



FA'SIDE

Local Walking and Wheeling Action Plan

2025

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Executive Summary

Sustaining Choices is a project led by Planning Aid Scotland and funded by the Paths for All Smarter Choices, Smarter Places Open Fund. The aim is to develop evidence to support sustainable transport and active travel.

Between November 2024 and March 2025, Planning Aid Scotland—in partnership with Fa'side Area Partnership; Fa'side Climate, Travel & Sustainability group (FaCTS); and East Lothian Council—organised **seven engagement events** and an **online survey** to gather data from residents about walking and wheeling in Fa'side.

280 people shared their views, with feedback highlighting issues with the connectivity of routes, poor path maintenance, barriers to accessibility, difficulty navigating routes, safety concerns, and a lack of awareness of existing paths. The data collected was then analysed and used to develop **five key actions** for the community to work towards. These are:

- 1. Develop an interactive map showing walking and cycling routes and points of interest**
- 2. Create new better connected and safer routes**
- 3. Engage with young people**
- 4. Improve path access**
- 5. Develop walking groups**

More information on these actions can be found in the table “Fa'side Local Walking and Wheeling Action Plan Key Tasks” on page 12.



**280****people shared
their thoughts****94****online survey
responses****186****people across
7 events****5****key actions
were identified**

Introduction

The Sustaining Choices project has been successfully delivered in Fa'side in partnership with Fa'side Area Partnership and Fa'side Climate, Travel & Sustainability group (FaCTS) and East Lothian Council. It wouldn't have been possible without volunteers generously giving their time to help with the events and analyse data.

During November and December 2024, Planning Aid Scotland staff and volunteers conducted five in-person community consultation events across Fa'side, attracting around 150 participants. These events gathered some initial data on the issues relating to walking and wheeling in their area, and discussed ways to encourage more active travel. We employed interactive mapping exercises, open discussions, and feedback stations allowing participants to share location-specific concerns.

We supplemented this with an online community survey that received around 100 responses, providing quantitative insights into travel

behaviours and barriers. Our social media outreach engaged over 12,500 people, generating more than 730 interactions on key issues.

We worked closely with the Fa'side Climate Transport Sustainability Subgroup, local schools, and East Lothian Council, ensuring diverse perspectives were represented. This multi-channel approach allowed us to reach traditionally under-represented groups, including older residents, young people in the local youth group, and those with mobility challenges.

The data was then compiled and analysed to identify key themes and potential actions. Follow up events were held in March 2025 to finalise these actions.

The next stage is for work to start in the local community, implementing the actions identified in this plan and applying for project funding. This plan and the evidence gathered from the engagement activities can be used to support funding applications.

Context

Purpose & Scope of the Action Plan

Sustaining Choices

Sustaining Choices was primarily set up to support communities in urban and rural Scotland who currently underutilise, or have poor access to, sustainable transport and active travel opportunities.

Sustaining Choices has been funded by the *Paths for All Smarter Choices, Smarter Places Open Fund*, and delivered by Planning Aid Scotland working alongside delivery partners in each community.

The goal of the project was to develop an increased evidence base to support sustainable transport and active travel interventions in each location.

Area Description

Fa'side area is a collection of four Community Council wards in East Lothian. By far the largest in population is Tranent & Elphinstone. Tranent is a historic town and, like much of the county, it was once dominated by a strong working-class culture of mining and agriculture. Today it is rapidly changing with a significant amount of housing enlarging the town. It has and still faces many socio-economic challenges with some of the highest rates of social deprivation in Scotland. This contrasts with new property developments focused on housing families which, overall, appeals to a new, wealthier, demographic. This has created fresh challenges in meeting demand for school places. The other communities of Macmerry, Pencaitland & District, and Ormiston make up the remaining parts of Fa'side. These have historically been more rural



in nature but all have seen recent expansion in housing development. Across Fa'side the challenge is an overall ageing demographic and how an active and healthy population can retain independence.

The 2020 population of the Fa'side ward was 1,986, with 8,569 dwellings, which is 18.4% of the population of East Lothian. This Fa'side ward has proportionally more people aged 0 to 15 and 65 or over than the East Lothian average. In 2019, 19% of children in the ward were classed as living in relative low income families, and 15% in absolute low income families.

2019 Mid-Year Population Estimate	Fa'side Ward	East Lothian	Scotland
% of the population that are aged 0-15	20.0%	18.4%	16.9%
% of the population that are aged 16-64	62.0%	61.3%	64.0%
% of the population that are 65 or over	18.0%	20.3%	19.1%

In 2020 64.5% of the population of the Fa'side ward are classed as living in other urban areas, and 35.5% were classed as accessible rural, compared to 20.2% and 22.0% across East Lothian as a whole.

The 2020 SIMD shows that approximately 11.9% of the Fa'side ward population are classed as income deprived. 3 out of 24 data zones are in the 20% most deprived in Scotland. The lowest ranked data zone in East Lothian, High St./Northfield Lindores Drive,

Tranent is in the Fa'side ward. This data zone is also within the 10% most deprived in Scotland.

8 data zones in this ward are within the 20% most deprived in relation to SIMD20 crime categories in East Lothian. 1 data zone is within the 10% most deprived in relation to SIMD crime in Scotland.

The Fa'side ward, which houses 18.4% of East Lothian's population, generated 15.8% of the Anti Social Behaviour (ASB) complaints made to East Lothian Council in 2020/21.

Anticipated Uses for the Action Plan

It is hoped that this Action Plan will be used to embed the implications of these proposals in spatial planning and land use decision making for Fa'side and the surrounding area.

The Action Plan is also intended for use by communities and local authorities to plan changes to services and the built environment or to be used as a basis for developing specific proposals. This may involve being submitted as an evidence base to help justify further funding applications for work such as feasibility studies or securing infrastructure.

National Policy Context

Planning is a powerful tool for delivering change on the ground in a way which brings together competing interests so that decisions reflect the long-term public interest. Past, present and future challenges mean that we must make the right choices about where development should be located. Increasingly, communities have been

finding new ways to live sustainably, including by taking control of their property or land. Walking is one of the simplest yet most effective ways to promote healthier communities, reduce environmental impact, and improve urban liveability. While local walking action plans focus on community-specific initiatives, they require strong national policies to provide guidance, funding, and strategic direction.

The *National Planning Framework 4* (NPF4) and *National Transport Strategy 2* (NTS2) play a crucial role in shaping pedestrian-friendly environments, ensuring that local governments have the support they need to create walkable, accessible, and safe neighbourhoods.

National Planning Framework 4 (NPF4)

NPF4 focuses on creating sustainable, liveable, and productive places throughout Scotland. It mandates that all future developments must actively support sustainability, including ensuring accessibility via sustainable transport options.

Policy 13 within NPF4 (p.57) promotes

and prioritises walking, wheeling, cycling, and public transport as the primary modes of everyday travel. The policy aligns with Scotland's sustainable transport investment hierarchy, which prioritises reducing the need for unsustainable travel. Developing and upgrading active travel infrastructure is key to building an integrated, accessible transport network that connects communities to essential services, employment, and multi-modal transport hubs (p.108).

To support this, NPF4 endorses proposals that:

1. Ensure direct, safe, and accessible active travel routes (walking, wheeling, cycling) to local amenities before development occupancy.
2. Facilitate access to public transport, preferably integrating with existing services.
3. Promote seamless connectivity between different transport modes.
4. Include low or zero-emission vehicle and cycle charging points in alignment with building regulations.
5. Provide secure, conveniently

located cycle parking, positioned to be more accessible than car parking.

6. Incorporate safety features, such as pedestrian crossings and speed reduction measures.
7. Consider the diverse transport needs of all users, including those with protected characteristics, from the earliest design stage.
8. Address and mitigate any impact on local public access routes.

National Transport Strategy 2 (NTS2)

NTS2 outlines Scotland's vision for a sustainable, inclusive, and accessible transport system that supports a healthier, fairer, and more prosperous society. Its framework consists of four key priorities, each with specific outcomes and policies that guide progress measurement and implementation.

Recognising that barriers to active travel still exist and that transport continues to contribute to greenhouse gas emissions, NTS2 commits to tackling these

challenges by enhancing active travel options and promoting sustainable transport solutions.

NPF4 aligns with NTS2 by prioritising infrastructure investment in areas where it can best support key national objectives. These include reducing inequalities, addressing climate change, enhancing health and wellbeing, and fostering a wellbeing-focused economy.

The Scottish Government's *National Walking Strategy*, outlined in the *Let's Get Scotland Walking Action Plan (2016–2026)* and updated in 2019, promotes walking as a means to improve public health, support environmental sustainability, and create more active communities.

Key Objectives of the Walking Strategy:

- Foster a walking-friendly culture across Scotland.
- Enhance walking infrastructure to ensure safer, more accessible environments.
- Support independent and inclusive mobility for all citizens.

Additionally, Transport Scotland introduced the *Cycling Framework for Active Travel* in April 2023, reinforcing the government's commitment to increasing walking, wheeling, and cycling as everyday modes of transport. This framework underscores the need for well-planned local active travel networks and strategic investment decisions.

The primary focus of the strategy is the development of high-quality, safe, and dedicated cycling infrastructure that is well-funded, equitably accessible, and supported by training and education programmes to encourage widespread adoption.

Additional Policies

1. **Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022–2030:** This framework highlights the importance of dedicated, high-quality, and safe infrastructure to promote cycling. It emphasises the need for local authorities to develop active travel strategies and maps, guiding the improvement of active travel networks and facilities through an evidence-led approach.

2. **Let's Get Scotland Walking – The National Walking Strategy:** This strategy aims to create a culture where walking is a natural choice for daily short journeys. It includes an action plan that encourages the development of active travel plans to support the strategy's delivery, making it directly relevant to local walking action plans.

Local Policy Context

Pencaitland and District Local Place Plan 2025–35

- **A Safe Place:** This theme is about creating a place which is safe for local residents as they go about their daily lives. In many respects Pencaitland & District is already a safe place to live. The issues that are highlighted relate to the management of traffic within Pencaitland village and the desire for safe active travel routes for local journeys.

- **A Green Place:** This theme is about creating a place which is environmentally sustainable and supports individuals to make choices which help them to reduce their carbon impact. Local residents are fully aware of the need for us all to limit our environmental impact and are keen to adopt measures which help us to live more environmentally sustainable lives. Issues highlighted under other themes, such as active travel, and improved community facilities will also contribute to the delivery of this theme.
- **A Connected Place:** This theme is about how as a community we connect to the wider region, particularly with local urban centres such as Tranent, Haddington, and Edinburgh. It is also about how we connect virtually. Both physical and virtual connections are vital for those in employment and for local businesses. As the population continues to age, virtual tele-presence will be a vital tool for maintaining independence. Connectivity is also important for recreation and leisure and

for the many social interactions which make up our daily lives.

Fa'side Working Area Plan 2015–2013

- **Sustainable Economy:** Improve travel options and reduce traffic congestion throughout the area.
- **Resilient People:** Increasing opportunities for physical activity in day to day life.
- **Safe and Vibrant Communities:** Improving community information, facilities and resources.

East Lothian on the Move – Engagement and Action Planning

Walking, cycling and public transport can provide a convenient and affordable way to get where you need to go. East Lothian on the Move helps local residents and visitors save money and time as they get around the county sustainably.

Local Active Travel Improvement Plan 2018–2024

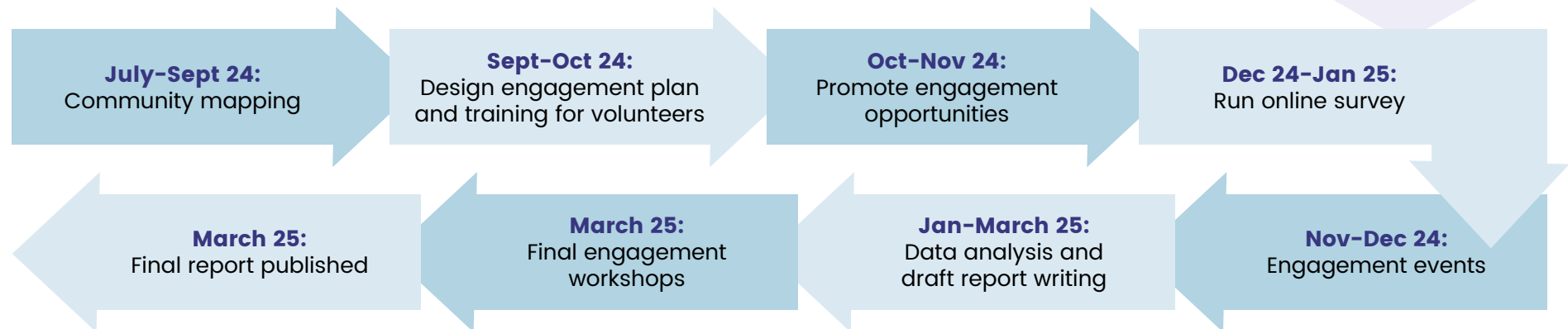
Locally, the Active Travel Improvement Plan (ATIP) is one of four supporting plans to East Lothian's Local Transport Strategy (LTS), which addresses the broader transport challenges. The ATIP aims to complement the LTS by outlining the short and long term actions and aspirations of East Lothian Council in improving its active travel network to offer an accessible and attractive alternative to motorised transport, which will ultimately form part of an integrated transport system.



Engagement Process

Approach

Process Overview



Project Delivery – Detailed Steps

The following describes the various stages of the engagement process.

There was an initial exercise to select interested communities who would benefit from the implementation of a Local Walking and Wheeling Action Plan. Following this, we held two training events for volunteers who would be involved in the project, one was an introduction to Sustaining Choices and the

other was on Facilitation Skills.

Engagement opportunities were then established. These were promoted to the wider community:

- Social media posts were shared on local Facebook pages and reached 12,500+ people, engaging 730+ people (likes, shares, comments, and link clicks).
- Event information was promoted

by the East Lothian Courier, Radio Saltire Community News, Tranent and Ormiston Libraries, Fa'side Area Partnership, East Lothian Courier, Pencaitland Community Council, Connected Communities Fa'side, and East Lothian Area Partnership.

- Information was shared with local organisations and the local authority alongside a request to share it on social media.

- Posters and leaflets were distributed locally.

The local community commissioned [drone footage](#) in the area showing a possible walking route to connect the villages of Pencaitland and East Saltoun. This footage generated a great deal of discussion at the events.



Planning Aid Scotland staff compiled and analysed the data before developing an initial draft document of priorities and actions. The spatial data was mapped using Google Maps and shared through social media and via projection at the follow up events.

Lastly, two final engagement opportunities were held in Fa'side. Key actions were highlighted and

Engagement Events Held		Date	No.
1	Pencaitland Community Cafe	Friday 22 November 2024	50
2	Macmerry Miners	Monday 25 November 2024	2
3	Recharge Youth Project	Wednesday 27 November 2024	4
4	Fraser Centre	Friday 29 November 2024	25
5	Tranent Parish Church	Sunday 1 December 2025	60
6	Online Survey	December 2024-January 2025	94
Total attendance/responses during information gathering phase			235
Final	Tranent Library	Wednesday 5 March 2025	15
Final	Pencaitland Connections Cafe	Friday 7 March 2025	30

explored further. The outputs from the final workshops were then integrated into the initial draft, before finalising the Action Plan.

“Poorly maintained path surfaces”

“No path or pavement to take me where I'd like to go”

Evidence Gathering

Engagement Events

The following questions were asked at the initial engagement event in November 2024:

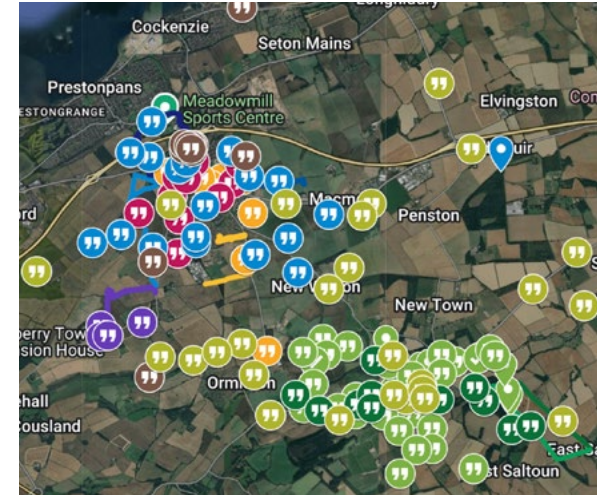
1. Why do you walk?
 - Do you walk/cycle rather than drive for some activities?
 - Would it be possible to swap from the car to more sustainable travel (walk/cycle/public transport) and what would help make this possible?
2. Where do you enjoy walking in the local area?
 - What would encourage you to walk more in this area?
 - What puts you off walking locally?



3. Where would you like to walk locally?
 - Have you any suggestions for paths or things that would encourage people to walk more?
4. Do you have any stories to share about walking in the area?
5. Any other comments?
6. Would you like to be on the project mailing list?

Online Survey

A copy of the questions asked in the online survey (December 2024–February 2025) are included as “Appendix 3: Data Report” on page 18.



Spatial Data

Responses taken from in-person engagement sessions at Pencaitland Connections Café, Recharge Youth Centre, Fraser Centre, Elphistone Walk, Tranent Church, as well as online and paper questionnaires were mapped on Google Maps (Author: Liam Young (2025) Google–My Maps. Available at: <https://bit.ly/Faside>). This illustrated spatially, the shortcomings, as well as the opportunities for expansion, of sustainable travel in the area of Fa'side.

Delivery Strategy

Key Actions Identified

Following an assessment of all the potential actions considered during the information gathering stage, the core team identified several significant barriers to active travel in Fa'side to focus on during the final workshop:

1. **Infrastructure gaps:** The community highlighted the lack of safe walking and cycling routes connecting key destinations, specifically between Pencaitland to East Saltoun and Haddington. 72% of survey respondents cited this as their primary barrier to active travel.
2. **Network discontinuity:** The Railway path, a key local route, has multiple issues including a problematic wooden gate and poor surface conditions, making it inaccessible for many users with mobility challenges.
3. **Missing connections:** Residents identified crucial missing links in the active travel network, particularly connections from Ormiston to Elphinstone and Winton.
4. **Safety concerns:** 65% of participants expressed safety concerns due to narrow or missing pavements on main roads and poor lighting in key areas.
5. **Wayfinding challenges:** A significant 58% of respondents reported difficulty navigating existing routes due to inadequate signposting and information, discouraging exploration of walking options.
6. **Awareness gaps:** During community workshops, many residents expressed surprise at learning about existing paths in their area, indicating a critical information gap.

Further discussions then explored which community or outside organisations could help in the development of the action and what were the key steps to take the ideas forward.

Fa'side Local Walking and Wheeling Action Plan Key Tasks

Action	Who could help	Key steps
<p>Mapping project (cultural planning)</p> <ul style="list-style-type: none"> Develop an interactive map highlighting key walking and cycling routes, incorporating cultural and heritage elements through a wide range of community workshops and events across the different Fa'side communities. Explore ways to link the mapping to other digital resources, signposting, and information boards aligned with Journey Hub proposals. 	<ul style="list-style-type: none"> Fa'side Climate Transport Sustainability subgroup East Lothian Council Community Councils Fa'side Area Partnership Active Travel Officer Landowners Funders HES Tranent Tree Town/ Natural Connections, Forest Challenge Fund 	<ul style="list-style-type: none"> Interactive mapping project: Secure funding for year-long engagement to collect information and stories to encourage people to walk more. This person would visit all local groups to capture local heritage information. The interactive map would have points of interest, heritage, nature, stories, music and pictures and include short-medium-longer routes from (say) five different starting points and promoting walking groups Improved accessibility: Plans for new walking-cycling routes (Pencaitland to East Saltoun and Haddington) will address the lack of safe connections between villages. Interactive mapping will highlight accessibility features like gradients and rest points. The interactive map will be an on-going resource. Enhanced wayfinding: Opportunities to create signage with QR codes will improve navigation, benefiting older residents, visitors, and those with cognitive impairments. Signage with destination and distances. Inclusive design: Community input will ensure improvements accommodate wheelchair users, parents with strollers, and people with visual impairments.
<p>New walking and wheeling route planning</p> <p>Create more and better connected safe active travel routes, for both leisure and practical purposes, that accommodate walking and wheeling and better connect the villages in the area.</p> <p>Key areas:</p> <ul style="list-style-type: none"> Plan new routes connecting Pencaitland to East Saltoun Improvements to the Railway path Connection from Ormiston to Elphinstone and Winton Path to Pencaitland Primary School 	<ul style="list-style-type: none"> Fa'side Climate Transport Sustainability subgroup East Lothian Council Landowners Community Payback Scottish Water for option 2 of Pencaitland to East Saltoun route – footbridge Winton Estate Community Council Fa'side Area Partnership 	<p>East Saltoun route:</p> <ul style="list-style-type: none"> Buy in from the community Engaging with landowners to help secure agreements for future implementation (Winton Estate, Fletcher, Lennoxlove) Make business case (cost of 2.1m path whindust for 2km approx. £60k and raised crossing in East Saltoun approx. £30K) Take case to funders (inc. Paths For All – Ian Findlay Fund) – emphasise walking, routes to school, wheeling, cycling, community resilience, older people, social inclusion, health and mental wellbeing Investigate possibilities of match funding, inc. in kind <p>Railway path: Investigate footbridge across Road (Winton Estate) look at the wooden gate that won't open. Railway path in general has poor surface.</p> <p>Connections from Ormiston to Elphinstone and Winton: Look at solutions to lack of pavement or narrow walkways on busy main roads between villages</p>

Action	Who could help	Key steps
<p>Engagement with children and young people</p> <p>Engage with young people to involve them in contributing to signage design, interactive map content, and local issues research. Young people will help create active travel maps to encourage walking, cycling, and wheeling particularly in their age group.</p>	<ul style="list-style-type: none"> • Fa'side primary and secondary schools and youth groups • Fa'side Climate Transport Sustainability subgroup • East Lothian Council 	<ul style="list-style-type: none"> • Schools' engagement: local students will contribute to signage design, content creation, and research, fostering ownership of active travel. • Youth group: Build upon existing engagement with local youth groups, providing more informal opportunities for young people to engage with active travel opportunities.
<p>Pathways access planning</p> <p>Identify and prioritise improvements to path access, surfaces, lighting, road crossings, and links to public transport.</p>	<ul style="list-style-type: none"> • Fa'side Climate Transport Sustainability subgroup • East Lothian Council • Community Councils • Fa'side Area Partnership • Local Councillors • Local Housing Priorities (LHP) fund • Community Payback • Funders • Horse riders • Landowners • Local bus companies: East Coast buses and Prentice buses 	<ul style="list-style-type: none"> • Do walking assessment to identify where the issues are • Look at examples of road crossings in other areas • Traffic survey • Encourage community involvement in managing trees/bushes • Plan signage with destination and distance • Check where power cables are • Find funders • Explore Community Payback support for maintenance • Improvements to access, surfaces, and lighting of many existing pathways • Key areas for better lighting: Macmerry – poor lighting in the park and Tranent for safety at night • Look at No.113 bus – Could extend to Haddington and connect with other services • No. 123 Gifford Circle: Extend timetable – currently does not run on Sunday and reduced timetable on Saturdays • Investigate having flat fees on buses to discourage people driving to Tranent and parking to use cheaper service
<p>Walking groups</p> <p>Encouraging people to walk more often.</p>	<ul style="list-style-type: none"> • Fa'side Climate Transport Sustainability subgroup • East Lothian Council 	<ul style="list-style-type: none"> • Audit of walking groups in the Fa'side area • Promote existing walking groups • Create new group with Parish church and Ageing Well in Tranent on a Thursday morning

Next Steps

This plan is intended as a practical resource for positive change, sparking conversations and supporting the long-term development of walking and wheeling in the area.

The plan will be shared with organisations across the area so that it may be used as an evidence base to support projects promoting active and sustainable travel in the area.

Further queries regarding the plan should go to office@pas.org.uk



“Just a big thank you all round. The ideas of a connecting path between Pencaitland and East Saltoun would have remained just ideas without your help. Now it looks like an idea with legs (excuse the pun) thanks to your help.”

Ralph (volunteer Fa'side)

Acknowledgements

Thank you to everyone involved, including:

- Fa'side Area Partnership
- Fa'side Climate, Travel & Sustainability group (FaCTS)
- East Lothian Council
- Community Café Pencaitland
- Recharge Youth Centre
- Fraser Centre
- Planning Aid Scotland volunteers who gave their time to facilitate events and data analysis
- Paths for All for providing advice and funding



Appendix 1: National Policy Documents

- Let's Get Scotland Walking – The National Walking Strategy Action Plan 2016–2026 (Revised March 2019): www.transport.gov.scot/media/47993/national-walking-strategy.pdf
- National Planning Framework 4 (Revised Draft 2022): www.gov.scot/publications/national-planning-framework-4-revised-draft/documents/
- National Transport Strategy 2 (Transport Scotland, February 2020): www.transport.gov.scot/publication/national-transport-strategy-2/
- Active Travel Framework (Transport Scotland, 2019): www.transport.gov.scot/active-travel/active-travel-framework/
- Transport and Poverty in Scotland, Report of the Poverty and Inequality Commission (June 2019): <https://bit.ly/3j5Lwir>
- Cycling Framework for Active Travel – A Plan for Everyday Cycling (April 2023): www.transport.gov.scot/media/53417/cycling-framework-for-active-travel-a-plan-for-everyday-cycling.pdf

Appendix 2: Local Policy Documents

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- Fa'side Working Area Plan
- East Lothian on the Move – Engagement and Action Planning
- Local Transport Strategy
- Active Travel Improvement Plan
- East Lothian Community Rail Partnership Action Plan
- Recent update of area plan for Fa'side
- Transport Hubs/journey hubs – recent work
- Cycle Forum – work with Sustrans on active travel
- East Lothian Active Freeway is proposed and will go through Macmerry

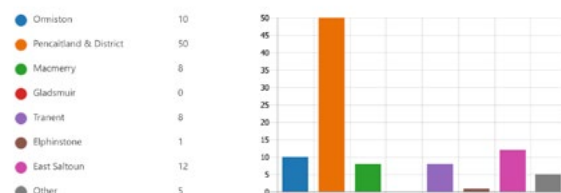
Appendix 3: Data Report

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Summary

The survey considers the barriers respondents face to walking in their local area, analyses how these correlate with each other, and investigates the location where the barriers occur.

1. Where do you live?



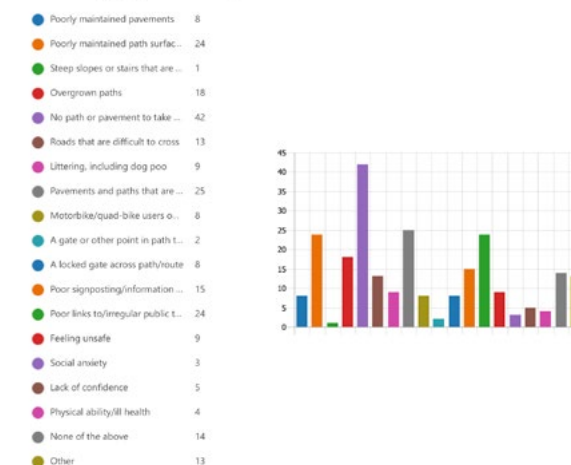
Demographics

The survey received 94 responses from 8 different regions around Fa'side. The region with the greatest number of respondents was 'Pencalder and District'. Comparatively, there were no respondents from Gladsmuir. For the purpose of this quantitative analysis, only locations with eight or more responses have been considered.

Barriers to walking

Respondents listed multiple factors that stopping them from walking.

7. What is stopping you from walking more often?



By far the most cited obstacle to walking was "No path or pavement to take me where I'd like to go (e.g. poor walking access to parks or shops)". The next most cited obstacles were "Pavements and paths that are poorly lit", "Poor links to/irregular public transport", and "Poorly maintained path surfaces (e.g. muddy, wet, uneven, etc.)".

Because all three concern the quality of paths, it is clear that this may be worth highlighting at a subsequent consultation. That said, the four most frequently mentioned factors are

fairly similar, something that can be seen when controlling for responses.

In a data analysis carried out in Stata, it can be observed that a significant proportion of those who selected the second most popular obstacles to walking, such as "Poor links to/irregular public transport" are also highly likely to mention a lack of path or pavement.

For example, out of 24 respondents who picked "Poor links to/irregular public transport" as an obstacle to walking, 17 also picked "No path or pavement to take me where I'd like to go (e.g. poor walking access to parks or shops)".

This can be seen in the following Stata output where the first tabulation is all responses that picked "Poor links to/irregular public transport" and the second tabulation is responses that feature "Poor links to/irregular public transport" and "No path or pavement to take me where I'd like to go (e.g. poor walking access to parks or shops)".

As seen, 17 out of 24 'poor links to

Primary Obstacles to Walking	Freq.	Percent	Cum.
Littering, including dog poo;Pavement..	1	4.17	4.17
No path or pavement to take me where ..	1	4.17	8.33
No path or pavement to take me where ..	1	4.17	12.50
No path or pavement to take me where ..	1	4.17	16.67
No path or pavement to take me where ..	1	4.17	20.83
No path or pavement to take me where ..	1	4.17	25.00
No path or pavement to take me where ..	1	4.17	29.17
No path or pavement to take me where ..	1	4.17	33.33
No path or pavement to take me where ..	1	4.17	37.50
No path or pavement to take me where ..	1	4.17	41.67
No path or pavement to take me where ..	1	4.17	45.83
No path or pavement to take me where ..	3	12.50	58.33
Pavements and paths that are poorly l..	1	4.17	62.50
Poor links to/irregular public transp..	1	4.17	66.67
Poor links to/irregular public transp..	1	4.17	70.83
Poor links to/irregular public transp..	1	4.17	75.00
Poor links to/irregular public transp..	1	4.17	79.17
Poorly maintained path surfaces (e.g...)	1	4.17	83.33
Poorly maintained pavements;Poorly ma..	1	4.17	87.50
Poorly maintained pavements;Poorly ma..	1	4.17	91.67
Roads that are difficult to cross;Pav..	1	4.17	95.83
Steep slopes or stairs that are diffi..	1	4.17	100.00
Total	24	100.00	

Primary Obstacles to Walking	Freq.	Percent	Cum.
No path or pavement to take me where ..	1	5.88	5.88
No path or pavement to take me where ..	1	5.88	11.76
No path or pavement to take me where ..	1	5.88	17.65
No path or pavement to take me where ..	1	5.88	23.53
No path or pavement to take me where ..	1	5.88	29.41
No path or pavement to take me where ..	1	5.88	35.29
No path or pavement to take me where ..	1	5.88	41.18
No path or pavement to take me where ..	1	5.88	47.06
No path or pavement to take me where ..	1	5.88	52.94
No path or pavement to take me where ..	1	5.88	58.82
No path or pavement to take me where ..	3	17.65	76.47
Poor links to/irregular public transp..	1	5.88	82.35
Poor links to/irregular public transp..	1	5.88	88.24
Poorly maintained pavements;Poorly ma..	1	5.88	94.12
Poorly maintained pavements;Poorly ma..	1	5.88	100.00
Total	17	100.00	

public transport' responses also selected '*no path or pavement'* as an obstacle to walking.

Precise location of obstacles

When it came to where respondents experienced the obstacles to walking, there were a few areas that were mentioned with high frequency.

Considering all regions that had eight or more responses, one can see that certain areas are frequently cited. In these locations, the variables were grouped in accordance with the mentioning of specific place names, such as "*railway path*" or "*park*".

Pencaitland and District

When it came to Pencaitland and District, we can see that certain locations were frequently listed as being a site where obstacles to walking occurred. While there were outliers, there were three locations where respondents frequently experienced obstacles.

The locations of the variables were grouped in accordance to the mentioning of specific place names, such as "*railway path*" or "*Haddington*".

As is observed in the table, Pencaitland's connection with East Saltoun is frequently mentioned as a site where barriers to walking are

PencaitlandLocations	Freq.	Percent	Cum.
Connection to East Saltoun	4	22.22	22.22
Connection to Haddington Road	4	22.22	44.44
Getting to Longniddry train station f..	1	5.56	50.00
Narrow paths in Pencaitland with poor..	1	5.56	55.56
Pencaitland	1	5.56	61.11
Railway walk	5	27.78	88.89
Winton Estate	2	11.11	100.00
Total	18	100.00	

present, being mentioned in four responses out of 18. The same can be said about Haddington Road. The railway walk featured in five of the responses detailing the site of the barriers to walking in their community. The Winton Estate also featured more than once.

To further investigate the barriers in these locations, a cross tabulation was carried out, where responses would only be counted if they had listed "*No path or pavement to take me where I'd like to go (e.g. poor walking access to parks or shops)*".

PencaitlandLocations	Primary Obstacles to Walking				Total
	Poor li..	Poorly ..	Poorly ..	Poorly ..	
Connection to East ..	0	1	0	0	3
Connection to Haddi..	0	0	1	0	4
Getting to Longnidd..	0	0	0	0	1
Narrow paths in Pen..	0	0	0	1	1
Railway walk	0	0	0	0	2
Winton Estate	1	0	0	0	1
Total	1	1	1	1	12

As seen in the table, all of those who listed the connection to Haddington also listed '*no path or pavement*' as a barrier to walking, showing that a lack of a walking route to Haddington from Pencaitland seems to be a problem. The same can be seen for a connection to East Saltoun, with three out of four responses citing '*no*

path or pavement' as a barrier.

Key takeaways

- Walking connections to East Saltoun and Haddington seem to be lacking
- The Railway path seems to be unsatisfactory

Tranent

When it came to Tranent, there were three responses that alluded to it being scary walking in the area, especially at night. While there were no real key areas in common, this feeling that walking in and around Tranent was dangerous was a common theme among a majority of the four valid location specific responses.

TranentLocations	Freq.	Percent	Cum.
As a woman I would feel unsafe walkin..	1	33.33	33.33
I wouldn't walk anywhere secluded, li..	1	33.33	66.67
My son is a wheelchair user and has d..	1	33.33	100.00
Total	3	100.00	

This can be observed when controlling for *"Feeling Unsafe"* as an obstacle to walking. It can be seen that three of the four location specific responses listed *"Feeling Unsafe"* as something that is stopping them from walking.

Key takeaways

A key reason why people in Tranent

may not be walking as much is due to them feeling unsafe.

East Saltoun

When it came to East Saltoun, Pencaitland was mentioned frequently as an area that lacked proper walking paths from East Saltoun.

EastSaltounLocations	Freq.	Percent	Cum.
Connection to Pencaitland	7	70.00	70.00
East Saltoun are road only walking ro..	1	10.00	80.00
No pavements or safe places to walk	1	10.00	90.00
Village feels cut off from other vill..	1	10.00	100.00
Total	10	100.00	

As seen in the table, the vast majority of location responses focused on a connection to Pencaitland being a problem for them.

When controlling for *"No path or pavement to take me where I'd like to go (e.g. poor walking access to parks or shops)"* it can be observed that all seven respondents who mentioned a connection to Pencaitland listed *'No path or pavement'* as a reason why they may not walk as often.

This shows that a connection from East Saltoun to Pencaitland may likely enhance local walking opportunities, as the majority cite it

as an obstacle to walking as much as they would like to.

Key takeaways

A lack of a connection to Pencaitland seems to be a significant barrier to walking among people in East Saltoun.

Macmerry

There were only three location specific responses from respondents living in Macmerry. That said, all three of them focused on poor lighting in the park.

MacmerryLocations	Freq.	Percent	Cum.
Macmerry Park	3	75.00	75.00
Surface of the woodland paths between..	1	25.00	100.00
Total	4	100.00	

Controlling for the walking obstacle *"Pavements and paths are poorly lit"*, one can see that all four responses mention this issue, showing that lack of lighting, especially in the park may be an issue.

Key takeaways

Macmerry Park being poorly lit may be a barrier to walking in the community.

Ormiston

When it came to Ormiston, there was a significant variety of locations specified. That said, two

responses shared a sentiment that there was a lack of a connection to Elphinstone and Winton.

Conclusion

By analysing location-specific responses along with barriers to walking, a unique set of challenges emerges for each community. This underscores the localised obstacles residents face when trying to walk more. These findings may provide a foundation for further inquiry when consulting with members of these respective communities.

Visit https://bit.ly/Faside_Data to see the report online.

