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Designation	Head of Infrastructure
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REPORT TO: Members' Library Service

DATE:

BY: Head of Infrastructure

SUBJECT: Active Freeway Design and Construction Programme
2024

1 PURPOSE

- 1.1 To set out the timescales for the design and construction of the first stages of the Cross East Lothian Active Freeway (formerly known as the Segregated Active Travel Corridor).
- 1.2 To brief members on the requirement for amendments to speed limits along the route of the Active Freeway.

2 RECOMMENDATIONS

- 2.1 That members note the draft timescales for design and construction of this strategic transport intervention included in the Local Development Plan.
- 2.2 That members note that a cabinet report will be submitted seeking approval of amendments to speed limits.

3 BACKGROUND

- 3.1 The [Active Freeway](#) will be a high-quality commuter cycling and walking link connecting Dunbar-East Linton-Haddington-Gladsmuir-Macmerry-Tranent-Musselburgh along the route of A199. It was formerly known as the Segregated Active Travel Corridor and is a transport intervention first proposed in the [Local Development Plan 2018](#): *"PROP T3: The Council will develop a new segregated active travel corridor within East Lothian and will work in partnership with local communities, public, developers and the private sector to secure funding mechanisms"*
- 3.2 As the former A1, the A199 road is currently over-engineered for the local traffic it now carries, and there is generally sufficient width within the road corridor to allow two 3.65m-wide carriageways, a 1m-wide landscaped buffer to the north of this, and a 2.5m-wide shared-use path for pedestrians and cyclists.

- 3.3 For some short stretches, third-party land may be required to achieve the minimum specifications, and options for this will be agreed with landowners before progressing to construction.
- 3.4 These specifications comply with both the requirements for HGVs and buses using the road, and [Cycling by Design](#) (s3.4) standards for a path alongside a 40mph carriageway. If the speed limit was higher, then the landscaped buffer strip would have to increase to a minimum of 2.5m, meaning that additional third-party land would be required along much of its length.
- 3.5 A Cabinet report will be submitted requesting approval of the necessary changes to speed limits along the route of the Active Freeway.
- 3.6 For ease of reference, the project has been split into seven phases, see **Appendix 1** for an overview map.
- Phase 1: Dunbar to East Linton
 - Phase 2A and 2B: Through East Linton (East) and (West)
 - Phase 3: East Linton to Haddington
 - Phase 4: Through Haddington
 - Phase 5: Haddington to Tranent
 - Phase 6: Through Tranent and onto Wallyford
 - Phase 7: Wallyford Toll roundabout

The Active Freeway joins with the [Musselburgh Active Toun](#) proposals at Wallyford Toll, and thence the route continues towards the Edinburgh boundary.

- 3.7 Using funding from our allocation of Transport Scotland's Cycling, Walking and Safer Routes budget, and a direct award from the Sustrans Network Development fund, the engineering designs for the Phases 1, 2, 3, 5 and 7 have been advanced to near completion.
- 3.8 The route through Haddington (Phase 4) and Tranent (Phase 6) has still to be scoped before a compliant design can be developed.
- 3.9 Funding has potentially become available through a *Sustrans Network Development Grant* for Phases 2A and 5 and it is proposed to take parts of these forward for construction during 2024-25 if the funding is awarded. It is furthermore proposed to fund construction of Phase 2B through our *Cycling Walking Safer Routes* allocation from Transport Scotland in 2024-25. None of the phases proposed for construction next year require third-party land.

4 POLICY IMPLICATIONS

- 4.1 These proposals will contribute towards fulfilling the East Lothian Plan 2017-2027, in particular:
- Outcome 2.1: "East Lothian has strong resilient communities where people respect and support each other" and;

- action (k) “we will make our roads safer, including a focus on making journeys safer for cyclists and pedestrians of all ages and abilities.

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 The subject of this report will have a positive impact on the environment, equality, and the wellbeing of the community by supporting active travel and promoting behaviour change and will support the neighbouring economies by increasing travel options between towns.

6 RESOURCE IMPLICATIONS

- 6.1 Financial – all costs will be covered by external funding.
- 6.2 Personnel – No additional resource is required.

7 BACKGROUND PAPERS

- 7.1 None

Appendix 1 – Design Phases of the Active Freeway

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