



DEVELOPMENT & TRANSPORT POLICY DEVELOPMENT & SCRUTINY PANEL

WEST LOTHIAN ACTIVE TRAVEL PLAN – DRAFT FOR CONSULTATION

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to advise the Development and Transport Policy Development and Scrutiny Panel (PDSP) of the development of an Active Travel Plan for West Lothian (Draft) and proposed consultation.

B. RECOMMENDATION

It is recommended that the Development and Transport PDSP:

1. Notes the development of an Active Travel Plan for West Lothian in accordance with the Cycling Action Plan for Scotland; and
2. Agrees to a period of public consultation on this Draft plan with the outcome of the consultation and any revisions required to the Active Travel Plan to be reported back to the Council Executive.

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on our customers' needs; making best use of our resources; working in partnership.
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	As outlined in West Lothian's Local Plan Policies (ENV 27 & TRAN 7) and the Local Transport Strategy, the Council promotes sustainable travel choices where possible. The Schools (Health Promotion and Nutrition) Scotland Act 2007 requires local authorities to have health promoting schools. Part 4 of the Climate Change Act 2009 places a duty on Scottish public bodies to contribute to carbon reduction targets. West Lothian Council has adopted a Carbon Management Plan and will publish a Climate Change Strategy in 2015/16. A Strategic Environmental Assessment has not been carried out as Government guidance does not stipulate this as required for an Active Travel Strategy. A proportionate Equality Impact Assessment has been prepared.
III Implications for Scheme of Delegations to Officers	None.

IV Impact on performance and performance Indicators	Delivery of sustainable transport projects and policies have a positive, direct impact on the West Lothian SOA indicators as follows: Tonnes of CO2 emissions per capita for the West Lothian district, number of people killed or seriously injured in road accidents, visitor numbers at attractions, % of Citizen Panel members who engage in physical activity 5 or more times per week, % of Citizen Panel members who walk or cycle to work% of primary school children travelling actively to school, % of adults making one or more visits to the outdoors per week. Active travel choices indirectly support a number of other SOA indicators such as % of residents stating they are satisfied with their neighbourhood, % of people gaining access to work, training and education.
V Relevance to Single Outcome Agreement	<p>Outcome 2: We are better educated and have access to increased and better quality learning and employment opportunities.</p> <p>Outcome 3: Our economy is diverse and dynamic, and West Lothian is an attractive place for doing business.</p> <p>Outcome 4: We live in resilient, cohesive and safe communities.</p> <p>Outcome 7: We live longer, healthier lives and have reduced health inequalities.</p> <p>Outcome 8: We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.</p>
VI Resources - (Financial, Staffing and Property)	Funding to advance the aims of the Active Travel Plan historically comes from a variety of sources as detailed in the Draft plan. These include council budgets from multiple services, external funding sources such as NHS Lothian, Sustrans' Community Links programme and Cycling Scotland; and developer contributions. It is the intention of this Plan to provide a consistent framework for existing funding allocations and to support external funding applications in particular. Any proposed projects would follow the Council's agreed approach to Asset Management and would require approval via the agreed process.
VII Consideration at PDSP	This is the first time this report has been considered by the Panel.
VIII Other consultations	During the development of the Draft Active Travel Plan, internal consultation was undertaken across the Council as detailed within

the report. Internal consultation has also been carried out with Finance and Estates. In addition, some engagement was carried out with the public via an online survey, and stakeholder engagement was carried out through individual meetings and workshops.

D. TERMS OF REPORT

D.1 Background and the need for an Active Travel Plan

Transport Scotland's Cycling Action Plan for Scotland (CAPS) 2013, has set a target for 2020, whereby 10% of all trips are made by cycling. To achieve this target, they have developed 19 Actions which require the support of organisations across Scotland, including local authorities. One such Action (Action number 2) relates to the development of a strategic approach to supporting functional, everyday cycling and active travel generally in each local authority area by March 2015. This Draft Active Travel Plan fulfils this CAPS requirement for West Lothian.

Active travel is defined as making journeys by walking, cycling and scooting. It can also include horse-riding (and even running and non-motorised water-based transport.) It is an approach to travel and transport that focuses on physical activity as opposed to motorised means.

The existence of a strategic approach to active travel is also a new criteria within the Sustrans "Community Links" funding programme for 2015/16 applications and the council has been successful in obtaining large grants from this programme in previous years.

To further support the West Lothian Local Plan (2009), the emerging West Lothian Local Development Plan, and to maximise opportunities for developer contributions for active travel infrastructure, it is important to provide a strategic approach to the development of an Active Travel network in West Lothian. This draft Active Travel Plan, and associated Active Travel Network Plans for settlements, will provide a clear plan for incremental infrastructure enhancements associated with development.

The draft Active Travel Plan also provides a clear framework for cross-departmental working within the council, and partnership working with external organisations such as Transport Scotland, SEStran and Sustrans. Active travel is a cross-cutting issue, and offers benefits across a range of policy areas including health improvement, economic development and environmental sustainability. The Plan provides clear direction on this issue, and highlights opportunities for partnership working to ensure common benefits are realised.

Finally, the Active Travel Plan provides a business case for investment in active travel, and as such, will support funding applications for revenue and capital programmes. In a time of local authority budget restraint, it is increasingly important that the council targets external funding sources effectively, and this Plan provides a rationale and framework for funding bids to improve infrastructure and other related Active Travel initiatives across West Lothian.

D.2 Engagement on the Active Travel Plan and issues raised

To inform the development of the draft Active Travel Plan, some informal engagement was carried out with stakeholders and members of the public. This focused on fact-finding, and gathering views and perceptions on the most important barriers to more active travel choices in people's everyday lives in West Lothian.

All Community Councils, Community Development Trusts and selected community and interest groups with a potential interest in active travel in West Lothian were contacted in late 2014 / early 2015. Some invited the Transport Policy Officer to their meetings to discuss their issues, whilst others chose to attend some bespoke workshops arranged by the Council in early 2015. Some offered written input.

In addition, a short questionnaire was developed and promoted to the Community Planning Partnership, Community Councils, Community Development Trusts, community organisations as well as the general public via the Council's website and media outlets. This survey ran for approximately 6 weeks, and encouragingly received 150 responses.

A strategic active travel audit of the Broxburn, Winchburgh and Uphall Station rail station area was commissioned by the council using external funding in early 2015. This audit looked at routes in and around this geographical area, at the heart of which lies an Air Quality Management Area in Broxburn. Findings from this strategic audit have been taken on board within the Active Travel Plan and will inform a future Active Travel Network Plan for the Broxburn, Winchburgh and Uphall area.

An Officer workshop for a wide range of council Services was held in January 2015. This workshop aimed to establish the progress already being made on active travel across multiple Service areas in the council, as well as identifying opportunities to work together on issues of common concern and mutual benefit.

Many issues were raised during the course of this engagement process. Key issues included:

- The need for adequate infrastructure to support walking, cycling and scooting. This includes paths for cycling and walking, cycle parking, in-workplace facilities for showering and changing, lighting and signage, and safer roads for active travel;
- The need to promote existing infrastructure, and provide adequate information on existing routes, services and projects. Signage on routes is included within the aspect of promotion of infrastructure; and
- The need to maintain existing infrastructure, to ensure routes are easy to use and to support perceptions of personal security.

D.3 The Draft West Lothian Active Travel Plan content

The draft Active Travel Plan has been developed in response to Active Travel Strategy Guidance provided by Sustrans and Transport Scotland in 2014. This guidance recommends that such a Plan or Strategy should contain:

- 1) An Action Plan;
- 2) Walking and cycling infrastructure including a local cycle network plan;
- 3) Behaviour change, promotional and training activities; and
- 4) A monitoring plan.

The Draft Active Travel Plan for West Lothian contains the following elements:

- Background and context on the contribution of active travel in multiple policy areas.
- A vision and objectives for the Active Travel Plan, and a proposing monitoring structure.
- Feedback from the engagement process with stakeholders and the public which has informed the development of the Plan.
- Quantitative evidence on factors influencing potential demand for active travel.
- Action plans to develop and maintain active travel infrastructure, and to promote behaviour change.
- A spatial network analysis with a view to producing more detailed local area Active Travel Network Plans in 2015 and 2016.

D.4 Status of the Draft Active Travel Plan

The Active Travel Plan, once approved and published, will be part of the council's suite of policy documents on sustainable transport. It will be linked to the Local Transport Strategy, and will be a supporting document to the West Lothian Local Development Plan (LDP). Consideration will be given to adopting the Active Travel Plan and associated local area Active Travel Network Plans as Supplementary Guidance for the LDP in due course.

The document also has strong links to:

- The emerging Active West Lothian Strategy;
- The emerging Climate Change Strategy and updated Carbon Management Plan;
- The Green Network technical report prepared as part of the LDP Main Issues Report; and
- The emerging Open Space Strategy following review of the 2010 Interim Report.

D.5 Next steps for the West Lothian Draft Active Travel Plan

The Draft Active Travel Plan has been designed to set out:

- Evidence of the need to promote active travel choices; and
- An approach to promoting active travel choices through hard and soft measures (infrastructure and behaviour change).

The next steps are:

- Issue the Draft West Lothian Active Travel Plan for a period of public consultation. Given the extensive engagement that took place during the development of the Draft, the consultation will mainly comprise of publicising the Draft Active Travel Plan via council media outlets, issuing the document to key organisations and stakeholders, and inviting written comments. The consultation period will run for 6 weeks.
- Following the receipt and processing of comments and feedback, a proposed Final Active Travel Plan 2015-2020 will be produced. This will be presented to the Council Executive for final approval.

The Active Travel Plan will be subject to a short annual review to assess progress, with a fuller review in 2018 with a view to publishing an updated Plan in 2019/20 (2020-25). Reviews will be reported to Members.

A key priority following the publishing of the West Lothian Active Travel Plan will be the development of detailed local area Active Travel Network Plans. This will involve additional community engagement in addition to the collation of all information on local missing links already gathered by the council during the development of the Draft Active Travel Plan. These Network Plans will be presented to the Council Executive for approval as part of the feedback on the outcome of the public consultation.

E. CONCLUSION

The Draft Active Travel Plan for West Lothian provides a clear framework within which progress on active travel can be achieved in the coming years. The view of the public and stakeholders are invited on this Draft Active Travel Plan, with the intention of publishing a finalised version in late 2015 / early 2016, subject to formal council approval.

F. BACKGROUND REFERENCES

Cycling Action Plan for Scotland 2013, Transport Scotland.
<http://www.transportscotland.gov.uk/report/j0002-00.htm>

Appendices/Attachments: Draft Active Travel Plan for West Lothian, 2015

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