

West Lothian Council SfP measures

as at appendix 2 of www.spokes.org.uk/wp-content/uploads/2020/10/2006-WL-covid-measures.pdf

Feedback from Spokes, March 2021

This response is based on feedback from consulting our members in West Lothian by email – the email was entirely open-ended, not a questionnaire.

Overall there was a strong welcome for the measures and a desire for them to be retained after the pandemic.

Although introduced for reasons relating to the pandemic, they support many other council and government objectives on climate, public health (physical activity), congestion, etc, and retaining them will make a very worthwhile and unexpected contribution to these objectives.

Obviously there were suggestions where the schemes could be improved or extended either immediately or even more so when made permanent.

Car parking / footway widening / cycle lanes

By far the most frequent comment was the problems for cyclists and for pedestrians raised by kerbside and pavement parking.

Measures which had removed car parking, such as footway widening in **Mid** and **East Calder**, the proposed cycle lanes, and Loanings parking bans in **Linlithgow**, were in general strongly welcomed and people wanted them not just retained but extended. e.g. *“They’ve made it safer and easier to walk and cycle and improved the street environment.”* In Kirknewton, whilst footway widening was welcomed, a member felt that the narrower footway sections should have been prioritised.

In **Linlithgow** there were also requests to install a cycle lane in the High Street, by removing sections of car parking where necessary, and using a section of Loanings in places where they are very wide.

One member said that in his area there is a lot of pavement cycling due to the absence of cycle lanes, which would require car parking to be removed.

Speed limits

Whilst the reduction of speed limits to 20mph and 40mph were welcomed, people felt they were inadequately designed and enforced. For example, there were no 'cycle-friendly road' signs (as in Clackmannanshire) and no 20mph roundels painted on the road in new 20mph areas. Traffic also exceeded the speed limit, especially on the rural roads, rendering them still dangerous and scary, notably the Bathgate Hills road between Dechmont and Linlithgow, and Brucefield to Harburn.

Livingston

One member felt that, given the extensive cyclepath network, the advisory cycle lane cash would have been better spent on surface and signage improvements. He points out that it is possible to cycle from most housing to almost any workplace within 20 minutes on this network.