondents having a long-term illness or disability

Comparing the survey respondents to the Census data for the Musselburgh area, shown in Figure 3.8 below, the proportions of respondents from the online survey that do or do not have a long-term illness or disability is relatively in line with Census data from the Musselburgh area. This suggests that there is no gap in this engagement group.

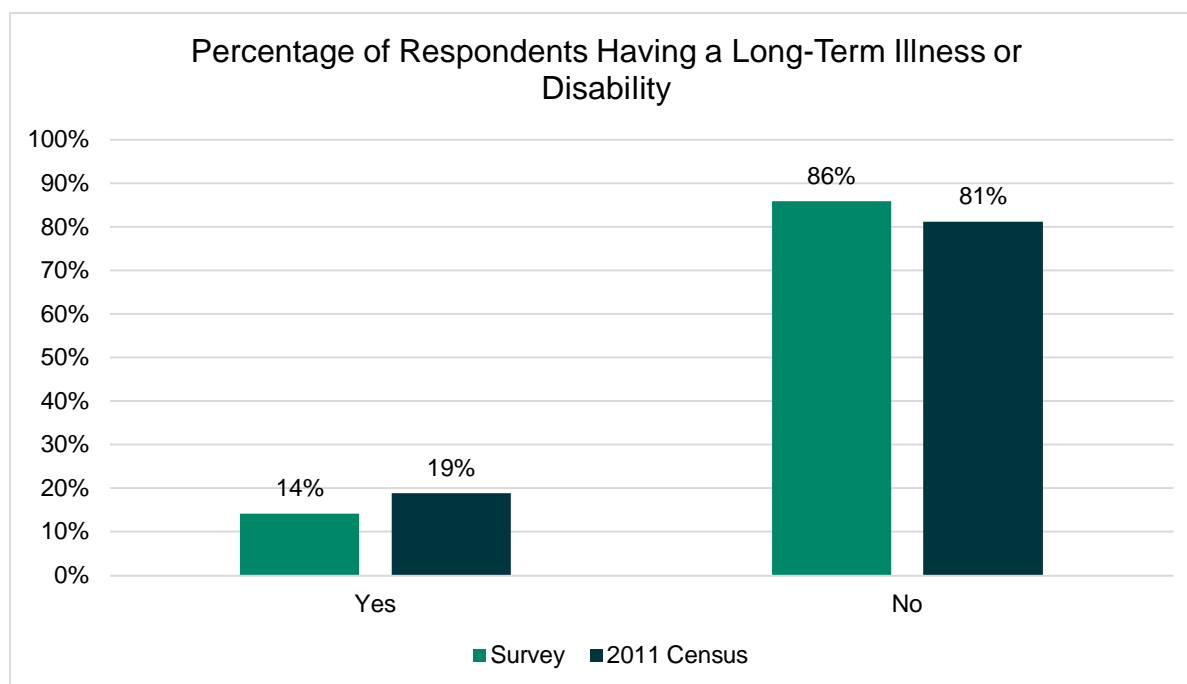


Figure 3.8: Percentage of respondents having a long-term illness or disability compared against 2011 Census Data

3.1.5 Ethnicity

Regarding the ethnicity of respondents, Figure 3.9 shows that 71% of respondents (207) identify as 'White Scottish', 21% (62) identify as 'White other British', 4% (12) identify as "White Other", 2% (6) identify as "White Irish" and 1% (2) identify as "Indian, Indian Scottish, Indian British".

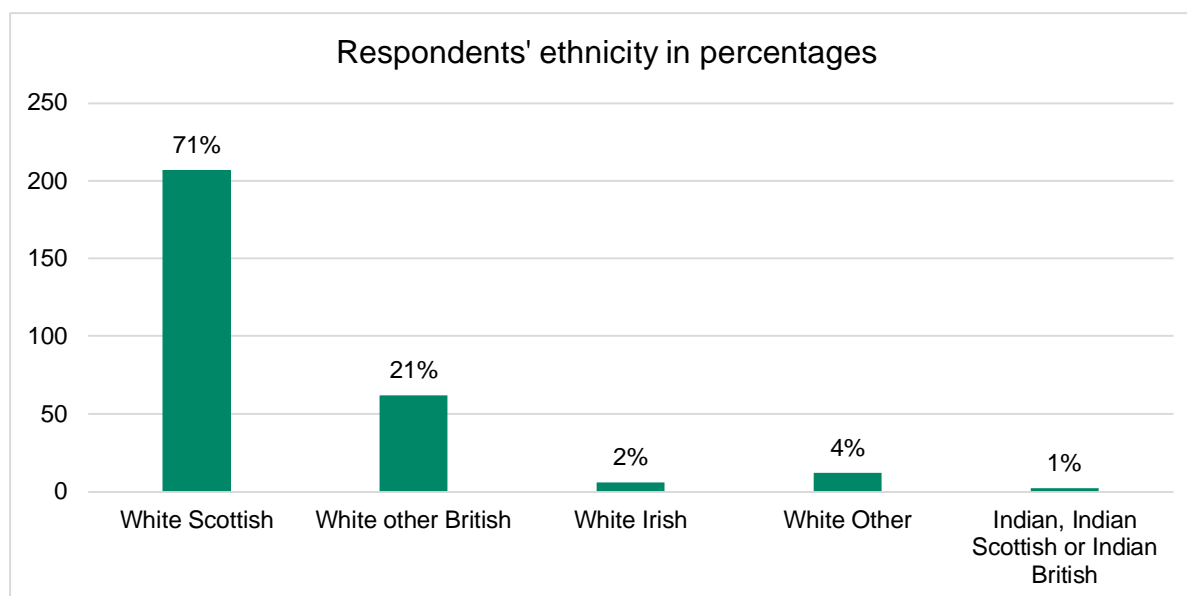


Figure 3.9: Ethnicity of respondents

As shown in Figure 3.10, compared to Census data for the Musselburgh area, ethnic proportions from the online survey are relatively similar especially with groups of respondents who identified as White Irish, White other, Asian, and Indian/ Indian Scottish/ Indian British. The responses from the online survey differ from the Census data when looking at respondents who identified as White Scottish and White British.

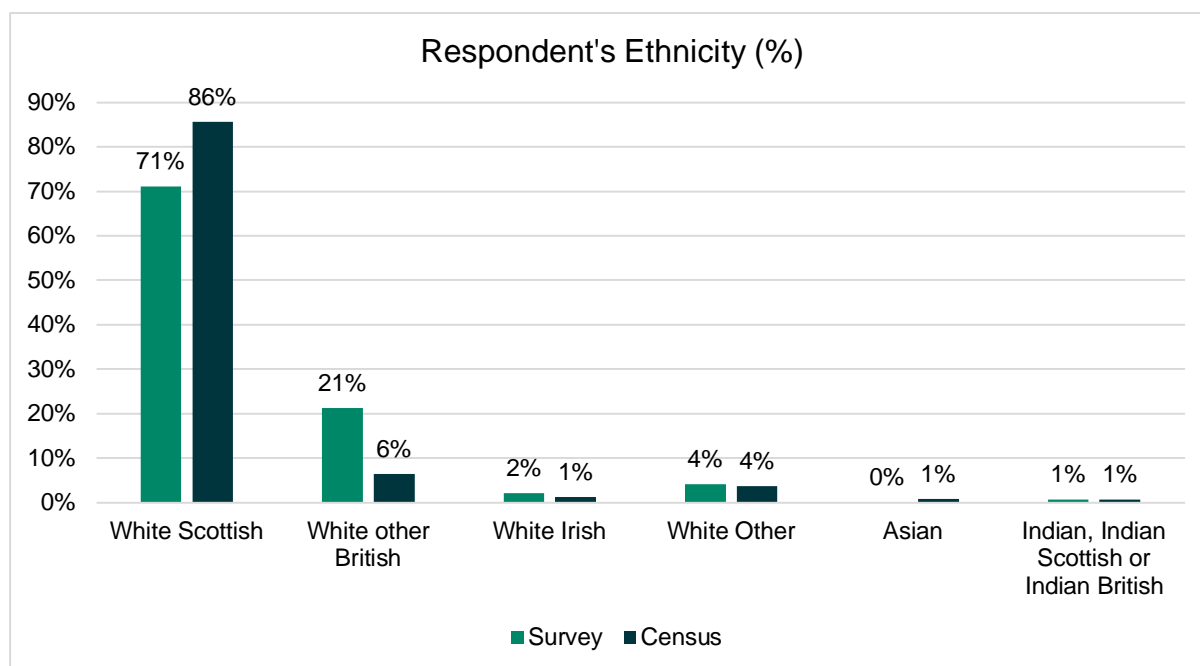


Figure 3.10: Ethnicity of respondents compared against 2011 Census data

3.2 Postcode Analysis

Figure 3.11 shows the number and location of respondents that answered the online survey by data zone.³ Respondents were given the option of providing their postcode or street name in Q33 of the online survey. These have been displayed within data zones to maximise privacy.

The postcode analysis shows that the highest number of respondents are located in Musselburgh and surrounding towns, with some respondents living elsewhere, including in the outskirts of Edinburgh, in North Berwick and in Dunbar.

³ Data zones are the key geography for dissemination of small area statistics in Scotland and are widely used across the public and private sector. Composed of aggregates of Census Output Areas, data zones are large enough that statistics can be presented accurately without fear of disclosure and yet small enough that they can be used to represent communities.

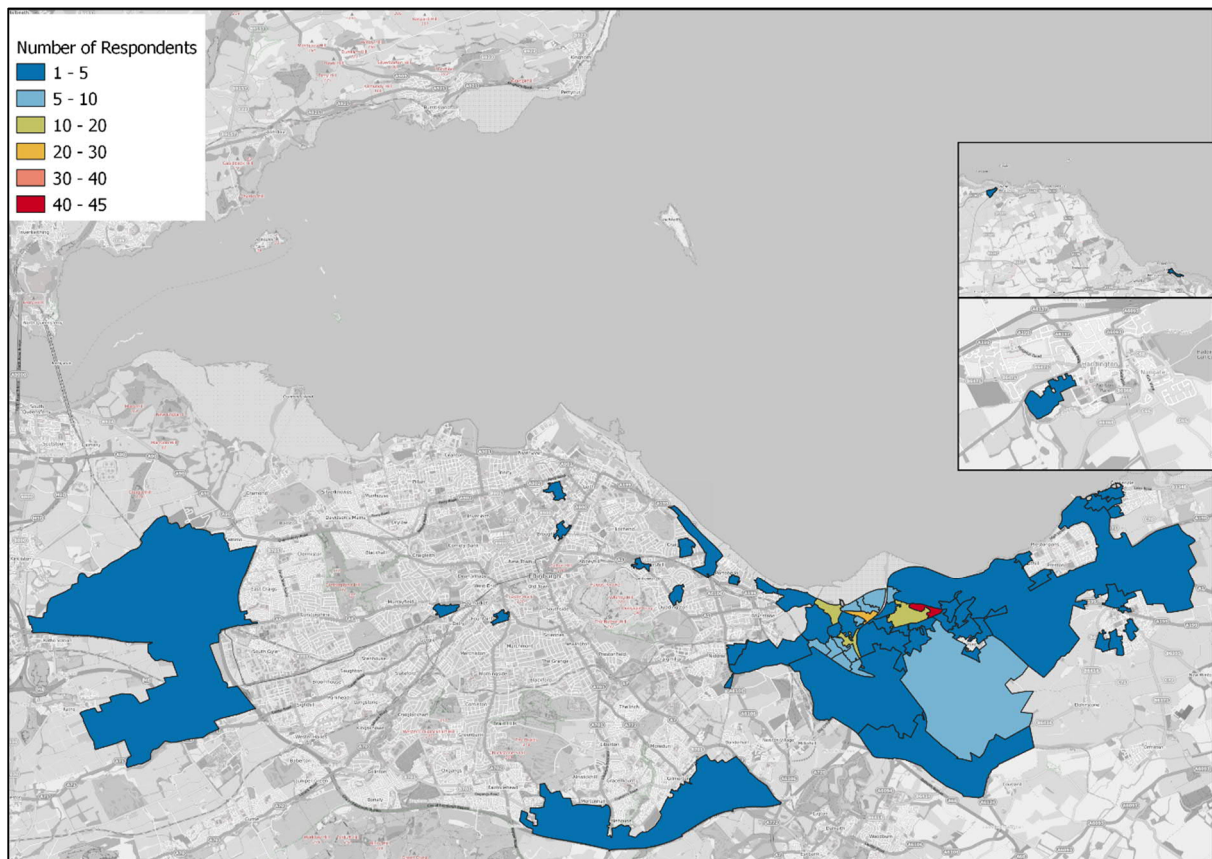


Figure 3.11: Postcode analysis of online survey displayed by data zone

It can be seen from Figure 3.11 that, of those who responded via the online survey and were happy to leave their postcode, only 1 data zone received between 40-45 responses. Similarly, only 1 data zone received between 20-30 responses and only 3 data zones received between 10-20 responses. The remaining data zones received between 1 and 10 responses. It should be noted that the data zones in or near the suggested routes generally did receive more responses. Furthermore, the numbers of responses do not consider everyone who completed the online survey as some respondents did not give their postcode. 93% of respondents did provide a post code.

Figure 3.12 is a close-up map of Musselburgh and the immediate surrounding area, highlighting the proposed routes and the number of responses received per data zone. While the area in and around the proposed routes did receive more responses than areas further away, there are still many data zones in and around the proposed routes that do not have more than 10 responses. This suggests that a large proportion of residents who live along the routes, and who received a leaflet, chose not to engage with the consultation.



Figure 3.12: Postcode analysis of online survey displayed by data zone (Musselburgh and surrounding area)

Table 3.1, Table 3.2 and Table 3.3 show the number of responses received for Route 1 West, Route 2 and Route 5 by data zone respectively by data zone.

Table 3.1: The number of responses received per data zone for Route 1 West

Route	Data Zone	Number of responses
Route 1 West	S01008722	2
	S01008181	15

Table 3.2: The number of responses received per data zone for Route 2

Route	Data Zone	Number of responses
Route 2	S01008181	15
	S01008182	10
	S01008185	9
	S01008187	7
	S01008186	5
	S01008192	19
	S01008193	45
	S01008218	4
	S01008194	5
	S01008196	2
	S01008195	1
	S01008168	1
	S01008169	1

Table 3.3: The number of responses received per data zone for Route 5

Route	Data Zone	Number of responses
Route 5	S01008186	5
	S01008188	4
	S01008176	4
	S01008175	11
	S01008171	6
	S01008174	6
	S01008173	7
	S01008172	6
	S01008164	3

There is a significant difference in the number of responses received between the two data zones for Route 1 West, with S01008722 receiving 2 responses and S01008181 receiving 15 responses. The data zone that received most responses, S01008181, is that which the majority of the route is located in (Brunstane Burn to New Street).

Most data zones covering Route 2 received between 1 and 10 responses, however S01008181 received 15 responses, S01008192 received 19 responses and S01008193 received 45 responses. Data zone S01008193 received the most responses (45) of all, which may be due to the fact that many of the houses in this area use park on-street and the proposed plans could impact upon parking in this area. This data zone covers much of the residential area bounded to north by the A199, to the south by Pinkie Road, to the east by Levenhall Roundabout, and to the west by Pinkie St Peter's Primary School.

Data zones covering Route 5 had similar numbers of responses (between 3 and 7), however data zone S01008175 received 11 responses. Data zone S01008175 includes Eskview Terrace / Monktonhall Terrace and residential areas immediately north-west of Stoneybank Terrace.

Data zone S01008184 received the second-highest number of responses of all (22). This is a data zone that is located within Musselburgh town centre, on the west side of the River Esk.

From Figure 3.12, it can be seen that the data zones with the highest number of responses generally sit directly adjacent to, or close to, one or more of the routes. This is expected as these responses will be from people most impacted by the proposed changes.

Further engagement with residents closer to the routes may be required to fully understand the views and concerns of residents who will be most impacted by the proposed changes. The MAT project team will be involved in further consultations in 2022, associated with the Musselburgh Flood Protection Scheme and Parking Strategy. This will include both local and town-wide consultations. This will be a further opportunity for local residents to express their views.

4 Conclusions

This report has attempted to identify any gaps in the consultation exercise that was undertaken during the Concept Design stage of Route 2, Route 5 and the western half of Route 1 (Milton Road East to New Street) of the Musselburgh Active Toun project. The number of responses from the online survey, emails and website comments came to a total of 601. The responses to the online survey have been reviewed to identify and understand any gaps in sections of the local community in the responses that were received.

Demographics received from the online survey were analysed in percentages and compared to 2011 Census data as a benchmark to show where gaps in engagement have appeared. Overall, a few demographics, such as respondents with a long-term illness or disability and ethnic diversity, fell in line with the 2011 Census data, suggesting that there is no engagement gap within these categories and further engagement is not needed.

On the other hand, age and method of travel to work were significantly different to the 2011 Census benchmark. This should be caveated by the fact that the Census data is over ten years old, but it does suggest that there may be gaps in engagement within these categories and for robust and reliable results from the engagement process further consultation may be required. Businesses were underrepresented in the consultation results and further engagement should be done with businesses to get their views and opinions on the project. The MAT project team will be involved in consultations associated with the Flood Protection Scheme and the development of ELC's Parking Strategy in 2022, which will allow underrepresented groups to provide anymore feedback. Furthermore, the project team are currently in discussions with three local schools in the area (Musselburgh Grammar School, Campie Primary School and Wallyford Primary School), which should capture the views of younger people.

Postcode analysis was undertaken for the initial Consultation Report and is included within this gap analysis report to emphasise that, generally, greater numbers of responses were obtained from people who lived closer to the routes, compared to those who lived further away. However, there are data zones where lower numbers of responses were obtained. It is important to get the views of residents in close proximity to the routes as these are the households who will be directly affected by any changes. As mentioned above, the MAT project team will be involved in local and town-wide consultations in 2022. This will provide local residents a further opportunity to express their views on the project.

Appendix A Online survey questions

<Page 1>

Welcome to our survey!

Why should I fill in this survey?

- We'd like your feedback on our designs for a new network of routes for people walking, wheeling, cycling and travelling sustainably in and around Musselburgh.
- We'll show you some simple design drawings and images and ask you a few questions.
- This should take up to 15 minutes.

What is this project about?

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

We'd like to introduce new and improved spaces for walking, wheeling and cycling so that making these choices is safer and more comfortable. The spaces could help reduce noise and emissions, support people to choose healthier journeys and so make the Toun nicer for everyone.

Look at the proposals, let us know your thoughts and help us make Musselburgh a vibrant town which you can travel around easily and affordably.

At the moment the proposals are at an early stage and we'd like to hear your feedback and opinions.

The project team is made up of East Lothian Council with support by design consultants AECOM and funding from Sustrans Scotland, who are supported by Transport Scotland

.

<Page 2>

How will my data be used?

The information that you share with us will only be used by the project team to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager using the contact details on the project webpage: musselburghactivetoun.info

The project team will feed back on the results of the survey to the public and stakeholders as the project is progressed. If you have any queries, please contact musselburghactivetoun@eastlothian.gov.uk

Thank you for taking part in our survey.

Introduction

1. To what extent would you like to make it easier for people to travel around Musselburgh by walking and wheeling?
 - Strongly support
 - Support
 - Neither support or oppose
 - Oppose
 - Strongly oppose

You said that you '*INSERT RESPONSE*' the aim of improving walking and wheeling conditions - could you briefly explain your view?

Space for comments:

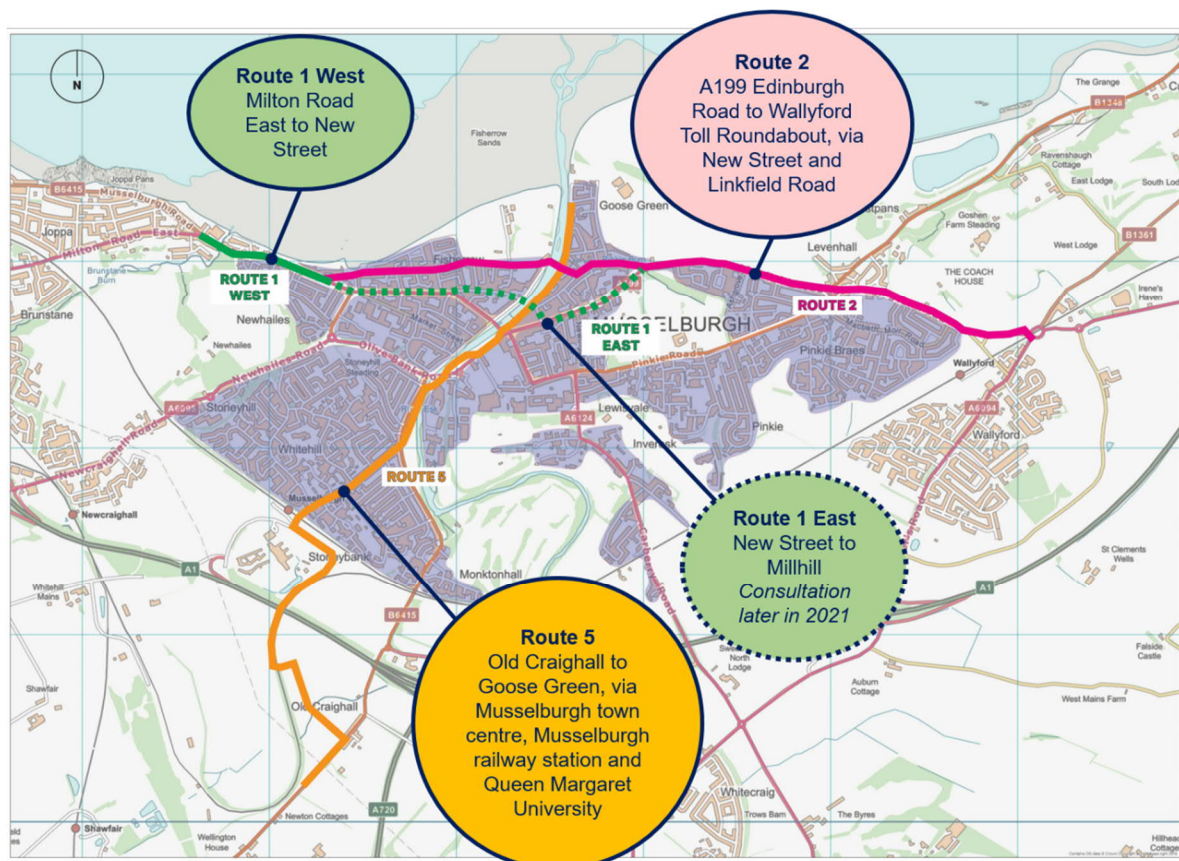
2. To what extent would you like to make it easier for people to travel around Musselburgh by cycling?
 - Strongly support
 - Support
 - Neither support or oppose
 - Oppose
 - Strongly oppose

You said that you '*INSERT RESPONSE*' the aim of improving cycling conditions - could you briefly explain your view?

Space for comments:

<Page 4>

3. One way that the impacts of climate change can be reduced is by encouraging more people to walk, wheel or cycle instead of using a car for local journeys. To what extent do you agree that making it easier to walk, wheel and cycle can help reduce the impacts of climate change?
 - Strongly support
 - Support
 - Neither support or oppose
 - Oppose
 - Strongly oppose

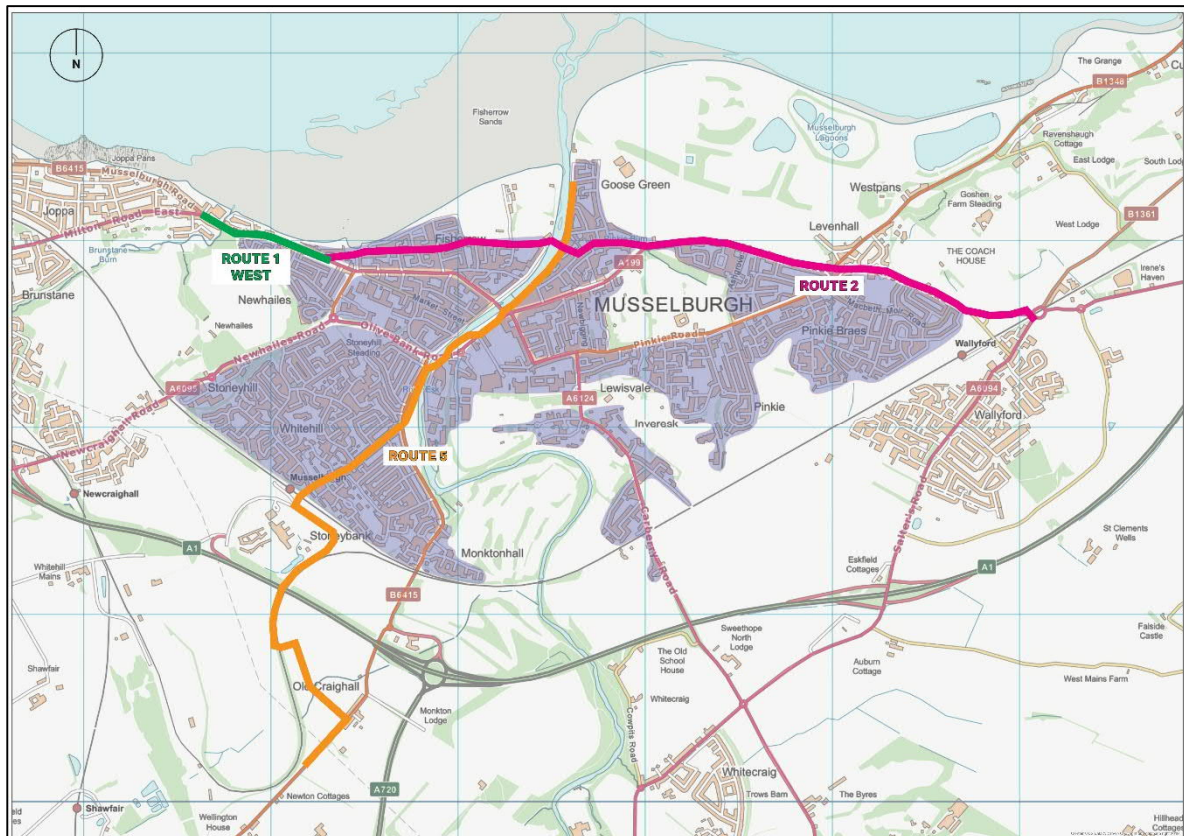


The current stage of this project is looking at routes 1, 2 and 5.

- Route 1 (A199 Edinburgh Road to Millhill)
- Route 2 (A199 Edinburgh Road to Wallyford Toll Roundabout)
- Route 5 (Old Craighall to Goose Green, via Musselburgh town centre)

At this stage, we want to ask people in Musselburgh for feedback, views and opinions on the design options for Route 1 West, Route 2 and Route 5. We will use this to help us develop final designs for each route.

We will consult on Route 1 East, which runs through the town centre, later in the year once we have done more work to understand potential impacts on local businesses and town centre residents.



4. The following questions are about the proposals for Route 1 West, Route 2 and Route 5. Please select which area(s) you would like to comment on:

- Route 1 West (Milton Road East to New Street)
- Route 2 (A199 Edinburgh Road to Wallyford Toll Roundabout)
- Route 5 (Old Craighall to Goose Green, via Musselburgh town centre)
- All of the above

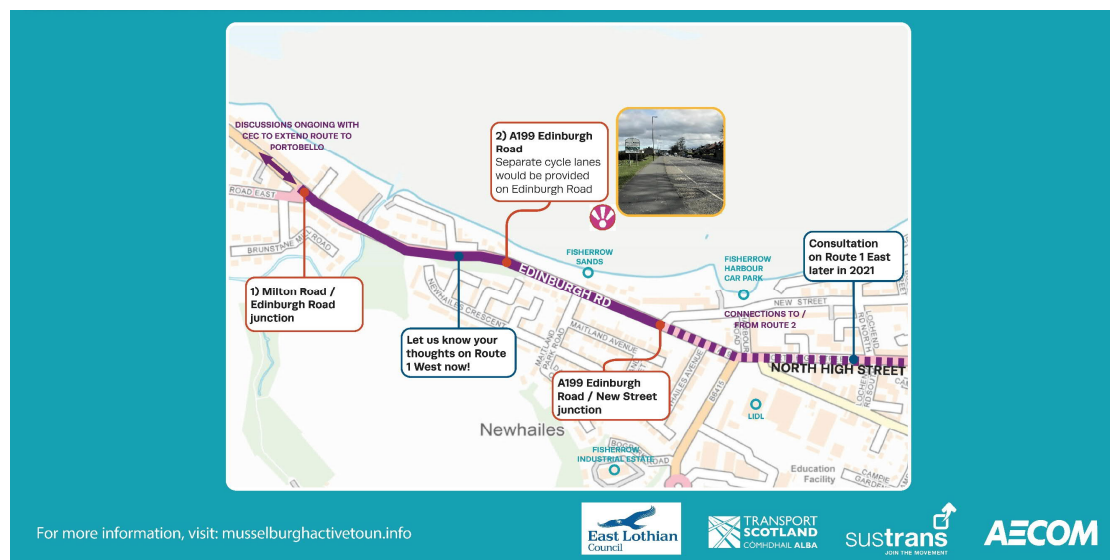
<IF RESPONDENT SELECTS "Route 1 West" OR "All of the above", DIRECT THEM TO PAGE 6.
IF RESPONDENT SELECTS "Route 2" BUT NOT ROUTE 1 WEST, DIRECT THEM TO PAGE 12. IF
RESPONDENT ANSWERS "Route 5" BUT NOT ROUTE 1 WEST OR ROUTE 2, DIRECT THEM TO
PAGE 19>

Route 1 West

Route 1 will go from Milton Road East in the west to Millhill in the east, via Musselburgh town centre.

We are currently consulting only on the west section route of this route, between Milton Road East and New Street.

We will consult on Route 1 East, which runs through the town centre, later in the year once we have done more work to understand potential impacts on local businesses and town centre residents.



This is the first step in providing an improved link into Musselburgh town centre and to link Musselburgh and Portobello. Route 1 West 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. Connections with nearby City of Edinburgh Council cycle routes would encourage more local visitors from Edinburgh. The route aims to create a more vibrant and prosperous town centre for businesses and residents.

The options that we are proposing will be described in more detail in the following questions. Both of the options include separate cycle lanes and 'floating bus stops'. More information on separate cycle lanes is provided in the next question.

Floating bus stops are 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.

You can read more about the route on our website – musselburghactivetoun.info/route-1/

<Page 7>

We are proposing to build separate cycle lanes (a dedicated space for cyclists separated from the pavement and road by kerbs on either side) on Edinburgh Road.

This is what separate cycle lanes look like:



5. To what extent do you support the introduction of separate cycle lanes on the A199 Edinburgh Road, between Milton Road East and New Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' the introduction of separate cycle lanes on the A199 - could you briefly explain your view?

Space for comments:

<Page 8>

6. To what extent do you support the aim of making it easier to access Musselburgh High Street for people walking, wheeling and cycling?
- Strongly support
 - Support
 - Neither support or oppose
 - Oppose
 - Strongly oppose

You said that you 'INSERT RESPONSE' – could you briefly explain your view?

<Page 9>

7. To what extent do you support the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you 'INSERT RESPONSE' – could you briefly explain your view?



8. Option A is to have a two-way separate cycle lane on the north side of the road. Parking would be provided at locations where vehicles currently park. To what extent do you support this option?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

9. Option B is to have one-way separate cycle lanes on both sides of the road. Parking would be provided at locations where vehicles currently park, where possible. To what extent do you support this option?

- Strongly support
- Support
- Neither support or oppose

- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

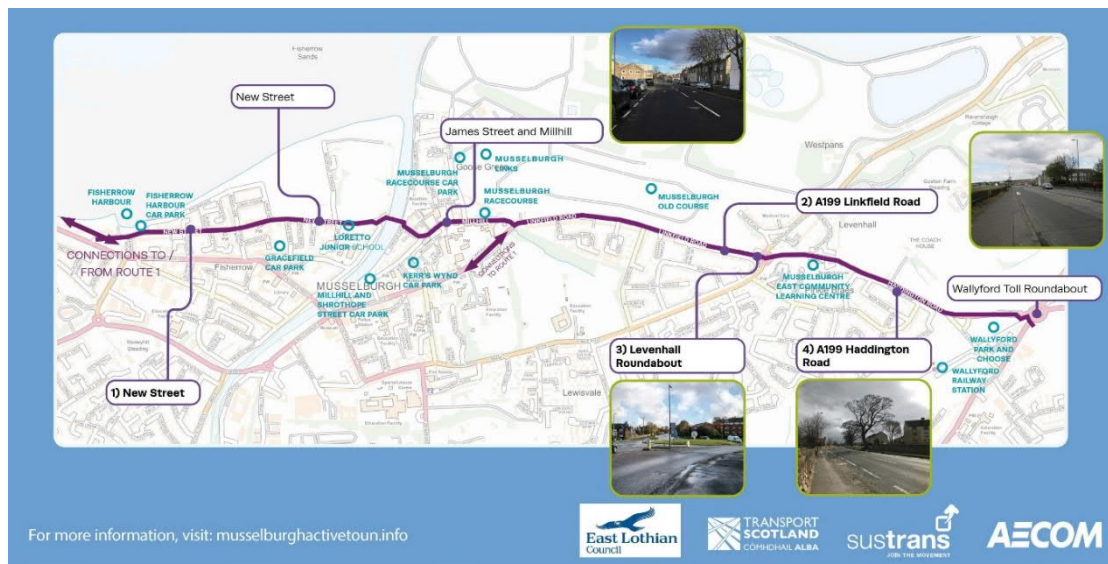
<Page 11>

10. Do you have any more feedback or general comments about Route 1 West?

Space for comments:

Route 2

Route 2 will go from the A199 Edinburgh Road in the west to Wallyford Toll Roundabout in the east, running along New Street, James Street, Millhill, A199 Linkfield Road and A199 Haddington Road.



We are proposing that New Street, James Street and Millhill would be turned into quiet streets (streets where the traffic speed and volume are reduced). This could include by providing raised crossings to make it easier for pedestrians to cross the road, as well as slow traffic.

Separate cycle lanes (dedicated spaces for cyclists separated from the pavement and road by kerbs) would be built on Linkfield Road and Haddington Road.

This route will provide a direct route for people who want to pass through the town quickly, but it will also link into the town centre. The route links up important destinations like; Fisherrow Harbour, Loretto School, Musselburgh Racecourse, Musselburgh East Community Centre, Wallyford Park & Ride, and the proposed housing developments in Wallyford.

The options that we are proposing will be described in more detail in the following questions. Both of the options include separate cycle lanes and 'floating bus stops' on Linkfield Road and Haddington Road. More information on separate cycle lanes is provided in the next question.

Floating bus stops are 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.

You can read more about the route on our website – musselburghactivetoun.info/route-2/

<Page 13>

We are proposing to build separate cycle lanes (a dedicated space for cyclists separated from the pavement and road by kerbs on either side) on Linkfield Road and Haddington Road.

This is what separate cycle lanes look like:



11. To what extent do you support the introduction of separate cycle lanes on the A199 at Linkfield Road and Haddington Road?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' the introduction of separate cycle lanes on the A199 - could you briefly explain your view?

Space for comments:



Figure 1 – New Street to become a quiet street with raised tables (a raised section of road that's ramped on each side to make crossing easier) at junctions. All parking would be kept

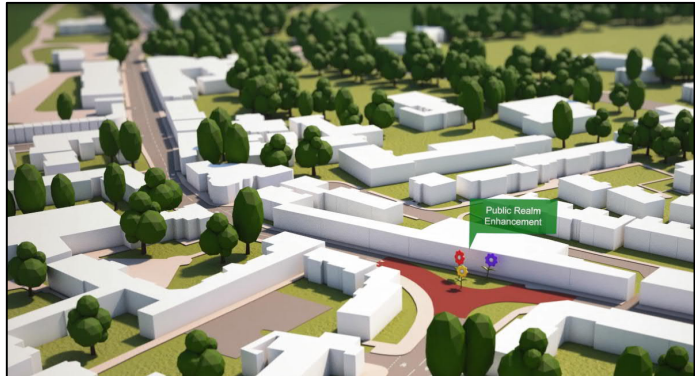


Figure 2 – James Street and Millhill to become a quiet street with raised tables at junctions. All parking would be kept

Further detail about this section of the route can be viewed on our website:

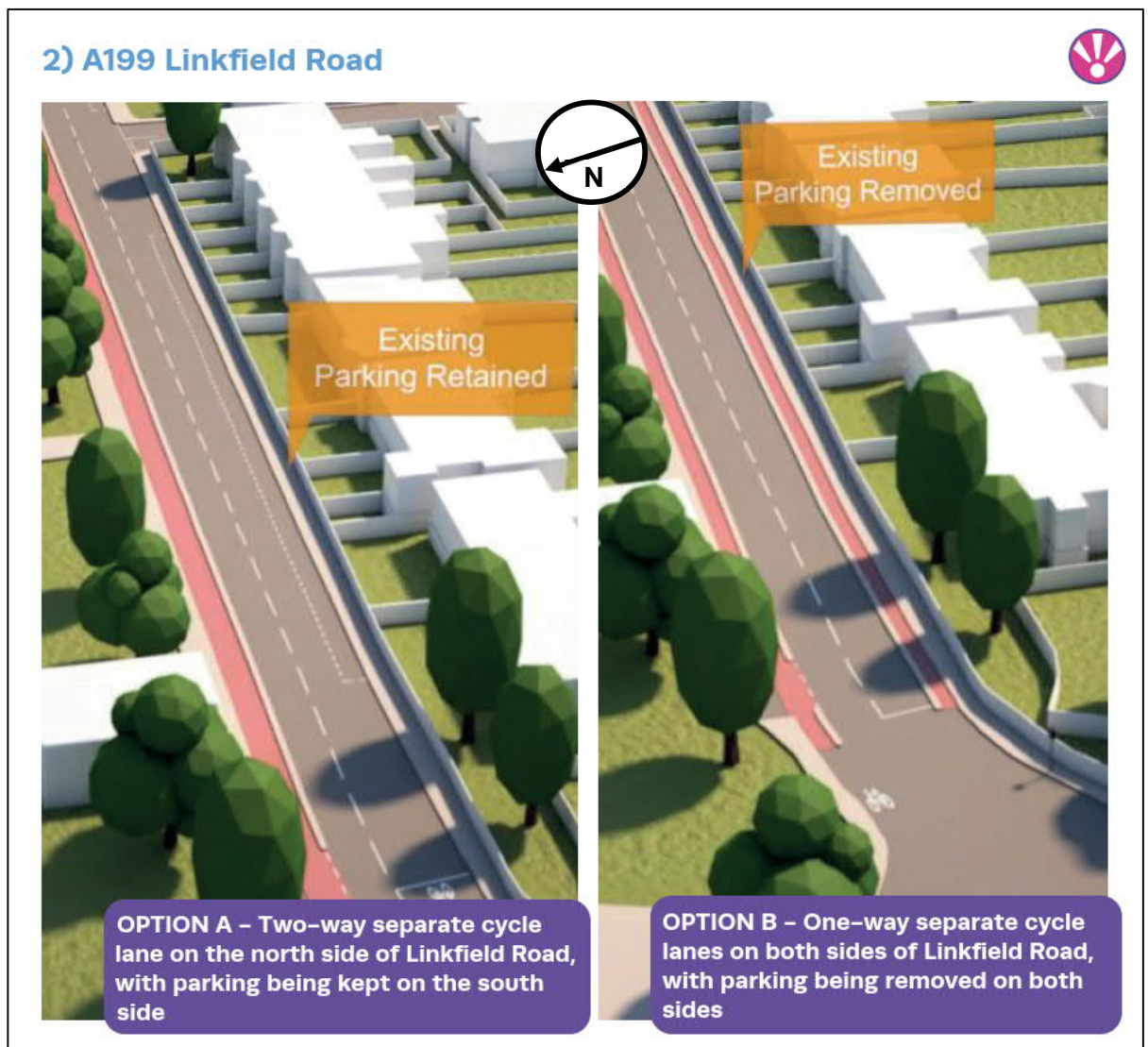
musselburghactivetoun.info/route-2/

12. Both Option A and Option B propose turning New Street, James Street and Millhill into quiet streets. To what extent do you agree that what we are proposing is sufficient?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:



13. Option A is to have a two-way separate cycle lane on the north side of Linkfield Road, with parking being kept on the south side. To what extent do you support this option?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

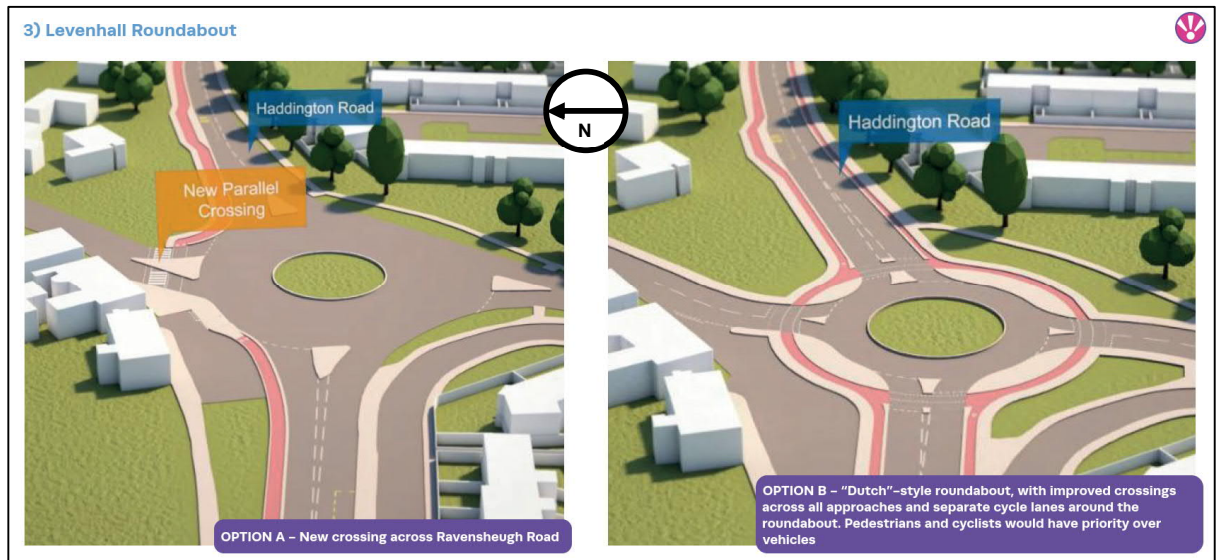
14. Option B is to have one-way separate cycle lanes on both sides of Linkfield Road, with parking being removed on both sides. To what extent do you support this option?

- Strongly support

- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:



Option A is to have the two-way separate cycle lane crossing Ravensheugh Road, with the roundabout remaining otherwise unchanged.

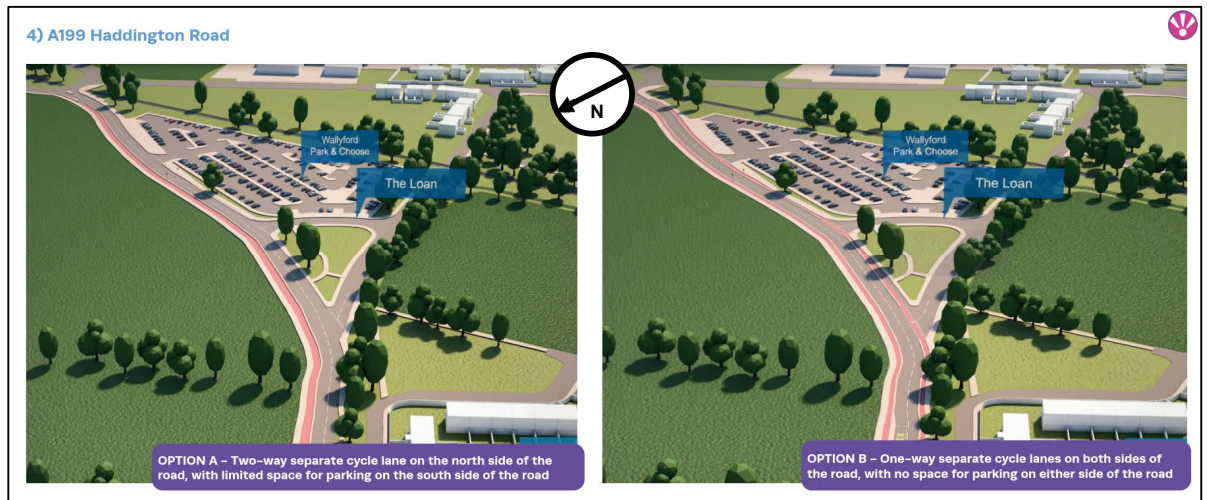
Option B is a "Dutch"-style roundabout, which includes separate cycle lanes around the roundabout and new crossings across each approach to the roundabout. Pedestrians and cyclists would have priority over vehicles and it would be easier and safer to cross the road at this location. The roundabout would be narrowed, which would likely reduce speeds but could impact on queuing.

15. Which of the proposed options for Levenhall Roundabout do you prefer, if any?

- Option A
- Option B
- Something else
- Both options work

You said 'INSERT RESPONSE' – could you briefly explain your view?

Space for comments:



16. Option A is to have a two-way separate cycle lane on the north side of Haddington Road, with limited space for parking on the south side of the road. To what extent do you support this option?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

17. Option B is to have one-way protected cycle lanes on both sides of Haddington Road, with no space for parking on both sides of the road. To what extent do you support this option?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

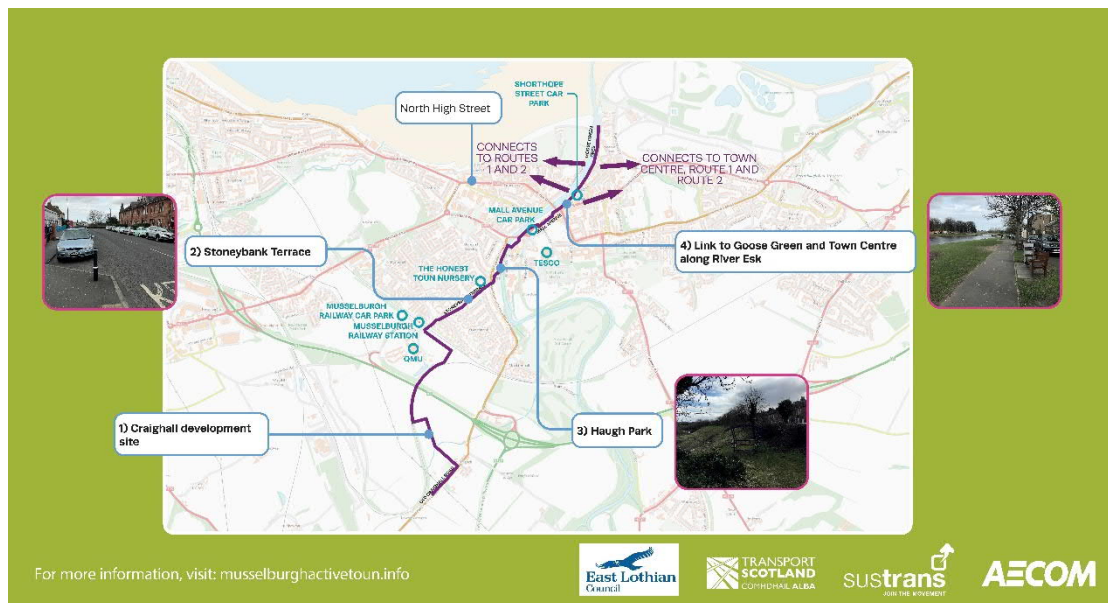
<Page 18>

18. Do you have any more feedback or general comments about Route 2?

Space for comments:

Route 5

Route 5 will go from Old Craighall in the south to Goose Green in the north. It will run through the Craighall development site and past Queen Margaret University and Musselburgh railway station. It then travels along Whitehill Farm Road and Stoneybank Terrace and through Haugh Park. Finally, it crosses Olive Bank Road and runs to Goose Green alongside the River Esk.



We are proposing to build a 3m wide walking and cycling path through the Craighall development site and past QMU and Musselburgh railway station. Two options are proposed for Whitehill Farm Road and Stoneybank Terrace. The first turns them into quiet streets (streets where vehicle speeds and volumes are reduced). The second proposes separate cycle lanes (a dedicated space for cyclists separated from the pavement and road by kerbs).

The Flood Protection Scheme will design and build a 4m wide walking and cycling path on a retaining wall in Haugh Park, a new 4m wide crossing of the River Esk and a connection to Olive Bank Road. A new 4m wide walking and cycling path would be provided alongside the River Esk to Shorthope Street and on to Goose Green. This would also be designed and built as part of the Flood Protection Scheme.

This route will make it much easier for people working and studying at Queen Margaret University to get into Musselburgh town centre. It will link the settlements at Old Craighall, Eskview and Stoneybank to the town centre and to Musselburgh railway station. It will also provide an improved path next to the River Esk that could be enjoyed by all.

You can read more about the route on our website – musselburghactivetoun.info/route-5/



Figure 1 – Option A and Option B:
3m wide walking and cycling path
through Craighall development site

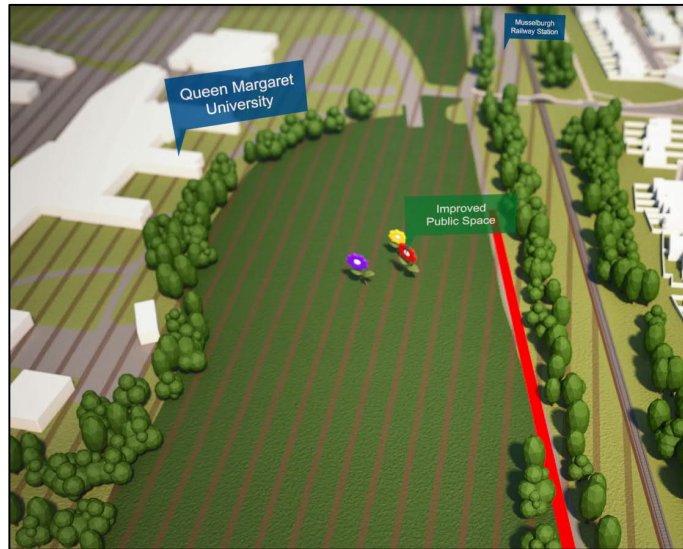
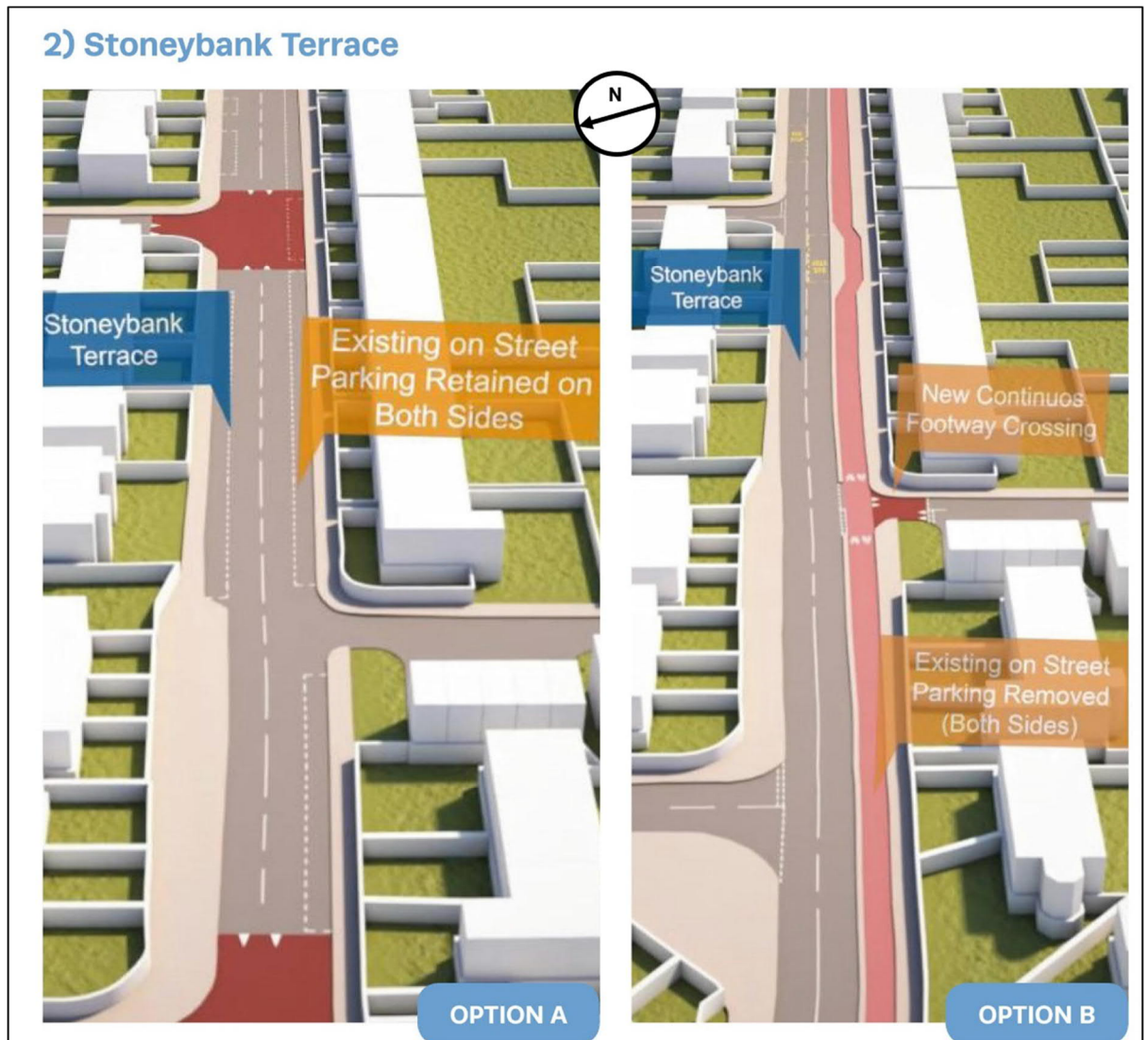


Figure 2 – Option A and Option B: 3m wide shared path
adjacent to Queen Margaret University and East Coast
Main Line

19. Both Option A and Option B propose a 3m wide walking and cycling path through the Craighall development site and linking to Whitehill Farm Road, Queen Margaret University and Musselburgh railway station. To what extent do you agree that what we are proposing is sufficient?
- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:



20. Option A is to turn Whitehill Farm Road and Stoneybank Terrace into quiet streets, with parking being kept on both sides of the road. To what extent do you support this option?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?
Space for comments:

21. Option B is to have a two-way separate cycle lane on the south side of Whitehill Farm Road and Stoneybank Terrace, with parking being removed on both sides. To what extent do you support this option?

- Strongly support

- Support
- Neither support or oppose
- Oppose
- Strongly oppose

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

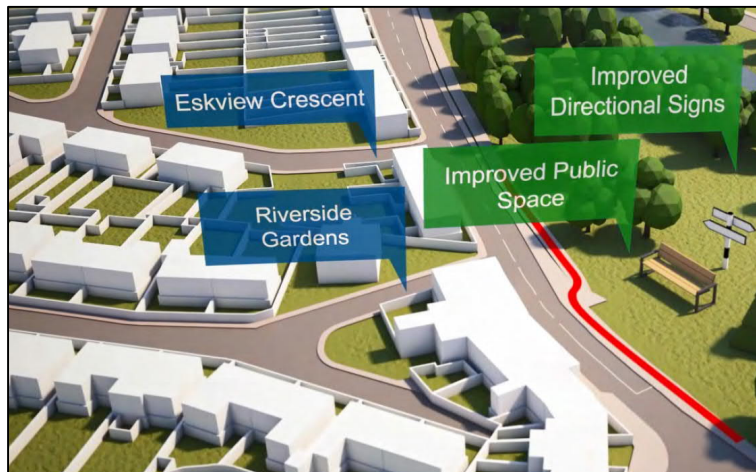


Figure 1 – Option A and Option B: 4m wide walking and cycling path on a retaining wall in Haugh Park

Further detail about this section of the route can be viewed on our website: musselburghactivetoun.info/route-5/

The proposal is for a 4m wide walking and cycling path to be built on a retaining wall in Haugh Park. This would mean no parking needs to be removed from Eskview Terrace but it could mean removing some trees, depending on the alignment of the path. We will look at options for planting new trees to replace any that would be removed.

22. To what extent do you agree that what we are proposing is sufficient?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

You said that you '*INSERT RESPONSE*' - could you briefly explain your view?

Space for comments:

<Page 23>

23. Do you have any more feedback or general comments about Route 5?

Space for comments:

<Page 24>

24. We have presented options on three different routes, what else should we be considering?

Space for comments:

25. We have told you our vision, what would you add?

Space for comments:

Questions about you

26. Are you filling in this survey on behalf of a business or an individual?

- Business
- Individual

<If respondent answers 'Business'> You said that you are responding on behalf of a business. If you wish, there is a space below to provide the name of the business that you are responding on behalf of:

Space for answer:

27. In order to understand how you travel we need to ask you a few questions about your circumstances.

Which of the following best reflects your current working status?

- In full time employment
- In part time employment (including semi-retired)
- In full / part time education
- Retired
- Volunteer
- Unemployed
- Other (please specify in the box below)

Space for comments:

28. *Depends on response for question 27*

- a. How do you usually travel to your place of work?
- b. How do you usually travel to your place of education?
- c. How do you usually make local journeys?

Please select all that apply

- Walk
- Wheelchair or other mobility aid
- Cycle
- Bus
- Car (as driver)
- Car (as passenger)
- Taxi
- Train
- Other mode not listed above (please specify in the box below)

Space for comments:

29. How would you prefer to travel there assuming you had the opportunities and conditions to do so?

Please select all that apply

- Continue to travel as I do now
- Walk
- Wheelchair or other mobility aid
- Cycle
- Bus
- Car (as driver)
- Car (as passenger)
- Taxi
- Tram
- Train
- Other mode not listed above (please specify in the box below)

Space for comments:

30. *If respondent selects continue to travel as I do now, move to question 31. If respondent selects any other response then ask:*

What prevents you from travelling this way?

Space for comments:

31. Please rank which of the following ways you most often use to make local journeys

(1 = most often, 7 = least often)

- Walk (including using a wheelchair and other mobility aids)
- Cycle
- Bus
- Car (as driver)
- Car (as passenger)
- Taxi
- Train
- Other mode not listed above (please specify in the box below)

Space for comments:

<Page 30>

32. Do you have any further comments about walking, wheeling and cycling in Musselburgh?
(Please provide as much detail as possible in the box below)

Space for comments:

<Page 31>

33. Please provide your postcode (the street name will help us if you don't know your postcode).

This will be used for mapping purposes only and will not be shared with any third party

Space for answer:

34. We're almost done...but before we conclude the survey, we would now like you to answer a few questions about yourself.

To which of these age groups do you belong?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

35. Please tell us your gender:

- Male
- Female
- Non-binary
- Prefer not to say

36. Do you have a long-term illness or disability that limits your daily activities?

- Yes
- No
- Prefer not to say

37. Are you the parent or guardian of children under the age of 16?

- Yes
- No
- Prefer not to say

38. What is your ethnicity?

- White Scottish
- White other British
- White Irish
- White other
- Gypsy/Traveller
- Asian
- Chinese, Chinese Scottish or Chinese British
- Black African, African Scottish or African British
- Black Caribbean, Caribbean Scottish or Caribbean British
- Arab, Arab Scottish or Arab British
- Indian, Indian Scottish or Indian British
- Prefer not to say
- Any other or mixed background, please specify below:

Space for comments:

39. How did you hear about this consultation?

- Leaflet received to my home
- Leaflet received to my business
- Friend or colleague
- Social media
- Newspaper advertisement or article
- Other (please specify below)

Space for comments:

<Page 35>

40. Would you like to be kept informed about the results of this consultation?

- Yes, I would like to be kept informed
- No, I would not like to be kept informed

<If no selected then end of survey, if yes selected then ask:>

If you would like us to keep you updated with the progress of the consultation please enter your e-mail address in the box below.

Space for answer:

We will only use this information to keep you informed about this consultation and to invite you to take part in further consultations on walking, wheeling and cycling improvements in Musselburgh.

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