

Musselburgh Active Toun

MFPS Consultation Report

East Lothian Council

Project number: 60625808

March 2022

Quality information

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Table of Contents

1.	Introduction	5
2.	Consultation Background	6
	2.1 Introduction	6
	2.2 Local Area Consultations	6
	2.3 Musselburgh Area Consultation	6
3.	Local Area Consultations	7
	3.1 Introduction	7
	3.2 Presentations	7
	3.3 Question & Answer Sessions	7
	3.4 Breakout Groups	8
4.	Musselburgh Area Consultation	10
	4.1 Introduction	10
	4.2 Information Boards	10
	4.3 Annotated Plans	12
5.	Summary and Next Steps	15
	5.1 Introduction	15

Figures

No table of figures entries found.

Tables

Table 3.1: Q&A Relevant to MAT Project	7
Table 3.2: Summary of Access and Pathways Breakout Group Feedback	8
Table 4.1: Summary of Feedback Collected at Musselburgh Area Consultation	13
Table 5.1: Summary of Feedback and Actions	15

1. Introduction

The Musselburgh Active Toun (MAT) project team attended three consultation events organised by the Musselburgh Flood Protection Scheme (MFPS) project team in February and March 2022. The MFPS website (www.musselburghfloodprotection.com) includes full details of the events, materials presented, and consultation reports summarising the information presented and subsequent discussions.

This document provides a summary of the events and the feedback received in relation to the MAT project.

Local Area Consultation meetings were undertaken with Eskside residents on 8th February 2022 and coastal foreshore residents on 9th of February 2022. A Musselburgh Area event was held on 8th March 2022. The meetings were held in advance of the MFPS Outline Design commencing, and built on seven Local Area Consultations held from September to November 2021.

The Local Area Consultations provided a brief Scheme update and gave the MAT project team the opportunity to capture the thoughts of the Musselburgh community on the overlaps and multiple benefits of working with the MFPS project, along with more general thoughts on the MAT project.

The Musselburgh Area consultation event was a drop-in session with the Project Team and partners including the MAT project team. The event was designed to introduce members of the public to the Scheme, to answer questions they may have, and to gather their thoughts on the risks and opportunities associated with various design concepts. The MAT team's aim was to share information about the project amongst an audience that may not be aware of it and to gather any relevant feedback.

This document includes:

- A description of when and how the public consultations were conducted;
- For the Local Area Consultations:
 - Notes on the sections of the presentation given by the MFPS team covering overlap with the MAT project
 - A summary of the questions asked by residents and answers provided by the project team (the Q&A Sessions) where relevant to the MAT project
 - A summary of the matters raised in the Access and Pathways breakout session, staffed by the MAT project team.
- For the Musselburgh Area consultation:
 - Material presented in relation to the MAT project
 - A summary of the feedback given by attendees
- A summary of the proposed next steps.

2. Consultation Background

2.1 Introduction

East Lothian Council is in the early stages of developing a flood protection scheme Musselburgh. The project is part of the Scottish Government's Flood Protection Scheme Programme, and aspires to protect the town, and thereby in the order of 2,500 properties, against a major flood event from both the River Esk and the Firth of Forth (the sea).

In January 2020 the early stages of work concluded when East Lothian Council approved a "Preferred Scheme" – i.e. the assumed best combination of flood risk reduction options.

During the autumn of 2021 the MFPS project team consulted with seven Local Area Consultation groups, providing an update on the Scheme and collecting feedback and inputs relating to the Preferred Scheme. An undertaking was given to return in early 2022 with, if possible, face to face events.

2.2 Local Area Consultations

Face to face consultations for combined local area groups, Eskside and Coastal Foreshore, took place at the Brunton Theatre, Musselburgh on Tuesday 8th February and Wednesday 9th February 2022 respectively. Both meetings started at 18:00, with presentations beginning at 19:00, followed by a Q&A, then workshop breakout sessions from circa 20:00. The evenings concluded at approximately 21:30.

Invitations to the consultations were issued directly to all individuals who had registered for updates from the Scheme. They were also advertised more widely via an official Press Release, on the Musselburgh Flood Protection website, in the local newspaper and via public notice boards located throughout the town.

In total, 198 members of the public and representatives of organisations in the town attended.

2.3 Musselburgh Area Consultation

On March 8th 2022 the MFPS project team hosted the Musselburgh Area Consultation for the whole town at the Brunton Theatre. The event was arranged as a drop-in session with the Project Team and partners from MAT, Sustrans, SEPA, Scottish Flood Forum, and East Lothian Council Emergency Planning on hand from 10:00 to 20:00. The MAT / Sustrans team was available to discuss developments to the MAT strategic network since it was first published in 2018 and how some of the routes may be delivered in partnership with the MFPS.

The event was advertised through various channels including: a letter and leaflet delivered to every EH21 address; leaflets at events on February 8th and 9th; public notice boards advertising the date and location throughout the town, updated on 15th February; an advertisement in the East Lothian Courier; through regular stakeholder emails; through the project website; and by word-of-mouth through local community groups and organisations. The MAT project also team circulated an email to the project contacts list advising that the team would be attending the event.

In total, 462 members of the public and representatives of organisations in the town attended.

3. Local Area Consultations

3.1 Introduction

The two local area consultations included presentations, question and answer sessions and workshop breakouts.

3.2 Presentations

Presentations were given each night by Alan Stubbs, East Lothian Council – Project Executive and Conor Price, Turner & Townsend – Project Manager for the MFPS. The presentations focussed on the Flood Protection Scheme but included specific slides on and reference to the MAT project. In summary, the information presented was:

- Multiple Benefit as defined within the report on the Preferred Scheme to Cabinet in January 2020, providing update on the four areas that Cabinet instructed the Scheme to consider:
 - Scottish Power’s assets in Musselburgh - ownership of the Electric Bridge has now transferred from Scottish Power to East Lothian Council. Thus, the logics of the Preferred Scheme to directly replace the privately (i.e. third party) owned structure may no longer remain valid, and as such it is considered by the Scheme that there is a question as to whether the Electric Bridge ought to be replaced on a like-for-like basis as has previously been determined working with the third party owner.
 - Working in partnership with Fisherrow Harbour and Seafront Association.
 - Looking for overlap and benefit in working with the Musselburgh Active Toun project - significant overlap and opportunities have been identified with the Musselburgh Active Toun project. These include the potential for new pathways and place-making and letting the Scheme work with the MAT project team for Route 5 along the River Esk corridor, including footbridge replacements.
 - Looking for overlap and benefit in working with the Musselburgh Traffic Management Plan.

3.3 Question & Answer Sessions

Questions were asked by local residents and answered by Alan Stubbs (AS), Conor Price (CP) and Jim Baxter, Jacobs - Delivery Manager (JB)

Few questions asked by the audience related to the MAT project. One Q&A of relevance came from the coastal group:

Table 3.1: Q&A Relevant to MAT Project

Question	Answer
With regards to the bridges, what does like-for-like mean?	<p>AS – Note that we have agreed to remove AND replace the bridges that have an effect on flood risk but other than this nothing has yet been decided.</p> <p>JB – like-for-like would mean replacing a structure with the same capabilities as it currently has, for example the Electric Bridge is currently capable of taking vehicle traffic (although it doesn’t except on special occasions). However, like-for-like at that time was suggested because Scottish Power owned the Electric Bridge, as it is now owned by East Lothian Council there is the opportunity to NOT replace it on a like-for-like basis and, for example, replace it with a bridge for pedestrians and cyclists only.</p>

3.4 Breakout Groups

Following the completion of the Q&A session, attendees were invited to engage with the Project Team across four breakout groups covering the following key themes:

1. Form of Defences
2. Natural Solutions
3. Bridges
4. Access & Pathways (staffed by the MAT project team).

The questions and comments that were raised in the Access and Pathways breakout group are summarised in themes in Table 3.2.

Table 3.2: Summary of Access and Pathways Breakout Group Feedback

No.	Question / Comment	Relevant Event (Coastal, River, Both)	Comment Frequency
General			
1	Consensus that there would be benefit in combining MAT and MFPS projects	Both	5-10 people
2	Club cyclists will be a danger on shared paths that may attract dog walkers, youngsters and families	Both	Frequent
3	At 4m plus buffers, active travel paths are very wide compared with existing	Both	Frequent
4	New paths directly abutting residential boundaries may make it dangerous for people to step out of their properties (e.g. Eskside East)	Both	1-2 people
Bridge Crossings			
5	Will the replacement Electric Bridge be open for vehicle traffic? Clear preference for active travel only	River	Frequent
6	Ramps to raised bridges will be visually intrusive	River	Frequent
Riverside			
7	Will the Eskside path go under the Rennie Bridge? Clear preference for this	River	1-2 people
8	If the Eskside path goes under the Rennie bridge will there be sufficient headroom for cyclists?	River	1-2 people
9	Resident worried that flood defences along river would lead to water spilling into her garden from Mill Laid	River	1 person
10	Wildlife access to the river needs to be considered	River	1-2 people
11	Concerns regarding visibility to the river due to the potential height of the flood defences	River	1 person
Coastal			
12	A visualisation that is circulating shows a wall, footpath and cycle path along the coast. This will be far too urban.	Coastal	Frequent

No.	Question / Comment	Relevant Event (Coastal, River, Both)	Comment Frequency
13	Any infrastructure between the north side of The Promenade and the coastal defence must be flush to allow people to cross the paths easily	Coastal	3-4 people
14	If it were to be improved, Musselburgh promenade could be a tourist attraction	Coastal	1 person
15	Trees should not be included along the coastal path	Coastal	3-4 people
16	Regarding access to the beach / coast, there needs to be a balance between accessibility and maintaining wildlife	Coastal	1-2 people
Route 5			
17	Connection should be made to River Esk walkway	River	3-4 people

4. Musselburgh Area Consultation

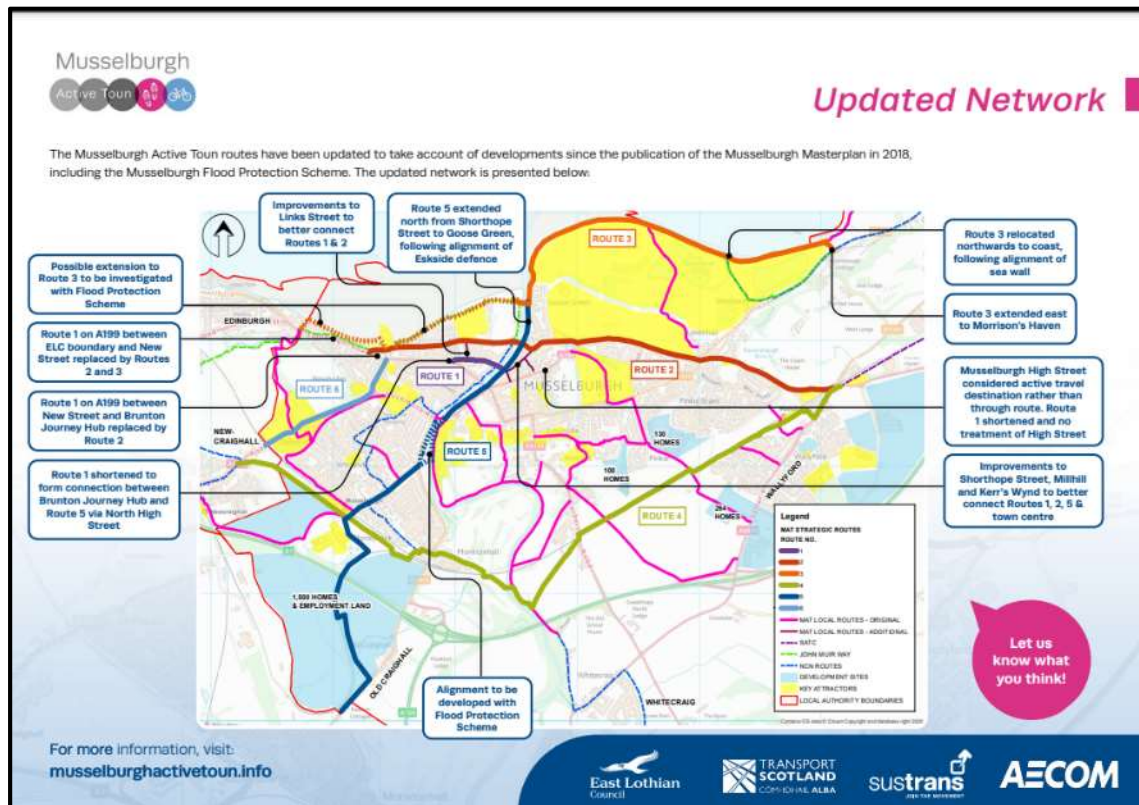
4.1 Introduction

The Musselburgh Area consultation drop-in event operated as a series of 'stalls' for each of the project partners. The MFPS stall included 29 information boards, a visualisation of the hydraulic model and breakout tables for discussion on topics such as bridges, defences, public realm etc. The MAT stall included three information boards and breakout tables staffed by the project team who were available to discuss the project and answer queries. Members of the public who had comments they wished to be logged were encouraged to annotate a scheme plan.

4.2 Information Boards

The three information boards replicated below provided:

- A summary of the changes to the Masterplan of strategic routes that have developed since it was first published in 2018
- Examples of active travel provision alongside flood defences from existing schemes
- Examples of public realm enhancements from existing schemes.



Musselburgh
Active Town

What could it look like? – Paths

Examples of paths for walking, cycling and wheeling next to flood defences and natural environments

For more information, visit: musselburghactivetown.info

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Musselburgh
Active Town

What could it look like? – Public realm

For more information, visit: musselburghactivetown.info

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4.3 Annotated Plans

An example of the annotated plans is shown below, with the feedback gathered from all the plans summarised into themes in Table 4.1.

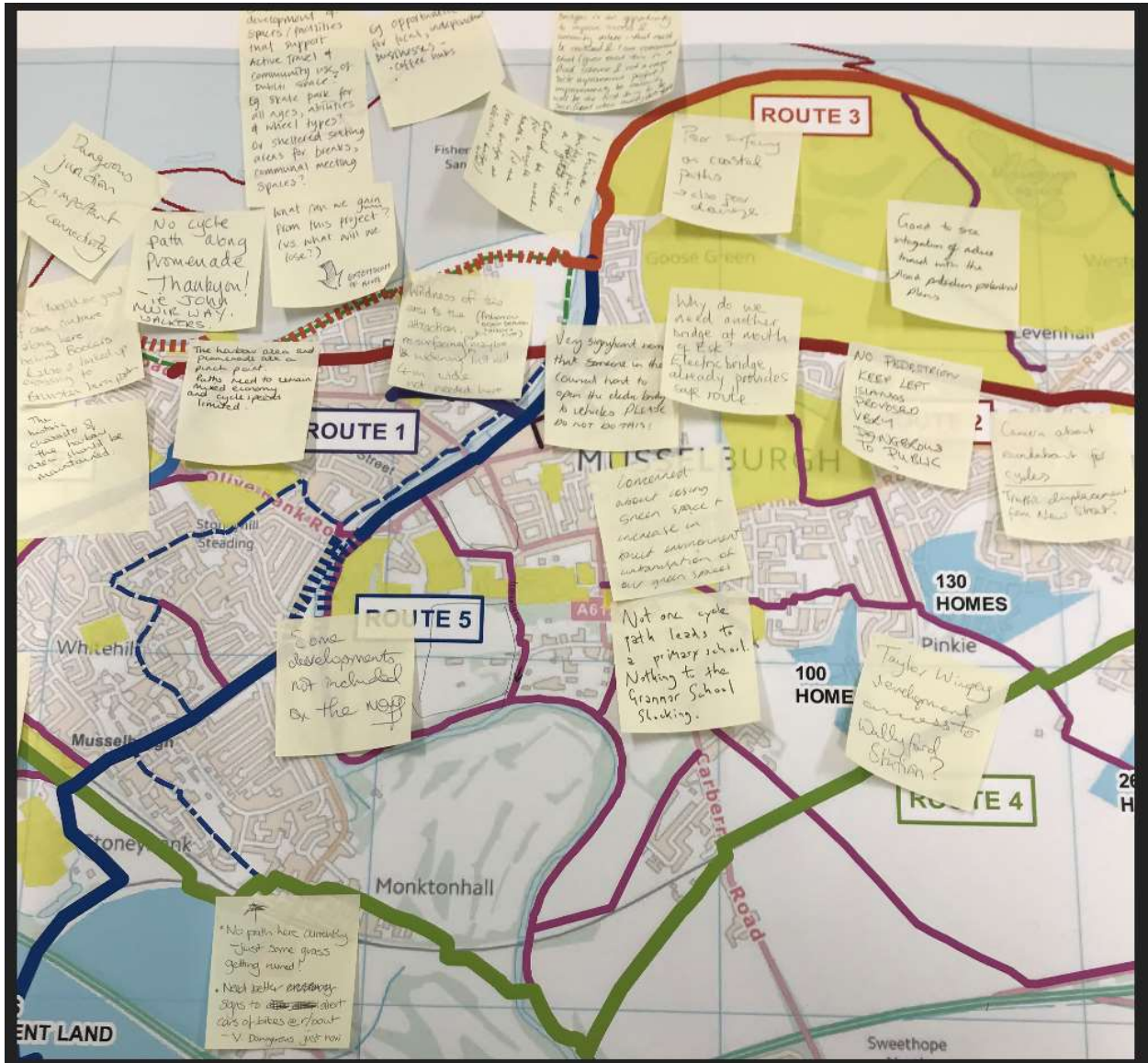


Table 4.1: Summary of Feedback Collected at Musselburgh Area Consultation

No.	Question / Comment	Comment Frequency
General		
1	Supportive of MAT working alongside MFPS	2
2	Concern over loss of green / amenity space and increase in built environment	4
3	Traffic needs to be re-routed away from Musselburgh centre and residential areas. Risk to children's safety and health	1
4	No floating bus stops or parking areas	1
5	Width of non-standard cycles may be an issue on bi-directional cycle lanes	1
6	On street cycle lockers requested	1
7	Some developments not shown on plan	1
Cross Boundary Connections		
8	Important to have seamless cycle route connection to Portobello / Edinburgh	3
9	Milton Road / A199 junction (CEC area) must be made safe for cyclists	1
Local Connectivity		
10	Improve cycle facilities on High Street to encourage more local shopping	1
11	Safe cycle crossing needed between Pinkie playing fields and Route 2	1
12	No cycle routes to primary school or Wallyford Grammar School	1
13	Need good active travel connections to new Wallyford Learning Campus	1
14	Safe cycle crossing of A6094 needed from St Clement's Wells shared path	1
15	Lack of connection between Taylor Wimpey development and Wallyford Station	1
Bridge Crossings		
16	Electric bridge – if replaced must be for pedestrians/wheelchair users/ cyclists. Not cars	5
17	Supportive of replacing Electric and Goose Green Bridge with single structure	2
18	Not supportive of new Esk mouth bridge	4
19	Supportive of new Esk mouth bridge	3
20	Retain Shorthope Street bridge for pedestrians only	1
Foreshore and Coastal		
21	Supportive of coastal path	2
22	Not supportive of coastal path	1
23	Emphasis should be on walkers on John Muir Way	2

No.	Question / Comment	Comment Frequency
24	4m wide active travel paths are too wide and not needed	1
25	Character of Fisherrow Harbour area must be maintained	1
26	Fisherrow Harbour / Promenade are pinch points. Paths must be for all users and cycle speeds limited	1
27	Cadet centres may be relocating inland – could affect proposals	1
28	Poor surfacing and drainage on coastal path east of Esk	1
29	Can public spaces/ sports facilities/ coffee hubs be developed alongside the coastal proposals	1
Riverside		
30	Concern over cycle speeds on any new path outside Millhill property gates	1
31	4m wide active travel paths are too wide and not needed	1
Route 2		
32	Concern over displacement of traffic from New Street if Route 2 developed	1
33	Pedestrian crossing provision and turning onto and off protected cycle lanes needs consideration	3
34	Difficult to access Linkfield Road properties on race days – can get in but not out	1
35	Concern over cycle safety at Levenhall roundabout	1
Route 4		
36	Poor drainage to east of QMU	1
37	Cyclist warning signage required at B6415 / Ferguson Drive roundabout. Very dangerous for cyclists	1

5. Summary and Next Steps

5.1 Introduction

This report has summarised two Local Area and one Musselburgh Area Consultation events held by the MFPS project team and attended by the MAT project team in February and March 2022, considering items of relevance to the MAT project.

The Local Area Consultations gave the MAT project team the opportunity to capture the thoughts of the Musselburgh community on the overlaps and multiple benefits of working with the MFPS project along with more general thoughts on the MAT project. At the Musselburgh Area consultation event the MAT team's aim was to share information about the project amongst an audience that may not be aware of it and to gather any relevant feedback.

It was found that the majority of consultees were generally supportive of the Musselburgh Active Toun and Musselburgh Flood Protection Scheme projects working together to deliver multiple benefits. Feedback was logged, which is summarised in sections 3 and 4, and proposed actions and timescales for action are listed in Table 5.1:

Table 5.1: Summary of Feedback and Actions

No.	Question / Comment	Notes / Action	Timescale
General			
1	Club cyclists will be a danger on shared paths that may attract dog walkers, youngsters and families	Promotional campaigns in tandem with Council's Behaviour Change Officer / Sustrans in advance of and as the routes open. Aiming to promote the routes, encourage people to change behaviour by choosing active modes and use the routes responsibly and with consideration for other users	MAT Construction / Commissioning stage – future stage
2	At 4m plus buffers, active travel paths are very wide compared with existing	4m width is required to meet Cycling by Design standards. Include real life examples at future consultations to help people visualise paths	MAT Developed Design consultation- next stage
3	New paths directly abutting residential boundaries may make it dangerous for people to step out of their properties (e.g. Eskside East)	To be considered as MFPS designs developed	MFPS Outline Design – next stage
4	Concern over loss of green / amenity space and increase in built environment	Both MAT and MFPS schemes will include public realm enhancements. Options will be developed as schemes progress	MAT Developed Design / MFPS Outline Design – next stages
5	No floating bus stops or parking areas	Use of floating bus stops and parking areas being reviewed in development of preferred concept designs	MAT Concept Design – current stage
6	Width of non-standard cycles may be an issue on bi-directional cycle lanes	Bi-directional cycle lanes will be designed in accordance with Cycling by Design standards	MAT Concept Design – current stage
7	On street cycle lockers requested	To be considered in development of public realm proposals	MAT Developed Design - next stage
8	Some developments not shown on plan	Noted. Plans will be reviewed as project progresses	MAT Developed Design - next stage
Cross Boundary Connections			
9	Important to have seamless cycle route connection to Portobello / Edinburgh	East Lothian Council to further engage with City of Edinburgh Council on connection into Edinburgh	Ongoing

No.	Question / Comment	Notes / Action	Timescale
10	Milton Road / A199 junction (CEC area) must be made safe for cyclists	East Lothian Council to further engage with City of Edinburgh Council on connection into Edinburgh	Ongoing
Local Connectivity			
11	Improve cycle facilities on High Street to encourage more local shopping	To be considered as MAT project progresses and once data available from town wide parking and loading surveys (spring 2022)	MAT future stage
12	Safe cycle crossing needed between Pinkie playing fields and Route 2	To be considered as part of Local Routes review	MAT Developed Design - next stage
13	No cycle routes to primary schools or Wallyford Grammar School	To be considered as part of Local Routes review	MAT Developed Design - next stage
14	Need good active travel connections to new Wallyford Learning Campus	To be considered as part of Local Routes review and planning of Safer Routes to School for the Campus (separate and ongoing project)	MAT Developed Design - next stage and ongoing
15	Safe cycle crossing of A6094 needed from St Clement's Wells shared path	To be considered as part of Local Routes review	MAT Developed Design -next stage
16	Lack of connection between Taylor Wimpey development and Wallyford Station	To be considered as part of Local Routes review	MAT Developed Design - next stage
Bridge Crossings			
17	Electric Bridge – if replaced must be for pedestrians/wheelchair users/ cyclists. Not cars	MAT project requires bridge at this location to be for active travel only	MAT Concept Design / MFPS Preferred Scheme – current stages
18	Supportive of replacing Electric and Goose Green Bridge with single structure	Noted – item for discussion with MFPS team	MAT Concept Design / MFPS Preferred Scheme – current stages
19	Not supportive of new Esk mouth bridge	Noted – item for discussion	MAT Future Stage / MFPS Preferred Scheme – current stages
20	Supportive of new Esk mouth bridge	Noted – item for discussion	MAT Concept Design / MFPS Preferred Scheme – current stages
21	Retain Shorthope Street bridge for pedestrians only	To provide full connectivity, MAT Route 1 requires this crossing to be available for all active travel modes	MAT Concept Design / MFPS Preferred Scheme – current stages
Foreshore and Coastal			
22	Supportive of coastal path	Noted – item for discussion	MAT Future Stage / MFPS Preferred Scheme – current stages
23	Not supportive of coastal path	Noted – item for discussion	MAT Future Stage / MFPS Preferred Scheme – current stages
24	Emphasis should be on walkers on John Muir Way	Noted – item for discussion	MAT Future Stage / MFPS Preferred Scheme – current stages
25	Character of Fisherrow Harbour area must be maintained	Noted – item for discussion	MFPS Outline Design
26	Fisherrow Harbour / Promenade are pinch points. Paths must be for all users and cycle speeds limited	Noted – item for discussion	MAT Future Stage / MFPS Outline Design

No.	Question / Comment	Notes / Action	Timescale
27	Cadet centres may be relocating inland – could affect proposals	Noted – item for investigation / discussion	MAT Future Stage / MFPS Outline Design
28	Poor surfacing and drainage on coastal path east of Esk	Noted – item for discussion	MAT Future Stage / MFPS Outline Design
29	Can public spaces/ sports facilities/ coffee hubs be developed alongside the coastal proposals	Noted – item for discussion	MAT Future Stage / MFPS Outline Design
Riverside			
30	Concern over cycle speeds on any new path outside Millhill property gates	Promotional campaigns in tandem with Council's Behaviour Change Officer / Sustrans in advance of and as the routes open. Aiming to promote the routes, encourage people to change behaviour by choosing active modes and use the routes responsibly and with consideration for other users. Designs will consider the location of property accesses and will seek to minimise the risk of conflicts between cyclists and those travelling to or from property accesses through the design.	MAT Construction / Commissioning stage MAT Concept Design – current stage
Route 2			
31	Concern over displacement of traffic from New Street if Route 2 developed	Noted – item for discussion	MAT Concept Design – current stage
32	Pedestrian crossing provision and turning onto and off protected cycle lanes needs consideration	Concept design to show pedestrian infrastructure (existing and proposed improvements) and proposals where protected cycle lanes cross side roads and accesses	MAT Concept Design – current stage
33	Difficult to access Linkfield Road properties on race days – can get in but not out	Noted – item for discussion	MAT Concept Design – current stage
34	Concern over cycle safety at Levenhall roundabout	Concept design will include proposals for improved cyclist safety at junction	MAT Concept Design – current stage
Route 4			
35	Poor drainage to east of QMU	Noted – item for discussion	MAT Future Stage
36	Cyclist warning signage required at B6415 / Ferguson Drive roundabout. Very dangerous for cyclists	Noted – item for discussion	MAT Future Stage

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