Musselburgh Active Toun

Engagement Technical Note

East Lothian Council

March 2024

Delivering a better world

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
V2	24/01/2024	Updates to report	Y	Paul Matthews	Regional Director
V3	21/05/2024	Final Issue off the back of client comments	Y	Paul Matthews	Regional Director

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1. Introduction

1.1 Background and Objectives

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

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

The purpose of this report is to detail the engagement activates that have been undertaken in this current phase of the Musselburgh Active Toun (MAT) project from 20th November 2023 and 15th January 2024. The purpose of public and stakeholder engagement is to provide formal and informal engagement opportunities that will contribute to the design stages of each of the associated routes while communicating to stakeholders and the public the project objectives.

The objectives of the MAT project are:

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

This phase of the project includes the following routes which are now at the RIBA Stage 3 developed design stage along with two additional routes which are at the RIBA stage 1 feasibility design stage.

Developed Design Stage

- Route 1 – Brunton Theatre to James Street including Shorthope Street and Kerrs Wynd;
- Route 2 – A199 to Wallyford Toll including Links Street; and
- Route 5 – QMU to Monktonhall Terrace / Haugh Park.

Feasibility Design Stage

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

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

Musselburgh Flood Protection Scheme (MFPS)

Prior to undertaking this round of consultation, it was understood that Route 3 and Route 5 between Haugh Park and Goose Green which share a footprint with the Musselburgh Flood Protection Scheme (the Scheme) were to be designed, consented (confirmed) and delivered alongside the Scheme. As such, over the past few years, the Scheme undertook consultation on both the Scheme design and the MAT design (in the shared footprint locations) and there was no active engagement for these Routes during this engagement period. Nevertheless, comments and feedback in relation to these Routes were received during this consultation period, have been passed on to the Scheme project team and will be considered by the Scheme and MAT project teams.

Since completion of the consultation exercise, detailed discussions with ELC Planning and Legal Services have concluded that sections of Route 3 and Route 5 cannot be confirmed through the Scheme under the Flood Risk Management Act. Council officers continue to consider how these sections of MAT will ultimately be confirmed and delivered.

1.2 Report Structure

The remainder of the report is structured as follows:

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

2. Proposals

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

As mentioned in Chapter 1, the engagement period that took place between 20th November 2023 and 15th January 2024 covered the following routes:

Developed Design Stage

- Route 1 – Brunton Theatre to James Street including Shorthope Street and Kerrs Wynd;
- Route 2 – A199 to Wallyford Toll including Links Street; and
- Route 5 – QMU to Monktonhall Terrace / Haugh Park.

Feasibility Design Stage

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

The location of these routes in in relation to Musselburgh and the surrounding area is shown in **Figure 1.**

Figure 1: Musselburgh Active Toun Route Overview

The engagement materials presented the developed designs for Routes 1, 2 and 5 as well as outline designs for Route 6. In relation to Route 6, 2 options were presented; they were

labelled ‘Option A’ and ‘Option B’. The options presented different designs that were considered to be feasible for Route 6, while the developed designs presented the preferred alignments and layouts for Routes 1, 2, and 5 to have emerged from the previous round of consultation. These included the introduction of improvements for pedestrians, improved cycle infrastructure and improved public spaces.

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

Note that all developed route designs will be present in the Appendix A.1.

2.1 Route 1

The route alignment of Route 1 (Brunton Theatre to James Street including Shorthope Street and Kerrs Wynd) is shown in **Figure 2.**

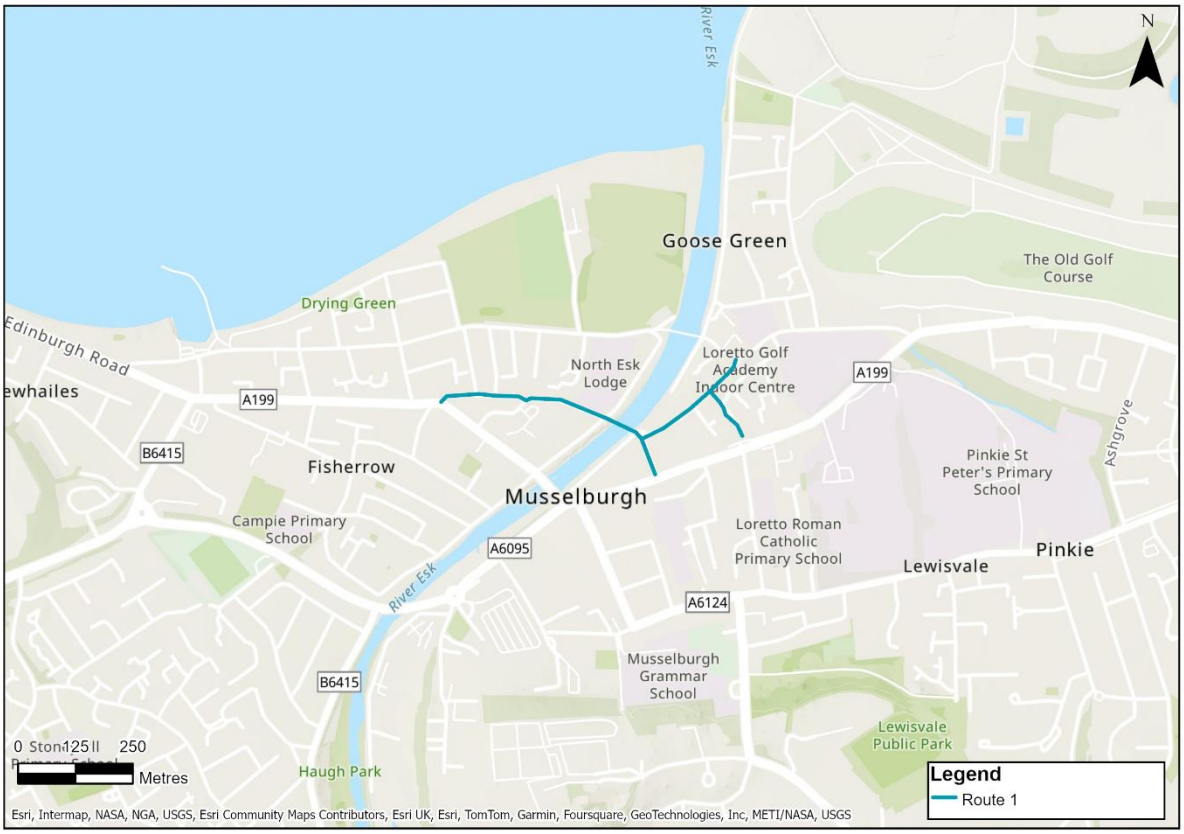


Figure 2: Route 1 Alignment

Route 1 provides important links to town centre and High Street destinations. These connect adjoining routes at the Esk (Route 5) and Route 2. The route proposes to use the new Shorthope pedestrian / cycle bridge to be provided by the MFPS.

Key features of the proposals include:

- North High Street - quiet street cycle route with contraflow cycling and traffic calming including raised tables and footway widening to aid pedestrians.
- Shorthope Street - traffic restrictions and contraflow cycling, traffic calming including a raised table and footway build out to aid pedestrians.
- Millhill & Kerrs Wynd - quiet street cycle route with traffic calming including raised tables and footway widening.

2.2 Route 2

The route alignment of Route 2 (A199 to Wallyford Toll) is shown in **Figure 3.**

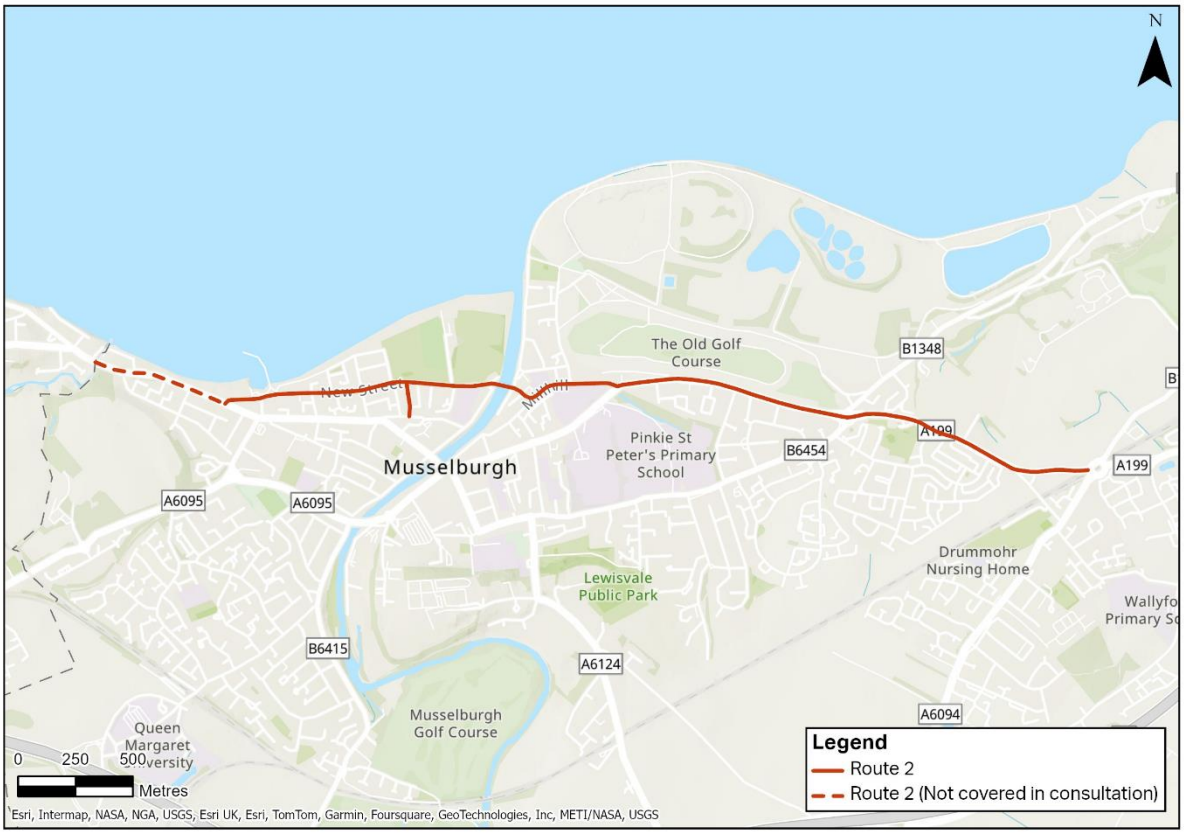


Figure 3: Route 2 Alignment

Route 2 provides the cross-town link extending from the East Lothian Council (ELC) / City of Edinburgh Council (CEC) boundary to Wallyford Toll. This route connects many of the key destinations in the town including Fisherrow Harbour, Musselburgh Town Centre, Schools, Musselburgh Racecourse and Wallyford Park & Ride Station. Key features of the route, include:

- New Street, James Street & Millhill - quiet street cycle route with traffic calming including raised tables and footway widening to aid pedestrians.
- Electric Bridge replacement proposed to be provided by the MFPS.
- Millhill / Linkfield Road junction – signalisation to include Toucan crossings.
- Linkfield Road - Segregated cycle track and new pedestrian crossings.
- Haddington Road - Segregated cycle track and new pedestrian crossings (including at Levenhall roundabout).

The western extent of the A199 between the ELC / CEC boundary and New Street is still under development. Designs will be shared during spring / summer 2024.

2.3 Route 5

The full alignment of Route 5 (Old Craighall to Goose Green) is shown in **Figure 4.** The section under development within the MAT project will deliver the route between QMU and Monktonhall Terrace / Haugh Park only as shown in the solid purple line below.

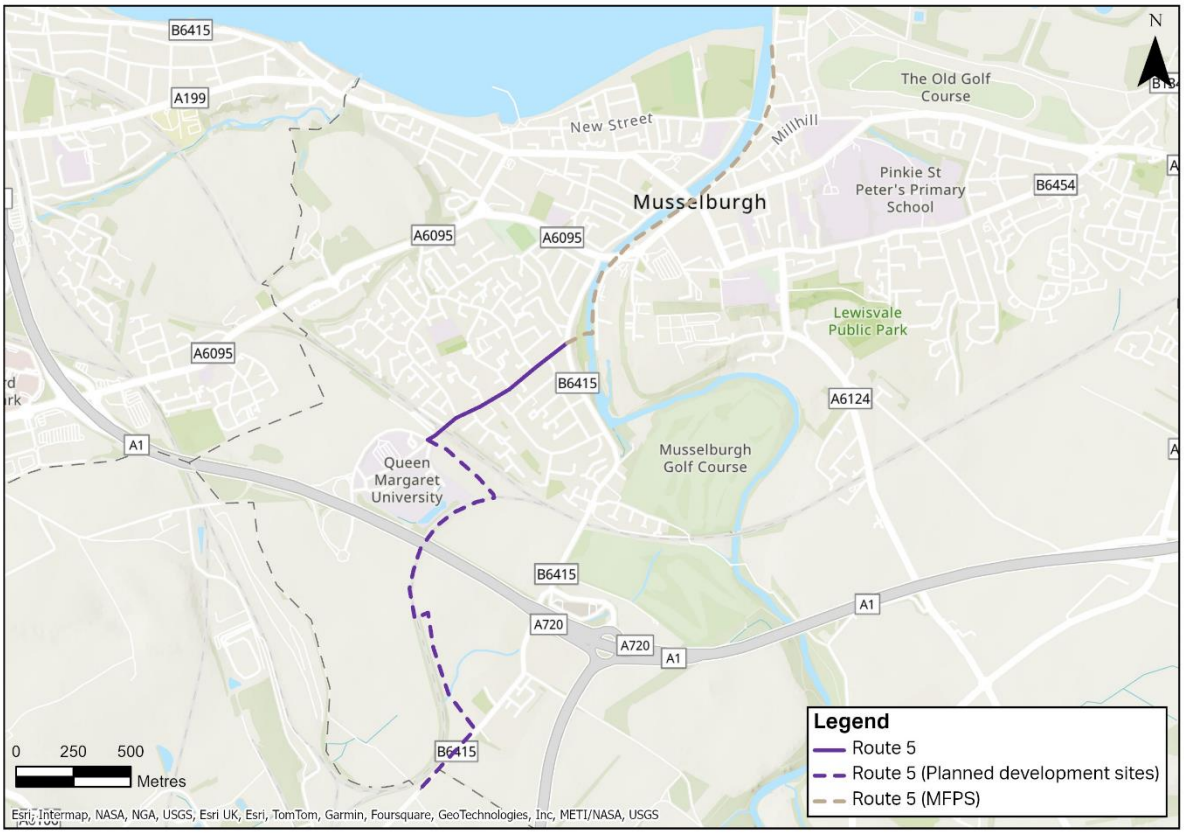


Figure 4: Route 5 Alignment

Route 5 will connect the Craighall development sites, Queen Margaret University (QMU) campus and Musselburgh train station to Eskmills Industrial Estate, Musselburgh town centre, the River Esk and the coast. The MAT project will deliver the section of route between QMU and Monktonhall Terrace / Haugh Park. Key features of the route include:

- New junction configuration at QMU/Musselburgh Station to improve safety of people walking, wheeling and cycling.
- Stoneybank Terrace - quiet street cycle route with traffic calming, placemaking and pedestrian improvements.
- Monktonhall Terrace - new signalised junction and crossings for people walking, wheeling and cycling.
- Stoneybank Crescent - traffic calming and bus gate restriction to address issues with rat-running vehicles.

2.4 Route 4

Route 4 forms part of the Cross East Lothian Active Freeway. This route will provide a largely off-road route for walking, wheeling and cycling which will connect through the county, from Dunbar through Haddington and Musselburgh and onto Edinburgh. The MAT project will be delivering the western part of the Active Freeway from Wallyford to Newcraighall, via QMU. Design proposals will be available during spring / summer 2024.

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

Figure 5 Route 4 Alignment

2.5 Route 6

The route alignment of Route 6 (A199 to City of Edinburgh Boundary (A6095) is shown in **Figure 6** with the two different concepts shown in **Figure 7 and Figure 8**.

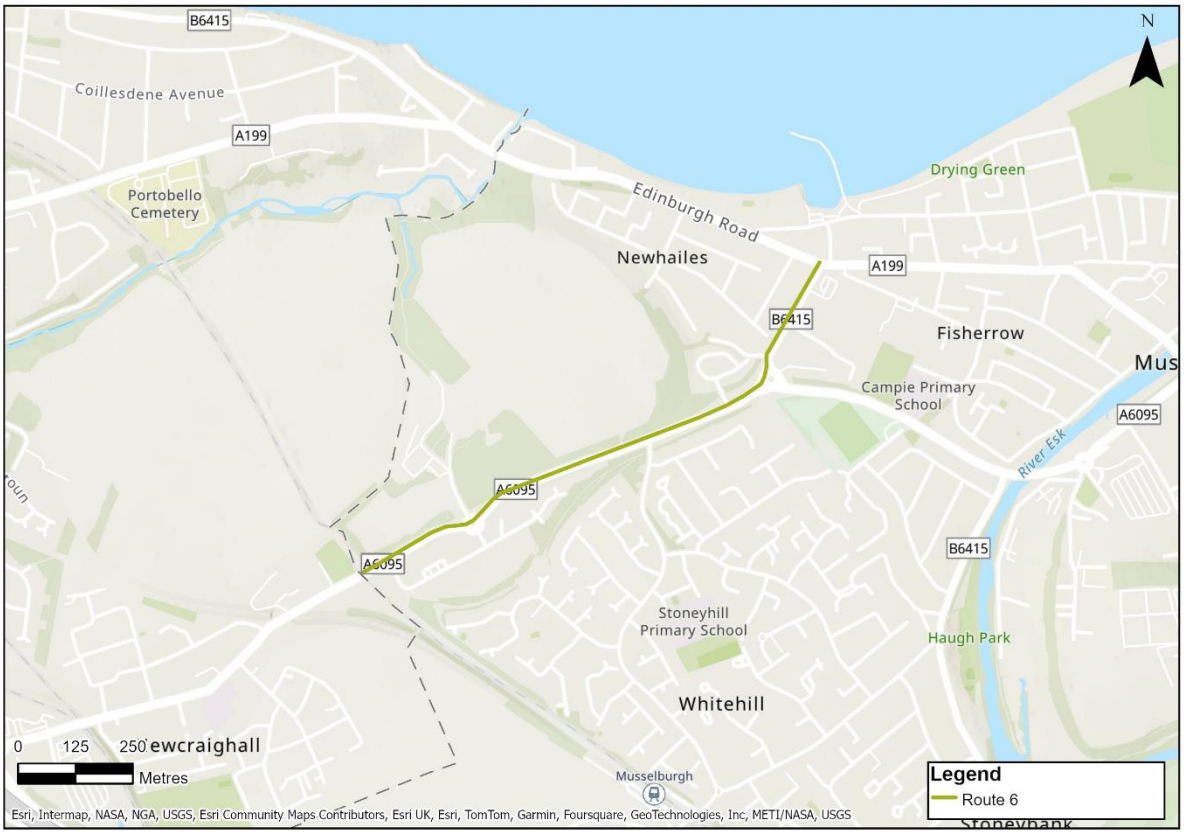


Figure 6 Route 6 Alignment

Route 6 will connect Musselburgh to Newcraighall Station and beyond into Edinburgh. This will link key destinations including Fisherrow Harbour, Newhailes and onward into the Fort Industrial sites.

We have developed two initial design options which are shown below. These are:

- Option A - two-way (bidirectional) cycle track on north side of Newhailes Road.
- Option B - one-way cycle tracks on both sides of Newhailes Road.

Figure 7: Route 6 Option A: Bidirectional Cycle Track

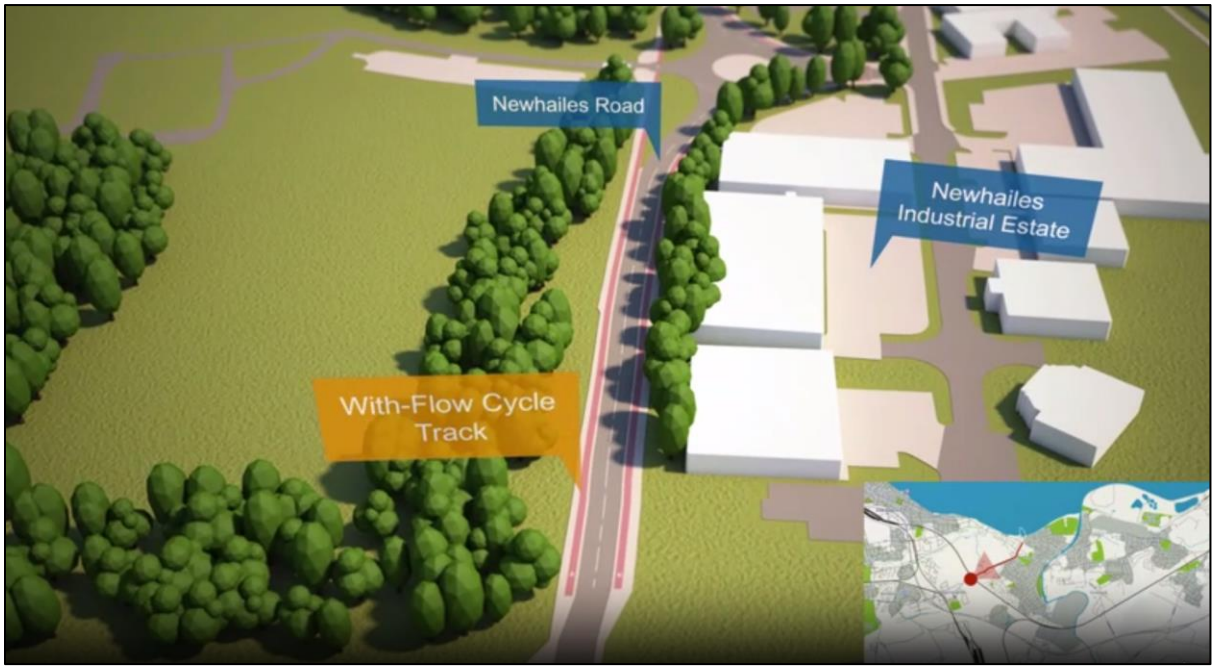


Figure 8: Route 6 Option B: One-Way Cycle Track

3. Methodology

3.1 Approach

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

Key audiences were identified by reviewing previous engagement activities undertaken as part of the MAT project (2018-2021), discussion with the project group, internal ELC stakeholders and MFPS project team.

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

Table 1: Forms of Engagement

Meeting with Stakeholders	✓	Stakeholder organisations, including community councils, were invited to a virtual meeting where an online presentation was given following by a question-and-answer session.
Meeting with Local Groups	✓	Local groups, including representatives from local schools and other educational establishments, were invited to a virtual meeting where an online presentation was given following by a question-and-answer session. Representatives also met with local residents who requested a meeting.
Online StoryMap	✓	A dedicated 'StoryMap' project website was created and launched to coincide with the start of the engagement period. This interactive platform included the option to leave comments on the various sections of each route. The StoryMap allowed for feedback to be provided by users, alongside providing information on the project and previous engagement.
Pop-Up Engagement Sessions	✓	Pop-up sessions were held at 3 different venues across 3 days, gaining feedback on proposals for both the feasibility and developed design routes.
Online Survey	✓	An online survey was setup for Route 6 to consider the design options available. A total of 21 responses were received through the online survey over the engagement period.
Email Notifications	✓	Email notifications were issued to all stakeholders and those who have registered an interest in the project, and a dedicated project email address was set up.
Social Media	✓	Social media posts were created on Facebook and Twitter using East Lothian Council's accounts.

4. Engagement Activities

As a result of the range of stakeholders to be engaged with, a variety of methods was used to obtain the level of feedback that is required and to develop an understanding of the specific needs of the audience. This approach was undertaken in three tiers:

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

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

4.1 Tier 1

Online StoryMap

The StoryMap was an online interface that allowed users to view updates on the MAT project. The StoryMap detailed the project's objectives and how it interacts with other projects in the area. Users were able to see maps detailing the proposed routes and in some cases see 3d fly-through animations to provide an impression of what the route proposals would look like on the ground.

Once users had navigated through the StoryMap chapters (Project Overview, Previous Engagement, Example Projects, Developed Routes, and Route Options), users were given the opportunity to make comments through the map interface. This allowed users to select specific areas on the route to provide comments, allowing for detailed analysis once the data was extracted.

The online StoryMap went live online on the 20th November 2023 until the 15th January 2024.

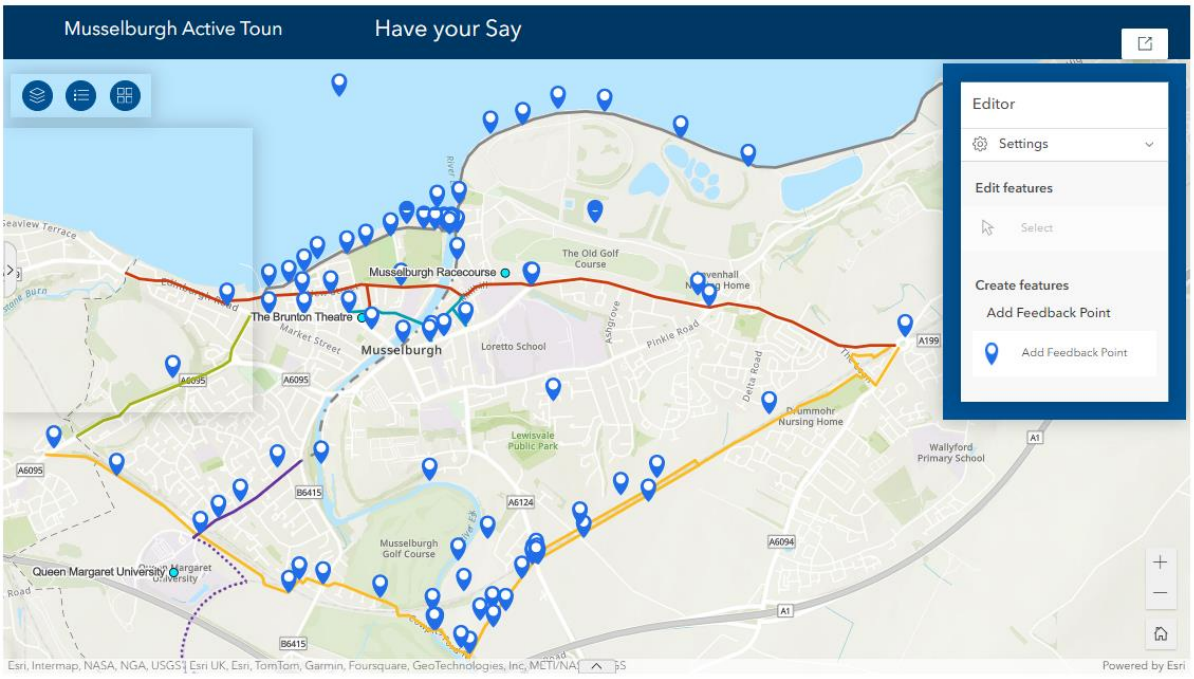


Figure 9: StoryMap Feedback Points Overview

Pop-Up Sessions

Pop-Up Sessions allowed members of the public to attend in person drop-in sessions with the project team. The sessions outlined the project's objectives and how it is interacting with other projects in the area. Attendees were also able to read through information boards which outlined route alignments and route designs, as well as observing 3d videos that detailed the Route 6 proposals and how they will look in real life.

Figure 10: Pop-Up Session

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

Details of when these sessions took place are as follows:

- Fisherrow Centre: Tuesday 12th December 3:30pm to 6:30pm
- Musselburgh East Community Learning Centre: Wednesday 13th December 9:30am to 12:30pm
- QMU Conference Suite: Thursday 14th December 3:30pm to 6:30pm
- Fisherrow Centre: Tuesday 9th January 6:30pm to 8:30pm.

4.2 Tier 2

Elected Members Briefing

The session enabled the Project Team to present Elected Members with a project update, route designs and route alignments, as well as 3d fly-through animations of the two Route 6 options. The session also allowed for attendees to provide feedback and partake in discussions around each of the routes, outlining concerns and suggestions to the project team on design concepts and route alignments. A session was held on the 6th November from 12pm to 1:30pm.

Area Partnership Engagement

The session allowed Area Partnership members the opportunity to be presented with a project update, route designs and route alignments, as well as 3d fly-through animations of the two Route 6 options.. The session allowed for attendees to provide feedback and partake in discussions around each of the routes, outlining concerns and suggestions to the project team on design concepts and route alignments. A session was held on the 22nd November from 1:30pm to 2:30pm.

Community Council Engagement

A session with Musselburgh & Inveresk Community Council was held to present a project update on route designs and route alignments, as well as 3d fly-through animations of the two Route 6 options.. The session allowed for attendees to provide feedback and partake in discussions around each of the routes. The details for this community council meeting are detailed below:

- Musselburgh & Inveresk Community Council, Brunton Theatre, 9th January 7pm to 8pm.

Presentations to other local Community Councils have been scheduledfor after the formal engagement period to ensure all Community Councils are given the opportunity to feedback on the proposals.

4.3 Tier 3

Design Workshops

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

- Spokes
- Musselburgh Area Partnership Active Travel Sub Group
- Sustaining Musselburgh
- Fisherrow Harbour & Seafront Association
- Musselburgh Area Partnership
- Musselburgh Conservation Society

The organisations listed below were invited to attend the workshops but were unable to. The project team will continue to engage with these organisations throughout the remaining project stages:

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

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

- Fisherrow Centre, 9th January 2024 4:40pm to 6:30pm
- Online via MS Teams, 11th January 2024 3pm to 4:30pm.

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

5. Engagement Responses

The following chapter details the feedback provided for each route proposed for the MAT project. A list of the full comments provided and the routes they apply to is presented in Appendix A.2.

Please note feedback comments presented below are summarises of comments from various engagement methods. A full breakdown of each comment submitted during the engagement period can be found in Appendix A.2

5.1 Developed Design Routes

Route 1

Route 1 provides links to the town centre and High Street destinations. This route also provides connections at the Esk and Route 2. The route proposes to use the new Shorthope pedestrian/cycle bridge that is to be provided by the MFPS (Musselburgh Flood Protection Scheme).

Key features to note of the proposal include:

- North High Street - quiet street cycle route with contraflow cycling and traffic calming including raised tables and footway widening to aid pedestrians.
- Shorthope Street - traffic restrictions and contraflow cycling, traffic calming including a raised table and footway build out to aid pedestrians.
- Millhill & Kerrs Wynd - quiet street cycle route with traffic calming including raised tables and footway widening.

Feedback

Theme	Comments	Action
Cycle Parking	• Cyclists are expected to dismount at the end of Kerrs Wynd to access the High Street. If this is the case, a good amount of cycle parking should be provided here. • Secure cycle parking needed at High Street • Cycle parking on Millhill would be good	• We will consider cycle parking at Kerr's Wynd at next stage of design. • We will consider additional cycle parking on High Street at next stage of design. • Additional cycle parking on Millhill to be considered in next stage of design.
Safety	• Concerned about the proposed contraflow on Shorthope Street, it may not be safe for cyclists unless serious traffic reduction measures are committed to *and enforced*. Sightlines are	• Safety concerns over Shorthope Street to be considered as design is developed. • Options for traffic control and potential enforcement to

	poor and the space available is very constricted. • Kerr's Wynd is quite dark - add enhanced lighting. • Lighting at Millhill as quite dark - improve safety	be considered as the design is developed. • Lighting design to include Kerrs Wynd review as part of final design. • Lighting design at Millhill to be considered in final designs.
Route Design	• Shorthope Street is too narrow to accommodate contraflow cycling. • No clear drop kerbs indicated to access North High Street by the Brunton • Consider alternatives to cycle logos and visual traffic calming. I.e. cobble treatments or similar for Kerr's Wynd • Continuous footway instead of raised table – High Street/Shorthope Street	• Safety concerns over Shorthope Street to be considered as design is developed. • Connection to North High Street to be considered at next stage of design. • We will consider requirement for traffic calming on Route 1 streets. • We will consider design of continuous footway treatment at High Street / Shorthope Street at next stage of design.

Whilst the majority of feedback provided was positive in regard to the route design and alignment a number of considerations and points of concern were raised. Firstly, cycle parking was highlighted as a desire in locations such as High Street, Millhill and at the end of Kerrs Wynd. These locations were identified during the consultation as being of importance for cyclists as well as locations which provide ample space and opportunity for cycle parking infrastructure.

Safety for both pedestrians and cyclists was raised for the following locations Millhill, Shorthope Street and Kerrs Wynd. Millhill and Kerr Wynd were highlighted as having poor lighting which needs to be improved upon to improve the safety of both pedestrians and cyclists who use these streets. In relation to Shorthope Street concerns were raised over the proposed contraflow cycle lane for several reasons including: a need for traffic reductions, poor sightlines and constricted road space which has the potential to lead to conflict with other road users.

Suggestions were made to improve the chicane design for access to the proposed new bridge at Shorthope Street, the development of an island for protection for the contraflow lane on North High Street, closing Shorthope Street to all vehicle traffic and the preference of a continuous footway instead of raised tables to improve safety for pedestrians and cyclists.

Route 2

Route 2 provides the cross-town link extending from Wallyford to Joppa. This route connects many of the key destinations in the town including Wallyford Station, Musselburgh Racecourse, Town Centre, Schools and Fisherrow Harbour, the current design proposal is between New Street and Wallyford.

Key features of the proposals include:

- New Street, James Street & Millhill - quiet street cycle route with traffic calming including raised tables and footway widening to aid pedestrians.
- Electric Bridge replacement proposed to be provided by the MFPS.
- Millhill / Linkfield Road junction – signalisation to include Toucan crossings.
- Linkfield Road - Segregated cycle track and new pedestrian crossings.
- Haddington Road - Segregated cycle track and new pedestrian crossings (including at Levenhall roundabout).

Feedback

Theme	Comments	Action
Car Parking	• Preference for car parking to be located consistently on one side of the road rather than staggered to prevent cyclists having to weave	• We will consider options for traffic calming and ensure speed reduction for traffic and comfort / safety for cyclists is achieved.
Safety	• Linkfield Road - not enough crossing points now the refuges have been removed. Please look at more locations. • Speed of traffic is a concern on New Street, Millhill and Linkfield Road. Designs must ensure that traffic calming is suitable and controls speeds. • Awareness and safety of zebra crossing on approach - consider raised tables or reduce speed limits - Levenhall Roundabout	• Design to be reviewed for pedestrian crossing points on Linkfield Road. • We will consider options for traffic calming and ensure speed reduction for traffic and comfort / safety for cyclists is achieved. • The Levenhall roundabout geometry is to be substantially narrowed as part of the proposals and expected to slow traffic speeds on approach and through the area. We will consider speed limits as part of the project and whether changes are required. Consult with ELC Roads team re: Linkfield Road and Haddington Road reduced speed limits.

Route Design	• Road cushions on New Street help to maintain low speeds and its nice for cyclists due to the flatness between cushions. Also there were concerns over spacing of traffic calming and potential speed of vehicles between raised tables. General worry of drivers accelerating between cushions on New Street. • Suggestion of raised tables off arms of roundabout at Levenhall roundabout to slow traffic down when coming off and on the roundabout to create safety for pedestrians and cyclists. Potential for crossing to be split in to two stages with refuge islands at the roundabout. • If Millhill/ Linkfield Road junction really is to be traffic light controlled, will it be synchronised with the lights at Luca's?	• We note cyclists' preference for car parking on one side for ease of travel but this needs to be balanced against vehicle speed reduction which chicaned parking can achieve. We will consider options for traffic calming and ensure speed reduction for traffic and comfort / safety for cyclists are achieved. • Consider design of zebra crossing points on Levenhall Roundabout to ensure safe and accessible for all users. • We will undertake traffic modelling to consider traffic impacts on High Street as a result of the Millhill / Linkfield Road signalised junction proposals.
Parking	• Concerns about narrowing carriageway for people accessing cars on Linkfield Road • More double yellows to reduce parking on New Street. • When events are on along the east end of New Street lots of cars are parked there - could be unsafe for cyclists. • Secure cycle parking at Wallyford Park and Ride	• The Linkfield Road geometry is constrained in this location. We will review the on-street parking on south side and see if additional width is available to cater for parking access/egress. • We will consider options for traffic calming and parking on New Street and ensure speed reduction for traffic and comfort / safety for cyclists are achieved. • We will consider secure cycle parking at Wallyford Park and Ride.

Route 2 was stated to be a more desirable main cycling route from east to west when compared to Route 3. However, feedback raised issues along key areas of the route.

New Street received a range of comments most notably regarding the introduction of raised tables to replace the current speed cushions. Comments noted that the current set up is better for cyclists along with maintaining lower vehicles speeds. Concerns were raised that vehicles would accelerate between raised tables creating dangerous conditions. Parking was

also acknowledged as an issue with a reduction in parking favoured by cyclists. The design of parking presented whereby it is laid in a chicane style was deemed unfavourable compared to having parking on one side of the carriageway to ensure safety for all users, in particular cyclists.

The Millhill section received comments relating to vehicle speeds which cause safety issues for pedestrians and cyclists. Traffic calming and suitable speed control measures were enquired about to be implemented along this section of the route.

The removal of crossing points along Linkfield Road was raised through several comments whereby there is a view that additional locations should be reviewed for the addition of safe crossing points. In conjunction, in relation to safety, concerns were raised about the narrowing of the carriageway when trying to enter their vehicles.

Leading to the Levenhall Roundabout there were concerns about the proposed design regarding vehicle speeds in relation to pedestrians crossing the road on each of the arms. Suggestions were made to include raised tables on the approaches to the roundabout to lower vehicle speeds creating safer conditions for pedestrians and cyclists. A suggestion was also made around relocating the northern crossing point further north to increase convenience for Ravensheugh residents.

Route 5

Route 5 will connect the Queen Margret University (QMU) campus & Musselburgh train station sites to the town centre. The MAT project will deliver the section of the route between QMU and Monktonhall Terrace/Haugh Park. The MFPS will deliver the route from Haugh Park to the town centre via the Esk path with final consenting strategy to be determined.

Key features of the proposed MAT design include:

- New junction configuration at QUM/Musselburgh Station to improve safety of people walking and cycling.
- Stoneybank Terrace – quiet street cycle route with traffic calming, placemaking and pedestrian improvements.
- Monktonhill Terrace – new signalised junction and crossings for people walking and cycling.
- Stoneybank Cresent – traffic calming and bus gates restrictions to address issues with rat-running vehicles.

Feedback

Theme	Comments	Action
Congestion	• Stoneybank Terrace is often used by the emergency services as a quick way to get to Newhailes Road rather than going via Olive Bank Road. • Rat running cars via Stoneybank Crescent is a current issue.	• We will engage with emergency services as part of the design development. No impact expected as a result of proposals. • We will consider traffic impacts through traffic modelling at Stoneybank Terrace / Monktonhall Terrace junction
Safety	• Consider QMU bus barrier and how cyclists bypass barrier. • Car door opening zone (opening car doors on to cycleway) in relation to conflicts with cyclists using advisory lane is a concern on Stoneybank Terrace and Whitehill Farm Road	• Integration of cycle access to QMU and the bus barrier to be considered at next stage. • Design of advisory cycle lanes and on-street parking to be reviewed at next stage.
Parking	• Parking needs to be considered as QMU students use parking and residents are displaced along Whitehill Farm Road and Stoneybank Terrace.	• We will consider parking provision and disabled bays on Stoneybank Terrace within plans. • Suggestion of residents parking permits is to be passed to the ELC Parking Management Strategy team for consideration.

Feedback provided raised congestion concerns regarding the development of a T-junction at Whitehill Farm Road / Clayknowes Road to replace the current roundabout in conjunction with the narrowing of the carriageway. Street lighting was also requested to be improved to improve safety for pedestrians walking from the station.

Parking concerns were also raised along Whitehill Farm Road regarding the removal of parking bays. Currently parking for residents outside of their property is difficult due to high numbers of QMU students using the parking bays, which has led to accessibility issues for residents. Related to parking concerns, feedback noted concerns about the advisory cycle lane when getting in and out of their vehicles which has the potential to cause conflict and safety issues for vehicles users and cyclists.

5.2 Feasibility Design Routes

Route 4

Route 4 is still in the early design proses and route choices are still under review with proposal to be shared in early 2024. The proposed route alignment was provided for comment as part of this stage of engagement.

Route 4 is to for part of the Cross East Lothian Active Travel Freeway. This route will provide a large off-road route for cycling, walking, and wheeling which will connect through the countryside, from Dubar through Haddington and Musselburgh to Edinburgh. The MAT project will be delivering the western part of the Active Freeway from Wallyford to Newcraighall, via QMU. Design proposals will be available during spring / summer 2024.

The MAT project will be delivering the western section of the Active Freeway which will run from Wallyford to Newcraighall, via QMU.

Feedback

Theme	Comments	Action
Environment	• The proposed route passes through greenbelt land; therefore, the design must be consistent with conservation area requirements.	• Planning requirements to be confirmed but assurance that all guidelines and process will be followed.
Historical Sites	• Almost all works in the Inveresk area must be preceded by archaeological investigations, as these fields have scheduled monuments of national importance. Will this be done if this route goes forward?	• Planning requirements to be confirmed but assurance that all guidelines and process will be followed.
Safety	• The proposed crossing point(s) of the route across Carberry Road are at a dangerous place where there is constant speeding and impatient traffic. A controlled crossing may be needed. • What systems would be in place to prevent access to the active travel path by trail bikes etc and their using it as an access for roaming into the adjacent fields? • There should be additional protections for cyclists at the roundabout where the route crosses the B6415 at Monktonhall Place	• We will investigate the feasibility of crossing location of Carberry Road. • Path design to include secure boundary features i.e. fencing, planting. • Where required, safe and controlled crossings are to be provided across any busy roads.

Route Design / Alignment	• Would rather see the path on south side of railway between eastern QMU underpass and Carberry Road as it would avoid a whole series of difficult wiggling / junctions/ poor paths / geometry / land ownership / historic sites. • Existing footbridge over the River Esk is narrow and unsafe. • Descending from the fields to the Eskside river path will require a lengthy zig zag ramp, cutting into existing woodland. • Does this (section near Inveresk) really need to be tarmac? Feel a whin dust surface would be better.	• We will consider local alignment improvements of Route 4. • Please refer to ELC website for historic information on project development and engagement - this includes the route alignment choice for Route 4. • We will investigate the feasibility of ramps to the River Esk at next stage of project. • We will consider whether improvements can be made to the River Esk footbridge as part of the project scope/budget. • Final surfacing materials have not been decided at this stage. Whin dust has a poor life-span and could not be adopted or maintained by Roads. Surfacing options will be considered through the next stages of design.

Feedback provided a range of concerns, most notably around heritage sites, safety, route alignment / design and the environment.

The alignment of the route has the potential to operate within privately owned fields adjacent to the railway line. This area has been highlighted to contain scheduled monuments, be a conservation area and the site of the Battle of Pinkie. Feedback acknowledged that significant archaeological investigations will need to be undertaken before the alignment is confirmed.

Safety along the route was highlighted most notably around Carberry Road. Feedback stated that the proposed crossing point is dangerous, and it is very difficult to cross Carberry Road due to poor sightlines / geometry. Further protections are also required for cyclists crossing the roundabout at the Monktonhall Place / B6415 Junction.

Concerns were raised around the route impacting current greenbelt land and changing the character of the Inveresk Conservation Area. Feedback welcomes a design that is consistent with conservation requirements.

Route 6

Route 6 will connect Musselburgh to Newcraighall Station and beyond into Edinburgh. This will link key destinations between Fisherrow Harbour and the Fort Industrial Sites. Route 6 has initial design options proposed with two of these designs available for review.

- Option A - two-way (bidirectional) cycle track on north side of Newhailes Road.
- Option B - one-way cycle tracks on both sides of Newhailes Road.

General Feedback

The following feedback was provided through our public drop-in events, StoryMap comments, email feedback and stakeholder events.

Theme	Comments	Action
Route Design	• Pedestrian crossings are unsafe and there is a need new crossings especially for access to a potential bidirectional cycleway. • The existing paths on the old railway link are good. Can these be used or improved upon for the route?	• Where required, safe and controlled crossings are to be provided across any busy roads. • The traffic free path network in Clayknowes is not considered a suitable strategic route for walking / cycling and is a local link. This could be considered for local improvement in ELC future work programmes.
Congestion	• Slow traffic on approach to Olive Bank Roundabout	• Concerns with traffic speeds on Olive Bank Road. Consider issue and improvements at next stage.
Further connections	• A connection/crossing to Harbour Road should be captured. It must connect to Route 2 as there is currently a gap.	• New junction design at Newhailes Road and connection to New Street/Harbour Road to be considered at next stage.

Feedback provided for Route 6 was constructive with comments highlighting it would be an improvement on the current situation. The bi-directional cycle route option was acknowledged as providing good connectivity to Newhailes, along with good legibility. However, key concerns were raised over the bridge which provides the connection to Newcraighall which is owned by the CEC. Comments emphasised that the current bridge needs to be improved to accommodate active travel as it is currently too narrow and creates conflict between road users and cyclists.

Option A (Bidirectional): comments received stated there was a need for new pedestrian crossings and further crossings in general to gain access to the cycleway, whilst highlighting that a 2-way cycle track on the south side would connect well with the estates.

Option B (One-Way): This option was stated to provided better clarity and understanding for users including pedestrians which would lead to increase user confidence. However, it was

also highlighted that the option was not very direct and would also slow traffic down on the approach to Olive Bank Roundabout.

Organisation Feedback

Spokes:

- Given the lack of active frontages along A6095 Newhailes Road Spokes Lothian Planning Group supports Option A for Route 6. However there needs to be easy access from the residential areas accessed via Clayknowes Crescent & employment destination at the Industrial Estate.
- However, we would like to note concern that the crossing at the entrance to Newhailes House can be busy at times (infrequently weekends & events) so a safe crossing is essential at the exit / entry from the roundabout. A zebra with parallel cycle crossing would be preferable to give clear priority to walkers, wheelers and cyclists.

Online Survey

An online survey was provided for Route 6 to gather feedback and preferences on the design options proposed.

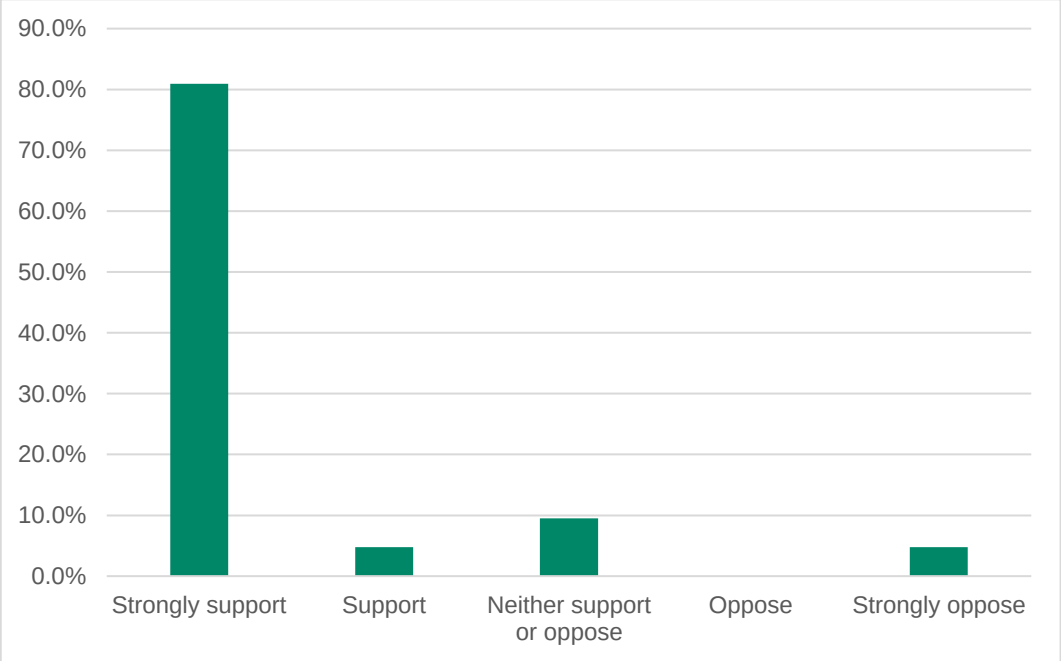
Online Survey: Respondent Profile

The survey had 21 responses of which the following demographics responded:

- 47% were aged between 35-54
- 19% were aged between 65-75+
- 47% were male and 43% were female with 10% preferring not to say.

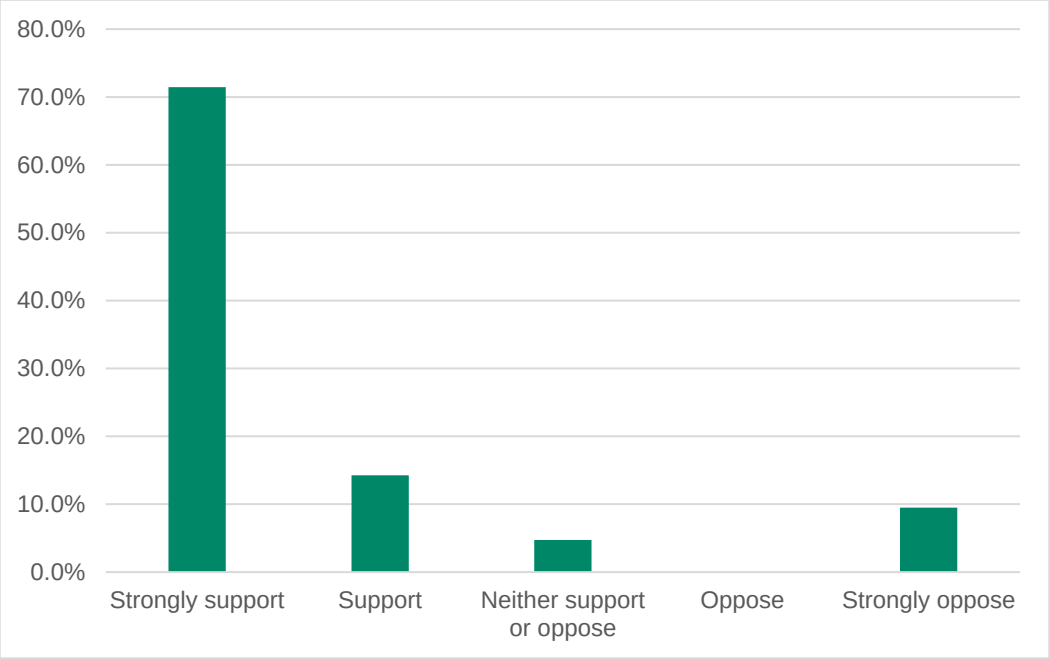
The following findings related to Route 6 from the survey are outlined as follows:

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



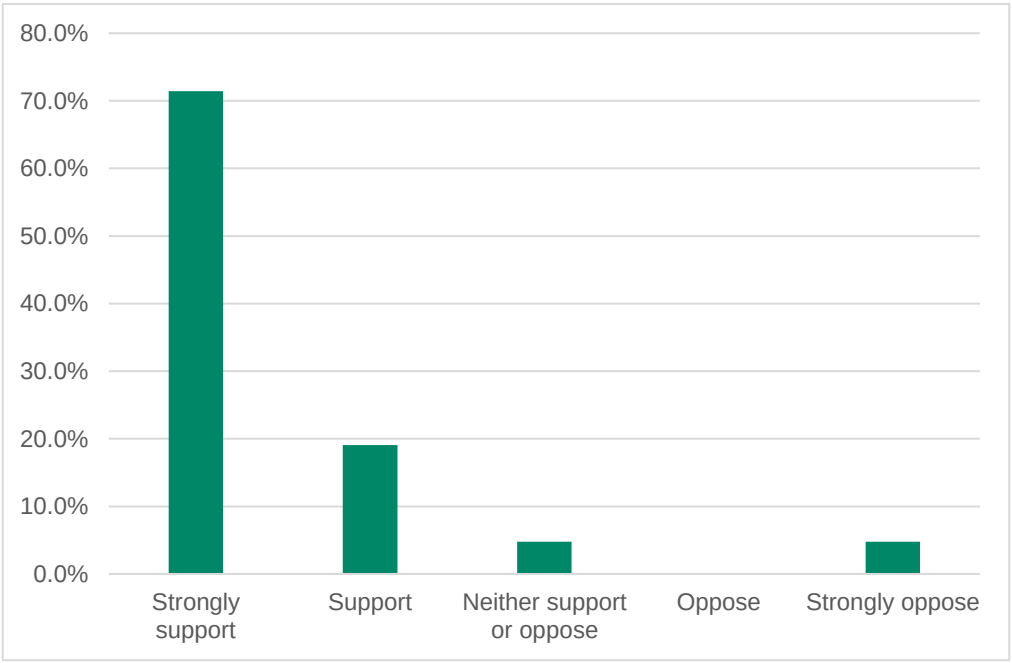
Over 85% of respondents stated they were in support of making it easier for people to travel around Musselburgh by walking and wheeling, whilst around 14% of respondents either opposed it or neither supported or opposed.

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



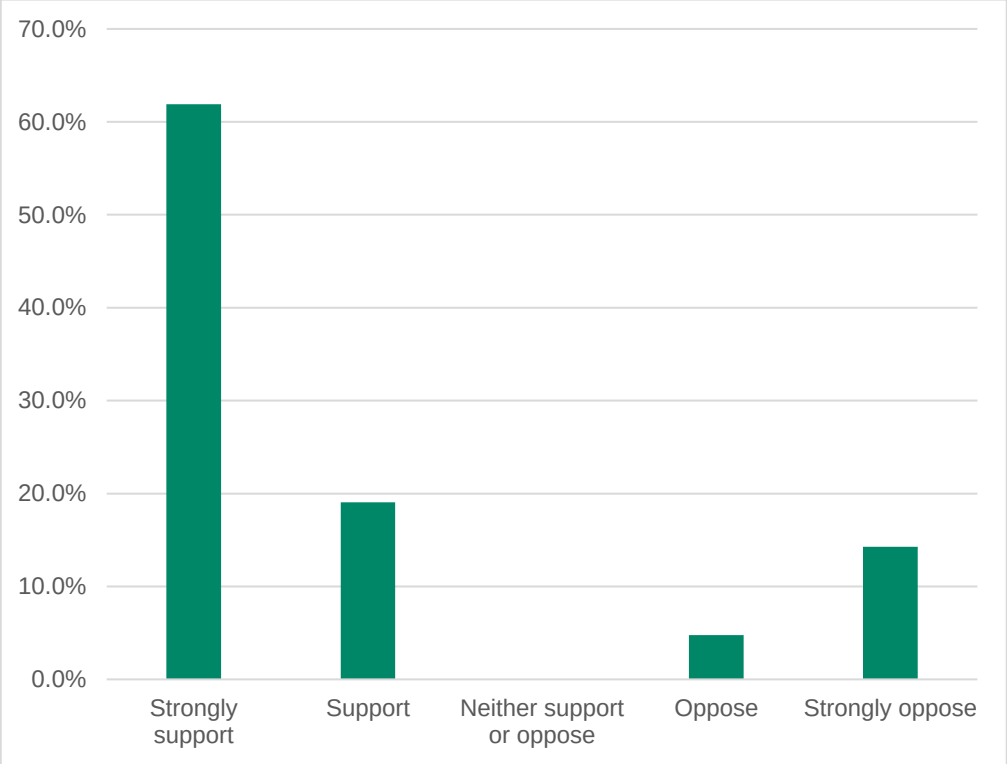
Over 85% of respondents stated they were in support of making it easier for people to travel around Musselburgh by cycling, whilst around 14% of respondents either opposed it or neither supported or opposed.

Q3 One way that the impacts of climate change can be reduced is by encouraging more people to walk, wheel or cycle instead of using a car for local journeys. To what extent do you agree that making it easier to walk, wheel and cycle can help reduce the impacts of climate change?



Over 90% of respondents stated they were in support of encouraging more people to walk, wheel or cycle instead of using a car for local journeys to help reduce the impact of climate change, whilst around 9% of respondents either opposed it or neither supported nor opposed.

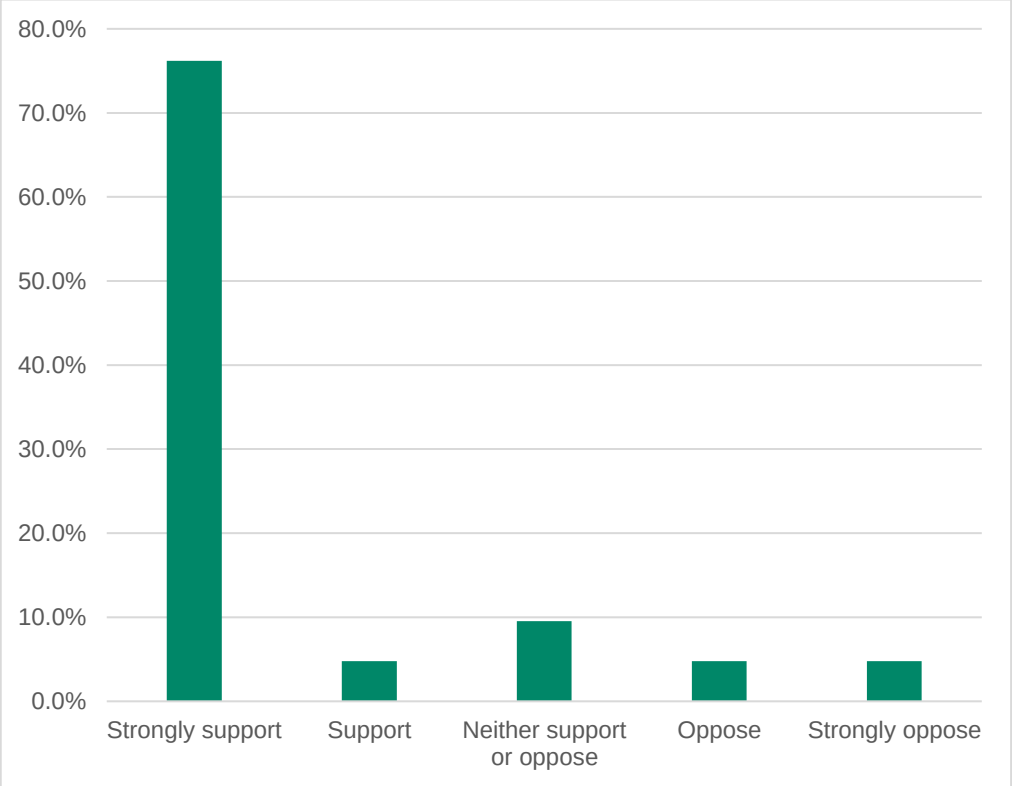
Q4 To what extent do you support the introduction of separate cycle lanes on Newcraighall Road and Newhailes Road



81% of respondents stated they were in support of the introduction of separate cycle lanes on Newcraighall Road and Newhailes Road, whilst 19% of respondents were opposed to the concept.

Respondents stated that it could cause congestion to one of the main artery routes in and out of Musselburgh and could cause further pollution. However, it was also highlighted by respondents that separate cycle lanes would provide safety for cyclists, through greater protection, on a currently very busy road.

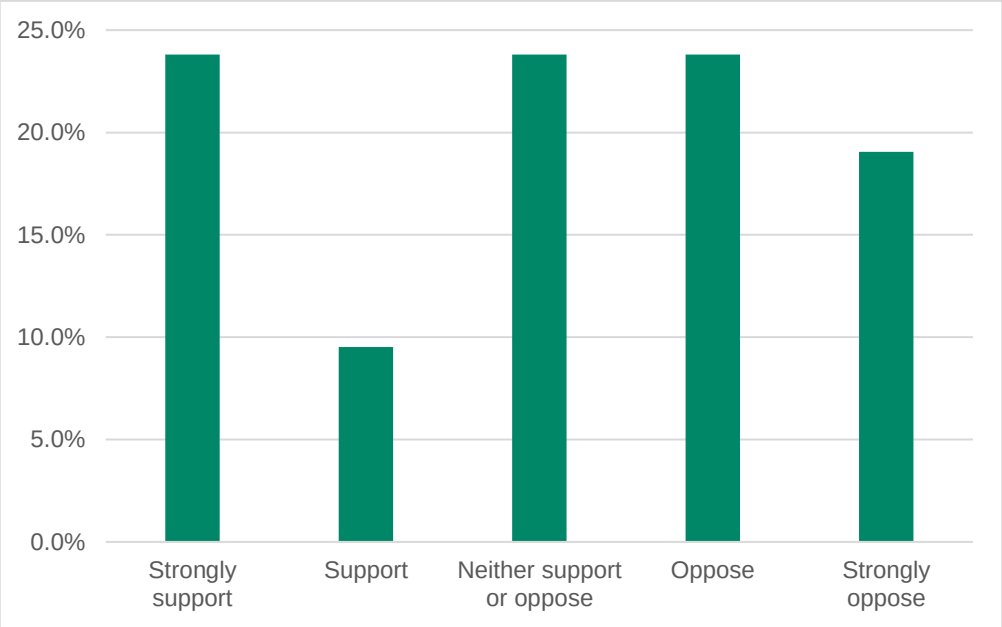
Q5 To what extent do you support the aim of making it easier to walk, wheel and cycle between Musselburgh, Newcraighall Station and Retail Park and onwards into Edinburgh?



81% of respondents stated they were in support of making it easier to walk, wheel and cycle between Musselburgh, Newcraighall Station and Retail Park and onwards into Edinburgh, whilst around 9% of respondents were opposed to the concept. Furthermore around 9% of respondents were neither supportive nor opposed to the concept.

Respondents stated that it would help improve the local environment, provide safe routes for healthy travel choices and would provide easier access to Fort Kinnaird which connects into the Edinburgh path network. However, it was also stated that there is currently a footpath that is not extensively used by cyclists which could be used to avoid reducing the carriageway to a single lane casing more traffic delays.

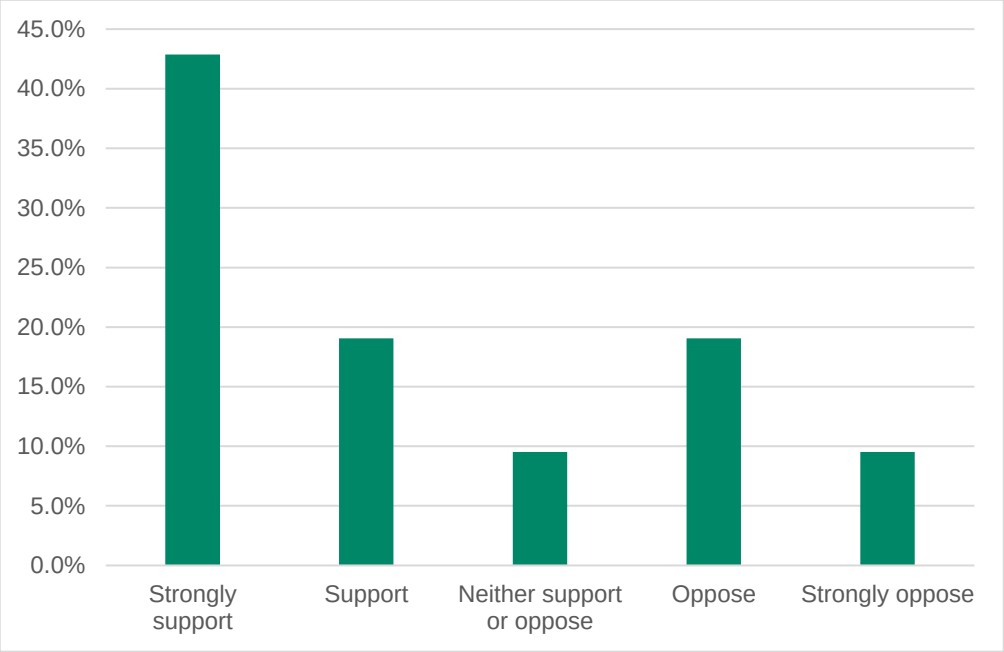
Q6 Option A is to have a two-way separate cycle lane on the north side of the road. To what extent do you support this option?



Around 33% of respondents stated they were supportive of the two-way cycle lane on the north side of the road. However, 43% of respondents stated they were in opposed to the two-way cycle lane, whilst a further 23% of respondents stated they were neither supportive nor opposed to the design.

Respondents stated that this concept creates unnecessary danger points when crossing the road and there is potential for unnecessary conflict with cyclists operating in the same direction on the same carriageway. Another reason stated was a concern about the amount of available space for a bidirectional lane and it could create safety issues.

Q7 Option B is to have one-way separate cycle lanes on both sides of the road. To what extent do you support this option?



Around 62% of respondents stated they were supportive of the one-way cycle lane on both sides of the road, whilst only 28% of respondents stated they were opposed to the design.

Respondents stated that it seems to be safer than the two-way cycle lane and also reduces the risk of having to cross the potentially dangerous road when joining or leaving the shops / industrial estate. It was also stated that it seems more logical to have all traffic following the same direction.

5.3 Additional Responses

Prior to undertaking this round of consultation, it was understood that Route 3 and Route 5 between Haugh Park and Goose Green which share a footprint with the Musselburgh Flood Protection Scheme (the Scheme) were to be designed, consented (confirmed) and delivered alongside the Scheme. As such, over the past few years, the Scheme undertook consultation on both the Scheme design and the MAT design (in the shared footprint locations) and there was no active engagement for these Routes during this engagement period. Nevertheless, comments and feedback in relation to these Routes were received during this consultation period, have been passed on to the Scheme project team and will be considered by the Scheme and MAT project teams.

General Feedback

Whilst most feedback was specific to a section or entirety of a route, there was also feedback provided which was more general. General feedback which was mainly positive acknowledged the benefits to the community the active travel routes would provide with notable comments stating the following:

- the more investment in separating car/bus/lorries from cyclists the better
- support the aim of improving conditions for walking wheeling and cycling in Musselburgh

However, whilst there was positive feedback, concerns were also raised around the following:

- safety between cyclists and vehicles
- safety between cyclists and pedestrians particularly in relation to Shared Use Paths.

Furthermore, feedback suggested that the plans were not ambitious enough and more ambition was needed in the form of a parking removal, reduction in traffic levels and increased levels of biodiversity.

Musselburgh Flood Protection Scheme (MFPS)

During the engagement period comments were provided in relation to the northern section of Route 5 and the Coastal Route 3. Whilst these routes are part of the wider MAT project they are being taken forward through the MFPS. These comments have been collated and will be provided to East Lothian Council to review and discuss with the MFPS project team.

Route 3 feedback highlighted concerns regarding the environmental impact of the route on the current wildlife and habitats that occupy the area. Concerns were raised in relation to the inclusion of a new bridge at Goosegreen as well as concerns around safety for users with cyclists and pedestrians operating in the same space.

Route 5 (Northern Section) feedback highlighted safety concerns in relation to cyclists speeds. Environmental concerns were raised around the displacement of wildlife and habitats around the shoreline and estuary. Furthermore, bridges designs were highlighted as having intrusive widths along with being unnecessary.

6. Conclusion

6.1 Summary

This report has summarised the engagement exercise that was undertaken during the Developed Design state for Route 1, 2 and 5 and the Feasibility Design stage for Route 4 and 6. The engagement was primarily focused on Route 1 (Milton Road East to Millhill) Route 2 (A199 to Wallyford Roundabout) and Route 5 (Old Craighall to Goose Green), whilst also gaining feedback on the route alignment for Route 4 and the design options for Route 6.

The engagement lasted 8 weeks, taking place between Monday 20TH November 2023 and Monday 15 July 2024. Interested parties were given a variety of ways to respond, including meetings with stakeholders, local groups, and local residents, an online survey, website comments, written and electronic correspondence and local pop-up drop in sessions.

In general, the feedback for the proposal detailed designs was positive, with recommendations made to the project team for minor adjustments to be made on each of the routes. The feedback provided for the Route 6 feasibility design was positive with the majority of respondent to the online survey stating they preferred the one-way cycle way operating on each side of the carriageway over the bi-directional cycle track.

6.2 Next Steps

Following the completion of the engagement, the project design team will look to adjust designs based on the feedback received during the engagement period. They will also look to develop preferred designs for Route 6 and concept designs for Route 4.

For Routes 1, 2 and 5 we will be progressing with publication of the Traffic Regulation Orders for the schemes later in 2024.

Later in 2024 we will recommence engagement with the groups established through programme for Routes 4 and 6 and undertake consultation on a developed design for the western end of Route 2. Those who asked to be kept informed of the engagement will be notified when the next stage of engagement is going live.