

EAST LOTHIAN CYCLE FORUM

Notes from MS Teams meeting held on Wednesday 25th January 2023

Present: Cllr Shona McIntosh (SMc) – Chair

Chris Milne (CM) – ELC Sustainable Transport Officer (Note taker)
 Jill Mackay (JM) – ELC Senior Communications Adviser
 Liz Hunter (LH) – ELC Transportation Planner
 Mark Holling (MH) - Cycleforth
 Hanna Lundstrom (HL) – ELC Sustainability and Climate Change Officer
 Philippa Barbour (PB) ELC Associate Instructor – Outdoor Learning
 Michael Naysmith (MN) – ELC Sustrans Partnership Officer
 Richard Kerr (RK) – ELC Project Officer – Behaviour Change
 Brett Walker (BW) – North Berwick Coastal On the Move
 Mark James (MJ) – Sustaining Dunbar
 Nicola McNeill (NMc)– Longniddry
 Serena Ozkan (SO) – Queen Margaret University Campus Cycling Officer
 Gordon Webber (GW) – Cycling UK Development Officer
 Mark Garner (MG) – Dunbar area
 Keith Burns (KB) – East Linton area
 Fiona Crombie (FC) – Preston Seton Gosford area
 Iain Monk – (IM) – Drem-Gullane campaign
 Geoff Burns (GB) – Charles River Laboratories / North Berwick Coastal area
 Fay Stanton (FS)

Apologies:

Cllr John McMillan, Tim Holling, Derek Williams, Fiona Brewster, Ian Malcolm.

		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 21st September 2022 Meeting notes had been circulated prior to the meeting. These are accepted as an accurate record.</p>	
3.	<p>Matters Arising</p> <p>MJ asks whether there were plans to re-introduce the Tomorrow’s Driver High School events, which focused on road safety teaching pupils about risk and responsibility. CM confirms that there are due to be discussions about a similar event returning later in 2023. He will keep MJ and the Cycle Forum updated. PB noted that there is currently free learner driver training available through Cycling Scotland.</p> <p>An update is requested on the Dunbar Station Access. CM agrees to speak to relevant colleague about this and provide an update after the meeting, which is as follows dated 9th February 2023:</p> <p>Land purchase from the homeowner is almost completed. Initial drawings sent by Stantec are being adjusted based on ELC feedback after which updated design drawings should be provided. ELC have not heard from Network Rail regarding the continuation of the footpath within the station grounds.</p> <p>IM notes that he needs to leave the meeting early. A decision is made to move Drem-Gullane to agenda item 4 to allow IM to talk to that.</p>	
4.	<p>Drem-Gullane (previously agenda item 6)</p> <p>CM provided a short summary for this topic, as follows:</p> <p><i>East Lothian Council fully supports the ambition to deliver an active travel route linking the villages of Gullane and Drem. An engineering consultancy were engaged to assess the feasibility of four potential design options prepared by Sustrans. Their investigations were to determine whether any of the concept designs are viable while also meeting the design criteria agreed by the ELC and Sustrans.</i></p>	

	<p><i>The final report was delivered in 2022 which advises that, although it is possible to create a potential solution at this current time, all options failed on the deliverability criteria and are therefore considered unfeasible due to land ownership and land assembly constraints.</i></p> <p>IM expresses his anger and frustration at ELC and Sustrans over this, noting that the local MSP has been asked to write to ELC regarding its position on the use of Compulsory Purchase Orders for active travel route improvements. IM states that the campaign group is still very determined to see this happen and emphasises that, as well as supporting travel between Drem and Gullane, such a route will connect other routes in the wider coastal area.</p> <p>KB asks if the landowner has provided justification for their decision. IM responds that he is not aware of any reason and that the area of land is very small. IM confirms that the area in question is the field margin on entry to Drem. He raises ELC's position, which is that this area did not meet the legal test required for a CPO and notes that he is requesting clarification on what this test is as part of separate communication.</p> <p>MN refers to the Cycling Framework consultation and notes that this contains an action for Transport Scotland to consider reviewing compulsory purchase powers. MN has asked other Sustrans Embedded Officer's around Scotland whether use of CPO's has been actively considered, but in those cases nothing has been taken forward. CM notes that this issue has also been raised as part of the Active Travel Transformation Programme which has been set up to look at current and future delivery models for active travel.</p> <p>SMc talks about complexity of CPO's and notes that any approach taken needs to consider a number of factors, such as timescale, legal fees and effect on landowners.</p> <p>MH confirms that Cycleforth fully support the Drem-Gullane campaign.</p> <p>BW experienced connection issues during this part of the discussions, but was able to provide an email summary of his views after the meeting. This expressed his opinion that without CPOs local authorities used will not achieve cycle route building aims, as well as querying what improvements Transport Scotland believe need to be made to existing legislation.</p>	
<p>5.</p>	<p>Musselburgh Active Toun update <i>(previously agenda item 4)</i></p> <p>LH provides the following update:</p> <ul style="list-style-type: none"> • Funding request made in August to progress concept design for MAT Route 4 (part of SATC) and Route 6 was successful. • Concept designs are completed for MAT Routes 1, 3 & 5 alongside other key local routes. Application for detailed design funding submitted in October – decision imminent. • ELC would like to appoint one consultant to undertake design work on all routes for which we now have (and anticipate being awarded) funding. Procurement rules mean we need to go to the open market. Work has started on a tender brief and we hope to have appointment made by start of 2023/24 financial year. 	
<p>6.</p>	<p>Lining and signage and refuge islands <i>(previously agenda item 5)</i></p> <p>CM refers to discussion around this at previous meetings, including the 2016 central islands audit. In September 2016 the Cycle Forum voted in favour of adopting a minimum of 1.6m width in lining, noting that the Cycle Forum should be made aware when this is not possible. This approach is now viewed as out-of-date by ELC, with officers preferring a standard which is a minimum of two-thirds of the road width in either direction. Cycle Forum members are asked for their views on this.</p> <p>MJ questions whether it needs to be two-thirds, or whether setting a 2m standard will be sufficient. NMc feels that having two-thirds as the standard will send a stronger message to drivers. NMc also notes that maintaining those markings is crucial and this should be adopted in to a long-term plan by ELC.</p> <p>MH asks whether the standard should be at least 2m but ideally two-thirds where possible.</p> <p>LH flags that it is unlikely narrower roads will require markings at all.</p>	

	<p>SMc and CM agree that a vote should be held on this at the next Cycle Forum.</p>	SMc/CM
7.	<p>Criteria for assessing active travel routes</p> <p>CM talks about the need for ELC to assess future projects against clear criteria, in order to prioritise options and set delivery plans. These criteria would be used to assess new or upgraded active travel routes. Criteria under consideration include: safety, land ownership, deliverability, connectivity, journey type, level of support, comfort (equality and level of access), population (level of need), directness and delivery costs. Cycle Forum members are asked for their feedback on this list.</p> <p>MG talks about capital and maintenance costs, asking whether these should be separated out during assessment. MG also asks whether lighting should be considered.</p> <p>NMc feels any assessment should consider whether a route would be the only or main route between two places, scoring higher if it is.</p> <p>FC asks if this will also account for existing routes that could be improved. CM confirms that it will.</p> <p>MH is pleased to see this work being done and emphasises that it should focus on areas where improvements are needed most. It should also account for key national targets, such as the need to reduce car km by 20%.</p> <p>SO and SMc both raise accessibility. While this is included within comfort, they feel that this isn't clear enough and needs to be separated out.</p> <p>GB talks about the need to encourage cycle to work. CM confirms that this will be captured under journey type, with higher scores being awarded to routes that support shorter journeys or those between settlements, including commuting and travel to school.</p> <p>SMc asks if this can capture value added – how much of an improvement will each route make to people?</p> <p>MN talks about coherence focusing on routes which are intuitive and continuous. MN also talks about a new mobility planning team in Sustrans who are creating a Propensity to Cycle Tool. Important that a consistent approach is taken to assessment.</p> <p>MH asks if this will be used on all routes. CM states that ELC expect to use it on all potential future routes, if adopted.</p> <p>A further update will be provided on progress at the next Cycle Forum meeting.</p>	CM
8.	<p>eCargo bike scoping study and pilot</p> <p>CM talks about funding that ELC have awarded to Low Impact Living, to carry out a short scoping study between January and March. This will explore potential use cases for electric cargo bikes in different locations, taking account of feedback from organisations. This will initially focus on North Berwick and Haddington, but use of ecargo bikes will be considered in all towns. A further fund has been awarded to ELC to purchase 3 ecargo bikes for us in a pilot in the next financial year. Procurement is under way for those items. 2 ecargo bikes are currently on loan to ELC from Sustrans and Raleigh, being used by Countryside Rangers.</p> <p>Any members wishing to contribute to the scoping study can contact Sarah and Louise at Lil via hello@dolilthings.org.</p> <p>FC asks whether something like this would come to a location in the west of the county, such as Prestonpans. Would these operate within the current public hire scheme in the west of the county? CM would love to see this in all towns and that no decision has been made on where any pilots would take place. These bikes would not dock within the existing Go eBike scheme. The operator of that scheme was unable to provide dockable ecargo bikes as originally promised, so the new bikes will be stored indoors overnight.</p>	

	<p>MJ asks whether ELC amenity services could use ecargo bikes and SMc notes that it would be good to see these adopted as part of ELC fleet.</p> <p>JM and FC highlight experience of similar schemes in Rotterdam and Portobello respectively. SO confirms that QMU are also looking to access ecargo bikes. CM states that it would be great to work with QMU and others, such as Sustrans and Edinburgh Cargo Bike Movement, on this going forward.</p> <p>MN and HL highlight further examples of ecargo bike logistics currently in operation, with DHL and FedEx in Edinburgh, as well as IKEA in Sweden.</p> <p>PB talks about I Bike project in Musselburgh which has placed an ecargo bike with Outdoor Learning. This is available to book. CM will look in to how details can be shared for this. PB also notes that training will be key and needs to be easily available. RK talks about I Bike moving to other areas in 2023 which may mean that an ecargo bike is available in the Prestonpans area.</p> <p>MH notes that there could be a lack of appetite for this outwith cycle groups, which may mean an uphill battle to get something going.</p>	CM
9.	<p>AOB</p> <p>MG has contacts with Network Rail and is happy to make introductions if useful when taking forward any active travel projects. CM will follow up with MG on this.</p> <p>MH asks for more information on I Bike. RK explains that this is a Sustrans project aimed at the promotion of walking, cycling and scooting in schools through training, resources and engagement activities. ELC have funded this project in Musselburgh schools for the last three years. Going forward in to 2023 it will become available to some schools in other parts of the county, based on SIMD data, with some ongoing support still offered for schools in Musselburgh. He is keen to hear from others how this project could link to local community organisations in locations such as Prestonpans, Tranent, Haddington and Dunbar. RK recognises that the name I Bike is not intuitive and notes that Sustrans are considering a change to brand in future.</p> <p>MH talks about designated roads as Safer Roads and asks if this can become a future agenda item. SMc agrees and feels that this also needs to link to local place plans. MN talks about the need for consistent definitions and criteria in order that this work doesn't just become aspirational. MN will prepare a note of the criteria that ELC are currently working to for the next forum meeting. MN also notes that Sustrans are co-ordinating and reviewing different Quiet Roads projects around Scotland.</p> <p>FC highlights that improved signage is needed on Blinwells route, linking to the Waggonway, Tranent and Elphinstone. CM will provide FC with a signage template to gain her thoughts on where signage would be appropriate.</p> <p>FC also raises the need for an improved coastal route between Port Seton and Aberlady. MN talks about how this could be upgraded as part of the John Muir Way. MN further notes a review under way for the de-classified section of NCN route there via Longniddy Dean, which is being considered for significant upgrades. PB confirms that Port Seton to Aberlady has been a key priority for Preston Seton Gosford Area Partnership as a key commuting corridor.</p> <p>FC asks where the Musselburgh Active Town route to Prestonpans will end. LH states that, while there are no detailed designs yet, it is likely to be the west of the town.</p> <p>SMc asks whether an open cycling event can take place in line with Clean Air Day, which takes place 15th June 2023. ELC staff will explore this.</p>	CM MN CM CM/RK
	<p>Date of next meeting</p> <p>The next meeting will take place on Wednesday 24th May 2-4pm. This will be an in-person meeting in Musselburgh or Haddington.</p>	