

REPORT TO: Cabinet

MEETING DATE: 11 March 2025

BY: Executive Director for Place

SUBJECT: Various Roads, Musselburgh, Introduction and Amendments to Traffic Regulation Orders, March 2025

1 PURPOSE

- 1.1 To seek Cabinet approval of the statutory procedures necessary to make and amend Traffic Regulation Orders to prohibit waiting, loading and unloading, reduce an existing speed limit, and permit contra-flow cycles on an existing one-way street.

2 RECOMMENDATIONS

- 2.1 That Cabinet approve the statutory procedure necessary to initiate, consider any objections and make or amend Traffic Regulation Orders in accordance with the relevant legislation in respect of locations and proposals listed in Appendices A, B, & C.

3 BACKGROUND

- 3.1 East Lothian Council as Local Traffic Authority is responsible for the making or amending of Traffic Regulation Orders as necessary: 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 and; to improve the amenity of the area.
- 3.2 In partnership with Transport Scotland and Sustrans, East Lothian Council propose to introduce six strategic active travel routes in Musselburgh to provide safe and attractive facilities for walkers, wheelers and cyclists travelling between key destinations.
- 3.3 Following significant consultation exercises, proposals for three of the routes have now advanced to developed design stage. The proposals

include new infrastructure such as footway widening, raised tables, continuous footways at side road junctions, new zebra crossing, new signalised junctions and crossings, shared footways, segregated cycle lanes and bus stop bypasses.

- 3.4 To accommodate the measures and ensure the safety of all road users new and amended Traffic Regulation Orders to prohibit waiting, loading and unloading are proposed. These will variously remove indiscriminate parking to improve sightlines; allow two-way traffic; improve the free flow of traffic; prevent obstruction of new continuous footway; introduce waiting and loading restrictions at a new zebra crossing and at new signalised crossings; and introduce waiting restrictions at new taxi rank. Amendments to waiting and loading restrictions at various locations (Appendix A).
- 3.5 Haddington Road is subject to a heavy volume of traffic and at greater than 8m wide, the geometry does not encourage low speeds. The existing corridor has advisory cycle lanes but provides a low level of service for cyclists when considered against Cycling By Design criteria.
- 3.6 The Route 2 MAT (Musselburgh Active Toun) proposals include a bi-directional cycle track constructed within the running carriageway. This will narrow the corridor to an appropriate carriageway width that encourages lower traffic speeds and enables all traffic to continue to use the road. Vehicle speeds measured by ATC in December 2023 show that most vehicles travel below the existing posted speed limit of 40mph, and the average speed is 32.6mph. It is considered that the proposed narrowing of the carriageway due to the introduction of a segregated cycle track would lead to reduced vehicle speeds which would be further encouraged by reducing the speed limit from 40mph to 30mph between a point immediately west of Wallyford Toll and the start of the existing 30mph limit east of Levenhall Roundabout. Police Scotland have no objections to the proposed reduction and if vehicle speeds were to drop to 31mph or less, a high level of service would be achieved. Speed Limit Reduction (Appendix B).
- 3.7 Shorthope Street is a key link for people walking and cycling between the the River Esk and High Street. The existing narrow footways are sub-standard, contraflow cycling (southbound) is not currently permitted between the River Esk and High Street and no crossing facilities are provided at its junction with High Street.
- 3.8 The Route 1 MAT proposals include widening of Shorthope Street's western footway, provision of a raised table at its junction with High Street and contraflow cycling permitted (southbound). Contraflow cycling Permitted (southbound) (Appendix C).

4 POLICY IMPLICATIONS

- 4.1 None

5 INTEGRATED IMPACT ASSESSMENT

5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

6 RESOURCE IMPLICATIONS

6.1 Financial – All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within the Roads revenue budget.

6.2 Personnel - None

6.3 Other – None

7 BACKGROUND PAPERS

7.1 None.

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DATE	18/02/2025

Appendix A		
Musselburgh Active Toun - The Amendments of the Prohibition and Restriction waiting, loading and unloading at Various Streets, Traffic Regulation Orders		
No.	Location	Description
Route 2		
1	Various locations, Musselburgh: <ul style="list-style-type: none"> • New Street / Harbour View, • New Street / Lochend Road • New Street / Beach Lane • New Street / Links Street • New Street / Downie Place • New Street / Ladywell • New Street / Eskdale Mews • New Street between Links Street and Mountjoy Terrace • New Street, Musselburgh between: • Mountjoy Terrace and Eskside West • Links Street • James Street / Millhill • Millhill / Balcarres Place • Millhill / Balcarres Road • East End of Millhill • Linkfield Road / Beulah • Linkfield Road / Windsor Gardens • Linkfield Road / Craighall Terrace • Linkfield Road between Beulah and Windsor Gardens • Linkfield Road between Windsor Gardens and Ashgrove • Linkfield Road between Ashgrove and Craighall Terrace • Linkfield Road between Craighall Terrace and Levenhall Roundabout • Levenhall Roundabout • Hope Place / Ravensheugh Road • Haddington Road between Levenhall Roundabout and 	Extend / introduce waiting restrictions to: <ul style="list-style-type: none"> • improve sightlines due to indiscriminate parking and/or • prevent obstruction of new continuous footway and/or • maintain sightlines at new raised table and/or • protect existing signalised crossing and/or • protect new signalised crossing allow two-way traffic and improve the free flow of traffic

	<p>Macbeth Moir Road</p> <ul style="list-style-type: none"> • Haddington Road between The Loan and Wallyford Park and Ride 	
2	Linkfield Road south of Millhill, Musselburgh	Introduce waiting restrictions at new taxi rank

Route 1		
3	<p>Various locations, Musselburgh:</p> <ul style="list-style-type: none"> • Ladywell Way / North High Street to Eskside West • East end of North High Street • Eskside West • Eskside East • Millhill Wynd / Millhill • Kerr's Wynd / Millhill • Kerr's Wynd • Millhill between Kerr's Wynd and James Street 	Introduce waiting and loading restrictions to improve sightlines due to indiscriminate parking allow two-way traffic and improve the free flow of traffic
4	Shorthope Street / Eskgreen Care Home access, Musselburgh	Introduce waiting restrictions to prevent dropped kerbs from being obstructed by vehicles Remove redundant waiting restrictions across the bellmouth of access

Route 5		
5	<p>Various locations, Musselburgh:</p> <ul style="list-style-type: none"> • Whitehill Gardens / Whitehill Farm Road • Whitehill Farm Road between Whitehill Gardens and Whitehill Avenue • Stoneybank Terrace between Whitehill Avenue and Stoneybank Gardens • Stoneybank Gardens / Stoneybank Terrace • Stoneybank Terrace between Stoneybank Gardens and Stoneybank Crescent • Stoneybank Crescent / 	<p>Introduce waiting and loading restrictions to:</p> <ul style="list-style-type: none"> • improve sightlines due to indiscriminate parking and/or • allow two-way traffic and improve the free flow of traffic and/or • prevent obstruction of new continuous footway and/or • protect existing signalised crossing

	<p>Stoneybank Terrace</p> <ul style="list-style-type: none">• Stoneybank Terrace between Stoneybank Crescent and Monktonhall Terrace• Monktonhall Terrace / Stoneybank Terrace	
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Appendix B		
Musselburgh Active Toun - Speed Limit Reduction (Route 2)		
No.	Location	Description
1	A199 Haddington Road, Musselburgh between Wallyford Toll and Levenhall Roundabout	Reduce existing 40mph speed limit to 30mph

Appendix C		
Musselburgh Active Toun - Contraflow Cycling Permitted (southbound) (Route 1)		
No.	Location	Description
1	Shorthope Street, Musselburgh	Contraflow cycles permitted southbound on existing one-way northbound road.