

Station Road, Musselburgh Improvements

Response from Spokes Planning Group, December 2025

Sent to musselburghactivetoun@eastlothian.gov.uk

Station Road forms part of Musselburgh Active Toun Route 5. The Musselburgh Active Toun project aims to improve walking, wheeling, and cycling connections across the town. Route 5 would link Old Craighall, Queen Margaret University and Musselburgh Station to the town centre, supporting safer and more sustainable travel for residents, students, and visitors.



Spokes supports the Active Toun strategy and is encouraged by the continued consultation and engagement on these plans. Also it is vital that the quality of what is being proposed is reflected in delivery on the ground.

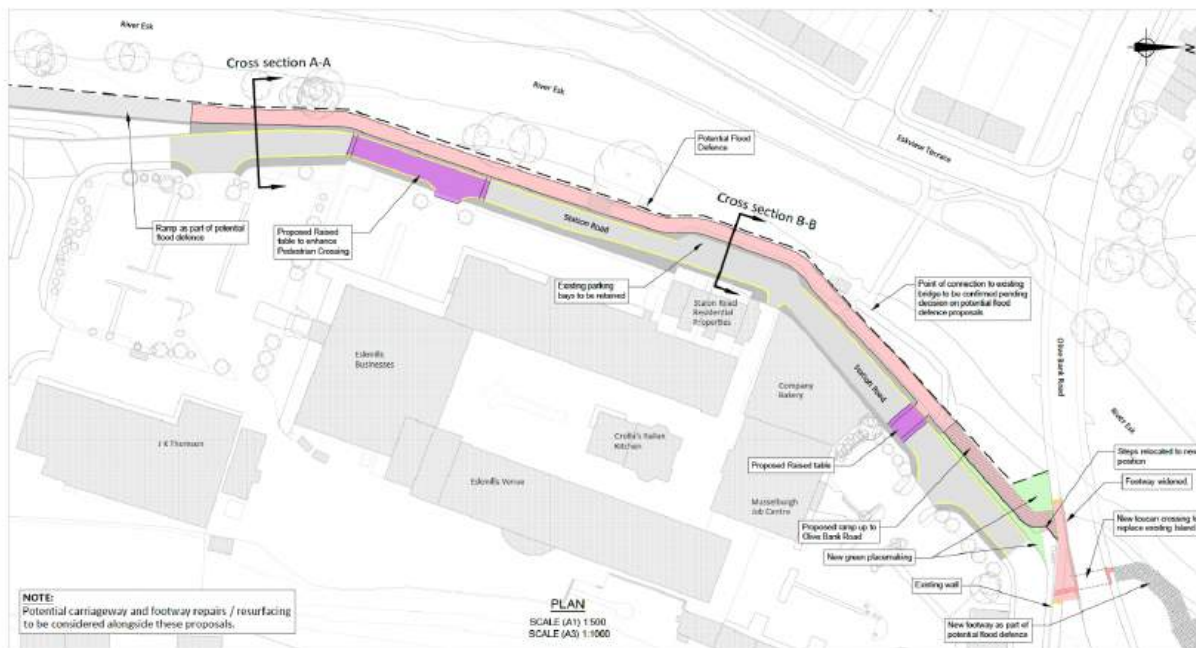
Detailed comments:

Spokes have the following detailed comments on the proposals;

Route 5: Station Road

The proposal is an important link for the key journey generator of Eskmills for work and leisure. It is also a key through route for cycle users in Musselburgh connecting to the off road River Esk path towards NCN 1 at Whitecraig and Dalkeith Country Park in Midlothian but also to other destinations in East Edinburgh.

The proposal will enhance the link to the workplaces and businesses in the Eskmills area for walkers, wheelers and cyclists who commute there. However this is also a key destination for leisure facilities like the Crolla Restaurant and Company Bakery.

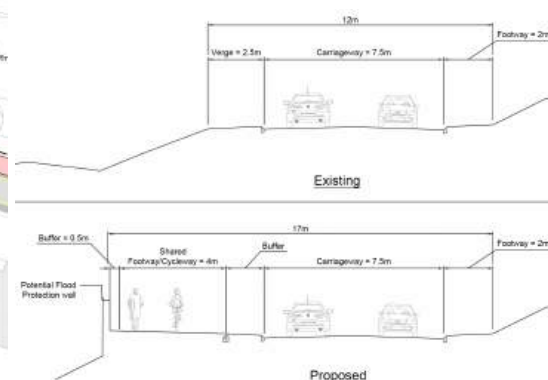
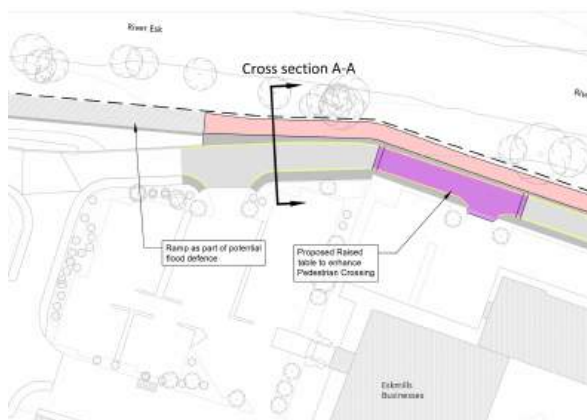


The proposed width of 4m is generous and in line with Cycling by Design guidance. However, Spokes queries whether a shared use path with no delineation or kerb separation is the best solution for all users.

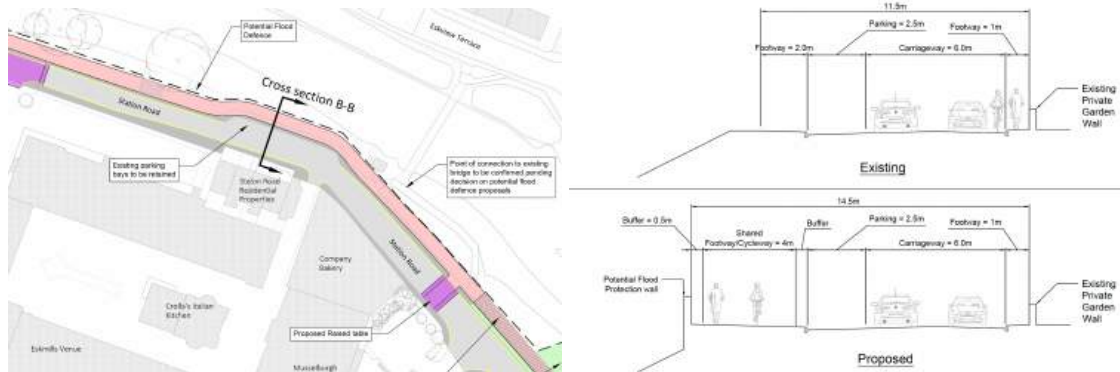
It is also disappointing that the pavement to the southern side of Station Road is not getting widened to allow for pedestrians to pass one-another without having to step into the carriageway. This can be seen in Section BB with 1m in the existing and proposed design.

Given the nature of Station Road as effectively a cul-de-sac serving the business (& possibly future housing) could a cycle priority street be a viable option to consider with visual narrowing to emphasise this perhaps?

CROSS SECTION AA



CROSS SECTION BB



CROSSING OF OLIVE BANK ROAD



Spokes supports the addition of a toucan crossing at Olive Bank Road. Spokes would encourage exploration of a widened pavement / shared use path on the north side of the bridge over the Esk given this is a key point to be able to switch from to/from the western bank of the Esk accessing the cycle links along Campie Road.

The proposal shared it is hard to gauge what the gradient will be without a section. The geometry appears awkward for cycle users with a clear pinch point (even with a widened pavement) between the toucan crossing and the paths to the south. We noted there is a phone mast exactly on the desire line which is unfortunate. Spokes would prefer the

needs of path users take precedence over telecommunications infrastructure with the mast repositioned nearby if being replaced.

It is ambiguous as to the bridge links being retained or replaced in the proposals and therefore we are unable to comment on these until a proposal is provided once the flood protection scheme is sufficiently developed.

Eskmills Placemaking Options

Whilst these provide a link to the southern end of the Eskmills site Spokes would like to emphasise the need for easy a further safe link into the northern end of the courtyard where there is currently visitor cycle parking provided near the restaurant and cafe businesses.

Eskmills Placemaking: Option 1



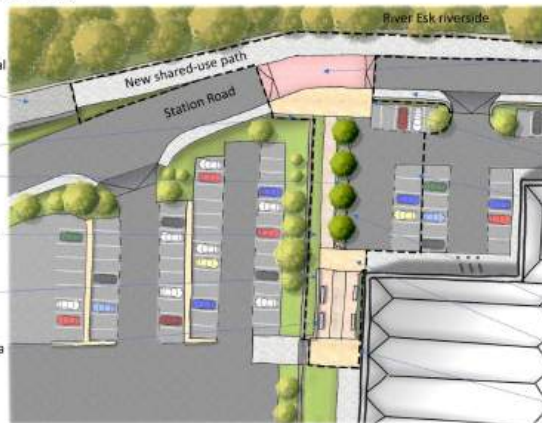
Option 1 provides limited benefit for cycle users given the pinch point created on the southern side of the Station Road. The geometry combined with the raised table means this is the least suitable option from Spokes perspective.

Eskmills Placemaking: Option 2

Eskmills Placemaking

Layout 2

- Ramp as part of potential flood defence
- Existing small wall rotated to enable larger plaza at entrance point
- Row of trees and planting lining the new path
- Grass retained between new path and existing high wall
- Small retaining wall reshaped
- New seating/resting area just before entrance to building



Jacobs

- Raised table at entrance point to Eskmills
- Existing footpath and wall retained
- Wall removed to open up entrance
- Central reserve between parking bays removed to enable parking to be pushed back
- Parking bays removed
- Feature paving at 3 points along the path
- Building entrance

Layout 2

Option 2 provides greater access for both east and west bound cycles. It is more direct with greater priority with no conflict with motor vehicles entering and existing the car parks. This would provide the greatest benefit of the sub-options provided for consideration.

Eskmills Placemaking: Option 3

Eskmills Placemaking

Layout 3

- Ramp as part of potential flood defence
- Existing small wall rotated to enable larger plaza at entrance
- New path to the rear of the parking bays
- Grassed area behind existing parking area reduced by half
- Small retaining wall to remain
- New hedging and trees adjacent to the resurfaced path by building entrance



Jacobs

- Raised table extended over a longer section
- New paving layout at entry to car park
- Existing footpath and wall retained
- Wall reshaped by entrance
- Central reserve between parking bays removed to enable parking to be pushed back
- Parking bays moved over to enable them to be retained
- Paving bands breaking up the path
- Building entrance

Layout 3

Option 3 has similar benefits to Option 2 however given the additional car parking entry appears to lose the intended emphasis of crossing priority for walkers, wheelers and cyclists. This is therefore not preferred of the options provided for consideration.

Conclusion

In conclusion, Spokes PG would like to note support for the improvements to Station Road at Eskmills. There are some alternative options like visual narrowing of the carriageway that may be suitable and we would encourage to be explored. We would also support reviewing whether the east side pavement could be widened as part of this project.

We have indicated a preference for Option 2 of the placemaking proposals shared, which will provide a clear benefit to people who work at Eskmills. However we would like to also emphasise the clear need for safe crossing into the Courtyard at the northern end of the site given the trip generators and the cycle parking provision in that area of the site.

Spokes supports the addition of a toucan crossing on Olive Bank Road, but would like a more suitable desire line and widen shared use pavements on the road bridge over the Esk to allow for east/west cycle options at this point.

Spokes would like to see further details of the proposals of how this path will interact with the new or replacement bridges over the Esk, however this is not possible given uncertainty regarding the flood protection scheme.

If there are any comments you would wish to discuss please do not hesitate to get in contact.