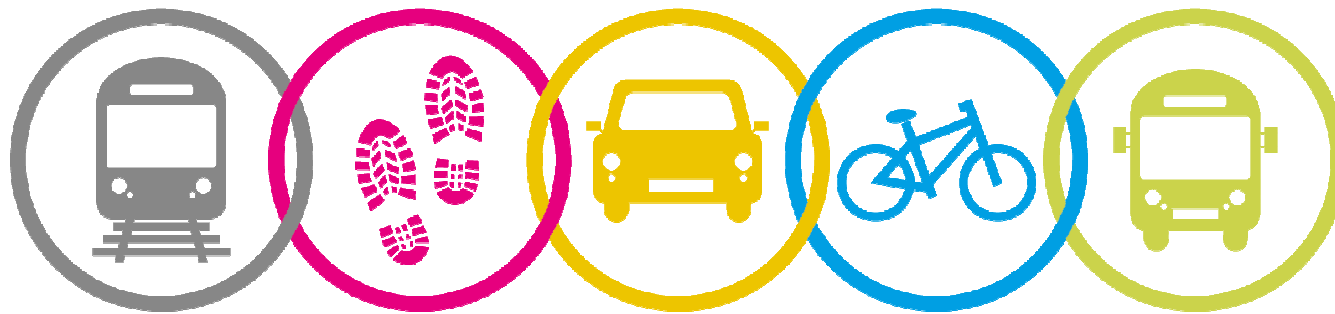


# Phase 1 Consultation Feedback Summary

## Musselburgh Area Partnership

October 2015



East Lothian on the Move

The route to smarter travel

## Context

East Lothian is a hugely attractive place to live with countryside and coast, a vast amount of cultural and natural heritage, settlements of different sizes and character and close proximity to Edinburgh. The area is facing great change in its population, economy and way of life, which will affect everyone who lives there and all of its towns and villages.

The National Records of Scotland 2010 population projection (published 2012) anticipates that by 2035 East Lothian's population is projected to increase by 33% to around 129,229, the highest percentage rate of growth in Scotland during this period. Around 30% of this is expected to be natural change, whereas 70% is expected to be net in-migration. This is largely as a result of the area's proximity to Edinburgh and because it is part of the wider Edinburgh Housing Market Area.

This level of population growth will put further pressure on the existing transport network, adding to issues such as the A1 approaching capacity (for example at Old Craighall Junction) and congestion on the train network, which has capacity constraints, at peak commuting times.

## East Lothian Local Development Plan

The existing East Lothian Local Plan was developed in 2008 and the Council is currently in the process of preparing a new Local Development Plan (LDP) in line with SESplan. The South East Scotland Strategic Development Planning Authority, SESplan, is a partnership of six member authorities including Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders and West Lothian, working together on strategic development planning matters. Their key role is to prepare and maintain an up to date Strategic Development Plan (SDP) for the South East Scotland area.

The new LDP will focus on key changes and the big ideas for future development, taking in to account the environmental and infrastructure opportunities and constraints in the area. A main challenge will be how the LDP can align its development proposals with available infrastructure capacity / ability to provide additional infrastructure capacity and with the funding and delivery solutions that will be required to allow new development to take place.

The preferred option for accommodating new housing is currently compact growth; which focusses the search for new housing and economic development land on the main settlements within the west of the Strategic Development Area

(SDA), closest to the origin of demand adjacent to the city, and then consider those main settlements further east. This is shown opposite. Land may also be identified at settlements outwith the SDA if required.

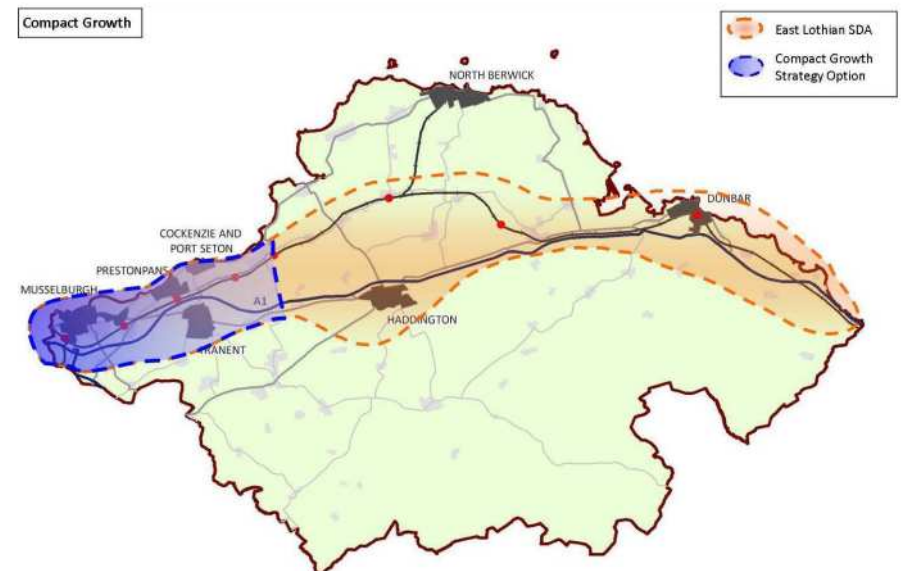
## East Lothian Local Transport Strategy

The Council is also currently preparing the East Lothian Local Transport Strategy (LTS).

*The LTS will look to explicitly promote the need for a sustainable transport policy, which encourages cycling, walking and public transport over the use of the private car.*

The objectives of the emerging LTS are:

- to deliver a more attractive and safer environment for pedestrians and cyclists;
- to reduce the overall dependence on the car and the environmental impact of traffic;
- to promote the availability and use of more sustainable means of travel;
- to locate new development to reduce the need to travel;
- to maximise accessibility for all and reduce social exclusion;
- to promote integration and interchange between different means of travel; and
- to maintain the transport network to a suitable standard to ensure it meets the needs of all users.



## This Study

With all of this in mind, East Lothian Council are keen to be proactive in tackling the challenges they face and identify measures which can improve the transport infrastructure and services across each of its six partnership areas.

This project uses a proportion of the Smarter Choices, Smarter Places funding allocated to East Lothian to, firstly, plan, promote and deliver a series of 6 events in association with each of East Lothian's 6 Area Partnerships, that seek to encourage sustainable travel choices.

The overall aim of the study is to produce a series of effective, achievable, community endorsed Action Plans designed to have an impact on improving community awareness, encouraging behavioural change and increasing access to and use of active and sustainable travel options, that can be integrated into ward level Area Plans.

### Outcomes

- The main outcome of the project will be community endorsed, short, medium and long term actions which will feed into the [East Lothian's Local Transport Strategy](#) and its associated [Active Travel Improvement Plan](#) (ATIP), as well as the [Area Partnership Area Plans](#).
- A key aim is to develop low cost (<£10k) 'seed projects, to be delivered in this financial year, which would act as 'pump-primers' to get the ball rolling. These are likely to be soft measures, rather than new infrastructure, given the relatively low costs.

The project is being undertaken in the context of relevant national, regional and local policy and the process will benefit from being broadly aligned with the Scottish Transport Appraisal Guidance (STAG). Whilst not a STAG-based study as such, following an objective-led and evidence-based process will add credibility to the process and also be beneficial in later funding bids.

## Engaging

A key part of the study is engaging with the groups and individuals who live and work in the area.

### Events

The first event held in the Musselburgh Area Partnership was on the 3rd September 2015, between 3pm and 8pm at St Andrews High Church in Musselburgh.

A significant volume and wide range of feedback was received and is summarised in this report. There were a number of ways attendees could have their say:

- Using stickers to vote for their preferred intervention from a list of possible options for each mode of travel (or adding their own interventions);
- Participating in a workshops which discussed the strengths, problems / barriers and opportunities for each individual mode (as well as integration between them);
- Speaking to members of the team who recorded comments and encouraged people to annotate maps to show issues with a geographical dimension.

We also distributed a short exit survey to get feedback on the events and identify people who would be interested in being involved in the later stages of engagement.

### Online Survey

Simultaneously we hosted an online survey with the aim of exploring issues such as:

- information provision and awareness of existing infrastructure and options;
- identifying the most effective interventions / incentives to promote behaviour change;
- gaps, or perceived gaps, in infrastructure – where current provision does not support the types of journeys people want or need to make; and
- barriers, or perceived barriers, to active travel.

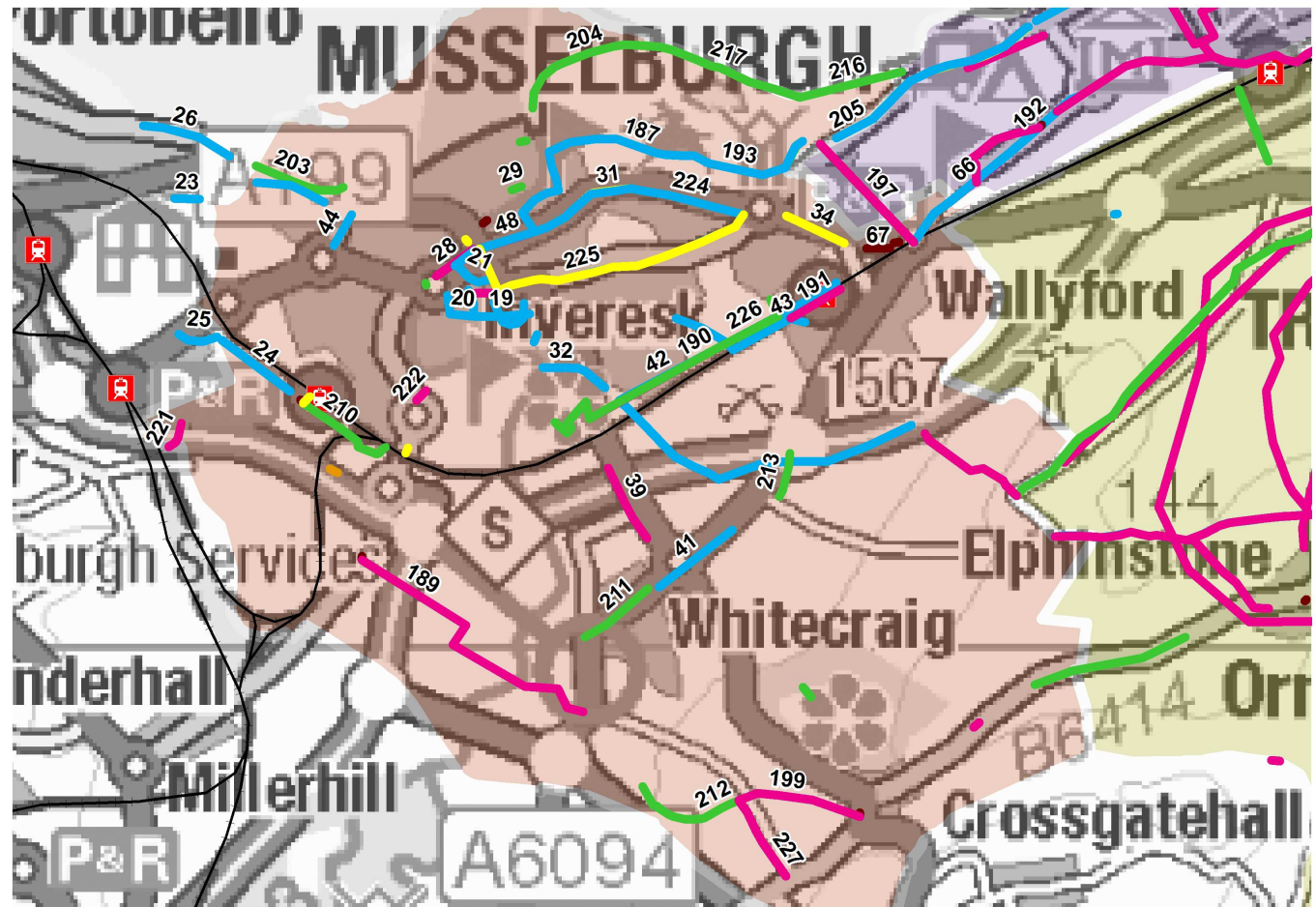
The survey was informed by a detailed review of existing information so that it provided data which was not currently available, for example, from the East Lothian Residents Survey.

We also used the survey to identify enthusiastic individuals who would be interested in being involved in later stages of the project.

## Mapped Suggestions

A host of comments on specific routes and suggested interventions were identified; these are shown opposite with short descriptions below.

18	Cycle cut through which is marked as such but a planter has been put in the way which means cyclists now have to go on the footway and there is no dropped kerb
19	Potential New Route
20	Not viable route
21	New route through bus garage
22	Section should not be re-opened
23	Cycle Route to Edinburgh
24	Upgrade existing path for cyclists
25	Provide a new Link
26	Make more cycle friendly - a key missing link in the cycle network
27	Pedestrian route on the south side indicating that pedestrians can cross
28	No continuous path - could be accommodated but may flood
29	Footbridge
30	Cycle route
31	Congested
32	New link for cyclists needed
33	Raised surfaces - not speed bumps
34	Speed limit should be reduced from 30mph to 20mph - police say not possible because no houses but lots of access
35	Limited public transport
36	Signage/Information on buses/taxis
37	Move bowling green to school site and connect to car park
38	Limited public transport



39	No lighting x 2
41	Cycle improvements to join
42	Upgrade for cyclists
43	Upgrade for cyclists
44	Contra flow cycling
45	Close to vehicles except
46	Poor condition for cyclists

## Mode

- Cycling
- Other
- Public Transport
- Road
- Walking
- Walking and Cycling

It is not possible to show all the suggestions in the map above at this scale. Therefore a separate, larger scale, map which shows how all suggestions link to the existing walking and cycling network has been produced and can be viewed at:

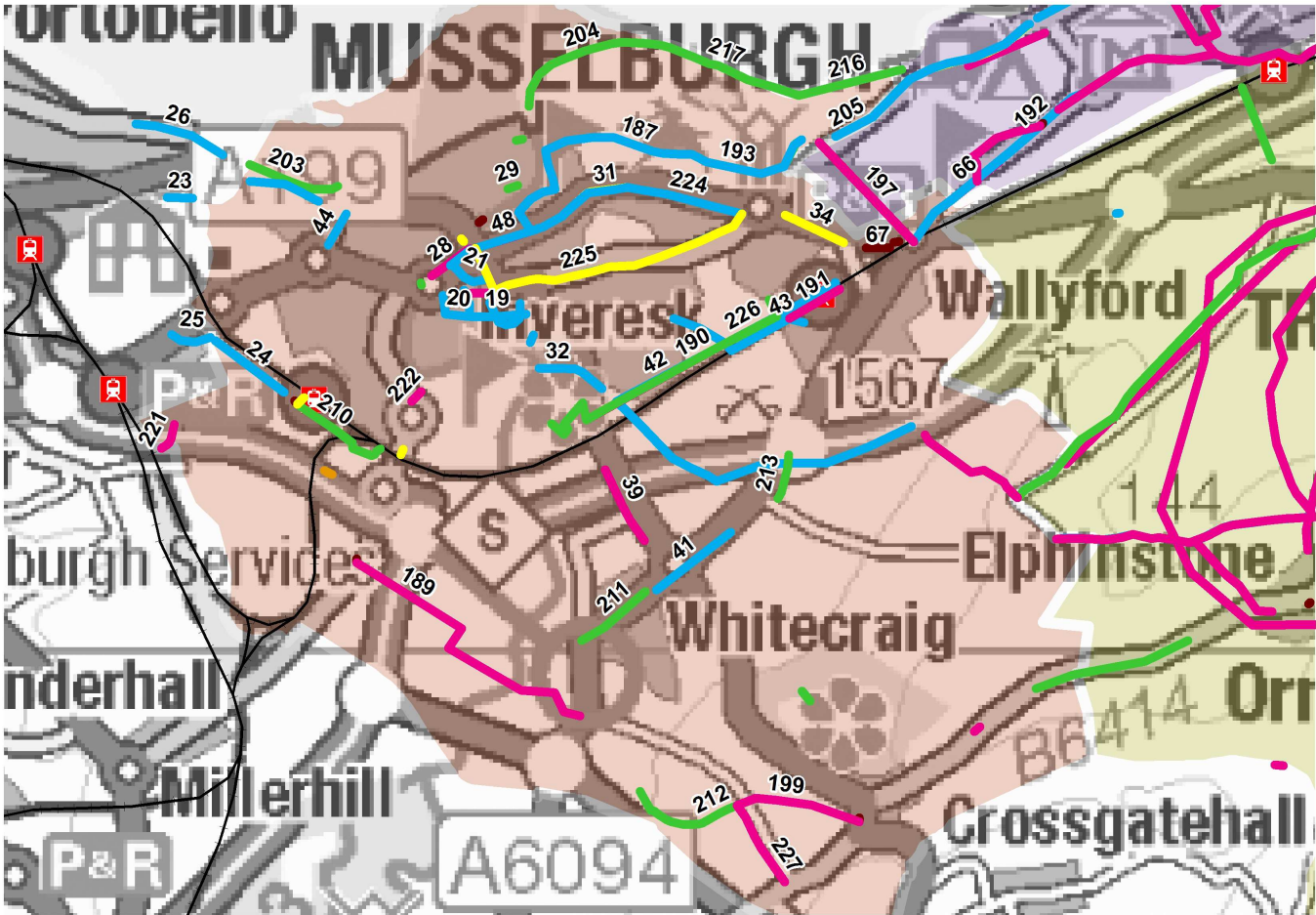
[http://www.eastlothian.gov.uk/info/1523/tranSPORT and streets/1674/east lothian on the move-the route to smarter travel](http://www.eastlothian.gov.uk/info/1523/tranSPORT%20and%20streets/1674/east%20lothian%20on%20the%20move-the%20route%20to%20smarter%20travel)



# Mapped Suggestions

A host of comments on specific routes and suggested interventions were identified; these are shown opposite with short descriptions below.

47	Informal Park and Ride for buses
48	Make High Street shared space
66	No footway on southern section of carriageway
67	Bus service 15 does not stop at Wallyford Park and Ride
91	Queen Mary's Mount route comes out directly onto busy, fast road with no path
183	Better signage from Musselburgh Station to Musselburgh Town Centre via River Esk Path
185	Awkward for cycling and walking at Tesco Roundabout - see comments in sheet
186	Difficult to get to Carberry off-road - lovely location to visit
187	Proposed Cycle route from Musselburgh to Prestonpans
188	Road is narrow for cycling - no space to widen, parked cars are a problem
189	Proposed Route
190	Existing farm track
191	Missing Link - need a path here to provide a route to the station
192	Cycleway or shared use path along roadside (wide verge)
193	Proposed new cycle route
197	Proposed new route - could connect to the Strategic Active Travel Corridor - could be identified as an aspirational core path
198	Can road be narrowed and provide cycle links on High Street
199	Missing Link



202	Poor Junction - Mini roundabout is dangerous, cars
203	Boardwalk - walk/cycle way
204	Can be very isolated along here - feel unsafe walking as a single women
205	Low quality connection

Mode

Cycling

Other

Public Transport

Road

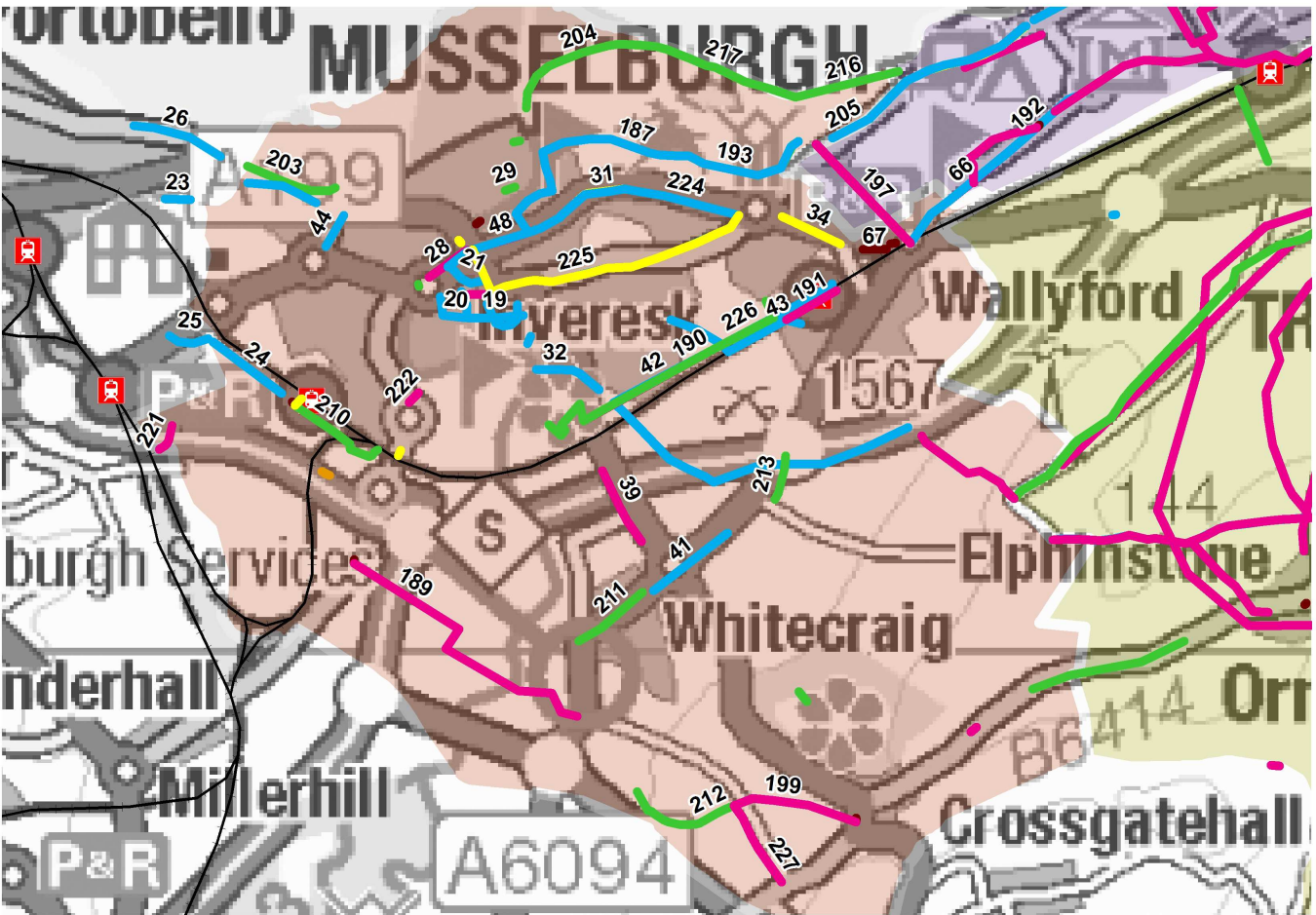
Walking

Walking and Cycling

# Mapped Suggestions

A host of comments on specific routes and suggested interventions were identified; these are shown opposite with short descriptions below.

207	Route nearer waterfront would be better
208	Improve for cycling with children
209	Can the road be narrowed to create a dedicated and separate cycle path all the way to Portobello
210	Unattractive to walk - surface needs to be improved
211	Low quality connection
212	Low quality connection
213	Very difficult junction to cross
214	Musselburgh Station Car Park is at capacity
215	Wallyford Park and Ride is full already - permission has been granted to build where an extension would be
216	Proposed connection - this would be a better route x 3
217	Improve surface for walkers/cyclists
220	Improve Connection
221	Flytipping in this area
222	New footbridge needed
223	Need route under bridge
224	Clockwise one way system to free up space for cycle lanes and contraflows
225	Speed reduction measures needed
226	Suggested route for the Strategic Active Travel Corridor



227	Poor condition - farm land
231	New housing in this area would have its own connections etc. and would not need to connect to Musselburgh High

Mode

Cycling

Other

Public Transport

Road

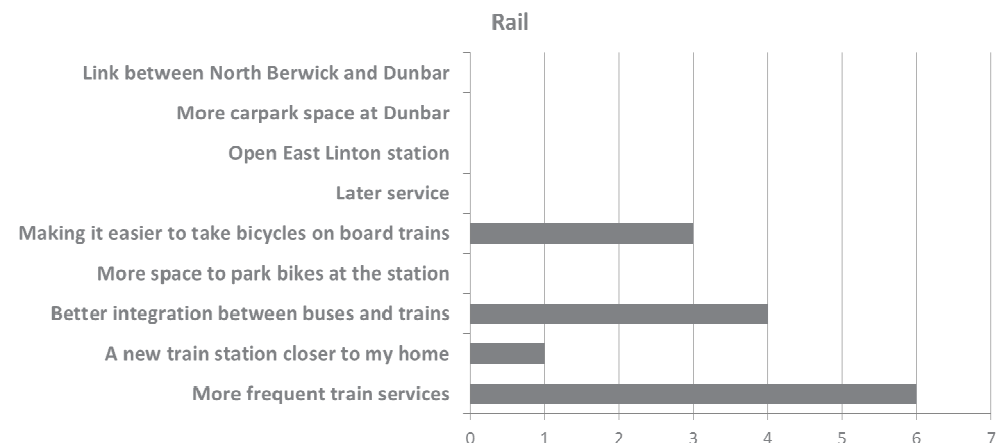
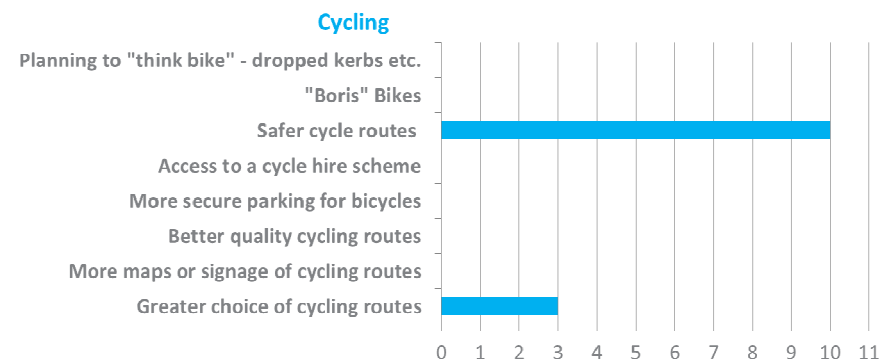
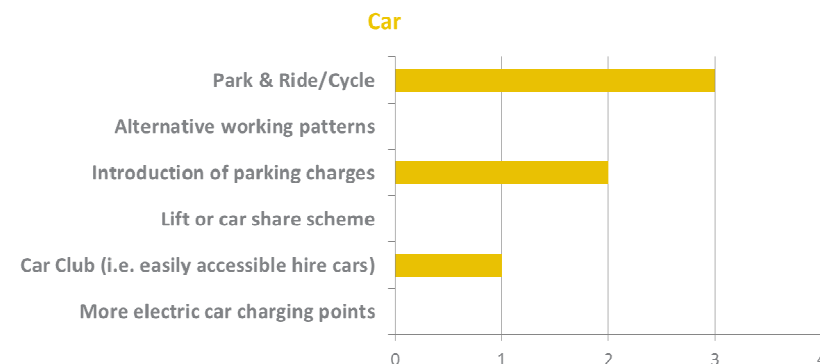
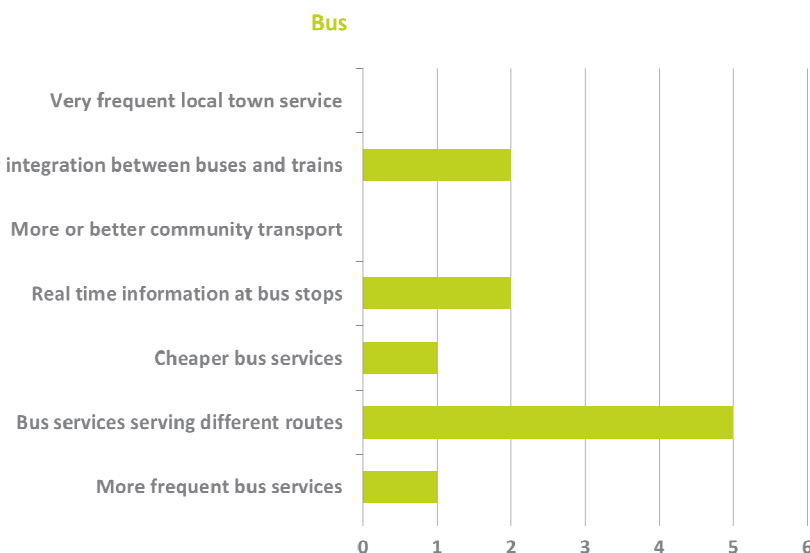
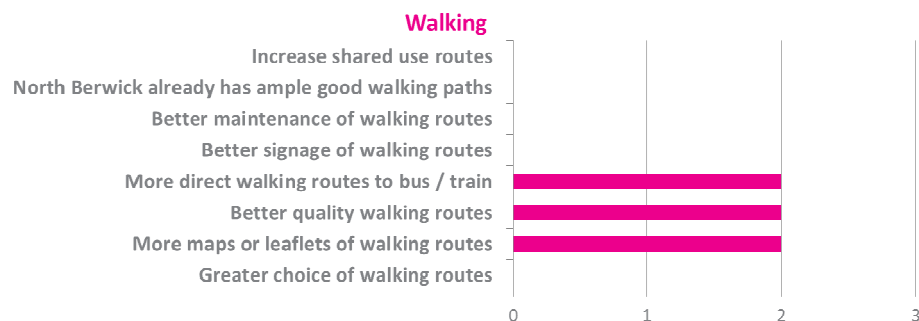
Walking

Walking and Cycling

# Intervention Voting Sheets

Using the voting sheets, respondents identified a range of preferred interventions as shown in the graphs with the preferred options for each mode as follows:

- Walking— no definitive preferred intervention
- Cycling— safer cycle routes
- Bus—bus services serving different routes
- Train—more frequent train services
- Car— Park & Ride/Cycle



Some of the comments made by respondents on walking, cycling and sustainable car travel are shown below.



- Wider paths.
- Less dog mess.
- More priority for pedestrians on Musselburgh High Street. Widen pavements. Give people more time to cross road.
- Introduction of 20 miles per hour speed limits in Inveresk, Wallyford, Whitecraig and other areas.



- Child cycle training.
- The new Scotrail trains to North Berwick actually provide worse capacity for bikes - less space.
- Cycle parking in Musselburgh - outside Costa would be convenient. Near Ace bikes could also be another opportunity. Economic opportunity around capturing cyclists going through the town - many cyclists but not many stop.
- Introducing designated cycle tracks to reduce the number of people cycling on pavements, endangering pedestrians.



- Parking on Musselburgh High Street - greater enforcement. People sometimes park for long periods - needs to be enforced to allow others to park, particularly older people who have to sometimes park some distance away and then walk.
- Stop building more and more houses, which generate more and more traffic, causing more and more gridlock and more and more air pollution. The proposed Goshen Farm development of 1,000 more houses will generate at least 1,000 more cars, causing yet more gridlock and yet more air pollution (plus St Clement Development at Dolphinton).
- Re-introduce petrol rationing.
- Congestion charging in Edinburgh.
- More houses to increase demand for better public transport.
- Traffic on Musselburgh High Street.
- Information for commuters to show it's quicker to take the bypass, than come through Musselburgh High Street.
- Taking action against people parking vehicles on pavements, often making it impossible for wheelchair users to pass by and forcing them on to the road.



Some of the comments made by respondents on bus and train travel are shown below.



- Better integration between bus and train from Whitecraig to Wallyford.
- Could we have more limited stop buses to Edinburgh to reduce the journey time from the current one? With current traffic levels in Edinburgh, it takes up to 1 hr to get to Princes Street from Musselburgh.
- Should be an express service 30 twice per hour at least for commuters straight through the mall avoiding Stoneybank and QMU.
- More buses to Royal Infirmary of Edinburgh.
- Limited stop and/or shorter routes to Edinburgh centre.
- New service to Royal Infirmary good but needs to be earlier for people starting shifts at 8.00 along. There is likely a big demand who would appreciate and use earlier buses.
- Local bus service in Musselburgh.
- 129 didn't run at correct times for commuters - no direct buses from Musselburgh to Leith.
- Buses to Edinburgh generally very good but issues with buses stopping on the High Street (sometimes 4 buses backlogged) impacts traffic and causes congestion.



- Frequent train services - particularly between 4pm and 6pm on the Edinburgh - North Berwick train - it gets VERY busy. Overcrowded. Very poor capability for bikes.
- Appropriate use of existing Park and Ride. Musselburgh Station car park is used by QMU staff and students for all day parking NOT using train. The result is no parking spaces after 8.30 for rail users meaning people drive to Edinburgh.

- Scotrail North Berwick trains have terrible capacity for bikes.
- Later train back from Edinburgh and more frequent.
- Reduced fares.
- Only allow buses and taxis and bikes on Musselburgh High street. Parking at each end of the town would mean pedestrians would walk along a rejuvenated town centre - planting, places to sit, high quality shops/cafes - also improvements to the links off the High Street (e.g. routes to the river) would encourage more walking around the centre.
- More East Coast trains stopping at Musselburgh.
- Direct trains to the Borders.
- Increase the frequency and length of trains to and from Edinburgh by reducing the number of trains to and from London or, better still, add another track to avoid reducing the number of trains to and from London and to boost the frequency and length of trains to and from Edinburgh.
- The train to Dunbar should stop at Musselburgh / Wallyford.
- More trains to Edinburgh during the AM and PM peaks (07:30 to 09:00 and 16:30 to 18:30) very busy during these times.
- More than hourly off-peak services, which they do on a Saturday. More than half hourly during peak. The new Borders railway has one every half hour "forgotten corner of Scotland".
- Extend platform at North Berwick.
- Cross Edinburgh rail services i.e. Edinburgh Park, The Gyle - lots of people drive from EL to West Edinburgh.

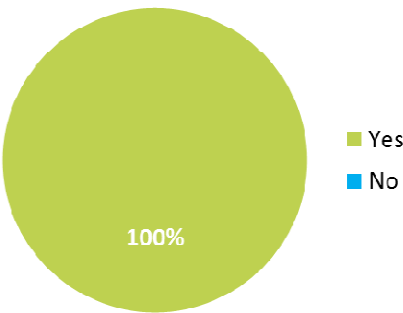
A total of 25 people completed the exit survey with all saying they found the event worthwhile.

Most people said they would be more encouraged to walk following viewing the materials on display at the event.

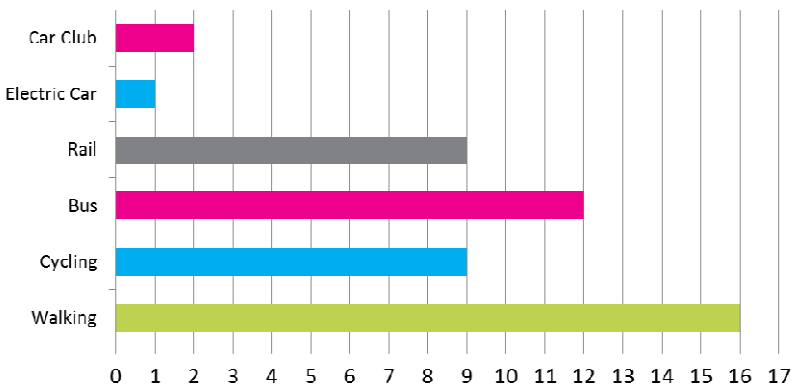
Most said they had learnt more about why East Lothian Council are promoting active and sustainable travel.



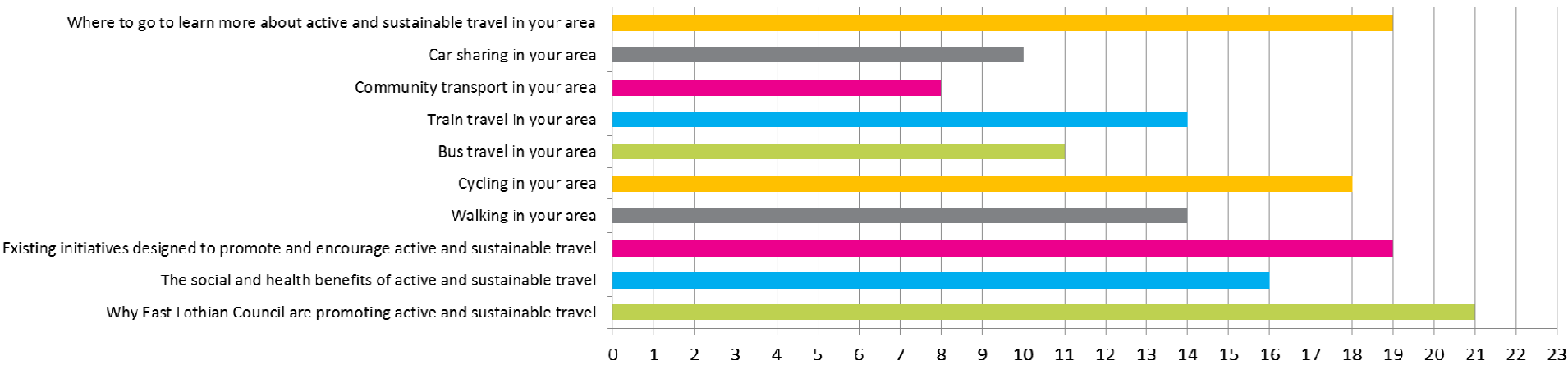
Did you find today's event useful? (N=25)



Will you be encouraged to use any of the following more often?



Would you say you now know more about?

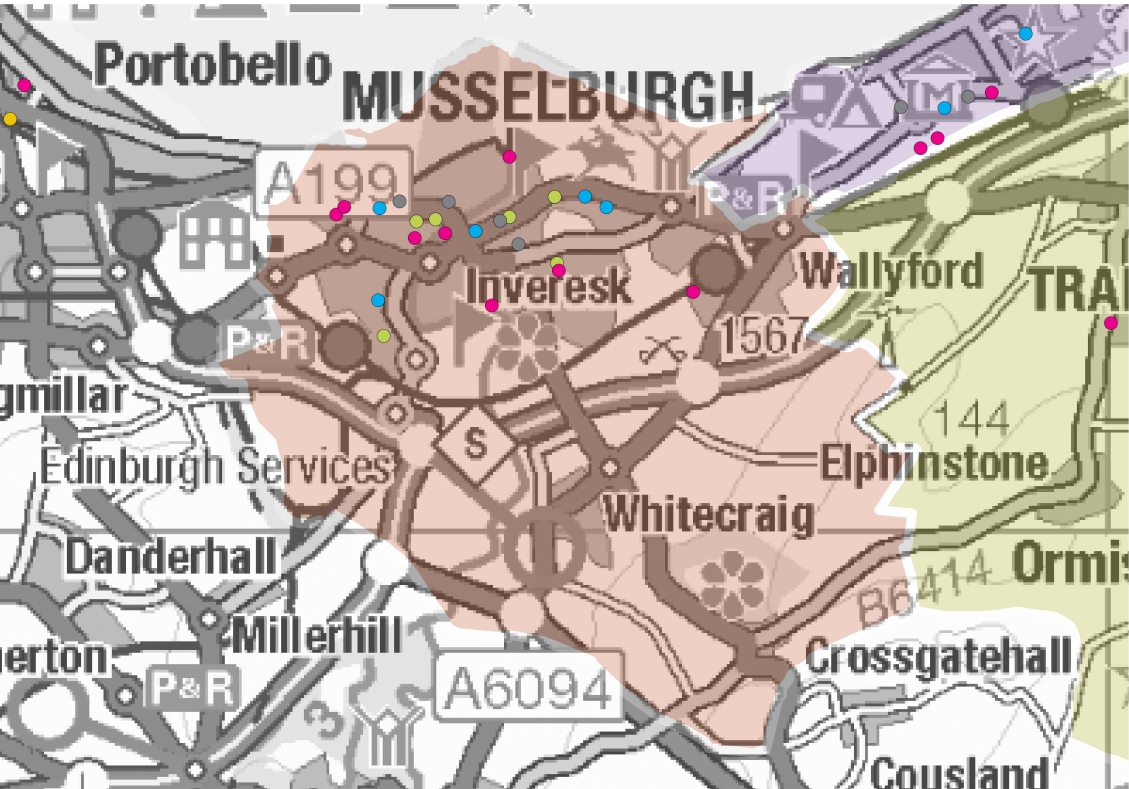


# Online Survey—Musselburgh Area

As shown opposite, nearly half of respondents feel a car is essential for their everyday needs with the majority of respondents saying this is because they require to travel between locations during the day.

Respondents living closer to Musselburgh are less likely to be dependent on the car with outlying areas more likely as shown in the map below.

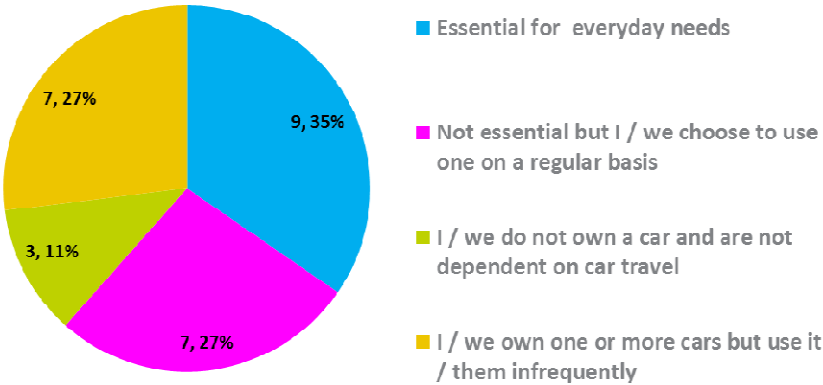
## Dependence on the Car



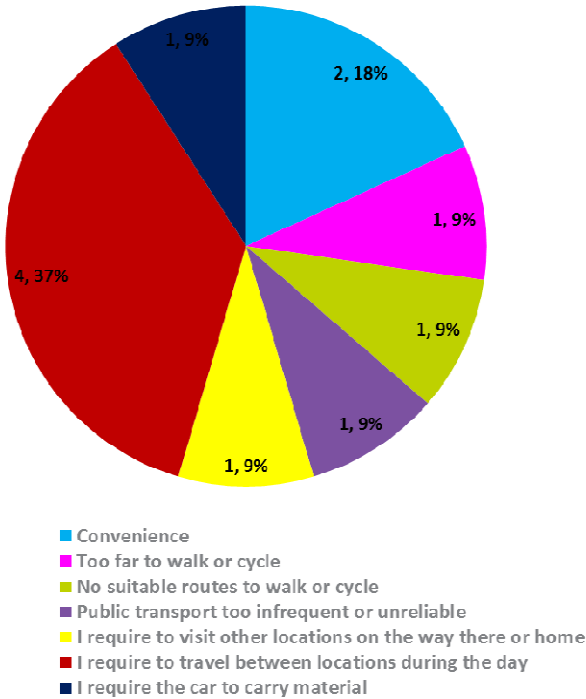
### Car Dependency

- Car essential for everyday needs
- Car not essential but choose to use one on a regular basis
- Do not own a car but are reliant on others for the use of their car(s)
- Own a car but use it infrequently
- Do not own a car and are not dependent on car travel

## How essential is a car?



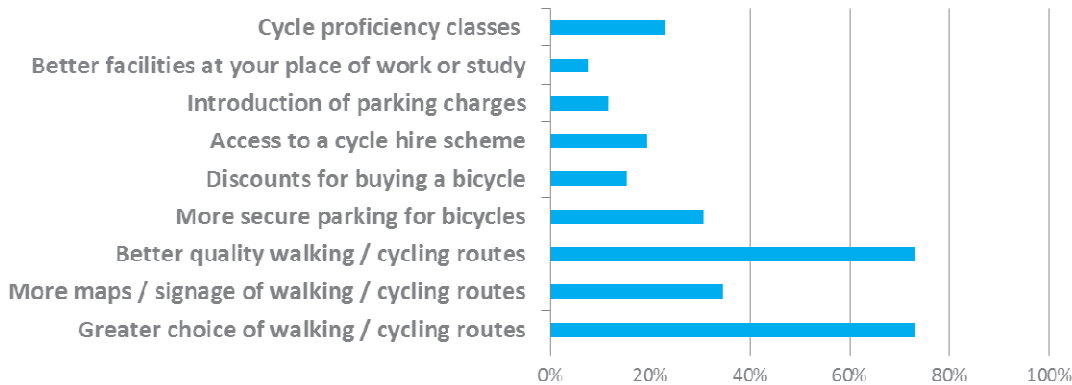
## Why do you drive?



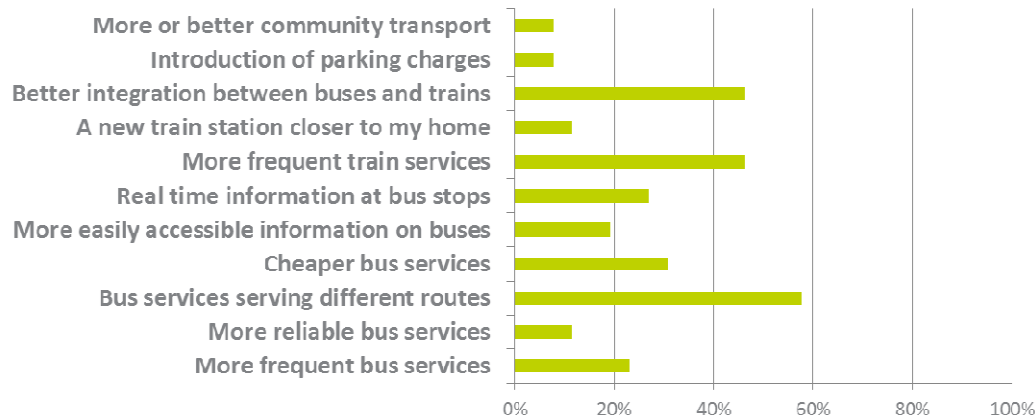
# Sustainable Mode Choices

The graphs on this page show what respondents felt are the main benefits of active and sustainable travel. They also show what respondents felt would encourage people to walk or cycle more often, get the bus or train more often or travel more sustainably by car.

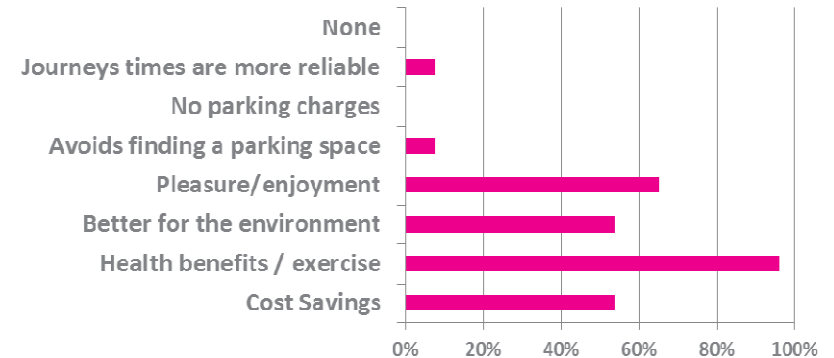
## What would encourage people to walk or cycle more?



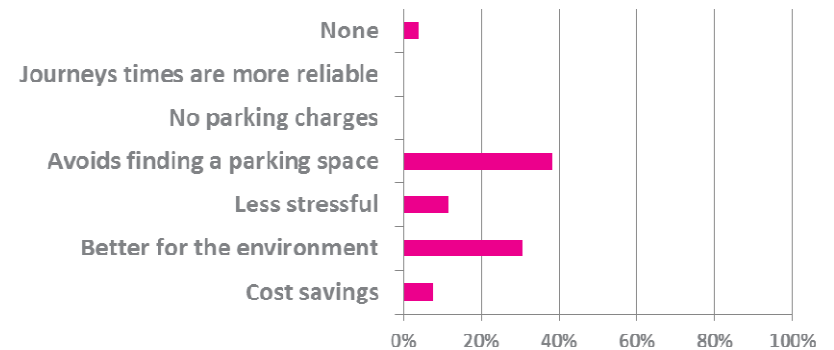
## What would encourage people to get the bus or train more?



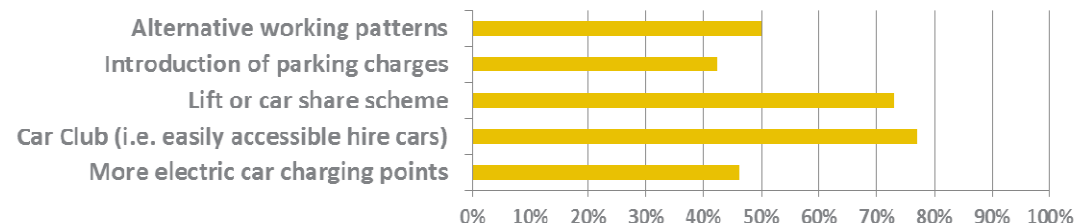
## Benefits of Active Travel



## Benefits of Bus or Train



## What would encourage people to travel more sustainably by car?





# General Comments from Online Survey

Comments Received about what would encourage people to make active and sustainable travel choices:

- More bike lanes, better maintained paths or trails with proper lighting which feels safer for women in the evenings.
- My work-day commute is ok. It's about an hour; half bus and half walk. A direct Musselburgh to Edinburgh city centre bus would be ideal but I realise that might just add an extra bus to the traffic and it might not be filled. I walk to all the things I need when I am at home. So here's what your survey didn't show up. I live without a car. Which means I am personally easing traffic congestion. However the local authority doesn't make it easy for me to live this way. I give to charity or sell on items that I no longer need but when something is just used up or broken and can't go in the wheelie bin the local authority has a six week wait to uplift such items. Each item must be listed too, I can't just put out a box of broken bits a few times a year. There's a faff which seems designed to deter use. In addition a number of really lovely places to go as a family are really poorly served by public transport. Vogrie Country Park can't be reached directly from Musselburgh. There's a complicated bus route that would mean travelling for about four times as long as a car journey. The Museum of Flight at East Fortune is also poorly served. The cost of buses east of Musselburgh is also ridiculously expensive. We did our Christmas shopping in Haddington last year but it cost about £10 more to go there to shop than to go to Edinburgh.
- Less congestion on Musselburgh High Street Cycle lane link between Musselburgh and Portobello. Enforce parking restrictions. Enforce low emission buses and ban polluting buses.
- More cycle lanes.
- More shared use footpaths/pavements e.g. north side of Linkfield Road (pedestrian/ cycle sharing).
- Plan out the roads better. Open the electric bridge and make more use of that to avoid High Street congestion. Cars and bikes could use this.
- Continuous cycle lanes through town centres ideally away from public transport routes and fines for car parking in the lanes.
- Continuous cycle corridors ideally away from public transport routes and parking through town centres.
- Better quality cycle routes that are not fragmented and have good segregation from traffic. Shared space design in town centres Allocation of road space away from cars Planning that designs in cycle connections.
- More jobs created in East Lothian so I could avoid commuting and walk/cycle to work.
- Reduced train fares for regular travellers.
- Safer cycle routes.
- Better public transport to areas such as Haddington/North Berwick etc. Pedestrianised areas in town centres e.g. Musselburgh Town Hall. More park and ride car parks/bus links.
- Cycle to work bike clubs, I would not want to cycle in the dark along the innocent railway on my own but if you could meet with people travelling at the same time as you that would help. General safety on buses and cycling to work (CCTV on cycle paths)? Extra train carriages.
- Free or heavily subsidised electric bicycle. I would have a greater range and tackle hills with greater confidence.
- I would like to see greater investment in family-friendly cycle paths, separated where possible from traffic, plus proper, secure cycle storage at Musselburgh station - with considerable capacity. Also greater capacity on trains for bikes - impossible to travel with a bike to Edinburgh at peak hours at present.
- More segregated or well defined cycle paths joining up with schools and main transport destinations. More thought about sustainable solutions when planning.
- Reduce prices to the east of East Lothian, FirstBus makes it difficult to head east.
- A holistic approach to walking/cycle paths - look at where people actually need to get to and create the infrastructure (e.g. from new housing estates)

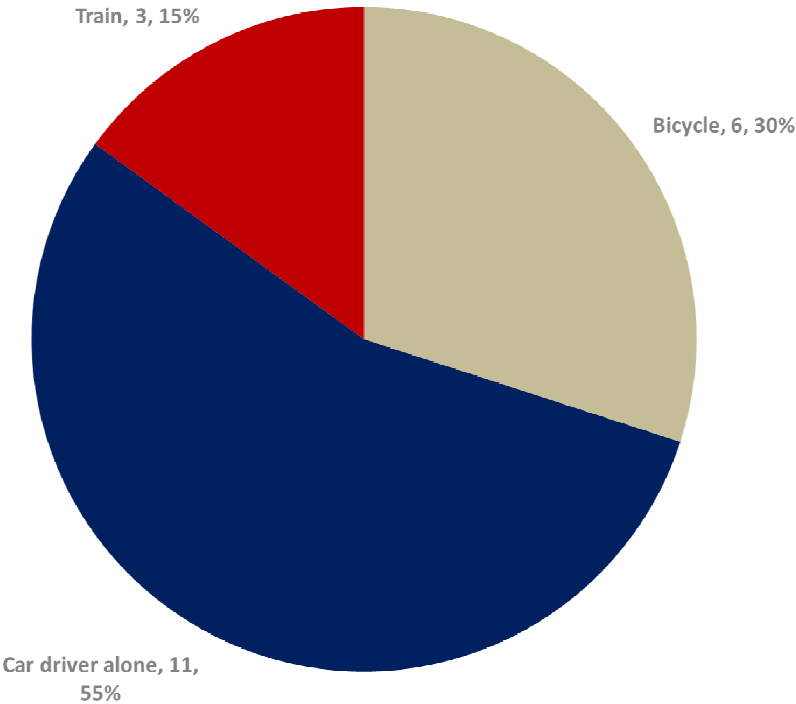
to town centre shops/doctors/schools/other paths to neighbouring communities).

- Join up existing infrastructure then look at gaps and work with neighbouring local authorities to remedy these - e.g. great that there's an on-road cycle lane heading towards Portobello, but it ends at the East Lothian/Edinburgh border. Families/commuters are dumped onto a busy road with lots of traffic. Development on East side of East Lothian will be popular with commuters - having great footpath/cycle route connectivity to Edinburgh and surrounding towns will make active travel more attractive and reduce the already high pressure on the A1, main roads through towns and the A720.
- Commit more resource to active travel. Edinburgh Council have shown leadership in making serious finance available for cycling/walking schemes.
- Create car-share/lift share schemes and publicise widely. Incentivise this with some form of petrol reduction (e.g.- partner with a retailer)?
- More off road cycle/walking paths, better (faster) bus services. More frequent train service with earlier and later trains, particularly at weekends.
- Active travel needs to come first for the sake of our health and the environment. Drivers are constantly pandered to and motor vehicles always seem to take priority. Town centres should be for people, not cars so walking, cycling and public transport should take top priority. There needs to be safe, segregated cycle paths so that new, inexperienced cyclists and children can travel to the local shops and facilities without fear of traffic. You need to cater for people who don't yet cycle, not those who do. The biggest deterrent to people taking up cycling is fear of traffic - it's perceived as dangerous. Make it safe and people will do it and enjoy it.

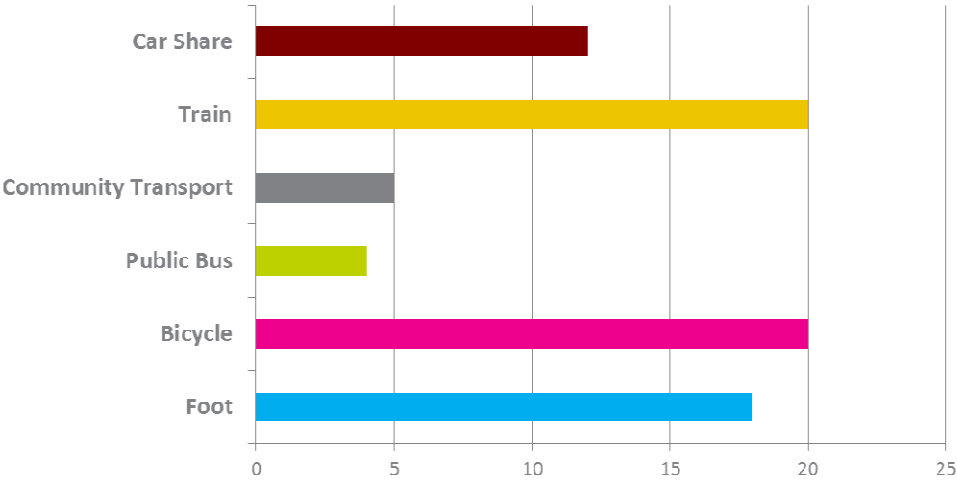
The graph below shows that most respondents to the survey from this area travel to work as a car driver alone. However, a considerable number say they would like to cycle or get the train more often.

The vast majority of respondents already own or have access to a bicycle.

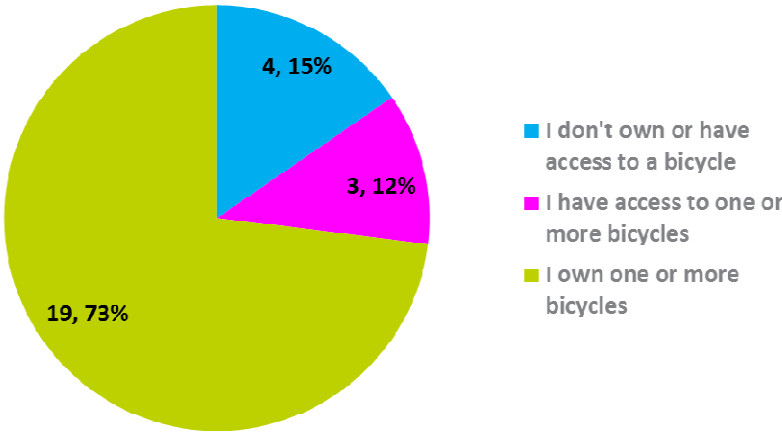
Main Mode of Travel to Work



What modes would you like to use more often?



Access to a Bicycle



- I don't own or have access to a bicycle
- I have access to one or more bicycles
- I own one or more bicycles

## Musselburgh — Key Issues Identified



A need to better integrate the existing walking routes and give pedestrians more priority on the High Street.



A need for safer cycle routes which are segregated from other traffic which should hopefully encourage cyclist off pavements!



More express bus services to Edinburgh and better bus links to the Royal Infirmary



More frequent train service which should also help reduce crowding.



The need to reduce congestion and pollution in the town centre, especially around the high Street and Bridge Street junction. Measures to encourage commuters to take the A1 route to Edinburgh; a congestion charge was suggested!

Traffic wardens to enforce parking restrictions.