

Musselburgh Conservation Society
Minutes of the 273rd Executive Committee Meeting held on 22 May 2018

Present: Alan Armour (Chair), Alan Stevens, Gavin McDowall, George Kinnaird (Treasurer), Barry Turner, Andrew Coulson, Janette Bonthron, Jackie Wilkins.

1). Apologies for Absence.

There were no apologies for absence, or indeed absences.

2). Minute of of the Last Meeting.

After amendment, the Minute of the 272nd meeting was approved as a correct record: proposed BT, seconded AS.

3). Matters Arising.

1. Item 15 (2). BT had raised the issue of fairground licensing with the Chief Executive of ELC, and was expecting a full response from the legal adviser to the Council. JW reported that ELC had issued a licence to the fairground operator for 8 May, but that the operator had decided not to make use of it.

2. Item 3(a). BT had raised the issue of repair of the Race Course wall with Stuart Baxter, but had not received a response. It is not to be expected that action will be taken until the governance issues of the Race Course are resolved.

3. Item 11. BT presented a proposed response to the ‘Sustainable Transport Masterplan’:

TRAVEL MASTERPLAN COMMENTS BY MCS - REVISED DRAFT

This initiative needs to be put in context. Over 5000 homes are to be built in Musselburgh over the next few years (some are already built) potentially representing an increase in population of over 50% leading to a very significant increase in the number of cars on local roads. The town already suffers serious congestion which will get a lot worse unless car usage can be reduced. Encouraging more walking and cycling has a key part to play in getting people out of their cars. We would make three general comments on the masterplan.

1. Getting people onto public transport is also a key objective and so the proposals must have due regard to the needs of bus passengers with this in mind and also considering the already extensive use of buses by people with a wide range of ages and physical ability. The introduction of cycleways on busy bus corridors must not impeded the passage of buses. Indeed we would like to see associated measures that would make the passage of buses quicker and easier.

2. Satisfactory arrangements must be made for the servicing of shop where cycleways are to be introduced on shopping streets.

3. Priority should be given wherever possible to the creation of segregated cycleways away from busy traffic routes. We are concerned that on the main roads potential dangers will remain at the many junctions with side streets.

4. We do not believe that the council's meagre package of proposals to deal with traffic long term will have any real impact and will tend to transfer problems from one sensitive location to another. We feel that to make the active travel plan work there must be a commitment to significantly reduce the amount of traffic which simply passes through the town and brings no benefit to it. This traffic should be on the A1. This would be possible by using available road charging technology. Without such a reduction congestion levels and resultant air pollution beside many of the cycleways will surely become acute.

We have some specific comments on the detailed proposals.

1. We do not understand why some key routes have been excluded from the network. The Grove, Crookston Road and Rennie Bridge to Electricity Bridge are notable by their absence but are important links. The Grove in particular provides traffic free access between the town centre and Whitecraig and will link in with a route through the proposed Whitecraig North development so as to provide easier access to the railway path towards Dalkeith. This should be a strategic route.

2. We note that there is no link between Inveresk and the town centre even though cyclists will be channelled into Inveresk from the proposed east-west strategic route and from the Crookston road path. And there is no link to Musselburgh Grammar School even though the school will be taking pupils from distant new development around Craighall. Both are deficiencies in the network.

3. The crossing of Carberry Road by the east-west route will be dangerous and some kind of signal control will be necessary here given the speed and increasing volume of traffic.

4. In the Conservation Areas a sensitive approach will be needed in respect of materials, signage etc.

Following discussion, it was agreed that this statement should be presented as the Society's response to the consultation exercise.

4). Treasurer's Report.

GK was unable to present a copy of the Society's current account bank statement, since it had not yet been received from the bank. Since the last committee meeting, he had reimbursed AC for the cost of a cable cover, and of a new radio microphone and receiver.

He would pass the latest statement when received to the Chairman.

5). Membership Report.

GMcD reported that there had been no change in the numbers since the previous committee meeting.

6). MCS Office Bearers. The Committee anticipated that Kathleen Armour would be elected as Treasurer at the next AGM, and were pleased to hear that the current Treasurer would liaise with her from now on.

A new secretary has not yet been identified.

7). Data Protection Regulations. GMcD reported that he had received GDPR forms from a high proportion of this year's members. The small number that remained would be approached personally. He had received no responses from his list of former members, and he proposed to take no further action with respect to this group.

8). Renewal of 'Musselburgh Town Trail' interpretative boards. BT had received comments on all six boards. He would pass these on to Irene Tait, for the Community Council.

9). Audio-visual equipment. Members of the Committee agreed to make informal approaches to St Peter's Church about the provision of storage for audio-visual equipment in or close to the church hall.

AC agreed to look into the availability and costs of a suitable self-contained PA amplifier and speaker, to be used instead of the current equipment.

12). Planning matters.

(i) *Quayside.* BT said that the Quayside had now closed, and may have been sold. There had been much opposition expressed to its conversion into a care home: this was the only active application. There had been rumours of proposals for conversion into a hotel or flats. In his opinion, none of these uses fitted into the ELC strategy for the development of the harbour area.

(ii) *10 Eskside West.* The Committee had no objection to the proposal to extend and improve facilities for wheelchair users in the residential property.

13). Correspondence.

A reply had been received from Paul Czajkowski about the repair of traffic-damaged stone walls. He explained that this was generally the clear responsibility of the site owner.

A letter from the Architectural Heritage Society of Scotland, setting out membership subscriptions, had been received. It was agreed that MCS would not renew its membership.

14). A.O.B.

(i) AC said that the explanatory panel below the Hayweights canopy was exceedingly difficult to read. He proposed that MCS should approach the Community Council for an agreement that MCS would manage the installation of a better-sited panel, giving the same information, and also constituting a memorial to Stephen Edwards, whose persistent advocacy had been responsible for the preservation of the historic landmark.

(ii) BT said that he would audit the ELC meeting on 29 May that would consider the report on the Local Plan. He would report back to the Committee.

15). D.O.N.M.

Monday 25 June 2018; 7.30PM at the Chairman's home, 6 Carberry Close.

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