

**REPORT TO:** Cabinet

**MEETING DATE:** 11 March 2025

**BY:** Executive Director for Place

**SUBJECT:** East Lothian Council Travel Plan – 2025-2030

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## **1 PURPOSE**

- 1.1 To seek Cabinet approval for a new Travel Plan for East Lothian Council.

## **2 RECOMMENDATIONS**

- 2.1 That Cabinet approves the targets and corresponding action plan contained within the new travel plan.
- 2.2 That Cabinet commit to a data-led approach to workforce travel planning and Scope 3 emissions reporting for the duration of the plan (6 years). This will require annual subscription to the CalCommuter tool (or similar).
- 2.3 To Approve Draft East Lothian Council Travel Plan 2025-2030 in Appendix A.

## **3 BACKGROUND**

- 3.1 A Travel Plan Strategy provides the basis to implement the necessary behaviour change elements (Information, Engagement, Facilities and Policies) associated with supporting and encouraging active and sustainable travel choices.
- 3.2 Following the conclusion of the authority's previous travel plan at the end of 2024, East Lothian Council remains committed to reduce its carbon emissions from transport.
- 3.3 In the second half of 2024, with grant funding obtained via the Workforce Mobility Project, officers in Road Services worked with consultancy Travelknowhow Scotland to develop a new travel plan.

- 3.4 Data gained through the CalCommuter pilot project (an Innovate UK grant funded project aimed at developing a data-led approach to sustainable workforce travel planning) has been used to help set proposed targets and associated action plan. It is also now possible to generate mailing lists for targeted messaging and communications to 'nudge' respondents towards appropriate and viable commuting choices.
- 3.5 The CalCommuter project was used as the vehicle to conduct the Council's annual travel survey, and thus to complete the authority's Scope 3 reporting for 2024. The accuracy of our reported Scope 3 emissions and the modal split of the workforce's current commuting habits have improved significantly as a result.
- 3.6 Over 700 employees across various service areas (frontline, education and corporate) were surveyed as part of the pilot project. All survey respondents received personalised travel plans generated by CalCommuter. These contained information on cost, time and carbon emissions for each viable option. These plans allowed the Council to begin to deliver on its aspiration outlined in the Climate Emergency Response Plan: to provide personalised travel plans for employees.

#### **4 POLICY IMPLICATIONS**

- 4.1 The new travel plan will become Council policy, sitting within wider policy agendas of Active and Sustainable Transport, Workforce Mobility Planning and the Climate Change Strategy.

#### **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 An Integrated Impact Assessment for the subject of this report has been completed and is currently undergoing a Quality Assurance process. Once this process is complete, the Assessment will be published and a link to the document will be made available to Members.

#### **6 RESOURCE IMPLICATIONS**

- 6.1 Financial - All costs involved in connection with consultation and partnership working that have been used to develop this plan have been met by external grant funding. Costs associated with implementation may include annual subscription to CalCommuter (or similar) and has been included in the 25/26 base budget.
- 6.2 Personnel - Active and Sustainable Transport Behavioural Change Officer to oversee implementation of action plan, with input from a working group with representation from HR, Comms, Transport, Road Services, CMT etc.
- 6.3 Other – None.

## 7 BACKGROUND PAPERS

7.1 None.

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<b>DATE</b>	21 February 2025



# Active and Sustainable Travel Plan Strategy 2025 – 2030

Version 2.0 – February 2024

## 1. Introduction

The Travel Plan Strategy provides the basis to implement the necessary behaviour change elements (Information, Engagement, Facilities and Policies) associated with supporting and encouraging active and sustainable travel choices that are inclusive and accessible. Active and sustainable travel is a way of getting around that involves walking, cycling, wheeling, using public transport, and also car sharing.

This document sets out the Active and Sustainable Travel Strategy for East Lothian Council over the next 5/6 years and sets out the council's intentions and commitment to travel planning measures across the Council. Whilst this strategy is primarily intended to support active and sustainable travel choices for council staff commuting and/or business travel, it is hoped that through the strategy's implementation the council can act as an anchor institution to support as many people as possible visiting, living and working in East Lothian to travel actively and/or sustainably.

East Lothian Council, along with other public bodies represent the frontline of Scotland's climate emergency response, with many already going well beyond their legislative duties to drive action and influence change across society. Since 2011, Scotland's public bodies such as East Lothian Council, have been legally required to reduce emissions associated with a range of different aspects of their operation by the Scottish Government.

## 1. Background

East Lothian encompasses a diverse and attractive landscape from beautiful coast and countryside, significant cultural and natural heritage assets, as well as distinctive towns and settlements of varying sizes. East Lothian shares boundaries with the Scottish Borders, Midlothian and Edinburgh, which, due to its close proximity, acts as a major employment hub for the county.

A rapidly growing population means the county is faced with great change over the coming decades, East Lothian's population grew by nearly 13% between 2011 and 2022 with further increases projected. Pressure on existing transport networks has and will continue to increase significantly. East Lothian and wider statutory partners must respond to increased pressure on transport infrastructure by ensuring that commuters and those making every day journeys have viable alternatives to motorised transport, particularly single occupancy cars.

### East Lothian Council's Vision

East Lothian Council are committed to working together across the Council, with the Council's partners and with the people and communities of East Lothian to achieve our vision of **an even more prosperous, safe and sustainable East Lothian, with a dynamic and thriving economy that enables our people and communities to flourish**. The [East Lothian Council Plan 2022-27](#) is challenging and ambitious. The Council is committed to working collaboratively with communities and citizens of East Lothian.

<b>VISION</b>			
<i>An even more prosperous, safe and sustainable East Lothian, with a dynamic and thriving economy, that enables our people and communities to flourish</i>			
<b>OVERARCHING OBJECTIVES</b>			
<b>Recovery and Renewal</b>	<b>Reduce Poverty and Inequality</b>	<b>Respond to the Climate Emergency</b>	
<b>THEMATIC OBJECTIVES</b>			
<b>Grow our Economy</b>	<b>Grow our People</b>	<b>Grow our Communities</b>	<b>Grow our Capacity</b>
Increase sustainable and inclusive economic growth as the basis for a more prosperous East Lothian	Give our children the best start in life and protect vulnerable and older people	Give people a real say in the decisions that matter most and provide communities with the services, infrastructure and environment that will allow them to flourish	Deliver excellent services as effectively and efficiently as possible within our limited resources

## 2. Key drivers for the Active and Sustainable Travel Plan Strategy

As an organisation, East Lothian Council is committed to ensuring that we link our actions to achieve the UN's Sustainable Development Goals working with our local communities and citizens. The UN Goals are directly linked to our National Performance Framework which the Scottish Government signed up to in 2015. We are committed to the principles of sustainable development which will meet our community's needs for health care in a way which sustains our natural environment and meets social equality and equity.

There are various statutory requirements that East Lothian Council are required to meet, and many national level strategies that we need to align with as a board and many regional and internal strategies that we need to tie into.

Sustainable transport/travel needs to be a thread running through our organisation moving forward. It needs to develop, adapt and grow with the organisation and the climate, health and societal changes that it will undoubtedly face.

The council will continue to develop its strong and positive working relationship with all its partners engaged through the East Lothian Partnership and other partnership forums including NHS Lothian, Police Scotland, Scottish Fire and Rescue Service, Scottish Enterprise, QMU, Edinburgh College, Volunteer Centre East Lothian, community and third sector groups and business associations.

VE TRAVEL PLAN  
TRANENT TOWN PLAN

### 3. East Lothian Council's vision for active and sustainable travel

East Lothian Council's Climate Change Strategy 2020–2025 sets out the Council's vision and overall aims for a Net Zero Council and a Carbon Neutral East Lothian.

**East Lothian Council will take urgent action to make all our Council Services Net Zero as soon as reasonably practicable, providing we are resourced appropriately to do so by 2045. The council will lobby, support and work with government, all relevant agencies, partners and communities to fulfil this commitment.**

**We will also work with our communities and partners towards making East Lothian a carbon neutral county, enabling the county to deliver its part of wider national and international commitments, and to prepare for the impacts of climate change.**



Partnership - East Lothian Council is committed to working in partnership with stakeholders in our communities, including, businesses, organisations and protected characteristic groups (as per the Equalities Act 2010) to tackle climate change.

#### Outcome 1: East Lothian Council will be a Net Zero and Sustainable Council

East Lothian Council will reduce its overall carbon emissions from the Council's own estate and operations over the 5-year period of the Climate Change Strategy to contribute towards making all our Council Services Net Zero as soon as reasonably practicable or in any case by 2045

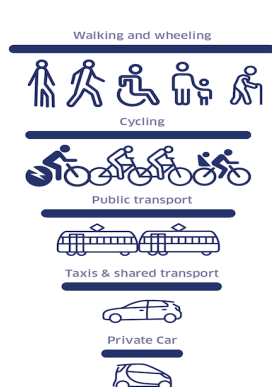
Key Priority Area 6: Reduce Emissions across our Transport Fleet and Staff Travel. An uplift in resource and investment will be required to enable the shift required,

#### Outcome 2: Active Travel and Sustainable Transport are used for everyday journeys, to drastically cut emissions from transport and improve air quality

Ensure that East Lothian has well-connected, healthy, active communities with improved air quality, where active travel and sustainable transport modes are the norm to access local services and amenities.

Despite working in a challenging time for bus operators and in the context of pressure on our core revenue grant, East Lothian Council aims to work across all service areas to embed the Scottish Government's travel hierarchy (see below). We would very much welcome the opportunity to do more with statutory partners to grow patronage of bus Public Transport services, and to ensure that as many people as possible can say "Yes" to more active and sustainable travel options.

As guidance, the aim of the Scottish Government's travel hierarchy is that decisions about everyday journeys should be taken in the light of the following:



- Can you prevent travel?
- If you can't prevent travel, can you walk, wheel or cycle?
- If you can't walk, wheel or cycle, can you use public transport?
- If you can't use public transport, can you lift share?
- If you can't share a vehicle, only then be the sole occupant of a vehicle.

The overall aim of this Active and Sustainable Travel Plan Strategy is:

**To reduce the amount of car-based traffic resulting from East Lothian Council operations and the impact that this has on the local communities by maximising its role as an anchor institution to work in collaboration with partners to enable more active and sustainable modes of travel to improve the health and wellbeing of staff, improve service accessibility and build healthier, more sustainable communities and mitigate against the impact of climate change.**

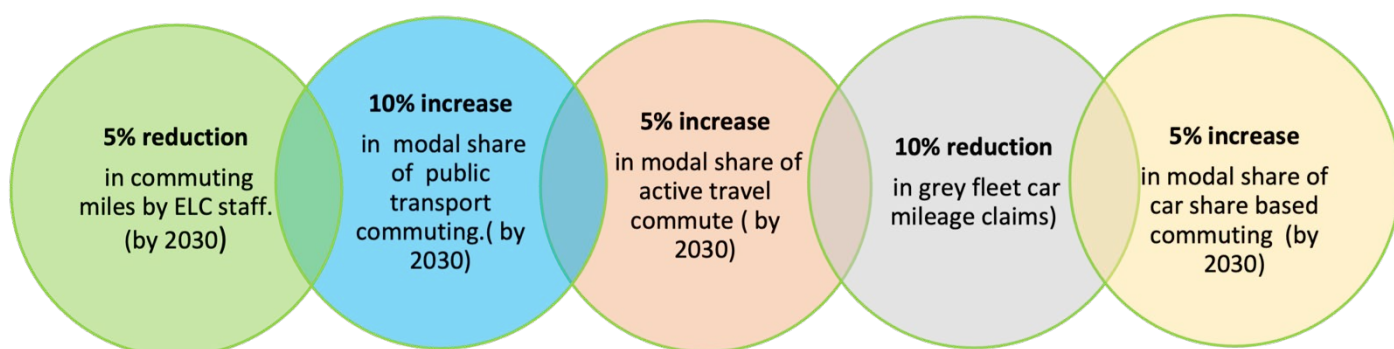
Scotland’s net zero emissions target date of 2045 is ambitious. In line with the Scottish Government target of a **75% reduction in emissions by 2030 and 90% by 2040** (relative to 1990 levels of carbon dioxide, methane, and nitrous oxide and 1995 levels of hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride), East Lothian Council has already achieved extensive decreases.

In order to continue this momentum to achieve the net zero by 2045 target (or sooner) East Lothian Council is looking to put in place the following targets in relation to active and sustainable travel across the organisation to be consistent with the Scottish Government’s route map to reduce car kilometres by 20% by 2030.

These will be as SMART (Specific, Measurable, Achievable, Relevant, and Time-bound) as possible allowing the council to effectively monitor and evaluate all workforce mobility initiatives undertaken and utilise the measures used to collect Scope 3 emissions data as part of the statutory Public Bodies Climate Change Duties Reporting (PBCCDR).

In the PBCCDR 2021/22, staff commuting and emissions from grey fleet (privately owned vehicles that are used for business purposes), as part of business travel broken down by fuel type, were added as two new carbon emissions categories. **Note:** from 2022/23 public bodies were asked to use a different methodology to capture greenhouse gas emissions from hybrid/home working.

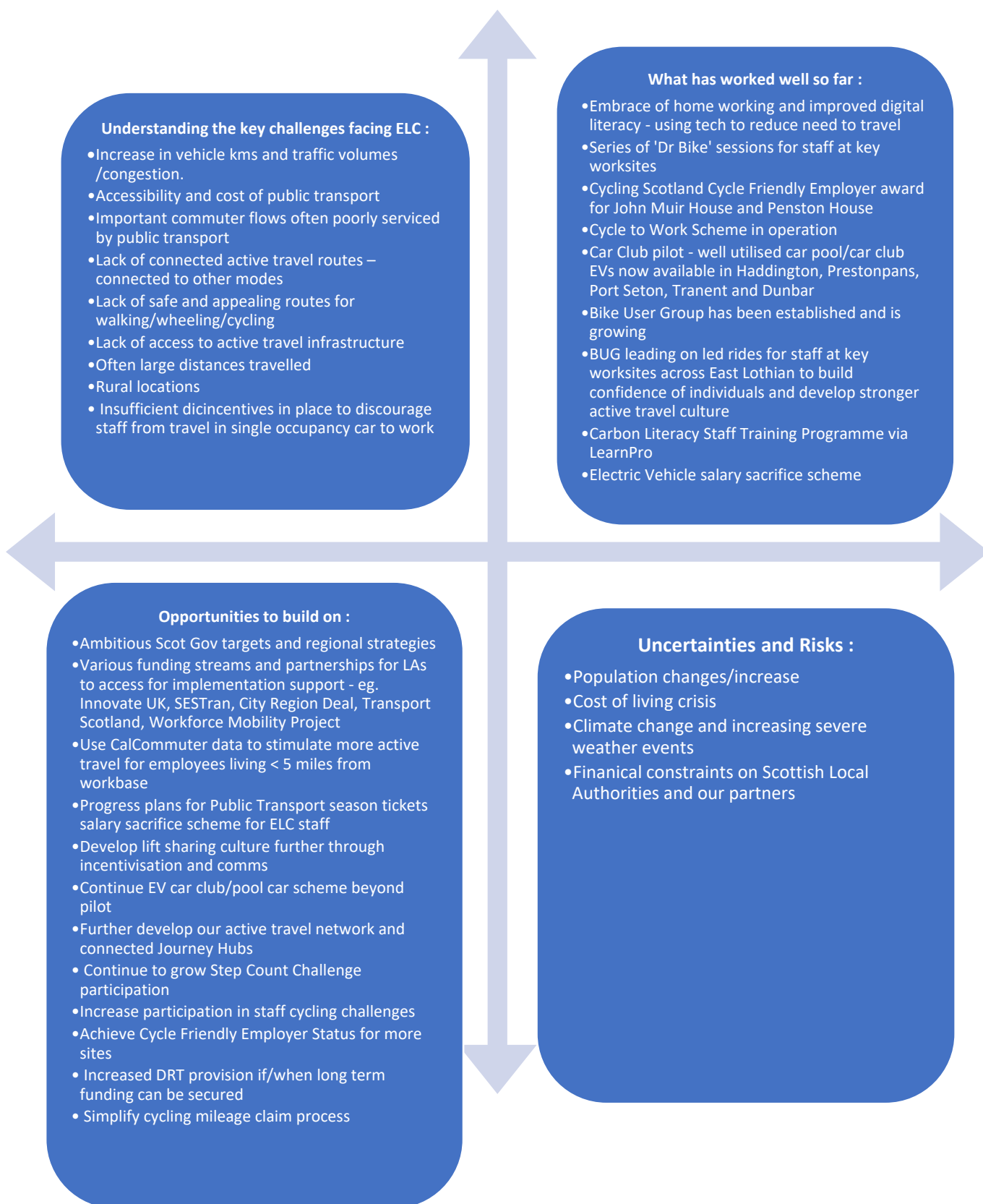
## Targets





## Current Situation - review alongside the Annual Update Document

There is a lot of great work already taking place across East Lothian Council to enable more active and sustainable travel.

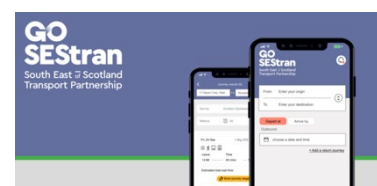


## Various initiatives already in place

- **Carbon Literacy Programme** for all staff – training via LearnPro
- **Ongoing communication around Climate Change**, active and sustainable travel through internal staff newsletter – Inform (Green Corner)
- **East Lothian Council's Sustainable Fleet Management Strategy** – pathway to zero tail pipe emissions from fleet vehicles procured by 2035.
- **Journey Hub Plan**
- **Continued programme to extend EV charging capacity** at Council offices, depots, and public buildings.
- **7 Council owned cargo bikes** being made available for community group/s across the council area and to the Rangers service. Can we bring these into any other Council service areas?

## Partnership opportunities

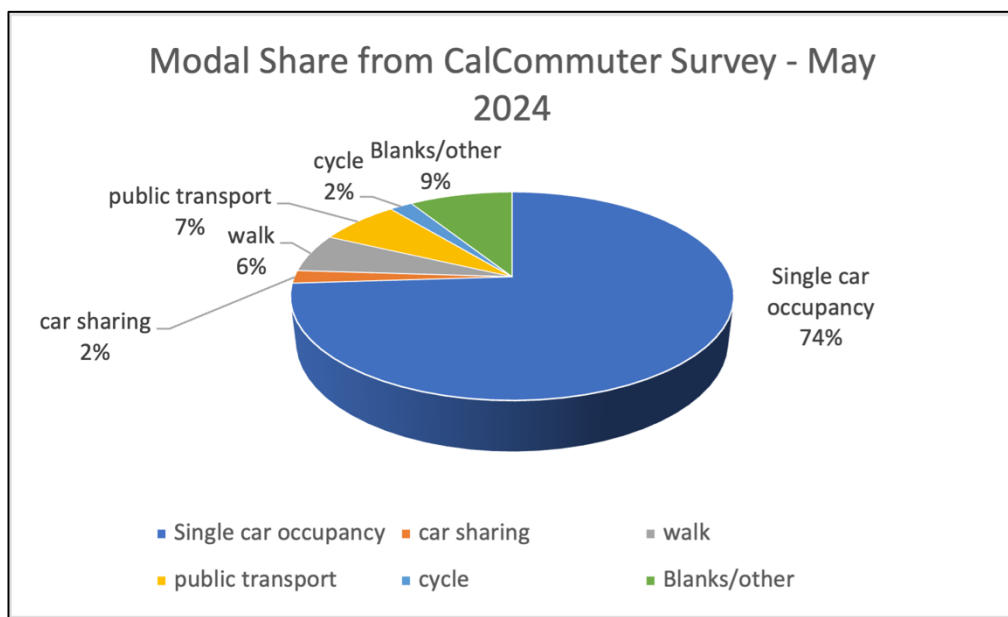
- **Build on 2024-25 pilot partnership with car club operator** aimed at reducing grey fleet mileage claims. The 1-year pilot, via Transport Scotland funding, has made car club EVs available at key locations across East Lothian where a high proportion of grey fleet users live/work. The Council acts an anchor institution through this grant funded model, as the public can use the EVs at evenings and weekends to reduce private car dependency and increase utilization of share transport EVs.
- **Use technology to improve data-led approach to travel planning** - in 2023-24 Innovate UK funded pilot to develop a new digital platform in partnership with local firm, David Smith Consulting. CalCommuter is now operational and aims to support employers with reducing commuting emissions via a data-led approach to workforce mobility planning. The platform allows employees to assess and self-initiate changes in their commuting behaviours, whilst employers can use data gathered to develop incentives and do targeted 'nudge' campaigns. There are opportunities to build on this work with CalCommuter or another similar provider.
- **Workforce Mobility Project**– has provided ongoing access to demand and travel behaviour data across the council area to assist in development of our proposed network of Journey Hubs. The WMP have indicated that they would be willing to work in partnership with the Council to explore the viability of introducing a Public Transport Salary Sacrifice option for ELC staff.
- **Exploring shared community transport options** across East Lothian – the Council is already piloting a network of bike hire hubs hosted within libraries across the county, as well as our network of supported car club hubs. We will continue to monitor and evaluate the success of these initiatives, whilst exploring further opportunities to deliver DRT bus services, if/when the necessary funding is made available.
- **GO SEStran App** -SEStran's pilot project to deliver a Mobility as a Service (MaaS) travel app to East Lothian and beyond to the rest of the region. Funded through Transport Scotland's MaaS Investment Fund, the free app will allow users to plan, book and pay for journeys by different transport modes, initially that is via rail, bus, and taxi.  
<https://sestran.gov.uk/gosestran-app-launch/>



## Modal Share from 2021/22 Staff Travel Survey

- 86% single car occupancy
- 4% car sharing
- 1% walk
- 5% bus
- 2% cycle
- 2% train

## Modal Share from 2024-25 CalCommuter survey results



### Key to note:

reduction in single car occupancy and increase in walking figures when compared to previous 2021/22 survey.

- 74% single car occupancy (12% reduction)

6% walk (5% increase on 2021/22 figures)

### Worth noting:

- 2024's results showed 21% of those using single occupancy car are traveling 5 miles or less to work.
- Lift sharing a viable option for many commuters.
- Opportunity to encourage increased frequency of the occasional active/sustainable journeys amongst car users.
- Opportunity to promote existing public transport options for key ELC sites. Analysis from Institute of Environmental Analytics, undertaken as part of CalCommuter project in 2024, indicates that Public Transport offers the greatest potential for ELC's workforce to reduce its Scope 3 emissions from commuting.

### 1. The Engagement Approach

As a large organisation connected to our local area and community, East Lothian Council recognises that it can make a positive contribution as an **anchor institution**. By investing in and working locally and responsibly with others, we can have an even greater impact on the wider factors that make us healthy. However, it is important to not only look at behaviour change but also to understand and look to address the societal drivers of current travel behaviour through greater collaboration with key stakeholders – local authorities, transport providers, active travel partners. Working as an anchor institution to think differently and proactively about how as an organisation we can affect change to **enable** staff and residents to change their travel behaviour.

East Lothian Council are keen to work collaboratively on the development of active and sustainable travel measures. Working with colleagues across all areas of the council to understand barriers and concerns and work with them to develop initiatives that encourage and support colleagues to want to change their travel behaviour. It is about trialling different approaches and working with colleagues to understand what works and what doesn't. This strategy is about developing an ongoing approach that evolves overtime and reflects the requirements of the Council, colleagues, and residents, while striving to achieve the necessary travel behaviour change needed to address the Climate Change Crisis.

## 2. Key areas of focus to increase the modal share of active and sustainable choices for commuting and service provision

### Reducing the need to Travel:

- Reduce the impact of staff commuting whilst maintaining balance in relation to the benefits of coming into the office socialising, support and mental health.
- Continued Hybrid working approach to enable staff to work remotely where it is appropriate
- Better integration of services within communities –to minimise separate journeys
- Continued utilising of technology to minimise travel.

### Promoting Active Travel:

- Increase staff awareness and knowledge of the active and sustainable travel options available to them by linking with a group of Travel Champions – TBC if this is Engagement Team or another group
- Further utilise the existing Bike User Group to encourage more cycling
- Deliver a range of activities and events that encourage staff to travel actively and sustainably.
- Reduce barriers to active and sustainable travel in the workplace through the provision of facilities, equipment and/or schemes making active and sustainable travel easier options
- Increase overall physical activity levels of staff.
- Ongoing maintenance of active travel facilities
- Deploy a range of measures to incentivise active travel to reduce car travel
- Incentivising and enabling car sharing – targeting communications via CalCommuter data

### Promoting Public and Community Transport

- Based on CalCommuter data, look to target the promote of personalised travel plans wo encourage greater trial of public transport options.
- Explore opportunities to work with local public transport providers to offer staff discounts
- Continue to work with local partners (Local Authorities and transport providers) to develop an integrated transport system across the region that utilises a network of Journey Hubs
- Within this network of Journey Hubs develop ELC sites as key transport interchanges within local communities – linking into key commuting/ traffic flows
- Explore more agile shared transport options – car sharing, car clubs, DRT as possible solution for rural/semi-rural communities
- Explore Community/ volunteer- based transport schemes - Such as the Community Transport Heroes Project running in Grampian region – as part of the [Health and Transport Action Plan](#)

### Decarbonising our Fleet and Work-Related Travel :

- Pathway to zero tail pipe emissions from fleet vehicles procured by 2035.
- Reduce the impact of the “grey” mileage (EV Car Club pilot scheme)
- Make minimising travel a criterion in procurement decision making.
- Implement the Travel Hierarchy for business travel
- Work towards enabling Bike Mileage policy for work-related travel
- Explore access to e-bikes e- cargo bikes etc for colleagues making shorter journeys.

### Climate Change and Access:

- To reduce carbon footprint of commuting and work-related travel and to report as part of the Carbon Management Plan
- Ensure that the project's reach is inclusive, through engaging and supporting staff and visitors of all demographics, socio-economic and the protected characteristics groups, as per the Equality Act 2010.
- Reduce the adverse impacts of travel (traffic flow and parking, air quality, road danger and community severance) on communities around key ELC sites

### 3. Implementation Plan

Short Term – Year 1	
<p><b>Allocate responsibility:</b> with a designated active and sustainable travel lead taking responsibility for promoting active and sustainable travel across ELC (eg. Active and Sustainable Travel Behavioural Change Officer). Look to further support this role, by having in place at each key site and/or each service area an active travel champion with a remit to support the implementation and development of this strategy via participation in an associated working group - providing insight into site-specific/service-specific contexts, and helping others make changes.</p>	<i>Promoting Active Travel</i>
<p><b>Demonstrate commitment through oversight and delivery at appropriate Board Groups</b> The Active and Sustainable Travel lead will report to the Sustainable Transport Officers Group to monitor progress, allocate resources and set direction for a 5-year change programme to deliver the implementation plan for this strategy.</p> <p>A working group drawn from depts such as HR, Communications; Road Services; Estates, Transport and Health &amp; Safety to be established to collaborate on delivery of action points. This group will require a lead officer to chair and coordinate (eg. Active and Sustainable Travel Behavioural Change Officer).</p>	<i>Promoting Active Travel</i>
<p><b>Improve Travel Information Provision:</b> To provide detailed travel information options to staff,</p> <ul style="list-style-type: none"> <li>• Increase staff access to Personalised Travel Plans (via CalCommuter or similar) to understand all options available</li> <li>• Promote use of the GOSES app amongst ELC employees</li> <li>• Improve Real-Time Information provision for passengers in each of the county's 6 towns</li> </ul>	<i>Promoting Active Travel</i>
<p><b>Continue the commitment to provide training and incentives</b> to encourage ELC staff to travel more actively and sustainably.</p> <ul style="list-style-type: none"> <li>• Personal Safety Training/ Roadshows</li> <li>• Cycling Maintenance Workshops</li> <li>• Active Travel Incentives – linked to site-based services</li> <li>• Salary sacrifice schemes – eg. cycle to work, EVs, public transport season tickets</li> </ul>	<i>Promoting Active Travel</i>
<p><b>Continue to utilise the Bike User Groups</b> – walking and Cycling (BUG)</p> <ul style="list-style-type: none"> <li>• Guided lunch time walks/cycles Buddy schemes to address personal safety concerns</li> </ul>	<i>Promoting Active Travel</i>
<p><b>Step Count Challenges/ Scottish Workplace Journey etc</b></p> <ul style="list-style-type: none"> <li>• Continue to look at Challenge based initiatives across the council</li> </ul>	<i>Promoting Active Travel</i>
<p><b>Continued commitment to provide new facilities as well as ensure maintenance of existing facilities at all our ELC sites that encourage active travel</b> – accessible to staff, visitors Cycle storage</p> <ul style="list-style-type: none"> <li>• Changing Facilities /Locker facilities</li> <li>• Adequate paths, cycle ways – lighting, notice boards, information points and accessible information.</li> <li>• Development of guide to all active travel facilities available across key council sites is in development</li> </ul>	<i>Promoting Active Travel</i>
<p><b>Business Travel Network</b> – staff-based forum to encourage behaviour change in terms of business travel. Communicate updated business travel policies, exchange best practice, raise awareness of journey sharing, tele conference etc, active travel business travel options.</p>	<i>Decarbonising our Fleet and business travel</i>
<p><b>Collect Data:</b> Commitment to conduct annual employee travel surveys to monitor travel choices, patterns, and measure shifts in modes of transport. Utilise Champions across each site</p> <ul style="list-style-type: none"> <li>• Quantitative and qualitative research to understand current situation and barriers/attitudes to active and sustainable travel</li> <li>• Do Car Park /Cycle shelter spot checks</li> <li>• Car park/traffic counters at key sites. Consider how best to collect staff/ visitor travel information going forward</li> </ul>	<i>Annually</i>
<p><b>Set Ambitious Targets:</b> In line with Cycling Plan for Scotland, set targets to increase everyday journeys made by bike (and wheeling/walking) See targets table above</p>	<i>Annually</i>
<p><b>Collect Commuter emission details – CalCommuter</b></p> <ul style="list-style-type: none"> <li>• Annual CalCommuter survey to collect emissions data for commuting and homeworking to feed into ELC reporting officer.</li> </ul>	<i>Annually</i>
<p><b>Develop an Active and Sustainable Travel Brand /Communications Strategy</b></p> <ul style="list-style-type: none"> <li>• Undertake a formal staff consultation process as part of the initial stages of development of the brand/ communications strategy, to gather further feedback and input from different service areas across the Council.</li> <li>• Use this engagement work as a vehicle to recruit local active and sustainable travel champions/ambassadors. Storytelling approach to engage staff.</li> </ul>	<i>Promoting Active Travel</i>
<p><b>Promote discounted bus travel for ELC staff across all bus providers</b></p> <ul style="list-style-type: none"> <li>• Also promote the FREE under 22 and 60 travel to all applicable staff</li> </ul>	<i>Promoting Active Travel</i>

<b>Explore provision of E-bikes/e-cargo bikes</b> for employees - in particular in the provision of more local based services (in the community).	<i>Promoting Active Travel</i>
<b>Tie in with Healthy Working Lives team</b> to promote the wider benefits of more active and sustainable commuting.	<i>Promoting Active Travel</i>
<b>Medium Term – Year 2 – 4</b>	
<b>Personal Travel Planning (PTP)</b> – for staff <ul style="list-style-type: none"> <li>Various personalised travel planning tools available that can offer the opportunity to show individuals the alternatives available to them.</li> <li>CalCommuter (or similar) can assist with this</li> </ul>	<i>Promoting Active Travel</i>
<b>Continuation of work with Cycling Scotland Cycle Friendly Employer Accreditation</b> – ensure ongoing work to maintain Cycle Friendly Employer accreditation across all major sites and look to work towards Walk to Work across all sites Also consider - Walk at Work Accreditations	<i>Promoting Active Travel</i>
<b>Cycle to Work Scheme</b> – continue to promote this scheme and benefits to all ELC staff across various offices, depots, and public buildings	<i>Promoting Active Travel</i>
<b>Refresh Business Travel Policy</b> – review business policy guidance to ensure a new travel hierarchy , review car mileage), add cycle mileage , business travel sharing. Need to disincentive car travel for business wherever possible.	<i>Decarbonising our Fleet and business travel</i>
<b>Continued promotion and development of Agile Working Policies</b> – remote working, flexible hours etc. Looking at it from need to travel point of view and flexible times to allow for more sustainable travel options. <ul style="list-style-type: none"> <li>Consideration to working Hubs – that could be utilising other public bodies spaces, in key local locations.</li> </ul>	<i>Reduce the need to travel</i>
<b>Continue to work in partnership with local agencies, transport providers and active travel partners</b> details to be added	<i>Promoting Active Travel</i>
<b>Car sharing – explore options. Using data collected via Cal Commuter pilot to identify possible clusters for car sharing</b>	<i>Reduce the need to travel</i>
<b>Longer Term – Year 4 onwards</b>	
<b>Further development of EV Charging across ELC sites.</b> <ul style="list-style-type: none"> <li>Explore options for commercially viable EV Charging solutions</li> </ul>	<i>Decarbonising our Fleet and business travel</i>
<b>Review of Car parking policy:</b> <ul style="list-style-type: none"> <li>in line with national policy</li> <li>following consultation and engagement with members, joint trade unions, staff and partners.</li> </ul>	<i>Reduce the need to travel</i>
<b>Continue to work with local agencies and transport providers to achieve greater active travel connectivity/</b> infrastructure to allow for multi modal journeys at major ELC sites. Considering shift working and need for staff to move between sites.	<i>Promoting Public Transport and Community Transport</i>
<b>Procurement Procedures reviewed</b> – to ensure that new Travel Hierarchy is a key criterion in procurement decisions	<i>Climate Change and Access</i>
Continue linking this strategy into the ELC Carbon Management Plan / Climate Change Reports	<i>Climate Change and Access</i>
Continue to ensure inclusive approach to all schemes in terms of different needs and requirements across the protected characteristics, as well as socio economic inequalities	<i>Climate Change and Access</i>

### Commitment

To be successful, the East Lothian Council Active and Sustainable Travel Plan Strategy will require resources and participation from a range of stakeholders, internal and external to the organisation.

- It will require the support and commitment of senior management and the Sustainable Transport Officers Group
- Dedicated resource to drive forward travel Plan Strategy and its implementation across the organisation, including cross-council working group taking responsibility for implementation, with the council's Active and Sustainable Travel Behavioural Change Officer chairing this group.
- Ownership, throughout the organisation. ELC will add sustainability actions to our job descriptions and accountability to managers for sustainable action.
- Ownership, at individual site level to ensure implementation and ongoing monitoring against key targets.
- Strong brand - commitment to disseminate information across the organisation and raise awareness.
- Partnership working across the organisation and externally.
- It will require robust monitoring and reporting. Linking to statutory reporting requirements.

## Appendix 1 – Targets with timelines

Target Description	Indicator	Short Term (2026)	Med Term (2028)	Long term (2030 and on)
<b>5% increase in modal share of active travel commuting by 2030)</b>  <b>(from 8% in 2024 to 13% by 2030)</b>	CalCommuter	1% increase	2.5% increase	5% increase
<b>10% increase in modal share of public transport commuting by 2030)</b>  <b>(from 7% in 2024 to 17% by 2030)</b>	CalCommuter Bus Company Ticketing data	3% increase	6% increase	10% increase
<b>5% reduction in commuting miles by staff by 2030</b>  <b>Add baseline for 2024</b>	CalCommuter	1% reduction	2.5% reduction	5% reduction
<b>10% reduction in grey fleet car mileage claims</b>  <b>Add in baseline for 2024</b>	Grey Fleet Mileage Claims CalCommuter	3% reduction	8% reduction	10% reduction
<b>5% increase in modal share of car-share commuting by 2030</b>  <b>2% in 2024 to 7% by 2030</b>	CalCommuter	1% increase	2.5% increase	5% increase