

## Members' Library Service Request Form

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Document Title	Spaces for People - Consultation on Legacy Measures

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Additional information:

Report necessary to formally add development roads to the list of public roads for maintenance purposes

Authorised By	Tom Reid
Designation	Head of Infrastructure
Date	03/08/21

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**REPORT TO:** Members' Library Service

**MEETING DATE:** August 2021

**BY:** Executive Director - Place

**SUBJECT:** Spaces for People – Public Consultation on Legacy Interventions.

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## **1 PURPOSE**

- 1.1 The purpose of this report is to obtain approval under Summer Recess Arrangements to start the statutory process of formal consultation that will be necessary to introduce and amend various Traffic Regulation Orders to prohibit waiting, loading and unloading, introduce new speed limits, re-determine road space and promote a new one way street as legacy arrangement following the Scottish Government Spaces for People programme.

## **2 RECOMMENDATIONS**

- 2.1 To note the benefits of the interventions made under the Spaces for People programme, the continued monitoring and evaluation of these, and methodology used to gauge success.
- 2.2 With reference to the permanency of certain interventions, that Cabinet approves the initiation of the statutory procedure necessary to introduce and amend Traffic Regulation Orders in support of Spaces for People in accordance with 'The Local Authorities Traffic Orders (Procedures) (Scotland) Regulations as amended, in respect of locations and proposals listed in Appendices B - .
- 2.3 To note the requirements of the Regulations that any objection to the Order under section 1, 37, 45 which contains a provision which prohibits, or has the effect of prohibiting, the loading or unloading of vehicles in any road, and is subsequently objected to, the matter must be referred to a reporter to hold a public hearing. With respect to all other Traffic Regulation Order proposals, those which receive objection that cannot be satisfactory addressed shall be referred to full Council for final authorisation to make the necessary Orders.
- 2.4 To note any additional Engineering interventions will need to be budgeted for separately within the Capital Plan.

### 3 BACKGROUND

- 3.1 In response to the global Covid-19 pandemic, on 23<sup>rd</sup> March 2020 people in Scotland were instructed to stay at home and only go outside for essential travel purposes, the purchase of vital goods, food, health reasons and/or to work where homeworking was unavailable.
- 3.2 Over the following 16 months central and local governments reacted to the changing dynamics of society and introduced various interventions to maintain business, tourism, social and healthcare, education and public safety. Regrettably, the impact on society has been stark with significant economic pressures, and that some public safety measures will continue for the foreseeable future limiting public transport capacity or restricting use without appropriate face coverings.
- 3.3 On 28<sup>th</sup> April 2020 the Scottish Government, in recognition of the public health emergency made available £10 million for temporary interventions under the 'Spaces for People' active travel fund to encourage walking and cycling, carry out improvements to widened pavements and cycle lanes infrastructure to make it safer for people to walk and cycle for essential trips and exercise during the phased lockdown period. Subsequent intensification of the scope of the programme increased the funds to £30m, diversified with the ambition to enhance active travel with significant modal shift being experienced over the first 6 months.
- 3.4 National transport data compared weekly 2019 trips by mode showed a significant downward trend from 16<sup>th</sup> March (limit social contact) down 95% on ferries, 85% rail and concessionary bus, 70% on car travel and 40% on HGV week commencing 30 March 2020. By 17<sup>th</sup> August HGV trips had recovered to 100%, cars 85%, ferry 60%, rail 25% and bus 40% comparable with 2019 level.
- 3.5 Over the same period walking trends fluctuated between 60-80% of equivalent 2019 data likely influenced by the Scottish weather, lack of safer routes, availability of attractions and stay-at-home or stay local orders.
- 3.6 In regards to cycling again over the same period, significant increase in mode share was experienced cumulating at a 200% increase on or about 25<sup>th</sup> May 2020. The only extended period when weekly cycling levels were lower than in June 2019 was before 7<sup>th</sup> April when the weather was generally less conducive to cycling than it had been in June 2019. Hence it appears reasonable to conclude that cycling increased as a result of behavioural changes due to the pandemic.
- 3.7 Accordingly, it was very much appropriate to lock in those behavioural change benefits that people have enjoyed as an unintended consequence of the pandemic through the legacy of the spaces for people interventions and to look beyond the 'business as usual' model and consider what a 'green recovery' will look like.
- 3.8 In response to the temporary £30 million 'Spaces for People' programme, East Lothian applied for £1.4million of funding which was received on 24<sup>th</sup> June 2020. Following public consultation 21-31 May 2020 the focus of the bid was to introduce:

- **Slower speeds for quicker recovery** - reduce speed limits in our town centres to 20mph and inter-urban routes to 40mph (excepting A-class roads), making it possible to introduce other supporting measures in towns. It also supports cycling between towns to get to school and for those who cannot drive.
- **Space for shopping** - relocate parking to allow space for queueing (and potentially eating and drinking) as well as passing through.
- **Space for exercise** - create an exercise circuit for walking and cycling around each town using traffic calming and improved off-road routes.
- **Provide space at school** - localised school interventions maintaining physical distancing and managing indiscriminate private car drop off
- **cycle improvements and local bike hire** - in towns and coastal sites

Those priorities were set following engagement with our communities and then an analysis of opinions from those that who responded to an online web consultation that ran from 21<sup>st</sup> - 31<sup>st</sup> May 2020. A summary of the consultation highlighted public concern over high vehicle speeds, lack of physical distancing, difficulties crossing roads. As a consequence a programme was designed to prioritise road safety while minimising the risk of pedestrian, cycle and vehicular movement over parked traffic.

- 3.9 A full summary of interventions completed, not taken forward or deferred by East Lothian Council as part of the Spaces for people programme is contained in Appendix A.
- 3.10 In May 2021 the national Spaces for People programme ended. Prior to this date, East Lothian Council– Road Services negotiated with Sustrans Scotland to carry over £180,000 funding to manage the exit strategy. This will allowed East Lothian Council an opportunity to monitor and evaluate the various interventions introduced and to assess appropriateness and levels of compliance. Base line Traffic count/speed surveys have been undertaken before speed limit changes where introduced. Intermediate counts have been carried out in April 2021 and further counts are planned in August 2021 accompanied with additional signage and line mitigation measures to encourage speed compliance.
- 3.11 As with all changes, amendments or variations to Traffic Regulation Orders responsibility lies with the Local Traffic Authority to avert danger to road users; to aid free unrestricted movement on the road; to prevent inappropriate use of the road and/or adjoining property; to enhance the amenity of the area and/or improve air quality. Consequently, the Council must test the expedience of the measures recommended taking into account public and statutory stakeholder views.
- 3.12 To understand this and gauge the level of public acceptability a consultation will run for 6 weeks (September to October), accompanied with market research and direct stakeholder engagement through the Area Partnership sub-groups taking local and business views. In conjunction, further questioning through the citizens panel in September, and a benchmarking exercise with neighbouring authorities, will help to check and balance the level of public support for the various interventions.

- 3.13 In support of the Spaces for People programme, the Scottish Government through Transport Scotland have Published Scottish Transport Project Review 2: Update and Phase 1 interventions, in response to the Covid pandemic but also extrinsically linked to delivery of a greener recovery and sustainable transport, which “locks in” the benefits and travel behaviours that support the National Transport Strategy’s priorities and outcomes. Key items for national development are delivery of Active Freeways, Expansion of 20mph zones, re-allocation of road space for active travel, speed management plans and in the longer term a national Review of speed limits.
- 3.14 The consultation which replicates the key priorities is being presented in 5 sections, however, the section on slower speeds Appendix B will be further sub-divided into 3 parts: part one (1), 20mph limits, part two (2) 40mph limits, and part three (3) additional sites for consideration. Further detail of the items being consulted on are included in Appendices B.
- 3.15 Appendix B part 3 – Further Speed limit changes for consideration, follows on from continued community representation to change the speed limit in settlements omitted from the Spaces for People programme due to initial lack of support or nonconformity with ELC speed limit policy. Consultation with those communities will help develop an understanding whether a genuine concern exists with the community and whether support will be forthcoming.
- 3.16 It is recognised that some Community aspirations conflict with National guidance and East Lothian Council speed limit policies and consequently a review of the policy will consider the introduction of appropriate departures from the standards and/or the introduction of engineering solutions to change the road characteristics to encourage slower speeds. Subject to appropriate outcome of the consultation exercise this work will be twin tracked to be presented before Council and included in the 2022/23 budget setting process. It is recommended that this is developed as a separate budget line for inclusivity as part of a future capital planning process.
- 3.17 Appendix C – Spaces for Shopping. Although car parking changes were not part of the Spaces for People programme, to offset the reallocation of road/parking space, associated measures were taken to balance parking supply. The Cabinet report on 25th May started the statutory process to change Lindores Car Park, Tranent (opposite the toilets) to limited waiting following the Spaces for People trial. The proposed restrictions will make permanent a maximum stay of 90 minutes in any 3 hour period. This intervention has been well received by local businesses. The amended parking arrangements currently in operation in St. Andrew’s Street and Law Road, North Berwick will stop at the end of September and be subject to a separate study and consultation exercise. In conjunction with those measures, further options are being explored to enhance access and retail experience as described in the Appendix.
- 3.18 Appendix D – Spaces for Exercise. This priority is intrinsically linked to the slower speeds road safety priority to encourage cycling and walking between towns and villages. Multiple benefits can be demonstrated by increased participation in cycle, reducing vehicular trips, lowering vehicle emissions, addressing climate change, improving physical and mental

health, lower road noise, road safety casualty reduction, safer routes, secure communities and economic stimulation with increased visitors to our places. The spaces for exercise and lower speeds are key components to a successful outcome of the legacy programme.

- 3.19 Appendix E – Spaces at Schools. On the themes of safety, recognition is made to routes to school and enhanced pedestrian space to remove vehicle conflict. Appendix F options look to promote two quick wins in a broader active travel agenda being explored in Dunbar and surrounding area. The two options are a precursor to the development of a comprehensive masterplan of interlinked segregated active travel routes.
- 3.20 Appendix F – Cycle Improvements and local bike hire. The ambition of the original Spaces for People programme was to grow an extensive network of e-bike station across the County. Disappointingly, the route to market and fledgling state of e-bike business was not sufficiently equipped to deliver the volume and specifications sought. The final part of the consultation seeks to understand the enthusiasm for enhanced connectivity by seeding communities with e-bikes and cycle hire schemes, if supported.
- 3.21 Police Scotland will be consulted on all matters, in particular enforcement of slower speeds and the provision of enhanced equipment that might be target by vandalism.

## **4 POLICY IMPLICATIONS**

- 4.1 The Spaces for People legacy programme of interventions is consistent with the themes and objectives as set out in the approved East Lothian Council Plan 2017-2022 and the intent, themes and outcomes as set out in the East Lothian Plan 2017 – 2027.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report does affect the wellbeing of the community or have a significant impact on equality, the environment or economy. Separate EqIA assessments have been carried out for all the intervention delivered and elements to be retained.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – An assessment of engineering intervention costs will be provided for further consideration in association with changes recommended following the consultation process.
- 6.2 Personnel – Not applicable.
- 6.3 Other – None.

## **7 BACKGROUND PAPERS**

- 7.1 Members' library report 84/20 – Spaces for People Programme update

7.2 Members' library report 13/21 – Spaces for People December 2020 update

<b>AUTHOR'S NAME</b>	Peter Forsyth
<b>DESIGNATION</b>	Asset and Regulatory Manager
<b>CONTACT INFO</b>	Morag Haddow
<b>DATE</b>	22/11/19

## Appendix A Spaces for People interventions

### Measures which have been implemented (May 2021)

Intervention	Description	Legacy arrangements and actions
1	Promotional initiatives School gates posters and email/social media Town centres and open spaces lamp-post wraps Spaces for People Posters around towns	All remaining street posters to be removed once relaxation on physical distancing ends – date unknown at this time
2	Segregation and cycle parking Barriers to segregate people at pinch-points in beauty spots. Cycle parking at beaches etc.	Temporary barriers to be removed once requirement for social distancing is lifted. Cycle parking expected to stay, but could remove if considered inappropriate or unnecessary.
3	Re-timing pedestrian crossings Call on pedestrian phase reduced between cycles to reduce crowding when waiting	Can be monitored and adjusted. Close monitoring necessary to maintain vehicle flow and bus journey time targets
4	New speed limits 20mph limits in most towns and 40mph limits on some routes to school connecting towns	'Before' speed surveys at 30 locations were taken in July/August 2020, and 'after' speed surveys took place in April 2021. External consultants to independently review and make recommendations for retention, revision or removal. To include bench-marking exercise of neighbouring local authorities. Further consultation required.
5	Musselburgh town centre parking restrictions Planters and barriers creating space for queuing on Musselburgh High Street	Barriers have been removed since the maintenance burden was unsustainable, and replaced with protected loading bay Planters to be removed once requirement for social distancing is lifted. Planters have been adopted but local businesses for continued planting, upkeep and repair
6	Tranent town centre parking restrictions Planters and barriers creating space for queuing on Tranent High Street	Cones have been removed.
7	Edinburgh Cycle Hire scheme in Musselburgh Extension of Edinburgh Cycle Hire scheme to two stations in Musselburgh	Scheme is funded till 18 September 2021. TFE is working toward extending Edinburgh Cycle hire scheme for a further 4 years. If ELC wish to maintain a presence in East Lothian, additional funding will be required. Discussions with Edinburgh are ongoing. Potential linkage to MAT or BSIP projects going forward. Further consultation necessary.
8	Path from Cockenzie to Prestonpans Segregated path adjacent to footway.	Expansion of segregated active travel routes will be included as part of the design process as part of any redevelopment of the area
9	Dunbar outdoor seating Pop-up picnic area behind Lauderdale House	Amenity Services are working with the Dunbar community to agree future locations for the benches within Dunbar.
10	Closure of Countess Crescent, Dunbar eTRO until Dec 2022 will allow for ongoing engagement with local people	Working with interested parties to look at future of the area. Further consultation necessary.
11	Parking restrictions on Countess Road, Dunbar eTRO until Dec 2022 will allow for ongoing engagement	Working with interested locals to look at future of the area. Further consultation necessary. An experimental TRO now allows temporary bolt-down bollards to be erected for a further 18 months to give time for full evaluation of the long-term impact.
12	Relocation of cabinet at Hallhill Centre Removed obstruction on route to school	The relocation of cabinet will become a permanent arrangement
13	Path through car park at Hallhill Centre Re-lining of car park to segregate pedestrian route	Working with the Hallhill Centre to make arrangements morerobust with drop-kerbs and cycle-lane dividers going in July
14	Law Road, North Berwick, one-way One-way for vehicles to create space to widen footway	To be consulted on in more detail. Potential to retain or remove once requirement for social distancing is lifted. Have had positive impact on traffic, but requires more modelling.



15	North Berwick High Street parking restrictions	Planters create space for social distancing in North Berwick	Will likely be replaced in the autumn by charrette proposals agreed by stakeholders. Potential to retain some elements. Further consultation needed.
16	Extension of e-bike hire scheme to Cockenzie	Temporary station of "geo-fenced" bikes	Potential to make permanent if successful. Further consultation needed.

## Measures which have been designed but not implemented

Intervention	Description	Legacy?	Cost estimate	Potential funder
<b>Committed – to be implemented under Spaces for People 2021/22 (£180k available)</b>				
20mph Gateways	Prominent 'gateway' features to reinforce any permanent 20mph speed limits	Linked to outcome of 20mph interventions. Look to implement following recommendations of consultation.	£20k	SfP carry-over
Widened footways on Countess Road	Use cycle lane dividers to for more robust shared space and discourage parking	eTRO will allow for ongoing consultation and final decision to be made towards end of 2022.	£3k	SfP carry-over
Works around Hallhill Centre	Drop kerb and physical segregation still required	Hallhill Centre is supportive of keeping the current arrangements. Can be made more robust with the installation of bollards No TRO required as not adopted road. .	£3k	SfP carry-over
'Permanent' e-bike hire station for Cockenzie	If temporary installation is successful, could look to extend contract and use more robust infrastructure	Future of this beyond 2022 would require ongoing funding. Further consultation required.	£40-50k	SfP carry-over

<b>Deferred - Seek alternative funding for these fully designed proposals</b>				
Traffic calming on Preston Road/Station Road, Ppans	Speed cushions and new crossing point on route to school	To be independently progressed via Cycling, Walking and Safer Routes (CWSR) programme	£10k	CWSR
New crossings of Belhaven Road, Dunbar	Footway build-outs at Summerfield Road and Brewery Lane	Potential to progress via Places for Everyone (pFE) 2022	£10k	PfE/ CWSR
Crossing at Hallhill Centre, Countess Road	Temporary proposals proved impractical	Working with interested locals to look at future of the area. To be included in wider Dunbar Active Travel Masterplanning.	£10k-£250k	PfE/ CWSR
East Road, North Berwick	New raised table to reduce traffic speeds and support safe route into town	Potential to progress via Places for Everyone 2022	£30k	PfE/ CWSR
Grange Road, North Berwick	Proposed drop kerbs are impractical – alternative raised table needs design work	Potential progressed through work on school extension/new nursery. Further design work needed.	£10k	PfE/ CWSR
Musselburgh – Portobello cycle route	Worked with City of Edinburgh on designs for continuous route. Questions over bus provision have delayed delivery	Being taken forward for consultation under Musselburgh Active Toun (MAT). This will progress separately from Spaces for People legacy fund.	£30k	MAT
Bus gate at The Loan, Wallyford	Close The Loan to through-traffic (except buses and cycles) to create more space for peds and cyclist on route to school	Musselburgh and Wallyford Community Councils cautiously supportive. More consultation required, and will be considered in more detail in forthcoming feasibility study for Wallyford Journey Hub	£4k	BSIP?

## Cancelled - Not likely to be progressed

<b>Knox Place/Court Street Haddington</b>	Temporary scheme to create space for waiting pedestrians has been designed and safety audited	Ban of right-turn from town centre proved controversial so not progressed. No community support.	£10k	N/A
<b>Haddington Road, Tranent.</b>	Floating bus stop and cycle lane	Sustrans still consulting on floating bus stops	£10k	N/A
<b>Cycle lanes in Musselburgh and Tranent</b>	On-road painted cycle lanes/cycle aware road markings	Calls from local cyclists for these to be implemented. Further consultation required.	?	N/A
<b>Modifications to Levenhall roundabout, Musselburgh</b>	To slow down traffic and improve conditions for cyclists	Levenhall Residents Association wanted to pursue a different scheme. Sustrans still consulting on floating bus stops. Further consultation required.	?	N/A
<b>Speed cushions on Lochbridge Road</b>	To reinforce 20mph speed limits on route to school	Further consultation required to establish local community support. Potential CWSR project 2022.	£6k	N/A
<b>Speed cushions in Dunbar</b>	To support 20mph speed limits on Queens Road, Belhaven Road and Kellie Road	Less community support (still over 65% of respondents to survey were supportive) than other measures in Dunbar. Option dropped in favour of other measures.	£10k	N/A
<b>Works to support path from Cockenzie to Ppans</b>	Lining to be completed, and entry and exit points improved	No further works planned		
<b>Contraflow cycle lane on Lammermuir Cres, Dunbar</b>	Signage, lining and TRO for contraflow cycle lane	Has not been implemented. No longer felt to be immediately necessary, but could be considered as part of Dunbar masterplan		SfP

<b>Appendix B – Slower Speeds for a quicker recovery</b>		
<b>Part 1. 20mph –Speed Limits</b>		
<b>No.</b>	<b>Location</b>	<b>Description</b>
1	Aberlady	Replace existing 30mph limits on A198 West Main Street, Gullane road and A6137 Haddington road at appropriate entry points to the village with 20mph signs
2	Athelstaneford	Replace existing 30mph limits on B1348 Main Street, in the vicinity of The Maltings, and U155 Athelstaneford Mains road at appropriate entry points to the village with 20mph signs
3	Cockenzie and Port Seton	Replace existing 30mph limits on B1348 Edinburgh Road, Links road, C70 Fishergate road and B6371 at Alder road r'about at entry points into the town with 20mph signs
4	Dirleton	Replace existing 30mph limits on B1345 Dirleton Toll and Dirleton Road, Links road, U148 Ware road and C107 Station road at appropriate entry points into the village with 20mph signs
5	East Saltoun	Replace existing 30mph limits on B6355 near The Glebe, Lower Saltoun, U134 Blance road, C83 nr West Crescent Links road, C82 Petersmuir road at appropriate entry points into the village with 20mph signs
6	Elphinstone	Replace existing 30mph limits on B6414 Duries Park and Elphinstone Tower road at appropriate entry points into the village with 20mph signs
7	Gifford	Replace existing 30mph limits on B6369 Haddington road and B6355 Edinburgh road and Duns road at appropriate entry points into the village with 20mph signs
8	Gullane	Replace existing 30mph limits on A198 nr West Links road and Duncur road and C111 West Fenton road at appropriate entry points into the village with 20mph signs
9	Haddington	Replace existing 30mph limits on B6471 West road, Alderston road, Hospital road, A6137 Aberlady road at Vert r'about, Goatfield, A6093 Dunbar road, C68 Whittinghame Drive, C68 Cockmilane Brae, B6369 Gifford road, and the B6368 Humberie road at appropriate entry points into the town with 20mph signs
10	Longniddry	Replace existing 30mph limits on A198 nr Lorne Bridge, and recreation ground, B1377 Longniddry station car park, Weymss road, Gosford road, Dean road at Kings avenue and A198 at appropriate entry points into the town with 20mph signs
11	Macmerry	Replace existing 30mph limits on the A199 Old Smiddy Mews, and primary school at appropriate entry points into the town with 20mph signs
12	Musselburgh	Add New or replace 30mph limits A199 Edinburgh road, Millhill, A199 Linkfield road, Beulah, Windsor Gardens, Ashgrove, Craighall Terrace, Windsor Park, Hope Place, Pinkie road, Macbeth Moir road, A6124 Carberry road, Eskview Crescent, Stoneybank Terrace, Riverside gardens, Stoneybank Place, Mayfield Crescent, Greenfield Park, Monktonhall Place, Newhailes industrial estate, Clayknowes Crescent, Fisherrow industrial estate, Bogpark Road,

		Newhailes Avenue, and Maitland Park road at appropriate entry points into the town with 20mph signs.
13	North Berwick	Add new or replace existing 30mph limits on the A199 Dirleton road, A198 Rugby club, Lochbridge road, B1347 primary school, Gilsland – Grange road at appropriate entry points into the town with 20mph signs
14	Oldcraighall	Replace existing 30mph limits on the B6415 Oldcraighall road nr County roadman's cottage and Monkton House at appropriate entry points into the town with 20mph signs
15	Ormiston	Replace existing 30mph limits on the B6371 south of the Puddle bridge, Tyne bridge, Tynemount farm road and U108 Limeylands farm road at appropriate entry points into the village with 20mph signs
16	Pencaitland	Replace existing 30mph limits on the A6093 Beech Terrace and recreation ground, Tyne Park, Vinefield, Tynemount farm road, C81 Huntlaw road, and C80 Lempockwells road at appropriate entry points into the village with 20mph signs
17	Prestonpans	Add new or replace existing 30mph limits on the B1348 pumping station and Edinburgh road, Schaw road, Polwarth Terrace, B1349 Station road and Preston road, Prestongrange road, Jim Booth Drive, Dolphingstone Way, and mid road industrial estate at appropriate entry points into the town with 20mph signs
18	Tranent	Add new or replace existing 30mph limits on the B6371 Church street, Tranent Mains Road, U111 Kingslaw farm road, A199 Haddington road, B6371 Ormiston road, Waterloo road, Castle road, Caponhall road, BB6414 Elphinstone road, U106 Birsley Brae, Old Post road, and the A199 Edinburgh Road at appropriate entry points into the town with 20mph signs
19	Wallyford	Add new or replace existing 30mph limits on the U103 The Loan, A6094 Salter's road (Barbachlaw and Wallyford toll at appropriate entry points into the town with 20mph signs)
20	Whitecraig	Replace existing 30mph limits on the A6094 Salter's road and Whitecraig road, and C85 Cowpits road at appropriate entry points into the village with 20mph signs
21	Whitekirk	Add new or replace existing 30mph limits on the U171 Newbyth road, Salter's road and Whitecraig road, and C136 Whitekirk Mains road and the church at appropriate entry points into the village with 20mph signs

**Appendix B – Slower speeds for a quicker recovery****Part 2. 40mph –Speed Limits**

<b>No.</b>	<b>Location</b>	<b>Description</b>
1	A6124	Whitecraig roundabout to Inveresk
2	C85 Cowpits road	From A6094 west roundabout to Sweethope north Lodge
3	B6371 Tranent to Ormiston	New 40mph limit from Puddle bridge to 30mph buffer and B6355 junction
4	B6414 Tranent to Elphinstone	Extend existing 40mph to Elphinstone
5	B5355 Tranent to New Winton	Extend existing 40mph limit to New Winton
6	A199 Tranent to Macmerry	Extend existing 40mph restriction from Tranent to 30mph limit restriction at Macmerry
7	B1348 Prestonpans to Cockenzie	From the Edinburgh road 20mph limit to Whin Park industrial estate
8	B1348 Musselburgh to Prestonpans	New 40mph limit from West Pans to 20mph limit at pumping station
9	A199 Dolphingstone to Tranent	New 40mph limit from Dolphingstone to existing 30mph limit at Polston Gardens Tranent

**Appendix C – Slower speeds for a quicker recovery****Part 3. Speed limit changes for further consideration.**

<b>No.</b>	<b>Location</b>	<b>Description</b>
1	New Winton	New 30mph limit
2	Levenhall	New 20mph limit
3	Garvald	New 20mph limit
4	Gladsmuir	New 30mph limit
5	West Saltoun	New 20mph limit
6	Tynninghame	New 20mph limit
7	Stenton	New 20mph limit
8	Innerwick	New 20mph limit
9	Oldhamstocks	New 20mph limit
10	Spott	New 20mph limit
11	Drem	New 30mph limit

## Appendix D – Spaces for Shopping

No.	Location	Description	Proposal	Constraints	Consultation
1	Lauderdale House, Dunbar	Pop-up picnic area.	Amenity Services to assume responsibility for the benches, and relocate around Dunbar in consultation with community.	To become a permanent feature planning permission will have to be granted. Planning Services have confirmed that seasonal use of the site (with no bolt-down fixings) is appropriate.	Amenity Services will work with the local community to identify appropriate locations.
2	North Berwick High Street	Retention of planters	To keep in place or resit the planters to keep lower speeds, and boost the ambience of the area. The proposal will be incorporated into the High Street charrette proposals planned in October.	Update Road safety audit to reflect changes.	To seek public opinion to retain the planters as part of the 12-18 month charrette eTRO.



**Appendix E – Spaces for Exercise**

<b>No.</b>	<b>Location</b>	<b>Description</b>	<b>Proposal</b>	<b>Constraints/ Provisions</b>	<b>Consultation</b>
1	B1348 – Cockenzie to Prestonpans	Construction of a semi- permanent segregated active travel route	To retain the route and formally adopt as part of the road network.	To make provision for the continuance of a route in the context and development of the wider Cockenzie masterplan.	To seek public opinion on the appropriateness of the permanence of the proposal.
2	North Berwick Law road	Retention of one way system to improve pedestrian access to the High Street, High school and Primary school as well improving safety for individuals walking and cycling .	To maintain the one way system from St Andrews Street to St. Margaret's road, north to south direction.	Further traffic modelling will be used to support the proposal. A Traffic Regulation Order (TRO) will be made subject to community feedback.	To seek public opinion on the making of a permanent one way system.

**Appendix F – Spaces for schools**

<b>No.</b>	<b>Location</b>	<b>Description</b>	<b>Proposal</b>	<b>Constraints/ Provisions</b>	<b>Consultation</b>
1	Countess Crescent, Dunbar	Road closure and waiting restrictions	To close Countess Crescent to vehicular traffic from Countess Road, suspend parking during school travel times.	Traffic Regulation and re-determination Orders necessary to prohibit parking and re-designate carriageway to footpath prohibiting vehicular access.  Subject to objections lodged on waiting, loading and unloading restrictions the matter might be referred to a report to adjudicate.	To seek public opinion on the appropriateness of the permanence of the proposal.
2	Hallhill car park Dunbar	Provision of a safer route to school on edge of car park	To demarcate a permanent footpath on west of car park to assist children and parents walking and cycling to school.	Car park parking spaces adjusted to accommodate footpath.	To seek public opinion on the making of a permanent one way system.

**Appendix G – Cycling Improvements and local bike Hire**

<b>No.</b>	<b>Location</b>	<b>Description</b>	<b>Proposal</b>	<b>Constraints/ Provisions</b>	<b>Consultation</b>
1	Harbour Road and the Brunton Musselburgh	The creation of a satellite Edinburgh Cycle Hire station (Sponsored by Just Eat and provided by Serco) for public hire.	To continue with local arrangements and explore expanding the offering county wide, subject to external funding opportunities.	Planning permission necessary to make permanent feature in conservation areas.	To seek public opinion on the appropriateness of the permanence of the proposal.
2	Cockenzie	To extend the coverage of electric bike hire (e-bikes) over the SE Stranraer trial at the Brunton and Musselburgh Rail Station.	To make permanent and explore further opportunities to widen the network of public e-bike hire stations, particularly at Tranent and Prestonpans, with satellite sites at Wallyford, Pencaitland and Ormiston.	Planning permission necessary to make permanent feature in conservation areas.	To seek public opinion on the making of a permanent one way system.