

EAST LoTHIAN CYCLE FORUM

Notes from meeting held on Friday 29th August 2025

13.30 – 15.30

ELC Outdoor Learning, Unit 3 - Musselburgh Racecourse Complex

Balcarres Road

Musselburgh

EH21 7SR

Present:

Cllr Shona McIntosh (SMc) – Chair

Chris Milne (CM) – ELC Active Travel Infrastructure Officer (Note taker)

Nick Morgan (NM) – ELC Access Officer

Richard Kerr (RK) – ELC Active Travel Behaviour Change Projects Officer

Brett Walker (BW) – North Berwick Coastal On the Move

Beth Harley-Jepson (BHJ) – SEStran

Steve Wands (SW) – ELC Club & Community Sports Development Officer

Angie Kinghorn (AK) – Cycling UK Development Officer East Lothian

Mark Holling (MH) – Cycleforth / North Berwick area

Derek Williams (DW) – Musselburgh Area Partnership Active Travel sub-group

Geoff Burns (GB) – Charles River Laboratories / North Berwick area

Rhodri Thomas (RT) – Sustrans

Ralph Averbuch (RA) – Association of East Lothian Community Councils / Pencaitland area

Neil McMillan (NMc) – Pencaitland Community Council

Guy Johnson (GJ) – Spokes

Cheyne Hamm (CH) – ELC Sustainability and Climate Change Officer

Gillian McNeill (GMc) – In Tandem East Lothian

Shona Black (SB) – In Tandem East Lothian

Mark James (MJ) – Sustaining Dunbar

Alastair Seagrott (AS)

Apologies:

Gary Brown, Stephen Phair, Evelyn Philp, Simon Bradshaw, Gordon Webber, John McMillan, Tim Harding, Paul Ince, Louise Hastie, Philippa Barber, Simon Law, Martyn Pegg, Nicola McNeill, Fiona Crombie, Douglas Kirkham (DK).

Item		Action
1.	Welcome & Apologies Councillor McIntosh welcomed everyone to the meeting. Apologies were noted. Project updates were issued ahead of the meeting and can be found here .	
2.	Notes of Previous Meeting held on 7th May 2025 Meeting notes had been circulated prior to the meeting. These were accepted as an accurate record.	
3.	Matters Arising SMc asks for an update on actions recorded at the 7 th May meeting: <ul style="list-style-type: none">• Signage for cyclists at Dirleton / A198<ul style="list-style-type: none">◦ CM notes the need to talk to Archerfield Estate. Staff at ELC are very busy, but this will be explored going forward.• Responsiveness of pedestrian crossings in Haddington town centre.	

	<ul style="list-style-type: none"> ○ CM is looking to discuss this with colleagues in Roads Engineering. • Social Work Justice – cycling project <ul style="list-style-type: none"> ○ CM has contacted Stephen Phair and is waiting to hear whether this project will be restarting. • Dalkeith Country Park access points. <ul style="list-style-type: none"> ○ Further information in the August Project updates document. • Cycle counters around East Lothian. <ul style="list-style-type: none"> ○ CM confirms that ELC are planning a piece of work which will look at this over the coming months. • Local Access Forum Note on LDP2. <ul style="list-style-type: none"> ○ On the agenda for this meeting. • Volunteer cycle and traffic counts. <ul style="list-style-type: none"> ○ On the agenda for this meeting. • AK to send cargo bike info over to DW. <ul style="list-style-type: none"> ○ AK confirms that this has happened. • Update on Festival of Cycling. <ul style="list-style-type: none"> ○ RK feels this was very successful and refers to some of the programme highlights, including the event at Ormiston Park, all delivered under the banner of the Edinburgh Festival of Cycling. Support from Cycling UK and In Tandem East Lothian was very valuable, with In Tandem East Lothian recruiting a new pilot because of the festival. ELC will be looking to do something similar again in 2026. <p>RA talks about surface improvements on the Railway Path at the crossing of the A6093 near Pencaitland, with one unexpected consequence being that part of this surface, a short slope before the road on the north side, became slippery in frosty weather. Is anything being done to attend to this? CM and RT note that a grit bin had been added and that ELC and Sustrans are exploring whether a High Friction Surface can be laid to provide better grip.</p> <p>BW asked for an update on potential cycle storage improvements at North Berwick Rail Station. CM confirms that he has issued a proposed to Scotrail, which incorporates input from North Berwick In Bloom, however there has been no response. Key Scotrail staff have been absent from work, which is likely to explain the delay and ELC expect to hear something soon.</p> <p>BW highlights the potential for Sustaining North Berwick hiring out cargo bikes, but that there are concerns about no cover being in place at the point of hire. RK notes that this is standard, as the bikes become a third-party responsibility at this point. Common practice would be that this is made clear to the borrowers. AK confirms that Cycling UK Members would be covered in this scenario. RA and NMc talk about the Pencaitland cycle hire scheme, where borrowers sign a form on borrowing the bikes which recommends that they check their own insurance policy, signposting to Cycling UK. NMc confirms that this form can be shared with Sustaining North Berwick.</p> <p>MJ asks if there is any potential for covered cycle storage at Dunbar Rail Station. CM notes this and will raise it with Scotrail.</p>	<p>RA / NMc</p> <p>CM</p>
4.	<p>Volunteer cycle and traffic counts</p> <p>GJ outlines how Spokes carry out volunteer traffic counts, which have been undertaken on Lothian Road and Forrest Road for nearly 20 years, running in both directions at each location. The first Spokes counts were carried out in 1978 around the Meadows. The purpose of the counts is to show trends, with the data that is gathered used by City of Edinburgh Council (CEC).</p>	

	<p>Counts are always carried out on the 2nd Tuesdays of November and May, at 08:00 then 12:30 for 1 hour, divided into 4 x 15-minute sections. One volunteer in each direction will count cyclists, with another counting commercial vehicles and a final volunteer counting cars, noting whether they are single occupancy. Spokes have learned that it is also worth recording the weather alongside each count.</p> <p>Volunteers are mainly recruited through the Annual Spokes Renewal Forum, which asks people if they want to support this work. Counts are organised well in advance to ensure volunteer availability.</p> <p>GB asks what CEC do with the data. GJ – it is raised in Spokes and CEC meetings. CEC does have plans for improvement at both Forrest Road and Lothian Road, with the Spokes counts likely to have contributed to those decisions.</p> <p>SMc asks what Spokes do with the data. GJ – it is used to demonstrate changes in cycling rates and vehicle use in Spokes communications.</p> <p>CH asks if there is any scope to work with CEC on pre / post intervention counts. GJ – doesn't know, but this would be a positive development.</p> <p>DW notes that part of the stimulus for this particular agenda item was the Musselburgh Active Toun (MAT) project. RT – Sustrans would do pre and post intervention surveys using automated counters or sensors, which can do all modes under 45mph. Transport Scotland would expect similar as part of any funding for MAT.</p> <p>RA talks about timing as an important factor when any counts are done. Arterial routes, such as railway paths, are important, with huge numbers of leisure cyclists enjoying these at the weekends. AS agrees as a regular leisure cyclist who talks to others – high numbers of people come from out of the county on weekends.</p> <p>GB asks if Spokes volunteers differentiate ebikes. GJ – ebikes are not currently counted separately.</p>	
5.	<p>Pump Track development and engagement</p> <p>SW presents on the development of Pump Tracks in East Lothian and starts by noting the high level of return on investment that they can offer. A video showing the opening of the Ormiston Pump Track is played - https://www.youtube.com/watch?v=tdb7A4V9wlo.</p> <p>Pump Tracks are asphalt looping tracks for biking, skating and scooting with a lifespan of approximately 12-15 years. They are recognised for their potential to support the health, wellbeing and social cohesion of the communities in which they are based.</p> <p>SW met with David Evans, UK Trails Project Manager for Developing Mountain Biking in Scotland (DMBinS) to discuss how data can be used to develop mountain biking. David sees Pump Tracks as an important behavioural change vehicle, using adventure to develop safe place and confidence on two wheels.</p> <p>The aim is to deliver six new Pump Tracks, one for each principal town across East Lothian. These will be free-to-use facilities, designed to offer a safe, inclusive and accessible space. There is also a desire to create Cycle Hubs and Networks around each Pump Track, in partnership with Scottish Cycling and community organisations. Part of the vision is also to create destination parks, which would</p>	

	<p>combine facilities such as Pump Tracks, play parks, basketball courts and picnic areas.</p> <p>While these will primarily be community facilities, they will also be linked to elite sport, with SW making the point that Sir Chris Hoy started on a BMX. Creating a network of tracks will provide a competitive opportunity for Inter School and Club competitions.</p> <p>In addition to the health and wellbeing benefits of Pump Tracks, there are also potential 3rd sector or economic benefits where partnerships can be formed with local bike shops, charities and community groups. A guide has been established for community organisations wishing to deliver these types of improvements, which can be found at: https://www.eastlothian.gov.uk/info/210694/play_areas/12838/play_provision/3.</p> <p>Works delivered to date have been possible due to a range of partners, funders and community collaborators. However, there is currently a funding shortfall, equivalent to the cost of 2 Pump Tracks, which ELC are working to reduce.</p> <p>RA talks about this being a generation of digital kids, with higher levels of sedentary behaviour. Anything that can be done to encourage self-directed physical activity is really important and should very much be welcomed. RA asks about the timeline for delivery. SW says that Ormiston and North Berwick are completed, with Dunbar well under way. Musselburgh is in planning for Musselburgh East Community Learning Centre, which would mean that many additional facilities are already on site. It is normally 3 years per site from concept to delivery.</p> <p>AS notes that Pump Tracks will introduce kids to travelling to venues independently. SW and RK talk about the recent Festival of Cycling event, where kids travelled from Dalkeith to Ormiston in order to attend.</p> <p>GB asks how much these facilities cost to build. SW – they are often bespoke and can be anywhere from £100k to £280k. Ormiston was £90k 7 years ago, while current sites under development will be in region of £120k to £170k.</p> <p>DW asks for more information on the proposed Musselburgh site. SW confirms that funding is in place, but it does not yet have planning approval, with some further points to be addressed.</p>	
6.	<p>Local Access Forum LDP note</p> <p>NM provides an overview of discussions that the Local Access Forum (LAF) have held regarding LDP2.</p> <p>The LAF wants to see infrastructure developed from the start with new developments. The current LDP has policies to protect the existing active travel and core path networks and to develop and enhance the cycle route network. However, there is no requirement for developers to provide paths connecting to their developments. This has resulted in situations where new developments are left with no path links to neighbouring communities.</p> <p>Where planning conditions have been in place for a path to be built, or upgraded on neighbouring land, developers have claimed that they have been unable to deliver this because they couldn't get agreement from the neighbouring landowner. Many housing developments have been built on land adjacent to settlements where people have traditionally walked. The loss of these informal paths and areas of</p>	

	<p>green space has not been considered when planning applications have been submitted.</p> <p>The LAF have discussed a note suggesting that LDP2 has robust policies requiring developers to build paths within their developments, connecting to and from the local community and destinations such as schools, shops and parks. This also references the difference between active travel routes and less-formal paths, suggesting that both of these should both be referred to in LDP policy.</p> <p>Also included within this draft LAF note:</p> <ul style="list-style-type: none"> • LDP2 should state that the Council intends to increase the core paths network, not just protect the existing network. Developers should be encouraged to propose additional core paths through their developments and connecting into the network. • Developers should be required to demonstrate that they have considered how residents would walk to schools and other places of interest, understanding that it is important to encourage walking over car use. • Developers should be required to negotiate with neighbouring landowners to ensure that paths can be built across third-party land to provide links to local amenities. <p>DW asks if LDP should identify current or potential gaps in the path network. NM – this is often on 3rd party land, which ELC has no control over.</p> <p>NM notes that Planning expect to carry out further consultation on LDP2. SMc - it would be interesting to hear Cycle Forum members views on the above. Any comments should be sent to SMc and CM, who will discuss with NM how these can be considered alongside the LAF note.</p> <p>CH expects there to be a Call for Ideas phase, which may be timed when the next Cycle Forum is due to take place. There will then be a proposed plan next year. ELC will look into whether the next Cycle Forum can be co-ordinated with the Call for Ideas.</p> <p>BW thinks it would be useful for members to see the statutory timeframe associated with LDP2. CH will request this from Planners.</p> <p>RT notes that it is normally a 4-year process, which should include a mailing list, allowing people to receive updates.</p> <p>MH is very pleased to hear about the LAF note and sees this as a positive step towards future improvement.</p> <p>SMc talks briefly about NPF4, which contains strong policy support for paths and active travel.</p> <p>MJ confirms that he and BW provide cycling representation on the LAF.</p>	<p>All</p> <p>ELC</p> <p>CH</p>
7.	<p>ELC projects updates</p> <p>Noting the lack of time CM agrees to skip this update, but provide a note in the Minutes of the Meeting, as follows:</p> <ul style="list-style-type: none"> • Prestonpans to Levenhall project – while generally well-received, there were significant concerns about the Levenhall section of this concept design. Two 	

	<p>alternative designs will be going back out for consultation in the coming months.</p> <ul style="list-style-type: none"> • Wallyford Toll roundabout active travel improvements – construction funding has been awarded by Transport Scotland. Works have yet to be confirmed but could take place between November and March. • Cemetery Park (Prestonpans) path improvements – initial design drawings can be viewed at the project webpage, highlighting a range of extra potential improvements including tree planting, seating and wildflower planting, to rejuvenate the park area. Phase 1 of path improvement works is likely to begin before March. • Coastal feasibility study – CM notes that there is not currently grant funding to commission these works, however ELC and Sustrans are discussing whether there is scope to collaborate on an initial desk-based feasibility exercise, looking at potential alignments for the route. 	
8.	<p>AOB</p> <p>SMc wants to place on record thanks to Niall Deans for his time at ELC. Niall has moved on as the Sustrans Embedded Officer. CM confirms that Transport Scotland funding for this role will end in March 2026, however Sustrans are in the process of recruiting a short-term replacement for the role in East Lothian.</p> <p>MJ flags up the recent active travel improvements at East Linton, which are a positive for cyclists. AS feels that signage could be improved. RT agrees that he will look at this.</p> <p>MH raises an issue around the perception of cyclists and how those are being covered by the media, particularly where those comments don't distinguish clearly enough between e-bikes and e-scooters. This came up in a recent East Lothian Courier article, which included comments from a local MP. MH notes that anything electrically powered is often referred to as 'an e-bike', but in many cases this is not what is being used, so some follow-up by the Cycle Forum would be helpful. CM wonders whether this could be raised at ELC's Road Safety Working Group, membership of which includes Police Scotland and Elected Members. It could also be flagged to ELC's Comms team, should there be any future press coverage in this area. SMc considers whether it would be appropriate to issue a letter to the East Lothian Courier. MJ talks about this being an opportunity to invite people using the wrong terminology to Cycling UK's e-bike sessions. AK talks about the work that Cycling UK have been doing to campaign on this issue nationally.</p> <p>Monica Scigliano, Senior Policy Officer at Cycling UK, appeared on BBC Breakfast to talk about e-cycles vs motorbikes, couriers and cycle safety. Monica acknowledged the issues that we face with cycling courier behaviour and how cyclists, and the companies that employ them, have a responsibility to ensure pedestrians are able to get around safely. She pointed to three things that would help:</p> <p>Personal responsibility Safer street design Employer responsibility</p> <p>The BBC piece was a balanced story that took into account views from the Courier Workers Union, the National Federation for the Blind, City of London Police and the general public. Cycling UK has seen first-hand the difference that e-bikes have made to people's lives, helping them to save money on shorter journeys, supporting people with restricted mobility to continue cycling and providing</p>	RT

	<p>communities with an easy and accessible way of living healthier, happier and better-connected lives.</p> <p>Cycling UK have also produced guidance on legal e-bikes: https://www.cyclinguk.org/cycling-advice/type-cycling/e-bikes, as well as an article on e-bikes and the law: https://www.cyclinguk.org/article/electric-cycles-and-law-what-you-need-know.</p> <p>MH highlights the tragic case of a child cycling to school in Edinburgh. RK talks about training that refuse vehicle drivers have received here, delivered by ELC Outdoor Learning. ELC should consider whether more is done to publicise that this has taken place. CH talks about pulling together communications for Climate Week. RK and CH will discuss whether a potential Safe Routes to School communication could be included. RT talks about HGV training in London, which has been delivered in response to similar incidents.</p> <p>MH notes that the Drem to Gullane campaign have sent a letter to the Leader of East Lothian Council.</p> <p>AS highlights that the advisory cycle lane markings from Haddington to Tranent have faded. CM will note this and explore whether those can be improved.</p> <p>RA refers to recent news regarding a dockless public hire cycle scheme coming back to Edinburgh. Do ELC have any plans to talk to the same provider? RK says that ELC are maintaining a watching brief at this stage.</p> <p>MJ notes that Cycling Without Age now have a Dunbar chapter after local community fundraising efforts.</p> <p>In advance of the meeting DK raised Inveresk Road in Musselburgh, where there are currently barriers across the area where two sections of road meet. This creates a restricted view and tight turn. Can anything be done to improve this? CM will add it to ELC's list of potential future projects, updating DK and the Cycle Forum going forward.</p>	<p>CH & RK</p> <p>CM</p> <p>CM</p>
9.	<p>Date of next meeting</p> <p>The next meeting of the Cycle Forum will take place on Wednesday 26th November 2 – 4 pm on Microsoft Teams.</p>	

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Roads and Street Lighting Helpline – 01875 824305