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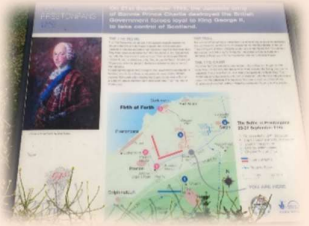


East Lothian Council Routes4Communities

Active Travel Strategic Network Prioritisation Plan

Main Report

On behalf of East Lothian Council

East Lothian Council

Project Ref: 330610704 | Rev: 2.2 | Date: November 2023

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For and on behalf of Stantec UK Limited				

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Contents

1 Introduction 6

1.2 Study Methodology 6

1.3 Report Structure 6

2 Determining the Scope 7

2.1 Defining The Study Extent 7

2.2 Project Vision 10

2.3 Project Objectives 10

3 Information Gathering 12

3.1 Baseline Review 12

4 Developing a Future Network 20

5 Options Appraisal 24

5.1 Identify Potential Route Section Interventions 24

5.2 Appraisal of Potential Network Improvements 20

6 Active Travel Network Improvement Prioritisation and Funding Alignment 21

6.1 Network Improvement Prioritisation 21

6.2 STPR2 Alignment 23

6.3 Potential External Funding Alignment 23

7 Summary and Next Steps 26

7.1 Summary 26

7.2 Next Steps 27

Figures

Figure 1-1: Methodology Flow Diagram 6
Figure 2.1: East Lothian Strategy Development Area 8
Figure 2-2: Geographic Extents of Related Studies 9
Figure 2-3: Routes4Communities Study Geographic Extent 9
Figure 3-1: Example origin-destination commuting plot – Tranent 13
Figure 3-2: Travel to School Mode Share for East Lothian Schools 13
Figure 3-3: School Catchment Desire Line Example – Ross High School, Tranent 14
Figure 3-4: Site walkover constraints and opportunities hotspot map 15
Figure 3-5: Level of Service (LoS) RAG Rating for Cycling 15
Figure 3-6: Percentage Gradients 16
Figure 3-7: Pedestrian Injury Vehicle Collisions (2017-2021) 17
Figure 3-8: Cyclist Injury Vehicle Collisions (2017-2021) 18
Figure 3-9: Cycling Propensity Based on ‘Go Dutch’ Scenario 19
Figure 4-1: Desire Line Network 22
Figure 4-2: Network Classification Logic Map 23
Figure 4-3: Future Network of Active Travel Routes 23

Appendices

Appendix A	Future Network Routes Assessment (MCAT)
Appendix B	Active Travel Network Improvement Prioritisation Plan
Appendix C	Intervention summary sheets
Appendix D	Stakeholder and Community Engagement Plan
Appendix E	Equality Impact Assessment (EqIA)
Appendix F	Monitoring and Evaluation Plan

1 Introduction

1.1.1 Stantec UK Ltd have been appointed to take forward the active travel elements of East Lothian Council's Sustainable Movement Plan which was prepared in 2020.

1.1.2 The outcome of the project is a prioritised programme of active travel network improvements for the west-central area of East Lothian. The project deliverables are intended to be used to maximise the Council's chances of securing in-house and / or external funding to deliver the developed and technical design stages, construction, operation and on-going maintenance.

1.2 Study Methodology

1.2.1 The methodology for the study encompasses several steps that work towards generating a prioritised programme of interventions. These steps are illustrated in Figure 1-1.

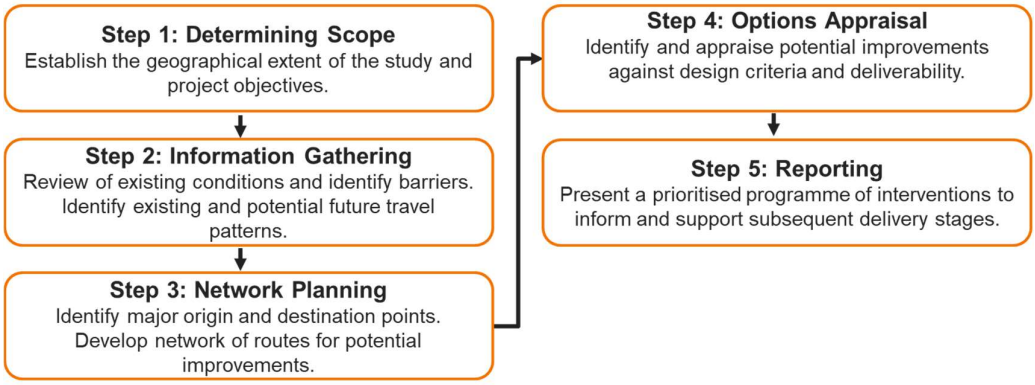


Figure 1-1: Methodology Flow Diagram

1.3 Report Structure

1.3.1 The report structure follows the steps of the study methodology shown in Figure 1-1 to clearly set out the step-by-step process involved in undertaking the study.

2 Determining the Scope

2.1 Defining The Study Extent

2.1.1 East Lothian Council defined their SDA in the Local Transport Strategy and since then it has been a key area for investment in the County as illustrated in below.

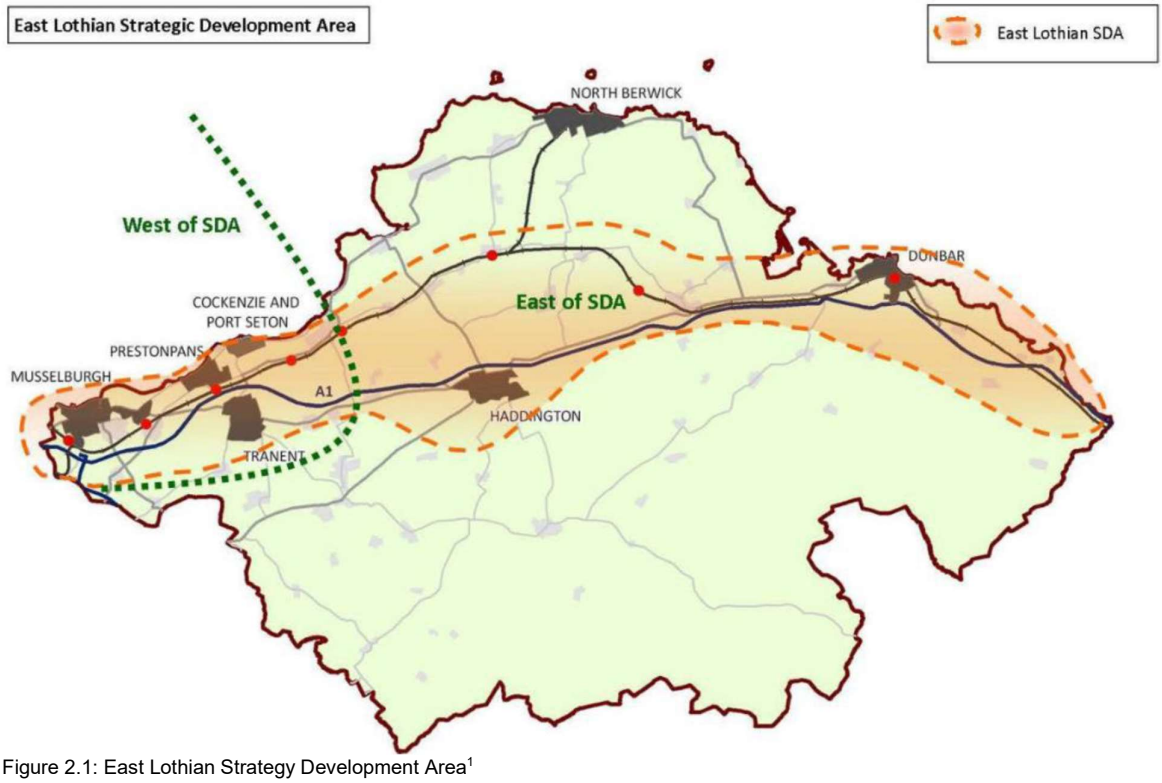


Figure 2.1: East Lothian Strategy Development Area[1]

2.1.2 East Lothian Council have progressed a number of active travel focussed or related plans and studies for sections of the western part of the East Lothian Strategic Development Area. Stantec was commissioned to undertake the Routes4Communities study focussing on the active travel network development in the western part of the SDA. This study has been prepared to augment a number of related Plans, Strategies and Projects in the area. The relationship between this study and related studies is summarised in the following flowchart (Figure 2-2) and discussed in more detail below.

[1] Figure source: ELC Local Transport Strategy

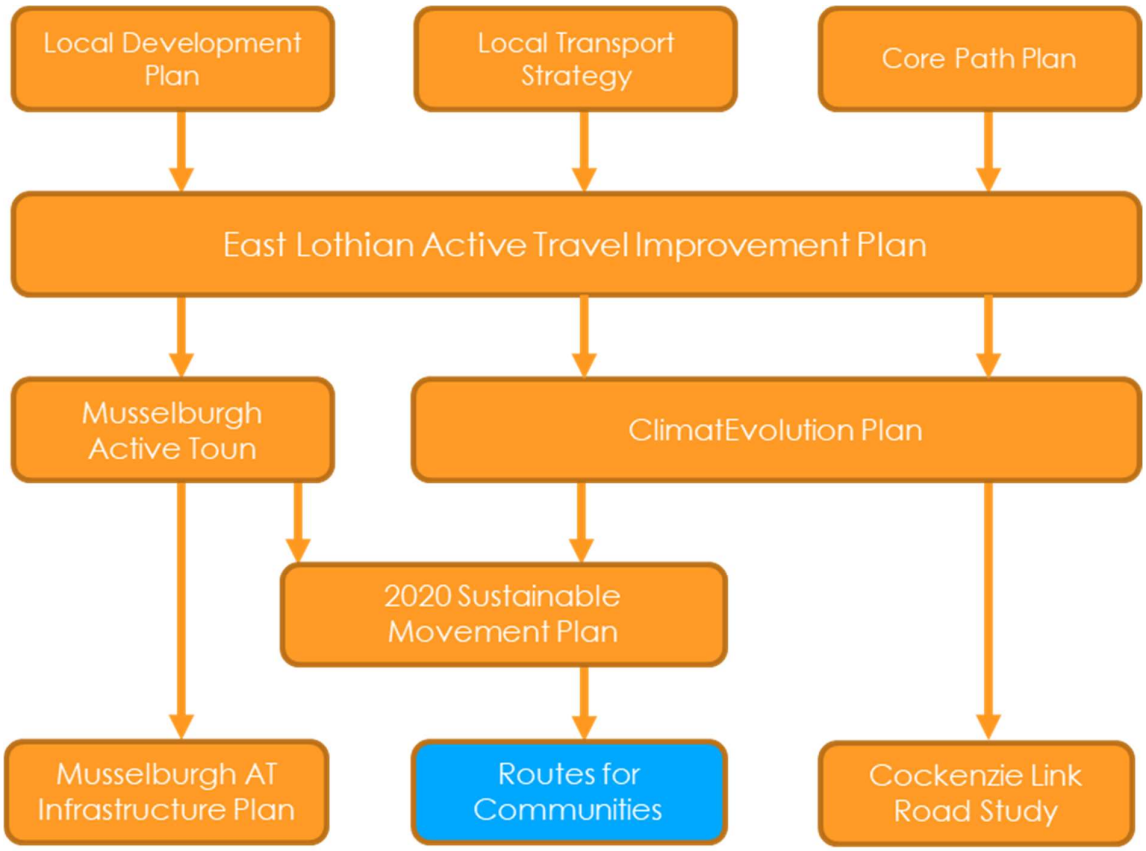


Figure 2-2: Summary of the Relationship between Routes4Communities Study and Related Strategies, Plans and Projects

2.1.3 This report has been prepared to compliment the on-going and related projects and studies which are being progressed by East Lothian. These include:

- Musselburgh Active Toun project
- Cockenzie Link Road

2.1.4 The extents of these related studies are shown in Figure 2-3 below:

Figure 2-3: Geographic Extents of Related Studies

2.1.5 The precise extent of the Routes4Communities study has been established through engagement with East Lothian Council officers, East Lothian Council Elected Members, Sustrans officers, as well as external stakeholders including the General Manager of Charles River, the East Lothian Cycle Forum, the local community cycling lead riders, the Sustainable Transport forum. The agreed study area is presented in Figure 2-4.

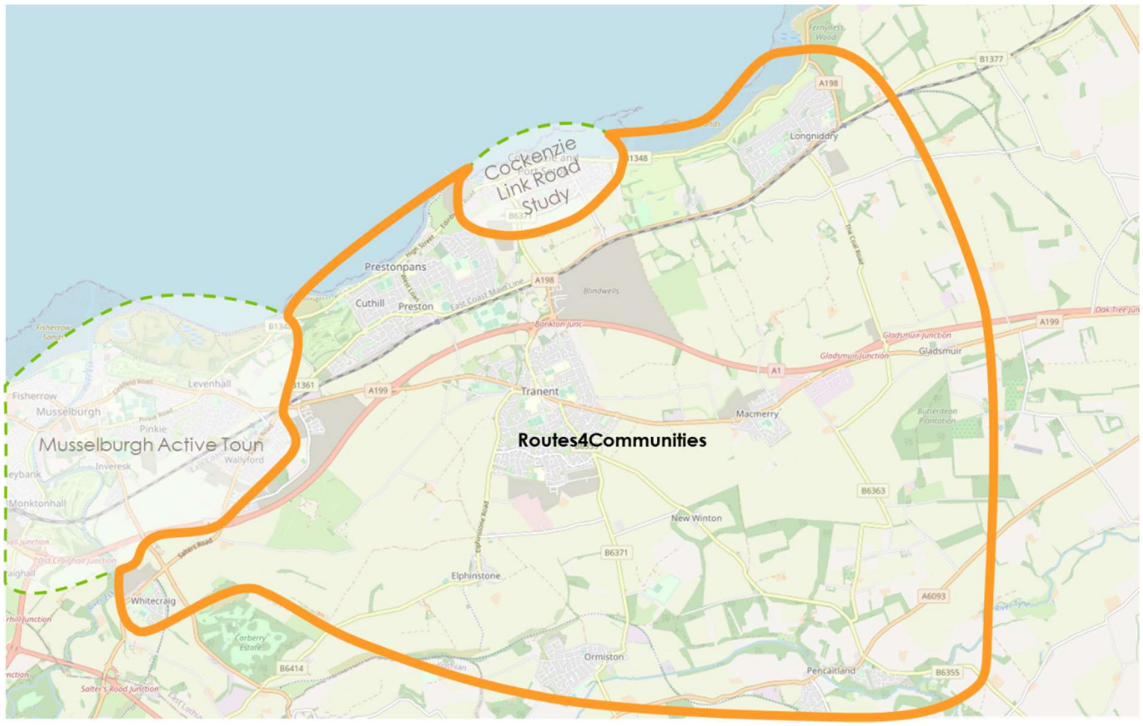


Figure 2-4: Routes4Communities Study Geographic Extent

2.2 Project Vision

2.2.1 The overall project vision is aligned to the shared national, regional and local vision:

"communities are shaped around people, with walking, wheeling or cycling the most popular choice for shorter everyday journeys."

2.2.2 This will contribute to the four priorities for the Sustainable Movement Plan which were defined as part of the previous work, and aligned to NTS2 :

- **Reduce emissions**
- **Improve health and well being**
- **Tackle inequality and poverty**
- **Deliver sustainable development**

2.3 Project Objectives

2.3.1 It is important that any transport study follows a Scottish Transport Appraisal Guidance (STAG) approach of being objective-led and evidence based. Where potential options are identified and require to be appraised, this should be against specific and relevant project objectives.

2.3.2 An extensive process of objective setting has been undertaken for this study. This involved reviewing overarching policy and strategy documents including:

- National Transport Strategy (NTS2)
- Transport Scotland's Active Travel Framework
- SEStran draft Regional Transport Strategy
- East Lothian Council's Active Travel Improvement Plan

2.3.3 This process helped to identify the following high level project themes

- **Improving Local Connections**
- **Connecting Communities**
- **Supporting Sustainable Economic Growth**
- **Reducing Emissions and Air Pollution**
- **Reducing Poverty and Inequality**

2.3.4 Project objectives were then developed in consultation with key stakeholder to align with each of the project themes. The agreed project objectives are:

Improving Local Connections

2.3.5 To ensure that there are appropriate active travel connections **within settlements**, to enable people to access local amenities, schools, places of work and transport hubs by active travel means for everyday journeys.

Connecting Communities

2.3.6 To create an integrated active travel network which improves **connectivity between communities** for functional, recreational and leisure purposes.

Supporting Sustainable Economic Growth

2.3.7 To increase access by active modes for people and goods to and from **local economic centres**.

Reducing Emissions and Air Pollution

2.3.8 To reduce carbon emissions and improve air quality and health by **promoting the use of more sustainable transport modes**.

Reducing Poverty and Inequality

2.3.9 To increase accessibility by active mode and more sustainable modes in areas with higher Scottish Index of Multiple Deprivation gradings. Contributing towards tackling transport-related poverty, reducing inequality and build fairer and **more inclusive communities**.

3 Information Gathering

3.1 Baseline Review

3.1.1 The existing active travel network within the agreed study area was reviewed to build up an understanding of the following aspects. These are outlined in more detail in the section below.

- Existing travel patterns and demand
- Level of service for pedestrians and cyclists
- Gradients
- Road safety records
- Propensity for increases in active travel use
- Environmental constraints
- Culture and heritage constraints

3.1.2 Several engagement sessions were also conducted with officers, elected members and key stakeholders to identify the opportunities and barriers for active travel across the study area.

Existing travel patterns and demand

3.1.3 The most recent comprehensive travel pattern data is the 2011 Scottish Census. The headline active travel mode share census results for regular journeys to work and study are:

- Longniddry = 3% walk/wheel, 1.8% bike
- Macmerry = 5% walk/wheel, 0.5% bike
- Prestonpans = 6% walk/wheel, 1% bike
- Tranent = 7% walk/wheel, 0.6% bike

3.1.4 The results indicates that with the exception of cycling from Longniddry, the active mode shares for settlements within the study area are below both the East Lothian averages (9% walk/wheel, 1.5% bike) and the Scotland averages (11% walk/wheel, 1.6% bike).

3.1.5 Further to the above statistics, across the study area approximately 20% of all car journeys to work or study are under 3 miles in length. This is a distance range which can often be made by walking, wheeling or cycling. For example, a 3-mile cycle trip typically takes about 15 minutes to complete.

3.1.6 Based on the above it is clear there is significant potential to increase the levels of walking, wheeling and cycling if the existing barriers to active travel are addressed.

3.1.7 Origin and destination travel to work data has also been analysed to understand the proportionate travel demand for regular commuting trips from and to settlements within the study area. An example of the journey pattern plots is present in Figure 3-1 below for Tranent. Journeys from the centroid are shown in red, and towards the centroid in blue.

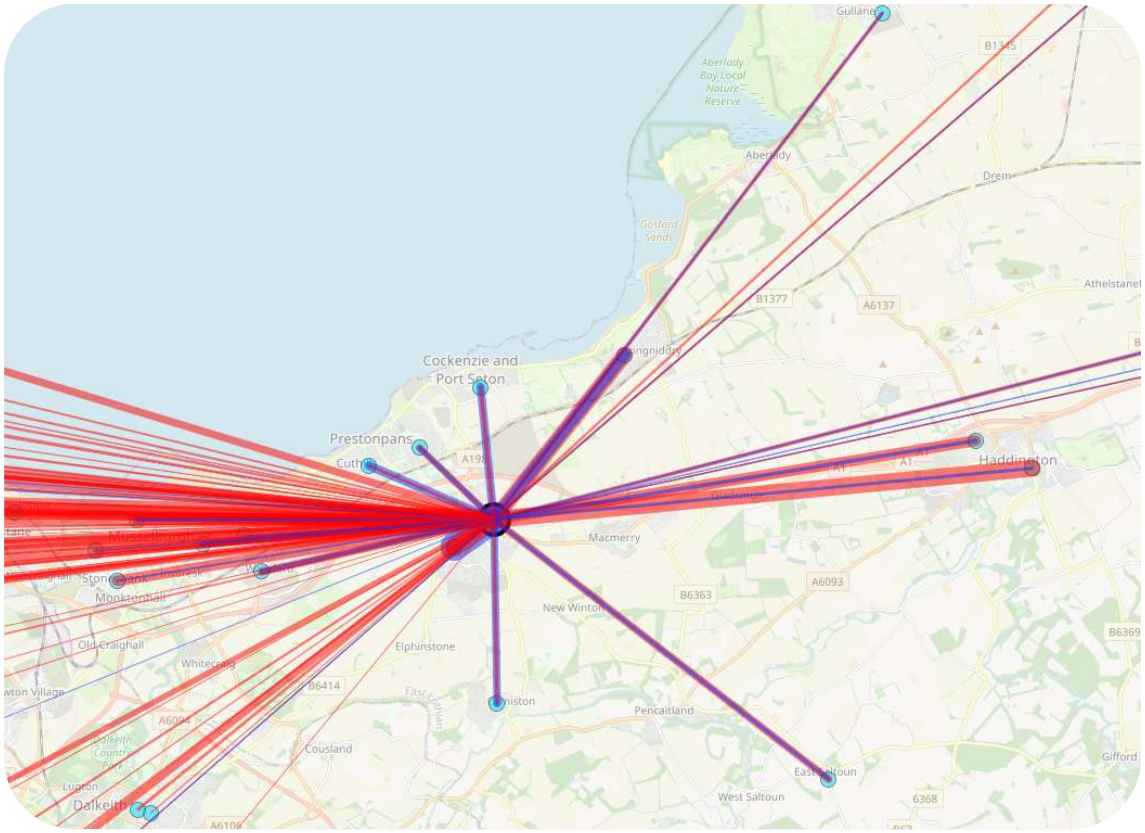


Figure 3-1: Example origin-destination commuting plot – Tranent
Source: Datashine/Scotland's Census / National Records for Scotland

3.1.8 In addition to commuting travel, journeys to schools have been reviewed. The Sustrans Hands Up Scotland data has been assessed. The annual mode share data between 2015 and 2021 are shown in

3.1.9 Figure 3-2. They indicate a year-on-year trend of increasing car use for journeys to school across East Lothian. Whilst there has been a minor increase in journeys by bike, there has been a decline in walking trips from 52% in 2015 to 45% in 2021. The increase in walking in 2020 is expected to be related to changes in travel behaviour related to the Covid-19 pandemic; in particular, a reduction in travel by public transport.

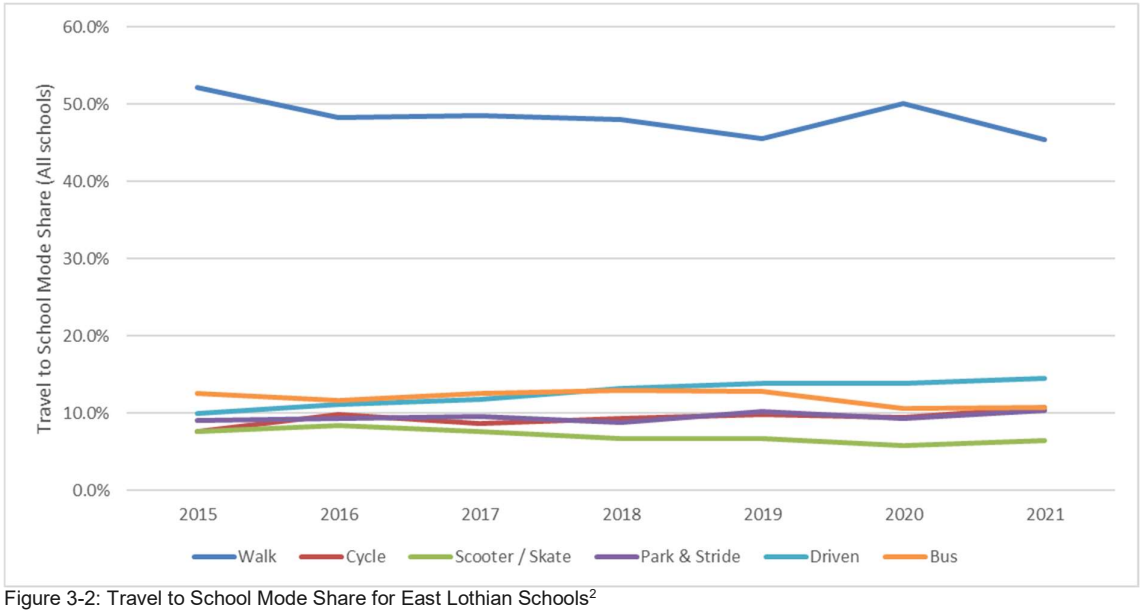


Figure 3-2: Travel to School Mode Share for East Lothian Schools[2]

[2] Data Source - Hands Up Scotland Survey, Sustrans

3.1.10 School catchment area analysis has also been undertaken to determine the journey desire lines across the catchment areas of schools in the study area. An example of this assessment is presented in Figure 3-3.

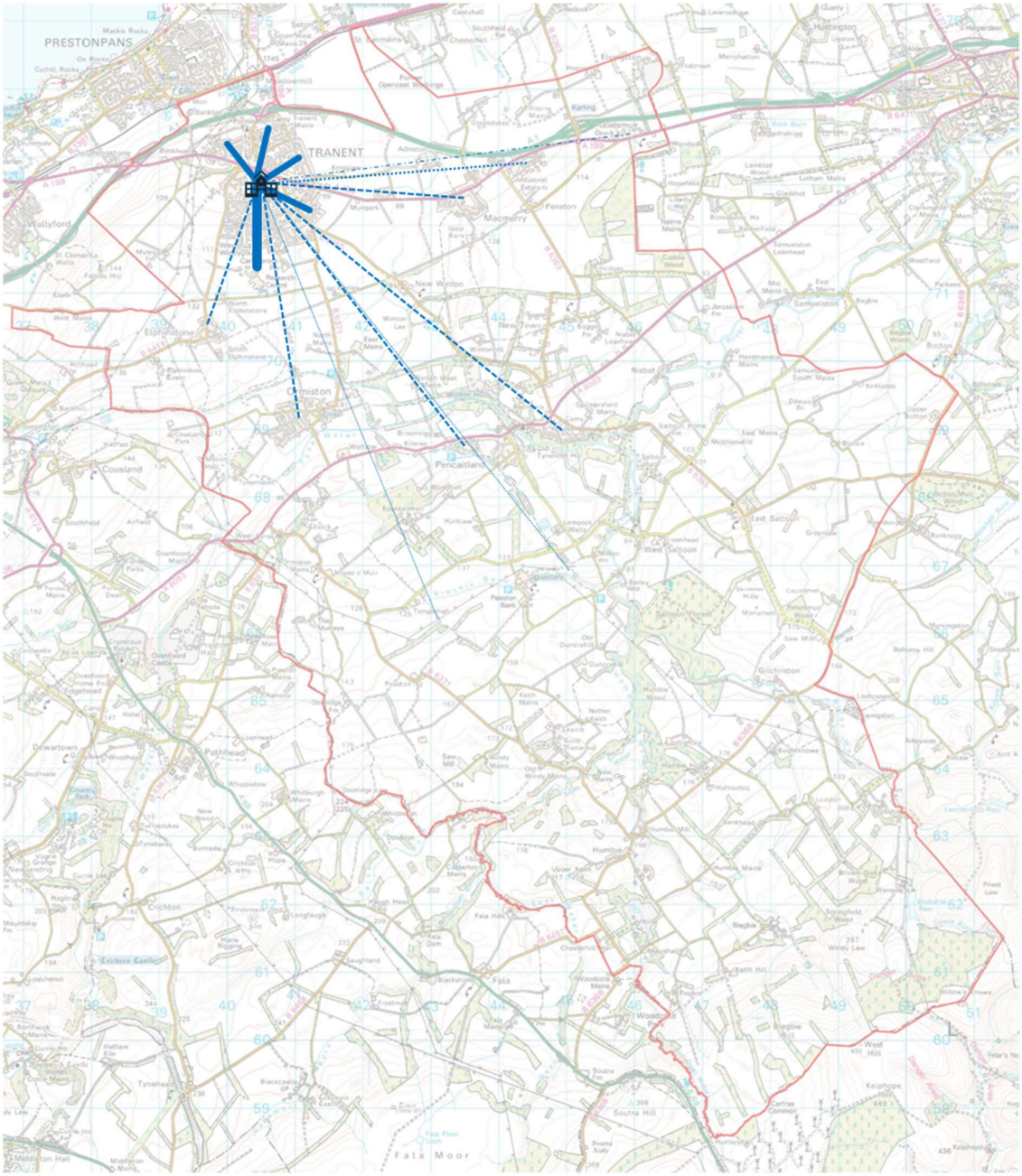


Figure 3-3: School Catchment Desire Line Example – Ross High School, Tranent

Level of service for pedestrians and cyclists

3.1.11 A site walkover was undertaken to record the main barriers and opportunities for active travel across the existing network. Site record data was recorded using an ArcGIS Online field app called Quick Capture. Figure 3-4 illustrates the hotspots of where opportunities (green shades) and barriers (red shades) were recorded on site.

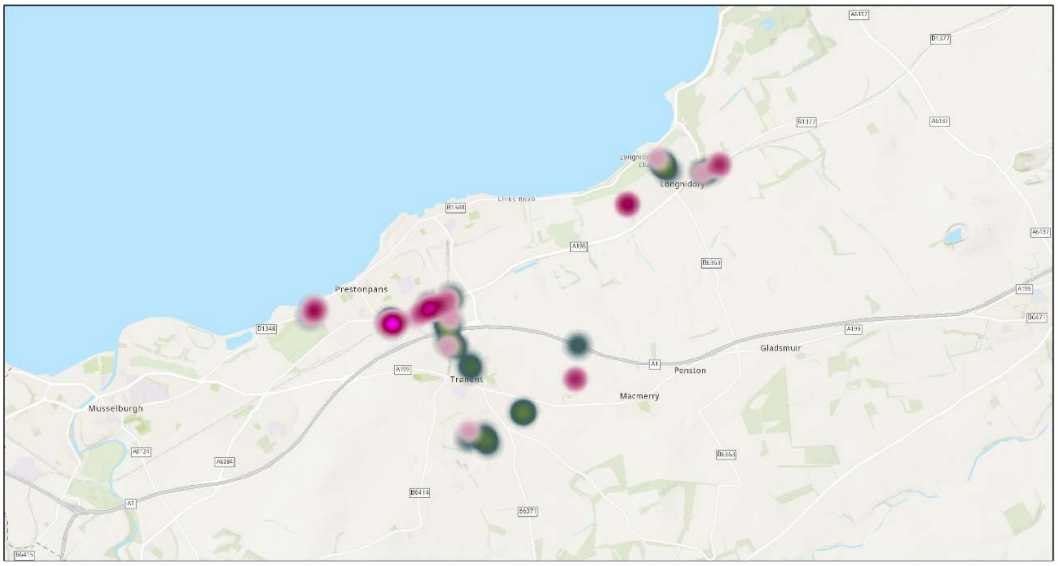


Figure 3-4: Site walkover constraints and opportunities hotspot map

3.1.12 In addition to the site walkover, a detailed level of service assessment was undertaken to identify which sections of the active travel network meet a 'high', 'medium' or 'low' level of service for walking and cycling based on current Scottish design standards.

3.1.13 The results of the level of service rating for the core areas of the network have been mapped and an example of the cycling network results can be seen in Figure 3-5. The figure shows that many parts of the network provide either a 'high' or 'medium' level of service, which provides suitable conditions for some or most cyclists. However, there also sections of 'low' level of service, in particular between settlements, which may prohibit inter-settlement connectivity by active travel.

Figure 3-5: Level of Service (LoS) RAG Rating for Cycling

Gradients

3.1.14 Gradients can be a particular barrier to active travel use, especially for longer journeys. It is, therefore, important to understand the topological constraints across the study network. The percentage gradient slopes are illustrated in Figure 3-6.

3.1.15 The figure shows that the majority of the network has relatively minor gradients, especially along the east-west axis. More significant gradients are present on the northern approach to Tranent from Prestonpans, between Prestonpans High Street and neighbouring streets to the south, and in the south-west of the study area – between Wallyford and Elphinstone.

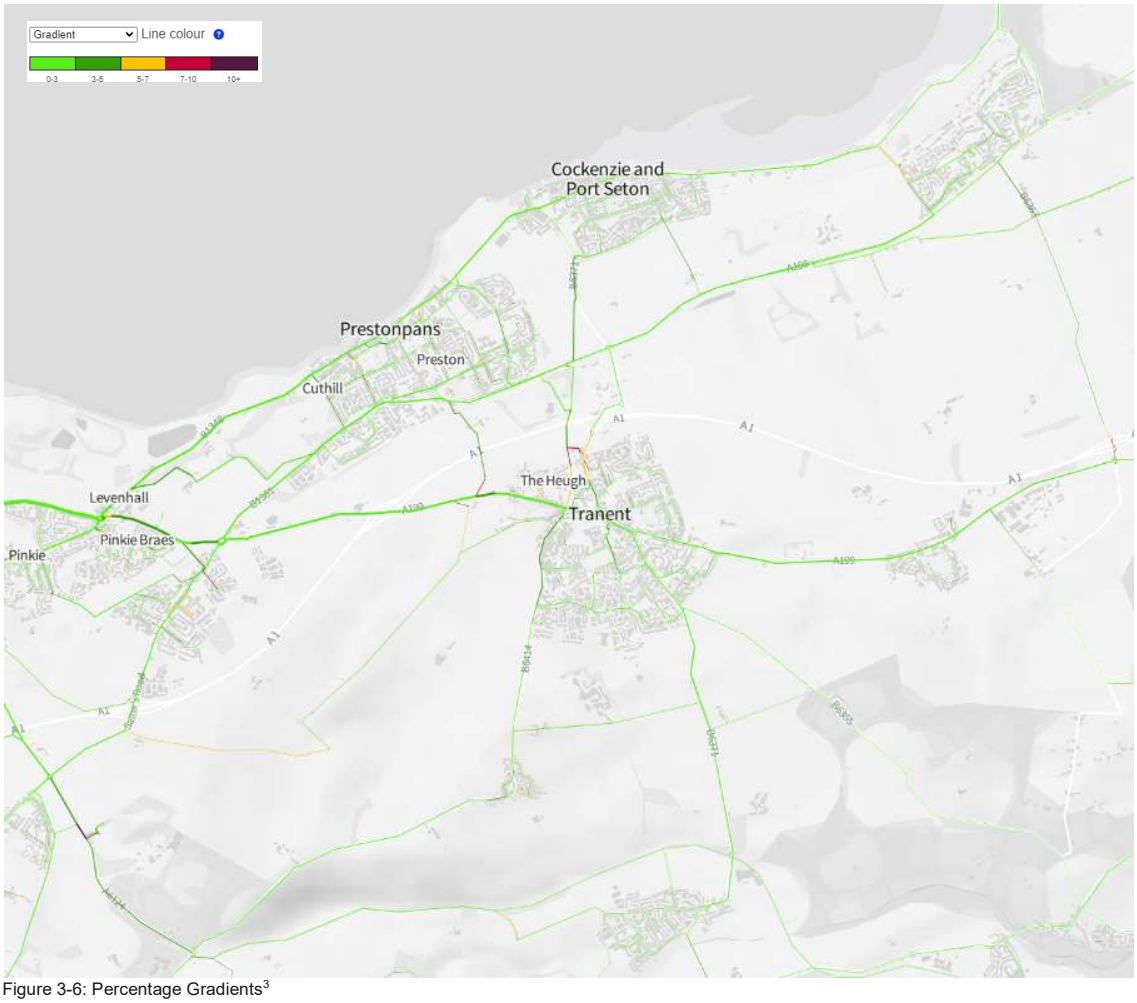


Figure 3-6: Percentage Gradients[3]

Road safety records

3.1.16 Road traffic collision records have been reviewed across the study area network for the five-year period between 2017 and 2021.

3.1.17 The road traffic collisions causing injury to pedestrians are presented in Figure 3-7. The figure shows that pedestrian injury collisions have been recorded across the study network. In particular, the centre of Tranent on the High Street and adjoining roads has been the site of over 25 injury accidents involving pedestrians. This is significantly higher rate of injury collisions than anywhere else on the study network.

[3] Source: National Planning Tool for Scotland

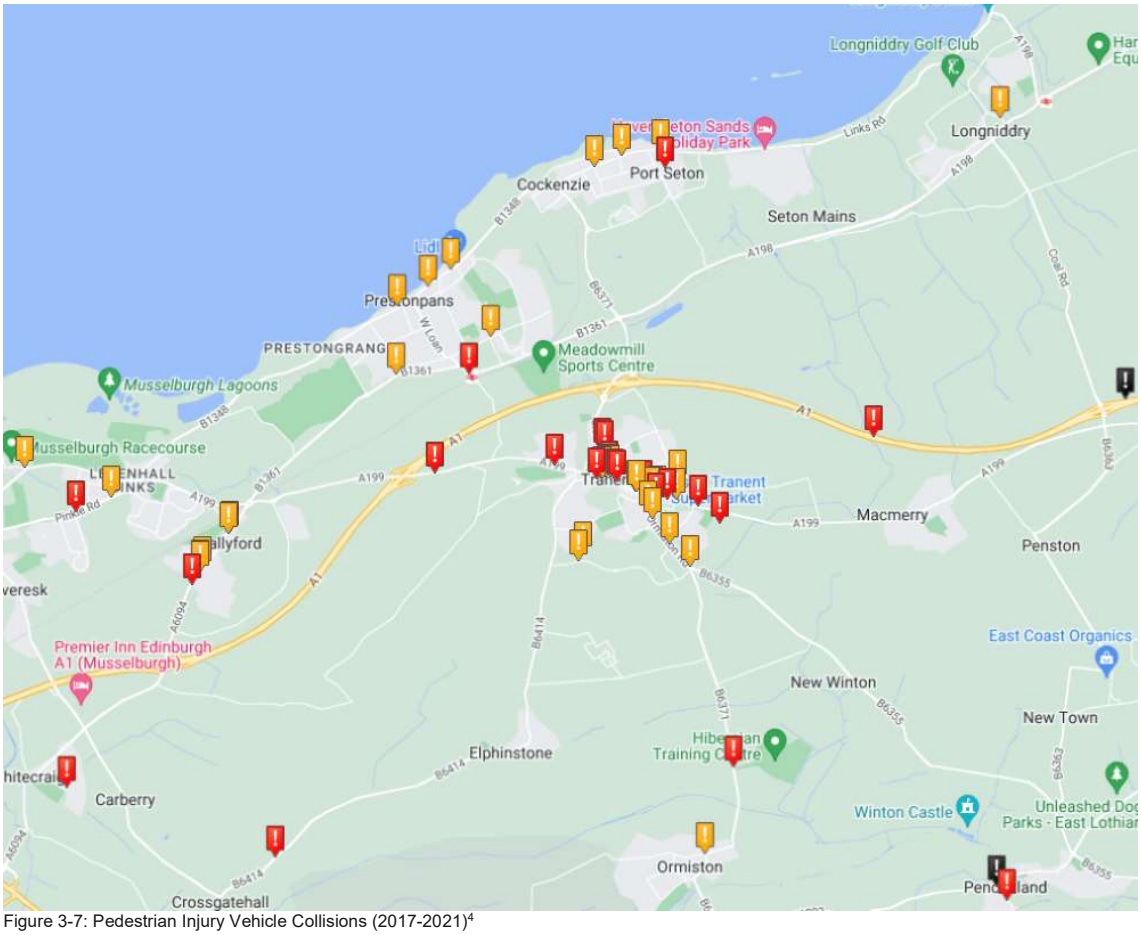


Figure 3-7: Pedestrian Injury Vehicle Collisions (2017-2021)[4]

3.1.18 The road traffic collisions causing injury to cyclists are presented in Figure 3-8. The figure shows that cyclist injury collisions have been recorded across the study network. In particular, injury accidents have been recorded on the B1348 / Links Road corridor, B1361 / A198 corridor and the A199 corridor.

[4] Source: Crashmap.com

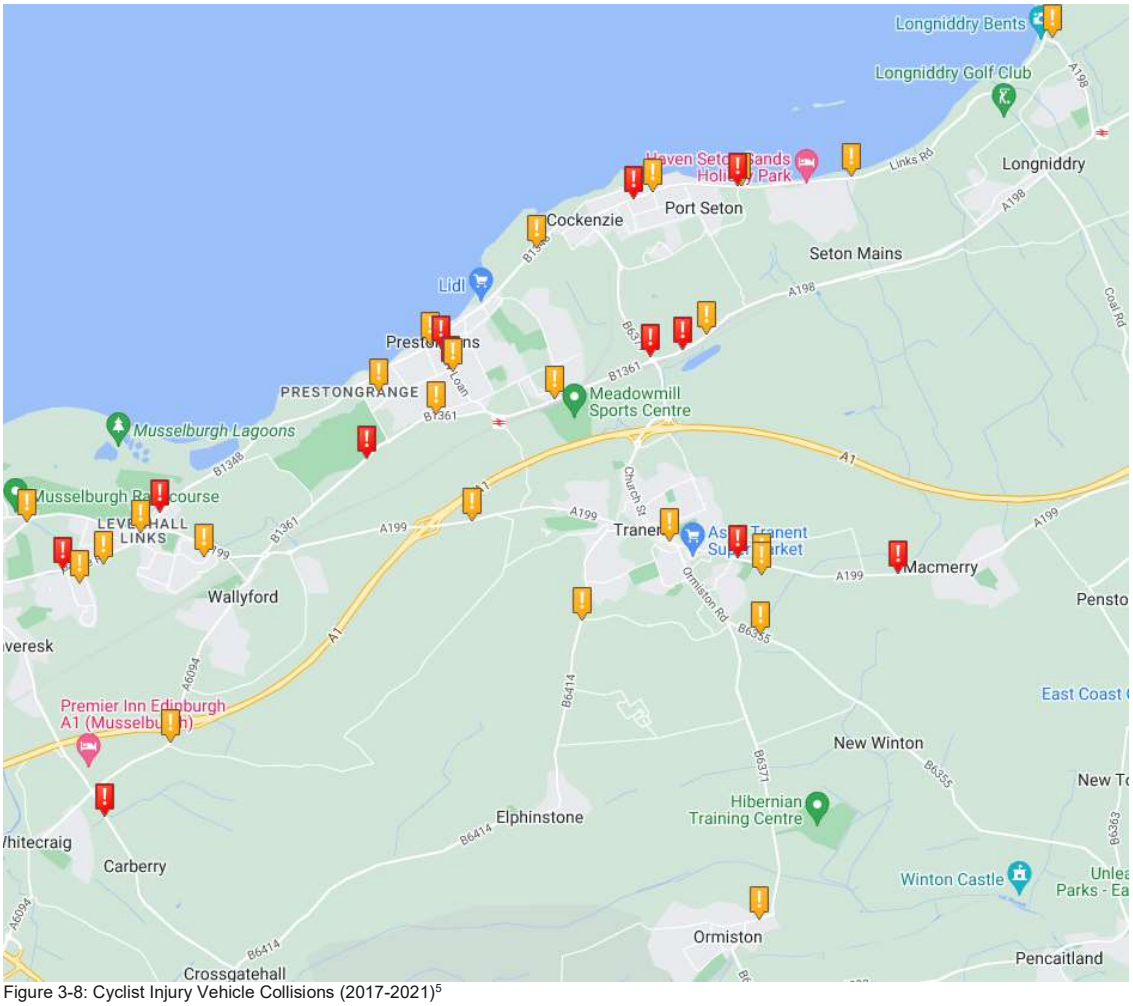


Figure 3-8: Cyclist Injury Vehicle Collisions (2017-2021)[5]

Propensity for increases in active travel use

3.1.19 The National Planning Tool for Scotland has been reviewed to identify which corridors on the existing network have the greatest propensity to accommodate trips in the future, on the basis that high quality active travel infrastructure is provided. This quantified propensity is based on existing travel to work data by all modes, the relative directness of a particular route connecting origin and destination points, gradients and distance.

3.1.20 Figure 3-9 shows the cycling propensity under the 'Go Dutch' scenario as defined in the National Planning Tool for Scotland. The 'Go Dutch' scenario imagines a future where people are as likely to travel by bike as people in the Netherlands currently do. The scenario calculations account for differences in trip distance and hilliness between locations. As such, the network shows where there could be future demand for cycling infrastructure.

3.1.21 The figure shows that the B1348, B1361 / A198 and A199 corridors (bluest colours) have the greatest potential for significant volumes of everyday cycling trips. In addition, the connection between Tranent and Prestonpans would be an important cycling connection.

[5] Source: Crashmap.com

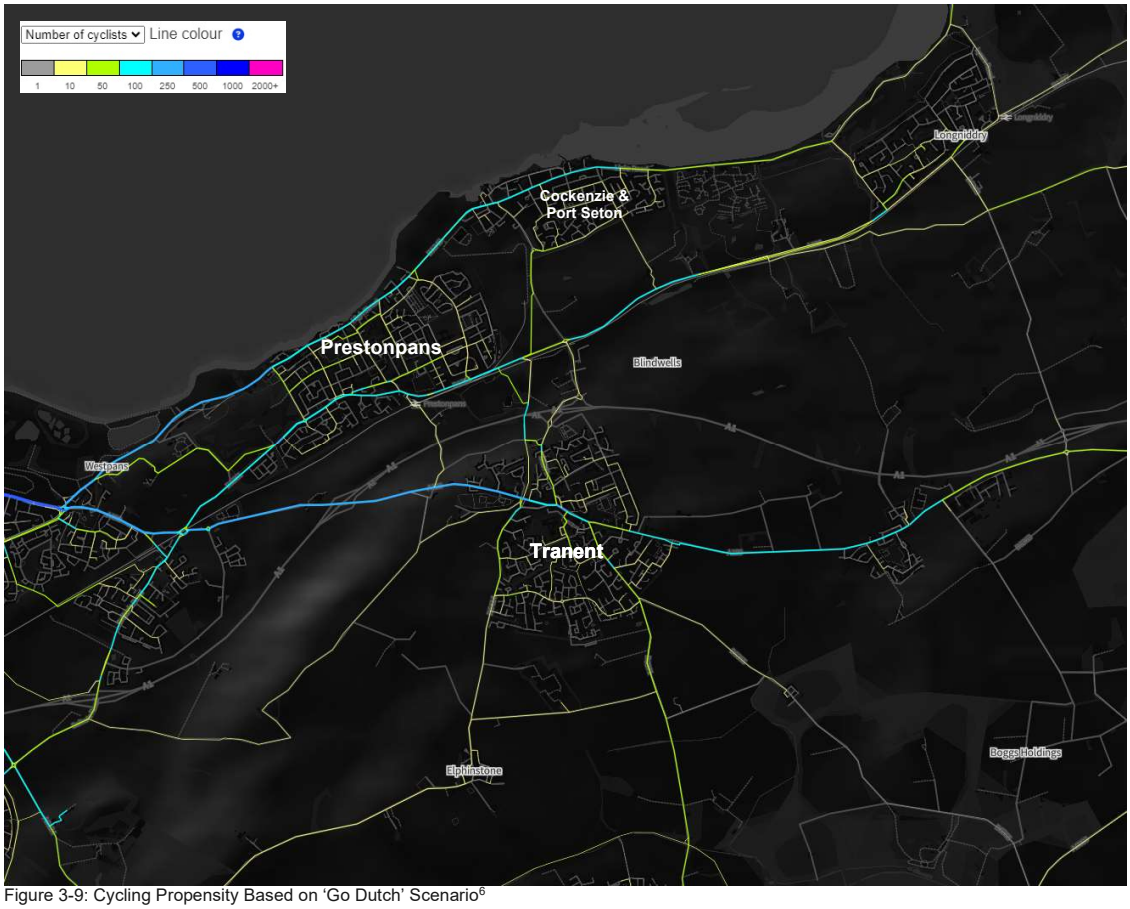


Figure 3-9: Cycling Propensity Based on 'Go Dutch' Scenario[6]

Environmental constraints

3.1.22 Environmental constraints were also reviewed as part of the study. This included ecological constraints, as well as culture and heritage constraints. Where necessary these are documented in the detailed route options appraisal (see Section 5).

3.2 Stakeholder Engagement

3.2.1 A series of engagement workshops were held with key stakeholders to and also to inform the development and validation of the Project Objectives.

3.2.2 These workshops were held in March and April 2023 and included the following stakeholders:

- ELC officers
- ELC Elected Members
- Local community representatives
- Sustrans network team

3.2.3 The outcomes from these engagement activities have been used to:

- Agree the full extent of the study.
- Identify relevant issues, opportunities, and constraints.
- Review and validate the project objectives.

[6] Source: National Planning Tool for Scotland

- Identify the most appropriate appraisal methodology.
- Confirm the status and details of related schemes bordering the study area.

3.2.4 The Stakeholder and Community Engagement Plan is presented in Appendix D .

4 Developing a Network for the Future

4.1.1 The initial outcomes from the travel pattern analysis set out in Section 3 was a desire line network classified into Primary routes, Secondary routes and Tertiary routes. This is an idealised network which could be used to compare against the actual network and identify potential network gaps. The desire line network plan is shown in Figure 4-1.

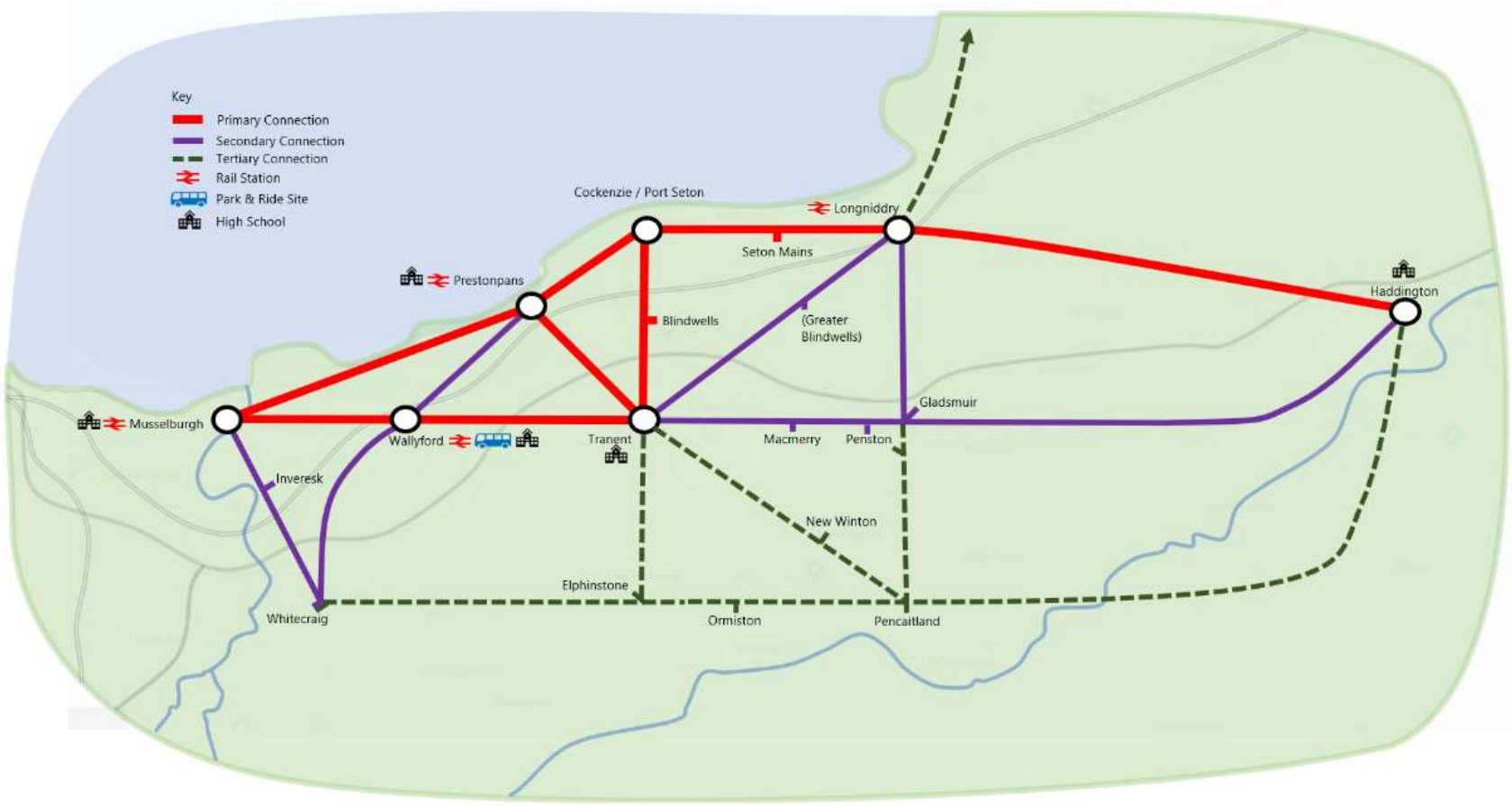


Figure 4-1: Desire Line Network

4.1.2 The desire line network was then applied to the existing network to review alignment of routes which are the most desirable everyday journeys. The routes classification on the network was aligned with the terminology and definitions used in Cycling By Design[7] as follows:

- **Primary routes**, which will link to key trip attractors, attract the highest demand for active travel and will often be used for commuting trips. Primary routes will also often be used to form active freeways in urban areas.
- **Secondary routes**, which will link to local centres.
- **Local access routes**, which will connect from primary and secondary routes into local neighbourhoods and streets at the beginning and end of journeys.
- **Long distance routes**, which will often be used for recreation and touring purposes.

4.1.3 The logic applied to classifying routes and resolving network gaps is set out in Figure 4-2.

[7] Cycling by Design, Transport Scotland, 2021

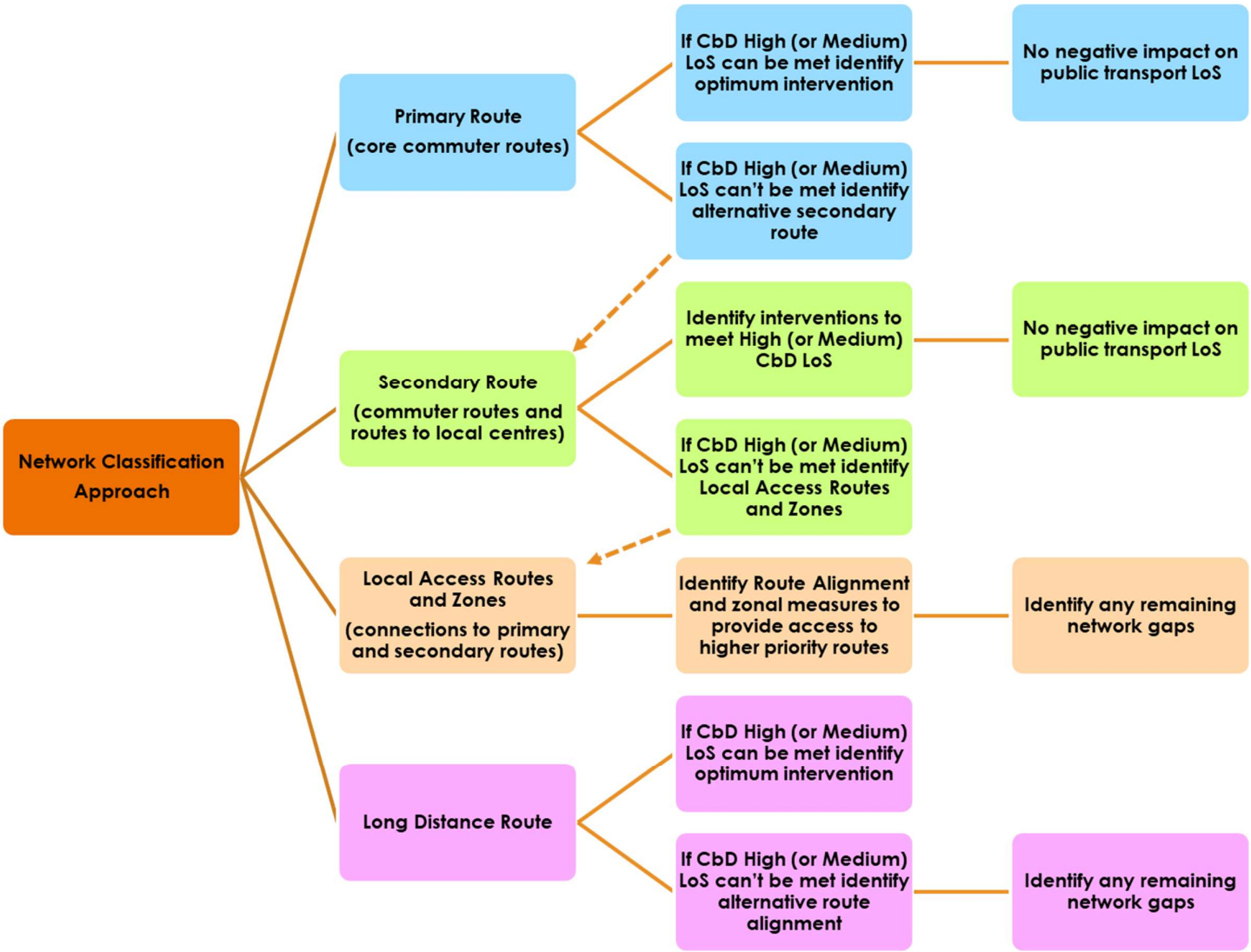


Figure 4-2: Network Classification Logic Map

5 Options Appraisal

5.1 Identify Potential Route Section Interventions

5.1.1 A multi-criteria assessment tool (MCAT) was developed to assess each route section on the proposed study network.

5.1.2 Input factors included:

- **Route type**
  - Inter-settlement route
  - Intra-settlement route
- **Route environment context**
  - Off-road route
  - Street with limited motor vehicle access
  - Quiet residential street
  - Town centre street
  - High Street
  - Industrial access road
  - Core connecting road
  - Avenue / Boulevard
  - Trunk Road through settlement
  - High speed road
- **Gradient**
- **Signed speed limit**
- **Estimated traffic volumes**
  - 0 to 200 vehicles per hour (two-way)
  - 200 to 400 vehicles per hour (two way)
  - 400+ vehicles per hour (two way)
- **On-street parking demand**
- **Bus facilities**
- **Environmental constraints**
- **Street geometry and layout**
- **Highest active travel Level of Service achievable**

5.1.3 Based on the above, and where an uplift in level of service was considered necessary, the potential for each route section to meet the standards set out in the relevant design guidance was reviewed, based on the example intervention measures presented in Figure 5-1.

Active travel path – remote from carriageway	Upgrade footways to provide greater useable width for pedestrians
	
Greater pedestrian priority measures and inclusive crossings at minor side roads	**Traffic calmed on-carriageway cycling/ Quiet street**
	

Shared use footway / cycleway adjacent to carriageway	Uni-directional carriageway level cycle lanes on both sides with segregation
	

Bi-directional carriageway level cycle lanes with segregation

Figure 5-1: Infrastructure Categories and Example Images

5.1.4 Based on the specific context of each route section, a viable intervention proposal was identified that achieved the highest possible level of service, taking into account the feasibility of implementation.

5.2 Appraisal of Potential Network Improvements

5.2.1 The retained proposal for each route section of the future active travel network was appraised using East Lothian Council's in-house options appraisal criteria. This method includes the following considerations:

- **Safety**
  - Users are always segregated
  - Users will encounter traffic (up to 30mph)
  - Users will encounter traffic (over 30mph)
- **Land Ownership**
  - Landowner consent in place
  - Initial consent in principle
  - Land ownership not known
  - At least one landowner opposes agreement
- **Journey Type**
  - Travel to school
  - Travel between settlements
  - Travel within settlements
- **Potential Use**
  - Route serves over 10,000 people
  - Route serves 5,000 to 10,000 people
  - Route serves under 5,000 people
- **Scottish Index of Multiple Deprivation**
  - Most deprived 10%
  - Most deprived 20%
  - Most deprived 50%
  - Least deprived 50%
- **Public Transport Integration**
  - Whether the route section provides a link, or partial link, to accessing public transport services.

5.2.2 The full results of the MCAT assessment are presented in Appendix A .

6 Active Travel Network Improvement Prioritisation

6.1 Network Improvement Prioritisation

6.1.1 Based on the outcomes of the MCAT assessment, preliminary priority levels were assigned to each route section based on the following categories:

- **Priority Level 1**
  - Intervention package scores well against assessment criteria.
- **Priority Level 2**
  - Intervention package scores less well than priority 1 interventions, and / or,
  - Intervention package has lower potential to meet the project objectives compared to priority 1 interventions.
- **Priority Level 3**
  - Intervention package scores less well than priority 1 and priority 2 interventions, and / or,
  - Intervention package has the lowest potential to meet the project objectives compared to priority 1 and priority 2 interventions.
- **Retain existing or only minor improvements possible**
  - Existing conditions provide adequate or good level of service, and / or,
  - There is limited potential to significantly increase the level of service due to identified constraints.
- **Safeguard route alignment for informing any future land use or transport development proposals**
  - Route section may serve a future development area, or
  - Route section may rely of a major transport improvement scheme to implement active travel improvements, e.g., a trunk road interchange upgrade.
- **No viable proposals considered achievable.**

6.1.2 The preliminary priority levels were reviewed by East Lothian Council officers and Sustrans Network Development Team officer at an in-person workshop held on 31st May 2023.

6.1.3 The outcomes from this workshop resulted in updates and refinements to the prioritisation levels for some route sections.

6.1.4 In addition to the main connecting routes across the network, quiet streets zones within neighbourhoods have been identified where it is considered that traffic speeds and volumes are low, or can be lowered through targeted management measures. This will result in streets which are safer and more attractive to people travelling by active modes. This approach is especially effective on streets where segregation is either not achievable or is unlikely to be funded due to the relatively low level of total users compared to the identified route sections. Implementing quiet street zones would create a much denser network of accessible routes which are suitable for a wide range of active mode users. Providing more local connections between the main intra-settlement routes, thereby elevating the overall quality of the network.

6.1.5 The updated future network including these revised priority levels and quiet street zones are shown in Appendix B .

6.1.6 Individual summary sheets have been prepared for all Priority 1, 2 and 3 interventions. These summary sheets include:

- A review of existing conditions.

- Identification of design measures which should be carried forward to any future standalone design project for an individual route corridor.
- Design proposals and design cross-section for preferred way forward.
- Location information and route extents.
- Design option appraisal scores.
- Strategic alignment to key STPR2 recommendations.
- Principal funding pathways to deliver each intervention.
- High-level budget costs.
- Indicative BCRs for Priority 1 interventions, based on DfT's Active Modes Appraisal Tool (see Section 7.5).

6.1.7 The intervention summary sheets are presented in Appendix C

7 Active Travel Network Improvement Business Case

7.1 Introduction

7.1.1 This Chapter sets out the strategic alignment of each intervention; as well as the potential funding opportunities, financial cost implications and an appraisal of the economic costs and benefits of the Priority 1 interventions

7.2 Strategic Alignment

7.2.1 To identify strategic alignment with Transport Scotland's strategy for major improvements in level of service for active travel. Each route intervention has been reviewed against the STPR2 recommendations for active travel, namely:

- Increasing active travel to school
- Connected neighbourhoods
- Access to rail
- Active freeways
- Connecting towns by active travel
- Village-town active travel connections
- Long-distance active travel network

7.2.2 The STPR2 recommendations to which each prioritised intervention is aligned is presented within in Appendix C .

7.2.3 Based on this review it clear that all of the prioritised interventions are well aligned to at least one, or more, of the STPR2 recommendations. This provides an extra level of validation for the proposals and provides a clearer pathway for securing external funding, support, and buy-in.

7.3 Potential External Funding Alignment

7.3.1 Further to the strategic alignment review discussed, a review of current external funding programmes has been undertaken. Whilst it is expected that funding programmes will evolve and change over the time period the network improvements could be implemented, this funding alignment review identifies the existing funding programme alignment for all the proposed improvement measures. Based on the current Scottish Government commitments for active travel, many of these funding opportunities are expected to remain or be augmented over the short to medium term.

7.3.2 A summary review of the funding stream alignment for each prioritised intervention is included in Appendix C .

7.4 Financial Costs of Proposed Interventions

7.4.1 Provisional outturn costs have been developed for the proposed interventions. These have been developed by applying industry-standard linear rates to the proposed extent of each intervention. This approach reflects the current stage of design maturity and is presented to allow comparative assessment and economic appraisal of interventions. Further cost refinements should be undertaken at each subsequent design stage once a greater level of supporting design and site-specific information is known.

7.4.2 A summary of the cost estimations for each prioritised intervention is included in Appendix C .

7.5 Economic Appraisal

7.5.1 The monetised economic impacts of the active travel (walking and cycling) elements of the Priority 1 interventions have been estimated using the DfT's latest Active Mode Appraisal Toolkit (AMAT), which is a spreadsheet-based tool for estimating the costs and benefits of walking and cycling interventions.

7.5.2 The AMAT tool uses location-specific information as well as national travel behaviour statistics and DfT TAG Databook[8]-derived standard values of time to build-up a potential benefit: cost ratio for an individual intervention package.

7.5.3 An important AMAT input factor is the predicted uplift in potential users. To provide an indication of the sensitivity of the BCR to variation in user uplift, two scenarios have been assessed. The first is a 'conservative scenario' which has been developed based on an evaluation of historic but similar schemes. The second scenario has been based on the 'Go Dutch' levels of use predicted by Sustrans and the University of Leeds' National Planning Tool Scotland.

7.5.4 A summary of the benefit to cost ratio for each Priority 1 intervention is included in the intervention summary sheets presented in Appendix C .

7.5.5 It should be noted that the BCRs presented are based on the current stage design proposals and high-level cost estimates. If individual projects are taken forward, updated economic analysis should be undertaken to inform future benefits and costs quantification.

7.6 Equality Impact Assessment

7.6.1 To support the project, an Equalities Impact Assessment (EqIA) has been developed. The EqIA is based on the template established for the Sustrans-managed Places for Everyone programme. This approach has been taken to ensure alignment with Places for Everyone for future funding applications. However, the EqIA, will form the basis of all schemes that are taken forward, regardless of the individual funding routes taken for delivering each project.

7.6.2 The EqIA is a live document which should be developed further as individual projects identified through this study are taken forward.

7.6.3 The EqIA is presented in Appendix E

7.7 Monitoring and Evaluation Plan

7.7.1 A Monitoring and Evaluation Plan (MEP) has been developed for the project. This plan sets out the required monitoring and evaluation approaches to maximise benefits realisation and test the performance of future projects to meet the Routes4Communites project objectives.

7.7.2 The MEP is presented in Appendix F

7.8 Behaviour Change

7.8.1 The Routes4Communites project is focussed on the development of a prioritised network of active travel improvements across the agreed study area. However, it is acknowledged that to maximise the benefits of new active travel interventions, a complementary programme of behaviour change interventions should be implemented.

[8] DfT Transport Appraisal Guidance (TAG) Databook

7.8.2 There is already a wide range of behaviour change schemes which East Lothian Council, and partners, deliver to support behaviour change across the study area and beyond. These are covered under then 'East Lothian on the Move' programme. The programme includes:

- Journey planning information
- School travel
- Workplace travel
- Mode specific information
- Community groups to support sustainable travel, including active travel

7.8.3 It is expected that the East Lothian on the Move (or successor programme) will be the central programme of delivering behaviour change activities which will support the roll-out of interventions proposed through the Route4Communities study.

8 Summary and Next Steps

8.1 Summary

8.1.1 Stantec UK Ltd taken forward a full appraisal of the active travel for the study area presented below in Figure 8-1.

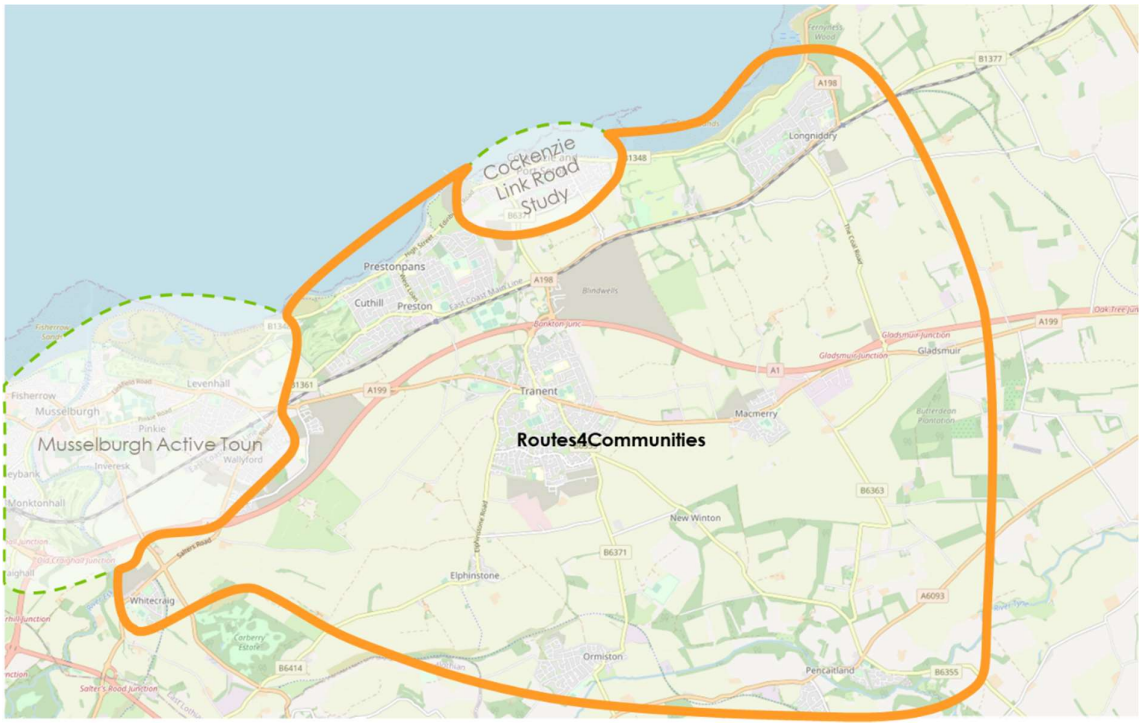


Figure 8-1: Routes4Communities Study Geographic Extent

8.1.2 The appraisal has followed the methodology illustrated in Figure 8-2

Figure 8-2

Figure 8-2: Methodology Flow Diagram

8.1.3 The outcome of the project is a prioritised programme of active travel network improvements for the west-central area of East Lothian. The project deliverables are intended to be used to maximise the Council's chances of securing in-house and / or external funding to deliver the developed and technical design stages, construction, operation and on-going maintenance.

8.1.4 A comprehensive review of the active travel network within the study area has been undertaken. In total over 100km of roads, paths and future connections have been assessed across the study area.

8.1.5 Proposed active travel improvement interventions have been identified, appraised, costed and prioritised based on an objective multi-criteria assessment methodology which is line with ELC's in-house appraisal framework.

8.1.6 The prioritised network is comprised of the following quanta

- Priority 1 route sections = 16km
- Priority 2 route sections = 11 km
- Priority 3 route sections = 24 km

- Safeguarded route alignments = 21 km
- Remaining assessed section where either minor or no change is proposed = 38km

8.1.7 The prioritised future active travel network is presented in Appendix B

8.1.8 The design proposals and appraisal outcomes for each prioritised intervention are presented Appendix C .

8.2 Next Steps

8.2.1 It is intended that the information presented within this report, and associated appendices can be used to inform future programming of active travel improvements across the study area and in particular support applications for external funding to expedite delivery of future network, in line with the local, regional and national policy objectives and targets.

Appendix A Future Network Routes Assessment (MCAT)

Ref		Route Section Name	Town	Gradient	Ped Envt	Cyc Facilities - Links	Cyc Facilities - Junctions	Speed	Volume	Traffic Calming	Parking	Bus Stops	Best Case Future Users	Additional Constraints / Comments	Upgrade footways	Pedestrian priority and inclusive crossings at side roads	Traffic calmed on-carriageway cycling/Quiet street	Remote from carriageway shared use path	Shared use path next to carriageway	Uni-directional carriageway level cycle lanes on both sides with hard segregation	Bi-directional carriageway level cycle lanes with hard segregation	Additional Measures	Which users could be negatively impacted?	Safety	Score	Land ownership	Score	Journey Type	Score	Potential Use	Score	SIMD	Score	Public transport Integration	Score	Route Type	Intervention	Priority	LoS	Comments
B_C1	1	Fishergate Road - between Long Craigs and A198	Inter	5%	Low	Low	None	60	0-200	None	None	None	15		No	N/A	Yes	Poss	Poss	No	No	TRO to restrict access with modal filters south of Long Craigs junction and north of Seton to create quiet route connecting Cockenzie to Great Blindwells		Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Primary Route	Traffic Calming / Quieter Route	3	High	TRO to restrict access with modal filters south of Long Craigs junction and north of Seton to create quiet route connecting Cockenzie to Great Blindwells
B_C2	1	Path - Seton Mill and The Sandy Walk between Fishergate Road and B1348	Inter	3%	Medium	None	None	N/A	N/A	N/A	N/A	N/A	5	Sandy Walk' footpath	No	No	No	No	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	None	Retain / Minor	Low	Low potential usage levels. Existing semi-rural walking path. More appropriate to retain in its current condition
B_L1	1	Unclassified road - between The Seton Garden and St Germains Access, on the south side of the railway	Inter	3%	Medium	Medium	None	20*	0-200	None	None	None	100	* Estimate - unsigned access road ** Approximate estimate based on build out of Greater Blindwells Existing asphalt access road	No	No	No	No	No	No	No	Wayfinding		Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	High	No upgrade currently proposed. Incorporate any upgrade into Greater Blindwells Masterplan
B_L2	1	Railway Crossing - junction of A198 and St Germains	Inter	0%	Low	None	None	60*	0-200	None	None	None	50	* Signed as 60 but actual speeds likely to be lower ** Approximate estimate based on build out of Greater Blindwells Level crossing of ECML	No	No	No	Poss	No	No	No	Upgrade of level crossing required as part of Greater Blindwells Masterplan		Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Secondary Route	Safeguard for future development	Safe- guard	High	No upgrade currently proposed. Incorporate any upgrade into Greater Blindwells Masterplan
B_L3	1	Unclassified road - between St Germains Access and Coal Road, on the south side of the railway	Inter	3%	None	Low	None	60*	0-200	None	None	Yes	100	* Signed as 60 but actual speeds likely to be lower ** Approximate estimate based on build out of Greater Blindwells	No	No	Yes	Poss	Poss	No	No	Routes through Great Blindwells potential development site		Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	Safeguard for future development	Safe- guard	High	No upgrade currently proposed. Incorporate any upgrade into Greater Blindwells Masterplan
E_O1	1	Path - between Buxley Road and and path leading south from North Elphinstone (T_O4)	Inter	5%	Low	None	None	N/A	N/A	N/A	N/A	N/A	2	Existing unbound footpath	No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	N/A	Very low user potential but safeguard as spur to Tranent - Ormiston path (T_O4_E_O2) if delivered
E_O2	1	Path - between path from North Elphinstone (T_O4) and Pencaitland Railway Walk, north of Ormiston (WC_PC1)	Inter	10%	Low	None	None	N/A	N/A	N/A	N/A	N/A	16	Existing unbound footpath	No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	N/A	Potential alternative link between Ormiston and Tranent if route via B6371 corridor cannot be delivered
E_O3	1	Path - between Pencaitland Railway Walk, north of Ormiston (WC_PC1) and George Crescent/George Street Junction	Inter	5%	Low	None	None	N/A	N/A	N/A	N/A	N/A	16	Existing unbound footpath	No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	N/A	Potential alternative link between Ormiston and Tranent if route via B6371 corridor cannot be delivered
E_WC1	1	Path - between unclassified road to Faside Castle (WC_T1) and B6414	Inter	7%	Medium	None	None	N/A	0	N/A	N/A	N/A	13	Moderate gradient might exclude some users	No	No	No	Yes	No	No	No	Path upgrade	Peds if narrow path created	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Remote / Off-Road Path	3	High	Possible third party land
E_WC2	1	Path - Fa'side Castle to St Clement's We	Inter	10%	Low	None	None	N/A	N/A	N/A	N/A	N/A	10	Steep gradient	No	No	No	No	No	No	No																	No option proposed		Too steep to provide inclusive active travel connection
GB1	1	Path - through fields between unclassified road north of Southfield Farm (B_L3) and path from Greendykes (MM_B1)	Inter	5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30	* Approximate estimate based on build out of Greater Blindwells No existing path	No	No	No	Poss	Poss	Poss	Poss		Peds if shared path taken forward	Users are always segregated	15	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Secondary Route	Safeguard for future development	Safe- guard	N/A	No upgrade currently proposed. Incorporate any upgrade into Greater Blindwells Masterplan
GB2	1	Path - between end of path from Greendykes (MM_B1) and Unclassified Road to Coal Road (B_L3)	Inter	5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30	** Approximate estimate based on build out of Greater Blindwells No existing path	No	No	No	Poss	No	Poss	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Secondary Route	None	Safe- guard	N/A	No upgrade currently proposed. Incorporate any upgrade into Greater Blindwells Masterplan
L_A1	4	A198 - between A198/B1348 Junction and Longniddry Bents 3	Inter	3%	Low	Low	None	60	200-400	None	None	None		Firth of Forth SSSI and Special Protection Area Insufficient width on verge to provide remote path	No	No	No	No	Poss	No	No		Peds if narrow path created	Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Shared footway / cycleway	3	Medium	Possible third party land Detailed environmental assessments required to confirm best solution
L_C1	4	B1348 - between The Sandy Walk and Dean Road	Inter	3%	Low	Low	None	60	200-400	None	None	None	82	Shared footway between Cockenzie and Dean Road (Longniddry) Part of John Muir Way Firth of Forth SSSI and Special Protection Area Insufficient width on verge to provide remote path	No	No	No	No	Poss	No	No		Peds if narrow path created	Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Shared footway / cycleway	3	**Medium**	Possible third party land Detailed environmental assessments required to confirm best solution
L_G1	4	Coal Road - between Southfield Farm and northern Gladsmuir Junction	Inter	5%	None	None	None	60	400+	None	None	None	12	Redcoll Gate Lodge and Gatepiers Listed B Third party land required - fields Major upgrade of A1 Gladsmuir Junction (ref L_G2) required to make route viable	No	No	No	Poss	Poss	No	No		Peds if narrow path created	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	**N/A**	Third party land required - fields Major upgrade of A1 Gladsmuir Junction (ref L_G2) required to make route viable Strategy should be to link through Great Blindwells instead of Coal Road and A1 Gladsmuir to maximise VfM Safeguard in case A1 interchange upgrade planned
L_G2	4	Coal Road - overpass of A1	Inter	7%	Low	None	None	60	400+	None	None	None	10	Third party land required Major upgrade of A1 Gladsmuir Junction required to make route viable	No	No	No	Poss	Poss	No	No		Peds if narrow path created	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	**N/A**	Third party land required Major upgrade of A1 Gladsmuir Junction required to make route viable Strategy should be to link through Great Blindwells instead of Coal Road and A1 Gladsmuir to maximise VfM Safeguard in case A1 interchange upgrade planned
L_H1	4	Path - eastbound from Longniddry Train Station	Inter	3%	Medium	Medium	None	N/A	N/A	N/A	N/A	N/A	36	Poor path surface on NCN	No	No	No	No	No	No	No	Resurface path		Users are always segregated	15	Landowner consent in place	15	Travel between settlements	10	Serves 5,000-10,000	5	Least deprived 50%	0	Yes	5	Long Distance / Leisure Route	Resurface only	2	High	Resurface path
L1	2	A198 - between Dean Road and Coal Road	Longniddr	3%	Medium	Low	ASL	20	400+	None	None	Yes	46	insufficient width for segregation Quiet route via Dean Road_Glassel Park Road and via Longniddry South development	No	Yes	Yes	No	Poss	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel within settlements	5	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	None	Retain / Minor	Low	insufficient width for segregation Quiet route via Dean Road_Glassel Park Road and via Longniddry South development
L10	3	B1348 - between B1348/Dean Road Junction and B1348/A198 Junction	Inter	3%	None	Low	None	60	200-400	None	None	None		Firth of Forth SSSI and Special Protection Area Insufficient width on verge to provide remote path	No	No	No	No	Poss	No	No		Peds if narrow path created	Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Shared footway / cycleway	3	Medium	Possible third party land Detailed environmental assessments required to confirm best solution
L12	3	Coal Road - between railway underpass (L4) and unclassified road to St Germains (B_L3)	Longniddr	5%	None	None	None	30	400+	None	None	None	37	insufficient width within adopted road for cycle segregation	No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Secondary Route	Safeguard for future development	Safe- guard	N/A	Safeguard for link to rail from Greater Blindwells
L2	2	A198 - between Coal Road and Echo Road	Longniddr	3%	Medium	Low	ASL	20	400+	None	Yes_Both	Yes	62	insufficient width for segregation Quiet route via Dean Road_Glassel Park Road and via Longniddry South development	No	Yes	Yes	No	Poss	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel within settlements	5	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	None	Retain / Minor	Low	insufficient width for segregation Quiet route via Dean Road_Glassel Park Road and via Longniddry South development
L3	2	A198 - between Echo Road and A198/B1377 Roundabout	Longniddr	5%	Medium	Low	None	20	400+	None	s_Non R	Yes	60	Right turn lanes Link to station	No	Yes	No	No	Poss	No	Yes		Bus users as bus stop is not fully integrated into design solution	Users are always segregated	15	Land ownership not known	5	Travel within settlements	5	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	Bi-directional cycleway	1	High	Right turn lanes and parking would require removal Link to station
L4	2	Railway underpass - junction of A198 and Coal Road	Longniddr	3%	Medium	Medium	an and sl	20	400+	None	None	None	37	Existing shared footway linking to toucan on Main Street and off-road path into Longniddry South development Width under bridge is constrained	No	No	No	No	No	No	No															Secondary Route	None	Retain / Minor	Medium	Existing layout is considered sufficient for level of use. No available space for higher LoS
L5	2	Path - parallel to railway line between Coal Road and Longniddry Train Station	Longniddr	3%	Medium	High	None	20	0-200	Yes	None	None	30	Existing conditions provide High LoS route to station	No	No	No	No	No	No	No															Secondary Route	None	Retain / Minor	High	Existing conditions provide High LoS route to station
L6	2	A198 - between A198/B1377 Roundabout and Eventyr	Longniddr	3%	Medium	Low	None	20/40	400+	None	Yes_Resi	Yes	13		No	Yes	No	Poss	Poss	Yes	Poss			Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel within settlements	5	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	Uni-directional cycleway	3	High	Full segregation may not be achievable along entirety of route section
L7	2	A198 - between Eventyr and A198/B1348 Junction	Longniddr	3%	Low	Low	None	60	400+	None	None	None	20		No	Yes	No	Poss	Poss	Yes	Poss			Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel within settlements	5	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Long Distance / Leisure Route	Uni-directional cycleway	3	High	Part of potential Long Distance Route to Aberlady
L8	2	Dean Road - between A198 and King's Avenue	Longniddr	3%	Medium	High	None	20	0-200	None	Yes_Resi	None	24	Existing conditions meet CbD High LoS Low Traffic and Speeds	No	No	No	No	No	No	No															Secondary Route	None	Retain / Minor	High	Existing conditions meet CbD High LoS Low Traffic and Speeds
L9	2	Dean Road - between King's Avenue and B1348	Longniddr	7%	None	Low	None	60	0-200	None	None	None	46	Insufficient space for segregation. Adjacent path is not suitable for upgrade due to existing character and low levels of potential use	No	No	Yes	Poss	No	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Traffic Calming / Quieter Route	3	Medium	Traffic calming measures to restrict use by motor vehicles and / or reduce vehicle speeds
MM_B1	5	Greendykes Road - between A199 and Greendykes, connecting to field access and ending southeast of St Germains Farm	Inter	5%	None	None	None	30	0-200	None	None	None	30	** Approximate estimate based on build out of Greater Blindwells Access currently blocked off at Greendykes Farm	No	No	No	Poss	No	Poss	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Secondary Route	Safeguard for future development	Safe- guard	High	No upgrade currently proposed. Incorporate any upgrade into Greater Blindwells Masterplan
MM_G1	5	A199 - between Whiteloch Road and Greendykes Road	Inter	3%	Medium	Low	None	20	400+	None	Yes_Resi	Yes	133	Residential parking Insufficient width for full segregation along entirety of section	No	Yes	Yes	No	Poss	Yes	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel within settlements	5	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Uni-directional cycleway	3	High	Residential parking Insufficient width for full segregation along entirety of section
MM_G2	5	A199 - between Greendykes Road and A199/B6363 Roundabout	Inter	3%	Low	Low	None	60	400+	None	None	None	137	Existing advisory lanes Battle of Prestonpans site	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Long Distance / Leisure Route	Remote / Off-Road Path	3	High	Third party land required
P_G1		B6363 - between A1 and New Town	Inter	5%	None	None	None	60	0-200	None	None	None	2	Third Party Land required Very low user levels predicted	No	No	No	Poss	Poss	No	No															Long Distance / Leisure Route	None	Retain / Minor	None	No upgrade currently proposed. Very low potential user levels
PP_B1		Meadowmill Cottages to A198	Inter	3%	Low	None	None	20	0-200	None	None	None	30	Third party land required	No	No	Yes	Yes	No	No	No			Users will encounter traffic (up to 30mph)	10	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Quiet lane and remote path	3	High	Third party land required
PP_C1		B1348 - Between Appin Drive and West Harbour Road	Inter	5%	Medium	Medium	Medium	40	400+	None	None	Yes	355	Existing shared footway / cycleway on majority of route section	No	No	No	No	Yes	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Primary Route	Widen footway where required to create shared footway connection that ties into Cockenzie	2	Medium	
PP_C1		B1348 - between Appin Drive and West Harbour Road	Inter	5%	None	None	None	40	400+	None	None	Yes	282	Existing shared path	No	No	No	No	Yes	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Shared footway / cycleway	2	High	Widen existing shared path to min 3m
PP_L1		Path - between existing path to Preston Crescent off B1361 and Coastline Autos & Car Wash	Inter	5%	None	None	None	N/A	N/A	N/A	N/A	N/A	300	Third party land required Crossing on B6371 required Tie into B1361 required	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	Yes	5	Primary Route	Remote / Off-Road Path	3	High	Third party land required Crossing on B6371 required Tie into B1361 required
PP_L2		A198 - between Coastline Autos & Car Wash and The Seton Garden	Inter	3%	Low	None	None	60	400+	None	None	Yes	300	Seton Gardens Wall and Gatepiers SAM Seton Castle SAM Battle of Prestonpans site	No	Yes	No	No	Yes	No	No		Remote path not feasible due to Seton Castle land and Network Rail land	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Primary Route	Shared footway / cycleway	3	Medium	Remote path considered not feasible
PP_L3		A198 - between The Seton Garden and Dean Road	Inter	3%	Low	Low	None	70	400+	None	None	Yes	106	Existing narrow shared use footway Dual carriageway section between two single lane sections	One side	N/A	No	No	Poss	Poss	Yes	Reallocate lane of traffic (EB) to create segregated cycleway Convert shared footway back to pedestrians only	Improvement for pedestrians and cyclists currently having to shared narrow footway	Users are always segregated	15	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	Bi-directional cycleway	3	High	Reallocate lane of traffic (EB) to create segregated cycleway Convert shared footway back to pedestrians only
PP_L4		B1361 - between path to Preston Crescent and access road to East Lothian Indoor Bowling Club (T_C1)	Inter	3%	Low	Low	None	30	400+	None	None	Yes	162	Insufficient width for cycle segregation	No	No	No	No	No	No	No															Primary Route	None	Retain / Minor	Low	Insufficient width for segregation. Alternative route via PP_L1 proposed

Ref		Route Section Name	Town	Gradient	Ped Envt	Cyc Facilities - Links	Cyc Facilities - Junctions	Speed	Volume	Traffic Calming	Parking	Bus Stops	Best Case Future Users	Additional Constraints / Comments	Upgrade footways	Pedestrian priority and inclusive crossings at side roads	Traffic calmed on-carriageway cycling/Quiet street	Remote from carriageway shared use path	Shared use path next to carriageway	Uni-directional carriageway level cycle lanes on both sides with hard segregation	Bi-directional carriageway level cycle lanes with hard segregation	Additional Measures	Which users could be negatively impacted?	Safety	Score	Land ownership	Score	Journey Type	Score	Potential use	Score	SIMD	Score	Public transport integration	Score	Route Type	Intervention	Priority	LoS	Comments
PP_M1		B1348 - between Prestongrange Museum and Prestongrange Road	Inter	3%	Low	Low	Low	40	400+	None	None	Yes	282	Existing narrow shared path Third Party Land Battle of Pinkie site	No	Yes	No	Yes	Poss	No	No		Improvement for peds	Users are always segregated	15	Landowner not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 20%	5	No	0	Primary Route	Remote / Off-Road Path	2	High	
PP_M2		B1348 - between Prestongrange Museum and Westpans	Inter	3%	Low	Low	Low	40	400+	None	None	Yes	282	Existing narrow shared path Third Party Land Battle of Pinkie site Westpans Potteries SAM	No	Yes	No	Poss	Yes	No	No		Improvement for peds	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 20%	5	No	0	Primary Route	Shared footway / cycleway	2	Medium	
PP_M3		B1348 - between Westpans and B1348/A199 Roundabout	Inter	3%	Medium	Low	Low	30	400+	None	Yes_Resi	Yes	282	Existing narrow shared path Battle of Pinkie site Insufficient width for Medium or High LoS	No	Yes	No	No	Poss	No	No		Peds on narrow shared way													Primary Route	None	Retain / Minor	Low	No width
PP_M4		Path - between Ash Disposal Area and Preston Lodge Rugby Football Club	Inter	3%	High	Low	Low	N/A	N/A	N/A	N/A	N/A	28	Path upgrade in progress	No	No	No	No	No	No	No		Peds - wide path required													Secondary Route	None	Retain / Minor	High	Path upgrade in progress
PP_M5		Path - between Ash Disposal Area and 40 Ravensheugh Rd	Inter	3%	High	Low	Low	N/A	N/A	N/A	N/A	N/A	28	Existing narrow shared path Third Party Land may be required	No	No	No	Yes	No	No	No		Peds - wide path required	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 20%	5	No	0	Secondary Route	Remote / Off-Road Path	3	High	
PP_M6		Drummohr House Road - from B1348, connecting into path through Royal Musselburgh Golf Club and ending at B1361	Inter	3%	None	Medium	None	60	0 to 200	None	None	None	95	Access to Drummohr Caravan Park Ancient woodland	No	No	Yes	No	No	No	No		None	Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Secondary Route	Traffic Calming / Quieter Route	3	Medium	No width
PP_M7		Goshen Farm Steading Road - from Drummohr House Road, connecting into path between Drummohr House and B1348	Inter	3%	None	None	None	60	0 to 200	None	None	None	95	Private Access Road - Goshen Farm Ancient woodland	No	No	No	No	No	No	No		N/A													Long Distance / Leisure Route	None	No option proposed	None	Private road
PP_T1		Johnnie Cope's Road - between B1361 and Brickworks Road	Inter	5%	None	None	None	60*	0-200	None	None	None	32	TRO process on-going Battle of Prestonpans site	No	No	Yes	No	No	No	No	Wayfinding	No ped provision	Users will encounter traffic (over 30mph)	5	Landowner consent in place	15	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	Yes	5	Primary Route	Traffic Calming / Quieter Route	1	Medium	TRO process on-going
PP_T2		Path - legacy 'Brickworks Road' from Johnnie Cope's Road, continuing east to Dovecot Brae path	Inter	5%	None	None	None	N/A	N/A	None	N/A	n/a	32	Path surface upgrade required Potential use subject to Johnnie Cope's Road TRO outcome Battle of Prestonpans site	No	No	No	Yes	No	No	No	Wayfinding	Peds - wide path required	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	Yes	5	Primary Route	Remote / Off-Road Path	1	High	Path upgrade required to provide suitable surface for all AT users TRO process on-going for adjoining Johnnie Cope's Road
PP_T3		A199 – between Brickworks Road and R	Inter	3%	Low	Low	None	40	400+	None	None	Yes	324	Existing advisory lanes Narrow available street width on section within Tranent	No	Yes	No	No	Poss	Yes	No	A199 crossing at connection onto Brickworks Road towards Johnnie Cope's Road		Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel between settlements	10	Serves over 10,000	10	Most deprived 50%	3	Yes	5	Primary Route	Uni-directional cycleway	1	High	A199 crossing at connection onto Brickworks Road towards Johnnie Cope's Road
PP_T4		Lammermoor Terrace - between Birsley Road and Lammermoor Gardens	Inter	5%	Medium	Medium	None	20	0-200	None	Yes_Resi	None	13	Existing quiet street Residential parking	No	Poss	Existing	No	No	No	No	Wayfinding		Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	Yes	5	Secondary Route	None	Retain / Minor	Medium	Existing Quiet Route. Enhance wayfinding is on best available route to Prestonpans Station
PP_T5		Old Post Road - between Lammermoor Gardens and Birsley Brae	Inter	3%	None	None	None	20	0-200	None	Yes_Resi	None	8	Rough track section not suitable for cycling	No	No	Poss	Poss	No	No	No	No		Users will encounter traffic (up to 30mph)	10	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Long Distance / Leisure Route	None	Retain / Minor	Low	No change proposed but upgrade to rough track would be required if upgrading route. Very low potential use
PP_T6		Birsley Brae - between Birsley Road and Old Post Road	Inter	10%	None	None	None	60	0-200	None	None	None	32	Steep gradient Battle of Prestonpans site A199 crossing required	No	No	No	No	No	No	No	Wayfinding only		Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Long Distance / Leisure Route	None	Retain / Minor	Low	Low levels of potential use. Steep gradients
PP_T7		Birsley Road - between Birsley Brae and Lammermoor Terrace	Inter	7%	Low	Low	None	60*	0-200	None	None	None	8	Battle of Prestonpans site	No	No	No	No	No	No	No	Wayfinding													Long Distance / Leisure Route	None	Retain / Minor	Low	Wayfinding only
PP_T8		Path - between B1361 and Tranent and Preston Village Cricket Club, following boundary between Meadowmill Sports Centre and Battle of Prestonpans Ground	Inter	3%	Medium	Medium	None	20	0-200	None	None	None	60	Existing shared path Poor wayfinding No marked route through Bowling Club Car Park Battle of Prestonpans site	No	No	No	No	No	No	No	Wayfinding													Primary Route	None	Retain / Minor	Medium	Wayfinding only
PP_W1		B1361 - between Ravenshaugh Burn and B1361/A199 Roundabout	Inter	3%	Medium	Low	None	30	400+	None	None	Yes	155	Third Party Land Battle of Pinkie site	No	Yes	No	Poss	Poss	Poss	Yes	Bi-directional allows tie-in to shared further east Signalise crossings on roundabout		Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	No	0	Primary Route	Bi-directional cycleway	2	High	No width further east to continue uni further east. Bi can tie into shared
PP_W2		B1361 - between Ravenshaugh Burn and B1361/Jim Bush Drive Roundabout	Inter	3%	Medium	Low	Low	60	400+	None	None	Yes	250	Third Party Land Battle of Pinkie site Westpans Potteries SAM	No	Yes	No	No	Yes	No	No	Reduce traffic speeds	Peds - wide path required	Users are always segregated	15	Landowner consent in place	15	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 20%	5	No	0	Primary Route	Shared footway / cycleway	2	Medium	
PP_W3		Path - between Haddington Recycling Centre and Bankton Cottages	Inter	3%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Third Party Land Battle of Pinkie site	No	No	No	Yes	No	No	No	Signalised Crossing on A199	None	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	No	0	Primary Route	Remote / Off-Road Path	3	High	New Off Road path
PP1	6	Prestonpans High Street - between Prestongrange Road and Appin Drive	Prestonpa	3%	Medium	Low	None	20	400+	None	Yes_Both	Yes	146	Insufficient width for cycle segregation	No	Yes	Yes	No	No	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel within settlements	5	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Traffic Calming / Quieter Route	Retain / Minor	Low	Segregation cannot be achieved. Parallel quiet route proposed PP2_PP4_PP5_PP6_PP11
PP10	7	B1349 - between Preston Road and B1361	Prestonpa	3%	Low	Low	None	20	200-400	None	Yes_Resi	None	98	Preston Conservation Area	Yes	Yes	Yes	No	No	No	No	Modal filter to prevent through traffic		Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel within settlements	5	Serves under 5,000	3	Most deprived 50%	3	Yes	5	Primary Route	Traffic Calming / Quieter Route	1	Medium	Modal filter to prevent through traffic
PP11	7	Path - between Appin Drive and B1348	Prestonpa	5%	Medium	Medium	None	N/A	N/A	None	None	Yes	63	Existing shared path Bus stop at northern end of link. Potential conflict point Barriers on path prevent access for some types of bikes	No	No	No	Yes	No	No	No	upgrade existing path to meet wider range of AT users		Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 20%	5	No	0	Primary Route	Remote / Off-Road Path	2	High	Connection to proposed Quiet Route running parallel to High Street Widen path and amend barriers to allow all types of bike to use
PP12	7	Seafront Prestonpans	Prestonpans												No	No	No	Yes	No	No	No																	No option proposed		Major works required to upgrade and extension the seawall. Not consider viable based on level of use and heritage and environmental impacts
PP2	6	Ayres Wynd - between Prestonpans High Street and Orchard Crescent	Prestonpa	7%	Medium	Low	None	20	200-400	None	Town_Ce	Yes	85	Parking on both sides of street Insufficient width to retain all parking and segregate cyclists	No	Yes	No	No	Poss	Poss	Yes			Users are always segregated	15	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	Yes	5	Primary Route	Bi-directional cycleway	2	High	Bidirectional cycleway proposed to allow parking to be retained on one side of street. Provide link to quiet route parallel to High Street
PP3	6	B1349 - between Orchard Crescent and Preston Road	Prestonpa	5%	Medium	Low	None	20	200-400	None	Yes_Resi	Yes	85		No	No	No	No	No	No	No															Primary Route	None	Retain / Minor	Low	Insufficient width for segregation. Alternative route via neighbouring quiet zones
PP4	6	Prestongrange Road - between B1348 and Summerlee	Prestonpa	7%	Medium	Low	None	20	200-400	None	s_Non R	None	72	Insufficient width for cycle segregation	No	Yes	Poss	No	Yes	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel within settlements	5	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Shared footway / cycleway	2	High	Insufficient width for cycle segregation Link to Quiet Route running parallel to High Street
PP5	6	Summerlee, Rope Walk, path between Rope Walk and Orchard Crescent, Orchard Crescent, and Kirk Street - between Prestongrange Road and Harlaw Hill	Prestonpa	7%	Medium	Medium	None	20	0-200	Yes	Yes_Resi	None	22	Potential quiet route parallel to High Street	No	Yes	Yes	Yes	No	No	No	New ramp to connect Rope Walk to Orchard Crescent at The Pennypit Community Centre	Peds if narrow path created	Users will encounter traffic (up to 30mph)	10	Land ownership not known	5	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Remote / Off-Road Path	2	High	Proposed Quiet Route running parallel to High Street New ramp required to connect Rope Walk to Orchard Crescent at The Pennypit Community Centre
PP6	6	Cemetery Road and Nethershot Road - between East Loan and Appin Drive	Prestonpa	3%	Medium	Medium	None	20	0-200	Yes	Yes_Resi	None	45	Potential quiet route parallel to High Street	No	Yes	Yes	No	No	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Remote / Off-Road Path	2	High	Proposed Quiet Route running parallel to High Street
PP7	6	B1361 - between B1361/Jim Bush Roundabout and B1349	Prestonpa	3%	Low	Medium	None	30	400+	None	None	Yes	215	Preston Conservation Area Existing narrow shared footway for part of route Insufficient width for cycle segregation	No	Yes	No	No	Yes	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Shared footway / cycleway	1	Medium	Insufficient width for cycle segregation Widen footway to create shared path
PP8	6	B1361 - between B1349 and Prestonpans Train Station	Prestonpa	3%	Low	Medium	ASL	20	400+	None	None	Yes	162	Preston Conservation Area Insufficient width for cycle segregation	No	Yes	No	No	Yes	No	No			Users are always segregated	15	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Shared footway / cycleway	1	Medium	Insufficient width for cycle segregation Widen footway to create shared path
PP9	6	B1361 - between Prestonpans Train Station and path to Coastline Autos & Car Wash path (PP_L1)	Prestonpa	3%	Low	Low	None	20	400+	None	Yes_Resi	Yes	162	Existing Advisory Lanes Preston Conservation Area	No	Yes	No	No	Poss	Poss	Yes			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Shared footway / cycleway	1	Medium	Bidirectional cycleway allows for wider allocation of space for cycling compared to unidirectional. Third party Land (Network Rail?) may be required on south side of road.
T_B1		Path - between western boundary of Aldi (T12) and Winton Loan	Inter	7%	Medium	None	None	N/A	N/A	N/A	N/A	N/A	100	Third party land Serves Great Blindwells area Uses existing A1 underpass if new interchange is not provided Battle of Prestonpans site	No	No	No	Yes	No	No	No	Path upgrade		Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Remote / Off-Road Path	Safe- guard	**High**	Third party land Safeguard for Greater Blindwells development
T_C1		Access road for East Lothian Indoor Bowling Club - between East Lothian Indoor Bowling Club and B1361	Inter	0.03	Medium	High	None	20	0-200	None	Yes	None	45	Existing conditions meet CbD High LoS criteria	No	No	No	No	No	No	No	New crossing on B1361 to link to Waggon Way													Primary Route	Crossing	Retain / Minor	High	Existing conditions meet CbD High LoS criteria New crossing on B1361 to link to Waggon Way
T_C2		Railway Footbridge required - between East Lothian Indoor Bowling Club and B1361	Inter	3%	N/A	N/A	N/A	40	400+	None	None	None	77	ECML and B1361 crossing required to provide traffic free connection to Waggon Way	No	No	No	No	No	No	No	ECML and B1361 bridge crossing would be required													Primary Route	None	No option proposed	N/A	ECML and B1361 bridge crossing would be required. Not considered viable based on predicted user levels and potential alternative at grade connection
T_C3		Path - between B1361 and B6371 through Battle of Prestonpans ground	Inter	3%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77	Existing shared path - Waggon Way Unbound surface	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Primary Route	Remote / Off-Road Path	1	High	Path surface upgrade required Part of potential Cockenzie to rail connection (Prestonpans Station)
T_C4		A198 - between A198/B1361 Roundabout and northern Bankton Junction	Inter	3%	edium /	edium /	edium /	40	400+	None	None	None	70	Blindwells development has provided adjacent shared path	No	No	No	Yes	No	No	No	Provide link from shared path onto path that connects to Meadowmill Shed Centre		Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Secondary Route	Remote / Off-Road Path	3	High	Path surface upgrade required Part of potential Blindwells to rail connection (Prestonpans Station)
T_C5		B6371 - between A198/B1361 Roundabout and northern end of path from Battle ground (T_C3)	Inter	5%	Low	Low	None	40	400+	None	None	None	77		No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Secondary Route	None	Retain / Minor	Low	Only take forward if T_C3 cannot be improved for cycling
T_C6		B6371 - between northern end of path from Battle ground (T_C3) and B6731/Alder Road Roundabout	Inter	5%	Low	Low	None	40	400+	None	None	None	77		No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Secondary Route	Remote / Off-Road Path	1	Low	Continue off-road route provided by Waggon Way into Cockenzie
T_E1		B6414 - between road to Elphinstone Research Centre and Durie's Park	Inter	5%	Low	None	None	60	200-400	None	None	None	30	Elphinstone is within Ross High School (Tranent) catchment	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Remote / Off-Road Path	3	High	Provides safer High school connection from Elphinstone
T_MM1		A199 - between Steading View Roundabout and Macmerry	Inter	3%	Low	Low	None	60	400+	None	None	None	137	Existing advisory lanes	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Long Distance / Leisure Route	Remote / Off-Road Path	2	High	Third party land required
T_MM2		Winton Loan - between A199 and unclassified road to Adniston Manor (T12)	Inter	3%	Low	Medium	None	40	0-200	None	None	None	20	Existing farm access track	No	No	No	No	No	No	No			Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	None	Retain / Minor	Medium	No change proposed. Low user levels and existing low traffic levels
T_O1		B6371 - between B6355 and unclassified road south of Caverlock Farm (T22)	Inter	5%	Low	Low	None	60	200-400	None	None	None	81	Existing shared footway (narrow)	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	Yes	5	Long Distance / Leisure Route	Remote / Off-Road Path	3	High	Potential link from Ormiston to High School
T_O2		B6371 - between unclassified road south of Caverlock Farm (T22) and Ormiston Station Car Park	Inter	5%	Low	Low	None	60	200-400	None	None	Yes	67	Existing shared footway (narrow) Ancient woodland at Puddle Wood	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	Yes	5	Long Distance / Leisure Route	Remote / Off-Road Path	3	High	Potential link from Ormiston to High School
T_O3		B6371 - between Ormiston Station Car Park and Cross Loan	Inter	5%	Low	None	None	40	200-400	None	None	None	57	Insufficient width to provide improvements Ancient woodland at Puddle Wood	No	No	No	No	No	No	No															Long Distance / Leisure Route	None	Retain / Minor	None	Alternative route via NCN 196 and Ormiston Station Car Park access to connect to T_O2

Ref		Route Section Name	Town	Gradient	Ped Envt	Cyc Facilities - Links	Cyc Facilities - Junctions	Speed	Volume	Traffic Calming	Parking	Bus Stops	Best Case Future Users	Additional Constraints / Comments	Upgrade footways	Pedestrian priority and inclusive crossings at side roads	Traffic calmed on-carriageway cycling/Quiet street	Remote from carriageway shared use path	Shared use path next to carriageway	Uni-directional carriageway level cycle lanes on both sides with hard segregation	Bi-directional carriageway level cycle lanes with hard segregation	Additional Measures	Which users could be negatively impacted?	Safety	Score	Land ownership	Score	Journey Type	Score	Potential Use	Score	SIMD	Score	Public transport Integration	Score	Route Type	Intervention	Priority	LoS	Comments
T_O4		Path - between unclassified road south of Caverlock Farm (T22) and path leading east from Elphinstone (EO1)	Inter	10%	Low	None	None	N/A	N/A	N/A	N/A	N/A	16	Existing unbound footpath	No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	High	Potential alternative link between Ormiston and Tranent if route via B6371 corridor cannot be delivered
T_PC1		B6355 - between B6371 and A6093	Inter	5%	Low	None	None	60/40	0-200	None	None	None	7	New Winton Conservation Area Winton Castle Grounds - Designed Landscape Available width constrained through New Winton	No	No	Poss	Poss	Poss	No	No			Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	None	Retain / Minor	None	No infrastructure proposed. Proposed alternative connection via T_01/2 and WC_PC1
T1		A199 - between Brickworks Road and Market Way	Tranent	3%	Medium	None	None	30	400+	None	Yes	Yes	318	Footway sections below 1.5m Lack of priority across side roads / accesses	Yes	Yes	Yes	No	Poss	No	No		Minor increase in driver delay at junctions	Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 20%	5	Yes	5	Primary Route	Traffic Calming / Quieter Route	Retain / Minor	**Low**	Traffic management and calming measures to make street safer for cycling and walking
T10		Path - between path from Sandersons Wynd (T9) and Tranent Cemetery	Tranent	5%	Low	None	None	30	400+	None	None	Yes	34	Leads to A1 Bankton interchange. Major upgrade required to provide connection over A1 Also provides potential SATC link	No	No	No	Yes	Poss	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Remote / Off-Road Path	3	High	Include within SATC project
T11		Path - between Tranent and Preston Village Cricket Club and A199	Tranent	5%	High	High	High	N/A	N/A	N/A	N/A	N/A	105	Part of Waggon Way	No	No	No	No	No	No	No														Primary Route	Minor	Retain / Minor	High	Retain as existing. Potential lighting improvements in underpass
T12		Unclassified road - along western boundary of Aldi	Tranent	3%	Low	High	None	20	0-200	None	None	None	50	Existing quiet street	No	No	No	No	No	No	No														Secondary Route	Minor	Retain / Minor	High	Retain as existing. Improved wayfinding if linking to new routes
T13		Path - between Aldi road (T12) and Sandersons Wynd/Tranent Mains Road Roundabout	Tranent	3%	Low	Low	None	N/A	N/A	N/A	N/A	N/A	10	Existing rough track	No	No	No	Yes	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Remote / Off-Road Path	3	**High**	Include within SATC project
T14		Tranent Mains Road - between Sandersons Wynd Roundabout and Tranent Cemetery	Tranent	10%	Medium	Medium	None	20	200-400	Yes	Yes	None	5	Insufficient width for cycle segregation	No	Yes	No	No	Yes	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Shared footway / cycleway	3	**High**	Include within SATC Provide shared footway or explore off road route to east of Mains Gardens
T15		A198 - between both Bankton Junctions	Tranent	7%	Medium	Low	None	40	400+	None	None	None	35	Third party land required Major upgrade of A1 Bankton Junction required to make route viable	No	No	No	Poss	No	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3		#N/A	Primary Route	Safeguard for future development	Safe- guard	**N/A**	Third party land required Major upgrade of A1 Bankton Junction required to make route viable Safeguard for future but alternative connections to Cockenzie are proposed
T16		Dovecot Brae Path - between Brickworks Road and B6371	Inter	10%	Medium	None	None	N/A	N/A	None	N/A	n/a	70	Path surface upgrade required Battle of Prestonpans site	No	No	No	Yes	No	No	No	Wayfinding	Peds - wide path required	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves 5,000-10,000	5	Most deprived 50%	3	Yes	5	Primary Route	Remote / Off-Road Path	3	**High**	Path upgrade required to provide suitable surface for all AT users
T17		B6371 - between Tranent High Street and B6355	Tranent	5%	Medium	Low	None	20	200-400	None	None	Yes	58	Insufficient width for cycle segregation	No	Yes	No	No	No	No	No														Secondary Route	None	Retain / Minor	Low	Insufficient width for cycle segregation Neighbouring quiet routes to provide alternative connection
T18		Elphinstone Road - between New Row/Birsley Road Roundabout and Caponhall Road	Tranent	5%	Low	Low	None	30	200-400	Yes	Yes	Yes	89	Insufficient width for cycle segregation	No	Poss	No	No	Poss	No	No														Secondary Route	None	Retain / Minor	Low	Insufficient width for cycle segregation Neighbouring quiet routes to provide alternative connection
T19		Elphinstone Road - between Caponhall Road and Castle Road	Tranent	5%	Low	Low	None	30	200-400	Yes	None	Yes	30	Insufficient width within adopted road for cycle segregation	No	Poss	No	No	Poss	No	No														Secondary Route	None	Retain / Minor	Low	Third party land would be required for off-road route. Not sufficient user numbers to justify Neighbouring quiet routes to provide alternative connection
T2		A199 - between Market Way and Church Street	Tranent	3%	Medium	None	None	20	400+	None	Yes	Yes	248	Footway sections below 1.5m Lack of priority across side roads / accesses Tranent Conservation Area	Yes	Yes	Yes	No	Poss	No	No		Minor increase in driver delay at junctions	Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 20%	5	Yes	5	Primary Route	Traffic Calming / Quieter Route	Retain / Minor	**Low**	Traffic management and calming measures to make street safer for cycling and walking
T20		Elphinstone Road and B6414 - between Castle Road and road to Elphinstone Research Centre	Tranent	5%	Low	Low	None	30/60	200-400	None	None	Yes	20	Insufficient width within adopted road for cycle segregation	No	Poss	No	No	Poss	No	No														Secondary Route	None	Retain / Minor	Low	Third party land would be required for off-road route. Not sufficient user numbers to justify Neighbouring quiet routes to provide alternative connection
T21		Castle Road and Waterloo Road - between B6414 and B6371	Tranent	3%	Medium	Low	None	20	200-400	Yes	None	Yes	32	Insufficient width for cycle segregation	No	Yes	Yes	No	Yes	No	No		Peds if narrow path created	Users are always segregated	15	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Least deprived 50%	0	No	0	Secondary Route	Shared footway / cycleway	2	Medium	
T22		Unclassified road south of Carlaverock Farm - between B6414 and B6371	Tranent	3%	None	None	None	60	0-200	None	None	Yes	32	Charles River site	No	No	No	Yes	Poss	No	No			Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	Yes	5	Long Distance / Leisure Route	Remote / Off-Road Path	3	**High**	Potential start of connection from Charles River site to rail
T3		A199 - between Church Street and B6371	Tranent	5%	Medium	None	None	20	400+	None	Yes	Yes	251	Lack of priority across side roads / accesses Tranent Conservation Area	No	Yes	Yes	No	Poss	No	No		Minor increase in driver delay at junctions	Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 20%	5	Yes	5	Primary Route	Traffic Calming / Quieter Route	Retain / Minor	**Low**	Traffic management and calming measures to make street safer for cycling and walking
T4		A199 - between B6371 and Annfield	Tranent	3%	Medium	Low	None	20	400+	None	Yes_Resi	Yes	72	Adv Lane at ped crossings St Martin's Hall PS	Yes	Yes	Poss	No	Poss	Yes	Poss		Removal of informal on-street residents / visitors parking opportunity Bus passengers if floating bus stops	Users are always segregated	15	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 20%	5	No	0	Primary Route	Uni-directional cycleway	3	**High**	Removal of on-street parking required to introduce segregation
T5		A199 - between Anfield and Steading View Roundabout	Tranent	3%	Medium	None	None	20	400+	None	lo demar	Yes	100	Right turn lanes	N/A	Yes	Poss	No	Poss	Yes	Poss		Bus passengers if floating bus stops	Users are always segregated	15	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 20%	5	No	0	Primary Route	Uni-directional cycleway	3	**High**	Removal of turn lanes required. Potential conflicts with bus stops to be reviewed
T6		Church Street - between Tranent High Street and Dovecot Brae	Tranent	7%	Medium	None	None	20	400+	None	Yes	Yes	93	Footway parking observed Narrow footways Tranent Conservation Area	Yes	Yes	Yes	No	No	No	No			Users will encounter traffic (up to 30mph)	10	Landowner consent in place	15	Travel to school	15	Serves under 5,000	3	Most deprived 20%	5	Yes	5	Primary Route	Traffic Calming / Quieter Route	Retain / Minor	Low	Insufficient width for segregation
T8		Winton Place, Lindores Road, and path off Lindores Road - between Tranent High Street and Sandersons Wynd	Tranent	5%	High	Medium	None	20	0-200	Yes	Yes	None	40	Possible third party land to improve connection at George Johnstone Centre Car Park access	No	No	Yes	Yes	No	No	No			Users will encounter traffic (up to 30mph)	10	Land ownership not known	5	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	Yes	5	Secondary Route	Traffic Calming / Quieter Route	1	**High**	Create quiet route on minor streets and paths to provide alternative to Church Street
T9		Path - between Sandersons Wynd and Church Street	Tranent	5%	High	Medium	None	20	0-200	Yes	Yes	None	40	Possible third party land Sections of 2m path or less would need widened and resurfaced Ramp required at northern end to tie into Church St / Dovecot Brae	No	No	Yes	Yes	No	No	No			Users will encounter traffic (up to 30mph)	10	Land ownership not known	5	Travel to school	15	Serves under 5,000	3	Most deprived 50%	3	Yes	5	Secondary Route	Traffic Calming / Quieter Route	1	**High**	Create quiet route on minor streets and paths to provide alternative to Church Street
W_T1		A199 - between A199/B1361 Roundabout and A199/Masons Way Roundabout	Inter	3%	Medium	Medium	Low	30	400+	None	None	Yes	300	Battle of Pinkie site	No	No	No	No	No	No	No	Tie into MAT 4	N/A											Primary Route	None	Retain / Minor	Medium	Existing shared footway
W_T2		A199 - between A199/Masons Way Roundabout and Haddington Recycling Centre	Inter	3%	Medium	Medium	Low	30	400+	None	None	Yes	300	Battle of Pinkie site	No	No	No	No	No	No	No	None	N/A											Primary Route	None	Retain / Minor	Medium	Existing shared footway
W_T3		A199 - between Haddington Recycling Centre and A1 overpass	Inter	3%	Low	Low	None	40	400+	None	None	Yes	300	Battle of Pinkie site	No	No	No	No	No	No	No	None	N/A											Primary Route	None	Safe- guard	None	Neighbouring Dolphinstone interchange intervention is not feasible. Safeguard in case future A1 interchange upgrade proposed
W_T4		A199 - between A1 overpass and Old Post Road	Inter	3%	Low	None	None	40	400+	None	None	Yes	300	Bridge over A1 Native woodland on NE side of interchange	No	No	No	Poss	No	No	No	Major interchange upgrade required												Primary Route	MAJOR	Safe- guard	None	Dolphinstone interchange intervention is major scheme Safeguard in case future A1 interchange upgrade proposed
W_T5		A199 - between Old Post Road and Brickworks Road	Inter	3%	Low	Low	None	40	400+	None	None	Yes	300	Link to Bridge over A1	No	No	No	Poss	Poss	Poss	Poss	Only deliver with W_T4	Peds if narrow shared path provided	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves over 10,000	10	Most deprived 50%	3	Yes	5	Primary Route	Remote / Off-Road Path	Safe- guard	None	Safeguard in case future A1 interchange upgrade proposed
WC_O1		Path and unclassified road - between Bellyford Burn, northeast of Cousland Livery, and Limeylands Road	Inter	7%	None	Low	None	60	0-200	None	Yes_Resi	N/A	19	Anti-cycling barriers on off-road path section	No	No	No	Yes	No	No	No			Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Least deprived 50%	0	No	0	Long Distance / Leisure Route	Safeguard for future development	Safe- guard	Low	Potential alternative link between Ormiston and Tranent if route via B6371 corridor cannot be delivered
WC_PC1		Path along Pencaitland Railway Walk - between Bellyford Burn, north of Cousland Livery, and Huntlaw Road	Inter	3%	High	Medium	None	N/A	N/A	N/A	N/A	N/A	16	Existing NCN	No	No	No	No	No	No	No													Long Distance / Leisure Route	None	Retain / Minor	Medium	No changes proposed to NCN
WC_T1		Unclassified road to Faside Castle and unclassified roads north -between junction with access road to St Clement's Wells (WC_W3) and Birsley Brae/Birsley Road Junction	Inter	10%	None	None	None	60*	0-200	None	None	None	13	Very steep gradient West Mains Fort SAM Battle of Pinkie site	No	No	Yes	No	No	No	No			Users will encounter traffic (over 30mph)	5	Landowner consent in place	15	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Minor	Retain / Minor	Low	Wayfinding only Steep gradients and lo level of potential use
WC_W1		A6094 - between Whitecraig Avenue and unclassified road to Faside Castle (WC_W3)	Inter	3%	Medium	None	None	60	200-400	None	None	Yes	94	Links to AT interchange (Whitecraig) which has limited scope for AT improvements	No	No	No	Yes	Poss	No	No		Peds if shared path taken forward	Users are always segregated	15	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Primary Route	Remote / Off-Road Path	3	High	MAT 4 provides alternative route to between Wallyford and Whitecraig
WC_W2		A6094 - between unclassified road to Faside Castle (WC_W3) and Park Drive	Inter	3%	Medium	None	None	60	200-400	None	None	Yes	81	AT interchange (Whitecraig) has limited scope for AT improvement without major junction upgrade	No	No	No	Poss	No	No	No	Major interchange upgrade required												Primary Route	MAJOR	Safe- guard	N/A	Major interchange upgrade required Safeguard in case interchange upgrade proposed
WC_W3		Unclassified road to Faside Castle - between A6094 and access road to St Clement's Wells	Inter	3%	None	None	None	60*	0-200	None	None	None	13		No	No	Yes	Poss	Poss	No	No	Quiet Route		Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Shared footway / cycleway	3	Medium	Part of Elphinstone to Wallyford Link MAT 4 provides alternative route to between Wallyford and Whitecraig
WC_W4		Access road to St Clement's Wells, path with footbridge over A1, and Futures Way - between unclassified road to Faside Castle (WC_W3) and A199 Roundabout	Inter	3%	None	None	None	30	0-200	None	None	None	8	Private farm access road on part of route Native woodland on north side of footbridge over A1	No	No	Yes	Poss	Poss	No	No	Quiet Route Convert A1 footbridge to AT bridge	Peds on footbridge and path if not converted to suit all AT modes	Users will encounter traffic (over 30mph)	5	Land ownership not known	5	Travel between settlements	10	Serves under 5,000	3	Most deprived 50%	3	No	0	Secondary Route	Shared footway / cycleway	3	Medium	Possible third party land if remote path created Upgrade to footbridge for all AT modes required

Appendix B Active Travel Network Improvement Prioritisation Plan

Routes4Communities

Route Sections

- Priority 1
- Prioirty 2
- Priority 3
- Retain existing / Minor improvements
- Safeguard route alignment
- No viable option

- School
- Railway Station
- Quiet / Neighbourhood Zone
- Employment / Retail Zone

Appendix C Intervention Summary Sheets

Routes4Communities: Active Travel Interventions Summary Table

Ref	Route Section Name	Location	Priority	Potential Level of Service	High-Level Cost Estimate	Potential Intervention
T8	Winton Place, Lindores Road, and path off Lindores Road - between Tranent High Street and Sandersons Wynd	Tranent	1	High	£70k to £80k	Quiet Street and Shared Path
PP_T3	A199 – between Brickworks Road and Roupin' Stairs	Prestonpans to Tranent Corridor	1	High	£150k to £200k	Uni-directional cycleway
T9	Path - between Sandersons Wynd and Church Street	Tranent	1	High	£150k to £200k	Quiet Street and Shared Path
L3	A198 - between Echo Road and A198/B1377 Roundabout	Longniddry	1	High	£200k to £300k	Bi-directional Cycleway
T_C6	B6371 - between northern end of path from Battle ground (T_C3) and B6731/Alder Road Roundabout	Tranent to Cockenzie Corridor	1	High	£270k to £300k	Remote Shared Use Path
T_C3	Path - between between B1361 and B6371 through Battle of Prestonpans ground	Tranent to Cockenzie Corridor	1	High	£300k to £350k	Remote Shared Use Path
PP_T2	Path - legacy 'Brickworks Road' from Johnnie Cope's Road, continuing east to Dovecot Brae path	Prestonpans to Tranent Corridor	1	High	£500k to £600k	Remote Shared Use Path
PP9	B1361 - between Prestonpans Train Station and path to Coastline Autos & Car Wash path (PP_L1)	Prestonpans	1	High	£550k to £600k	Bi-directional Cycleway
PP_T1	Johnnie Cope's Road - between B1361 and Brickworks Road	Prestonpans to Tranent Corridor	1	Medium	£40k to £50k	Quiet Street
PP10	B1349 - between Preston Road and B1361	Prestonpans	1	Medium	£160k to £180k	Quiet Street
PP8	B1361 - between B1349 and Prestonpans Train Station	Prestonpans	1	Medium	£250k to £300k	Shared Use Footway/Cycleway
PP7	B1361 - between B1361/Jim Bush Roundabout and B1349	Prestonpans	1	Medium	£650k to £750k	Shared Use Footway/Cycleway
PP_W2	B1361 - between Ravenshaugh Burn and B1361/Jim Bush Drive Roundabout	Prestonpans to Wallyford Corridor	1	Medium	£750k to £800k	Shared Use Footway/Cycleway
PP_C1	B1348 - between Appin Drive and West Harbour Road	Prestonpans to Cockenzie Corridor	2	High	£30k to £50k	Shared Use Footway/Cycleway
PP11	Path - between Appin Drive and B1348	Prestonpans	2	High	£40k to £50k	Remote Shared Use Path
PP4	Prestongrange Road - between B1348 and Summerlee	Prestonpans	2	High	£70k to £80k	Shared Use Footway/Cycleway
PP2	Ayres Wynd - between Prestonpans High Street and Orchard Crescent	Prestonpans	2	High	£80k to £90k	Bi-directional Cycleway
PP6	Cemetery Road and Nethershot Road - between East Loan and Appin Drive	Prestonpans	2	High	£80k to £100k	Quiet Street
PP5	Summerlee, Rope Walk, path between Rope Walk and Orchard Crescent, Orchard Crescent, and Kirk Street - between Prestongrange Road and Harlaw Hill	Prestonpans	2	High	£125k to £150k	Quiet Street and Shared Path
PP_W1	B1361 - between Ravenshaugh Burn and B1361/A199 Roundabout	Prestonpans to Wallyford Corridor	2	High	£200k to £300k	Bi-directional Cycleway
PP_M1	B1348 - between Prestongrange Museum and Prestongrange Road	Prestonpans to Musselburgh Corridor	2	High	£600K to £700k	Remote Shared Use Path
T_MM1	A199 - between Steading View Roundabout and Macmerry	Tranent to Macmerry Corridor	2	High	£1m to £1.2m	Remote Shared Use Path
L_H1	Path - eastbound from Longniddry Train Station	Longniddry to Haddington Corridor	2	High	£2m to £3m	Upgrade Existing Path
T21	Castle Road and Waterloo Road - between B6414 and B6371	Tranent	2	Medium	£250k to £300k	Quiet Street and Shared Footway/Cycleway
PP_M2	B1348 - between Prestongrange Museum and Westpans	Prestonpans to Musselburgh Corridor	2	Medium	£350k to £450k	Shared Use Footway/Cycleway
B_C1	Fishergate Road - between Long Craigs and A198	Blindwells to Cockenzie Corridor	3	High	£20k to £30k	Quiet Street
L7	A198 - between Eventyr and A198/B1348 Junction	Longniddry	3	High	£80k to £90K	Uni-directional cycleway
T16	Dovecot Brae Path - between Brickworks Road and B6371	Tranent	3	High	£100k to £120k	Remote Shared Use Path
T10	Path - between path from Sandersons Wynd (T9) and Tranent Cemetery	Tranent	3	High	£120k to £150k	Remote Shared Use Path
PP_B1	Meadowmill Cottages to A198	Prestonpans to Blindwells Corridor	3	High	£150k to £200k	Quiet Street and Shared Path
T_C4	A198 - between A198/B1361 Roundabout and northern Bankton Junction	Tranent to Cockenzie Corridor	3	High	£180k to £200k	Remote Shared Use Path
T5	A199 - between Anfield and Steading View Roundabout	Tranent	3	High	£250k to £350k	Uni-directional cycleway
T13	Path - between Aldi road (T12) and Sandersons Wynd/Tranent Mains Road Roundabout	Tranent	3	High	£300k to £350k	Remote Shared Use Path
MM_G1	A199 - between Whiteloch Road and Greendykes Road	Macmerry to Gladsmuir Corridor	3	High	£300k to £400k	Quiet Street
T4	A199 - between B6371 and Annfield	Tranent	3	High	£300k to £400k	Uni-directional cycleway
PP_M5	Path - between Ash Disposal Area and 40 Ravensheugh Rd	Prestonpans to Musselburgh Corridor	3	High	£400k to £450k	Remote Shared Use Path
T14	Tranent Mains Road - between Sandersons Wynd Roundabout and Tranent Cemetery	Tranent	3	High	£450k to £500k	Shared Use Footway/Cycleway
T_E1	B6414 - between road to Elphinstone Research Centre and Durie's Park	Tranent to Elphinstone Corridor	3	High	£450k to £550k	Remote Shared Use Path
T_O1	B6371 - between B6355 and unclassified road south of Caverlock Farm (T22)	Tranent to Ormiston Corridor	3	High	£550k to £650k	Remote Shared Use Path
PP_L3	A198 - between The Seton Garden and Dean Road	Prestonpans to Longniddry Corridor	3	High	£600K to £700k	Bi-directional Cycleway
WC_W1	A6094 - between Whitecraig Avenue and unclassified road to Faside Castle (WC_W3)	Whitecraig to Wallyford Corridor	3	High	£600k to £700k	Remote Shared Use Path
L6	A198 - between A198/B1377 Roundabout and Eventyr	Longniddry	3	High	£750k to £800k	Uni-directional cycleway
T_O2	B6371 - between unclassified road south of Caverlock Farm (T22) and Ormiston Station Car Park	Tranent to Ormiston Corridor	3	High	£850k to £950k	Remote Shared Use Path
PP_L1	Path - between existing path to Preston Crescent off B1361 and Coastline Autos & Car Wash	Prestonpans to Longniddry Corridor	3	High	£900k to £1.1m	Remote Shared Use Path
MM_G2	A199 - between Greendykes Road and A199/B6363 Roundabout	Macmerry to Gladsmuir Corridor	3	High	£1m to £1.2m	Remote Shared Use Path
T22	Unclassified road south of Carlaverock Farm - between B6414 and B6371	Tranent	3	High	£1m to £1.2m	Remote Shared Use Path
E_WC1	Path - between unclassified road to Faside Castle (WC_T1) and B6414	Elphinstone to Whitecraig Corridor	3	High	£1.1m to £1.2m	Remote Shared Use Path
PP_W3	Path - between Haddington Recycling Centre and Bankton Cottages	Prestonpans to Wallyford Corridor	3	High	£1.2m to £1.5m	Remote Shared Use Path
L9	Dean Road - between King's Avenue and B1348	Longniddry	3	Medium	£10k to £20k	Quiet Street
WC_W3	Unclassified road to Faside Castle - between A6094 and access road to St Clement's Wells	Whitecraig to Wallyford Corridor	3	Medium	£10k to £20k	Quiet Street
WC_W4	Access road to St Clement's Wells, path with footbridge over A1, and Futures Way - between unclassified road to Faside Castle (WC_W3) and A199 Roundabout	Whitecraig to Wallyford Corridor	3	Medium	£10k to £20k	Quiet Street
PP_M6	Drummohr House Road - from B1348, connecting into path through Royal Musselburgh Golf Club and ending at B1361	Prestonpans to Musselburgh Corridor	3	Medium	£40k to £50k	Quiet Street
PP_L2	A198 - between Coastline Autos & Car Wash and The Seton Garden	Prestonpans to Longniddry Corridor	3	Medium	£400k to £500k	Shared Use Footway/Cycleway
L_C1	B1348 - between The Sandy Walk and Dean Road	Longniddry to Cockenzie Corridor	3	Medium	£900k to £1.1m	Shared Use Footway/Cycleway
L10	B1348 - between B1348/Dean Road Junction and B1348/A198 Junction	Longniddry	3	Medium	£900k to £1.1m	Shared Use Footway/Cycleway

Priority Level	Potential Level of Service	High-Level Cost Estimates	
		Lower Estimate	Higher Estimate
1	High	£2,190,000	£2,630,000
	Medium	£1,850,000	£2,080,000
2	High	£4,195,000	£5,670,000
	Medium	£600,000	£750,000
3	High	£11,650,000	£13,790,000
	Medium	£2,300,000	£2,900,000

Priority Level	Potential Level of Service	High Level Cost Estimate	
		Lower Estimate	Higher Estimate
All Levels	**High**	**£18,035,000**	**£22,090,000**
	Medium	**£4,750,000**	**£5,730,000**

PLEASE NOTE: These tables should be read in conjunction with the Stantec Routes4Communities Main Report v2.2

Blindwells – Cockenzie | Prestonpans Corridor

Fishergate Road - Between Long Craigs and A198

B_C1

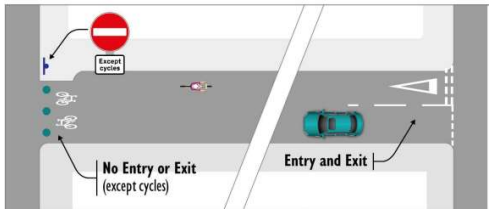
Routes 4 Communities | Priority 3 Routes

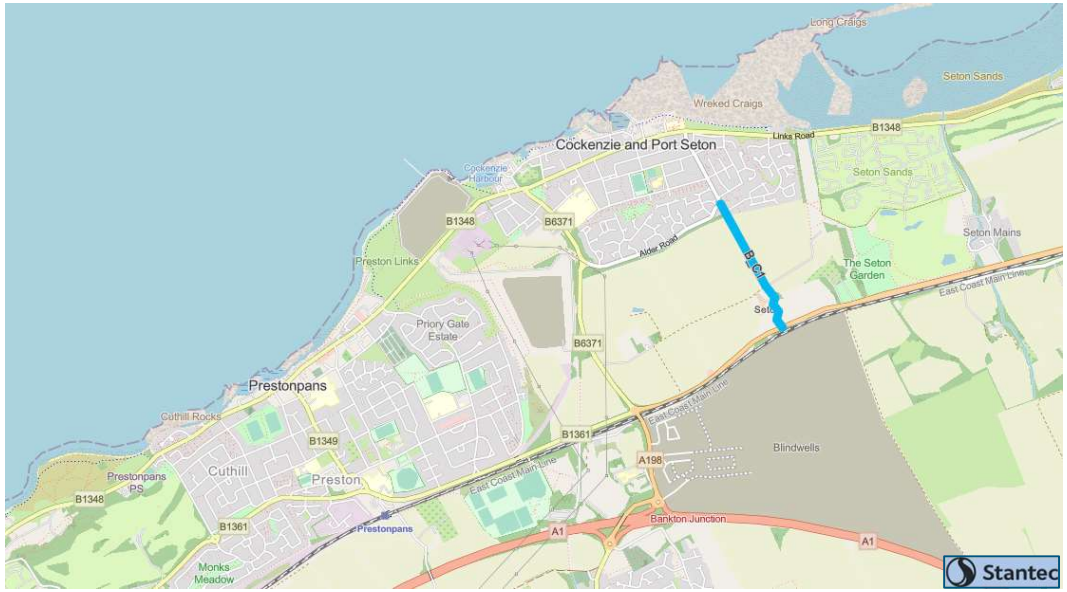
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	Low	60	0-200	None	None	None

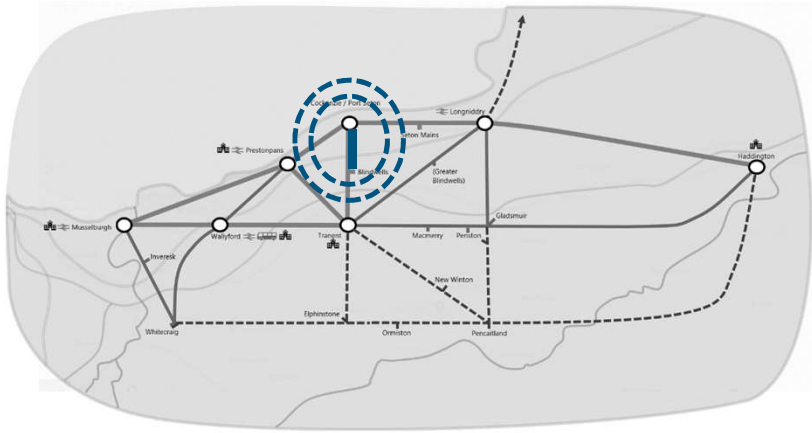
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	N/A	Yes	Possible, if quiet route option is not supported	Possible, if quiet route option is not supported	No	No

Provisional Design Proposals

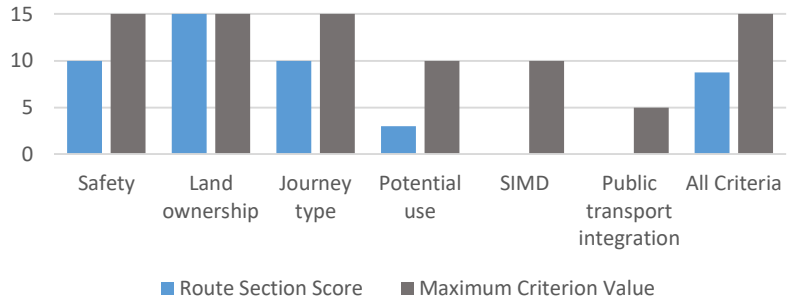
- Create cycle-friendly quiet route.
- TRO to restrict access with modal filters south of Long Craigs junction and north of Seton to create quiet route connecting Cockenzie to Greater Blindwells.







Appraisal Scores for Proposed Option



Strategic Alignment

- Long distance active travel connections
- Connecting towns by active travel

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 20,000 - £ 30,000

Elphinstone – Whitecraig Corridor

Path - Between Unclassified Road to Fa'side Castle (WC_T1) and B6414

E_WC1

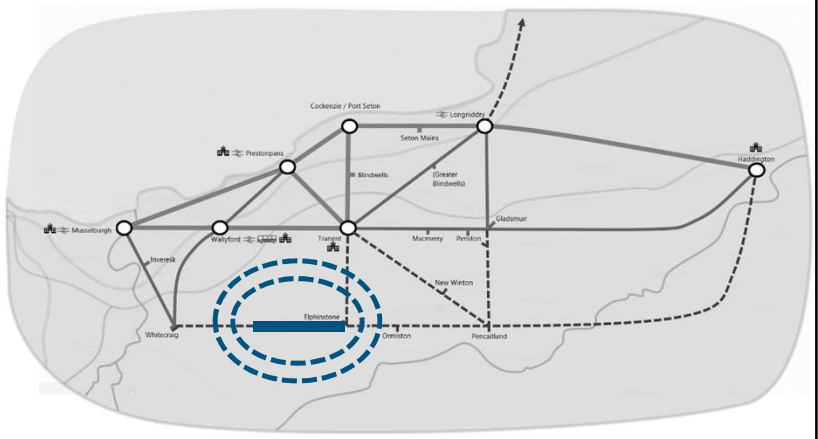
Routes 4 Communities | Priority 3 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	7%	None to Medium	N/A - off road connection				

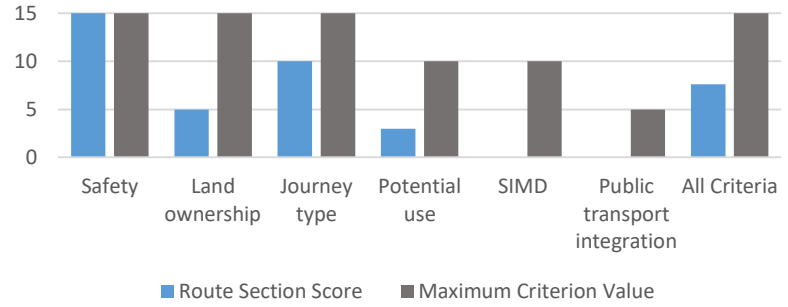
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Create off-road path to provide surface suitable for wider range of users.
- Benches
- Enhanced wayfinding / signage



Appraisal Scores for Proposed Option



Strategic Alignment
• Long distance active travel connections • Village-town active travel connections
Main Funding Programmes for Delivering Intervention
• Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 1,100,000 - £ 1,200,000

Longniddry Village
A198 - between Elcho Road and A198/B1377 Roundabout

L3

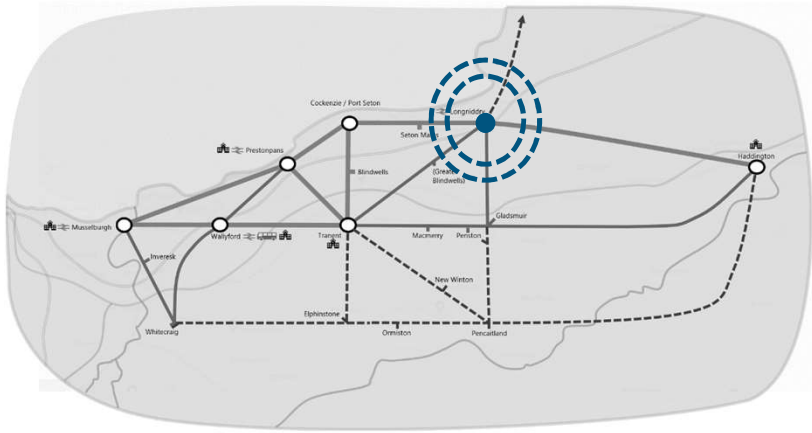
Routes 4 Communities | Priority 1 Routes

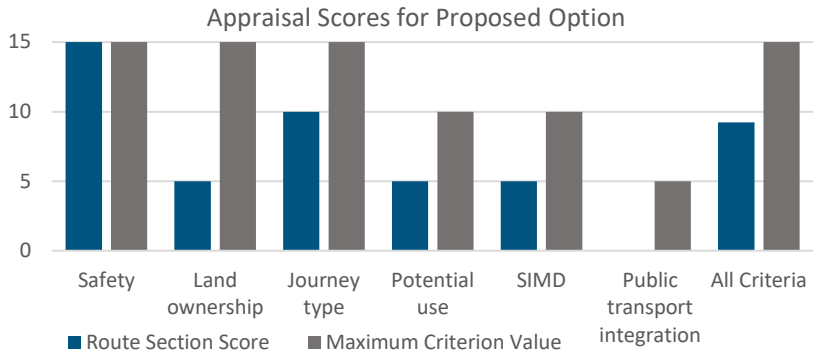
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Hourly Two-way Traffic	Traffic Calming	On-street Parking	Bus Stops
Within Settlement	5%	Low to Medium	20	400+	None	Yes (Visitor / Commuter)	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Possible but lower LoS	No	Yes

Provisional Design Proposals

- Bidirectional Segregated Cycle Track
- Road Signs, Lines and Symbols
- Cycle Parking and Benches
- Inclusive Crossings





Strategic Alignment

- Connected Neighbourhoods
- Access to Rail
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 200,000 - £ 300,000

Economic Case

Conservative BCR = 1.61
Go Dutch BCR = 2.35

Longniddry Village

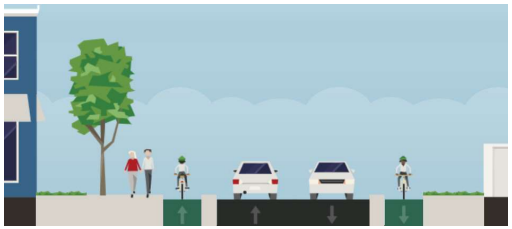
A198 - Between A198/B1377 Roundabout and Eventyr / Woodburn

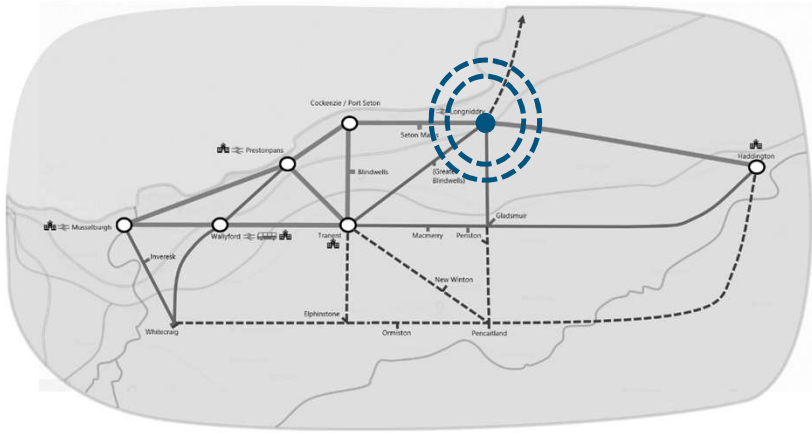
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Medium	20/40	400+	None	Yes (Residential)	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	Possible but less coherent with L7	Possible but lower LoS	Yes	Possible but less coherent with L7

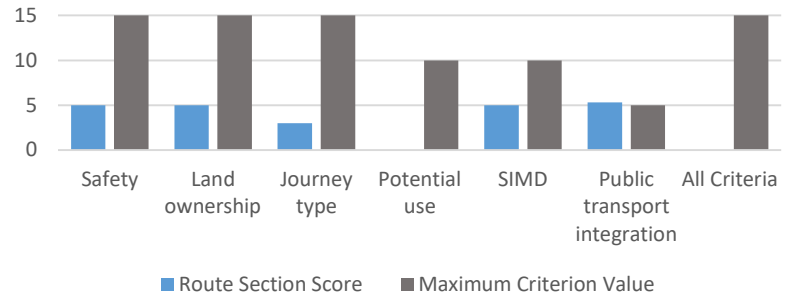
Provisional Design Proposals

- Create segregated unidirectional cycleways where space permits.
- Reduce speed limit to support safer walking, wheeling and cycling.
- Enhanced wayfinding / signage.
- Improve priority for pedestrians and cyclists at A198 / Main Street junction.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Access to Rail
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Sustrans Network Development

Indicative Infrastructure Costs

£ 750,000 - £ 800,000

Longniddry Village

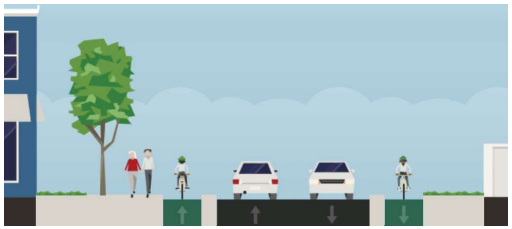
A198 - Between Eventyr / Woodburn and A198/B1348 Junction

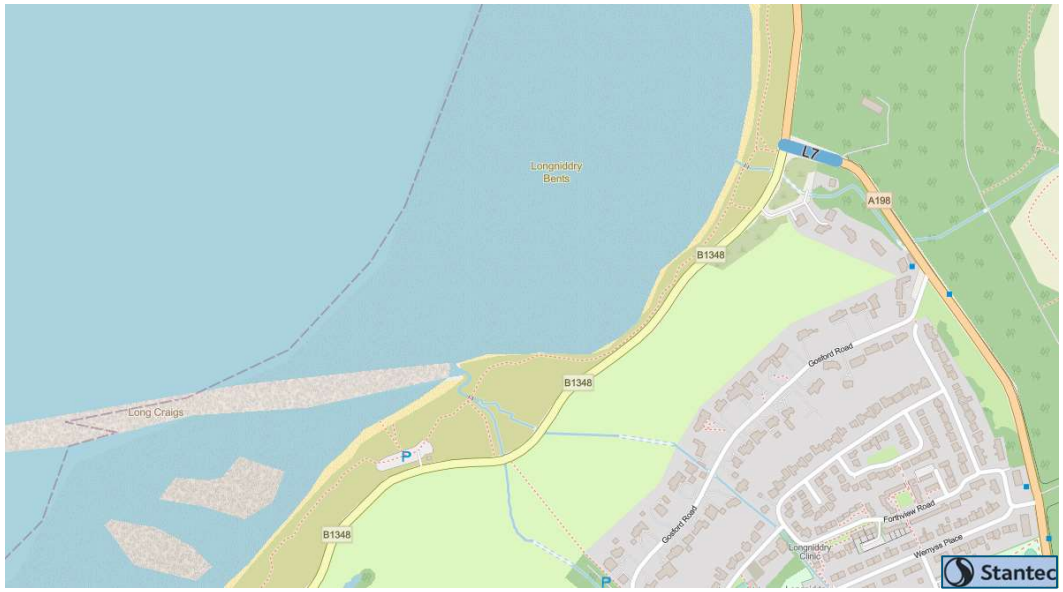
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low	60	400+	None	None	None

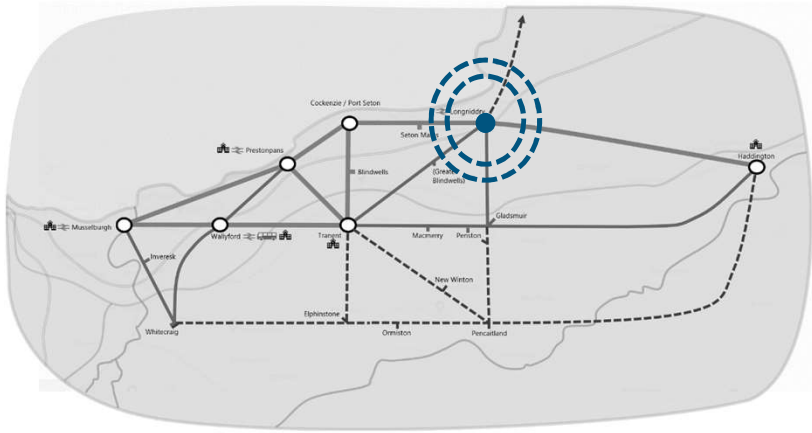
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	Possible but less coherent with L6	Possible but lower LoS	Yes	Possible but less coherent with L6

Provisional Design Proposals

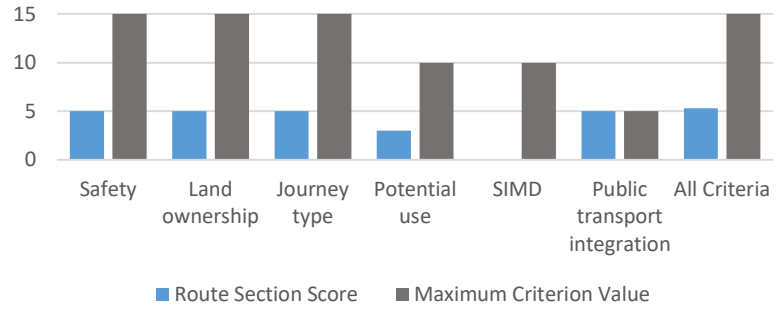
- Create segregated unidirectional cycleways.
- Reduce speed limit to support safer walking, wheeling and cycling.
- Enhanced wayfinding / signage.
- Improve priority for pedestrians and cyclists at A198 / Main Street junction.







Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Sustrans Network Development

Indicative Infrastructure Costs

£ 80,000 - £ 90,000

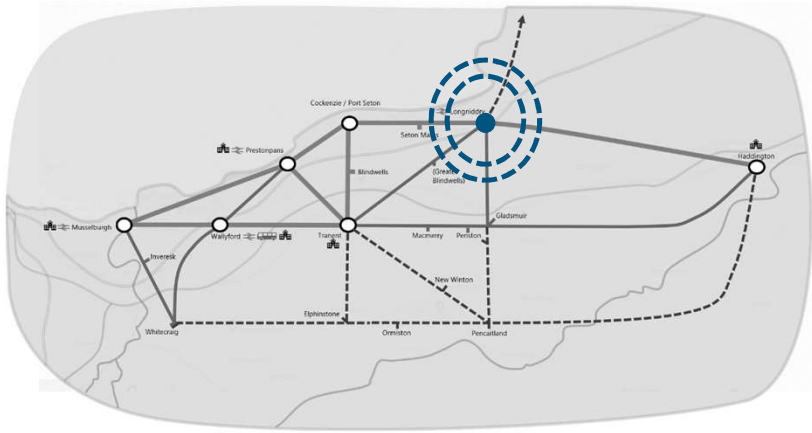
Longniddry Village
Dean Road - Between King's Avenue and B1348

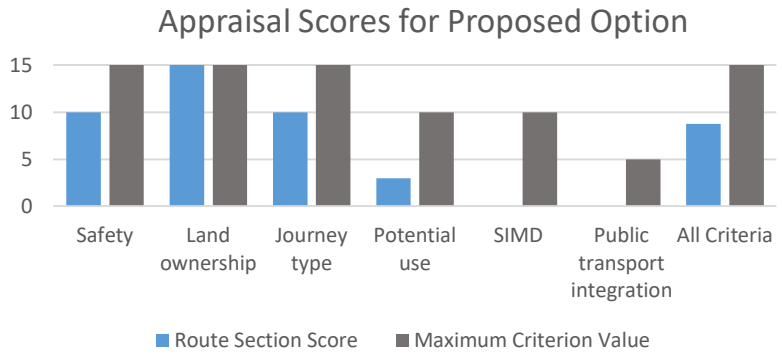
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	7%	None	60	0-200	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	Possible, but significant environmental impacts	No	No	No

Provisional Design Proposals

- Convert to Quiet Lane-type route with reduced traffic speed limit (20mph).
- Entry features to advise drivers of Quiet Lane.
- Repeater signage and carriageway marking to reinforce cycle priority and no overtaking.





Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 10,000 - £ 20,000

Longniddry Village

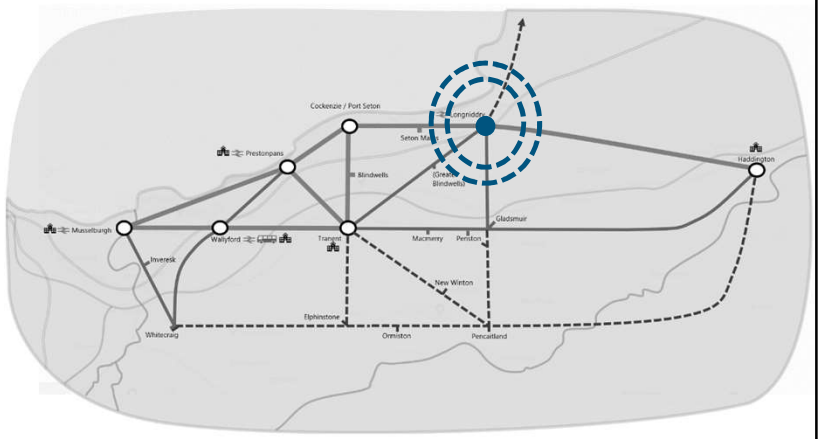
B1348 - Between B1348/Dean Road Junction and B1348/A198 Junction

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	None	60	200-400	None	None	None

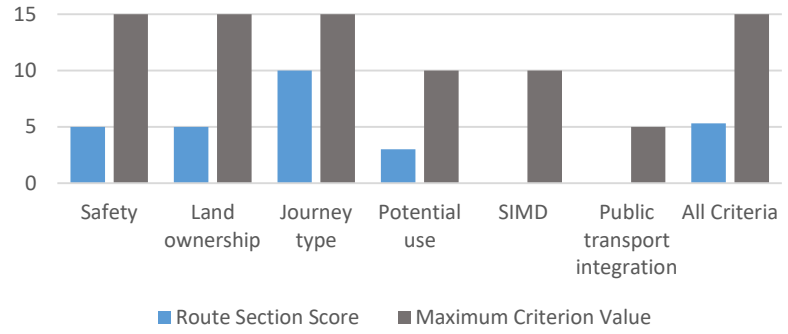
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	No	Yes, subject to environmental assessments	No	No

Provisional Design Proposals

- Create shared footway / cycleway.
- Enhanced wayfinding / signage.
- Environmental constraints assessments required at next stage to confirm feasibility and extent of new infrastructure that can be provided.



Appraisal Scores for Proposed Option



Strategic Alignment

- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Sustrans Network Development

Indicative Infrastructure Costs

£ 900,000 - £ 1,100,000

Longniddry – Aberlady Corridor

A198 - Between A198/B1348 Junction and Longniddry Bents 3

L_A1

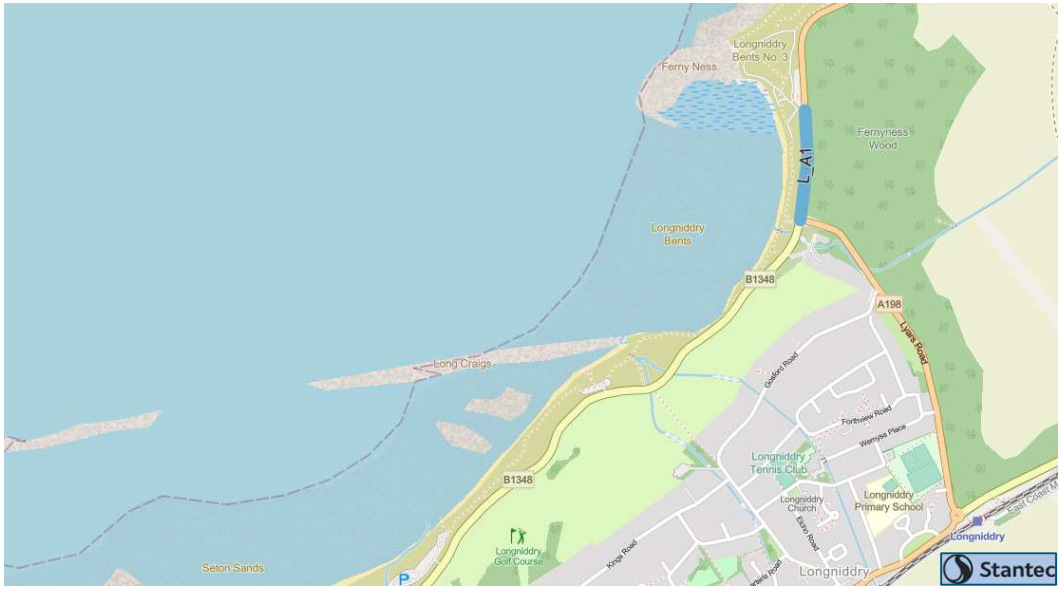
Routes 4 Communities | Priority 3 Routes

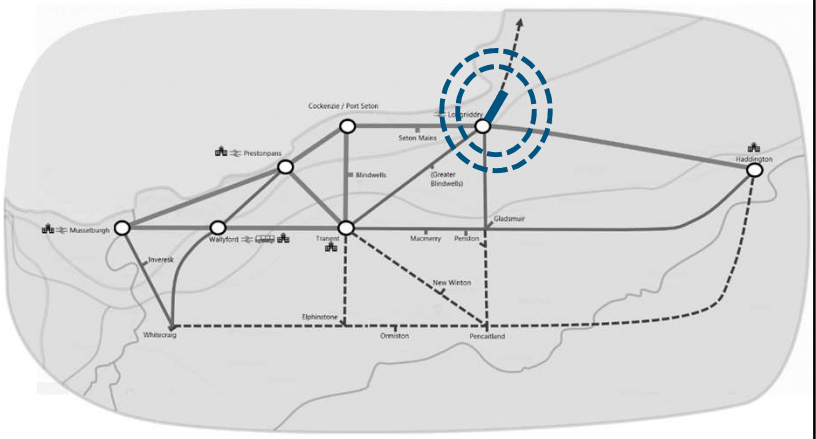
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	60	200-400	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	No	Yes, subject to environmental assessments	No	No

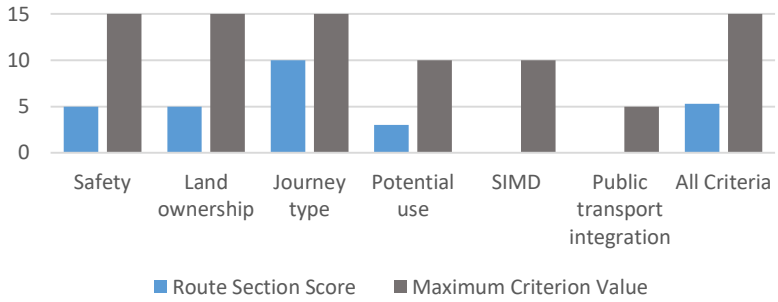
Provisional Design Proposals

- Create shared footway / cycleway.
- Enhanced wayfinding / signage.
- Environmental constraints assessments required at next stage to confirm feasibility and extent of new infrastructure that can be provided.





Appraisal Scores for Proposed Option



Strategic Alignment

- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

N/A - intervention extends beyond study area

L_A1

Cockenzie | Prestonpans – Longniddry Corridor

B1348 - Between The Sandy Walk and Dean Road

L_C1

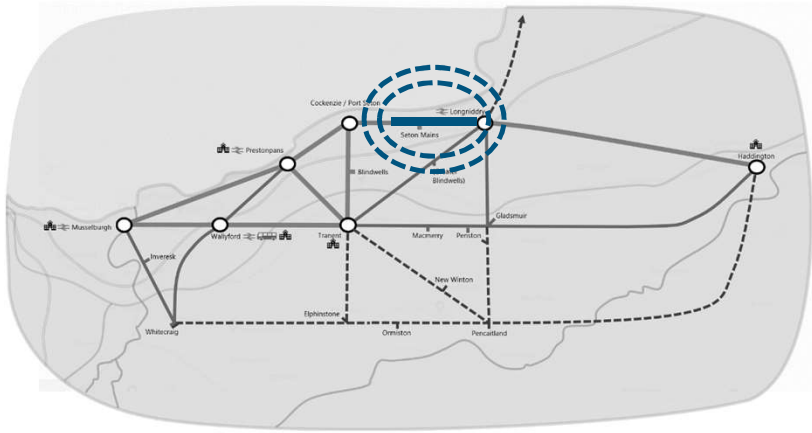
Routes 4 Communities | Priority 3 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	60	200-400	None	None	None

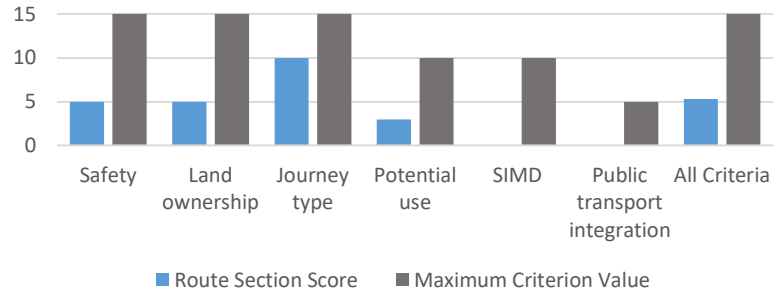
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	No	Yes, subject to environmental assessments	No	No

Provisional Design Proposals

- Create shared footway / cycleway.
- Enhanced wayfinding / signage.
- Environmental constraints assessments required at next stage to confirm feasibility and extent of new infrastructure that can be provided.



Appraisal Scores for Proposed Option



Strategic Alignment

- Long distance active travel connections
- Connecting towns by active travel

Main Funding Programmes for Delivering Intervention

- Sustrans Network Development

Indicative Infrastructure Costs

£ 900,000 - £ 1,100,000

Longniddry – Haddington Corridor

Path (NCN 76) - Eastbound from Longniddry Train Station

L_H1

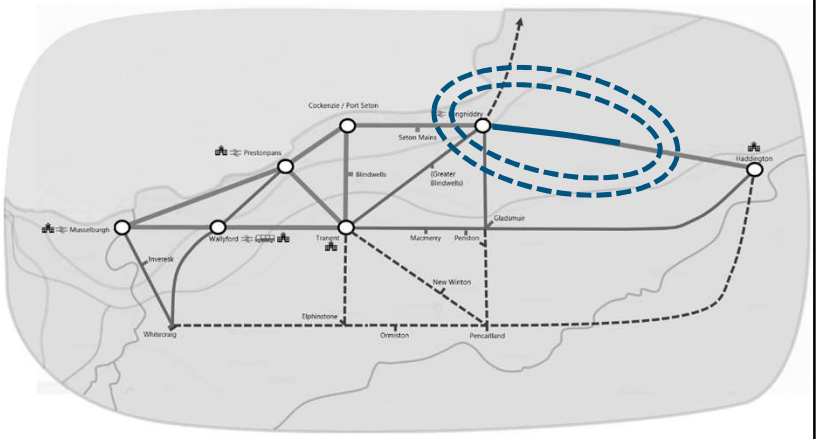
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Medium	N/A - off road connection				

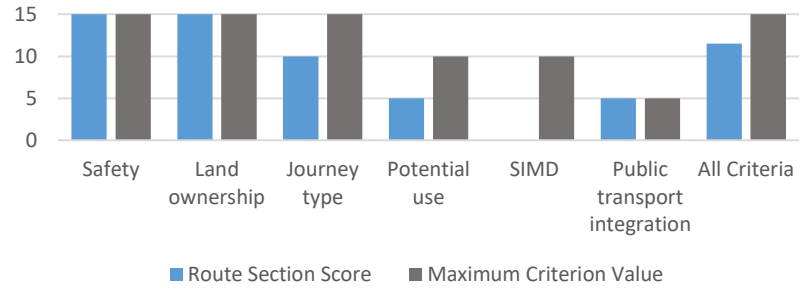
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	No	No	No	No

Provisional Design Proposals

- Upgrade off-road path (NCN 76 to provide surface suitable for wider range of users.



Appraisal Scores for Proposed Option



Strategic Alignment

- Access to Rail
- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Sustrans Network Development

Indicative Infrastructure Costs

£2m - £3m

Macmerry – Gladsmuir Corridor

A199 - Between Whiteloch Road and Greendykes Road

MM_G1

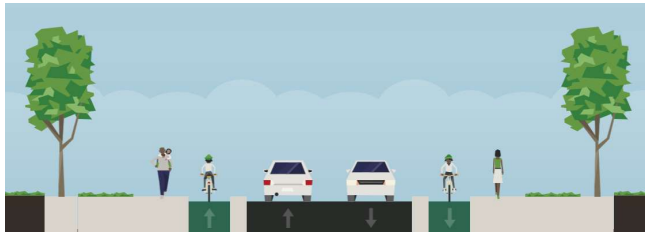
Routes 4 Communities | Priority 3 Routes

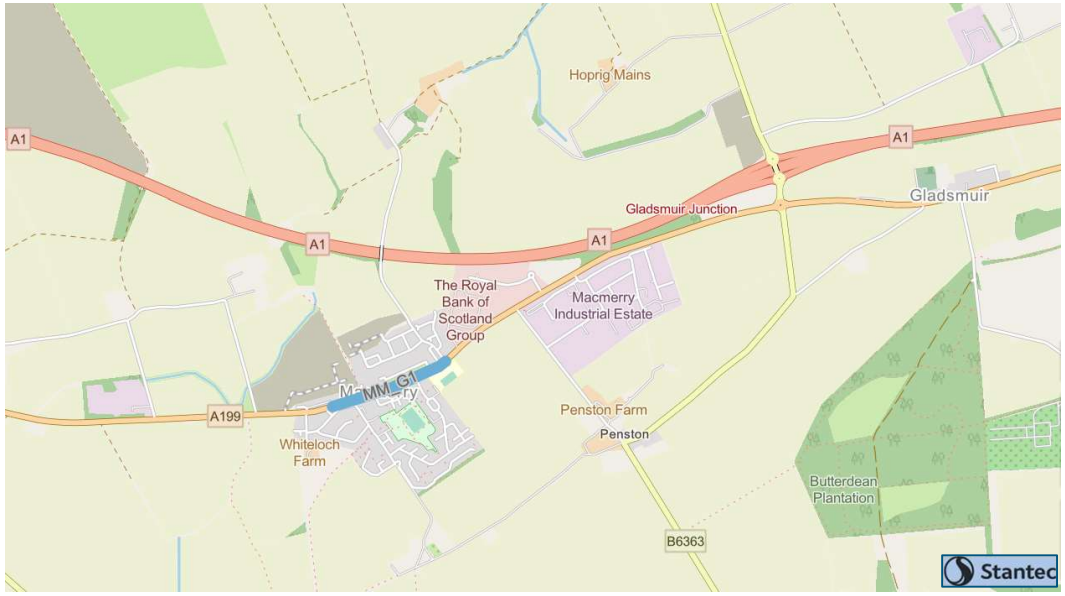
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low to Medium	20	400+	None	Yes (Residential)	Yes

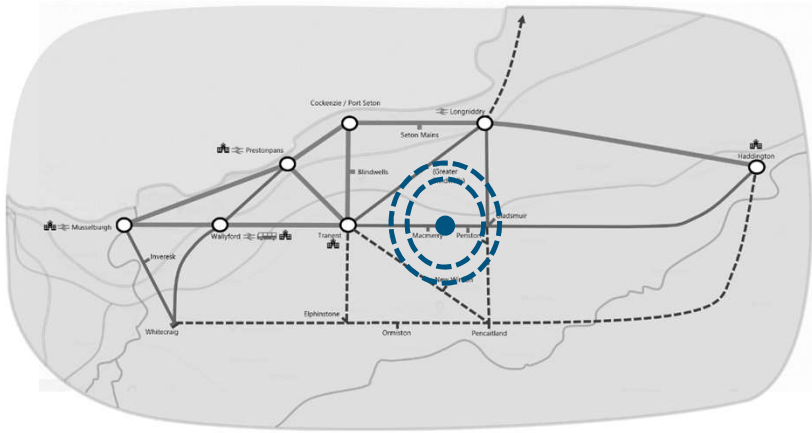
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	Yes	No	Possible, but lower LoS	Yes	No

Provisional Design Proposals

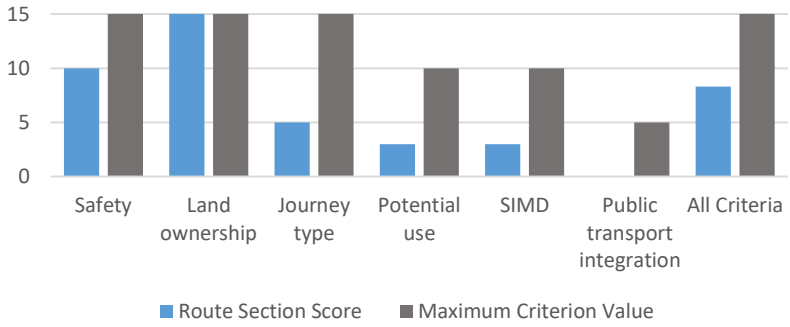
- Create unidirectional cycleways where space permits
- Implement 'cycle street' to support safer on-carriageway cycling







Appraisal Scores for Proposed Option



Strategic Alignment

- Village-town active travel connections
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 300,000 - £ 400,000

MM_G1

Macmerry – Gladsmuir Corridor

A199 - Between Greendykes Road and A199/B6363 Roundabout

MM_G2

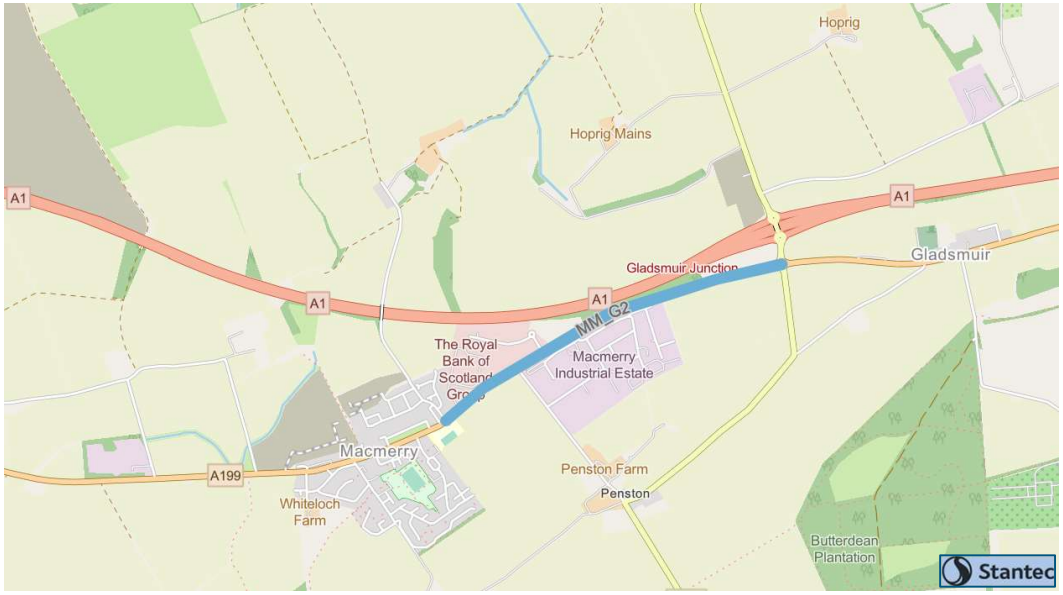
Routes 4 Communities | Priority 3 Routes

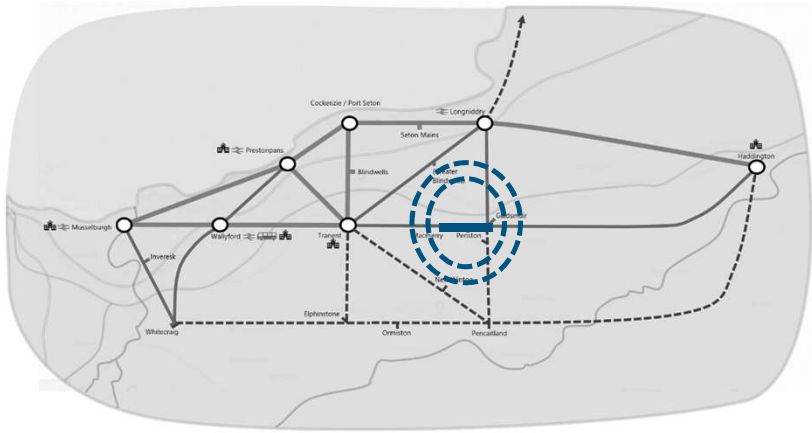
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	60	400+	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

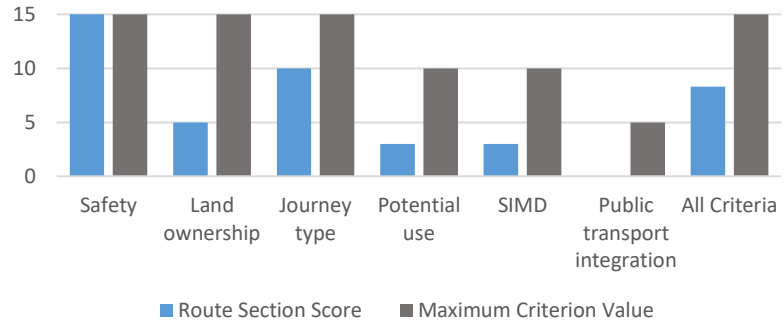
Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment

- Village-town active travel connections
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 1,000,000 - £ 1,200,000

MM_G2

Prestonpans Town

Ayres Wynd - Between Prestonpans High Street and Orchard Crescent

PP2

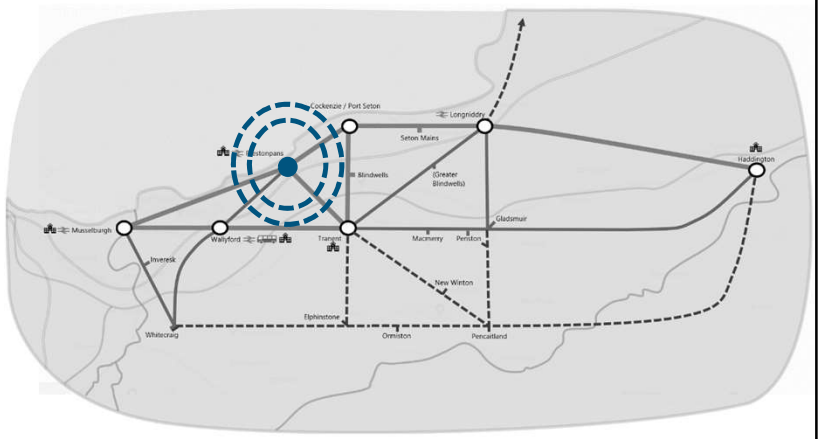
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	7%	Low to Medium	20	200-400	None	Yes (Town Centre)	Yes

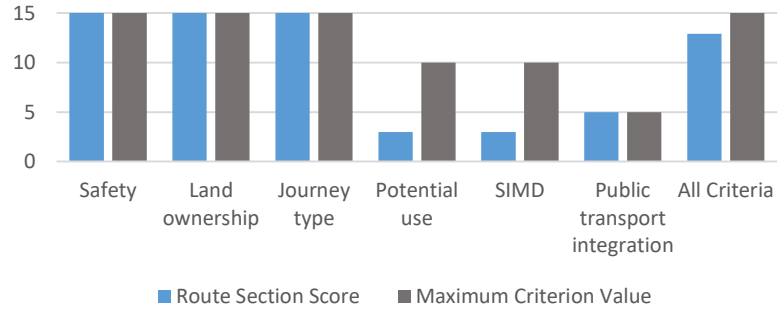
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Possible, but lower LoS	Possible, but lower LoS	Yes

Provisional Design Proposals

- Increase pedestrian crossing priority at High St junction.
- Create bidirectional segregated cycleway linking High Street to Kirk Street.
- Reduction in on-street parking required to accommodate fully segregated cycleway.



Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Access to Rail
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 80,000 - £ 90,000

Prestonpans Town

Prestongrange Road - Between B1348 and Summerlee

PP4

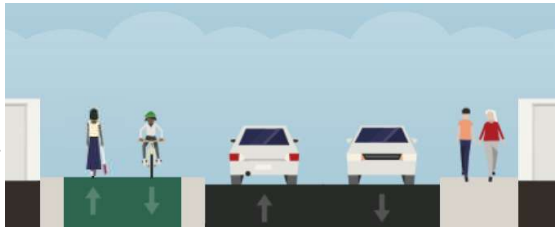
Routes 4 Communities | Priority 2 Routes

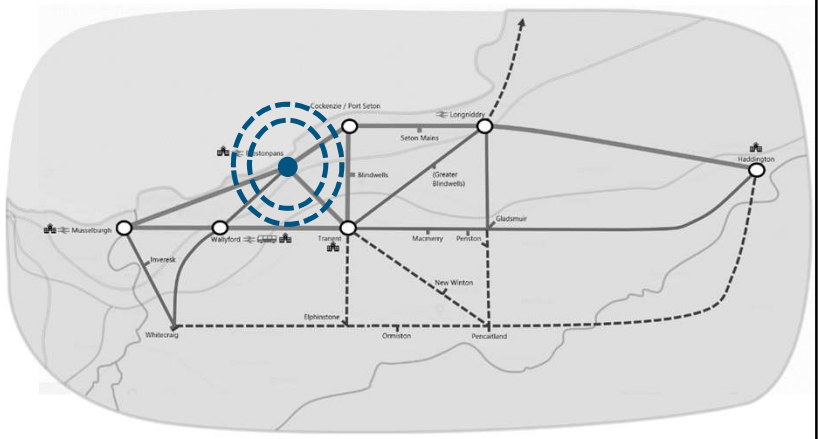
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	7%	Low to Medium	20	200-400	None	Yes (Visitors/Tourists)	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	Possible, but lower LoS	No	Yes	No	No

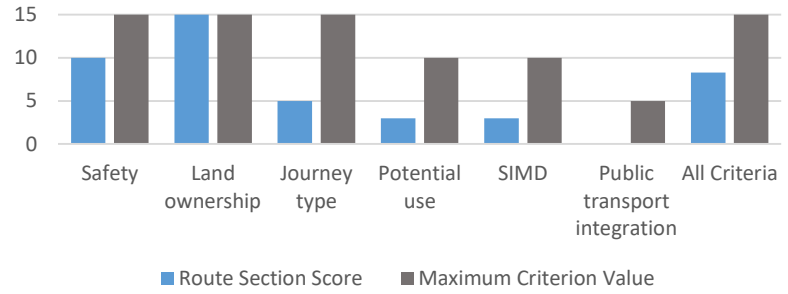
Provisional Design Proposals

- Increase pedestrian crossing priority at High St junction.
- Widen footway to provide shared-use footway / cycleway linking High St to Summerlee.
- Enhance pedestrian crossings.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 70,000 - £ 80,000

Prestonpans Town

Summerlee, Rope Walk, Path Between Rope Walk and Orchard Crescent, Orchard Crescent, and Kirk Street - Between Prestongrange Road and Harlaw Hill

PP5

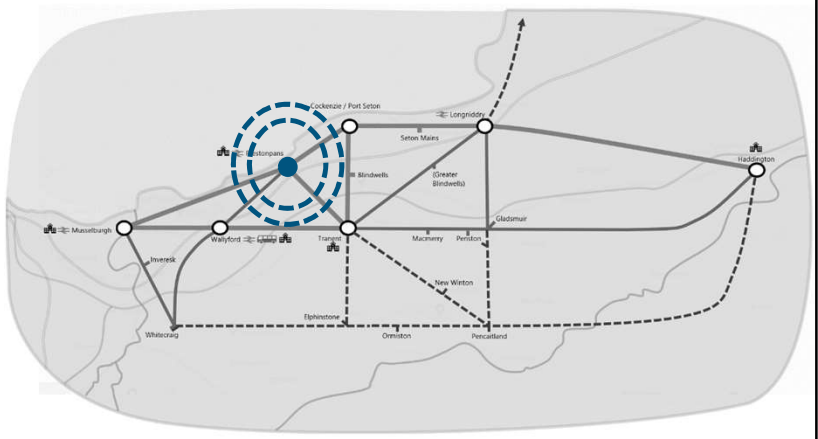
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	7%	Medium	20	0-200	Yes	Yes (Residential)	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	Yes	Yes	No	No	No

Provisional Design Proposals

- Increase pedestrian crossing priority at junctions and accesses.
- Combination of upgraded path sections and quiet street treatments.
- Ramped path required at Community Centre steps.



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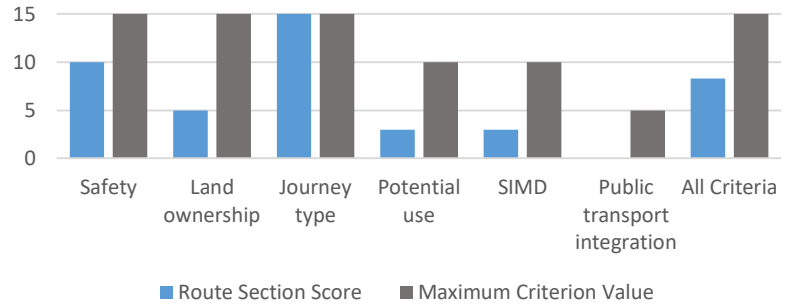


Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 125,000 - £ 150,000

Prestonpans Town

Cemetery Road and Nethershot Road - Between East Loan and Appin Drive

PP6

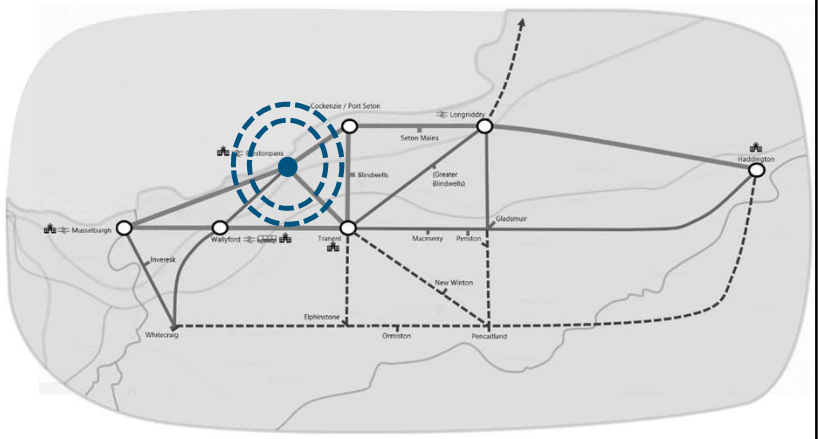
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Medium	20	0-200	Yes	Yes (Residential)	None

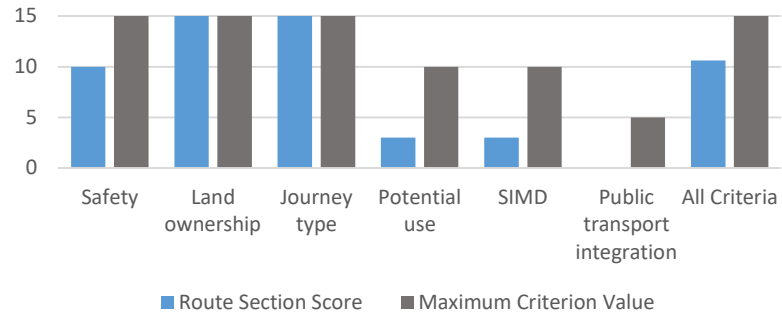
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	Yes	No	No	No	No

Provisional Design Proposals

- Increase pedestrian crossing priority at junctions and accesses.
- Quiet street treatments to increase cyclist priority and reduce overtaking of cyclists by motor vehicles.



Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 80,000 - £ 100,000

Prestonpans Town

B1361 - Between B1361/Jim Bush Roundabout and B1349

PP7

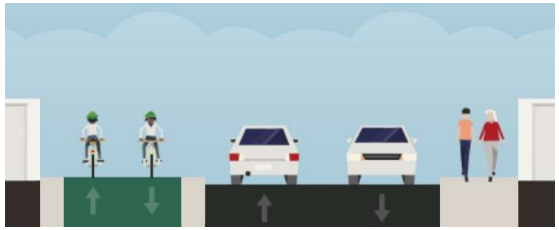
Routes 4 Communities | Priority 1 Routes

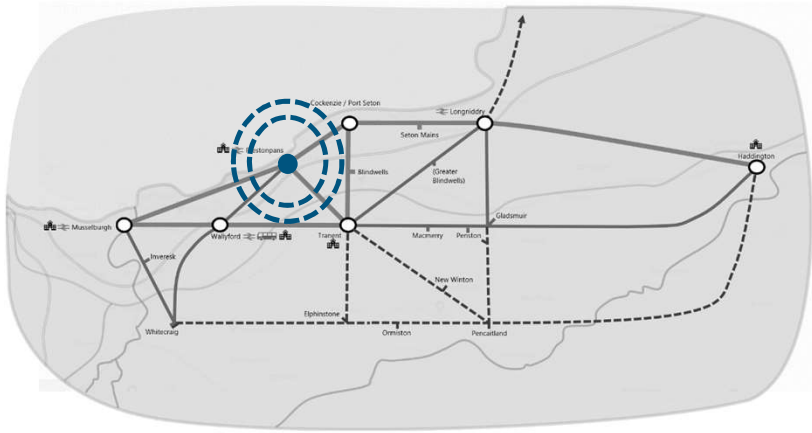
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low	30	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Yes	No	No

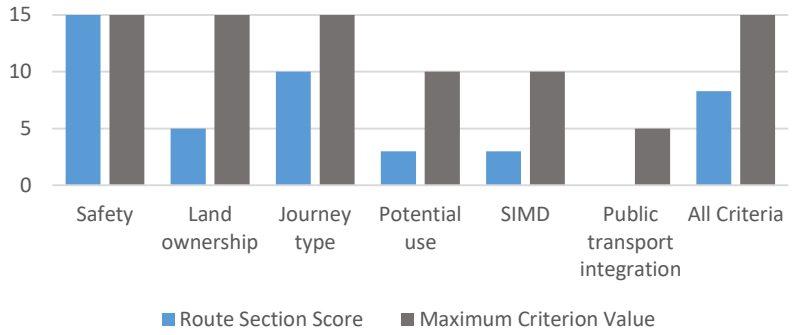
Provisional Design Proposals

- Increase pedestrian crossing priority at side junctions.
- Widen footway to provide shared-use footway / cycleway.
- Enhance pedestrian crossings.





Appraisal Scores for Proposed Option



Strategic Alignment

- Active Freeways
- Connected Neighbourhoods
- Access to Rail
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 650,000 - £ 750,000

Economic Case

Conservative BCR = 3.56
Go Dutch BCR = 17.87

Prestonpans Town

B1361 - Between B1349 and Prestonpans Train Station

PP8

Routes 4 Communities | Priority 1 Routes

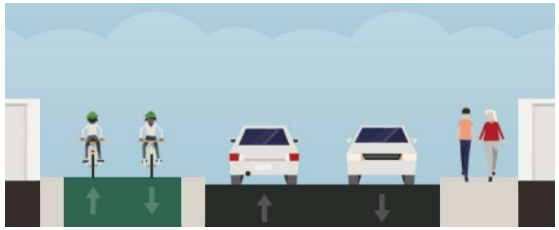
PP8

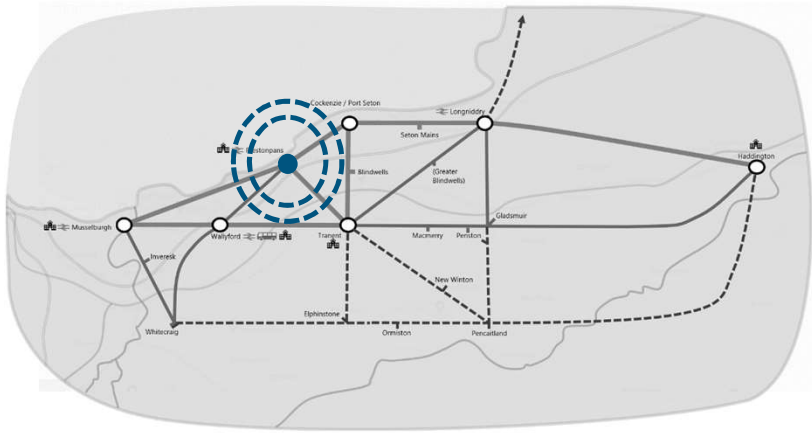
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low	20	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Yes	No	No

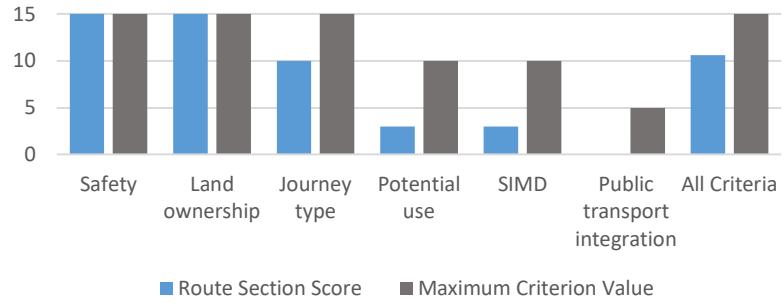
Provisional Design Proposals

- Widen footway to provide shared-use footway / cycleway providing connection to access road to Prestonpans Station.
- Upgrade Puffin crossing to Toucan crossing.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Access to Rail
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 250,000 - £ 300,000

Economic Case

BCR not reported as AMAT results have a very low level of accuracy for short length interventions

Prestonpans Town

B1361 - Between Prestonpans Train Station and Path to Coastline Autos & Car Wash Path (PP_L1)

PP9

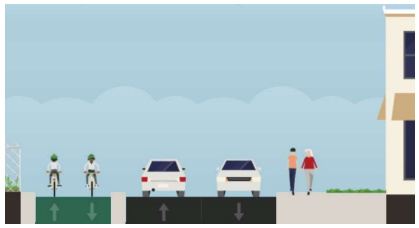
Routes 4 Communities | Priority 1 Routes

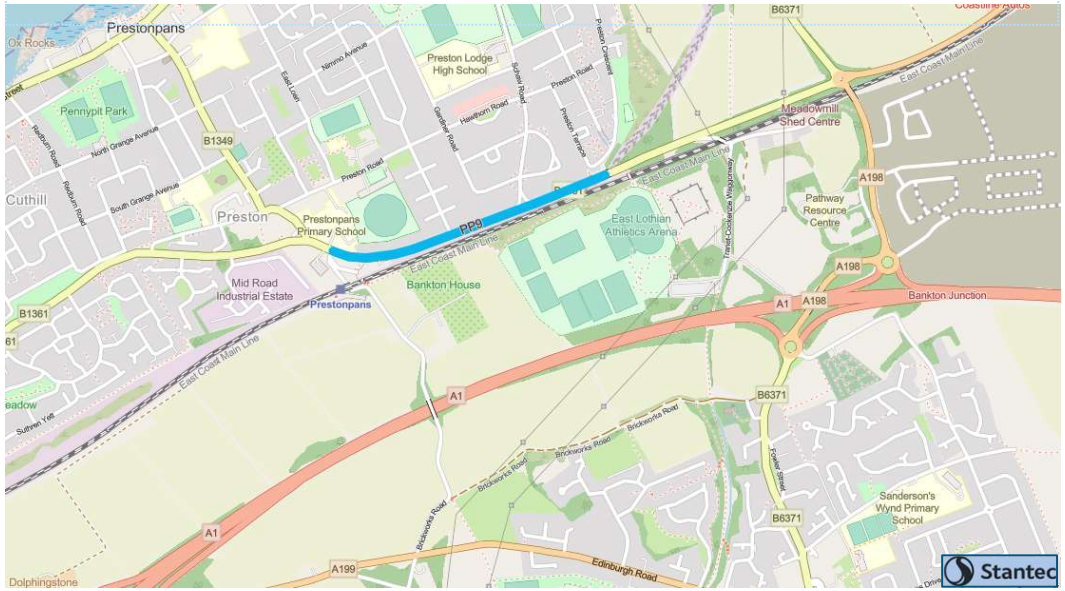
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low	20	400+	None	Yes (Residential)	Yes

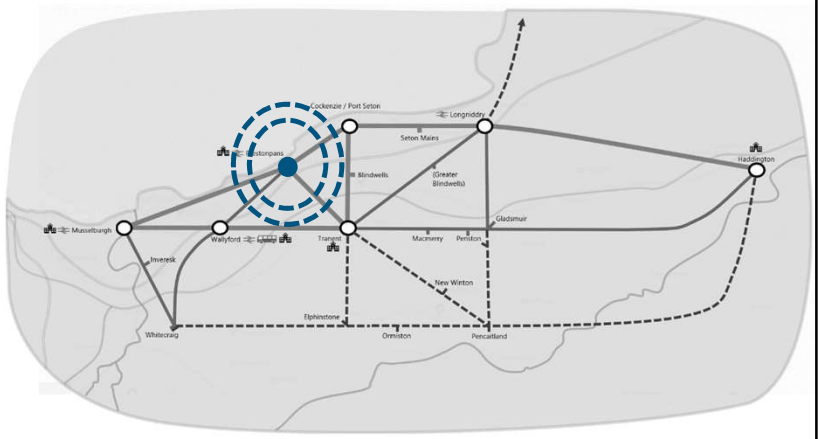
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Possible, but lower LoS	Possible, but greater loss of parking req'd.	Yes

Provisional Design Proposals

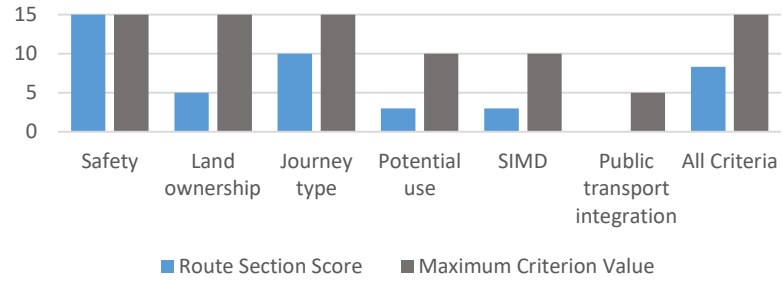
- Create segregated bidirectional cycleway.
- Increase pedestrian crossing priority at side junctions and across main road carriageway.







Appraisal Scores for Proposed Option



Strategic Alignment

- Active Freeways
- Connected Neighbourhoods
- Access to Rail
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 550,000 - £ 600,000

Economic Case

Conservative BCR = 3.51
Go Dutch BCR = 14.10

Prestonpans Town
B1349 - Between Preston Road and B1361

PP10

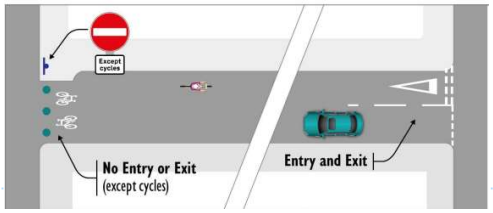
Routes 4 Communities | Priority 1 Routes

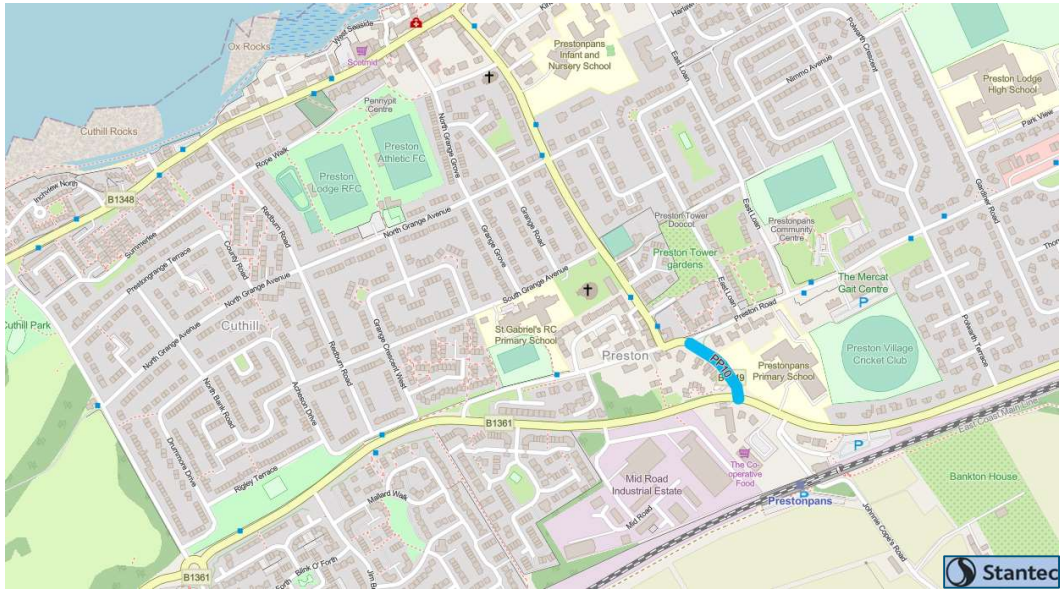
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low	20	200-400	None	Yes (Residential)	None

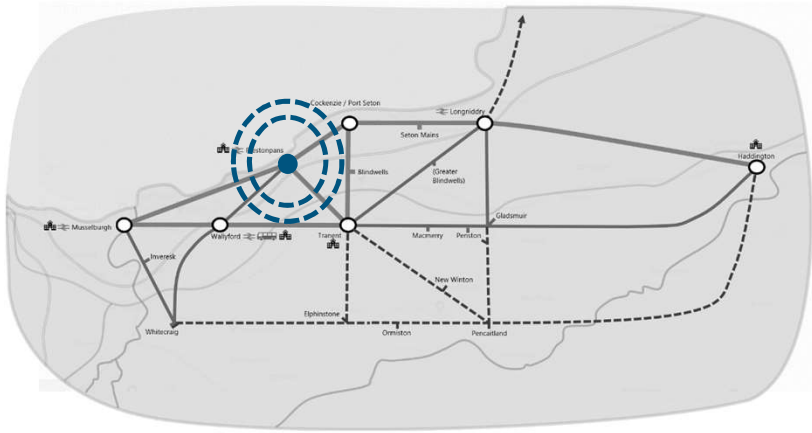
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
Yes	Yes	Yes	No	No	No	No

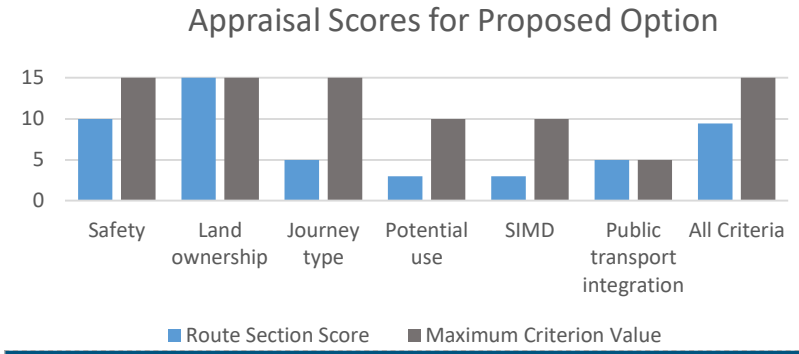
Provisional Design Proposals

- Widen footways to min. 2m.
- Modal filter at B1361 junction to create safer street for walking, wheeling and cycling.









Strategic Alignment

- Connected Neighbourhoods
- Access to Rail
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 160,000 - £ 180,000

Economic Case

BCR not reported as AMAT results have a very low level of accuracy for short length interventions

PP10

Prestonpans Town
Path - Between Appin Drive and B1348

PP11

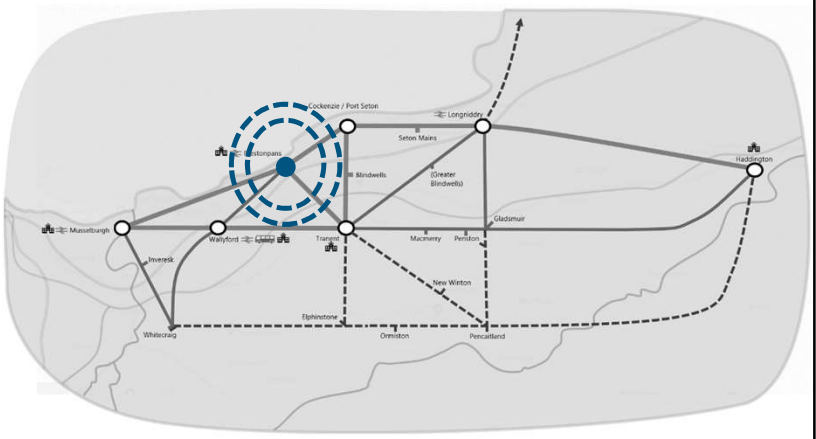
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	5%	Medium	N/A - off road connection				

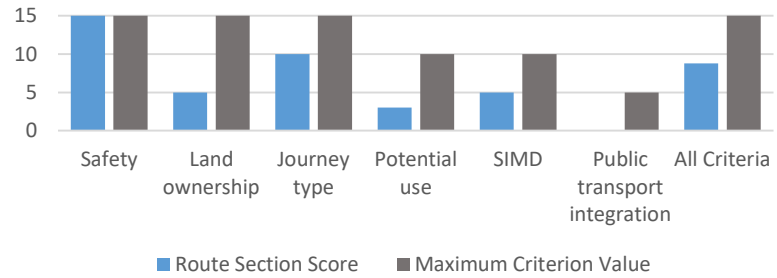
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Connection to proposed Quiet Route running parallel to High Street.
- Widen path and amend barriers to allow access to wider range of active travel use.



Appraisal Scores for Proposed Option



Strategic Alignment
• Connected Neighbourhoods
Main Funding Programmes for Delivering Intervention
• Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 40,000 - £ 50,000

Prestonpans – Blindwells Corridor

Meadowmill Cottages to A198

PP_B1

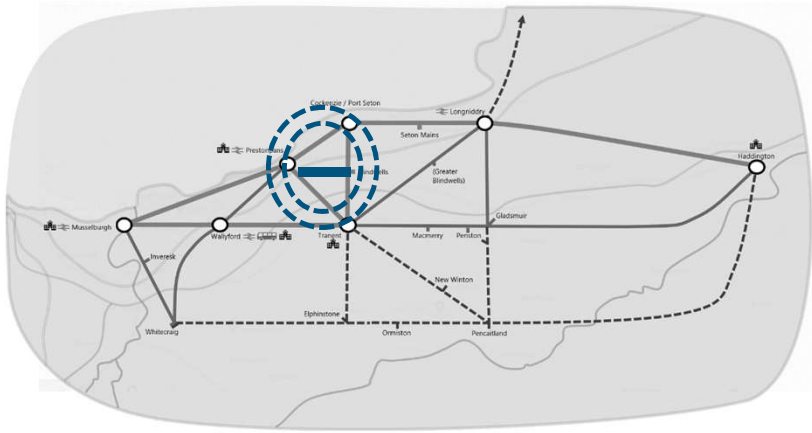
Routes 4 Communities | Priority 2 Routes

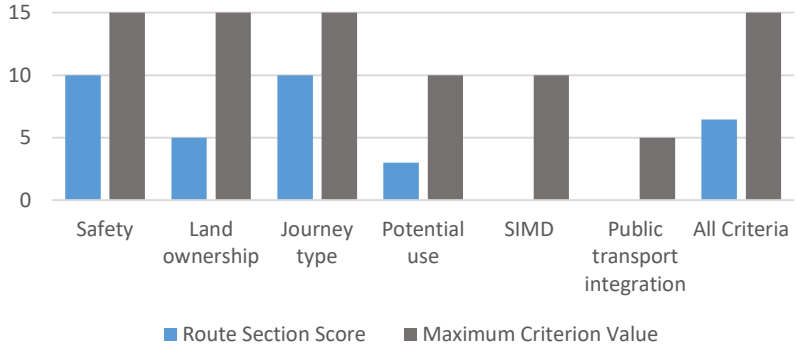
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	20	0-200	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	Yes	No	No	No

Provisional Design Proposals

- Combination of upgraded path sections and quiet street treatments.





Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£150,000 - £200,000

PP_B1

Prestonpans – Cockenzie | Port Seton Corridor

B1348 - Between Appin Drive and West Harbour Road

PP_C1

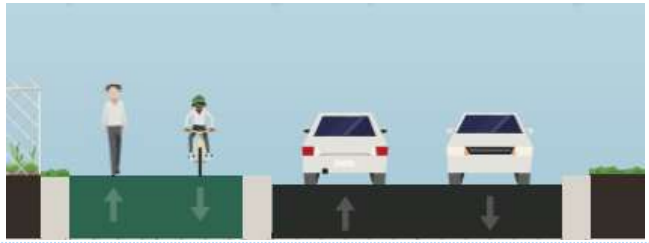
Routes 4 Communities | Priority 2 Routes

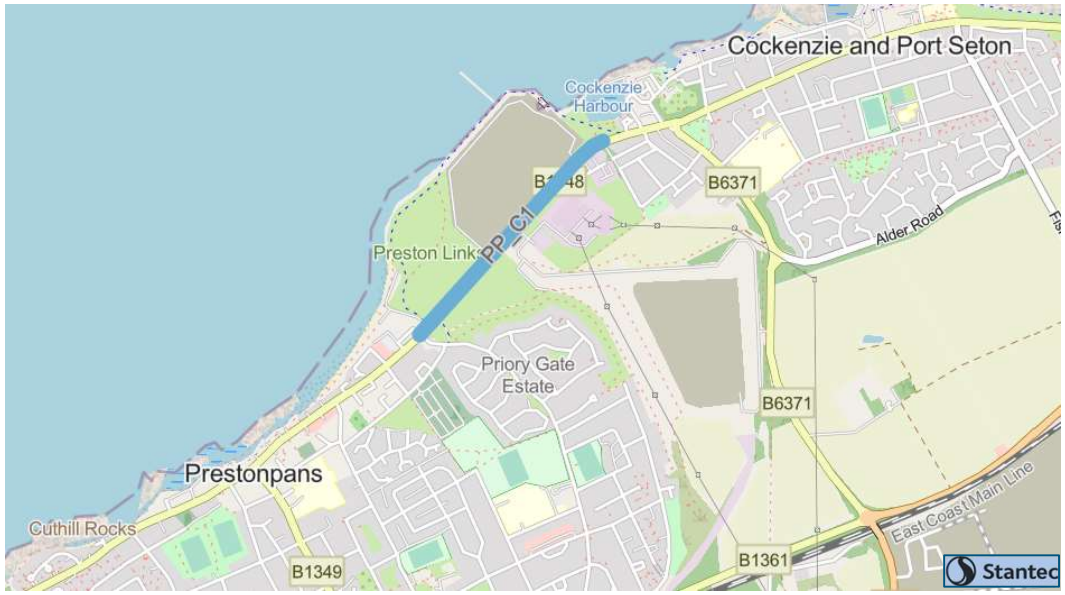
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	None	40	400+	None	None	Yes

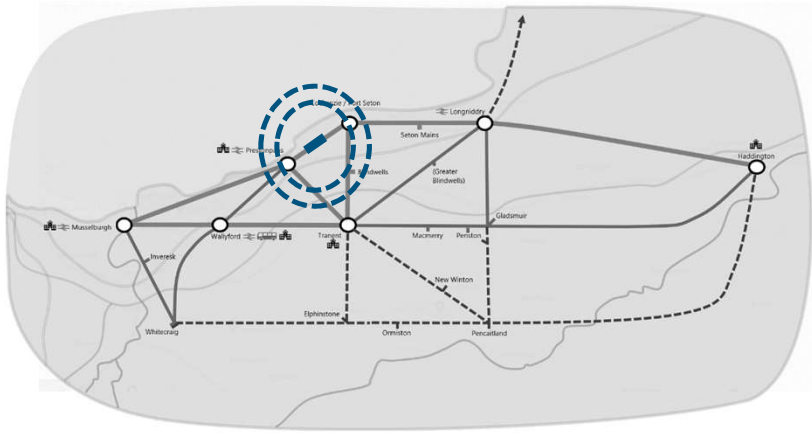
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	No	Yes	No	No

Provisional Design Proposals

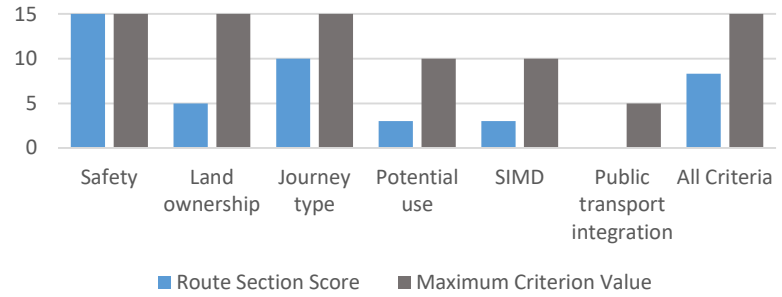
- Widen existing shared footway / cycleway to min. 3m width.
- Benches
- Enhanced wayfinding / signage







Appraisal Scores for Proposed Option



Strategic Alignment
• Connecting towns by active travel • Long distance active travel connections
Main Funding Programmes for Delivering Intervention
• Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 30,000 - £ 50,000

PP_C1

Prestonpans – Longniddry Corridor

Path - Between Existing Path to Preston Crescent off B1361 and Coastline Autos & Car Wash

PP_L1

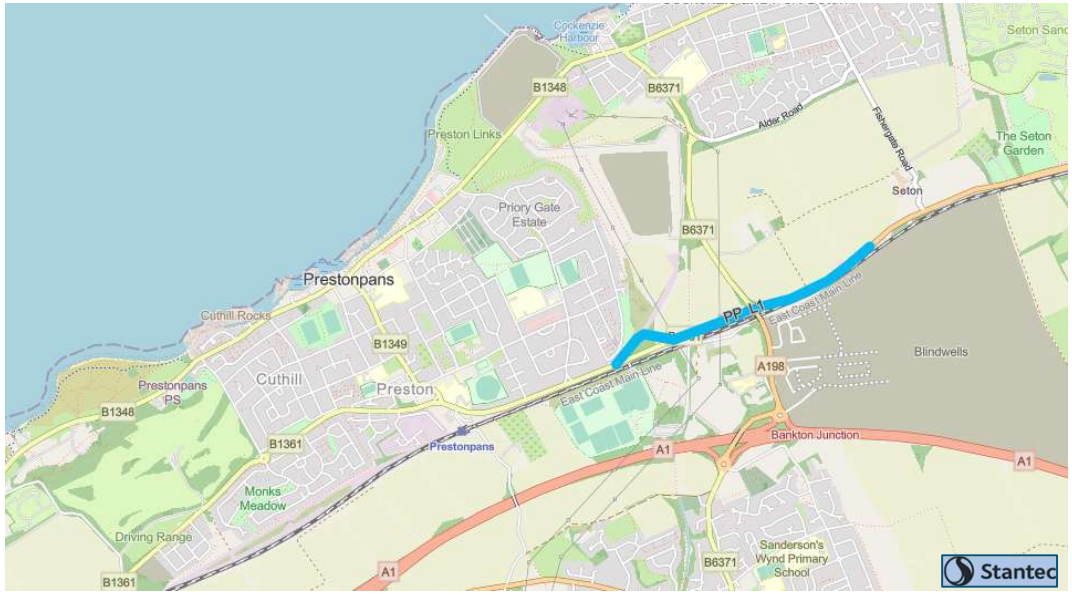
Routes 4 Communities | Priority 3 Routes

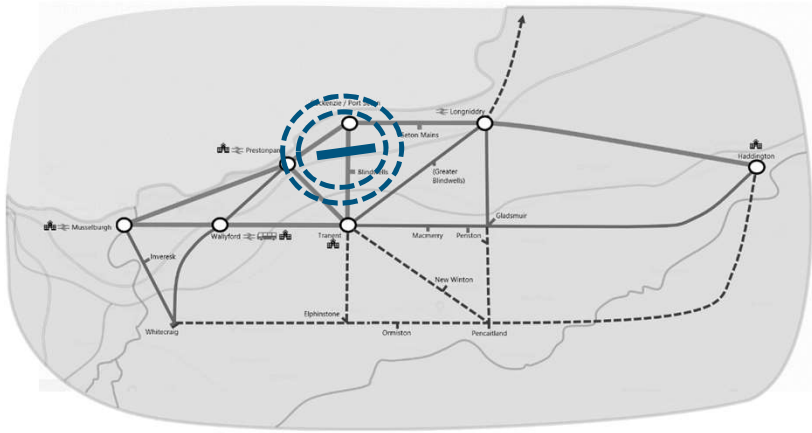
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	None	40	400+	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

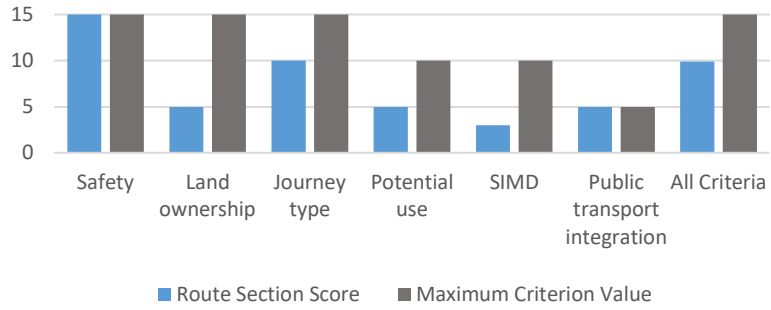
Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment

- Access to Rail
- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 900,000 - £ 1,100,000

Prestonpans – Longniddry Corridor

A198 - Between Coastline Autos & Car Wash and The Seton Garden

PP_L2

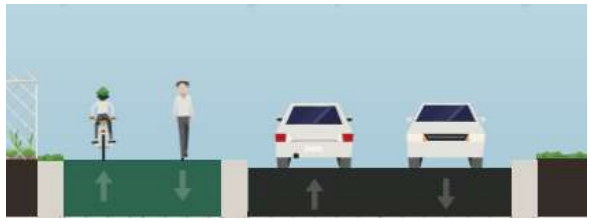
Routes 4 Communities | Priority 3 Routes

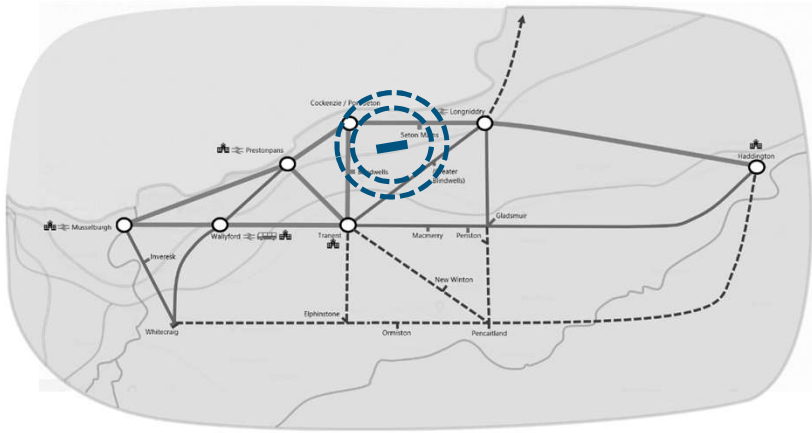
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	60	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Yes	No	No

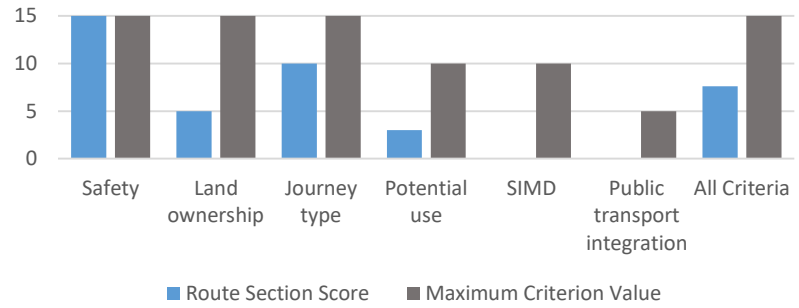
Provisional Design Proposals

- Enhanced crossing linking to bus stops.
- Widen existing shared footway / cycleway to min. 3m width.
- Enhanced wayfinding / signage.





Appraisal Scores for Proposed Option



Strategic Alignment

- Access to Rail
- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 400,000 - £ 500,000

Prestonpans – Longniddry Corridor

A198 - Between The Seton Garden and Dean Road

PP_L3

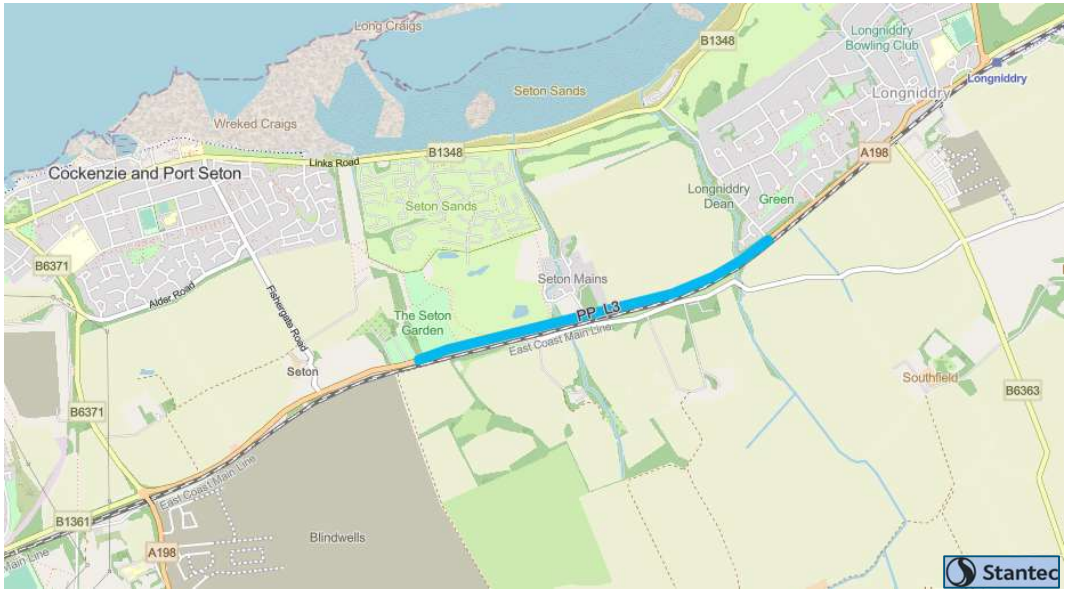
Routes 4 Communities | Priority 3 Routes

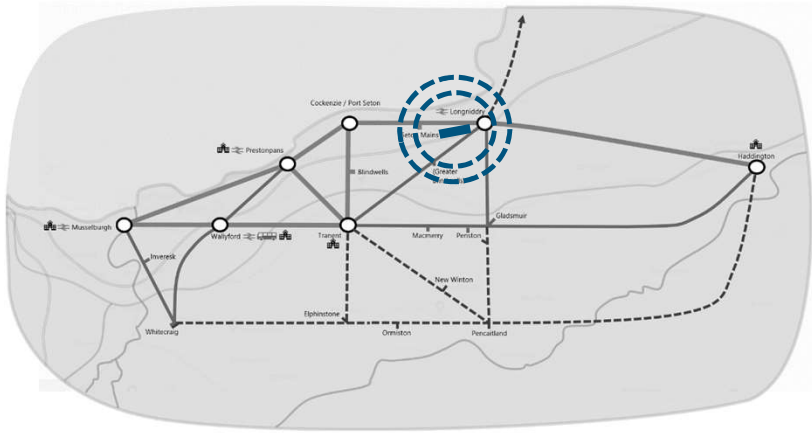
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	70	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
Yes	N/A	No	No	Possible, but lower LoS.	Possible, but less coherent with adjacent sections.	Yes

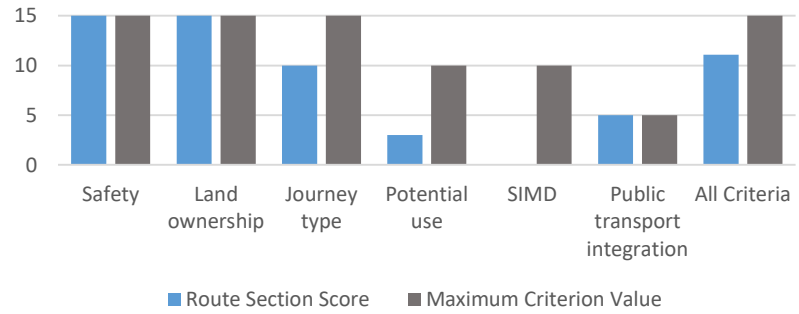
Provisional Design Proposals

- Widen existing footway to min. 2m
- Reallocate existing carriageway space to provide bi-directional cycleway.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 600,000 - £ 700,000* subject to extent of reallocation of carriageway space permitted.

Musselburgh – Prestonpans Corridor

B1348 - Between Prestongrange Museum and Prestongrange Road

PP_M1

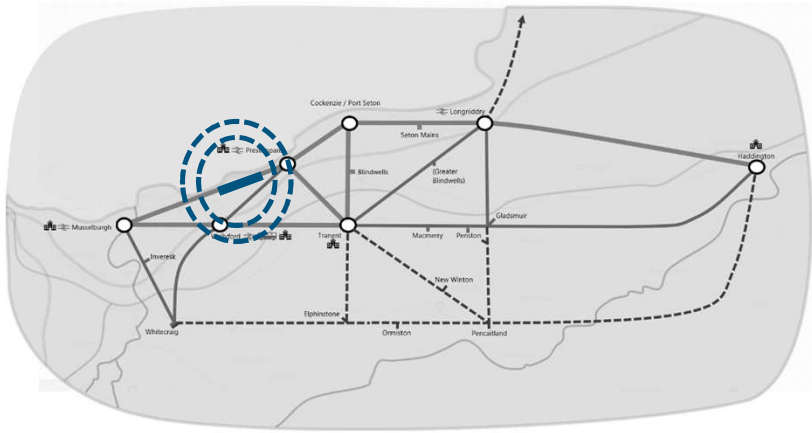
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	40	400+	None	None	Yes

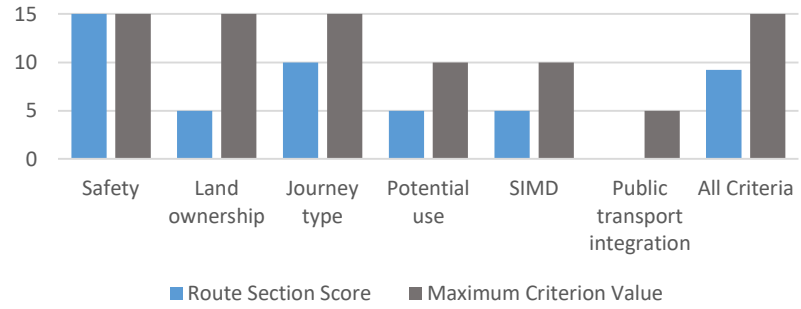
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	Yes	Possible, but lower LoS	No	No

Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage



Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 600,000 - £ 700,000

Musselburgh – Prestonpans Corridor

B1348 - Between Prestongrange Museum and Westpans

PP_M2

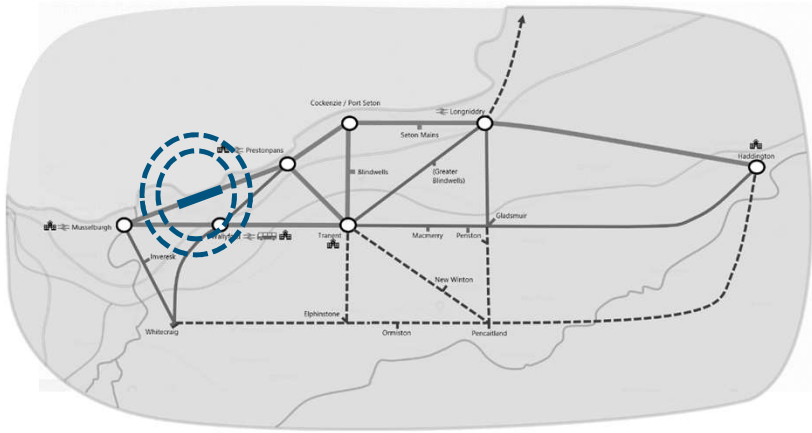
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	40	400+	None	None	Yes

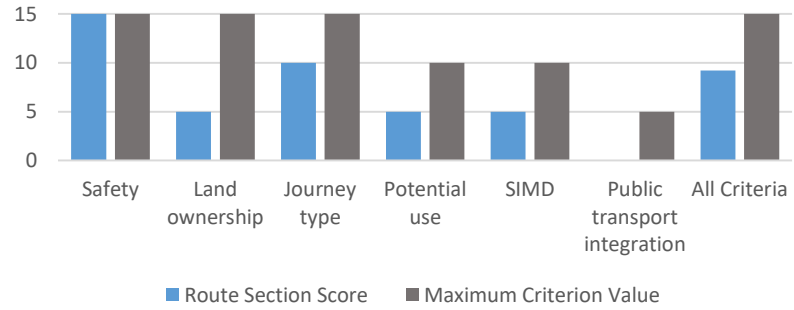
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	Possible, requires extensive 3rd party land	Yes	No	No

Provisional Design Proposals

- Widen existing footway to create shared use path



Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 350,000 - £ 450,000

Musselburgh – Prestonpans Corridor

Path - Between Ash Disposal Area and 40 Ravensheugh Rd

PP_M5

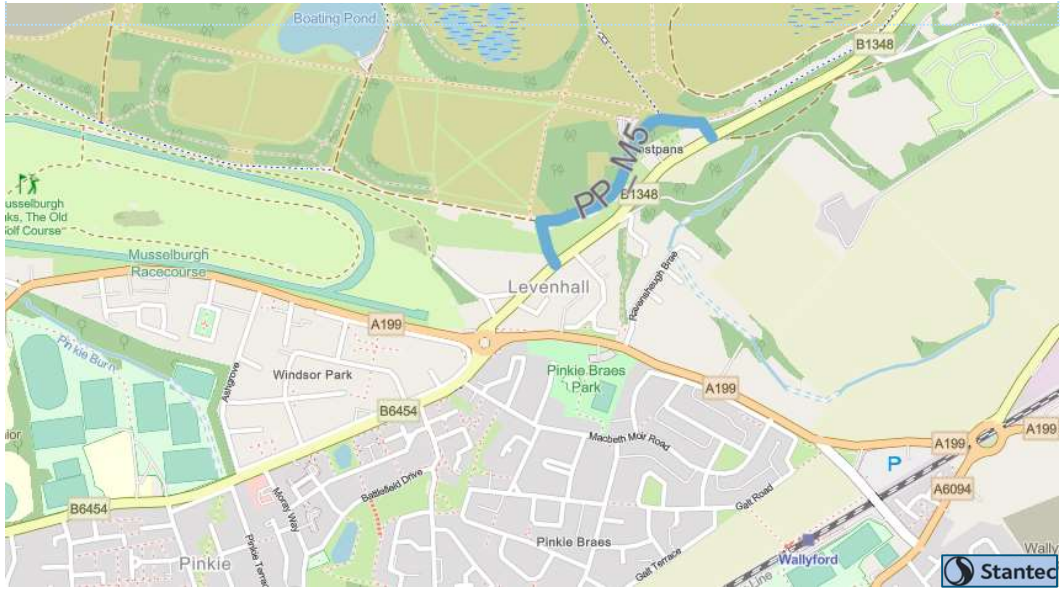
Routes 4 Communities | Priority 3 Routes

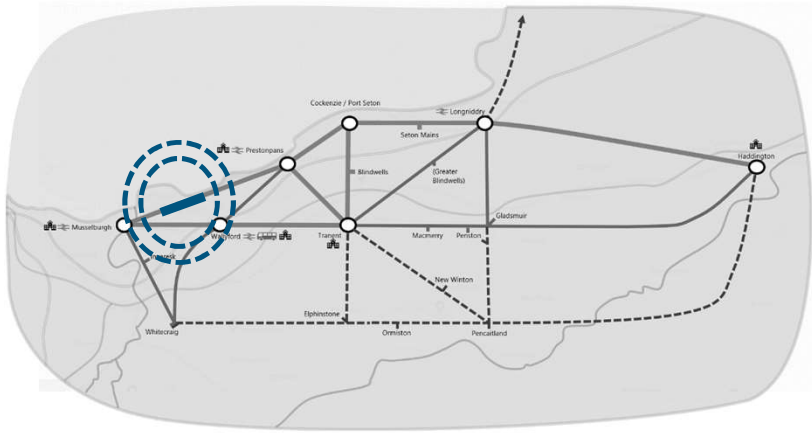
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low to High	N/A - off road connection				

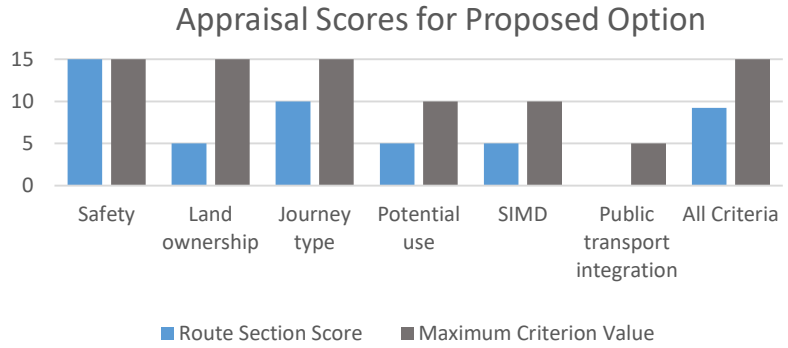
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage







Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 400,000 - £ 450,000

Musselburgh – Prestonpans Corridor

Drummohr House Road - from B1348, connecting into path through Royal Musselburgh Golf Club and ending at B1361

PP_M6

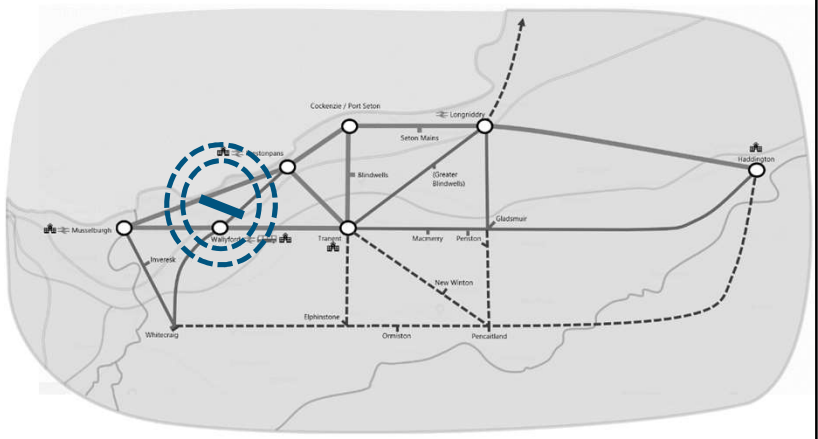
Routes 4 Communities | Priority 3 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	None to Medium	60	0 to 200	None	None	None

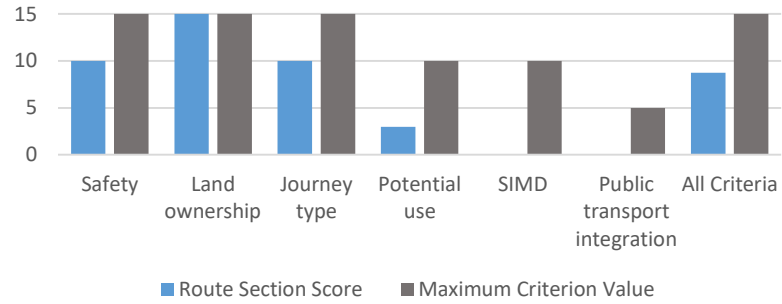
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	No	No	No	No

Provisional Design Proposals

- Convert to Quiet Lane-type route with reduced traffic speed limit (20mph).
- Entry features to advise drivers of Quiet Lane.
- Repeater signage and carriageway marking to reinforce cycle priority and no overtaking.



Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 40,000 - £ 50,000

Tranent – Prestonpans Connections

Johnnie Cope's Road - Between B1361 and Brickworks Road

PP_T1

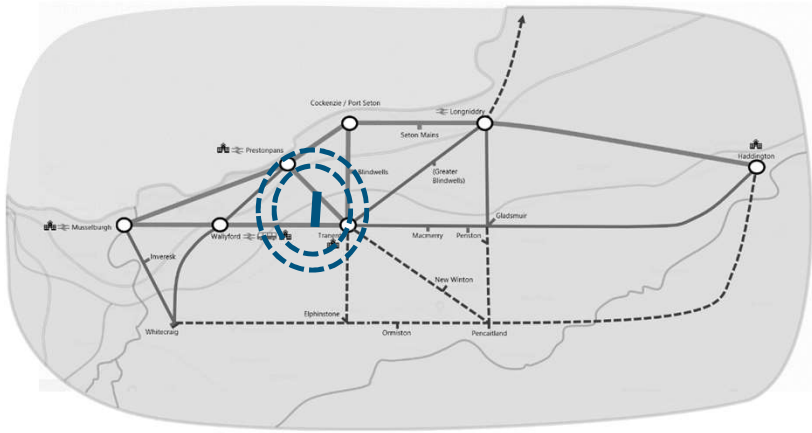
Routes 4 Communities | Priority 1 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	None	60	0 – 200	None	None	None

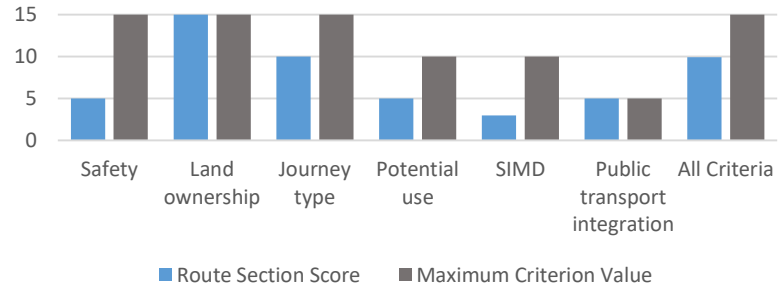
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	No	No	No	No

Provisional Design Proposals

- Convert to Quiet Lane-type route with reduced traffic speed limit (20mph).
- Entry features to advise drivers of Quiet Lane.
- Repeater signage and carriageway marking to reinforce cycle priority and no overtaking.



Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Smarter Choice, Smarter Places
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 40,000 - £ 50,000

Economic Case

Conservative BCR = 10+
Go Dutch BCR = 30+

Tranent – Prestonpans Connections

Path - legacy 'Brickworks Road' from Johnnie Cope's Road, Continuing East to Dovecot Brae Path

PP_T2

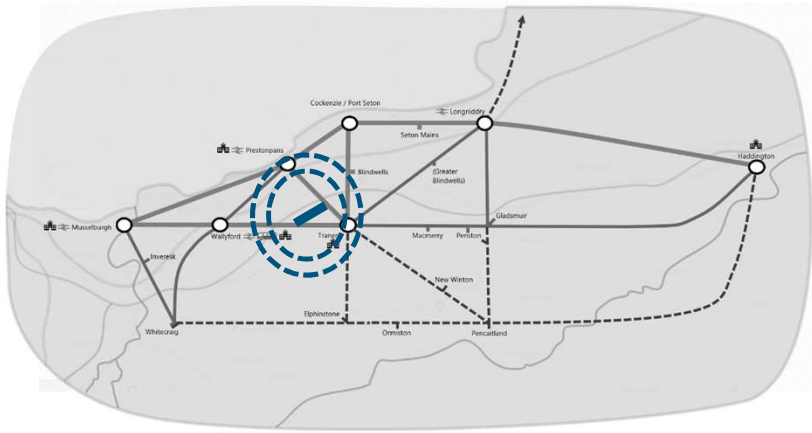
Routes 4 Communities | Priority 1 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	Low	N/A - off road connection				

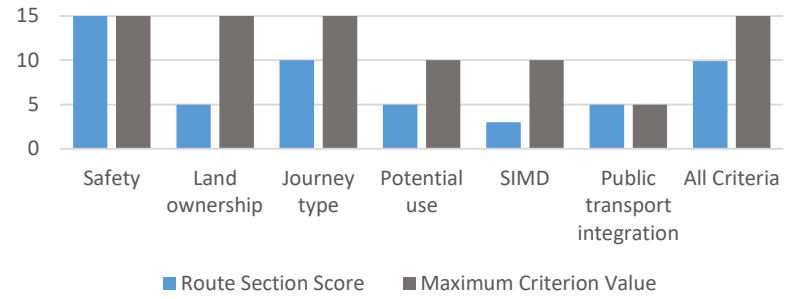
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Upgrade path to provide surface suitable for wider range of users.
- Benches
- Enhanced wayfinding / signage



Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 500,000 - £ 600,000

Economic Case

Conservative BCR = 3.29
Go Dutch BCR = 19.10

Tranent – Prestonpans Connections

A199 – between Brickworks Road and Roupin' Stairs

PP_T3

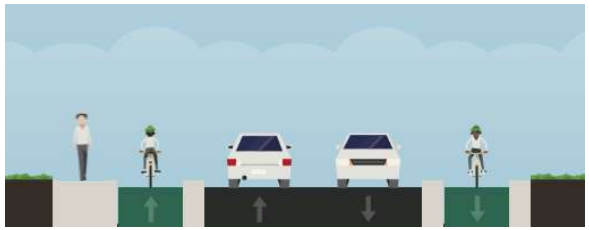
Routes 4 Communities | Priority 1 Routes

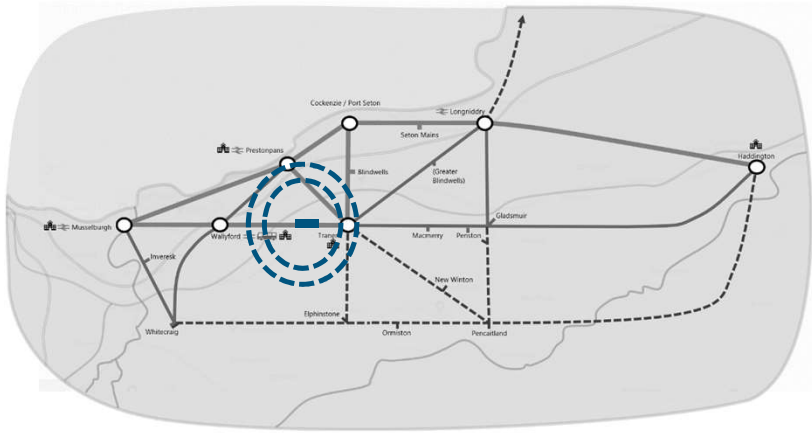
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	40	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Possible but lower LoS	Yes	No

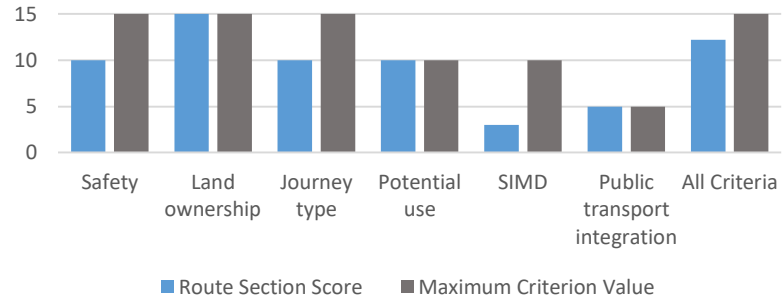
Provisional Design Proposals

- Segregated unidirectional cycleway.
- Enhanced crossing on A199 at Brickworks Road junction
- Enhanced wayfinding / signage.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 150,000 - £ 200,000

Economic Case

BCR not reported as AMAT results have a very low level of accuracy for short length interventions

Prestonpans – Wallyford Corridor

B1361 - Between Ravenshaugh Burn and B1361/A199 Roundabout

PP_W1

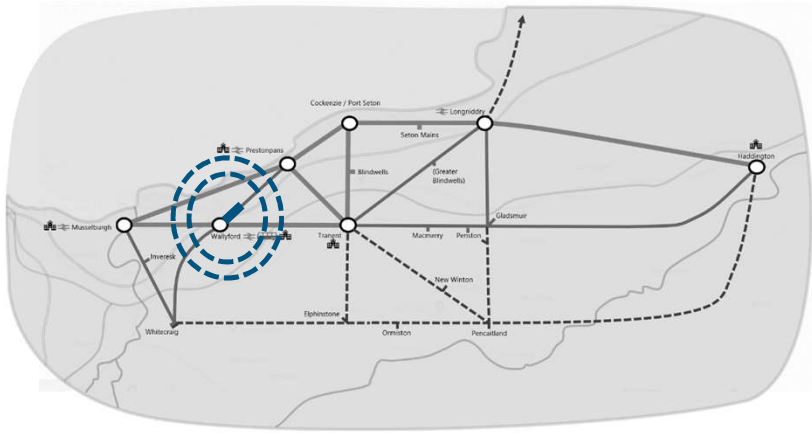
Routes 4 Communities | Priority 2 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	None to Medium	30	400+	None	None	Yes

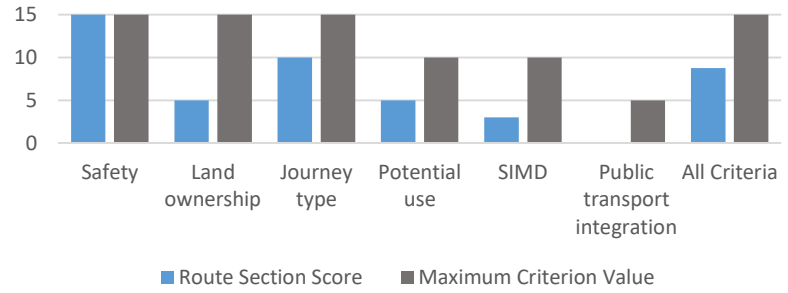
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	Possible, but lower LoS	Possible, but lower LoS	Possible, but higher cost for same LoS	Yes

Provisional Design Proposals

- Link to MAT scheme at Strawberry Corner RBT
- Segregated bidirectional cycleway
- Enhanced crossings at strategic locations, including bus stops.
- Enhanced wayfinding and signage.



Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 200,000 - £ 300,000

PP_W1

Prestonpans – Wallyford Corridor

B1361 - Between Ravenshaugh Burn and B1361/Jim Bush Drive Roundabout

PP_W2

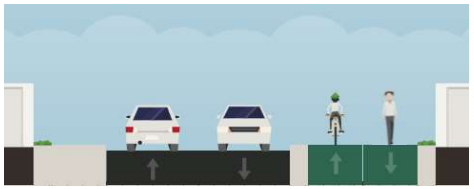
Routes 4 Communities | Priority 1 Routes

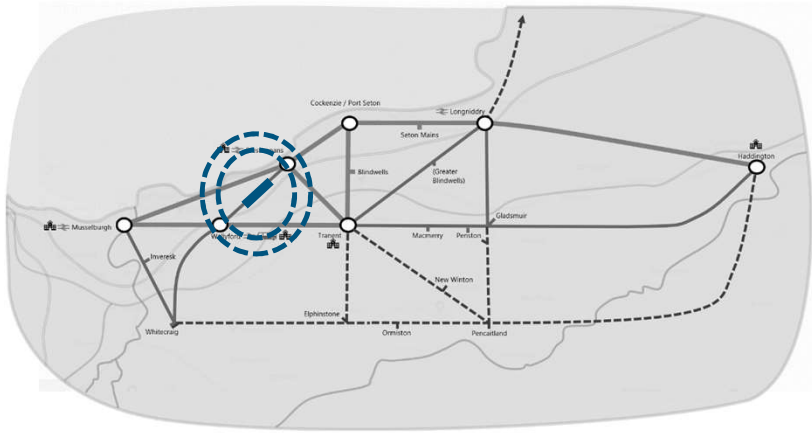
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low to Medium	60	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Yes	No	No

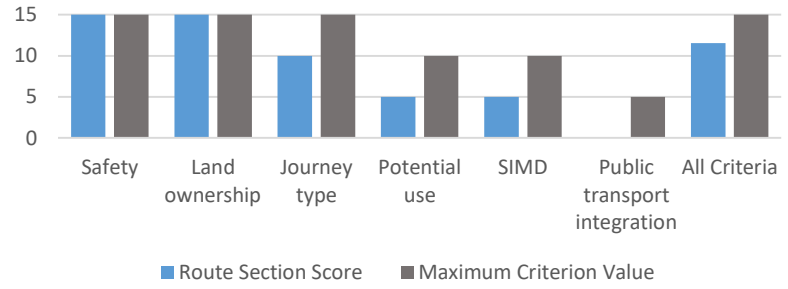
Provisional Design Proposals

- Widen existing footway to create shared use path





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school
- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 750,000 - £ 800,000

Economic Case

Conservative BCR = 1.81
Go Dutch BCR = 9.39

Prestonpans – Wallyford Corridor

Path - Between Haddington Recycling Centre and Bankton Cottages

PP_W3

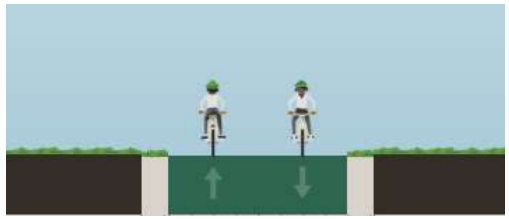
Routes 4 Communities | Priority 3 Routes

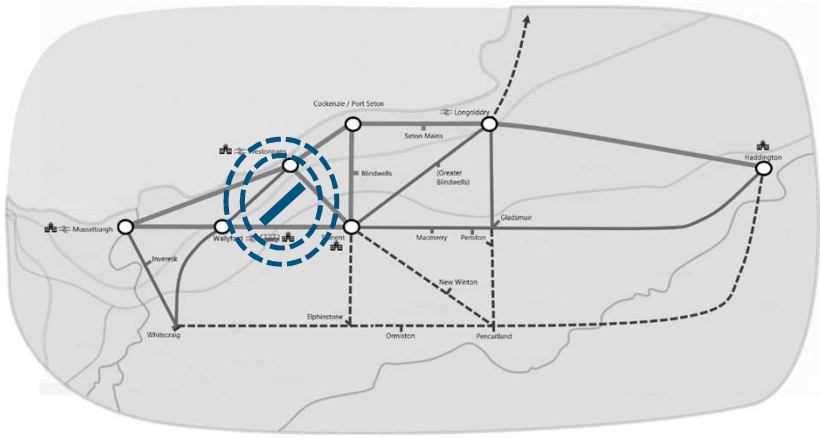
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	N/A – no existing connection					

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

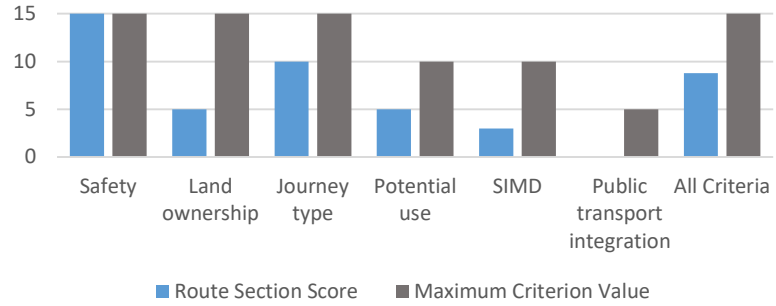
Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 1,200,000 - £ 1,500,000

Tranent Town
A199 - Between B6371 and Annfield

T4

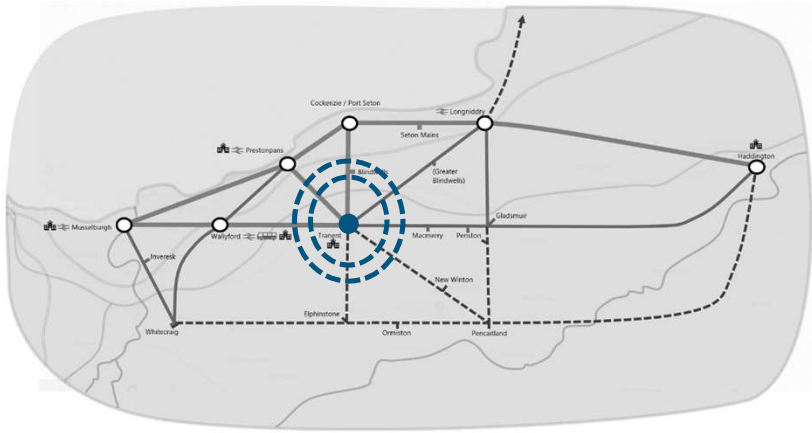
Routes 4 Communities | Priority 3 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	None to Medium	20	400+	None	Yes (Residential)	Yes

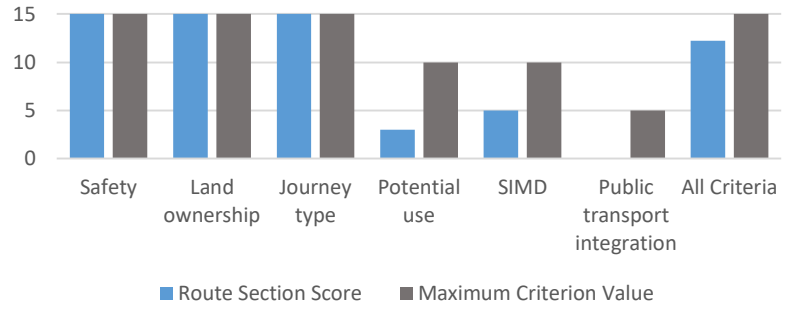
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
Yes	Yes	Possible, but lower LoS	No	Possible, but lower LoS	Yes	Possible, but less adaptable

Provisional Design Proposals

- Footway widening
- Segregated unidirectional cycleway.
- Enhanced crossings.
- Enhanced wayfinding / signage.
- Removal on-street parking required to deliver full cycleway segregation.
- Bus stops to be incorporated into detailed design.



Appraisal Scores for Proposed Option



Strategic Alignment

- Increasing active travel to school
- Connected Neighbourhoods

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 300,000 - £ 400,000

Tranent Town

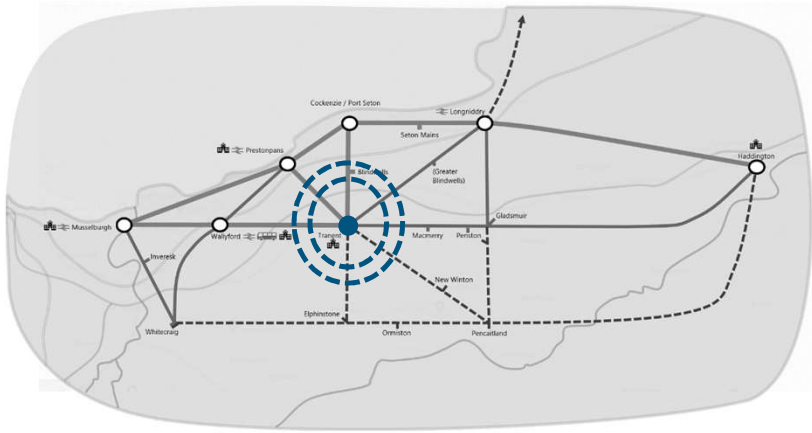
A199 - Between Anfield and Steading View Roundabout

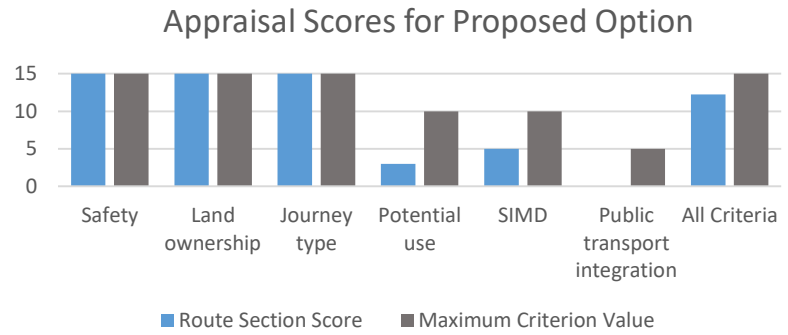
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	None to Medium	20	400+	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
N/A	Yes	Possible, but lower LoS	No	Possible, but lower LoS	Yes	Possible, but less adaptable

Provisional Design Proposals

- Footway widening
- Segregated unidirectional cycleway.
- Enhanced crossings.
- Enhanced wayfinding / signage.
- Bus stops to be incorporated into detailed design.





Strategic Alignment

- Increasing active travel to school
- Connected Neighbourhoods

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 250,000 - £ 350,000

Tranent Town

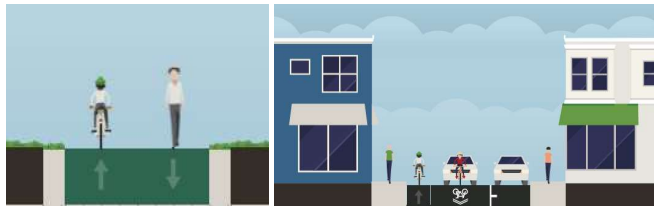
Winton Place, Lindores Drive, and Path Off Lindores Drive - Between Tranent High Street and Sandersons Wynd

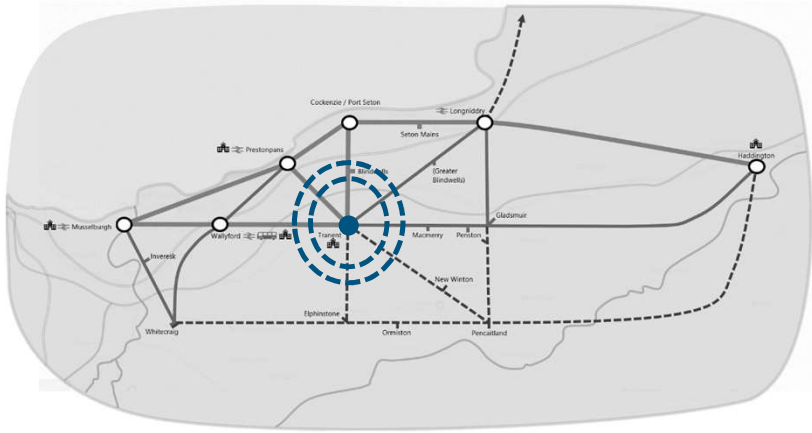
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	5%	None to High	20	0-200	Yes	Yes	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	Yes	No	No	No

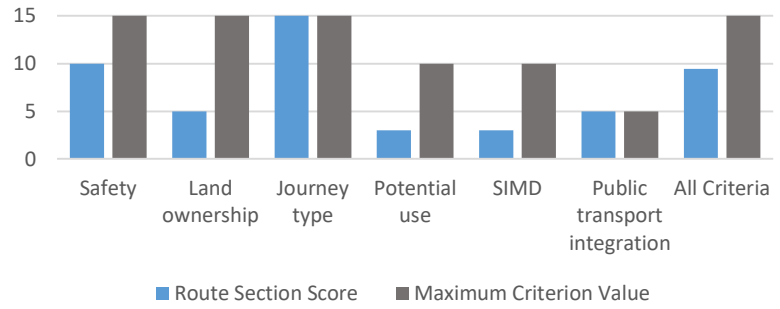
Provisional Design Proposals

- Permit contra-flow cycling.
- Entry treatment to provide contra-flow protection at High St.
- Rationalise parking and loading provision.
- Widen path connection from Lindores Drives to Crookston Residential Home access.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 70,000 - £ 80,000

Economic Case

Conservative BCR = 2.01
Go Dutch BCR = 31.61

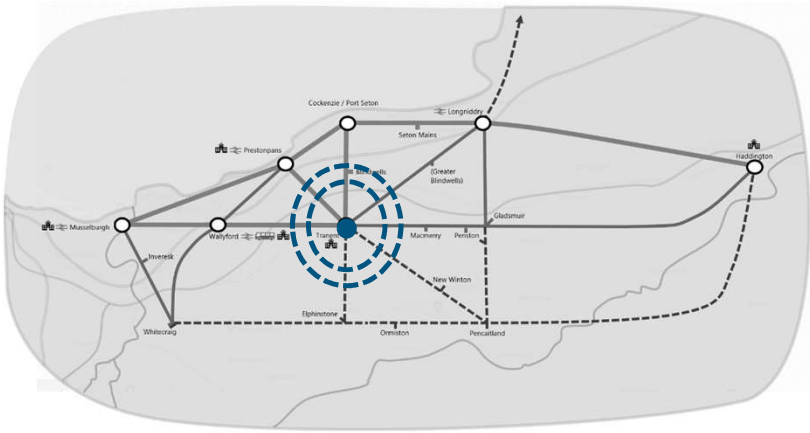
Tranent Town
Path - Between Sandersons Wynd and Church Street

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	5%	None to High	20	0-200	Yes	Yes	None

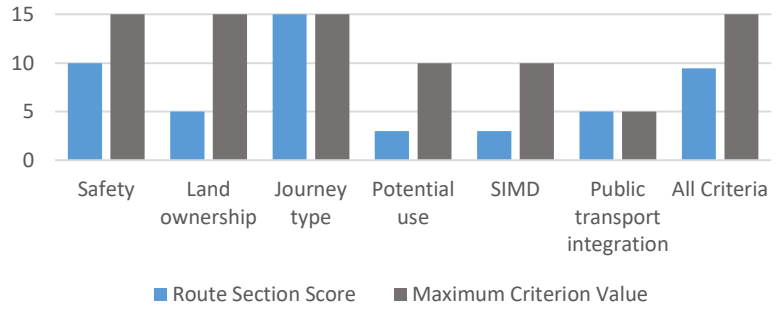
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	Yes	No	No	No

Provisional Design Proposals

- Widen and resurface path to provide access to wider range of active mode users.
- Provide ramp to Church St.
- New crossing on Church Street linking adjacent paths.



Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 150,000 - £ 200,000

Economic Case

Conservative BCR = 0.77
Go Dutch BCR = 12.04

Tranent Town

Path - Between path from Sandersons Wynd (T9) and Tranent Cemetery

T10

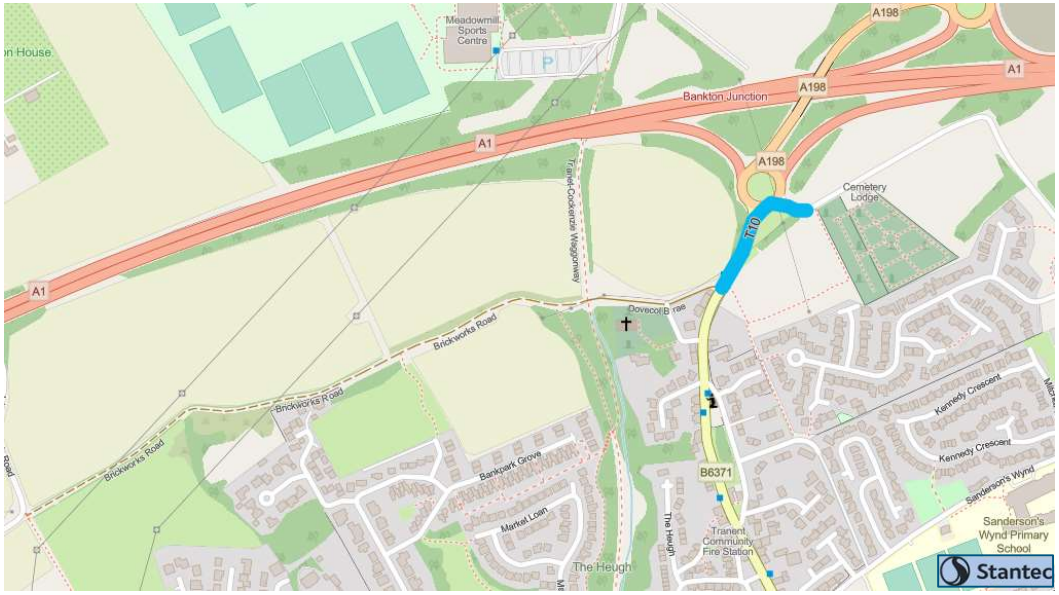
Routes 4 Communities | Priority 1 Routes

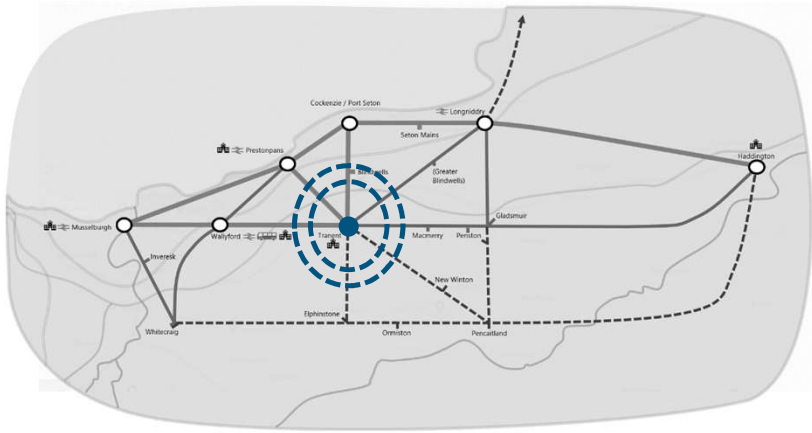
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	5%	None to Low	30	400+	None	None	Yes

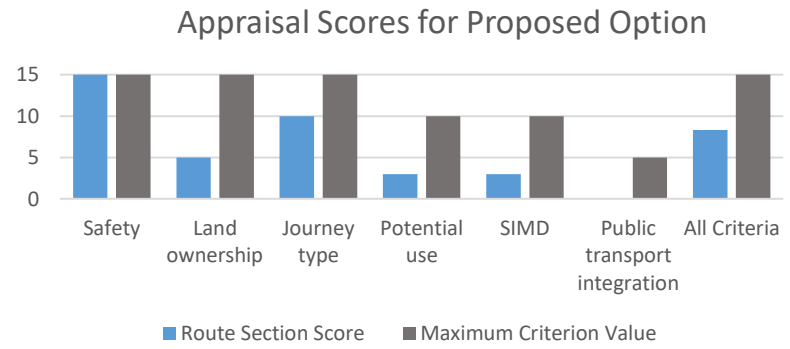
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	Possible, but lower LoS	No	No

Provisional Design Proposals

- Detached Cycle Track
- Enhanced wayfinding / signage
- Provide access to bus stop







Strategic Alignment
• Long distance active travel connections
Main Funding Programmes for Delivering Intervention
• Active Travel Transformation • Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 120,000 - £ 150,000
Economic Case
Conservative BCR = 0.58 Go Dutch BCR = 4.85

Tranent Town

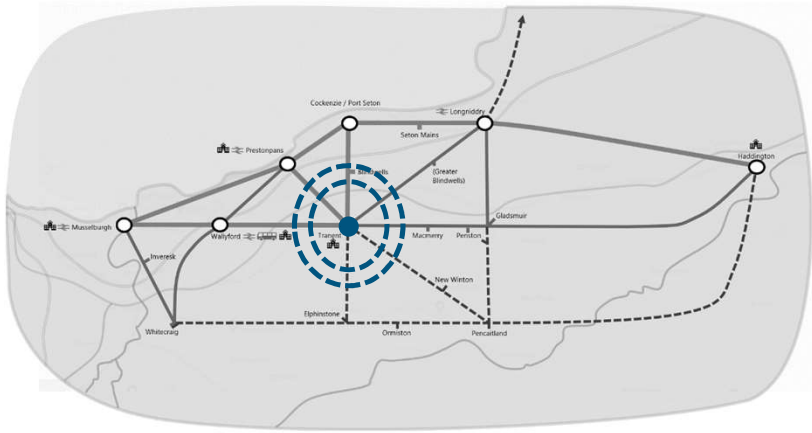
Path - Between Aldi Road (T12) and Sandersons Wynd/Tranent Mains Road Roundabout

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low	N/A - off road connection				

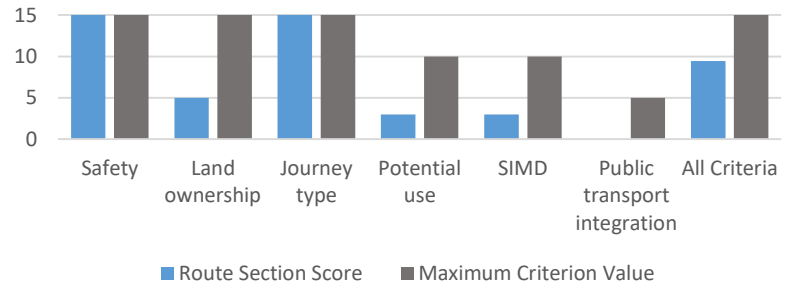
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Upgrade off-road path to provide surface suitable for wider range of users.
- Benches
- Enhanced wayfinding / signage



Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 300,000 - £ 350,000

Economic Case

Conservative BCR = 0.29
Go Dutch BCR = 2.08

Tranent Town

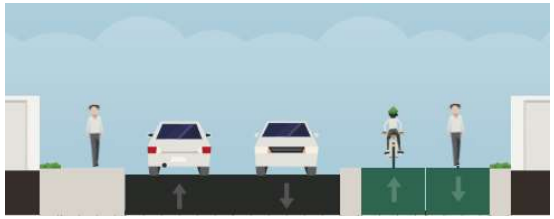
Tranent Mains Road - Between Sandersons Wynd Roundabout and Tranent Cemetery

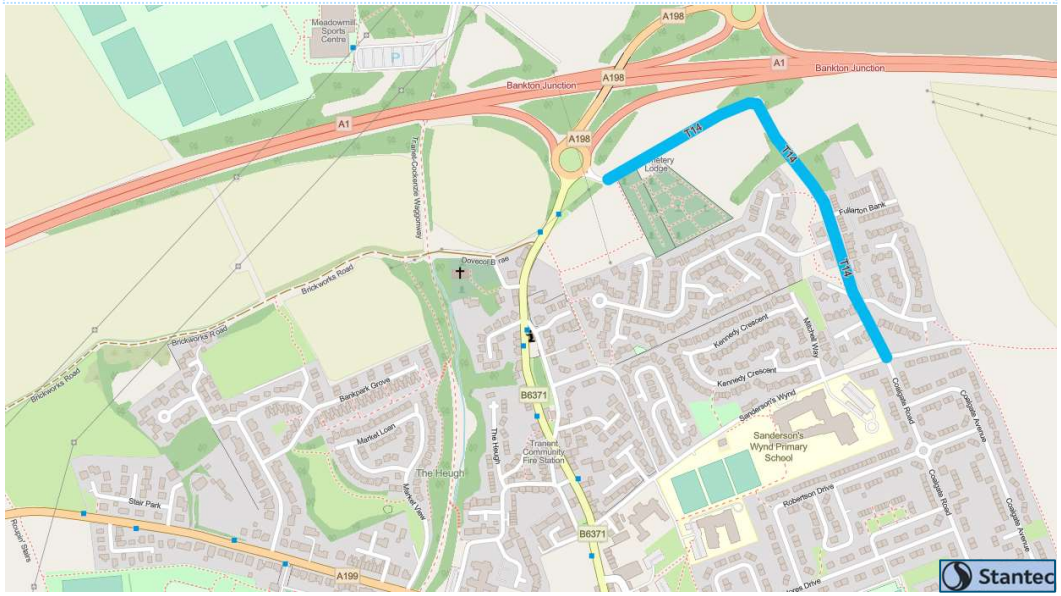
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	10%	Medium	20	200-400	Yes	Yes	None

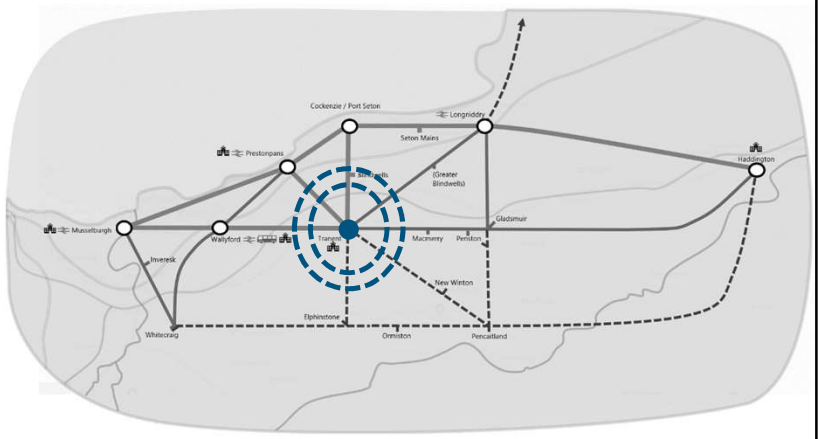
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	No	No	Yes	No	No

Provisional Design Proposals

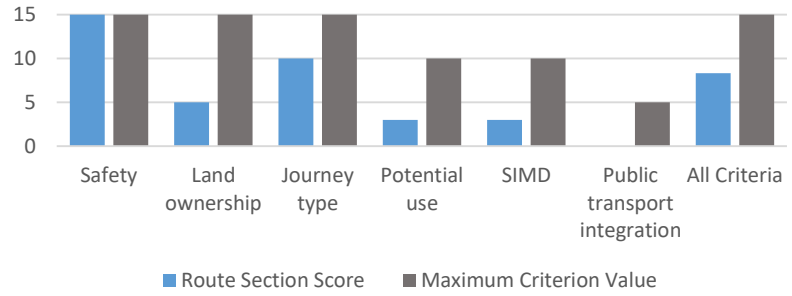
- Widen footway to provide shared-use footway / cycleway.
- Enhance pedestrian crossings.







Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 450,000 - £ 500,000

Economic Case

Conservative BCR = 0.17
Go Dutch BCR = 1.23

Tranent Town

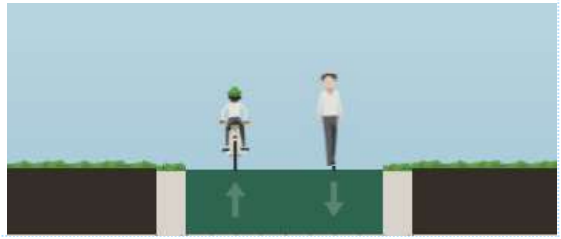
Dovecot Brae Path – Between Brickworks Road and B6371

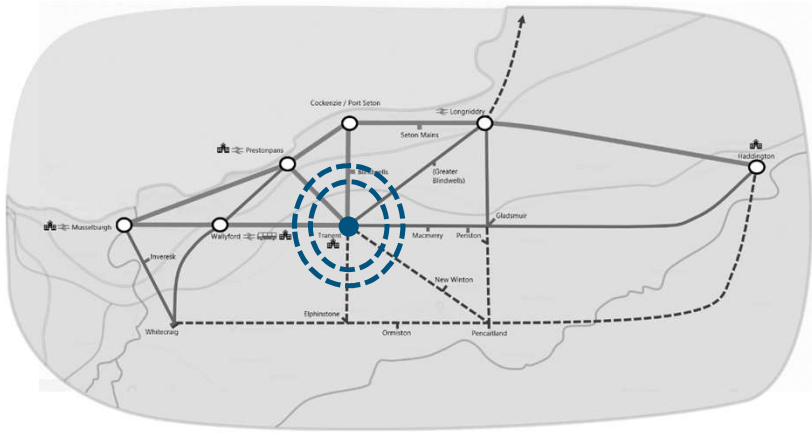
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	10%	None to Medium	N/A	N/A	None	N/A	N/A

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

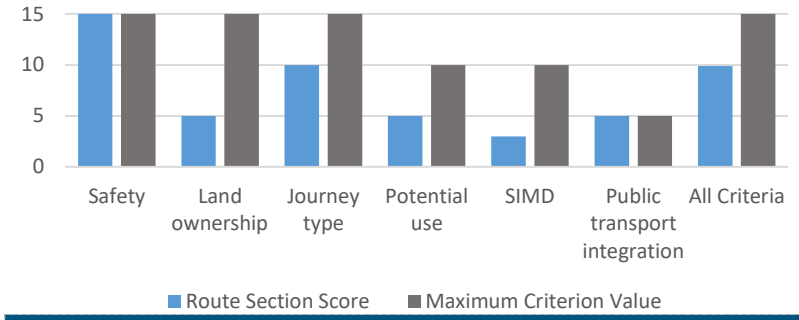
Provisional Design Proposals

- Upgrade off-road path to provide surface suitable for wider range of users.
- Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment

- Access to Rail
- Connecting towns by active travel
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 100,000 - £ 120,000

Economic Case

Conservative BCR = 3.38
Go Dutch BCR = 20+

Tranent Town
Castle Road and Waterloo Road - Between B6414 and B6371

T21

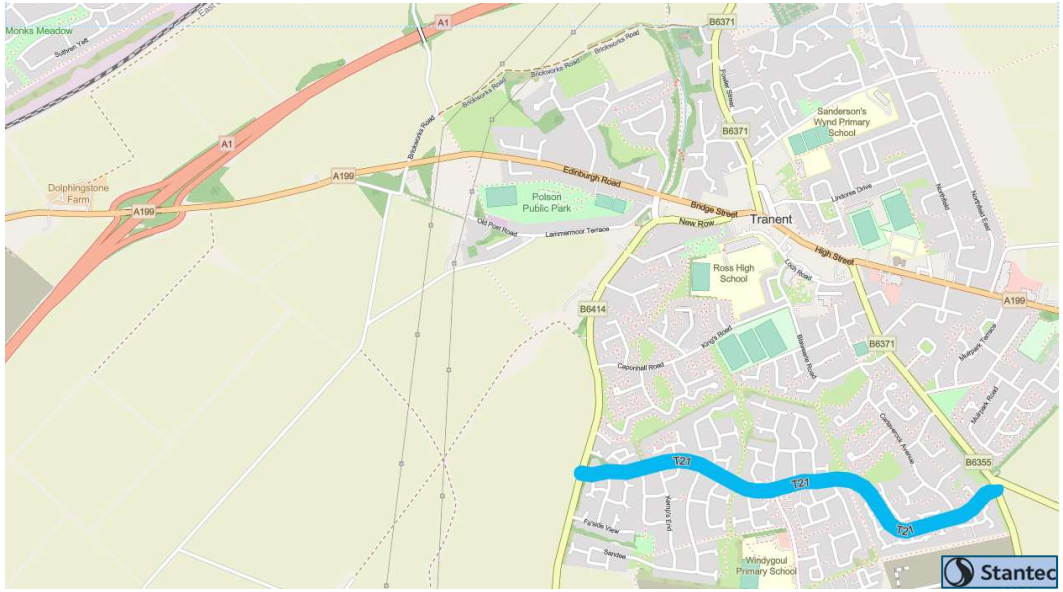
Routes 4 Communities | Priority 2 Routes

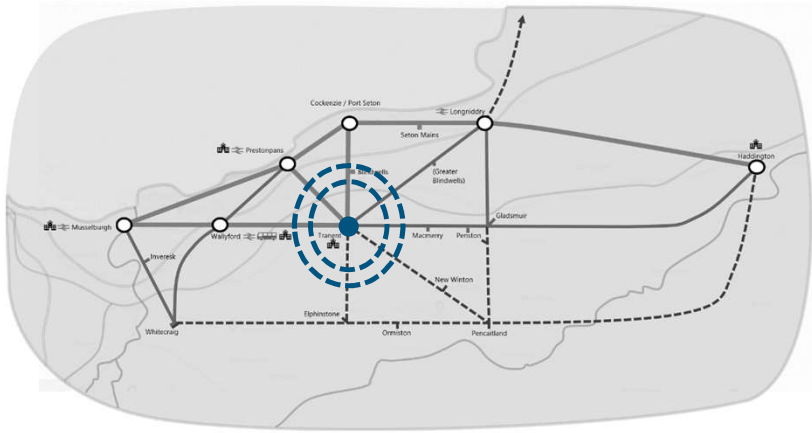
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	Low to Medium	20	200-400	Yes	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	Yes	Yes	No	Yes	No	No

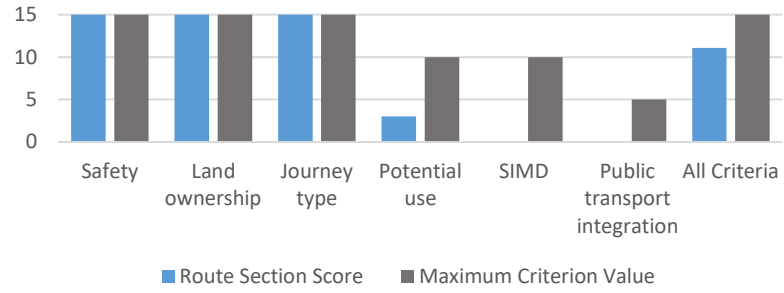
Provisional Design Proposals

- Widen footway between Brotherstone Way RBT and B6414 to create shared footway / cycleway.
- Enhance quiet route features on section between Brotherstone Way RBT and B6371
- Improve pedestrian crossing opportunities at crossing desire points.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 250,000 - £ 300,000

Tranent (South)

Unclassified Road South of Carlaverock Farm - Between B6414 and B6371

T22

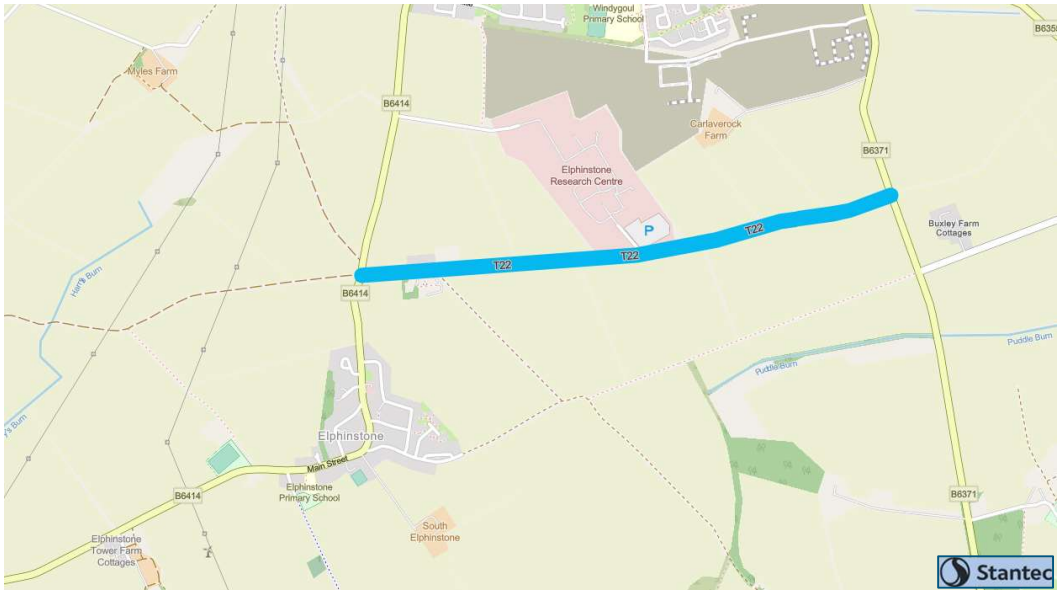
Routes 4 Communities | Priority 3 Routes

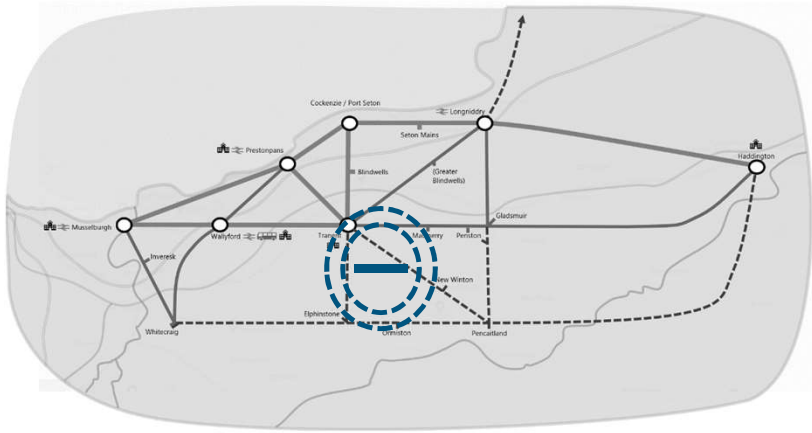
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Settlement	3%	None	60	0-200	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	Possible, but lower LoS	No	No

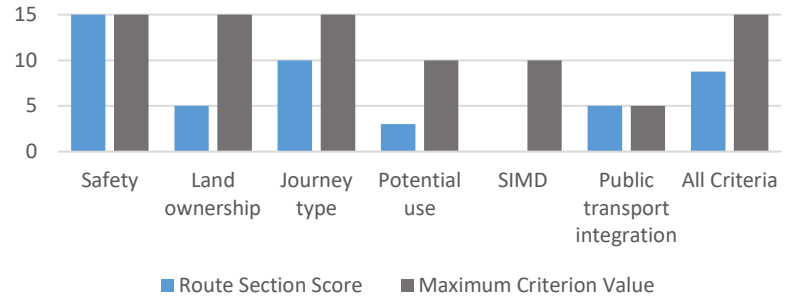
Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 1,000,000 - £ 1,200,000

Tranent – Cockenzie | Port Seton Corridor

Path - Between B1361 and B6371 Through Battle of Prestonpans Ground

T_C3

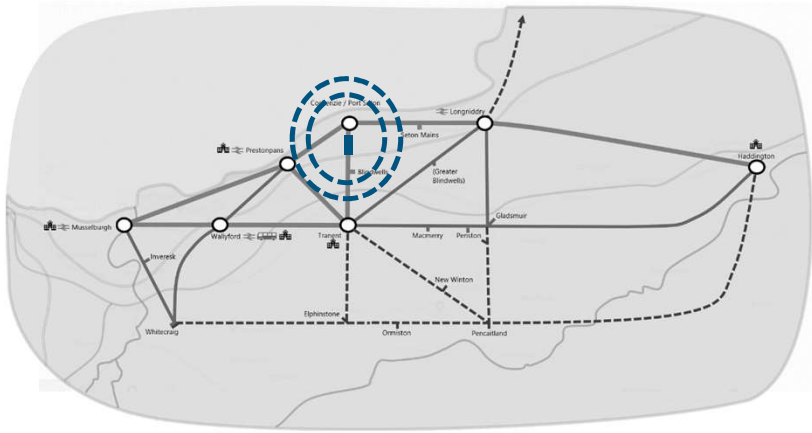
Routes 4 Communities | Priority 1 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Medium	N/A - off road connection				

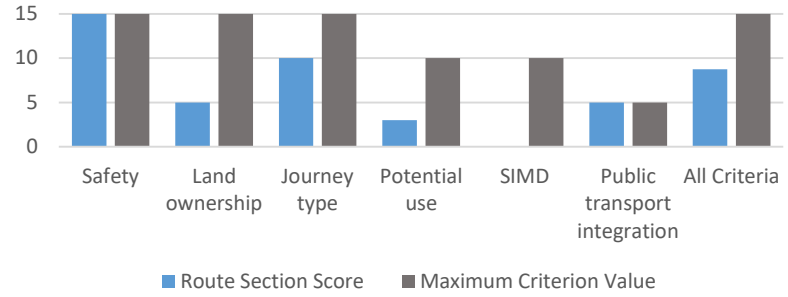
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Upgrade off-road path to provide surface suitable for wider range of users.
- Benches
- Enhanced wayfinding / signage



Appraisal Scores for Proposed Option



Strategic Alignment

- Connected Neighbourhoods
- Connecting towns by active travel
- Long distance active travel connections
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 300,000 - £ 350,000

Economic Case

Conservative BCR = 1.50
Go Dutch BCR = 9.76

T_C3

Tranent – Cockenzie | Port Seton Corridor

A198 - Between A198/B1361 Roundabout and Northern Bankton Junction

T_C4

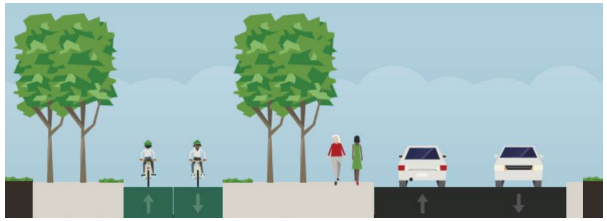
Routes 4 Communities | Priority 3 Routes

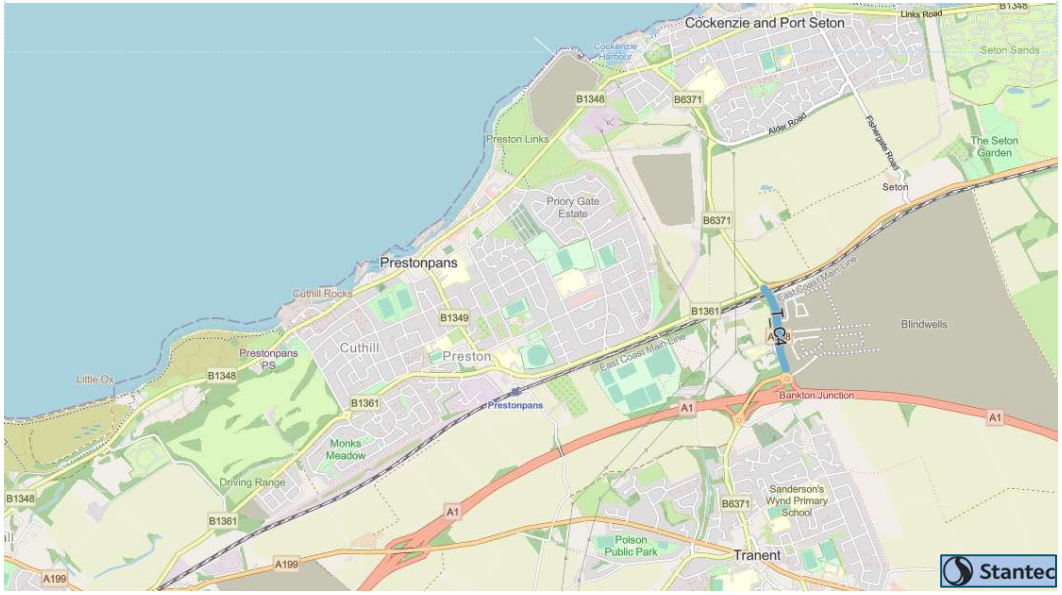
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	40	400+	None	None	None

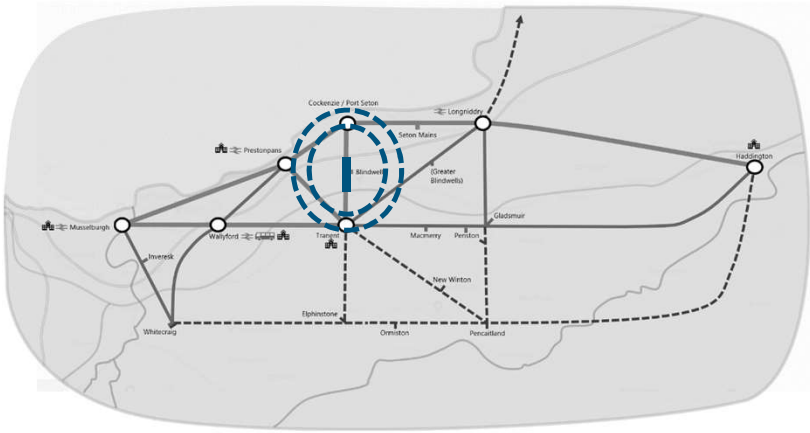
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

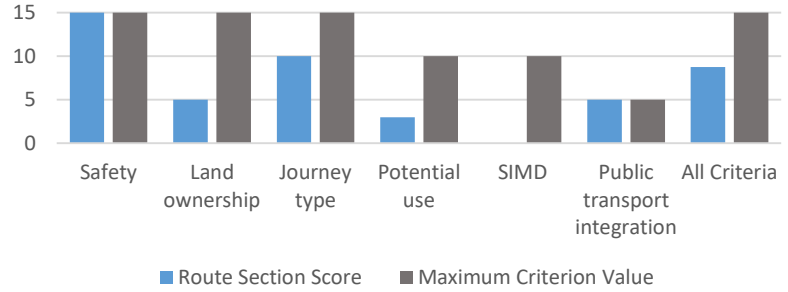
- Create new connection using existing service road and upgrade path.
- Benches.
- Wayfinding and signage.
- Link would need to join A198 at rail Bridge.







Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 180,000 - £ 200,000

Tranent – Cockenzie | Port Seton Corridor

B6371 - Between Northern End of Path from Battle Ground (T_C3) and B6731/Alder Road Roundabout

T_C6

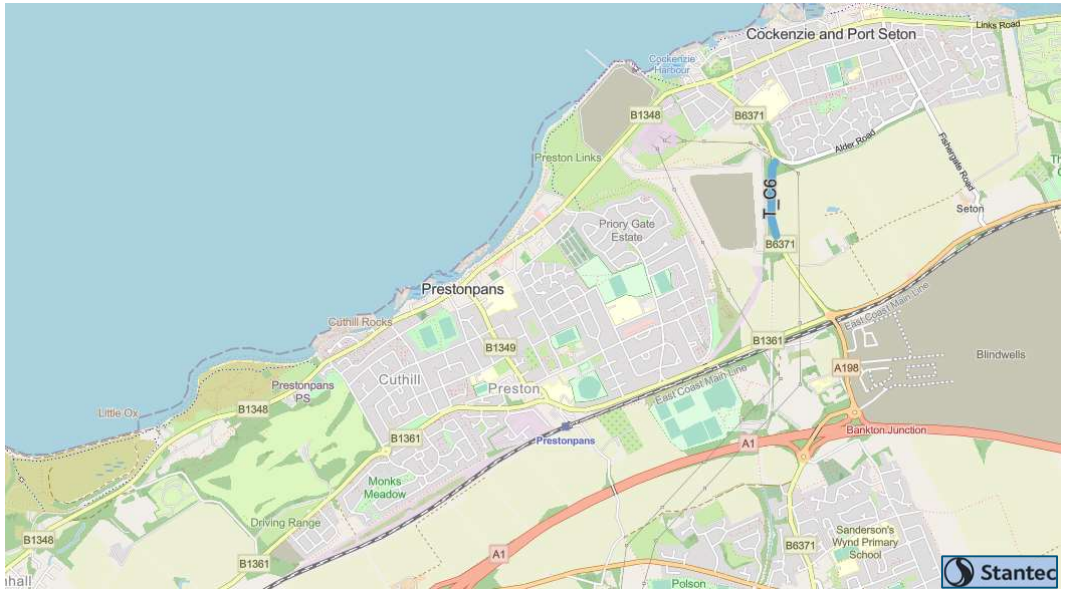
Routes 4 Communities | Priority 1 Routes

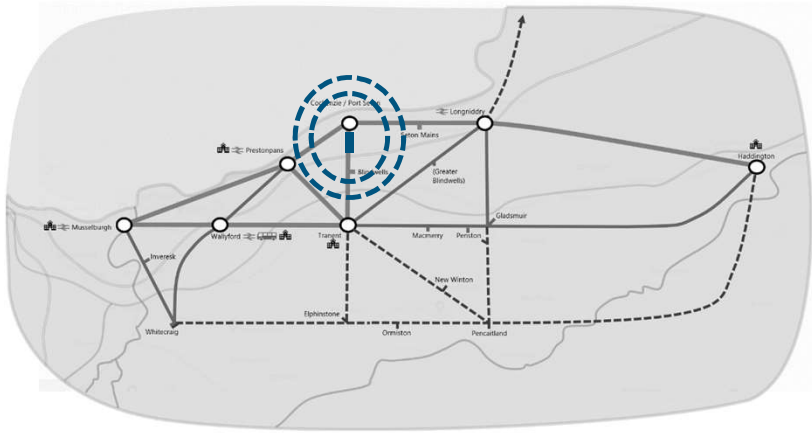
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	Low	40	400+	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

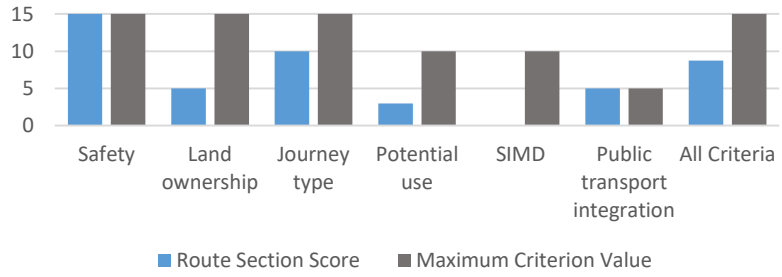
Provisional Design Proposals

- Create off-road path to provide surface suitable for wider range of users.
- Benches.
- Wayfinding and signage.





Appraisal Scores for Proposed Option



Strategic Alignment

- Connecting towns by active travel
- Access to Rail

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 270,000 - £ 300,000

Economic Case

Conservative BCR = 1.35
Go Dutch BCR = 11.37

T_C6

Tranent – Elphinstone Corridor

B6414 - Between Road to Elphinstone Research Centre and Durie's Park

T_E1

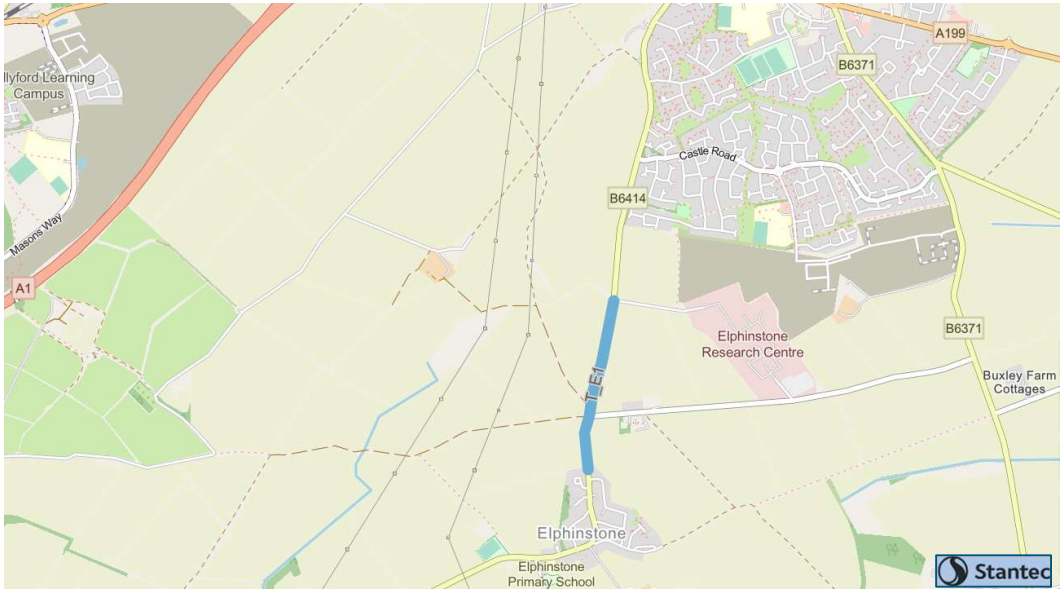
Routes 4 Communities | Priority 3 Routes

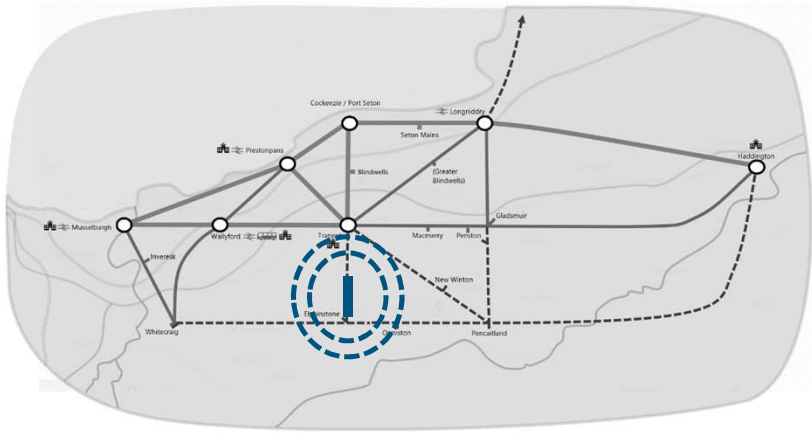
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	Low	60	200-400	None	None	None

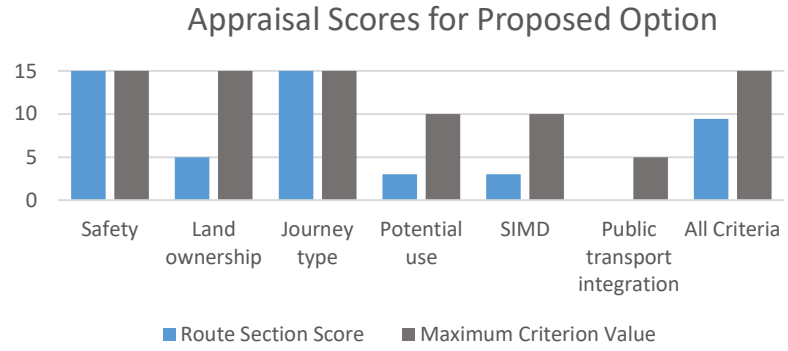
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage







Strategic Alignment

- Village-town active travel connections
- Long distance active travel connections
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 450,000 - £ 550,000

Tranent – Macmerry Corridor

A199 - Between Steading View Roundabout and Macmerry

T_MM1

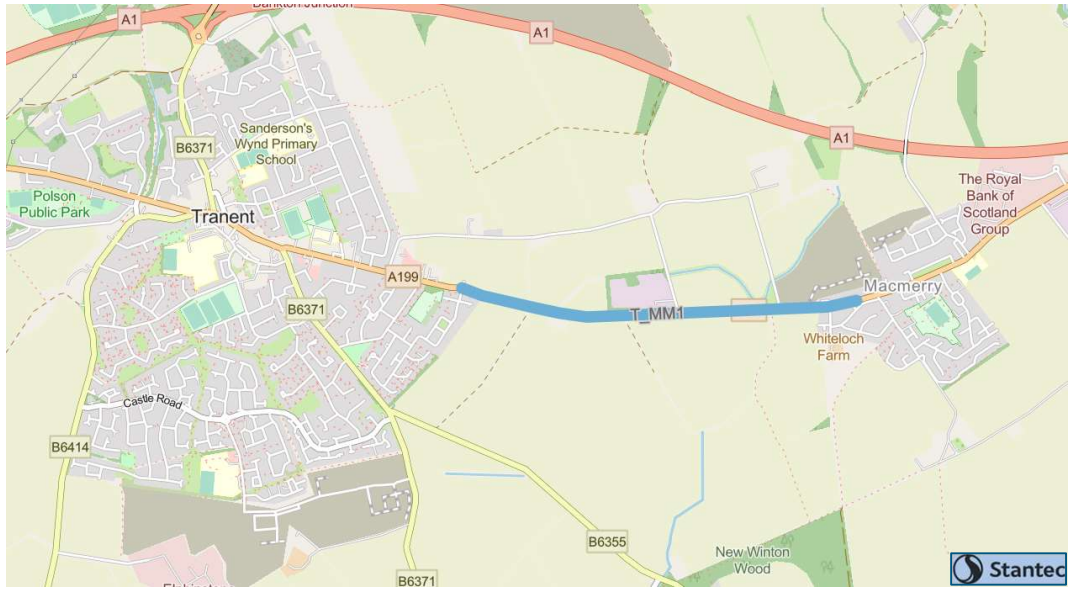
Routes 4 Communities | Priority 2 Routes

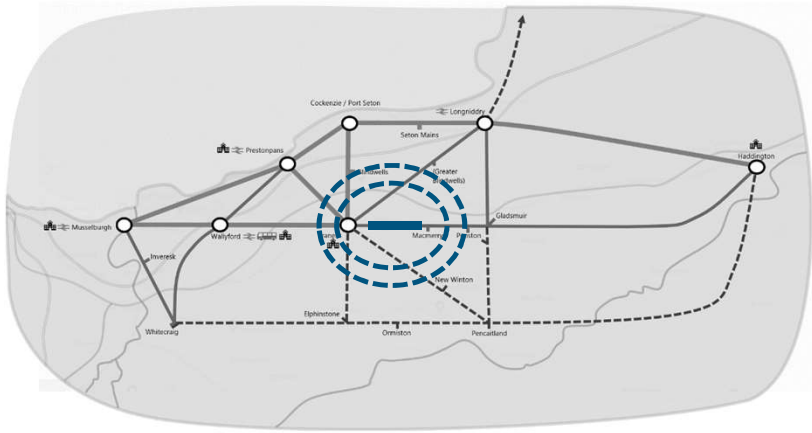
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	Low	60	400+	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

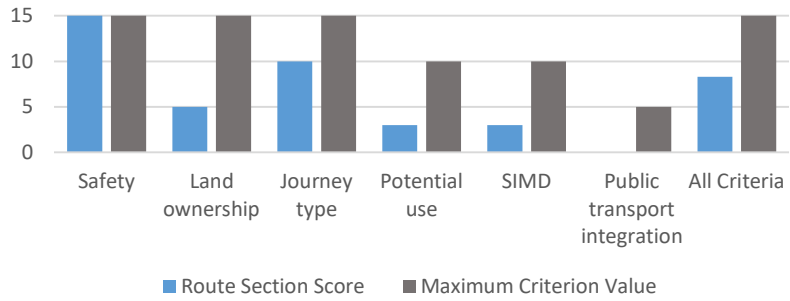
Provisional Design Proposals

- Detached Cycle Track
- Cycle Parking and Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment
• Village-town active travel connections • Long distance active travel connections
Main Funding Programmes for Delivering Intervention
• Places for Everyone • Active Travel Transformation • Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 1m - £1.2m

T_MM1

Tranent – Ormiston Corridor

B6371 - Between B6355 and unclassified road south of Caverlock Farm (T22)

T_O1

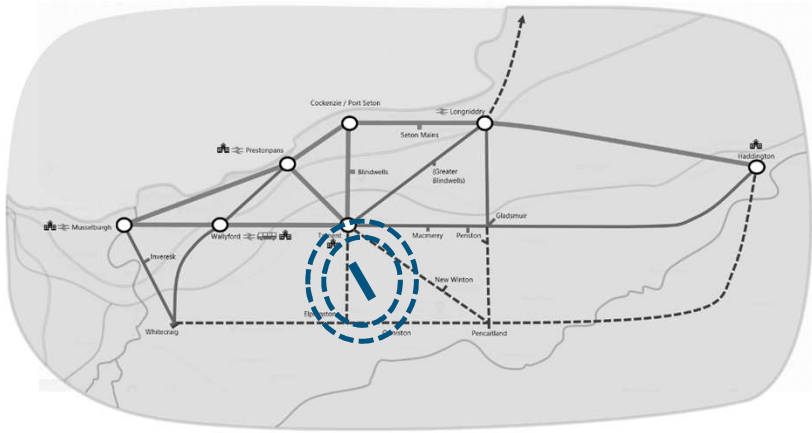
Routes 4 Communities | Priority 3 Routes

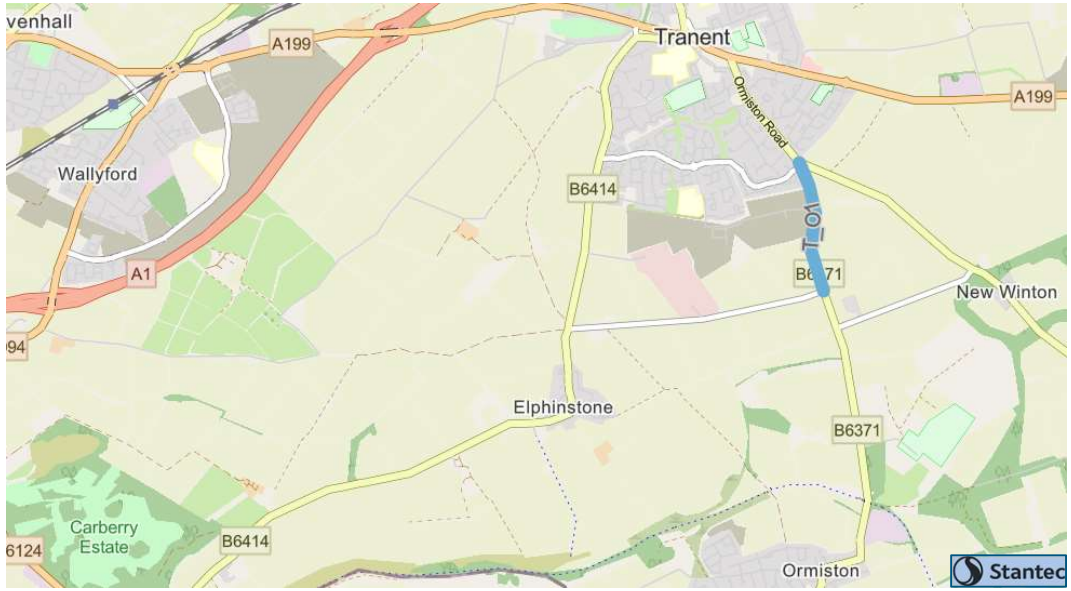
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	Low	60	200-400	None	None	None

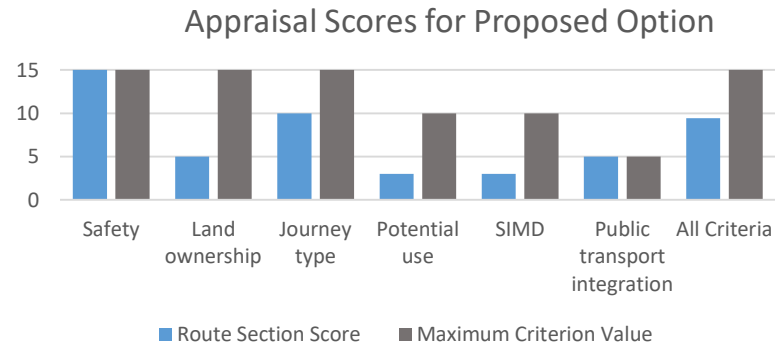
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage







Strategic Alignment

- Village-town active travel connections
- Long distance active travel connections
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 550,000 - £ 650,000

Tranent – Ormiston Corridor

B6371 - Between Unclassified Road South of Caverlock Farm (T22) and Ormiston Station Car Park

T_O2

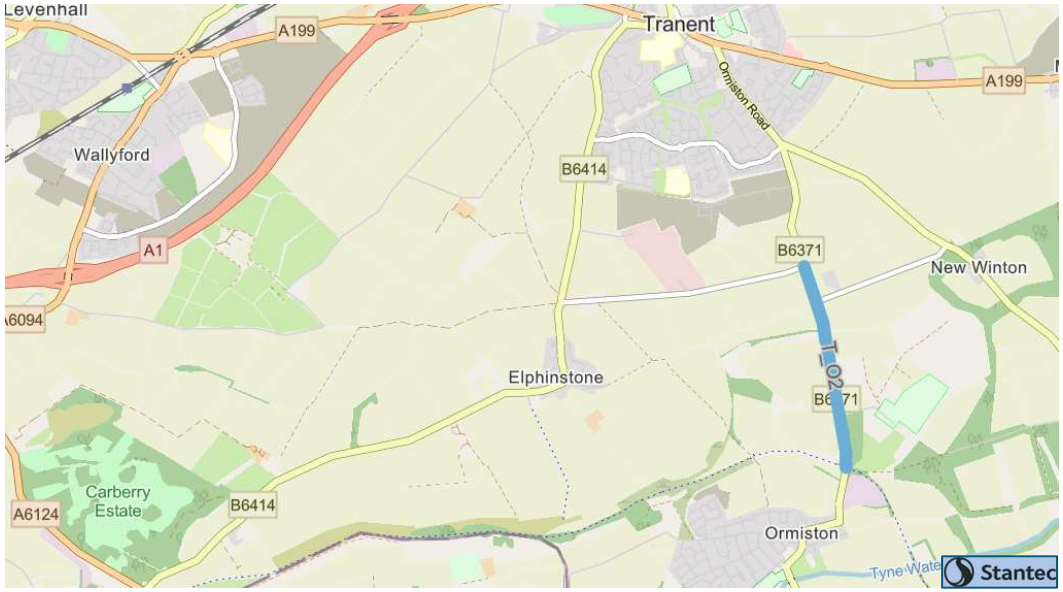
Routes 4 Communities | Priority 3 Routes

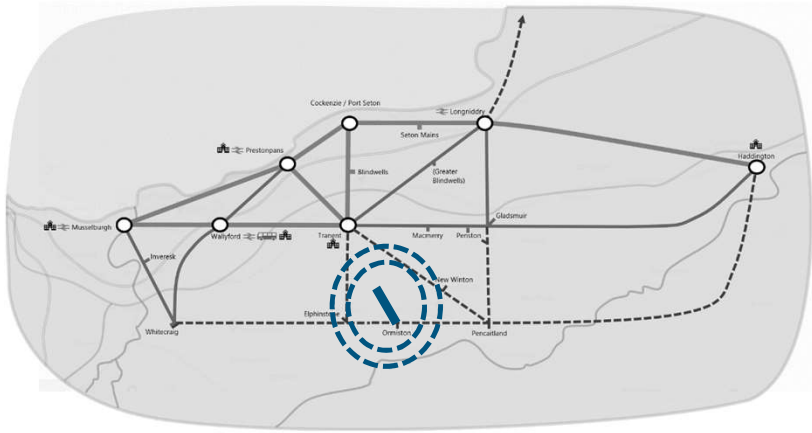
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	5%	Low	60	200-400	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	No	No	No

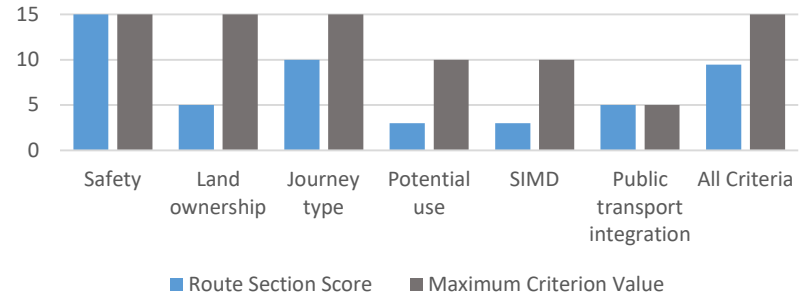
Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage





Appraisal Scores for Proposed Option



Strategic Alignment

- Village-town active travel connections
- Long distance active travel connections
- Increasing active travel to school

Main Funding Programmes for Delivering Intervention

- Places for Everyone
- Active Travel Transformation
- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 850,000 - £ 950,000

Whitecraig – Wallyford Corridor

A6094 - Between Whitecraig Avenue and unclassified road to Faside Castle (WC_W3)

WC_W1

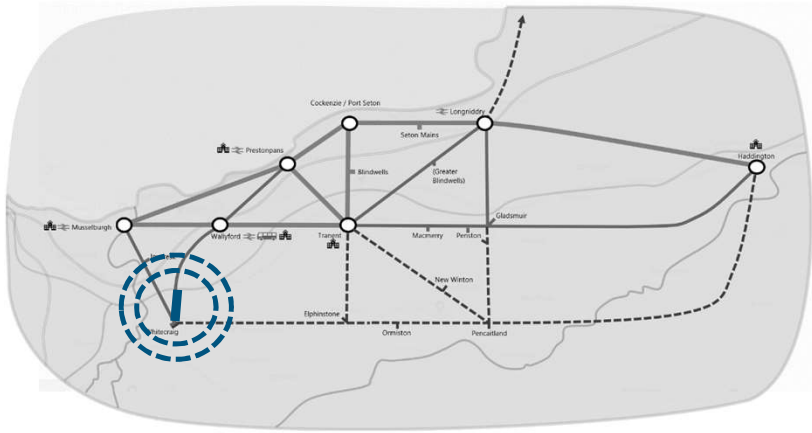
Routes 4 Communities | Priority 3 Routes

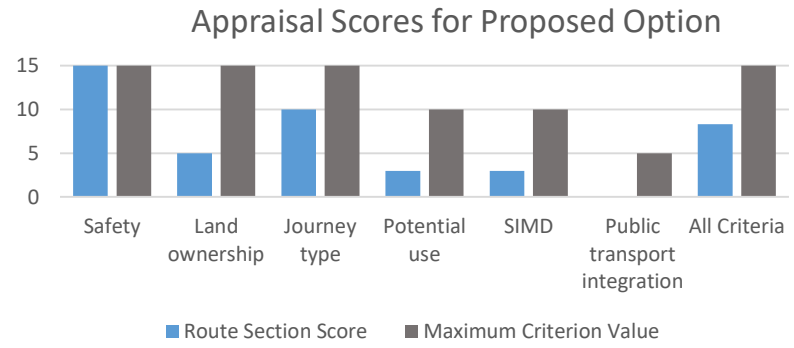
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	None to Medium	60	200-400	None	None	Yes

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	No	Yes	Possible, but lower LoS.	No	No

Provisional Design Proposals

- Detached Cycle Track
- Benches
- Enhanced wayfinding / signage





Strategic Alignment
• Village-town active travel connections • Long distance active travel connections
Main Funding Programmes for Delivering Intervention
• Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 600,000 - £ 700,000

Whitecraig – Wallyford Corridor

Unclassified Road - Between A6094 and Access Road to St Clement's Wells Farm

WC_W3

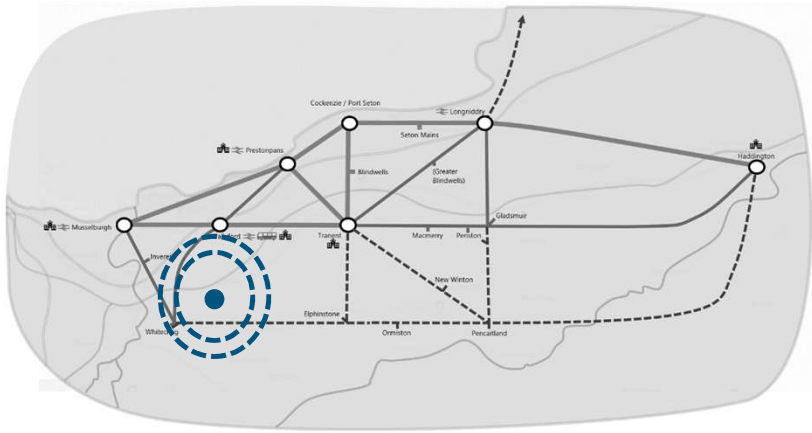
Routes 4 Communities | Priority 3 Routes

Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	None	60*	0-200	None	None	None

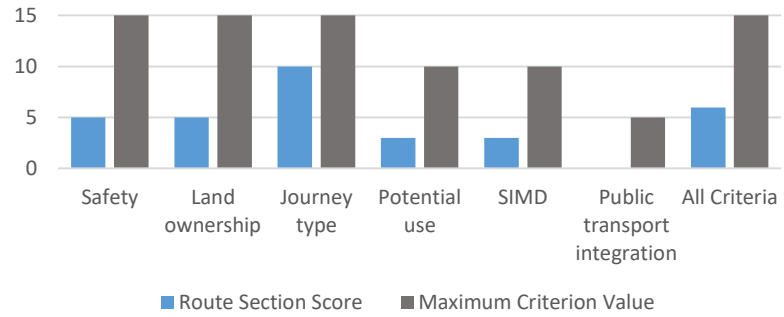
Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	Possible, but low VfM	Possible, but low VfM	No	No

Provisional Design Proposals

- Convert to Quiet Lane-type route with reduced traffic speed limit (20mph).
- Entry features to advise drivers of Quiet Lane.
- Repeater signage and carriageway marking to reinforce cycle priority and no overtaking.



Appraisal Scores for Proposed Option



Strategic Alignment

- Village-town active travel connections
- Long distance active travel connections

Main Funding Programmes for Delivering Intervention

- Cycling, Walking, Safer Routes

Indicative Infrastructure Costs

£ 10,000 - £ 20,000

WC_W3

Whitecraig – Wallyford Corridor

Access Road To St Clement's Wells, Path with Footbridge Over A1, and Futures Way - Between Unclassified Road to Faside Castle (WC_W3) and A199 Roundabout

WC_W4

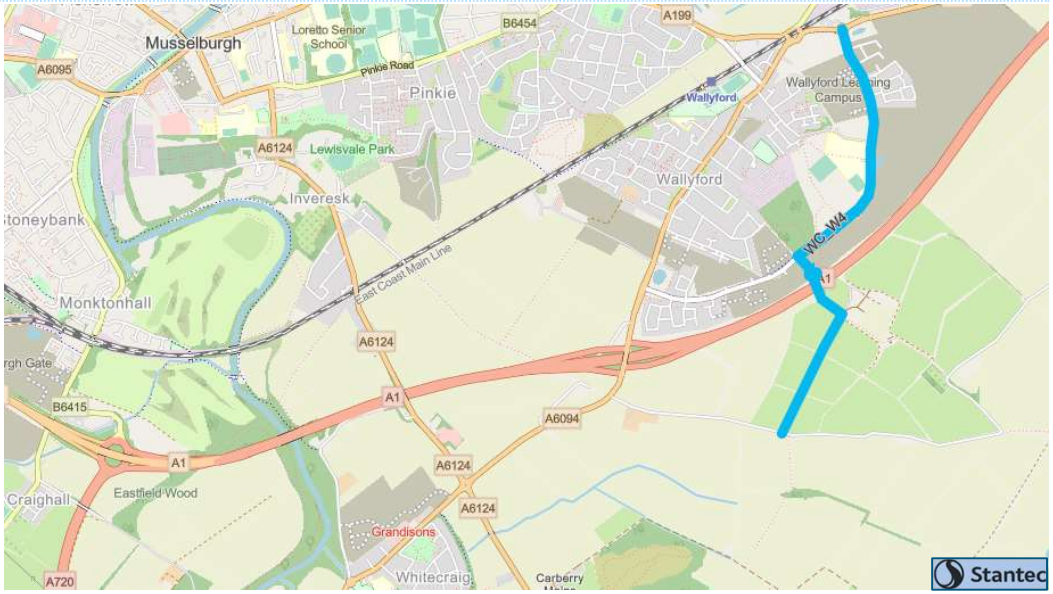
Routes 4 Communities | Priority 3 Routes

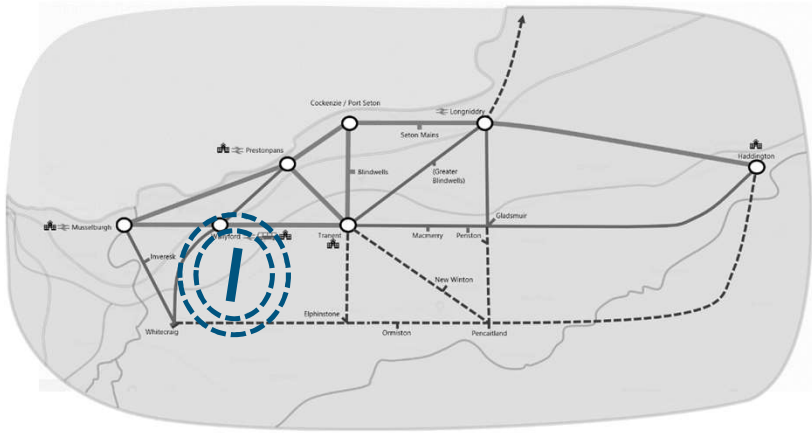
Summary of Existing Conditions							
Location Type	Max Gradient	Active Travel LoS	Max Speed Limit	Approx. Traffic	Traffic Calming	On-street Parking	Bus Stops
Inter Settlement Connection	3%	None	30	0-200	None	None	None

Infrastructure Options						
Footway Widening	Pedestrian priority and inclusive crossings	Cycle Street / Quiet street	Remote shared use path	Shared use path next to carriageway	Segregated Cycleways (Unidirectional)	Segregated Cycleway (Bidirectional)
No	No	Yes	Possible, but low VfM	Possible, but low VfM	No	No

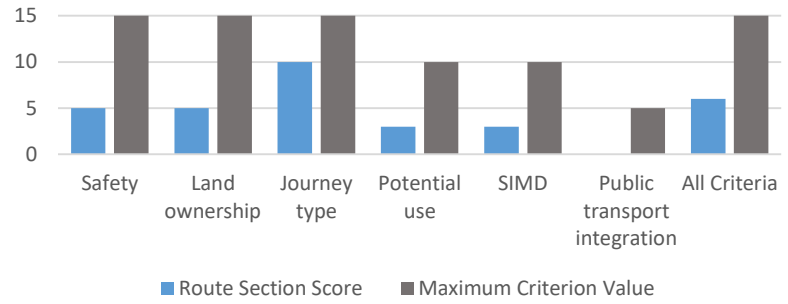
Provisional Design Proposals

- Convert to Quiet Lane-type route with reduced traffic speed limit (20mph).
- Entry features to advise drivers of Quiet Lane.
- Repeater signage and carriageway marking to reinforce cycle priority and no overtaking.
- Connect to existing shared-use path along Futures Way.





Appraisal Scores for Proposed Option



Strategic Alignment
• Connected Neighbourhoods • Access to Rail
Main Funding Programmes for Delivering Intervention
• Cycling, Walking, Safer Routes
Indicative Infrastructure Costs
£ 10,000 - £ 20,000

WC_W4

Appendix D Stakeholder and Community Engagement Plan

Appendix D presented as a standalone document.

Appendix E Equality Impact Assessment (EqIA)

Appendix E presented as a standalone document.

Appendix F Monitoring and Evaluation Plan

Appendix F presented as a standalone document.