





Musselburgh Active Toun

Consultation Report Route 4, 6 and Edinburgh Road (Route

East Lothian Council

January 2025

Quality information

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Revision History

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1. Introduction

1.1 Background and Objectives

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, wheeling and cycling, 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 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 residents and visitors to enjoy.

The purpose of this report is to detail the engagement activities that have been undertaken in this current phase of the Musselburgh Active Toun (MAT) project during a 6-week period from 7th October - 18th November 2024. The purpose of public and stakeholder engagement is to provide formal and informal engagement opportunities that will contribute to the design stages of each of the associated routes while communicating to stakeholders and the public the project objectives.

The objectives of the MAT project are:

- The sustainable growth of Musselburgh's transport network;
- Enhancing the environment in and around Musselburgh;
- Improving the health and wellbeing of people living, working and studying in Musselburgh as well as those visiting;
- Community-led decision making;
- Enhancing the local economy and tourism;
- Creating a high quality, safe and accessible network; and
- Improving equality and choices of those living, working and studying in Musselburgh.

This phase of the project includes the following routes which are now at the RIBA Stage 2 Concept design stage, which are displayed in **Figure 1**.

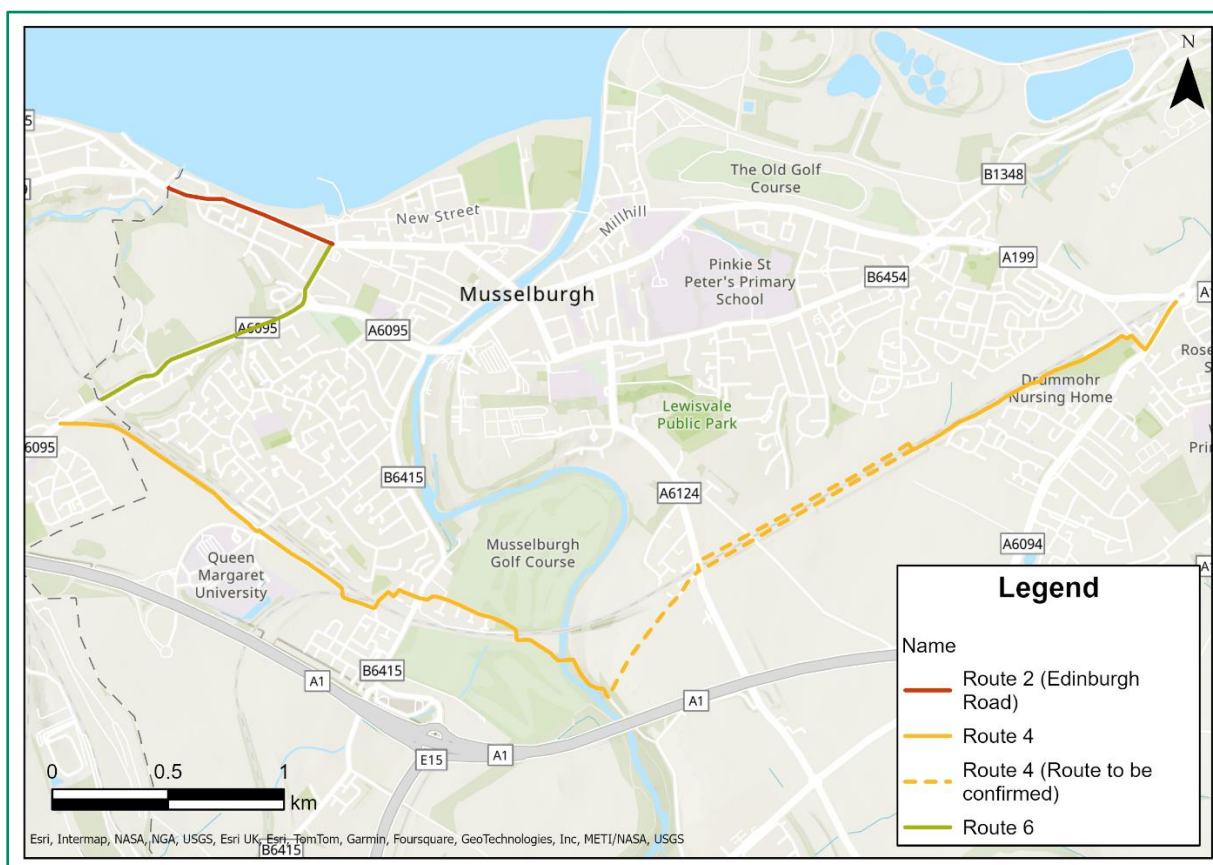


Figure 1: Routes Considered for Consultation

The report summarises the engagement exercises that have been undertaken during this current stage of the project, outlining feedback from members of the public and key stakeholders on the concept designs.

1.2 Report Structure

The remainder of the report is structured as follows:

- Section 2: Proposals
- Section 3: Methodology
- Section 4: Engagement Activities
- Section 5: Engagement Responses
- Section 6: Conclusion

2. Proposals

The MAT project aims to provide safe routes for walking, wheeling and cycling for sustainable travel in and around Musselburgh. The routes will be safe and free from busy or fast-moving traffic. As mentioned in Chapter 1, the engagement period took place over a period of six weeks between 7th October and 18th November 2024 and covered the following routes:

Concept Design Stage

- Route 2 – Edinburgh Road (A199)
- Route 4 – Wallyford to Newcraighall, via QMU
- Route 6 – A199 to City of Edinburgh Boundary (A6095)

The location of these routes in relation to Musselburgh, the wider MAT network and the surrounding areas is shown in **Figure 2**.

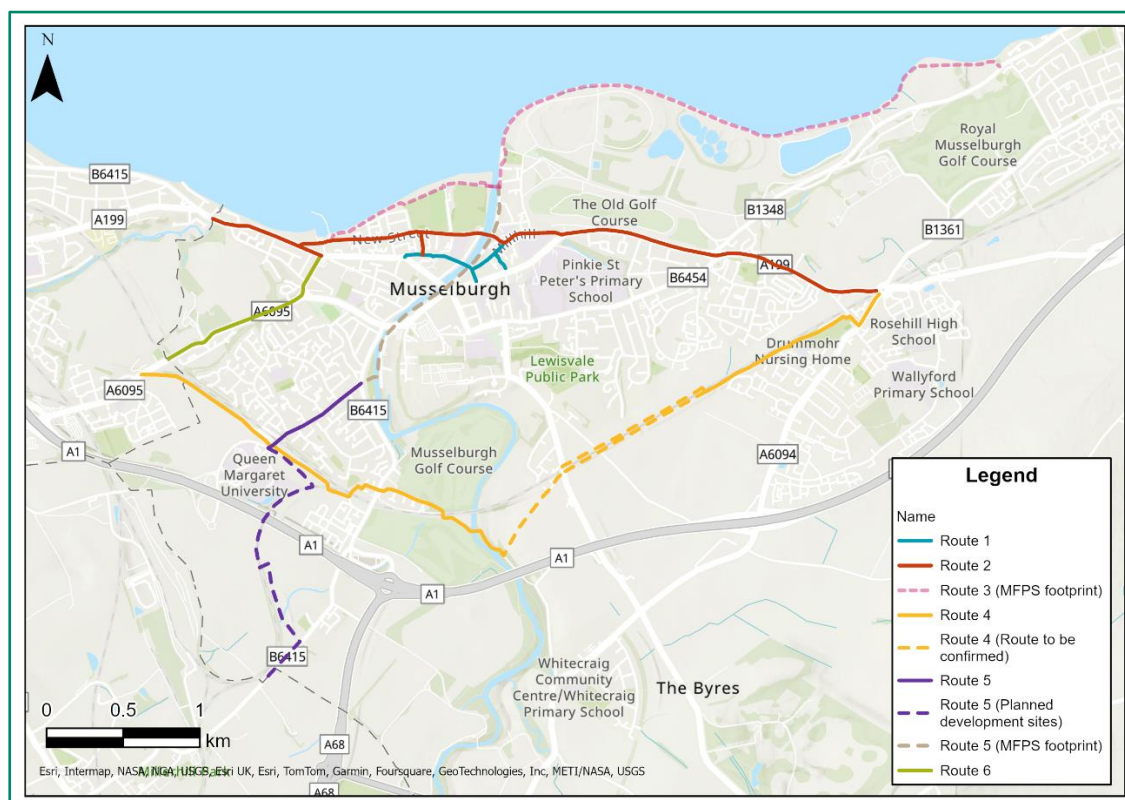


Figure 2: Musselburgh Active Toun Route Map

The engagement materials presented the concept designs for Route 4, 6 and Edinburgh Road (Route 2). Further details on the options that were presented as part of the engagement are provided in section 2.1, 2.2 and 2.3 for Routes 4, 6 and Edinburgh Road (Route 2) respectively.

2.1 Route 4

The route alignment of Route 4 (Wallyford to Newcraighall, via QMU) is shown in **Figure 3**.



Figure 3: Route 4 Alignment

Route 4 forms part of the 'Cross East Lothian Active Freeway'¹. This route will provide a largely off-road route for walking, wheeling and cycling which will connect Dunbar via Haddington and Musselburgh before linking with Edinburgh at Newcraighall. The MAT project will be delivering the western part of the Active Freeway from Wallyford linking with Edinburgh at Newcraighall, via QMU.

Key Features:

- **Salters Road** – Two options presented for segregated cycle tracks
 - Unidirectional on both sides of the road
 - Bi-directional on north side
- **The Loan** – New and widened shared paths
- **Existing path between Wallyford Station and Pinkie** – New and widened shared path
- **Carberry/Inveresk** – Route alignment still to be confirmed
- **Ferguson Drive** – on-road cycling

¹ [Cross East Active Travel Freeway](#) (Nov 2024)

- **B6451 (Monktonhall Place)** – New signalised junction and pedestrian/cycle crossings
- **Monktonhall Place to QMU** – Existing shared use path
- **Monktonhall Place** – On-road cycling
- **QMU to Newcraighall** – New path connections through housing development (developer led)

2.2 Route 6

The route alignment of Route 6 (A199 to City of Edinburgh boundary (B6415 and A6095) is shown in **Figure 4**

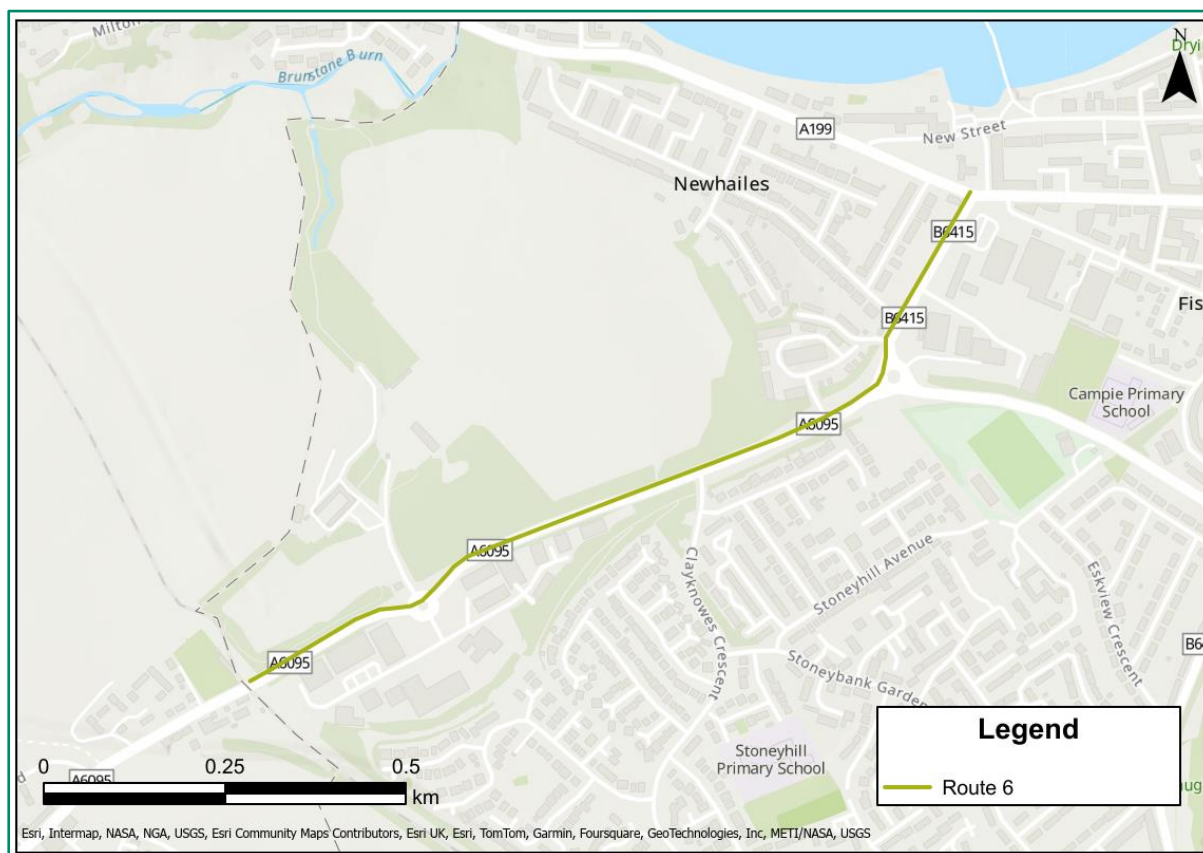


Figure 4 - Route 6 Alignment

Route 6 connects from A199 / B6415 Junction to the City of Edinburgh boundary. This route will connect the north-west of Musselburgh to Newcraighall providing connections to key local amenities, most notably Olive Bank Retail Park, Newhailes Estate and Fort Kinnaird Retail Park.

Key Features:

- **Bi-directional segregated cycle track** on north side of street
- **New signalised crossings** connecting Olive Bank retail park and Newhailes Industrial Estate
- **Improved planting and greenspaces**

2.3 Route 2 (Edinburgh Road)

This route will continue along the A199 (Edinburgh Road) from the City of Edinburgh boundary to the B6415. The full alignment of Route 2 (Edinburgh Road) is shown in **Figure 5**.



Figure 5: Route 2 (Edinburgh Road) Alignment

Key Features:

- **Bi-directional segregated cycle track** on south side of street
- **New signalised junction** on Edinburgh Road/New Street
- Newhailes Avenue – **proposed 1-way exit only**, no entry from Edinburgh Road
- **Improved side road crossings** for people walking, wheeling or cycling.

3. Methodology

3.1 Approach

The engagement has focused on collaboration in informing the wider community while targeting specific groups on particular issues or areas of interest. Stakeholders and members of the public were invited at appropriate stages to contribute feedback. Please see **Table 1** below which outlines the methods used.

Key audiences were identified by reviewing previous engagement activities undertaken as part of the MAT project (2018-2024) and having discussions with the project team, internal ELC stakeholders and the Musselburgh Flood Protection Scheme (MFPS) project team.

Area Partnerships in East Lothian bring together multiple community groups and stakeholders to provide a local voice of community planning. Musselburgh Area Partnership and its sub-groups were identified as forming a primary channel of communication throughout the engagement.

Table 1: Forms of Engagement

Elected Member Briefing	✓	Elected Members were invited to a virtual meeting where an online presentation was given followed by a question-and-answer session.
Key Stakeholders Workshops	✓	Key stakeholders from various organisations, including community councils, were invited to an in-person workshop, as well as a virtual workshop held on MS Teams. The events consisted of an in-person / online presentation followed by a discussion on each of the proposed route plans.
Online StoryMap	✓	A dedicated 'StoryMap' project website was created and launched to coincide with the start of the engagement period. This interactive platform included the option to leave comments on the various sections of each route. The StoryMap allowed for feedback to be provided by users, alongside providing information on the project and previous engagement.

Pop-Up Engagement Sessions	✓	Pop-up sessions were held at 2 different venues across 2 different days and weeks, gaining feedback on proposed route designs.
Community Council Meetings	✓	The project team attended and presented at the meetings of the Musselburgh & Inveresk; and Wallyford Community Councils.
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.
Social Media	✓	Social media posts were created on Facebook and Twitter using East Lothian Council's accounts.

4. Engagement Activities

A variety of methods were used to obtain feedback to help understand any specific concerns, problems and opportunities with the associated designs. The engagement approach was undertaken through three tiers:

- Tier One: consisted of methods that have achieved connectivity with a wide audience and contributed to the successful communication of the overall visions and objectives of the project.
- Tier Two: focused on the engagement with key stakeholder groups, providing continuity throughout the project.
- Tier Three: carried out specific engagement activities that delivered in providing detailed feedback on design issues and route selection.

The following section outlines each of the activities within each tier of engagement.

4.1 Tier 1

Online StoryMap

The StoryMap was an online interface that allowed users to view updates on the MAT project. The StoryMap detailed the project's objectives and how it interacts with other projects in the area. Users were able to see maps detailing the proposed routes along with plans and visualisations to provide an impression of what the route proposals would look like on the ground.

Once users had navigated through the StoryMap chapters (Project Overview, Previous Engagement, Example Projects, Developed Routes, and Route Options), users were given the opportunity to make comments through the map interface. This allowed users to select specific areas on the route to provide comments, allowing for analysis to be undertaken once the data was extracted. The online StoryMap was live for a period of six weeks from the 7th October 2024 to 18th November 2024.

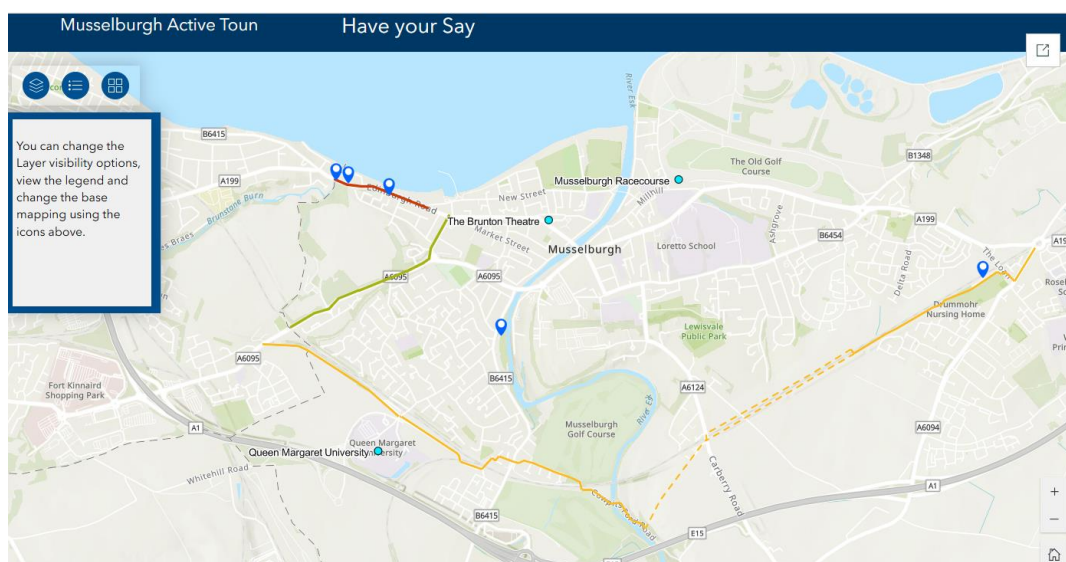


Figure 6: StoryMap

Pop-Up Sessions

Pop-Up Sessions allowed members of the public to attend in-person drop-in sessions with the project team. The sessions outlined the project's objectives and how it is interacting with other projects in the area.



Figure 7: Pop-Up Session

The sessions allowed attendees to provide feedback directly to members of the project team through feedback forms and post it notes which were placed on route maps and design plans.

Details of when these sessions took place are as follows:

- Fisherrow Centre: Wednesday 30th October, 5pm-7pm
- Wallyford Learning Campus: Thursday 7th November, 6pm-8pm

4.2 Tier 2

Elected Members Briefing

The session enabled the Project Team to present Elected Members with a project update, route designs and route alignments. The session also allowed for attendees to provide feedback and partake in discussions around each of the routes, outlining concerns and suggestions to the project team on design concepts and route alignments. A session was held on the 2nd of October from 11am to 12pm.

Community Council Engagement

Sessions with Musselburgh & Inveresk Community Council and Wallyford Community Council were held to present a project update on route designs and route alignments. The sessions allowed for attendees to provide feedback and partake in discussions around each of the routes. The details for these community council meetings are detailed below:

- Wallyford Community Council: 30th October 2024
- Musselburgh and Inveresk Community Council: 8th November 2024

4.3 Tier 3

Design Workshops

Design Workshops were held with key stakeholder organisations which were established through discussions with the Area Partnership and ELC project team. The following organisations attended the workshops:

- Fisherrow Harbour & Seafront Association
- Sustaining Musselburgh
- Musselburgh Area Partnership
- Musselburgh Area Partnership Active Travel Sub-Group
- Musselburgh & Inveresk Community Council
- Spokes

Two separate workshops were set up to gain feedback on each of the routes within the project. These workshops were held on the following dates and locations:

- Fisherrow Centre: 30th October 2024 17:00 – 19:00
- Online Via MS Teams: 12th November 2024 18:00 – 19:30

The workshops consisted of a project overview followed by a round table discussion for each of the routes with stakeholders providing design feedback to the project team.

A full list of those organisations who were invited to attend the workshops is provided below. The project team will continue to engage with these organisations throughout the remaining project stages:

- Musselburgh Area Partnership
- Musselburgh Local Area Forum
- Inveresk Village Society
- Musselburgh Conservation Society
- Police
- East Coast Buses
- Lothian Buses
- Prentice of Haddington
- Musselburgh & Inveresk Community Council
- Wallyford Community Council
- Whitecraig Community Council
- East Lothian Cycle Forum
- Spokes
- Cycling Without Age
- East Lothian Tenants and Residents Panel
- E&M Horsburgh
- Musselburgh Business Partnership
- Sustaining Musselburgh
- Fisherrow Harbour & Seafront Association
- Musselburgh Area Partnership Active Travel Sub-Group

Engagement was held separately with public transport operators Lothian Buses and Prentice Coaches. The project team will continue to engage with public transport operators through the remaining stages of the project to ensure designs accommodate the needs for services to operate reliably.

5. Engagement Responses

The following chapter details the feedback provided for each route proposed for the MAT project. Concept Design Routes

Route 4

Route 4 provides links from Wallyford Toll to the Queen Margaret University Campus. This route also provides connections to Route 2 at the Wallyford Roundabout and Route 5 at QMU.

Key features to note of the proposal include:

- **Salters Road** – Two options presented for segregated cycle tracks
 - Unidirectional on both sides of the road
 - Bi-directional on north side
- **The Loan** – New and widened shared paths
- **Existing path between Wallyford Station and Pinkie** – New and widened shared path
- **Carberry/Inveresk** – Route alignment still to be confirmed
- **Ferguson Drive** – on-road cycling
- **B6451 (Monktonhall Place)** – New signalised junction and pedestrian/cycle crossings
- **Monktonhall Place to QMU** – Existing shared use path
- **Monktonhall Place** – On-road cycling
- **QMU to Newcraighall** – New path connections through housing development (developer led)

Feedback

Table 2: Route 4 Feedback

Theme	Comments	Action
Active Travel route	<ul style="list-style-type: none"> • Broad support for improved active travel route. • Support for new route connecting to the City of Edinburgh Council area and onward to the Brunstane Path. 	<ul style="list-style-type: none"> • Support noted.

<p>Crossing Points</p>	<ul style="list-style-type: none"> • Concerns about pedestrians and cyclists crossing on Carberry Road. • The proposed parallel crossing for The Loan is welcomed. • Proposals for the provision of a bidirectional cycle lane on the North of Salter’s Road were highlighted to be positive. 	<ul style="list-style-type: none"> • Route alignment to be investigated at next stage, including a review of safe crossing locations on Carberry Road.
<p>Safety</p>	<ul style="list-style-type: none"> • Support for improvements to Ferguson Drive mini-roundabout which has history of local safety concerns. • Concerned about the safety of the field path between Carberry Road and the River Esk – feedback suggested that the path would be too steep. • Concern about user conflict between vehicles, pedestrians, and cyclists at the private access on Carberry Road. 	<ul style="list-style-type: none"> • Support noted. • Route alignment to be investigated at next stage. • Path design, including details on users, width and materials, to be considered at next stage.

<p>Route Design</p>	<ul style="list-style-type: none"> • Concern about the field path between Carberry Road and River Esk in relation to the gradient. • Concerns about consistency across other routes in the MAT network and at CEC boundary with the use of a bi-directional cycle lane. • Concerns about the material being used for field path and other path materials across the network. • Preference and support for the cycle track to be designed as a bidirectional cycle track on one side. 	<ul style="list-style-type: none"> • Path design, including details on width and materials, to be considered at next stage.
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Overall, the feedback was positive with the proposed parallel crossing for The Loan welcomed. Proposals for the provision of a bidirectional cycle lane on the North of Salter’s Road were also highlighted to be positive.

Whilst the majority of feedback provided was positive in regard to the route design and alignment, a number of considerations and points of concern were raised. Firstly, crossing points were highlighted across the consultation with suggestions of including safe crossing at Inveresk Lodge and Carberry Road.

Safety for both pedestrians and cyclists was raised at Carberry Road, and the field path between Carberry Road and River Esk. It was highlighted that the private access on Carberry Road may provide a challenge for pedestrians and cyclists due to the number of vehicles in the area. It was also suggested that the field path between Carberry Road and River Esk may be too steep and difficult for both pedestrians and cyclists to navigate.

Furthermore, concerns were raised about the surface material used across the network, this concern was especially raised around the field path, with feedback suggesting that the path would have to be multiuser friendly, including being friendly for horse riders. It was also

highlighted that people in Inveresk have been campaigning against environmental impacts in the area and that implementing a tarmac path would not be seen as appropriate.

Route 6

Route 6 connects from the City of Edinburgh boundary to the A199. This route will connect the north-west of Musselburgh to Newcraighall which provides connections to key local amenities, most notably Olive Bank Retail Park, Newhailes Estate and Fort Kinnaird Retail Park.

Key features of the proposals include:

- **Bi-directional segregated cycle track** on north side of street
- **New signalised crossings** connecting Olive Bank retail park and Newhailes Industrial Estate
- **Improved planting and greenspaces**

Feedback

Table 3: Route 6 Feedback

Theme	Comments	Action
Safety and Lighting	<ul style="list-style-type: none"> • Lighting on existing paths in the area (e.g. Newhailes Road) is poor. There is a desire for improved lighting along this route. • Need to improve safety for pedestrians at Newhailes Estate Road as this can become busy with vehicles when events are on. • The plan for the cycle path was highlighted as great idea whilst adequate lighting is provided on Newhailes Road. • Speed reduction to 30mph is positive ensuring safety for road users and those using crossing points. 	<ul style="list-style-type: none"> • Lighting improvements are within the scope of the project and to be investigated at next stage of design. • Further investigations to be undertaken on the safety of the crossing at Newhailes Estate for pedestrians and cycles.

<p>Route Design</p>	<ul style="list-style-type: none"> • Concern about how the route will connect to City of Edinburgh Council cycle routes at the council border • Concern about how cyclists will exit the network at North High Street and Harbour Street. • Dropped kerbs should be provided at both sides of the cycle stop line at the roundabout to allow cyclists to use the toucan. • The proposal of the bidirectional cycle lane would provide an easy link on to Route 2. • Support was given for the proposed route design particularly around the introduction of Toucan Crossings from the residential areas. 	<ul style="list-style-type: none"> • The project team are engaging with the City of Edinburgh Council with aim to coordinate the delivery of the adjoining routes. • The design of the Newhailes / Edinburgh Road junction is to be fully investigated at the next stage of design – including the detailed connections for Harbour Road and North High Street. • The design of the proposed crossings will be considered further to ensure accessibility and connectivity to adjoining networks.
<p>Crossing Points</p>	<ul style="list-style-type: none"> • Western crossing on Olive Bank Road should be made a toucan crossing and be wider to connect to cycle path. • Pedestrians and cyclists should be given priority at Bogpark Road using markings and raised carriageway if feasible. 	<ul style="list-style-type: none"> • The design of the proposed crossings will be considered further to ensure accessibility and connectivity to adjoining networks.

Overall feedback for Route 6 was positive with feedback highlighting the proposal of the bidirectional cycle lane providing an easy transition to link on to Route 2. Support was also given for the proposed route design particularly around the introduction of Toucan Crossings from the residential areas to promote safety for users. The plan for the cycle path was highlighted as great idea if adequate lighting is provided on Newhailes Road. Furthermore, the introduction of the speed reduction to 30mph was highlighted as positive for ensuring safety for road users and those using crossing points.

However, whilst positive comments were received some concerns were raised. Concerns were raised about the lighting of the path, with comments acknowledging lighting on the existing paths in the area at Newhailes/Clayknowes Junction is poor providing a lower quality of safety for users. Feedback stressed the importance of introducing lighting along the path to ensure it is accessible and safe for all users.

The Olive Bank Road section received comments suggesting that better crossing provisions are required. Feedback suggested that crossing improvements should be implemented at the western edge of the road and at the Retail Park.

There was also a concern that cyclists may struggle to leave the network at the junction of North High Street and Harbour Road – it was recommended an additional stage at the lights would provide cyclists with additional time to safely navigate the junction.

Finally, there were concerns raised about how the route would connect with routes at the City of Edinburgh Council boundary – there were concerns raised about the railway bridge on the A6095, due to the narrowness of the carriageway and pavement.

Route 2 (Edinburgh Road)

The route continue along the A199 (Edinburgh Road) from the City of Edinburgh boundary to the B6415.

Key Features:

- **Bi-directional segregated cycle track** on south side of street
- **New signalised junction** on Edinburgh Road/New Street
- Newhailes Avenue – **proposed 1-way exit only**, no entry from Edinburgh Road
- **Improved side road crossings** for people walking, wheeling or cycling.

Feedback

Table 4: Route 2, Edinburgh Road Feedback

Theme	Comments	Action
Congestion	<ul style="list-style-type: none"> • Concerns about the congestion on Edinburgh Road causing issues for active travel users – right turning vehicles from Newhailes Avenue onto Edinburgh Road was highlighted as a particular concern. 	<ul style="list-style-type: none"> • Traffic modelling is being undertaken on the final proposals to ensure that the traffic network operates efficiently. It is proposed that the junctions of New Street and Newhailes Road will be linked/synchronised to reduce impacts.
Safety	<ul style="list-style-type: none"> • It was recommended that an advance stop line for cyclists should be introduced at the Edinburgh Road/New Street Junction. • Concern about pedestrian safety at bus stop bypass (especially for vulnerable pedestrians.) – feedback expressed the need for clear lighting to make it obvious where cyclists and pedestrians operate respectively. 	<ul style="list-style-type: none"> • The potential for advance stop lines for cyclists at the New Street junction will be considered at the next stage of design and traffic modelling. • Bus stop bypasses are designed in accordance with best practice. Street lighting improvements will be provided as part of the project.

<p>Crossing</p>	<ul style="list-style-type: none"> • Respondents were happy with the improvement to safety at the New Street/Edinburgh Road Junction 	<ul style="list-style-type: none"> • No action.
<p>Accessibility</p>	<ul style="list-style-type: none"> • Residents with properties on the south side of Edinburgh Road are concerned about safety when accessing their properties both on foot and via car. 	<ul style="list-style-type: none"> • Further investigations will be undertaken on the access requirements for properties and interface with proposed cycle track.
<p>Route Design</p>	<ul style="list-style-type: none"> • The segregated cycle route will enable people who do not currently cycle due to concerns over cars to do so. • Comments highlighted a positive reaction noting that the route design would not adversely impact the area and provide increase safety for all users. • Preference of a layby to allow vehicles to flow past stationary buses would be welcomed. • Great addition to getting around the town, providing a key milestone for safe cycling into the Edinburgh. 	<ul style="list-style-type: none"> • No action.

Feedback for this route was mostly positive with respondents agreeing that the designs would increase safety. The introduction of the segregated cycle route was highlighted to provide improved support to encourage people who do not currently cycle to do so through less interactions with motor vehicles. It was also acknowledged that the route designs would provide increased safety for all users as well as being a key milestone for safe cycling into Edinburgh.

Whilst the majority of feedback was positive, there were however, feedback points acknowledging concerns. Concerns were raised about the safety of the bus stop bypasses with feedback suggesting that this will be difficult for pedestrians to navigate due to the potential conflict with cyclists and vehicles. It was recommended that this area has sufficient lighting to ensure safety between cyclists and pedestrians.

Congestion was also highlighted along Edinburgh Road, in terms of the potential impact on safety for pedestrians and cyclists, especially with vehicles turning right onto Edinburgh Road at Newhailes Avenue

Residents on Edinburgh Road have raised concerns about accessing and egressing from their properties safely.

5.1 Additional Responses

General Feedback

Whilst most feedback was specific to a section or entirety of a route, there was also feedback provided which was more general. General feedback, which was mainly positive, acknowledged the benefits to the community the active travel routes would provide stating that further investment is needed to allow for connections to additional areas. General support for improving opportunities to walk, wheel and cycle in Musselburgh was also provided.

However, whilst there was positive feedback, concerns were also raised around the safety between cyclists and vehicles, as well as between cyclists and pedestrians particularly in relation to shared use paths.

6. Conclusion

Summary

This report has summarised the engagement exercises that was undertaken during the Concept Design state for Routes 4, 6 and Edinburgh Road (Route 2).

The engagement lasted 6 weeks, taking place between 7th October 2024 and 18th November 2024. Interested parties were provided with a variety of methods to respond, including meetings with stakeholders, local groups, and residents, an online survey, website comments, written and electronic correspondence and local drop-in sessions.

In general, the feedback for the proposal detailed designs was positive, with recommendations made to the project team for minor adjustments to be made on each of the routes.

