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Document Title	Musselburgh Active Town - Stage 2 Phase 1 Consultation

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REPORT TO: Members' Library Report

MEETING DATE: February 2021

BY: Head of infrastructure

SUBJECT: Musselburgh Active Toun – Stage 2 Phase 1 Consultation

1 PURPOSE

- 1.1 This report advises members of the progress to date of the development of the Musselburgh Active Toun (MAT) Project and highlights need to carry out public consultation on the first phase of the (MAT) concept design. Following the council's consideration of any consultation responses, and any resulting changes to the concept designs, the intention is to recommend that the designs are progressed to the next stage (detailed design).
- 1.2 MAT will create a network of travel routes for walking, wheeling and cycling in and around Musselburgh that is in accordance with the adopted Local Development Plan 2018 and, in part, a transport response to the Council's Climate Change Strategy, approved by Cabinet on 21 January 2020. The proposed network is shown in Appendix A.

2 RECOMMENDATIONS

- 2.1 To note the need to undertake consultation on the first phase of the MAT concept design.
- 2.2 To note the principles of cross party agreement on the aims and objectives of project subject to public engagement and consultation.

3 BACKGROUND

Progress to date

- 3.1 Musselburgh is the fastest growing town in East Lothian and increasingly a commuter town for the City of Edinburgh. In conjunction with planned developments in and around the town, East Lothian Council has the opportunity to transform the transport network sustainably and bring economic growth to the town

and its communities. The town also has unique cross-boundary connections with the City of Edinburgh and Midlothian, and connections to high-profile development areas. Developing these links will play a part in connecting the wider region.

- 3.2 Developing safe routes that are free from traffic is key to attracting and enabling people to walk, wheel and cycle for everyday journeys. With the local road network already experiencing areas of overcapacity, particularly in the town centre, it is critical that bold and ambitious plans for sustainable travel are developed to ensure the town can grow sustainably with less reliance placed on the private car.
- 3.3 With over 50% of trips to work made by Musselburgh's local population being less than 10km and the town having a busy local centre and numerous amenities, walking, wheeling and cycling represent a practical choice for everyday journeys for the majority of residents.
- 3.4 During 2018 we undertook the Futureproofing Musselburgh's Infrastructure for Sustainable Modes study. The overarching aims of the study and the ongoing work are:
 - The sustainable growth of Musselburgh's transport network
 - To enhance the environment in and around Musselburgh
 - To improve the health and wellbeing of people living, working and studying in Musselburgh, as well as those visiting
 - Community-led decision making
 - To enhance the local economy and tourism
 - To create a high quality, safe, and accessible network
 - To improve equality and choice for those living, working and studying in Musselburgh
- 3.5 The 2018 study identified nine strategic routes that would safely and directly connect the key places that people move between in and around the town. Research and engagement with communities and stakeholders confirmed that these routes were important to create the foundation of a wider network. The strategic routes could connect with local routes and planned developments and create a step change in access and the way people travel.
- 3.6 Since 2018 we have been considering the types of measure (such as new separate cycleways, wider pavements, and improved public spaces) that could be introduced on six of the strategic routes (those that fall entirely within the East Lothian boundary) and considering the alignment of possible local connecting routes.
- 3.7 We now have concept designs for the six strategic routes and over some sections, alternative options. The six routes are:
 - Route 1 – A199 Milton Road East to Millhill via North High Street, Shorthope Street and A199 High Street / Linkfield Road;
 - Route 2 – A199 to Wallyford Roundabout, via New Street, Millhill and A199 Linkfield Road;
 - Route 3 – River Esk to B1348 via Levenhall Links;
 - Route 4 – Newcraighall Railway Station to Wallyford Roundabout via ELC Segregated Active Travel Corridor
 - Route 5 – Old Craighall to Musselburgh town centre via Queen Margaret University, Musselburgh Railway Station and Eskview Terrace; and
 - Route 6 - Newcraighall Railway Station to A199 Edinburgh Road via Newhailes Road.
- 3.8 The MAT project team is liaising closely with the Musselburgh Flood Protection

Scheme (MFPS) team as it is recognised that the proposed line of the MFPS Preferred Scheme along the River Esk corridor and along Fisherrow Promenade aligns with Route 5 and a local connecting route. There is similar overlap between the projects in relation to the Shorthope Street and Goosegreen Footbridges. Discussions in January 2021 have identified an opportunity to provide an active travel crossing of the River Esk south of Olive Bank Road which could replace the sub-standard Ivanhoe footbridge as part of the MFPS. There are multiple benefits to both projects in ensuring the two align and discussions will continue to ensure they can best achieve their individual objectives considering this evolving overlap.

- 3.9 The MAT project also aligns closely with the Sustainable Movement Plan which is being developed in unison with the ClimatEvolution zone to consider the requirement for enhanced strategic connectivity for the regenerating communities and strategic development sites of the former East Lothian coal field and surrounding areas. The Plan considers Musselburgh, Wallyford, Prestonpans, Tranent, Cockenzie, Port Seton, Longniddry and Macmerry and the expanded new settlement, Blindwells, which may become a transport interchange or a series of journey hubs and a significant economic driver in a national, regional and local context.
- 3.10 The MAT project team is also engaged with the teams developing mobility or journey hubs, review of parking management, traffic management and bus priority measures to maximise the potential to build back better a greener recovery.

Funding

- 3.11 MAT has been identified as a Category 4 project in the Scottish Government Places for Everyone programme and is being progressed according to the programme's Stages and Tasks. These are summarised in the table in Appendix B which also provides information on MAT's progress and funding.
- 3.12 East Lothian Council road services have secured funding from programme to identify a preferred option and refine the concept designs for three of the strategic routes. It was not considered feasible in terms of resourcing to progress all six routes simultaneously. Routes 1, 2 and 5 were selected for early development as they connect the town's key destinations including the town centre, QMU, the railway station and areas of new development, so offer the greatest potential to achieve a shift to sustainable transport.
- 3.13 The MAT project will be presented to the Places for Everyone panel in early 2021 (rescheduled by Transport Scotland from summer and then December 2020). The panel will assess the project against Places for Everyone's scoring criteria, design principles and how well it reflects the aim of the programme. It will then provide guidance to Sustrans and partners, and provide recommendations to the Cabinet Secretary for Transport, Infrastructure and Connectivity on whether it can be considered eligible for multi-year, multi-million pound funding to secure the project finances to completion.
- 3.14 A key matter that needs to be demonstrated at the panel is deliverability, with particular emphasis on political support and community engagement.

Deliverability

- 3.15 The panel presentation requires to demonstrate buy-in and support from "the local MP/MSP, CEO or equivalent, Leaders of Councils, Committee Conveners, local Councillors and local communities" etc. An initial meeting with party leaders and local councillors have been supportive in principle of the project aims and

objectives, to deliver this ambitious sustainable transport project. The meeting secured backing of the three political parties, and it is anticipated this will evolve through further dialogue to full participation in programmed events.

- 3.16 Consultation on the project was due to start in April 2020 with a stakeholder engagement workshop followed by six weeks of business, public, school and student events. Feedback, views and opinions on the design options and potential measures were to be used to help us develop final concept designs for each route, with the exercise to be reported at the panel presentation.
- 3.17 Following the emergence of Covid-19 and the lockdown announced on 23 March 2020, planning was undertaken to enable the consultation to be moved online, with the rapid development of a project website and virtual consultation room.
- 3.18 At Wednesday 23 April 2020, the project website and virtual consultation room had been completed with the aim of commencing six weeks of online consultation on Thursday 24 April 2020. However, following the 23 April 2020 meeting of the Corporate Management Team (CMT), it was decided that the online consultation should be postponed due to feedback received from the community that it could be considered inappropriate at that time.
- 3.19 Plans were made to launch the consultation in late autumn 2020 but it was paused again while more information on the project was provided to Councillors and Senior Officers.
- 3.20 It is now considered appropriate to launch the MAT online consultation with the aim of reporting at the forthcoming panel that the exercise is underway. However, further to feedback received during implementation of temporary measures associated with the Spaces for People programme, the consultation will be reduced to detailed consideration of Routes 2 and 5 only. We will undertake further background work and analysis on Route 1, particularly relating to parking and loading matters. This analysis cannot be undertaken until town centre activities, parking and loading return to a level that is seen as normal so timescales are currently unknown.

Public Consultation

Considerations on Timing for Public Consultation

- 3.21 There are a number of circumstances within the planning system that require the Council to publish documents in a particular way or to make them available for physical inspection at a specified location. Where libraries and offices are closed to the public due to the Coronavirus outbreak, or people cannot visit such locations for the same reason, there may be a question over whether the Council is able to comply with these duties. An example of such a situation is the need to make available for physical public inspection during such a period copies of the MAT proposals plans.
- 3.22 However, on 31 March 2020 the Coronavirus (Scotland) Bill was introduced to the Scottish Parliament. It received Royal Assent on 6 April 2020, and the relevant provisions of this Act are now in force. Section 7 of the Act¹ allows the council to publish documents and information online if physical inspection is not possible during the Coronavirus outbreak– defined by the Act as up to the 30th September 2020, unless extended or 1 Coronavirus (Scotland) Act 2020, Section 7: Public Bodies, Schedule 6, Part 3: Duties in Respect of Reports and Other Documents brought forward by regulation. When this period is over, the Council will need to either publish the information in line with its original duty, or explain why it is not

doing so (for example if the information is no longer relevant).

- 3.23 In this context, it is therefore possible at this time to progress with public consultation on MAT Routes 2 and 5, provided all documents are published online. Progressing this consultation would allow the council to consider and take account of consultation responses on the proposals, and then agree the preferred options (should the Council be so minded).

Nature of Consultation

- 3.24 Unfortunately, the current COVID-19 outbreak prevents face-to-face consultation such as a workshop or charette taking place. Yet there is much good practice that can be deployed to facilitate awareness raising, consultation, and engagement digitally and through other channels. In this context, the following list is an outline of the consultation and engagement strategy that officers would deploy around consultation on MAT Routes 2 and 5:

- On the Council's homepage, publish a short news article on the consultation for the first 14 days of the consultation period;
- Develop a dedicated website for the project with:
 - a link to it from the news article on the homepage;
 - all consultation documents;
 - contact details of the relevant officers who may be contacted via email or telephone to discuss the proposals during normal office hours Monday to Friday;
 - a link to a virtual consultation room to replicate the public consultation event experience;
 - an online survey; and
 - feedback forms.
- Use our wider communication channels to raise awareness – e.g. social media;
- Direct email notification of the consultation to Community Councils and Area Partnerships, with the option to arrange Skype conference calls to discuss the proposals during the consultation period prior to responses being made;
- Place relevant statutory notices within the East Lothian Courier;
- Manage the consultation mainly through the website and virtual consultation room, although hard copy and email responses would also be accepted as appropriate;
- Extend the length of consultation period beyond the normal six weeks to eight weeks – e.g. if it began on 15th March 2021 it would end on 7th May 2021.

- 3.25 As is normally the case, consultation responses would only be accepted if they are received during the consultation period in hard copy, via email or through the project website.

- 3.26 Should the Council be minded to approve the project for consultation at this time, then officers would commence with the consultation as soon as practicable following that decision.

4 POLICY IMPLICATIONS

- 4.1 Key publications associated with and in support of this study are outlined below.
- National Transport Strategy - The second iteration of Scotland's National Transport Strategy was published in February 2020. It sets out an ambitious

vision for Scotland's transport system for the next 20 years. There are four priorities to support that vision; reduces inequalities; takes climate action; helps deliver inclusive economic growth and improves our health and wellbeing.

- Regional Transport Strategy 2015-2025 - East Lothian Council as a constituent Authority working in partnership with SESTRANS look to introduce appropriate interventions to provide access for the labour market to stimulate economic growth, through improving access to public transport and reducing the dependency on the private car, so reducing congestion, and addressing environmental issues.
- East Lothian Council Plan 2017 -2022 - The East Lothian Plan ELCP provides the strategic direction of the Council. Appendix 1: Council action plan introduces a series of tasks and undertakings to grow our economy. Specifically, the Council seeks to invest in town centre regeneration and work with Area Partnerships in supporting business associations in each town and ensuring that Area Plans incorporate and support Town Centre and local economic development strategies.
- East Lothian Economic Development Strategy 2012 -2022 - The ELEDS seeks to promote a strategic vision for East Lothian that assists businesses to grow and flourish, supporting individuals and organisations through the introduction of strategic objectives, in particular to build on our proximity to Edinburgh to encourage study, work and spend in East Lothian and to become Scotland's most sustainable local economy.
- East Lothian Local Transport Strategy - East Lothian Council has developed a local transport strategy document that sits within the LDP and is compliant with all national, regional and local policies. The main aim of the LTS is to provide a mechanism for clean, green and safe travel patterns within East Lothian and beyond. The East Lothian Local Transport Strategy document (2018-2024) identified a range of problems and issues which require to be addressed.
- East Lothian Local Development Plan - East Lothian Council have prepared a Development Plan which sets out the planning strategies and policies that guide the future development of East Lothian. The Development Plan explains where new development is likely to be supported and where certain types of development should not be allowed.
- East Lothian Climate Change Park Strategy & Action Plan - A strategy and action programme rging for a Climate Change Park between the strategic sites and the neighbouring regenerating communities of the former coal field.

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 An integrated impact assessment has been undertaken to ensure equalities considerations in the development of the study. The enhancement of existing routes in favour of sustainable travel modes may have either direct or indirect impacts on the key principles of reducing inequalities in health, education, and economic outcomes within East Lothian.

6 RESOURCE IMPLICATIONS

- 6.1 Financial – Costs will be incurred through the public consultation and these will be accommodated within relevant approved budgets.

6.2 Personnel – not applicable.

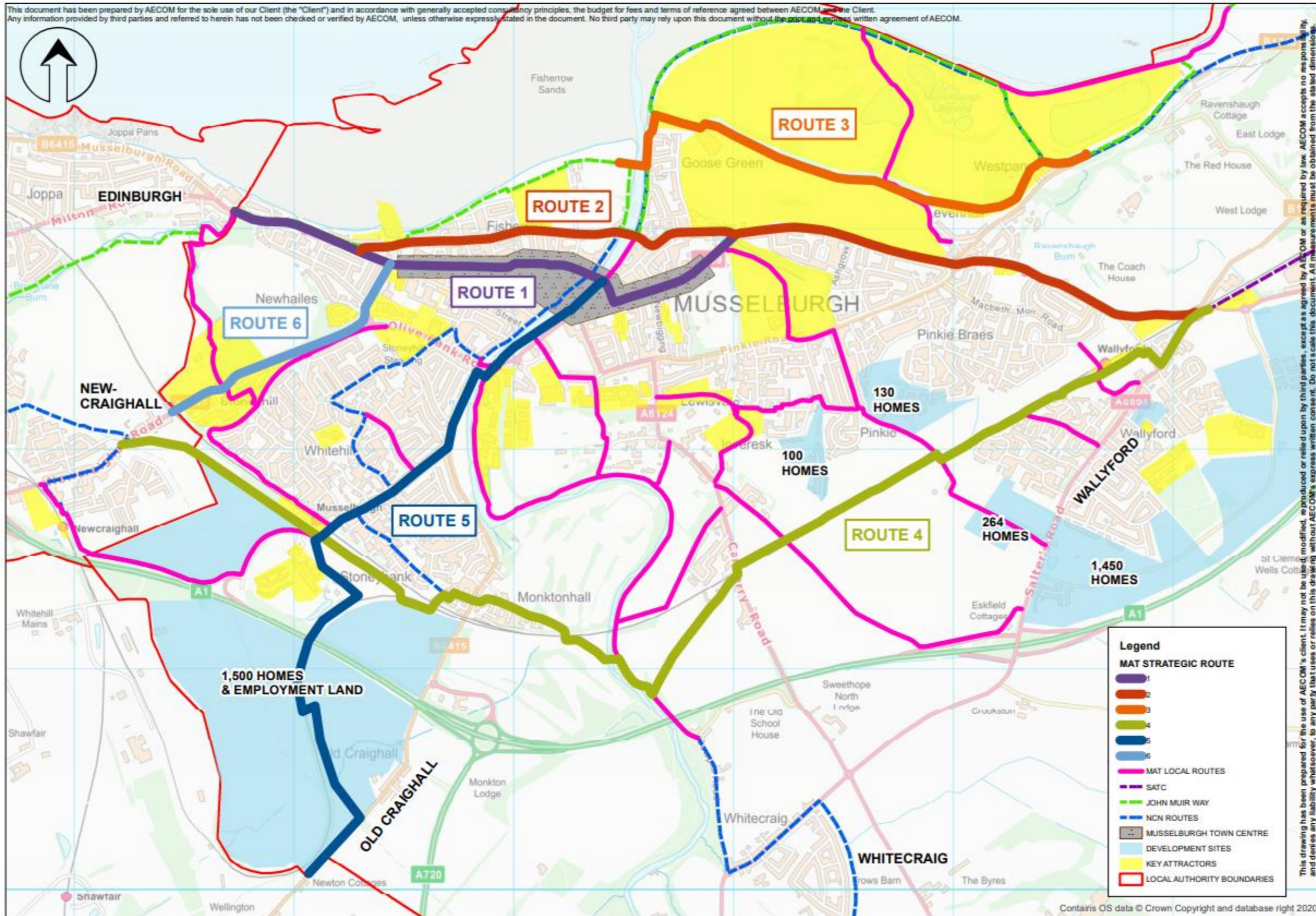
6.3 Other – none.

7 BACKGROUND PAPERS

7.1 None

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DATE	10/2/21

Appendix A – Musselburgh Active Toun Network



Appendix B - Places for Everyone Category 4 Project Stages & Tasks

Category 4 Project Stages	Progress	Funding & Indicative Costs	Tasks & Key Requirements					
			Task 1 Design and Construction	Task 2 Consultation	Task 3 Behaviour Change	Task 4 Permissions and Obligations	Task 5 Communications	Task 6 Monitoring & Evaluation
0 – Project Definition	Complete		Set out project vision and justify strategic need	Understand community and political aspirations	Identify groups for behaviour change	Landownership		Consolidate pre-existing evidence
1 – Preparation & Brief	Largely complete but need to secure political support (to be evidenced in panel presentation).	100% funded	Define project scope and identify outcomes	Deliver community engagement plan	Identify barriers to active travel	Secure buy-in and support from the local MP/MSP, CEO or equivalent, Leaders of Councils, Committee Conveners (not just Transport), local communities	Identify key audience and message, develop communications plan	Develop M&E plan
2 – Concept Design	Intervention options defined. Online stakeholder & community consultation developed Consultation to be undertaken Panel presentation to secure multi-year funding	100% from Sustrans £160,250 secured for concept design of Routes 1,2 & 5 £174,000 to be sought for concept design of Routes 3,4 & 6 Further funding required (undefined for local connections)	Define preferred interventions and costs	Test ideas with community / street trials	Implement review and improve activities	Statutory permissions / TROs	Deliver communications plan	Baseline monitoring / Monitor success of street trials
3 – Developed Design	-	100% from Sustrans £231,000 to be sought	Develop detailed design drawings, signalling and lighting proposals					
4 – Technical Design	-	100% from Sustrans £159,000 to be sought	Produce tender drawings to include all required information for construction					
5 - Construction	-	70% from Sustrans £8,753,15,000 to be sought £3,751,350 from ELC	Construct according to programme	Provide regular updates to community / ongoing consultation			Construction updates	Install new monitoring equipment
6 – Handover & Close Out	-	-	Formally complete construction		Ongoing implementation and revision	-	Opening event with community	Complete follow up monitoring
7 – In Use	-	50% from Sustrans £13,000 to be sought £13,000 from ELC	Project in use; to be maintained for 15 years after construction	Community given option of ownership of some aspect of project		-	Publish monitoring results	In use monitoring