

Fa'side Area Partnership

Minutes of the meeting of the Fa'side Area Partnership

8th October, 7-9pm, Fraser Centre

Chair

Tom Shearer, Interim Chair of Fa'side Area Partnership, Head of Communities and Partnership, East Lothian Council (S)

Members and substitute members present

Cllr Donald Grant (DG)

Cllr Kenny McLeod (KM)

Cllr Shamin Akhtar (SA)

Elizabeth Hutchison, Muirpark and Steading Tenants and Residents Association (LH)

Helen Spencer, Elphinstone Primary School Parent Council (HS)

Margaret Scott, Tranent West Tenants and Residents Association (MS)

Maureen Allan, Tranent & Elphinstone Community Council (MA)

Phil Summerfield, Pencaitland Community Council (PS)

Robert McNeill, Tranent & Elphinstone Community Council (RM)

Roger Powell, Ross High School Parent Council (RP)

Ralph Alverbuch, Pencaitland Community Council (RA)

Mark Ormiston, Ormiston West Tenants and Residents Association (MO)

Others in attendance

Alan Bell, Recharge (AB) (*part meeting*)

David Orr, Fraser Centre (DO)

John Russell, Fraser Centre (JR)

Kaela Scott, Local Community Planning Officer, East Lothian Council (KS)

Rurighd McMeddes, Assistant Local Community Planning Officer, East Lothian Council (RMc)

Andy Keba, Community Links Officer, SusTrans (AK)

Apologies

Cllr Jim Gillies (JG)

Lorraine Congalton, Community Development Officer, East Lothian Council (LC)

Jennifer McNeill, Ormiston Community Council

Maureen Cuthill, Macmerry and Gladsmuir Community Council (MC)

	Key discussion points	Action
1. Welcome	TS welcomed everybody to the meeting, thanked the Fraser Centre for hosting, and welcomed AK to the meeting.	
2. Minutes Approval	The minutes from the 2 nd September were approved as accurate	
3. Matters Arising	<p>a. Young Persons Sub-Group:</p> <p>RMc briefly highlighted that following a suggestion from AB at the previous meeting, discussions had taken place regarding establishing a Young Person's Sub-Group that will run parallel to the AP feeding in where appropriate. This will be run through the facility at Recharge and the first meeting will take place on the 4th of November.</p> <p>KS highlighted that the meetings with young people will aim to capture the agenda of the full meetings and thus provide a useful and appropriate feed-in.</p> <p>SA noted her support for this, highlighting that young people from the villages were well represented at recharge and this should ensure their voices are heard too.</p> <p>MA suggested that someone from the full AP should attend to provide a strong link between the two meetings, and help encourage the young people to be involved. This was agreed, with the qualification that it would not be appropriate at the first meeting, and instead should be suggested to the young people at that time.</p> <p>Decision: To ask young people in attendance at the first YP Sub-Group if they would be keen to have representation from the full AP in attendance at future meetings.</p> <p>b. Community Facilities Audit</p> <p>It was decided that this matter should be left for discussion later in the meeting (Agenda item 7.a.ii)</p> <p>c. Any other...</p> <p>No other matters arising were raised.</p>	ACTION: RMc and AB develop the YP sub group
4. CAPP update	<p>a. Update:</p> <p>Though no key issues from CAPP meetings were reported, a discussion took place regarding the structure, attendance and membership of the CAPP in Fa'side. Key points from this discussion are bulleted below.</p> <ul style="list-style-type: none"> • RM stated concerns regarding the low turnout at CAPP meetings recently, and posed the question of whether membership to CAPP should be broadened. Highlighting that this may improve the transparency of the CAPP meetings . • KS stated that the structure of CAPP membership is variable, in some 	

	<p>wards it is open attendance, in others it is members only.</p> <ul style="list-style-type: none"> • KM stated that opening up membership may cause problems as some of the documents that are presented by police at CAPP meetings are classified. • DG highlighted that, this being the case, it will be important to discuss any issues regarding broader membership closely with the police. DG further stated that CAPP is a police initiative and must remain such, and that limited membership protects against 'mob input' on single issues. • HS asked if there is also Police attendance at CC meetings and whether this was a duplication. DG answered that there is to some extent. • It was suggested that perhaps police presence at CC meetings could be cut down, especially in areas such as Pencaitland, with very low levels of crime, allowing more focus on CAPP. • KS rounded up the discussion highlighting that as JG (Chair of the CAPP in Fa'side) was not present at this meeting it may be best to leave this discussion for another date. KS further highlighted that discussions around membership and attendance at CAPP meetings were discussions for CAPP, not the AP. <p>TS stated that he has a meeting planned with Chief Inspector Andy Clark on Friday 10th October, where he will raise these issues.</p>	<p>ACTION: CAPP to continue this discussion at their next meeting and come back with recommendations regarding opening up the meeting and/or rationalising police input at CCs .</p> <p>ACTION: TS to feedback information from this meeting to next AP meeting</p>
<p>5. Town Centre Sub-Group Update</p>	<p>a. Charrette Application Successful</p> <p>TS stated that the AP's application for funding to carry out a charrette consultation process in March, with the aim of generating a community supported 'Masterplan' for regeneration of Tranent Town Centre, had been successful.</p> <p>TS highlighted that charrettes are becoming a popular and effective way to encourage people to 'think outside the box' in developing new ways for places to work – with the potential to look at very big changes.</p> <p>The funding bid for £15K from Scottish Government was match funded by ELC meaning the AP can now offer a £30K contract out to tender for professional consultants to come and carry out the process, this will be done by the end of the year.</p> <p>TS highlighted that this is the first charrette to take place within EL, and represents a significant success for the Fa'side Partnership.</p> <p>Please find a brief explanation of the charrette in the appendices below.</p> <p>MO asked if the equivalent processes would also be happening in the surrounding villages of Fa'side. KS explained that a similar process would not be appropriate in these areas as it was specifically designed to facilitate Town Centre regeneration.</p> <p>TS stated that this did not mean there wouldn't be initiatives supporting the villages also.</p> <p>b. Vision Statement</p> <p>KS introduced an exercise to establish a vision of Tranent Town Centre</p>	<p>ACTION: Town Centre Sub-Group to release contract for tender by the end of 2014</p>

	<p>from the AP. This involved attendees selecting two key words, from a sheet of six aspirational words taken from the community consultation done in preparation of the Tranent and Elphinstone Community Action Plan that they felt most clearly summed up their vision for the Town Centre.</p> <p>These key words were ranked in the following order:</p> <p>Accessible (4) Attractive (3) Thriving (3) <i>Safe (1)</i> <i>Vibrant (0)</i> <i>Unique (0)</i></p> <p>Members were then asked to provide a description of what it would look like / be like if this aspiration for the town centre was achieved.</p> <p>The priorities and notes taken from this exercise will be used to develop a vision statement for the Town Centre Sub-Group.</p>	<p>ACTION: Town Centre Sub-Group to develop Vision Statement based on responses to group exercise.</p>
<p>6. Active Transport Solutions Tranent and Beyond</p>	<p>a. Presentation from Andy Keba of Sustrans regarding Active Transport and the Community Links programme</p> <p>AK gave a short presentation on SusTrans and their role in promoting active transport throughout Britain, as well as introducing Community Links, a Scottish Government funded project to provide match funding for community and Local Authority (LA) led initiatives to improve cycling and walking access throughout the country with a focus on functional, rather than leisure routes.</p> <p>He provided numerous examples of projects SusTrans had been involved in and discussed the theory behind Active Transport in relation to local examples, such as Prestonpans High St.</p> <p>Please see attached presentation for more info.</p> <p>Following the presentation AK took a number of questions from the group:</p> <ul style="list-style-type: none"> • KM asked about how the match funding worked, and where the money came from. <ul style="list-style-type: none"> - AK answered that the Community Links fund comes from the Scottish Government and that all projects must be match funded. He stated that LAs do have some funding for walking and cycling provision which is worked out on a per head basis and this can very easily be match funded, but following this LAs often struggle to budget for provision of cycle paths etc. AK highlighted however that community groups are able to access funding sources that LAs cannot. • RA stated that for travel between the villages in Fa'side and Tranent people will, for a number of reasons, invariably travel by car. RA asked AK what sort of distances SusTrans have found people are happy to cycle, provided there are safe and accessible routes. <ul style="list-style-type: none"> - AK answered – about 5 miles 	

	<ul style="list-style-type: none"> - RA noted that a 5 mile radius around Tranent includes nearly the entire Fa'side ward, highlighting that what is needed is to establish safe enough routes. - AK also stressed that in more dispersed areas an effective approach can be to improve links within small local areas. He gave the example of Perth and Kinross. - KS stated that links do not only have to go to Tranent, would also be useful to look at improving links between the villages. • MO expressed concerns that due to the funding structures cyclists themselves are not contributing to the provision of cycling routes. <ul style="list-style-type: none"> - AK highlighted that SusTrans are not a 'cyclists lobby', stating that in Scotland less than 1% of the transport budget goes towards cycling and walking, and that this figure is not proportionate to the percentage of the population who cycle. - AK also highlighted that cyclists are tax-payers also, and that cycle path provision was not to meet the needs of 'cyclists', it was to encourage more people to cycle, due to the broader benefits that this will bring in regards of: congestion, public health, etc... • DG expressed concerns that the principle of match funding is a waste of time, stating that money should instead be devolved to LAs. <ul style="list-style-type: none"> - AK agreed that greater devolution of budget power and responsibility to LAs would be a positive step, however he highlighted that the current structure provides the opportunity for input from an external body (SusTrans) who utilise expertise to bring up the standard of active travel delivery across the country. With a purely LA devolved approach, this would likely be much more variable, and considerable expertise would be lost, or dispersed. • RM highlighted that there are 'two different kinds of cyclists' and that it was important to establish better provision for those people just trying to 'get from A to B' who would rather cycle than use a car. RM continued that there are difficulties cycling into Tranent from Ormiston, Pencaitland and Elphinstone in particular, and that the AP should look at how this can be improved. • HS stated that there are good tracks between the villages, but this is not the case for getting into Tranent. • RM further highlighted the opportunity presented by the close proximity of the Prestonpans Railway Station. RM highlighted however, that at present the route to the station from Tranent was dangerous for bicycles, and that this should be addressed. <p>AK concluded the discussion stating that the AP needs to consider what the key priorities are for the ward, and then look at how to source funding for improvement projects. He highlighted that some of these projects may not be cheap, but all could be achievable and there are likely to be several 'quick fixes'.</p>	
<p>7. Discussion</p>	<p>All attendees split into two groups to further discuss two of the key themes with a view to considering how to move forward on these.</p>	

<p>Groups</p>	<p>The two themes discussed were:</p> <ul style="list-style-type: none"> i. <i>Effective Travel between Villages, Tranent & Beyond; and</i> ii. <i>Community Facilities</i> <p>Included in the appendices are summaries of previous discussions relating to these two themes that were provided during the meeting as a starter for ten. Also provided is a discussion summary for '<i>Effective Travel...</i>' which had not previously been discussed as a theme in its own right.</p> <p>Discussion in the '<i>Effective Travel...</i>' group was aided by the presence of AK and centred around the following key issues:</p> <ul style="list-style-type: none"> • Long term health benefits of improved cycling provision – eg: less pressure on hospitals, reduced emissions, etc. • Need to improve cycling and walking access from the surrounding villages into Tranent. <ul style="list-style-type: none"> - To allow children to cycle to school – reducing congestion caused by the 'school run'. - To reduce congestion caused by commuters driving into Tranent to get buses into Edinburgh – due to the 44/26 being cheaper than the 113. - To improve links between Tranent Town Centre and the broader community of Fa'side – thereby linking in with work being done via the Town Centre Regeneration Sub-Group. • Good potential for a number of these routes, eg: roads between Tranent and Macmerry, and Tranent and Ormiston are already very wide. As indicated by AK, it would be fairly simple to facilitate dual purpose cycle paths and walkways along the side of these roads. • Need for better signposting of currently available core and cycle paths – many residents are unaware of what paths do exist already. • Need to upgrade current railway path to an all-weather surface as currently only useable on dry days. • Opportunity presented by the nearby Prestonpans Train Station. <p>Discussion in the '<i>Community Facilities</i>' group centred on the previously identified needed for a systematic audit of local facilities (council and community managed) to get a real understanding of how existing facilities were being used and where further needs were.</p> <ul style="list-style-type: none"> • SA had begun compiling a list of Community Facilities which would be forwarded to KS as a starter for this. This list would then be distributed to the full partnership for additions before a simple questionnaire was sent out to try and establish use, demand, costs etc. • RM cautioned that this would need to be carefully phrased to ensure people were encouraged (rather than put off replying) • PS questioned how expansive the list would be – i.e. sports facilities including ones that are not primarily building based. KS suggested that we focus on multi-use buildings at present but that perhaps our representative from the Community Sports Hub may be able to assist with a similar exercise relating to sports facilities at a later date. 	<p>Action – Staff to consider potential next steps based on discussion and contact membership in advance of next meeting.</p> <p>Action – SA to forward list to staff</p> <p>Action -Staff to prepare and distribute simple audit questions</p> <p>Action –Sports Hub to consider their role in this</p>
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	<p>The group discussed forming a sub-group to take this forward. There was some concern that this might be duplicating work begun by the TECAP group however SA reported that the group identified there had decided to wait and join forces with the Area Partnership to move forward on this matter. Key people to be invited into the sub group include</p> <ul style="list-style-type: none"> - A representative from Recharge - The Fraser Centre - St Martins' Church Hall - Management committees from existing village halls / community centres - Colin McGinn - Representative from the Loch Centre <p>Other key points identified for further exploration included:</p> <ul style="list-style-type: none"> • Duplications and Gaps – can existing facilities be better used / co-ordinated • Getting a clear understanding of who is looking for space and what space requirements they have • Possibilities of using the old Tranent Infants School • The need to secure a new base for Recharge • Better use of school facilities outside school hours • Disparities in staffing and pricing between ELC centres in this ward and other Areas (KS to prepare a report on this for the meeting of the sub-group) 	<p>Action -Staff to identify a suitable date and bring sub-group together</p> <p>Action –KS to collate information on costs etc for using ELC facilities in other wards</p>
<p>8. Next Steps</p>	<p>Following the discussions TS reconvened the meeting and highlighted that notes taken would be pulled together and used to inform future discussions and consider potential next steps.</p> <p>It was highlighted that the next two meetings were of key importance due to significant bodies of policy moving through consultation during that time.</p> <p>At the next meeting on the 11th of November there will be the opportunity for attendees to be involved in the Health and Social Care consultation, which will inform how policy in this area progresses.</p> <p>At the following meeting on the 20th of January there will be the opportunity for attendees to be involved in the Main Issues Report consultation, which will inform the Local Development Plan, the document outlining spatial development throughout the county for the next 10 years.</p>	
<p>9. AOCB</p>	<p>a. Citizens' Panel</p> <p>TS provided a brief explanation of the citizen's panel, and its role as a source of up to date survey information from across the county for ELC and public service partners. TS highlighted that there had been a good response from across EL, but that there was significant under-representation from Fa'side, and from under 35s across the county.</p> <p>As such, TS suggested that attendees encourage friends and acquaintances to sign up to the panel. TS highlighted that being on the panel is not a big</p>	<p>ACTION: All Members to attempt to sign up five people to</p>

	<p>towards fracking and coal-bed methane exploration in the area.</p> <p>RA asked if any information that is available regarding coal-bed methane exploration and fracking in EL could be brought to the attention of the AP to be disseminated back to communities.</p> <p>DG stated that any development such as this should be dealt with in the MIR which will be presented for discussion within the coming months. DG stated that he was not aware of any plans for fracking in the area.</p> <p>RM noted that there had been an article in the paper where Ineos had indicated an interest in a number of areas in EL.</p> <p>KS stated that any information that is available will be brought to the next AP meeting.</p> <p style="padding-left: 40px;">- Ross Rocks Reading</p> <p>SA highlighted that there would be a Ross High Reading week that would be extending activities out into the community and should be highly visible. She encouraged all across the community to get involved where possible.</p>	<p>potential fracking and CBM development in the area for next meeting.</p>
<p>10. Date of Next Meetings</p>	<p>Dates are set for the next two Fa'side Area Partnership Meetings.</p> <p>Tuesday, 11th November, 7 – 9pm, Fraser Centre, Tranent</p> <p>TBC - Tuesday, 20th January, 7 – 9pm, Fraser Centre, Tranent</p>	<p>apologies to: faside-ap@eastlothian.gov.uk</p>

Contact

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Tranent Town Centre – Charrette Bid Successful

East Lothian Council, and the Fa'side Area Partnership have been awarded £15K from the Scottish Government to carry out a Charrette for Tranent Town Centre next March.

- A Charrette is a **fast paced** and **highly visual** consultative design process that will **allow people to really re-imagine** how their town centre could **look and perform in future**.
- The grant is **match funded** meaning ELC and Fa'side AP have **£30K to tender** for a consultant team to run the charrette.
- The Charrette Brief will be **developed by ELC and Town Centre Sub-Group** throughout October and November, put out for tender in December, and Sub-Group will play a key role in assessing, interviewing and selecting consultants for the process.
- The Charrette Process will offer the local community, in partnership with ELC, a key **opportunity to significantly re-imagine** the spatial arrangement of their **town centre**. It will focus on addressing issues relating to:
 - road layouts and traffic congestion
 - location and function of civic spaces, public services and commercial spaces
 - and how people are able to move to and between them
- Expected to produce a **Regeneration Masterplan** for the Town Centre which will
 - Underpin a Town Centre Strategy for Tranent
 - Contribute to the Local Development Plan
 - Be integrated into the Area Plan
 - Provide a long term strategic context for any development / improvement work undertaken in the area

Effective Travel between Villages, Tranent and Beyond

Including safe cycle and walking paths and access to affordable / useful public transport (This theme also has strong ties with: 'Challenges to Living a Healthy, Active Life in the Area'; 'Tranent Town Centre Regeneration'; and 'Community Facilities').

What are the issues that have been brought up during previous discussion?

"Poor bus service in Elphinstone"

"No footpaths between Pencaitland and Ormiston other than the railway walk"

"It is easy to access Edinburgh but harder / more expensive to go to Haddington and other parts of East Lothian"

"Lack of cycle lanes / safe footpaths between villages and towns"

"Cost of buses from Macmerry"

"Lack of information about bus routes and new timetables"

"Need better access to the local centre for young people"

"Lack of access to greenspace"

"Need more safe-cycle access to Fa'side facilities"

"No footpath to the football pitch in Elphinstone"

"Walking access to the countryside and into town isn't good"

"Lots of good footpaths in the area but many people aren't aware of them"

Community Facilities

Covering:

- *Improving access and opportunities at existing facilities across the area (village halls, community centres, Loch Centre, Fraser Centre, sports facilities, schools, green-spaces);*
- *Promoting better co-ordination and use; and*
- *The need for new facilities eg: a Community Centre for Tranent*

What are the issues that have been brought up during previous discussion?

“Lack of community facilities in **Tranent** to deliver courses, etc”

“There are a lot of different groups that there is not the capacity for in **community buildings**”

“**Youth Specific facilities** are running at capacity”

“There is a lack of green-space associated with **new developments** – not just from an environmental point of view but landscape and recreational too”

“No central information point for **finding out what is going on** in the area”

“**lack of access** to green space”

“**Loch Centre** is not a nice facility”

“**unused facilities** – eg the Infants School – what could be done with them”

“**Recharge** is approaching the end of its lease”

“**Venues for recreation and sport** are often prohibitively expensive, with poor access”

“There is not enough information on **what is available**”

“There is a duplication of facilities on offer”

“It is difficult and expensive to access **school resources out of hours**”

“Lack of safe-cycle access to **Fa'side facilities**”

“Lack of facilities for **teenagers, early years & parenting**, and the **elderly**”

“Limited areas for kids to **play football** etc, in the **villages**”

What we have said we need to know:

- **Venues for Recreation and Sport including: Access; Cost; Time; Demand and; Staff.**
- **How well existing facilities are being used?**
- **Duplication and Gaps**
- **Who is looking for space?**
- **What sort of space requirements do groups have?**

Active Transport throughout Fa'side				
What is the Specific Issue	What (if anything) is already being done to Address this	Who is involved?	What Else do we Need to Know to be Able to Work on the Issue Effectively	Ideas for Action
Bike Parking in Tranent, not enough and often hidden out of the way.				
Almost all journeys to Tranent by car.				
People drive fast on wide roads, even if limit is 30.			Communities thrive when pavements and guardrails are removed in towns and villages as traffic move slower and space is 'democratised', eg: Poynton; Kirkwall.	
Attitude: want to see more people walking and cycling. Many people get to work from a mile away.			People form travel habits within the first two weeks of their new Jobs, Homes, etc.	Could with-hold or charge more for parking permits. Stirling University charges for campus parking and puts income towards funding sustainable transport initiatives.
Big problems around congestion due to dropping kids off at school.				Walking bus in Pencaitland, what about cycling bus.
School paid for new cycle racks, but they are always empty – why? More traffic on roads?	Much better in Dunbar – why?	Morag Haddow DGS Headteacher.	Headteacher goes out and asks parents why they have driven their child to school.	

Links from/to Tranent to/from Prestonpans; Wallyford; Elphinstone; Ormiston and Pencaitland are dangerous/ non-existent or of poor quality. Ormiston to Tranent in Particular is very dangerous.			When installing cycle routes should ideally plan for use by un-mentored twelve year old. Otherwise is too dangerous. Would be afraid to let kids cycle from Pencaitland to Tranent for school etc because it is too dangerous, despite being eager for kids to cycle more.	Road from Ormiston to Tranent – wide enough for cycling addition (should not just be painted lines – could widen footpath and make mixed use). Road between Macmerry and Tranent also easy to fix as wide. Currently painted cycle lanes but these are poorly maintained and not safe for children.
Good links between villages (railway track) but only usable in good weather, doesn't link well (sometimes need to drive to path to go for cycle ride) and poorly signposted.	Carberry 4-way cross	Jennifer Lothian Community Links		Easy win: put more signs up (needs to be co-ordinated)
Commuters etc from Pencaitland drive to Tranent to use cheaper bus service – clogs up Tranent with congestion.			Not about catering for cyclists, it's about catering for people who want to get places.	Better cycle links from Pencaitland into Tranent would reduce congestion and ease parking.
Bus fares in the area are inconsistent as cross 'zones'				
Motor bikes using railway paths.				
Health issues in the area could be improved by more active transport.	SusTrans assessments of Health and Cost impacts always greatly positive.		Knock on affects of health benefits are huge, eg: reduce pressure on NHS	