

NOTES TO WEST LOTHIAN COUNCIL PRESENTATION

Spokes Public Meeting, 20.11.2014

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- Large increase in travel to work by rail, and driving.
- Very small increase in number of people cycling to work but overall proportion stays the same.
- Decline in bus, car/van passenger, and on foot.

(This data is for the 78,000 aged 16-74 in employment who travel to work within Scotland (excludes those who work from home). From West Lothian to everywhere in Scotland including West Lothian.)

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From September 2014 Hands up survey with schools and nurseries across West Lothian.

In total, across West Lothian, 53% of children are travelling actively to school – on foot, by bike or by scooter.

A mixed picture across life stages however

- 6% cycling to primary school, but less than 1% cycling to secondary school
- 50% of nursery children are still being driven to school (including park and stride) (although the response rate for nurseries was low in this survey)

(This is a snapshot of how pupils travel to school, taken from some 15,000 primary school pupils, 10,000 secondary school pupils)

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- Estimated at around £200k
- Upgrading and lighting an existing path between the communities of Polbeth and West Calder
- A crucial link, hoping to take pedestrians and cyclists off the busy A71
- Helping with active travel access to West Calder High School

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- Estimated at around £300k
- Providing a cycle path along the Starlaw Road to Boghall roundabout
- Providing a quicker, more direct route for commuters (existing NCN is circuitous)
- Enabling more people to access work in this area and Bathgate and Livingston by bike
- Links into the existing A89 cycle corridor

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- Estimated at £620k
- A 3m shared use path between Armadale and Whitburn alongside the busy B8084 which has a 50mph speed limit
- An ambitious project given the length of the route, but an exciting one – could it change community views on the distance that it is possible to walk and cycle over, when safe infrastructure is in place?
- Providing a significant active travel link for Whitburn to Armadale rail station, and linking into the wider active travel network through National Cycle Network route 75 at Armadale

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- Several projects in Linlithgow, improving links to the canal towpath and national cycle network
- Link improvement at Linlithgow Academy and Linlithgow Sports Centre
- Link improvement from Golf Course Road – existing path is steep and does not comply with design standards.
- The canal in Linlithgow provides access to the town centre and the rail way station.
- Important to start shifting trips to more sustainable modes in Linlithgow, as emerging air quality problem on the High Street.

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- Estimated at around £300k
- Project to realign the existing NCN to provide a more direct route and a direct link to the station.
- Current access is A89 to the north
- around 0.5km of realignment.
- Blackridge station emerged from the Airdrie-Bathgate line scheme, so important to support the local community to access it sustainably, and promote use of the station

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- Broxburn is an Air Quality Management Area so important to consider how to shift trips away from the car.
- Core Development Area, so the town is still growing.
- Community Links projects to improve access to the canal path and the wider strategic cycle network accordingly.
- Estimated at around £190k.
- The links will enhance access to places people need to go – the town centre, shops, Broxburn Academy and Primary School, Sports Centre and Albyn Park.
- It is fitting that Broxburn is the location of a number of Community Links projects, as our excellent Health Improvement team is based at Strathbrock Partnership Centre, and are doing fantastic work across the local authority area in supporting people to become more active through walking and increasingly cycling too. (e.g. West Lothian on the Move, Physical Activity atlas, bike libraries)

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- A major scheme ongoing in Almondvale Park in Livingston
- Specific project to realign cycle route away from road and within the park area.
- Wider environmental improvement project to increase biodiversity, upgrading paths and infrastructure, new play park and more.
- Livingston has 144 miles of off-road active travel paths. Important to build on this excellent network, ensure people know about it and feel safe and secure using it.

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- Small amount of Community Links funding to re-visit the concept of cycle friendly roads in the Bathgate Hills.
- This area was the subject of a Quiet Roads study in 2004. Since that time, several authorities have successfully implemented cycle friendly routes as part of delivering a network of active travel routes. E.g. Clackmannanshire, Perth and Kinross.
- Initial work is gathering data and evidence of the issues to be addressed.

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- This is a picture of cycle friendly routes in Clackmannanshire. Rural roads, with low traffic volumes and relatively low speeds, have speeds lower further through the TRO process.
- Repeater signs indicate speed limits and the fact that the routes are used by cyclists, pedestrians and even horseriders.
- Routes are part of a wider active travel network, in conjunction with sections of segregated shared paths.
- The network links into National Cycle Networks, schools and town and village centres.
- This approach offers value for money, and is proving to be highly effective in deterring vehicles and creating a safe and high quality environment for active travel users.
- The approach is popular with communities, many of whom have requested that speeds be lowered further from 40 to 30mph.

Kind regards

Tony

Tony Boyle

Councillor for Broxburn, Uphall and Winchburgh Ward