

Members' Library Service Request Form

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Originator	Ian Lennox
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Document Title	Wallyford Toll Active Travel Scheme

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Authorised By	Tom Reid
Designation	Head of Infrastructure
Date	23/01/24

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REPORT TO: Members' Library Service

DATE:

BY: Head of Infrastructure

SUBJECT: Wallyford Toll Active Travel Scheme

1 PURPOSE

- 1.1 To set out the timescales for, and impact of, construction of the interventions on Wallyford Toll roundabout to support walking and cycling.

2 RECOMMENDATIONS

- 2.1 That members note that, subject to confirmation of external funding, construction will start in the summer of 2024, and there will be traffic disruption associated with this for a period of around 3 months, with major diversions in place for around 4 weeks of this.

3 BACKGROUND

- 3.1 The Active Freeway (formerly known as the Segregated Active Travel Corridor) 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 The changes proposed for Wallyford Toll are shown in **Appendix 1**. Wallyford Toll is a key node on the Active Freeway and furthermore the changes will have significant local benefits in making it easier to walk and cycle between Prestonpans, Wallyford, Musselburgh and Tranent. Once the work is complete, many more people will feel able to choose to walk or cycle, knowing that they can reach their destination easily and quickly.
- 3.1 The proposed design for the roundabout includes:
- four new toucan crossings to create more opportunities for safe crossing of the arms of the roundabout.

- improved facilities to allow people to walk, wheel and cycle safely around and across the roundabout.
 - narrowing the space for motorised traffic on the roundabout (while still ensuring that buses and large lorries can navigate it)
- 3.2 The designs have been drawn up in full consultation with the surrounding communities and local elected members. Residential and commercial properties in the vicinity were informed via a leaflet drop and a home visit and given specific opportunity to comment. The changes were largely welcomed although concern was raised about the impact of the construction phase.
- 3.3 The Road Services Team is now applying to the Scottish Government's new Active Travel Infrastructure Fund to fully fund these proposals and, if successful, we expect to begin construction in the summer of 2024.
- 3.5 Unfortunately such extensive changes will have an unavoidable impact on traffic in the area during the construction phase, and particularly on the viability of bus services. We engaged specifically with bus operators to devise a construction framework which will minimise periods of disruption for buses.
- 3.6 The construction sequence is anticipated to happen in three stages that span a minimum of a ten-week program:
- Stage 1 – would involve reducing the carriageway space for working in whilst retaining normal operation as a roundabout.
 - Stage 2 – would see the works being controlled by four-way temporary traffic lights. Construction would be alternated between two halves of the roundabout, one being for construction works with the other for traffic flow. This should take around three to four weeks. The proposed road closures for Stage 2 are shown in **Appendix 2**.
 - Stage 3 – would involve the contractor working within the new traffic kerb lines to finish the cycleways and footways to complete the traffic signal installation, tactiles and surfacing. During this final stage, traffic would run uncontrolled. This would take around two weeks.
- 3.7 It is expected that it will be possible to provide a safe pedestrian route across the roundabout for the duration of the works. This route will vary depending on the area being constructed and may require pedestrians to make additional road crossings and/or slightly longer routes to reach their destination.

4 POLICY IMPLICATIONS

- 3.1 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: Wallyford Toll Active Travel Scheme

APPENDIX 2: Construction traffic management framework

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DATE	23 rd January 2023

APPENDIX 1: Wallyford Toll Active Travel Scheme



PROJECT
WALLYFORD TOLL
ROUNDABOUT

CLIENT



CONSULTANT

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NOTES

1. CHECK THE DIMENSIONS OF ALL WORKS TO BE CONSTRUCTED AGAINST THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF WORKS DESIGN MANUAL FOR ROADS AND LOCAL AUTHORITY GUIDELINES.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES UNLESS STATED OTHERWISE.
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ISSUE/REVISION

NO.	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

6066879

SHEET TITLE

WALLYFORD TOLL ROUNDABOUT

SHEET NUMBER

GENERAL LAYOUT
SHEET 1 OF 2

SHEET NUMBER

6066879-SHT-C-0701

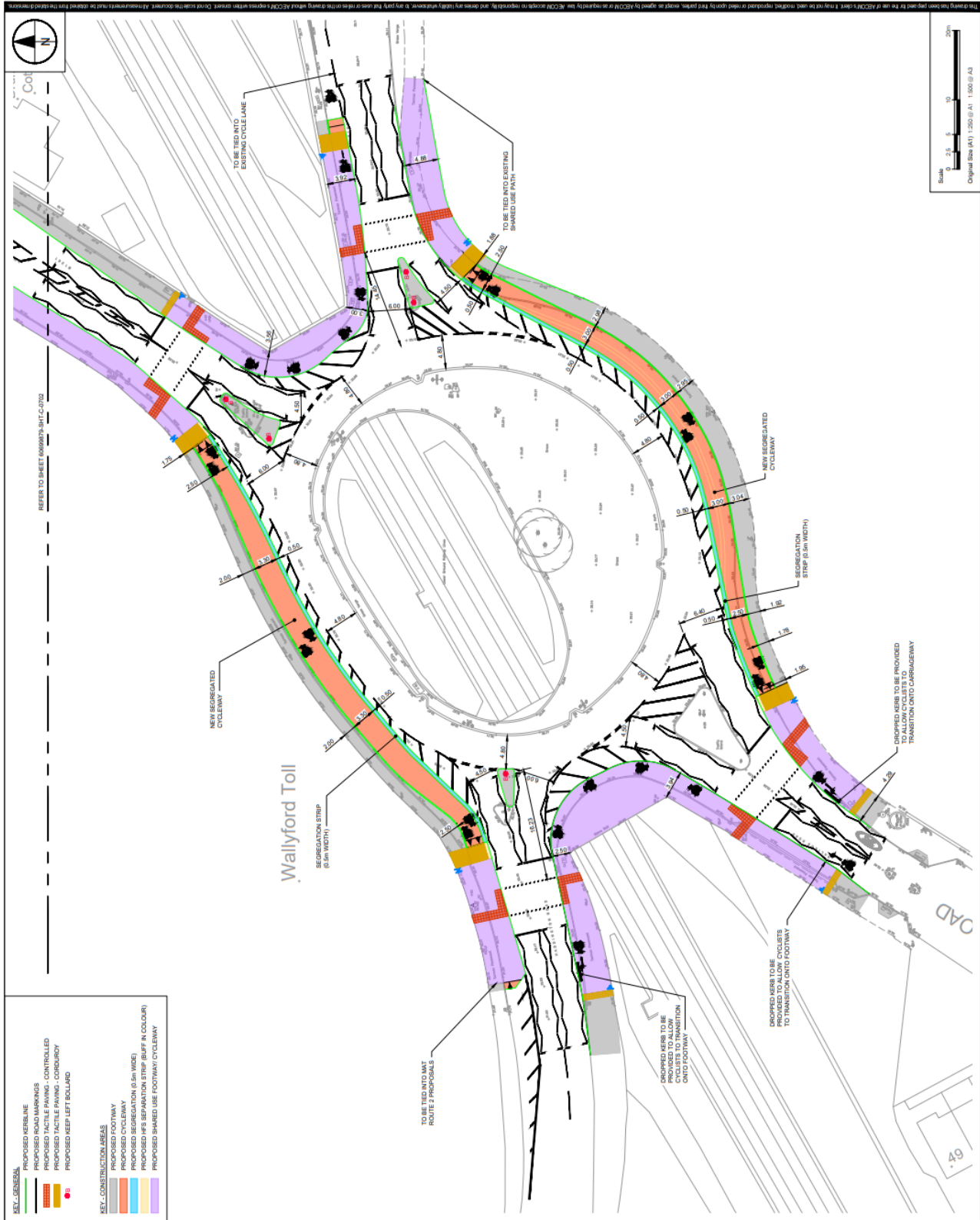


Figure 1: Changes on the roundabout



PROJECT
WALLYFORD TOLL
ROUNDABOUT

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CONSULTANT

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NOTES

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ISSUE/REVISION

TR	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

06098979

SHEET TITLE

WALLYFORD TOLL ROUNDABOUT
GENERAL LAYOUT
SHEET 2 OF 2

SHEET NUMBER

06098979-SHT-C-0702



Figure 2: Link on B1361 to Prestonpans

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF HIS MAJESTY'S STATIONERY OFFICE (© CROWN COPYRIGHT. LICENCE NO. AL 10006529). ALL LOCATION IMAGES SOURCED FROM GOOGLE MAPS.

APPENDIX 2: Construction traffic management framework

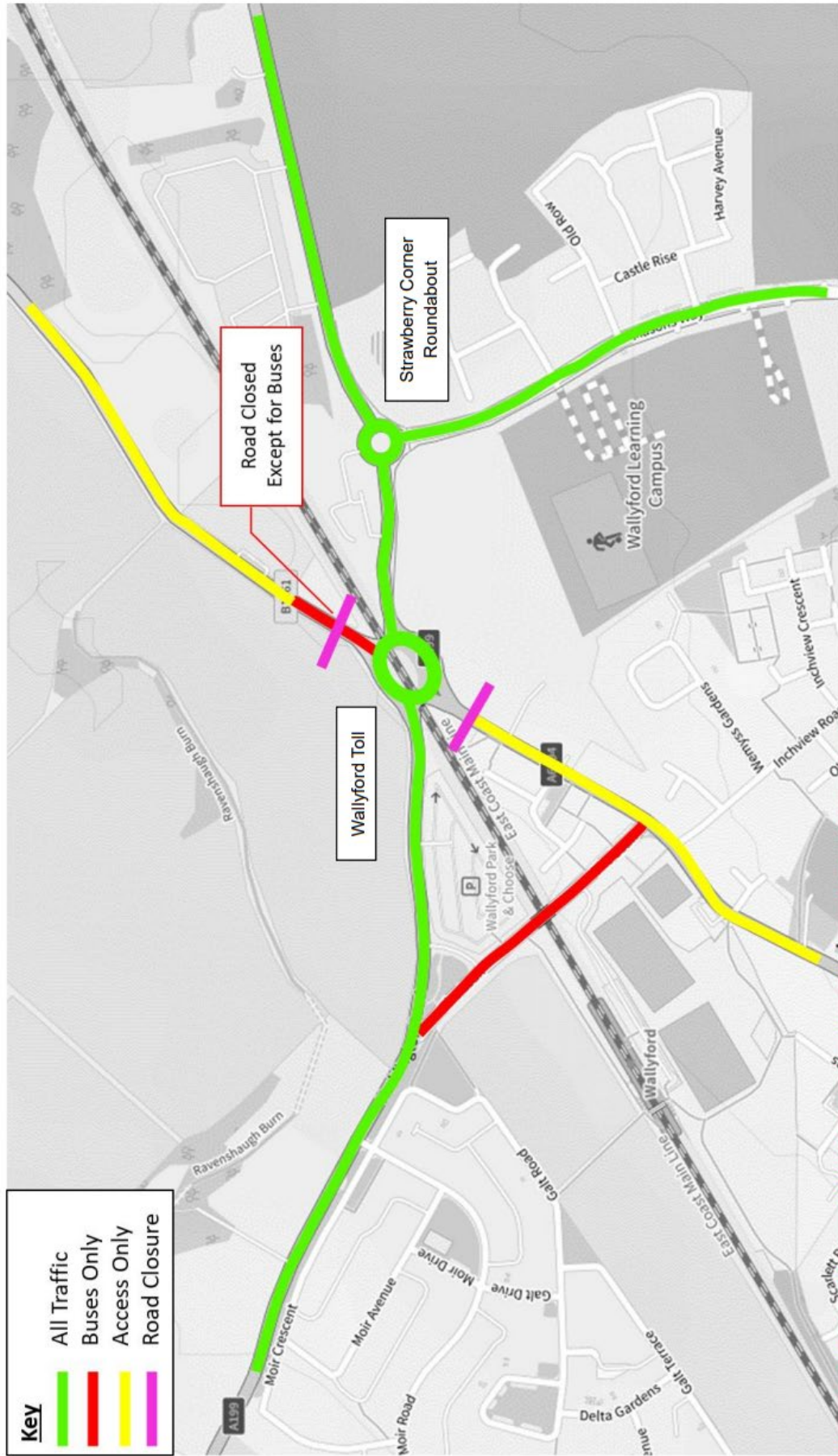


Figure 5: Option 4 - Closure of Wallyford arm with bus only access to Prestorpanns arm