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Spokes Response to

[THE M9/A9 TRUNK ROAD \(WINCHBURGH JUNCTION 1B AT THE B8020\) SPECIAL ROAD SCHEME](#)

We object to this Order on the grounds set out below and particularly because:

- **the new Winchburgh railway station must be opened first, otherwise these proposals do not accord with the Scottish Government's National Travel Strategy (see 1-3)**
- **the twin-roundabout design is dangerous to cyclists (see 4)**
- **it exposes minor roads to the north to extra traffic volumes (see 5)**

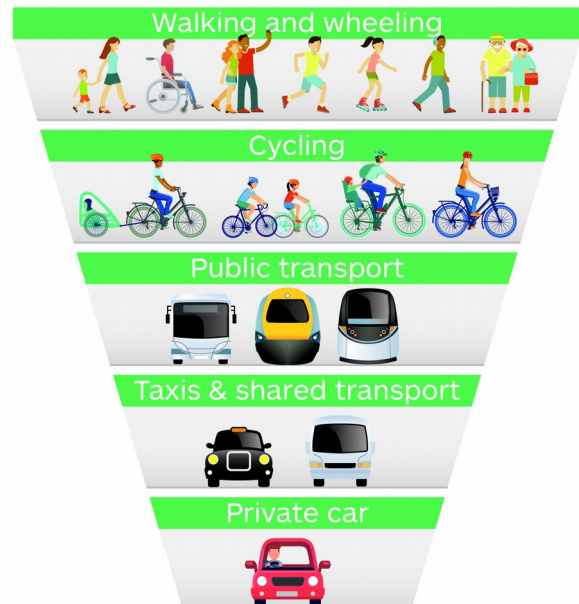
1. The overriding first priority must be the accelerated opening of the proposed new Winchburgh railway station. Not to do so first breaches the *Scottish Government's National Transport Strategy*.

“The [National Transport Strategy](#) promotes walking, cycling, public transport and bike, car and ride sharing in preference to single occupancy car use”

2. The commissioning of a new Winchburgh railway station is entirely within the power of *Transport Scotland*, the same agency proposing this motorway junction. It is essential to the character of how Winchburgh develops as a greatly expanded town that active travel facilities for its expanded population are designed-in up-front. That is why the station must come first.

“Public transport is also an essential element of the [Winchburgh Developments masterplan](#), ensuring that commuters and families alike can easily travel around the wider area without the use of a car. A [new rail station](#) forms part of the wider planning permission in principle and discussions are ongoing with Network Rail.”

Prioritising Sustainable Transport



3. Unless the railway station is opened first, this new motorway interchange will encourage more driving, in contravention to the sustainable travel hierarchy and will force car reliance on the occupiers of the 3,800 new homes planned for Winchburgh. Winchburgh already has access to the M9 3 miles west, so this interchange is clearly intended for commuting by car to Edinburgh!

“Winchburgh’s location is ideal for commuters, with Edinburgh Park and Livingston an 9-mile drive, Edinburgh city centre only 12 miles to the east and Falkirk 15 miles to the west.”¹

It is fundamental to our objection that the new railway station and the associated park-and-ride must be opened first.

4. Despite it being claimed in the proposer’s *Environmental Impact Assessment* that:

Particular consideration has been given to the use of the proposed development by pedestrians and other non-motorised users (e.g. cyclists, equestrian)²

we consider that the design of the interchange is dangerous for cyclists and is **another fundamental reason why we have a strong objection.**

Shared use paths on one side, without any protection at the slip-roads is very inadequate provision.

This is because the wide-radius, twin-roundabout design encourages high traffic speeds and there is additional danger crossing the slip roads.

A “T” junction design for the slip roads (as is currently the case at M9 Junction 2 with the B8046) is much to be preferred, because this would:

- moderate general traffic speeds, down from motorway speeds to urban area speeds
- greatly increase cyclist safety, as these would have right-of-way over slip road traffic.

When designing cycling provision into new schemes from scratch, it should be both segregated and continuous, be on both sides and have priority over slip road traffic. The underbridge should be widened accordingly.

5. There is no requirement in the *Winchburgh Developments* scheme for this interchange to service any development areas to the north of the M9, yet the new junction will result in increased traffic on the B8020 and local minor roads, which are important cycling routes to avoid the A904.

Additionally, but not highlighted in this Consultation, is that this proposed junction will connect directly to a new road to be constructed on the west side of Winchburgh, leading southwards to Broxburn; potentially creating a new north-south axis from the Queensferry Crossing to the M8.

Accordingly, we recommend that the B8020 should be closed to vehicles north of the interchange, in order to protect the minor road network between there and the A904.

Ewan Jeffrey

for Spokes Planning Group

5 October 2020

1 <https://www.winchburghdevelopments.com/location/>

2 Draft Orders and Environmental Impact Assessment Report - M9 Winchburgh Junction