

# East Lothian Cycle Forum

Notes from the afternoon meeting held on Thurs 14th September 2017

**Present:** Iain Reid (IR) Acting Chair/Note Taker  
John Gray (JG)  
Nicola McNeill (NM)  
Philippa Barbour (PB)  
Derek Williams (DW)

**Apologies:** Norman Hampshire, Jennifer Lothian, Nick Morgan, Douglas Kirkham, Peter Jackson, Paul Ince, Cecile Starsmeare. Neil Malone, Tim Harding, Mark James,

		Action
1.	<b>Welcome &amp; Apologies:</b> IR welcomed members to the meeting and apologies noted.	
2.	<b>Note of Previous Meeting held on 11th November 2016:</b> MJ - The date when the previous meeting had taken place was incorrect. Corrected and notes amended and thereafter accepted	IR
3.	<p><b>Matters Arising:</b></p> <p><b>Local Transport Strategy</b> – IR reported that colleagues are continuing this work and it is anticipated that the draft LTS and the Active Travel Improvement Plan, will now be available for public distribution late 2017 early 2018.</p> <p><b>Segregated Active Travel Corridor</b> There are sections of the SATC currently under construction at Wallyford Rail Station to Dury Way and at the housing development at Strawberry Corner. DW asked if the new path would avoid Wallyford Toll roundabout identified in a cycling survey as being very dangerous for cyclists. IR said that the path, when complete would avoid the roundabout and continue west connecting with Salters Road and cyclist could link with the section at Wallyford Rail Station with the aim in future to provide connections with Inveresk and Musselburgh Rail station and into Edinburgh. To the East the preferred SATC route would aim to follow the line of the main rail line connecting with Prestonpans Rail Station and continue towards Blindwells and Macmerry. The current cycle route towards Tranent is via the Dolphingstone road inter change and this will require to be re-designed in the future when improvements for cycling can be addressed.</p> <p><b>Underpass Drainage at Longniddry Railway Path &amp; New Rail Station Car Park</b> IR reported that a planning application is in the process of being prepared for the extension of the railway car park into the former East Lothian Council roads yard and that the aim was to have that progressed in the current financial year. Network Rail had been cutting back the trees and vegetation in this area, which will improve the visibility and path surface. NM mentioned the cobbles under the bridge and anything that could improve the uneven surface and the potholes in that area. IR would ask if this could be examined when works are commence at the new car park at which time the drainage gullies would be checked in that area. He also said that the council were looking at the possibility of having a new cycle path from the underpass road which would connect with the new car park entrance on the south side of the B1377 Longniddry to Haddington Railway Walk(NCN76)</p> <p>NM still had concerns about the section of Toptrec at Longniddry becoming loose and very gritty for cyclists. IR would speak to colleagues who were aware of this problem.</p> <p><b>NCN 76 Route at Tarmac (formerly La Farge) – ongoing maintenance</b> IR reported that following a successful funding application to Sustrans there is now a new tarmac surface on the cycle route section from the old A1 road westwards to the bridge over the quarry conveyor belt. Discussions will take place about the re-routing the route westwards from the cement works. IR received information about ivy and weed growth encroaching on the cycle path on bridge over the rail line. Transportation officers to address.</p> <p><b>Sustrans Community Links 2016-17 Fund</b></p>	IR

	<p><b>IR</b> reported that following completion of these works he been working with the Sustrans signs officer and there are signs still to be erected for the Tranent to Ormiston and Gullane to Luffness Golf Club new cycle routes.</p> <p><b><u>Cycle Access Issues – Dunbar Rail Station</u></b>  Colleagues will be awaiting the completion of the housing development and the planned changes to the access/junction and also consider the impact of the new rail platform on the south side before considering any options for changes at this location.</p> <p><b><u>NCN76/A1 Torness Section – Weeds damaging Surface</u></b>  <b>IR</b> had received a further complaint about weeds damaging the cycle path south of Torness Power station entrance. Amey, who maintain the A1 trunk road and adjacent cycle path have been informed and to remedy this problem.</p> <p><b><u>Sustrans Community Links Fund 2017-18 – Projects</u></b>  Two projects have been supported for funding:-  Wallyford Rail Station – new connecting shared use path to Dury Way (construction has commenced)  Luffness to Aberlady – upgrade of existing footway to shared use (subject to approved details on design) – programmed to commence October 2017  The unsuccessful application for West Barns to Beltonford did not meet the CLF criteria.</p> <p><b>DW</b> asked if a new segregated cycle route from the west of Prestonpans to Goose Green Road could be included for the 2018-19 Community Links Fund, as there was a need for a more direct safer ‘commuter’ route through Musselburgh if there is to be more cycling and a reduction in vehicle use in this area.  <b>IR</b> said that the route proposed on Linkfield Road would require significant engineering works and higher costs with the existing infrastructure. He added that there is an identified proposed route from West Pans west alongside the north side of the Racecourse to re-connect with the NCN76 at the River Esk, which would be a more direct off road commuter route avoiding Musselburgh High Street. There are ongoing discussions with the owners of the former ash disposal site ‘Lagoon’ area and East Lothian Council about the future of this area and once agreed this option could be discussed.</p> <p><b>IR</b> took the opportunity to inform the members that East Lothian Council had recently secured funding to commission external transport consultants whose brief would be to identify potential new cycle routes in and around Musselburgh, Whitecraig, Wallyford, Prestonpans areas; areas where there are significant housing developments planned. Once appointed the consultants would prepare a ‘future proofing’ report that would assist in developing the cycle network in these areas in conjunction with the planning process. Forum members to provide input for the study and report.</p> <p><b><u>Spokes Map Update</u></b>  In the absence of <b>PI</b> nothing to report on this item.</p> <p><b><u>Tour of Britain 2017</u></b>  <b>IR</b> reported that the first section of the ToB in East Lothian had been very successful and well supported.  He had however been requested to bring to the attention of Forum members that a considerable section of the C133 at Redstone Rig had been defaced with Graffiti using gloss paint that has been applied to the road surface and will require considerable resources to be removed in an area of high visual interest. Actions of this kind are an offence under The Roads (Scotland) Act 1984 (s100).</p>	<p><b>IR</b></p> <p><b>IR</b></p> <p><b>IR</b></p> <p><b>IR</b></p> <p><b>PI</b></p>
<p><b>4.</b></p>	<p><b><u>Any other Business</u></b>  <b>NM and DW</b> commented on the condition of sections of the cycle route at Levenhall with vegetation encroaching on to the path. <b>IR</b> would speak to colleagues to address this problem, possibly using the path volunteers who maintain many paths across East Lothian.</p> <p><b>JG</b> asked for the cost of new dropped kerbs on the cycle path at the Markle and East Fortune road junctions adjacent to the A199. He also asked for the cost of paring back the vegetation in this area as he has identified possible funding from the local Area Partnership for these works. <b>IR</b> would ask colleagues to examine these junctions for any changes and associated costs and inform him.</p>	<p><b>IR</b></p> <p><b>IR</b></p>
	<p><b><u>Date of next meeting: Please note the new venue</u></b>  <b>8<sup>th</sup> March 2018 at 1400hrs at The Adam Room (Marriage Conf Room), John Muir House Haddington</b></p>	