

## Members' Library Service Request Form

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**REPORT TO:** Members' Library Report

**DATE:** March 2022

**BY:** Head of Development

**SUBJECT:** Musselburgh Active Toun – Project Update

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## **1 PURPOSE**

- 1.1 This report updates members on the progress of the Musselburgh Active Toun (MAT) Project since the last update provided in February 2021.
- 1.2 It presents a brief summary of the consultation undertaken during the summer of 2021 and the preferred options which have emerged from the exercise.
- 1.3 It also provides a summary of the review of the Masterplan network of routes undertaken following the consultation exercise and considering matters that have emerged since publication of the original Masterplan in 2018.
- 1.4 Following officer's review and consideration of the Consultation Report and Masterplan, the intention is to explore options to revise the original preferred Route 2 and 5 concept designs in association with Musselburgh Flood Prevention Scheme (MFPS). They would then be progressed to a Places for Everyone Panel review with the intention of securing funding for the next stage (detailed design).
- 1.5 MAT will create a network of travel routes for walking, wheeling and cycling in and around Musselburgh that is in accordance with the adopted Local Development Plan 2018 and, in part, a transport response to the Council's Climate Change Strategy, approved by Cabinet on 21 January 2020.

## **2 RECOMMENDATIONS**

- 2.1 To note the publication of the Consultation Report and the revisions to the MAT Masterplan of routes, the preferred options for Routes 2 and 5 and the intention to present to a Places for Everyone Panel in 2022 to secure funding for detailed design.
- 2.2 To note the principles of cross party agreement on the aims and objectives of project subject to public engagement and consultation.

### 3 BACKGROUND

#### Consultation

- 3.1 MAT is comprised of a network of six strategic routes that aim to provide key connections for people walking, cycling and wheeling. The first phase of the project with associated consultation with local groups, stakeholders and members of the public between May and July 2021 focused on the three following routes:
- Route 1 West – Milton Road East to New Street;
  - Route 2 – A199 to Wallyford Roundabout; and
  - Route 5 – Old Craighall to Goose Green.
- 3.2 The methods of engagement included the following:
- virtual meetings with stakeholders and local groups;
  - a virtual consultation room including a Live Chat function where members of the public could talk to a member of the project team;
  - a dedicated project website with the option to leave comments;
  - an online survey;
  - leaflets;
  - email notifications; and
  - social media posts.
- 3.3 It was found that the majority of consultees were generally supportive of the MAT project. From the online survey of 309 responses, on average 63% of respondents either strongly support or support the aim of improving conditions for people walking and wheeling in Musselburgh, with the equivalent figure for cycling being 59%. Importantly, 64% of respondents agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.
- 3.4 Feedback was requested on various design options, and the level of support that each route and option received, alongside comments received through the online survey, project website, Live Chat function, by letter and by email, is now being fed into the development of the Concept Design for each route. Appendix A - the Consultation Report is attached.
- 3.5 In headline, the preferred concept design options that are now being refined are:
- Route 1 West – Milton Road East to New Street
    - Not being progressed (see Masterplan Review below).
  - Route 2 – A199 to Wallyford Roundabout
    - New Street – quiet street (a street that has low vehicle numbers and low traffic speeds where measures aim to reduce vehicle speeds further and provide improvements for pedestrians. Interventions may include raised tables and footway widening)
    - River Esk Bridge crossing to be delivered as part of Musselburgh Flood Protection Scheme (MFPS)
    - James Street and Millhill – quiet streets
    - A199 Linkfield Road and Haddington Road – bidirectional cycleway (two way cycleway separated from the road by a kerb or similar and from the footway by a level difference) on north side.
  - Route 5 – Old Craighall to Goose Green
    - Craighall development site – 3m wide traffic free path being delivered by developer as planning obligation
    - Whitehill Farm Road and Stoneybank Terrace – quiet streets
    - Pedestrian/ cycle crossing of Monktonhall Terrace or Eskview Terrace
    - Stoneybank Terrace to Olive Bank Road – segregated active travel path with River Esk Bridge crossing to be delivered as part of MFPS
    - Pedestrian/ cycle crossing of Olive Bank Road
    - Olive Bank Road to Goose Green – segregated active travel path to be delivered as part of MFPS.

## Masterplan Review

- 3.6 Since the development of the Masterplan in 2018, the MFPS has expanded in scope and scale, further projects including the Brunton Journey Hub, Spaces for People and Bus Partnership Fund have been proposed / implemented within the study area, and feedback has been received from several sources, including:
- Public consultation on MAT concept design options;
  - Initial public engagement from the MFPS project; and
  - Feedback received on temporary infrastructure that was in place on Musselburgh High Street to facilitate social distancing during the COVID-19 pandemic.
- 3.7 The factors have led the MAT project team to conclude that a review of the Masterplan was required to consider information that was not available during the original study and to best align the Masterplan with these new developments. This was supported by Sustrans who provided funding for the review.
- 3.8 Officers have now completed the review and presented it in the form of an addendum report to the initial study. The report is attached in Appendix B but in summary the conclusions are:
- Musselburgh High Street should be seen as a destination, rather than a through route. As such, links to the High Street should be included within the revised Masterplan, but there should not be a strategic cycle route on Musselburgh High Street.
  - Route 2 to replace Route 1 between New Street and Links Street.
  - Route 1 alignment along North High Street, Shorthope Street and the High Street to be replaced with a shorter link connecting the Brunton Journey Hub and Route 5 at the north end of Shorthope Street. It would cross the River Esk via a replaced Shorthope Street bridge providing for active travel.
  - Improved local links to be provided between Route 2 and Route 1 via Links Street and Millhill.
  - Route 3 extended westwards to Brunstane Burn following the coastal defences. The section between Brunstane Burn and New Street would replace A199 Edinburgh Road on road section of Route 1.
  - Route 3 extended eastwards to Morrison's Haven, following the coastal defences. The existing route alignment through Musselburgh Lagoons would be moved northwards between the River Esk and Morrison's Haven.
  - Route 3, potential for new bridge across the mouth of the Esk to provide seamless coastal route.
  - Emerging option for Route 5 to be realigned through Haugh Park to cross the Esk south of the existing Ivanhoe Footbridge and follow the west side of Station Road to Olive Bank Road alongside flood defences.
  - Route 5 extended from the northern extent shown in the original Masterplan (Shorthope Street) to Goose Green following flood defences.
  - Improved links to be provided between Route 5 and the High Street via Shorthope Street, Millhill and Kerr's Wynd.
- 3.9 The revised Masterplan network is shown in Appendix C.
- 3.10 As part of a future stage of the project, local links will be reviewed, especially between housing areas south of the town centre and the town centre to ensure full connectivity.

## Funding

- 3.11 MAT has been identified as a Category 4 project in the Scottish Government Places for Everyone programme and is being progressed according to the programme's Stages and Tasks. These are summarised in the table in Appendix D which also provides information on MAT's progress and funding.

- 3.12 East Lothian Council Road Services secured initial funding from the programme to identify a preferred option and refine the concept designs for three of the six routes. Additional funding has now been secured to cover delays and additional costs incurred due to Covid-19, the Masterplan Review and for the MFPS team to produce concept designs for the sections of Routes 2 and 5 and associated river crossings lying within the flood protection scheme envelope.
- 3.13 The MAT project will be presented to the Places for Everyone panel in summer 2022. The panel will assess the project against Places for Everyone's scoring criteria, design principles and how well it reflects the aim of the programme. It will then provide guidance to Sustrans and partners, and provide recommendations to the Cabinet Secretary for Net Zero, Energy and Transport on whether it can be considered eligible for multi-year, multi-million pound funding to secure the project finances to completion.
- 3.14 A key matter that needs to be demonstrated at the panel is deliverability, with particular emphasis on political support and community engagement.

### **Deliverability**

- 3.15 The panel presentation requires to demonstrate buy-in and support from "the local MP/MSP, CEO or equivalent, Leaders of Councils, Committee Conveners, local Councillors and local communities" etc. Meetings to date with party leaders and local councillors have been supportive in principle of the project aims and objectives, to deliver this ambitious sustainable transport project and the backing of the three political parties has been secured. It is anticipated this will evolve through further dialogue.

### **Public Consultation**

- 3.16 The MFPS undertook three consultation events in early 2022 as follows:
- 2no. Local Area Community meetings (Eskside and Coastal Foreshore) w/c 7<sup>th</sup> Feb
  - 1no. Musselburgh Area exhibition 8<sup>th</sup> March
- 3.17 Representatives from the MAT team attended these events and will attend a possible further public exhibition in late summer.
- 3.18 The inclusion of active travel into the Scheme was discussed at the Local Area Community meetings and the revised network was presented at the Musselburgh Area event.
- 3.19 The MAT project website will be updated to reflect the revised network and present the final designs.

## **4 POLICY IMPLICATIONS**

- 4.1 Key publications associated with and in support of this study are outlined below.
- East Lothian Climate Change Strategy 2020-2025 - The Climate Change Strategy sets out the Council's vision and overall aims for a Net Zero Council and a Carbon Neutral East Lothian. It sets out what we will do over the next 5 years towards achieving these overall aims, and the specific targets and actions which will help progress towards achieving net zero.
  - National Transport Strategy - The second iteration of Scotland's National Transport Strategy was published in February 2020. It sets out an ambitious

vision for Scotland's transport system for the next 20 years. There are four priorities to support that vision; reduces inequalities; takes climate action; helps deliver inclusive economic growth and improves our health and wellbeing.

- Regional Transport Strategy 2015-2025 - East Lothian Council as a constituent Authority working in partnership with SESTRANS look to introduce appropriate interventions to provide access for the labour market to stimulate economic growth, through improving access to public transport and reducing the dependency on the private car, so reducing congestion, and addressing environmental issues.
- East Lothian Council Plan 2017 -2022 - The East Lothian Plan ELCP provides the strategic direction of the Council. Appendix 1: Council action plan introduces a series of tasks and undertakings to grow our economy. Specifically, the Council seeks to invest in town centre regeneration and work with Area Partnerships in supporting business associations in each town and ensuring that Area Plans incorporate and support Town Centre and local economic development strategies.
- East Lothian Economic Development Strategy 2012 -2022 - The ELEDs seeks to promote a strategic vision for East Lothian that assists businesses to grow and flourish, supporting individuals and organisations through the introduction of strategic objectives, in particular to build on our proximity to Edinburgh to encourage study, work and spend in East Lothian and to become Scotland's most sustainable local economy.
- East Lothian Local Transport Strategy - East Lothian Council has developed a local transport strategy document that sits within the LDP and is compliant with all national, regional and local policies. The main aim of the LTS is to provide a mechanism for clean, green and safe travel patterns within East Lothian and beyond. The East Lothian Local Transport Strategy document (2018-2024) identified a range of problems and issues which require to be addressed.
- East Lothian Local Development Plan - East Lothian Council have prepared a Development Plan which sets out the planning strategies and policies that guide the future development of East Lothian. The Development Plan explains where new development is likely to be supported and where certain types of development should not be allowed.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 An integrated impact assessment was undertaken in 2020 and revised in March 2022 to ensure equalities considerations in the development of the study. The enhancement of existing routes in favour of sustainable travel modes may have either direct or indirect impacts on the key principles of reducing inequalities in health, education, and economic outcomes within East Lothian.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – Costs will be incurred through the public consultation and these will be accommodated within relevant approved budgets.

6.2 Personnel – not applicable.

6.3 Other – none.

## **7 BACKGROUND PAPERS**

7.1 Musselburgh Active Toun Consultation Summary Report

7.2 Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel – December 2021 Update Addendum Report

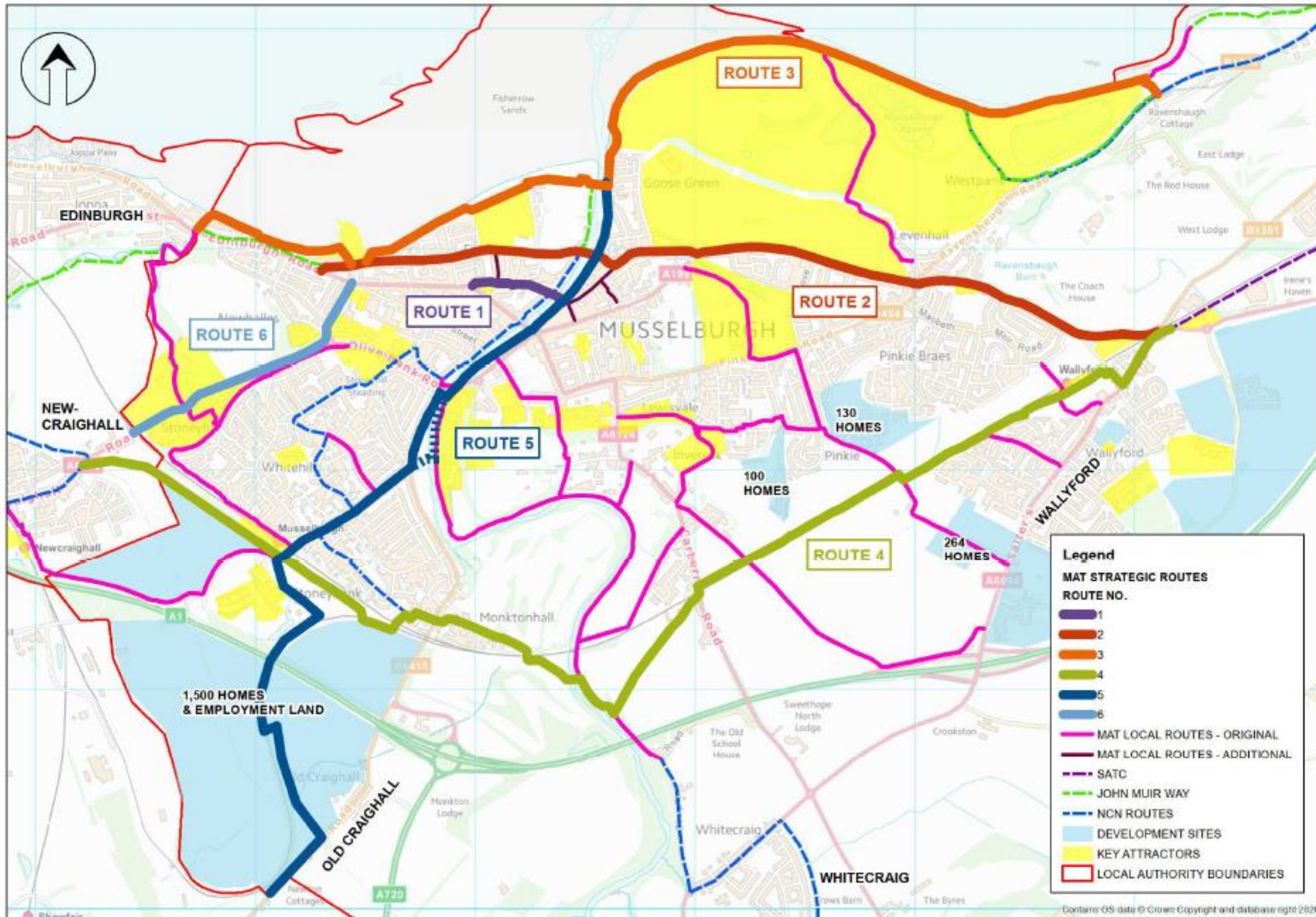
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**Appendix A – Musselburgh Active Toun Consultation Report**



**Appendix B – Masterplan Addendum**

# Appendix C – Revised Musselburgh Active Toun Network



## Appendix D - Places for Everyone Category 4 Project Stages & Tasks

Category 4 Project Stages	Progress	Funding & Indicative Costs	Tasks & Key Requirements					
			Task 1 Design and Construction	Task 2 Consultation	Task 3 Behaviour Change	Task 4 Permissions and Obligations	Task 5 Communications	Task 6 Monitoring & Evaluation
<b>0 – Project Definition</b>	Complete		Set out project vision and justify strategic need	Understand community and political aspirations	Identify groups for behaviour change	Landownership	Identify key audience and message, develop communications plan	Consolidate pre-existing evidence
<b>1 – Preparation &amp; Brief</b>	Largely complete but need to secure political support (to be evidenced in panel presentation).	100% funded	Define project scope and identify outcomes	Deliver community engagement plan	Identify barriers to active travel	Secure buy-in and support from the local MP/MSP, CEO or equivalent, Leaders of Councils, Committee Conveners (not just Transport), local communities		Develop M&E plan
<b>2 – Concept Design</b>	Intervention options defined. Online stakeholder & community consultation developed  Consultation to be undertaken Panel presentation to secure multi-year funding	100% from Sustrans £239,250 secured for concept design of Routes 1,2 & 5  £174,000 to be sought for concept design of Routes 3,4 & 6  Further funding required (undefined for local connections)	Define preferred interventions and costs	Test ideas with community / street trials	Implement review and improve activities	Statutory permissions / TROs	Deliver communications plan	Baseline monitoring / Monitor success of street trials
<b>3 – Developed Design</b>	-	100% from Sustrans £231,000 to be sought	Develop detailed design drawings, signalling and lighting proposals					
<b>4 – Technical Design</b>	-	100% from Sustrans £159,000 to be sought	Produce tender drawings to include all required information for construction	Provide regular updates to community / ongoing consultation	Ongoing implementation and revision	-	Opening event with community	Complete follow up monitoring
<b>5 - Construction</b>	-	70% from Sustrans £8,753,15,000 to be sought £3,751,350 from ELC	Construct according to programme					
<b>6 – Handover &amp; Close Out</b>	-	-	Formally complete construction	Community given option of ownership of some aspect of project	-	-	Publish monitoring results	In use monitoring
<b>7 – In Use</b>	-	50% from Sustrans £13,000 to be sought £13,000 from ELC	Project in use; to be maintained for 15 years after construction					

# Musselburgh Active Toun





Consultation Summary Report

East Lothian Council

Project number: 60625808

August 2021

## Quality information

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## Table of Contents

Executive Summary .....	7
1. Introduction .....	10
2. Proposals.....	13
2.1 Route 1 West.....	14
2.2 Route 2.....	16
2.2.1 New Street, James Street and Millhill .....	17
2.2.2 A199 Linkfield Road.....	17
2.2.3 A199 Haddington Road .....	18
2.3 Route 5.....	20
2.3.1 Route through development site.....	21
2.3.2 Whitehill Farm Road and Stoneybank Terrace (QMU to Eskview Terrace).....	22
2.3.3 Haugh Park and Station Road (Eskview Terrace to Olive Bank Road).....	23
2.3.4 Olive Bank Road to Goose Green .....	23
3. Engagement Methods.....	24
4. Engagement Activities.....	26
4.1 Stakeholders.....	26
4.2 Local Groups .....	27
4.3 Residents.....	28
5. Online Survey Responses .....	29
5.1 Overall Level of Project Support .....	29
5.1.1 Introductory Questions.....	29
5.1.2 Responses in Opposition.....	31
5.1.3 Local Residents .....	32
5.1.4 Respondents with Disabilities .....	33
5.1.5 Business Responses .....	34
5.2 Route 1 West.....	35
5.2.1 Route 1 West Responses .....	35
5.2.2 Responses in Opposition.....	40
5.2.3 Local Residents .....	42
5.2.4 Respondents with Disabilities .....	44
5.2.5 Business Responses .....	44
5.3 Route 2.....	46
5.3.1 Route 2 Responses .....	46
5.3.2 Responses in Opposition.....	54
5.3.3 Local Residents .....	56
5.3.4 Respondents with Disabilities .....	58
5.3.5 Business Responses .....	58
5.4 Route 5.....	60
5.4.1 Route 5 Responses .....	60
5.4.2 Responses in Opposition.....	64
5.4.3 Local Residents .....	65
5.4.4 Respondents with Disabilities .....	67
5.4.5 Business Responses .....	67
5.5 Demographics .....	69
5.6 Postcode Analysis .....	76
6. Website Comments.....	78
6.1 Route 1 West.....	78
6.2 Route 2.....	79
6.2.1 Section 1 (New Street, James Street, Millhill).....	79

6.2.2	Section 2 (Linkfield Road).....	80
6.2.3	Section 3 (Haddington Road) .....	81
6.3	Route 5.....	81
6.3.1	Section 1 (Craighall Development Site).....	82
6.3.2	Section 2 (Whitehill Farm Road, Stoneybank Terrace) .....	82
6.3.3	Section 3 (Haugh Park, Station Road, Olive Bank Road).....	82
6.3.4	Section 4 (Link to Goose Green and Town Centre along River Esk) .....	83
7.	Feedback Received by Letter, Email and Live Chat.....	84
7.1	Feedback Received by Letter .....	84
7.2	Feedback Received via Email .....	84
7.3	Live Chat discussions .....	87
8.	Summary and Next Steps .....	89
8.1	Summary .....	89
8.2	Next Steps.....	91
	Appendix A Leaflet .....	92
	Appendix B Stakeholders .....	95
	Appendix C Local Groups .....	99
	Appendix D Residents.....	105
	Appendix E Online Survey Questions .....	111

## Figures

Figure 2-1:	Route overview map .....	13
Figure 2-2:	Route 1 West alignment.....	14
Figure 2-3:	Route 1 West Option A - Example of intervention (two-way separate cycle lane).....	15
Figure 2-4:	Route 1 West Option B - Example of intervention (one-way separate cycle lanes) .....	15
Figure 2-5:	Route 2 alignment.....	16
Figure 2-6:	Option A and B - Example of intervention (quiet streets).....	17
Figure 2-7:	Route 2 Option A - Example of intervention (two-way separate cycle lane).....	17
Figure 2-8:	Route 2 Option B - Example of intervention (one-way separate cycle lanes) .....	18
Figure 2-9:	Route 2 Option A - Example of intervention (two-way separate cycle lane).....	18
Figure 2-10:	Route 2 Option B - Example of intervention (one-way separate cycle lanes) .....	19
Figure 2-11:	Route 5 alignment.....	20
Figure 2-12:	Route 5 Option A and B - Example of intervention (3m wide walking and cycling path) .....	21
Figure 2-13:	Route 5 Option A - Example of intervention (quiet street) .....	22
Figure 2-14:	Route 5 Option B - Example of intervention (two-way separate cycle lane).....	22
Figure 2-15:	Route 5 Option A and B - Example of intervention (4m wide walking and cycling path on retaining wall in Haugh Park, new crossing across Olive Bank Road).....	23
Figure 5-1:	Percentage of support for separate cycle lanes on Edinburgh Road .....	29
Figure 5-2:	To what extent would you like to make it easier for people to travel around Musselburgh by cycling? 30	
Figure 5-3:	Level of support for statement that making it easier to travel on foot, by wheeling or by bike can help to reduce the impacts of climate change .....	31
Figure 5-4:	Percentage of support for separate cycle lanes on Edinburgh Road .....	35
Figure 5-5:	Percentage of support for the aim of making it easier to access Musselburgh High Street for people walking, wheeling and cycling .....	36
Figure 5-6:	Percentage of support for the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and Edinburgh.....	37
Figure 5-7:	Percentage of support for Option A.....	38
Figure 5-8:	Percentage of support for Option B.....	39
Figure 5-9:	Route 1 West local residents .....	43
Figure 5-10:	Percentage of support for separate cycle lanes on A199.....	46
Figure 5-11:	Percentage of support for quiet street section.....	47
Figure 5-12:	Percentage of support for Option A on Linkfield Road .....	48
Figure 5-13:	Percentage of support for Option B on Linkfield Road .....	49



Figure 5-14: Percentage of support for Option A and Option B at Levenhall Roundabout .....	51
Figure 5-15: Percentage of support for Option A on Haddington Road .....	52
Figure 5-16: Percentage of support for Option B on Haddington Road .....	53
Figure 5-17: Route 2 local residents .....	57
Figure 5-18: Percentage of support for southern section through development site .....	60
Figure 5-19: Percentage of support for Option A on Whitehill Farm Road and Stoneybank Terrace .....	61
Figure 5-20: Percentage of support for Option B on Whitehill Farm Road and Stoneybank Terrace .....	62
Figure 5-21: Percentage of support for section through Haugh Park .....	63
Figure 5-22: Route 5 local residents .....	66
Figure 5-23: Response from business or individual .....	69
Figure 5-24: Percentage of respondents' working status .....	69
Figure 5-25: Percentage of respondents' travel mode to work .....	70
Figure 5-26: Percentage of respondents' travel mode to place of education .....	71
Figure 5-27: Percentage of respondents' travel mode for local journeys .....	71
Figure 5-28: Percentage of respondents' preferred mode of travel if opportunities and conditions to do so .....	72
Figure 5-29: Ranking of travelling mode for local journeys .....	73
Figure 5-30: Age of respondents .....	74
Figure 5-31: Gender of respondents .....	74
Figure 5-32: Percentage of respondents having a long term illness or disability .....	75
Figure 5-33: Percentage of respondents being parents or guardian of children under the age of 16 .....	75
Figure 5-34: Ethnicity of respondents .....	76
Figure 5-35: Postcode analysis of online survey displayed by data zone .....	77

## Tables

Table 2.1: Route 1 West - Options presented during consultation .....	14
Table 2.2: Route 2 - Options presented during consultation .....	16
Table 2.3: Route 5 - Options presented during consultation .....	21
Table 3.1: Forms of engagement .....	24
Table 4.1: Stakeholders attended consultation meeting .....	26
Table 5.1: Route 1 West – Summary of Options A and B .....	38
Table 5.2: Route 2 – Summary of Options A and B on A199 Linkfield Road .....	48
Table 5.3: Route 2 – Summary of Options A and B at Levenhall Roundabout .....	50
Table 5.4: Route 2 – Summary of Options A and B on A199 Haddington Road .....	52
Table 5.5: Route 5 – Summary of Options A and B on Whitehill Farm Road and Stoneybank Terrace .....	61
Table 8.1: Actions for Concept Design following consultation .....	89

## Executive Summary

Musselburgh is the fastest growing town in East Lothian and an ever-increasing commuter town for the City of Edinburgh. East Lothian Council has expressed its willingness to improve and transform the transport network in a sustainable manner and bring economic growth to the town and its communities.

The Musselburgh Active Toun (MAT) project is integral to a range of other plans and strategies for Musselburgh and beyond, and aims to provide safe routes for people walking, wheeling, cycling and travelling sustainably in and around Musselburgh. Moreover, the project aspires to help reduce noise and emissions, support people to choose healthier, affordable journeys and make the Toun nicer for everyone.

MAT is comprised of a network of 6 strategic routes that aim to provide key connections for people walking, cycling and wheeling. The first stage of the project focuses on three main routes:

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

The proposed routes connect the key spaces in the town, like the town centre, River Esk, Musselburgh railway station and Queen Margaret University. Each route has two options that are presented in the consultation materials, labelled 'Option A' and 'Option B'. The proposals for the routes include:

- Separate cycle lanes (from traffic and pedestrians), either two-way or one-way;
- Quiet-street interventions (where traffic speeds and volumes are reduced);
- Improved pedestrian infrastructure, such as continuous footways / raised tables and new crossings; and
- New walking and cycling paths.

Consultation with local groups, stakeholders and members of the public was undertaken on the three routes listed above between May and July 2021. This report summarises the consultation exercise results. Consultation on the eastern section of Route 1 (New Street to Millhill) will be undertaken later in 2021, once more work has been carried out to understand potential impacts on local businesses and town centre resident.

The methods of engagement used included the following: virtual meetings with stakeholders and local groups, a virtual consultation room where members of the public could talk to a member of the project team, a dedicated project website with the option to leave comments, an online survey, leaflets, email notifications and social media posts.

It was found that the majority of consultees were generally supportive of the Musselburgh Active Toun project. In the online survey of 309 responses, on average 63% of respondents either strongly support or support the aim of improving conditions for people walking and wheeling in Musselburgh, with the equivalent figure for cycling being 59%. 64% of respondents agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.

59% of respondents support the introduction of separate cycle lanes on Edinburgh Road and 50% supported them on Haddington Road. Feedback was requested on various design options, and the level of support that each route received, alongside the comments, will be fed into the development of the Concept Design for each route.

Feedback was also received through comments on the project website, of which 277 were received, through the Live Chat function in the virtual consultation room, by letter and by email. All the feedback that was received has been collated and will be used in developing the designs.

The following table summarises the key comments that were obtained from the engagement activities with the stakeholders, local groups, residents and local residents that will be considered in the next stage of design work:

Route	Actions	Timescales
General / Actions applicable to all routes or wider project	Impact on parking to be quantified during development of the Concept Design. Parking proposals to be developed in parallel with a separate parking review that is being undertaken in Musselburgh.	In current stage (Concept Design). Information from parking review to be fed into proposals (Developed Design)
	Impact of proposals on traffic operations to be evaluated through traffic modelling	At subsequent stage (Developed Design)
	Concept designs to show pedestrian infrastructure (both existing and proposed improvements)	In current stage (Concept Design)
	Concept designs to illustrate proposals where protected cycle lanes cross side roads and accesses	In current stage (Concept Design)
	Concept designs to show dropped kerbs and uncontrolled crossings	In current stage (Concept Design)
	Consider forming an advisory / steering group made up of local people (including community representatives with specific accessibility needs and those with an interest in walking, wheeling and cycling)	At subsequent stage (Developed Design)
	Concept designs to illustrate measures for cyclists to transition between protected cycle lanes and side roads, and how cyclists can make all manoeuvres at junctions	In current stage (Concept Design)
	Concept designs to illustrate traffic calming measures that are proposed	In current stage (Concept Design)
	Impact on emergency service, delivery and refuse vehicles to be investigated and strategy to be developed	In current stage (Concept Design)
	'Floating' bus stops to be reviewed in the Concept Designs	In current stage (Concept Design)
	'Floating' parking bays to be reviewed in the Concept Designs	In current stage (Concept Design)
	Concept designs to illustrate how access to residential properties will be retained	In current stage (Concept Design)
	Investigate potential for street trial	In current stage (Concept Design)
	Disabled parking bays to be shown in Concept Design plans	In current stage (Concept Design). Information from parking review to be fed into proposals (Developed Design)
	Dropped kerbs to be included in the design where appropriate	In current stage (Concept Design)
Route 1 West	East Lothian Council to further engage with City of Edinburgh Council on connection into Edinburgh	Ongoing
	Junctions of New Street / A199 and A199 / Milton Road East to be looked at in more detail at Concept Design	In current stage (Concept Design)
Route 2	Review traffic volumes on Millhill at peak times and review designs accordingly	In current stage (Concept Design)
	Junction of Windsor Gardens and Linkfield Road to be reviewed	In current stage (Concept Design)

Route	Actions	Timescales
	Possibility of reducing speed limit on Linkfield Road and Haddington Road to be reviewed against Council policy	Action to be passed to Council officers responsible for Speed Limit Policy and evaluating suggested changes
	Possible additional improvements at Wallyford Toll Roundabout to be reviewed against wider Council plans at this location	Separate study to be undertaken to look at link between The Loan, Wallyford, and Wallyford Toll Roundabout, to tie into existing infrastructure between Wallyford Toll and Strawberry Corner
	Visibility at side road junctions on New Street to be reviewed during development of Route 2 Concept Design	In current stage (Concept Design)
	Pedestrian infrastructure at junction of Eskside West and New Street to be reviewed during development of Route 2 Concept Design	In current stage (Concept Design)
Route 5	Impact on trees to be quantified when designs have been developed, in collaboration with the Flood Protection Scheme	Ongoing collaboration with Musselburgh Flood Protection Scheme. Impact likely to be quantified between Stage 2 (Concept Design) and Stage 3 (Developed Design)
	Pedestrian infrastructure at bridge over East Coast Mainline to be reviewed during development of Concept Design	In current stage (Concept Design)
	Link to Tesco to be explored	To be investigated separately as a local link
	Additional improvements at Whitehill Farm Road roundabout to be explored	In current stage (Concept Design)
	Review traffic volumes on Stoneybank Terrace at peak times and review designs accordingly	In current stage (Concept Design)

Following the completion of the consultation, a preferred design for each of the routes will be identified, which will then be progressed through the next design stages (Developed Design and Technical Design). At each stage there will be further consultation with the public, local businesses, community groups and stakeholders. Those who asked to be kept informed of the consultation will be notified when the next stage of consultation is going live.

It should be noted that the preferred designs will consider the consistency of infrastructure provision within Musselburgh.

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

# 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.

This report summarises 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). The consultation lasted 8 weeks, taking place between Monday 24 May and Friday 16 July 2021.

Consultation on the eastern section of Route 1 (New Street to Millhill) will be undertaken later in 2021.

## Action:

Comments noted within a green box indicate changes and actions that have been taken as a result of the feedback received. A summary of these are provided in section 8.

An overview of the reach and results of the consultation are displayed graphically overleaf.

The remainder of this report is structured as follows:

- Section 2 – Proposals  
In section 2 of this report, the proposals that were consulted on are presented.
- Section 3 – Engagement methods  
The methods that were utilised to engage with local residents, groups and stakeholders are presented in section 3.
- Section 4 – Engagement activities  
Section 4 contains detail on the various engagement activities that were undertaken with stakeholders, local groups and residents.
- Section 5 – Online survey responses  
The responses that were received to the online survey are detailed and explained in section 5.
- Section 6 – Website comments  
In section 6, the comments that were received through the dedicated project website, [musselburghactivetoun.info](http://musselburghactivetoun.info), are summarised.
- Section 7 – Feedback received by letter, email and Live Chat  
Section 7 summarises the comments that were received through the project email address, via written correspondence and through the Live Chat from the virtual consultation room.

- Section 8 – Summary and next steps

The final section of the report provides a summary of the engagement, the actions that will be taken forward, along with details on the next steps for the project.

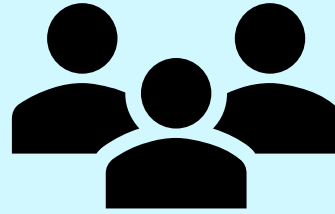
### Social media hits:

- **12,131** number of people reached via Facebook
- Over **4,526** impressions on Twitter



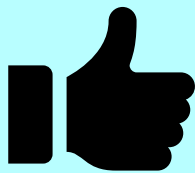
### Engagement events:

- Live Chat available throughout consultation
- Events held with stakeholders and local groups
- Dedicated on-site meetings held with local residents



**309**

Online survey responses received



**63% and  
59%**

Overall level of support from Online Survey responses for aim of improving walking / wheeling and cycling conditions respectively



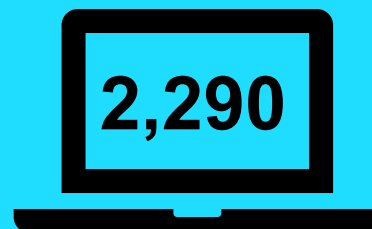
One of the greatest barriers to cycling is the perceived and actual lack of safety of shared cycle routes, at least in my family. Segregated cycle lanes would remove that perception of danger. I can only assume this is true of many other people.



*Respondent to online survey*



Comments received via website



Hits on project website

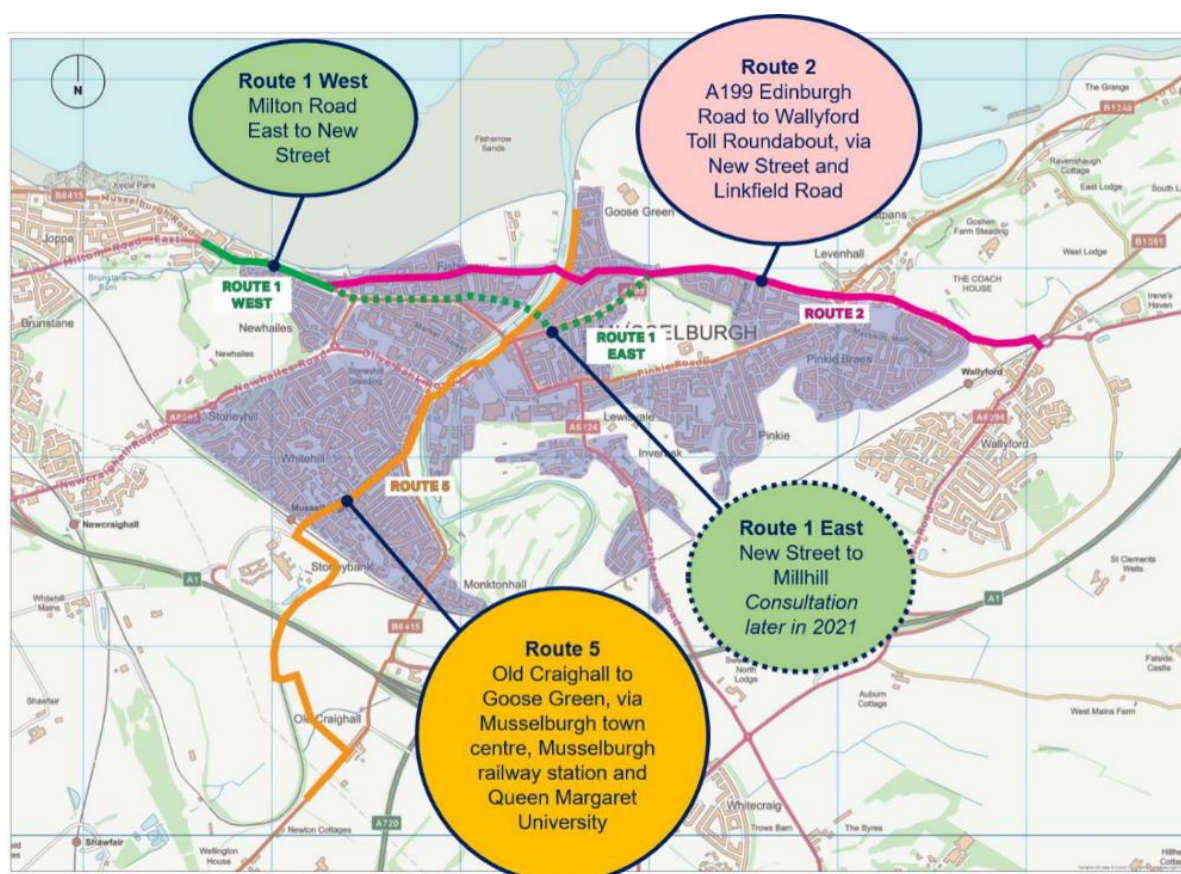
## 2. Proposals

The MAT project aims to provide safe routes for people walking, wheeling, cycling and travelling sustainably in and around Musselburgh. The routes will be safe and free from busy or fast-moving traffic.

As mentioned in section 1, the consultation that took place between Monday 24 May and Friday 16 July 2021 covered three routes:

- 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).

The location of these routes with respect to Musselburgh and the surrounding area is shown in Figure 2-1.



**Figure 2-1: Route overview map**

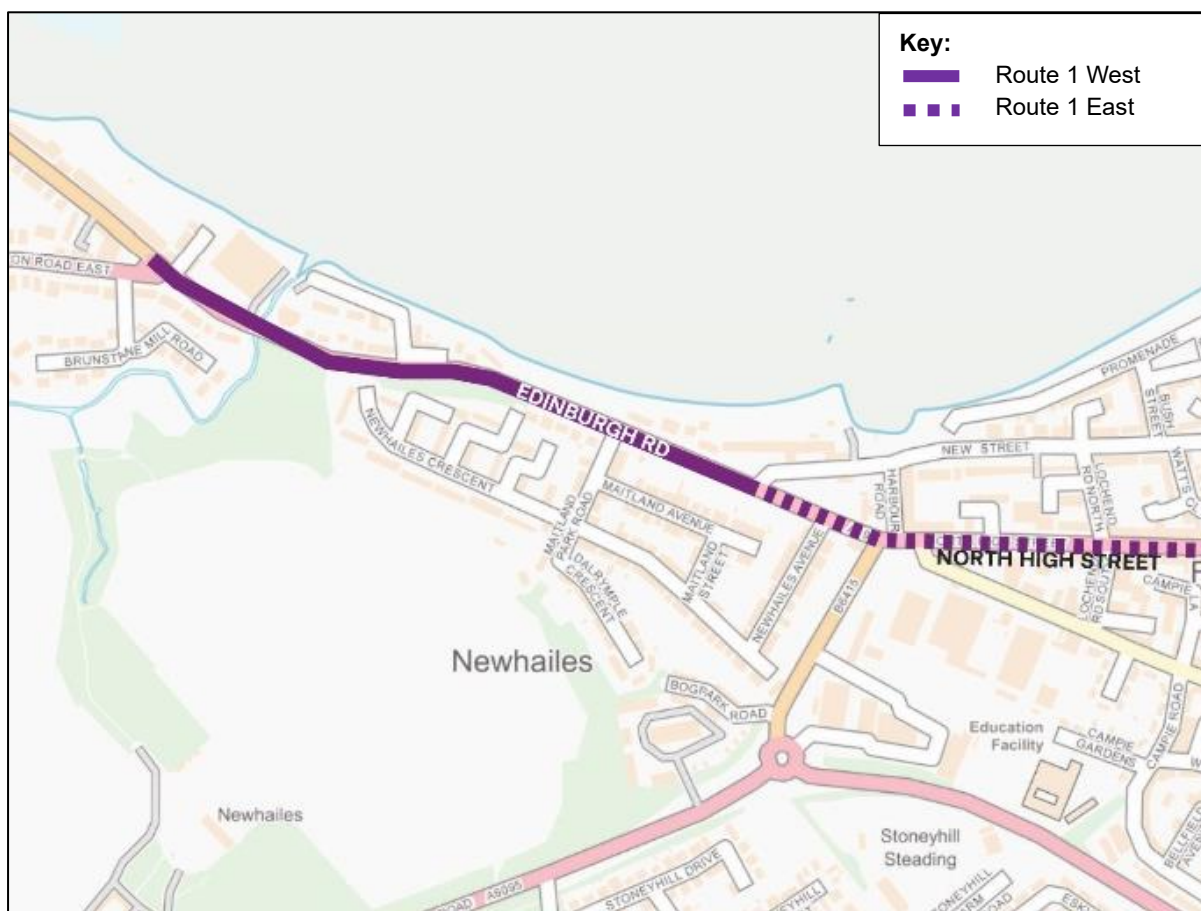
The consultation materials presented two options for each route, labelled 'Option A' and 'Option B'. These were informed by appraisals that were undertaken following the 'Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel' study, which was published in 2018. The options presented different designs that were considered to be feasible for each route. These included the introduction of improved cycle infrastructure and improved public spaces, alongside improvements for pedestrians.

Further detail on the options that were presented as part of the consultation is provided in section 2.1, 2.2 and 2.3 for Routes 1 West, 2 and 5 respectively.



## 2.1 Route 1 West

The alignment of Route 1 West (Milton Road East to New Street) is shown in Figure 2-2.



**Figure 2-2: Route 1 West alignment**

The options that were presented to the public were as follows:

**Table 2.1: Route 1 West - Options presented during consultation**

Section / Option	A	B
Edinburgh Road (Milton Road East to New Street)	Two-way separate cycle lane on the north side of the road. This included allowance for parking and the provision of floating bus stops	One-way separate cycle lanes. This included limited allowance for parking and the provision of floating bus stops

Images showing examples of the interventions for Option A and Option B are shown in Figure 2-3 and Figure 2-4 respectively.

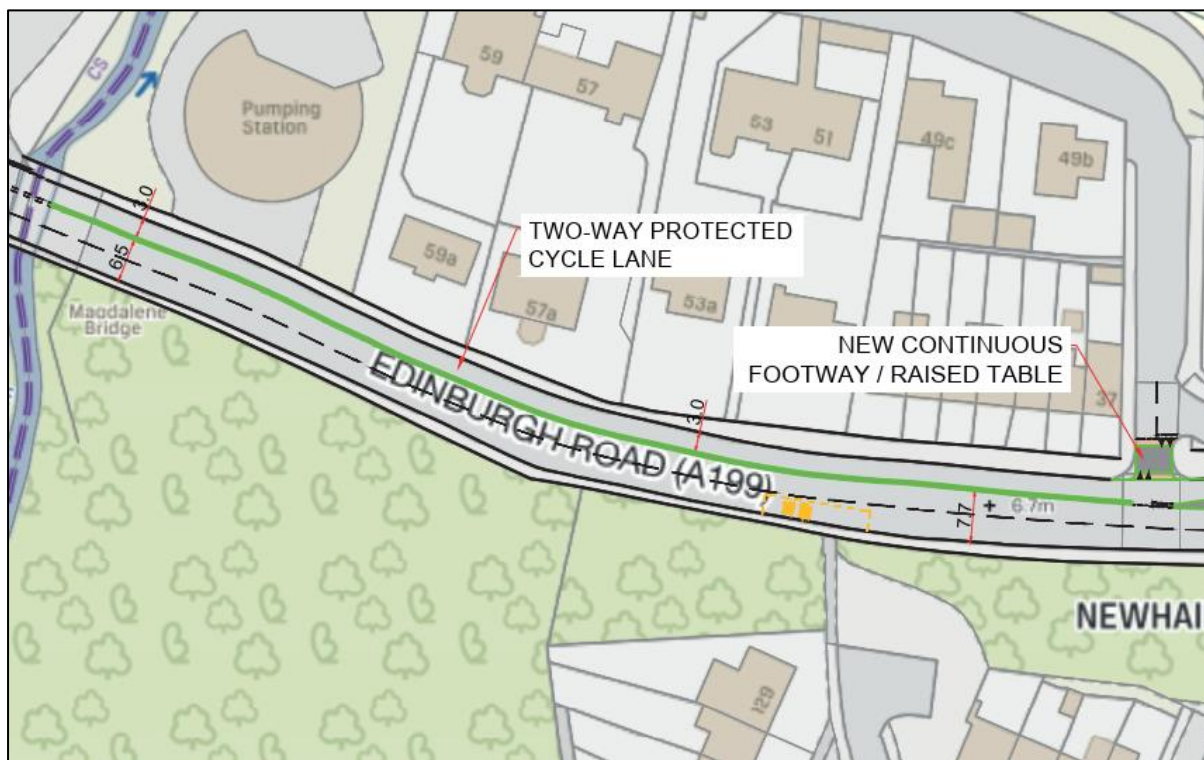


Figure 2-3: Route 1 West Option A - Example of intervention (two-way separate cycle lane)

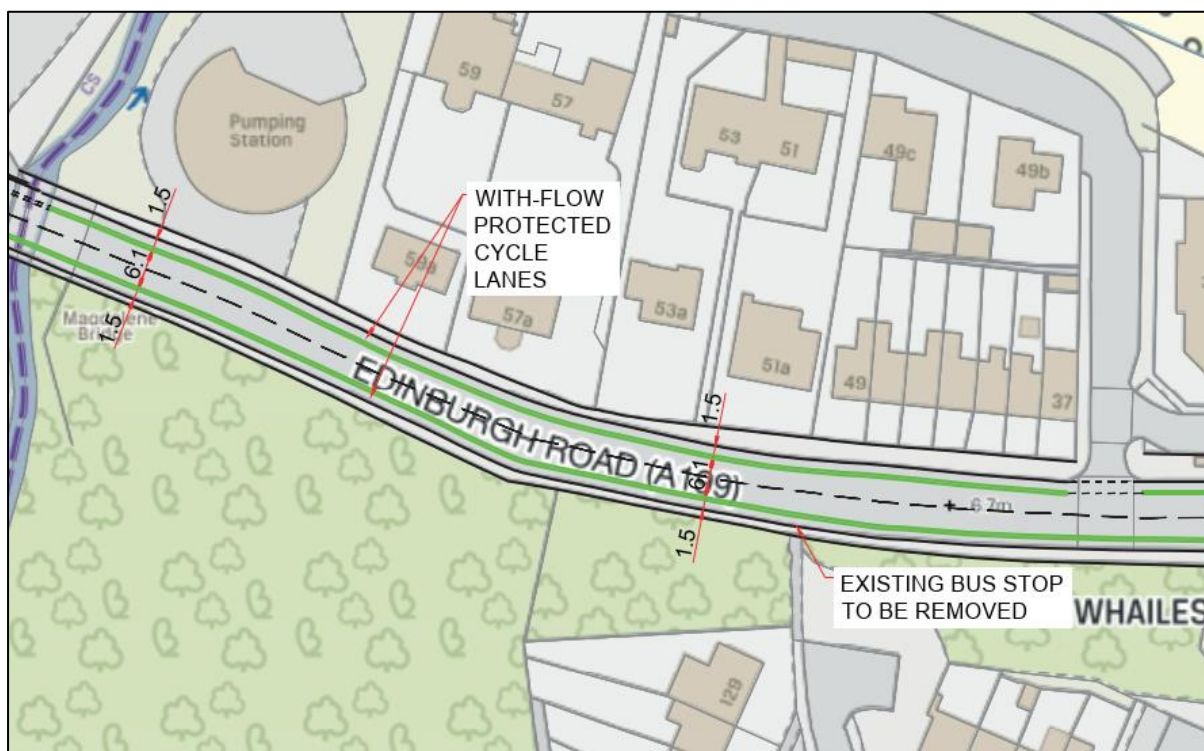
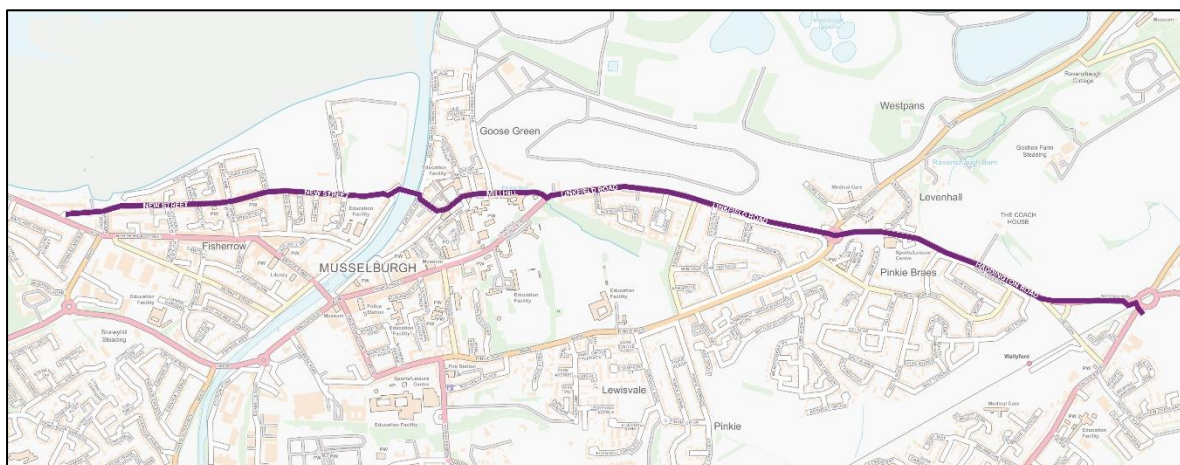


Figure 2-4: Route 1 West Option B - Example of intervention (one-way separate cycle lanes)

## 2.2 Route 2

The alignment of Route 2 (A199 Edinburgh Road to Wallyford Toll Roundabout) is shown in Figure 2-5.



**Figure 2-5: Route 2 alignment**

The options that were presented to the public were as follows:

**Table 2.2: Route 2 - Options presented during consultation**

Section / Option	A	B
New Street, James Street and Millhill (A199 Edinburgh Road to A199 Linkfield Road)	Quiet-street intervention (streets where the traffic speed and volume are reduced)	As Option A
A199 Linkfield Road (Millhill to Levenhall Roundabout)	Two-way separate cycle lane on the north side of the road. This included allowance for parking and the provision of floating bus stops	One-way separate cycle lanes. This included allowance for parking and the provision of floating bus stops
A199 Haddington Road (Levenhall Roundabout to Wallyford Toll Roundabout)	Two-way separate cycle lane on the north side of the road. This included the provision of floating bus stops	One-way separate cycle lanes. This included the provision of floating bus stops

Images showing examples of these interventions are presented in sections 2.2.1 to 2.2.3.

### 2.2.1 New Street, James Street and Millhill

An example image of the intervention for Option A and Option B for this section is shown in Figure 2-6.



Figure 2-6: Option A and B - Example of intervention (quiet streets)

### 2.2.2 A199 Linkfield Road

Images showing examples of the interventions for Option A and Option B are shown in Figure 2-7 and Figure 2-8 respectively.

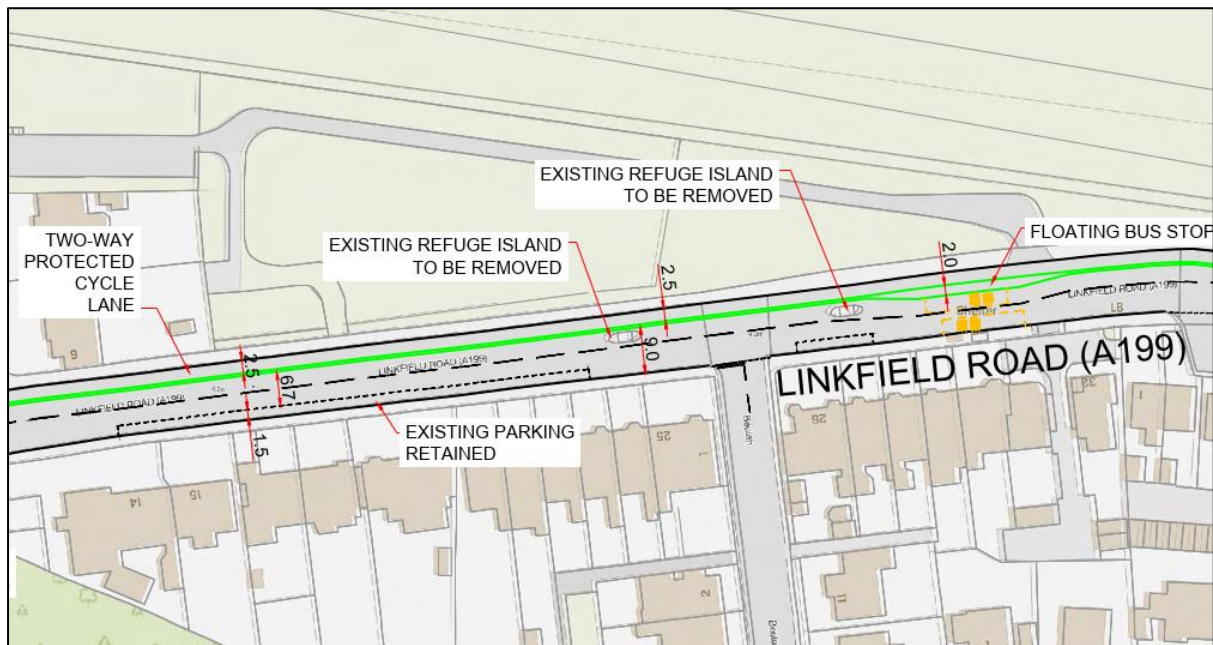


Figure 2-7: Route 2 Option A - Example of intervention (two-way separate cycle lane)

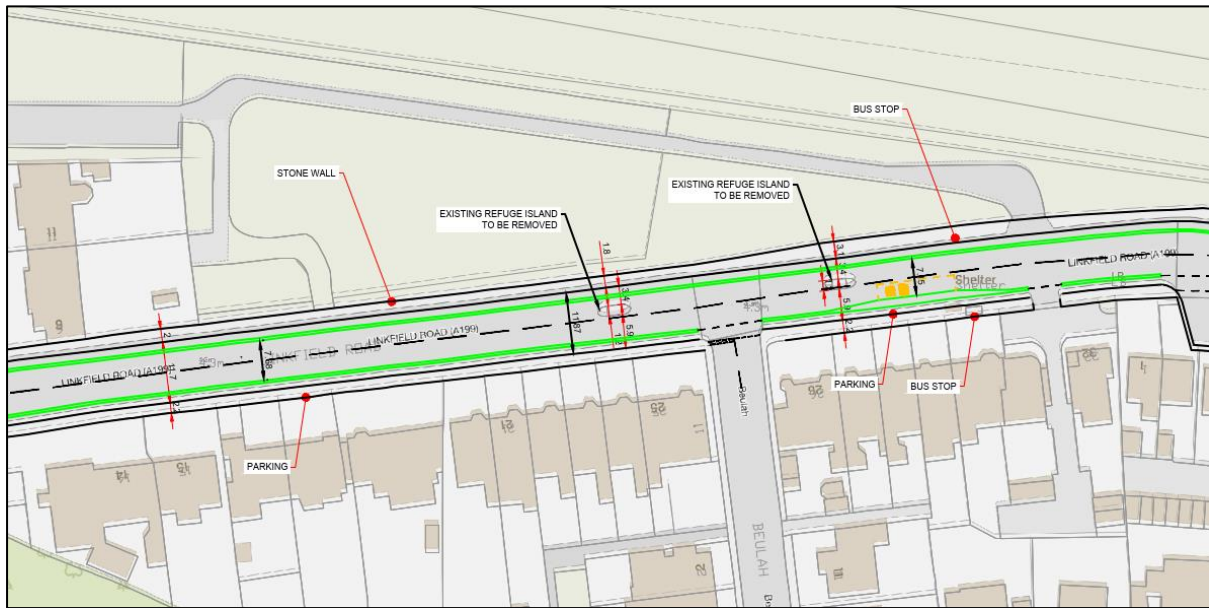


Figure 2-8: Route 2 Option B - Example of intervention (one-way separate cycle lanes)

### 2.2.3 A199 Haddington Road

Images showing examples of the interventions for Option A and Option B are shown in Figure 2-9 and Figure 2-10 respectively.

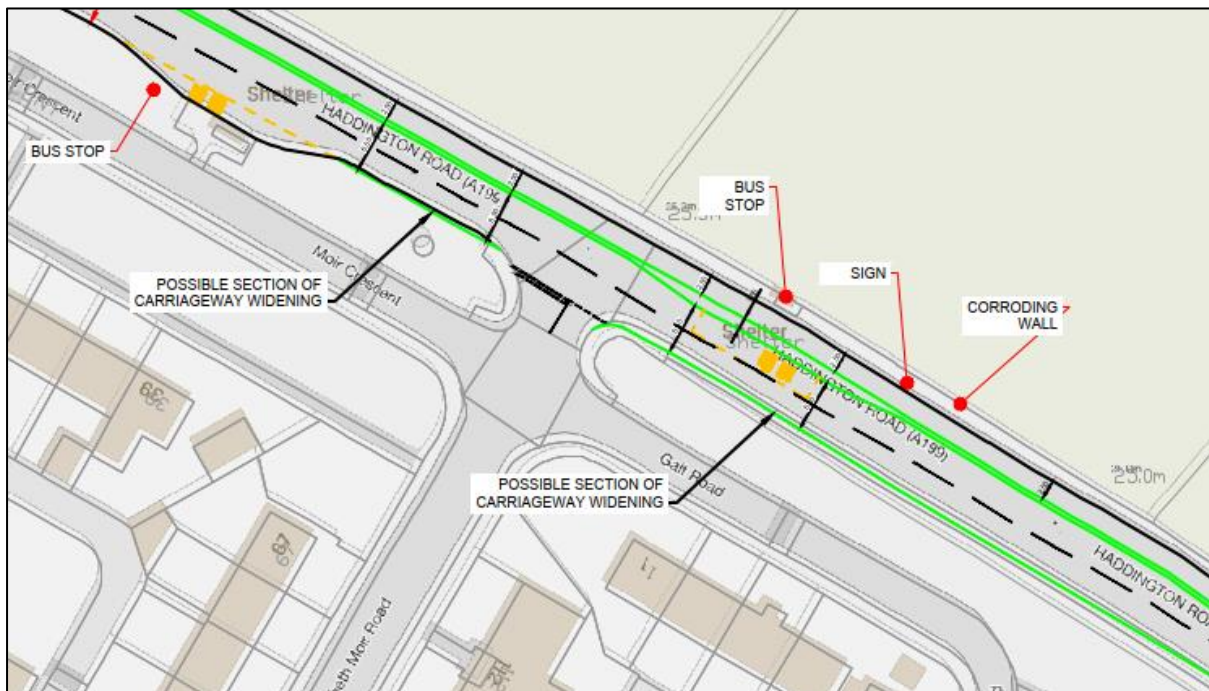


Figure 2-9: Route 2 Option A - Example of intervention (two-way separate cycle lane)

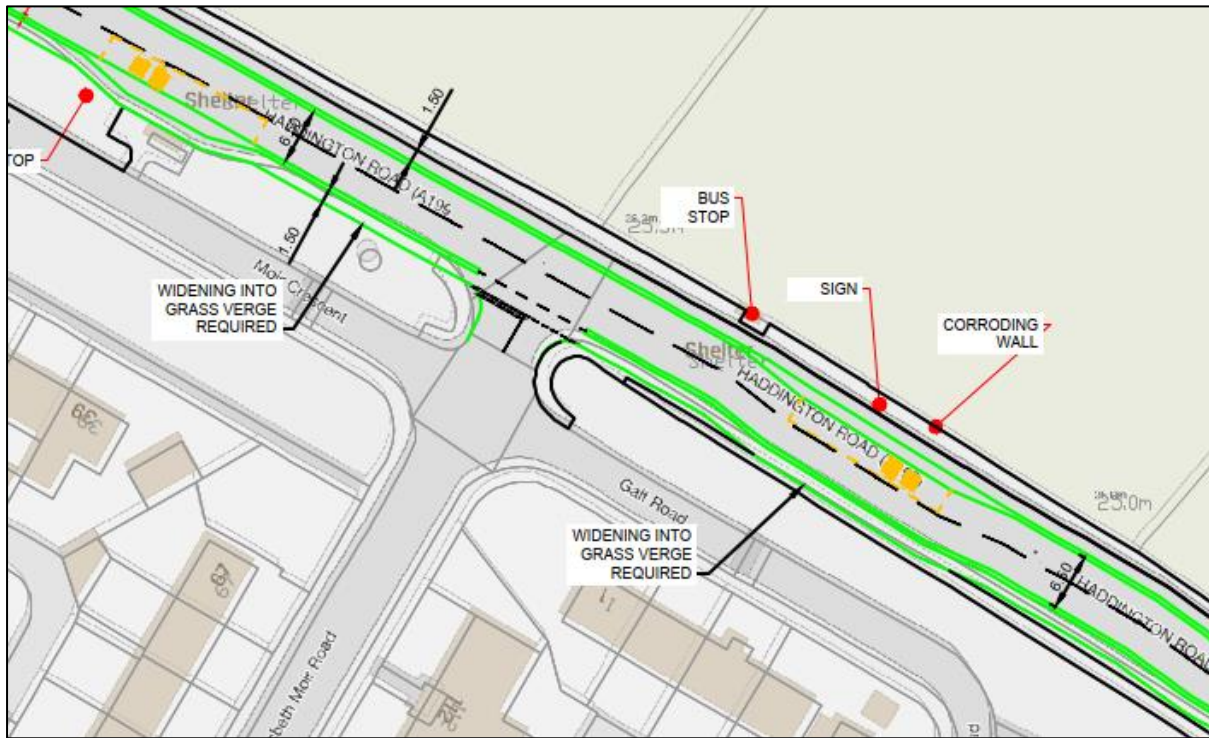


Figure 2-10: Route 2 Option B - Example of intervention (one-way separate cycle lanes)

### 2.3 Route 5

The alignment of Route 5 (Old Craighall to Goose Green, via Musselburgh town centre) is shown in Figure 2-11.

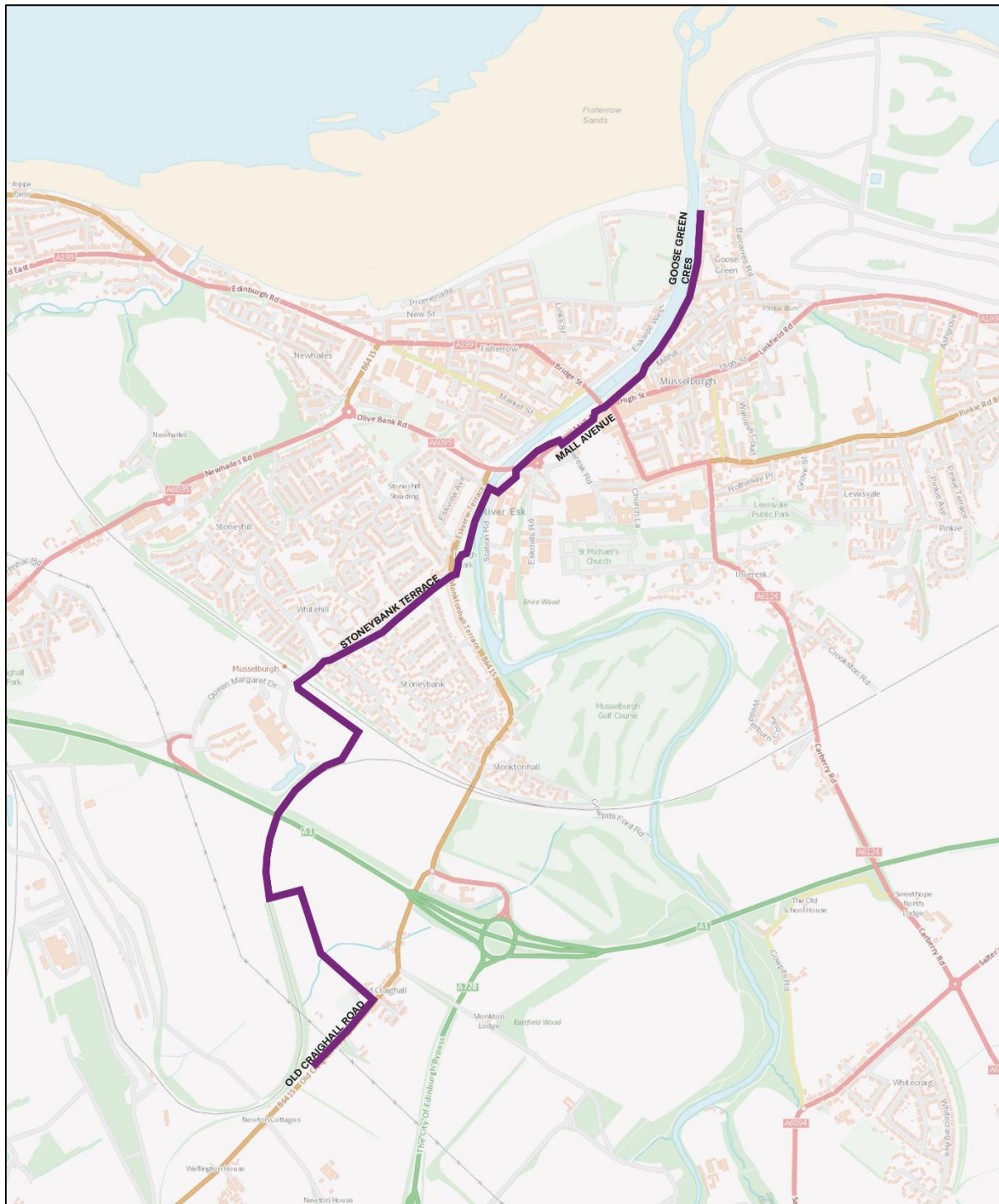


Figure 2-11: Route 5 alignment

The options that were presented to the public were as follows:

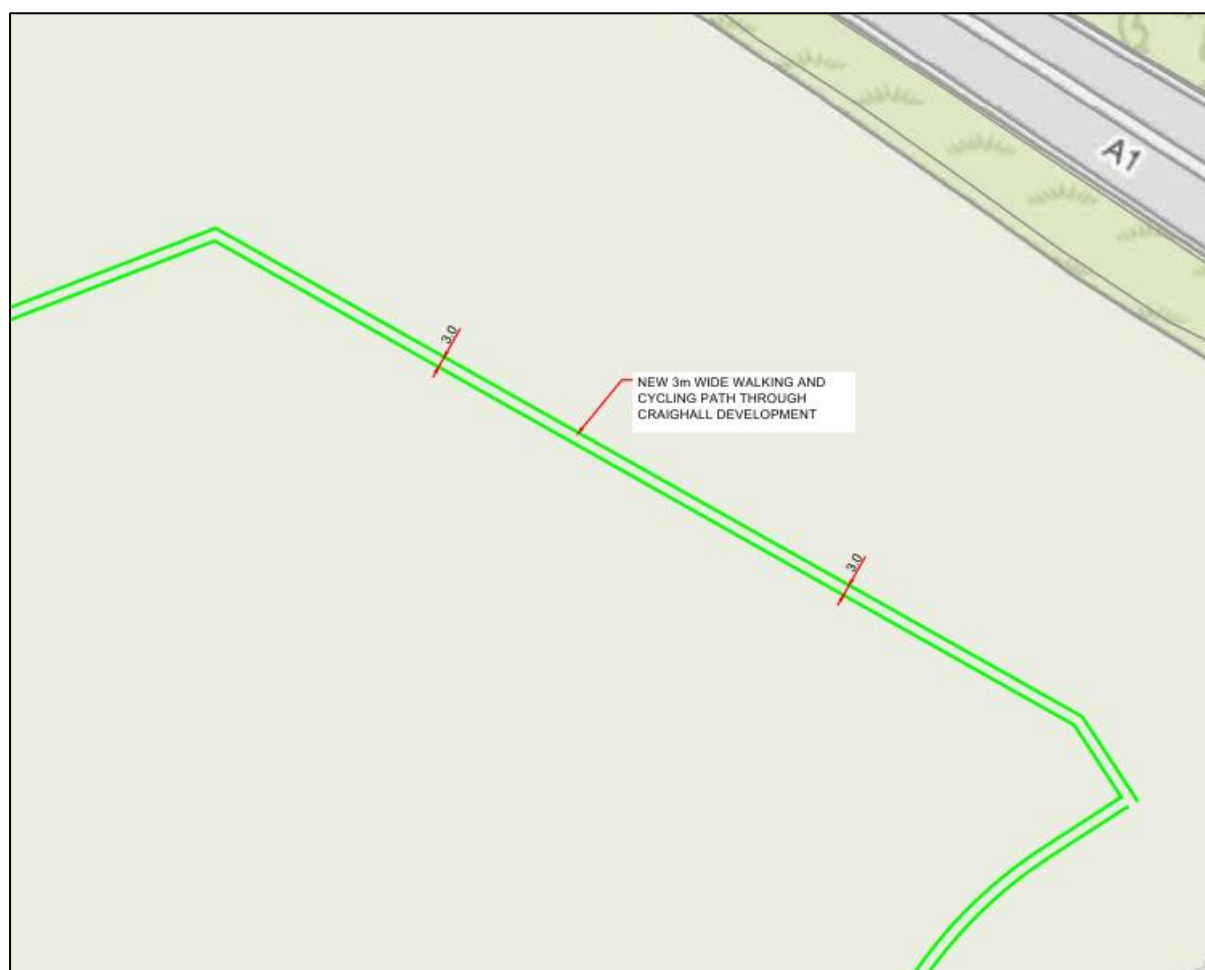
**Table 2.3: Route 5 - Options presented during consultation**

Section / Option	A	B
Route through development site	3m wide walking and cycling path	As Option A
Whitehill Farm Road and Stoneybank Terrace (QMU to Eskview Terrace)	Quiet-street intervention (streets where the traffic speed and volume are reduced)	Two-way separate cycle lane on the south-east side of the road. This included the provision of floating bus stops and would require the removal of parking on both sides of the road
Haugh Park and Station Road (Eskview Terrace to Olive Bank Road)	4m wide walking and cycling path on a retaining wall in Haugh Park, a new 4m wide crossing of the River Esk to the south of Olive Bank Road, a connection to Olive Bank Road and a new signalised Toucan crossing across Olive Bank Road	As Option A
Olive Bank Road to Goose Green	4m wide walking and cycling path along River Esk	As Option A

Images showing examples of these interventions are presented in sections 2.3.1 to 2.3.4.

### 2.3.1 Route through development site

An example image of the intervention for Option A and Option B for this section is shown in Figure 2-12.



**Figure 2-12: Route 5 Option A and B - Example of intervention (3m wide walking and cycling path)**



### 2.3.2 Whitehill Farm Road and Stoneybank Terrace (QMU to Eskview Terrace)

Images showing examples of the interventions for Option A and Option B are shown in Figure 2-13 and Figure 2-14 respectively.

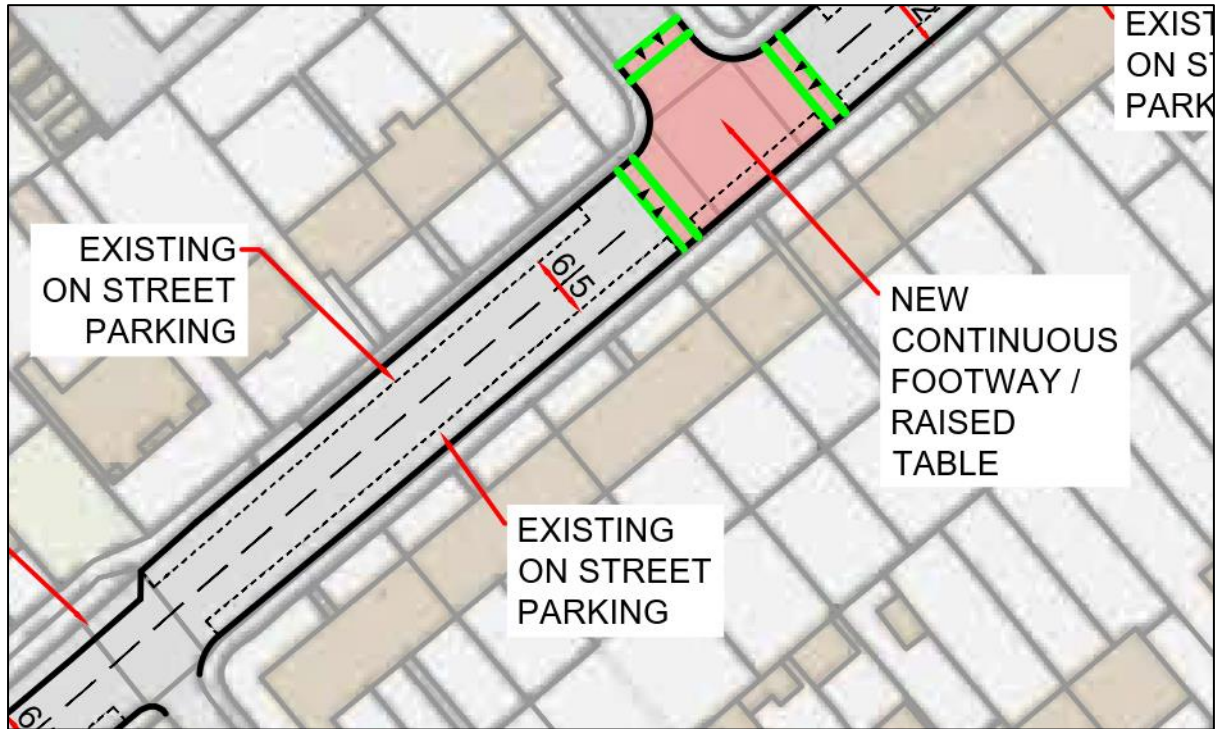


Figure 2-13: Route 5 Option A - Example of intervention (quiet street)

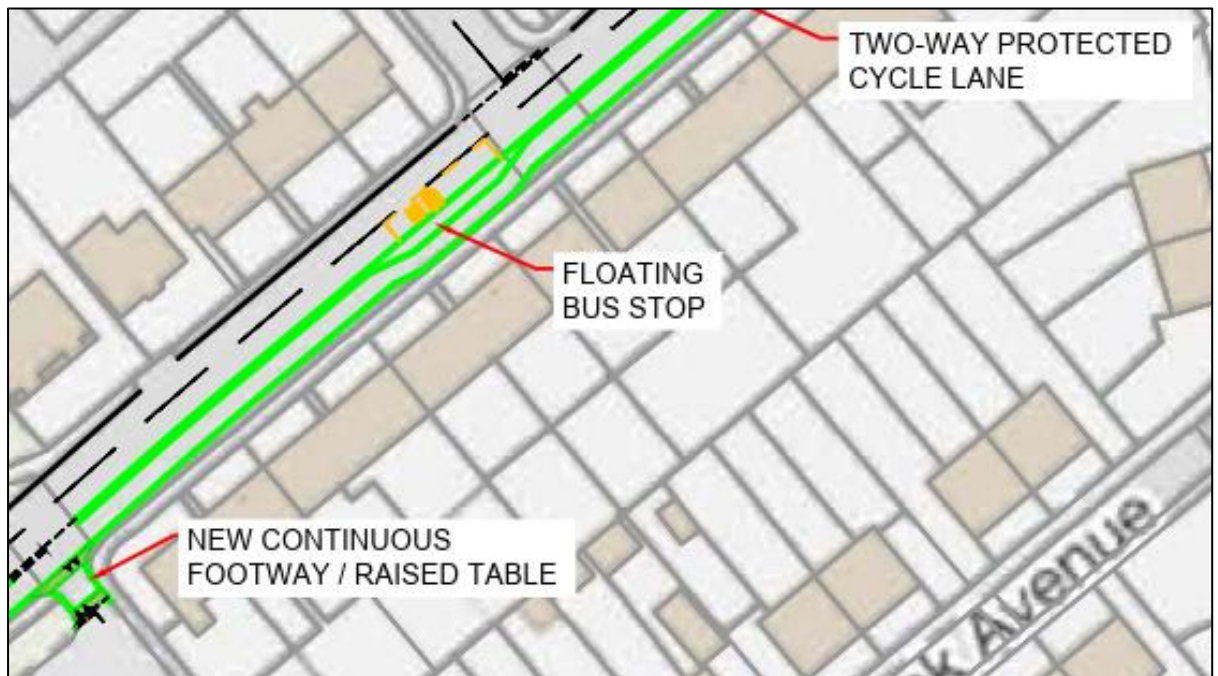


Figure 2-14: Route 5 Option B - Example of intervention (two-way separate cycle lane)

### 2.3.3 Haugh Park and Station Road (Eskview Terrace to Olive Bank Road)

An example image of the intervention for Option A and Option B for this section is shown in Figure 2-15.

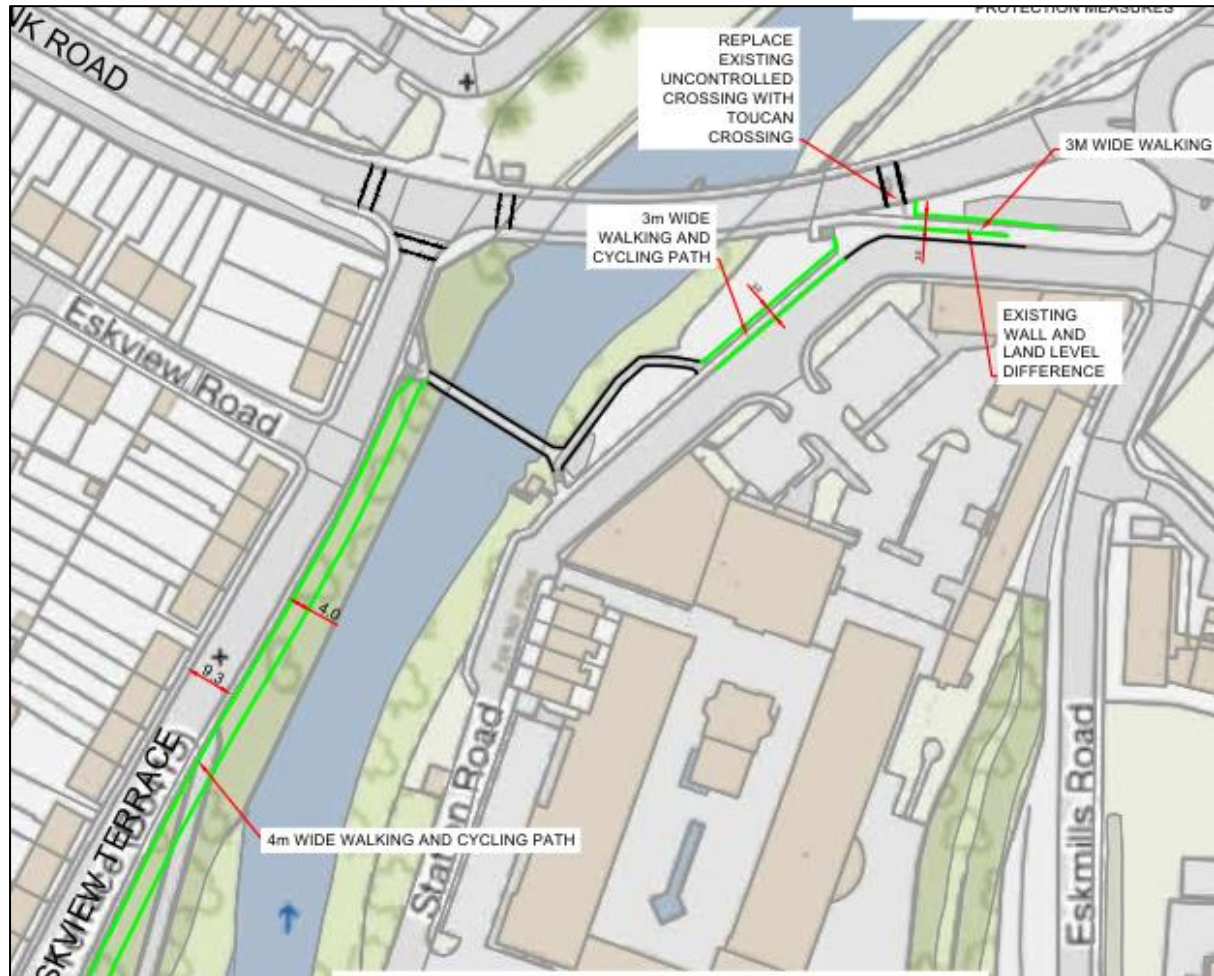


Figure 2-15: Route 5 Option A and B - Example of intervention (4m wide walking and cycling path on retaining wall in Haugh Park, new crossing across Olive Bank Road)

### 2.3.4 Olive Bank Road to Goose Green

As the proposed intervention is to be designed and provided as part of the Musselburgh Flood Protection Scheme and this has not yet been undertaken, no materials were presented on this section as part of the consultation.

### 3. Engagement Methods

The following forms of engagement were used at this stage:

**Table 3.1: Forms of engagement**

<b>Meeting with stakeholders</b>	✓	Stakeholders, including community councils, were invited to a virtual meeting where an online presentation was given following by a question and answer session.
<b>Meeting with local groups</b>	✓	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.
<b>Virtual consultation</b>	✓	As the COVID-19 pandemic meant that in-person events were not possible, an online virtual consultation room was developed, 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 manned during the working week, between the hours of 9am and 5pm.
<b>Project website (comments)</b>	✓	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 various sections of each route. A total of 277 comments were received.
<b>Online Survey</b>	✓	A total of 309 responses were received through the online survey over the consultation period.
<b>Leaflets</b>	✓	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. A copy of the leaflet is provided in 0.
<b>Social Media</b>	✓	Social media posts were created on Facebook and Twitter using East Lothian Council's accounts.
<b>Email Notifications</b>	✓	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 households that received a leaflet (around 12,300).

It was planned that there would be engagement with three local schools. Due to the launch date of the consultation and the school summer holidays, this could not be arranged during the consultation period. This will be undertaken post-consultation period, when the schools return.

Queen Margaret University shared information on the project through their staff mailer and social media. Details about the consultation were shared by other groups, including Sustrans.

Detail on the outcomes of the various engagement methods are detailed in sections 4 to 7.

## 4. Engagement Activities

This section gathers and summarises all feedback from the engagement activities with stakeholders, local groups and local residents. This does not include the online survey responses or website comments. These are analysed separately in section 5 and 6 respectively.

Engagement activities undertaken with stakeholders, local groups and residents are detailed in section 4.1, 4.2 and 4.3 respectively.

### 4.1 Stakeholders

The meeting with stakeholders was held on Tuesday 8 June 2021 from 7pm-8.30pm via a Microsoft Teams meeting. The purpose of this meeting was to introduce the stakeholders to the project and scope, outline the typical features and benefits of the project and use the time as an opportunity for initial information gathering and to respond to questions. The stakeholders that attended meeting can be found in Table 4.1.

**Table 4.1: Stakeholders attended consultation meeting**

Inveresk Village Society, Musselburgh Conservation Society	Sustaining Musselburgh	Musselburgh & Inveresk Community Council
East Lothian Council, Musselburgh Area Partnership	Wallyford Community Council	

The stakeholders in attendance provided feedback on specific aspects of the project for further consideration. The full meeting note can be found in Appendix B. A summary of the key points that relate to the routes that were consulted on is presented below:

- Musselburgh Promenade and New Street are busy paths and roads and some cyclists and drivers travel at inappropriate speeds;
- It was noted that the design of the proposed cycle infrastructure of Route 1 in Musselburgh must be consistent and align well with what is proposed across the Local Authority boundary in Edinburgh;
- The safety of two-way cycle routes at side road junctions and accesses was discussed. Some concerns were raised, whilst potential mitigation measures were also discussed;
- The importance of providing cycle parking was discussed;
- The advantages and disadvantages of one-way and two-way separate cycle lanes were discussed.
- Design details were discussed, although it was noted that the project was at a high-level. This included segregation of shared / dual use paths, the bridge over the East Coast Mainline on Whitehill Farm Road and the proposals within Haugh Park; and
- The importance of the design considering the needs of wheelchair users and other users with reduced mobility was discussed.

#### Action:

**Council to further engage with City of Edinburgh Council on connection into Edinburgh.**

**Concept designs to illustrate proposals where protected cycle lanes cross side roads and accesses.**

**Concept designs to show dropped kerbs and uncontrolled crossings.**

## 4.2 Local Groups

Local groups were invited to virtual discussion sessions with representatives of the project team. As for the session arranged with stakeholders, the purpose of the meeting was to introduce the representatives to the project and scope, outline the typical features and benefits of the project and use the time as an opportunity for initial information gathering and to respond to questions. The meeting was held on Thursday 10 June 2021 from 7pm-8.30pm via a Microsoft Teams meeting. The local groups that attended meeting are listed below:

- Queen Margaret University; and
- Changes.

Due to the fact that representatives from the Musselburgh Business Partnership were unable to attend the session on 10 June, a dedicated meeting was held with them on Monday 21 June 2021 from 10am-10.50am via a Microsoft Teams meeting.

Feedback on specific design aspects of the project was received from attendees. The full meeting notes can be found in Appendix C. A summary of the key points that relate to the routes that were consulted on is presented below:

- It was noted that a network is only as strong as their weakest part and that the design must make every day cycling comfortable for inexperienced cyclists;
- The importance of the design considering all possible manoeuvres was discussed;
- It was highlighted that Queen Margaret University students like the existing traffic-free path between Edinburgh and Musselburgh;
- Whitehill Farm Road and the junction at the Ship Inn (Edinburgh Road / Newhailes Road / North High Street / Harbour Road junction) were named as uncomfortable to cycle on-road;
- The importance of engaging with schools was discussed;
- The possibility of forming an advisory / steering group made up of local people was highlighted as a potential opportunity;
- It was noted that the existing speed cushions on New Street encourage cyclists to weave, and that an alternative form of traffic calming should be considered;
- It was noted that some of the streets that are being considered for quiet street-type treatments are currently not quiet. Millhill was the primary street noted. It was noted that there can be high volumes of vehicles during school drop off and pick up times, and on race days;
- Importance of sharing the results of the consultation was noted.

**Action:**

**Consider forming an advisory / steering group made up of local people.**

**Review traffic volumes on Millhill at peak times and review designs accordingly.**

**Concept designs to illustrate measures for cyclists to transition between protected cycle lanes and side roads, and how cyclists can make all manoeuvres at junctions.**

**Concept designs to illustrate traffic calming measures that are proposed.**

### 4.3 Residents

Two meetings with residents of Edinburgh Road were held during the consultation period. These were held following a request from two separate groups of residents, with the meetings taking place on Tuesday 15 June 2021 and Thursday 15 July 2021. The purpose of the meetings was to discuss the project with the residents and to listen and record the concerns that they had. The full meeting notes can be found in Appendix D. A summary of the key responses is included below:

- Residents felt the proposed routes will cause more congestion and air pollution;
- Residents felt that the existing cycle infrastructure is sufficient and that the proposed routes will not encourage more people to use bikes or to walk;
- Residents felt that the route should be on a different alignment (along the coast or through Newhailes);
- It was stated that the cycle lanes, especially two-way cycle lanes, will be too narrow for some cyclists, as it will not allow overtaking of slower cyclists;
- The residents stated that the proposals must allow on street parking along the routes;
- It was felt that the proposals do not allow emergency or delivery vehicles to access some buildings on Edinburgh Road;
- It was stated that the proposals don't have safe road crossings for pedestrians and wheelchair users;
- Residents expressed concern over pedestrian safety using "floating" bus stops and parking bays;
- Residents expressed concern over the impact of two-way cycle lanes on property access and egress;
- Residents felt a street trial of the designs prior to construction is imperative.

**Action:**

**Impact of proposals on traffic operations to be evaluated by traffic modelling.**

**Impact on parking to be quantified during development of Concept Design. Parking to be retained wherever possible.**

**Impact on emergency service, delivery and refuse vehicles to be investigated and strategy to be developed.**

**Concept design to show pedestrian infrastructure (both existing and proposed improvements).**

**'Floating' bus stops to be reviewed in the Concept Designs.**

**'Floating' parking bays to be reviewed in the Concept Designs.**

**Concept designs to illustrate proposals where protected cycle lanes cross side roads and accesses.**

**Concept designs to illustrate how access to residential properties will be retained.**

**Investigate potential for street trial.**

It should be noted that a route along the coast is being investigated as part of a separate project.

## 5. Online Survey Responses

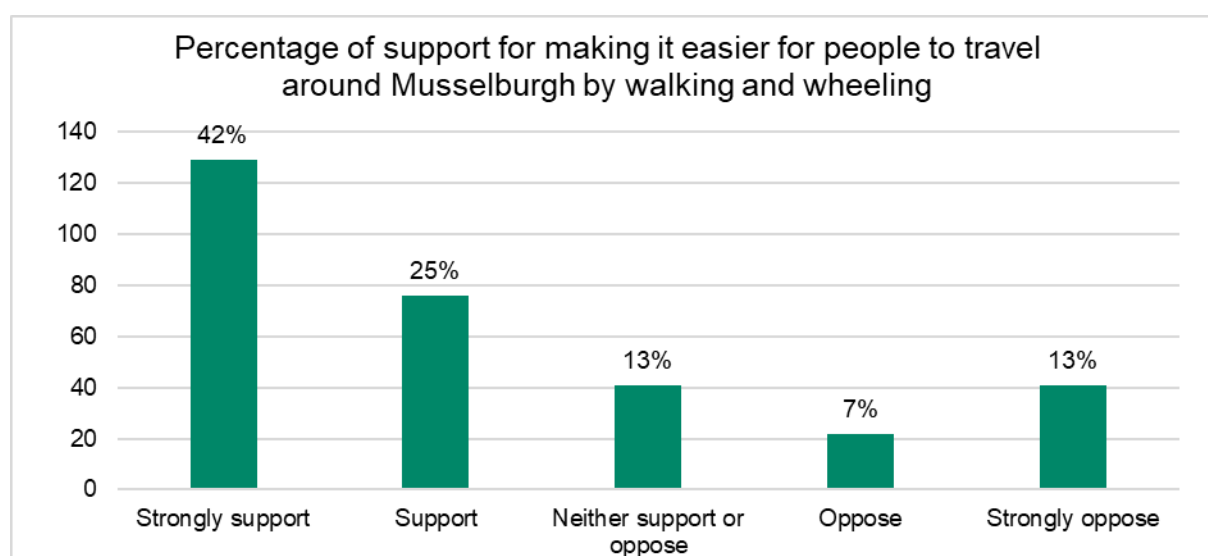
There were 309 responses to the online survey, which was live for a period of 8 weeks from Monday 24 May to Friday 16 July 2021. The responses are summarised in sections 5.1 to 5.6, with the responses associated with Route 1 West, Route 2 and Route 5 provided in sections 5.2, 5.3 and 5.4 respectively. The online survey questions are provided in Appendix E. Further details are provided about respondents in opposition with the proposals, local residents, local businesses and respondents with disabilities.

### 5.1 Overall Level of Project Support

Sections 5.1.1 to 5.1.5 present the level of general support from the respondents and describes the key themes that were raised by the public.

#### 5.1.1 Introductory Questions

**Q1: To what extent would you like to make it easier for people to travel around Musselburgh by walking and wheeling?**



**Figure 5-1: Percentage of support for separate cycle lanes on Edinburgh Road**

Most of the respondents (67%) either strongly supported or supported measures that will ease walking and wheeling around Musselburgh.

20% of respondents strongly opposed or opposed this aim, with the remaining 13% of respondents neither supporting nor opposing making walking and wheeling easier around Musselburgh.

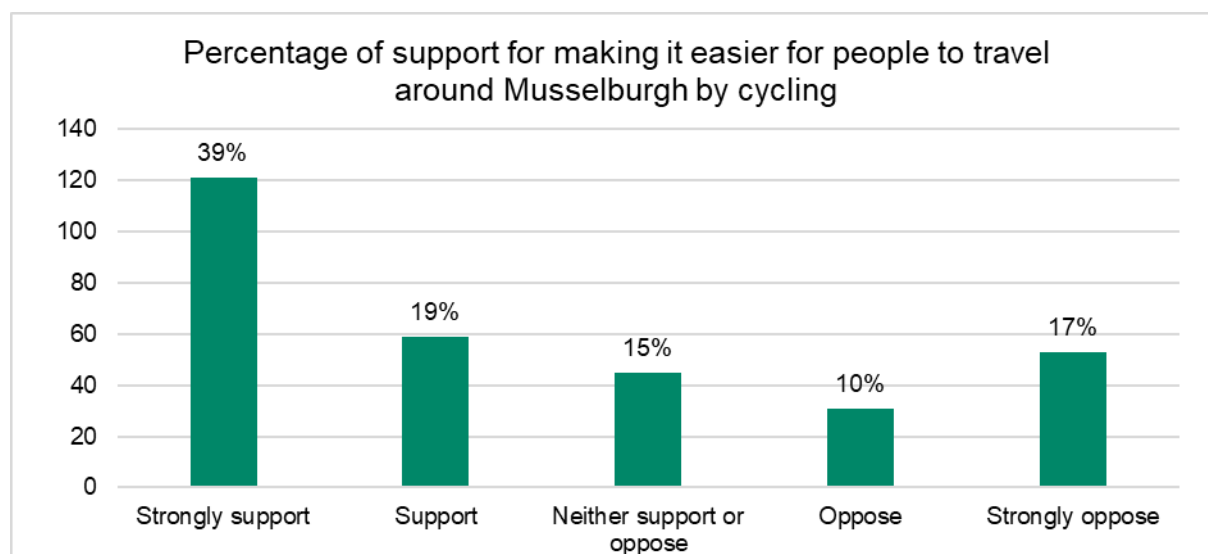
An analysis of the responses by mode that the respondent generally uses to travel to their place of work or education, or to make local journeys, was undertaken (see section 5.5 for further details). 100% of people who responded that they travel by wheelchair or mobility aid, 100% of those that travel with another mode that wasn't listed and 97% of those who travel by bike supported this aim. 57% of those who travel by bus and 50% of those who travel as a car driver were least likely to support the aim.

#### Q1a: Could you briefly explain your views?

45 respondents supporting this aim named the current congestion level as the main issue in Musselburgh and said that making walking and wheeling easier will promote mode shift and will help to reduce congestion in the future. 31 respondents said that walking and wheeling will help to tackle air pollution and 28 respondents named improved health and fitness of Musselburgh residents as the main benefit of the scheme.

On the other hand, 32 respondents expressed general negative comments about the proposals. 20 respondents expressed concerns over the detriment to drivers and said that it will lead to increased congestion in Musselburgh. 5 respondents named a detrimental impact on pedestrian safety as their main reason for opposing the aim.



**Q2: To what extent would you like to make it easier for people to travel around Musselburgh by cycling?**

**Figure 5-2: To what extent would you like to make it easier for people to travel around Musselburgh by cycling?**

58% of the respondents either strongly supported or supported measures that will make cycling easier around Musselburgh.

27% of respondents strongly opposed or opposed this aim, with the remaining 15% of respondents neither supporting nor opposing making cycling around Musselburgh easier.

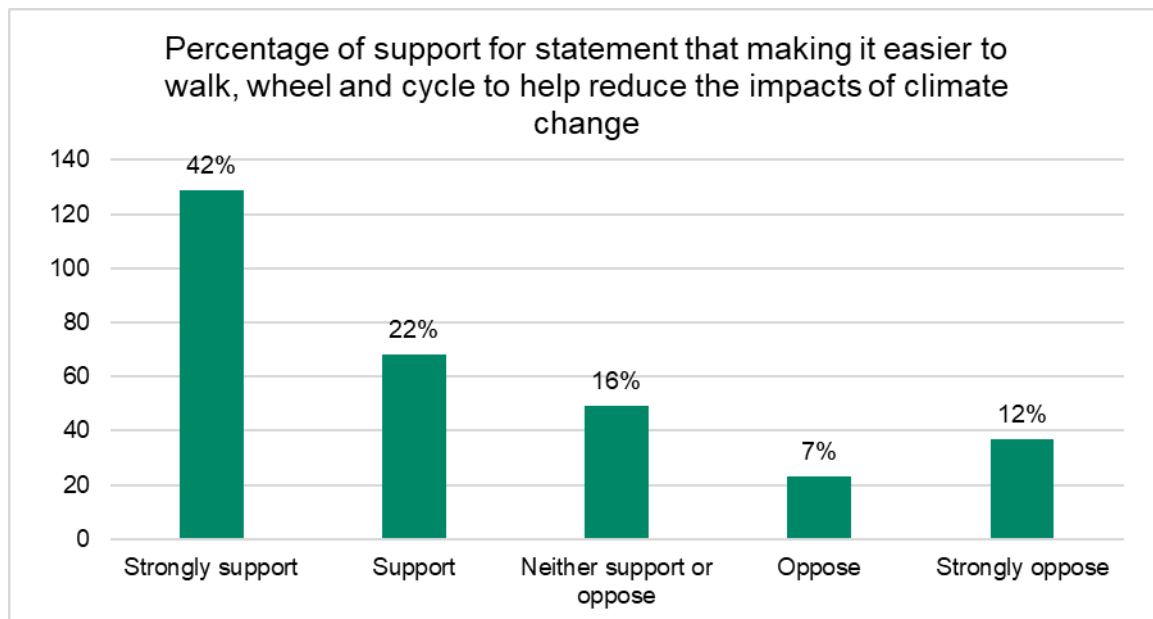
An analysis of the responses by mode that the respondent generally uses to travel to their place of work or education, or to make local journeys, was undertaken (see section 5.5 for further details). 95% of people who responded that they travel by bike and 67% of those who travel by wheelchair or mobility aid were those who supported this aim in greatest percentages. 20% of those who travel by car as a passenger 44% of those who travel as a car driver were least likely to support the aim.

**Q2a: Could you briefly explain your views?**

36 respondents supporting the aim named improved safety for cyclists as their reason for supporting the aim. 29 respondents said that the current congestion level is the main issue in Musselburgh and said that making cycling easier will promote modal shift and will help to reduce congestion in the future. 28 respondents said easier cycling will help to tackle air pollution and 24 respondents named improved health and fitness of Musselburgh residents as a benefit if conditions for cycling were to be improved.

On the other hand, 37 respondents expressed general negative comments about the proposals. 27 respondents said that cyclists are dangerous for pedestrians and highlighted that some cyclists ignore the Highway Code. 10 respondents expressed concerns over the detriment to drivers and said that it will lead to increased congestion in Musselburgh. 6 respondents named a detrimental impact on pedestrian safety as the main reason of opposing new measures.

**Q3: To what extent do you agree that making it easier to walk, wheel and cycle can help reduce the impacts of climate change?**



**Figure 5-3: Level of support for statement that making it easier to travel on foot, by wheeling or by bike can help to reduce the impacts of climate change**

Most of the respondents (64%) either strongly agreed or agreed that making walking, wheeling and cycling easier can help to reduce impacts of climate change.

19% of respondents disagreed or strongly disagreed with this statement, and the remaining 16% of respondents were neutral.

An analysis of the responses by mode that the respondent generally uses to travel to their place of work or education, or to make local journeys, was undertaken (see section 5.5 for further details). 92% of people who responded that they travel by bike, 75% of those who travel by train and 71% of those who travel by walking were those who supported this statement the most. 50% of those who travel as a car driver, 50% of those who travel by taxi and by 52% of those who travel by bus were least likely to support this statement.

**Action:**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

### 5.1.2 Responses in Opposition

As noted in section 5.1.1, 20% of respondents opposed the aim of making it easier for people to travel around Musselburgh by walking and wheeling and 27% respondents opposed the aim of making it easier for people to travel around Musselburgh by bicycle. The free text responses to these questions were analysed in more detail in order to understand the reasons why people opposed these aims.

**Question 1 – To what extent would you like to make it easier for people to travel around Musselburgh by walking and wheeling?**

72 respondents provided a free text response to the question about the aim of making it easier for people to travel around Musselburgh by walking and wheeling that had a negative aspect. The primary themes that of these comments were as follows:

- Comment regarding the impact of the proposals on other transport modes (including increased congestion) – 20 responses;

- Issues regarding accessibility (including for those with disabilities or visual or mobility impairments) – 5 responses;
- Parking – 5 responses;
- Antisocial behaviour of cyclists – 5 responses;
- Safety for pedestrians – 5 responses; and
- General negative comment / Questioning benefit or point of scheme – 32 responses.

Of the 72 comments that were received, 57% of responses (41) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (1%), 32% of the responses (23) were from people who were identified as a local resident to one of the routes, and 25% of the responses (18) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (68%).

### **Question 2 – To what extent would you like to make it easier for people to travel around Musselburgh by cycling?**

78 respondents provided a free text response to the question about the aim of making it easier for people to travel around Musselburgh by cycling that had a negative aspect. The primary themes that of these comments were as follows:

- Antisocial behaviour of cyclists – 27 responses;
- Comment regarding the impact of the proposals on other transport modes (including increased congestion) – 10 responses;
- Parking – 5 responses;
- Safety for pedestrians – 4 responses;
- Issues regarding accessibility (including for those with disabilities or visual or mobility impairments) – 3 responses; and
- General negative comment / Questioning benefit or point of scheme – 37 responses.

Of the 78 comments that were received, 44% of responses (34) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (1%), 33% of the responses (26) were from people who were identified as a local resident to one of the routes, and 19% of the responses (15) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (63%).

#### **Action:**

**Impact on parking to be quantified during development of Concept Design. Parking to be retained wherever possible.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

**Concept designs to show pedestrian infrastructure (both existing and proposed improvements).**

### **5.1.3 Local Residents**

Responses from local residents were summarised separately to better understand their views on the aims described in questions 1 to 2. A total of 107 respondents provided a postcode that indicated that they live within 100 metres of either Route 1 West, Route 2 or Route 5. The boundaries within which residents were considered as local to each route are shown in Figure 5-9, Figure 5-17 and Figure 5-22 in sections 5.2.3, 5.3.3 and 5.4.3.

Of the responses from people who were identified as local residents:

- 68% (73) supported or strongly supported the aim of making it easier for people to travel around Musselburgh by walking and wheeling;

- 61% (65) supported or strongly supported the aim of making it easier for people to travel around Musselburgh by cycling; and
- 64% (69) agreed or strongly agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.

32 responses from local residents who supported the aims named the current congestion level as the main issue in Musselburgh and said that making cycling easier will promote mode shift and will help to reduce congestion in the future. 20 responses from local respondents said that making walking, wheeling and cycling easier will help to tackle air pollution. 20 responses from local residents named improved safety for cyclists as the main reason for their support.

On the other hand, 24 responses from local residents who opposed the aims shared an opinion that walking and cycling conditions are satisfactory, leading to them questioning the potential benefits of the proposed schemes. 9 responses from local residents expressed concern over the impact of dangerous cycling on pedestrians as the main reason why they were against the aims. 8 responses from local residents opposed the aims due to the potential removal of existing parking spaces in the area.

**Action:**

**Impact on parking to be quantified during development of Concept Design. Parking to be retained wherever possible.**

#### 5.1.4 Respondents with Disabilities

53 respondents to the survey indicated that they have a long-term illness or disability.

Of the responses from people who indicated that they have a long-term illness or disability:

- 48% (19) supported or strongly supported the aim of making it easier for people to travel around Musselburgh by walking and wheeling;
- 40% (16) supported or strongly supported the aim of making it easier for people to travel around Musselburgh by cycling; and
- 40% (16) agreed or strongly agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.

Please note that the percentages above are based on the number of responses to each question. Some respondents did not provide a response to some of the questions.

12 responses from respondents with a long-term illness / disability supported the aims described in questions 1 to 2, as they felt it will ease access for wheelchair users.

8 responses from respondents with a long-term illness / disability opposed the aims, saying that proposed designs are primarily focused on cyclists and don't consider needs of other users. Respondents also opposed potential parking space removal, stating that existing parking spaces are used by disabled people.

**Action:**

**Impact on parking to be quantified during development of Concept Design. Parking to be retained wherever possible.**

**Concept designs to show pedestrian infrastructure (both existing and proposed improvements).**

**Disabled parking bays to be shown in Concept Design plans.**

### 5.1.5 Business Responses

Responses from businesses were also summarised separately to better understand the views of business owners and representatives on the scheme. 4 respondents to the survey indicated that they were responding on behalf of a business, rather than as an individual.

Of the responses from people who responded on behalf of a business:

- 50% (2) supported or strongly supported the aim of making it easier for people to travel around Musselburgh by walking and wheeling;
- 75% (3) supported or strongly supported the aim of making it easier for people to travel around Musselburgh by cycling; and
- 75% (3) agreed or strongly agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.

3 business respondents supported the introduction of new schemes and stated that easier cycling will promote mode shift and will help to reduce congestion in the future. 2 business respondents also named improved health and fitness of Musselburgh residents as the main benefit.

On the other hand, 1 business respondent opposed the introduction of new schemes and said that walking, wheeling and cycling conditions are already satisfactory, leading to them questioning the potential benefits.

Few businesses will be affected by the proposals, which is likely impacted upon the overall number of responses from business owners. Consultation on Route 1 East, which runs along North High Street and High Street will have focused engagement with business owners.

## 5.2 Route 1 West

This section presents the level of support of the proposed designs for Route 1 West (Milton Road East to Millhill) and describes the key positive and negative themes that were raised by the public.

In total, there were 191 online survey respondents to Route 1.

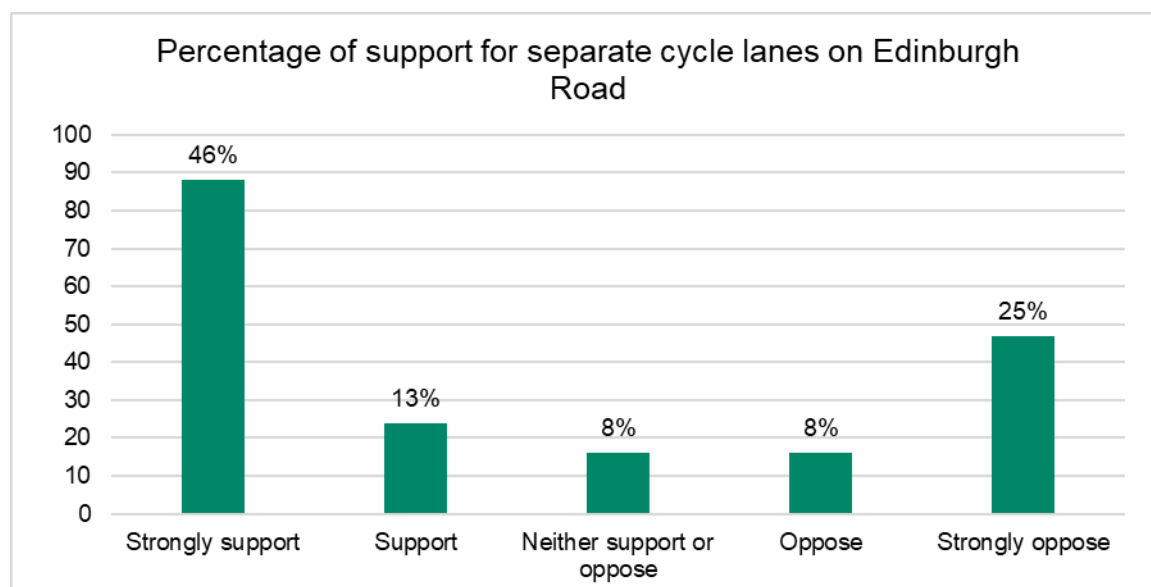
### 5.2.1 Route 1 West Responses

The online survey questions that related specifically to Route 1 West included the following:

- Q5) the level of support for introducing separate cycle lanes on the A199;
- Q6) the level of support for the aim of making it easier to access Musselburgh High Street for people walking, wheeling and cycling;
- Q7) the level of support for the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh;
- Q8) & Q9) the level of support for the two different options that were presented on Edinburgh Road; and
- Q10) any other feedback or general comments about Route 1 West.

The results and analysis of the responses to these questions is provided below:

**Q5: To what extent do you support the introduction of separate cycle lanes on the A199 Edinburgh Road, between Milton Road East and New Street?**



**Figure 5-4: Percentage of support for separate cycle lanes on Edinburgh Road**

59% of the respondents either strongly supported or supported the introduction of separate cycle lanes on Edinburgh Road.

33% of respondents strongly opposed or opposed the introduction of cycle lanes. The remaining 8% of respondents neither supported nor opposed the proposed measures.

#### Q5a: Could you briefly explain your views?

49 respondents named the improved safety for cyclists as the main benefit of the introduction of separate cycle lanes on Edinburgh Road. 16 respondents said that separate cycle lanes are required as it might encourage more people to cycle and 13 respondents complained about parked vehicles on existing cycle lanes, which obstruct cyclists from cycling in the existing cycle lanes.

20 respondents expressed their opposition to the proposals with general comments, saying for example that the proposals are not needed, or that the current infrastructure is good enough. 7 respondents expressed concerns over pedestrian safety, as people would have to cross the cycle lane to access parking spaces. 6 respondents

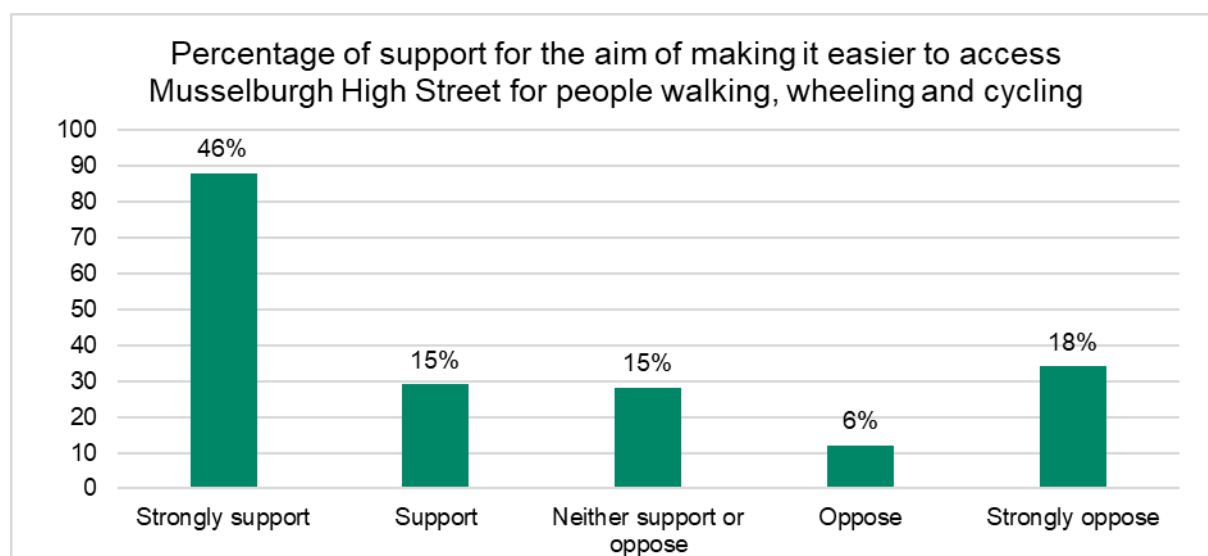
highlighted that some cyclists are dangerous as they ignore the Highway Code, and 6 respondents said that further road narrowing will lead to increased congestion in the area.

**Action:**

**'Floating' parking spaces to be reviewed in the Concept Designs.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

**Q6: To what extent do you support the aim of making it easier to access Musselburgh High Street for people walking, wheeling and cycling?**



**Figure 5-5: Percentage of support for the aim of making it easier to access Musselburgh High Street for people walking, wheeling and cycling**

61% of the respondents either strongly supported or supported making it easier to access Musselburgh High Street by walking, wheeling and cycling.

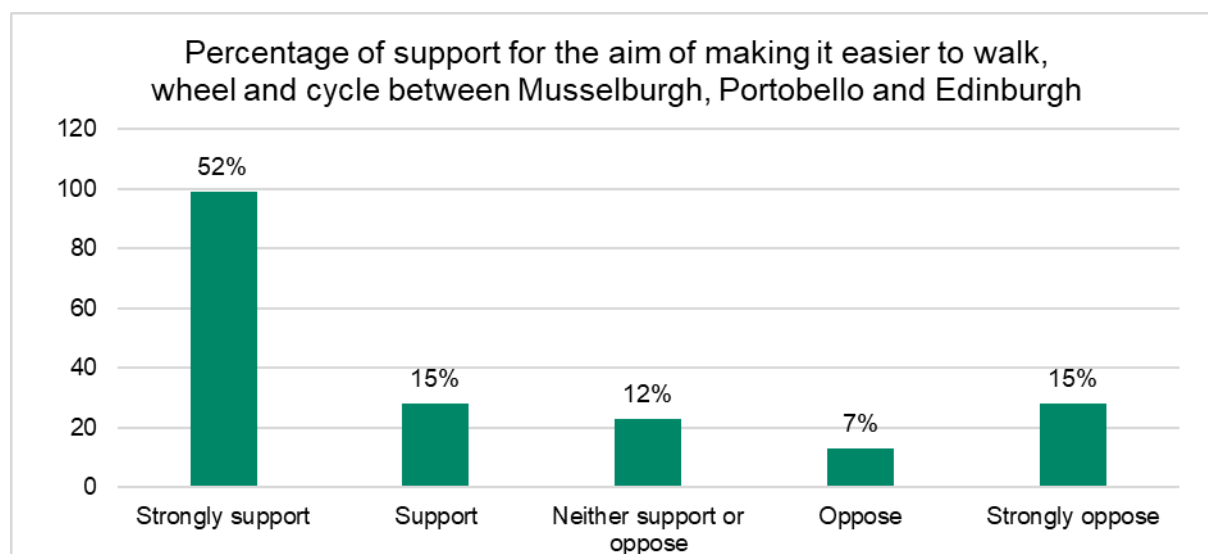
24% of respondents strongly opposed or opposed easier access to the High Street by walking, wheeling and cycling, and 15% of respondents neither support nor oppose the proposed measures.

**Q6a: Could you briefly explain your views?**

23 respondents supporting the aim of making it easier to access Musselburgh High Street by walking, wheeling and cycling named the current congestion level as the main issue on the High Street and said that making walking, wheeling and cycling easier will promote mode shift and will help to reduce congestion in the future. 15 respondents said that walking and cycling will help to tackle air pollution and 13 respondents named community benefits, such as support of local shops and businesses as the reason for their support of this aim. 12 respondents expressed general support for this aim as they find that, at the moment, the High Street gives more priority to vehicles, rather than pedestrians and cyclists.

On the other hand, 21 respondents expressed their opposition to the proposals using general negative comments. 11 respondents expressed concerns over the detriment to drivers and said that measures associated with this aim will lead to increased congestion on the High Street. 4 respondents named the potential for increased pollution as the main reason of opposing this aim.

**Q7: To what extent do you support the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh?**



**Figure 5-6: Percentage of support for the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and Edinburgh**

67% of the respondents either strongly supported or supported making it easier to walk, wheel and cycle between Musselburgh, Portobello and Edinburgh.

On the other hand, 22% of respondents strongly opposed or opposed making it easier to walk, wheel and cycle between Musselburgh, Portobello and Edinburgh. The remaining 12% of respondents neither supported nor opposed this aim.

**Q7a: Could you briefly explain your views?**

21 respondents supporting the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh named improved safety for cyclists as the main benefit of this aim, and said that it will help less experienced cyclists to cycle more comfortably. 20 respondents expressed general support for the aim, as it is a popular commuter and leisure route for cyclists, wheelers and walkers. 13 respondents named the current congestion level as the main issue between Musselburgh and Edinburgh and said that making walking, wheeling and cycling easier will promote mode shift and will help to reduce congestion in the future. 8 respondents named better linked paths as the main benefit of the aim.

23 respondents opposing this aim and 6 respondents who neither supported nor opposed the aim expressed their opposition to the proposals using general comments, stating that the existing conditions are good enough or that the scheme is not needed.

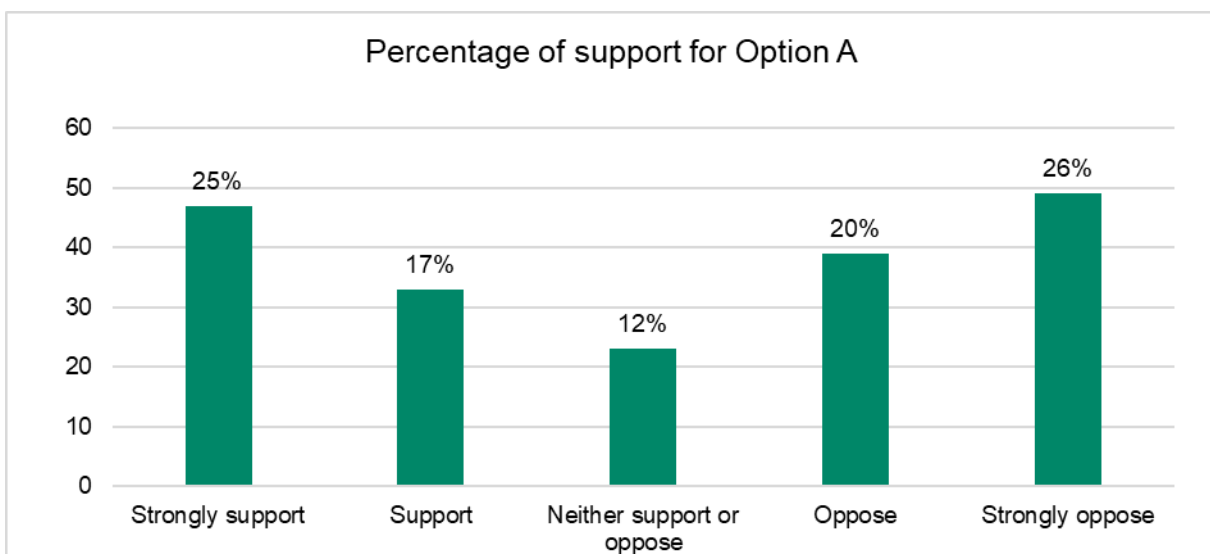


Questions 8 and 9 related to the level of support for different options on the A199 Edinburgh Road. These are described in detail in section 2. To summarise, the two options were as follows:

**Table 5.1: Route 1 West – Summary of Options A and B**

Option	Description	Example image
A	Two-way separate cycle lane on the north side of the road. This included allowance for parking and the provision of floating bus stops	
B	One-way separate cycle lanes. This included limited allowance for parking and the provision of floating bus stops	

**Q8: To what extent do you support Option A (two-way separate cycle lane on the north side of Edinburgh Road)?**



**Figure 5-7: Percentage of support for Option A**

42% of the respondents either strongly supported or supported the Option A design (two-way separate cycle lane on the north side of Edinburgh Road).

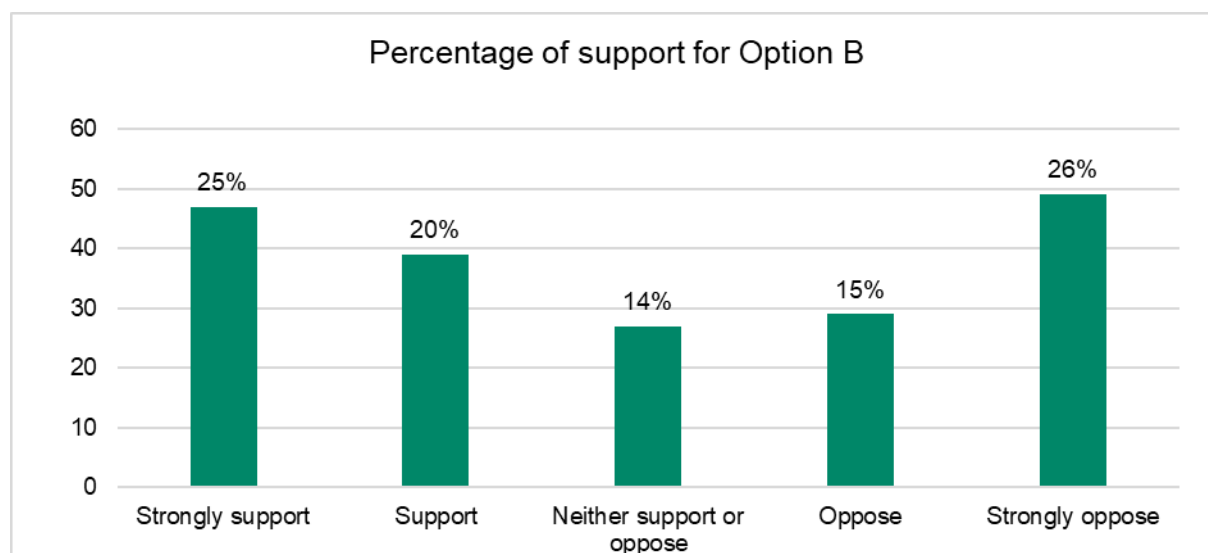
On the other hand, 46% of respondents strongly opposed or opposed Option A on Edinburgh Road. The remaining 12% of respondents neither supported nor opposed this option.

#### Q8a: Could you briefly explain your views?

19 respondents supporting the new measures expressed general support for the Option A design, as they believe it is easier to understand for inexperienced cyclists and that it takes less road space. 16 respondents named improved safety for cyclists as the main benefit of the scheme and said that it will help less experienced cyclists to cycle more comfortably. 6 respondents supporting the Option A design highlighted benefits of a wider two-way cycle lane, as it allows cyclists to overtake slower cyclists.

On the other hand, 18 respondents opposing the Option A design said that they believe that two-way cycle lanes are less safe and have a higher risk of collision. For example, respondents living on Edinburgh Road said that crossing a two-way cycle lane to access their cars will lead to more collisions with cyclists. In total, 14 respondents said that out of the two options, their preferred design is Option B but that they don't see how the proposed cycle route will benefit residents. 9 respondents said that the introduction of the cycle lane will slow vehicles and buses along the route. 8 respondents said that they oppose the introduction of floating bus stops, as they think they are dangerous for pedestrians and cyclists. 11 respondents opposing the Option A design made general negative comments or questioned the benefit of the proposal.

#### Q9: To what extent do you support Option B (one-way separate cycle lanes on Edinburgh Road)?



**Figure 5-8: Percentage of support for Option B**

45% of the respondents either strongly supported or supported the Option B design (one-way separate cycle lanes on Edinburgh Road).

On the other hand, 41% of respondents strongly opposed or opposed the introduction of Option B on Edinburgh Road. The remaining 14% of respondents neither supported nor opposed the proposed measures.

#### Q9a: Could you briefly explain your views?

23 respondents supporting the option expressed general support for Option B as they find that it reduces the risk of collision for cyclists. 19 respondents expressed general support of Option B, as they find it the most logical and believe there is less potential for confusion when compared to Option A.

On the other hand, 13 respondents opposed the Option B design as they preferred the Option A design. 11 respondents said that the introduction of the cycle lane will slow vehicles and buses along the route and cause more congestion. 8 respondents expressed concern over the detrimental impact on cycling safety as the cycle lane will be located between the footway and parking spaces at some locations. 6 respondents expressed concern over pedestrian safety, as people would have to cross the cycle lane to access the parking spaces. 6 respondents said that they oppose the introduction of floating bus stops, as they think they are dangerous for pedestrians and cyclists. 12 respondents opposing the Option B design made general negative comments or questioned the potential benefits of the design.

**Action:**

**'Floating' parking spaces to be reviewed in the Route 1 Concept Design.**

**'Floating' bus stops to be reviewed in the Route 1 Concept Design.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

**Q10: Do you have any more feedback or general comments about Route 1 West?**

The following additional suggestions were received from respondents:

- 4 respondents suggested that design of the proposed routes in Musselburgh must be consistent and align well with what is proposed / present in Edinburgh;
- 2 respondents expressed concern over the safety of cyclists at the New Street / A199 junction and at the A199 / Milton Road junction;
- 1 respondent asked for additional information about the proposed designs as they are interested in how the proposed cycle lanes will be accommodated;
- 1 respondent proposed installing informative signage with estimated timings to destination points to attract more people.

**Action:**

**Council to further engage with City of Edinburgh Council on connection into Edinburgh.**

**Junctions of New Street / A199 and A199 / Milton Road East to be looked at in more detail at Concept Design.**

**'Floating' bus stops to be reviewed in the Route 1 Concept Design.**

**5.2.2 Responses in Opposition**

The free text responses to questions relating to Route 1 were analysed in more detail in order to understand the reasons why people opposed the aims / options that were presented.

**Question 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?**

54 respondents provided a free text response to the question about the introduction of separate cycle lanes on the A199 Edinburgh Road between Milton Road and New Street that had a negative aspect. The primary themes that of these comments were as follows:

- Safety for pedestrians – 7 responses;
- Anti-social behaviour of cyclists – 6 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 6 responses; and
- General negative comment / Questioning benefit or point of scheme – 20 responses.

Of the 54 comments received, 31% of responses (17) were from people who travel by car and 31% of responses (17) were from people who travel by bus as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (2%), 13% of the responses (7) were from people who were identified as a local resident to one of the routes, and 24% of the responses (13) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (78%).

**Question 6 - To what extent do you support the aim of making it easier to access Musselburgh High Street for people walking, wheeling and cycling?**

35 respondents provided a free text response to the question about the aim of making it easier for people to access Musselburgh High Street by walking, wheeling and cycling that had a negative aspect. The primary themes that of these comments were as follows:

- Integration with other types of travel modes (causes more congestion in the future) – 11 responses
- Pollution – 4 responses; and
- General negative comment / Questioning benefit or point of scheme – 24 responses.

Of the 35 comments received, 40% of responses (14) were from people who travel by car and 34% of responses (12) were from people who travel by bus as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (3%), 14% of the responses (5) were from people who were identified as a local resident to one of the routes, and 11% of the responses (4) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (86%).

**Question 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?**

25 respondents provided a free text response to the question about the aim of making it easier for people to access Musselburgh, Portobello and Edinburgh by walking, wheeling and cycling that had a negative aspect. The primary themes that of these comments were as follows:

- Integration with other types of travel modes (causes more congestion in the future) – 3 responses
- Consequences of the project on parking – 2 responses; and
- General negative comment / Questioning benefit or point of scheme – 23 responses.

Of the 25 comments received, 44% of responses (11) were from people who travel by bus and 28% of responses (7) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (4%), 20% of the responses (5) were from people who were identified as a local resident to one of the routes, and 28% of the responses (7) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (76%).

**Question 8 – To what extent do you support Option A?**

80 respondents provided a free text response to the question about supporting Option A that had a negative aspect. The primary themes that of these comments were as follows:

- Safety for cyclists – 18 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 9 responses;
- Opposition to floating bus stops – 8 responses; and
- General negative comment / Questioning benefit or point of scheme – 25 responses.

Of the 80 comments received, 34% of responses (27) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 20% of responses (16) were from people who travel by bus as their primary mode to travel to work / study or to make local trips, and 20% (16) were from people who cycle. 2 comments were received from people responding on behalf of a business (3%), 13% of the responses (10) were from people who were identified as a local resident to one of the routes, and 15% of the responses (12) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (83%).

### **Question 9 – To what extent do you support Option B?**

62 respondents provided a free text response to the question about supporting Option B that had a negative aspect. The primary themes that of these comments were as follows:

- Integration with other types of travel modes (causes more congestion in the future) – 11 responses;
- Safety for cyclists – 8 responses;
- Safety for pedestrians – 6 responses; and
- General negative comment / Questioning benefit or point of scheme – 25 responses.

Of the 62 comments received, 32% of responses (20) were from people who travel by car and 23% of responses (14) were from people who travel by bus as their primary mode to travel to work / study or to make local trips. 2 comments were received from people responding on behalf of a business (3%), 10% of the responses (6) were from people who were identified as a local resident to one of the routes, and 18% of the responses (11) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (81%).

#### **Action:**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

**'Floating' parking spaces to be reviewed in the Route 1 Concept Design.**

**'Floating' bus stops to be reviewed in the Route 1 Concept Design.**

### **5.2.3 Local Residents**

Responses from local residents were analysed separately to better understand their views on the proposed interventions. A total of 12 respondents provided a postcode indicating that they live within 100 metres of Route 1 West. These respondents were considered as residents local to the route.

Figure 5-9 shows the boundary within which residents were considered to be local to the route.



**Figure 5-9: Route 1 West local residents**

Of the responses from people who were identified as local residents:

- 67% (8) opposed or strongly opposed the introduction of separate cycle lanes on Edinburgh Road;
- 50% (6) opposed or strongly opposed the aim of making it easier to access Musselburgh High Street by walking, wheeling and cycling; and
- 59% (7) opposed or strongly opposed the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh.

Regarding the level of support for Option A (two-way separate cycle lane on the north side of the road), 83% (10) of local residents strongly opposed this option. For Option B (one-way separate cycle lanes on both sides of the road), the equivalent figure for the level of opposition was 58% (7).

5 comments from local residents named improved cycle safety as the main benefit of the proposed scheme.

13 respondents expressed general negative comments about the scheme, stating, for example, that the proposals were not needed or that the infrastructure currently in place is sufficient. 11 comments were received in which there was opposition to the introduction of the cycle lane between footway and parking spaces, as the respondent felt it would reduce the safety of cyclists due to people having to cross the cycle lane to access the parking spaces. 6 comments expressed concerns over pedestrian safety for the same reason.

**Action:**

**'Floating' parking spaces to be reviewed in the Concept Design.**

## 5.2.4 Respondents with Disabilities

27 respondents to the Route 1 survey questions indicated that they have a long-term illness or disability.

Of the responses from people who stated that they have a long-term illness or disability:

- 56%(15) opposed or strongly opposed the introduction of separate cycle lanes on Edinburgh Road;
- 44% (12) supported or strongly supported the aim of making it easier to access Musselburgh High Street by walking, wheeling and cycling; and
- 48% (13) supported or strongly supported the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh.

Regarding the level of support for Option A (two-way separate cycle lane on the north side of the road), 22% (6) of respondents who have a long-term illness or disability supported or strongly supported this option, with 67% (18) opposing or strongly opposing. For Option B (one-way separate cycle lanes on both sides of the road), the equivalent figure for the level of support was also 22% (6), with 63% (17) opposing.

9 comments from people who responded stating that they have a long-term illness or disability gave a general positive comment about the proposals

On the other hand, 5 comments from respondents with a long-term illness or disability expressed opposition as they felt the designs will have a detrimental impact on the existing parking spaces, which are required for people with reduced mobility.

### Action:

**Impact on parking to be quantified during development of Route 1 Concept Design. Parking to be retained wherever possible.**

**'Floating' parking spaces to be reviewed in the Route 1 Concept Design.**

**Concept design to show pedestrian infrastructure (both existing and proposed improvements).**

**Disabled parking bays to be shown in Route 1 Concept Design plans.**

## 5.2.5 Business Responses

4 respondents to the Route 1 survey questions indicated that they were responding on behalf of a business, rather than as an individual.

Of the responses from people who responded on behalf of a business:

- 75%(3) supported or strongly supported the introduction of separate cycle lanes on Edinburgh Road;
- 75% (3) supported or strongly supported the aim of making it easier to access Musselburgh High Street by walking, wheeling and cycling; and
- 75% (3) supported or strongly supported the aim of making it easier to walk, wheel and cycle between Musselburgh, Portobello and onwards into Edinburgh.

For both Option A (two-way separate cycle lane on the north side of the road) and Option B (one-way separate cycle lanes on both sides of the road), 2 respondents answered that they are neutral and 2 respondents stated they strongly oppose the options.

4 comments were received from these respondents that named improved safety for cyclists as the main benefit of the scheme.

3 responses were received from these respondents that expressed opposition to the introduction of floating bus stops, as they felt that they are dangerous for pedestrians and cyclists.

**Action:**

**'Floating' bus stops to be reviewed in the Route 1 Concept Design.**



## 5.3 Route 2

This section presents the level of support for the proposed designs for Route 2 (A199 to Wallyford Roundabout) and describes the key positive and negative themes that were raised by the public.

In total, there were 225 online survey respondents to Route 2.

### 5.3.1 Route 2 Responses

The online survey questions that related specifically to Route 2 included the following:

- Q11) the level of support for introducing separate cycle lanes on the A199;
- Q12) the level of support for turning New Street, James Street and Millhill into quiet streets;
- Q13 & Q14) the level of support for the two different options that were presented on Linkfield Road;
- Q15) the level of support for the two different options that were presented at Levenhall Roundabout;
- Q16) & Q17) the level of support for the two different options that were presented on Haddington Road; and
- Q18) any other feedback or general comments about Route 2.

The results and analysis of the responses to these questions is provided below:

#### Q11: To what extent do you support the introduction of separate cycle lanes on the A199 at Linkfield Road and Haddington Road?

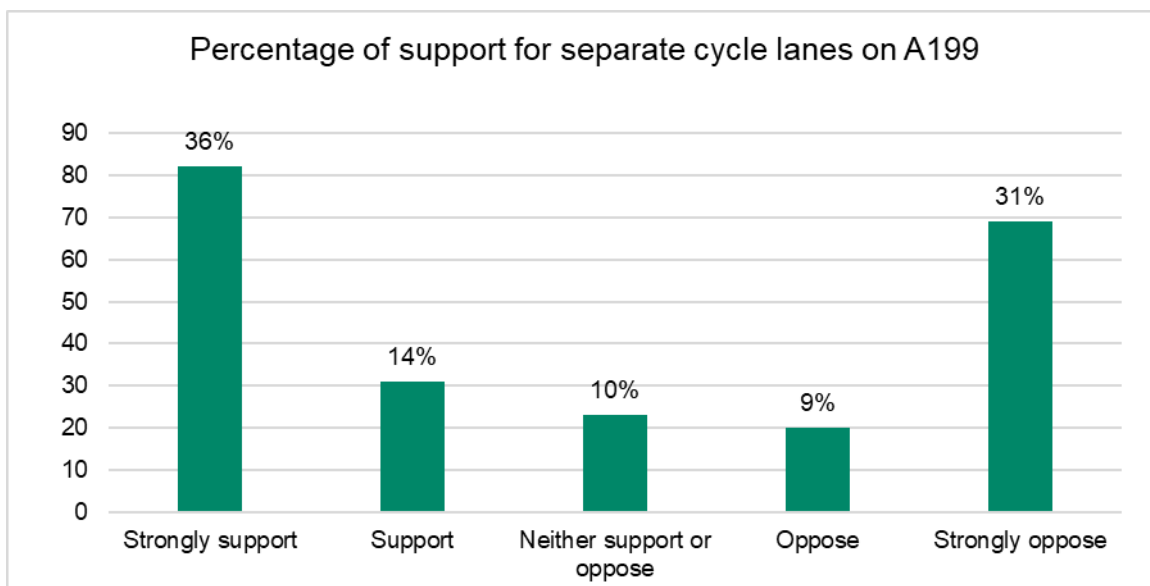


Figure 5-10: Percentage of support for separate cycle lanes on A199

Half of the respondents (50%) either strongly supported or supported the introduction of a separate cycle lane / lanes on the A199 (Linkfield Road and Haddington Road).

On the other hand, 40% of respondents strongly opposed or opposed the introduction of a separate cycle lane / lanes. The remaining 10% of respondents neither support nor oppose the proposed measures.

#### Q11a: Could you briefly explain your views?

37 respondents named the improved safety for cyclists as the main benefit of the separate cycle lanes on the A199 Linkfield Road and Haddington Road. 9 respondents expressed general support for the introduction of a separate cycle lane / lanes on the A199. 7 respondents named fast moving traffic as the main reason why they support the introduction of a separate cycling lane / lanes. 5 respondents said that separate cycle lanes are required to make less experienced cyclists feel more comfortable cycling.

27 respondents opposed the introduction of the separate cycle lanes on the A199, as they expressed concern over the reduction of existing parking spaces. 16 respondents said that further road narrowing will lead to increased congestion in the area. 8 respondents said that some cyclists are dangerous to pedestrians and

highlighted that some cyclists ignore the Highway Code. 19 respondents opposed the introduction of the separate cycle lanes on the A199 and made a general negative comment / questioned the benefit of the proposals.

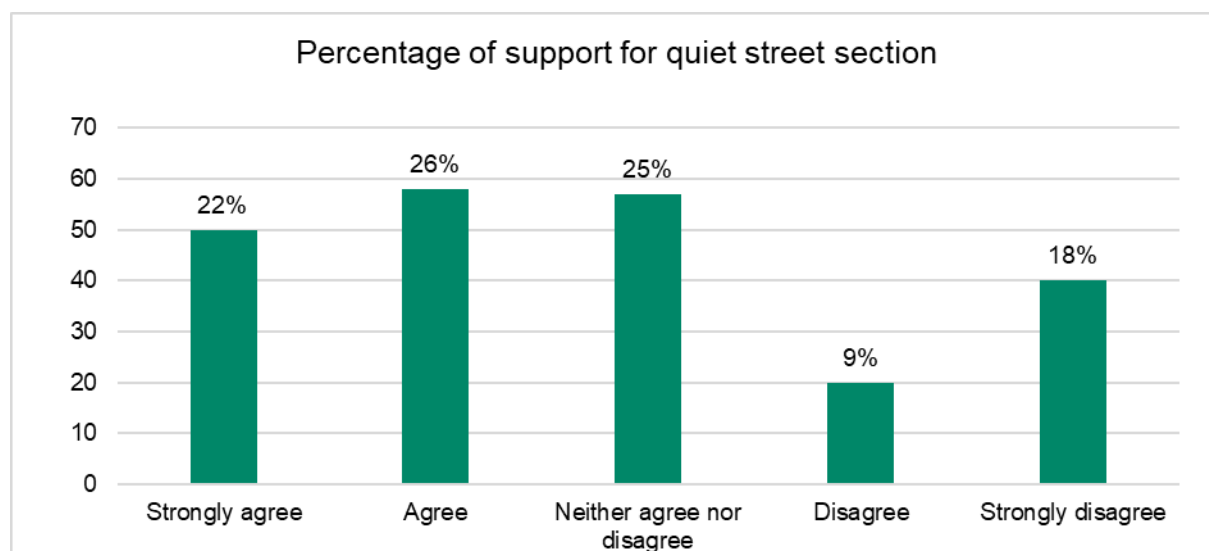
**Action:**

**Impact on parking to be quantified during development of the Route 2 Concept Design. Parking to be retained wherever possible.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

Question 12 asked respondents about the proposal to turn New Street, James Street and Millhill into quiet streets. An image showing an example of what is proposed can be found in section 2.2.1.

**Q12: 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?**



**Figure 5-11: Percentage of support for quiet street section**

48% of the respondents either strongly agreed or agreed with the proposal of turning New Street, James Street and Millhill into quiet streets.

On the other hand, 27% of respondents strongly disagreed or disagreed with the proposed conversion of the streets to quiet streets. 25% of respondents neither supported nor opposed the proposed measures.

**Q12a: Could you briefly explain your views?**

26 respondents expressed general support for turning the streets into quiet streets. 12 respondents named fast moving traffic as the main reason why they support the introduction of the proposed measures. 8 respondents named improved safety for pedestrians and 7 respondents named improved safety for cyclists as the main benefit of the proposed scheme.

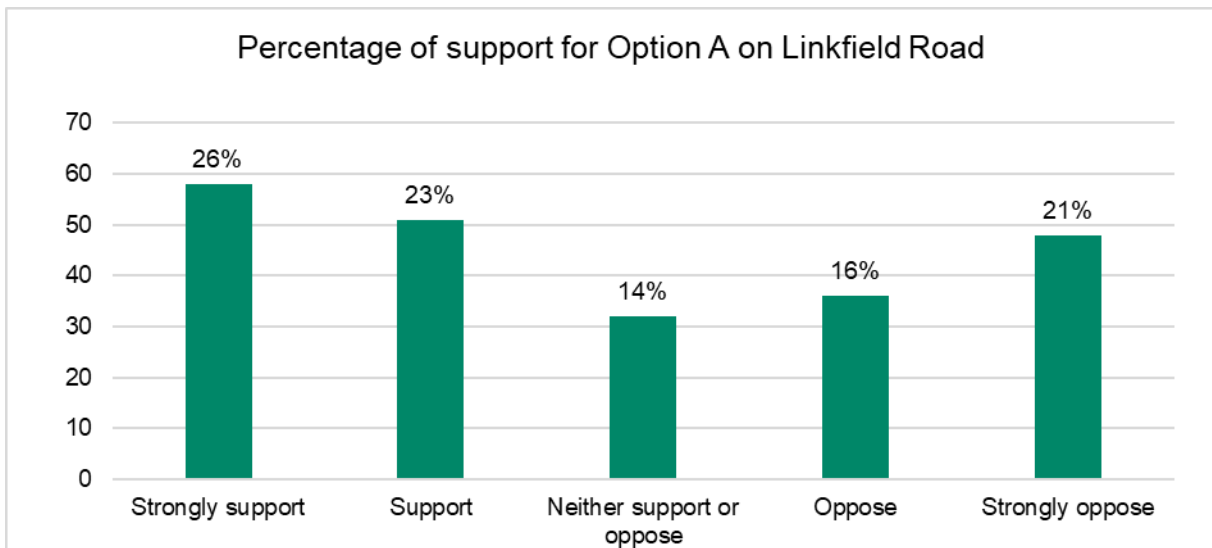
27 respondents expressed their opposition to the proposals using general negative comments. 7 respondents expressed general opposition to the proposed measures, as they find New Street, James Street and Millhill already quiet. 6 respondents questioned where they would park.

Questions 13 and 14 related to the level of support for different options on the A199 Linkfield Road. These are described in detail in section 2.2. To summarise, the two options were as follows:

**Table 5.2: Route 2 – Summary of Options A and B on A199 Linkfield Road**

Option	Description	Example image
<b>A</b>	Two-way separate cycle lane on the north side of the road. This included allowance for parking and the provision of floating bus stops	
<b>B</b>	One-way separate cycle lanes. This included allowance for parking and the provision of floating bus stops	

**Q13: 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?**



**Figure 5-12: Percentage of support for Option A on Linkfield Road**

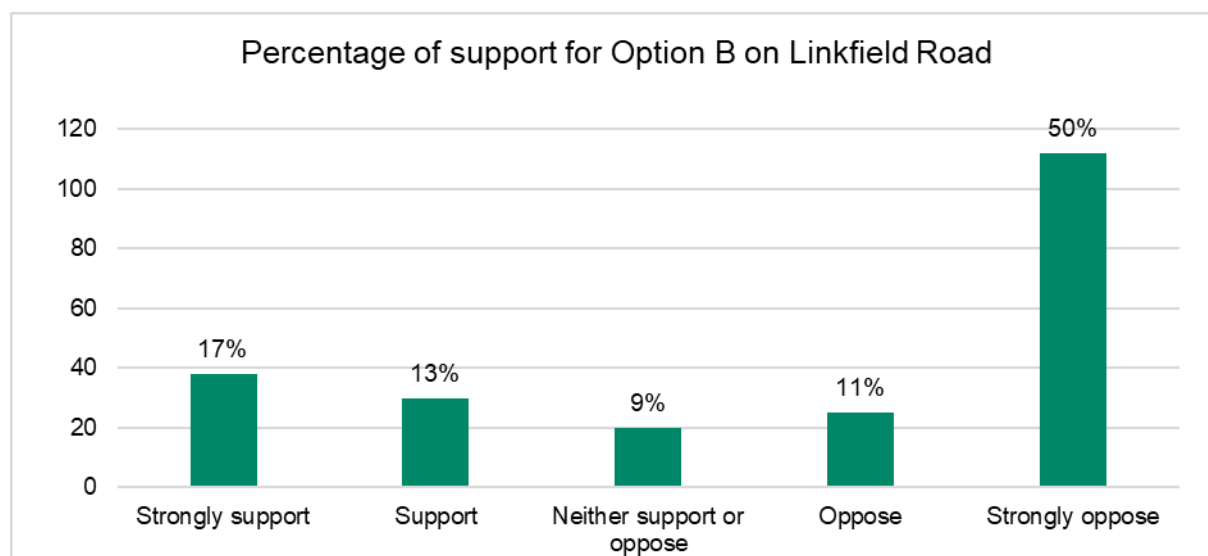
49% of the respondents either strongly supported or supported the Option A design of a two-way separate cycle lane on Linkfield Road.

37% of respondents strongly opposed or opposed the introduction of the Option A design. 14% of respondents neither supported nor opposed the proposed measures.

**Q13a: Could you briefly explain your views?**

33 respondents supporting the new measures expressed support for the Option A design as it retains parking on the south side of the road. 16 respondents named improved safety for cyclists as the main benefit of the scheme and said that it will promote cycling. 14 respondents expressed general support for the Option A design.

On the other hand, 12 respondents said that further road narrowing will lead to increased congestion in the area. 11 respondents expressed concern over the detrimental impact on cycle safety due to the higher risk of collision cyclists would be exposed to, in the opinion of the respondents, on a two-way cycle lane. 9 respondents queried the alignment of the proposed cycling lane, as there are alternative routes available along the sea. 18 respondents opposed the Option A design and made a general negative comment or questioned the potential benefits of the scheme.

**Q14: 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?**

**Figure 5-13: Percentage of support for Option B on Linkfield Road**

Only 30% of the respondents either strongly supported or supported the Option B design (one-way separate cycle lanes on both sides of Linkfield Road).

On the other hand, most of the respondents (61%) strongly opposed or opposed the introduction of the Option B design. 9% of respondents neither supported nor opposed the proposed measures.

**Q14a: Could you briefly explain your views?**

17 respondents supporting the new measures expressed general support for the Option B design, as they find that it reduces the risk of collision for cyclists. 7 respondents supported removal of parking spaces as it discourages car use.

On the other hand, 71 respondents opposed the Option B design as it removes existing parking spaces. 13 respondents opposed the introduction of separate cycle lanes, as they find existing conditions for cycling satisfactory and question the benefits of the option. 11 respondents expressed general opposition to the proposed measures, as they felt it will generally worsen traffic conditions in the area. 10 respondents expressed concern over the detrimental impact on accessibility to residential properties along the route. 8 respondents said that they feel that the introduction of the cycle lanes will slow vehicles and buses along the route and cause more congestion.

**Action:**

Impact on parking to be quantified during development of the Route 2 Concept Design. Parking to be retained wherever possible.

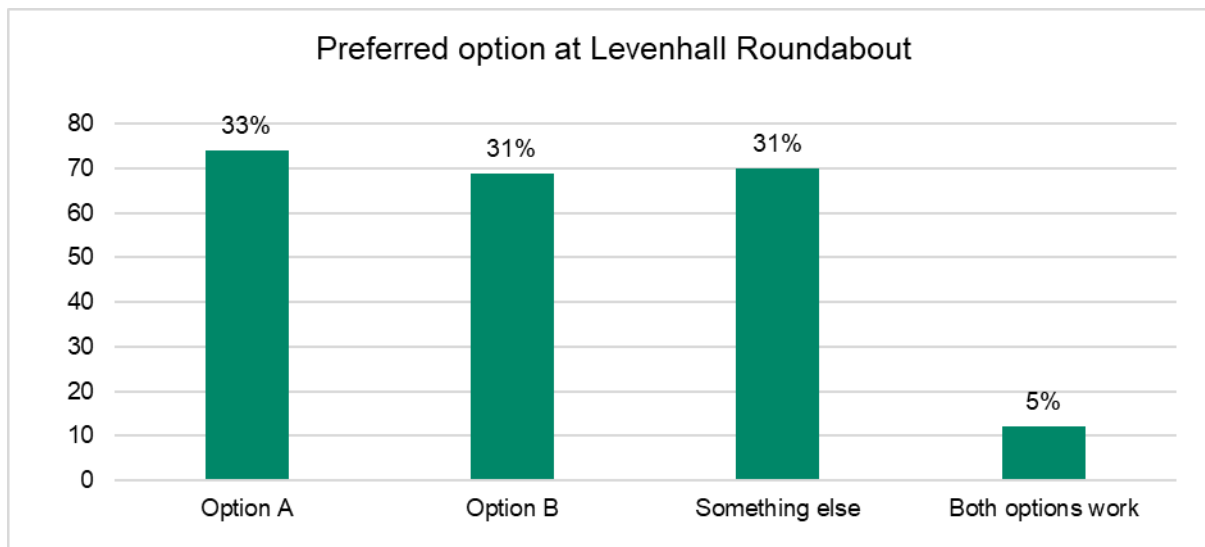
Impact of proposals on traffic operations to be evaluated through traffic modelling.

Concept designs to illustrate how access to residential properties will be retained.

Question 15 asked respondents about two possible interventions at Levenhall Roundabout. The two options that were presented are as follows:

**Table 5.3: Route 2 – Summary of Options A and B at Levenhall Roundabout**

Option	Description	Example image
A	Two-way separate cycle lane with crossing across Ravensheugh Road, with the roundabout remaining otherwise unchanged	<p>The map shows the Levenhall Roundabout with a proposed two-way separate cycle lane (green lines) crossing Ravensheugh Road. Key features include: NEW PARALLEL CROSSING, BINS, PARKING, LINKFIELD ROAD (A199), Ravensheugh Road, TCB, HALDINGTON ROAD (A199), LIGHTING COLUMN, EXISTING GRASS VERGE, and Play Area. The roundabout structure remains largely unchanged.</p>
B	“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	<p>The map shows the Levenhall Roundabout with a proposed 'Dutch'-style roundabout (green lines) featuring separate cycle lanes around the roundabout and new crossings across each approach. Key features include: BINS, PARKING, LINKFIELD ROAD (A199), Ravensheugh Road, TCB, HALDINGTON ROAD (A199), LIGHTING COLUMN, EXISTING GRASS VERGE, and Play Area. The roundabout structure is significantly altered to accommodate the cycle lanes.</p>

**Q15: Which of the proposed options for Levenhall Roundabout do you prefer, if any?****Figure 5-14: Percentage of support for Option A and Option B at Levenhall Roundabout**

33 % of the respondents supported the Option A design of Levenhall Roundabout (two-way separate cycle lane crossing Ravensheugh Road) and 31% supported the Option B design (“Dutch”-style roundabout, which includes separate cycle lanes around the roundabout and new crossings across each approach to the roundabout).

31% of the respondents either opposed both designs or suggested other improvements, and 5% of respondents supported both options.

**Q15a: Could you briefly explain your views?**

11 respondents expressed general support for the Option A design, as they find this option was safer and easier to understand than Option B. 9 respondents named improved safety for cyclists and 5 respondents named improved pedestrian safety as the main benefit of this option.

28 respondents supporting Option B design named improved safety for cyclists as the main benefit of the proposed scheme, stating that Option B is safer for cyclists than Option A. 15 respondents named improved pedestrian safety as the main benefit of Option B. 8 respondents expressed general support for the Option B design, saying that a “Dutch” style roundabout is a proven design that works well for cyclists.

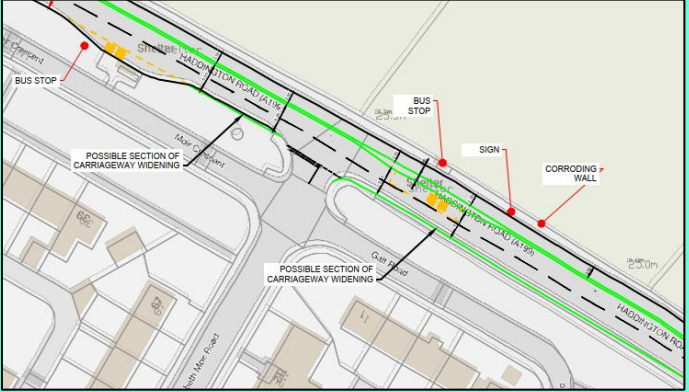
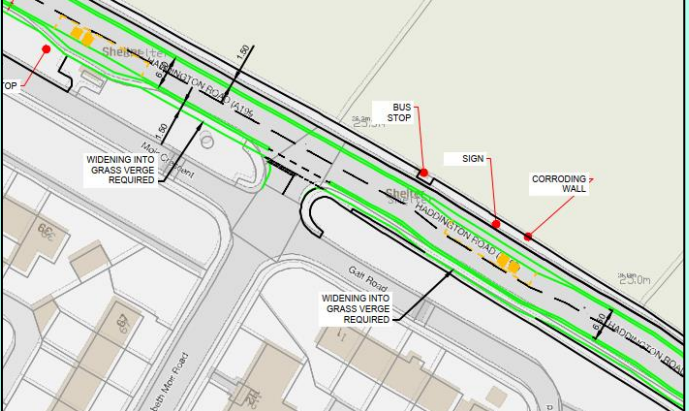
11 respondents opposed the introduction of both design options, as further road narrowing will lead to increased congestion in the area. 11 respondents said that the introduction of either design option would lead to more collisions, in their opinion, and said that cycle safety would be negatively impacted by the designs. 9 respondents made a general negative comment or questioned the potential benefits of the scheme.

**Action:**

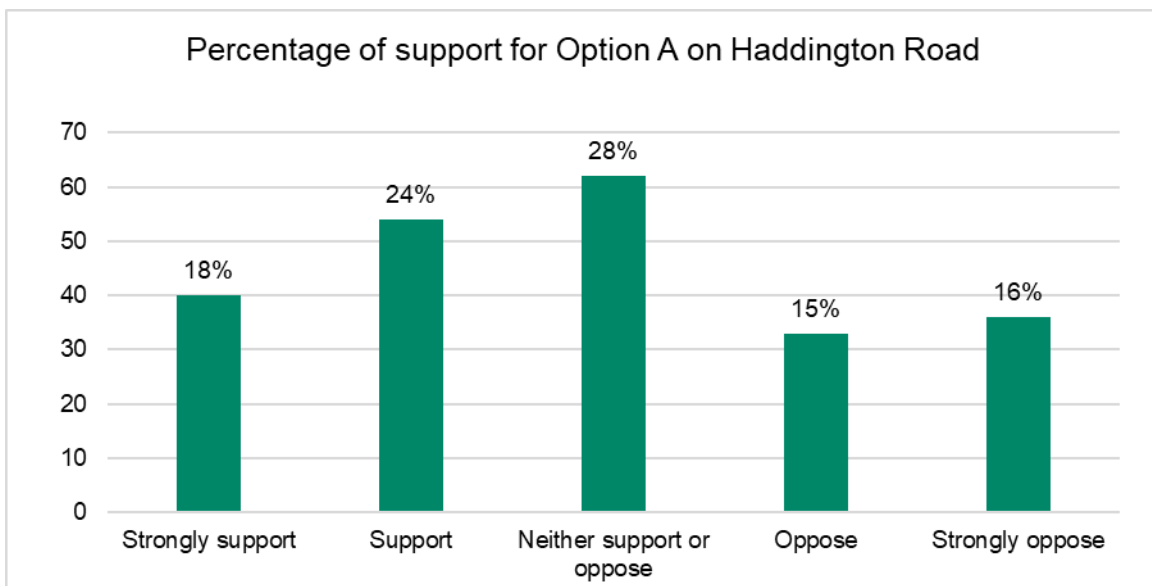
**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

Questions 16 and 17 related to the level of support for different options on the A199 Haddington Road. These are described in detail in section 2.2. To summarise, the two options were as follows:

**Table 5.4: Route 2 – Summary of Options A and B on A199 Haddington Road**

Option	Description	Example image
A	Two-way separate cycle lane on the north side of the road. This included the provision of floating bus stops	
B	One-way separate cycle lanes. This included the provision of floating bus stops	

**Q16: 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?**



**Figure 5-15: Percentage of support for Option A on Haddington Road**

42% of the respondents either strongly supported or supported the Option A design of a two-way separate cycle lane on Haddington Road.

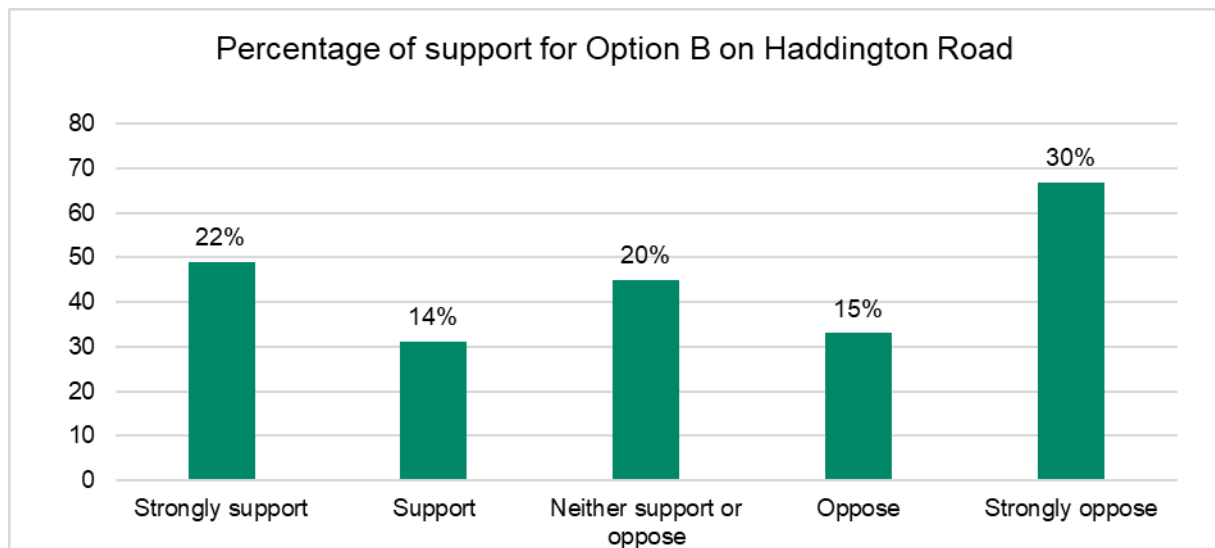
On the other hand, 31% of respondents strongly opposed or opposed the introduction of the Option A design. 28% of respondents neither supported nor opposed the proposed design.

**Q16a: Could you briefly explain your views?**

15 respondents supporting the new measures expressed general support for the Option A design as it is their preferred option. 13 respondents named improved safety for cyclists as the main benefit of the scheme and said that it integrates better with the existing infrastructure. 8 respondents expressed support for the Option A design, and referenced parking.

On the other hand, 11 respondents who opposed the Option A design said that they prefer the Option B design (separate cycle lanes on both sides of the road). 8 respondents opposed the Option A design making a general negative comment or questioning the potential benefits of the scheme. 8 respondents expressed concern over the detrimental impact on cycling safety due to the higher risk of collision as cyclists would be exposed to, in their opinion, on a two-way cycle lane. 5 respondents said that, in their opinion, further road narrowing would lead to increased congestion in the area.

**Q17: Option B is to have one-way separate 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?**



**Figure 5-16: Percentage of support for Option B on Haddington Road**

36% of the respondents either strongly supported or supported the Option B design of one-way separate cycle lanes on both sides of Haddington Road.

On the other hand, 45% of respondents strongly opposed or opposed the Option B design. 20% of respondents neither supported nor opposed the proposed design.

**Q17a: Could you briefly explain your views?**

14 respondents supporting the proposed design expressed general support for Option B as it is their preferred design option. 10 respondents named improved safety for cyclists as the main benefit of the scheme and said that the introduction of one-way separate cycle lanes on both sides of the road will benefit inexperienced cyclists. 5 respondents expressed support for the Option B design, as they find existing parking spaces underutilised.

On the other hand, 15 respondents opposed the Option B design as they questioned the potential benefits of the scheme. 15 respondents expressed concern over a perceived detrimental impact of the cycle lane on available parking spaces. 10 respondents opposed the Option B design as they prefer the Option A design.



**Action:**

**Impact on parking to be quantified during development of Route 2 Concept Design. Parking to be retained wherever possible.**

**Concept designs to illustrate proposals where protected cycle lanes cross side roads and accesses.**

**Q18: Do you have any more feedback or general comments about Route 2?**

The following additional suggestions were received from respondents:

- 2 respondents suggested having separate cycle routes from Musselburgh to Prestonpans and from Musselburgh to North Berwick;
- 1 respondent suggested having a 3.5m two-way separate cycle lane for Route 2;
- 1 respondent suggested opening the Electric Bridge to cyclists permanently; and
- 1 respondent suggest extending Route 2 from Wallyford Toll Roundabout to the Strawberry Corner Roundabout.

**Action:**

**Possible additional improvements at Wallyford Toll Roundabout to be reviewed against wider Council plans at this location.**

**5.3.2 Responses in Opposition****Section 1 – New Street, James Street, Millhill**

57 respondents provided a free text response to the question about turning New Street, James Street and Millhill into quiet streets that had a negative aspect. The primary themes that of these comments were as follows:

- Consequences of the project on parking – 6 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 4 responses;
- All users accessibility – 4 responses; and
- General negative comment / Questioning benefit or point of scheme – 34 responses.

Of the 57 comments received, 40% of responses (23) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 28% of the responses (16) were from people who were identified as a local resident to one of the routes and 7% of the responses (4) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (81%).

**Levenhall Roundabout**

49 respondents provided a free text response to Question 15 about the proposed options for Levenhall roundabout that had a negative aspect. The primary themes that of these comments were as follows:

- Safety for cyclists – 12 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 12 responses;
- Safety for pedestrians – 8 responses; and
- General negative comment / Questioning benefit or point of scheme – 19 responses.

Of the 49 comments received, 37% of responses (18) were from people who travel by car and 22% of responses (11) were from people who travel by bus as their primary mode to travel to work / study or to make local trips. 1

comment was received from someone responding on behalf of a business (2%), 29% of the responses (14) were from people who were identified as a local resident to one of the routes, and 8% of the responses (4) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (71%).

### **Introduction of separate cycle lanes on the A199 at Linkfield Road and Haddington Road**

78 respondents provided a free text response to Question 11 about the introduction of separate cycle lanes on the A199 at Linkfield Road and Haddington Road that had a negative aspect. The primary themes that of these comments were as follows:

- Consequences of the project on parking – 27 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 16 responses;
- Anti-social behaviour by cyclists – 8 responses; and
- General negative comment / Questioning benefit or point of scheme – 26 responses.

Of the 78 comments received, 46% of responses (36) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (1%), 45% of the responses (35) were from people who were identified as a local resident to one of the routes, and 10% of the responses (8) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (71%).

### **Sections 2 and 3 (Linkfield Road and Haddington Road) – Option A**

This groups questions 13 and 16 together. 101 respondents provided a free text response to Option A (two-way separate cycle lane on north side of road) on Linkfield Road and Haddington Road that had a negative aspect. The primary themes that of these comments were as follows:

- Safety for cyclists – 19 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 17 responses;
- Comment querying the route alignment – 11 responses; and
- General negative comment / Questioning benefit or point of scheme – 42 responses.

Of the 101 comments received, 36% of responses (36) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 4 comments were received from someone responding on behalf of a business (4%), 29% of the responses (29) were from people who were identified as a local resident to one of the routes, and 5% of the responses (5) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (77%).

### **Sections 2 and 3 (Linkfield Road and Haddington Road) – Option B**

This groups questions 14 and 17 together. 155 respondents provided a free text response to Option B (one-way separate cycle lanes on the north side of the road) on Linkfield Road and Haddington Road that had a negative aspect. The primary themes that of these comments were as follows:

- Consequences of the project on parking – 86 responses
- Integration with other types of travel modes (causes more congestion in the future) – 12 responses;
- Impact on access to property – 11 responses; and
- General negative comment / Questioning benefit or point of scheme – 49 responses;

Of the 155 comments received, 43% of responses (67) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 2 comments were received from someone responding on behalf of a business (1%), 46% of the responses (71) were from people who were identified as a local resident to one of the routes, and 5% of the responses (7) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (74%).

#### **Action:**

**Impact on parking to be quantified during development of Concept Design. Parking to be retained wherever possible.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

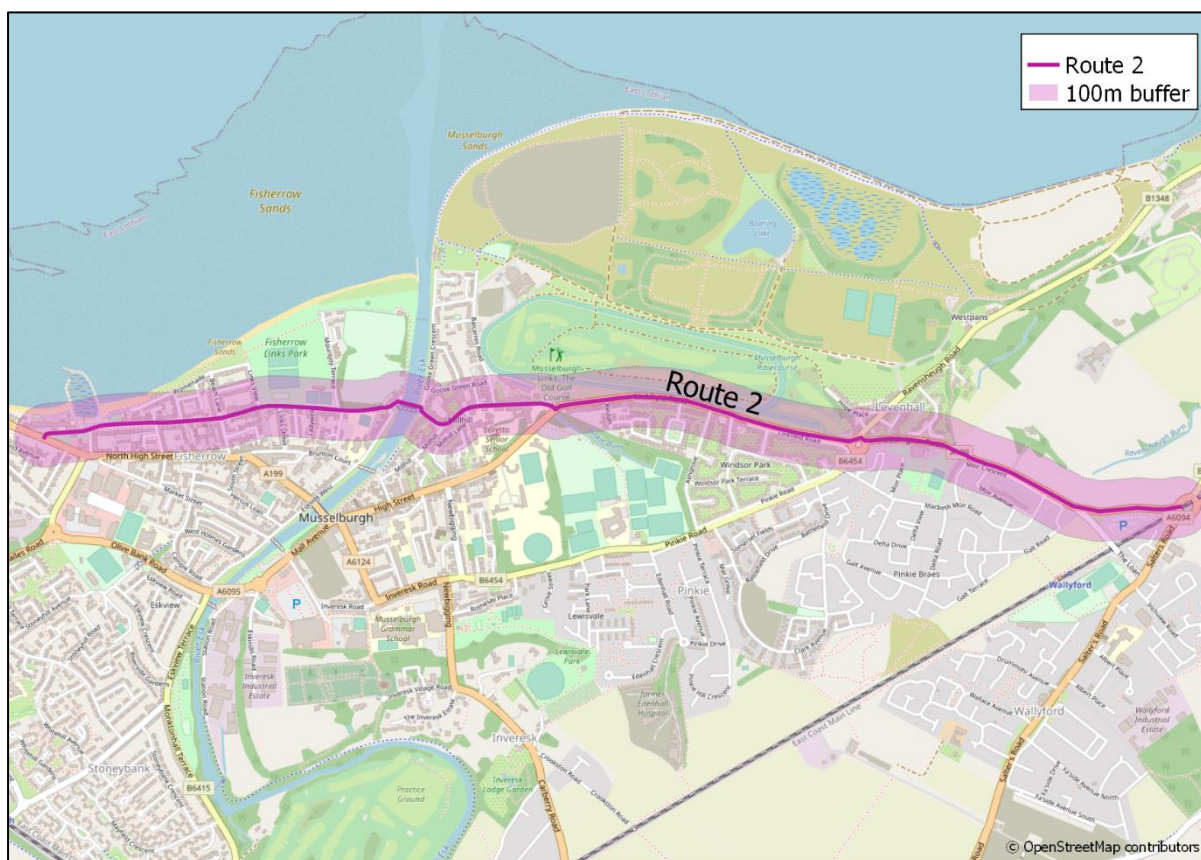
**Concept designs to show pedestrian infrastructure (both existing and proposed improvements).**

**Concept designs to illustrate how access to residential properties will be retained.**

### **5.3.3 Local Residents**

Responses from local residents were analysed separately to better understand their views on the proposed interventions. A total of 78 respondents provided a postcode indicating that they live within 100 metres of Route 2. These respondents were considered as residents local to the route.

Figure 5-17 shows the boundary within which residents were considered to be local to the route.



**Figure 5-17: Route 2 local residents**

Of the responses from people who were identified as local residents, 37% (25) supported or strongly supported the introduction of separate cycle lanes on the A199. 52% (35) opposed or strongly opposed this.

31% of local residents (46) responded that they agree or strongly agree that the proposals on New Street, James Street and Millhill are sufficient. 19% (13) disagreed or strongly disagreed.

58% of local residents (39) supported or strongly supported Option A (two-way separate cycle lane on the north side of the road) on Linkfield Road, while the equivalent figure for Haddington Road was 46% (31).

Option B received much lower levels of support and higher levels of opposition from local residents, with 82% (55) opposing or strongly opposing Option B on Linkfield Road, and the equivalent figure on Haddington Road being 56% (38).

Regarding the proposals for Levenhall Roundabout, 43% of local residents (29) preferred Option A (crossing across Ravensheugh Road, with the roundabout remaining otherwise unchanged), 19% (13) preferred Option B ("Dutch"-style roundabout), and 31% (21) would prefer something else. 6% (4) responded that either Option A or Option B would work.

49 responses received from local respondents supporting the introduction of Route 2 named improved safety for cyclists as the main benefit of the proposed scheme. 26 responses received from local residents expressed general positive comments for the proposals. 22 responses from local residents supported the introduction of a two-way separate cycle lane, as it retains existing parking spaces in the area.

On the other hand, 93 responses received from local residents opposed the introduction of one-way separate cycle lanes due to the detrimental impact on existing parking spaces. 23 responses received from local residents expressed general negative comments regarding the proposals. 24 responses from local residents stated that they feel the proposals will generally worsen traffic conditions in the area. 93 people mentioned the consequences on parking, should parking spaces be removed.

**Action:**

**Impact on parking to be quantified during development of the Route 2 Concept Design. Parking to be retained wherever possible.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

### 5.3.4 Respondents with Disabilities

23 respondents to the Route 2 survey questions indicated that they have a long-term illness or disability.

Of the responses from people who stated that they have a long-term illness or disability, 35% (8) supported or strongly supported the introduction of separate cycle lanes on the A199, with 52% (12) opposing or strongly opposing.

39% of respondents with a disability / long-term illness (9) responded that they agree or strongly agree that the proposals on New Street, James Street and Millhill are sufficient, with 30% (7) disagreeing or strongly disagreeing.

39% of respondents (9) supported or strongly supported Option A (two-way separate cycle lane on the north side of the road) on Linkfield Road, while the equivalent figure for Haddington Road was 35% (8).

Option B received lower levels of support and higher levels of opposition, with 70% (16) opposing or strongly opposing Option B on Linkfield Road, and the equivalent figure on Haddington Road being 44% (10).

Regarding the proposals for Levenhall Roundabout, 22% of respondents with a long-term illness or disability (5) preferred Option A (crossing across Ravensheugh Road, with the roundabout remaining otherwise unchanged), 35% (8) preferred Option B ("Dutch"-style roundabout), and 39% (9) would prefer something else. 6% (5) responded that either Option A or Option B would work.

12 comments from respondents who have a long-term illness or disability gave general positive comments about the proposals.

On the other hand, 5 comments from respondents with a long-term illness or disability expressed opposition to any detrimental impact on existing parking spaces, which are required for people with reduced mobility.

**Action:**

**Impact on parking to be quantified during development of Route 2 Concept Design. Parking to be retained wherever possible.**

**Concept design to show pedestrian infrastructure (both existing and proposed improvements).**

**Disabled parking bays to be shown in Route 2 Concept Design plans.**

### 5.3.5 Business Responses

4 respondents to the Route 2 survey questions indicated that they were responding on behalf of a business, rather than as an individual.

Of the responses on behalf of a business, 75% (3) supported or strongly supported the introduction of separate cycle lanes on the A199, with 25% (1) opposing or strongly opposing. Regarding the proposals for New Street, James Street and Millhill, all of the responses on behalf of businesses (100%) were 'Neither agree nor disagree'.

50% of respondents (2) opposed or strongly opposed Option A (two-way separate cycle lane on the north side of the road) on Linkfield Road, with 1 respondent supporting or strongly supporting this option. On Haddington Road, 50% of respondents also opposed or strongly opposed Option A, with the remaining 2 respondents neither supporting nor opposing this option.

50% of respondents (2) opposed or strongly opposed Option B (one-way separate cycle lanes on both side of the road) on Linkfield Road, with 1 respondent supporting or strongly supporting this option. On Haddington Road, 50% of respondents neither supported nor opposed Option B, while 1 respondent supported the option and another opposed it.

Regarding the proposals for Levenhall Roundabout, responses were equally split across Option A (crossing across Ravensheugh Road, with the roundabout remaining otherwise unchanged), Option B ("Dutch"-style roundabout), something else and 'Both options work'.

4 responses from respondents who responded on behalf of a business generally supported the introduction of Route 2, and 1 respondent out of the 4 highlighted that they would like to retain the existing parking spaces.

On the other hand, 5 respondents who responded on behalf of a business and expressed general opposition to the designs.

**Action:**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

## 5.4 Route 5

This section presents the level of support of the proposed designs of Route 5 (Old Craighall to Goose Green) and describes the key positive and negative themes that were raised by the public.

In total, there were 175 online survey respondents to Route 5.

### 5.4.1 Route 5 Responses

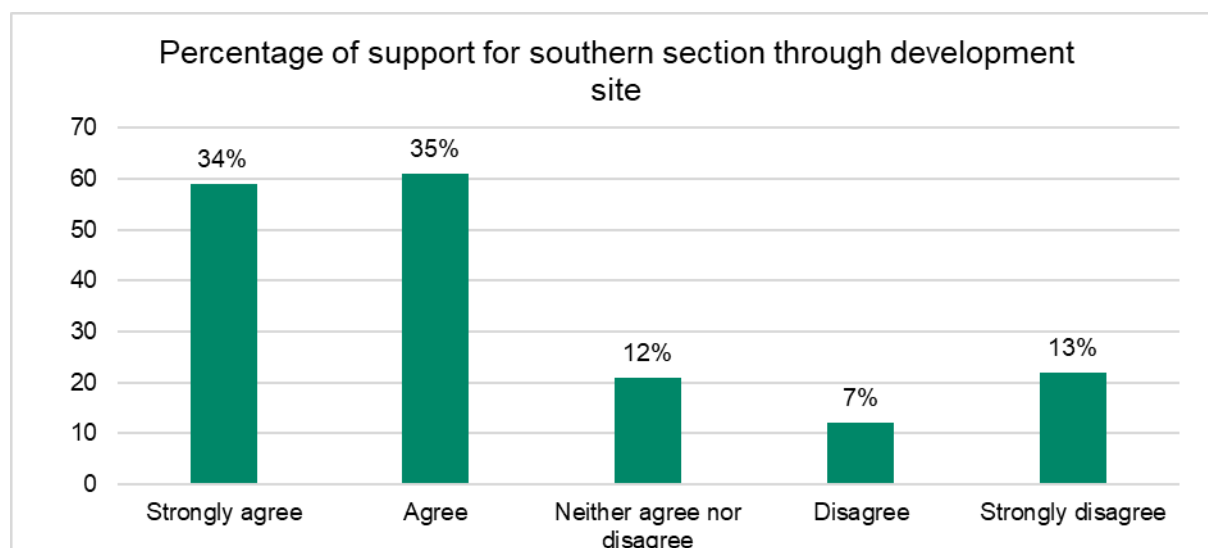
The online survey questions that related specifically to Route 5 included the following:

- Q19) the level of support for the southern section of the route through the Craighall development site;
- Q20) & Q21) the level of support for the two different options that were presented on Whitehill Farm Road and Stoneybank Terrace;
- Q22) the level of support for the option that was presented in Haugh Park;
- Q23) any other feedback or general comments about Route 5.

The results and analysis of the responses to these questions is provided below:

Question 19 asked respondents about the proposed section of the route through the development site at Craighall, linking to Whitehill Farm Road, Queen Margaret University and Musselburgh railway station. An image showing an example of what is proposed can be found in section 2.3.1.

**Q19: To what extent do you agree that what we are proposing through the development site is sufficient?**



**Figure 5-18: Percentage of support for southern section through development site**

The vast majority of the respondents (69%) either strongly agreed or agreed that the proposed design (a shared path / footway) is sufficient.

On the other hand, 20% of respondents strongly disagreed or disagreed with the proposed design. 12% of respondents neither agreed nor disagreed with the proposed design.

#### Q19a: Could you briefly explain your views?

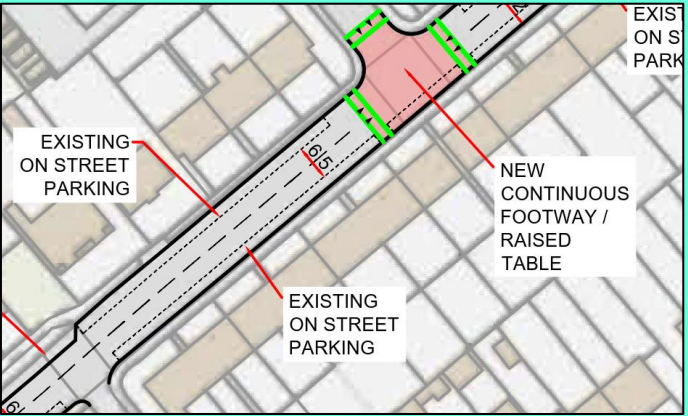
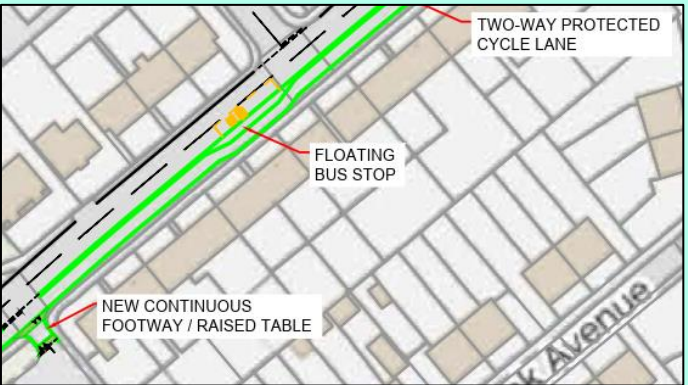
25 respondents expressed general support for the introduction of a shared path through the development. 12 respondents named the improved safety for cyclists and 8 respondents named the improved safety for pedestrians as the main benefit of the proposed scheme. 5 respondents supporting the scheme highlighted the potential to link the proposed path with existing paths in the future as a positive impact of the infrastructure. 5 respondents named the 3 metre path width as acceptable, but that they would prefer to have a wider path if possible.

12 respondents disagreed with the proposed design and expressed their opposition to the proposals using general negative comments, saying that this is not needed, or that the current infrastructure is good enough, for

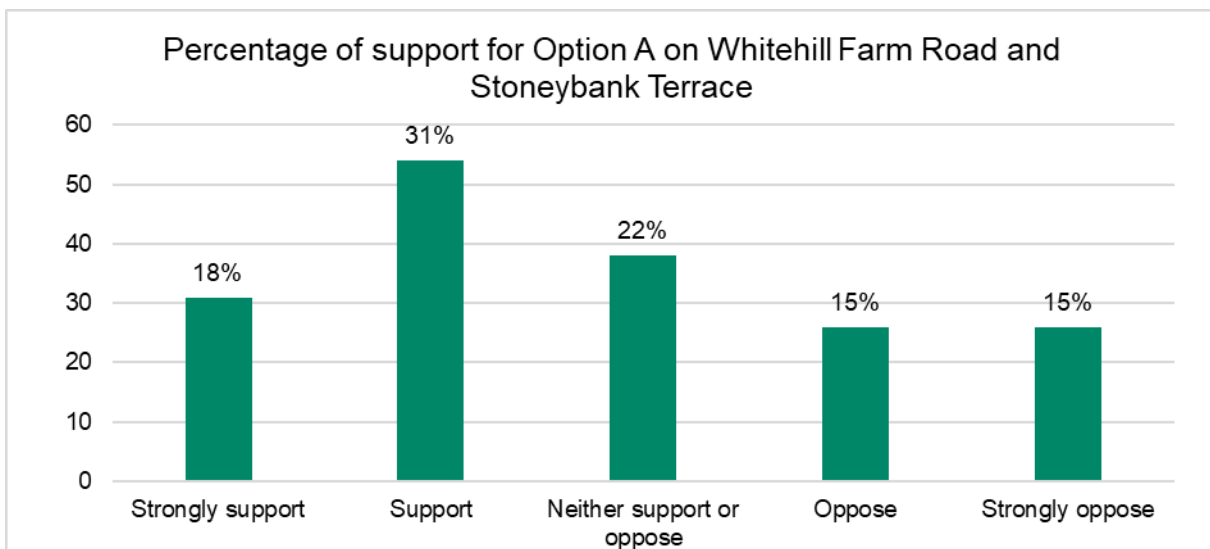
example. 6 respondents expressed concern over the winding route alignment and would prefer a more direct route.

Questions 20 and 21 related to the level of support for different options on Whitehill Farm Road and Stoneybank Terrace. These are described in detail in section 2.3. To summarise, the two options were as follows:

**Table 5.5: Route 5 – Summary of Options A and B on Whitehill Farm Road and Stoneybank Terrace**

Option	Description	Example image
A	Quiet-street intervention (streets where the traffic speed and volume are reduced)	
B	Two-way separate cycle lane on the south-east side of the road. This included the provision of floating bus stops and would require the removal of parking on both sides of the road	

**Q20: 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?**



**Figure 5-19: Percentage of support for Option A on Whitehill Farm Road and Stoneybank Terrace**

49% of the respondents either strongly supported or supported the Option A design (turning Whitehill Farm Road and Stoneybank Terrace into quiet streets).



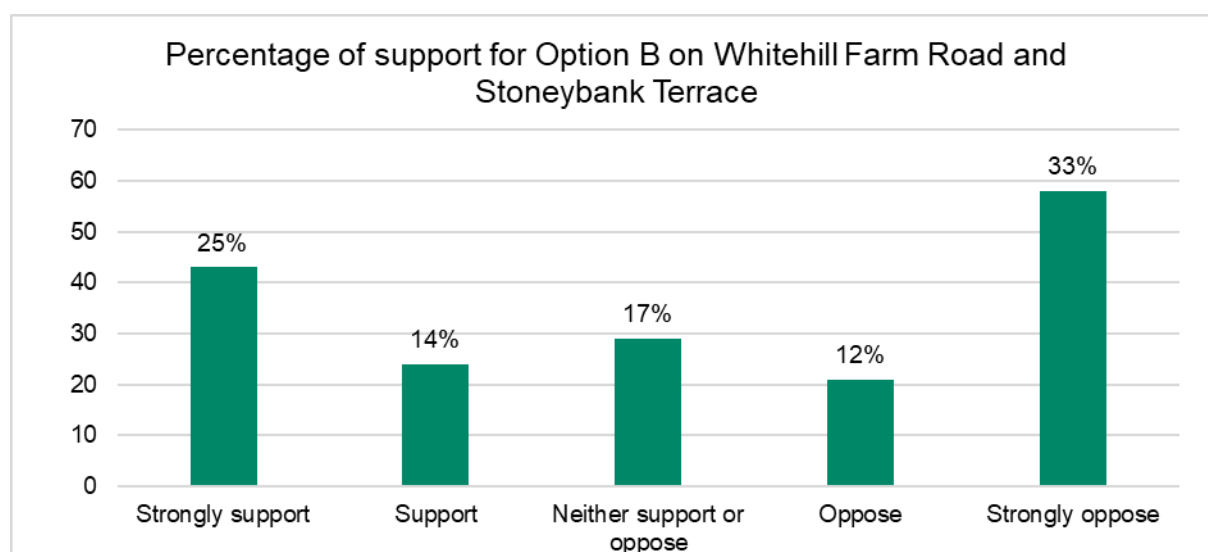
30% of respondents strongly opposed or opposed the introduction of the Option A design. 22% of respondents neither supported nor opposed the proposed design.

**Q20a: Could you briefly explain your views?**

10 respondents supporting the new measures expressed support for the Option A design, as it retains parking on the road. 8 respondents expressed general support for the Option A design as it is their preferred option.

On the other hand, 22 respondents opposed the Option A design as they question the potential benefits of the scheme, saying that the proposed measures might not significantly improve the safety of cyclists. 7 respondents complained about parked vehicles in the cycle lanes, which obstruct cyclists from cycling in cycle lanes.

**Q21: 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?**



**Figure 5-20: Percentage of support for Option B on Whitehill Farm Road and Stoneybank Terrace**

Only 39% of the respondents either strongly supported or supported the Option B design (a two-way separate cycle lane on the south side of Whitehill Farm Road and Stoneybank Terrace).

45% of respondents strongly opposed or opposed the introduction of the Option B design, while 17% of respondents neither supported nor opposed the proposed design.

**Q21a: Could you briefly explain your views?**

18 respondents supporting the new measures named improved safety for cyclists as the main benefit of the scheme and said that it will benefit inexperienced cyclists. 5 respondents expressed support for the Option B design, as they find parked vehicles dangerous for cyclists and think that reduced number of parking spaces will discourage car ownership in the future. 5 respondents expressed general support for the Option B design, as they prefer to have dedicated cycle lanes for cyclists.

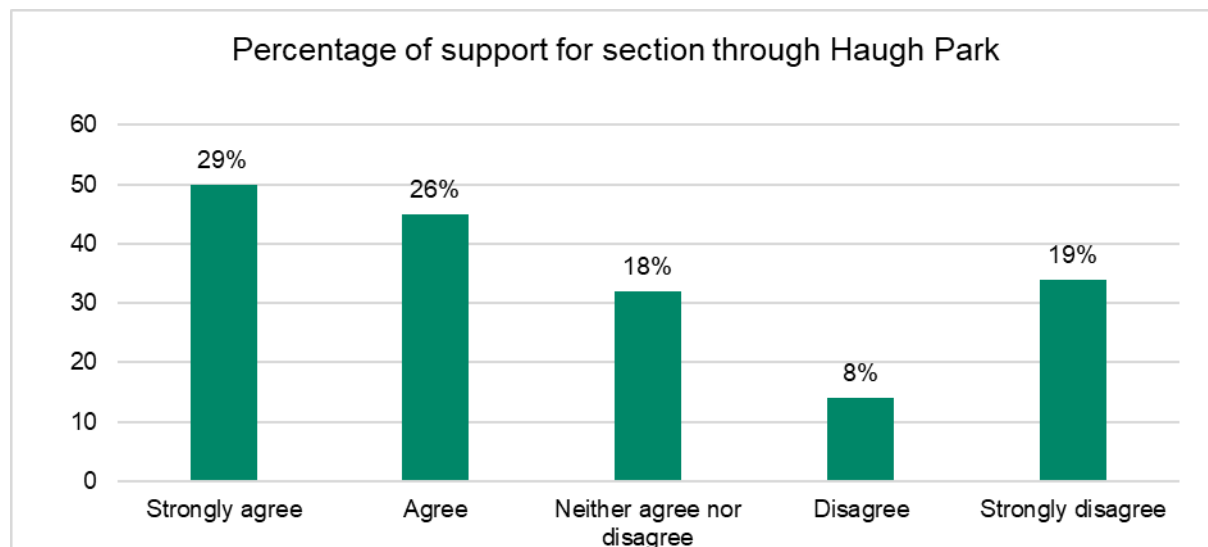
33 respondents opposed the Option B design as they have concerns over the detrimental impact on available parking spaces. 12 respondents questioned the potential benefits of the scheme, stating that the proposed scheme is not currently required. 6 respondents were generally against the introduction of the Option B design.

**Action:**

**Impact on parking to be quantified during development of the Route 5 Concept Design. Parking to be retained wherever possible.**

Question 22 asked respondents about the proposed section of the route through Haugh Park. An image showing an example of what is proposed can be found in section 2.3.3.

**Q22: To what extent do you agree that what we are proposing through Haugh Park is sufficient?**



**Figure 5-21: Percentage of support for section through Haugh Park**

Most of the respondents (55%) either strongly agreed or agreed with the design of a shared path on a retaining wall in Haugh Park.

27% of respondents strongly disagreed or disagreed with the proposed design, while 18% of respondents neither agreed nor disagreed with the proposed design.

**Q22a: Could you briefly explain your views?**

13 respondents expressed support for the introduction of a shared path in Haugh Park, providing any trees that would have to be removed will be replaced. 10 respondents named improved safety for cyclists as the main benefit of the proposed scheme. 8 respondents expressed general support for the new path.

22 respondents opposed the introduction of a shared path in Haugh Park, as it likely requires tree removal. 9 respondents questioned the potential benefits of the scheme, stating that the proposed scheme is not currently required.

**Action:**

**Impact on trees to be quantified when designs have been developed, in collaboration with the Flood Protection Scheme.**

**Q23: Do you have any more feedback or general comments about Route 5?**

The following additional suggestions were received from respondents:

- 1 respondent highlighted the narrow pavements at the bridge over the East Coast Mainline next to Musselburgh railway station;
- 1 respondent suggested connecting proposed routes with the schools in the area;
- 1 respondent suggested adding a cycle lane on Olive Bank Road as part of Route 5; and
- 1 respondent asked for drawings showing what the new flood defences will look like.

**Action:**

**Pedestrian infrastructure at bridge over East Coast Mainline to be reviewed during development of Concept Design.**

## 5.4.2 Responses in Opposition

### **Section 1 – Craighall Development Site**

28 respondents provided a free text response to Question 19 about the proposals for Craighall Development site that had a negative aspect. The primary themes that of these comments were as follows:

- Comment querying the route alignment – 6 responses;
- Anti-social behaviour from cyclists – 4 responses;
- Wider pavements – 4 responses; and
- Detrimental impact on green space – 2 responses; and
- General negative comment / Questioning benefit or point of scheme – 12 responses.

Of the 28 comments received, 32% of responses (9) were from people who travel by car and 18% of responses (5) were from people who travel by bus as their primary mode to travel to work / study or to make local trips. 7% of the responses (2) were from people who were identified as a local resident to one of the routes, and 18% of the responses (5) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (68%).

### **Section 2 (Whitehill Farm Road, Stoneybank Terrace) – Option A**

43 respondents provided a free text response to Question 20 about the proposed Option A (Quiet-street intervention ) for Whitehill Farm Road and Stoneybank Terrace that had a negative aspect. The primary themes that of these comments were as follows:

- Existing parking causing problems to cyclists – 7 responses;
- Safety for cyclists –4 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 4 responses; and
- General negative comment / Questioning benefit or point of scheme – 48 responses.

Of the 43 comments received, 30% of responses (13) were from people who travel by car as their primary mode to travel to work / study or to make local trips. 19% of responses (8) were from people who cycle as their primary mode to travel to work / study or to make local trips, and 19% (8) who walk. 1 comment was received from someone responding on behalf of a business (2%), 12% of the responses (5) were from people who were identified as a local resident to one of the routes, and 14% of the responses (6) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (63%).

### **Section 2 (Whitehill Farm Road, Stoneybank Terrace) – Option B**

57 respondents provided a free text response to Question 21 about the proposed Option B (two-way separate cycle lane on the south-east side of the road) for Whitehill Farm Road and Stoneybank Terrace that had a negative aspect. The primary themes that of these comments were as follows:

- Consequences of project on parking – 33 responses;
- Safety for cyclists – 4 responses; and
- General negative comment / Questioning benefit or point of scheme – 18 responses.

Of the 57 comments received, 40% of responses (23) were from people who travel by car and 21% of responses (12) were from people who use the bus as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (2%), 7% of the responses (4) were from people who were identified as a local resident to one of the routes, and 12% of the responses (7) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (77%).

### **Section 3 – Haugh Park, Station Road, Olive Bank Road**

38 respondents provided a free text response to Question 22 about the proposed plans for Haugh Park that had a negative aspect. The primary themes that of these comments were as follows:

- Detrimental impact on greenspace – 22 responses;
- Integration with other types of travel modes (causes more congestion in the future) – 3 responses;
- Consequences of project on parking – 2 responses;
- Safety for cyclists – 2 responses;
- Safety for pedestrians – 2 responses; and
- General negative comment / Questioning benefit or point of scheme – 9 responses.

Of the 38 comments received, 21% of responses (8) were from people who travel by car and 26% of responses (10) were from people who use the bus as their primary mode to travel to work / study or to make local trips. 1 comment was received from someone responding on behalf of a business (3%), 8% of the responses (3) were from people who were identified as a local resident to one of the routes, and 13% of the responses (5) were from people with a disability or long-term health condition. The majority of the responses came from people aged between 35 and 64 (74%).

#### **Action:**

**Impact on trees to be quantified when designs have been developed, in collaboration with the Flood Protection Scheme.**

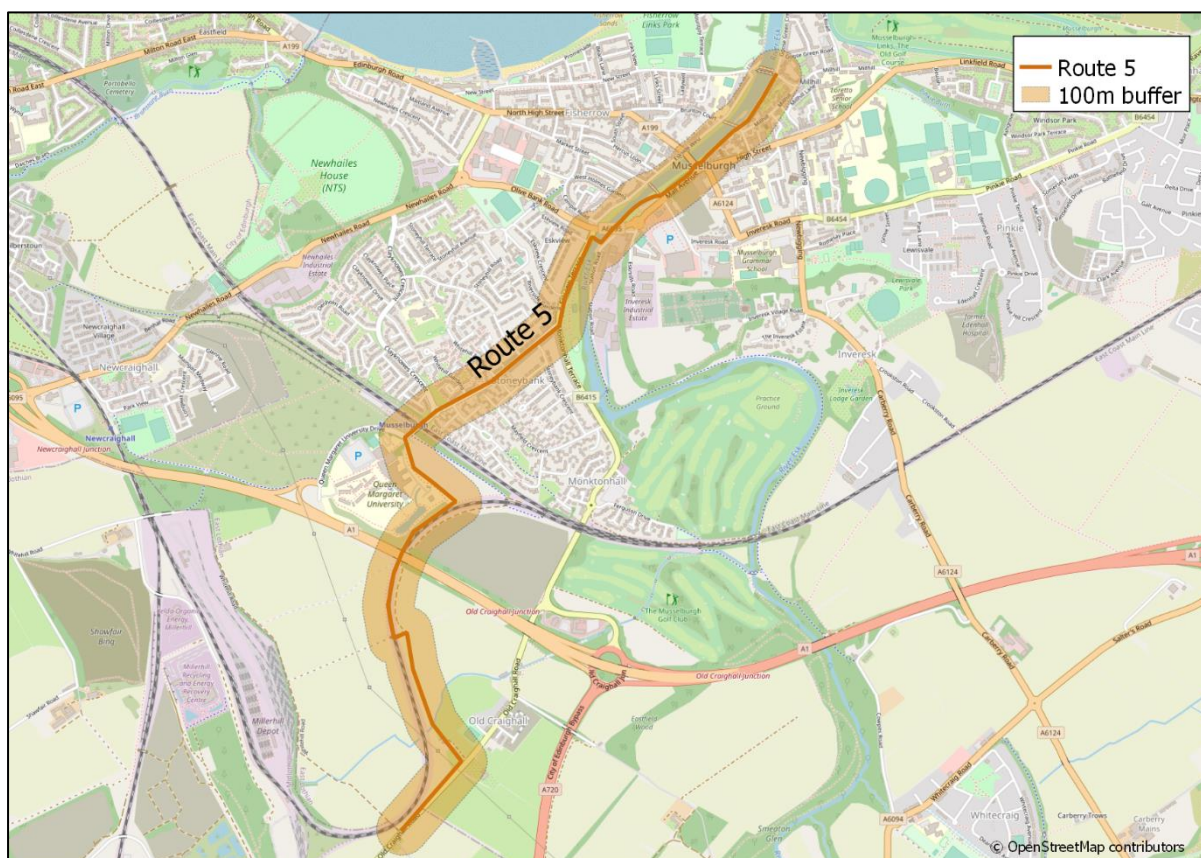
**Impact on parking to be quantified during development of the Route 5 Concept Design. Parking to be retained wherever possible.**

**Impact of proposals on traffic operations to be evaluated through traffic modelling.**

### **5.4.3 Local Residents**

Responses from local residents were analysed separately to better understand their views on the proposed infrastructure improvements. A total of 22 respondents provided a postcode indicating that they live within 100 metres of Route 5. These respondents were considered as residents local to the route.

Figure 5-22 shows the boundary within which residents were considered to be local to the route.



**Figure 5-22: Route 5 local residents**

69% of local residents (11) responded that they agree or strongly agree that the proposals through the development site are sufficient.

38% of local residents (6) supported or strongly supported Option A (quiet-street intervention) on Whitehill Farm Road and Stoneybank Terrace, with 38% (6) opposing or strongly opposing this option. The equivalent figures for Option B (two-way separate cycle lane on the south-east side of the road) were 51% supporting or strongly supporting (8) and 44% opposing or strongly opposing (7).

Regarding the proposals for Haugh Park, 63% of local residents (10) responded that they support or strongly support the proposal.

Please note that the percentages above are based on the number of responses to each question. Some respondents did not provide a response to some of the questions.

4 responses were received from local residents who supported the proposed measures, naming improved safety for cyclists as the main benefit of the proposed scheme. 3 responses were received from local residents who support the introduction of shared path in Haugh Park, providing any trees that would have to be removed will be replaced.

3 responses expressed concern over the potential detrimental impact of the scheme on existing parking spaces. 3 responses were received from local residents who expressed opposition due to the potential requirement for tree removal along the route.

**Action:**

**Impact on parking to be quantified during development of Route 5 Concept Design. Parking to be retained wherever possible.**

**Impact on trees to be quantified when designs have been developed, in collaboration with the Flood Protection Scheme.**

#### 5.4.4 Respondents with Disabilities

25 respondents to the Route 5 survey questions indicated that they have a long-term illness or disability.

40% of respondents with a long-term illness or disability (10) responded that they agree or strongly agree that the proposals through the development site are sufficient, with 44% (11) disagreeing or strongly disagreeing.

48% of respondents (12) supported or strongly supported Option A (quiet-street intervention) on Whitehill Farm Road and Stoneybank Terrace, with 36% (9) opposing or strongly opposing this option. The equivalent figures for Option B (two-way separate cycle lane on the south-east side of the road) were 24% supporting or strongly supporting (6) and 56% opposing or strongly opposing (14).

Regarding the proposals for Haugh Park, 52% of respondents with a long-term illness or disability (13) responded that they oppose or strongly oppose the proposal.

3 comments from respondents who have a long-term illness or disability gave general positive comments about the proposals and highlighted the importance of having dropped kerbs along the route and keeping parking spaces for disabled users was highlighted.

6 comments from respondents who have a long-term illness or disability gave general negative comments about the proposals. 3 respondents mentioned the consequences of the proposals on parking.

**Action:**

**Disabled parking bays to be shown in Route 5 Concept Design plans.**

**Dropped kerbs to be included in the design where appropriate.**

#### 5.4.5 Business Responses

4 respondents to the Route 5 survey questions indicated that they were responding on behalf of a business, rather than as an individual.

50% of respondents responding on behalf of a business (2) responded that they agree or strongly agree that the proposals through the development site are sufficient, with the other 50% (2) neither agreeing nor disagreeing.

All of the respondents (4) neither supported nor opposed Option A (quiet-street intervention) on Whitehill Farm Road and Stoneybank Terrace. Regarding Option B (two-way separate cycle lane on the south-east side of the road), two respondents (50%) neither supported nor opposed this option, one respondent supported this option, and the remaining respondent strongly opposed Option B.

Regarding the proposals for Haugh Park, the same levels of support were received as were received for Option B on Whitehill Farm Road and Stoneybank Terrace (2 respondents neither supported nor opposed, 1 respondent supported and 1 respondent strongly opposed).

1 response was received that supported the proposed measures and stated that the proposed scheme will improve traffic flow. 1 respondent also highlighted the importance of linking the proposed path with existing paths.

On the other hand, 2 responses were received from respondents responding on behalf of businesses in which the respondent expressed opposition and expressed concern over the reduced number of parking spaces.

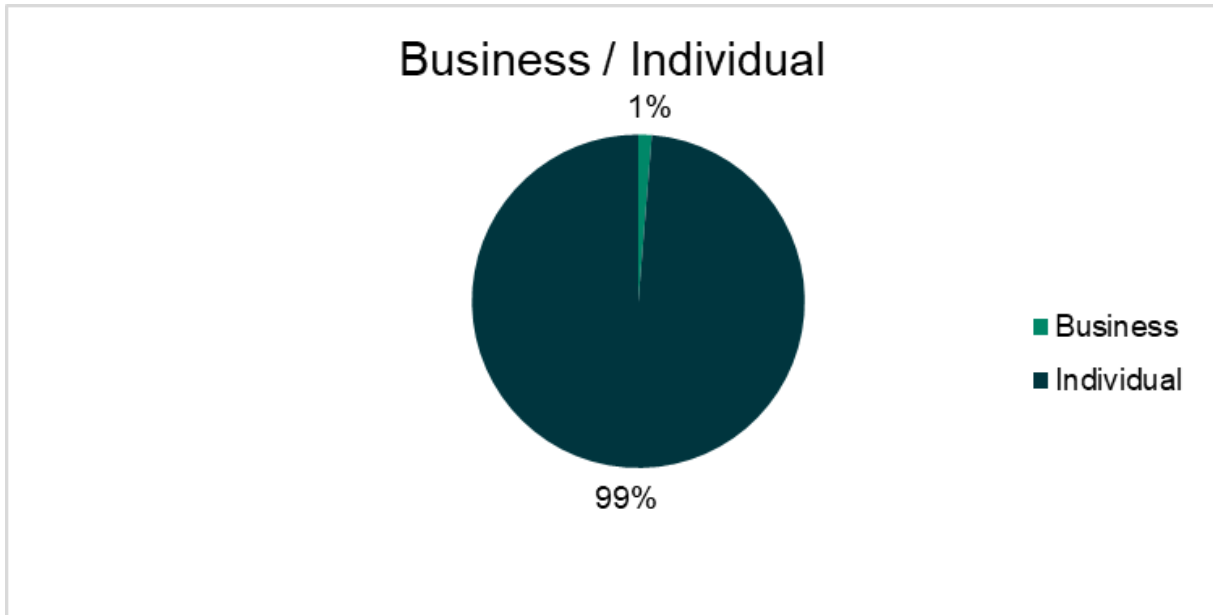
**Action:**

**Impact on parking to be quantified during development of Route 5 Concept Design. Parking to be retained wherever possible.**

## 5.5 Demographics

The following questions relate to the demographics of respondents to the online survey.

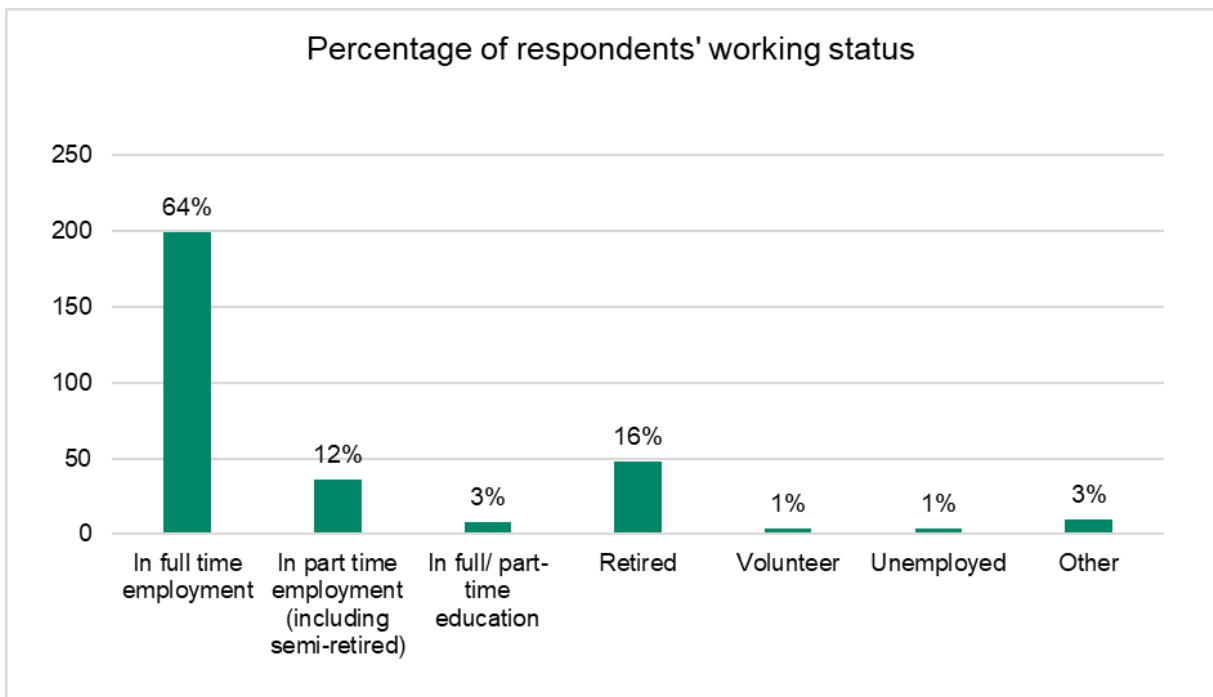
**Q26: Are you filling in this survey on behalf of a business or an individual?**



**Figure 5-23: Response from business or individual**

With regards to the proportion of business and individual respondents, Figure 5-23 shows that 1% of respondents (4) responded on behalf of a business and 99% (305) responded as an individual.

**Q27: 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?**



**Figure 5-24: Percentage of respondents' working status**

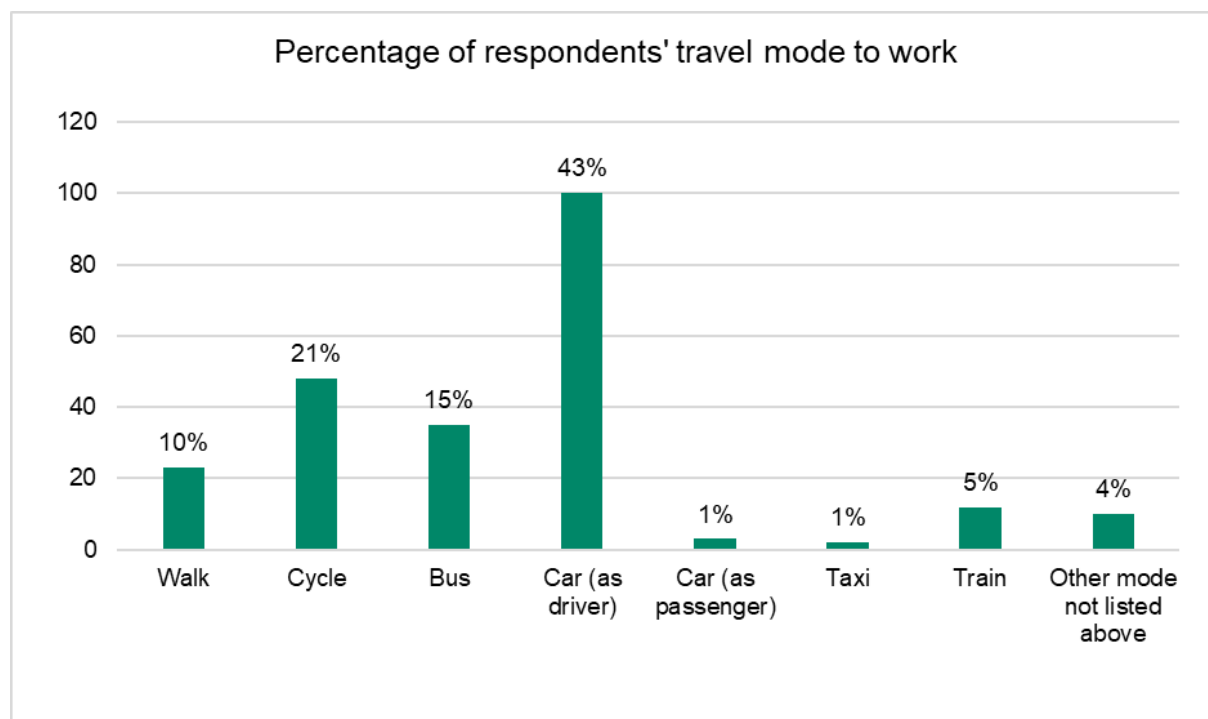
With regards to respondents' working status, Figure 5-24 shows that 64% of respondents (199) are in full time employment, 16% (48) are retired and 12% (36) are in part time employment. Less than 5% of respondents are either in full time education, volunteering, unemployment or other.



Please note that respondents to question 27 could only select one response – that which best reflects their working status. It is acknowledged that respondents may be retired and also be a volunteer, for example.

Depending on their response to question 27, respondents were then asked how they travel to their place of work (if they are in employment), their place of study (if they are in education) or to make local journeys (if they responded that they are retired or unemployed).

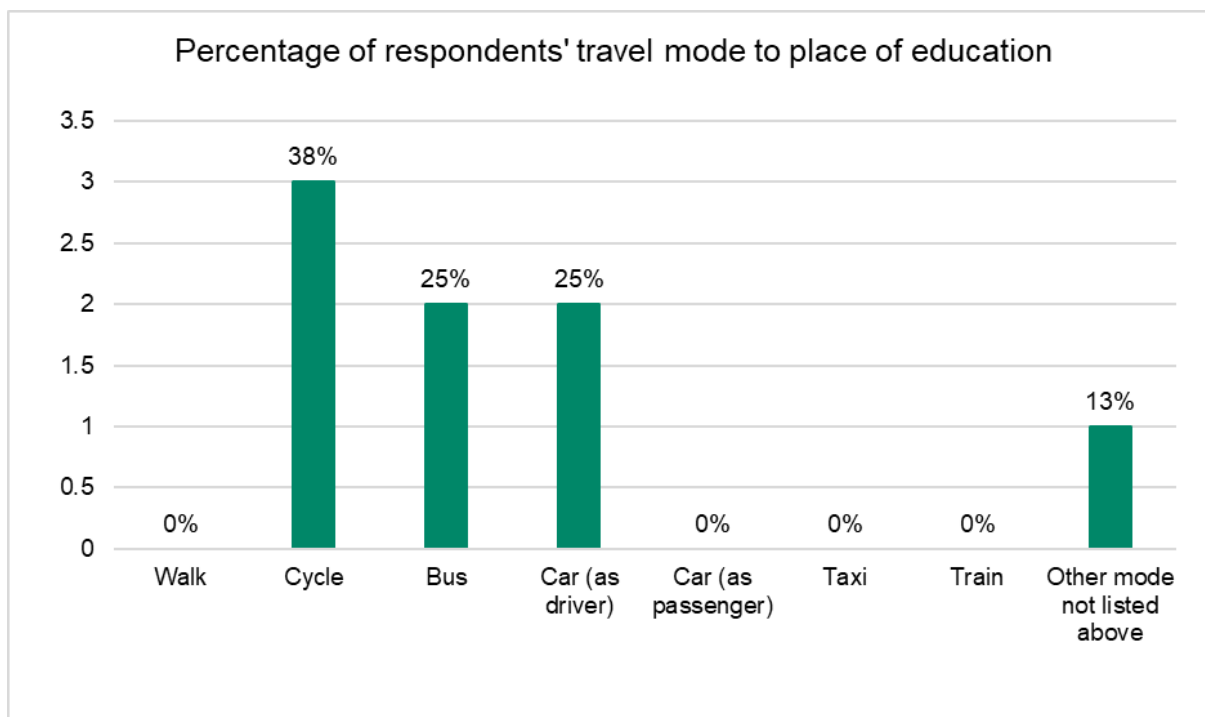
**Q28a: How do you usually travel to your place of work?**



**Figure 5-25: Percentage of respondents' travel mode to work**

Regarding the travel mode that respondents use to travel to work, Figure 5-25 shows that 43% of respondents (100) drive to work, 21% (48) cycle to work, 15% (35) take a bus, 10% (23) walk, 5% (12) take a train and less than 5% use one of the other transport modes.

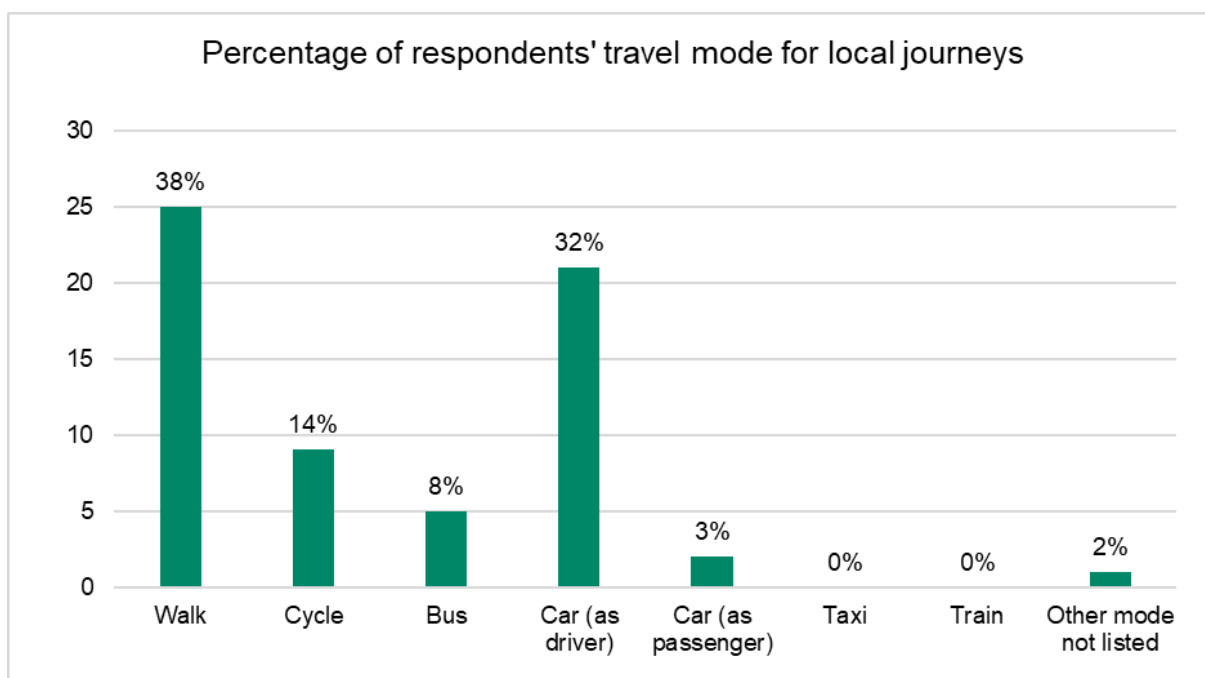
**Q28b: How do you usually travel to your place of education?**



**Figure 5-26: Percentage of respondents' travel mode to place of education**

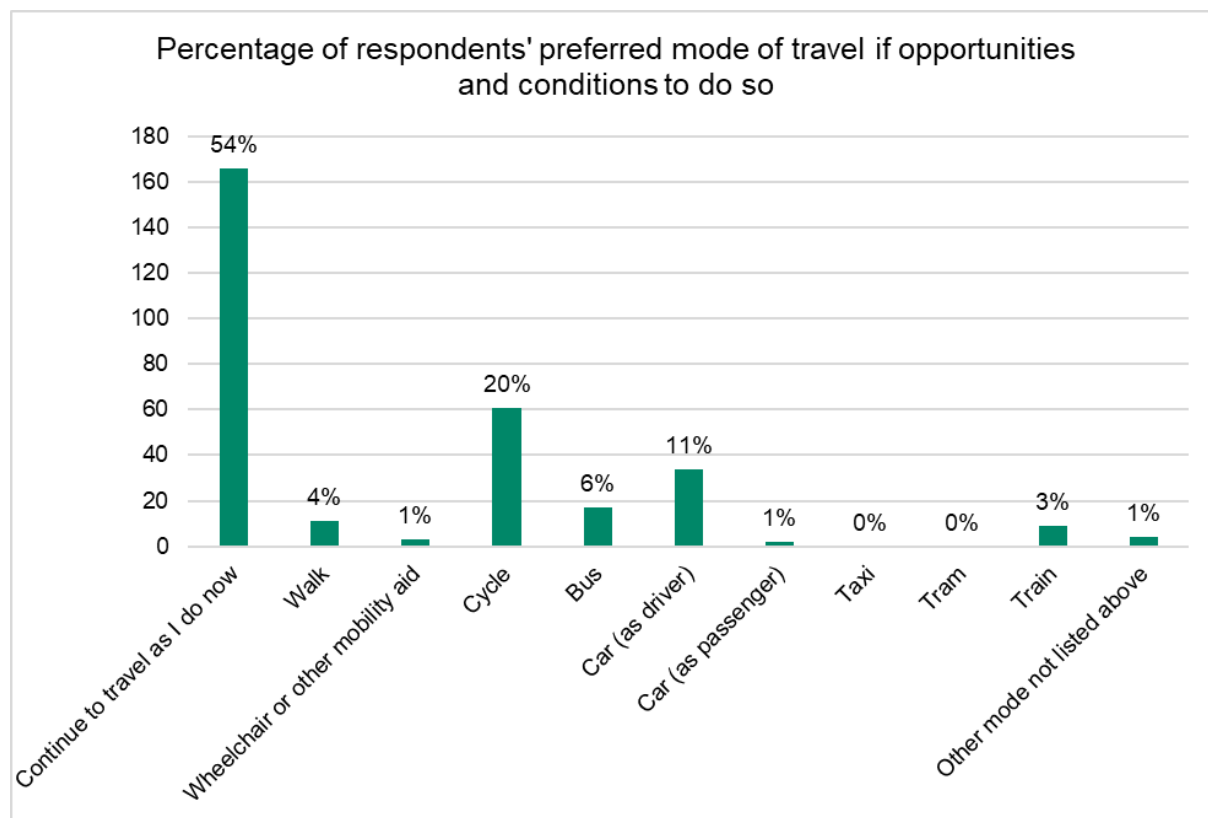
Regarding the travel mode that respondents use to travel to their place of education, Figure 5-26 shows that 38% of respondents (3) cycle, 25% drive (2), 25% (2) take a bus, and 13% (1) use one of the other transport modes.

**Q28c: How do you normally make local journeys?**



**Figure 5-27: Percentage of respondents' travel mode for local journeys**

Regarding the travel mode that respondents use for local journeys, Figure 5-27 shows that 38% of respondents (25) travel on foot, 32% (21) drive, 14% (9) cycle, 8% (5) take a bus, and less than 5% use another transport mode.

**Q29: How would you like to travel there assuming you had the opportunities and conditions to do so?****Figure 5-28: Percentage of respondents' preferred mode of travel if opportunities and conditions to do so**

With regards to respondents preferred travel mode, Figure 5-28 shows that 54% of respondents (166) will continue to travel as they do now, 20% (61) would cycle, 11% (34) would drive a car, 6% (17) take a bus and less than 5% would use one of the other transport modes.

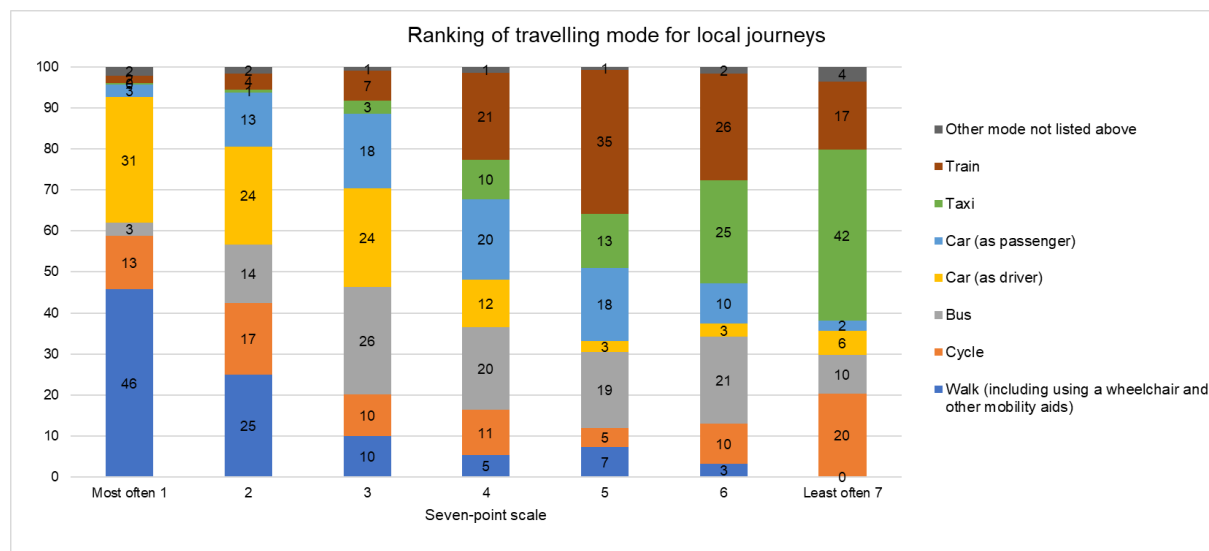
Of those who said that they generally drive a car to their place of work or study, or for local journeys, 60 respondents said that they would prefer to use a different mode, if they had the opportunities and conditions to do so. 21 said that they would prefer to cycle, 4 said that they would prefer to take a bus, 3 respondents said that they would prefer to walk and another 3 said that they would prefer to take the train. 2 said they would prefer to take another mode and 1 said that they would prefer to take the car but as a passenger.

**Q30: What prevents you from travelling this way?**

The most cited reasons preventing respondents from using their preferred transport mode are listed below, along with a tally:

1. Feeling of danger, not being safe while cycling: 29;
2. Long Distance: 19;
3. Don't want to / work from home: 15;
4. Lack of public transport services: 9;
5. Lack of dropped kerbs / infrastructure: 4.

**Q31: Please rank which of the following ways you most often use to make local journeys**



**Figure 5-29: Ranking of travelling mode for local journeys**

Figure 5-29 shows that travelling on foot and by car (as a driver) are the most popular modes of travel. 46% of respondents (130) ranked walking and 31% (87) ranked driving a car (as driver) as the most often used transport mode. The proportion of respondents who most often cycle for local journeys as 13%. The equivalent figures for public transport are 2% for the train and 3% for the bus.

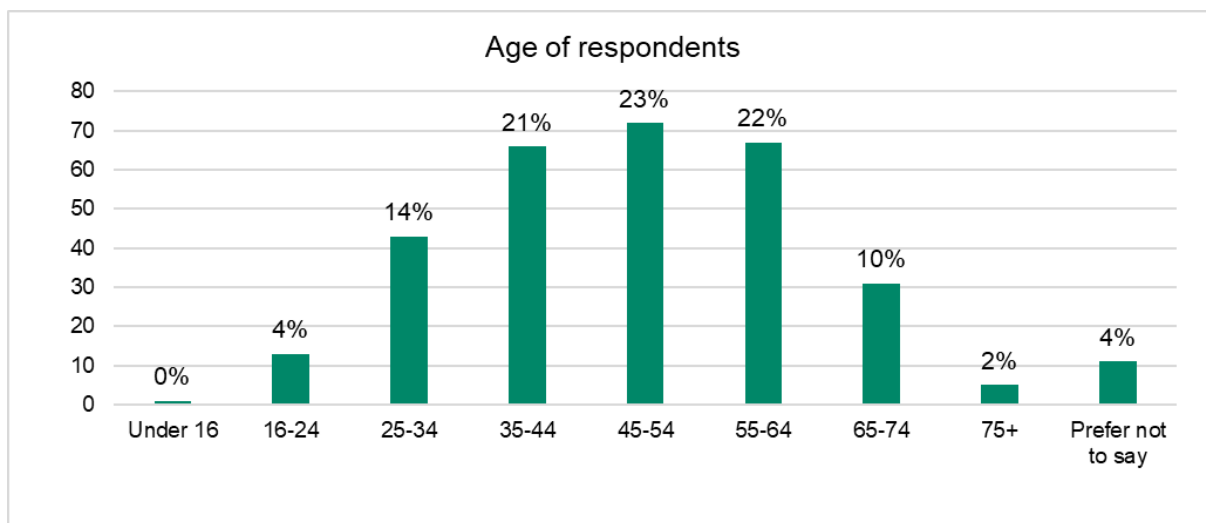
**Q32: Do you have any further comments about walking, wheeling and cycling in Musselburgh?**

21 respondents generally supporting the proposed plans said that the proposed improvements must benefit the whole community and promote walking and public transport as well as cycling. 8 respondents named improved safety for cyclists as the main benefit of the proposed plans. 7 respondents expressed general support for all of the proposed plans.

18 respondents expressed concern over the existing congestion level in Musselburgh. Some of the respondents said that modal shift must be promoted by improving public transport services. However, other respondents expressed concern over the possible detrimental impact of the proposed measures on traffic, which they felt will increase congestion in Musselburgh.

23 respondents generally opposed the proposed plans, as they feel the proposed changes to the infrastructure are not needed. 18 respondents named the impact of dangerous cycling on pedestrians as the main reason why they are against the new measures. 9 respondents expressed concern over the detrimental impact on available parking spaces on Stoneybank Terrace and Linkfield Road.

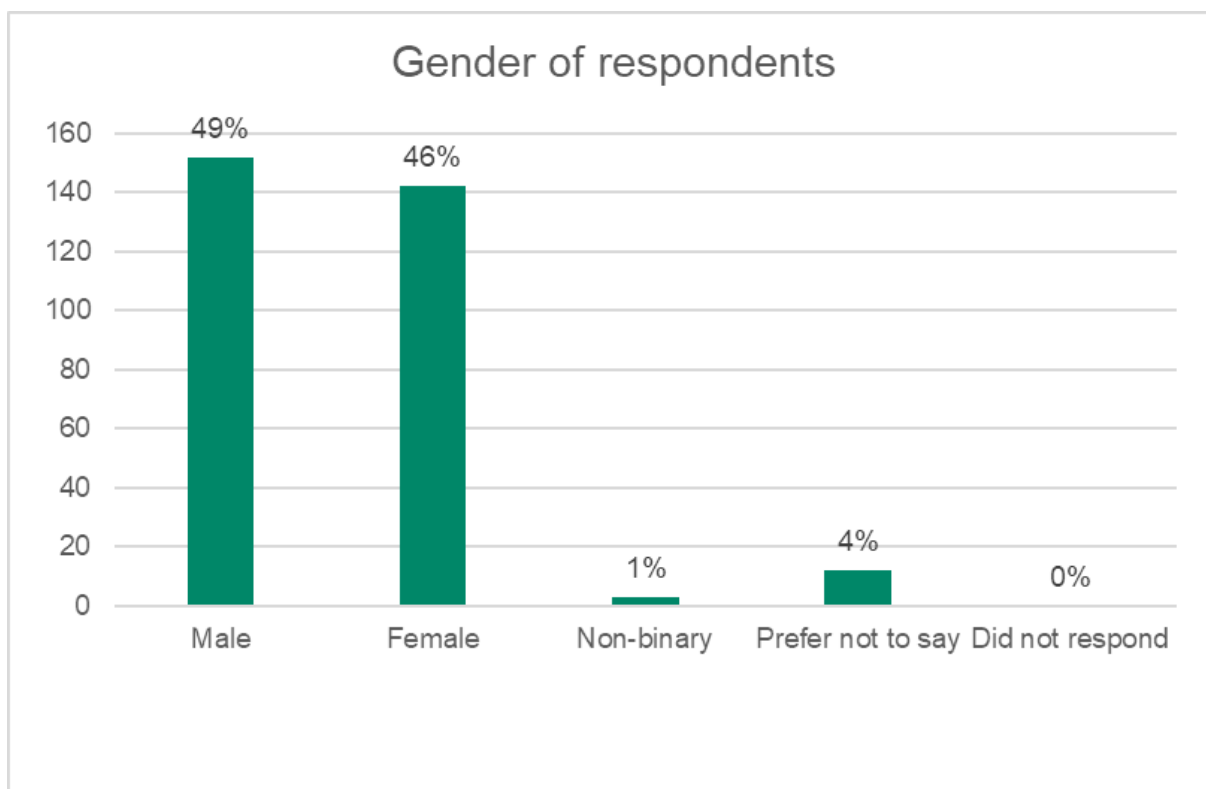
**Q34: Please tell us your age**



**Figure 5-30: Age of respondents**

Figure 5-30 shows the age grouping of the survey respondents. Most responses were received from people aged between 35 and 64, with 23% of respondents (72) being aged between 45 and 54, 22% (67) being aged between 55 and 64, and 21% (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, 2% (5) were 75 or over, and 4% (11) stated that they would 'Prefer not to say'.

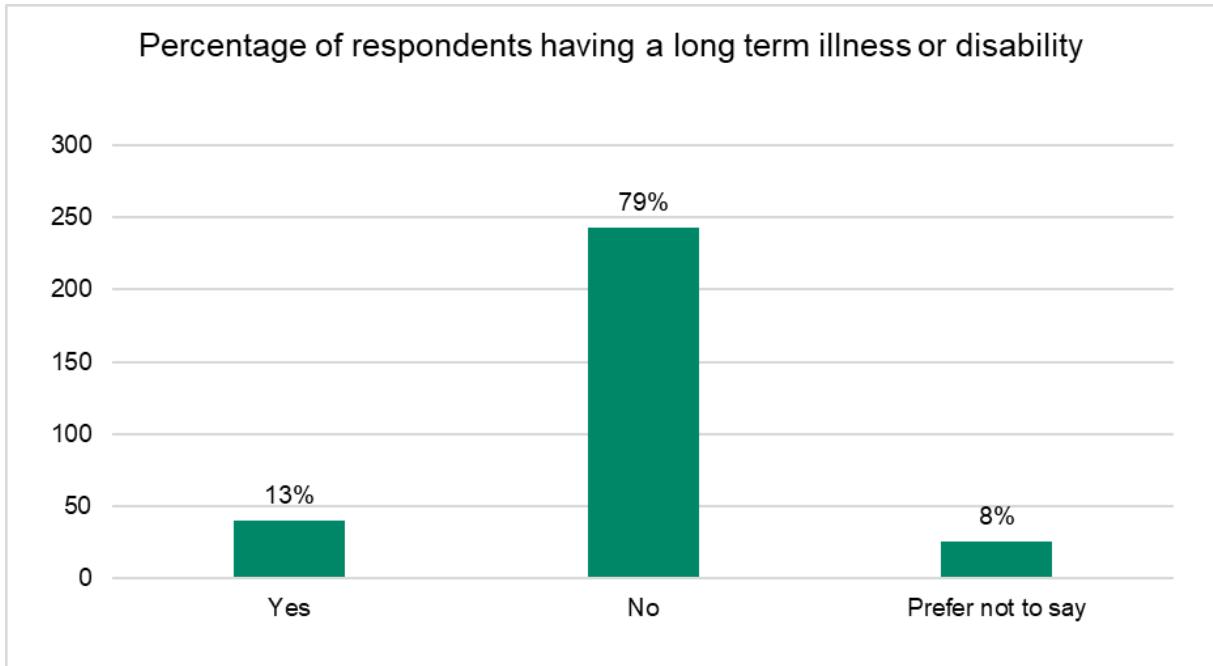
**Q35: Please tell us your gender**



**Figure 5-31: Gender of respondents**

Figure 5-31 shows that there was a fairly even split of male and female respondents. 49% of respondents (152) identified as 'Male', 46% (142) identified as 'Female', 1% (3) identified as 'Non-binary', and 4% (12) stated that they would 'Prefer not to say'.

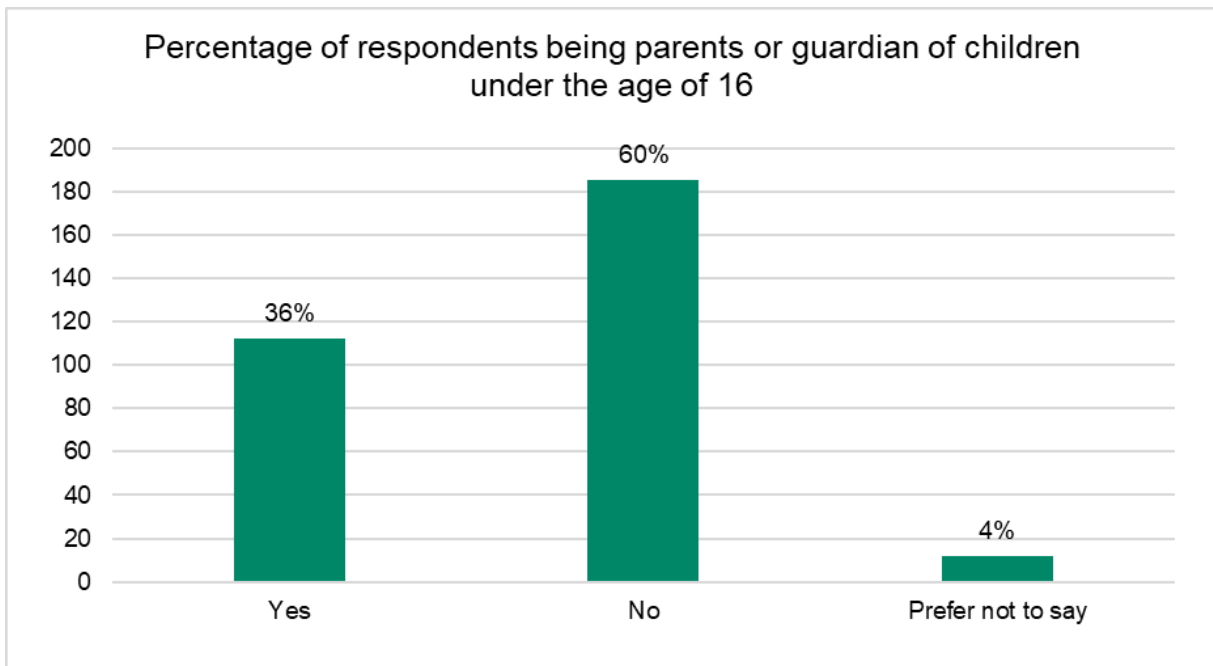
**Q36: Do you have a long-term illness or disability that limits your daily activities?**



**Figure 5-32: Percentage of respondents having a long term illness or disability**

Regarding the proportion of respondents having a long-term illness or disability, Figure 5-32 shows that 13% of respondents (40) said 'Yes', 79% (243) said 'No', and 8% of respondents (26) would 'Prefer not to say'.

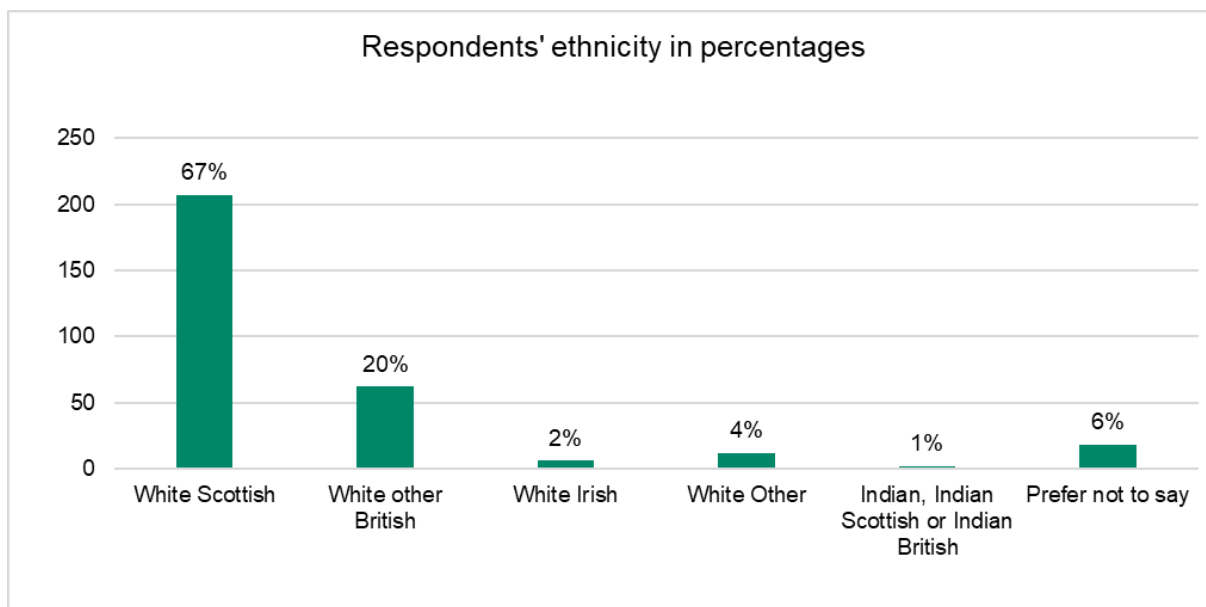
**Q37: Are you the parent or guardian of children under the age of 16?**



**Figure 5-33: Percentage of respondents being parents or guardian of children under the age of 16**

With regards to the proportion of respondents being a parent or guardian of a child under the age of 16, Figure 5-33 shows that 36% of respondents (112) said 'Yes', 60% (185) said 'No', and 4% (12) of respondents would 'Prefer not to say'.

**Q38: What is your ethnicity?**



**Figure 5-34: Ethnicity of respondents**

Regarding the ethnicity of respondents, Figure 5-34 shows that 67% of respondents (207) identify as ‘White Scottish’, 20% (62) identify as ‘White other British’, 6% (18) preferred not to say, 4% (12) identify as “White Other”, 2% (6) identify as “White Irish” and 1% (2) identify as “Indian, Indian Scottish, Indian British”.

## 5.6 Postcode Analysis

Figure 5-35 shows the number and location of respondents that answered the online survey by data zone.<sup>1</sup> Respondents were given the option of provided their post code 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 on the outskirts of Edinburgh, in Stirling, in North Berwick and in Dunbar.

<sup>1</sup> 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.





## 6. Website Comments

As well as being able to complete an online survey, people engaging in the consultation process had the option to leave comments on the project website (<https://musselburghactivetoun.info>).

Overall, a total of 277 comments were received to the project website.

The following section presents key positive and negative themes that were raised by the public in the comments section on the website.

### 6.1 Route 1 West

Of those who expressed a preference (41), 68% of responses (28) were in support of Option B (one-way separate cycle lanes), while 32% of responses (13) were in support of Option A (two-way separate cycle lane on the north side of the road).

Comments have been grouped by theme and are presented below:

#### Safety

12 responses supporting the introduction of Route 1 West named improved safety for cyclists as the main benefit of the proposed scheme.

2 respondents mentioned that the Milton Road junction is a key junction for cycle safety, as it is currently dangerous due to traffic.

1 respondent mentioned that it is their opinion that having cycle lanes inside parking bays for residents is highly dangerous for both residents and cyclists.

4 responses who expressed opposition to the proposals named a perceived detrimental impact on pedestrian safety as the main reason for opposing the new measures.

#### Cycle Infrastructure

9 responses highlighted the importance of linking the proposed route with existing paths. 3 responses said that they would like the proposed route to have links to the Brunstane Path and highlighted the importance of continuing the proposed route into Portobello.

8 responses supported the potential introduction of a separate cycle lane, stating that, in the opinion of the respondent, it will improve safety for pedestrians and cyclists and will benefit inexperienced cyclists.

#### Traffic / Congestion

4 responses stated that the introduction of Route 1 will lead to increased congestion in Musselburgh, in the opinion of the respondent.

5 responses in which the respondent neither expressed support nor opposition the new measures supported the introduction of separate cycle lanes, as they felt it would allow inexperienced cyclists to feel more confident.

#### Floating bus stops

1 respondent expressed support for floating bus stops. On the other hand, 3 respondents are against the idea, due to the potential conflicts between cyclists and pedestrians boarding and alighting buses.

#### Parking

1 respondent mentioned that the cycle lanes should be enforced as non-parking areas to prevent vehicles from parking in them.

## Other suggestions

1 respondent mentioned that some of the transitions and corners seemed quite tight on Option B and asked if they could be smoothed.

1 respondent suggested that a Toucan crossing or 'repeater traffic lights' be provided at the junction between New Street and Edinburgh Road.

### Action:

'Floating' parking spaces to be reviewed in the Concept Designs.

'Floating' bus stops to be reviewed in the Concept Designs.

Concept design to show pedestrian infrastructure (both existing and proposed improvements).

Council to further engage with City of Edinburgh Council on connection into Edinburgh.

Impact of proposals on traffic operations to be evaluated through traffic modelling.

## 6.2 Route 2

The number of responses in which a respondent expressed a preference for either Option A or B on Linkfield Road (32) was fairly even, with 53% of responses (17) in support of Option B (one-way separate cycle lanes), and 47% of responses (15) in support of Option A (two-way separate cycle lane on the north side of the road). There was a greater difference on Haddington Road (16 respondents who expressed a preference), with 75% of responses (12) in support of Option B (one-way separate cycle lanes), and 25% of responses (4) in support of Option A (two-way separate cycle lane on the north side of the road).

On the website, Route 2 was broken into three sections:

1. Section 1 – New Street, James Street, Millhill;
2. Section 2 – Linkfield Road; and
3. Section 3 – Haddington Road.

The comments that were received for each section are presented in sections 6.2.1 to 6.2.3. Comments have been grouped by theme.

### 6.2.1 Section 1 (New Street, James Street, Millhill)

#### Safety

3 respondents mentioned that the scheme improves safety for cyclists.

8 respondents queried the route alignment, with 1 respondent mentioning that this section of the route isn't workable as an accessible space for pedestrians and cyclists through delivery of a 'quiet road' cycle route. New Street is busy with residential traffic and the harbour end has a lot of visitor traffic. 2 respondents suggested having the route go along the promenade, while another suggested that the High Street and Bridge Street would be a better alignment. It should be noted that a route along the coast is being investigated as part of a separate project.

1 respondent mentioned the constrained visibility that drivers / riders have when pulling out of the corner of the former Quay building and the harbour.

1 respondent mentioned that they do not currently feel safe when turning right from Linkfield Road onto Millhill (when heading west) and when turning right from Linkfield Road onto Ashgrove (when heading east).

### **Pedestrian infrastructure**

7 respondents expressed opposition to raised tables, expressing uncertainty as to how raised tables help cyclists and pedestrians.

Out of the 3 respondents who expressed support for raised tables as a traffic calming measure, 1 respondent asked why a raised table was not also provided at the Balcarres Road / Millhill junction.

1 respondent highlighted that, at the junction with New Street, pedestrians travelling north on Eskside West find themselves having to navigate a path that ends in the middle of an often muddy patch of ground and either have to walk on the road or step down a high kerb on the other side to get to the Bridge or the front. This person adds that anyone with mobility issues is essentially excluded from navigating this area.

### **Parking**

3 respondents mentioned parking as a potential issue in the scheme, with 1 respondent asking if parking spaces will be removed. Another respondent mentions that parking on both sides is already problematic and results in access challenges for larger vehicles, including emergency vehicles.

### **Other suggestions**

1 respondent suggested keeping the Electric Bridge as a cycle bridge.

1 respondent would like to see improvements to the traffic operations around Fisherrow Harbour, as they consider it to be unsafe, especially at weekends.

1 respondent is against having a cycle lane in Levenhall Roundabout, as they think it will be dangerous for cyclists.

## **6.2.2 Section 2 (Linkfield Road)**

### **Safety**

5 respondents stated that they think safety will improve for cyclists.

### **Cycle infrastructure**

8 respondents approved of the segregated cycle lanes. 4 out of the 8 responses favoured Option A (two-way separate cycle lane on the north side of the road), 5 favoured Option B (one-way separate cycle lanes).

1 respondent was against both options, saying that it was a waste of money.

8 respondents supported the proposals for Levenhall Roundabout, with 3 respondents having a preference for Option A and 5 respondents having a preference for Option B. 1 respondent mentioned that the Dutch style roundabout might cause issues as drivers are not familiar with this type of layout and thus might not give way to cyclists.

1 respondent suggested removing the pavement on the racecourse side of Linkfield Road to free up space for a protected cycle lane.

4 respondents queried how to join the protected cycle lane, especially for Option A, which has the two-way protected cycle lane, from Pinkie Road or Ashgrove for example.

### **Pedestrian infrastructure**

12 respondents expressed opposition to the removal of the islands along Linkfield Road as they feel it makes it harder for people to safely cross what currently a busy road. It was also stated that it limits accessibility for older people and people with disabilities.

2 respondents suggested adding pedestrian crossings to make it safer for people to cross Linkfield Road

## Parking

8 respondents expressed opposition to the removal of parking spaces along Linkfield Road, as it risks putting extra pressure on surrounding streets. 1 respondent mentioned that the pressure will be exacerbated during race days.

## Suggestions

1 respondent suggested better street lighting on Linkfield Road.

1 respondent suggested pedestrianising the town centre.

## 6.2.3 Section 3 (Haddington Road)

### Safety

3 respondents expressed opposition to floating bus stops, as they deem them to be too dangerous for pedestrians and cyclists.

### Cycle infrastructure

1 respondent mentioned that separate cycle lanes are often full of debris that make them unusable for road bikes, which results in punctures and ultimately forces cyclists to use the road. Having narrower roads then makes drivers frustrated and more dangerous for cyclists.

1 respondent mentioned that cycle lanes on the roundabout will be dangerous for both cyclists and drivers and result in more delays.

#### Action:

**Visibility at side road junctions on New Street to be reviewed during development of Route 2 Concept Design.**

**Concept designs to illustrate measures for cyclists to transition between protected cycle lanes and side roads, and how cyclists can make all manoeuvres at junctions.**

**Pedestrian infrastructure at junction of Eskside West and New Street to be reviewed during development of Route 2 Concept Design.**

**Impact on parking to be quantified during development of Route 2 Concept Design. Parking to be retained wherever possible.**

**Concept design to show pedestrian infrastructure (both existing and proposed improvements).**

**'Floating' bus stops to be reviewed in the Concept Designs.**

## 6.3 Route 5

Regarding the two proposals for Whitehill Farm Road and Stoneybank Terrace that were presented during the consultation period, 48% (11) of those who expressed a preference (23) were in support of Option A (quiet-street intervention), while 52% of responses (12) were in support of Option B (two-way separate cycle lane on the south-east side of the road).

On the website, Route 5 was broken into four sections:

1. Section 1 – Craighall Development Site;
2. Section 2 – Whitehill Farm Road, Stoneybank Terrace;
3. Section 3 – Haugh Park, Station Road, Olive Bank Road; and
4. Section 4 – Link to Goose Green and Town Centre along River Esk.

The comments that were received for each section are presented in sections 6.3.1 to 6.3.4. Comments have been grouped by theme

### 6.3.1 Section 1 (Craighall Development Site)

#### Cycle infrastructure

1 respondent wondered how well lit and maintained the path will be, and doesn't want to see it overgrown, like the path next to the A1 / Newcraighall park.

1 respondent queried how this proposal will link with the River Esk path and cycle lane from the river to Queen Margaret University.

3 respondents mentioned that they think the proposed route is not very direct and too winding. 1 of the 3 respondents suggests the route could follow the railway line.

1 respondent mentioned that there is no need for this, as the roads are already well connected, and the pavements are more than functional.

1 respondent asked why the cycle route on the north side of Queen Margaret University is not used instead.

#### Suggestions

1 respondent suggested continuing the route to Shawfair,

1 respondent suggested that the cycle infrastructure should be 4m wide.

### 6.3.2 Section 2 (Whitehill Farm Road, Stoneybank Terrace)

#### Cycle infrastructure

4 respondents mentioned that protected cycle lanes improve safety for cyclists

#### Parking

15 respondents expressed opposition to the removal of parking, as it will make it worse for the residents to find a parking space and will also push the problem to side streets such as Eskview Terrace.

#### Traffic operations

2 respondents supported the scheme, as they feel it will slow traffic down.

1 respondent mentioned that Stoneybank Terrace is not a quiet street.

1 respondent expressed opposition to the idea of Whitehall Farm Road becoming a cycle route.

1 respondent mentioned that there is already a segregated walk / cycle route to Musselburgh behind the Denholm houses and one around the golf course down to Inveresk.

### 6.3.3 Section 3 (Haugh Park, Station Road, Olive Bank Road)

#### Green space

2 respondents mentioned that the proposals will mean the removal of trees and limited green space.

## Cycle Infrastructure

9 respondents stated that they are in favour of the proposals, as a cycle path and walking path are much needed. 1 respondent mentioned that the use of the bridge is a good idea.

2 respondents expressed opposition to the Toucan crossing on Olive Bank Road.

## Suggestions

1 respondent suggested that Routes 1 and 5 could be connected at the foot of Eskview Terrace by a two-way protected cycle lane along Olive Bank Road between Aldi and Tesco.

1 respondent suggested a bridge over the Esk from Stoneybank Terrace to Station Road.

## 6.3.4 Section 4 (Link to Goose Green and Town Centre along River Esk)

9 respondents supported the proposals, and 3 mentioned that they think that the use of the flood defences to create a route away from the main roads is a great idea.

### Cycle infrastructure

1 respondent suggested that the route could be extended further.

2 respondents suggested adding more cycle parking (near pharmacies, banks and food shops) and wondered how the proposals will link with other cycle routes.

1 respondent expressed concern about the route going under the low bridge.

### Safety

1 respondent mentioned that walkers and cyclists don't often mix well, as there are some cyclists who are disrespectful / antisocial.

### Greenspace

2 respondents mentioned that this section of the route will remove strips of grass from Goose Green, which could impact upon wildlife.

### Suggestions

1 respondent suggested widening existing paths slightly and maintaining them so they aren't a hazard, instead of having them on the grass.

#### Action:

**Impact on parking to be quantified during development of Route 5 Concept Design. Parking to be retained wherever possible.**

**Review traffic volumes on Stoneybank Terrace at peak times and review designs accordingly.**

**Impact on trees to be quantified when designs have been developed, in collaboration with the Flood Protection Scheme.**

## 7. Feedback Received by Letter, Email and Live Chat

In addition to the feedback received from the online survey and website comments (outlined in section 5 and 6 respectively), correspondence relating to the consultation was also received by letter, email and through the Live Chat function, available via the virtual consultation room. This correspondence is summarised in sections 7.1 to 7.3. In each section, the number in brackets after the comment relates to how many times the themes were raised in the type of correspondence being summarised.

### 7.1 Feedback Received by Letter

Key themes from the feedback that was received via written correspondence has been summarised below:

- Objection to any loss of parking on Linkfield Road (1);
- Objection to introduction of floating bus stops on Linkfield Road (1);
- Concern about impact on congestion of proposals on Linkfield Road (1);
- Concern that cyclists may not use separate cycle lanes (1); and
- Suggestion of alternative route alignment for section on Linkfield Road (in the verge to the north of the road) [1].

#### Action:

**Impact on parking to be quantified during development of Concept Designs. Parking to be retained wherever possible.**

**Impact of proposals on traffic operations to be evaluated by traffic modelling.**

**'Floating' bus stops to be reviewed in the Concept Designs.**

### 7.2 Feedback Received via Email

Feedback that was received via email has been summarised below. Feedback has been grouped by route, while general comments have been provided together.

#### General

- Objection to 'floating' bus stops (2);
- Objection to routes based on view that they would lead to increased congestion or air pollution (2);
- General preference for one-way separate cycle lanes on both sides of the road (2);
- Musselburgh Flood Protection Scheme and Musselburgh Active Toun projects need to be integrated (2);
- The routes need to connect to form a coherent network (2);
- Designs need to consider users with visual impairments or disabilities, and those who are young, and provide appropriate crossing points (2);
- As part of the wider project, there is the opportunity to improve access to Pinkie playing fields (1);
- General objection to two-way separate cycle lanes (1);
- Money would be better spent on repairing potholes (1);
- Project needs to avoid mistakes of other projects, by neglecting to consider users other than cyclists (1);
- Project needs to consider the conservation area in Musselburgh and use materials and infrastructure that are compatible with this (1);
- Routes need to connect to the proposed journey hubs in the town (1);
- Street clutter needs to be considered, particularly in the conservation area (1);

- Importance of improving signage and road surfaces, on both existing and proposed routes (1);
- Need for segregating feature between cycle lane and carriageway (1);
- Need to consider new, inexperienced or less-confident cyclists in the consideration of one-way separate lanes and two-way separate cycle lanes (1);
- Clear markings are required wherever a cycle lane crosses a side road (1);
- General support for improving walking and cycling in Musselburgh (1);
- On any shared paths, signage needs to be provided to highlight to cyclists that they should not speed and that they should use their bell to alert pedestrians (1); and
- There should be a safe and convenient connection between Fisherrow Harbour and Portobello (1).

**Action:**

**Impact of proposals on traffic operations to be evaluated by traffic modelling.**

**Impact on parking to be quantified during development of Concept Designs. Parking to be retained wherever possible.**

**'Floating' bus stops to be reviewed in the Concept Designs.**

**Concept designs to show pedestrian infrastructure (both existing and proposed improvements).**

Route 1 West

- Concern about impact on emergency service vehicles, delivery vehicles and refuse vehicles on Edinburgh Road / General concerns about reducing carriageway width (3);
- Objection to possibility of bus stop relocation / removal in Route 1 West proposals (2);
- Safety concern regarding potential conflict between residents accessing / egressing properties (2);
- Safety concern regarding 'floating' bus stops and 'floating' parking bays, and view that these should be in their current position, at the kerb (2);
- Need to retain traffic islands on Edinburgh Road (2);
- Objection to alignment of Route 1 West (1);
- Concern about road geometry of Edinburgh Road and impact on safety (1);
- Objection to any loss of parking on Edinburgh Road (1);
- Query about whether there is enough space on Edinburgh Road to accommodate the proposals (1);
- Need to consider how cyclists will access separate cycle lane from North High Street (1);
- Designs need to consider how vehicles will cross cycle lanes at side roads and should seek to reduce instances of vehicles blocking the cycle lane (1);
- General query regarding who would be the beneficiaries of the proposals (1);
- Money would be better spent on providing better access to the existing cycle lanes and providing better signage (1);
- Money would be better spent on highlighting the existing cycle lanes (1);
- Objection to both Option A and B (1);
- Kerb segregation is not necessary (1); and
- Need to consider residents parking on Edinburgh Road (1).



**Action:**

**Impact on emergency service, delivery and refuse vehicles to be investigated and strategy to be developed.**

**Concept designs to illustrate proposals where protected cycle lanes cross side roads and accesses.**

**Impact on parking to be quantified during development of Route 1 Concept Design. Parking to be retained wherever possible.**

**'Floating' bus stops and parking spaces to be reviewed in the Route 1 Concept Design.**

**Concept design to show pedestrian infrastructure (both existing and proposed improvements).**

Route 2

- Retention of parking on Linkfield Road is necessary / objection to Option B due to loss of parking (2);
- Junction of Windsor Gardens and Linkfield Road is currently unsafe and needs to be upgraded (1);
- Traffic islands need to be retained / provided on Linkfield Road (1);
- Speed limit on Linkfield Road should be reduced to 20mph (1);
- General preference for Option A on Linkfield Road (1);
- General preference for Option A at Levenhall Roundabout (1);
- General feeling that a "Dutch"-style roundabout is too much of a culture change (1);
- Feeling that a "Dutch"-style roundabout would need to be monitored, if it was to be introduced (1);
- Cyclists should be permitted to use the Electric Bridge until any new bridge is constructed (1);
- New, inexperienced or less-confident cyclists may be uncomfortable on the proposed on-road section on New Street, and a traffic-free route along the coast should be developed alongside the existing proposals (1). It should be noted that a route along the coast is being investigated as part of a separate project;
- If New Street proposals are taken forward, then use of promenade by cyclists should be reviewed (1);
- Signalised crossings for pedestrians and cyclists are required at the junction of Millhill and Linkfield Road (1);
- Any future development on Haddington Road should be made to contribute to a future widening of the proposed cycle lanes, to mitigate against possible pinch points in the current proposals (1);
- Speed limit on Haddington Road should be reduced to 30mph (1);
- A link to the housing developments in Wallyford should be provided (1); and
- A crossing across Salters Road, at Wallyford Toll Roundabout, is required (1).

**Action:**

**Junction of Windsor Gardens and Linkfield Road to be reviewed.**

**Possibility of reducing speed limit on Linkfield Road and Haddington Road to be reviewed against Council policy.**

**Impact on parking to be quantified during development of Route 2 Concept Design. Parking to be retained wherever possible.**

**Concept design to show pedestrian infrastructure (both existing and proposed improvements).**

**Possible additional improvements at Wallyford Toll Roundabout to be reviewed against wider Council plans at this location.**

Route 5

- Preference to improve the existing route from the town centre to Queen Margaret University / Musselburgh railway station (1);
- Objection to removal of any trees (1);
- General preference for Option B on Whitehill Farm Road and Stoneybank Terrace (1);
- At locations where any proposed cycle lane crosses a minor road on Whitehill Farm Road and Stoneybank Terrace, the cycle lane should have priority (1);
- Route through development site is indirect and it would be better if the route followed the railway line (1);
- Link between Route 5 and Tesco should be explored (1); and
- Measures should be considered to enhance cycle safety at the roundabout on Whitehill Farm Road (junction of Whitehill Farm Road and Clayknowes Road) [1].

**Action:**

**Link to Tesco to be explored.**

**Additional improvements at Whitehill Farm Road roundabout to be explored.**

## 7.3 Live Chat discussions

Feedback that was received during discussions with visitors to the virtual consultation room is presented below:

- Concern about floating bus stops (1);
- Junction of Edinburgh Road, Newhailes Road, North High Street and Harbour Road being unsuitable for cycling (under current conditions) [1];
- Concern about cyclists using pavements (1);
- Comment that proposals would not be used by club cyclists and that the money would be better spent on repairing road surfaces, so that club cyclists do not have to swerve to avoid them (1); and
- Concern about behaviours of some cyclists (1).

Additional comments were received that did not directly related to the routes being consulted upon. These have been presented below:

- Suggestion that there should be some online training available regarding how to use the e-bikes in Musselburgh (1); and
- Concern about parking next to bus lanes on Musselburgh High Street (1).

**Action:**

**'Floating' bus stops to be reviewed in the Concept Designs.**

## 8. Summary and Next Steps

### 8.1 Summary

This report has summarised the consultation exercise that was undertaken during the Concept Design stage of the first phase of the MAT project. The consultation was focused on Route 2 (A199 to Wallyford Roundabout), Route 5 (Old Craighall to Goose Green) and the western half of Route 1 (Milton Road East to New Street). The consultation lasted 8 weeks, taking place between Monday 24 May and Friday 16 July 2021.

Interested parties were given a variety of ways to respond, including meetings with stakeholders, local groups, and local residents, an online survey, website comments, written and electronic correspondence, and by live chatting with representatives of the project team.

It was found that the majority of consultees were generally supportive of the Musselburgh Active Toun project. In the online survey of 309 responses, on average 63% of respondents either strongly support or support the aim of improving conditions for people walking and wheeling in Musselburgh, with the equivalent figure for cycling being 59%. 64% of respondents agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.

59% of respondents support the introduction of separate cycle lanes on Edinburgh Road and 50% supported them on the A199.

Feedback was requested on various design options, and this will be used to develop a preferred Concept Design for each of the routes. The feedback that was received by each of these methods is summarised in sections 4 to 7 of this report. The agreed actions are listed below:

**Table 8.1: Actions for Concept Design following consultation**

Route	Actions	Timescales
General / Actions applicable to all routes or wider project	Impact on parking to be quantified during development of the Concept Design. Parking proposals to be developed in parallel with a separate parking review that is being undertaken in Musselburgh.	In current stage (Concept Design). Information from parking review to be fed into proposals (Developed Design)
	Impact of proposals on traffic operations to be evaluated through traffic modelling	At subsequent stage (Developed Design)
	Concept designs to show pedestrian infrastructure (both existing and proposed improvements)	In current stage (Concept Design)
	Concept designs to illustrate proposals where protected cycle lanes cross side roads and accesses	In current stage (Concept Design)
	Concept designs to show dropped kerbs and uncontrolled crossings	In current stage (Concept Design)
	Consider forming an advisory / steering group made up of local people (including community representatives with specific accessibility needs and those with an interest in walking, wheeling and cycling)	At subsequent stage (Developed Design)
	Concept designs to illustrate measures for cyclists to transition between protected cycle lanes and side roads, and how cyclists can make all manoeuvres at junctions	In current stage (Concept Design)
	Concept designs to illustrate traffic calming measures that are proposed	In current stage (Concept Design)
	Impact on emergency service, delivery and refuse vehicles to be investigated and strategy to be developed	In current stage (Concept Design)

Route	Actions	Timescales
	'Floating' bus stops to be reviewed in the Concept Designs	In current stage (Concept Design)
	'Floating' parking bays to be reviewed in the Concept Designs	In current stage (Concept Design)
	Concept designs to illustrate how access to residential properties will be retained	In current stage (Concept Design)
	Investigate potential for street trial	In current stage (Concept Design)
	Disabled parking bays to be shown in Concept Design plans	In current stage (Concept Design). Information from parking review to be fed into proposals (Developed Design)
	Dropped kerbs to be included in the design where appropriate	In current stage (Concept Design)
Route 1 West	East Lothian Council to further engage with City of Edinburgh Council on connection into Edinburgh	Ongoing
	Junctions of New Street / A199 and A199 / Milton Road East to be looked at in more detail at Concept Design	In current stage (Concept Design)
Route 2	Review traffic volumes on Millhill at peak times and review designs accordingly	In current stage (Concept Design)
	Junction of Windsor Gardens and Linkfield Road to be reviewed	In current stage (Concept Design)
	Possibility of reducing speed limit on Linkfield Road and Haddington Road to be reviewed against Council policy	Action to be passed to Council officers responsible for Speed Limit Policy and evaluating suggested changes
	Possible additional improvements at Wallyford Toll Roundabout to be reviewed against wider Council plans at this location	Separate study to be undertaken to look at link between The Loan, Wallyford, and Wallyford Toll Roundabout, to tie into existing infrastructure between Wallyford Toll and Strawberry Corner
	Visibility at side road junctions on New Street to be reviewed during development of Route 2 Concept Design	In current stage (Concept Design)
	Pedestrian infrastructure at junction of Eskside West and New Street to be reviewed during development of Route 2 Concept Design	In current stage (Concept Design)
Route 5	Impact on trees to be quantified when designs have been developed, in collaboration with the Flood Protection Scheme	Ongoing collaboration with Musselburgh Flood Protection Scheme. Impact likely to be quantified between Stage 2 (Concept Design) and Stage 3 (Developed Design)
	Pedestrian infrastructure at bridge over East Coast Mainline to be reviewed during development of Concept Design	In current stage (Concept Design)
	Link to Tesco to be explored	To be investigated separately as a local link
	Additional improvements at Whitehill Farm Road roundabout to be explored	In current stage (Concept Design)
	Review traffic volumes on Stoneybank Terrace at peak times and review designs accordingly	In current stage (Concept Design)

## 8.2 Next Steps

Following the completion of the consultation, we will identify a preferred design for each of the routes, which will be progressed through the next design stages (Developed Design and Technical Design). At each stage there will be further consultation with the public, local businesses and community groups. Those who asked to be kept informed of the consultation will be notified when the next stage of consultation is going live.

It should be noted that the preferred designs will consider the consistency of infrastructure provision within Musselburgh.

Consultation on Route 1 East will take place later in 2021, once we have done more work to understand potential impacts on local businesses and town centre residents.

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

## Appendix A Leaflet

# Musselburgh Active Toun



## Online Consultation

View the proposals and let us know your thoughts via the following channels:

Website (including online survey,  
detailed comments and live chat):

[musselburghactivetoun.info](http://musselburghactivetoun.info)

Contact us:

[musselburghactivetoun@eastlothian.gov.uk](mailto:musselburghactivetoun@eastlothian.gov.uk)

**Musselburgh Active Toun,  
Transport Planning, John Muir House,  
Brewery Park, Haddington EH41 3HA**





# HAVE YOUR SAY

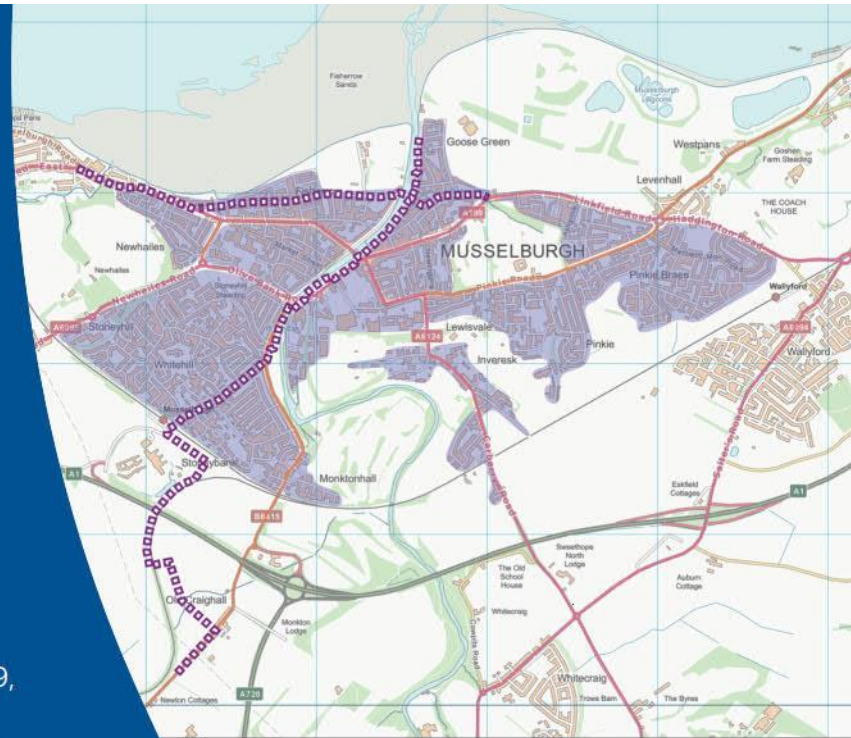
Musselburgh is a great place to live, work and visit but we want to make it even better!

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.

Following government guidance regarding COVID-19, our consultation will be taking place online for now. We will be following up with face-to-face meetings with local people and businesses when it is safe to do so.

[musselburghactivetoun.info](https://musselburghactivetoun.info)



Versions of this leaflet are available on request on audiotape, in Braille or in your own language.

☎ 01620 827199



## Appendix B Stakeholders

## Meeting Notes

<b>Project</b>	<b>Musselburgh Active Toun</b>	<b>Job No:</b>	<b>60625808</b>
<b>Subject</b>	Virtual meeting with Stakeholders		
<b>Prepared by:</b>	William Prentice	<b>Date:</b>	09/06/2021
<b>Checked by:</b>	Paul Matthews	<b>Date:</b>	09/06/2021

## Review / Revision History:

Revision No.	Date of Revision:	Description of Revision:	Revision Made By:	Approved by:
0	09/06/2021	Draft	WP	PM
1	10/06/2021	Issue to attendees	WP	PM

<b>Date:</b>	Tuesday 8 June 2021
<b>Time:</b>	19:00 to 20:30
<b>Location:</b>	Virtual meeting (Microsoft Teams)
<b>Purpose:</b>	Online discussion session with stakeholders

## Attendees

Name	Organisation
Barry Turner (BT)	Inveresk Village Society, Musselburgh Conservation Society
Irene Tait (IT)	Musselburgh & Inveresk Community Council
Jason Rose (JR)	Sustaining Musselburgh
Alister Hadden (AH)	Wallyford Community Council
Margaret Stewart (MS)	Musselburgh & Inveresk Community Council
Catherine McArthur (CM)	Musselburgh & Inveresk Community Council
Stuart Baxter (SB)	East Lothian Council, Musselburgh Area Partnership
Paul Matthews (PM)	AECOM
William Prentice (WP)	AECOM
Michael Naysmith (MN)	East Lothian Council

## Meeting Notes

PM and WP gave a short presentation on the project, the current stage and the materials that are available online.

Following the presentation there was the opportunity for attendees to ask questions. The notes below are the key points that were raised during this discussion session.

IT highlighted that Musselburgh Promenade is very busy and that some cyclists travel at inappropriate speeds along it. She also highlighted that the route along New Street is also very busy with cyclists, and both vehicles and cyclists can travel along New Street at inappropriate speeds. IT queried whether both a route along New Street (Route 2) and the Promenade should be available to cyclists. BT expressed similar concerns regarding the promenade and behaviours of some cyclists.

JR spoke about Portobello Promenade and how he would cycle on the road at periods where he knew the promenade would be busy. He also highlighted the signage ('share with care' / 'welcome considerate cyclists' -type signage) on Portobello Promenade and how this could be used in Musselburgh too.

PM spoke about the different types of users who are likely to be using each facility: those wanting to travel quickly from A to B (MAT Route 2) and those out for a more leisurely cycle (Promenade). PM suggested that ensuring there is a safe, attractive on-road facility to cater for those traveling through the area (A to B) would alleviate some of the issues on the promenade.

IT highlighted the differences between the promenades in Portobello and Musselburgh, primarily that Portobello is much wider. PM noted that Portobello Promenade is a lot wider, but it is so busy that cycle speeds are 'self-enforcing'. There are also objects (such as café tables and chairs) that narrow the path at various locations.

SB highlighted the need for consistency of treatment for Route 1 West between what is proposed in East Lothian and what is proposed in Edinburgh, if the route were to be continued to Portobello. WP agreed with SB's points and highlighted that it will also be important to ensure consistency with Route 1 East at North High Street. WP highlighted that junctions provide the opportunity to transition users between different types of infrastructure but that the aim would be to provide a coherent and consistent treatment.

JR questioned how locations where a protected cycle lane crosses a side road could be made safe. WP suggested that there are various options, which could include 'bending-in' the cycle lane to the side road (to allow vehicles more time to react to cyclists crossing), raising the crossing with ramps to slow traffic, using coloured surfacing and providing signage. WP noted that this risk is heightened if the separate cycle lane were to be two-way, as cyclists would be coming from both directions. WP advised that the aim is to provide high-quality, safe infrastructure.

CM asked about cycle parking and whether this would be considered. WP said that this will be considered as part of the project, that parking would be provided at key locations, and that making this feel safe and secure would be important. PM noted the presence of cycle hire points within the project extents and suggested that opportunities to enhance this could be explored too.

SB asked about social media and suggested that Musselburgh Area Partnership could be tagged in posts in future. They would be happy to re-tweet or quote the posts.

SB asked about the pros and cons are of one-way and two-way protected cycle lanes. PM stated that he was not aware of any study that had looked at collisions at one-way and two-way protected cycle lanes. AECOM took an action to research whether any such study had been undertaken. PM gave an overview of the pros and cons.

BT questioned segregation of shared use / dual use paths and whether this was something that had been considered. PM advised that this is something that could be considered, but it would depend on the environment and 'purpose' of the path. The concepts are still high-level but there are various options for segregation of shared-use / dual-use paths, if this was desired.

BT asked about how the bridge over the East Coast Mainline on Whitehill Farm Road would be treated and highlighted previous proposals to improve the roundabout at Whitehill Farm Road / Clayknowes Road. BT suggested that the replacement of the bridge could have been made a requirement of planning permission for the new developments in this area. SB advised that cost likely made the replacement of the bridge prohibitive due to the likelihood that the railway line would have to be closed. WP noted that the existing pedestrian environment is sub-standard too and suggested that possible solutions could be using traffic signals or considering making alterations to the existing traffic operations. SB

noted the difficulty in restricting access for certain vehicles due to the fact that it is a bus route and that vehicle access is required for access to Musselburgh railway station.

CM stated the importance of ensuring all changes cater for those with mobility needs and wheelchair users, in particular the length of distances they can travel, and this should be improved as far as possible as part of the project.

AH asked about the Drift Path and when it will be completed. SB took an action to investigate this and to follow up. WP advised that a section of the Segregated Active Travel Corridor (SATC) path, of which the Drift Path is a component, had recently been completed adjacent to Queen Margaret University.

BT spoke about the proposed journey hub at The Brunton in Musselburgh and how / whether the MAT proposals would integrate with this. WP advised that the footprint for Route 1 East had been considered in the design of the journey hub in order to future-proof it. WP noted that providing safe cycle links to the journey hub are vital.

JR questioned what was proposed in Haugh Park and how it would look. WP advised that the designs are still at a very high level, but that the alignment was chosen due to the existing constraints on Eskview Terrace (road width and parking). WP explained that this section would likely require a retaining wall and some trees may need to be removed, although this would depend on the alignment and any trees that were lost would be replaced nearby. WP highlighted that the alignment will depend on the proposals for the Flood Protection Scheme, due to the proposed bridge replacement. In response, JR highlighted that the ramps would need to be gentle enough for use by all users. WP advised that all infrastructure will be designed to be accessible to everyone, and that the gradient of any ramp would be shallow enough to be able to be enjoyed by everyone and that any ramp would include landings.

BT highlighted the importance of engaging with public transport operators. WP advised that they have been notified of the scheme going live and that operators will be key partners in the project moving forwards.

## Appendix C Local Groups

## Meeting Notes

<b>Project</b>	<b>Musselburgh Active Toun</b>	<b>Job No:</b>	<b>60625808</b>
<b>Subject</b>	Virtual meeting with local groups		
<b>Prepared by:</b>	William Prentice	<b>Date:</b>	15/06/2021
<b>Checked by:</b>	Paul Matthews	<b>Date:</b>	15/06/2021

## Review / Revision History:

Revision No.	Date of Revision:	Description of Revision:	Revision Made By:	Approved by:
0	15/06/2021	Draft	WP	PM
1	21/06/2021	Issue	WP	PM
2	29/06/2021	Revised following receipt of comments from attendees	WP	PM

<b>Date:</b>	Thursday 10 June 2021
<b>Time:</b>	19:00 to 20:00
<b>Location:</b>	Virtual meeting (Microsoft Teams)
<b>Purpose:</b>	Online discussion session with local groups

## Attendees

Name	Organisation
Sarah Whelan (SW)	Queen Margaret University (QMU)
Derek Williams (DW)	Changes (also involved with Musselburgh Area Partnership and East Lothian Cycle Forum)
Daniel Prince (DP)	Sustrans
Paul Matthews (PM)	AECOM
William Prentice (WP)	AECOM
Michael Naysmith (MN)	East Lothian Council

## Meeting Notes

PM and WP gave a short presentation on the project, the current stage and the materials that are available online.

Following the presentation there was the opportunity for attendees to ask questions. The notes overleaf are the key points that were raised during this discussion session.

DW noted that he didn't think he had received a leaflet. AECOM took an action to follow up with the printing and delivery company.

*Post-meeting note – DW later confirmed that he had received a leaflet. AECOM to follow up with the printing and delivery company for avoidance of doubt.*

DW expressed excitement at the proposals and was keen to look over the detail. He highlighted that, in his view, something 'big' needs to be done to achieve a significant modal shift. In his experience through his role at Changes, he finds that inexperienced cyclists are happy to travel on traffic-free paths, but cycling on the road is a big step and one that many feel uncomfortable making. DW feels that it is important to have a network that would allow people to cycle as part of day-to-day journeys. He highlighted that networks and routes are only as strong as their weakest part, and that a sub-standard section can put users off using the whole route / network.

DW noted that compromises will likely be required, particularly with regards to parking and the 'car lobby', and he highlighted the importance of having political backing. WP noted that Elected Members have been engaged on the project and ELC have done a lot of work to build political support.

DW spoke about the details at the junction of Milton Road East and the A199 and the route along Linkfield Road. In both cases he highlighted the need to consider all manoeuvres that cyclists would undertake, and not just along the primary route corridor. He also said that it was his view that a two-way separate cycle lane on the north side of Linkfield Road would seem to be the most obvious solution. WP noted that the plans are at a high level at this stage and that the detail will be developed in due course, however these are all points that will be considered in the design.

SW agreed with DW's points and highlighted that students at the university like the traffic-free path between Edinburgh and Musselburgh. She noted that cyclists are not as comfortable cycling on the roads and highlighted a few areas in particular:

- Whitehill Farm Road – where there is parking on both sides of the road and cyclists tend to travel close to the parked vehicles to provide some space to traffic. This risks them being struck by the door of a vehicle.
- Junction at the Ship Inn

SW noted that NCN route 76 is very convoluted and people find it difficult to find and follow. She said she feels that providing more direct and visible infrastructure would be beneficial. SW also highlighted the existing speed cushions on New Street and how these encourage cyclists to weave to avoid them (from the primary riding position to the secondary riding position). She suggested that alternative traffic calming should be considered in future. WP noted these comments and suggested that there may be a general preference towards raised tables as these also provide a benefit for crossing pedestrians.

SW noted that engaging with schools is key and that the engagement and new infrastructure could encourage more pupils to cycle to school.

SW expressed a general preference towards two-way separate cycle lanes, as this provides a bit more space for overtaking and for longer types of bicycle, such as adapted and recumbent bikes.

The attendees discussed the possibility of forming an advisory group of local people / community steering group who could be engaged to consider and develop ideas. DW expressed an interest in this and suggested that there could be local Spokes members who could provide a cyclist's perspective. PM and DP both suggested inviting a broader range of groups, such as including pedestrians, disabled users, and people scooting or using adapted bikes. SW noted that there may be staff or students at the university who could provide some of these perspectives and she could try to contact them via the Student's Union.

DW highlighted that some of the streets that are being considered for quiet street-type treatments are currently not very quiet. Millhill was the primary street that was noted. DW explained that on race days and at school drop-off and pick-up times the street can be busy and there can be vehicles idling. In response, WP noted that it is recognised that not all of the streets where a quiet street-type intervention has been offered as an option would currently meet the criteria. Some of these streets would require some measures to reduce traffic volumes and / or speeds to an acceptable level. WP suggested some possible interventions, such as raised tables and / or modal filters. WP highlighted that the infrastructure needs to be suitable for all users, including young or inexperienced cyclists, and that the designs will be developed with this in mind.



SW was asked whether QMU currently have access to any adapted bikes. She responded that they don't currently have access to any, and that they had applied for funding for some but were not successful. QMU have funding to put in cycle parking suitable for adapted bikes.

## Meeting Notes

<b>Project</b>	<b>Musselburgh Active Toun</b>	<b>Job No:</b>	<b>60625808</b>
<b>Subject</b>	Discussion with representative from Musselburgh Business Partnership		
<b>Prepared by:</b>	William Prentice	<b>Date:</b>	29/06/2021

### Review / Revision History:

Revision No.	Date of Revision:	Description of Revision:	Revision Made By:	Approved by:
0	29/06/2021	Draft	WP	PM

<b>Date:</b>	Monday 21 June 2021
<b>Time:</b>	10:00 to 10:50
<b>Location:</b>	Virtual meeting (Microsoft Teams)
<b>Purpose:</b>	Online discussion with representative from Musselburgh Business Partnership

## Attendees

Name	Organisation
	Musselburgh Business Partnership
Liz Hunter (LH)	East Lothian Council
William Prentice (WP)	AECOM

## Meeting Notes

AECOM provided a summary of the project and the materials that are currently online.

A member stated that it is their opinion that cyclists should be kept off the High Street. They feels that the environment is currently not conducive to cycling. It was suggested that the High Street is a destination for cyclists and that the project, along with other measures, could make the High Street a more pleasant place to travel to and through.

The importance of sharing the consultation results and articulating why decisions have been made was highlighted. The recent addition of new bus stops on the High Street was noted, and how people haven't been advised why these have been introduced.

There was a discussion around notifying the public of the consultation. It was asked whether there has been enough publicity and the response was that they felt that there could have been more. The potential to put up plans in vacant

units was mentioned. It was advised that this was considered, and could be explored further during the consultation on Route 1 East.

It was advised that the consultation link was shared with the Business Partnership. It was said that the project would be discussed with the other members of the Business Partnership at the end of the month. It was suggested sharing it on Facebook on some of the bigger local groups, such as Musselburgh Folk. An action to explore this and discuss this was taken.

## Appendix D Residents

<b>Musselburgh – Active Toun - Meeting Summary</b>	
<b>Meeting</b>	Meeting with Residents of Edinburgh Road and surrounding area
<b>Meeting Date</b>	15/06/2021
<b>Meeting Time</b>	18:30
<b>Meeting Location</b>	Edinburgh Road

<b>Attendees</b>	<b>Organisation</b>
Liz Hunter  Edinburgh Road Residents	East Lothian Council

<b>Item</b>	<b>Summary</b>	<b>Actions Led By</b>
<b>1.</b>	<b>Background</b>	
	<ul style="list-style-type: none"> <li>The meeting was called at the request of residents and arranged by [REDACTED]. 6 attendees were anticipated; approximately 12 attended.</li> <li>Residents provided feedback on active travel schemes and the Route 1 West proposals generally and then specifically in relation to the section between the ELC / CEC boundary and Murdoch Green.</li> </ul>	
<b>2.</b>	<b>General Feedback</b>	
	<ul style="list-style-type: none"> <li>The proposals will cause more congestion and air pollution as traffic will be forced into reduced roadspace.</li> <li>The proposals will not encourage more people to use bikes or to walk; traffic levels are now back to normal and you won't get people back out of their cars.</li> <li>The existing footways and cycle lanes are perfectly adequate; people need educating in how to use them properly.</li> <li>Cyclists need education on the highway code. Too many people cycle on the footway.</li> <li>Enforcement is needed to ensure people (cyclists) follow the highway code.</li> <li>The Edinburgh Road route will never be used by schoolchildren; parents will not let their kids use a cycle lane on a main road; society is too dangerous to let kids go to school unaccompanied in any event.</li> <li>The route should follow the coast or go through Newhailes, not a main road.</li> <li>The cycle lanes, especially if two way will be too narrow for sports cyclists; they will just use the road and so cause congestion.</li> <li>The road would be better split into 4 lanes; 2 for traffic and two for buses shared with cyclists.</li> </ul>	

Item	Summary	Actions Led By
	<ul style="list-style-type: none"> <li>• The money would be better spend on repairing the existing roads / funding care homes etc.</li> <li>• The online survey does not include motorcycles as a mode of transport.</li> <li>• The leaflet should not have been distributed as it was; it got lost in other junk mail. It should have been in an envelope addressed to the householder or included with other communications from the Council such as Council Tax notice.</li> </ul>	
<b>3.</b>	<b>Edinburgh Road Proposals</b>	
	<ul style="list-style-type: none"> <li>• The junction of the lane between 33 and 35 Edinburgh Road and A199 Edinburgh Road has very poor visibility, especially to the right. An exiting driver has around 6 seconds to get out if the road to the right appears clear (based on sight distance for eastbound vehicles to the junction). Adding in a need to negotiate a two way cycle lane as well as two traffic lanes will create a significant road safety problem.</li> <li>• There is insufficient parking in the lane to accommodate residents; they compete with people parking to walk / walk dogs on the beach and one of the properties – 49c - operates as a bunkhouse for large numbers (<i>Google search suggests this has not been operating since 2019</i>).</li> <li>• The lane also serves the SW pumping station; parking in the lane can cause problems for SW vehicle access.</li> <li>• Refuse vehicles often have to reverse in to and along the lane as parked vehicles prevent them being able to turn.</li> <li>• Proposals will prevent residents parking outside their houses. Up to six cars can need to park outside the houses – they currently use the advisory cycle lane and footway. The proposals must allow parking on the A199 fronting the houses, especially as 4 of the residents are blue badge holders.</li> <li>• Proposals do not allow for emergency or delivery vehicles to access 37 to 59a Edinburgh Road. If vehicles stop on the main road they would completely block through traffic.</li> <li>• No provision made for pedestrians to cross – real issue now they will have to negotiate two lanes of traffic and cycle lanes.</li> <li>• Video indicates eastbound bus stop to east of lane will be removed (noted that plans do not). It is essential that the bus stop is retained.</li> <li>• The road is too narrow for what is proposed. There is not enough space for everything that’s shown on the plans (two of them started pacing things out to prove the point).</li> <li>• Road drainage at alongside Murdoch Green a real problem now. How will this be addressed – the road floods every winter.</li> <li>• Two way cycle lane poses a real safety hazard. Drivers turning into the lane would not be able to see cyclists approaching from behind. There will be a fatality.</li> </ul>	

Item	Summary	Actions Led By
4.	<b>Suggestions</b>	
	<ul style="list-style-type: none"> <li>• Don't progress scheme.</li> <li>• Education (for cyclists).</li> <li>• Enforcement (of pavement cycling).</li> <li>• An off road cycle route should be provided instead, e.g. along coast or through Newhailes.</li> <li>• Introduce residents parking scheme.</li> <li>• Should this progress, before anything is constructed street trials must be conducted, especially of two way cycle lanes. It's no good to rely on how they work elsewhere. They must be tested here.</li> </ul>	

<b>Author</b>	Liz Hunter
<b>Role</b>	Project Manager
<b>Date</b>	16/06/2021

## Meeting Notes

<b>Project</b>	<b>Musselburgh Active Toun</b>	<b>Job No:</b>	<b>60625808</b>
Subject	Meeting with Edinburgh Road residents (2021.07.15)		
Prepared by:	William Prentice	Date:	2021.07.16

### Review / Revision History:

Revision No.	Date of Revision:	Description of Revision:	Revision Made By:	Approved by:
0	2021.07.16	DRAFT	WP	-

<b>Date:</b>	Thursday 15 July 2021
<b>Time:</b>	16:00 to 16:40
<b>Location:</b>	Edinburgh Road, at Musselburgh Shell
<b>Purpose:</b>	Meeting with Edinburgh Road residents

## Attendees

Name	Organisation
Liz Hunter	East Lothian Council
William Prentice	AECOM
Around 10 local residents, residing on Edinburgh Road	

## Meeting notes

Local residents made it clear that they felt the proposals were a road safety issue. Their main concerns were surrounding floating bus stops, 'floating' parking bays (parking bays on the offside of a cycle lane), and access to their properties (particularly across a bi-directional cycle lane).

Regarding floating bus stops, one local resident noted that they had an elderly family member who may have difficulties navigating using such an arrangement. There were also concerns surrounding the space available to implement such an arrangement. LH noted that the early design work has indicated that this is feasible, although further work will be done when we have a topographical survey, which is more accurate. WP explained that the plans are high-level and that alternative arrangements can be considered.

The local residents were not in favour of 'floating' parking bays, citing the fact that residents would have to cross the cycle lane to travel to and from their vehicles. There was also concern about visibility when emerging from their driveways, which could lead to them blocking the cycle lane and causing a collision. The residents advised that it can



take up to 5 minutes to emerge onto Edinburgh Road sometimes. WP explained the reason for the arrangement as shown on the drawings – that it would mean vehicles parking would not have to cross the cycle lane. WP explained that an arrangement similar to the current arrangement could be considered. The local residents noted that they are not aware of there having been any collisions in the current arrangement. LH noted that we also need to consider what the situation will be like in the future, if there are more people cycling.

Access to properties was mentioned as a potential problem, particularly if the cycle lane was to be bi-directional. Residents were concerned that this could lead to a collision, particularly if they were to try to reverse into their driveway.

The local residents stated that they felt that the existing cycling provision is sufficient. LH noted that advisory cycle lanes are a low standard of provision and are less suited to enable unaccompanied children to use them. She also noted that much of the feedback that has been received is that users want segregated infrastructure. One local resident suggested that the fact that Cycling Proficiency is no longer being delivered in schools is a contributing factor to children not feeling comfortable cycling on the road. LH explained that the funding that the Council have been awarded cannot be spent on Cycling Proficiency. LH did mention that there will be a programme of behaviour change associated with the project. One local resident stated that he felt that making the cycle lane more visible would be beneficial, such as through the use of coloured surfacing.

There was a question regarding pedestrian crossing provision and the removal of islands. LH explained that these are not shown on the drawings but that they will be retained wherever possible and the project will be seeking to make improvements for pedestrians too.

Residents questioned how the segregation would look in practice. LH and WP explained that there are various options, with one option being having the cycle lane at road level. There was a question about how residents would access their properties in such an arrangement and WP explained that there would be a gap in the kerb wherever there was parking or driveways / accesses.

There were questions about the next steps for the project, which LH explained. LH explained that consultation would take place at each design stage, and anyone who signed up to the mailing list would be notified. LH also explained that Road Safety Audits would be undertaken following the preliminary and detailed design stages.

WP asked if the local residents could support an arrangement more similar to the existing arrangement, but with the cycle lanes being segregated. There appeared to be some consensus amongst the residents that this would be accessible. One resident noted that they would be happy, so long as their parking and access would not be affected.

## Appendix E 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](http://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](mailto: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

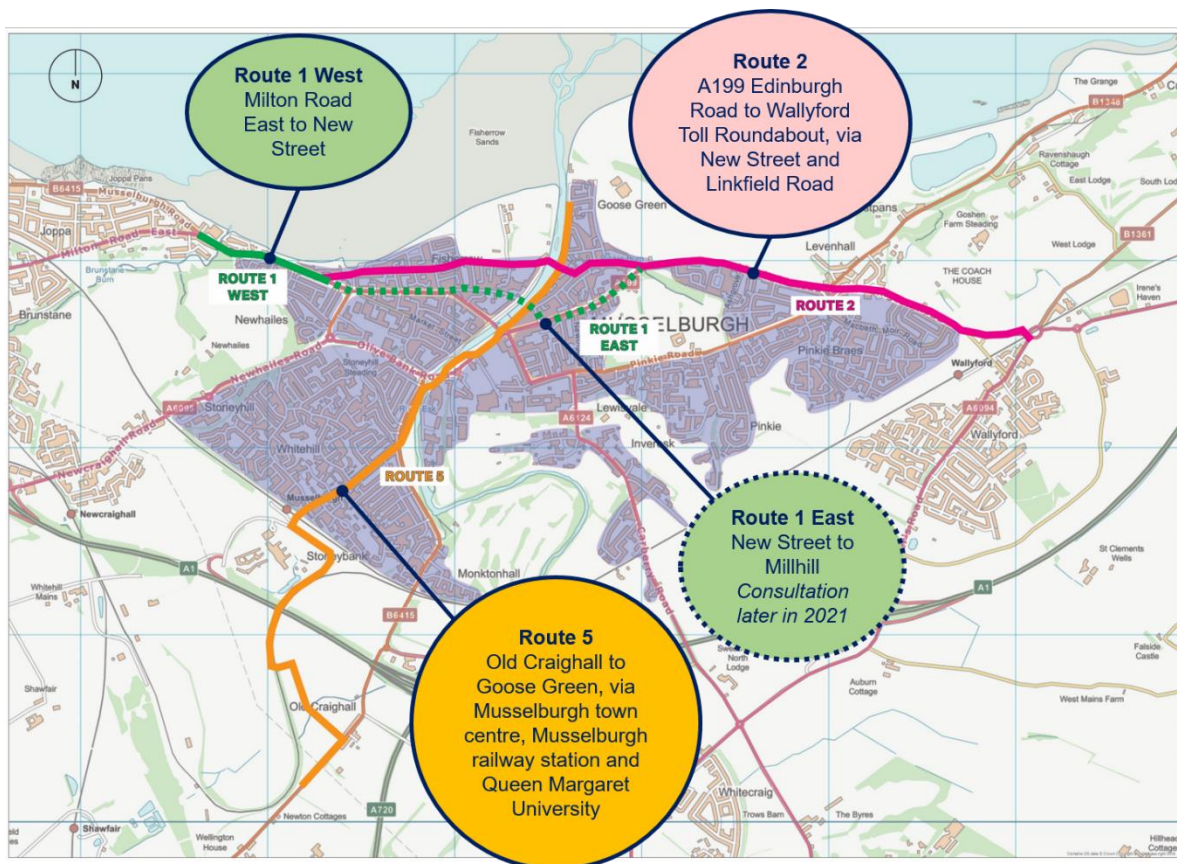
You said that you '*INSERT RESPONSE*' the aim of improving cycling conditions - could you briefly explain your view?

*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

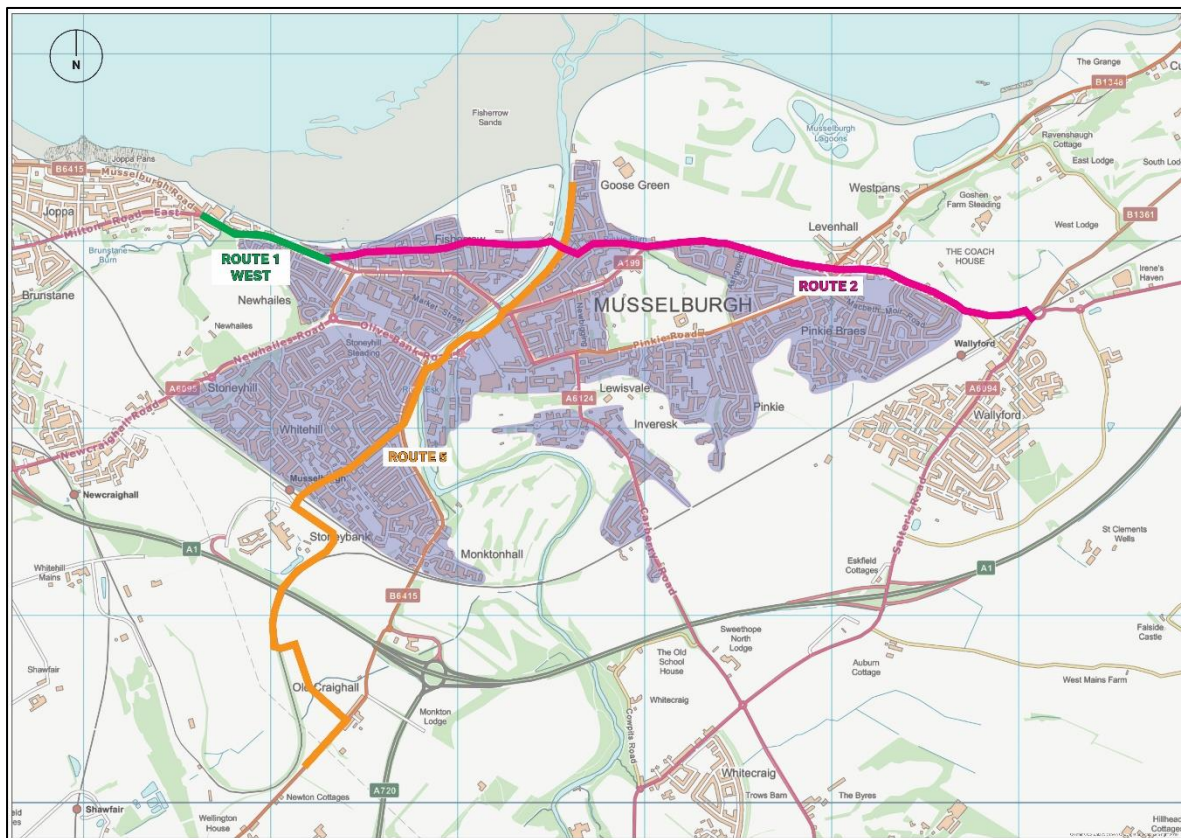


The current stage of this project is looking at routes 1, 2 and 5.

- 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/](https://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>

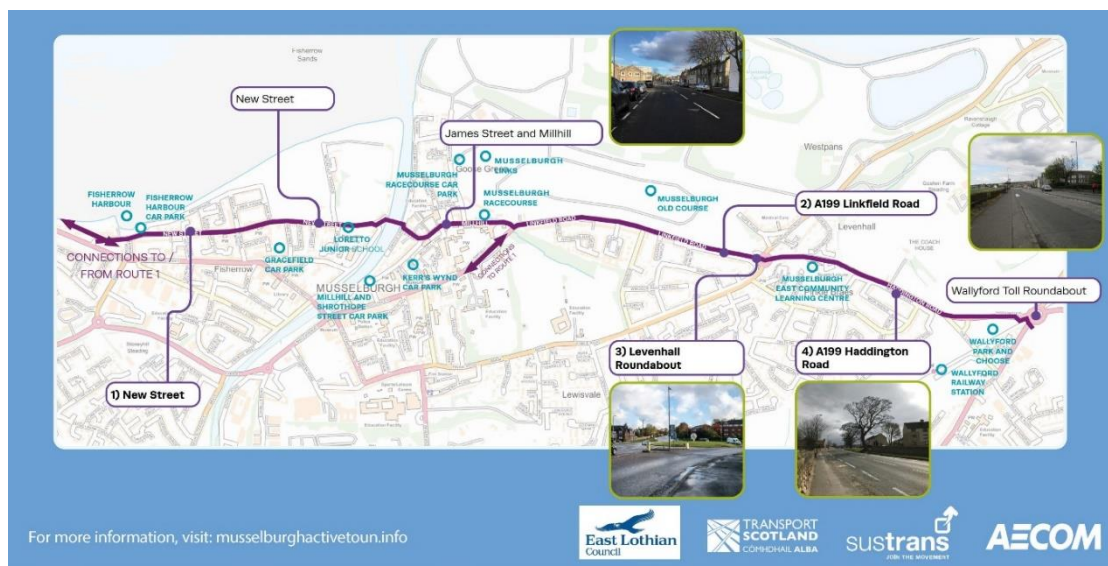
10. Do you have any more feedback or general comments about Route 1 West?

*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/](https://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:

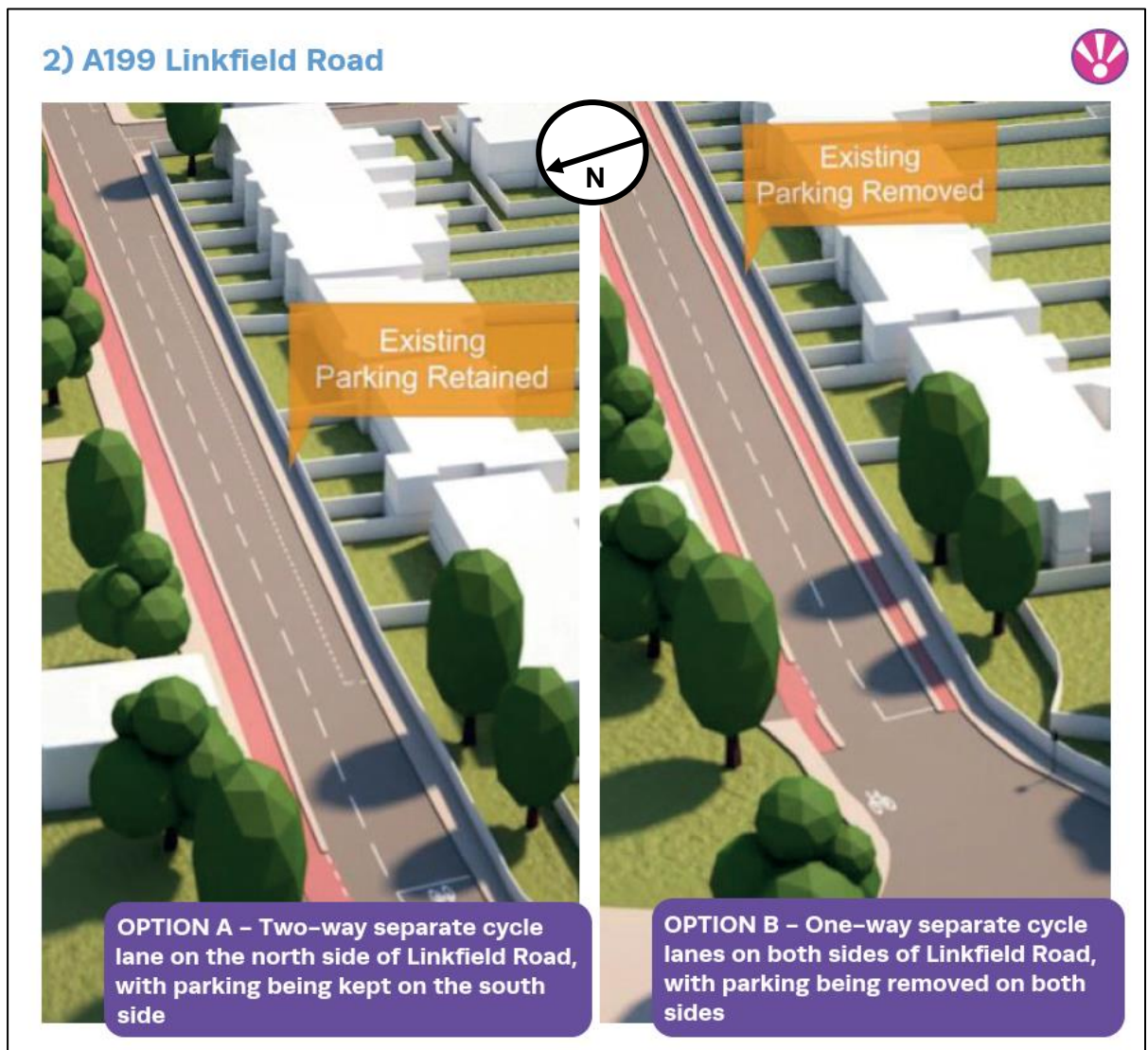
[musselburghactivetoun.info/route-2/](https://musselburghactivetoun.info/route-2/)

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:*

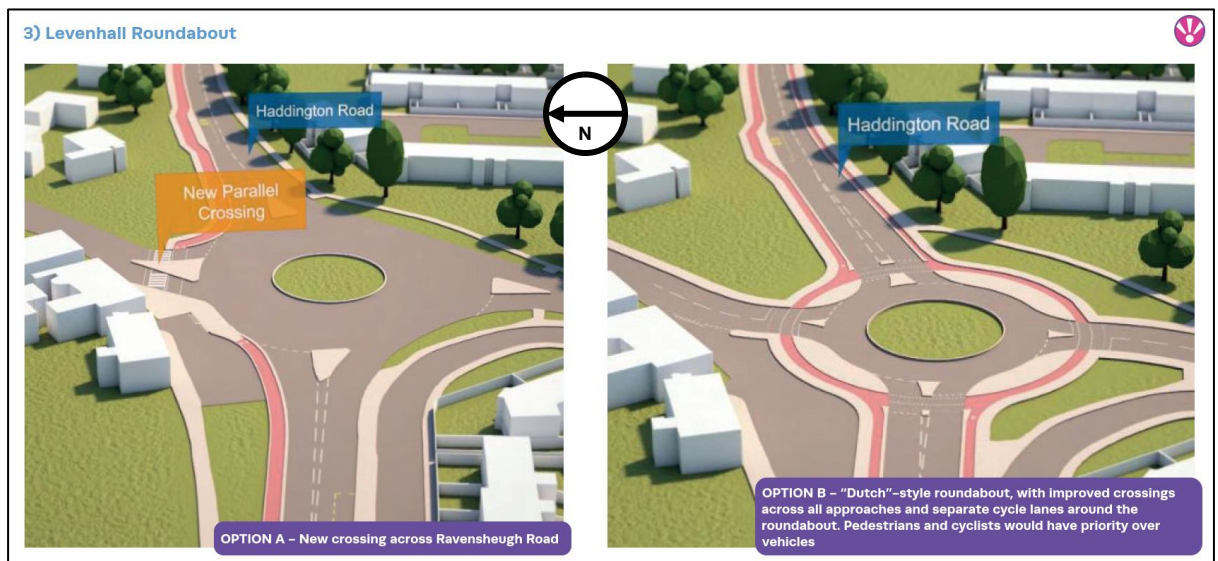
14. Option B is to have one-way separate cycle lanes on both sides of Linkfield Road, with parking being removed on both sides. To what extent do you support this option?

- 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.

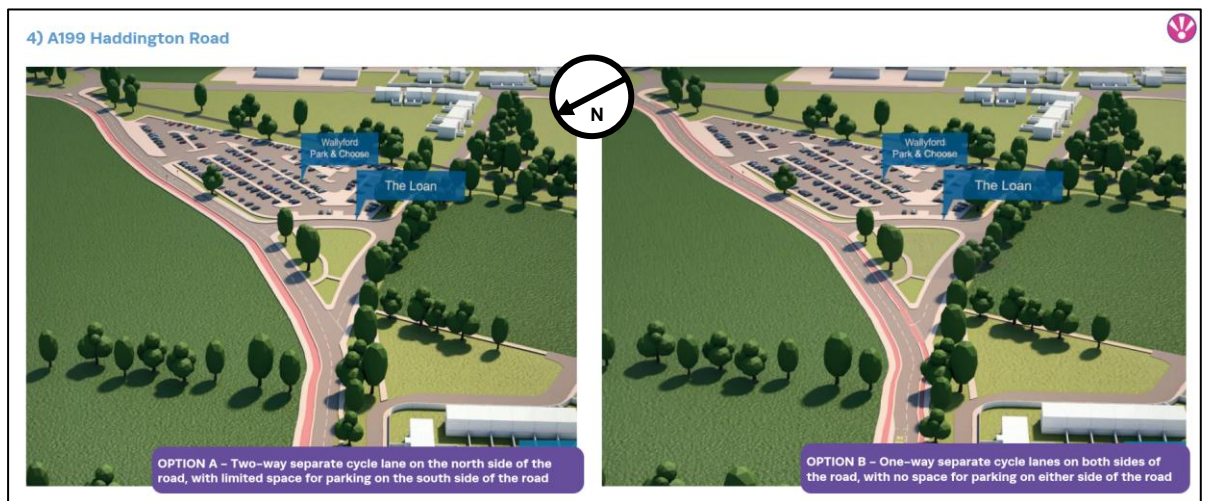
Option B is a "Dutch"-style roundabout, which includes separate cycle lanes around the roundabout and new crossings across each approach to the roundabout. Pedestrians and cyclists would have priority over vehicles and it would be easier and safer to cross the road at this location. The roundabout would 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:*



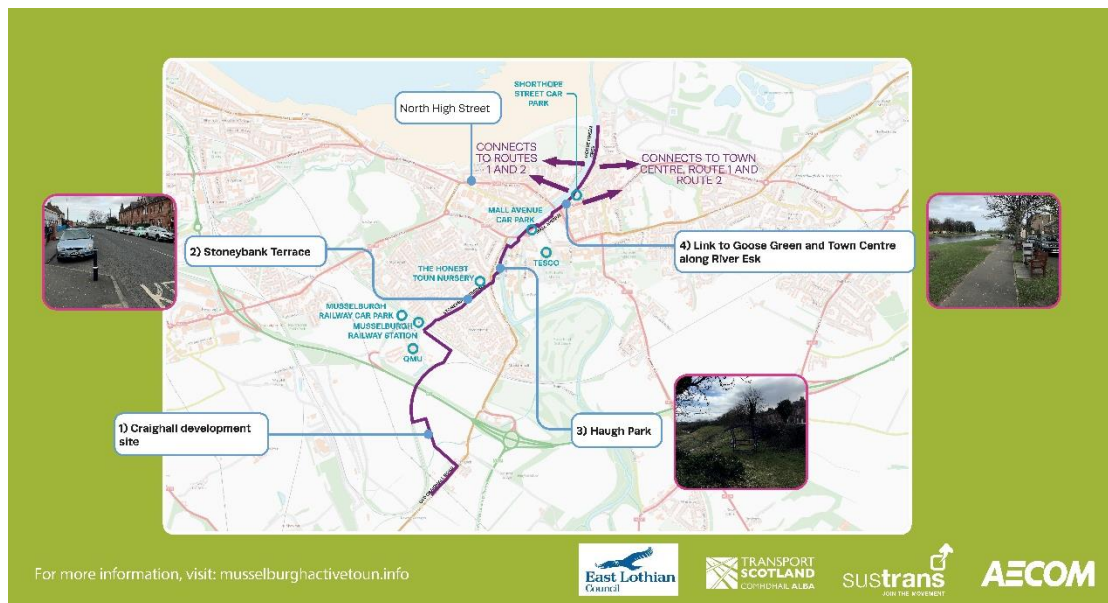
<Page 18>

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/](http://musselburghactivetoun.info/route-5/)



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

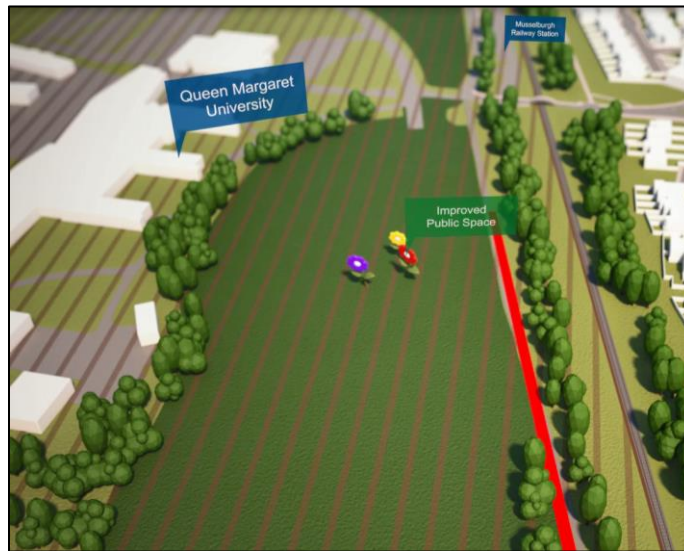


Figure 2 – Option A and Option B: 3m wide shared path adjacent to Queen Margaret University and East Coast Main Line

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:*

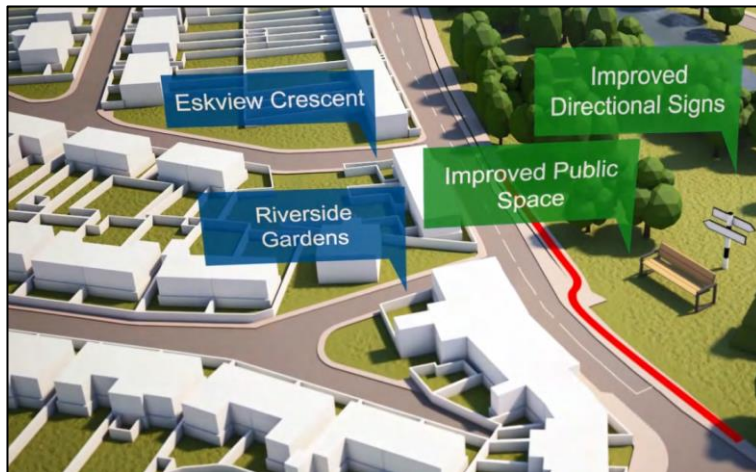


Figure 1 – Option A and Option B: 4m wide walking and cycling path on a retaining wall in Haugh Park

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

<Page 35>

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.

Dmitrijs Stepanovs

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# Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel – January 2022 Update

## Addendum Report

East Lothian Council

January 2022



### Quality information

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### Revision History

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2	18/02/2022	Client comments	PM	P Matthews	Project Approver
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4	16/03/2022	Client comments	PM	P Matthews	Project Approver

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## Table of Contents

1.	Introduction .....	5
2.	Background.....	6
2.1	Masterplan Study.....	6
2.2	Changes and Updates Since Masterplan Study .....	6
2.2.1	MFPS.....	6
2.2.2	Spaces for People .....	7
2.2.3	Journey Hubs .....	7
2.2.4	Bus Service Improvement Partnership .....	8
2.2.5	MAT- Engagement Feedback .....	8
3.	Review of Masterplan .....	9
3.1	Coastal Route.....	9
3.2	Musselburgh High Street .....	9
3.3	Shorthope Street .....	10
3.4	Haugh Park, Eskview Terrace and Station Road .....	10
3.5	Goose Green .....	10
4.	Proposed Alterations to Masterplan .....	12
4.1	Route 1.....	12
4.2	Route 2.....	13
4.3	Route 3.....	13
4.4	Route 5.....	14
5.	Revised Masterplan .....	15
6.	Summary .....	16

## Figures

Figure 2.1:	MAT Strategic Routes .....	6
Figure 2.2:	Active travel facility adjacent to new flood wall, Broughty Ferry .....	7
Figure 2.3:	MFPS - Preferred Scheme.....	7
Figure 2.4:	The Brunton Journey Hub - Concept Design .....	8
Figure 3.1:	Alignment of Route 3.....	9
Figure 3.2:	Alignment of Coastal Route.....	9
Figure 3.3:	Route 1 - Alignment in Masterplan .....	10
Figure 3.4:	Route 5 - Masterplan alignment .....	10
Figure 3.5:	Route 5 – Alignment in Masterplan (with local routes) .....	11
Figure 4.1:	Shorthope Street (looking south from Millhill).....	12
Figure 4.2:	Kerr's Wynd, car parking area.....	12
Figure 4.3:	Kerr's Wynd, access to High Street.....	12
Figure 4.4:	Proposed alignment - Route 1 and local links .....	13
Figure 4.5:	Proposed alignment – Route 3.....	13
Figure 4.6:	Comparison of Route 3 alignment lengths (existing and proposed) .....	14
Figure 4.7:	Proposed alignment – Route 5.....	14
Figure 5.1:	Revised Masterplan .....	15
Figure 6.1:	Updated Masterplan.....	20

## Tables

Table 6.1:	Proposed changes to Masterplan .....	16
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## 1. Introduction

'Musselburgh Active Toun' (MAT) emerged from the SEStrans funded 'Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel' (Musselburgh Masterplan) project, which was undertaken in 2018. This project identified nine strategic routes, which would provide key connections to enable people walking, wheeling and cycling for everyday journeys and would link the key trip attractors in Musselburgh, as well as providing wider cross-boundary connections.

East Lothian Council (ELC) have committed to delivering the six strategic routes that are located within the ELC local authority area (routes 1 to 6 in the original study).

Since the development of the Masterplan in 2018, funding has been secured to undertake the Concept Design of the first phase of the project and this work is underway, the Musselburgh Flood Protection Scheme (MFPS) has expanded in scope and scale, further projects have been proposed / implemented within the study area, and feedback has been received from several sources, including:

- Public consultation on concept design options associated with the MAT project;
- Initial public engagement from the MFPS project; and
- Feedback received on temporary infrastructure that was in place on Musselburgh High Street to facilitate social distancing during the COVID-19 pandemic.

The factors described above have led ELC to conclude that a review of the Masterplan should take place, to consider information that was not available during the original study and to best align the Masterplan with these new developments. AECOM have been commissioned to carry out a review, in the form of an addendum report to the initial study.

The remainder of this report is structured as follows:

- Section 2 – Background  
This section contains the background to the MAT project, and describes changes and updates that have taken place since the publication of the Masterplan.
- Section 3 – Review of Masterplan  
The impact of the changes and updates on the Masterplan are described in section 3.
- Section 4 – Proposed Alterations to Masterplan  
The proposed alterations to the Masterplan are detailed in this section.
- Section 5 – Revised Masterplan  
The revised Masterplan is presented in section 5.
- Section 6 – Summary  
The final section of the report provides a summary of the revised Masterplan.



## 2. Background

Background on the Musselburgh Masterplan study is provided in section 2.1, while information on the interface with the Musselburgh Flood Protection Scheme is provided in section 2.2.

### 2.1 Masterplan Study

The Musselburgh Masterplan study was undertaken in 2018. As detailed in the study, it was identified that over 50% of trips to work made by Musselburgh's local population are less than 10km long and over 50% of trips to work are made by car. These, and the fact the town has a busy high street and numerous amenities, suggested that walking, wheeling and cycling represent practical choices for everyday journeys for the majority of residents.

The Musselburgh Masterplan identified nine strategic routes that would safely and directly connect the key places that people move between in and around the town, and also included key connections into City of Edinburgh and Midlothian. Research and engagement with communities and stakeholders confirmed that these routes connected the places people want to travel to and were important to create the foundation of a wider network.

ELC have committed to delivering the six strategic routes, as the Musselburgh Active Town (MAT) project, that are located within the ELC local authority area. These six strategic routes are listed below and are shown graphically in Figure 2.1:

- Route 1 – Milton Road East to Millhill;
- Route 2 – A199 Edinburgh Road to Wallyford Toll Roundabout;
- Route 3 – Levenhall Links;
- Route 4 – ELC Segregated Active Travel Corridor – Wallyford Roundabout to Newcraighall;
- Route 5 – Old Craighall to Musselburgh town centre; and
- Route 6 – Newcraighall to Musselburgh town centre.

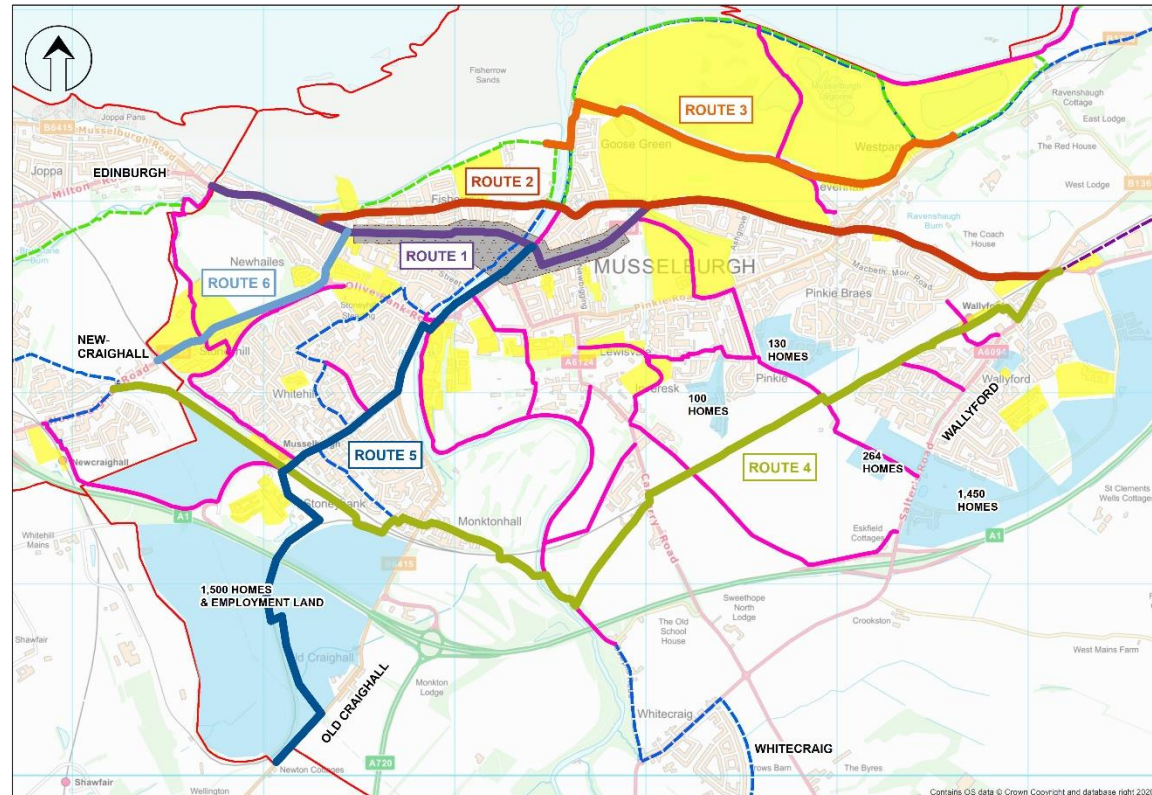


Figure 2.1: MAT Strategic Routes

Following the initial study and engagement exercises, a network of local routes was identified to underpin the strategic routes. These local routes provide a connection between the various strategic routes, as well as providing links into wider communities and other trip attractors.

MAT is bringing forward the strategic routes and the connecting local routes. The strategic routes will form the arteries of the active travel network, with the local routes being the connecting veins. Once complete, the network will connect all the key destinations in and around Musselburgh including shopping areas, schools, the university, leisure facilities, public transport hubs, existing residential areas and new areas of development.

### 2.2 Changes and Updates Since Masterplan Study

Since the publication of the Masterplan study in 2018 there have been several changes within the town. These are described in sections 2.2.1 to 2.2.5.

Another event that occurred since the publication of the Masterplan study was ELC declaring a Climate Emergency in 2019. The Council is working towards being a carbon neutral local authority, and the Council's Climate Change Strategy 2020-2025 was approved in January 2020. Outcome 2 of this strategy is as follows:

***"Ensure that East Lothian has well-connected, healthy, active communities with improved air quality, where active travel and sustainable transport modes are the norm to access local services and amenities"***<sup>1</sup>

The MAT project clearly supports this outcome, by proposing improved, safe active travel infrastructure that will enable local residents and visitors to travel in Musselburgh by active modes.

#### 2.2.1 MFPS

The Musselburgh Flood Protection Scheme aims to reduce the flood risk to Musselburgh from the River Esk and from the coast. Musselburgh has a history of flooding and the project seeks to reduce the risk to people and the risk of economic damages.

During the development of the Musselburgh Masterplan in 2018, the MFPS had a more limited scope, and the line of the required defences and impacts on river crossings were not known. Furthermore, the development of flood protection schemes elsewhere in Scotland in recent years has demonstrated the potential for implementing active travel infrastructure alongside flood protection measures. An example, from Broughty Ferry, is shown in Figure 2.2.

<sup>1</sup> East Lothian Council, 2020. Climate Change Strategy 2020–2025. [online] Available at: <[https://www.eastlothian.gov.uk/download/downloads/id/29179/climate\\_change\\_strategy\\_2020-2025.pdf](https://www.eastlothian.gov.uk/download/downloads/id/29179/climate_change_strategy_2020-2025.pdf)> [Accessed December 2021].



Figure 2.2: Active travel facility adjacent to new flood wall, Broughty Ferry

The preferred scheme was approved by ELC Councillors in January 2021 and the project has a value of around £42 million. The preferred scheme is shown in Figure 2.3.

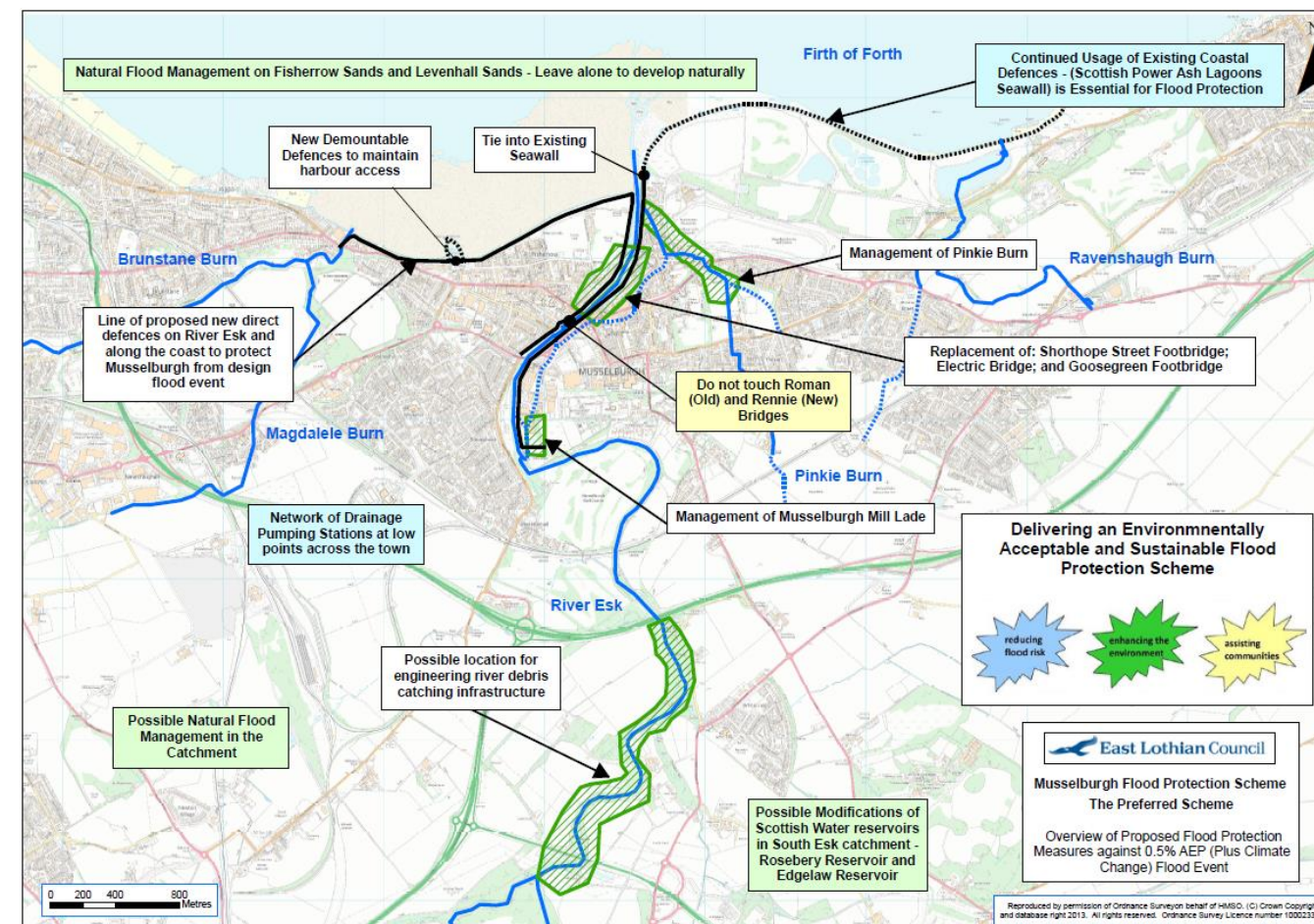


Figure 2.3: MFPS - Preferred Scheme

As shown in Figure 2.3, the Preferred Scheme includes physical flood defences and the replacement of many of the existing bridges along the River Esk. The Electric Bridge, the Ivanhoe footbridge, and the footbridges at Goose Green and Shorthope Street are to be replaced. New flood defences are proposed along the River Esk (between the mouth of the Esk and Olive Bank Road on the west side, and between the mouth of the Esk and south of Inveresk Industrial Estate on the east side) and along the coast between Brunstane Burn and the Esk. The existing flood defences along the coast from the River Esk to Morrison's Haven are also to be upgraded.

As the Preferred Scheme has been developed and approved, the impact on the town and the MAT project are now clearer. The new scheme footprint now interfaces with the MAT routes 1, 2, 3 and 5, as well as a number of local routes.

Following the approval of the Preferred Scheme, the MFPS project team are currently progressing the development of the Outline Design through consultation with the public. Initial themes that are emerging from this consultation process have been passed to the MAT project team.

### 2.2.2 Spaces for People

In response to the COVID-19 pandemic, ELC, like many other local authorities, sought to implement measures to enable physical distancing across their local authority area. Such measures were introduced on Musselburgh High Street, which included the introduction of planters and barriers. The measures did necessitate the removal of some parking.

The key learning from feedback that was received from local traders was the importance of on-street parking and loading for their business and operations. Further work will be undertaken to determine the parking demand within Musselburgh.

### 2.2.3 Journey Hubs

ELC commissioned a feasibility study into the introduction of a journey hub at The Brunton, on North High Street, in 2021. A journey hub, or multimodal hub, is a site that facilitates transfers between different transport modes and enables more

sustainable travel choices. The proposed journey hub at The Brunton is to include measures such as cycle hire stations, car club bays, bus information / RTPI boards, a top-up tap, blue and green infrastructure and electric car charge points.

The concept design of the journey hub at The Brunton took cognisance of the routes in the Masterplan study, and the alignment of Route 1 (Milton Road East to Millhill) was safeguarded.

The concept design is shown in Figure 2.4.

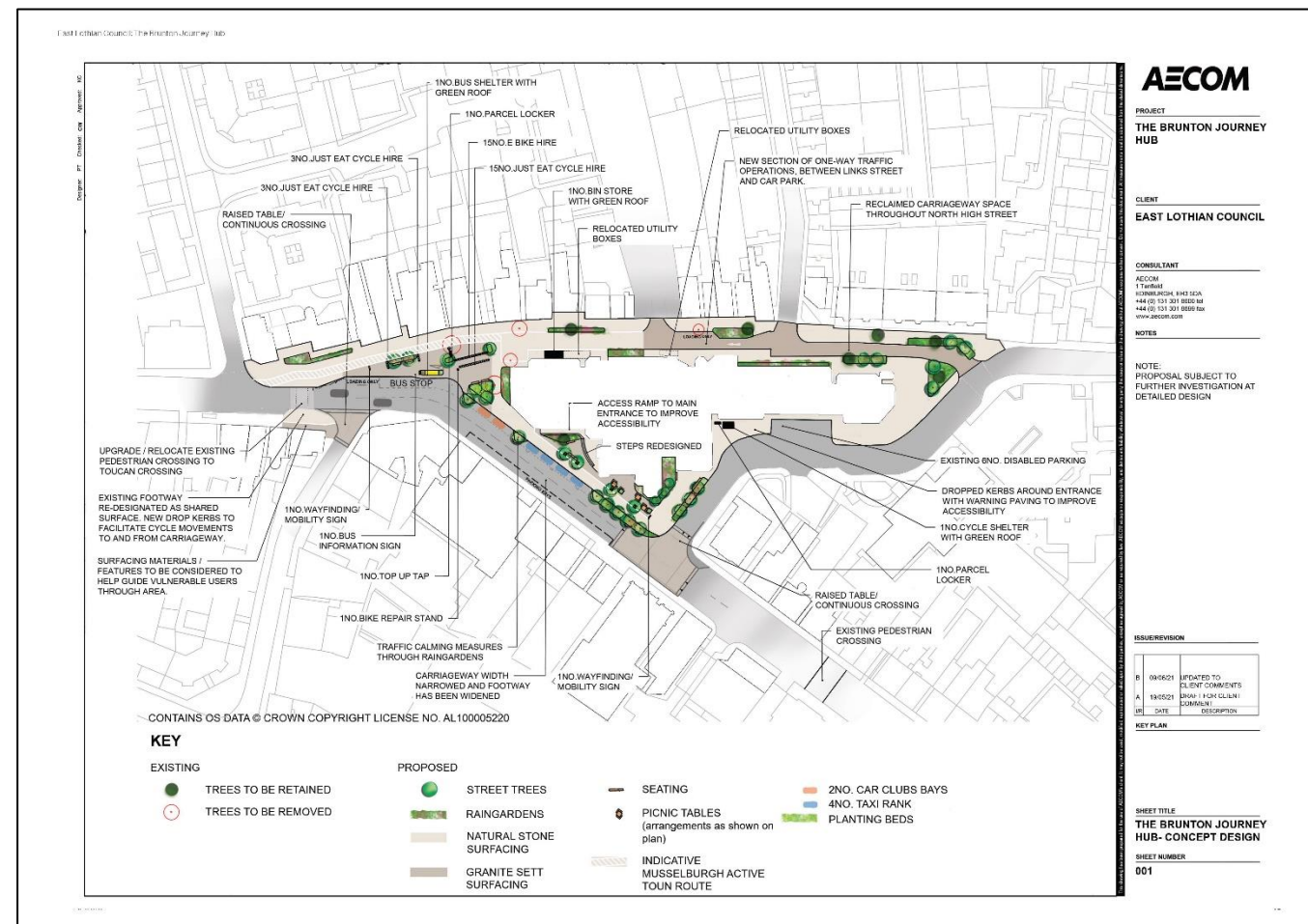


Figure 2.4: The Brunton Journey Hub - Concept Design

East Lothian Council have aspirations to provide further journey hubs within Musselburgh and the wider area. A further site is being explored at Wallyford Park & Ride, while Musselburgh High Street is another potential future site.

### 2.2.4 Bus Service Improvement Partnership

In recent years, ELC have been investigating and implementing measures to improve bus journey times and the reliability of the journey times. These have been developed in partnership with the local operators in the area: Lothian Buses, East Coast Buses and Prentice of Haddington.

Measures that have been introduced on Musselburgh High Street include the introduction of two new stops (one in each direction), the 'splitting' of the eastbound and westbound services across the existing and new bus stops, and the introduction of a short section of bus lane on the westbound carriageway in advance of the bus stop at the Police Station. These measures were initially implemented on a temporary basis, although there are proposals to make these permanent.

The new stops on Musselburgh High Street are located within the footprint of MAT Route 1 (Milton Road East to Millhill).

### 2.2.5 MAT- Engagement Feedback

Following the Masterplan study, high-level design options were developed for each of the six routes that are within the ELC local authority area. ELC were subsequently awarded funding to undertake the Concept Designs of Route 1 (Milton Road East to Millhill), 2 (A199 Edinburgh Road to Wallyford Toll Roundabout) and 5 (Old Craighall to Musselburgh town centre) and to take these forward for community engagement.

Following the learnings from the Spaces for People measures on Musselburgh High Street, it was decided to split Route 1 into two sections: Route 1 West (Milton Road East to New Street) and Route 1 East (New Street to Millhill). It was decided to delay the consultation on Route 1 East until further work had been undertaken to understand potential impacts on local businesses and town centre residents (such as parking and loading surveys).

An engagement programme was delivered between May and July 2021, based on two design options for Route 1 West, Route 2 and Route 5. Some of the key results from the consultation exercise are summarised below:

- It was found that the majority of consultees were generally supportive of the Musselburgh Active Toun project. In the online survey of 309 responses, on average 63% of respondents either strongly supported or supported the aim of improving conditions for people walking and wheeling in Musselburgh, with the equivalent figure for cycling being 59%.
- 64% of respondents agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.
- 59% of respondents supported the introduction of separate cycle lanes on Edinburgh Road and 50% supported them on the A199.
- Regarding the options that were presented for Edinburgh Road (Route 1 West), 42% of respondents supported an option with a two-way separate cycle lane on the north side of the road, while 45% of respondents supported an option with one-way separate cycle lanes on both sides of the road. There was a similar level of opposition to each of the proposals, at 46% for the two-way option and 41% for the one-way option. The percentages of people who responded that they neither supported nor opposed the proposals were 12% for the two-way option and 14% for the one-way option.
- Regarding Route 2, there was generally a preference for a two-way separate cycle lane on the north side of Linkfield Road and Haddington Road. This option had a higher level of support than one-way separate cycle lanes on both sides of the roads, with 49% and 42% on Linkfield Road and Haddington Road respectively, compared to 30% and 36% for the one-way separate cycle lanes option. The percentages of people who responded that they neither supported nor opposed the proposals were 14% (Linkfield Road) and 28% (Haddington Road) for the two-way option, and 9% (Linkfield Road) and 20% (Haddington Road) for the one-way option.
- For Route 5, there was a preference for a "quiet street"-type intervention on Stoneybank Terrace over an option with a two-way separate cycle lane on the east side of the road. 49% of respondents supported the quiet street option, with 39% supporting the two-way cycle lane option. 22% neither supported nor opposed the quiet street option, while 30% opposed it. The equivalent figures for the two-way separate cycle lane option were 17% neither supporting nor opposing and 45% in opposition.

### 3. Review of Masterplan

In the following sections, the impact of developments in the study area on the Masterplan are detailed. The impacts have been grouped into the areas to which they apply:

- The Coastal Route;
- Musselburgh High Street;
- Shorthope Street;
- Haugh Park, Eskview Terrace, and Station Road; and
- Goose Green.

#### 3.1 Coastal Route

The existing coastal route connecting east-west between New Street and the B1348 was identified in the Masterplan as an existing local route and as the alignment of the John Muir Way. The coastal route was not included in the initial network of strategic routes, as the focus was on linking destinations to support everyday journeys and encouraging active travel. The coastal route was considered a key local route to cater for leisure trips rather than those with a utility function, and it was noted that is a route that is already in place and that is in reasonable condition. It was also acknowledged that there is a strong leisure and tourism case which a traffic free route along the coastline could offer.

The originally recommended east-west coastal strategic route was Route 3 via Levenhall Links. The alignment of Strategic Route 3 is shown in Figure 3.1. The existing coastal route can be seen as a green dashed line, following the coast.

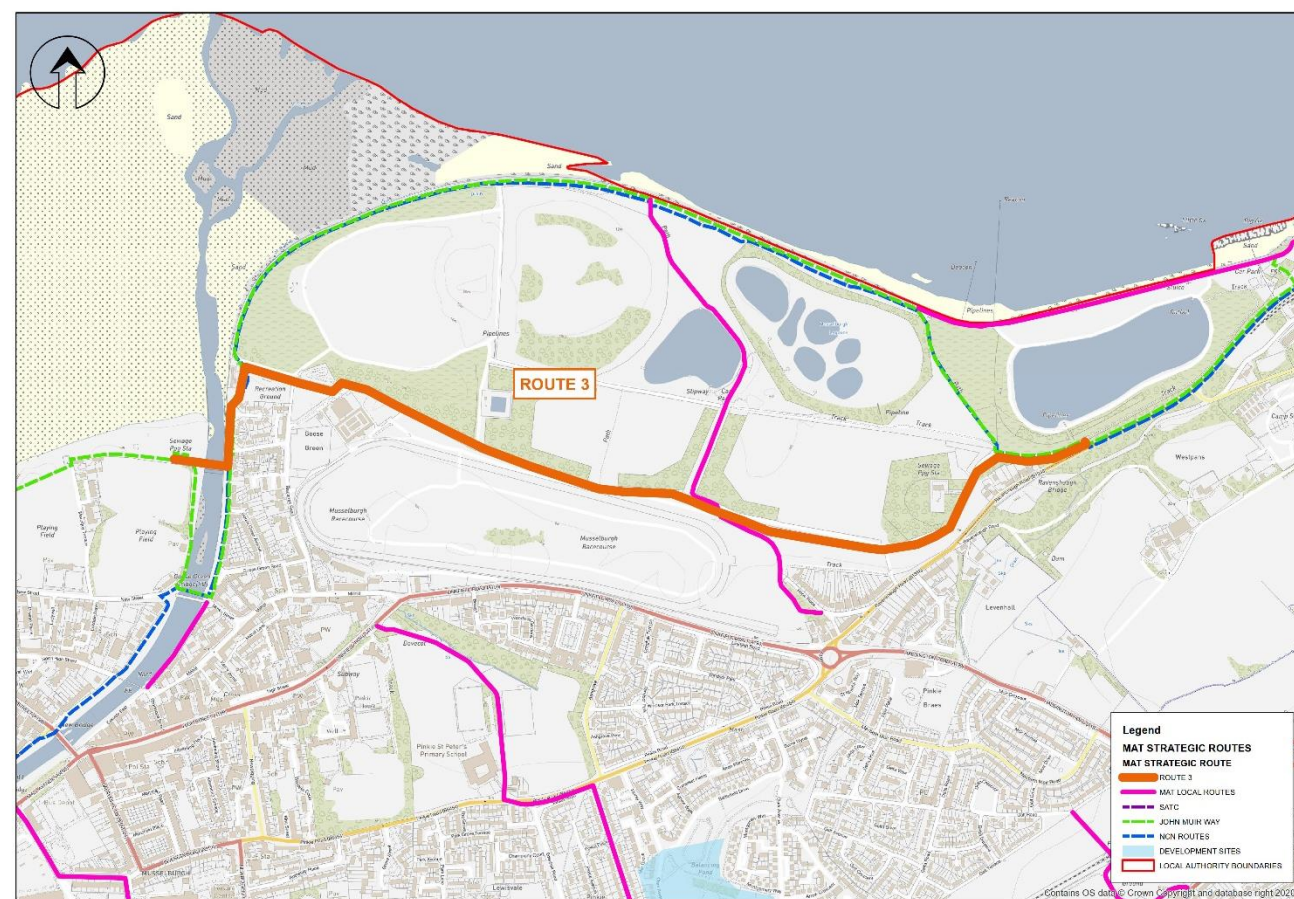


Figure 3.1: Alignment of Route 3

The proposals put forward by the MFPS scheme provide an opportunity to provide a high-quality promenade-style path along the coast, from Fisherrow Harbour or Brunstane Burn in the west to Morrison's Haven in the east. The route would cross the River Esk via a new bridge at the mouth of the Esk. The alignment and extent of this route, along with the alignment that was proposed for Route 3, is shown in Figure 3.2.

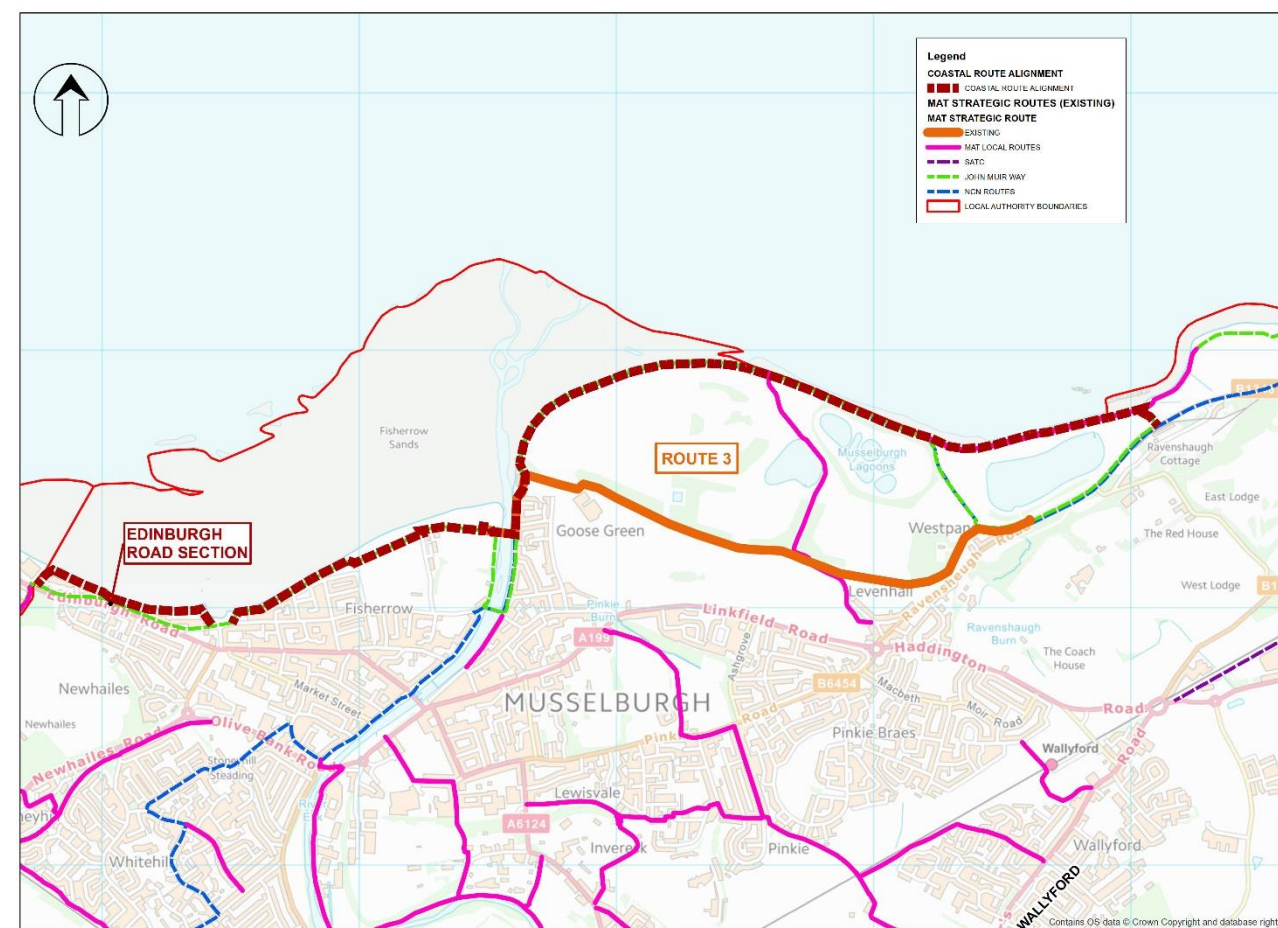


Figure 3.2: Alignment of Coastal Route

As shown in Figure 3.2, the route could include a new active crossing of the River Esk at Goose Green.

The alignment along the coast would be entirely off-road and would extend the route to a number of trip attractors, including Fisherrow Harbour, Fisherrow Sands, Fisherrow Links Park and Prestongrange Mining Museum. Furthermore, long-term, the route could be extended eastwards to Prestonpans. The route would also run closer to Musselburgh Lagoons, which are also a trip attractor.

During engagement sessions, the MFPS have liaised with local residents on Edinburgh Road (highlighted in Figure 3.2) and have articulated the possible opportunities associated with physical flood protection measures on the coast side of the properties. This could include construction of active travel infrastructure alongside the flood measures. The flood protection measures will extend to Brunstane Burn, and as such the active travel path could be extended over this distance too and connect with the onward traffic free path network. This section of route also runs parallel with the original Masterplan Route 1 – whereby a preferred routing via Edinburgh Road would require reconfiguration of the street space and have impacts on parking, loading and servicing to frontage properties. It is understood that these local residents would prefer an alignment which follows the flood defence on the coastal side Edinburgh Road over the previous recommendation of an on-street facility.

#### 3.2 Musselburgh High Street

During the development of the Masterplan, an analysis of trip attractors within Musselburgh and the wider area was undertaken. Mapping these trip attractors and possible journeys highlighted the importance of Musselburgh High Street, as it a key corridor through which people have to travel to reach various destinations from different origins. Furthermore, the High

Street is one of the key destinations in Musselburgh in itself with significant opportunity to enhance the local economy and support businesses by enabling more local journeys.

For this reason, the Masterplan proposed that a Strategic Route (Route 1) would run along the High Street, which would provide an improved facility for people walking and cycling to reach the High Street as well as public realm and pedestrian enhancements, building on the Town Centre Strategy. The alignment of Route 1 from the Masterplan is shown in Figure 3.3.



Figure 3.3: Route 1 - Alignment in Masterplan

The learnings from the Spaces for People measures on Musselburgh High Street is that adequate provision of parking and loading for businesses is Musselburgh High Street is considered essential. The Bus Service Improvement Partnership is investigating improvements to bus infrastructure, which will also require space. As such, with the competing priorities of pedestrians, cyclists, public transport, parking and traffic capacity – the potential to provide a high-quality cycling through-route is challenging.

The emerging view on Musselburgh High Street is that it should be treated as a place and destination rather than a through-route for cycling. As such, the focus should be on creating and strengthening connections to and from the high street for people on bikes and provide safe and secure bike parking at key interchange points. The wider cycling connectivity east-west through Musselburgh is catered for via Routes 2 and 3; with high quality connections made from these routes to the High Street.

### 3.3 Shorthope Street

In the development of Strategic Route 1 in the Masterplan study, the junction of Bridge Street, High Street and Mall Avenue was noted as a key constraint. The junction is known to be extremely congested, and it was not considered feasible to take green time out of the cycle to introduce cycle infrastructure at this junction.

As such, an alternative alignment was identified along Shorthope Street. This route involved Route 1 running along North High Street and Brunton Court, before crossing the River Esk in the vicinity of the existing footbridge at Shorthope Street. The alignment is shown in Figure 3.3.

Since the publication of the Masterplan, the MFPS team have identified that the Shorthope Street footbridge would have to be replaced. If a new active travel bridge was to be provided at this location, it is likely that ramps would be required on either side of the river to obtain the required clearance over the River Esk.

### 3.4 Haugh Park, Eskview Terrace and Station Road

In the Masterplan study, Route 5 connected Stoneybank Terrace and Olive Bank Road via a new shared use path on a retaining wall in Haugh Park, utilising the existing Ivanhoe footbridge or a new active travel bridge at this location to cross the River Esk, and then a shared use path on Station Road, linking to Olive Bank Road. The alignment is shown in Figure 3.4.



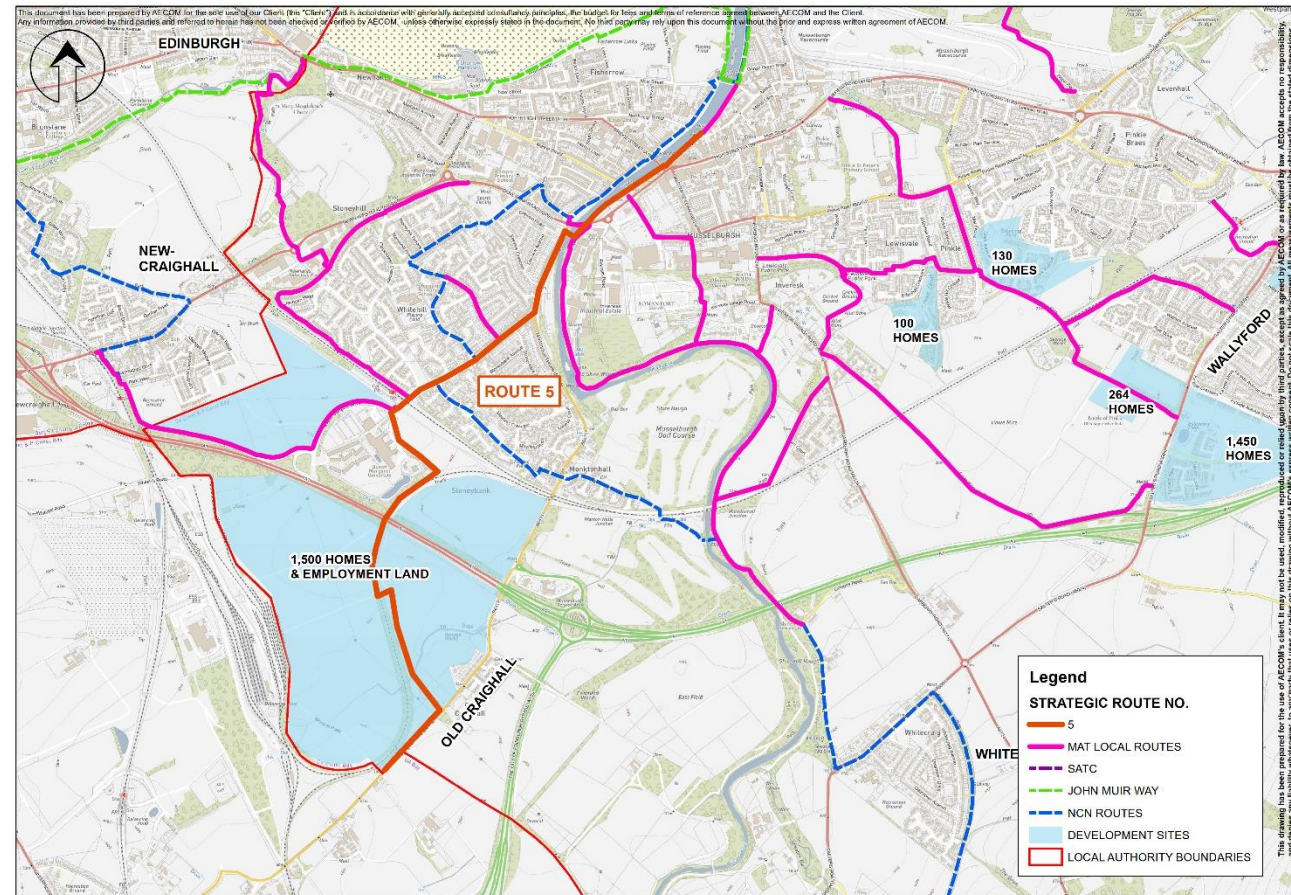
Figure 3.4: Route 5 - Masterplan alignment

This alignment was agreed with stakeholders and followed a route appraisal. It was recognised that there are existing constraints on Eskview Terrace, where the carriageway is narrow and there is existing residential parking.

Since the publication of the Masterplan, the MFPS team have identified that the Ivanhoe footbridge would have to be removed, replaced or relocated. As shown in Figure 2.3, physical flood protection measures are required along the River Esk in the vicinity of the proposed route. As this bridge is a key part of Strategic Route 5, an active travel bridge is required at this location, or at another suitable location that would cater for this desire line. An emerging option is to relocate the bridge southwards. This would necessitate the realignment of Route 5 and changes to the proposals to the east of Eskview Terrace / within Haugh Park.

### 3.5 Goose Green

In the Masterplan study, Strategic Route 5 ran on a south to north alignment and extended from Old Craighall to Musselburgh town centre. The alignment of the route is shown in Figure 3.5.



**Figure 3.5: Route 5 – Alignment in Masterplan (with local routes)**

In the Masterplan study, it was proposed that Route 5 would run through the Craighall development site and past Queen Margaret University and Musselburgh railway station. It would then travel along Whitehill Farm Road and Stoneybank Terrace and through Haugh Park. Finally, it would cross Olive Bank Road and run to Shorthope Street alongside the River Esk.

This alignment was discussed with stakeholders and presented to the public. The rationale behind the extents of the route was that it would connect to the wider network at Shorthope Street, where it would meet Strategic Route 1 (Milton Road East to Millhill). The link to the residential area of Goose Green (located to the north of the northern extent of the route) was to be provided via a local link.

Since the publication of the Masterplan, the MFPS Preferred Scheme has been developed and approved, and this scheme includes the introduction of physical flood protection measures along the west bank of the River Esk, as illustrated in Figure 2.3. The introduction of such measures provides the opportunity to extend Route 5 northwards, from Shorthope Street to Goose Green. This would provide a wide, continuous shared use path along the River Esk, from Olive Bank Road to Goose Green Crescent, and would connect into the wider network at Goose Green.

## 4. Proposed Alterations to Masterplan

In the following sections, the proposed alterations to the Masterplan are presented and discussed.

As discussed in section 2, there are six strategic routes that are located within the ELC local authority area, which ELC have committed to delivering under the MAT project. Route 4 (ELC Segregated Corridor – Wallyford Roundabout to Newcraighall) and Route 6 (Newcraighall to Musselburgh town centre) are not proposed to be altered from the alignments and extents that were included within the Masterplan. The proposed alterations and additions to routes 1, 2, 3 and 5 are discussed in sections 4.1 to 4.4.

### 4.1 Route 1

As discussed in section 3.2, the emerging view on Musselburgh High Street is that it is a destination, rather than a through-route. As such, it has been concluded that links to the High Street should be included within the revised Masterplan, but that there should not be a strategic cycle route on Musselburgh High Street.

Links to the High Street could be provided from Routes 2 (A199 and New Street) and 5 (Old Craighall to Musselburgh town centre), along Shorthope Street and via Millhill and Kerr's Wynd.

Shorthope Street is a narrow, one-way street that links Musselburgh High Street with Millhill and Eskside East. The direction of the one-way operation is northbound and there are no waiting / no loading restrictions along the entire length of the street. The street varies in width from around 3.4 metres to 4 metres wide. There are private accesses along the street, including to Eskgreen Residential Unit, as well as at least one business. The street is shown in Figure 4.1.



Figure 4.1: Shorthope Street (looking south from Millhill)

There are various options for providing improved active travel infrastructure along Shorthope Street, including:

- Permitting contraflow cycling;
- Changing the nature of the street, which could include measures such as a continuous footway across the junction with High Street and measures to reduce vehicle volumes; and
- Making the street a pedestrian and cycle zone (except for local access).

Kerr's Wynd is a quiet, no-through road for vehicles. It is a residential street that has a large parking area between High Street and Millhill. At the southern end of the street, an access is provided to High Street, where cyclists are signed to dismount. The parking area and link to High Street are shown in Figure 4.2 and Figure 4.3.



Figure 4.2: Kerr's Wynd, car parking area

Source: Google Maps



Figure 4.3: Kerr's Wynd, access to High Street

Source: Google Maps

Between Shorthope Street and Kerr's Wynd, Millhill is a residential single carriageway road that is cobbled over most of its length. A car park is provided on the street at its junction with Shorthope Street. There are double yellow lines along the sections of the carriageway that are narrower, and the street is fairly straight in alignment, meaning that there is good forward visibility along most of its length. Traffic flow information from 2015 indicates that the street would be suitable for cyclists to cycle on road, and this would provide a high level of service, as per the guidance in *Cycling by Design*.<sup>2</sup>

Instead of Route 1 extending along the A199 North High Street and High Street, it is proposed that the route would link The Brunton Journey Hub and High Street on the existing route alignment (via North High Street, a new bridge over the River Esk and Shorthope Street). Cycle parking would be provided at the eastern end of the route to enable cyclists to leave their bicycles to visit the High Street. The exact alignment of the new active travel crossing will be determined through works being carried out by the MFPS team.

The proposed alignment of Route 1 and the additional local links are shown in Figure 4.4.

<sup>2</sup> Transport Scotland, 2021. *Cycling by Design*. [online] Available at: <<https://www.transport.gov.scot/media/50323/cycling-by-design-update-2019-final-document-15-september-2021-1.pdf>> [Accessed December 2021].



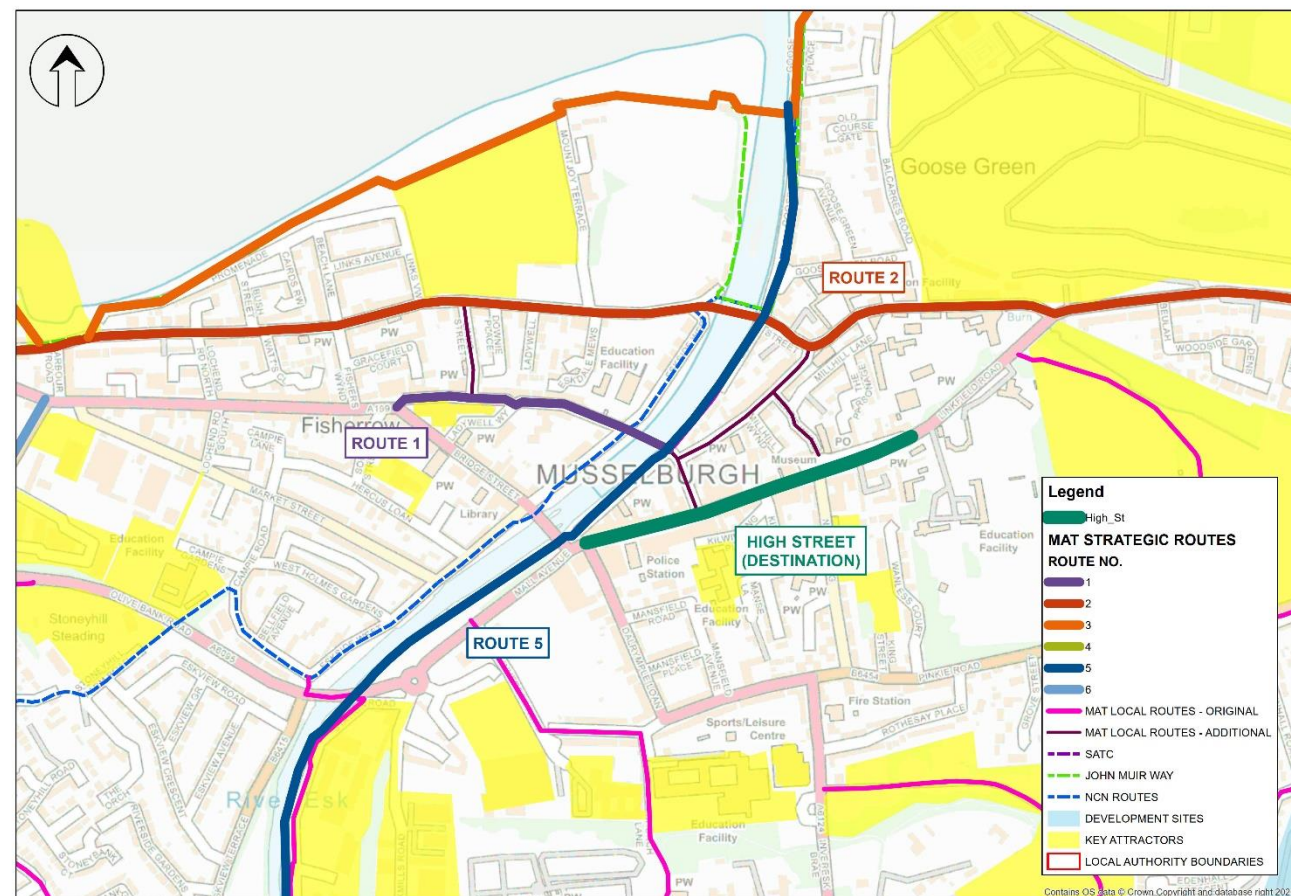


Figure 4.4: Proposed alignment - Route 1 and local links

The impact of the change is that there would be no improvement to the active travel infrastructure along the A199 North High Street and Musselburgh High Street, with a future focus on providing public transport improvements and further engagement with the business and local communities to understand their needs.

## 4.2 Route 2

The alignment of Route 2 is not proposed to change, however improved links are to be provided between Route 2, Route 1 and The Brunton Journey Hub, and between Route 2 and the High Street.

The requirement for the improved links to the High Street, and the location of these, are discussed further in section 4.1.

The link to Route 1 and The Brunton Journey Hub is required to provide a safe link to allow users to transition between Route 2, Route 1 and The Brunton Journey Hub. As detailed in section 2.2.3, there are several cycle hire stations at The Brunton Journey Hub, and this will likely be the start and end point of many trips within Musselburgh.

It is proposed that the improved link between Route 2, Route 1 and The Brunton Journey Hub would be via Links Street and North High Street, which would avoid the need for users to navigate the A199. Links Street is a quiet, residential street that runs on a north-south alignment and links New Street and North High Street. North High Street is also a quiet street, and it is closed at its western extent. The western end of the street is currently used for parking, although this is proposed to change under the proposals for The Brunton Journey Hub (refer to section 2.2.3).

The location of the improved link between Route 2, Route 1 and The Brunton Journey Hub is shown in Figure 4.4.

The changes would not impact upon the extents nor alignment of Route 2. The improved links would be signposted from Route 2, and this would be captured as part of the wider signage of the MAT network.

## 4.3 Route 3

As discussed in section 3.1, the proposals put forward by the MFPS provide the opportunity to extend Route 3 to the east and west. It is proposed that the route alignment would be moved northwards from its current location, being located along the coast (the existing alignment of the John Muir Way) instead of being positioned between Levenhall Links and Musselburgh Racecourse.

It is also proposed that the route would be extended to the west to Fisherrow Harbour, and onwards to Brunstane Burn at the boundary of the ELC and City of Edinburgh Council local authority areas, and to the east to Morrison's Haven. The proposed alignment and extents are shown in Figure 4.5.

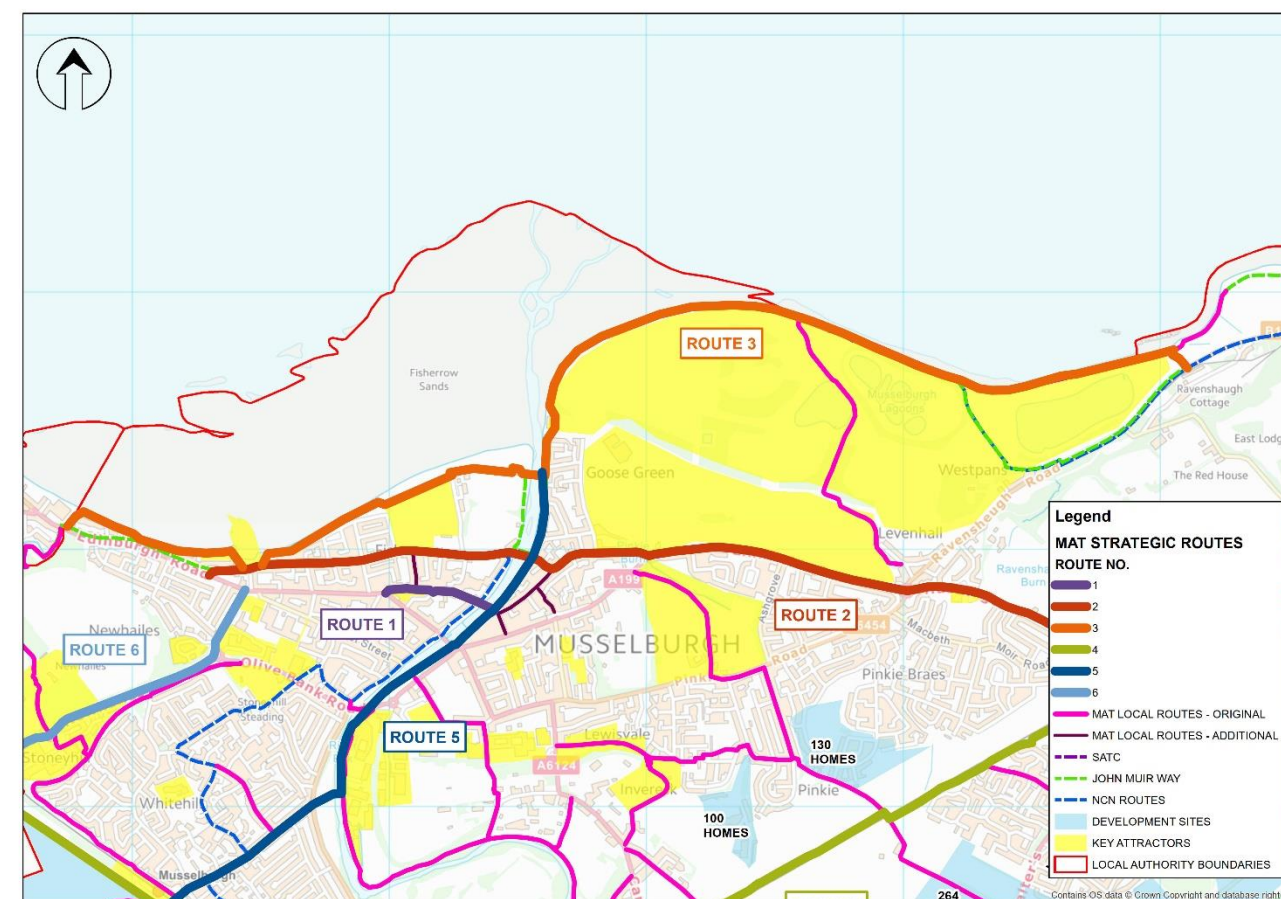


Figure 4.5: Proposed alignment – Route 3

The proposed alignment would extend the route to a number of trip attractors, including Fisherrow Harbour, Fisherrow Sands, Fisherrow Links Park and Prestongrange Mining Museum. Furthermore, long-term, the route could be extended eastwards to Prestonpans.

It should be noted that, considering a trip between the eastern extent of the proposed alignment (marked A in the plan) and the junction of Musselburgh Air Cadets hall (marked B), there would be a negligible difference in distance travelled between the alignment in the Masterplan and the proposed alignment.



Figure 4.6: Comparison of Route 3 alignment lengths (existing and proposed)

#### 4.4 Route 5

As discussed in sections 3.4 and 3.5, there are two potential changes to Route 5 that provide the opportunity to change the alignment and extents of the route. These are the replacement and possible relocation of the Ivanhoe footbridge, and the provision of physical flood protection measures along the River Esk.

As described in section 3.4, an emerging option is for the Ivanhoe footbridge to be upgraded and relocated southwards. In this scenario, the western landing location would be within the northern section of Haugh Park, with the eastern landing on the east side of the River Esk, on Station Road. This would result in the route running along the east side of the River Esk over a greater distance. There is an existing shared use path on the east side of the River Esk – the River Esk Walkway. This path has a sealed surface but is not lit. It would also result in the proposed measures to the east of Eskview Terrace changing. Rather than a shared use path on a retaining wall being required, it is likely that a new path would be required through Haugh Park, which would connect to Stoneybank Terrace. This would require a ramp between the bridge deck and the junction of Eskview Terrace, Monktonhall Terrace and Stoneybank Terrace.

The MFPS Preferred Scheme also provides the opportunity to extend Route 5 northwards, from Shorthope Street to Goose Green. This would provide a wide, continuous shared use path along the River Esk, from Olive Bank Road to Goose Green Crescent, and would connect into the wider network at Goose Green. It is proposed that the route would be extended from the northern extent shown in the Masterplan (Shorthope Street) to Goose Green.

The proposed extension and realignment of Route 5 is shown as a dashed line in Figure 4.7, with the existing extents shown as a solid line.

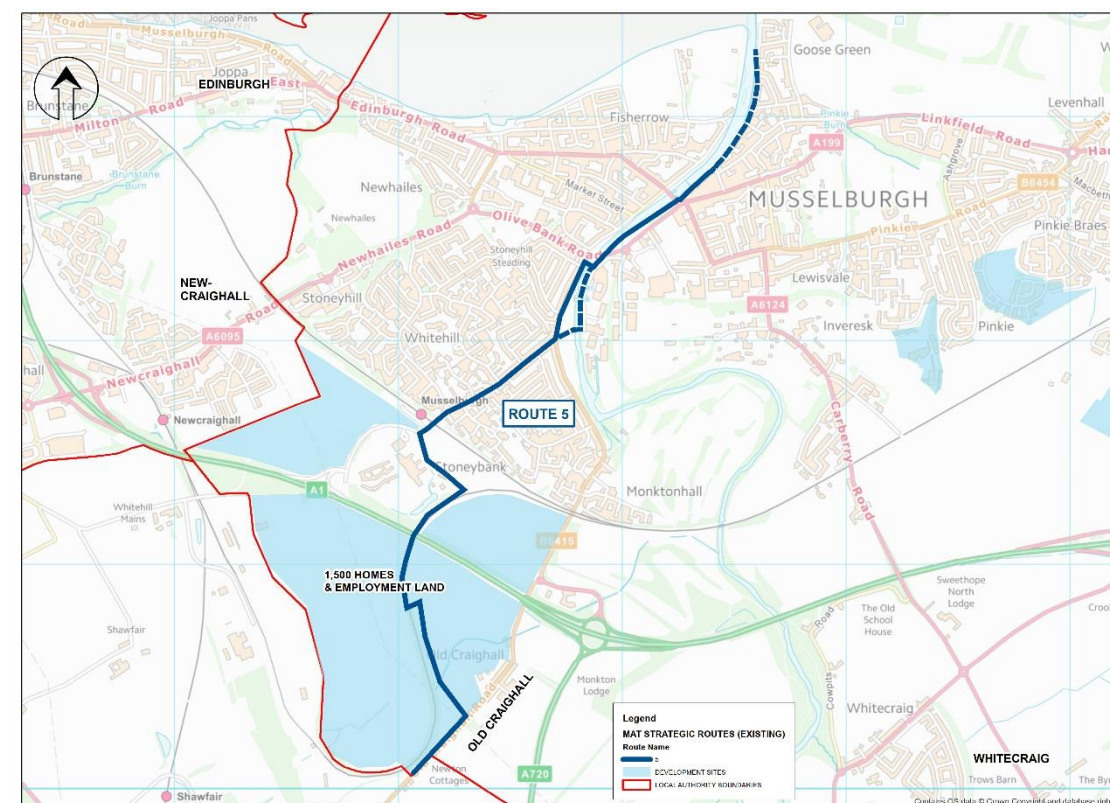


Figure 4.7: Proposed alignment – Route 5

The proposed extension will provide a consistent standard of provision and better link the strategic network, as well as connecting the coastal route directly to Musselburgh town centre. The proposed extents would extend the route by around 600 metres. It is not anticipated that there would be any negative impacts from extending the route from Shorthope Street to Goose Green, nor from the relocation of the route associated with the relocation of Ivanhoe bridge.

#### 4.5 Local Routes

At the next stage of the project, the local routes will be reviewed to ensure they provide appropriate connectivity between trip attractors and the revised strategic route network. Particular attention will be paid to connections to Musselburgh High Street.

## 5. Revised Masterplan

The revised Masterplan, including the changes / alterations described in section 4, is shown in Figure 5.1.

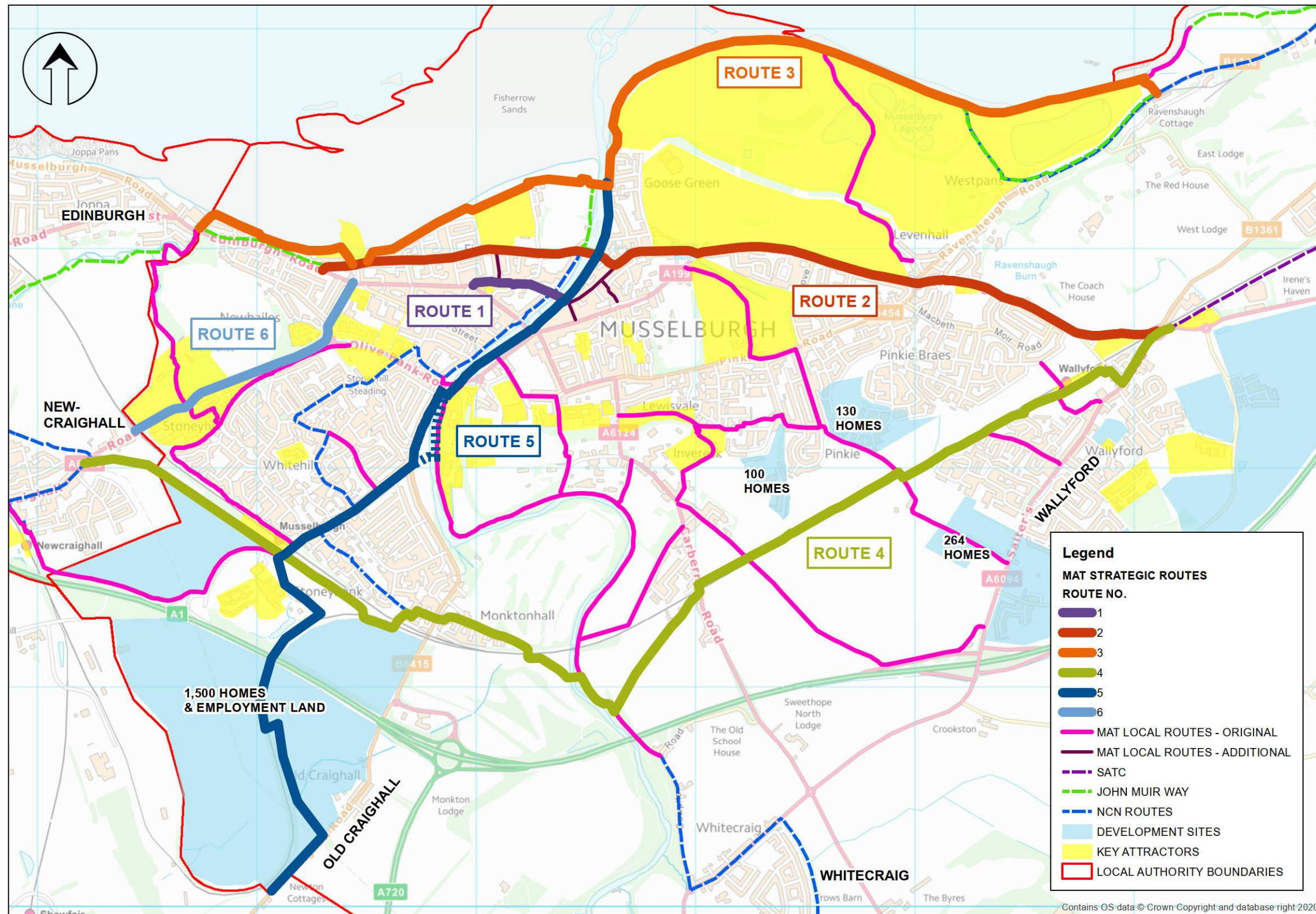


Figure 5.1: Revised Masterplan

## 6. Summary

Since publication of the SEStrans funded 'Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel' report in 2018, there have been several developments associated with projects that are linked to the Musselburgh Active Toun (MAT) project. This has included:

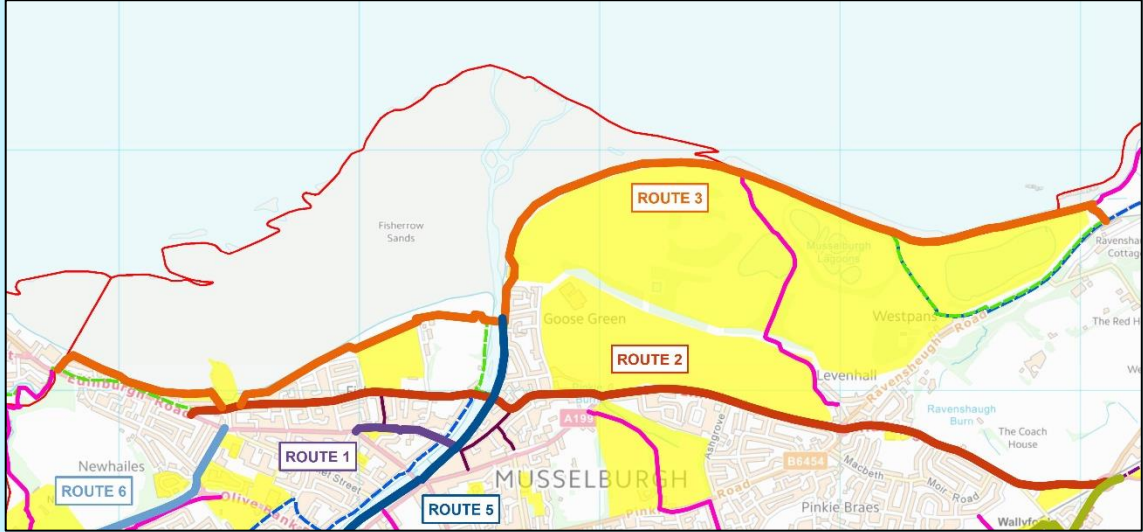
- Further information on the scope and scale of the Musselburgh Flood Protection Scheme (MFPS), and approval of the Preferred Scheme;
- Feedback on Spaces for People measures on Musselburgh High Street;
- Proposals for a journey hub at The Brunton, on the A199 North High Street;
- Bus improvements on Musselburgh High Street associated with the Bus Service Improvement Partnership;
- Feedback on MAT routes 1 West, 2 and 5 received during the public consultation on these routes in Summer 2021.

This report has considered information that was not available during the original study and has proposed an updated Masterplan.

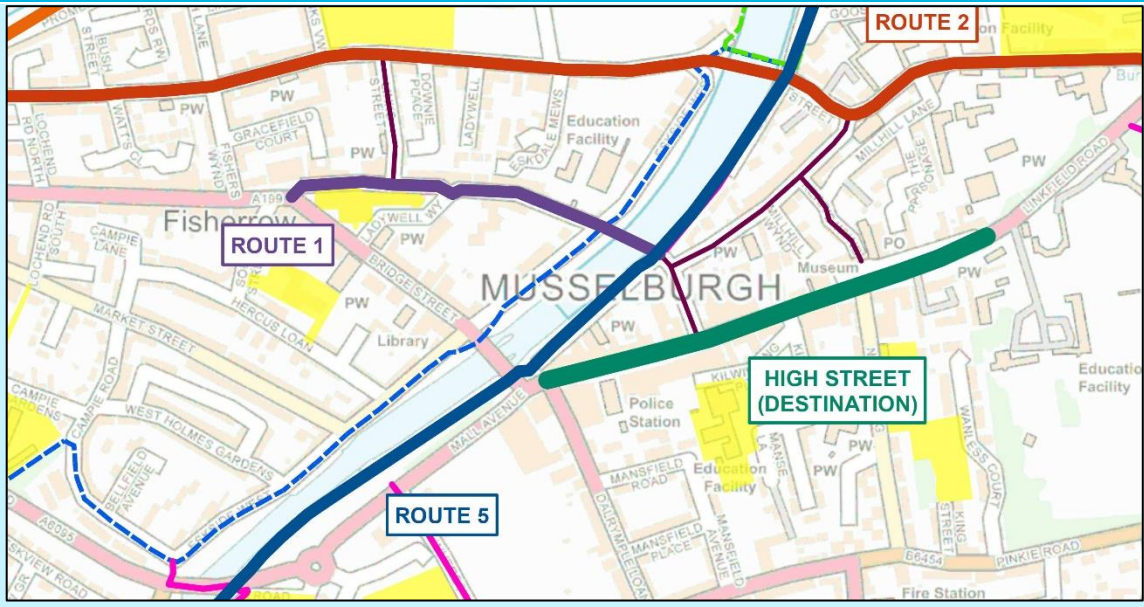
The proposed changes to the Masterplan are summarised in Table 6.1.

**Table 6.1: Proposed changes to Masterplan**

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
1 (Milton Road East to Millhill)	West of The Brunton and east of Shorthope Street	<p>Instead of Route 1 extending along A199 North High Street and the High Street, it is proposed that the route would link The Brunton Journey Hub and the High Street.</p> <p>The route would run along North High Street, before crossing the River Esk via a new active travel bridge in the vicinity of the existing footbridge (which would be removed). The exact alignment of the new active travel crossing will be determined through works being carried out by the MFPS team.</p>	<p>The emerging view on Musselburgh High Street is that it is a destination, rather than a through-route.</p> <p>It is likely that active travel users will wish to visit Musselburgh High Street, but it is felt that the desire lines can be met by improved local links to the High Street, rather than by a strategic route running to and along the High Street.</p>	

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
3 (Levenhall Links)	Full length of route	<p>It is proposed that the route alignment would be moved northwards from its current location, being located along the coast (the existing alignment of the John Muir Way) instead of being positioned between Levenhall Links and Musselburgh Racecourse.</p> <p>It is also proposed that the route would be extended to the west to Fisherrow Harbour, and onwards to Brunstane Burn at the boundary of the ELC and City of Edinburgh Council local authority areas, and to the east to Morrison's Haven.</p>	<p>The proposals put forward by the MFPS provide the opportunity to extend Route 3 to the east and west. This would provide a high-quality active travel corridor along the coast.</p> <p>The proposed alignment would extend the route to a number of trip attractors, including Fisherrow Harbour, Fisherrow Sands, Fisherrow Links Park and Prestongrange Mining Museum. Furthermore, long-term, the route could be extended eastwards to Prestonpans.</p>	

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
5 (Old Craighall to Musselburgh town centre)	Northern extent of route	<p>It is proposed that the route would be extended from the northern extent shown in the Masterplan (Shorthope Street) to Goose Green.</p> <p>An option is also being explored in which the route would cross the River Esk to the south of the location that was previously proposed (the Ivanhoe footbridge, south of Olive Bank Road). The exact alignment of the new active travel crossing will be determined through works being carried out by the MFPS team.</p>	<p>Since the publication of the Masterplan, the MFPS team have identified that the Ivanhoe footbridge would have to be removed, replaced or relocated. An emerging option is to relocate the bridge southwards, and it is felt that this would still meet the desire line between Musselburgh town centre, Queen Margaret University, Musselburgh railway station and the residential areas to the south-west of the town centre.</p> <p>The MFPS Preferred Scheme provides the opportunity to extend Route 5 northwards, from Shorthope Street to Goose Green. This link was originally intended to be a local link.</p> <p>Extending the strategic route northwards would provide a wide, continuous shared use path along the River Esk, from Olive Bank Road to Goose Green Crescent. It would also better connect the network, as Route 5 would meet Route 3 at Goose Green.</p>	

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
Local links	1, 2 and 5	<p>Improved link to be provided between New Street and the proposed journey hub at The Brunton along Links Road.</p> <p>Improved links to be provided between the High Street and Routes 2 and 5. Links to be provided along Shorthope Street, Millhill and Kerr's Wynd.</p>	<p>The emerging view on Musselburgh High Street is that it is a destination, rather than a through-route.</p> <p>The journey hub is an existing trip attractor, and a point where many trips will start and finish. It is important that there is a connection between the journey hub and the wider network, which would be facilitated by an improved link along Links Road.</p> <p>It is likely that active travel users will wish to visit Musselburgh High Street, but that the desire lines can be met by improved local links to the High Street, rather than by a strategic route running to and along the High Street.</p>	 <p>The map displays the town of Musselburgh with several bus routes highlighted in different colors: ROUTE 1 (purple), ROUTE 2 (orange), and ROUTE 5 (blue). A green box labeled 'HIGH STREET (DESTINATION)' is placed on High Street. The map also shows various landmarks such as the Police Station, Education Facility, Museum, and Fire Station, along with street names like Market Street, Links Road, and Millhill Lane.</p>
All local links	All local links	All local links to be reviewed at next stage of project.	To ensure connectivity between trip attractors, especially Musselburgh High Street, and strategic route network.	

The updated Masterplan is shown in Figure 6.1.

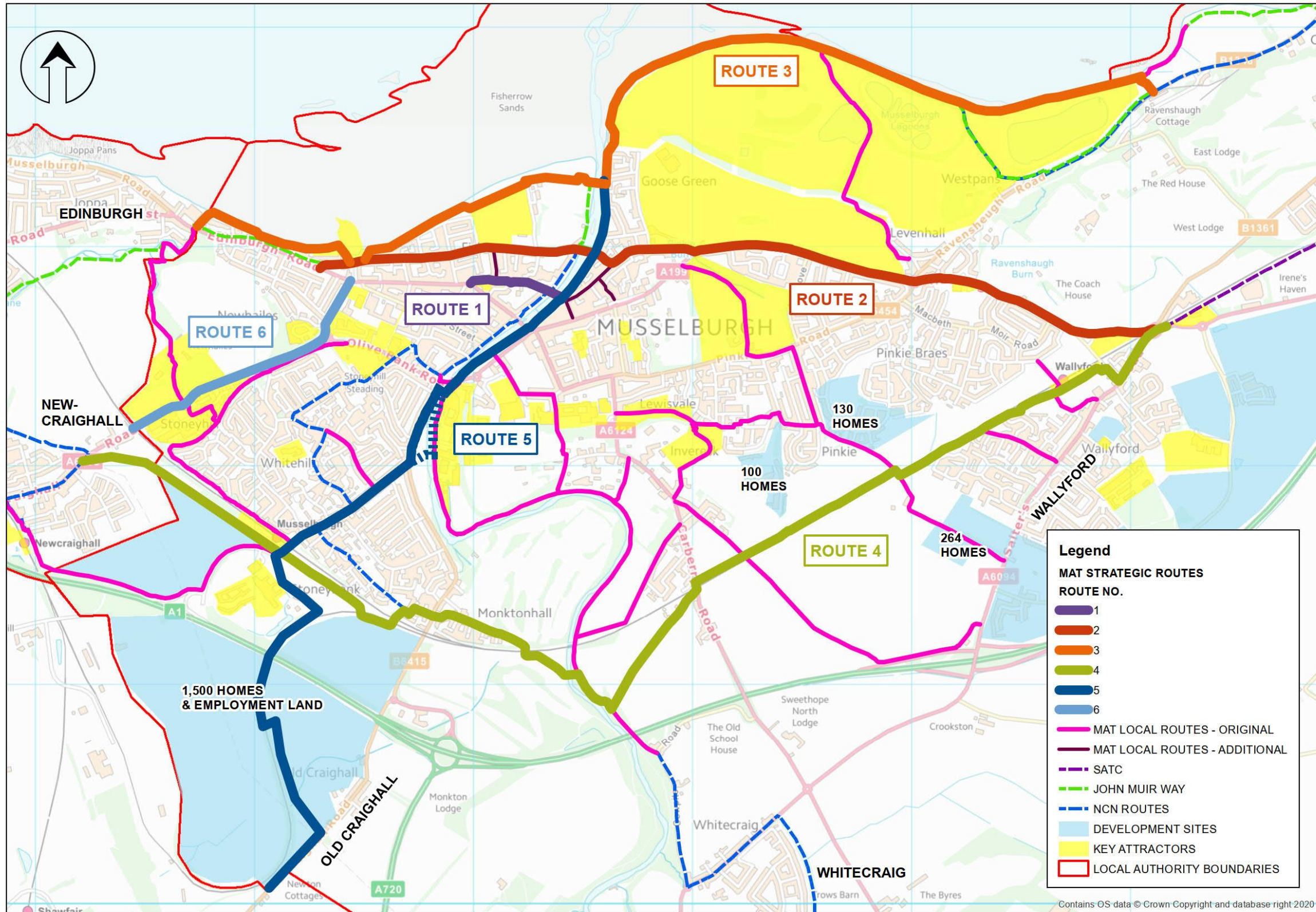


Figure 6.1: Updated Masterplan



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