

Prestonpans to Levenhall active travel improvements

Response from Spokes Planning Group, November 2025

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This response considers the updated proposals for active travel improvements on this important corridor. We wish to **comment** on the designs put forward by ELC from the perspective of cyclists who will use the cycling routes to / from / through the area that are already present, and from the perspective of Council & Scottish Government transport and cycling policies.

The 4m wide shared use path with 1m buffer proposed is as per Cycling by Design 2021 guidance. This shared use section of path seem to vary in width from 2.5m to 4.5m meaning at points it is below the 4m¹ recommended in Cycling by Design 2021. This also states shared use is best where there will be “*low speed differential between users, often established by a high degree of non-linear movement, a high place function or high degree of leisure or other slow speed movement which influences the behaviour of users.*” However given limited destinations on this linear route **segregation rather than a shared path** would be better for all users.

The diagram adjacent is taken from p77 of *Cycling By Design 2021*. Given the nature of the route between two large urban areas with leisure destinations along the route it seems appropriate some separation will be preferable along the whole length.

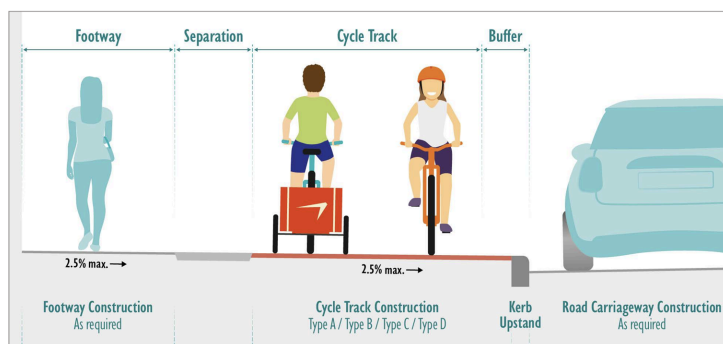


Figure 3.11: Cycle track at footway level (separated from pedestrians)

Given the updated proposals relate to public concerns raised about poor pedestrian provision at Levenhall (footways and crossings) and issues with speed of traffic, we are concerned cycling space is being compromised for car parking. This is not as per sustainable transport hierarchy and would like space allocation to be reconsidered. Whilst it is positive the two options identified include the shared use infrastructure for the majority of the route east of Levenhall. However a raised delineation and visual contrast should be provided to ensure conflict between shared path users is minimised. See Causewayhead Road in Stirling as an example.



¹ Table 3.7: Dimensions for cycle tracks: p63 Cycling By Design 2021

Detailed comments:

Spokes have the following detailed comments on the proposals;

Sheet 1 - Levenhall: Option 1 - Mixed Traffic Street

The proposed on road cycle provision is reminiscent of Albert Place in Stirling where this seems to be successful. However in Stirling there is less traffic and buses serving that street. We would seek reassurance that this is within safe design guidance for such designs. We are unclear at the moment how an eight year old or eighty year old cyclist would feel safe using this on road design if chosen, especially when events are on at the Racecourse and motor vehicle traffic is busy.

The median strip for visual narrowing along with a pedestrian refuge whilst on the surface is positive, but the refuge island is more akin to 30 / 40mph road designs and will require new "CAUTION Do not pass cyclists at central islands" signage as seen nearby on Linkfield Road.

It is unclear how cycle users will connect from either end of the route in this option.

Eastbound cycles from the parallel zebra crossing of the Levenhall roundabout must be expected to join from the crossing point. We previously noted that continuous segregation should be provided from the roundabout to Ravensheugh Road. It seems odd this is a discontinuous route connection at this critical junction.

Westbound cycles however (again we assume) will have to join the carriageway from the pedestrian (not toucan) crossing between Levenhall Links Road and Ravensheugh Crescent. We previously noted if this new crossing could be a toucan type crossing to be slightly repositioned to allow for cyclists to/from Ravensheugh Crescent access the route.

It is unclear why there are no continuous footways (rather than raised crossings) where the proposal crosses Hope Place at the pub and the old road cul-de-sac beside the race course. These would clearly indicate pedestrian priority and reinforce the sustainable transport hierarchy.

It is concerning the annotation notes "*yellow lining may be required*". Given the width of carriageway no kerbside parking is essential on the southern pavement to ensure there is any space for cycling away from the 'dooring' zone and the uncomfortable textured median strip.

Sheet 2 - Levenhall: Option 2 - Shared Use Pavement

The width of this shared use path is down to 2.4-2.5m in places which is unsatisfactory for shared use. The safety of pedestrians and cycles is being compromised for car parking.

It is unclear why there is no continuous footway where the proposal crosses Hope Place at the pub and the old road cul-de-sac beside the race course. These would clearly

indicate pedestrian and cycle priority and reinforce the sustainable transport hierarchy.

It is positive to see the raised table crossing of the eastern end of Hope Place. However we reiterate these should be either one way or modally filtered to ensure safer crossings for pedestrians and cycles at what could be a blind corner for drivers.

Spokes still thinks the southern end of the western section of Hope Place is a candidate to be modally filtered. Traffic could still enter / exit the car park at the rear of the pub via the east end of Hope Place. Also a one way southbound for exit only onto Ravensheugh Rd could be a better solution so deliveries to the pub can be facilitated.

There is no clear link provided for cycles to/from Mayville Bank from the segregated cycle path on the northern side of the road.

Visibility of car drivers exiting Levenhall Links Rd is blocked by a wall at no. 40. Could the junction be adjusted eastwards to increase visibility? Otherwise could this junction be closed with a Modal Filter and all vehicles made to use the entry / exit further east to the Ash Lagoons which has better visibility when cars are entering / exiting the car parks for the popular destination of the Ash Lagoons rather than Levenhall Links Road.

Sheet 2: Westpans to Prestongrange

We note in the briefing note that carriageway widths have been adjusted on the Westpans to Prestonpans section, to “*better accommodate buses*”. It is unclear from the design if the bus stops are adequate to avoid conflict between cycle and bus users of the path. It is unclear what ‘separation to frontage properties is. More details need to be provided for comment.

Spokes is perplexed why the existing railing is being retained at westpans without any proposed mitigation. Given there are vehicle access crossings of the shared use path immediately before and after this hazard it is critical this is made highly visible and intuitive to cycle users to avoid collision. If cycle users are intended to stay on the southern side of the guardrail then it should be made clear and surface material and markings or bollards indicating this.



Existing guardrail proposed for retention at Westpans which will be a hazard for cycles - Google Streetview

We note the hardstanding proposed for the westbound bus stop at Westpans, however whilst not related to cycling we would not a dropped kerb crossing should be provided for wheeled (wheelchair / pram) users of the buses. Ideally this would not be to/from the guardrail restricted portion of the shared use path if cycles are forced to use the southside of the guardrail only.

Pavement parking issues are to be resolved at Westpans where some homes don't have a driveway and often cars are seen parked here on the pavement. East Lothian Council needs to enforce the pavement parking legislation if residents park on the shared use footway for convenience.

Sheet 4: Prestongrange

Bus stop provision at visitor attraction is poor. Visitors will likely be first time users of the stop and as such a safe waiting a space at a properly designed floating bus stop provided.

The proposed signalised crossing should be a toucan type for walking, wheeling and cycle users to safely cross.

Also Cycle access to / from Drummohr House Road and for pedestrians to/from the caravan park to the bus stop is needed.

Sheet 5: Sam Burn's Yard

Given the frequency of buses along this route Spokes queries if the Bus Stop design is appropriate. There is a shelter shown kerb adjacent and if so marking, delineation and visual contrast should be provided to emphasise

We note again that the floating bus stop design is not acceptable for the frequency of the 26 bus service and proximity to the tourist destination of the Prestongrange Museum where large groups may get the bus to or from it and shouldn't block the cycle path if they do.

Sheet 6: Cuthill Prestonpans

Slightly short of the eastern end there is an existing desire line cutting the corner to / from the John Muir Way coastal route which has not been addressed. Spokes would recommend that this should be formalised in tarmac to avoid further erosion as part of this project.

For eastbound cycles there is currently a steep kerb level change to the north side of the road. Spokes would like to check / confirm if the arrangement is possible for cycles to rejoin the carriageway at grade. Would on road light segregation be added here to prioritise cycles rejoining the carriageway. Given the speed limit is already 20mph but it doesn't feel conducive to on road cycling for all abilities (e.g. children or elderly people cycling) without remedial treatment like that proposed at Levenhall. Carriageway visual

narrowing could be replicated here.

We are also concerned that the car parking for adjacent businesses may conceal cycles from car drivers at the point they need to be aware they will rejoin the carriageway.

At the easternmost end of these proposals the proposal provides a dropped kerb for westbound cycles, however we think it would be better if after the T junction at Prestongrange Road. It is unclear if parking will be allowed in the approaching red cycle lane, or will this have light cycle segregation on the carriageway to prevent this.

In conclusion, Spokes PG would like to reiterate support for the principle of the Levenhall to Prestonpans proposals.

However neither of the two options at the western Levenhall end are sufficiently developed to allow for Spokes to support either given the serious concerns raised about the proposals and outlined above. These concerns about the detailed design at and around key points, and we trust these will be given full consideration prior to finalising the proposal.

If there are any comments you'd wish to discuss please do not hesitate to get in contact.