

EAST LOTHIAN CYCLE FORUM

Notes from MS Teams meeting held on Monday 27th June 2022

Present: Cllr Shona McIntosh (SM) – Chair

Cllr John McMillan (JM) – Provost, Cabinet Spokesperson Environment, Economic Development & Tourism

Chris Milne (CM) – ELC Behaviour Change Officer (Note taker)

Mark Holling (MH) - Cycle Forth

Derek Williams (DW) – Musselburgh Area Partnership

Ian Pryde (IP) – Macmerry & Gladsmuir Community Council

Philippa Barbour (PB) ELC Associate Instructor – Outdoor Learning

Grant Talac (GT) – ELC Senior Roads Officer

Liz Hunter (LH) ELC Transport Planner

Michael Naysmith (MN) – ELC Sustrans Partnership Officer

Apologies:

Sally Harris, Hanna Lundstrom, Neill Malone, Fiona Crombie (FC), Gordon Webber, Kelly Thacker, Alastair Seagrott, Nick Morgan, Claire Dutton, Mark James (MJ), Nicola McNeill (NM).

		Action
1.	<p>Welcome & Apologies: Councillor McIntosh welcomed everyone to the meeting and all attendees gave brief introductions to their roles and interests.</p>	
2.	<p>Notes of Previous Meeting held on 19th January 2022: Meeting notes had been circulated prior to the meeting and were accepted as an accurate record.</p>	
3.	<p>Matters Arising:</p> <p>CM provided the following updates on matters discussed at the meeting on 19th January.</p> <p><u>NCN 76 route at Tarmac, Dunbar</u></p> <p>This route is now complete and open for use.</p> <p><u>Hospital Road, Haddington</u></p> <p>Work took place earlier this year widening access for a shared use path, before lifting, re-laying and grouting the cobbled section down to Station Road. This is now complete, with signage still to be re-located, to route users through the improved cobbled section to and from Station Road. This will connect to the Haddington to Longniddry railway walk improvement work, taking around the community hospital.</p> <p><u>Drift Path, Musselburgh and Wallyford</u></p> <p>Work is now complete, along with handrails and wayfinding signage. Street lighting in place, but no confirmation that this is switched on. CM to confirm with lighting team.</p> <p><u>Cockenzie Link Road</u></p> <p>Proposed upgrade and improvement of service road at former Cockenzie Power station, which will form a link between B1348 Edinburgh Road and B6371 East Lorimer Place, connecting to Alder Road. These proposals include a new link road, footway, shared use path and signalised junctions.</p> <p>FC submitted written feedback to the forum on this proposal expressing preference for any shared path to be set as far back from the road as possible to avoid fumes and noise. FC also noted wish for path to be extended to the west to link with travel to school routes.</p> <p>General arrangement plans and planning statement are available on ELC's Planning Portal app ref: 22/00440/P.</p>	CM

4. De-signed sections of NCN 76 around Preston Seton Gosford:

(This item was brought forward to allow presentation before PB had to leave meeting).

MN presented a Sustrans storymap highlighting NCN route 76 around the Preston Seton Gosford area. Signage was removed from this part of the route as certain sections did not meet Sustrans national guidance due to high traffic counts and traffic speeds that were of concern. Sustrans have assessed what needs to be improved and considered around 20 different interventions

The existing B1348 from Musselburgh to Prestonpans was discounted during this process based on traffic counts and speeds on that stretch of road. **DW** noted that this was good to see, but that B1348 should be kept open as an option, to connect users to Linkfield Road. **MN** confirmed that this stretch has only been discounted from a National Cycle Network perspective and should remain on table as part of approach to wider connections.

MN highlighted that a signage strategy has been agreed for new shared use path on stretch between Prestonpans and Cockenzie.

DW requested that forum members are given opportunity to feed in to any detailed designs which may follow. **MN** confirmed that he will be responsible for this stage and is keen to ensure that this happens alongside consultation with access groups to ensure that designs are inclusive.

MH requested seeing the Cockenzie to Longniddry section of this presentation, which **MN** talked through with focus on the option to upgrade the unmade woodland path running parallel to Dean Road, Longniddry. This would require a new crossing point at the north of Dean Road. **MN** noted potentially significant challenges to adding a crossing point at this location, including visibility. The most likely material used in any work on the unmade path is Flexipave, which requires no dig and can flex with tree routes. This has been used as part of an existing [Sustrans project on Pennine Trial](#).

SM asked about rainwater permeability and Flexipave. **MN** confirmed that this material performs very well.

DW asked why this area did not have speed limit reviewed as part of emergency Spaces for People order, with part of it a section of the John Muir Way, which leaves people on a busier higher speed road to Aberlady. **GT** acknowledged that the original programme did not include everywhere, but that this was an experiment and that new areas can be considered going forward. **GT** suggested that such proposals could be made direct to Ian Lennox or Alan Stubbs at East Lothian Council.

MH is happy to see suggestions on NCN that would connect to local services in Longniddry, but agrees with **DW** that improvements to coastal route are of importance. **MH** asked whether all Sustrans routes need to be lit and **LH** confirms this is only the case with Musselburgh Active Town routes due to conditions of that fund. **MN** notes that a key consideration during community consultation would be whether the Dean path would be lit.

Similar resurfacing is being considered for Haddington to Longniddry railway path, but important to be aware of other users, including equestrian. Flexipave is likely to be the best option, which needs to be shared with equestrian groups as this wasn't available during earlier discussions. **MN** confirmed that communication and consultation is likely to take place in the Autumn.

Quiet Roads / Quiet Lanes

It was agreed that **MN** should extend his update to include the Quiet Roads pilot. There are two phases to this, with monitoring of Phase 1, East Linton to Hailes Castle, showing that speed and volume of traffic is low. Sustrans Quiet Lanes toolkit is being used, including guidance on signage, however Transport Scotland do not approve of those. Department for Transport approved signage has been submitted to Transport Scotland, with the outcome that they will likely approve a modified version of home zones signs. Potential for a Gateway feature at each end of Braehead Loan. Phase 1 will progress with Transport Scotland approved signage and continued monitoring.

Phase 2 from Amisfield Walled Garden onward will require more development including potential for road marking and narrowing.

MN noted that numerous Local Authorities in Scotland are keen to progress similar schemes, but there is no national guidance or standard approach approved by Transport Scotland. **IP** asks who we envisage using Hailes Castle Road. **MN** states that monitoring shows around 30 motor users per day,

	<p>on a 7 day average, with a good number of cycle users. This route is hilly, but some cyclists will enjoy this challenge and the increasing use of electric bikes will make it more viable. Acknowledgement that this is a trial and ELC/Sustrans are keen to assess feedback, to help ELC categorise what a Quiet Road is. MH asks whether the forum can lobby regarding the lack of national standards, with MN stating that he is keen for Sustrans Network Managers to jointly take forward discussion with Transport Scotland.</p> <p>The following links were shared by MN after the forum meeting: https://www.quietlanessuffolk.co.uk/ https://www.essexhighways.org/uploads/lhp/mg/11_ecclhpmembersguidequietlanesb.pdf https://www.southglos.gov.uk/transport-and-streets/streets/road-and-traffic-management-information/quiet-lanes/ https://sussexgreenways.org/quiet-lanes.php https://trl.co.uk/uploads/trl/documents/PPR002(1).pdf</p>	
<p>5.</p>	<p>Schools update – Bikeability:</p> <p>This item was also brought forward to allow PB to share the following with the forum before leaving for another appointment.</p> <p>ELC Outdoor Learning offering free cycle training across 34 ELC primary schools. Also running training to enable staff and volunteers to support the delivery of Bikeability, cycle rides and bike maintenance.</p> <p>Delivery of on-road cycle training, Bikeability Level 2, this academic year is 91%, up from 47% in the previous year. This supported:</p> <ul style="list-style-type: none"> • 31 out of 34 primary schools; • Over 1.6k children; <p>PB noted increasing numbers of children unable to cycle, or access a suitable cycle, limiting delivery of inclusive cycling activities in schools. Around 15% cannot cycle by primary 5.</p> <p>Bikeability is funded by Cycling Scotland who have actively supported this huge increase with free training, bikes, helmets and instructors. It is unlikely we will receive this level of grant funding in future years.</p> <p>The early years cycle training programme, Play on Pedals, has lost momentum in East Lothian, and Outdoor Learning are working with Education to get this running in the next academic year.</p> <p>PB keen to emphasise that cycle training and active travel in schools needs higher profile.</p> <p>SM highlighted opportunity for bike buses. CM confirmed that we have had interest in this, and walking buses, from a few primary schools and will explore it soon along with Outdoor Learning, Sustrans and school management. MN shared a link to Blackford Safer Routes project. MH noted that North Berwick schools would likely be interested, but need connected routes.</p> <p>CM will provide an update on bike bus discussions at next meeting.</p>	<p>CM</p>
<p>6.</p>	<p>Musselburgh Active Toun update</p> <p>LH shared revised master plan of strategic routes. Routes 2 and 5 were consulted on last year, as well as west section of Route 1. This section of Route 1 has since been dropped, but preferred options were identified for Routes 2 and 5, with concept design drawings progressed. There are plans to bring Route 3 and a new Route 1 in to the concept design phase, working in tandem with the Flood Protection Scheme.</p> <p>A funding bid has been submitted to Sustrans for more detailed Route 2 designs, but no decision has been communicated to ELC yet.</p> <p>LH also mentioned a special meeting of the Musselburgh Area Partnership active travel sub-group, which will take place 6-8pm on 21st July at Musselburgh East Community Learning Centre. This meeting will focus on local connections, which join destination points to key strategic routes.</p>	

	<p>DW emphasised need for lighting on these routes, which was echoed by SM. DW also emphasised the importance of a link between Pinkie/Linkfield Road and Prestonpans.</p>	
7.	<p>School cycle and scooter parking update</p> <p>CM confirmed that he would be communicating this fund, which is now being administered by Cycling Scotland, to schools, with a view to co-ordinating a county-wide application. The deadline for this application is early September, with the programme capable of fully funding new, improved or re-located provision.</p> <p>An update will provided at the next forum meeting.</p>	CM
8.	<p>Route signage and public cycle parking</p> <p>ELC will be seeking input from members of this forum, as well as other groups, to advise on signage gaps across key walking and cycling routes. CM confirmed that a template would be shared to allow people to return this feedback.</p> <p>This acknowledges that path users can audit and provide feedback quickly given their local knowledge, but it was emphasised that feedback must be provided accurately and in the form required by ELC in order for any next steps to be manageable for officers. The information required will include Google maps link; GPS co-ordinates; photo of location; direction of signage; wording; cycle/walk times; and distance.</p> <p>CM stated that returns would be welcome until around October. Timescales for subsequent signage improvements will provided at a later date.</p> <p>CM noted that ELC have received requests to repeat this exercise for cycle parking. This may be possible in some form in future, but it would be a very different piece of work, requiring input from others, including, the business community, and is not something that ELC officers could commit time to at this stage.</p>	CM
9.	<p>Speed limit policy update:</p> <p>CM discussed the updated speed limit policy, approved by cabinet on 8th March, which has already been shared with Area Partnerships and Community Councils. This confirms that ELC is progressing the legislative process required to make permanent the 20mph speed limits introduced under emergency legislation.</p> <p>A key point within the policy is that, where Traffic Regulation Orders are made on expiry of emergency legislation, there will be a 12 month monitoring period, during which time additional measures won't be considered unless there is an exceptional reason for doing so.</p> <p>The note which accompanied this update also highlighted that action by ELC is largely limited to decriminalised parking enforcement, with speeding, unlawful use of mobile phones and careless of dangerous driving all enforced by Police Scotland.</p> <p>DW said that these changes are welcomed by cyclists and asks whether this also applies to areas that were reduced to 40mph through the same emergency legislation. GT confirms that this also covers the 40mph changes. JM emphasises the importance of community consultation on any future action covered by this policy.</p>	
10.	<p>Go eBike update:</p> <p>CM outlined scheduled expansion of this scheme in the Musselburgh and Prestonpans areas. Two new 'virtual' stations will be installed and expected to go live in Musselburgh at the end of June. These will feature custom-designed racks which provide better security for the bikes, but do not recharge them. The locations due to launch are at Tesco Musselburgh and Eskmills Business Hub.</p> <p>This is a SEStran scheme, however ELC have been successful securing grant funding for further improvements, which will take place with approval from SEStran. This funding will provide two further recharging stations, 14 electric bikes and 2 electric cargo bikes. One new station will be located at Prestonpans railway station, with the other at a location in Musselburgh, to be agreed. CM</p>	

	<p>and DW will be meeting to look at potential locations in Musselburgh, with input welcome from others who have an interest in or knowledge of the area.</p> <p>SM asks how well used the scheme has been. CM responds that there were over 1000 unique hires from stations in East Lothian last year, but that we are looking for higher usage in future. Plans are in place to promote the scheme, including offering discounted 'passes' to key groups, but this is subject to both SEStran and Bewegen providing the necessary access. CM also noted that the £100 deposit, which was in place from Autumn 2021 and may have reduced use, has been lowered to £20.</p>	
11.	<p>AOB:</p> <p>DW notes the earlier update on the Drift path and asks whether this will be extended to the south of Wallyford. JM and GT confirmed that Transport Planners should be looking at this and will follow-up. DW asks that this forum be able to see plans such as this before they are fully developed. JM suggests that Councillors look at engagement through the Cycle Forum as a matter of policy, as part of ELC's Economic Development Plan and LDP2.</p> <p>SM highlights that a consultation on parking is imminent and says that responses from Cycle Forum members are key, to ensure that feedback represents a full range of interests. This will be shared with Cycle Forum members when available.</p> <p>DW highlights audit previously done regarding refuge islands, which can be intimidating for cyclists. This was discussed at a previous Cycle Forum meeting, where broad approval was given to risks being mitigated through the use of wide cycle lanes at the islands. However some work carried out in Musselburgh has resulted in no islands or a narrowing of lanes. DW asks that design standards are adopted by ELC and that consistency is used in implementation, while acknowledging that this is a long-term programme. SM asks whether there are international standards. DW confirms that these would stipulate a cycle bypass, but that there is often no space for these. GT notes that there is a 12 month review process, which allows this to be raised with developers and potentially rectified, however DW says that at some locations the islands have been in place for several years.</p> <p>MH discusses work on the updated Spokes East Lothian Cycle Map, with field work about to take place to develop the new edition. This raises the question of whether the Cycle Forum could discuss a strategic approach to cycling promotion and asks that this point be on the agenda for the next meeting. Others agree with this and CM confirms that this will be added to the agenda for the next meeting.</p> <p>NM emailed information in advance of the meeting, stating that Spokes are looking for volunteer Surveyors and Coordinators. Anyone interested in supporting this should contact katharinetaylor@yahoo.co.uk.</p> <p>MJ emailed to highlight two ongoing access issues at Eweford Farm and Foxlake, which ELC are aware of. CM will discuss this with Nick Morgan and JM has offered to support with any necessary communication.</p> <p>FC raised a similar access issue by email, related to Cockenzie Farm, which prevents access to the section of path connecting Seton Mill with Sandy Walk. CM will raise as above.</p> <p>FC also noted that the ELC website provides links to maps, but that there were some errors, with link signposting to the incorrect map. CM will ensure this is corrected as part of a review of the East Lothian on the Move webpages during June and July.</p>	<p>GT</p> <p>SM/CM</p> <p>CM</p> <p>CM</p> <p>CM</p> <p>CM</p>
	<p><u>Date of next meeting:</u></p> <p>SM confirmed that the next meeting is planned for the afternoon of Tuesday 13th September and that it will take place online. Attendees were asked to confirm as early as possible by email if this date did not suit them. In the case that a number of people could not make this date, efforts would be made to rearrange.</p>	<p>CM</p>