

*Walking Scotland's East Lammermuir Walking, Wheeling , Cycling, Horse-riding  
Consultation Report and Recommended Actions*



**Contact,** [Richard.armstrong@walkingscotland.org.uk](mailto:Richard.armstrong@walkingscotland.org.uk)

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## **1. Introduction**

Walking Scotland was invited by East Lammermuir Community Council and SP Energy Networks (SPEN) to deliver an in-person workshop focused on active travel, covering walking, cycling and horse riding. The purpose of the workshop was to build on the East Lammermuir Local Place Plan and help progress on one of the community's key priorities:

*“A useable, effective Active Travel Network of segregated paths should be planned, designed and built – to include at least one safe crossing over or under the A1 and mainline railway towards the coast and Dunbar.”*

The workshop brought together energy developers, transmission owners, community members, East Lothian Council, and representatives from organisations working locally in active travel, including Walk, Wheel, Cycle Trust (formerly Sustrans). This collaborative session was funded by SPEN using capacity-building resources intended to prepare communities for future community benefit investment arising from the Eastern Green Link 1 (EGL1) project.

Alongside the workshop, an online consultation was also undertaken. This aimed to better understand local residents' current levels of walking, cycling and horse riding, and to identify the key barriers that limit their ability to undertake these activities more often.

This report brings together the findings from both the online consultation and the in person workshop. Drawing on the insights gathered from community members, local organisations and stakeholders, it sets out a series of actions and recommendations that could contribute to getting more people walking, wheeling, cycling and horse riding.

## **2. Findings from Community Workshop Session**

As mentioned in the introduction a community workshop session was organised get local peoples views on barriers to walking, wheeling, horse-riding and active travel in the East Lammermuir area.

The session consisted of group sessions where people were asked to add details to a map showing where there were barriers that prevented people from walking and opportunities to improve or develop path networks.

The sessions focused on looking at Spott, Stenton and Innerwick, the findings from the sessions are summarised below.

### **Stenton**

Residents highlighted issues on the Core Path east of Stenton, including two stiles unsuitable for cyclists, horse riders and wheeled users, and steps near the river requiring maintenance. Within the village, a lack of dropped kerbs presents significant accessibility challenges, particularly for disabled residents. Surface water run-off towards the village hall causes further difficulty.

There is local interest in creating a new circular walk between Quarry Hill and the river, as residents feel there is a shortage of circular routes around the village.

Residents prioritise improving access to East Linton rather than Dunbar, to reach bus and train services. Two existing safe A1 crossing options were identified:

1. A walk/cycle route via an underpass and a stepped railway bridge linking to the A199 and NCN76.
2. A quiet road east of the first crossing that appears private but is not; existing gates are misleading but non-functional.

Better communication, signage and promotion of these routes would improve walking and cycling between Stenton and East Linton.

### **Spott**

Community members raised concerns about safety along the road between Spott and the Doune Bridge, highlighting steep gradients, narrow widths, blind bends and high walls, all contributing to cycling accidents. A previous proposal for a formal cycle route

developed with Sustrans was rejected due to design impracticalities, leaving only an informal walking route.

A possible opportunity was identified to formalise an informal field-edge path if landowner attitudes have changed. This could connect the village to a closed road and then to quieter roads leading towards the A1.

The A1 remains a major barrier to safe walking and cycling, with crossings perceived as dangerous despite some improvements at the Asda/Spott roundabout. Existing underpasses at Bransmill and Eweford offer potential but need significant upgrades; these were preferred by residents over new tunnels, although landowner cooperation has historically been an obstacle.

There is renewed interest in creating a segregated active travel route along the A1 corridor (e.g., Dunbar–Innerwick via Pinkerton Road/Thurston), though this would face challenges around land ownership and industrial access arrangements.

Other points included a potential review of speed limits and the idea that increased legitimate path use could help reduce rural crime around infrastructure sites.

## **Innerwick**

Residents feel increasingly encircled by construction projects, making previously popular walking and cycling loops unsafe or inaccessible, particularly towards Thurston Manor, Thurston Mains and Elmscleugh. This has contributed to reduced community cohesion and lower participation in local activities.

Construction traffic travelling at high speeds, combined with lack of lighting and pavements, was highlighted as a major safety concern. An extension of the 40 mph speed limit beyond Innerwick was suggested to address these issues. There is also a pressing concern for a child at Thurston Manor who must cross a 60 mph road to reach school.

Barriers also come from estate or farm shoots, which make residents feel unsafe using countryside routes. Additional restrictions such as new fencing and double-gated farmland have closed off formerly well-used loops.

Access to beaches and nature reserves such as Dunglass and Woodhall Dene has become limited due to changes in infrastructure and land management. Questions were repeatedly raised about landownership whether by farms or developers and how this affects potential for new paths.

Regarding the A1, residents discussed potential new crossings that would connect Innerwick to Dunbar and tie into the National Cycle Network. Suggestions included a crossing near Innerwick and a second near West Barns using an underpass leading to Dunbar. An informal desire line near the Innerwick A1 junction currently exists beneath the railway but is obstructed by construction works.

There may be an opportunity to use an existing fenced track with an aggregate surface running along the south side of the A1 as a segregated active travel route. Residents also asked whether future hall roads built for construction (e.g., at Crystal Rig) could be designed or reinstated with long-term walking and cycling connections in mind.

### **3. Results from Online Consultation**

Our online survey was completed 86 times. The majority of responses came from people living in Stenton (42.4%), followed by Innerwick (12.9%), Dunbar (10.6%), Spott (9.4%), East Linton (5.9%), and Oldhamstocks (5.9%).

A further 11 locations each contributed one response, spanning small rural settlements and nearby towns (e.g., Biel area, Cockburnspath, Crowhill, East Lothian, Gifford, Hunter Steading, Morham, Ormiston, Pinkertons, Tynninghame, West Barns).

This distribution indicates a strong geographic skew toward Stenton, with meaningful input from Innerwick, Dunbar, and Spott. The presence of nearby towns (e.g., Dunbar, East Linton) highlights cross-boundary use of East Lammermuir's paths.

Although some responses came from people living outside the East Lammermuir area, their contributions have been included as they offer valuable insights into barriers affecting path access and road use.

**Graph 1**



## 4. Current Walking Wheeling and Cycling Behaviour

### 4.1 How Often do People Walk, Wheel, Cycle, Horse Ride

Walking/wheeling is by far the most frequent form of active travel and recreation.

Most respondents walk/wheel most days (the largest bar segment, shown in dark orange below).

A substantial additional group walk 1–4 times per week.

Only a very small minority walk less than monthly or never.

Cycling frequency is much lower than walking.

The largest segment is “Never”, representing a significant proportion of respondents.

Those who do cycle tend to do so 1–4 times per week, but this is a small group.

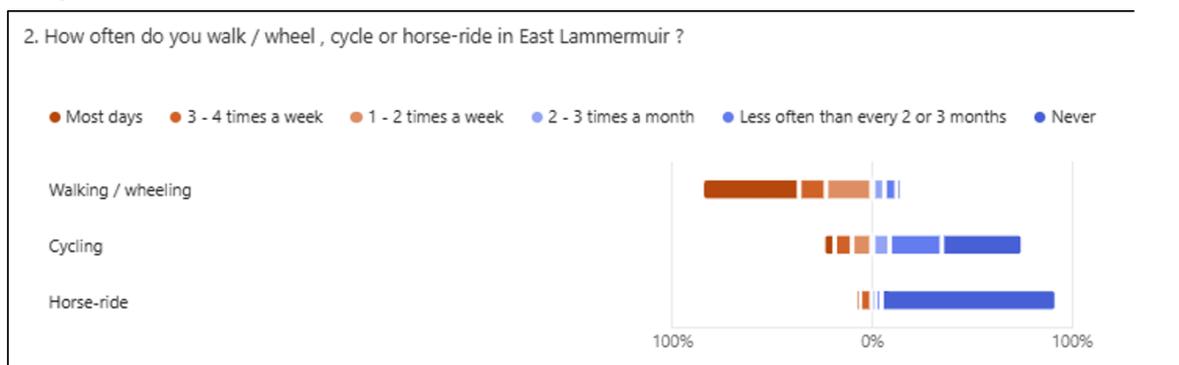
Very few people cycle “most days”.

Horse-riding has the highest proportion of “Never” responses of all three activities:

The overwhelming majority of respondents do not horse-ride at all.

A small group ride occasionally (mostly monthly or less).

Graph 2



## 4.2 Travel Behaviour for Short Journeys (under 5 miles)

Short trips in East Lammernuir are dominated by car use (76%), with walking/wheeling at 16%, cycling at 7%, and bus use at just 1%.

The very low level of bus use is reflected in several comments from respondents, who highlighted the lack of local services.

“I’d like a bus from Oldhamstocks to Dunbar on a regular basis.”

“We need a local bus because not having one is quite frankly ridiculous.”

“Since the withdrawal of the 130 bus I as a partially-sighted person have to walk 3 miles to the nearest bus stop.”

These comments illustrate how limited public transport options contribute directly to car dependency, even for short trips.

## 4.3 Frequency and Purpose of Walking, Wheeling and Cycling

Survey responses show that most people walk, wheel, or cycle primarily for leisure and dog-walking, reflecting a strong local culture of recreational activity.

In contrast, very few respondents use active travel for everyday trips such as going to, work, school, or public transport connections.

When looking at visits to local shops and services, there is a clear divide: around 40% of respondents make these journeys at least once a week, suggesting active

travel is practical to access shops and services in some locations. However, over one-third (33.8%) reported never making these trips actively.

## **5. Attitudes Towards Walking Wheeling and Cycling in Future**

We asked respondents how likely they were to consider increasing their use of active travel (walking, wheeling or cycling) for transport in future.

- 52.3% were likely or very likely to increase their active travel.
- 31.4% were unlikely or very unlikely.
- 16.3% were unsure.

We then asked those who responded unsure, quite unlikely, or very unlikely whether safer, traffic-free paths would encourage more active travel.

- 36.6% said yes.
- 29.3% said maybe.
- 34.1% said no.

These results indicate a significant interest in increasing active travel locally, with a substantial proportion of respondents suggesting that safer, traffic-free routes could support or enable this shift.

## **6. Knowledge of Local Walking Opportunities**

We asked people how they would rate their knowledge of local walking opportunities. The responses indicated that residents generally feel well-informed about local walking opportunities, with 74% describing themselves as somewhat or extremely knowledgeable about where to walk in the East Lammermuir area.

Despite this there is still scope for improving knowledge about walking opportunities locally as 26% of respondents still said they were extremely unknowledgeable, unknowledgeable or not sure.

Additionally, we received comments suggesting a need for better promotion of paths and walking opportunities.

“More sign posts would be helpful in places - particularly associated with Core paths.”

“Lots of nice walks and paths in the area that not many people know about, I have lived here for years and still not sure where I can go.”

No signposting or information is also highlighted as a barrier preventing people from walking in sections 8 and 10.6.

## **7. Use of Off Road Paths in East Lammermuir**

Question 8 shows that local paths are used most frequently for walking and wheeling, with many residents reporting daily or weekly use. However, as the survey grouped ‘walking’ and ‘wheeling’ together, and because not all paths in East Lammermuir are suitable for wheeling (e.g., for wheelchairs, mobility scooters or prams), the results likely reflect walking use far more than wheeling. Cycling shows occasional use of paths, while horse-riding is rare.

Taken together, these findings suggest that the path network is heavily relied upon for recreational walking but remains less suitable or accessible for wheeling, cycling, or equestrian use.

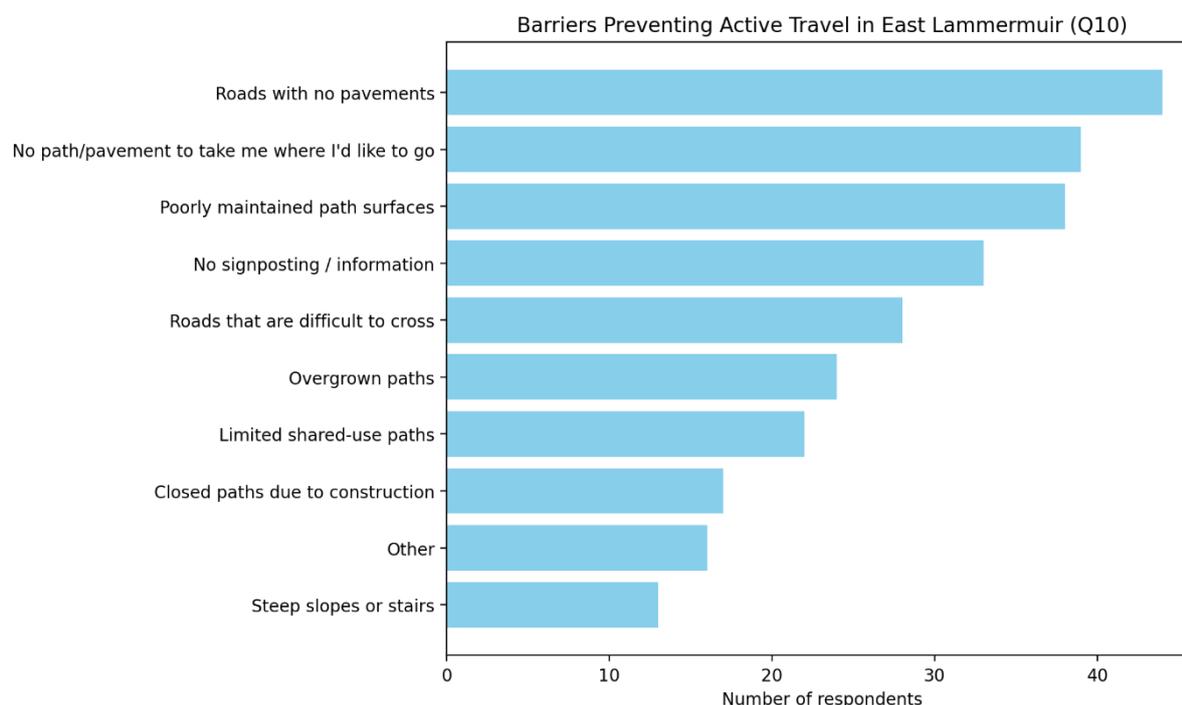
## **8. Barriers to Walking Wheeling and Cycling Reporting as part of Online Survey**

### **8.1 Challenges Preventing People from Walking and Wheeling in East Lammermuir**

This chart below presents the barriers selected by respondents in Question 10, ordered from most to least frequently cited.

The most significant barriers to walking, wheeling, cycling and horse riding in East Lammermuir are the absence of pavements (51%), missing path links to key destinations (45%), and poorly maintained path surfaces (44%). These are followed by lack of signposting (38%), overgrown routes (28%), difficult road crossings.

**Graph 3**



## **8.2 Locations of barriers (written descriptions provided in survey text box).**

To better understand where specific barriers are located, we asked respondents to either provide a written description or pinpoint the location using an online mapping form linked to the survey (see 9.3). Twenty-three people provided written comments, which can be grouped into the following categories,

- comments relating to the A1
- missing pavements and unsafe village approaches
- signage and information gaps (way-finding)
- access loss/obstructions on paths
- route condition & construction impacts
- settlement-to-settlement connectivity issues.

## **Comments Received Relating to the A1**

- “Access over the A1 from Innerwick does not exist”
- “Crossing the A1 at Innerwick to access the N76 has a high potential of death while lofting a bike over the central reservation at Dry Burn”
- “Crossing the A1 is very dangerous whether walking or cycling”
- “No safe way to cross the A1 at Innerwick junction”
- “Road down from Spott Village (dangerous and no pavement), crossing the A1 at Spott roundabout”
- “As above, the A1 at the Dunbar cement works junction is very hazardous for pedestrians – the only way Pinkerton residents can get to Dunbar. There’s also no safe and easy connectivity to nearby villages, Spott and Innerwick.”

## **Comments received - Missing Pavements and Roads**

“Hardly any pavements once you get outside the villages”

“Road down from Spott Village (dangerous and no pavement)”

Speeding traffic and horse-rider safety

“The roads in and surrounding the villages are driven on too fast. There is not enough knowledge about passing horses... We could do with signs telling people to pass wide and slow...”

## **Comments Received - Signage and Information Gaps (way-finding)**

“More sign posts would be helpful in places – particularly associated with Core paths”

## **Comments Received - Route Condition & Construction impacts**

“Herring Road from Halls to Spartleton”

“roads around A1”

“roads used by developers near Innerwick”

“Underpass at Eweford”

## **Comments Received Relating to Settlement-to-settlement connectivity issues**

“Between Stenton, East Linton, Haddington and Dunbar/Belhaven”

## **9. Access loss/obstructions on paths**

We received a small number of comments, locations, and descriptions of barriers along existing paths. We didn't feel it was appropriate to include these details within this report, the information has been collated and passed on to East Lothian Council's Access Officer for consideration.

## **10. Key Findings from the Survey123 Path Issues Dataset**

A Survey123 form as part of the online consultation to gather additional detail on the barriers that prevent people from walking, wheeling, cycling, or horse riding in East Lammermuir.

A total of 59 geolocated submissions were collected through the Survey123 tool, providing detailed insight into the barriers that residents and visitors encounter when walking, wheeling, cycling, or horse-riding around East Lammermuir. Responses highlight several consistent concerns across the area, many of which have also been highlighted above in section 8.

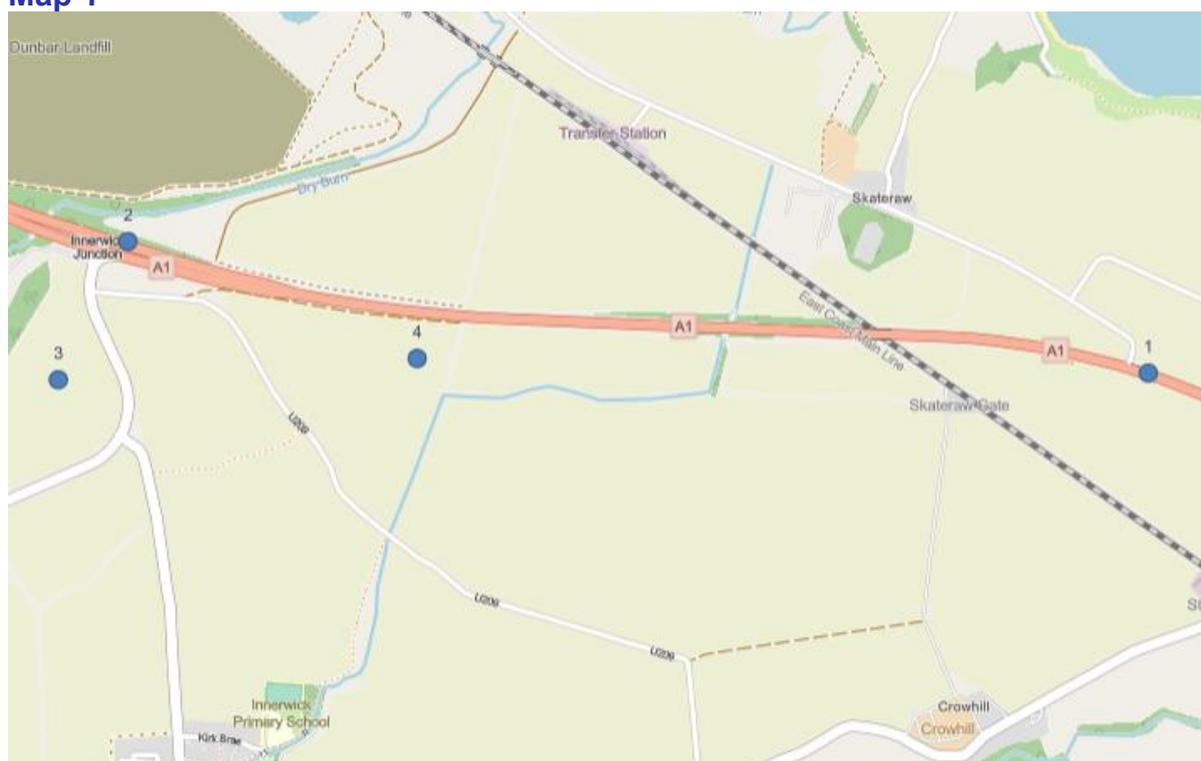
## 10.1, A1 Severance and Crossing Safety

One of the themes emerging from the data is the perception that the A1 presents a significant barrier to active travel. Numerous respondents report feeling unsafe when attempting to cross the road, with several describing the experience as “dangerous,” “poor,” or involving “a real possibility” of harm when navigating fast-moving traffic or lifting bicycles over the central reservation.

Some respondents call for underpasses or overpasses to provide safer connections, while others note that existing underpasses are not well known, indicating a need for better signposting and awareness-raising (see 9.3.6 Lack of Signposting and Route Information).

### Reported Locations

Map 1



Map 2

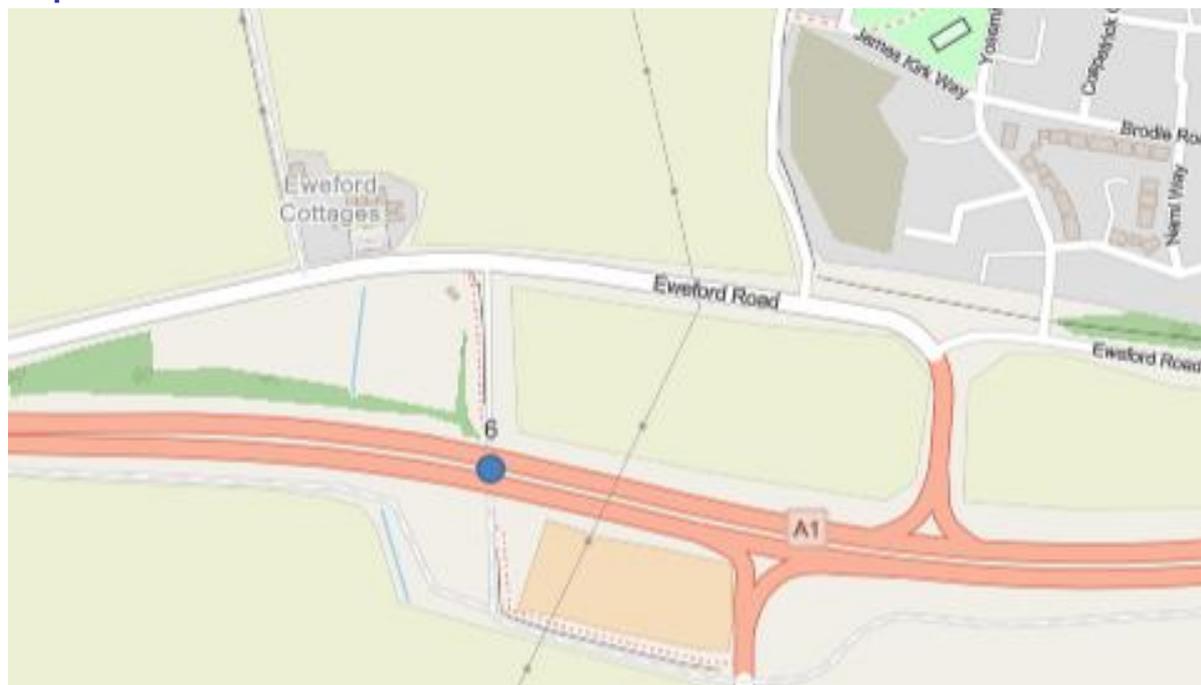


Table 1

ID	Barrier	Comment
1	Road that is difficult to cross	A1 crossing is poor and dangerous
2	Road that is difficult to cross	I cross the A1 several times a week on my bike at the Innerwick Junction, cycling from Thurston to Dunbar. From Innerwick I stick to the road and cycle across the A1 junction, then cycle 200m along the A1 southbound, before leaving on the track next to the Dry Burn. From Dunbar, I directly cross the A1, lift my bike over the central reservation and join the track that joins the U209. I sometimes encounter impatient drivers at the junction, who don't like me being cautious. Vehicles on the A1 often travel at 60+ mph, and it is difficult to judge their approach. Large vehicles generate significant wake effects. Crossing the central reservation can sometimes be difficult (e.g., with a loaded bike). But usually it's fine!
3	Road that is difficult to cross	An underpass or overpass to join the cycle route from Torness to Dunbar. Which could be used by residents of Innerwick and tourist visiting Thurston Manor who currently have no means to walk or cycle to Dunbar safely.

4	Road that is difficult to cross	It's dangerous to cross the A1 to access the N761 have to lift my bike over the central reservation, with cars going past at 60mph, feels like death is a real possibility
6	Other – underpass floods	This farm underpass is an essential part of the route from Stenton to Dunbar. I cycled this recently and got my feet wet cycling through flood water. Probably no lower point to drain to so may need a pump.

## **10.2, Create Safer Walking Space near Roads**

A large proportion of submissions cite the absence of pavements or safe walking margins on local roads as a barrier. Respondents describe roads as narrow, fast, and lacking verges, creating safety concerns for walkers, particularly those with dogs or children.

### **Comments Received**

“Road with no pavements.”

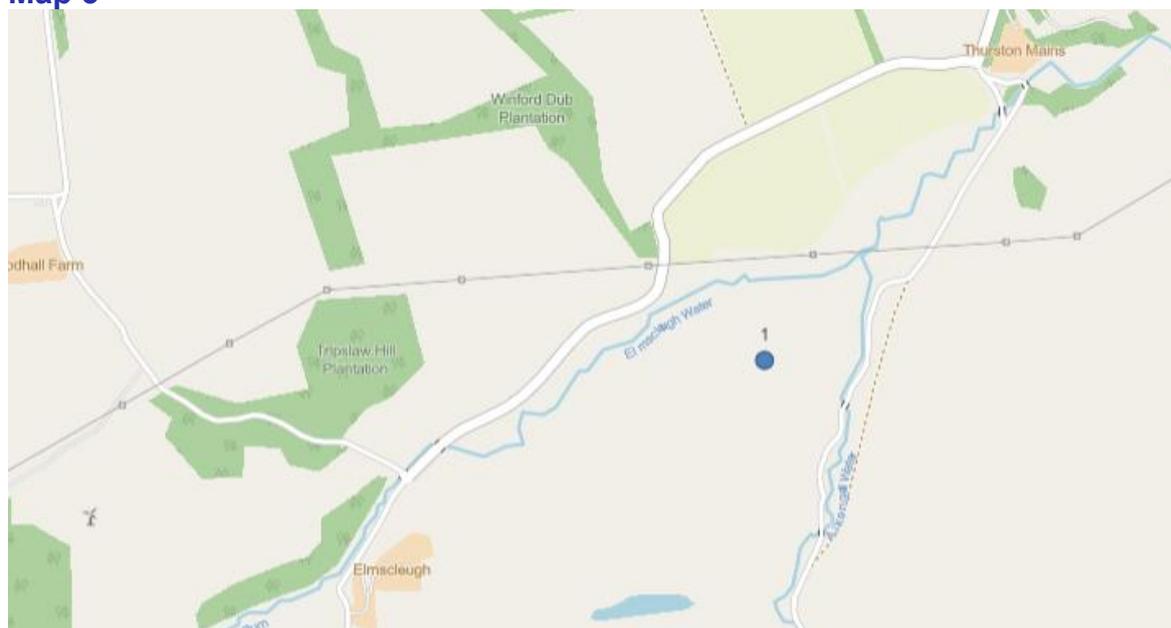
“Cars drive too fast to safely walk on this narrow road with limited visibility.”

“Just about possible to walk... but a total barrier to walking with a dog.”

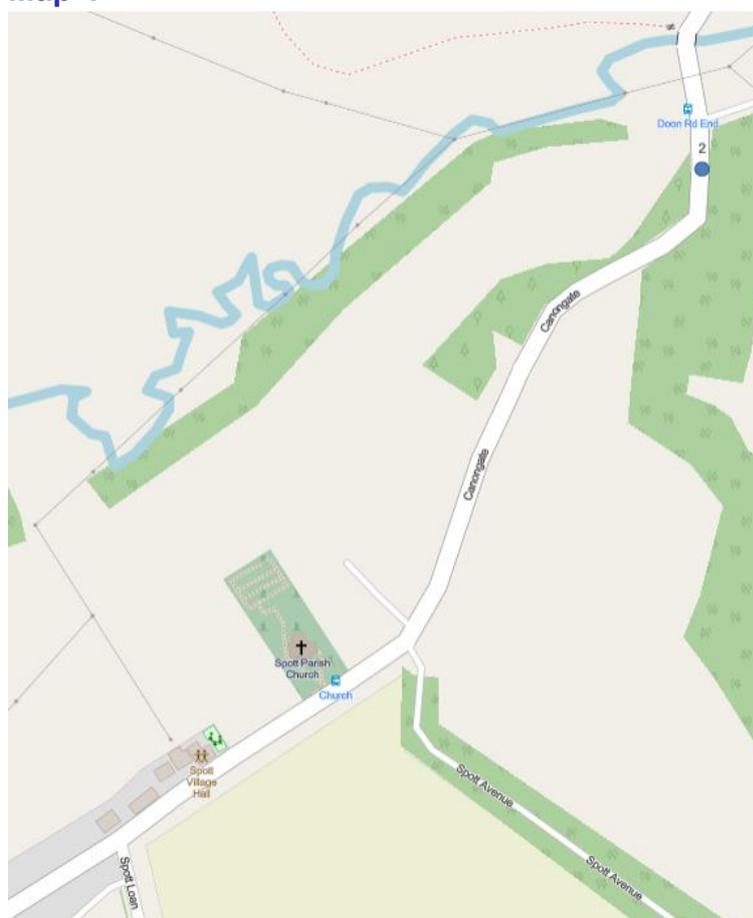
**Locations where people said lack of safe walking space near roads was an issue are below**

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**Map 3**



**Map 4**



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Map 5



Table 2

ID	Barrier	Comment
1	Road with no Pavements	<i>No comment added</i>
2	Road with no Pavements	<i>No comment added</i>
3	Road with no Pavements	This section of road narrow with narrow bridge and minimal verges. Just about possible to walk down the road staying alert and ready to take evasive action but a total barrier to walking with a dog, even on a short lead.

### 10.3, Poor Path Maintenance and Overgrowth

Many respondents highlight poorly maintained path surfaces, including potholes, uneven sections, muddy or eroded tracks, and neglected core path steps. Overgrown vegetation is another recurring theme.

#### Comments Received:

“Poorly maintained road surface ... can make cycling challenging.”

“The old road along the Dry Burn is quite uneven.”

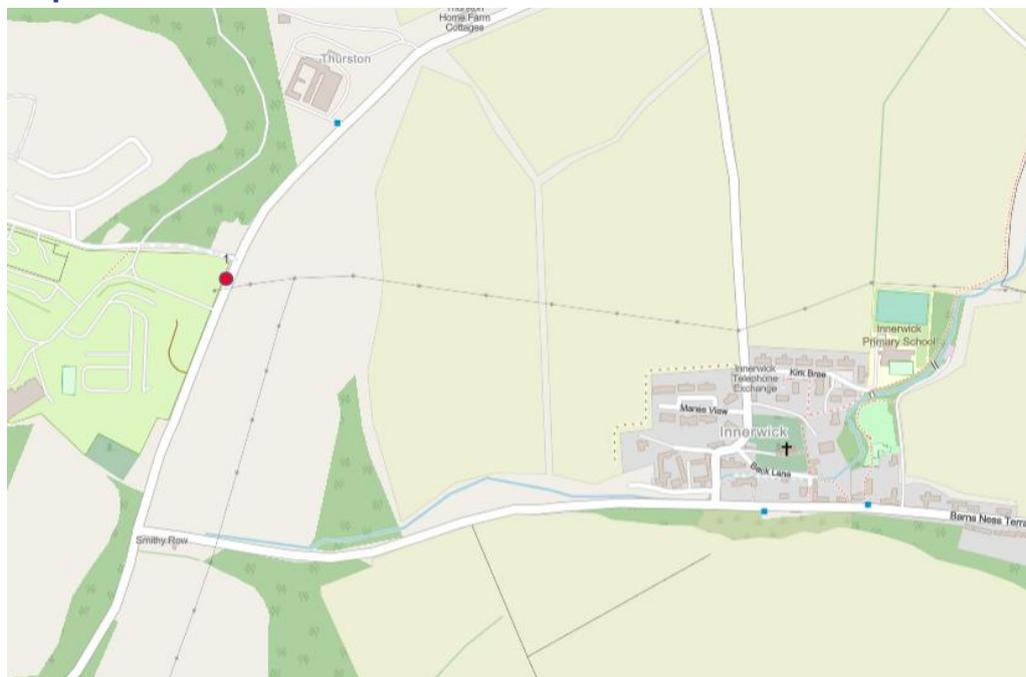
Multiple entries simply labelled “Overgrown path.”

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These concerns indicate a need for more regular maintenance and vegetation management across the existing path network.

**Locations where people said overgrown paths were an issue are below**

**Map 6**



**Map 7**



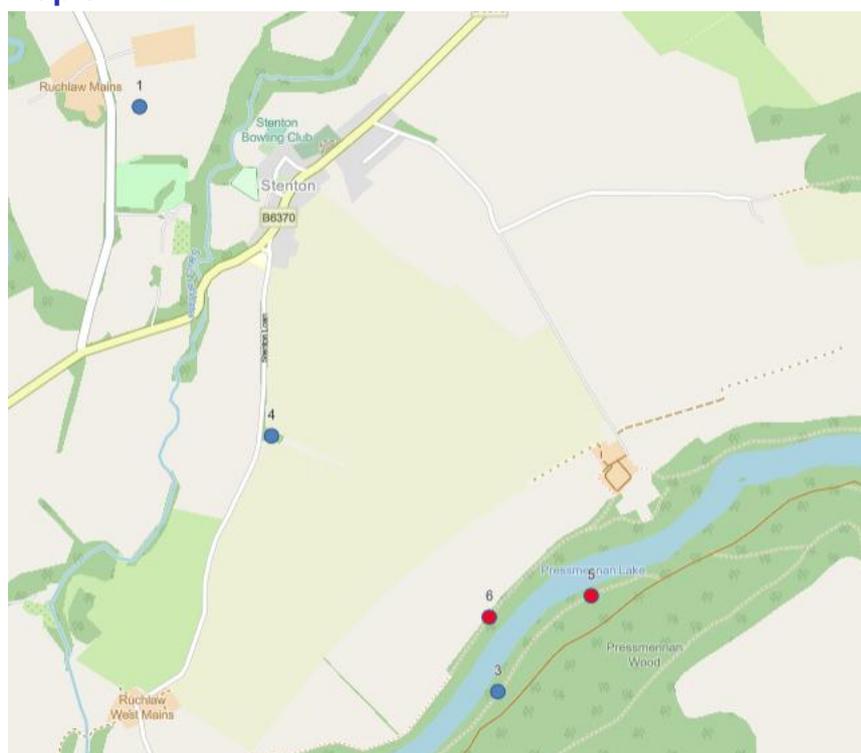
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## Map 8

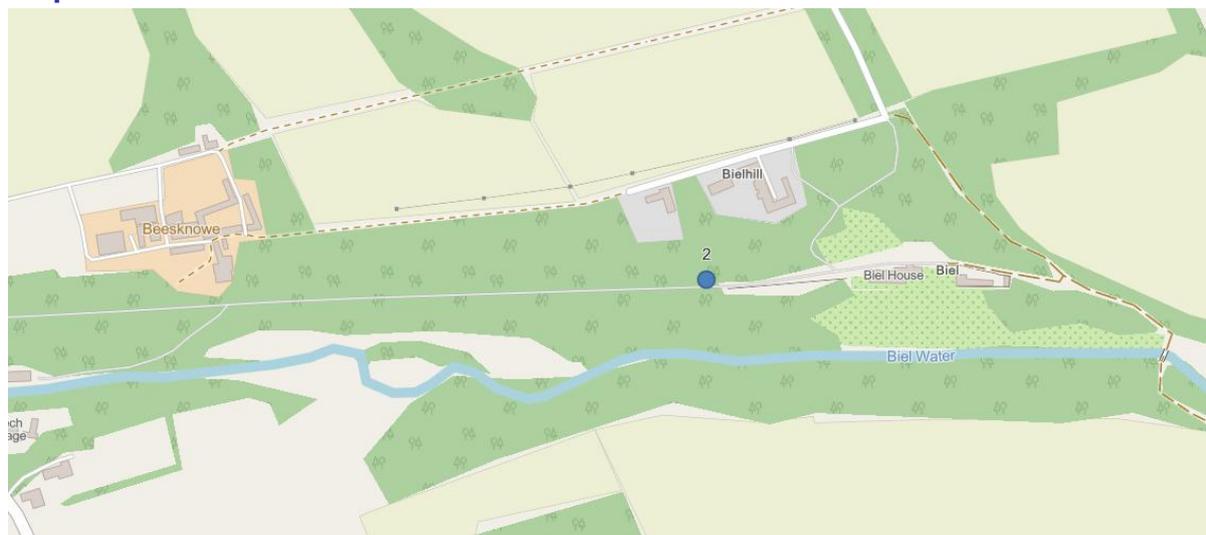


## Map 9

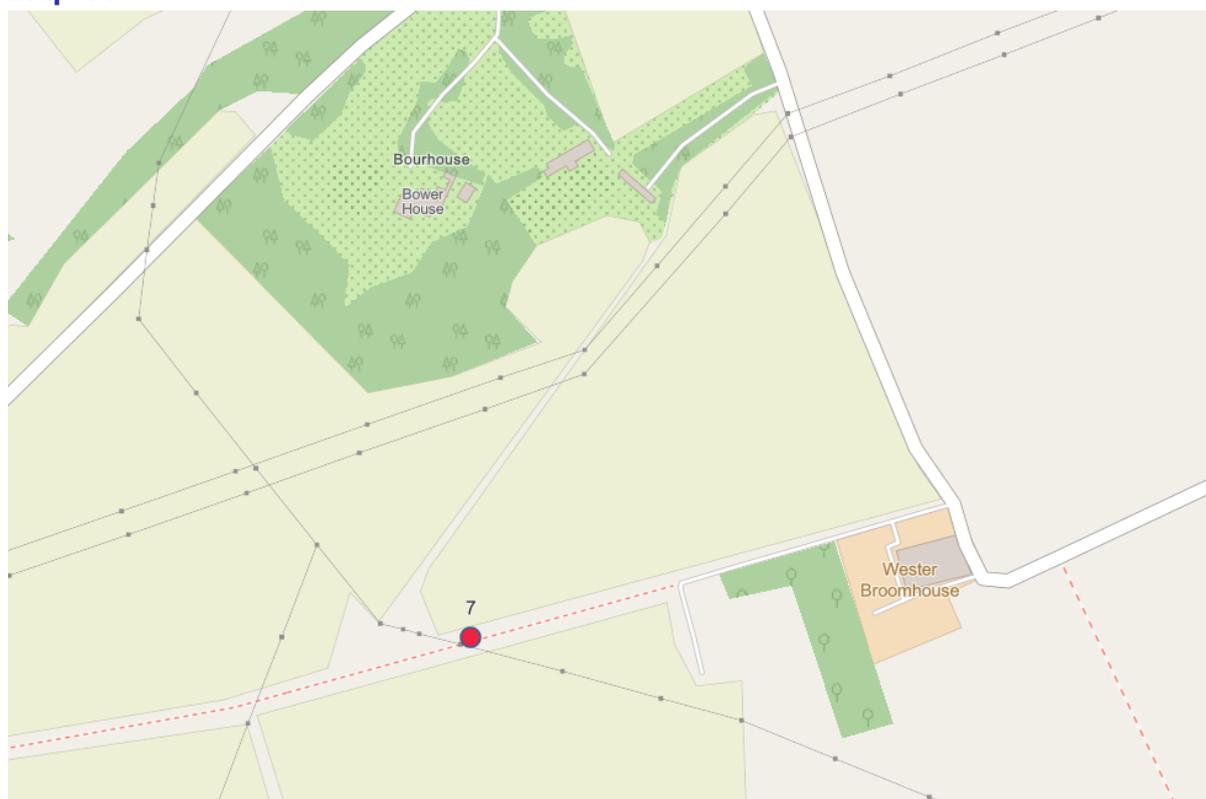


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Map 10



Map 11



**Table 3**

<b>ID</b>	<b>Barrier</b>	<b>Comment</b>
1 red	Poor quality path	Poorly maintained ROAD surface (potholes, tramlines) can make cycling challenging.
2 red	Poor quality path	The old road along the Dry Burn is quite uneven in places, especially under the railway.
3 red	Poor quality path	<i>No comment added</i>
4 red	Poor quality path	<i>No comment added</i>
5 red	Poor quality path	<i>No comment added</i>
6 red	Poor quality path	<i>No comment added</i>
7 red	Poor quality path	<i>No comment added</i>
1 blue	Overgrown path	<i>No comment added</i>
2 blue	Overgrown path	<i>No comment added</i>
3 blue	Overgrown path	<i>No comment added</i>
4 blue	Overgrown path	Path through a small wood "the Buchts" leading to a field edge route up the hill. Discussed at the Workshop
5 blue	Overgrown path	<i>No comment added</i>

#### **10.4, Access Barriers (gates, stiles, obstructions)**

We received a range of comments, locations, and descriptions of barriers along existing paths. We didn't feel it was appropriate to include these details within this report, the information has been collated and passed on to East Lothian Council's Access Officer for consideration.

Gates and stile are considered and addressed in 13.3

## 10.5, Impacts of Construction and Windfarm Traffic

A number of respondents point to increased windfarm and construction traffic as a barrier to safe walking and cycling. Heavy vehicles, higher traffic volumes, and route closures or diversions are mentioned as having changed long-established walking loops:

- “Windfarm traffic has stopped me doing this over the last few years.”
- “Access ... blocked off by construction fencing.”
- “Construction traffic is awful ... too fast and feels dangerous.”

In some cases, respondents noted that previously accessible paths have been temporarily or permanently gated due to ongoing works.

Much of the information gathered through the consultation related to issues that were already well-known within the community. Although we provided an option for respondents to report access problems linked to construction activity, this issue was understandably under-reported, as much of the major construction work has not yet begun. Nevertheless, it is evident that many local people are concerned about the potential impact of upcoming works (see section 13.7).

### Map 12



**Table 4**

<b>ID</b>	<b>Barrier</b>	<b>Comment</b>
1	Path closed due to construction Access	to Braidwood Burn blocked off by construction fencing.
na	Other - Construction traffic, windfarm traffic.	My issue does not have a single location, it applies to the entire route from the A1 Innerwick junction to the site entrance for Crystal Rig and Aikengall Windfarms. I live at [REDACTED], about a mile SW of Innerwick. I used to cycle a loop every day from my house towards Elmscleugh, Woodhall Farm, then right at 55.9507/-2.4979 going east then right at the T-junction to complete the loop. Windfarm traffic has stopped me doing this over the last few years. I also walked and jogged parts of this route, but don't feel safe doing it now. Also, a stretch of track from 55.947532/-2.474637 to 55.954689/-2.479584 that my neighbours walked all the time to make a shorter version of the loop described above has been gated off recently during field boundary changes that are a result of Crystal Rig 4 construction. The matter is with the Council Path Officer who says it is a public right of way. And there is more. I can mark up a map and email it to you if you like.

## 10.6 Lack of Signposting and Route Information

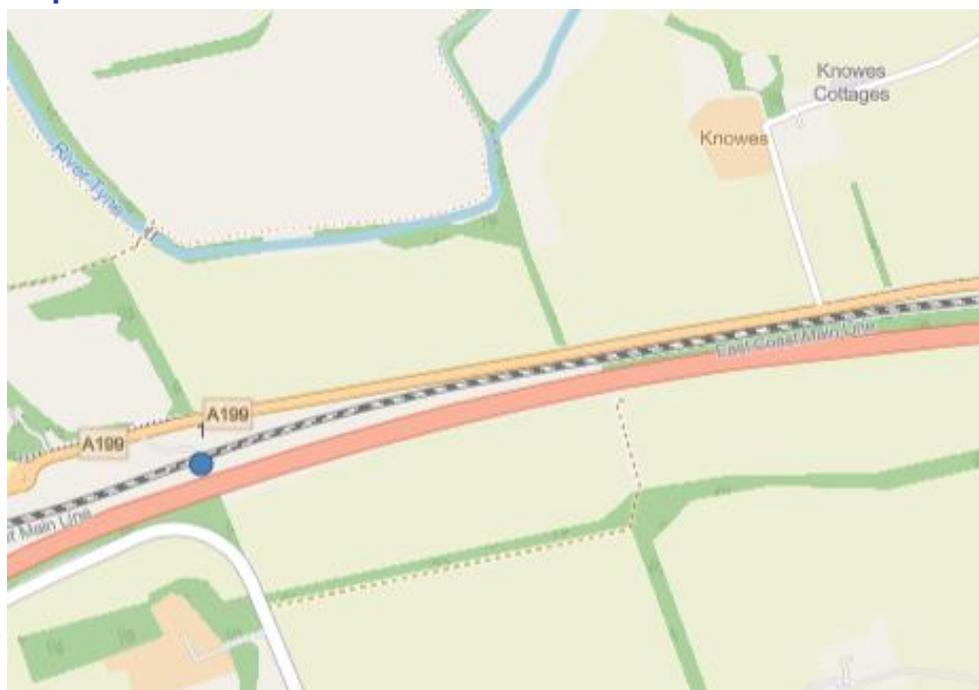
Finally, a substantial cluster of comments highlights the absence of clear signposting, particularly around Spott, Doonhill Wood, Pressmannan, and routes near existing underpasses. Respondents report that people are often unaware of available safe routes:

- “Better signposting and promotion needed.”
- “More signposting around Doonhill Wood would be really helpful.”
- “Clear signposting at both ends of the path ... would be great.”

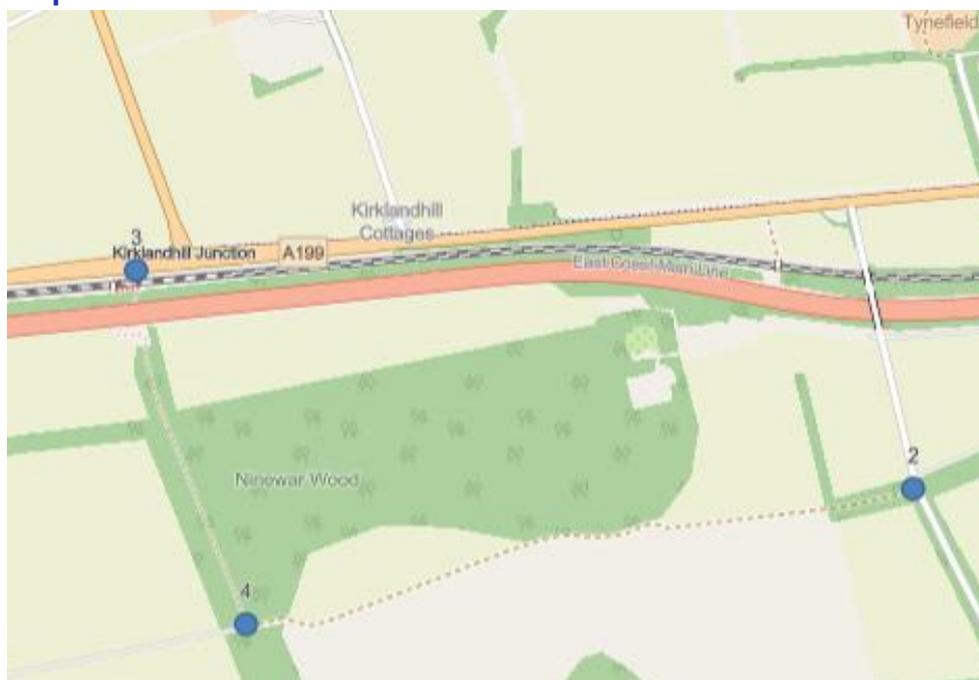
This suggests that way-finding improvements could unlock greater use of the existing path network without major new construction.

## Suggested Locations for Improving Signposting and Wayfinding

Map 13

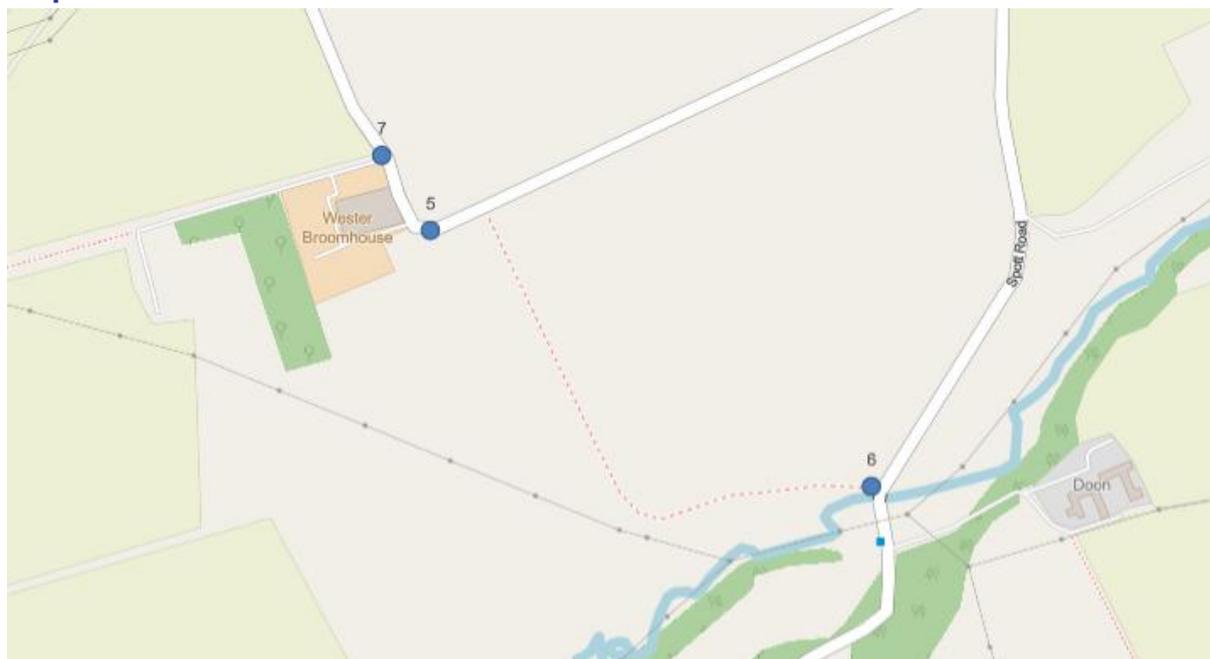


Map 14

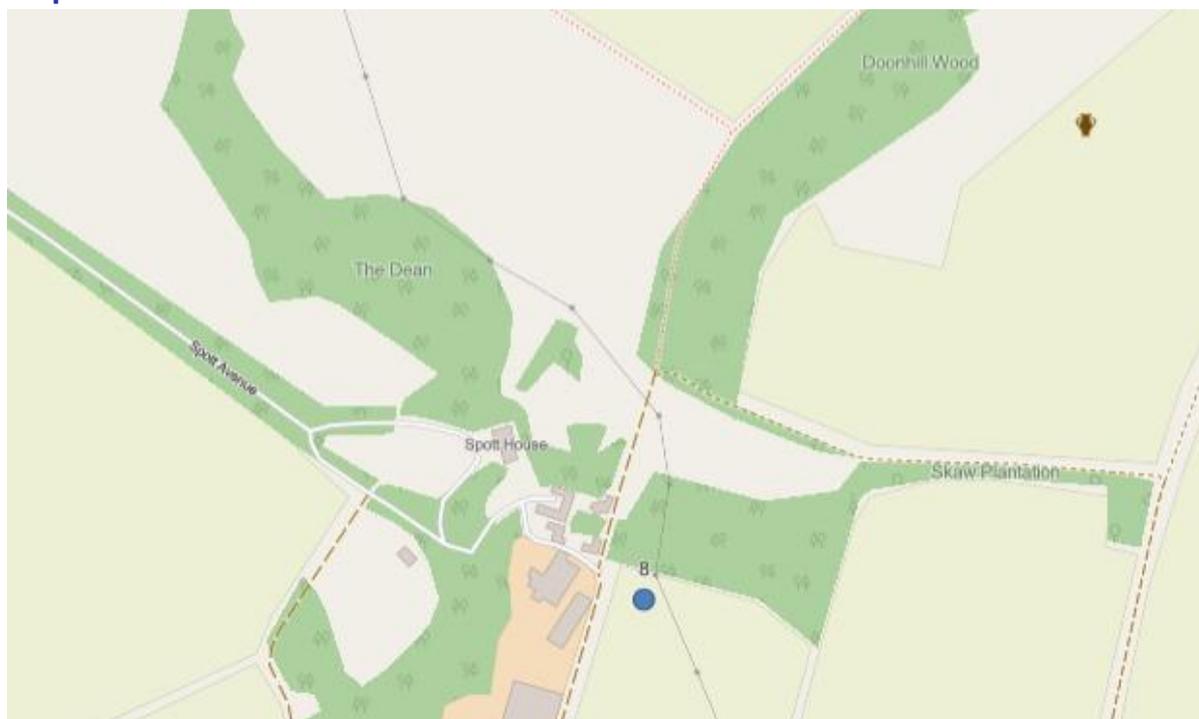


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Map 15

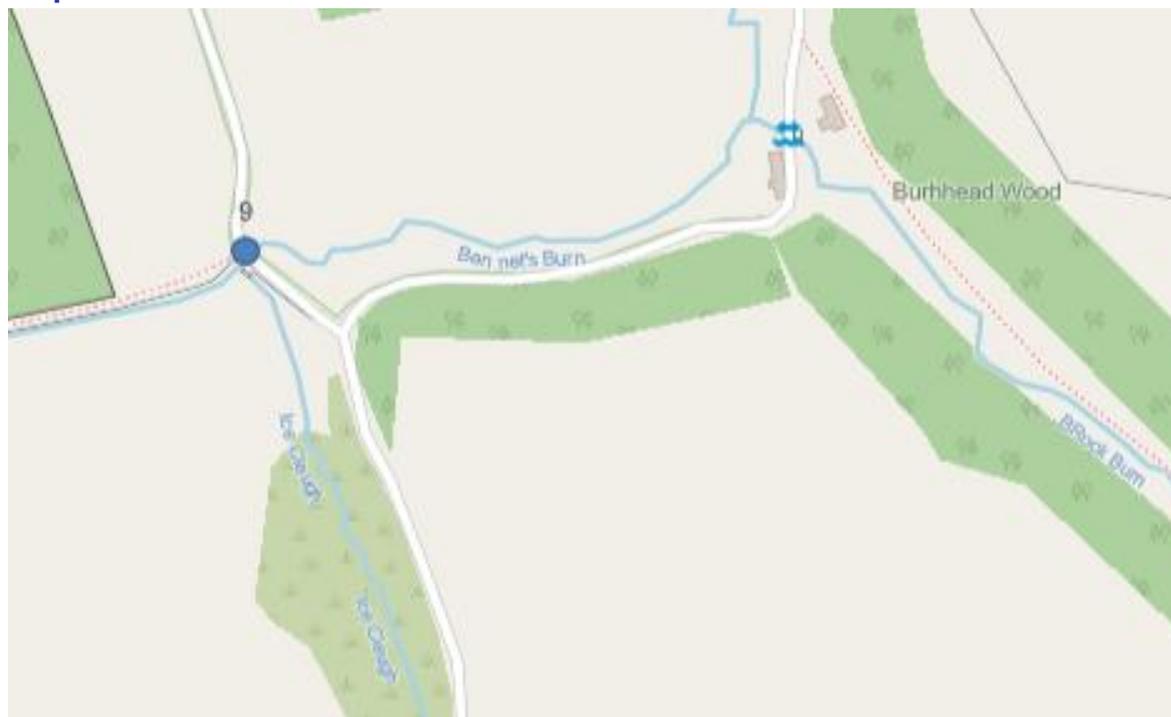


Map 16

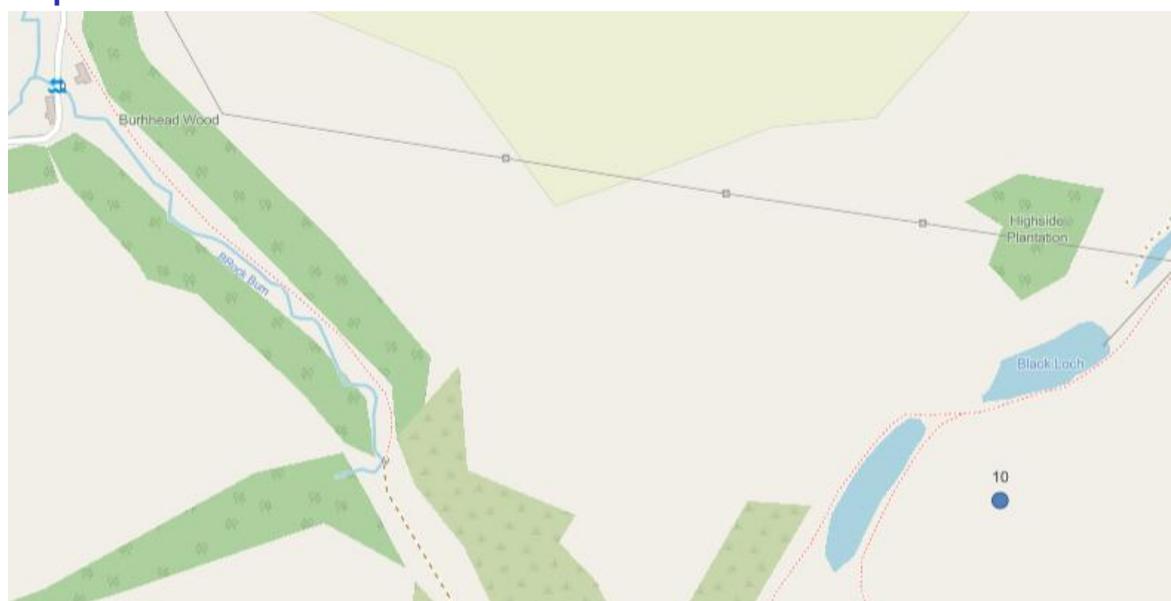


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Map 17



Map 18



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**Table 5**

<b>ID</b>	<b>Barrier</b>	<b>Comment</b>
1	No signposting telling me where to go	Local people keep moaning about wanting a new crossing over the A1 when there already is access under the A1 and over the railway, more people need to know about this, better signposting and promotion needed.
2	No signposting telling me where to go	
3	No signposting telling me where to go	
4	No signposting telling me where to go	
5	No signposting telling me where to go	
6	No signposting telling me where to go	A great route, that is under used
7	No signposting telling me where to go	
8	No signposting telling me where to go	More signposting around Doonhill Wood for Brunt Hill, Doon Hill and Spott would be really helpful.
9	No signposting telling me where to go	Clear signposting at both ends of the path (if it is a path) to and from Pressmannan Would be great.
10	No signposting telling me where to go	Signposting the possibilities for walking from Spott Loan would be a great idea!

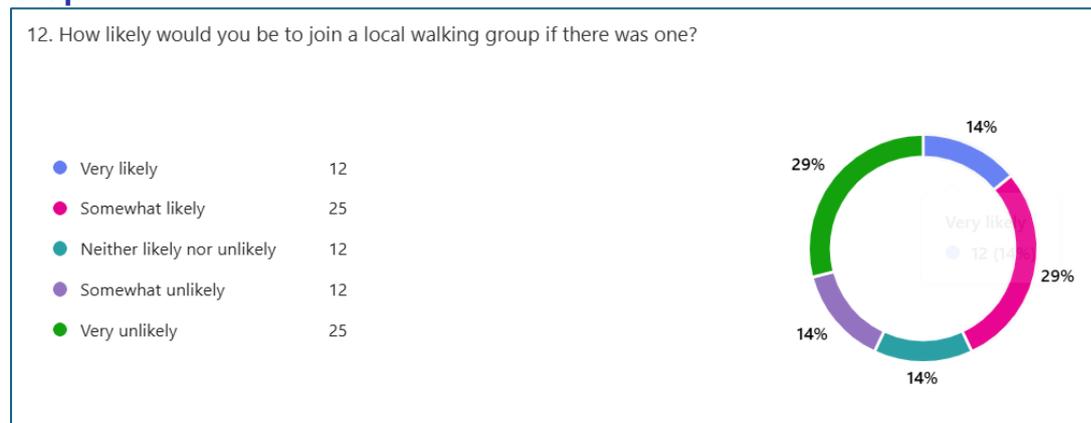
## **11. Behaviour Change Interventions**

### **11.1 Likelihood of Joining Local Walking groups**

Interest in joining a local walking group is evenly split.

- 37 people (43%) said they would be *likely* to join.
- 37 people (43%) said they would be *unlikely* to join.
- 12 people (14%) were neutral.

## Graph 4



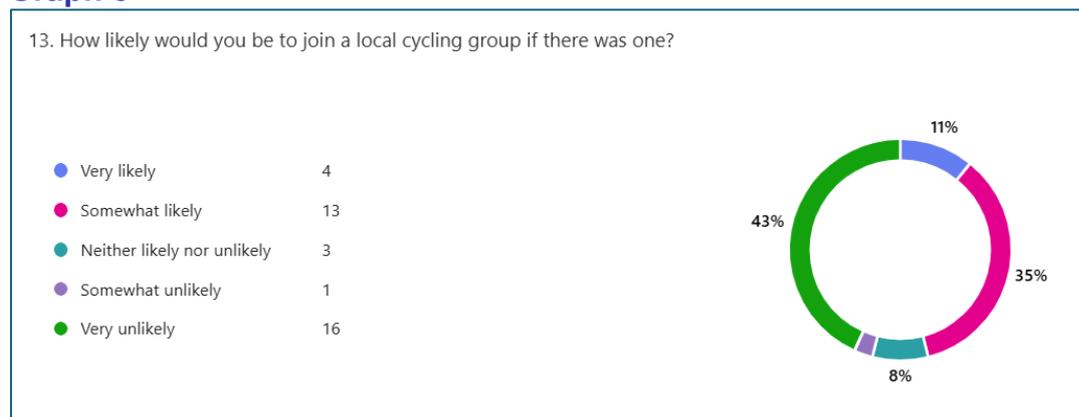
There is a clearly identifiable audience for a walking group. Question 12 below looks at the types of walking group that is of interest to people living locally.

## 11.2 Likelihood of Joining Local Cycling group

Only 49 respondents answered this question, reflecting the smaller number of regular cyclists locally. Among those who responded,

- 17 people (46%) expressed some level of interest
- 16 people (43%) said they were *very unlikely* to join
- Very few were neutral.

## Graph 5

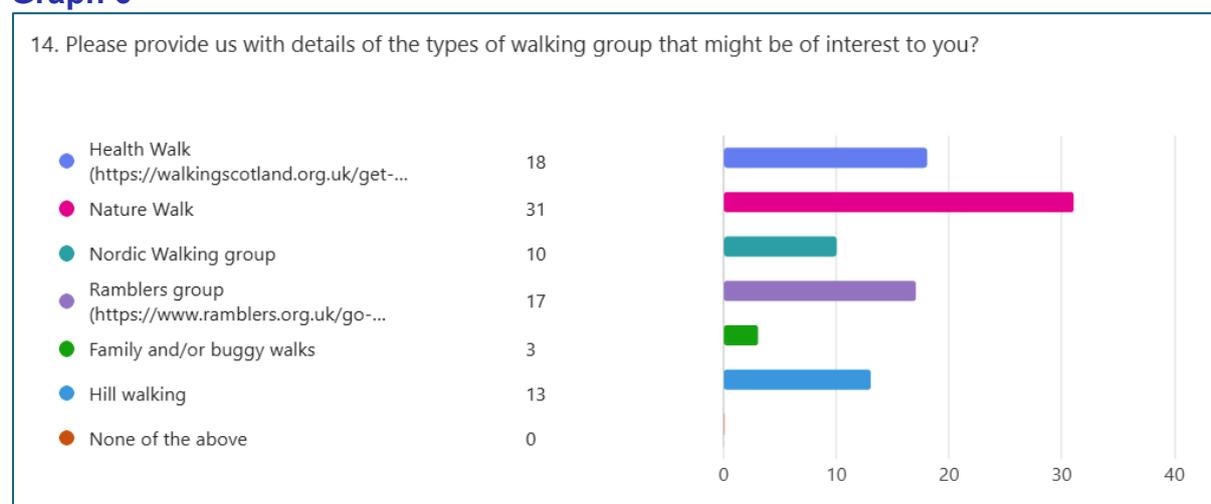


Despite there being 43% of people not interested in attending a cycling group, there is still 46% who did express an interest, and therefore it may be something worth pursuing.

### 11.3. Types of Walking Group of Interest to Local People

We asked which types of walking group would be of interest (multi-select). Nature Walks were the most popular (31), followed by Health Walks (18), Ramblers-style longer walks (17), Hill Walking (13), Nordic Walking (10), and Family/Buggy walks (3). Despite there 43% of people who said they would not be interested in attending a walking group no one selected 'none of the above'.

Graph 6

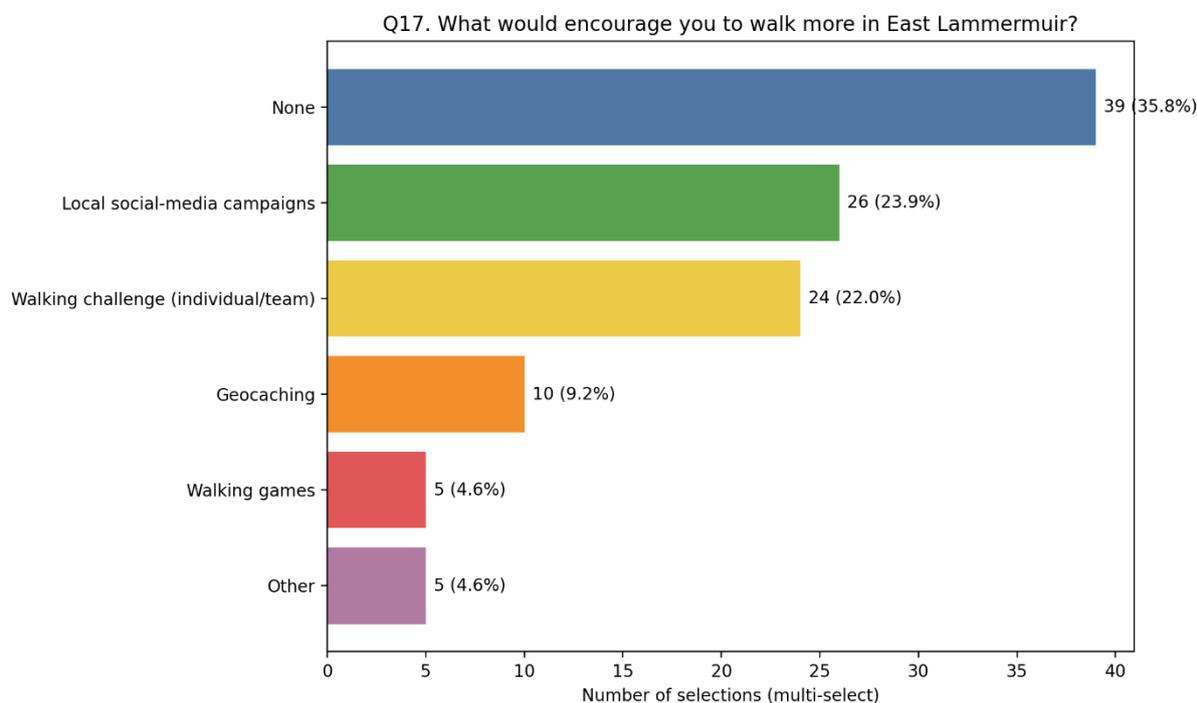


These results suggest that walking groups in East Lammerrmuir should be themed around nature and wellbeing to attract the strongest participation.

### 11.4 Attitudes to Social Media Campaigns and Local Initiatives

We wanted to understand what ideas or interventions might inspire local people to walk more often. Respondents were given several options and could choose as many as they liked. The results are shown below.

## Graph 7



Note: Multi-select question. 109 total selections shown. Percentages are of total selections, not respondents.

Although many respondents selected “None” (39), a substantial number were open to engagement ideas. Among those options, local social-media campaigns (26 selections) and a walking challenge (24 selections) were the most popular.

## 12. Volunteering to Lead Community Walking Groups

We asked respondents whether they would be interested in becoming volunteer walk leaders if training was available. Interest in volunteering was relatively low in absolute terms, with only 11% answering “Yes”. However, a much larger proportion 49% selected “Maybe”, indicating a substantial group who could be encouraged to participate if appropriate training, support, and confidence-building opportunities were provided.

These responses suggest a realistic pathway to establishing a community walk-leader network, beginning with a small core of committed volunteers that could perhaps be expanding through targeted engagement with those who expressed potential interest.

Additionally, 6 people left their contact details so they could be contacted about any upcoming walk leader training opportunities.

## **12.1 Volunteering to Look After Local Path Networks**

We asked people if they were currently involved in maintaining paths in the area,

- 12% of people said yes
- 76% said no

A follow-up question asked people where / who they volunteered with. The responses we received are below,

- Vegetation cutting along routes I use to keep them passable
- Paths around Oldhamstocks, Innerwick, Halls-Whiteadder
- East Lothian Countryside Volunteers / Dunbar Conservation Volunteers
- My responsibility as landowner
- East Lothian Countryside service. 3 core paths near Spott
- East Lothian Path Wardens
- Around East Linton
- A single path in the Spott area (through East Lothian Ranger service)
- Oldhamstocks for Nature has recently begun working with ELC to assist in the maintenance of some local core paths

We also asked people if they would be interested in volunteering to look after local paths, getting involved in things like pruning overgrown paths, environmental enhancements, improving drainage etc. Interest in this was mixed. Only a small proportion of respondents (10 people, around 12%) indicated they would be willing to volunteer. Almost half of respondents (40 people, 48%) said they were not interested. However, a significant proportion (34 people, 40%) selected "Maybe", representing the largest opportunity for future engagement.

Collectively, the results indicate that while immediate volunteer capacity is limited, there is strong potential to grow a volunteer base through targeted and supportive engagement.

## **13. Recommendations and Actions**

### **13.1 Improve A1 Crossing Safety and Reduce Severance**

#### **Actions**

- Form a stakeholder working group comprising the key partners needed to explore the feasibility of a potential project to create a new crossing over the A1. This scoping work should identify which organisation would lead and deliver the project, as well as determine future ownership and maintenance responsibilities for any new structure.
- Undertake scoping /feasibility work to assess existing safe-crossing options, including opportunities to increase usage of those.
- Improve awareness, visibility and signage for existing underpasses and crossings to encourage greater use and improve perceived safety.

It is clear from the work undertaken here and from previous work that the A1 is an obstacle that prevents people walking and cycling from East Lammermuir to larger settlements like Dunbar and East Linton, please see 9.2.1 and 9.3.1 for more information.

A bridge crossing over the A1 was highlighted frequently as a priority; however, it is important to emphasise that delivering a structure suitable for walking, wheeling and cycling would be a major infrastructure undertaking. It is challenging to find directly comparable projects, but one useful reference point is the recently completed Sighthill Bridge in Glasgow. The Sighthill Bridge, finished in 2023, provides a significant active-travel link between Sighthill and Glasgow City Centre, it was part of a major development that also saw the construction of 800 homes. It took around two years to construct, with additional design and planning phases preceding this.

The bridge cost approximately £19 million to build, excluding planning, preparation and design costs. It was funded through the Glasgow City Region Deal and involved the Scottish and UK Governments.

It is important to note that the Sighthill Bridge was designed as a 'street in the sky', its a wide structure incorporating green infrastructure, which increased its overall cost.

In order to move a project like this forward a range of partners would need to be involved. We have suggested forming a stakeholder working group to discuss the feasibility of undertaking this project. Stakeholders would need to include East Lothian Council, BEAR Scotland and potentially Transport Scotland. It would also be worth

including Walk Wheel Cycle Trust in these discussions given that the National Cycle Network (NCN) is close by. They may be able to either fund (through Transport Scotland contributions to the National Cycle Network) or tap into other funding sources to help with feasibility and scoping works.

This group would play a central role in any feasibility work and would be responsible for shaping and agreeing the overall scope of the project. Initial discussions would also need to look at who would take ownership and maintenance responsibilities of any new structure.

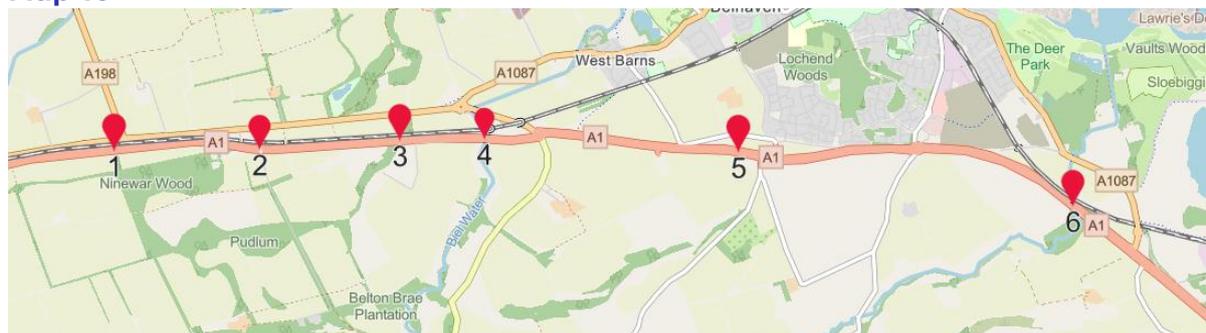
At this moment (February 2026) in time is difficult to see where the funding for this project would come from given the recent changes in the active travel sector and how funding is now allocated. Additional work would be needed to demonstrate that such an investment was good value for money. It's worth keeping in mind that the funding environment changes from year to year and potential funding opportunities may crop up.

Given these challenges we have also suggested scoping out the five existing underpasses and crossing points in the East Lammermuir area. Strava heat mapping suggest many of these are already well-used, yet people still living locally still report problems crossing the A1. Further work is required to find out what can be done to make better use of these. For example, could these be better signposted and promoted, do new paths need to be created to help people use these more or do existing paths need upgraded.

A desktop study of the six existing crossings indicates that some offer strong potential due to their connectivity with the wider path network and their demonstrated use on Strava heat maps.

The locations of the six underpasses / crossing are shown below, these have been identified through desktop research and further work is needed to determine how useful these can be as part of an active travel network.

**Map 19**



**Larger map and links to further information contained in appendices section.**

## 13.2 Create Safer Walking Space near Roads

### Actions

- Use the Healthy Streets Approach survey tools to assess priority roads within the villages, helping to identify future capital improvements that will enhance how safe people feel when walking in these areas.
- Work with East Lothian Council's Roads Department to explore the installation of signage that improves safety for horse riders, walkers and cyclists, and encourages considerate driving.
- Approach East Lothian Council to update them on findings of this report and the fact that people feel unsafe walking on roads and are concerned about lack of pavements, identify opportunities for working collaboratively with them to address this issue.
- One of the few roads specifically highlighted during the consultation was the route between Spott and the A1, with respondents suggesting that improvements here are needed. Further community engagement focusing purely on creating safer walking routes near roads will be needed to identify more priority areas, as there is currently limited information to guide decisions on this issue.

To gather more detailed information and pinpoint where improvements are needed within the villages we have proposed using the Healthy Streets Approach tools ([Tools & Resources — Healthy Streets](#)). These tools have strong potential to generate useful insights within village settlements, although they may be less effective for the road network outwith the villages. It will help identify where additional dropped kerbs are required, where crossing points could be improved, pavements widened, and where green infrastructure and public realm enhancements could be introduced.

Although the lack of pavements emerged as the most commonly identified barrier to walking during the consultation, respondents provided very little detail about the specific locations where this issue is most significant. Only two locations were identified through the GIS survey (see sections 10.2). Additional comments were provided in consultation workshop (see section 2 ).

Given the limited detail available, it is challenging at this stage to propose targeted actions to address this issue.

### **13.3 Improve Path Maintenance, Manage Overgrown Vegetation and Improve Accessibility**

#### **Actions**

- If funding opportunities are available, establish a regular vegetation-cutting programme for core and well-used paths prioritising routes close to settlements, possibly funded as part of the community benefits programme.
- Work with existing volunteer groups or establish a new volunteer path group to focus on carrying out routine maintenance tasks.
- Conduct a path condition survey of key paths to identify areas where path upgrades are required. Key paths could be paths near where people live or strategic routes that can help people travel actively. (Information from previous path audits may be available through East Lothian Council Access Officer.)
- Carry out an access audit of gates, stiles and other access points. Focus on paths near where people live or strategic routes that can help people travel actively.

A lack of path maintenance is a common challenge faced by communities across Scotland. Many paths lie on privately owned land and are not routinely maintained, and there are currently no incentives or funding streams available to support landowners with the associated costs. There may be opportunities to fund maintenance activities through the forthcoming community benefits package; however, any work carried out would require landowner permission.

In response to these maintenance challenges, a growing network of volunteer path groups has emerged across Scotland, contributing significantly to the upkeep of local routes. Consultation feedback indicates that some local residents are already involved

in path management, but importantly, there is capacity and interest to broaden this involvement further (see section 12).

Greater participation could be achieved by working with existing groups, alternatively a new group could be set up dedicated specifically to the East Lammermuir area. Engaging with the groups identified in Section 12 would be an ideal starting point for exploring these opportunities.

Additional work could be undertaken to assess the current path network and identify opportunities for upgrades and improvements. Given the scope of this task and the technical expertise required, it would be most appropriate to commission a consultant or another qualified organisation to carry out this assessment. We recommend that the work focuses on paths around the villages, aiming to create new opportunities for recreational walking routes, as well as examining paths with potential for active travel. This should include exploring options to better connect the villages to the five existing underpasses along the A1.

10.3 and section 2 contains some information of locations where poor quality paths and lack of path maintenance was reported during the consultation.

It is also important to highlight that recreational walking is already very popular in the area, and investment in this type of infrastructure is therefore likely to be well-supported (see Section 4). However, it is equally important to understand why local paths are not currently used by horse riders and cyclists. As part of any route audit, barriers that prevent access for these users should be identified.

## **13.4 Improve Signage Way-finding and Promotion of Walking, Cycling and Horse Riding Opportunities**

### **Actions**

- Improve public information through maps, online resources and local promotion.
- Use the Scottish Path Grading System and associated grading guidance to establish a network of routes of different grades.
- Where path signposting is lacking, install clear directional signage on key routes, junctions, and at underpasses, prioritising areas close to where people live as well as strategic and core path connections that can support increased active travel.

- Sections 8.1, 8.2 and 10.6 highlight a clear demand for better promotion of paths through signage and way-marking. Section 13.1 also notes that improved signage could help residents and visitors make better use of the six existing A1 crossings.

A number of local paths are designated as core paths. As this report is based on consultation and desk-based assessment, we are unable to confirm whether these routes are currently signposted. If they are not, we suggest liaising with East Lothian Council's Access Officer to explore opportunities for installing signage, potentially using funding from the community benefits programme. Their Core Path status may make gaining any required permissions easier.

A review of the core path network and Ramblers Scotland's Mapping Scotland's Paths dataset indicates that there are significant opportunities across East Lammermuir to create a network of promoted routes, including both circular and linear options. However, landowner permissions for installing signage must always be taken into account. For this reason, we have not made specific recommendations about which routes should be prioritised.

If proposals to promote routes are taken forward, consideration should be given to using the Scottish Path Grading System. This system provides four grades Easy Most Accessible, Easy, Moderate, and Strenuous based on terrain and route characteristics rather than on specific recreational activities. As such, it is designed to benefit all users with responsible access rights under the land reform legislation, including walkers, wheelers, horse riders, and cyclists. Ideally, promoted routes should offer a spread of grades to ensure a range of opportunities and allow for progression. The grading system was developed by Walking Scotland, NatureScot, and Forestry and Land Scotland, and has recently been reviewed and updated to increase its flexibility and suitability for a wider variety of locations and users.

Routes can be promoted through online resources, leaflets, and interpretation panels. While not all routes require signage and way-marking, they are generally recommended where feasible, though obtaining necessary permissions can be challenging in some cases.

## **13.5, Improve Settlement to Settlement Active Travel Route Connectivity**

The East Lammermuir Local Place Plan highlights a strong desire among local residents for improved active travel routes across the area. A key priority within the plan is the development of a usable and effective active travel network of segregated paths, this includes delivering at least one safe crossing of the A1 and the mainline railway to support travel towards the coast and Dunbar.

Findings from our consultation reinforce this ambition. Many respondents stated they would be more likely to travel actively if a better network of off-road paths suitable for active travel were available (see section 5).

However, the consultation did not provide clear indications of which specific routes or locations residents would prioritise. While some respondents expressed interest in travelling actively to Dunbar and East Linton, there was noticeably less reference to active travel between the main villages within East Lammermuir. Overall, there appears to be stronger interest in north–south travel than in east–west connections.

Dunbar and East Linton offer the greatest concentration of trip generators, and opportunities to create active travel links to these destinations should therefore be considered a priority. Achieving this will require the A1 to be crossed safely. Section 13.1 outlines recommended actions to address the challenges associated with A1 crossings.

It would be beneficial to await the outcomes of the scoping and feasibility work proposed in Section 13.1. Once viable opportunities to negotiate the A1 whether via crossings or underpasses (existing or new) have been identified, it will be easier to plan and develop an active travel network that connects to and builds around these key access points.

When considering the development of any new routes it is important to consider challenges securing permission to build paths on privately owned land and the ongoing maintenance responsibilities and costs. There is often merit in best use of existing paths that are already in use but would maybe benefit from being upgraded.

## **13.6, Development of Mobility Hubs, Active Travel Hubs and Walking and Cycling Initiatives**

### Actions

- Explore the creation of an East Lammermuir Active Travel Hub and / or the development of mobility hubs to support local walking and cycling activities, encourage a stronger culture of active travel, and help residents feel more confident and safe using existing routes and infrastructure.
- If establishing a full active travel hub is not widely supported, it may still be valuable to develop a programme of walking activities aligned with the themes identified in section 10, such as nature walks (the most popular option), Walking Scotland health walks, and Ramblers-style walks.

There is sufficient local interest to justify exploring the development of community walking and cycling activities. While there is a strong desire for new and improved active travel routes, it is equally important to invest in behaviour-change initiatives that encourage people to make regular use of any infrastructure that is created. These kinds of interventions can play a key role in fostering a sustained culture of active travel within the community.

Mobility Hubs integrate shared transport options with public transport and active travel facilities, creating well-designed spaces that enhance the public realm for everyone. The model is already well-established across many European and North American cities and is becoming increasingly common in the UK. Within a local Mobility Hub, opportunities such as car clubs and enhanced public transport connections could be explored. Feedback from the consultation highlighted widespread dissatisfaction with the recent loss of the local bus service, reinforcing the need to consider improved transport provision as part of any Mobility Hub development.

Currently 76% of people travel by car for journeys less than 5 miles (see section 4.2), mobility hubs or active travel hubs could contribute to reducing this.

## **13.7, Managing Access Impacts from Energy Developments**

### **Actions**

- Work with energy developers and construction contractors to create a shared protocol that identifies when and where recreational access routes may be affected by construction activities.

Where possible,

- Retain new tracks created during construction
- Upgrade them where feasible
- Integrate them into the wider network in partnership with East Lothian Council
- Improve signage and surfacing on existing paths affected by work

Work with energy developers and associated construction companies to develop an agreed protocol to identify where and when recreational access routes may be affected by construction work.

Much of the information gathered through the consultation related to issues that were already well-known within the community. Although we provided an option for respondents to report access problems linked to construction activity, this issue was understandably under-reported, as much of the major construction work has not yet begun. Nevertheless, it is evident that many local people are concerned about the potential impact of upcoming works.

As construction activity increases over the coming months and years, there is a real risk that some routes currently used for walking, cycling and horse riding may become temporarily restricted or closed. Strava heat-map data clearly shows that residents make use of a wide range of informal and unrecorded paths, many of which do not appear on the Core Path Plan, the Ramblers Scotland 'Mapping Scotland's Paths' dataset, or Ordnance Survey maps. This highlights the importance of taking a proactive approach to managing access.

To minimise disruption, it is essential that energy developers communicate clearly and regularly about where and when works will take place. They should work closely with the Community, Traffic and Travel Forum and the East Lothian Council Access Officer to identify risks, maintain access wherever possible, and provide well-signed alternative routes when closures are unavoidable. In some cases, this may involve

creating short-term diversion paths or improving signage to help people navigate safely around construction site.

There is also an important long-term opportunity, where new tracks or paths are created as part of site landscaping or permanent infrastructure, consideration should be given to retaining these routes once construction is complete. Integrating such paths whether formal or informal, into the wider local network could leave a positive legacy for the community and expand the range of recreational and active-travel options available

### **13.8, Further Community Engagement Work to Gain Further Insights from Local People**

#### **Actions**

- As projects relating to paths and active travel begin to develop carry out further community engagement to ensure projects genuinely reflect local needs and aspirations.

This report should be regarded as the beginning of an ongoing conversation rather than a definitive or finalised action plan. Its purpose is to set out the key issues, opportunities, and themes that have emerged so far, providing a solid foundation for future planning and decision-making. As partners and the wider community reflect on the findings, it is likely that a number of potential projects will become clearer and more fully formed.

To ensure these projects genuinely reflect local needs and aspirations, further community engagement will be essential. Continued dialogue with residents, landowners, local organisations and stakeholders will help refine priorities, shape the design of each project, and build the collective understanding required to take ideas forward in a meaningful and coordinated way.

## 14. Summary of Actions

Table 6

Document Section	Action	Any Challenges & Considerations	Delivery Partners
13.1	Form a stakeholder working group comprising the key partners needed to explore the feasibility of a project to create a new crossing over the A1. This scoping work should identify which organisation would lead and deliver the project, as well as determine future ownership and maintenance responsibilities for any new structure and funding challenges. Consideration should also be given to using the existing underpasses (links to below).	As outlined in 3.1 the construction of a new bridge is a significant undertaking.  Forming of a working group to discuss the proposal should be easier and provide guidance on whether the project could move forward.	<ul style="list-style-type: none"> <li>• East Lothian Council</li> <li>• BEAR Scotland</li> <li>• Transport Scotland</li> <li>• Walk Wheel Cycle Trust</li> </ul>
	Undertake scoping /feasibility work to assess existing safe-crossing options.	These options are already established and maintained, and there is considerable value in exploring how they can be utilised more effectively.	<ul style="list-style-type: none"> <li>• East Lothian Council</li> <li>• BEAR Scotland</li> <li>• Transport Scotland</li> <li>• Walk Wheel Cycle Trust</li> </ul>
	Improve awareness, visibility and signage for existing underpasses and crossings to encourage greater use.		<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• East Lothian Council</li> </ul>

13.2	Use the Healthy Streets Approach survey tools to assess priority roads within the villages, helping to identify future capital improvements that will enhance how safe people feel when walking in these areas.	HSA is a great starting point to identify changes that would make streets feel safer, but in order to make changes there are other things to consider such as funding and LA permissions and support. Some of the villages in the East Lammermuir area are conservation villages that may restrict what could be done.	<ul style="list-style-type: none"> <li>• Walking Scotland</li> </ul>
	Approach East Lothian Council to update them on findings of this report and the fact that people feel unsafe walking on roads and are concerned about lack of pavements, identify opportunities for working collaboratively with them to address this issue.	<p>Securing landowner permissions.                      Securing funding for improvements.                      Identifying delivery lead and maintenance responsibilities.                      Narrowing down exactly where to prioritise improvements.</p>	<ul style="list-style-type: none"> <li>• East Lammermuir Community Council</li> <li>• East Lothian Council</li> </ul>
	One of the few roads specifically highlighted during the consultation was the route between Spott and the A1, with respondents suggesting that improvements here are needed. Further community engagement focusing purely on creating safer walking routes near roads will be needed to identify more priority areas, as there is currently limited information to guide decisions on this issue.		

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13.3	If funding opportunities are available establish a regular vegetation-cutting programme for core and well-used paths prioritising routes close to settlements, possibly funded as part of the community benefits programme.	Securing landowner permissions. Securing funding. Identifying which paths are a priority.	<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• East Lothian Council</li> </ul>
	Work with existing volunteer groups or establish a new volunteer path group to focus on carrying out routine maintenance tasks		<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• East Lothian Council</li> </ul>
	Conduct a path condition survey of key paths to identify areas where path upgrades are required. Key paths could be paths near where people live or strategic routes that can help people travel actively.		<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• Commission consultant</li> </ul>
	Carry out an access audit of gates, stiles and other access points. Focus on paths near where people live or strategic routes that can help people travel actively.	Securing landowner permissions. Securing funding. Identifying which paths are a priority.	<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• East Lothian Council</li> </ul>
	Remove restrictive structures or replace with accessible, user-friendly alternatives	Securing landowner permissions. Securing funding.	<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• East Lothian Council</li> </ul>
13.4	Install clear directional signs on key paths, at junctions, and near underpasses, focusing on areas close to where people live and strategic routes that can help increase active travel and paths designated at core paths.	Securing landowner permissions. Securing funding.	<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• East Lothian Council</li> </ul>

Paths for All (known as Walking Scotland) is a Scottish charity, SC025535, regulated by the Scottish Charity Regulator (OSCR) and registered as a company limited by guarantee, 1068554.

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	Improve public information through maps, online resources and local promotion.		<ul style="list-style-type: none"> <li>• Walking Scotland</li> </ul>
	Use the Scottish Path Grading System and associated grading guidance to establish a network of routes of different grades.		<ul style="list-style-type: none"> <li>• Walking Scotland</li> </ul>
13.5	Improve Settlement to Settlement Active Travel Route Connectivity (Awaiting outcome of 3.1).		
13.6	Explore the creation of an East Lammermuir Active Travel Hub and / or the development of mobility hubs to support local walking and cycling activities, encourage a stronger culture of active travel, and help residents feel more confident and safe using existing routes and infrastructure.		<ul style="list-style-type: none"> <li>• Cycling UK</li> <li>• Como</li> </ul>
	If establishing a full active travel hub is not widely supported, it may still be valuable to develop a programme of walking activities aligned with the themes identified in section 8.3, such as nature walks (the most popular option), Walking Scotland health walks, and Ramblers-style walks.		<ul style="list-style-type: none"> <li>• Walking Scotland</li> <li>• Ramblers Scotland</li> </ul>
13.7	Work with energy developers and construction contractors to create a shared protocol that identifies when and where recreational access routes may be affected by construction activities.		<ul style="list-style-type: none"> <li>• Energy developers</li> <li>• ELC Planners</li> </ul>

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	<p>Where possible,</p> <ul style="list-style-type: none"> <li>• Retain new tracks created during construction</li> <li>• Upgrade them where feasible</li> <li>• Integrate them into the wider network in partnership with East Lothian Council</li> <li>• Improve signage and surfacing on existing paths affected by work</li> </ul>		<ul style="list-style-type: none"> <li>• ELC Access Officer</li> <li>• East Lammermuir Community Council</li> </ul>
13.8	<ul style="list-style-type: none"> <li>• As projects relating to paths and active travel begin to develop carry out further community engagement to ensure projects genuinely reflect local needs and aspirations.</li> </ul>		<ul style="list-style-type: none"> <li>• Local people</li> <li>• Local groups</li> <li>• East Lammermuir Community Council</li> </ul>

## **15. Conclusion**

The consultation has shown that walking, wheeling, cycling and horse riding are all highly valued by people living in East Lammermuir, however people taking part in the consultation identified a number of recurring challenges, including the difficulties of crossing the A1, the lack of pavements and safe walking spaces near roads, issues with path maintenance, and the need for clearer signposting and information about available routes. At the same time, the responses show a strong desire for better connections between settlements, improved access to key destinations, and more opportunities to take part in local walking and cycling activities.

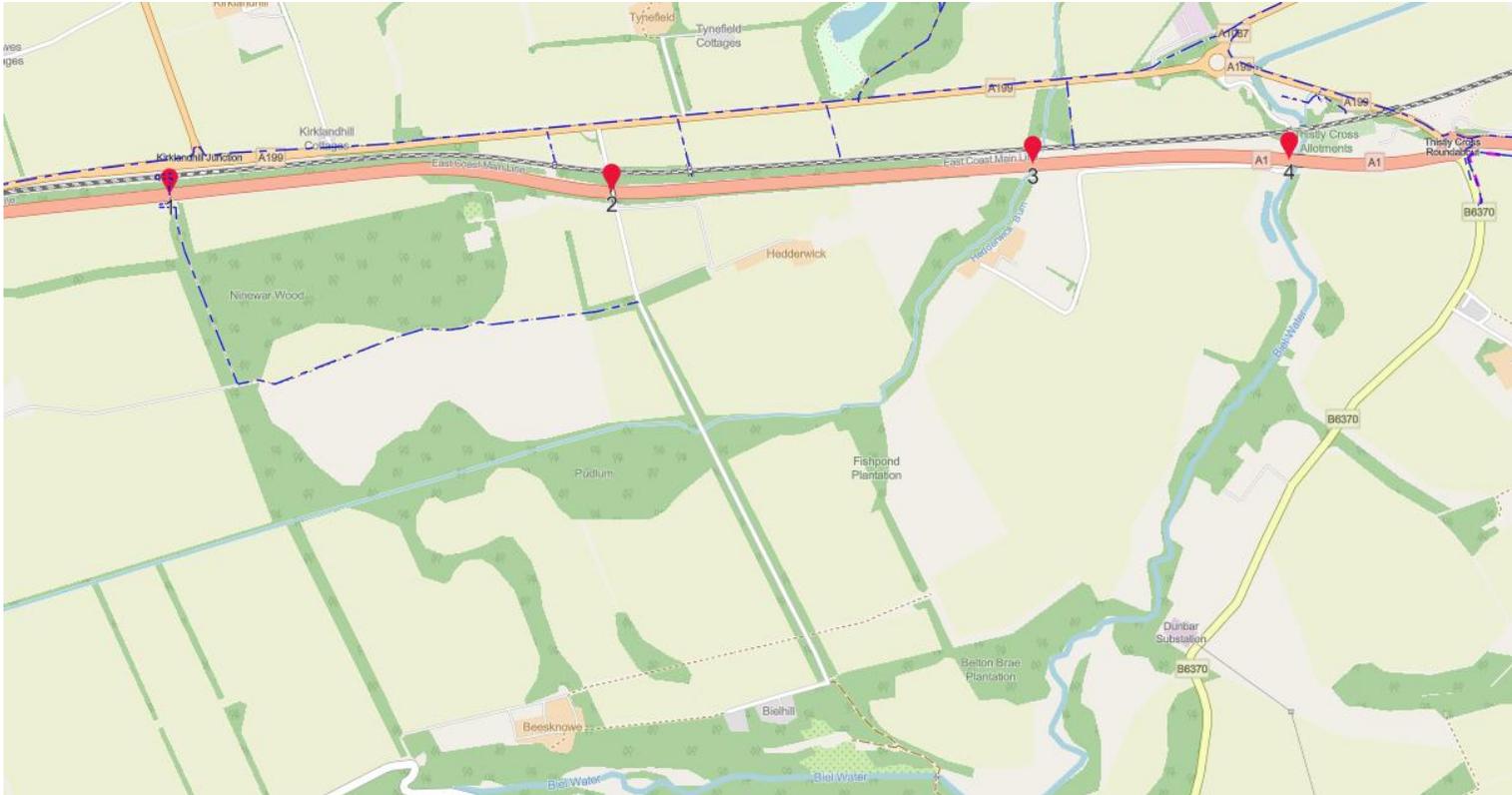
This report brings together all the information gathered through the workshop, online survey and mapping submissions, and presents a set of actions that partners, landowners and the wider community can take forward. Some of these actions, such as improving signage, addressing overgrown vegetation and supporting community walking initiatives, can begin relatively quickly. Others, including further work to improve A1 crossings or develop more strategic links between villages and nearby towns, will take longer and will require coordination and investment from a range of organisations.

There is a solid base to build on. Local people already make extensive use of paths for leisure, and there is clear enthusiasm for improving and expanding the opportunities available. As major energy developments progress in the coming years, there is also an important opportunity to protect access and ensure that new infrastructure leaves lasting benefits for the community.

This document should be viewed as the start of a longer process. Continued engagement with residents, landowners, public bodies and developers will be important as ideas develop further and as priorities become clearer. By working together, East Lammermuir can create a network of routes that is safer, more accessible and better connected, supporting everyday journeys as well as recreational use. In doing so, the area can strengthen community wellbeing and help more people choose to walk, wheel, cycle and ride with confidence.

## Appendices

Map showing existing crossings and underpasses on the A1 in and around East Lammermuir.



Links to online pictures from each location shown below

Paths for All (known as Walking Scotland) is a Scottish charity, SC025535, regulated by the Scottish Charity Regulator (OSCR) and registered as a company limited by guarantee, 1068554.



- 1 - [East Lothian Landscape : Coming out of... © Richard West :: Geograph Britain and Ireland](#)
- 2 [https://earth.app.goo.gl/?apn=com.google.earth&isi=293622097&ius=googleearth&link=https%3a%2f%2fearth.google.com%2fweb%2fsearch%2fSpott,%2bDunbar%2f%4055.9874651,-2.59785512,35.57300294a,0d,60y,179.88712662h,76.21710637t,0r%2fdata%3dCiwiJgokCXAtz0zy\\_0tAERy](#)
- 3 - [https://www.geograph.org.uk/photo/5868973](#)
- 4 - [https://www.geograph.org.uk/photo/5868969](#)
- 5 - [https://www.geograph.org.uk/photo/4493522](#)
- 6 - [https://www.geograph.org.uk/mapper/combined.php#16/55.9838/-2.4940 & Photos, Imported list at Monday, 2 March, 2026. 16:07, in Marked order :: Geograph Britain and Ireland](#)