

## EAST LoTHIAN CYCLE FORUM

Notes from meeting held on Thursday 30<sup>th</sup> November 2023

16.30 – 18.30

John Muir House, Haddington and Microsoft Teams

### Present:

Cllr Shona McIntosh (SMc) – Chair  
Chris Milne (CM) – ELC Sustainable Transport Officer – Active Travel Infrastructure (Note taker)  
Simon Law (SL) – ELC Project Officer Active Travel infrastructure  
Richard Kerr (RK) – ELC Project Officer Active Travel  
Liz Hunter (LH) – ELC Senior Roads Officer - Musselburgh Active Toun  
Michael Naymsith (MN) – ELC Sustrans Embedded Officer  
Mark Holling (MH) – Cycleforth  
Brett Walker (BW) – North Berwick Coastal On the Move  
Derek Williams (DW) – Musselburgh area active travel  
Mark James (MJ) – Sustaining Dunbar  
Philippa Barber (PB) – ELC Associate Instructor Outdoor Learning / Bikeability Scotland lead  
Lucia Santana (LS) – Love to Ride  
Nick Morgan (NM) – ELC Access Officer  
Rhodri Thomas (RT) – Sustrans  
Nicola McNeill (NMc) – Member Longniddry area  
Paul Matthews (PM) – AECOM  
Joe Nicholas (JN) – AECOM  
Conor Price (CP) – Project Manager Musselburgh Flood Protection Scheme  
Rachael Warrington (RW) – Stakeholder Manager Musselburgh Flood Protection Scheme  
Martyn Pegg (MP) – ELC Outdoor Education Teacher  
Ralph Averbuch (RA) – Member Pencaitland area  
Beth Harley-Jepson (BHJ) – SEStran  
Charlie Wood (CW) – Spokes

### Apologies:

John McMillan, Gordon Hall, Tim Harding, Fiona Brewster, Fay Stanton, Gordon Webber, Louise Hastie, Hanna Lundstrom, Jill Mackay

		Action
1.	<b>Welcome &amp; Apologies</b> Councillor McIntosh welcomed everyone to the meeting. Apologies were noted.	
2.	<b>Notes of Previous Meeting held on 31<sup>st</sup> August 2023</b> Meeting notes had been circulated prior to the meeting. These were accepted as an accurate record.	
3.	<b>Matters Arising</b>  <b>SMc</b> asks for an update on residential bike hangars, noting that ELC were planning to submit an initial funding application to Cycling Scotland. <b>CM</b> confirms that an application was not submitted and that there is no further update on plans to progress with a pilot.  <b>BW</b> talks about ongoing discussion with MN regarding plans for a Quiet Way between Gilsland and Kingston. This will be put forward to Gullane Community Council for approval.  <b>BW</b> asks if there is an update on discussion with Wemyss & March regarding improved connections between Aberlady and Longniddry. <b>MN</b> confirmed that a meeting had just taken place with approval granted to proceed with a feasibility study.  <b>CM</b> talks about work noted in the Project Updates document related to an Active Travel Network Action Plan for East Lothian. This is a stand-alone piece of work designed to collate priorities from various other works carried out over the last 10 years, which will be prioritised in one short action plan for delivery alongside estimated costs. ELC expect Ethos Consultant's to talk to this item at the next meeting in February.	

**CM** noted the previous update in August regarding levels of funding from Transport Scotland. Funding allocations have not yet been communicated to ELC for the financial year 2024/25, but officers hope that this information will be available by the date of the next Cycle Forum in February.

#### 4. **Advanced Stop Lines (ASL's)**

**MH** introduces his paper and asks if Cycle Forum members could confirm how they want ASL's to appear in future.

**CM** confirms that there is no formal policy however the general approach is for ELC to provide these only where a filter lane is possible. **DW** talks about a decision taken a few years ago, where ASL's were not put back in place in the Musselburgh area, due to there being insufficient space for a filter lane. **MJ** notes that while it was required there is no longer an absolute requirement for a filter lane. **MJ** further shares Cycling Embassy guidance on this topic: <https://www.cycling-embassy.org.uk/wiki/advanced-stop-lines>.

**MH** feels that ASL's are much safer if a filter lane can be provided. He also notes that new junctions in North Berwick did not provide filter lanes despite his assessment that there was sufficient width.

**PI** states that he will generally sit within traffic unless a filter lane is in place. He notes that confidence will have an impact and only the more confident cyclists will use an ASL where there is no filter lane.

**MN** talks about cycle training where the correct approach is to take a central position while in traffic. He notes that ASL's offer a lack of physical protection from traffic.

**DW** thinks that ASL's can help with positioning when approaching a filter lane.

**MN** posts a screenshot in the chat showing how Cycling by Design recommends ASL's are aligned, including those with filter lanes:



**PB** feels that ASL's are progressive and that it's important to allow cyclists to move off in advance at signals.

**PM** talks about his experience of delivering Early Release junctions in Edinburgh, which use a combination of road layout and priority signals to let cyclists move off early. These have the same disadvantages as ASL's, with a lack of physical protection and any ASL space only being as good as filter lanes leading into it. However, **PM** does note that ASL's help improve visibility and raise awareness of the presence of cyclists.

**SMc** talks about enforcement and the need for Police Scotland involvement where vehicles encroach in to ASL's.

**MH** emphasises that he would like to see an agreed and consistent standard for ASL's in East Lothian, including how they are coloured. **MN** notes that any colours need to meet Transport Scotland standards, with potential options including standard paintwork and red chips mixed in with tarmac.

**CP** highlights significant cost implications depending on the option chosen, noting City of Edinburgh Council experience of using colouring on Bitumen, which broke up very quickly. There is also potential for deterioration of assets with options like this, which creates a safety hazard. **CP** further notes that not having lining at all can influence road vehicle speeds and driver behaviours. **RK** talks about a current ELC pilot based on research by Professor Adrian Davis, which will see centre line removal at 6 sites across the county. Progress will be reported on at future Cycle Forum's. **MJ** asks whether those pilot locations are urban or rural. **RK** responds to say that this work will generally focus on areas where the legal speed is 20-30mph as the research shows these are most likely to be beneficial on behaviour. As it is hard to find suitable 30mph areas these pilot locations will be 20mph areas around towns.

**RA** talks about a recent meeting to discuss Local Place Plan for Pencaitland. Conversations there highlighted that people want to see more bike use, but that they do not want to share space with traffic. Attendees highlighted that this is why local kids are not cycling to High School. **SMc** notes that she has received similar feedback from constituents in Musselburgh.

**CM** confirms that ELC will formally follow up on this discussion. Any suggestions for where ASL's should be added or improved can be sent in to the active travel team, however ELC cannot make any commitments on when those would be acted on.

**CM / ELC**

**PB** references traffic lights not being triggered by cyclists and new development designs for active travel routes, asking that these be clarified by ELC.

**ELC**

**5. Musselburgh Active Toun (MAT) update**

**PM** talked to his presentation on the Musselburgh Active Toun project, starting with an overview of the strategic routes as shown below.



**PM** notes that Route 4 is at an early stage of development while 6 is at the concept design stage. Preferred proposals have been developed for Routes 1, 2, 3 & 5 and are being progressed to detailed design. On Route 5, connections to the south are being led by developers. **PM** further highlights the rationale and benefits of working together with the Musselburgh Flood Protection Scheme (MFPS) in progressing detailed designs for Route 3 and the northern section of Route 5.

**PM** confirms that the network objectives for this project are:

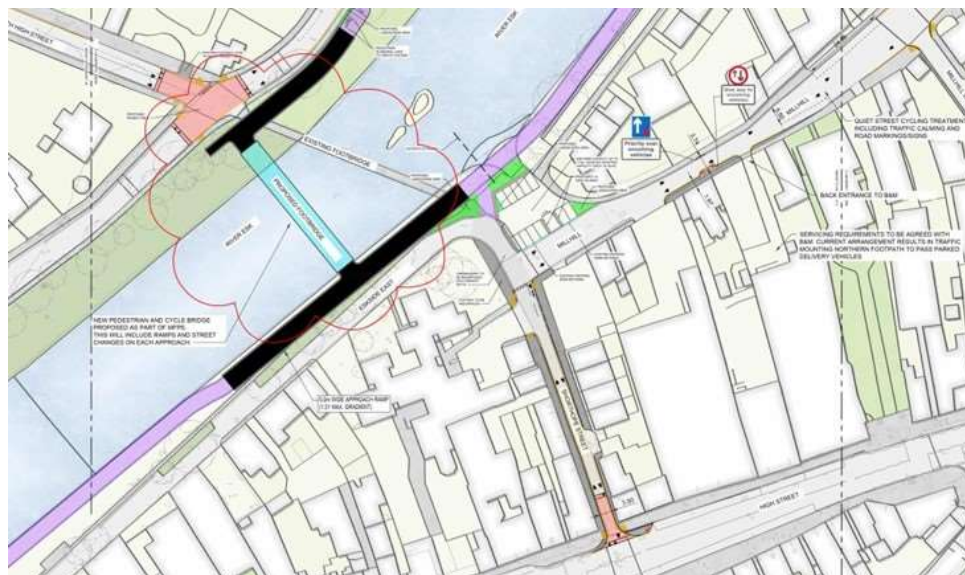
1. An enhanced environment with great public spaces for all.
2. A high quality, safe and accessible walking, wheeling and cycling network.
3. An enhanced local economy, including tourism.
4. Sustainable growth of Musselburgh's transport network for the future.
5. Community-led decision making.
6. Improved equality of choices for those living, working and studying in Musselburgh.
7. Improved health and wellbeing for those living, working and studying in Musselburgh.

The updated project timeline was presented:

November – December 2023	<b>MAT</b> Consultation on detailed design for Routes 1, 2 and 5 as well as concept design for Routes 4 and 6.
January 2024	<b>MFPS</b> The project team will present the finalised outline design to Council and seek approval to advance to Stage 5 when the proposed scheme will be published.
April - May 2024	<b>MAT</b> development of detailed design tender package for Routes 1, 2 and 5.

May – September 2024	<b>MAT</b> completion of concept design and detailed design package for Routes 4 and 6.
April – May 2025	<b>MAT</b> construction contracts awarded for all routes.
March 2026	<b>MAT</b> construction commences on all routes.

The key features of the developed design for Route 1 were presented as:



- North High Street - quiet street active travel route with traffic calming and contraflow cycling.
- Shorthope Street - traffic restrictions, traffic calming and contraflow cycling.
- Millhill & Kerr Wynd - quiet street active travel route with traffic calming

Route 2 was presented as:



- New Street & Millhill - quiet street active travel route with traffic calming.
- Electric Bridge replacement proposed to be provided through the MFPS.
- Linkfield Road - segregated cycle track, continuous footways and new signalised pedestrian crossings.

- Haddington Road - segregated cycle track and new pedestrian crossings (incl. Levenhall roundabout).
- The western extent of this route, at Edinburgh Road, is still under development and will be shared in early 2024.

Route 5 was presented as:



- New junction configuration at QMU/Musselburgh Station to improve safety of people walking and cycling.
- Stoneybank Terrace - quiet street active travel route with traffic calming, placemaking and pedestrian improvements.
- Monktonhall Terrace - new signalised junction and crossings for people walking and cycling.
- Stoneybank Crescent - traffic calming and bus gate restriction to address issues with rat-running vehicles.

Route 6 will connect Musselburgh to Newcraighall Station and beyond into Edinburgh. This will link key destinations including Fisherrow Harbour, Newhailes, Industrial sites and onward into Fort Kinnaird. Two initial design options have been developed. These are: Option A - two-way cycle track on north side of Newhailes Road; Option B - one-way cycle tracks on both sides of Newhailes Road.

The online Storymap site allows people to view proposals and leave comments on the interactive maps: <https://storymaps.arcgis.com/stories/5057159838054a1cba6ada53ceadda36>

The online survey for Route 6 can be found at the following link: [Musselburgh Active Town \(snapsurveys.com\)](https://snapsurveys.com).

Comments can also be emailed to [musselburgh.uki@aecom.com](mailto:musselburgh.uki@aecom.com).

**CP** gives an update on MFPS, which is slightly ahead on delivery compared to MAT. A decision was taken in 2020 to work with MAT and provide some active travel improvements as part of MFPS for routes 3 and 5. This will ensure efficiency, less disruption and consistency on standards. MFPS and MAT need to replace some bridges, but from different perspectives. A similar combining of projects is happening elsewhere including Hawick.

Designs are being revised after public consultation. The January meeting of ELC Councillors will see updated designs.

The most significant MFPS investment will go into Ash Lagoons seawall, at which point active travel infrastructure will follow.

All info is available on [MFPS website](#), including 3D animations.

**RA** highlights Broughty Ferry as a great example of aesthetically pleasing and quality design. It's important to join up and ensure efficiency. Martin Hayward is looking at a local heat network for East

Lothian and RA asks if this will be joined up with other projects. **CP** is keen to extract the best parts from Broughty Ferry for Musselburgh and notes that his team are sighted on heat networks and have met Martin, but there is a time disconnect between projects. **RK** mentions discussions that have already taken place between Martin and ELC active travel team around major projects. **SL** talks about the Active Freeway being in a similar position with timescales not aligned, but keen to work together in future if it is possible.

**DW** appreciates regular consultation and opportunities to comment. It's great to be able to scrutinise detailed plans. He is mindful of cycling infrastructure being viewed as a 'war on motorists' and emphasises that these works are not anti-car – they are for the benefit of the people of Musselburgh. **DW** further appreciates good design standards being established for pedestrians and cyclists and hopes that this will raise standards elsewhere.

**SMc** emphasises that it is important for users from all parts of the county to complete the MAT survey and strongly encourages Cycle Forum members to do so.

**6. Cross East Lothian Active Freeway**

**PM** talked to his presentation on the Cross East Lothian Active Freeway project, highlighting the extent of the current study corridor, as below.

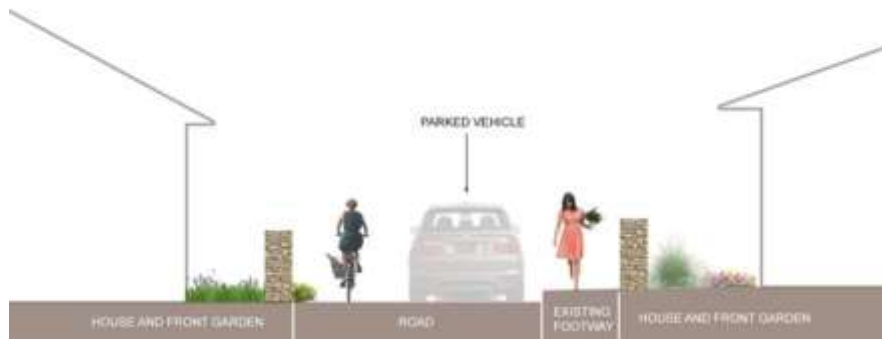


Proposed characteristics for each section are as follows.

1. Active travel routes out with residential areas, being a shared use path that is at least 2.5m with a 1m buffer:



2. Active travel routes through residential areas. These will generally be a shared use path of at least 2.4m with a 1m buffer (first image), with exception of Lauder Place in East Linton where land constraints mean that cyclists will be directed to use the carriageway (second image). The speed limit on Lauder Place is 20mph.



3. Off road active travel route, which will generally follow the standard of a shared use path of at least 2.5m width alongside a boundary fence. Some of these sections are subject to landowner agreement.



There are proposals to make improvements at junctions across the corridor to make it easier and safer for people to walk, wheel and cycle. Junction improvements can be split into the following:

- Large junctions: here it is proposed that junctions are narrowed to provide a shorter crossing, with the path offset away from the junction.
- Small junctions: proposals include crossings that are provided in line with the junction, with tactile paving and dropped kerbs; or a raised table crossing arrangement, reinforcing the priority for walkers, wheelers and cyclists over vehicles.
- Farm or driveway access: where it is proposed that users will continue along a continuous footway, with dropped kerbs provided for vehicle access. This reflects the existing arrangement for these types of access.

There are further proposals to make improvements where there are 'pairs' of bus stops (where bus stops are located across from one another on the northern and southern side of the carriageway). Where possible at these locations dropped kerbs are proposed between the two sides of the carriageway to allow safer and easier crossing. Additionally, improved waiting areas with hardstanding may be provided where there is currently just a grass verge. Shelters may also be added in some locations.

Due to the type of infrastructure proposed at some locations, it is necessary to reduce the speed limit at these sections so that the buffer strip width between the carriageway and the proposed path is suitable. A reduction in the speed limit to 40mph may be appropriate on other sections to make the route more consistent, for example where a section of National Speed Limit road sits between two sections of road with a speed limit of 40mph. The following maps were provided with initial proposals for speed limits:



Feedback can be provided via an online survey, which is available until 11:59pm on Thursday 21st December. This can be accessed at the following link: <https://online1.snapsurveys.com/Active-Freeway>

Comments can be left on an interactive map. Please note that any comments left on the map will be publicly visible: <https://experience.arcgis.com/experience/83087d95fb904fd3b5fd78a0778fdcea/>

Feedback can also be provided by contacting the study team at [SATCDunbarToTranent@aecom.com](mailto:SATCDunbarToTranent@aecom.com)

SL thanks PM and asks that members share details of the public consultation as widely as possible.

NMc comments that speed limits need to be consistent and that they need to be enforced otherwise actual speeds may not change significantly.

BW encourages work that will affect as few trees as possible, also noting that he thinks reduced speeds on the A199 may be favourable with residents in East Linton.

RA references enforcement on speed given Police Scotland resources and feels that our perspective on the potential impact there should be realistic. RA also feels that speed cameras could be an effective way of enforcing speed on routes like this.

NMc wants this work to ensure a safe way of turning right from the path on to side roads turning right off the A199, as she has had a couple of near misses doing this at present.



**7. Delivering active travel improvements**

CM talks to a presentation on timescales, processes and approximate costs that ELC currently work to on active travel projects. The key stages of major capital active travel projects are defined by ELC as:

- Options appraisal / feasibility study
- Concept Design
- Detailed Design
- Construction

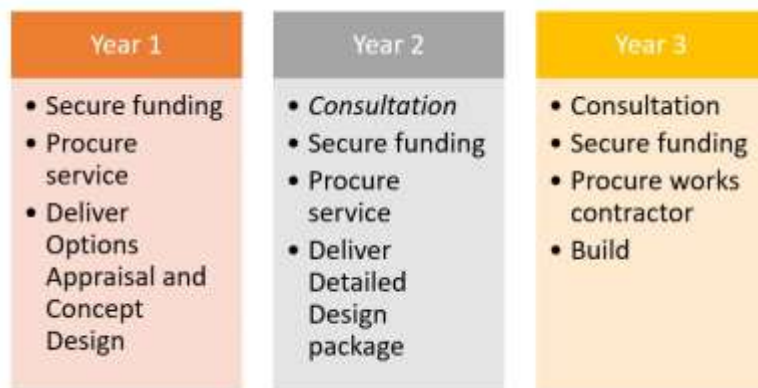
Not all projects will need to go through each stage.

Estimated timescales, which would apply to each individual stage above, are:

Step	Estimated timescale
Securing funding (after being identified as a priority for delivery)	1-12 months, depending on the source of funding
Procurement	3-6 months
Consultation / engagement (if required)	2-4 months
Deliverables	3-12 months

Other steps, such as legal processes and landowner discussions, can add significant time to a project if they are required.

An example was shown highlighting the approximate timeframe for delivery of a new active travel path from options appraisal through to construction:



Some approximate costs were highlighted to demonstrate the scale of investment potentially required for widespread improvements in future.



All major future works to improve active travel infrastructure will be assessed against the following criteria, to help ELC determine priorities:

Safety – what level of safety and segregation from road traffic can users expect?

	<p>Land ownership – what is the land ownership position on this proposal route?  Journey Type – what journey type will this route primarily support?  Potential use – what population will be served by this improvement (incl. residents and commuters)?  SIMD – which SIMD decile will be served by this improvement?  Public transport integration – will this project provide direct integration with public transport?  Coherence – does this project provide a coherent, intuitive route that is part of a wider network?  Directness – is this route at least as direct as the equivalent motor traffic journey?  Current scenario – does another safe, good quality, active travel corridor already exist that would support the same journey?  Equality and level of access – how will the quality of the route contribute to equality of access?  Level of support – is there clear evidence of community support for this project?  Project cost – what is the anticipated construction cost for this project?</p> <p>More detailed methodology for each of the above items will be shared separately.</p> <p><b>SMc</b> asks for clarity on how SIMD is applied. <b>CM</b> confirms that this reflects whether an improvement will serve people from the appropriate SIMD decile. It does not need to run directly through an area defined on the SIMD map.</p>	
<p><b>8.</b></p>	<p><b>Any other business</b></p> <p><b>MJ</b> is keen for an update on the Love to Ride project. <b>LS</b> highlights that December 1<sup>st</sup> is the launch of Winter Wheelers challenge, so Love to Ride are in the process of contacting workplaces and champions about this. <b>LS</b> is keen for Cycle Forum attendees to share details.</p> <p><b>SMc</b> talks about the InfraSisters ride on December 1<sup>st</sup>, with a feeder ride which is leaving from Musselburgh.</p> <p><b>MJ</b> asks about Active School Coordinators being involved in Love to Ride. <b>LS</b> notes the age of children that they can work with, which does not cover many of the children that will be involved with active schools, however she will look in to establishing this link with secondary schools, mentioning that GDPR plays a part in how involved schools may be.</p> <p><b>DW</b> refers back to earlier discussion about lining and signage at refuge islands and asks whether there has been a formal update based on view of Cycle Forum. <b>CM</b> confirms that there is no formal update at this stage, but that this is being pursued. <b>DW</b> wants to see a consistent standard applied and an agreed policy showing what this standard will mean in practice. <b>NMc</b> agrees with this. <b>CM</b> agrees that this will be followed up on.</p> <p><b>SL</b> talks briefly about the <a href="#">Jan Findlay Path Fund</a>, administered by Paths 4 All, which is proving to be a very good source of community funding for path projects. <b>ELC</b> can work with community groups on this fund, having done so successfully with Queen Margaret University this year.</p> <p><b>RA</b> asks what a raised table usually costs. <b>PM</b> talks to this and explains that it's not easy to give a clear answer as there are a number of variables that would affect the cost. As a general guide these could cost between £5,000 and £20,000 depending on the location.</p> <p><b>SMc</b> is keen to see the presentations shared, which <b>CM</b> agrees will happen when minutes are issued.</p>	<p><b>CM / ELC</b></p> <p><b>CM / ELC</b></p>
<p><b>9.</b></p>	<p><b>Date of next meeting</b></p> <p>The next meeting will be held on Microsoft Teams, 14.00 – 16.00 on Thursday 29<sup>th</sup> February 2024.</p>	

[activetravel@eastlothian.gov.uk](mailto:activetravel@eastlothian.gov.uk)

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