



Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel – January 2022 Update

Addendum Report

East Lothian Council

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Quality information

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1. Introduction

'Musselburgh Active Toun' (MAT) emerged from the SEStrans funded 'Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel' (Musselburgh Masterplan) project, which was undertaken in 2018. This project identified nine strategic routes, which would provide key connections to enable people walking, wheeling and cycling for everyday journeys and would link the key trip attractors in Musselburgh, as well as providing wider cross-boundary connections.

East Lothian Council (ELC) have committed to delivering the six strategic routes that are located within the ELC local authority area (routes 1 to 6 in the original study).

Since the development of the Masterplan in 2018, funding has been secured to undertake the Concept Design of the first phase of the project and this work is underway, the Musselburgh Flood Protection Scheme (MFPS) has expanded in scope and scale, further projects have been proposed / implemented within the study area, and feedback has been received from several sources, including:

- Public consultation on concept design options associated with the MAT project;
- Initial public engagement from the MFPS project; and
- Feedback received on temporary infrastructure that was in place on Musselburgh High Street to facilitate social distancing during the COVID-19 pandemic.

The factors described above have led ELC to conclude that a review of the Masterplan should take place, to consider information that was not available during the original study and to best align the Masterplan with these new developments. AECOM have been commissioned to carry out a review, in the form of an addendum report to the initial study.

The remainder of this report is structured as follows:

- Section 2 – Background
This section contains the background to the MAT project, and describes changes and updates that have taken place since the publication of the Masterplan.
- Section 3 – Review of Masterplan
The impact of the changes and updates on the Masterplan are described in section 3.
- Section 4 – Proposed Alterations to Masterplan
The proposed alterations to the Masterplan are detailed in this section.
- Section 5 – Revised Masterplan
The revised Masterplan is presented in section 5.
- Section 6 – Summary
The final section of the report provides a summary of the revised Masterplan.



2. Background

Background on the Musselburgh Masterplan study is provided in section 2.1, while information on the interface with the Musselburgh Flood Protection Scheme is provided in section 2.2.

2.1 Masterplan Study

The Musselburgh Masterplan study was undertaken in 2018. As detailed in the study, it was identified that over 50% of trips to work made by Musselburgh's local population are less than 10km long and over 50% of trips to work are made by car. These, and the fact the town has a busy high street and numerous amenities, suggested that walking, wheeling and cycling represent practical choices for everyday journeys for the majority of residents.

The Musselburgh Masterplan identified nine strategic routes that would safely and directly connect the key places that people move between in and around the town, and also included key connections into City of Edinburgh and Midlothian. Research and engagement with communities and stakeholders confirmed that these routes connected the places people want to travel to and were important to create the foundation of a wider network.

ELC have committed to delivering the six strategic routes, as the Musselburgh Active Town (MAT) project, that are located within the ELC local authority area. These six strategic routes are listed below and are shown graphically in Figure 2.1:

- Route 1 – Milton Road East to Millhill;
- Route 2 – A199 Edinburgh Road to Wallyford Toll Roundabout;
- Route 3 – Levenhall Links;
- Route 4 – ELC Segregated Active Travel Corridor – Wallyford Roundabout to Newcraighall;
- Route 5 – Old Craighall to Musselburgh town centre; and
- Route 6 – Newcraighall to Musselburgh town centre.

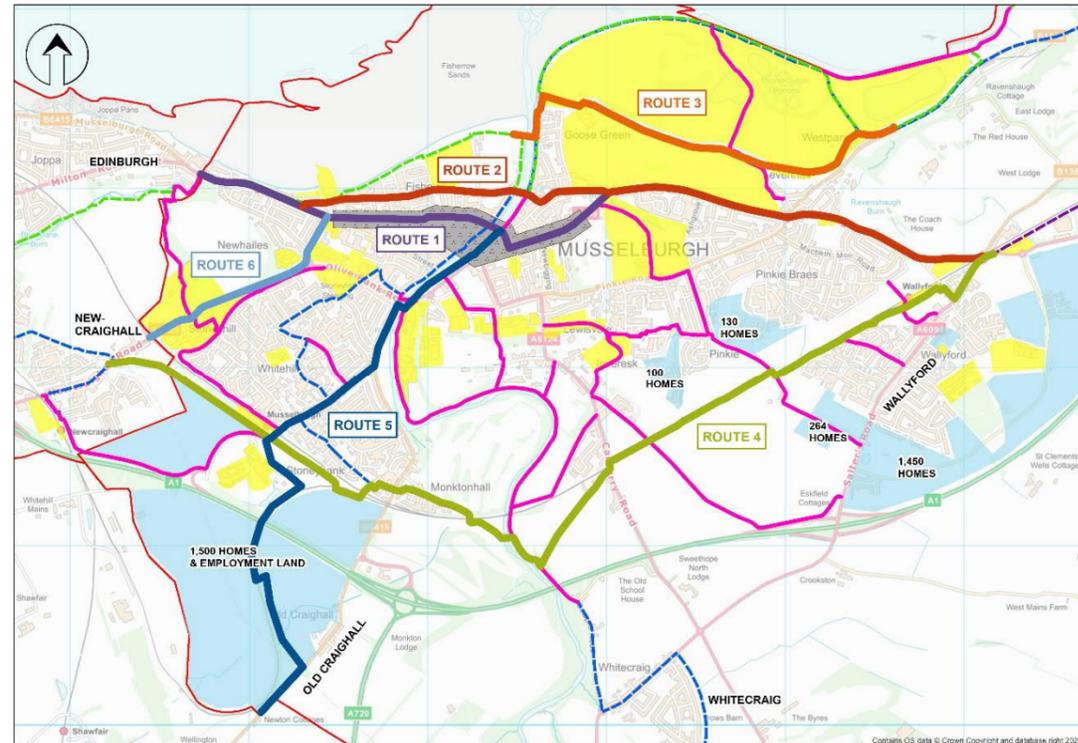


Figure 2.1: MAT Strategic Routes

Following the initial study and engagement exercises, a network of local routes was identified to underpin the strategic routes. These local routes provide a connection between the various strategic routes, as well as providing links into wider communities and other trip attractors.

MAT is bringing forward the strategic routes and the connecting local routes. The strategic routes will form the arteries of the active travel network, with the local routes being the connecting veins. Once complete, the network will connect all the key destinations in and around Musselburgh including shopping areas, schools, the university, leisure facilities, public transport hubs, existing residential areas and new areas of development.

2.2 Changes and Updates Since Masterplan Study

Since the publication of the Masterplan study in 2018 there have been several changes within the town. These are described in sections 2.2.1 to 2.2.5.

Another event that occurred since the publication of the Masterplan study was ELC declaring a Climate Emergency in 2019. The Council is working towards being a carbon neutral local authority, and the Council's Climate Change Strategy 2020-2025 was approved in January 2020. Outcome 2 of this strategy is as follows:

“Ensure that East Lothian has well-connected, healthy, active communities with improved air quality, where active travel and sustainable transport modes are the norm to access local services and amenities”¹

The MAT project clearly supports this outcome, by proposing improved, safe active travel infrastructure that will enable local residents and visitors to travel in Musselburgh by active modes.

2.2.1 MFPS

The Musselburgh Flood Protection Scheme aims to reduce the flood risk to Musselburgh from the River Esk and from the coast. Musselburgh has a history of flooding and the project seeks to reduce the risk to people and the risk of economic damages.

During the development of the Musselburgh Masterplan in 2018, the MFPS had a more limited scope, and the line of the required defences and impacts on river crossings were not known. Furthermore, the development of flood protection schemes elsewhere in Scotland in recent years has demonstrated the potential for implementing active travel infrastructure alongside flood protection measures. An example, from Broughty Ferry, is shown in Figure 2.2.

¹ East Lothian Council, 2020. Climate Change Strategy 2020–2025. [online] Available at: <https://www.eastlothian.gov.uk/download/downloads/id/29179/climate_change_strategy_2020-2025.pdf> [Accessed December 2021].

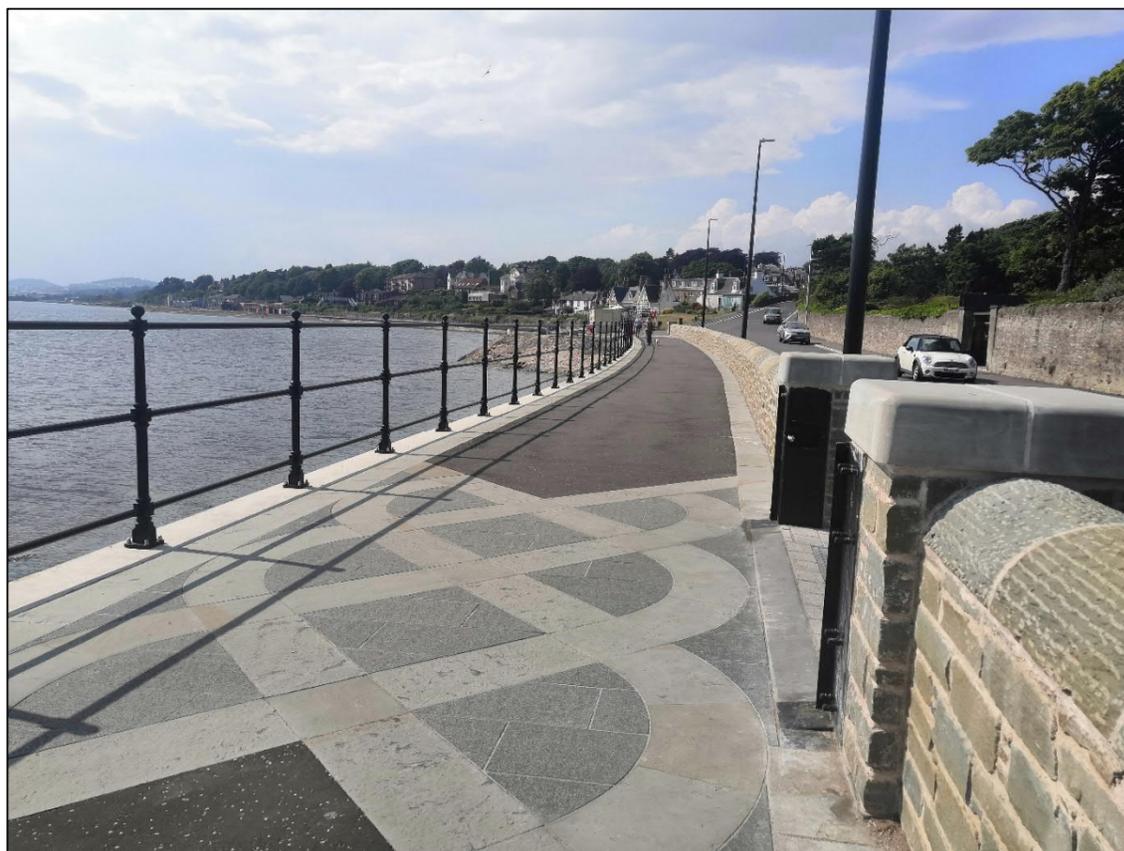


Figure 2.2: Active travel facility adjacent to new flood wall, Broughty Ferry

The preferred scheme was approved by ELC Councillors in January 2021 and the project has a value of around £42 million. The preferred scheme is shown in Figure 2.3.

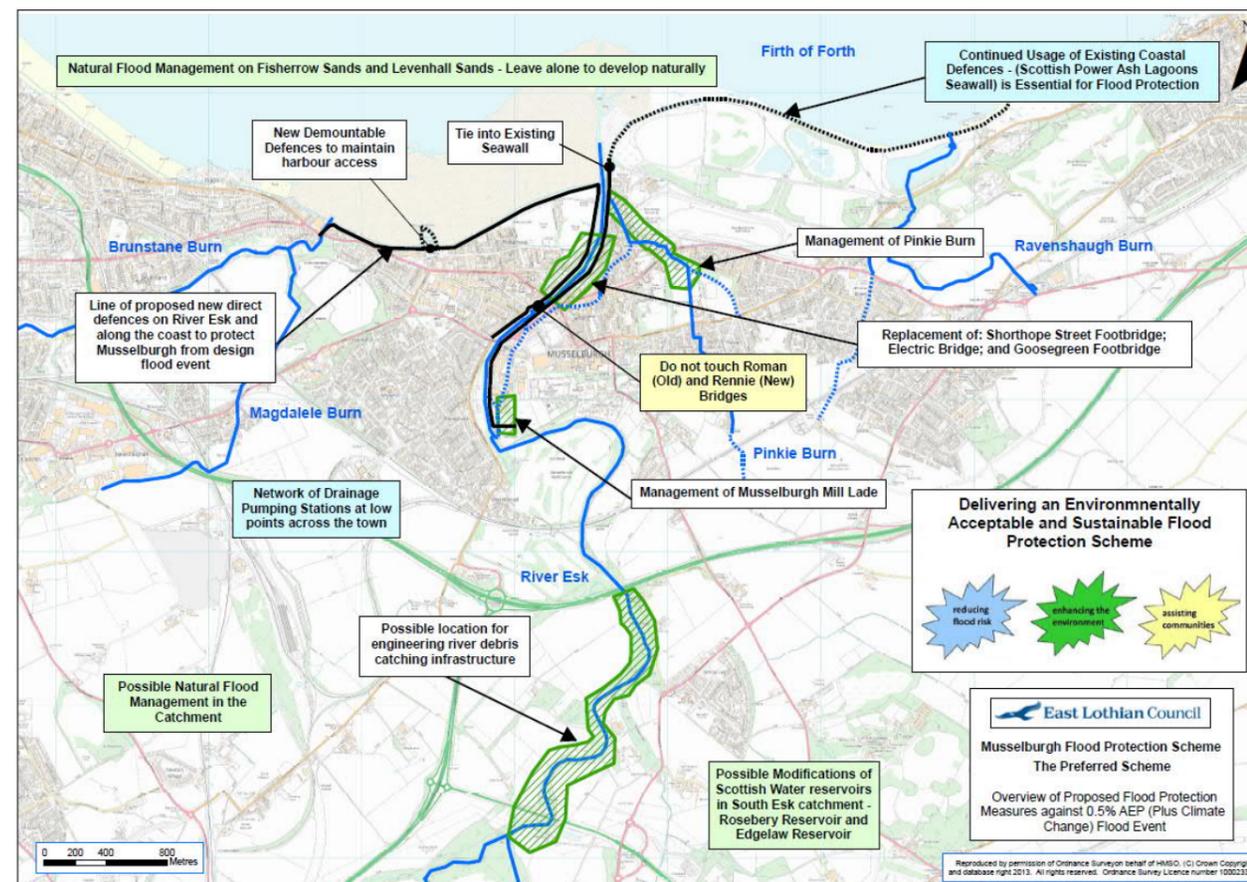


Figure 2.3: MFPS - Preferred Scheme

As shown in Figure 2.3, the Preferred Scheme includes physical flood defences and the replacement of many of the existing bridges along the River Esk. The Electric Bridge, the Ivanhoe footbridge, and the footbridges at Goose Green and Shorthope Street are to be replaced. New flood defences are proposed along the River Esk (between the mouth of the Esk and Olive Bank Road on the west side, and between the mouth of the Esk and south of Inveresk Industrial Estate on the east side) and along the coast between Brunstane Burn and the Esk. The existing flood defences along the coast from the River Esk to Morrison's Haven are also to be upgraded.

As the Preferred Scheme has been developed and approved, the impact on the town and the MAT project are now clearer. The new scheme footprint now interfaces with the MAT routes 1, 2, 3 and 5, as well as a number of local routes.

Following the approval of the Preferred Scheme, the MFPS project team are currently progressing the development of the Outline Design through consultation with the public. Initial themes that are emerging from this consultation process have been passed to the MAT project team.

2.2.2 Spaces for People

In response to the COVID-19 pandemic, ELC, like many other local authorities, sought to implement measures to enable physical distancing across their local authority area. Such measures were introduced on Musselburgh High Street, which included the introduction of planters and barriers. The measures did necessitate the removal of some parking.

The key learning from feedback that was received from local traders was the importance of on-street parking and loading for their business and operations. Further work will be undertaken to determine the parking demand within Musselburgh.

2.2.3 Journey Hubs

ELC commissioned a feasibility study into the introduction of a journey hub at The Brunton, on North High Street, in 2021. A journey hub, or multimodal hub, is a site that facilitates transfers between different transport modes and enables more

sustainable travel choices. The proposed journey hub at The Brunton is to include measures such as cycle hire stations, car club bays, bus information / RTPI boards, a top-up tap, blue and green infrastructure and electric car charge points.

The concept design of the journey hub at The Brunton took cognisance of the routes in the Masterplan study, and the alignment of Route 1 (Milton Road East to Millhill) was safeguarded.

The concept design is shown in Figure 2.4.

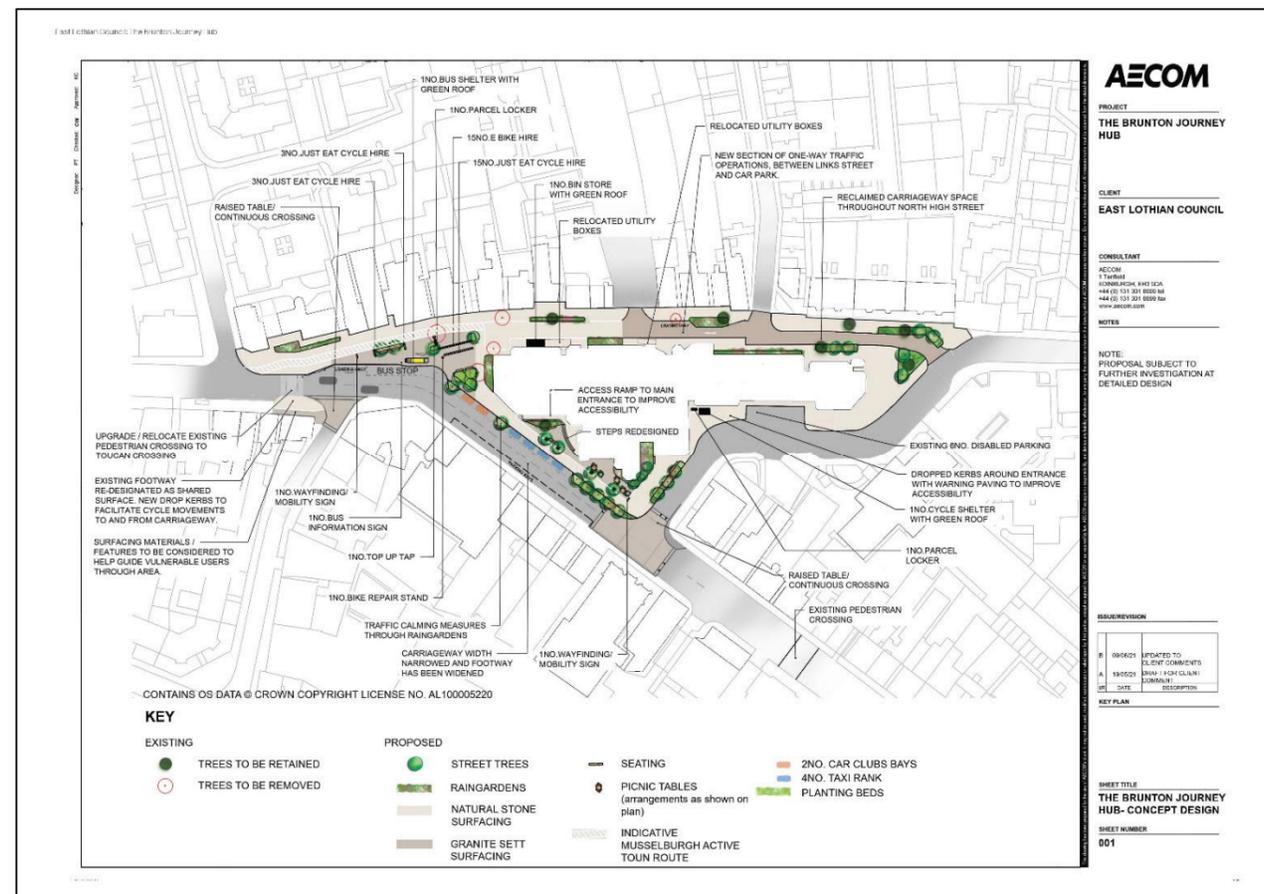


Figure 2.4: The Brunton Journey Hub - Concept Design

East Lothian Council have aspirations to provide further journey hubs within Musselburgh and the wider area. A further site is being explored at Wallyford Park & Ride, while Musselburgh High Street is another potential future site.

2.2.4 Bus Service Improvement Partnership

In recent years, ELC have been investigating and implementing measures to improve bus journey times and the reliability of the journey times. These have been developed in partnership with the local operators in the area: Lothian Buses, East Coast Buses and Prentice of Haddington.

Measures that have been introduced on Musselburgh High Street include the introduction of two new stops (one in each direction), the 'splitting' of the eastbound and westbound services across the existing and new bus stops, and the introduction of a short section of bus lane on the westbound carriageway in advance of the bus stop at the Police Station. These measures were initially implemented on a temporary basis, although there are proposals to make these permanent.

The new stops on Musselburgh High Street are located within the footprint of MAT Route 1 (Milton Road East to Millhill).

2.2.5 MAT- Engagement Feedback

Following the Masterplan study, high-level design options were developed for each of the six routes that are within the ELC local authority area. ELC were subsequently awarded funding to undertake the Concept Designs of Route 1 (Milton Road East to Millhill), 2 (A199 Edinburgh Road to Wallyford Toll Roundabout) and 5 (Old Craighall to Musselburgh town centre) and to take these forward for community engagement.

Following the learnings from the Spaces for People measures on Musselburgh High Street, it was decided to split Route 1 into two sections: Route 1 West (Milton Road East to New Street) and Route 1 East (New Street to Millhill). It was decided to delay the consultation on Route 1 East until further work had been undertaken to understand potential impacts on local businesses and town centre residents (such as parking and loading surveys).

An engagement programme was delivered between May and July 2021, based on two design options for Route 1 West, Route 2 and Route 5. Some of the key results from the consultation exercise are summarised below:

- It was found that the majority of consultees were generally supportive of the Musselburgh Active Toun project. In the online survey of 309 responses, on average 63% of respondents either strongly supported or supported the aim of improving conditions for people walking and wheeling in Musselburgh, with the equivalent figure for cycling being 59%.
- 64% of respondents agreed that making it easier to walk, wheel and cycle can help reduce the impacts of climate change.
- 59% of respondents supported the introduction of separate cycle lanes on Edinburgh Road and 50% supported them on the A199.
- Regarding the options that were presented for Edinburgh Road (Route 1 West), 42% of respondents supported an option with a two-way separate cycle lane on the north side of the road, while 45% of respondents supported an option with one-way separate cycle lanes on both sides of the road. There was a similar level of opposition to each of the proposals, at 46% for the two-way option and 41% for the one-way option. The percentages of people who responded that they neither supported nor opposed the proposals were 12% for the two-way option and 14% for the one-way option.
- Regarding Route 2, there was generally a preference for a two-way separate cycle lane on the north side of Linkfield Road and Haddington Road. This option had a higher level of support than one-way separate cycle lanes on both sides of the roads, with 49% and 42% on Linkfield Road and Haddington Road respectively, compared to 30% and 36% for the one-way separate cycle lanes option. The percentages of people who responded that they neither supported nor opposed the proposals were 14% (Linkfield Road) and 28% (Haddington Road) for the two-way option, and 9% (Linkfield Road) and 20% (Haddington Road) for the one-way option.
- For Route 5, there was a preference for a "quiet street"-type intervention on Stoneybank Terrace over an option with a two-way separate cycle lane on the east side of the road. 49% of respondents supported the quiet street option, with 39% supporting the two-way cycle lane option. 22% neither supported nor opposed the quiet street option, while 30% opposed it. The equivalent figures for the two-way separate cycle lane option were 17% neither supporting nor opposing and 45% in opposition.

3. Review of Masterplan

In the following sections, the impact of developments in the study area on the Masterplan are detailed. The impacts have been grouped into the areas to which they apply:

- The Coastal Route;
- Musselburgh High Street;
- Shorthope Street;
- Haugh Park, Eskview Terrace, and Station Road; and
- Goose Green.

3.1 Coastal Route

The existing coastal route connecting east-west between New Street and the B1348 was identified in the Masterplan as an existing local route and as the alignment of the John Muir Way. The coastal route was not included in the initial network of strategic routes, as the focus was on linking destinations to support everyday journeys and encouraging active travel. The coastal route was considered a key local route to cater for leisure trips rather than those with a utility function, and it was noted that is a route that is already in place and that is in reasonable condition. It was also acknowledged that there is a strong leisure and tourism case which a traffic free route along the coastline could offer.

The originally recommended east-west coastal strategic route was Route 3 via Levenhall Links. The alignment of Strategic Route 3 is shown in Figure 3.1. The existing coastal route can be seen as a green dashed line, following the coast.

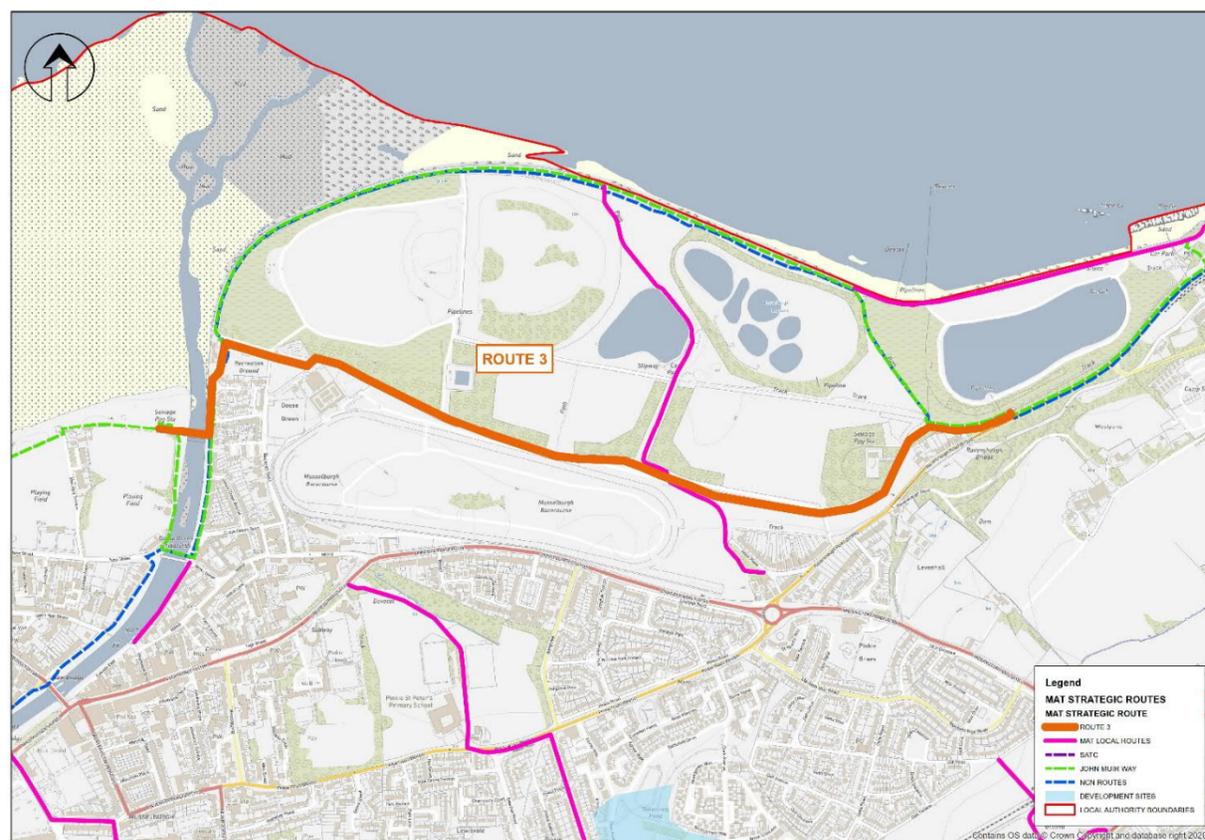


Figure 3.1: Alignment of Route 3

The proposals put forward by the MFPS scheme provide an opportunity to provide a high-quality promenade-style path along the coast, from Fisherrow Harbour or Brunstane Burn in the west to Morrison's Haven in the east. The route would cross the River Esk via a new bridge at the mouth of the Esk. The alignment and extent of this route, along with the alignment that was proposed for Route 3, is shown in Figure 3.2.

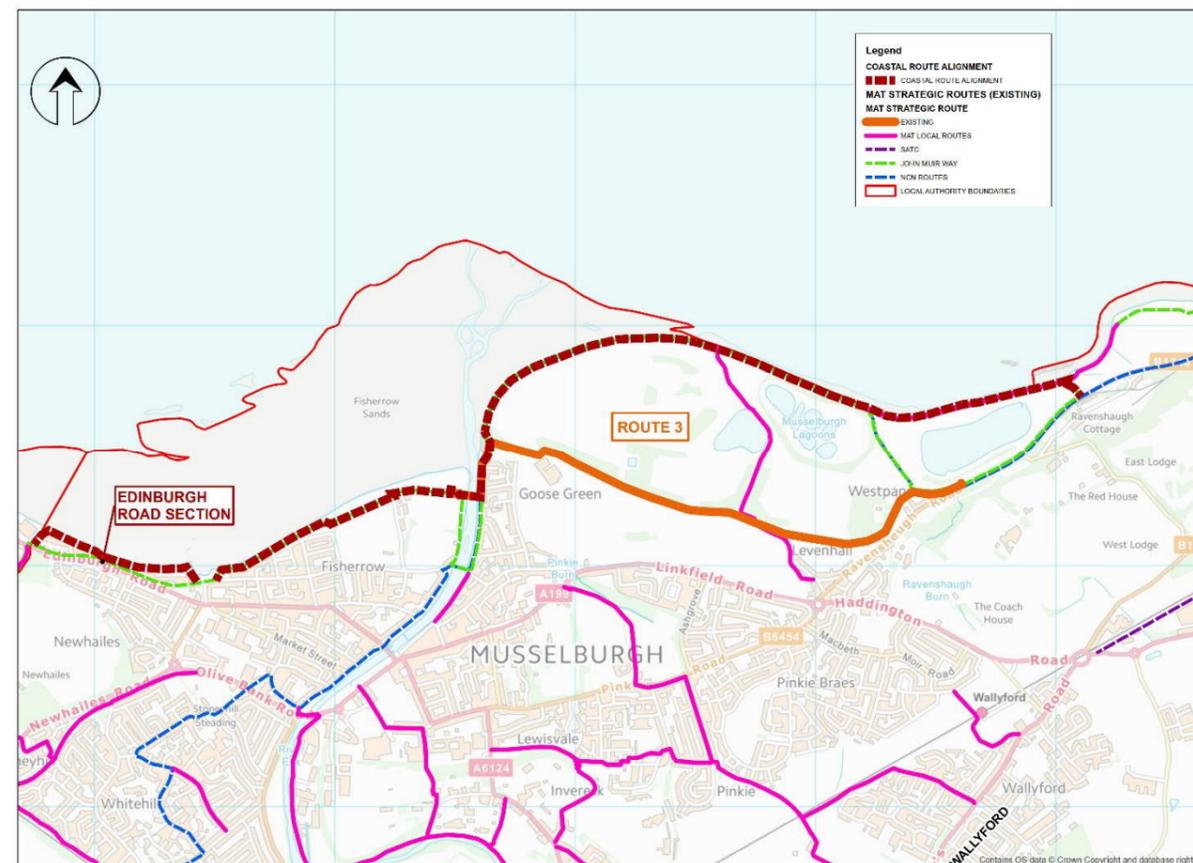


Figure 3.2: Alignment of Coastal Route

As shown in Figure 3.2, the route could include a new active crossing of the River Esk at Goose Green.

The alignment along the coast would be entirely off-road and would extend the route to a number of trip attractors, including Fisherrow Harbour, Fisherrow Sands, Fisherrow Links Park and Prestongrange Mining Museum. Furthermore, long-term, the route could be extended eastwards to Prestonpans. The route would also run closer to Musselburgh Lagoons, which are also a trip attractor.

During engagement sessions, the MFPS have liaised with local residents on Edinburgh Road (highlighted in Figure 3.2) and have articulated the possible opportunities associated with physical flood protection measures on the coast side of the properties. This could include construction of active travel infrastructure alongside the flood measures. The flood protection measures will extend to Brunstane Burn, and as such the active travel path could be extended over this distance too and connect with the onward traffic free path network. This section of route also runs parallel with the original Masterplan Route 1 – whereby a preferred routing via Edinburgh Road would require reconfiguration of the street space and have impacts on parking, loading and servicing to frontage properties. It is understood that these local residents would prefer an alignment which follows the flood defence on the coastal side Edinburgh Road over the previous recommendation of an on-street facility.

3.2 Musselburgh High Street

During the development of the Masterplan, an analysis of trip attractors within Musselburgh and the wider area was undertaken. Mapping these trip attractors and possible journeys highlighted the importance of Musselburgh High Street, as it a key corridor through which people have to travel to reach various destinations from different origins. Furthermore, the High

Street is one of the key destinations in Musselburgh in itself with significant opportunity to enhance the local economy and support businesses by enabling more local journeys.

For this reason, the Masterplan proposed that a Strategic Route (Route 1) would run along the High Street, which would provide an improved facility for people walking and cycling to reach the High Street as well as public realm and pedestrian enhancements, building on the Town Centre Strategy. The alignment of Route 1 from the Masterplan is shown in Figure 3.3.



Figure 3.3: Route 1 - Alignment in Masterplan

The learnings from the Spaces for People measures on Musselburgh High Street is that adequate provision of parking and loading for businesses is Musselburgh High Street is considered essential. The Bus Service Improvement Partnership is investigating improvements to bus infrastructure, which will also require space. As such, with the competing priorities of pedestrians, cyclists, public transport, parking and traffic capacity – the potential to provide a high-quality cycling through-route is challenging.

The emerging view on Musselburgh High Street is that it should be treated as a place and destination rather than a through-route for cycling. As such, the focus should be on creating and strengthening connections to and from the high street for people on bikes and provide safe and secure bike parking at key interchange points. The wider cycling connectivity east-west through Musselburgh is catered for via Routes 2 and 3; with high quality connections made from these routes to the High Street.

3.3 Shorthope Street

In the development of Strategic Route 1 in the Masterplan study, the junction of Bridge Street, High Street and Mall Avenue was noted as a key constraint. The junction is known to be extremely congested, and it was not considered feasible to take green time out of the cycle to introduce cycle infrastructure at this junction.

As such, an alternative alignment was identified along Shorthope Street. This route involved Route 1 running along North High Street and Brunton Court, before crossing the River Esk in the vicinity of the existing footbridge at Shorthope Street. The alignment is shown in Figure 3.3.

Since the publication of the Masterplan, the MFPS team have identified that the Shorthope Street footbridge would have to be replaced. If a new active travel bridge was to be provided at this location, it is likely that ramps would be required on either side of the river to obtain the required clearance over the River Esk.

3.4 Haugh Park, Eskview Terrace and Station Road

In the Masterplan study, Route 5 connected Stoneybank Terrace and Olive Bank Road via a new shared use path on a retaining wall in Haugh Park, utilising the existing Ivanhoe footbridge or a new active travel bridge at this location to cross the River Esk, and then a shared use path on Station Road, linking to Olive Bank Road. The alignment is shown in Figure 3.4.

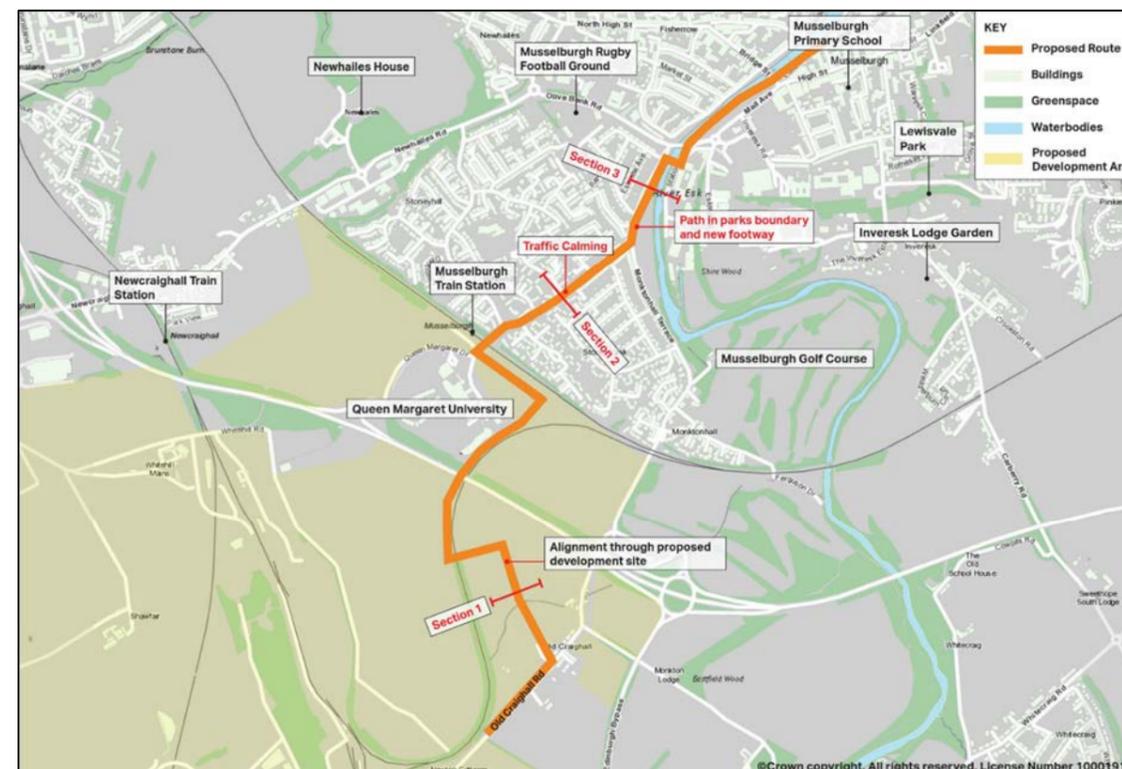


Figure 3.4: Route 5 - Masterplan alignment

This alignment was agreed with stakeholders and followed a route appraisal. It was recognised that there are existing constraints on Eskview Terrace, where the carriageway is narrow and there is existing residential parking.

Since the publication of the Masterplan, the MFPS team have identified that the Ivanhoe footbridge would have to be removed, replaced or relocated. As shown in Figure 2.3, physical flood protection measures are required along the River Esk in the vicinity of the proposed route. As this bridge is a key part of Strategic Route 5, an active travel bridge is required at this location, or at another suitable location that would cater for this desire line. An emerging option is to relocate the bridge southwards. This would necessitate the realignment of Route 5 and changes to the proposals to the east of Eskview Terrace / within Haugh Park.

3.5 Goose Green

In the Masterplan study, Strategic Route 5 ran on a south to north alignment and extended from Old Craighall to Musselburgh town centre. The alignment of the route is shown in Figure 3.5.

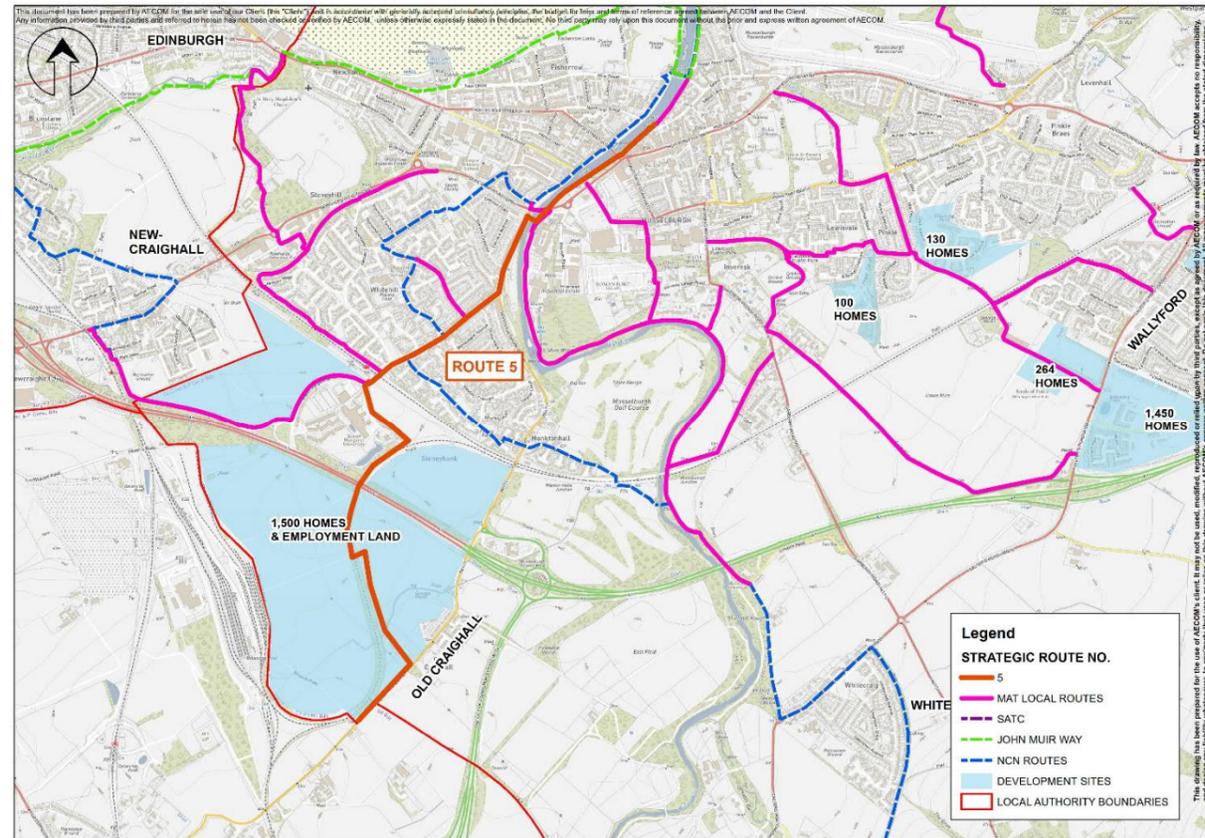


Figure 3.5: Route 5 – Alignment in Masterplan (with local routes)

In the Masterplan study, it was proposed that Route 5 would run through the Craighall development site and past Queen Margaret University and Musselburgh railway station. It would then travel along Whitehill Farm Road and Stoneybank Terrace and through Haugh Park. Finally, it would cross Olive Bank Road and run to Shorthope Street alongside the River Esk.

This alignment was discussed with stakeholders and presented to the public. The rationale behind the extents of the route was that it would connect to the wider network at Shorthope Street, where it would meet Strategic Route 1 (Milton Road East to Millhill). The link to the residential area of Goose Green (located to the north of the northern extent of the route) was to be provided via a local link.

Since the publication of the Masterplan, the MFPS Preferred Scheme has been developed and approved, and this scheme includes the introduction of physical flood protection measures along the west bank of the River Esk, as illustrated in Figure 2.3. The introduction of such measures provides the opportunity to extend Route 5 northwards, from Shorthope Street to Goose Green. This would provide a wide, continuous shared use path along the River Esk, from Olive Bank Road to Goose Green Crescent, and would connect into the wider network at Goose Green.

4. Proposed Alterations to Masterplan

In the following sections, the proposed alterations to the Masterplan are presented and discussed.

As discussed in section 2, there are six strategic routes that are located within the ELC local authority area, which ELC have committed to delivering under the MAT project. Route 4 (ELC Segregated Corridor – Wallyford Roundabout to Newcraighall) and Route 6 (Newcraighall to Musselburgh town centre) are not proposed to be altered from the alignments and extents that were included within the Masterplan. The proposed alterations and additions to routes 1, 2, 3 and 5 are discussed in sections 4.1 to 4.4.

4.1 Route 1

As discussed in section 3.2, the emerging view on Musselburgh High Street is that it is a destination, rather than a through-route. As such, it has been concluded that links to the High Street should be included within the revised Masterplan, but that there should not be a strategic cycle route on Musselburgh High Street.

Links to the High Street could be provided from Routes 2 (A199 and New Street) and 5 (Old Craighall to Musselburgh town centre), along Shorthope Street and via Millhill and Kerr's Wynd.

Shorthope Street is a narrow, one-way street that links Musselburgh High Street with Millhill and Eskside East. The direction of the one-way operation is northbound and there are no waiting / no loading restrictions along the entire length of the street. The street varies in width from around 3.4 metres to 4 metres wide. There are private accesses along the street, including to Eskgreen Residential Unit, as well as at least one business. The street is shown in Figure 4.1.



Figure 4.1: Shorthope Street (looking south from Millhill)

There are various options for providing improved active travel infrastructure along Shorthope Street, including:

- Permitting contraflow cycling;
- Changing the nature of the street, which could include measures such as a continuous footway across the junction with High Street and measures to reduce vehicle volumes; and
- Making the street a pedestrian and cycle zone (except for local access).

Kerr's Wynd is a quiet, no-through road for vehicles. It is a residential street that has a large parking area between High Street and Millhill. At the southern end of the street, an access is provided to High Street, where cyclists are signed to dismount. The parking area and link to High Street are shown in Figure 4.2 and Figure 4.3.



Figure 4.2: Kerr's Wynd, car parking area

Source: Google Maps



Figure 4.3: Kerr's Wynd, access to High Street

Source: Google Maps

Between Shorthope Street and Kerr's Wynd, Millhill is a residential single carriageway road that is cobbled over most of its length. A car park is provided on the street at its junction with Shorthope Street. There are double yellow lines along the sections of the carriageway that are narrower, and the street is fairly straight in alignment, meaning that there is good forward visibility along most of its length. Traffic flow information from 2015 indicates that the street would be suitable for cyclists to cycle on road, and this would provide a high level of service, as per the guidance in *Cycling by Design*.²

Instead of Route 1 extending along the A199 North High Street and High Street, it is proposed that the route would link The Brunton Journey Hub and High Street on the existing route alignment (via North High Street, a new bridge over the River Esk and Shorthope Street). Cycle parking would be provided at the eastern end of the route to enable cyclists to leave their bicycles to visit the High Street. The exact alignment of the new active travel crossing will be determined through works being carried out by the MFPS team.

The proposed alignment of Route 1 and the additional local links are shown in Figure 4.4.

² Transport Scotland, 2021. *Cycling by Design*. [online] Available at: <<https://www.transport.gov.scot/media/50323/cycling-by-design-update-2019-final-document-15-september-2021-1.pdf>> [Accessed December 2021].

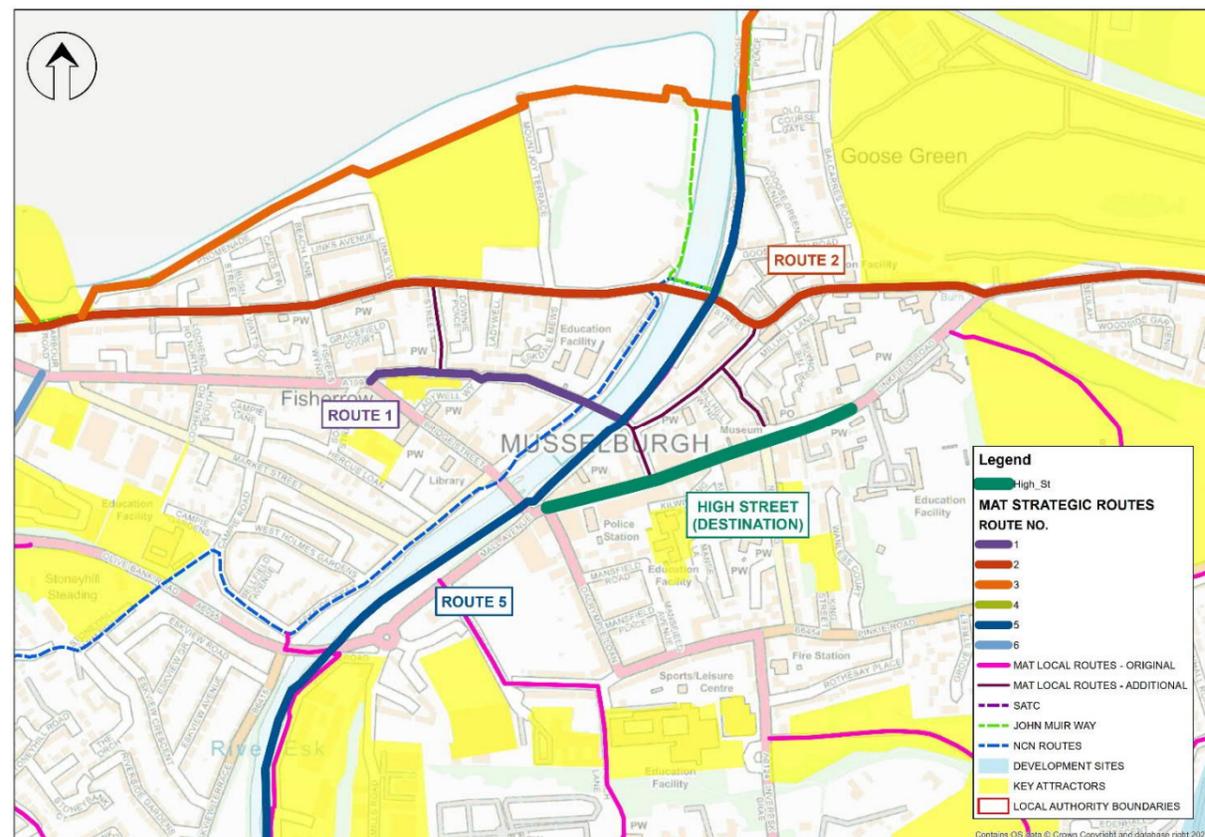


Figure 4.4: Proposed alignment - Route 1 and local links

The impact of the change is that there would be no improvement to the active travel infrastructure along the A199 North High Street and Musselburgh High Street, with a future focus on providing public transport improvements and further engagement with the business and local communities to understand their needs.

4.2 Route 2

The alignment of Route 2 is not proposed to change, however improved links are to be provided between Route 2, Route 1 and The Brunton Journey Hub, and between Route 2 and the High Street.

The requirement for the improved links to the High Street, and the location of these, are discussed further in section 4.1.

The link to Route 1 and The Brunton Journey Hub is required to provide a safe link to allow users to transition between Route 2, Route 1 and The Brunton Journey Hub. As detailed in section 2.2.3, there are several cycle hire stations at The Brunton Journey Hub, and this will likely be the start and end point of many trips within Musselburgh.

It is proposed that the improved link between Route 2, Route 1 and The Brunton Journey Hub would be via Links Street and North High Street, which would avoid the need for users to navigate the A199. Links Street is a quiet, residential street that runs on a north-south alignment and links New Street and North High Street. North High Street is also a quiet street, and it is closed at its western extent. The western end of the street is currently used for parking, although this is proposed to change under the proposals for The Brunton Journey Hub (refer to section 2.2.3).

The location of the improved link between Route 2, Route 1 and The Brunton Journey Hub is shown in Figure 4.4.

The changes would not impact upon the extents nor alignment of Route 2. The improved links would be signposted from Route 2, and this would be captured as part of the wider signage of the MAT network.

4.3 Route 3

As discussed in section 3.1, the proposals put forward by the MFPS provide the opportunity to extend Route 3 to the east and west. It is proposed that the route alignment would be moved northwards from its current location, being located along the coast (the existing alignment of the John Muir Way) instead of being positioned between Levenhall Links and Musselburgh Racecourse.

It is also proposed that the route would be extended to the west to Fisherrow Harbour, and onwards to Brunstane Burn at the boundary of the ELC and City of Edinburgh Council local authority areas, and to the east to Morrison's Haven. The proposed alignment and extents are shown in Figure 4.5.

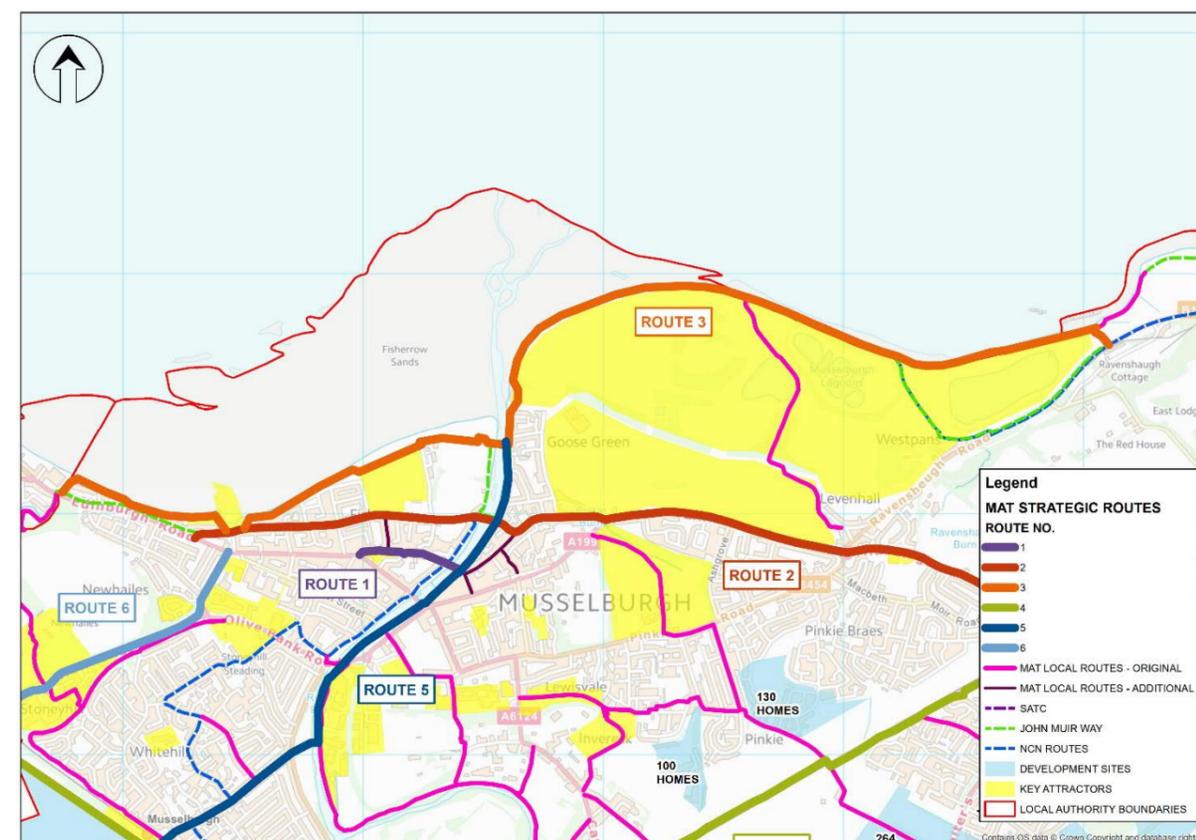


Figure 4.5: Proposed alignment – Route 3

The proposed alignment would extend the route to a number of trip attractors, including Fisherrow Harbour, Fisherrow Sands, Fisherrow Links Park and Prestongrange Mining Museum. Furthermore, long-term, the route could be extended eastwards to Prestonpans.

It should be noted that, considering a trip between the eastern extent of the proposed alignment (marked A in the plan) and the junction of Musselburgh Air Cadets hall (marked B), there would be a negligible difference in distance travelled between the alignment in the Masterplan and the proposed alignment.



Figure 4.6: Comparison of Route 3 alignment lengths (existing and proposed)

4.4 Route 5

As discussed in sections 3.4 and 3.5, there are two potential changes to Route 5 that provide the opportunity to change the alignment and extents of the route. These are the replacement and possible relocation of the Ivanhoe footbridge, and the provision of physical flood protection measures along the River Esk.

As described in section 3.4, an emerging option is for the Ivanhoe footbridge to be upgraded and relocated southwards. In this scenario, the western landing location would be within the northern section of Haugh Park, with the eastern landing on the east side of the River Esk, on Station Road. This would result in the route running along the east side of the River Esk over a greater distance. There is an existing shared use path on the east side of the River Esk – the River Esk Walkway. This path has a sealed surface but is not lit. It would also result in the proposed measures to the east of Eskview Terrace changing. Rather than a shared use path on a retaining wall being required, it is likely that a new path would be required through Haugh Park, which would connect to Stoneybank Terrace. This would require a ramp between the bridge deck and the junction of Eskview Terrace, Monktonhall Terrace and Stoneybank Terrace.

The MFPS Preferred Scheme also provides the opportunity to extend Route 5 northwards, from Shorthope Street to Goose Green. This would provide a wide, continuous shared use path along the River Esk, from Olive Bank Road to Goose Green Crescent, and would connect into the wider network at Goose Green. It is proposed that the route would be extended from the northern extent shown in the Masterplan (Shorthope Street) to Goose Green.

The proposed extension and realignment of Route 5 is shown as a dashed line in Figure 4.7, with the existing extents shown as a solid line.

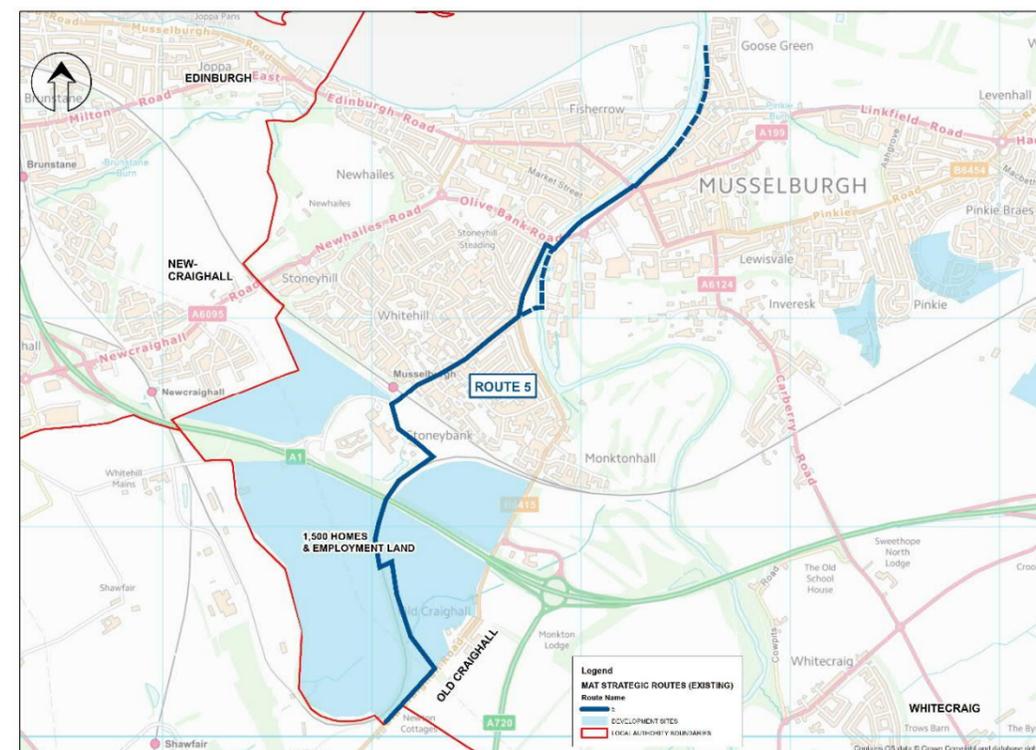


Figure 4.7: Proposed alignment – Route 5

The proposed extension will provide a consistent standard of provision and better link the strategic network, as well as connecting the coastal route directly to Musselburgh town centre. The proposed extents would extend the route by around 600 metres. It is not anticipated that there would be any negative impacts from extending the route from Shorthope Street to Goose Green, nor from the relocation of the route associated with the relocation of Ivanhoe bridge.

4.5 Local Routes

At the next stage of the project, the local routes will be reviewed to ensure they provide appropriate connectivity between trip attractors and the revised strategic route network. Particular attention will be paid to connections to Musselburgh High Street.

5. Revised Masterplan

The revised Masterplan, including the changes / alterations described in section 4, is shown in Figure 5.1.

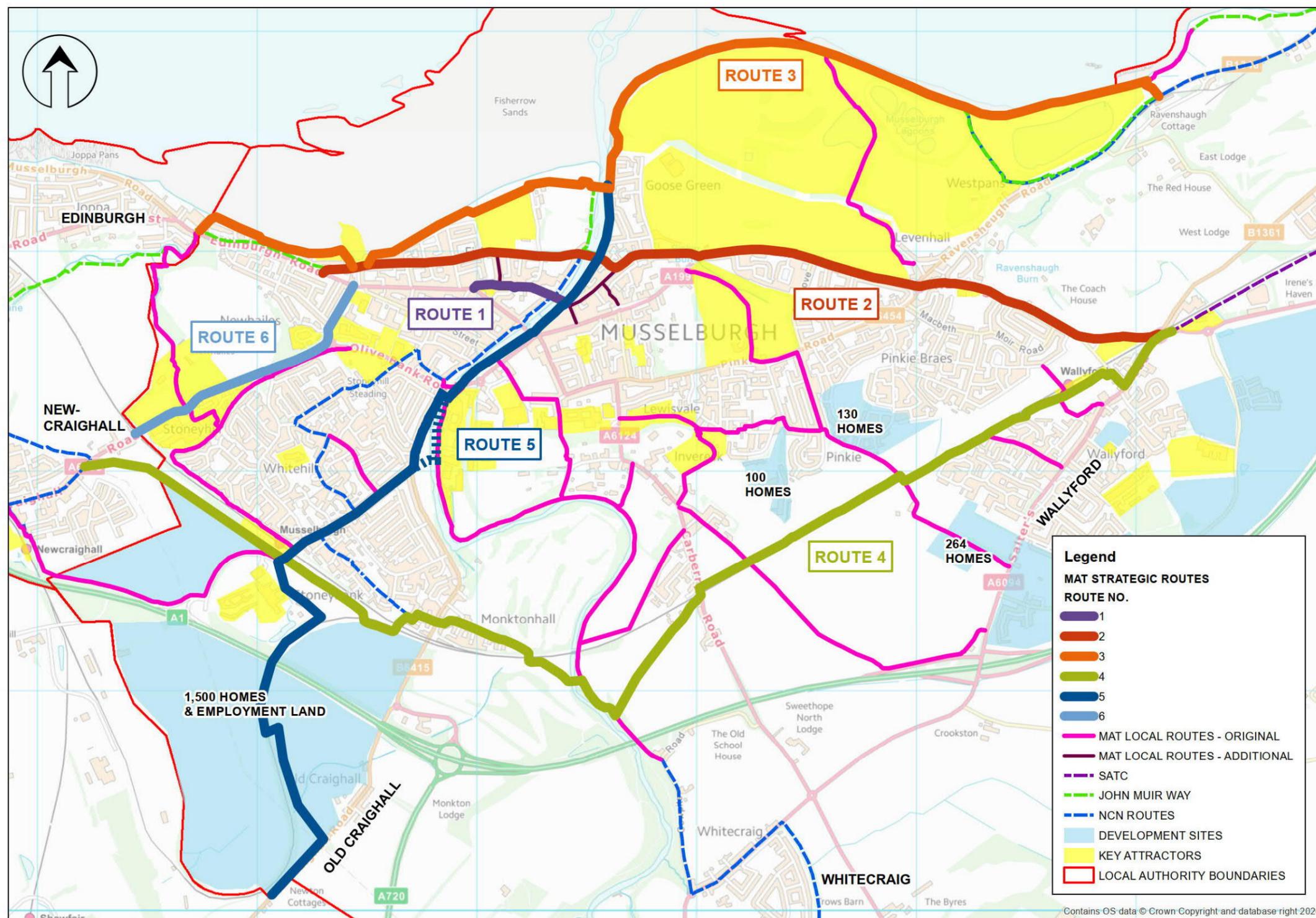


Figure 5.1: Revised Masterplan

6. Summary

Since publication of the SEStrans funded 'Future Proofing Musselburgh's Infrastructure for Sustainable Modes of Travel' report in 2018, there have been several developments associated with projects that are linked to the Musselburgh Active Town (MAT) project. This has included:

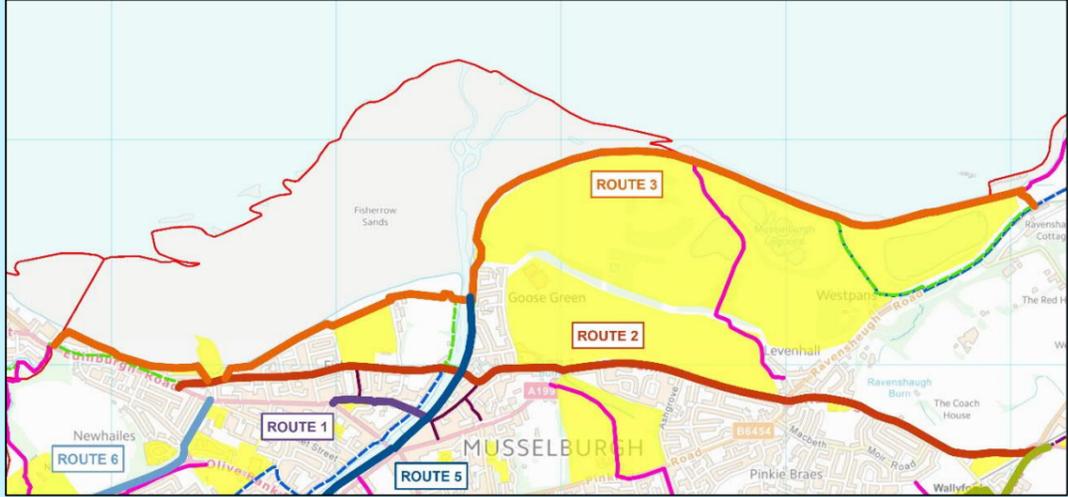
- Further information on the scope and scale of the Musselburgh Flood Protection Scheme (MFPS), and approval of the Preferred Scheme;
- Feedback on Spaces for People measures on Musselburgh High Street;
- Proposals for a journey hub at The Brunton, on the A199 North High Street;
- Bus improvements on Musselburgh High Street associated with the Bus Service Improvement Partnership;
- Feedback on MAT routes 1 West, 2 and 5 received during the public consultation on these routes in Summer 2021.

This report has considered information that was not available during the original study and has proposed an updated Masterplan.

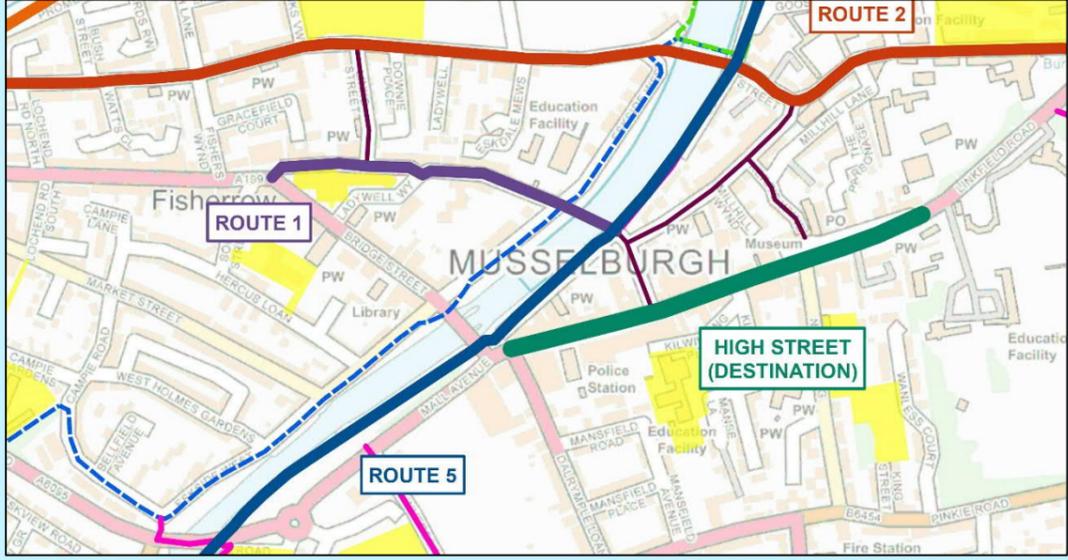
The proposed changes to the Masterplan are summarised in Table 6.1.

Table 6.1: Proposed changes to Masterplan

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
1 (Milton Road East to Millhill)	West of The Brunton and east of Shorthope Street	<p>Instead of Route 1 extending along A199 North High Street and the High Street, it is proposed that the route would link The Brunton Journey Hub and the High Street.</p> <p>The route would run along North High Street, before crossing the River Esk via a new active travel bridge in the vicinity of the existing footbridge (which would be removed). The exact alignment of the new active travel crossing will be determined through works being carried out by the MFPS team.</p>	<p>The emerging view on Musselburgh High Street is that it is a destination, rather than a through-route.</p> <p>It is likely that active travel users will wish to visit Musselburgh High Street, but it is felt that the desire lines can be met by improved local links to the High Street, rather than by a strategic route running to and along the High Street.</p>	

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
3 (Levenhall Links)	Full length of route	<p>It is proposed that the route alignment would be moved northwards from its current location, being located along the coast (the existing alignment of the John Muir Way) instead of being positioned between Levenhall Links and Musselburgh Racecourse.</p> <p>It is also proposed that the route would be extended to the west to Fisherrow Harbour, and onwards to Brunstane Burn at the boundary of the ELC and City of Edinburgh Council local authority areas, and to the east to Morrison's Haven.</p>	<p>The proposals put forward by the MFPS provide the opportunity to extend Route 3 to the east and west. This would provide a high-quality active travel corridor along the coast.</p> <p>The proposed alignment would extend the route to a number of trip attractors, including Fisherrow Harbour, Fisherrow Sands, Fisherrow Links Park and Prestongrange Mining Museum. Furthermore, long-term, the route could be extended eastwards to Prestonpans.</p>	

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
5 (Old Craighall to Musselburgh town centre)	Northern extent of route	<p>It is proposed that the route would be extended from the northern extent shown in the Masterplan (Shorthope Street) to Goose Green.</p> <p>An option is also being explored in which the route would cross the River Esk to the south of the location that was previously proposed (the Ivanhoe footbridge, south of Olive Bank Road). The exact alignment of the new active travel crossing will be determined through works being carried out by the MFPS team.</p>	<p>Since the publication of the Masterplan, the MFPS team have identified that the Ivanhoe footbridge would have to be removed, replaced or relocated. An emerging option is to relocate the bridge southwards, and it is felt that this would still meet the desire line between Musselburgh town centre, Queen Margaret University, Musselburgh railway station and the residential areas to the south-west of the town centre.</p> <p>The MFPS Preferred Scheme provides the opportunity to extend Route 5 northwards, from Shorthope Street to Goose Green. This link was originally intended to be a local link.</p> <p>Extending the strategic route northwards would provide a wide, continuous shared use path along the River Esk, from Olive Bank Road to Goose Green Crescent. It would also better connect the network, as Route 5 would meet Route 3 at Goose Green.</p>	

Route	Route(s) / Section of route affected	Description of change	Justification for change	Revised alignment
Local links	1, 2 and 5	<p>Improved link to be provided between New Street and the proposed journey hub at The Brunton along Links Road.</p> <p>Improved links to be provided between the High Street and Routes 2 and 5. Links to be provided along Shorthope Street, Millhill and Kerr's Wynd.</p>	<p>The emerging view on Musselburgh High Street is that it is a destination, rather than a through-route.</p> <p>The journey hub is an existing trip attractor, and a point where many trips will start and finish. It is important that there is a connection between the journey hub and the wider network, which would be facilitated by an improved link along Links Road.</p> <p>It is likely that active travel users will wish to visit Musselburgh High Street, but that the desire lines can be met by improved local links to the High Street, rather than by a strategic route running to and along the High Street.</p>	
All local links	All local links	All local links to be reviewed at next stage of project.	To ensure connectivity between trip attractors, especially Musselburgh High Street, and strategic route network.	

The updated Masterplan is shown in Figure 6.1.

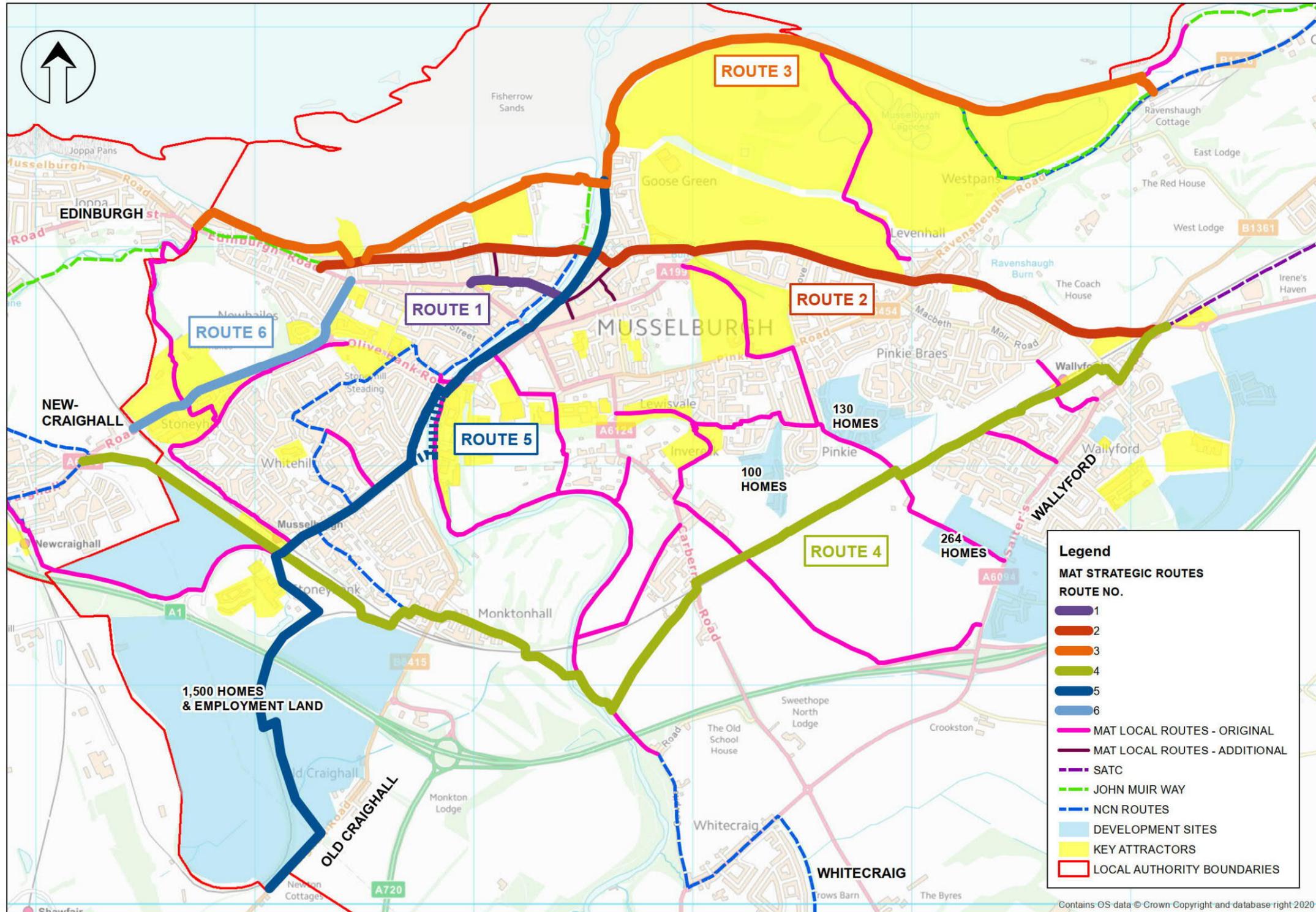


Figure 6.1: Updated Masterplan

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