

## EAST LoTHIAN CYCLE FORUM


### Notes from MS Teams meeting held on Wednesday 21<sup>st</sup> September 2022

**Present:** Cllr Shona McIntosh (SMc) – Chair

Cllr John McMillan (JMc) – Provost, Cabinet Spokesperson Environment, Economic Development & Tourism  
 Chris Milne (CM) – ELC Sustainable Transport Officer (Note taker)  
 Mark Holling (MH) - Cycle Forth  
 Derek Williams (DW) – Musselburgh Area Partnership  
 Hanna Lundstrom (HL) – ELC Sustainability and Climate Change Officer  
 Philippa Barbour (PB) ELC Associate Instructor – Outdoor Learning  
 Grant Talac (GT) – ELC Senior Roads Officer  
 Michael Naysmith (MN) – ELC Sustrans Partnership Officer  
 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  
 Angus Rodney (AR) – Love to Ride Partnerships Manager - Scotland  
 Gordon Webber (GW) – Cycling UK Development Officer

**Apologies:**

Liz Hunter, Sally Harris, Tim Holling, Fiona Crombie (FC).

		Action
1.	<p><b>Welcome &amp; Apologies</b>                      Councillor McIntosh welcomed everyone to the meeting and all attendees gave brief introductions to their roles and interests.</p>	
2.	<p><b>Notes of Previous Meeting held on 27<sup>th</sup> June 2022</b>                      Meeting notes had been circulated prior to the meeting.                      FC emailed to note that references to Cockenzie Farm under AOB should actually be Seton Mains Farm and that the area in question should be referred to as ‘the section of path connecting Seton Farm House travelling west to the A198’. This has now been amended.                      Otherwise the minutes were accepted as an accurate record.</p>	
3.	<p><b>Matters Arising</b></p> <p><b>NMc</b> noted email discussion with ELC regarding Longniddry – Haddington Railway path, referred to in the written update. NMc highlighted the need for improvements to the car park surface at Longniddry rail station as well as an alternative surface option (see images below) from Sustrans NCN7 between Aviemore and Rothiemurchus.</p> <div style="display: flex; justify-content: space-around;">  </div> <p>In follow up to previous discussions on the same topic <b>DW</b> presented images of cycle lane lining at central islands in Musselburgh. The first two images below, at Pinkie Road and Linkfield Road, highlight good practice by providing wider lines which discourage cars from passing at the islands. The colour markings at Pinkie Road further emphasise this to drivers.</p>	



Two further examples were highlighted, at Edinburgh Road and Whitehills Farm Road, which showed greater space between the edge of the lining and the central island, leading to some cars making a dangerous pass at the island. The image below is of Edinburgh Road.



**DW** asked whether cycle lining width of 1.5m was the minimum standard. **MN** pointed out that Cycling by Design doesn't include anything specific on this topic, as the minimum standard required in each case will depend on the width of the road.

**NMc** talked about the Sustrans audit of central islands carried out in 2015, which was shared with Roads and Cycle Forum in early 2016. **NMc** agreed to share this with **CM** who would pass on to Forum members.

**NMc/CM**

**DW** summarised by requesting consistent messaging and policy on this topic. **SMc** will discuss with **CM** and ensure that a response is issued to the Forum in advance of the next meeting.

**SMc/CM**

**JMc** highlighted the Tomorrow's Driver events that took place pre-Covid for S5 and S6 pupils, as a way to reinforce messaging around passing cyclists at islands. **CM** noted that these events may start again in 2023.

#### 4. Cycling UK project update

**GW** talked through current Cycling UK projects:

- [The Bothy](#) programme which are central points for walkers and cyclists looking for information and advice.
- [Rural Connections](#) which embeds Development Officers in local communities using their expertise and local knowledge to support people to walk, wheel or cycle.
- [Shift](#) which offers grants of up to £1,500. This can be used to create cycling communities through specially designed Cycling UK modules.
- [Cycle Repair Scheme](#) which provides free repairs and maintenance up to the value of £50 for standard bikes and £100 for non-standard bikes.

**GW** confirmed that applications can be submitted to Shift any time. The Cycle Repair Scheme is currently funded until the end of March 2023, subject to funds.

5.	<p><b>Cycling Marketing and promotion – overview from Love to Ride</b></p> <p><b>AR</b> explained his role at <a href="#">Love to Ride</a> and outlined their experience delivering cycling behaviour change programmes and campaigns around the UK, including in West Lothian and Glasgow.</p> <p>A presentation on what Love to Ride consider best practice included:</p> <ul style="list-style-type: none"> <li>• Using short videos rather than text to upskill people;</li> <li>• Working with local organisations as much as possible, as they are far more likely to have an existing audience who trust their staff and volunteers;</li> <li>• Email communication has low open rates, so keep this type of messaging as relevant and concise as possible;</li> <li>• Their model of supporting social influence focuses on learning, incentivising and sharing;</li> <li>• Their case study from Glasgow showed that there is value in prominent physical advertising, such as bus sheets. 1 in 10 people have encouraged someone else to ride during the project;</li> <li>• It's important to capture powerful stories and share those in a positive way.</li> </ul>	
6.	<p><b>Promotion of cycling in East Lothian</b></p> <p><b>JMc</b> asked who should carry out Dr Bike sessions. <b>AR's</b> advice was that this should be qualified local organisations, if possible.</p> <p><b>JMc</b> proposes doing a 'cycle day' in towns, which would see temporary road closures take place to encourage cycling and walking. <b>HL</b> wondered whether this could be linked to a marathon or other event which already requires road closures. <b>GW</b> highlights the Kidical Mass bike rides taking place in other parts of the country as an example of what can be achieved.</p> <p><b>JMc, SMc and CM</b> to discuss whether this can be taken forward in 2023.</p>	<b>JMc/SMc/CM</b>
7.	<p><b>Scope and format of future meetings</b></p> <p><b>SMc</b> opened up this part of the agenda by asking for views on the scope and format of Cycle Forum meetings in future, highlighting the need to link it to the Climate Change Action Plan.</p> <p><b>MH</b> wants the Cycle Forum to feed in to what ELC is doing, based on their experience as cyclists in the county. This would include recommendations for improvement which would ideally lead to new or improved policies.</p> <p><b>DW</b> notes that the forum has been informal to date, asking if there is a need to formalise and agree a recognised role – potentially something more structured.</p> <p><b>MJ</b> thinks the forum should agree concrete targets for ELC and monitor progress against those. This could include work with other businesses. <b>CM</b> highlights plan for a Workplace Travel Planning Forum for organisations.</p> <p>Various attendees note that they are happy with written project updates being provided ahead of the forum meeting, to allow time for structured discussion.</p> <p><b>MH</b> talks about 20 minute neighbourhoods and whether the forum has a role reviewing those and exploring how gaps are plugged. <b>MH</b> also expresses need to widen access to the forum. <b>SMc</b> agrees and confirms that ELC will look in to widening access.</p> <p><b>JMc</b> talks about who else should attend future meetings, either as a one-off or to provide regular input. Suggestions include Heads of Planning and Economic Development at ELC, Chief Inspector Jocelyn O'Connor, ELC's Head of Infrastructure Tom Reid and private sector engineers or developers.</p> <p><b>MJ</b> thinks it would be positive to have an East Lothian Annual Cycling Festival, which could be hosted across the county or rotate around towns.</p> <p><b>BW</b> highlights that communities have good knowledge on the routes that are needed, but don't have access to technical expertise from engineers etc.</p>	<b>SMc/CM</b>

8.	<p><b>AOB</b></p> <p><b>MJ</b> talks about Spott-Dunbar project being on hold for now. Sustaining Dunbar have extended scope to key routes, including safe routes to school. A Sustrans Places for Everyone application has gone in to support this. MJ agrees to keep forum informed.</p> <p><b>DW</b> queries location of new signalised crossing in Musselburgh, as mentioned in the written note for this meeting. <b>CM</b> agrees to follow up and confirm this. <i>(Note: confirmed post-meeting that the location of the new signalised junction is Haddington Road/A199 Musselburgh)</i></p> <p><b>MH</b> highlighted school routes in North Berwick and talked about how this shows the need for a consistent approach to advance stop lines.</p>	<b>CM</b>
	<p><b>Date of next meeting</b></p> <p><b>SMc</b> asked for thoughts on the next meeting being online or in-person. There was broad agreement to the next meeting being held in-person in Haddington, with a suggestion that the time and location should alternative to make sure it is accessible to more people. The next meeting will be held in January 2023, with the date, time and location to be confirmed.</p>	

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