

<b>COMMITTEE:</b>	Cabinet
<b>MEETING DATE:</b>	11 November 2025
<b>BY:</b>	Depute Chief Executive Resources and Economy
<b>REPORT TITLE:</b>	Objections to Traffic Regulation Orders TO263/25, TO264/25 & TO268/25 - Introduction and Amendments to Traffic Regulation Orders, Various Roads, Musselburgh
<b>REPORT STATUS:</b>	Public

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## **1 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to acknowledge and set aside objections to the proposed Traffic Regulation Orders (TRO), TO263/25, TO264/25 and TO268/25.

## **2 RECOMMENDATIONS**

Members are recommended to:

- 2.1 Note the objections received to the advertised TROs, set aside these objections and give approval to make the necessary Orders.

## **3 BACKGROUND**

- 3.1 In partnership with Transport Scotland, East Lothian Council propose to introduce six strategic active travel routes in Musselburgh to provide safe and attractive facilities for walkers, wheelers and cyclists travelling between key destinations.
- 3.2 Following significant consultation exercises, proposals for three of the routes have now advanced to developed design stage. The proposals include new infrastructure such as footway widening, raised tables, continuous footways at side road junctions, new zebra crossing, new signalised junctions and crossings, shared footways, segregated cycle lanes and bus stop bypasses.

- 3.3 To accommodate the measures and ensure the safety of all road users new and amended Traffic Regulation Orders to prohibit waiting, loading and unloading are proposed. These will variously, remove indiscriminate parking to improve sightlines; enable two way movement of traffic, improve the free flow of traffic; prevent obstruction of new continuous footway; introduce waiting and loading restrictions at a new zebra crossing and at new signalised crossings; and introduce waiting restrictions at new taxi rank.
- 3.4 The proposed waiting, loading and unloading restriction amendments are shown on the plans in Appendix 1.

**TO/263/25 (Various Roads – Musselburgh and Wallyford) (Prohibition & Restriction on Waiting, Loading and Unloading etc) Variation No.3 Order was advertised in June 2025.**

- 3.5 Haddington Road is subject to a heavy volume of traffic and at greater than 8m wide, the geometry does not encourage low speeds. The existing corridor has advisory cycle lanes but provides a low level of service for cyclists when considered against Cycling By Design criteria.
- 3.6 The Route 2 MAT proposals include a bi-directional cycle track constructed within the running carriageway. This will narrow the corridor to an appropriate carriageway width that encourages lower traffic speeds and enables all traffic to continue to use the road. Vehicle speeds measured by ATC in December 2023 show that most vehicles travel below the existing posted speed limit of 40mph, and the average speed is 32.6mph. It is considered that the proposed narrowing of the carriageway due to the introduction of a segregated cycle track would lead to reduced vehicle speeds which would be further encouraged by reducing the speed limit from 40mph to 30mph between a point immediately west of Wallyford Toll and the start of the existing 30mph limit east of Levenhall Roundabout. Police Scotland have no objections to the proposed reduction and if vehicle speeds were to drop to 31mph or less, a high level of service would be achieved.
- 3.7 The extent of the proposed speed limit Order is shown on the plan in Appendix 2.

**TO/264/25 (A199 Haddington Road, Musselburgh) (30mph Speed Limit) Order 2025 was advertised in June 2025.**

- 3.8 Shorthope Street is a key link for people walking and cycling between the River Esk and High Street. The existing narrow footways are sub-standard, contraflow cycling (southbound) is not currently permitted between the River Esk and High Street and no crossing facilities are provided at its junction with High Street.
- 3.9 The Route 1 MAT proposals include widening of Shorthope Street's western footway, provision of a raised table at its junction with High Street and contraflow cycling permitted (southbound).
- 3.10 The extent of the proposed Order is shown on the plan in Appendix 3.

**TO/268/25 (Shorthope Street) (One-Way Order) 2025 was advertised in June 2025.**

- 3.11 If approved, this Order would revoke and replace the **Byelaws for The Regulation of All Carriage Traffic in Shorthope Street and Kerr's Wynd Within the Burgh of Musselburgh** which came into force on 5<sup>th</sup> July 1937. The parts of the Order relating to Kerr's Wynd were revoked on 31/12/1965.
- 3.12 In accordance with applicable legislation, adverts were placed in the local press and copies of all the relevant documents were made available for viewing at reception, John Muir House, Haddington and Musselburgh Library, 10 Bridge Street, Musselburgh between Mon 30 June and Mon 28 July 2025.
- 3.13 In addition to the legislative requirements set out in paragraph 3.15, adverts were attached to lamp columns on affected roads and electronic copies of all the relevant documents were made available on East Lothian Council's Consultation Hub and the Scottish Government's public information gateway, [tellmescotland.gov.uk](http://tellmescotland.gov.uk) between Mon 30 June and Mon 28 July 2025.
- 3.14 At the end of the formal consultation period, the Council had received the following objections:
- TO/263/25 Various Roads - a total of three objections.
  - TO/264/25 Haddington Road Speed limit – a total of three objections and two responses supporting the proposal.
  - TO/268/25 Shorthope Street two way cycling – a total of four objections, one of which was subsequently withdrawn.
- 3.15 The objections and Officers responses to these objections are contained within Appendix 4.
- 3.16 Objections and comments were also received in relation to the MAT infrastructure proposals themselves. The infrastructure proposals have been subject to a separate and extensive consultation process and are therefore not reported here.

#### **4 POLICY IMPLICATIONS**

- 4.1 The proposals will contribute towards The East Lothian Plan – Single outcome agreement (SOA) 2013 and 2 of our strategic objectives – to create, support and maintain a Sustainable Environment and Safe and Vibrant Communities.
- 4.2 The reduced speed limits are expected to contribute towards East Lothian's SOA Outcome 7 – East Lothian is an even safer place.

## 5 RESOURCE AND OTHER IMPLICATIONS

- 5.1 Finance: All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within Musselburgh Active Toun project design funding agreed with Transport Scotland.
- 5.2 Human Resources: None
- 5.3 Other (e.g. Legal/IT): The making of the Traffic Regulation Orders is in accordance with the provisions of the Road Traffic Regulation Act 1984 and follows the procedural requirements for making the TROs in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.
- 5.4 Risk: A project Risk Register has been developed and is regularly updated. Risks specifically related to the TROs are identified. They have been mitigated through consideration of the objections made and will be further mitigated through long term monitoring and evaluation, subject to Council approval.

## 6 INTEGRATED IMPACT ASSESSMENT

- 6.1 **Select the statement that is appropriate to your report by placing an 'X' in the relevant box.**

An Integrated Impact Assessment screening process has been undertaken and the subject of this report does not affect the wellbeing of the community or have a significant impact on: equality and human rights; tackling socio-economic disadvantages and poverty; climate change, the environment and sustainability; the Council's role as a corporate parent; or the storage/collection of personal data.

**or**

The subject of this report has been through the Integrated Impact Assessment process and impacts have been identified as follows:

Subject	Impacts identified (Yes, No or N/A)
Equality and human rights	N/A
Socio-economic disadvantage/poverty	N/A
Climate change, the environment and sustainability	N/A

Subject	Impacts identified (Yes, No or N/A)
Corporate parenting and care-experienced young people	N/A
Storage/collection of personal data	N/A
Other	N/A

The Integrated Impact Assessment relating to this report has been published and can be accessed via the Council's website:

[https://www.eastlothian.gov.uk/info/210602/equality\\_and\\_diversity/12014/integrated\\_impact\\_assessments](https://www.eastlothian.gov.uk/info/210602/equality_and_diversity/12014/integrated_impact_assessments)

## **7 APPENDICES**

- 7.1 Appendix 1 – TO 263/25 Proposed waiting, loading and unloading restriction amendments
- 7.2 Appendix 2 – TO 264/25 Extent of proposed A199 Haddington Road 30mph speed limit Order
- 7.3 Appendix 3 – TO 268/25 Extent of proposed Shorthope Street One Way Order
- 7.4 Appendix 4 – Summary of objections to the three TROs, officers' response and recommendations.

## **8 BACKGROUND PAPERS**

- 8.1 None.

## **9 AUTHOR AND APPROVAL DETAILS**

**Report Author(s)**

<b>Name</b>	Peter Forsyth
<b>Designation</b>	Project Manager – Growth and Sustainability
<b>Tel/Email</b>	Liz Hunter - Ext 7740
<b>Date</b>	22/10/2025

**Head of Service Approval**

<b>Name</b>	Tom Reid
<b>Designation</b>	Head of Infrastructure
<b>Confirmation that IIA and other relevant checks (e.g. finance/legal) have been completed</b>	
<b>Approval Date</b>	



PROJECT  
Musselburgh Active Travel

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LEGEND  
Schedule 1 - Lengths of road where waiting, loading and unloading are prohibited at any time  
Schedule 2 - Lengths of road where waiting is prohibited at any time



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ISSUE PURPOSE  
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PROJECT NUMBER  
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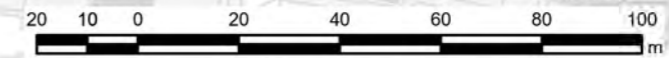
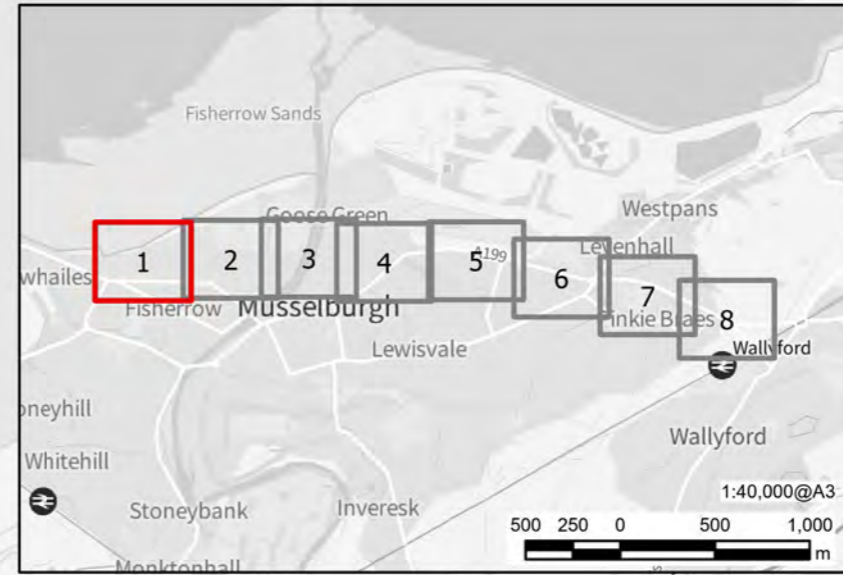
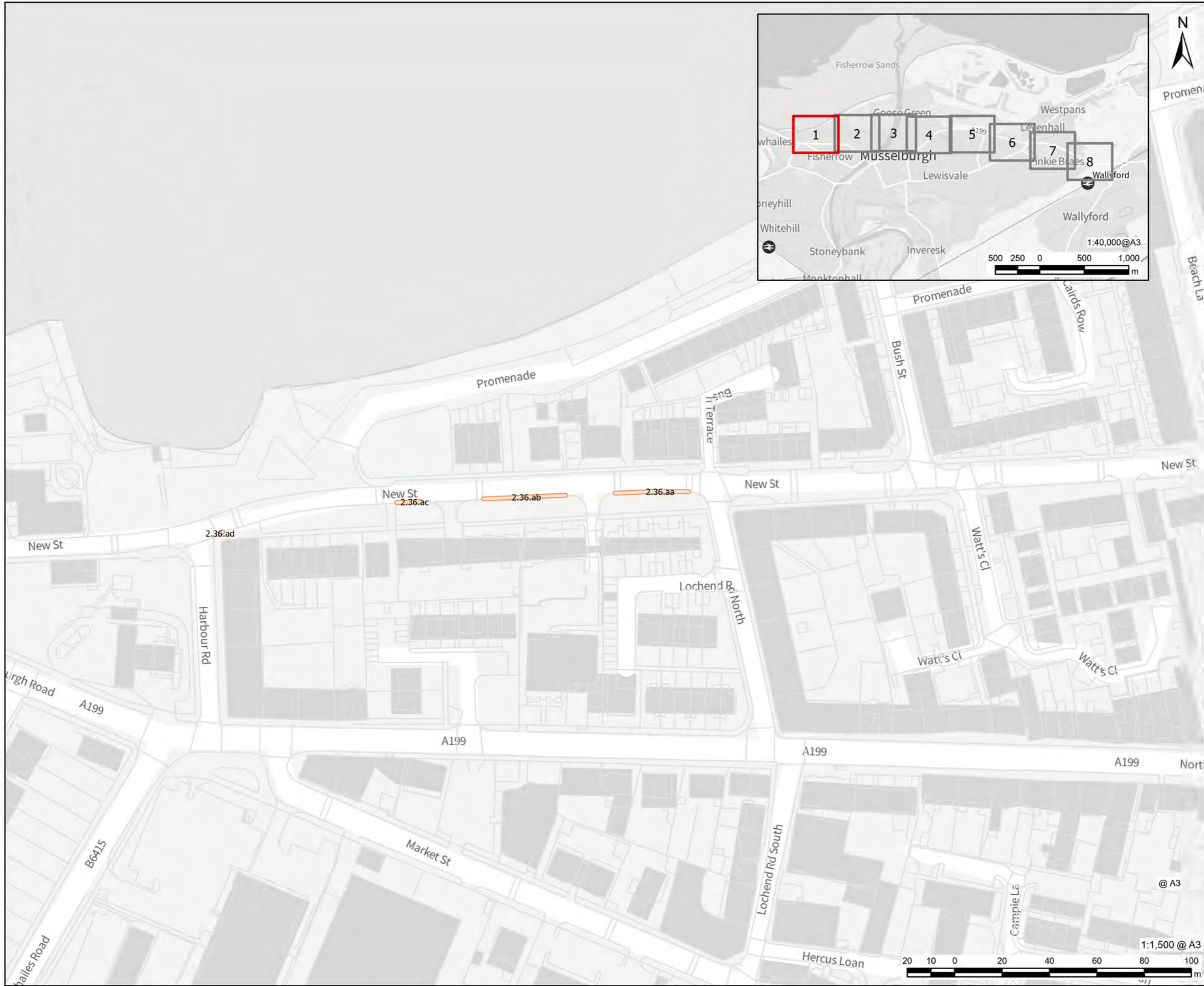
FIGURE TITLE  
Musselburgh Proposed Traffic Order Restrictions - Route 1

FIGURE NUMBER  
Figure 1

Revision: 1 Drawn: AM Checked: EM Approved: JR Date: 2025-05-22

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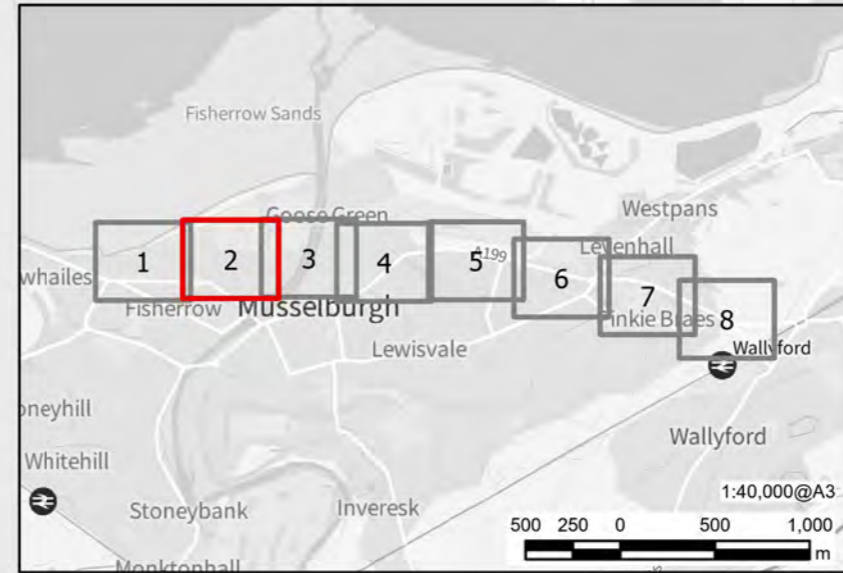
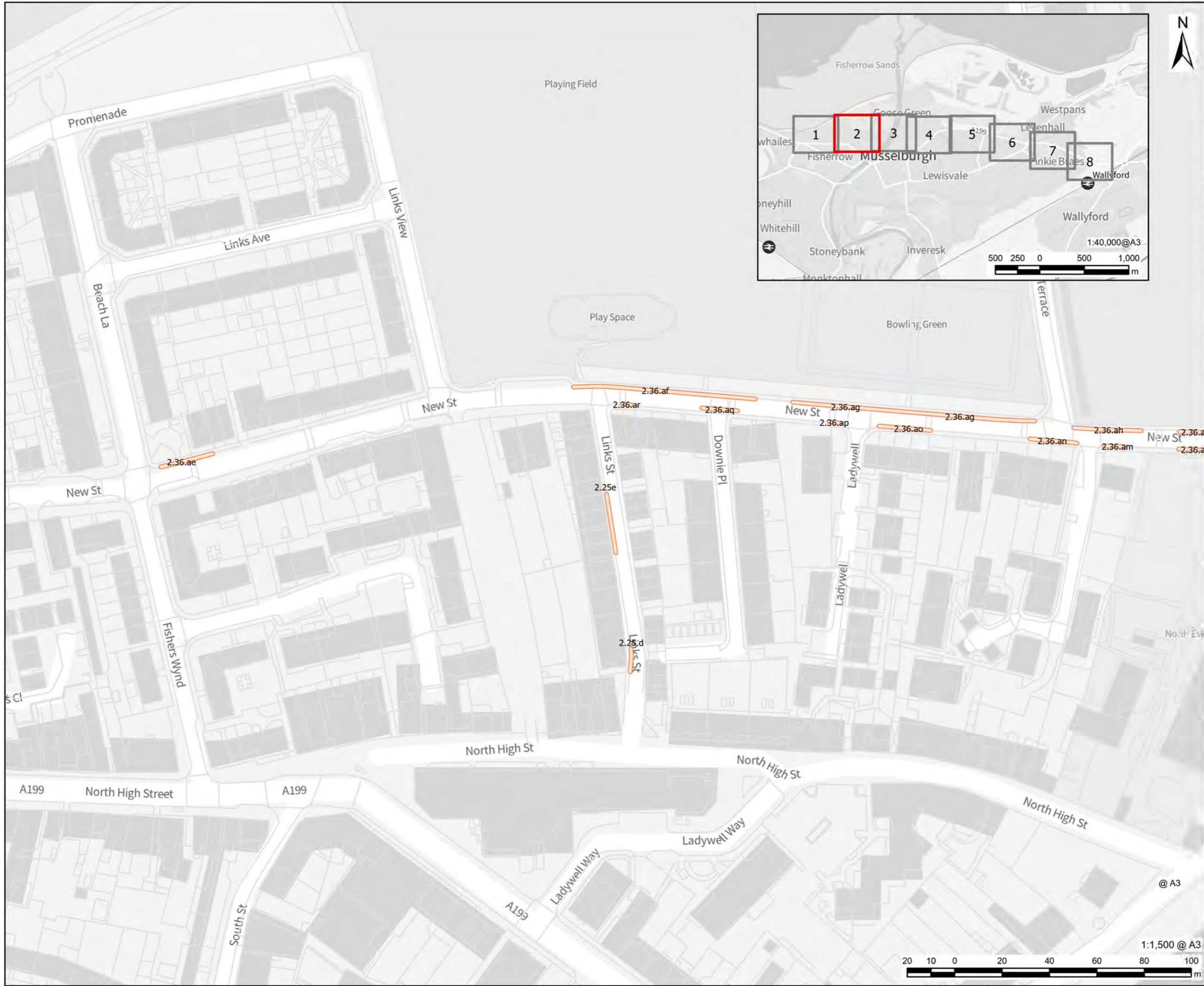
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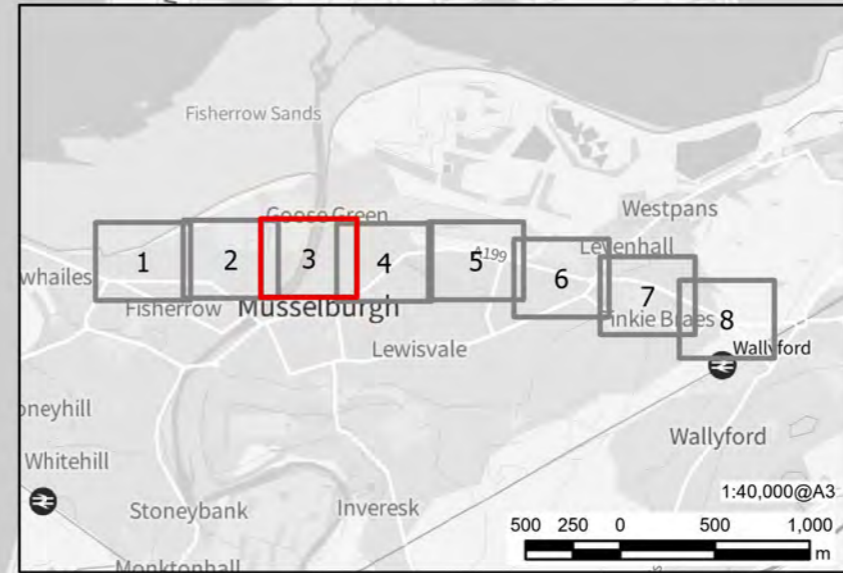
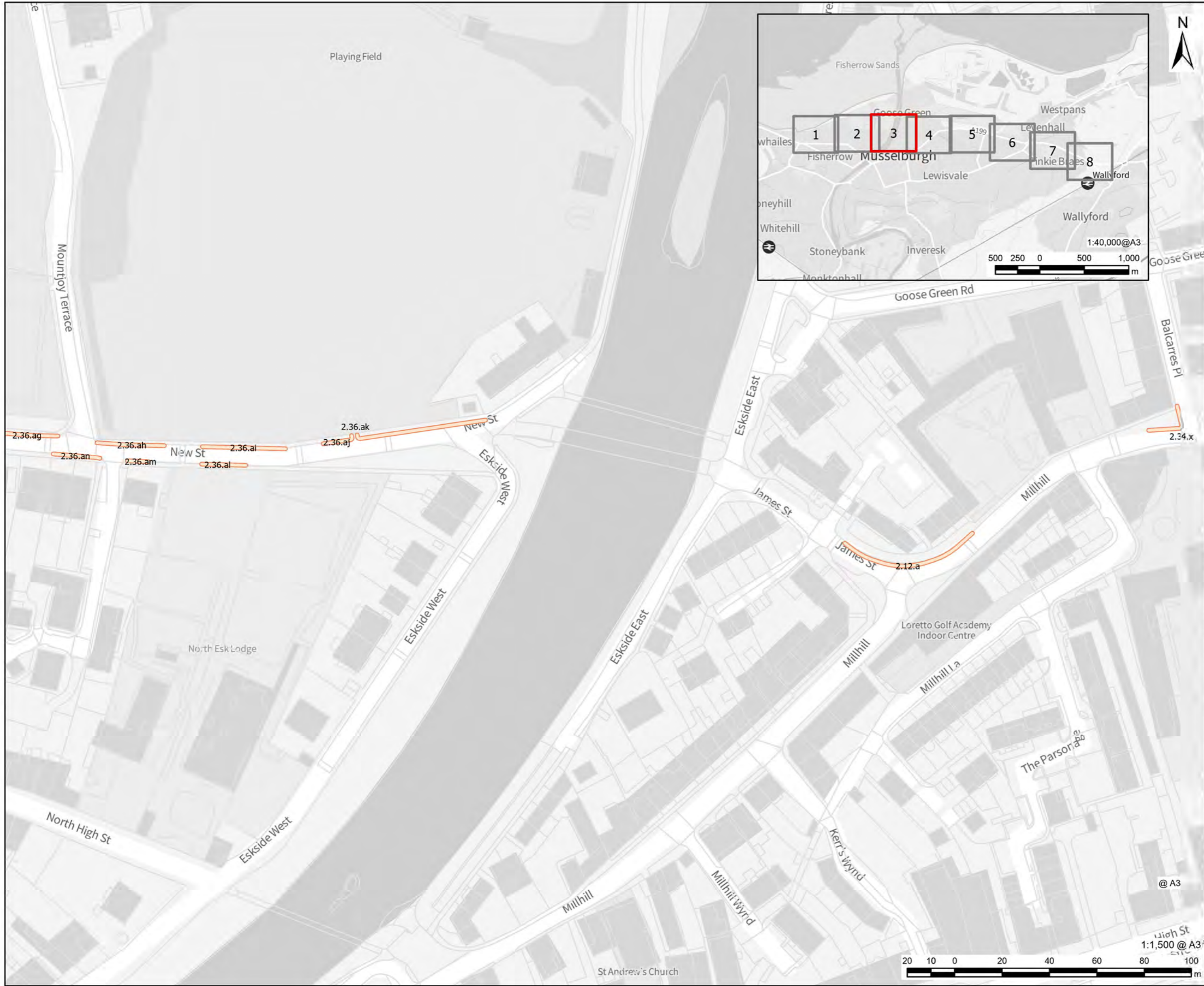
**FIGURE TITLE**

Musselburgh Proposed Traffic Order Restrictions - Route 2

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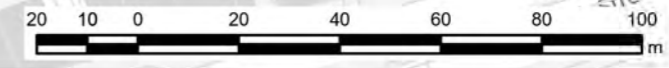
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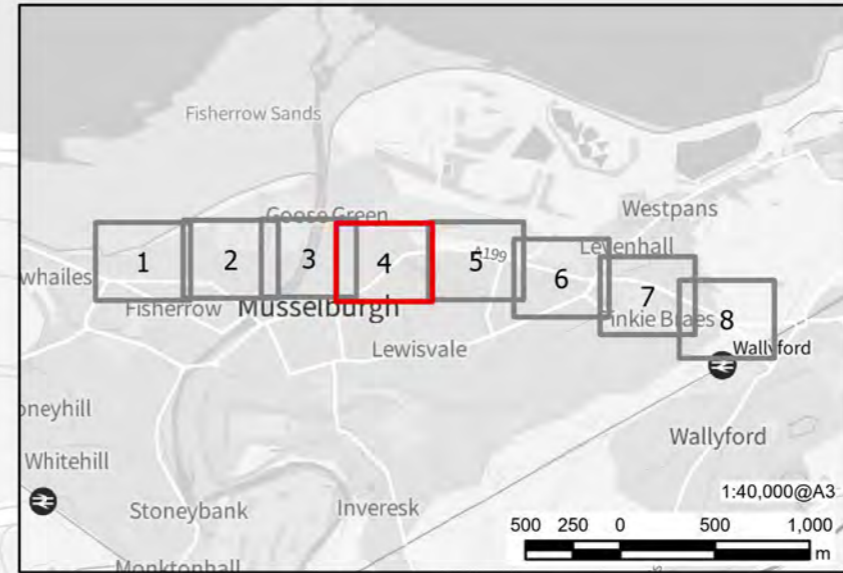
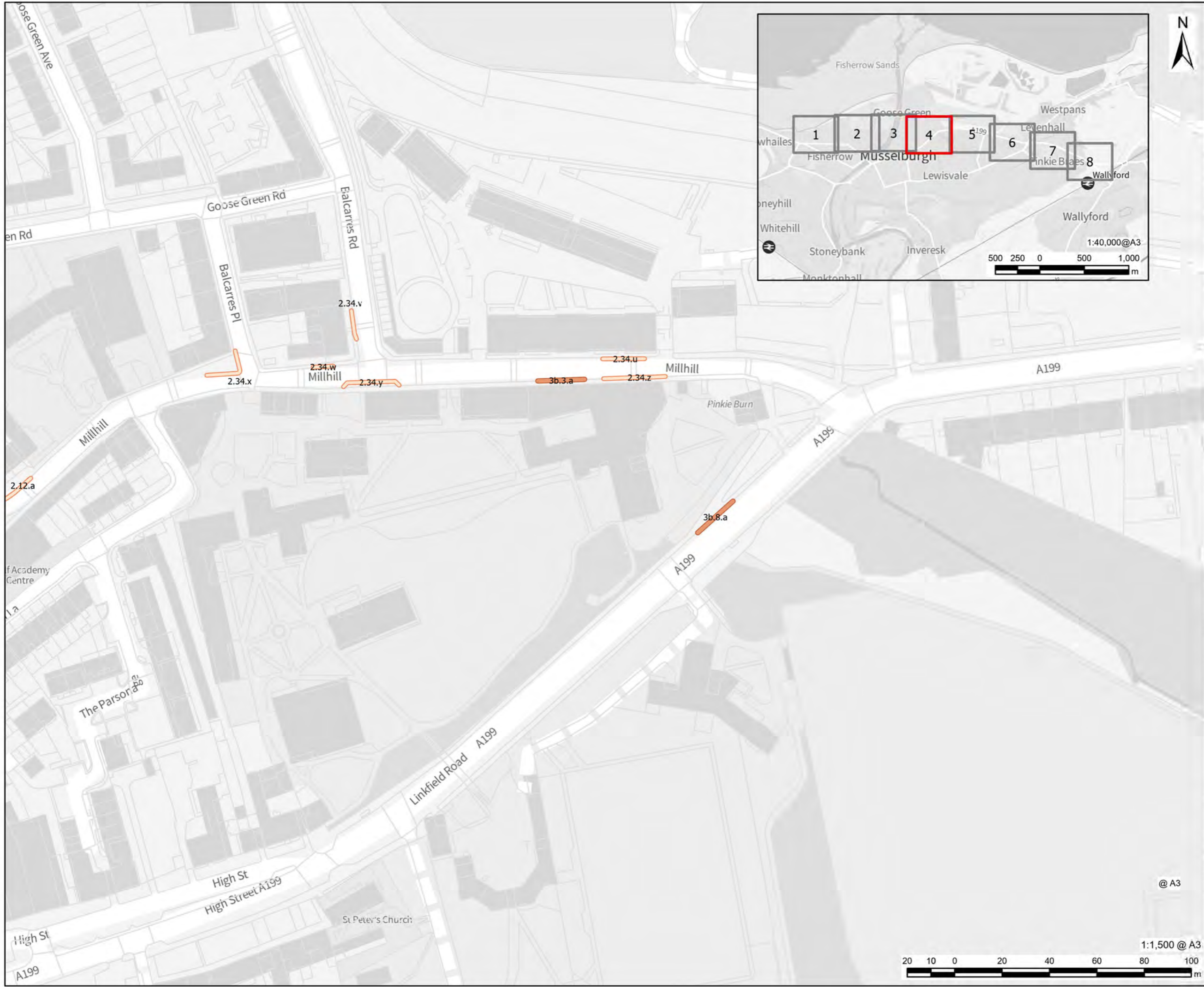
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**LEGEND**

- Schedule 2 - Lengths of road where waiting is prohibited at any time
- Schedule 3b - Lengths of road where waiting is prohibited between the hours of 8.30 am and 5.30 pm on any day

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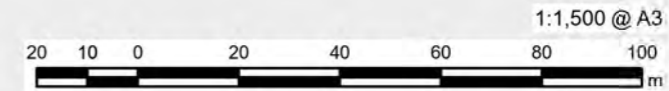
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Musselburgh Proposed Traffic Order Restrictions - Route 2

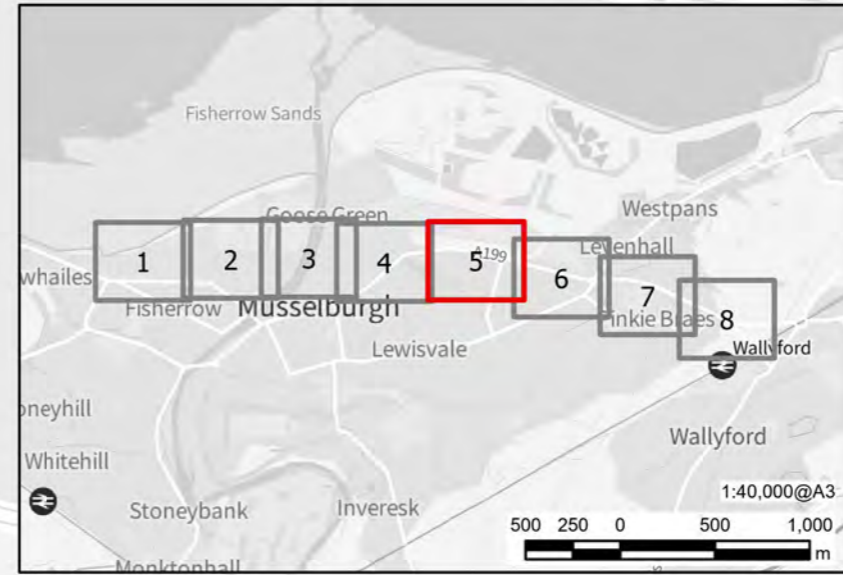
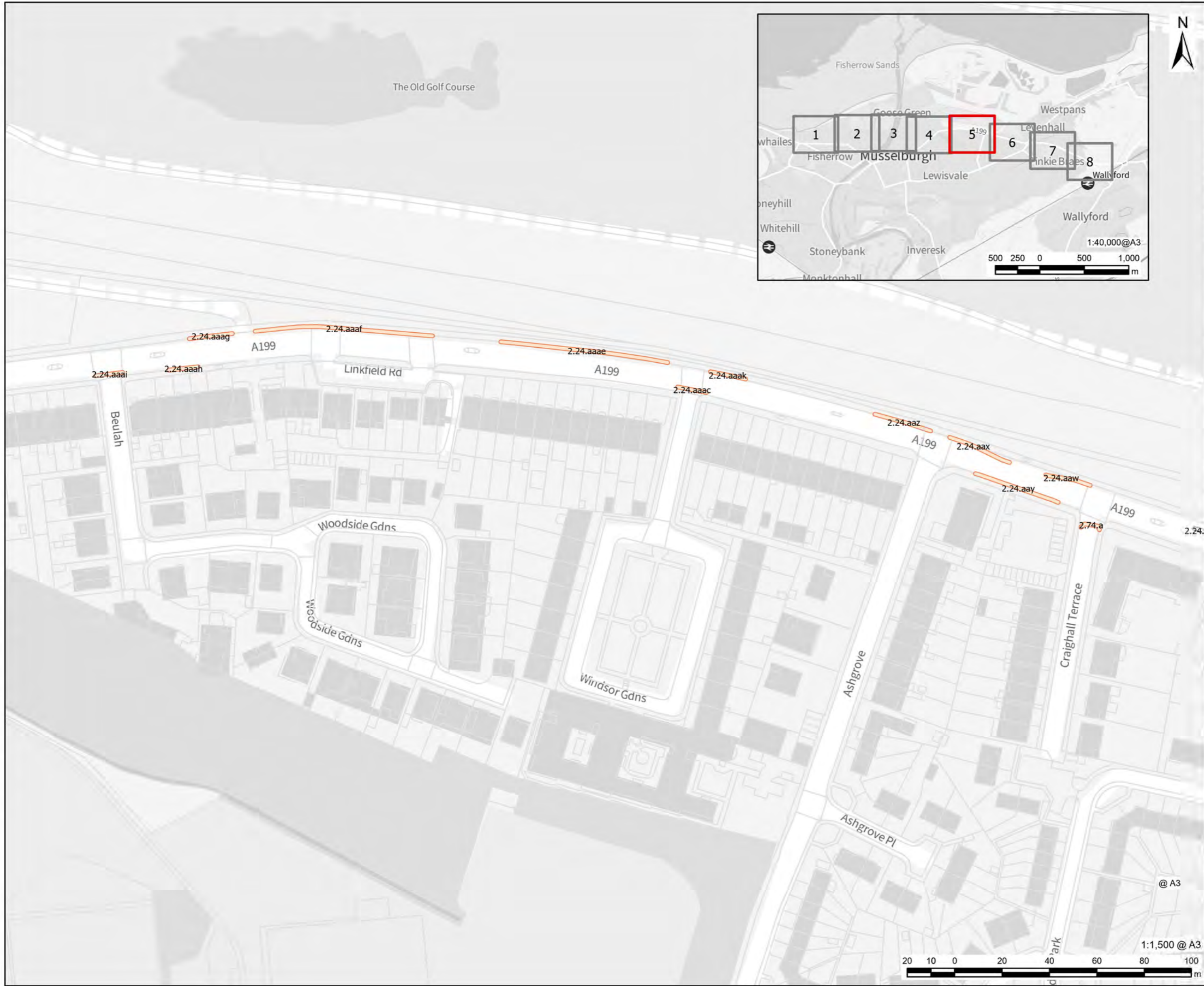
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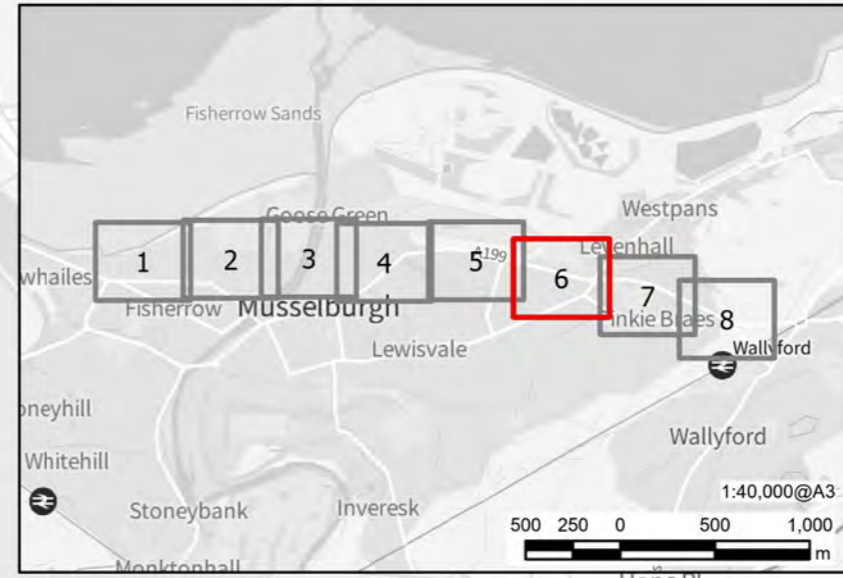
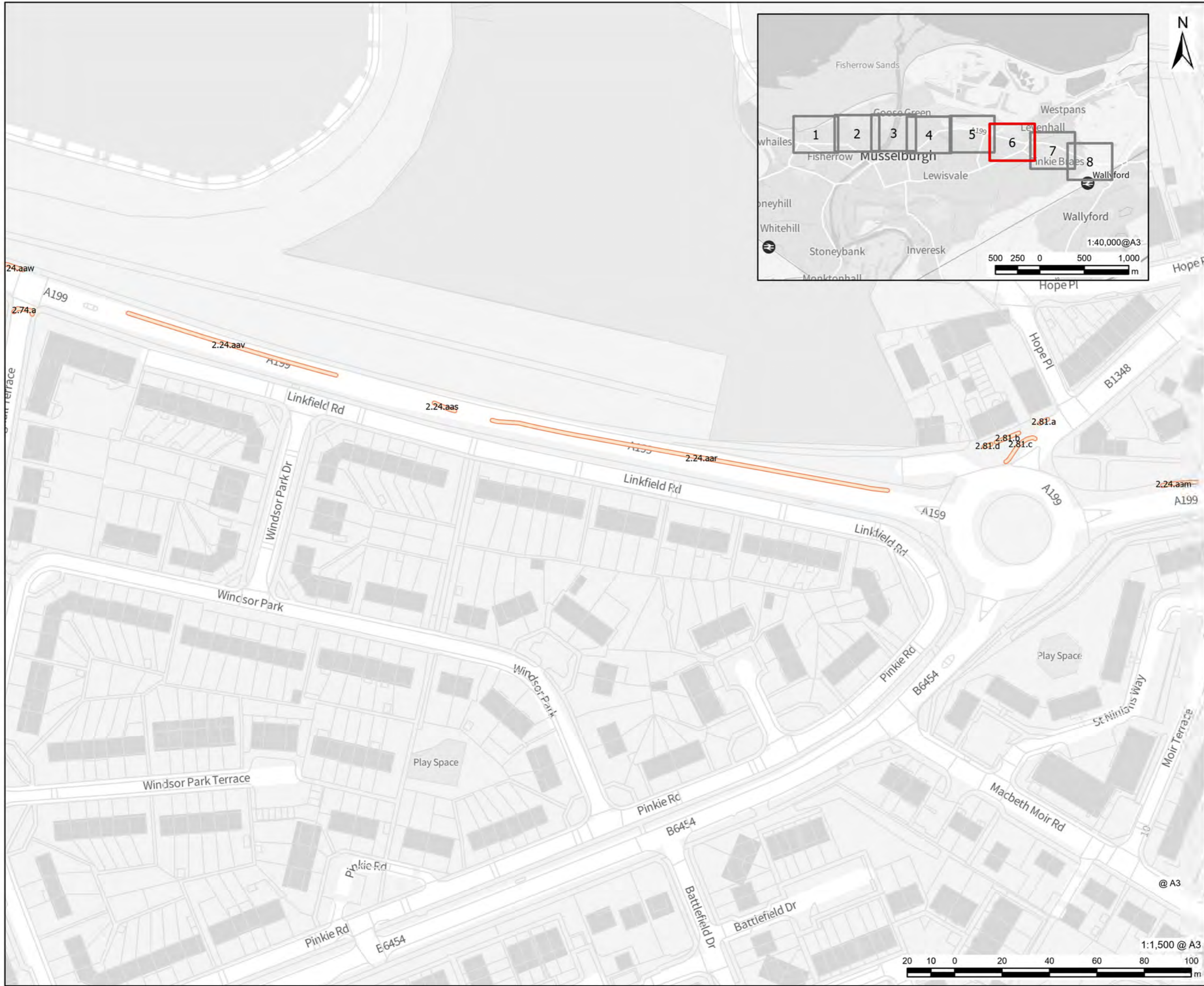
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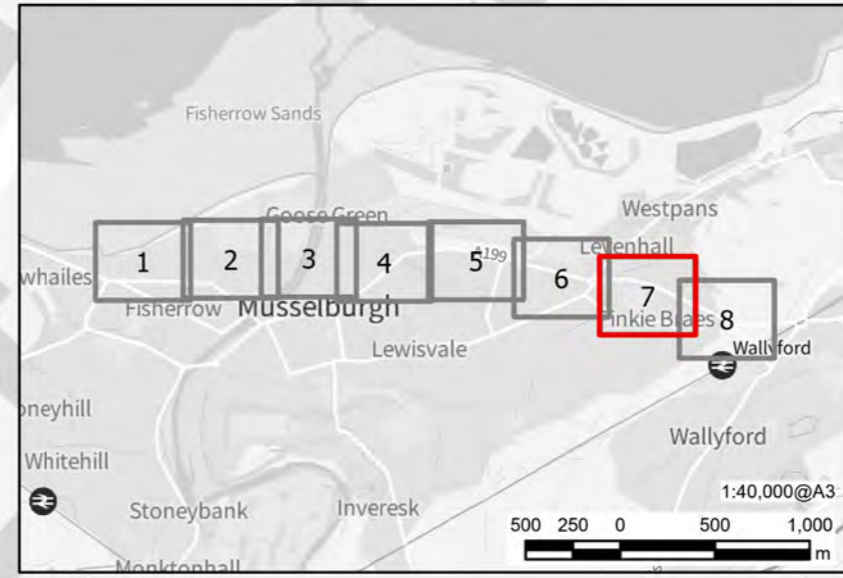
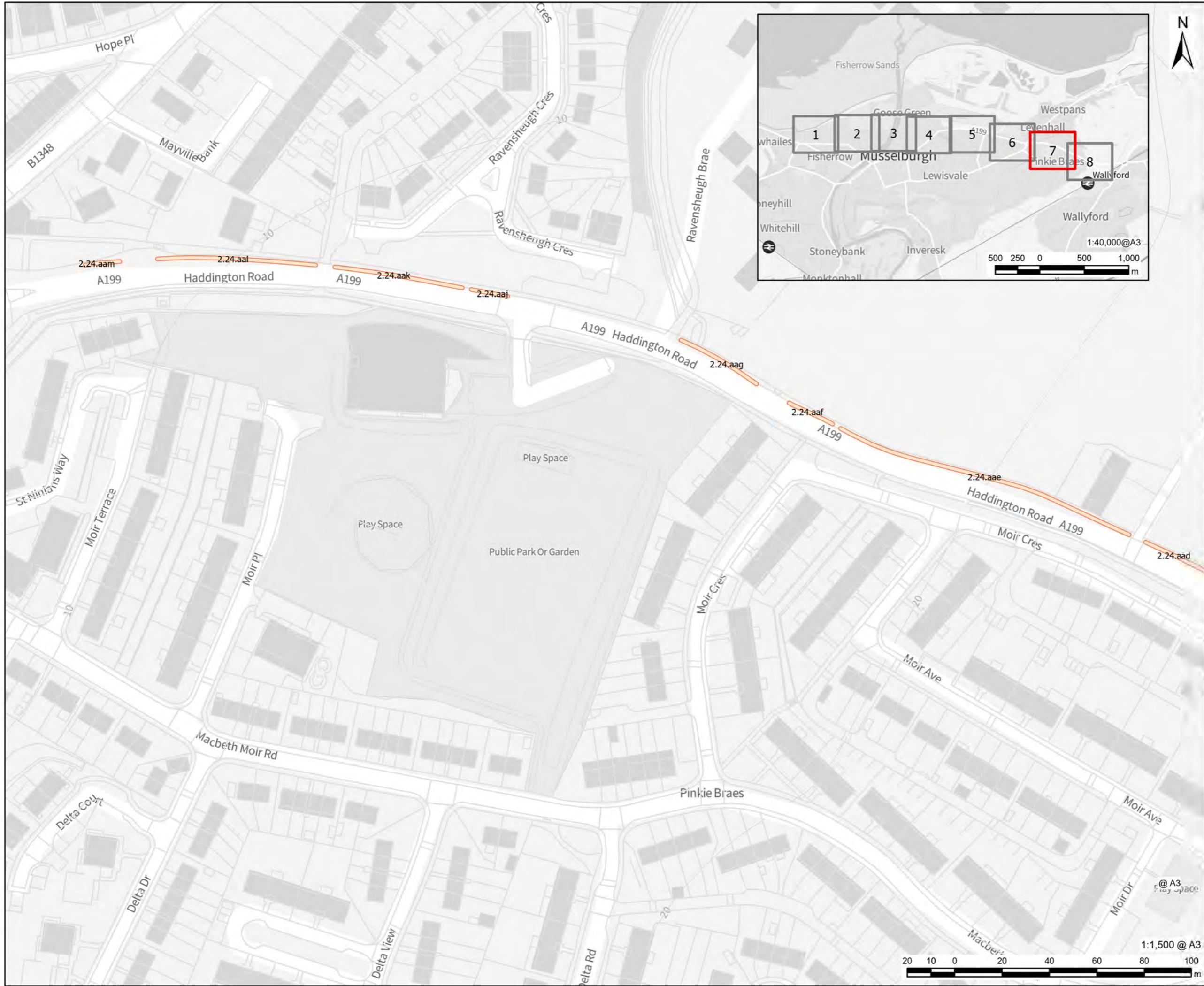
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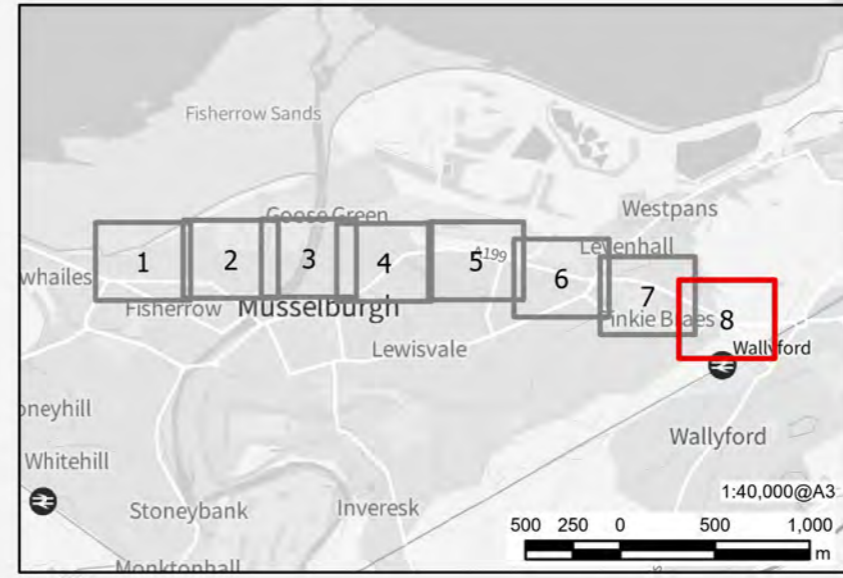
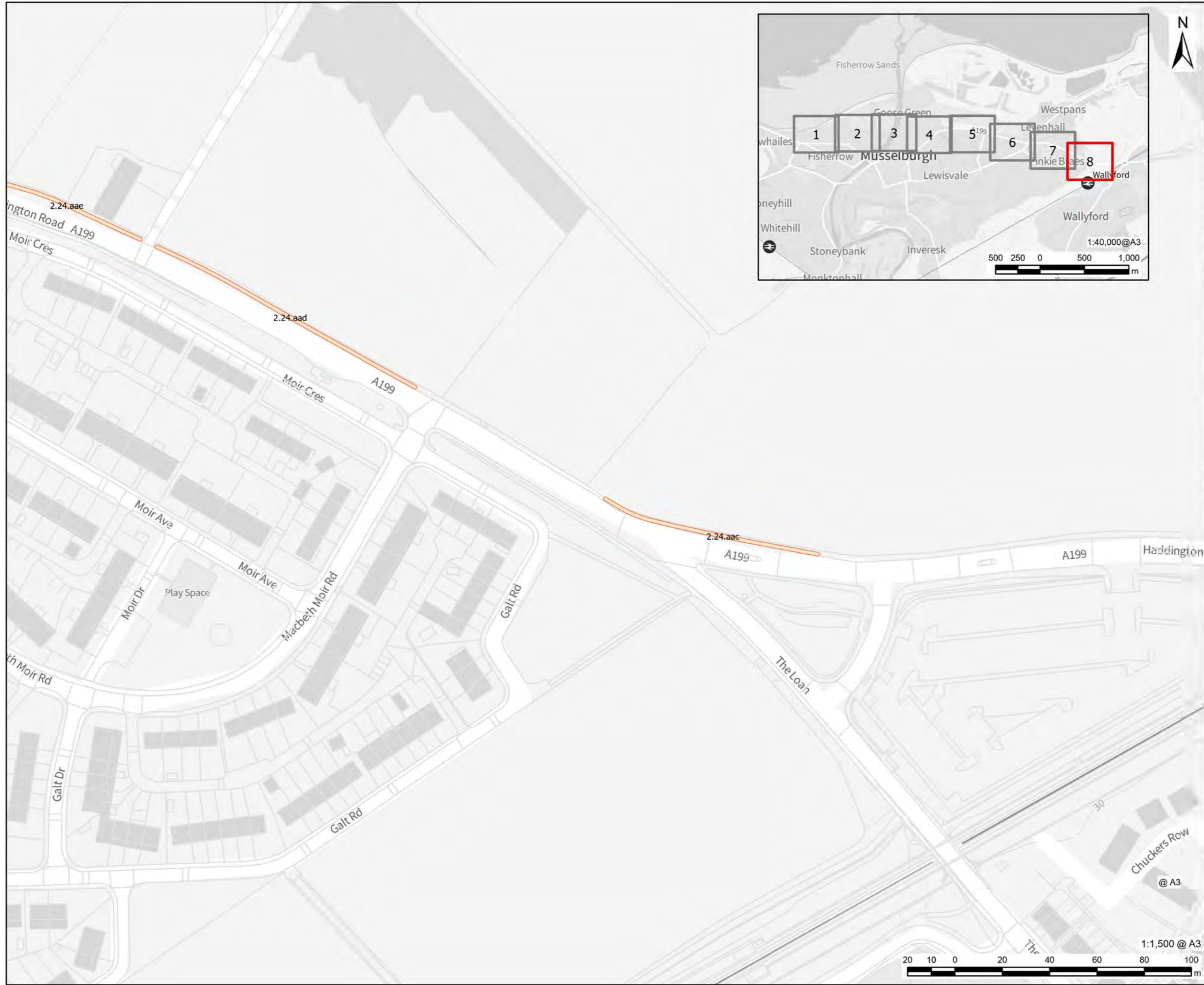
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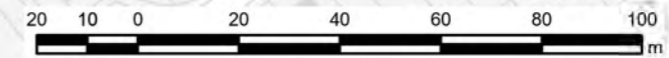
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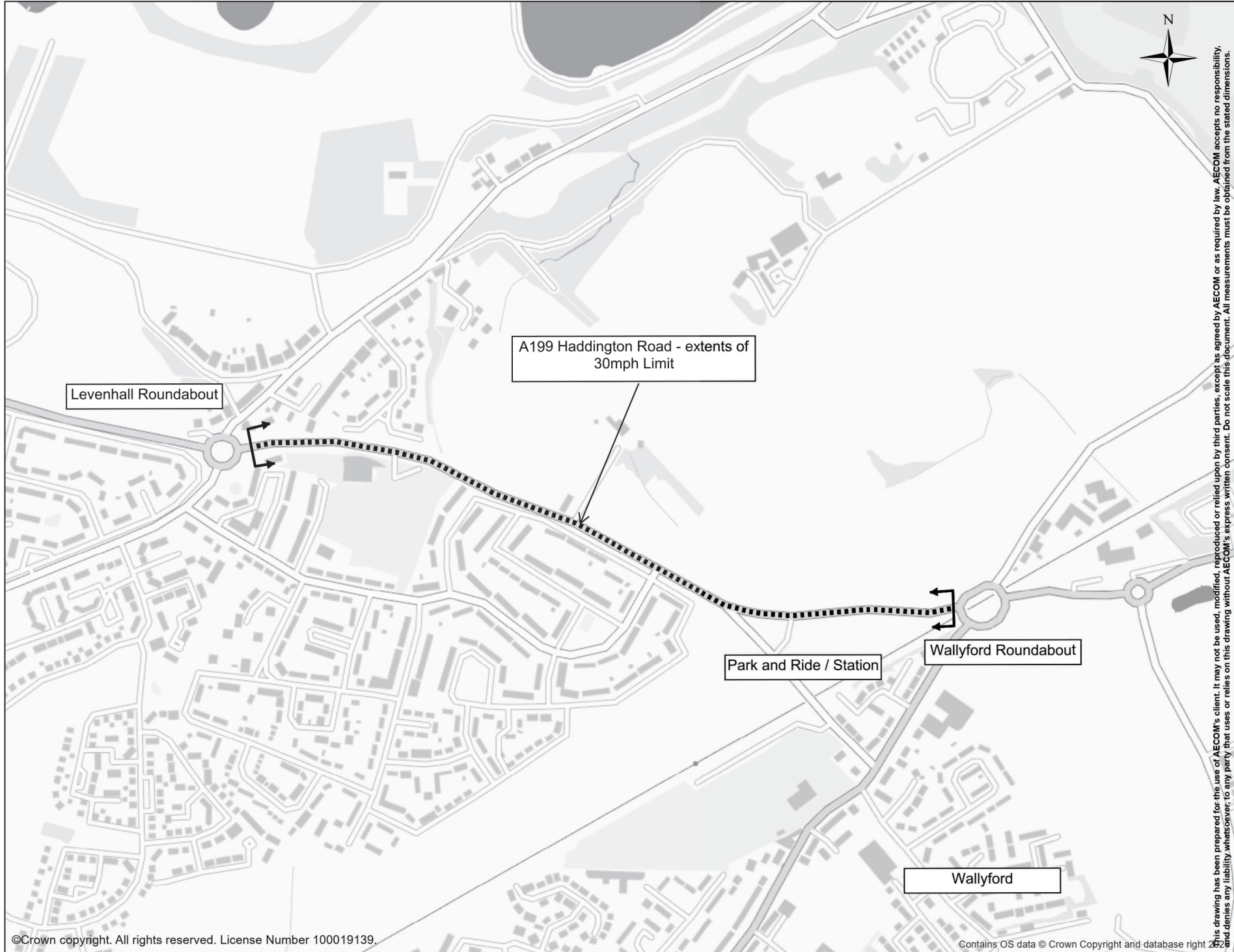
Figure 1

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A199 Musselburgh to Dunbar Road (Haddington Road, Musselburgh) – Both directions

From a point 30 metres or thereby east of the Levenhall Roundabout, in an easterly direction to the tangent point of the kerb on the west side of Wallyford Roundabout for a distance of 1050 metres or thereby.

**DRAWING NO.**  
A199 Haddington Road, Musselburgh  
30mph Speed Limit  
Extents





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From the extended north kerbline of High Street, to the extended south kerbline of Millhill.

Permit vehicles to travel in a northbound direction only (Restrict motor vehicles travelling in a southbound direction)

DRAWING NO.

Shorthope Street,  
Musselburgh  
One-way Order



## Appendix 4

### Summary of objections to the three TROs, officers' response and recommendations

<b>TO/263/25 (Various Roads – Musselburgh and Wallyford) (Prohibition &amp; Restriction on Waiting, Loading and Unloading etc) Variation No.3 Order</b>			
<b>No.</b>	<b>Objection</b>	<b>Response</b>	<b>Recommendation</b>
1	There are already a lot of restrictions on the high street and over vigilant parking attendants squeezing the life out of high street businesses. We should be encouraging people to stop and use the high street not putting them off.	The aim of the Musselburgh Active Toun project is to improve access to the High Street for people walking and cycling and support the local economy. The draft Traffic Order does not propose any changes to the existing parking or loading restrictions on the High Street.	Set aside – no changes proposed to existing parking or loading restrictions on the High Street
2	I wish to object to the proposals outlined below. These proposals will only increase the traffic delays and will affect parking opportunities. It is already difficult to park in the roads which is problematic for us homeowners who do not have access to off street parking.	I can confirm that we have worked to limit the impact on residential parking on Linkfield Road and have previously engaged with residents on the street to inform them of the plans. The proposed on-street parking on Linkfield Road has been maximised and targeted to the areas where frontage properties do not have off-street parking. Between the Millhill and Ashgrove junctions (circa 500m), only 12m of new parking restrictions are proposed where car parking would be reduced.	Set aside – on Linkfield Road between the Millhill and Ashgrove junctions (circa 500m), only 12m of new parking restrictions are proposed. These are required to ensure road safety.
3	I oppose the proposed changes to Linkfield Road, which would prohibit vehicles from waiting at any time. Linkfield Road is a long road, allowing plenty of space to accommodate many vehicles, particularly when traffic volumes are high - such as when events at Musselburgh Racecourse are taking place. If the Council	The Racecourse management has been consulted closely as part of this project. We can confirm their own transport strategy is under regular review with the aim of helping to manage the travel of visitors to the site and reduce the impacts on the local road network and nearby communities. For example, they offer various park	Set aside – on Linkfield Road between the Millhill and Ashgrove junctions (circa 500m), only 12m of new parking restrictions are proposed. These are

	<p>pushes ahead with banning vehicles from parking on Linkfield Road, drivers will turn their attention to neighbouring streets in the Windsor Park area. These are quiet residential streets with a high concentration of elderly people and children. Drivers - who will become increasingly frustrated as they look for a parking space - will inevitably drive at speeds likely to cause injuries and death, quite apart from the increase in noise and air pollution for residents. It is much more logical to allow parking as it currently is, which will allow those attending racecourse events to park easily and quickly, shortening their journeys, reducing pollution, and reducing the likelihood of fast-moving vehicles from entering the Windsor Park area. It can also not be claimed it would continually prevent danger as no adverse danger has been shown to exist. The reduction would only lead to further demand placed upon Police Scotland as Enforcement Body.</p>	<p>and ride services with connections to public transport networks across the town. We will continue to work closely with the Racecourse in advance of any changes associated with the project to help manage and mitigate any impacts to local communities.</p>	<p>required to ensure road safety.</p>
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**TO/264/25 (A199 Haddington Road, Musselburgh) (30mph Speed Limit) Order 2025**

No.	Objection	Response	Recommendation
1	<p>The reduction from 40mph to 30mph. This is unnecessary meddling by the council for no reason. It is dangerous where bicycles can go faster (downhill) than the car and is more likely to cause an accident than the current position</p>	<p>It is proposed that Haddington Road's speed limit would be reduced from 40mph to 30mph to improve safety and comfort for all road users. The existing average speeds on the road are already substantially below the posted 40mph limit (circa 33mph). This coupled with the proposed changes to the road layout by introducing a segregated cycle track, reducing the road width for vehicles and new pedestrian crossings will help ensure the 30mph limit is practical and suitable for the road. With regard to cycle speeds, we can confirm that the width of the cycle track has been designed in accordance with current standards and is considered safe for expected levels of use.</p>	<p>Set aside – two way segregated cycle lanes will be provided; this along with the speed limit reduction will improve safety for all road users.</p>
2	<p>There is no valid reason to reduce the speed limit on the grounds of promoting active travel. The present cycle paths in east Lothian and Edinburgh are hardly used and just waste resources which could be used to repair the many potholes and poor road surfaces along the entire length of the A199. The A199 through Aberlady to Luffness is a prime example of a worn out road with many potholes and a rutted surface. The council are short of money so could you use it more effectively. Slowing down traffic should only be justified if accidents show that there is a problem. Please publish the data.</p>	<p>The Haddington Road speed limit would be reduced from 40mph to 30mph to improve safety and comfort for all road users. The existing average speeds on the road are already substantially below the posted 40mph limit (circa 33 mph). This coupled with the proposed changes to the road layout by introducing a segregated cycle track, reducing the road width for vehicles and new pedestrian crossings will help ensure the 30mph limit is practical and suitable for the road.</p>	<p>Set aside – two-way segregated cycle lanes will be provided; this along with the speed limit reduction will improve safety for all road users.</p>

3	<p>I wish to object the proposed change of 40mph to 30mph on the above.</p> <p>It is not necessary. The road is self-controlled at the moment by drivers mistakenly continuing the 30 mph road speed leading to it from the Wallyford roundabout. It has always run smoothly for me, rarely any holdups except for roadworks.</p>	<p>The Haddington Road speed limit would be reduced from 40mph to 30mph to improve safety and comfort for all road users. The existing average speeds on the road are already substantially below the posted 40mph limit (circa 33 mph). This coupled with the proposed changes to the road layout by introducing a segregated cycle track, reducing the road width for vehicles and new pedestrian crossings will help ensure the 30mph limit is practical and suitable for the road.</p>	<p>Set aside – two-way segregated cycle lanes will be provided; this along with the speed limit reduction will improve safety for all road users.</p>
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**TO/268/25 (Shorthope Street) (One-Way Order) 2025**

<b>No.</b>	<b>Objection</b>	<b>Response</b>	<b>Recommendation</b>
1	Bicycles should not be able to cycle the wrong way up a one-way street as it will cause an accident for unsuspecting drivers. Additionally, if you give the green light for cyclists to ride the wrong way up one street this will just proliferate to other streets and cause accidents.	Shorthope Street has been proposed for two-way cycle access due to the important link it provides between the Esk and the High Street. To reduce traffic speeds entering from the High Street and improve the junction for pedestrians, an 11.5 metre-long raised table is proposed. The traffic speeds and volumes are low on Shorthope Street and meet the safe criteria for sharing with contraflow cycling. Clear signage and road markings will also be provided to warn all users of the two-way cycling and the extents over which it is permitted.	Set aside – In addition to response, Road Safety Audit raises no concerns
2	The proposal to make Shorthope Street a two-way cycle route is dangerous and short-sighted. It will inevitably lead to increased dangers for pedestrians, who need to keep a close eye on traffic turning into it from High St (in both directions); the notion of adding a second hazard in the form of cyclists coming from the direction of the river is a bizarre one - it simply adds to dangers for pedestrians. Additionally, cyclists emerging from Shorthope St onto High St risk being hit by vehicles turning right into Shorthope St, with drivers distracted by oncoming traffic heading towards Linkfield Rd.	Shorthope Street has been proposed for two-way cycle access due to the important link it provides between the Esk and the High Street. To reduce traffic speeds entering from the High Street and improve the junction for pedestrians, an 11.5 metre-long raised table is proposed. The traffic speeds and volumes are low on Shorthope Street and meet the safe criteria for sharing with contraflow cycling. Clear signage and road markings will also be provided to warn all users of the two-way cycling and the extents to where it is permitted.	Set aside – In addition to response, Road Safety Audit raises no concerns
3	Shorthope street is one way for a good reason and in my opinion not suitable or safe enough to allow vulnerable traffic to pass in a safe manner opposing traffic.	Shorthope Street has been proposed for two-way cycle access due to the important link it provides between the Esk and the High Street. To reduce traffic speeds entering from the High Street and	Set aside – In addition to response, Road Safety Audit raises no concerns

	<p>Had I known I would have opposed the one at Fisherrow from the harbour to the junction at Aldi.</p> <p>As a cyclist myself I view this as a suicide run on a push bike as in both cases vehicles are approaching blind.</p> <p>I get the idea, but I don't view going the wrong way to cars on Shorthope street as a safe idea. And it's not something many would actively use so reckon your wasting money that can be better spent elsewhere.</p>	<p>improve the junction for pedestrians, an 11.5 metre-long raised table is proposed. The traffic speeds and volumes are low on Shorthope Street and meet the safe criteria for sharing with contraflow cycling. Clear signage and road markings will also be provided to warn all users of the two-way cycling and the extents to where it is permitted.</p>	
4	<p>We are uncertain about the 'permitted contraflow (southbound) cycling'. If the current motorised traffic flow (one-way, northbound) is being kept, then cars and bicycles would be navigating a narrower roadway (because of the widened footway). We feel that that would actually lessen the pedestrian experience and potentially add to congestion and decrease the quality of the local environment. It also seems that cyclists would be encouraged to use the Shorthope street bridge crossing across the river (as their nearest point). Again, we feel that this would not improve the pedestrian experience of that crossing as the current structure is not suitable for pedestrians and cyclists.</p> <p>We do see the value of all improvements outlined, albeit when the new bridge crossing at</p>	<p>Shorthope Street has been proposed for two-way cycle access due to the important link it provides between the Esk and the High Street. To reduce traffic speeds entering from the High Street and improve the junction for pedestrians an 11.5 metre-long raised table is proposed. The existing footways are narrow and sub-standard, and our proposed widening will make the street more accessible for people walking and wheeling. The traffic speeds and volumes are low on Shorthope Street and meet the safe criteria for sharing with contraflow cycling. Clear signage and road markings will also be provided to warn all users of the two-way cycling and the extents to where it is permitted.</p> <p>The Shorthope Street footbridge is proposed to be replaced by the Musselburgh Flood Protection</p>	<p>Set aside - objection subsequently withdrawn</p> <p>Thank you for providing that very useful information.</p> <p>The comments we made were not meant to be objections, rather concerns. It may be a technical thing that they are considered objections.</p> <p>If that is a correct understanding, then yes</p>

	<p>the bottom of Shorthope Street is built/comes into operation. Likewise, if motorised traffic was being prohibited from using Shorthope Street, then the 2-way cyclist proposal would be further improved.</p>	<p>Scheme (MFPS) and will include a safe, wide and accessible shared facility for people walking and cycling. We are continuing to work closely with the MFPS team to coordinate the delivery of the projects and integrate the designs.</p>	<p>you can withdraw our objections.</p>
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