

EAST LoTHIAN CYCLE FORUM

Notes from meeting held on Wednesday 24th May 2023 Fisherrow Centre Musselburgh and Microsoft Teams

Present (in person):

Cllr Shona McIntosh (SMc) – Chair
 Chris Milne (CM) – ELC Sustainable Transport Officer (Note taker)
 Simon Law (SL) – ELC Project Manager Active Travel
 Richard Kerr (RK) – ELC Project Officer – Behaviour Change
 Mark Holling (MH) – Cycleforth
 Geoff Burns (GB) – Charles River Laboratories / North Berwick Coastal area
 Ian Malcolm (IM) – East Lothian Climate Action Network
 Brett Walker (BW) – North Berwick Coastal On the Move
 Gordon Webber (GW) – Cycling UK
 Gordon Hall (GH) – U3A
 Louise Hastie (LH) – Sustrans IBike Officer East Lothian
 Derek Williams (DW) – Musselburgh area active travel

Present (online):

Michael Naysmith (MN) – ELC Sustrans Embedded Officer
 Hanna Lundstrom (HL) – ELC Sustainability and Climate Change Officer
 Simon Bradshaw (SB) – Cycling Scotland
 Mark James (MJ) – Sustaining Dunbar
 Ian Pryde (IP) – Macmerry and Gladsmuir Community Council
 Ralph Averbuch (RA) – Pencaitland Community Council
 Fiona Crombie – Preston Seton Gosford area (*could not participate due to wifi connection at Fisherrow Centre*)

Apologies:

Cllr John McMillan, Tim Harding, Rhodri Thomas, Liz Hunter, Nick Morgan, Philippa Barber, Jill Mackay, Jenna Rhodes, Susanne Liddell, Mark Garner, Robert Lewis, Nicola McNeill, Blair Fletcher.

		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 25th January 2023 Meeting notes had been circulated prior to the meeting. These were accepted as an accurate record.</p>	
3.	<p>Matters Arising</p> <p>CM provides an update on Tomorrow’s Driver training events. These have been discussed by Road Safety officers within ELC. There would not be enough time to deliver events at beginning of next term, however those officers are considering what could be done in the meantime. They will remain in contact with City of Edinburgh Council to learn from their planned events.</p> <p>BW raises Compulsory Purchase Orders and asks whether there has been any relevant updates. CM mentions historic conversation with City of Edinburgh Council, reiterating that they are utilising a CPO for their West Edinburgh Link as a precautionary measure, given the complexity of the project and the number of landowners involved. BW asks whether contact details can be shared for CEC and CM confirms that he will look in to this.</p> <p>CM provides a brief update on progress developing assessment criteria for new capital active travel projects. A provisional list of criteria has been agreed based on feedback from the Cycle Forum and other internal stakeholders. These criteria will be tested as a way of scoring potential improvements in future.</p> <p>RA asks whether ELC are considering shared bike hangars. MN confirms that ELC are speaking to Cycling Scotland about this and may prepare an application to their Residential Cycle Storage fund. MJ notes that Dunbar have an interest in bike hangars.</p>	

	<p>RK provides an update on events and previous conversations around hosting something on Clean Air Day. This has been impacted by a lack of national decision on funding, including Smarter Choices Smarter Places, as well as staff capacity to deliver. However, there are provisional plans with partners to carry out led rides across all Area Partnerships, subject to SCSP funding being approved.</p> <p>BW asks RK to confirm that national commitments remain in place regarding future funding for active travel. RK notes that, while we are still waiting on a decision around revenue funding, he is not aware of Transport Scotland making any changes to those previous commitments.</p>	
<p>4.</p>	<p>Lining and signage at refuge islands</p> <p>CM summarises the current position – that ELC aim to adhere to a lining standard of two-thirds of the road width in any future work carried out by ELC engineers. This would also be shared with developers and contractors. It was suggested at a previous Cycle Forum meeting that 2m would be sufficient. This position is to be discussed and put to a vote by the Cycle Forum.</p> <p>MJ highlights the need for lining to be maintained, as well as reinstated where utilities providers have excavated the area.</p> <p>DW recommends a compromise – two-thirds of road width up to a maximum of 2m. GH emphasises the need for clear signage to accompany lining. MH asked for clear design standards. MH also requests that advanced stop and cycle green lights be brought to the agenda for the next meeting, having seen these in operation elsewhere. SM and CM agree that they will look in to this ahead of the next meeting.</p> <p>A minimum standard of 2m is agreed as a recommendation by the Cycle Forum.</p> <p>DW asks for improvements to be made where needed. CM asks Cycle Forum members to send details of any refuge islands needing improvement to ELC’s active travel team via activetravel@eastlothian.gov.uk.</p>	<p>SM / CM</p>
<p>5.</p>	<p>Quiet Roads update</p> <p>MN provides the following update:</p> <ul style="list-style-type: none"> • Phase 1 is approaching the first year of implementation. Follow-up traffic surveys will be undertaken to determine if signage has had any impact on the route. • Phase 2 has been approved in principle by Traffic Police. Detailed designs will be shared in order to make any adjustments before implementing the on-street scheme. • A Road Safety Audit of Stage 1 has been completed. The recommendations are being reviewed by the designer and will be included where required. • The non-prescribed signage application has been lodged with Transport Scotland, awaiting feedback. • The scheme will be implemented on-street with the support of an Experimental Traffic Regulation Order (ETRO) which will allow the scheme to go live quicker than the traditional TRO process. • The designer and ELC are currently agreeing a timetable for the ETRO. <p>MJ asks if signage can be larger and more frequent than in phase 1. MN confirms that in this case we would need to re-apply for new non-prescribed signage to Transport Scotland. MN also notes that Sustrans are involved in 17 of these projects nationally. The hope is that Transport Scotland will ultimately standardise much of what is required, including signage.</p> <p>MJ comments that 17 shows a significant national appetite.</p> <p>MN talks about Green Lanes in Jersey, which is well established and has a 15mph speed limit in place. Sustrans have a new appointment in the team who is trying to collate all of these examples elsewhere and take it up with Transport Scotland. The ideal outcome will be standardised designs that do not require separate non-prescribed applications in every case.</p> <p>BW notes that Gilsland to Kingston has been suggested as a new Quiet Roads pilot and asks if this can be discussed at the next Cycle Forum. MN suggests emailing this in to the active travel mailbox, for it to be considered alongside ELC Speed Limit Policy.</p>	

	<p>GB states that these projects would ideally support commuting to work, giving the example of Elphinstone to Tranent, which is currently 60mph. RK notes that ELC are currently looking at signage from Wallyford to Charles River and would like to chat about that path with GB. SM notes that the route in question would need to be lit to make it safer for users.</p> <p>MH asks if Cycle Forum can contribute to the new Local Development Plan. SM notes forthcoming public consultation. CM will circulate details.</p>	CM
<p>6.</p>	<p>Go eBike public hire scheme</p> <p>CM notes that this scheme, which had hire points at Brunton Hall, Musselburgh Rail Station and Eskmills, was closed by the operator, Bewegen, on May 19th. It will not re-open. ELC are exploring alternative options to improve access to bikes in future, but development and procurement of the same will require time and funding.</p> <p>GW points out that significant public subsidy is required for these schemes, which is why they are more likely to succeed in large cities, where subsidy can be achieved in part through corporate sponsorship and advertising.</p> <p>SM and LH state that any future scheme needs to see bikes go straight to those who need it.</p> <p>RA talks about the community-led scheme in Pencaitland and asks whether these types of scheme can fill the gaps, based on how easy they are to replicate at relatively low-cost, creating local expertise.</p> <p>DW asks if there is an opportunity to tie-in with employers on a ‘try before you buy’ basis. CM notes that Home Energy Scotland already offer this service to employers for free. SM talks about students who were given bikes and wondered whether this would be a good contact or speaker for future meetings.</p> <p>LH introduces herself and mentions that IBike can provide ebikes to teachers for trial. RK further summarises the IBike project, noting its focus on modal shift in schools. This will move from Musselburgh to a new model and selection of schools across the county, subject to SCSP funding being awarded. CM agrees to share LH IBike contact details, as below:</p> <p>Louise.Hastie@sustrans.org.uk</p>	
<p>7.</p>	<p>Segregated Active Travel Corridor (SATC)</p> <p>SL briefly outlines SATC as a recent strategic priority for ELC, providing a safer route that runs from Musselburgh to Dunbar, with further information available online here. SL also talks about the need for the SATC to have a more engaging name before public consultation begins.</p> <p>Phase 1 will focus on Dunbar, along the route of the A199 to Haddington, being easier from a design engineering perspective. AECOM have been appointed to do design, topographical surveys, public consultation and environmental study. This will recommend the best solutions and is expected to be completed by the end of 2023.</p> <p>MJ points out that the original report, noted above, uses the language ‘segregated where possible’. SL states that segregation may not always be possible. SM emphasises the need to carefully consider priority at junctions along the route.</p> <p>MJ, MH and IM all express concern that the scale of this project will take funding and attention away from other key projects elsewhere. MN notes that this has been discussed since 2016 and is a strategic priority within ELC’s Active Travel Plan. SM re-iterates that funding needs to cover both local and major strategic projects. MN talks about expected increases in capital funding from Transport Scotland, noting that they will want major schemes to be ‘shovel ready’.</p> <p>DW talks about how improvements leading in to towns will be successful if they are linking to further improvements within towns themselves, highlighting Musselburgh Active Toun as an example of this.</p> <p>GH asks SL if ELC have talked to Scottish Borders Council about the new Peebles to Leadburn path. This is a major piece of work, but not all cyclists are using it due to topography and layout at junctions. SL indicates that he will speak to AECOM about this. SL further notes that target groups for the SATC are families and commuters.</p>	

	<p>MH is concerned that this route will appeal to a limited number of people due to distances involved, indicated that better bus services should be a key focus. MH further notes his concern that not all stretches of this route will be pleasant to cycle on, being so close to a 60mph road.</p>	
8.	<p>eCargo bikes</p> <p>CM provides a brief update on ELC's progress. 3 eCargo trikes have been ordered from XYZ Cargo, with the first of those delivered in mid-May. The next two will be delivered in June. Recommendations from Low Impact Living's Scoping Report will be reviewed before next steps are planned, although it is likely that the initial focus will be on raising awareness and testing different use cases in 2-3 towns.</p> <p>IM says that these would be ideal for families, although CM notes that this might not be part of phase 1. SM highlights that Porty bikes in Portobello already offer something similar to families, which is well received.</p>	
9.	<p>Input to Climate Change Strategy</p> <p>SM notes that there is not sufficient time to cover this topic, so it will be moved to the next Cycle Forum meeting in August.</p>	
10.	<p>Any other business</p> <p>GW provides an update in Cycling UK funding, noting that they are on a diminished programme due to reductions in revenue funding. Shift and SCRS are no longer funded. GW's new focus will be on ebike access projects, delivered through community organisations and focussed on people on low-income. GW will provide further details to CM and RK when available.</p> <p>SM notes that West Lothian will be opening their new cycle circuit on Saturday 27th May.</p> <p>RA talks to earlier item on SATC and emphasises that paths which are next to 60mph roads with inadequate grass verges as separation will lead to certain groups, such as families and older people, being less likely to use the route.</p>	GW
	<p>Date of next meeting</p> <p>The next meeting will be online only via Microsoft Teams, 2-4pm on Thursday 31st August.</p>	

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