

North Edinburgh Active Travel

Community Action Plan

Development Report

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Introduction...

This report details the approach that was taken to develop a community action plan to encourage walking, wheeling and cycling as part of NEAT¹ Connections - a project being led by City of Edinburgh Council to improve the paths and roads in the North Edinburgh area for walking, wheeling and cycling.

This project is funded and supported by the Places for Everyone programme, administered by Sustrans Scotland, which is supported by the Scottish Government through Transport Scotland.

NEAT Connections will provide improved pedestrian and wheeled access at:

- + Ferry Road from Crewe Toll to Pennywell Road,
- + Pennywell road from Ferry Road to West Granton Road, and
- + West Granton Road from Pennywell Road to West Granton Access Road.
- + And some of the surrounding area.

From June 2019 through to March 2020 Sustrans Communities Team were out in the North Edinburgh community speaking to individuals, community organisations and grassroots groups. This work had 3 aims:

- + To discover how people feel about walking, wheeling, cycling and otherwise travelling around the area actively.
- + To find out what is already happening at grassroots level to encourage this activity across North Edinburgh, and how Sustrans might be able to support this.
- + To make connections with organisations working in the community and work together with them to create a plan to encourage more people to choose walking, wheeling and cycling for short everyday journeys.

The first element of this engagement resulted in 6 information boards that were installed in November 2019 along the North Edinburgh Path from Ainslie Park to Easter Drylaw Park. These were produced in partnership with Pilton Community Health Project (PCHP), the Social History club, and members of

¹ North Edinburgh Active Travel

the community through a series of workshops where residents of North Edinburgh shared their knowledge and experience of the area and provided the content that was included in the boards.

At the same time City of Edinburgh Council submitted an application to the Sustrans Places for Everyone fund to develop permanent walking, wheeling and cycling infrastructure in North Edinburgh. Specifically providing a key network link from the North Edinburgh Path Network at Crew Toll Bridge, along Ferry Road, down Pennywell Road, and along West Granton Road linking to the existing infrastructure at Granton Access Road. Improvements for walking, wheeling and cycling will be considered for the neighbourhoods in between these key corridors too. This will be considered in later Council meetings and in consultation with the local communities.

After discussion with City of Edinburgh Council team, and following on from the work already undertaken, it was agreed that the Sustrans communities team work in North Edinburgh would continue in the form of supporting the creation of a community-led plan to encourage walking, wheeling and cycling, be taken forward as part of the overall infrastructure project – NEAT Connections. The aims of NEAT Connections are as follows:

- Increasing modal shift² by encouraging walking and cycling and reducing dependence on car journeys.
- Creating a place for people by reallocating road space, providing segregated cycle lanes, enhancing pedestrian space and improving junctions therefore creating a safe and vibrant place for all people to enjoy.
- Promoting sustainable and inclusive transport by prioritising dedicated space for walking and cycling, access for people with a disability or impairment, and retaining public transport provision.
- Contributing to sustainable place-making, delivering high quality designs and improving the urban realm whilst meeting the need and aspirations of the community.
- Contributing to environmental improvements through the provision of green infrastructure and sustainable urban drainage and reducing carbon emissions.
- Engaging the community to create outcomes that are highly valued by local residents.

Sustrans Communities Team built upon the signage project, continuing to engage with various groups across North Edinburgh. This resulted in the NEAT Community steering group, made up of representatives from local organisations. The Sustrans Communities team has worked with this group and others, to develop an action plan to encourage walking, wheeling and cycling across North

² Modal shift in this context is a change from vehicular journeys, to walking, wheeling, cycling, and public transport journeys.

Edinburgh - specifically addressing the challenges and opportunities present in the area, and building on existing activity.

Covid-19

Impact on Action Plan Development

As with a lot of community activity, the advent of Covid-19 has had a significant impact on the level of engagement activity that was planned, particularly in the development stage of the plan.

While the engagement activity has, by necessity, been scaled down and significantly delayed, the team and steering group have tried to ensure that representative voices have been included. However, it should be recognised that as the action plan is delivered, engagement should continue and the plan updated to reflect the needs and desires of all members of the community.

Ideally feedback and ideas from the community would have been gathered at a range of community events (such as drop in sessions in local centres, Community events, Bike Breakfasts or BBQ's and more) throughout the plan development, as well as presenting the results back to specific seldom heard groups. However restrictions on engagement imposed due to the pandemic meant that no face to face events could take place for a large period of time.

While some groups moved to online services and one to one support, for others digital access was not available either through a lack of equipment, knowledge, or desire to use online services. In other cases staff and facilitators of community groups were furloughed, or concentrating on providing essential services with little capacity to be involved in other activity.

A table showing the planned timeline and types of activities that would have been included, against the actual timeline and activities delivered can be found in appendix 1.

As restrictions begin to ease, many local groups and organisations are just beginning to pick up regular activities. This provides opportunities as organisations regroup, but also makes it difficult in some case for them to have an idea of what additional activity they are in a position to deliver in the coming year.

The Methodology

The Communities team in Sustrans aims to take an asset-based approach to identify how people move around their area. By developing a community action plan in partnership with residents and local organisations that will encourage people to walk, wheel and cycle more. As a team we aim to support and build on existing activity, led by the community.

Asset based approaches [...] are concerned with facilitating people and communities to come together to achieve positive change using their own knowledge, skills and lived experience of the issues they encounter in their own lives.

— Scottish Community Development Centre

Process Outline:

- Stage 1 - Researching and understanding demographics
 - + Research existing local reports to understand what has been done previously
 - + Gain an understanding of the existing demographics
 - + Identify key anchor organisations
 - + Map existing activity that could be supported by or expanded through this work
- Stage 2 – Listening to the community, Identifying barriers and mapping opportunities
 - + Attend local events
 - + Seek out those who provide a space for people experiencing inequalities, and request opportunity to hear from them directly
 - + Listen to staff in local organisations who work with people in the community, ensuring involvement of those who focus on reducing inequalities
 - + Form a steering group of organisations to work with and take forward actions

— Stage 3 – Developing a community action plan

- + Summarise and sense check information gathered with community steering group and community
- + Ask for ideas on actions to address identified barriers, or take forward opportunities
- + Filter actions down to focus on most impactful, and/or easily implemented

— Stage 4 – Finalising and report writing

- + Confirm final action list with community steering group
- + Write the results into a report and accompanying short Community Action Plan document
- + Seek approval from community steering group
- + Feed into wider project documentation

— Stage 5 – Implementation

- + Hand over to community and wider project team
- + Support local organisations to begin delivering activities

— Stage 6 – Evaluation and update of action plan

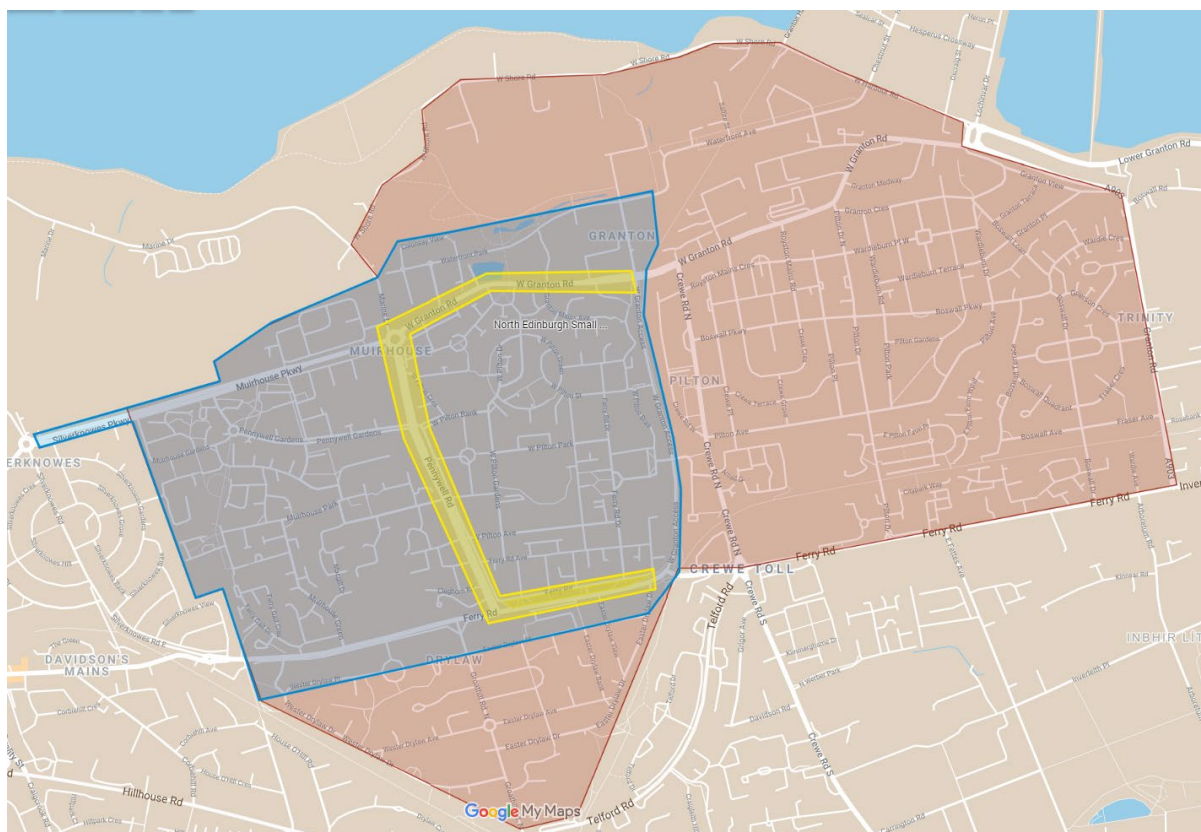
- + Review impact of delivery
- + Repeat stages 2 - 5

Stage One

Researching the project area

The map below shows:

- The proposed core route for a separated cycle way in yellow,
- the area of greatest impact for physical changes in the surrounding area in blue. (This is the area that physical changes will be concentrated in as part of the NEAT Connections infrastructure project) and,
- the area of engagement for the community action plan in red.



The community engagement area for the action plan reflects the wider community network developed by the Sustrans community team during the earlier stages of engagement, prior to the NEAT Connections project being accepted for funding. It also acknowledges that the proposed route is likely to be used by residents across North Edinburgh, and not just residents living at or near locations where physical changes are planned. The engagement area is also in line with the North Edinburgh Small Area as identified in the Locality Improvement Plan.

The engagement area is mostly residential, with some pockets of industrial use - such as along West Granton Road, and Granton Square. There are 7 primary schools (2 of which cater to children with additional support needs from across Edinburgh) and one high school within the project area. Edinburgh College Granton Campus is also on the edge of the project area. There are several rows of small local shops spread across the area, however the main shopping options are placed on the outskirts, Morrison's on Ferry Road and West Granton Road, Lidl on West Granton Road, and the Craighleith retail park, all either on the very edge of, or just outside the engagement area.

These are outwith reasonable walking distance for many residents to carry shopping, meaning there is a high reliance on private vehicles and public transport to access affordable fresh food and household essentials.

There are also many other support services and amenities, such as community centres, health centres, libraries and community organisations based in North Edinburgh itself. These are detailed on the North Edinburgh Community Map developed by Pilton Community Health Project:

<http://northedinburghmap.org.uk/#/>

Relevant Policies and Improvement Plans

This work feeds into local and national policy on several levels.

At the local level, the approach that has been taken links in with Community Action North's (CAN's) People Powered Community report, in working with locally based organisations and community representatives to understand the barriers, and identify actions that are being taken and can be built upon using an asset based approach.

Specific elements mentioned in the People Powered communities report that this action plan is addressing includes:

- Local people would like to see more public events and see the green spaces better used. It was also felt that community-owned social enterprises could be set up to look after the green spaces. We would welcome more cycle tracks and opportunities for people to take exercise.
- Negative views centred around cleanliness, especially issues of dog fouling and fly tipping. Anti-social behaviour and vandalism were also highlighted.
- Relevant partners work with the community to improve street lighting, pavements and roads. The lack of dropped kerbs and seating make it difficult for people with mobility problems to get around.

This plan also ties in with several aspects of the Local Improvement Plan priorities, specifically:

- Our existing roads, pavements, cycle paths and public green spaces and parks are well maintained, with parks and green spaces being used more by all sectors of the community for a range of activities
- Take action to improve air quality and reduce pollution
- Tackle littering and fly tipping
- Increased community participation
- Reduce poor mental health and isolation by providing more opportunities for social engagement, and support measures are in place to care for the range of mental health issues that exist
- Promote and support the development of 'The Social Cure' approach i.e. our communities can provide the greatest benefits

At the National level this plan delivers on objectives contained within the following policies:

- The National Transport Strategy
- The Active Travel Framework
- The National Walking Strategy

It also delivers on the National Performance Framework, specifically:

- We are Healthy and Active
- We live in communities that are inclusive, empowered, resilient and safe
- We value, enjoy, protect and enhance our environment

Stage Two

Listening to the community, identifying barriers and mapping opportunities

Through engaging with various groups and individuals across the area, it became clear that while a high percentage of people walk and use public transport by necessity, there are still particular issues to walking and wheeling in North Edinburgh, and cycling as an everyday mode of transport is not as common.

This stage was crucial to gain an in-depth understanding of the area from those who know it best. Specific efforts were made to reach out to seldom-heard groups, including young people, those with mental and physical health issues, older people, women, and families. Qualitative data was prioritised, and this was collected mainly by having face to face conversations with people who live or work in the area.

Representatives from 19 local organisations, and 148 individuals were involved in this process. Details of events attended and organisations and groups engaged with at this stage can be found in Appendix 2, and an interim paper detailing the information gathered can be found in Appendix 3. A brief summary of factors that discourage walking, cycling and wheeling have been thematically grouped below.

During this stage, all of the groups were asked if they would be interested in forming a steering group to develop the action plan, and lead on activities. The following organisations have led in driving the development of the plan.

Organisations Represented on the NEAT Steering group

Organisation	Description
Community Renewal Muirhouse	By embedding ourselves in communities and working in a sustained way with them we are able to affect long term changes.
Community Shed (North Edinburgh Arts)	The North Edinburgh Community Shed is a safe place where people can come together to make things, mend things, learn new skills or use old ones, meet people, and have a laugh while being productive.

Edinburgh College Students Association – Go Green Project	Edinburgh College Students' Association is running a two year project (from 2020 - 2022) to help students travel more sustainably, reduce their food and textile waste, and to raise awareness of climate change.
ELREC, Communities for Conservation	The Communities for Conservation project aims at inspiring Ethnic Minority (EM) communities in Edinburgh and Livingston to reduce their carbon footprint through energy saving, cycling and waste reduction activities.
Fresh Start Pantry (became involved December 2020)	Fresh start pantry is a community food club offering food with dignity. The pantry is for members of the local community who need help to make their money stretch further every week. The pantry is expanding to become a community hub in North Edinburgh.
Granton Art Centre - National Galleries Scotland (Became involved in February 2021)	The Granton Art Centre is Scotland's first purpose-built art store for paintings, drawings and sculptures from the national collection. It provides 1,300 square metres of secure and climate-controlled storage space.
Granton Goes Greener	Granton Parish Church is part of the Eco Congregation network, joining a worldwide movement which helps churches make the link between environmental issues, Christian faith and demonstrating our own commitment to better stewardship of the earth's resources.
Muirhouse and Salveson Community Council	The Muirhouse Salveson community council consists out of local residents and representatives of Local Interest Groups to discuss and make grassroots decisions about how our local area should be run, organised and developed.
MyAdventure/MYDG	Our mission is to be an anchor in the lives of young people and support them throughout their personal journeys. Providing opportunities that make a difference to the lives of young people in Muirhouse will enable them to have a positive sense of their own future and the world around them.
Pilton retreat (Merged with MYDG during process)	Pilton Retreat offers an opportunity for children and young people to access play and leisure activities in a different environment by taking them out of the city.
Social Bite Village	Our mission is to help solve the problem of homelessness in the communities in which we work.

Throughout the engagement and development stage of the plan steering group members posted questions relating to the project on their social media channels, consulted service users, and provided feedback, all of which has been integrated into the development of the plan and this report.

Concerns Heard

This information was gathered from conversations between November 2019 and March 2020. It is understood that the Covid-19 Pandemic may have had some impact on the findings, however the NEAT Community Steering group felt that, if anything, the pandemic has exacerbated some of these existing issues and made this work even more timely.

Environment

The surrounding environment came up frequently in conversation, with most comments broadly falling into the following areas.

“Cycling paths are unfortunately full of litter. Especially the bit between Boswall Avenue and Craigleith. Tried to use them few times but was put off because of that. Regular clean ups (including community ones) could help.”

- **Cleanliness and Maintenance;** Fly tipping, littering, overgrown vegetation, path maintenance (including clearing dead leaves and debris, and gritting icy paths in winter).

“Smooth wheelchair access. I've lived here only 3 months and wrecked wheels 4 times”

- **Physical surroundings;** Quality of surfaces (on paths and roads), inadequate crossing points on some roads, and lack of dropped kerbs, seating, public toilets, and shelter from sun and rain.

“Being so close to the Western General people park here to avoid paying and walk through – they don't think about how taking up parking, and even parking on the pavement affects residents”

- **Vehicles;** Pavement Parking was raised frequently as an issue, and commuters using the area as a park and ride came up particularly in conversation with residents in Drylaw.

Bicycles

There are particular issues relating to accessing, owning, maintaining and storing bicycles that were raised in almost every conversation about cycling.

“The Just-Eat bikes are great, but there are none in the area. The closest ones are at the western general which is no good for most people round here.”

- **Access to bicycles;** There are no regular bike shops in the area, the closest being the Electric Cycle Company, which only sells high-end electric bikes. Several people raised the lack of hire points in conversation. The nearest and only ‘Just-Eat cycles’ hire station is at the Western General, which is not convenient for most people.

“I have a bike but it got a flat tyre and I couldn’t fix it, and there is nowhere nearby to get sorted, so I’ve just left it.”

- **Ownership and Maintenance;** many people had concerns about maintaining a bicycle, and with the lack of services there is nowhere local to take one to repair. This is a particular issue for households without a car.

“I’ve had 5 bikes stolen in 10 years – mine and my sons. Eventually you just give up and don’t replace them.”

- **Secure Cycle Storage and parking;** theft is a real issue, and lack of places to securely store a bike at home, particularly in flats, and lack of proper facilities to lock cycles at local amenities makes people hesitant to purchase a bicycle.

Public Transport

Public transport services have changed in several ways in recent years with changes to routes and services, as well as the introduction of new buses on certain routes.

“It used to be 10 minutes to Craigleith shops on the number 42, but it was replaced with the 200 airport bus and now I would need to take two buses, and it takes about half an hour if you time it right, so I take one bus to the Tesco at Corstorphine instead. It takes about 30 minutes as well, but I don’t need to change.”

- **Bus services;** changes to local routes mean that residents in some places now need to get multiple buses to Craigleith retail park, or take one bus to a more distant location. This has also meant in some cases people are no longer able to walk to the shops and get a bus back with shopping. Bus routes also tend to follow the arterial roads, so residents in the middle of a housing complex have a walk of 5-10 minutes to the nearest bus services, this is a particular issue for elderly and mobility impaired individuals.

“Getting on and off the buses isn’t always easy. I have a bad knee and if the bus doesn’t pull into the kerb properly the big step down to the road and then back up to the bus or the pavement is difficult for me.”

- **Bus stops;** Open bus stops, lack of seating and shelter in some instances can be an issue for elderly or mobility impaired individuals. If the buses do not fully pull in to the kerb stepping on and off is often difficult for elderly and mobility impaired individuals. The new number 16 buses in particular have a higher step and so are less accessible if the bus is not flush with the kerb.

Everyday Experiences

Social perceptions and individual experiences raised several issues around feelings of safety, and personal confidence.

“The speed some cyclists go along the path is ridiculous. I sometimes walk my granddaughter to school, and we avoid the path as I am not comfortable taking her along there myself.”

- **Perception of Cycling:** Cycling is not seen as an every-day activity; Fast commuter cycles pass through the area regularly, but tend to put local people

off using the North Edinburgh path; cycling is seen by many as a male sporting activity, and this has put off others – particularly teen girls; in a few conversations it was raised that locally drug dealers are known to cycle, and in one case an individual on their bike had been approached and asked to provide drugs as it was assumed they were dealing.

“The main issue is safety especially in winter. I've never once felt uncomfortable in the daytime due to the number of people who use the paths (shows how useful & necessary they are). As soon as it's dark though the cycle paths become far more dangerous than the average street at night - The amount of serious attacks, harassments, and minor assaults that I know of just in the last 18 months means I would never even venture on the path after sunset. It's a real shame because it makes them virtually unusable for commuting 3 months of the year at least if not more.”

- **Personal Safety**; this was raised in the context of anti-social behaviour, particularly in certain areas, and in evenings/darkness; for anyone walking or cycling, but particularly by young women who said they would not use the path at night; and in the context of cycling on busier roads. It was also raised as an issue for people walking on the path or cycling with children, particularly during commuter times due to fast cyclists.

“We started taking young people out to the retreat by bike when our mini bus broke down. Most of them were unaware at how easily and quickly they could get to some of the places we passed by bike. Route mapping sessions and led rides to show them the extent of the path network and where they can go would be great.”

- **Route Awareness**; a number of people indicated that they wouldn't know what was in other areas off the path network nearby, or the extent of the network. Leaders of group walks/rides have found participants to be surprised at how quickly they can reach nearby destinations on foot or by bike using the path network.

The Opportunities

Existing and Potential Activity

Several local organisations and community groups have in the past, or are already, providing services which address some of the issues raised. This activity is noted below under the same headings as used in the previous section. Local organisations have also identified potential activity they could deliver, or that may be helpful for residents.

Environment

— Cleanliness and Maintenance

- + Community Renewal have been organising litter picks, and arranging collection for large items at no cost to local residents.
- + Pilton Equalities Project (PEP) used to run a reduced cost gardening maintenance service for those who were unable to do this for themselves. This service was cut due to a reduction in funding, but they have the experience and contacts to reinstate something along these lines.
- + Various growing projects such as the Granton Walled Garden, and the Granton Community Gardeners have been started by volunteer community groups across the area. This has resulted in bringing uncared for green space into use.

— Physical Surroundings

- + TRIM are helping people to report maintenance issues such as potholes, cracked pavements, overgrown vegetation, etc.
- + Community Councils can also help with reporting issues as they arise.
- + Community Renewal have facilitated a group of local members who wish to take some action to improve the physical environment around Muirhouse.
- + The SHED would be interested in running a community project to build benches to be located in and around the area to provide resting places in key locations and routes to amenities where people need them.

— Vehicles

- + A pavement parking ban has been made law and but will not be introduced until 2023 at the earliest.
 - + Could raise possibility of part time parking restrictions with the council in affected areas, although this could prove controversial with some residents – especially if there would be a permit cost involved. Further discussion with affected residents and the relevant council department would prove useful.
-

Bicycles

— Ownership and Maintenance

- + The SHED at NEA are hoping to begin a regular Dr Bike service and DIY repair workshops, using trained volunteers, this could include upcycling and selling of donated second-hand bikes.
- + Electric Cycle Company are opening a social enterprise repair shop, the aim is to train local people to repair bikes, and upcycle second hand bikes for sale.
- + MYDG are working with Craigryston High School to introduce a bike mechanics qualification, supported by Sustrans I Bike team.
- + The Bike Station are working with the Social Bite Village as part of their 'Shifting Gears programme' to provide bikes, cycle training, basic maintenance training and volunteering opportunities to residents.

— Secure Cycle Storage and Parking

- + The SHED are planning to run sessions to show people how to securely lock their bikes.
- + Granton Hub, Granton Goes Greener and Social Bike Village would be interested in running similar sessions along with basic repair sessions.
- + The SHED and ECSA are considering lock amnesty's to allow people to swap cheap ineffective chain locks for better quality D locks.
- + CEC are taking suggestions for locations of on street secure cycle storage. Local organisations are encouraging residents to request this be installed near them.

— Access to Bicycles

- + Social Bite Village has a bike library for residents
- + Brake the Cycle, and Helping Hands have supplied some bikes to residents locally.
- + ELREC's bike fleet is now based in the area, and is available for people to borrow (As of May 2020 currently prioritising key workers).

- + Transport for Edinburgh have been contacted about the lack of hire points in the area, and a representative has been invited to work with local people to address vandalism concerns with a view to have hire points installed at a later date. Due to changes happening within the scheme there is unlikely to be any action taken on this until 2022 at the earliest.
-

Public Transport

— Bus services

- + Concerns have been raised with Lothian Buses.
- + PEP run a community bus to take residents to shops and social events. Potential for this service to be extended.

— Bus stops

- + Concerns have been raised with CEC.
-

Everyday Experiences

— Perception of Cycling

- + MYDG are working with young people, especially teen girls to encourage them to consider cycling as something for everyone.
- + Pilton Retreat have begun taking young people and family groups to the retreat by bike or public transport instead of by private bus.
- + Granton Garden Bakery have been using cargo bikes to move goods around the area and between sites.
- + Pilton Retreat were considering cargo bike usage for moving plants/fresh food and equipment to and from the retreat. They have since been merged into MYDG, but hopefully this will continue.
- + Social History group have acquired a trishaw with the intention of delivering history tours to elderly and mobility impaired individuals.

— Personal Safety

- + CEC have been installing signs on the path encouraging cyclists to slow down and ring their bell.

- + The police liaison officer has been invited to discuss options for dealing with Anti-social behaviour with the steering group.

— **Route/points of interest Awareness**

- + PCHP developed a series of local walks taking in points of interest – maps are available online and as a booklet.
- + PCHP have been instrumental in developing the community map of North Edinburgh detailing amenities, support services and points of interest across the area.
<http://northedinburghmap.org.uk>. Potential for this to include cycle parking, play parks and other points of local interest.
- + Dadtastic group indicated interest in leading family rides to help other Dads find their way with children.

Stage Three

Developing the Action Plan

The NEAT Steering group and Sustrans Community Team wanted to know what action could be taken that would be most beneficial to supporting residents of North Edinburgh to actively travel in and around the area, and to hear any other ideas from the community that would encourage people living in and visiting the area to choose walking, cycling and wheeling more often for short journeys.

Gathering feedback on what was learned

Due to the impact of Covid-19, the NEAT Steering group with Sustrans Community Team support were unable to undertake the planned opportunities for community collaboration in this stage, instead engagement was undertaken on a smaller scale, as described below.

An interim copy of this report and one page summary sheets for each of the four themes as outlined in the previous stage were provided to the community organisations who have been involved in the project, as well as other groups who have expressed interest. This allowed groups to have discussions with service users who were still engaged in their services and check in with them on the information gathered. Some additional points were added, and the information in stage 2 updated accordingly.

Generating actions to address the concerns raised, and build on existing activity

Following the engagement stage, Sustrans Communities Team posted an update on the project Commonplace website (see Fig. 3 below) with a summary of the information gathered, and asked people to consider this when answering the question:

“Other than improved physical space for walking, cycling and wheeling, in North Edinburgh, what else would encourage you to move around the area and beyond, by foot, bike, wheelchair, scooter, pram, etc.?”

The one page summaries were also available to download as PDF files for accessibility.

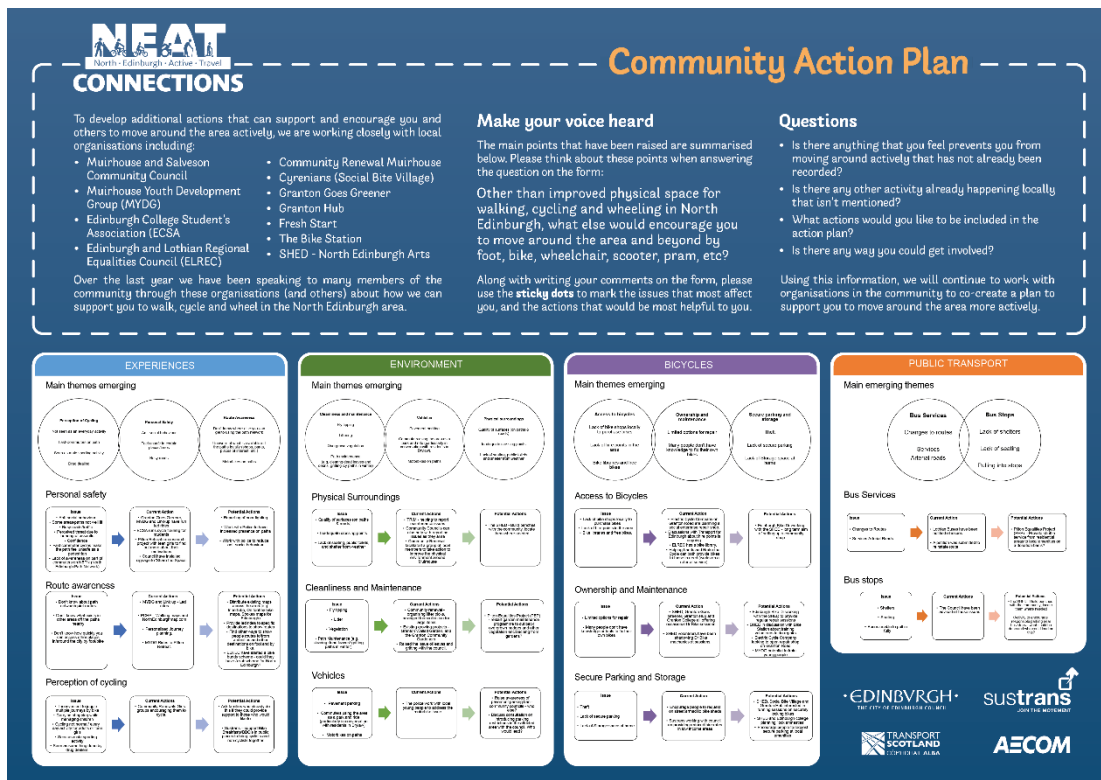


Fig 3. Online summary

<https://www.easyzoom.com/imageaccess/ee5d001317c545c89353cf70acb44c3b>

In addition, two online workshops were held, specifically to engage with representatives of seldom heard groups, and their service users. Over 30 groups and their service users were invited to attend. Bespoke group sessions were also offered, but this was not taken up.

Workshop One:

The first workshop was attended by 15 members of the community and representative groups, and a representative from Lothian Buses, along with members of the project team:

Community Group list	Organisation Rep(s)	Service User
Community Renewal	2	1
Cyrenians (Social Bite Village)	1	
Edinburgh College Student's Association	2	1
ELREC (Edinburgh and Lothians Equality Council)	1	
Fresh Start	1	
Granton Goes Greener	1	1
Lothian Buses	1	
PCHP (Pilton Community Health Project)	1	
SHED - NEA	1	
Spartans CFC	1	

At this workshop Attendees focussed on 2 questions for each theme:

- What does success look like for this theme? and
- What action can be taken to make this a reality?

Responses were then reviewed and thematically grouped, creating eight areas of success each with its own set of indicators, and associated actions, along with a list of actions which would be required on the part of the council or other public bodies. The full list with actions can be viewed in Appendix 4.

Areas of Success

- 1. Streets and Public Spaces are kept clean, and well maintained
- 2. Streets and Public Spaces feel welcoming and safe
- 3. Streets and Public Spaces are pleasant and well used
- 4. Information on local routes, amenities and places of interest is available and accessible
- 5. Access to nature and quality greenspace is plentiful
- 6. It is normal to see people of all types and backgrounds walking, wheeling, and cycling
- 7. There are good links to wider transport network
- 8. People in the area can easily and confidently report problems.
- 9. Actions for Council/other public body:

This information was presented back to participants for comment and revision.

Workshop Two

Prior to the second workshop, a survey was created and published through a news post on the commonplace site. The steering group was asked to share the link on social media. There were 7 responses to the survey, and a further 7 members of the community and representative groups attended the workshop:

Community Group list	Organisation Rep(s)	Service User
Community Renewal	1	
Cyrenians (Social Bite Village)	1	
Edinburgh College Student's Association	2	1
ELREC (Edinburgh and Lothians Equality Council)	1	
Fresh Start	1	
NEA/Granton Art Centre	1	

The second workshop and the survey focussed on identifying which actions suggested at the previous session were:

- Absolutely Key to making that success happen
- A Short term goal
- A Longer term goal
- Would have little to no impact.

Following the workshops, the steering group met to discuss which actions should be included in the initial plan. The group considered which actions should be taken forward as a priority, considering the above questions, and these formed the basis of the action plan.

During this exercise merging of some similar actions took place, and some actions were moved up the list to address specific barriers that had been identified at the earlier engagement phase. Some actions were identified as overarching aims, and others were tweaked to better reflect the changing context in North Edinburgh.

This resulted in 9 actions that can be taken forward by the community in the first instance, with some funding and minimal support.

A further 8 actions that would need to be led by, or taken forward in partnership with a public body – City of Edinburgh Council, Police Scotland, and Lothian Buses were also identified. These have been detailed in the plan as 'Asks' for Action by the council.

When the chosen actions were reviewed against the themes identified in the listening stage, it was apparent that concerns raised around bicycles and public transport were being addressed within the Experiences and Environment Themes, and it was suggested that Experiences should be renamed Community to better reflect the actions that have been agreed.

The Action Plan

Through the discussion particular overarching aims were identified in addition to the overall project objectives:

- Engage with the people who live, work and socialise in north Edinburgh to find out what else (other than the improvements to infrastructure) would help them to walk, wheel and cycle.
- Build walking, wheeling and cycling into the everyday experience of everyone who lives, works and socialises in North Edinburgh.
- Work with the diverse range of people within the North Edinburgh area to create a programme of activities and support that is tailored to their needs.
- Increase the sense of pride in the area and improve community connection across North Edinburgh.

Overarching activity to support delivery of actions across all ‘Areas of Success’ as identified above:

Community Led Actions	Potential Delivery Partners	Required Resources/Cost	Sustrans Support
Employ a dedicated coordinator to support delivery of the action plan objectives across the North Edinburgh area, reporting to the NEAT Steering group.		£24k/pa x 4 years = £96k Based on salary £25k prorated for 3 day week, including employment costs (NI, Pension contributions etc. and management time, for duration of infrastructure project + 1 year (rolling 1 yr fixed term contract)	We can provide Sustrans contact(s) within the volunteering team, to support the coordinator on different elements of the action plan, and help with introductions across the community

"Asks" for Action by Council/Other public body	Required Resources/Cost
Edinburgh Council - Provide funding for community activity identified in the action plan, and provide secure funding and ongoing support for continued activity.	Dedicated 5% fund from the project budget. (as per Sustrans recommendation) A plan for ongoing support for active travel related activity within the community at the end of the project.

The above activities have been pulled out as they are seen as being key to the delivery of all actions, and related activities as shown in the action plan tables below.

Community Theme

Success area	Success indicators
It is normal to see people of all types and backgrounds walking, wheeling, and cycling	Seeing people who are like you (not just commuters)
	Accessible places - walking/wheeling/cycling opportunities exist for all ages and abilities
Streets and Public spaces feel welcoming and safe, and are pleasant and well used	Bikes and tools for maintenance are available locally, and people know how to use them.
	People of all ages, abilities and diversities feel comfortable using public places
	There is space for pedestrians, cyclists and cars and it is clear what space is provided for which type of user.
	A variety of community events take place across the area on a regular basis.
	There is a visible police presence on path networks
	Living conditions are improved for all - especially young people.
	There is less noise from vehicles
	Bike theft is reduced
	Antisocial behaviour is no longer an issue, especially inappropriate motorbike use
	Local organisations work together to provide a varied programme of events, information on events is easily available in a variety of formats.
	There are pleasant places to stop and rest/socialise throughout the area, with water, seating and toilets always available within a short distance
It feels Fun!	
Access to nature and quality greenspace is plentiful	There is a variety of greenspace available to enjoy - Wildflower meadows, more trees and wildlife.
	Landscaping near (and on top of!) bus stops/other waiting areas, seating, water stations, shelter and play opportunities are included.
	Area feels green instead of grey
	Cleaner air, area smells clean and fresh - flowers
	Most is made of local views - sea and green/blue spaces

CLA³ Community Led Actions

Potential Delivery Partners

Existing Assets

Required Assets

Sustrans can help with:

³ CLA – Community Led Action number, AA – Asks for Action number

CLA1	Work with younger people and schools to promote positive behaviours that benefit the community through activities that encourage walking, wheeling and cycling.	Community Renewal North Edinburgh Youth Work Consortium	MYDG – Bikes MYDG – Trained Cycle Trainers/ Ride Leaders		Bike mechanic SQA in Craigmoynton High school
CLA2	Work with the North Edinburgh Community Market to have an active strand alongside market activities - bike repair/buddy schemes/cycle training/walking groups etc, and have a regular information stand with opportunities to sign up to other events/activities from organisations across the North Edinburgh Area.	SHED - NEA Community Renewal North Edinburgh Community Market ECSA	SHED - Tools & some supplies.	Experienced Mechanics Volunteers Mechanical Training Walk/Cycle Leaders	Bike Buddying, Organising training for Staff/volunteers, Presence at events Promotion of NEAT activity
CLA3	Share information across all the community hubs where people can get information on travelling actively, routes, amenities, and related events, creating a network of activity.	NEA Community Renewal Fresh Start PCHP Granton Goes Greener	NEAT Google Drive/ Calendar		Share relevant info on local cycling initiatives and routes etc. at events Speaking/arranging speakers at events.
CLA4	Programme a series of local walking, wheeling/cycle tours exploring different routes - both for leisure and functional journeys - Tie these in with other activities - food, health, photography, history etc.	Community Renewal PCHP ELREC ECSA Cycling Scotland Paths for All	GGG - Cycle Leaders ELREC Bike Buddy and led rides	Volunteers Walk/Cycle Leader training	Sustrans trained volunteers might be able to jointly lead or support rides/walks.
CLA5	Hold 'Come and try' events so people can just have a go and experience different types of bicycles.	Community Renewal ELREC MYDG PYCP Cycling UK Fabb Scotland	Standard bicycles Electric Bicycles Balance Bikes	Qualified Staff/Volunteers Range of bicycles (CUK/Fabb?)	Promote and support events and Sustrans volunteers might like to help out. Sustrans Cargo Bike Library could also

					bring cargo bikes to try.
CLA6	Set up bike lending/sharing libraries for local use - ensure these are linked to cycle training opportunities.	ELREC			Share Sustrans expertise on setting up bike libraries. Signpost to other support

AA	"Asks" for Action by Council/Other public body	Potential Delivery Partners	Existing Assets	Required Assets	Sustrans can help with:
AA1	Edinburgh Council and Police Scotland - Work with the community to provide an appropriate location for motorcycle users to go, and to reduce inappropriate motorcycle use.	North Edinburgh Youth Group Consortium			Making connections between community and council staff
AA2	Lothian Buses - Explore possibility of local shuttle bus service possibly on a demand responsive basis to provide access to local amenities not easily reachable by those with mobility issues.	PEP	PEP buses		Making connections between community and Lothian Bus Staff
AA3	Police Scotland - Regular police bike registration pop-ups, and safety advice sessions when out walking, wheeling and cycling around the area.	Shed – NEA Granton Goes Greener ECSA		Training for organisations to do these themselves	

Specific Activities for year one of the action plan

Action	Activity	Organiser	Support	Resources/Cost
CLA1	Sustrans 1 Bike Officer working with Craigroyston High school on SQA bike maintenance qualification. Volunteer team can provide training for teachers & volunteers to be able to support/deliver the SQA.	Craigroyston High School	Sustrans	Tools Staff time Training
AA1	Carry out regular talks in local schools to discourage young people from becoming involved in motorcycle related ASB. A film 'Mummy's Boy' has been produced by local young people and is shown as part of this education.	Police	Local Schools	
AA1	Police have officers based at Drylaw who have an overview of motorbike calls and carry out longer term enquiries to identify and charge those involved. These are often time consuming enquiries involving tracing additional witnesses and viewing CCTV.	Police		
AA1	As well as regularly patrolling the walkways on foot and pedal cycle Police also have officers on off road motorbikes who can be deployed to give the walkways and parks attention when a particular issue is identified.	Police		
AA3	Police can hold events to provide Bike Register bike security marking, these are advertised on Police social media	Police	Granton Goes Greener	Availability of Police Funds Capacity of Officers
CLA1	Working with Granton Primary and local Scouts group to increase litter picking.	Granton Goes Greener	Granton Primary Local Scouts group	???
CLA4	Support 150 people to make active travel trips.	PCHP		N/A (funded by SCSP fund)
CLA4	80 individuals or families take part in local walking events. Deliver 5 walking events that tie in with other activities - food, health, photography and history.	PCHP		N/A (funded by SCSP fund)
CLA4	Deliver activities that use the arts, storytelling and food to ensure walks are fun, engaging and enjoyable for local people.	PCHP		N/A (funded by SCSP fund)
CLA4	25 families receive additional support to ensure any barriers faced in accessing walks are overcome.	PCHP		N/A (funded by SCSP fund)
CLA4	Weekly Walking Football	Spartans CFA		N/A
CLA2	Monthly Dr Bike Sessions at the Shed from July to March.	SHED	Edinburgh Bike Doctor	£2700 9 X 3 hour sessions with 2 mechanics. Based on £100/hour for two mechanics per 3 hour session.
CLA6	Convert Tuk Tuk from motor power to ebike or electric – potential first vehicle in a community transport company to include various types of transport from Bikes/Ebikes/Cargo bikes/trailers through to small electric vans for community use.	NEA, SHED, Social History Group	Electric Cycle Company	Approx £6000 Includes new Batteries, and labour to convert the power.

CLA4	Seasonal Foraging walks with Grass Roots Remedies	Grass Roots Remedies		£270 Based on one winter walk and one spring walk.
CLA4	Regular Led Ride from NEA	ELREC		£450 Based on £150 per ride x 3 rides
		Total Cost for Community Led Action:		£9420

Environment Theme

Success area	Success indicators
Streets and Public Spaces are kept clean, and well maintained	Sufficient bins are placed in required locations, and are emptied regularly
	Council and community work together to keep areas clean of litter
	Uplifts of large items are regular and free to those who cannot afford to pay
	Paths are cleaned and gritted when needed, and vegetation is cut back regularly
	Air Quality is improved
There are good links to wider transport network	People are aware of how far they can go without a car, and it is safe and convenient to walk, wheel and cycle.
	There are bicycle racks/car club/disabled parking & bus stops in close proximity to each other.
	Bus stops are accessible, and pleasant to get to and wait in.
	Regular shuttle service to access local amenities or transfer points to onward destinations.
	There are clear offroad/quiet links between areas of segregated paths (e.g. Crammond and Granton)
	Print information on local bus stops and timetables is available and can be sent directly to peoples homes.
	Public transport is sustainable, quiet and regular.
People in the area can easily and confidently report problems.	Everyone is aware of their local representatives and how to contact them (from local community councillors to MP's)
	People know where to find information on how to report issues of different kinds and who can help with this.
	Information on how to report issues is widely available in an easily understandable format.
	There is a network of people and groups within the community who can help with this.
	Signage in and around the area is clear and accessible

Information on local routes, amenities and places of interest is available and accessible	Route mapping and information is available in a variety of formats
	It is clear what type of transport is allowed/suitable for the infrastructure (e.g. cycle lanes are segregated from footways and roads, signage makes it clear when space is shared)
	Bus timetables are kept up to date
	Bus stops have digital displays showing bus times

CLA	Community Led Actions	Potential Delivery Partners	Existing Assets	Required Assets	Sustrans can help with:
CLA7	Campaign to encourage a sense of pride in keeping the area clean and litter free. Organise local street clean-ups, regular litter picks and awareness raising activities across the community.	Community Renewal Granton Goes Greener Social Bite Village Scouts ECSA	Social Bite and GGG - Litter pickers and hoops.	Volunteers	
CLA8	Raise awareness of reporting mechanisms - Provide community with information on how to report issues such as flytipping, broken lights, damaged pavements etc., which departments deal with what, and who can help them to do this, Work with community organisations so that staff/volunteers are confident in supporting service users/residents to report issues.	SHED - NEA Community Renewal MHA MSCC Social Bite Village	Tools and some supplies at Shed	Mechanics volunteer with experience	
CLA9	Create local maps showing routes to amenities and places of interest - with public toilets, water refill points etc. marked. Make sure maps are accessible to all, available on and offline and include Wheelchair accessible routes.	NEA Community Renewal PCHP	NEAT Google Drive/ Calendar PCHP Maps		

AA	"Asks" for Action by Council/Other public body	Potential Delivery Partners	Existing Assets	Required Assets	Sustrans can help with:
AA4	Project Team and Edinburgh Council - Ensure pavements are wide enough, and wheelchair accessible for all users, especially around bus stops.				Influence designs to take account of this

AA5	Project Team - Work with community groups to gather input from residents on identifying locations for: Seating, Bins, Shelter, Green Space, water refill stations; signage/information boards (including what they want signage/info boards to look like).	SHED Planning Aid Scotland	Tools and Woodworking expertise	Funding	Influence to include this in consultation.
AA6	Edinburgh Council - Explore possibility for maintenance work in the area to be given to local social enterprises/community organisations – This would create jobs, maintain local areas and increase sense of pride.	Granton Community Gardeners			
AA7	Edinburgh Council - Support community groups to make existing green spaces more attractive and to develop more community greenspaces across North Edinburgh - perhaps with a small grants scheme.	Granton Community Gardeners Granton Walled Gardens NEA			
AA8	Edinburgh Council - Work with community to identify locations where more bins/rubbish collection might be required. Explore possibility of regular day for uplift of large items with the council (e.g. last Thursday of the Month), only charge for any additional items outwith this.	Community Renewal TRIM Zero Waste Scotland			

Specific Activities for year one of the action plan

Action	Activity	Organiser	Support	Resources/Cost
<i>Example</i> CLA7	9 litter picks in the north Edinburgh area, monthly from July 2021 to March 2022	Granton Goes Greener Social Bite Village	Sustrans Morrisons?	Total: £1250 Promotion - £200 Equipment - £600 Refreshments – (£50/pick) £450
CLA9	Hold supply of maps to give out to community	Granton Goes Greener Fetlor		Total: £1500 Designer £1000 Printing £300 Distribution £200 (on and offline)
AA8	GGG would be happy to give feedback to project team/council on this, and conduct surveys etc. with residents. Also promoting skips for communal rubbish picking etc.		Granton Goes Greener	Approx £500 To go towards staff time on conducting surveys, and printing of materials.
			Total for Environment Theme	£3250

Stage Four

Finalising and Report Writing

A final list of community led actions, and 'asks' for the council and other public bodies was circulated to the Steering group, and to all other organisations who have participated in the engagement throughout this process.

All of the organisations involved were asked to comment on the plan, and to provide information on:

- What they are currently delivering that relates to the actions
- Whether they could lead on an action going forward
- Whether they could support an action going forward
- What other organisations locally may be interested in getting involved
- What resources would be required to take that action forward

This information has been incorporated into the action plan, and will be reviewed on an ongoing basis.

The action plan should be seen as a living document that can be reviewed and updated as actions are delivered, and new opportunities arise.

This report has been reviewed by the steering group, along with the finalised action plan (Appendix 5).

This plan has been developed to fulfil the project requirement for a behaviour change strategy to be taken forward as part of the overall development and construction work. The final report and accompanying action plan will now be passed to the NEAT Connections project team for review and inclusion in the project documentation and will be presented for funding along with the ongoing design and construction work.

Costing the plan

Approximate estimates have been provided for delivery of activities which will contribute to the overall actions. This is due to the broad nature of the actions, and the limited capacity of the community organisations to put a lot of time into planning activities that may not take place if funding is not forthcoming. The actual cost for specific activities will vary as the delivery of the action plan progresses.

Secure funding, and capacity to coordinate community action has been identified by the steering group as one of the biggest concerns in being able to deliver on the action plan.

It is recommended that a budget amount of no less than £10,000 is allocated in the 2021-2022 delivery year. It is recommended that this be allocated to community groups and organisations to deliver activities which contribute to the delivery of the action plan, perhaps through a small grants process, managed by the community steering group.

Total Cost to deliver year one of the action plan:

Total for Overall Actions:	£24000
Total for Community Theme Activities:	£9420
Total for Environment Them Activities:	£3250
Small grant pot for additional actions that may arise from the community:	£10000
Grand Total for first year:	£46670

Stage Five

Implementation of the Action Plan

Now that the first iteration of the action plan has been developed, the next step is to consider how this can be delivered, and who is going to take forward activities.

Handover

The steering group will continue to meet regularly, ideally with the support of a paid active travel coordinator tasked with supporting the group to coordinate and deliver activities that will contribute to the actions identified.

A member of the project team will be nominated as a liaison between the NEAT steering group and CEC. They will act as a link between the project team and the steering group members. It is expected that a member of the steering group should also be invited to attend project meetings when appropriate.

The Sustrans Communities Team will have a small amount of hours to support implementation of the plan for the first year and would be able to offer occasional support after this. Sustrans Volunteers and iBike teams will also be able to assist with some of the interventions, they can supply volunteers and also offer cycle training, ride leader training and bike maintenance training where needed.

Delivery

The action plan shows organisations who have expressed an interest in helping to deliver on specific actions. This is an ongoing conversation and it is expected that projects to address actions and specific activities throughout the duration of the project will be ongoing.

Anyone interested in delivering activity as part of the plan should contact
NorthEdActiveTravel@gmail.com

Specific Activities that groups are taking forward in 21/22 to be included here.

Stage Six

Review, Evaluate and Revise.

While the action plan has been developed in partnership with the steering group, it is recognised that more could be done to engage with the community and gather their feedback and thoughts on how to take these actions forward.

Potential support for evaluation has been offered by Edinburgh University in the form of student projects, or placements to carry out some evaluation activity.

Recommendations

- Provide opportunities for residents to:
 - + feedback on the action plan,
 - + suggest specific activities that could be taken forward to achieve the broader actions contained within the plan, and
 - + to get involved in activities, or be supported in organising their own activities in response to the plan should they have the desire to do so.
- Develop a basic evaluation template that can be flexibly adapted to be used for any activity taken forward as part of the plan, clearly showing:
 - + which action the activity is seeking to address,
 - + how it aims to do so, and
 - + how it will be measured for impact.
- Review the feedback received and evaluation of completed projects at each of the quarterly NEAT group meetings, and update or amend the action plan as appropriate in response.

Appendices

Appendix 1 – Planned engagement vs actual engagement

Original Timeline		Actual Timeline	
Approximate dates	Engagement Activities	Approximate dates	Engagement Activities
March 2020	Review data gathered with steering group	March-May 2020	No Engagement Activity
April-May 2020	Share data gathered back to community and invite ideas for actions: <ul style="list-style-type: none"> • Revisit the groups engaged with previously • At least 2 x bike breakfasts/bbq's, with Dr Bike service • Attendance at public community events • Display in North Edinburgh Arts café (if possible), with feedback options. • Survey both on and off line • Commonplace website launched for overall project. • Crossover with schools/overall project engagement 	June 2020	Steering Group Meeting – touching base, reviewing data from earlier engagement activity.
April-May 2020	Collate actions, and ask community to prioritise most significant ones: <ul style="list-style-type: none"> • Revisit the groups engaged with previously • Attendance at public community events • Display in North Edinburgh Arts café (if possible), with feedback options. • Trial some activities • Analyse survey responses. 	July – August 2020	Poster competition for ages 5-25 (different levels) 'Draw what you want North Edinburgh to look like?'

	<ul style="list-style-type: none"> • Crossover with schools/overall project engagement 		
June 2020	<p>Review with Steering Group, confirm actions and cost plan.</p> <p>Submit to CEC for inclusion with funding bid.</p>	August 2020	<p>Steering Group Meeting</p> <p>Bike M Check and Secure Locking demo at NEA</p>

The Original Timeline ends here, but the actual activity continued.

September – October 2020	Announce Poster competition prize winners and deliver prizes
November 2020	No engagement activity
December 2020	<p>Overall project engagement:</p> <ul style="list-style-type: none"> • Commonplace Launch • Design focussed Dadtastic online focus group • 3 x Focus group sessions open to members of the steering group organisations and those they work with. • Freepost leaflet drop for comment with Fresh Start • Discussion with NEA about holding socially distant face to face engagement should restrictions allow – Lockdown in January prevented this going forward.
January 2021	Steering group meeting
February 2021	<p>Litterpicking equipment delivered to Social Bite Village and Granton Goes Greener</p> <p>Online Workshop open to members of all the groups who were engaged with previously.</p> <p>Reviewed barrier information, brainstormed ideas for action.</p>
March 2021	<p>Online Workshop open to members of all the groups who were engaged with previously.</p> <p>Considered action list and began to prioritise actions. From most to least important, and from short to long term.</p>
April 2021	Steering group meeting to review action list and confirm actions for inclusion in the plan.

	Report writing
May 2021	Review with Steering group, determine cost estimates. Submit to CEC for inclusion in the next funding bid.

Appendix 2 - Who Sustrans Community Team spoke to

Conversations were held with the following groups across North Edinburgh. These have been separated into individual conversations with organisation representatives and public/community events and discussions for transparency.

Sustrans Communities Team asked representatives of community groups and organisations about their perceptions of the everyday experiences of their service users, and what would help them to travel actively. They were also asked if they would be interested in working with us to create an action plan to address these needs. Several of those organisations took up this offer and have helped to shape the plan to date.

Table 1: Organisation Representatives

Organisation	Involvement in project
Community Renewal	Involved in creating plan
Community Shed	Involved in creating plan
Edinburgh College Students Association	Involved in creating plan
ELREC	Involved in creating plan
Granton Goes Greener	Involved in creating plan
MyAdventure/MYDG	Involved in creating plan
Pilton retreat (Merged with MYDG during process)	Involved in creating plan
Social Bite Village	Involved in creating plan
The Bike Station	Involved in creating plan
CEC Lifelong Learning and Development officer	Provided information
Drylaw Neighbourhood Centre	Provided information
First Port	Provided information
Granton Community Gardeners	Provided information
Granton Hub	Provided information

Link Up	Provided information
Muirhouse Housing Association	Provided information
Muirhouse Millenium Centre	Provided information
PCHP	Provided information
The Circle	Provided information

At the same time Sustrans Communities Team spoke to a range of community groups across the area to include a diverse range of voices in the conversation.

Table 2: Public conversations

Organisation	Type of event	Activity	No. Engaged
Granton Goes Greener	Stall	Stall at Family Fun day to speak to members of the community who come to the event about their experiences of, and barriers to active travel.	10
Royston and Wardieburn Community Centre	Committee Meeting	Spoke to committee to advise about project and take comments from committee	10
North Edinburgh Arts	Stall	Stall at celebration of the Community SHED's 1 st birthday to speak to members of the community who come to the event about their experiences of, and barriers to active travel	8
North Edinburgh Arts	Table in Cafe	To start having a presence in the area and listen to people in the community about how often they use active travel, and what the barriers to this are/what would help	9
PCHP	AGM	Attended AGM meeting	5
N/A	Table at Ainslie Park Leisure Centre Cafe	Informal conversations about travelling around North Edinburgh	7
Jubilee Group - Drylaw NC	Group Conversation	To speak with members of the Jubilee group about their experiences travelling in north Edinburgh	4
Edinburgh College (Granton Campus)	Group Conversation	To Speak to Students at Granton campus of Edinburgh college about their experiences.	5
Culture Group - Drylaw NC	Group Conversation	To speak to the Culture group about their experiences in north Edinburgh	2
P5-6 Youth Club - Drylaw NC	Puncture repair session	To speak to children about how they travel while teaching them how to repair punctures.	11
Book Bug - Muirhouse Library	Drop in Conversations	To speak to parents of young children about their experiences of travelling in north Edinburgh	8
Circle - Dadtastic Group	Group Conversation	To speak to the dads about their experiences of walking and cycling in north Edinburgh	6
Living Well North Edinburgh Drop in group	Group Conversation	To speak to the group about their experiences of travelling around north Edinburgh	6

Spartans Walking Football Club	Group Conversation	To speak to the participants about their experiences of travelling in north Edinburgh	19
PCHP	Group Conversation	To speak to the Women supporting Women group about their experience of travelling around North Edinburgh	18
Young at Heart Group - Drylaw NC	Group Conversation	To speak with members of the Jubilee group about their experiences travelling in north Edinburgh	20

Appendix 3 - Identifying the barriers

From these conversations the following interim summary report was created in January 2020, utilising the ISM model⁴ to organise issues identified through these discussions into individual, social and material barriers. This report also identified areas where action was already in progress, and where further potential action could be taken at the local level.

Engagement work continued in the early part of 2020, however as the project moved towards the next stage of gathering feedback on work so far, and suggestions for tackling the barriers identified, the Covid-19 pandemic became a major concern.

Pennywell Road: Behaviour Change Engagement

As part of the Pennywell Road Project, a series of behaviour change engagement activities were undertaken between November 2019 and January 2020. These are led by Sustrans' Communities team officer for Pennywell Road (Barbara Kerr, supported by Caro Kemp), and are currently ongoing.

The series of interactions focuses on exploring factors that influence how people move about across the project area (north Edinburgh Small area) and hear about their active travel choices. To this end the Sustrans Communities Team have been listening to what locally based organisations and individuals identified as factors that are barriers or motivators to travelling actively (walking, cycling, wheeling) across north Edinburgh.

Barrier themes emerging

After listening to various locally based organisations and individuals different themes that influence why people do not/do travel actively emerged. The below is a summary of the themes. To aid structuring of the emerging themes the Scottish Government behaviour change guide, *Shifting Normal*⁵ has been used. The *Shifting Normal* guide illustrates how what people do is influenced by different aspects (factors) of the world around them. The guide suggests that the different factors can be grouped into four high level zones.

⁴ <https://www.gov.scot/publications/influencing-behaviours-moving-beyond-individual-user-guide-ism-tool/>

⁵ *Shifting Normal* 2015 Scottish Government <https://www.gov.scot/publications/shifting-normal-design-projects-change-things-better-9781785445316/>

- The “I” Zone
- The “We” Zone
- The “They” Zone
- The “It” Zone

Below is a **starting point for conversation and reflection** about the themes that have emerged.

The ‘I’ Zone

The ‘I’ Zone Factors are personal and internal to each individual. These include an individual’s values, attitudes and skills, and their assessment of the costs and benefits of any decision.

Bicycle theft and maintenance arose as a personal barrier, as many people who had bikes either had them stolen, or had mechanical issues which they did not have the skills to fix. This meant that even where someone had the desire and ability to cycle they were unable to do so.

High Impact – Some existing assets could be developed to address (Shed, MYAdventure(?), Hub.)

Access to Bicycles – Cost and availability was raised as an additional barrier to the above, as if a bike needed replaced or repaired the cost of doing so was often outside the means of the individual, or the lack of local bicycle shops put people off.

High Impact – Some existing assets could be developed to address (Shed)

Personal safety was a concern highlighted, particularly reckless use of motorbikes by young people. Feeling vulnerable moving around at night generally and specifically on the section of path between Ainslie park and the Red Bridge was mentioned – women were particularly concerned about this. Assaults and other incidents have been known to happen.

Medium High Impact – Some assets exist, but harder to tackle.

Route awareness and network awareness in the area and beyond. Not knowing the routes and where you can get to without having to navigate busy roads was mentioned frequently. Maps, wayfinding and demonstration of changes seem important as well as making sure that this is made available in necessary languages and plain English.

Medium Low Impact – Assets exist – various groups within the area could help to develop very localised maps showing amenities and sites of interest.

Trip chaining due to care responsibilities emerged. This was mentioned in particular where there are bigger families. Also especially when work and caring responsibilities have to be managed.

Low Impact – Harder to address – requires making it normal for caregivers to walk/cycle while juggling caring responsibilities.

The 'We' Zone

The 'We' Zone relates to factors related to the social groups that we are part of, such as our family, friends, colleagues, and neighbours. These include the different roles we have in particular circumstances, what's considered normal in our group, and who we know and trust.

Not normal for young women to cycle/Cycling not seen as an everyday activity. There is a perception that cycling is a male sporting activity in the area, or is for fast commuting purposes. There has also been mention of bicycles being used by drug dealers to move/sell drugs around the area. Impacts on personal safety as potential to be approached by people wanting to buy drugs.

High Impact – Assets exist – projects already running to encourage cycling in teenage girls. Lots of youth groups exist that could run projects to encourage this.

Shared cycle path is dominated by fast commuter cyclists at certain times, which discourages others from using the path network. Feeling of danger from people speeding by. Little consideration given to people on foot, or others who are slower.

Low Impact – Assets exist – could run community campaign to share the space, with events on the path for local people.

The 'They' Zone

The 'They' Zone Factors are related to wider society, beyond our immediate social group. You might think "they should change the law about...". These include rules, regulations, policies and procedures, and the economy.

Bus routes were mentioned specifically in relation to accessing nearby shops, and length of walks from home to bus stops, or from bus stops to local trip generators – changes to

services mean there is no longer bus access from Drylaw to nearby Craighleith. This particularly affects elderly and those who cannot carry shopping for any distance.

Buses were also mentioned in relation to accessing other city suburbs as currently this requires getting a bus to the city centre and then another bus out to final destinations. Raised particularly by older people who struggle to get on and off buses, by those with buggies who cannot always get a space on buses and need to wait for the next one, and by students of Granton campus who often live in other parts of the city and need to take 2 or more buses to get to and from college.

Low Impact – harder to address. Assets exist (PEP) but would require substantial funding.

Temporary Street Clutter pick up procedures were mentioned several times - while requesting a pick up is relatively easy, this carries a cost, and also can take some time between calling to arrange and the date of pickup meaning that large obstacles can often be in the street/pavement for some weeks. In addition, people do not always call for a pick up and just leave objects lying out in the street until someone reports it as a health concern.

Medium Impact – Assets exist - Community renewals are running project in Muirhouse – could this be extended to other areas?

Parking has been mentioned several times as an issue - **pavement parking**, mostly because it blocks the pavement, but also because it can cause additional damage to pavement surfaces which aren't designed for heavy vehicles. This may reduce once the pavement parking ban comes into force, but is currently an issue. Residential streets being used as an unofficial **Park and Ride** around Drylaw particularly by staff at the Western General was also a concern.

Medium High Impact – Harder to address, requires policing and enforcement. Could work with Community Councils to encourage reporting.

Overgrown vegetation – overgrown hedges and vegetation have been mentioned as a barrier to certain paths, causing pedestrians to move onto the road or making it awkward to move around if you have mobility issues. Sometimes council owned, but more often from gardens and so the responsibility of the individual homeowners/tenants.

Medium Low Impact – Assets exist – community groups involved in growing. PEP used to run gardening service, but where is line between community action and council responsibility?

Path clearance in some instances the paths are not cleared of fallen leaves and other debris, which makes them dangerous – particularly for those with mobility issues, also applies to cold days where the paths ice over making it dangerous to walk or cycle on. Main paths are often fine, but linking/access paths can be overlooked meaning you cannot access the sections that have been gritted/cleared without risking a slip/fall – of particular concern to older and less mobile demographics.

Medium Low Impact – Council responsibility for most part. Assets exist in terms of volunteer groups. Could work with Community Councils to encourage reporting.

The 'IT' Zone

The 'IT' Zone are physical factors that we use directly or are part of the world around us. These include tools, equipment, technology, and infrastructure.

Secure Cycle Storage The lack of secure cycle storage facilities at home, as well as when accessing workplaces and shops in the neighbourhood. It was mentioned that this is about secure on-street bike parking where there is no space at home, and more simple bike parking inside of tenements or in tenements back greens where possible. Bike theft is prevalent in the area and **Fear of bike theft** was mentioned repeatedly as a barrier.

High Impact – Little assets to address this within community – can encourage requests for Council on street 'armadillo' scheme, but this comes with cost which is also a barrier.

Lack of access to a bike emerged, which was partly due to financial cost for individuals as well as for organisations (fleet bikes), but also because there are no bike shops in the vicinity, so to buy a bike from a shop people need to travel to other parts of the city. In addition, the lack of bike shops means there is nowhere nearby to go for repairs and maintenance.

High Impact – Some assets to address – Social bite has bikes for residents, ELREC also have bikes, but not for loan. Could work with Just Eat to bring hire bikes to the area.

Quality of surfaces was mentioned as having an impact on the confidence of those who struggle getting about walking - some due to mobility issues (e.g. elderly, mobility scooter users), but also parents with buggies mentioned pavement and road surfaces as well as number and location of dipped kerbs.

High Impact – little assets within community to address this directly – but can encourage reporting.

Seating Availability of suitable seating was mentioned – availability, height, and design of seating at bus stops was raised particularly by elderly, and along path network and in urban areas generally by others.

Medium High Impact – some assets exist – (Shed – build own bench?)

Additional Barriers highlighted in ongoing discussions:

Confidence – could come under personal safety – a lot of people have said they don't feel confident cycling on roads, particularly where traffic is busy.

Drugs – it has been raised a couple of times that bikes are used by people selling drugs, but one person has raised this as a personal barrier, as they have been approached when out on a bike by people wanting to buy drugs.

Shelter – Parents highlighted lack of outdoor sheltered space to use if weather is bad, or if it is particularly sunny or hot which puts them off going out with young children.

Mapping existing activity in the area already addressing these barriers, and potential activity that could be developed/run by local organisations/groups with appropriate funding and support.

Environment

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
Street Clutter and Flytipping	Fly tipping – local and brought into area	Community renewals with Changeworks – free uplift	Work with council to provide free uplift every 6 months?
	Cost of council pick up		
	Length of time it takes for pick-up of items once requested.		Raise with Council
	General littering/litter blowing out of bins	Community Renewals – Litter picks	Sustrans – support organisations to arrange litter picks.
Overgrown Vegetation	Blocks path – have to go around on roads		Awareness – education of responsibility /reporting
	Makes area look ill maintained/run down		Adopt a street scheme? PEP used to run gardening service but funding cut.
Path Maintenance	Dropped foliage turns to mulch slippery underfoot, narrows paths.		Council responsibility
	Access links can be missed when paths are gritted for ice so path is inaccessible.		Council Responsibility
Quality of Surfaces	Potholes on roads and uneven path surfaces make it difficult for mobility impaired/buggies to walk.	Living Streets – Patch that Pavement Campaign	All NEAT group organisations to promote Living Streets campaign to groups and individuals they work with.

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
	Unpleasant and dangerous to cycle on potholed/uneven road surfaces.		Encourage reporting of problems
Seating & public toilets	Very few places to stop and sit for a rest when walking around the area.		SHED – build benches/planters - community builds. Community Renewals – environment group.
	Few public places to go to toilet/unaware of available facilities		Covid-19 made worse – Add to PCHP community Map?
Shelter	Few places to stop and shelter in public realm if walking/cycling in bad weather/out with young children on sunny days.		Project to identify appropriate locations for shelters and include in project design? Involve SHED? Tool Library?
Pavement Parking	Blocks paths – have to walk on road around cars.		Police Campaign?
	Damages pavement surfaces		
Park and Ride	Increased traffic coming into residential area.		Low traffic neighbourhoods Residential parking?
	Increased pollution.		

Bicycles

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
Bicycle Theft	Had bike but it was stolen	Police officers – bike marking	More of this?

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
	No point in getting bike as nowhere secure to keep it	Lock Amnesty (ECSA)	Encourage streets to request council install on street parking – (associated cost – community Councils?) SHED/Sustrans - Secure bike locking demonstrations
	Bike theft is not reported consistently	Reporting on TRIM	Information provision – what happens when people do/don't report bike theft? Community Councils to encourage reporting?
	People know some of the offenders but afraid/don't want to report them		Work with Police?
Bicycle Maintenance	Don't have skill to maintain own bikes	Dr Bikes (MYDG/Linkup and The Bike Station), SHED wants to start maintenance classes	Sustrans – support organisations to provide upskilling (training) Electric Cycle Company (ECC) – social enterprise arm, spoke to Kenny interested in potential. MYDG – instructors and bike fleet MYDG – Mechanic Sessions in Secondary school
	No local repair services	Closest Electric Cycle Company (Granton Road) Cycling UK mobile repair stations (temporary depending on funding)	SHED Maintenance? ECC – new repair shop Granton Rd?
Access to bicycles	Cost too much	Social Bite Village loan scheme Brake the Cycle Helping hands giving away refurbished bikes ELREC - Bike Library SHED – refurbished and sold on	Just Eat Cycle Hire points – Engagement officer to be invited to next meeting.
	Nowhere local to buy one		SHED – refurbish and sell on ECC – new repair shop – Granton Rd
Secure Cycle Storage	Nowhere secure at home to keep bicycles		Sustrans – work with council to reduce cost of secure on street cycle parking in less affluent areas.

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
	Nowhere to securely park bikes at local amenities		NEA bike shed for staff and volunteers? Council – request form for cycle parking at popular locations?

Public Transport

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
Bus routes	Some areas closest bus stop is more than 5 minute walk away for able bodied – longer for mobility impaired		Lothian Busses
	Reduced accessibility of local amenities (e.g. Craigleith, Millennium Centre)		PEP community buses?
Other bus issues	High rear step on new buses difficult to get on/off.		Sustrans – collate and pass concerns on to Lothian Buses.
	Drivers don't always pull in to kerb.		Lothian Buses
	Bus stops not always sheltered		Council

Everyday Experiences


Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
Personal Safety	Anti-social behaviour		Police?
	Some areas/paths not well lit		Council Maintenance – Campaign to notify people of how to report? Community Councils?
	Busy roads/traffic		Temporary Measures – road closures/bike lanes
	Perceived threat due to hearing of assaults		Police?
	Confidence	Link up and MYDG – family group cycling MYDG – led rides with young people Community Renewals youth groups – small group rides/education sessions Pilton retreat – project to find barriers for teenage girls and promote cycling ECSA offers cycle training for college students.	Sustrans – can support training of cycle trainers and adult bikeability
	Fast commuter cycles make the path feel unsafe as a pedestrian	Council Share the Space Signs Council have begun putting ring your bell signs on key paths.	Etiquette campaign – ring a bell! Tell cyclists to ring and be aware of hard of hearing – encourage pedestrians to expect a bell
Route Awareness	Lack of awareness on part of commuters on NEPN	Council Share the Space Signs Council have begun putting ring your bell signs on key paths.	Etiquette campaign – ring a bell! Tell cyclists to ring and be aware of hard of hearing – encourage pedestrians to expect a bell
	Don't know about path network/quiet routes	Innertube – printed copies at local centres? On foot By bike maps- area specific Spokes maps for Edinburgh PCHP Map MYDG and Link up - Led rides	Distribution of Council maps across the area. Sustrans – Support upskilling of organisations volunteers to lead walks/rides PCHP another mapping project?
	Don't know what exists in other areas off the paths nearby	PCHP – Walking maps	Local mapping? (PCHP?)

Barrier	Underlying causes	Existing Activity in area (include orgs involved where appropriate)	Potential Action/Recommendations (Who might be able to do this locally? Who else needs to be involved?)
	Don't know how quickly you can access other places in/around the city by foot/bike	Personalised Journey planning.	Buddy system/group rides? Virtual rides? Call out for existing footage?
Perception of Cycling	It's not possible/difficult to juggle multiple journeys by bike		Linked to secure parking, modelling – find families who already do this and how they manage it.
	Carrying shopping while managing children		As above
	Cycling not normal/ every day activity for adults or teen girls		
	Seen as male sporting activity	Community Renewals Girls groups encouraging them to get out.	Sustrans – support Bike Breakfasts/BBQ's in public places to bring cyclists and non cyclists together #AndSheCycles campaign – promote?
	Seen as something done by drug dealers.		Police?

Appendix 4 – Action Plan Development

The first step taken to develop the action plan was to map existing activity in the area already addressing some of these barriers, and to consider potential activity that could be developed/run by local organisations/groups with appropriate funding and support. These were grouped into 4 different themes: Environment, Experiences, Public Transport and Bicycles.

Summary sheets were created for reference, and were displayed and shared via the project [Commonplace news post](#) on the 11th January. The news post was then shared by members of the steering groups on their social media. These also formed the basis for conversation at an online workshop. All groups previously engaged with and people they work with were invited to attend. Plans were in place for offline feedback by displaying these as boards and providing a comments box at the North Edinburgh Arts Café, and the Fresh Start Pantry. Unfortunately due to Covid-19 this could not go ahead.



North Edinburgh Action Team

Community Action Plan

Make your voice heard

To develop additional actions that can support and encourage you and others to move around the area actively, we are working closely with local organisations.

Over the last year we have been speaking to many members of the community through these organisations, and in public places, about how we can support you to walk, wheel and cycle in the North Edinburgh area.

The main points that have been raised are summarised below. Please think about this as you consider what Success might look like, and how we achieve this in the breakout sessions later today.

- What would success look like for you and the people you know who live in the area?
- What actions would you like to be included in the action plan?

ENVIRONMENT

Main themes emerging

Change in infrastructure

• More cycle lanes

• More pedestrian crossings

• More green spaces

• More public transport

Welfare

• More affordable housing

• More social housing

• More community centres

• More public transport

Public Realm

• More green spaces

• More public art

• More public transport

• More public spaces

Physical Surroundings

Waste

• More recycling bins

• More recycling points

• More recycling centres

Connectivity

• More cycle lanes

• More pedestrian crossings

• More public transport

• More public spaces

Public Realm

• More green spaces

• More public art

• More public transport

• More public spaces

Cleanliness and Maintenance

Waste

• More recycling bins

• More recycling points

• More recycling centres

Connectivity

• More cycle lanes

• More pedestrian crossings

• More public transport

• More public spaces

Public Realm

• More green spaces

• More public art

• More public transport

• More public spaces

Vehicles

Waste

• More recycling bins

• More recycling points

• More recycling centres

Connectivity

• More cycle lanes

• More pedestrian crossings

• More public transport

• More public spaces

Public Realm

• More green spaces

• More public art

• More public transport

• More public spaces

PUBLIC TRANSPORT

Main emerging themes

Bus Services

• Changes to routes

• More services are available

• Address issues

Bus Stops

• Lack of services

• Lack of seating

• Missing bus stops

Bus Services

Waste

• More recycling bins

• More recycling points

• More recycling centres

Connectivity

• More cycle lanes

• More pedestrian crossings

• More public transport

• More public spaces

Public Realm

• More green spaces

• More public art

• More public transport

• More public spaces

Bus stops

Waste

• More recycling bins

• More recycling points

• More recycling centres

Connectivity

• More cycle lanes

• More pedestrian crossings

• More public transport

• More public spaces


Public Realm

• More green spaces


• More public art

• More public transport


• More public spaces




EDINBURGH
THE CITY OF EDINBURGH COUNCIL




TRANSPORT
SCOTLAND
CONNECTIONS ALBA



Sustrans
with the government



AECOM



Community Action Plan

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EXPERIENCES


Main themes emerging


- Personal safety**
- Route awareness**
- Perception of cycling**


BICYCLES


Main themes emerging

- Access to Bicycles**
- Ownership and Maintenance**
- Secure Parking and Storage**









Granton Goes Greener also posted questions on social media relating to peoples experiences of walking, wheeling and cycling in and around the area. Please see the links below:

Facebook: https://www.facebook.com/groups/supportEH5/permalink/889197875194600?notif_id=1615542915633072¬if_t=page_post_reaction&ref=notif

Twitter: <https://twitter.com/GreenerGranton/status/1370313288236601349>

These generated a good number of responses and discussion, some of which are shared in the report.

Appendix 5 – The Action Plan

The full NEAT Community Action Plan document accompanies this report, and can be provided on request.