

## **EAST LOTHIAN CYCLE FORUM**

**Notes from meeting held on Wednesday 26<sup>th</sup> November 2025**

**14.00 – 16.00**

**Microsoft Teams meeting**

**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

Beth Harley-Jepson (BHJ) – SEStran

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

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

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

Mark James (MJ) – Sustaining Dunbar

Louise Hastie (LH) – Walk Wheel Cycle Trust I Bike Officer East Lothian

Aileen Herraghty (AH) – Walk Wheel Cycle Trust Embedded Officer East Lothian

Philippa Barber (PB) – ELC Outdoor Learning – Bikeability / Cycle Training lead

David Pencheon (DP) – North Berwick Community Cargo Bike scheme

Thomas Quayle (TQ) – Midlothian Council Active Travel Team

Oliver Caron-Nowak (OCN) – Midlothian Council Active Travel Team

**Apologies:**

Gary Brown, Fiona Brewster, Cheyne Hamm, Simon Bradshaw, Rhodri Thomas, Mark Holling, Tim Harding, Mark Garner, Nicola MacNeill, Evelyn Philp, Fiona Crombie (FC).

Item		Action
1.	<b>Welcome &amp; Apologies</b>  Councillor McIntosh welcomed everyone to the meeting. Apologies were noted.  Project updates were issued ahead of the meeting and can be found <a href="#">here</a> .	
2.	<b>Notes of Previous Meeting held on 7<sup>th</sup> May 2025</b>  Meeting notes had been circulated prior to the meeting. These were accepted as an accurate record.	
3.	<b>Matters Arising</b>  MJ talks about the Hub at Space Dunbar, which is co-located with the new pump track, providing bikes via a container there. Engagement and the behaviour of users at both this location and North Berwick, are excellent SW notes.	

**MJ** highlights the new shared use path at East Linton, which is very good safe location for kids to practice cycling.

**SW** confirms that the proposed Pump Track at Musselburgh has been granted Planning Permission, which means that construction could begin in the spring. The proposed location at Haddington is undergoing drainage testing, so ELC will be looking to deliver that location in the summer, if possible. SMc asks for an update on the Tranent and Prestonpans Pump Tracks. SW confirms that there is a funding shortfall for those two locations totalling approximately £250,000. He is in discussion with Connected Communities Managers about this and would like to see Pump Tracks added to Area Plans. SMc has concerns that the two Pump Tracks with a funding shortfall are in high SIMD areas. LH suggests Inchcape as a potential local funder. SW would welcome any further funding suggestions from members.

**AH** introduces herself as ELC's new Walk Wheel Cycle Trust Officer, replacing Niall Deans. This role will focus on a refresh of the Local Transport Strategy alongside current policies, before looking at a refreshed Active Travel Improvement Plan.

**SMc** talks about a recent Scottish Climate Intelligence Report which provided monetised estimates on the social benefits of active travel, valuing this at around £12billion. The report can be found [here](#).

**DW** asks for an update on a potential coastal feasibility study for active travel. CM confirms that Walk Wheel Cycle Trust (WWCT) are undertaking some initial desk-based feasibility work to assess this. There are a number of significant constraints along the coast between Prestonpans and Aberlady, such as land ownership, flood management, coastal erosion, SSSI's and wildlife habitats. It's possible that WWCT's work will show a route slightly inland as being more feasible, but we should await the outcome of this work. CM also confirms that ELC will be meeting with members of Aberlady Community Council in December to discuss the potential for improved links between Aberlady and Longniddry.

**CM** refers back to the previous meeting and discussion around the potential for a new Call for Ideas phase for the Local Development Plan. This was a misunderstanding based on the fact that Call for Ideas is a name that other Local Authorities are using in place of Call for Sites.

4.	<p><b>Remit and timing of Forum</b></p> <p><b>CM</b> talks about two separate points regarding how the Forum operates:</p> <ol style="list-style-type: none"> <li>1. Remit – the forum will often focus on a range of discussion points under the ‘Active Travel’ heading, including walking, wheeling and accessibility, alongside cycling. There is potential for an ‘Active Travel Forum’ to encourage more participation from different parts of the community in future, while not radically changing the focus of discussion.</li> <li>2. Timing – for a number of years now, the Forum meetings have generally taken place on weekday afternoons. However, this does restrict participation for some people, so a new schedule of meeting timings should be considered to allow new people the opportunity to attend. This could alternate to include evenings and Friday mornings.</li> </ol> <p><b>LH</b> notes that the usual timing of 2-4pm can make it quite difficult for some people to attend as this overlaps with school pick-up.</p> <p><b>DW</b> agrees with the points above and has no objections to this meeting becoming an Active Travel Forum. Holding evening meetings will align well with Area Partnerships and their sub-groups, but we need to be careful not to clash with those.</p> <p><b>CM</b> notes that we can emphasise walking, wheeling and cycling as the remit of the Forum.</p> <p><b>PB</b> asks if we ensure that public transport integration is part of the forum’s remit. CM talks about the fact that we are bringing Journey Hubs into the Forum, but that Public Transport more broadly should sit elsewhere, such as with the Bus Forum because it is such a large topic.</p> <p><b>AH</b> asks whether some sort of poll could be run to better understand the availability of members who cannot attend regularly but may wish to. CM agrees and will poll members in the new year.</p> <p>There are no objections from the remainder of attendees, so CM will provide other members of the Forum with an opportunity to comment on this by email.</p>	CM CM
5.	<p><b>Sustaining Dunbar Cargo Bike project</b></p> <p><b>MJ</b> talks about Sustaining Dunbar’s <a href="#">Cargo Bike Library project</a>, which started around one year ago and has 3 cargo bikes available.</p>	

Early promotion was run through social media, try-out sessions in the park and word of mouth. 20 families expressed interest in borrowing the Tern GSD model after an initial try-out session, where the bikes were marketed as a family option.

ELC have covered the costs of insurance and maintenance. It is very useful to have someone involved who has experience with maintenance.

Cycling UK are also supporting the waiting list by making their cargo bikes available.

MJ picks up and moves the bikes in between hires, with hire periods normally around 4 weeks long. The most popular model is the Tern GSD as this offers the flexibility of a standard ebike with add-on such as a trailer if needed.

The Sustaining Dunbar project is aimed at tackling 2<sup>nd</sup> car ownership and reducing car use in the area. It's also likely to bring some new members to Sustaining Dunbar.

MJ will be working with ELC on secure storage over the next 6 months. There will also be a potential funding application to SEStran for additional bikes.

Members can contact MJ for further information or if they have any questions about the project.

**AH** highlights the up-front cost of the available models and asks if lower-cost alternatives are available. RK confirms that the Tern was provided by ELC as it offers great flexibility within a bike library, but that people will normally be advised of lower cost alternatives, as well as any available sources of grant funding. It is important for people to be able to compare and contrast before making a decision on what to borrow or buy, if possible.

**RK** talks about families with no car who have been able to access services for the first time due to having a cargo bike on hire. Community-led hubs like this appear to be a good model for increasing access to cargo bikes, particularly when delivered alongside Cycling UK's project.

**DP** talks about North Berwick's cargo bike project, which currently has two eBullitt models. This was launched at Fringe by the Sea, with 20 young families enrolling after a few months, a number of whom were single parents.

	<p>North Berwick's project emphasises social capital by encouraging users to deliver bikes to each other at the beginning and end of hire periods. Training sessions are run regularly. DP thanks RK, AK and MJ for their help in establishing North Berwick's project. They are interested in a Tern with trailer or a child seat as space is constrained around North Berwick, particularly on the High Street. DP echoes MJ and RK's earlier comments that their project is helping some people to avoid the need for a second car.</p> <p><b>SMc</b> talks about messaging and notes that while cargo bikes will generally be more expensive than bikes, they are more affordable than cars. RK – it would be good to improve communication around the options available to people.</p> <p><b>LH</b> highlights that Walk Wheel Cycle Trust's I Bike project now has bikes available for loan.</p>	
6.	<p><b>Drem - Gullane</b></p> <p><b>FC</b> was due to talk to this topic but was unable to attend the meeting at short notice.</p>	
7.	<p><b>LDP2 and Local Access Forum response</b></p> <p>An earlier paper from the Local Access Forum (LAF) was circulated at the last meeting, which provided an initial summary of comments on LDP2. The Chair of the LAF has since prepared a table which was circulated with the Cycle Forum agenda and provides specific comments on policies. <b>NM</b> confirms that the LAF are now looking to tighten up the wording of this document before an updated version is shared with ELC's Planning team.</p> <p><b>SMc</b> asks members what the LDP should do for cycling. DW asks if this could be a joint Cycle Forum / Active Travel Forum and LAF document, to which NM points out a slight difference in constitution, with the LAF being a Statutory group and consultee. Is it worth considering the status of the Cycle Forum / Active Travel Forum alongside the earlier comments on remit? TQ notes that there will be different priorities between the LAF and Cycle or Active Travel Forum. NM highlights that the previous LDP contained specific requirements for active travel, but less reference to core paths and green space.</p> <p><b>SMc</b> asks whether integration with public transport could be more of a feature in the LAF note.</p> <p><b>MJ</b> highlights the importance of the LAF and Cycle Forum / Active Travel Forum working together, as happens in Edinburgh.</p>	

	<p><b>DP</b> comments that it would be good to see greater enforcement of 20mph speed limits in LDP2.</p> <p><b>PB</b> highlights a lack of dropped kerbs in new developments, which create safety issues. There is a need for more public debate and discussion about this. SMc notes that this should be covered within the travel plan for a development, particularly where it is a route to school.</p> <p><b>OCN</b> talks about experience at Sheriffhall and Millerhill where some infrastructure came after houses were built, in part due to developers being in financial difficulty, with the new developer not then adopting the agreed conditions.</p> <p><b>CM</b> will share the LAF note with all members in the new year and set a deadline for specific comments from all members on what needs to be included in the LDP on active travel.</p>	<b>CM</b>
8.	<p><b>School Travel Data</b></p> <p><b>RK</b> provides an update on this topic:</p> <p>Since 2023 ELC have been working with Walk Wheel Cycle Trust (WWCT) to develop an active travel culture in 5 locations as part of I Bike – Cockenzie Primary School, Haddington Primary School, St Gabriel's RC Primary School (Prestonpans), West Barns Primary School and Windygoul Primary School (Tranent).</p> <p>These schools were selected for a range of reasons, including Scottish Index of Multiple Deprivation (SIMD) indicators; high modal share for car use; persistent parking infringements; and a renewed focus on active travel as part of the School Travel Planning process.</p> <p>The primary focus of I Bike in East Lothian is reducing congestion outside the school gates, making active travel in all its forms safer, more attractive and more realistic. As part of the project walking, wheeling, cycling and scooting are all encouraged alongside 'Park and Stride'.</p> <p>Progress on this project has been monitored in a number of different ways, including:</p> <ul style="list-style-type: none"> <li>• Feedback from participants – parents, carers, pupils and school staff.</li> <li>• Hands Up Scotland Survey results.</li> </ul>	

- Regular newsletter – summarising range of quantitative / qualitative data.
- Regular review meetings between ELC and WWCT.
- Comparison with other schools in other regions across Scotland.

The Hands Up Scotland Survey (HUSS) is carried out annually and records how pupils across Scotland travel to school. It was established in 2008 and is the largest national dataset on school travel in Scotland.

East Lothian consistently outperforms national averages in HUSS for modal share of active travel.

However, this dataset is only a snapshot and relies entirely on self-reporting of pupils and teaching staff. A range of factors can therefore cause the data to vary year on year, such as new cohorts of pupils, weather and response rates within schools.

#### HUSS trends 2023-2025

In 3 out of 5 I Bike schools we have seen the modal share of pupils driven all the way to school go down:

- Haddington (7% to 4%)
- St Gabriel's (25% to 21%)
- West Barns (25% to 11%)

At Cockenzie, the modal share of pupils being driven is stable, but the modal share of walking, cycling and scooting has gone up (60% to 64%).

At Windygoul, the modal share for driving has gone up (16% to 24%), while the modal share for walking, cycling and scooting has gone down (68% to 66%).

#### Feedback on activity behind the figures:

**Scooters – I Bike** has led scooter workshops across every stage of our school. Pupils enjoy learning how to set up the scooters, select and size their helmet and balance on the scooter. Recently, our P7s have taken their P1 buddies out on the scooter fleet, supporting and encouraging them as well.

**Walk to School Week Support – I Bike** has helped run Walk to School week sessions across two calendar years. Louise's enthusiasm, music, chalk and bubbles create a wonderful

*atmosphere and attract groups of 30-40 to walk to school together from our local community centre. This means more parking and striding, helping our parking issues.*

**Bike Loans** often pupils have bikes that are not suitable for learning to ride, and many have benefited from bike loans through I Bike over the years. The I Bike fleet has been invaluable.

**Learn to ride** -I Bike has supported pupils to learn to ride and become more confident on their bike prior to Bikeability. This has led to many more pupils beginning Bikeability with greater cycling skills and much more confidence.

**Dr Bike** - sessions offered prior to Bikeability have led to an increase in number of pupils having roadworthy bikes in our community and saved time at the beginning of the Bikeability - enabling more time for cycle training.

**Transitions ride** - Last year, our I Bike Officer led a P7 cycle to the high school as part of our transition activities. She extensively risk assessed the ride, which would have been a barrier to us offering this activity. The pupils enjoyed the experience with many stating they would try to cycle often to high school.

RK highlights the factors which are more likely to make schools successful in this project:

- Buy-in from school leadership
- Parent / carer input to the travel planning process
- Hard work and dedication of I Bike officer driving through changes and helping to build long-term capacity
- WWCT working closely with ELC to identify how best to support individual schools
- Putting systems in place to overcome barriers and using I Bike to support / enable other initiatives (parking pledges, Bikeability, Walk to School week)

Subject to funding ELC plan to move the programme to 5 new schools, with a focus on those in or near new housing developments. Having been assisted to build up capacity, the 5 schools currently involved in I Bike will continue to be supported at a distance by WWCT.

ELC will continue to support all of our schools to develop sustainable active travel cultures through travel planning,

	<p>communication, infrastructure development, internal projects and partnership working with a range of Third Sector organisations.</p> <p>RK finishes by highlighting the importance of legacy, which will be the focus of the next 4 months of the I Bike project.</p> <p><b>OCN</b> asks if there is enough trained staff in schools that I Bike has left. RK – there will always be staff turnover, so legacy should not always be staff-led.</p>	
9.	<p><b>Tour de France 2026</b></p> <p><b>SMc</b> notes that the meeting time is running out and suggests that this be moved to the next meeting for discussion. CM will add this to the draft agenda for February's meeting and contact ELC Economic Development and Tourism, to see if any staff from those teams would be free to participate in the discussion.</p>	<b>CM</b>
10.	<p><b>AOB</b></p> <p>No other business.</p>	
11.	<p><b>Date of next meeting</b></p> <p>Thursday 26<sup>th</sup> February 2026 18.30 – 20.30 on Microsoft Teams.</p>	

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