

16 March 2018

Spokes response to Musselburgh Active Travel Consultation

http://www.eastlothian.gov.uk/news/article/2632/musselburghs_future_sustainable_and_accessible_transport_network

Spokes welcomes the chance to comment on the current active travel routes in and around Musselburgh and the potential for their development.

We recognise that in this consultation the Council have asked respondents to make their comments on the Placecheck Map. We will endeavour to do this based on the comments made here. However, in order to highlight key issues we feel we need to express our ideas in a standalone document.

We strongly support the Council's ambition to encourage a switch from motor transport to active travel. Local traffic volumes already cause huge problems of congestion. Planned local population growth demands that the Council and local housing developers provide significant resources to deliver infrastructure that will encourage more walking and cycling .

Our response is in two parts. Strategic Missing Links highlights key missing links in existing routes to, from and through Musselburgh, which if developed would increase the attractiveness and likely take up of everyday cycling by existing and yet to be local citizens. Other Missing or Flawed Infrastructure is a collection of other points we are aware of where facilities are lacking or need developed.

Strategic Missing Links

From Musselburgh to Portobello / Brunstane Burn Path- SEStran drew attention to this important gap between Portobello Promenade and Musselburgh Harbour in their detailed [2017 report](#). Spokes is in broad support of the recommended provision of dedicated cycle lanes which would allow utility and leisure cyclists to avoid mixing with road traffic on this busy route. As well as helping cyclists the proposals also deliver more attractive pedestrian infrastructure and much improved links to the Brunstane Burn path. We expect a Toucan crossing to be provided at this point.

Given that the installation of any scheme is likely to take a significant period of time we think the pathways from Portobello Prom to the start of the housing on the north side of the road near the Musselburgh boundary should be made shared use as soon as possible. It is wide and could provide greater safety and encouragement to cyclists not confident enough to use the road.

Side of the Esk at Mall Avenue under the road bridge - This stretch of path is important as it is part of the direct cycle route from the south/Whitecraig into the centre of the town and connects with other good cycle routes east and west wards. The part underneath the road bridge is particularly poor being too narrow especially as it is shared use . The bridge is a limiting factor and perhaps to be wider the path would need to be lowered. The path between the Roman bridge and the pedestrian bridge at the end of Shorthope Street would also benefit from widening/ improvement.

Ekside West - The pathway under the road bridge at Ekside West, which is a signed part of NCN 76 also needs to be widened.

Musselburgh to Dalkeith – Taking the route along the Esk as far as possible, cycling conditions deteriorate markedly at Whitecraig where the narrow road becomes busy with speeding cars for the remaining mile or two to Dalkeith. Could Buccleugh Estates be persuaded to allow a permanent path to be created which enters the estate at the gate off the riverside path. If such a path linked to the existing estate roads, an off road route all the way from central Musselburgh to central Dalkeith becomes available.

West Pans to Prestongrange Museum - On the main road from Levenhall/West Pans towards Prestonpans there is a pavement that has some indication of shared use but signs are not consistent. Hopefully shared use can be confirmed and better signage erected.

Bridges and Chicanes – The relatively new chicanes on the west side of the bridge nearest the sea are too narrow but the ones at the east are far worse. All need upgraded to comply with modern design principles which enable unconventional bikes double buggys and mobility transport to pass through.

Even better for active travel would be if the “Electric Bridge” was to remain open for use by pedestrian and cyclist all the time.

Link to new Shawfair Path – This is a desirable link to connect into Midlothian but the Old Craighall Road is a horrible road to cycle but seems the only reasonably direct way to get there. Is a new route possible?

Signing – Improved signing throughout existing and proposed routes will help improve the visibility and navigation of what could become a joined up well connected network of active travel routes