

East Lothian Cycle Forum

Notes from the afternoon meeting held on Thurs 7th March 2019

Present: Iain Reid (IR) Note Taker/Acting Chair

Derek Williams (DW)
Robin MacEwen (RM)
Dan Robertson (DW)
Chris Gunstone (CG)
Morag Cook (MC)
Philippa Barbour (PB)
Paul Ince (PI)

Apologies: Cllr Norman Hampshire, Douglas Kirkham, Nicola McNeill, Mark James, Nick Morgan, Danny Wight.

		Action
1.	Welcome & Apologies: IR welcomed the members and noted the apologies received. Cllr Hampshire was unable to attend as he was on holiday. IR would act as chair for the meeting	
2.	Notes of Previous Meeting held on 20th September 2018: Meeting notes were circulated prior to the meeting and accepted as an accurate record.	
3.	<p>Matters Arising:</p> <p>Local Transport Strategy 2018-2024 (LTS) – IR reported that the LTS, was approved by the Council in October 2018. This document has 4 Plans that together, provide an agenda and actions for the future of transport in East Lothian, and one in particular an Active Travel Improvement Plan, (ATIP) with specific references to cycling and active travel. The ATIP identifies numerous actions and future projects to progress. RM was asked if additional local cycle projects could be included and IR confirmed that the ATIP is a live document that would allow new projects to be included, for example via those projects identified in Local Area Partnership's Action Plans. The LTS can be viewed on East Lothian Council's website: https://www.eastlothian.gov.uk/</p> <p>Longniddry Railway Path & New Rail Station Car Park IR reported that there had been significant progress with the construction of the new car park, programmed to be completed by the end of the current financial year, in April. Included in this project is a new shared use cycle path connection to the Longniddry to Haddington Railway Path (NCN76) and additional cycle parking. The cycle path has been delivered with funding support from Scotrail's Cycle Fund.</p> <p>NCN 76 Route at Tarmac (Cement Works, Dunbar) IR reported that discussions are ongoing with council colleagues and the quarry owners Tarmac, over a number of subjects including a new route for the NCN76 to the north of the railway line that would address many of the maintenance issues currently being experienced in this area. The Forum to be kept informed of progress.</p> <p>NCN76/A1 Torness Section – Weeds damaging Surface IR reported that he had informed Amey about the 'mushrooming' of weeds damaging the tarmacadam cycle path and they intend to address this and re-surface these sections.</p> <p>Sustrans Community Links Fund 2018-19 - Projects IR reported that the:</p> <ul style="list-style-type: none"> • West Barns to Beltonford new shared use cycle path was now complete and being used with positive feedback from users • The Dury Way to Railway underpass cycle path, Wallyford is in the final stage of completion, with the connection to a power supply for the lighting columns imminent and will be completed by the end of March. Note: the final connecting section from the railway underpass to Pinkie is to be constructed through a planning condition on the developer of the adjacent housing development. It is anticipated this will happen in the 2019-20 year 	IR

	<ul style="list-style-type: none"> • Drem to Gullane cycle route proposals are still ongoing with discussions with ELC officers, landowners and Sustrans officers. <p><u>Future Proofing Musselburgh’s Infrastructure for Sustainable Modes Report</u> IR informed the members that AECOM, transport consultants had produced a detailed report in October 2018, identifying 7 strategic cycle routes, 5 in and around Musselburgh, and two that involve connections into Midlothian and Edinburgh council areas. The report had been circulated previously and welcomed as a first stage. IR stated that with the scale and costs associated with these routes, discussions are currently taking place with Sustrans on how to progress to the next detailed design stages which is required before the construction stages. The members present discussed the report and asked if there was any priority over the routes as they were very keen to see progress and keep the momentum going and hoped that Edinburgh City in particular would give some priority to the cross boundary route connection at Eastfield/Joppa. IR reported that that route from the county boundary via New Street, River Esk to Levenhall via Linkfield Road was a strategic active travel route. He reminded members of the current public consultations on the River Esk Flood Prevention Plan which will take into consideration, the AECOM report with a view to incorporating cycle route infrastructure in their flood prevention measures.</p> <p><u>Route Signing Project - Dunbar</u> MJ had reported to IR that he had been unable to progress on this project and would update when he had more information.</p> <p><u>Cycle Route Maintenance issues</u></p> <ul style="list-style-type: none"> • NCN76 route between Phantassie and the Knowes Farm, East Linton. The weed growth had been treated and the route swept clear and the surface sealed which has met with positive feedback from cyclists. • Westbound cycle lane on the A199, Edinburgh Road from the junction with New Street towards the Eastfield junction, has been inspected and remedial works carried out. It is acknowledge that the surface could be improved and this will be subject to an ongoing needs assessment • The metal chicane barrier on the lagoons cycle route, near Prestongrange has been removed. <p><u>Safer Routes to Schools and other locations Dunbar and North Berwick</u> IR reported since the last Forum meeting, transport consultants, Peter Brett had been appointed to conduct a detailed study on routes to school around North Berwick and Dunbar schools and walking & cycling on Back Road, Dunbar. Public consultations are still on-going at this time with interim reports to be submitted by the end of March 2019. It is anticipated that these studies will continue into the new financial year and will identify a range of options to consider that will address the issues. RM reported that he had recently attended one of the public consultation events in North Berwick and had asked the consultants if the geographic extent of the study could be widened to include some of the cycle routes</p> <p><u>On- road cycle route A199 between Macmerry and Tranent</u> IR updated the members that this section of road has now been totally resurfaced and the cycle lane markings reinstated. There has been positive feedback from cyclists over the new surface.</p> <p><u>Launch of - Go East Lothian Trail</u> IR informed the members that he had attended the launch of a new cycle trail, Go East Lothian Trail developed by a Markus Stitz, aimed at families and the cycling enthusiast. It is hoped that this mobile app based project, supported by ELC Economic Development Department officers, will attract more cyclists to East Lothian. There are no additional signs for this route which follows existing paths and routes. http://bikepackingscotland.com/eastlothian/</p>	<p>NM/IR</p> <p>IR</p> <p>MJ</p> <p>IR</p>
4.	<p><u>Cycle Links – Prestonpans to Musselburgh</u> DW Asked if there were any plans to improve the cycle routes between Prestonpans to Musselburgh as the existing NCN76 follows the John Muir Way, and was not as direct and attractive for functional cycling and could a more direct route be developed? DR commented that Sustrans would support such a route going forward. PB commented in her role as Chair of the ‘On the Move’ Sub-Group for Preston Seton Gosford Area Partnership that this was something that PSG would like too and is in their Action Plans. IR said that within the AECOM study, the proposed Route No 3 is shown to connect to Levenhall Links and cycle routes are also included within the master planning for the future of the Ash Lagoons.</p>	<p>IR</p>

	It was agreed that IR should liaise with both the Musselburgh and PSG Area Partnership managers/sub –group chairs to arrange a joint meeting to discuss. IR to arrange a meeting.	
5.	<p><u>Sustrans, ‘Places for Everyone ‘ projects 2019-20</u> IR reported that commencing in the new financial year 2019-20, Sustrans have combined their previous different funds into one ‘Place for Everyone’ Fund. DR commented that it is hoped that this should make it easier for applicants to understand and submit funding applications. He added that with numerous design projects across Scotland now moving to the construction stage the projected fund available from the Scottish Government, will be very competitive and likely not all applications will be successful. The amount of funding from Government will be confirmed early in April 2019. IR intimated that the council will be submitting an application to that fund that and if successful, this will support the progress of the routes identified in the AECOM report.</p> <p>DR added that following on from a Sustrans review of the national cycle network a report, ‘Paths for Everyone’ was prepared with recommendations amongst which Sustrans have asked ELC to consider improvements to the NCN76 on the Longniddry to Haddington Railway Walk, to improve the existing surface, and to extend the route where it terminates at Hospital Road, eastwards into Haddington. Sustrans are currently working with ELC and the NHS on a proposed new connecting cycle path on the perimeter of the new community hospital in Haddington.</p> <p>In addition, Sustrans wish to improve the NCN76 route from Broxburn to Dunbar. It is intended to progress both these projects, with further discussions on the process and timeframes.</p>	IR
7.	<p><u>Rumble Strips on A198, Tynninghame</u> Representation had been made to ELC by residents of Tynninghame Village requesting the council apply rumble strips on the A198 road on the approaches to the village to remind vehicle drivers of the speed limit in an attempt to lower the speeds. This had been brought to the Forum for members to discuss and for any implications for cyclists. MC and CG, both residents explained their request. After discussion it was agreed that there was no objection to apply rumble strips and if a section of the road surface is kept clear that would allow cyclists the option to use that. IR would convey this information to his colleagues.</p>	IR
8.	<p><u>E-Bikes at Musselburgh</u> IR reported that following a funding opportunity with SEStran the Council are progressing with a project to have electric bikes for hire to the general public at two locations in Musselburgh. These locations are at Brunton Hall and Musselburgh Rail Station and it is hoped to have the bike hire facilities installed and available for hire by summer 2019. This project is at an early stage with more information to be made available in the coming months.</p>	IR
9.	<p><u>Any other Business</u> <u>River Esk Path surface condition</u> DW raised the issue of the dangerous surface on the River Esk path with tree roots making cycling use hazardous. The question of fund was discussed and how to progress. Note: Following on from the meeting IR learned that this section of the path had in recent days, undergone remedial works to address the issues. These works had been organised and funded by Musselburgh Area Partnership, and had been identified this in their action plans. DW has been informed.</p> <p><u>Phasing of automated signalised pedestrian crossings</u> DW asked if the timing phases on pedestrian crossings could be changed to increase the time phase for walkers/cyclists, which would be an important change in the hierarchy, ‘sending out a message’ putting active travel to the fore and making drivers wait longer. IR commented that he understood the premise, however currently the phases were there to facilitate free flow and safety for users, taking into account user demand. After a discussion and possible locations RM suggested the automated crossing on Station Road, North Berwick Rail Station when the trains arrives. IR commented that this location had very sporadic higher use by pedestrians, linked to peak commuter train arrivals. He would ask colleagues if there is technology available that could accommodate these ‘peaks and troughs’ of use at controlled crossings.</p>	IR
	<p><u>Date of next meeting:</u> 19th September 2019 at 1900hrs in The Town House, High Street, Haddington.</p>	