

DATA LABEL: PUBLIC



WEST LOTHIAN COUNCIL

SPACES FOR PEOPLE CONSULTATION FEEDBACK

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of the report is to provide the Council with an update on the consultation exercise undertaken in accordance with the motion approved by Council on 15 March 2022.

B. RECOMMENDATION

It is recommended that the Council notes:

1. The statutory and public consultations that have been carried out;
2. The contents of the consultation responses (Appendix 3);
3. The reviews of the active travel plan, the accident investigation and prevention programme, speed limits, decriminalised parking, school crossing patrol guides, suitable routes to school and parking information.
4. The associated costs and timescales for progressing the elements set out in the report.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; making best use of our resources; working in partnership
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Permanency of any measures of the Spaces for People programme will contribute to improved safety and encourage active travel.
III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance Indicators	None
V	Relevance to Single Outcome Agreement	The project will contribute to outcomes: "We live in resilient, cohesive and safe communities."

VI	Resources - (Financial, Staffing and Property)	The council has received grant funding of £818,500 through the Spaces for People funding programme. The Council has received external funding of £127,948 which is being used to commission external consultants. Further costs of between £70,000 and £90,000 would require to be funded if each element of the Motion were to be progressed to the next stage.
VII	Consideration at PDSP	None
VIII	Other consultations	None

D. TERMS OF REPORT

D.1 Background

On the 15 March 2022 the Council noted a paper in relation to the feedback on the engagement exercise carried out with communities and stakeholders on the Spaces for People (SfP) programme introduced during the Covid19 pandemic. The paper provided a comprehensive overview of the SfP programme to allow Council to decide on whether the SfP measures should be retained or removed.

D.2 Council Motion

At the meeting on the 15 March 2022 Council considered a motion on the Spaces for People programme which requested the following:

Council notes the recommendations with regards to the measures implemented as part of the Spaces of Peoples and instructs the Chief Executive to;

- *commence the statutory procedure on the localised temporary measures ie suspension of Loanings parking, Linlithgow, cycle lanes and the extended width of footpaths where implemented in West Lothian to determine if local communities wish to retain them on a permanent basis.*

Through the West Lothian Active Travel Plan and Accident Investigation and Prevention (AIP) review;

- *traffic speed limits currently in place on roads within the Council area;*
- *the Safer Routes to School, roads and parking in the immediate areas to a school and the deployment of school attendants and determine if additional measures are required;*
- *the impact and consequences of the introduction of decriminalised parking and the prohibition of pavement parking;*
- *the impact of the Scottish Government's proposal on the introduction of 20mph in built-up areas*

The Chief Executive is further instructed to bring an initial report setting out potential costs and a timetable for the reviews to be undertaken to an appropriate Council Executive.

Council unanimously approved the terms of the motion but with the requirement for the final report being returned to a meeting of Council instead of Council Executive.

D.3.1 Spaces for People - Commencement of statutory procedures

Parking suspensions were installed through the SfP programme to provide more space on the footway for all footway users. The two footway parking suspensions on the East Loanings, High Street, Linlithgow (numbers 33 to 41 and 43 to 57) had a Temporary Traffic Regulation Order (TTRO) in place through the pandemic to prevent footway parking which has since expired on the 26 April 2022.

At the West Loanings in Linlithgow, temporary rubber kerbing and reflective bollards were installed to reduce the generous car parking bays to provide more space for footway users at the rear of the parking bays, no TTRO was required.

The east loaning parking in Linlithgow is the only measure that requires statutory consultation due to the existing pre-Covid permanent Traffic Regulation Order (TRO) that is in place to permit parking on the footway.

The details of the statutory consultees and the number who responded are shown in Appendix 1. From this statutory consultation there was only one response received from SPOKES and their response is provided in Appendix 3 supporting the SfP measures.

Should the decision be taken to remove the original east loaning parking in Linlithgow officers would revoke the existing permanent TRO and then remove the signs and road markings that are currently in place.

The west loaning parking 183-245 High Street should return to the pre-Covid conditions as there is adequate space to permit parking and the movement of pedestrians. There was no change to the existing TRO through the SfP programme, temporary bollards and kerbs were installed to formalise the existing parking arrangements.

D3.2 Spaces for People – Public consultation

The SfP footway build-outs were installed to provide more space for people to pass each other on narrow footways and pinch points. These footway widenings were installed at High Street in Linlithgow, Main Street in East Calder, Main Street in Mid Calder, Main Street West Calder, Station Road in Kirknewton. These are constructed with temporary surfacing, temporary kerbing and removable reflective bollards.

The cycle lanes were installed in May 2021 in Linlithgow (B9080 Edinburgh Road and A706 St Ninians Road), Broxburn (A899 East Main Street) and Blackridge (A89 through the town). This SfP package of work involved road markings to denote advisory cycle lanes and temporary bollards in areas where suitable to segregate cyclists and motorised vehicles. The temporary bollards were removed from the Blackridge scheme shortly after installation.

The frontagers' directly affected by the footway build-outs and the advisory cycle lanes installed as part of the SfP programme were consulted, however this was a public consultation and not a statutory consultation.

The number of frontagers' consulted, response rate and views on whether the SfP measures should be retained or removed are shown in Appendix 2. Although the average response rate was 22% there was strong opinion to remove all of the SfP measures.

From the footway widening build-out frontage consultation, the locations at East Calder and Kirknewton were more positive in terms of retention of the measures. Opinion on all other footway build-outs at Linlithgow, West Calder and Mid Calder were that they be removed.

Should it be considered that the footway build-outs are retained then funding would required to be made available to design and construct these measures permanently which would include concrete kerbing, new drainage systems and formal footway surfacing to the appropriate standards.

From the advisory cycle lane frontage consultation, the opinion was that they are all removed from the responses received. It should be noted however that the removal of the advisory cycle lane measures would be against national strategies and guidance on promoting active travel.

It should be noted that all the cycle lane measures that were installed as part of the SfP measures are advisory, vehicles can park on them and as a result, cyclists will cycle around parked vehicles.

The B9080 Edinburgh Road in Linlithgow advisory cycle lane was installed to assist cyclists cycling uphill out of Linlithgow on the carriageway that was narrowed by existing on-street parking. This parking was relocated to the opposite side of the carriageway allowing additional space for eastbound vehicles to pass slow moving uphill cyclists. This was deemed by officers as an appropriate alteration to existing conditions. Should this be retained then the appropriate traffic regulation orders would have to be promoted.

On the A706 St Ninians Road, the advisory cycle lane outside residential properties on the west side with on-street parking could be removed, however the east side could remain due to lower numbers of on-street parking. Similarly this scheme could remain in its entirety and consideration could be given to removing the temporary bollards and kerbs but keeping the advisory road markings in position.

The A89 East Main Street in Broxburn advisory cycle lane measures involved an extension of the existing cycle lane features. Consideration could be given to removing the temporary bollards and kerbs but keeping the advisory road markings in position.

Finally the A89 through Blackridge consists of advisory road markings only which not only promotes active travel through the town but visually assists in slowing vehicle speeds, particularly when entering in the wide carriageway section from Armadale.

The detailed responses received to this consultation are shown in Appendix 3.

D.4 West Lothian Active Travel Plan and Accident Investigation and Prevention (AIP) Review

West Lothian Active Travel Plan Review

Consultants have been appointed to carry out a review of West Lothian's Active Travel Plan 2016-21 and develop a new five-year plan.

The new plan will set out the framework of measures that will encourage active travel and help deliver net zero targets. It will be building on recent investment in shared use and cycling infrastructure. The Plan will comprise a policy framework and a strategic network action plan.

The Plan will inform and influence the development of policy and projects within the council and by external partners. It aims to understand the spatial travel needs of communities and tackle barriers to increased levels of active travel with all the benefits this brings to health, the environment and the economy. The new plan should be mindful of the Scottish Government's target to reduce car kilometres by 20% by 2030 and show how it will support and contribute to this.

The plan will focus on infrastructure at a local level (within settlements) and at a strategic level (between towns and across boundaries). Overall, it aims to create a comprehensive active travel network to support active travel journeys.

Engagement will be carried out with a wide range of stakeholders on all levels, including West Lothian residents. It is anticipated that these consultations will involve providing an overview of the existing strategy, detailing which short, medium and long-term infrastructure projects we have completed, are in progress and those that have not started. This will provide stakeholders with the opportunity to express their views on what should be given priority regarding projects that were suggested previously but have still to be commenced. The consultation will also contain questions which aim to gather views on community-based active travel initiatives, with the opportunity for respondents to comment on what they would like to see in the future.

It is the intention that the Council will engage fully with its community and the consultant will prepare a plan on how this will be achieved, in particular in engaging with hard to reach individuals. Stakeholders include, but not restricted to:

- Community Councils and Community Development Trusts.
- Schools and other organisations involved in education/training.
- Major employers and landowners.
- Organisations who work across West Lothian and other areas such as Visit Scotland, Scottish Natural Heritage, Central Scotland Green Network Trust, Sustrans.
- Interest groups (including SPOKES), cycling clubs, other relevant community organisations.
- Health organisation

The review of the Active Travel Plan 2016-21 and final report on the new five-year plan is programmed to be completed by 31 March 2023.

Accident Investigation and Prevention (AIP) Review

The Council has a statutory duty under the terms of the Road Traffic Act 1988. This responsibility can be summarised as carrying out studies into accidents on roads within their area, other than Trunk Roads, and to take such measures as deemed appropriate to prevent such accidents.

The accident investigation and analysis work currently undertaken by the Council through the AIP programme involves using the recorded injury accident data collected by the police to identify sites for concern and analyse crash patterns to develop remedial measures. The process is used nationally and is endorsed by The Royal Society for the Prevention of Accidents (RoSPA) through its Road Safety Engineering Manual.

Council officers will shortly commence the AIP programme for 2022/23 and a review of this process could be carried out in the summer of 2023. It would be the intention to review the programme internally using existing resources within the Roads and Transportation service.

D.4.1 Review of traffic speed limits currently in place on roads within the council area

Speed limit assessments are carried out in line with the published Transport Scotland document 'Speed limit review: the assessment process' and the revised guidance for Roads Authorities 'Setting local speed limits'. These documents detail the considerations and information required to determine local speed limits. Speed limit enforcement on the public road network is the responsibility of Police Scotland.

A speed limit review was carried out in West Lothian in 2009 and remains current. Speed limit review recommendations were made in a report to the Council Executive of 7 April 2009, which were approved.

Any speed reduction engineering measures such as traffic calming or speed limit alterations are carried out through the Accident Investigation and Prevention casualty reduction programme. These engineering measures are installed to reduce road casualties, it is not appropriate to install speed reduction engineering measures to target individuals who are driving at illegal speeds on public roads or perceived speeding issues.

The Council does not install or operate speed cameras. All 'safety' camera sites in Scotland are assessed, installed, managed and operated through the Scottish Safety Camera Programme and their operational partners Safety Cameras Scotland. They have strict casualty and speed criteria that must be met before a site is considered. The Scottish Safety Camera Programme liaise with officers annually to review potential sites.

Any review of speed limits for the whole public road network in West Lothian would require additional funding support to acquire an external resource to deliver a full speed limit assessment.

Review of Safer Routes to School, roads and parking and deployment of school attendants and determine of additional measures are required

Suitable walking routes to school

The standard criteria for suitable walking routes are that they are of adequate width, have an all-weather surface, and are street lit. Routes which cross or follow derestricted main roads may not be considered suitable for primary aged pupils. The Council will take reasonable steps to ensure the suitability of walking routes to schools, including improving lighting and lighting repairs, and cutting back vegetation.

The Council is committed to safe and healthy travel to school, to improving walking and cycling routes to schools and to road safety education in terms of the Curriculum for Excellence. The Council cannot, however, guarantee the safety of any pupil travelling to or from school.

Officers receive, from time to time, enquiries about the suitability of walking routes to school and they are assessed, individually, on the above standard criteria. Any decision to carry out a full review of suitable walking routes to schools in West Lothian would require additional funding support to acquire an external resource to assess and report on all walking routes.

Roads and parking at schools

Current measures installed at existing schools to promote safe and considerate roadsides and parking include 20mph speed limits, waiting restrictions and 'school keep clear' markings. All such measures at schools are enforceable by Police Scotland, however their resources are limited with respect to the enforcement they can provide during school peak periods.

The Council actively promotes the Parksmart Scheme which focuses on the longstanding issue of school road safety and encourages pupils to lead and participate in the choices and decisions made by the school and parents / carers around parking behaviours and active travel. This initiative is education led and all schools have been given access to this via an online portal to assist with tackling parking issues around schools.

Should a full review of roads and parking be required around all schools in West Lothian a review would require additional funding support to acquire an external resource to assess roads and parking around schools. If this was progressed it would be appropriate to carry out a suitable walking route to school review simultaneously.

School attendants

Although a non-statutory service, the Council has provided School Crossing Patrol Guides for many years and there are currently 82 approved sites across West Lothian.

Where staff are absent or there is a vacancy the School Crossing Patrol Co-Ordinator deploys a mobile guide to cover points where possible. If locations cannot be covered by mobile guides, then a risk assessment is undertaken and guides re-positioned, where possible, to the highest risk locations.

A report was considered by the Environment Policy Development and Scrutiny Panel on the 11 November 2020 which highlighted the difficulties in recruiting school crossing patrol guides. These recruitment challenges highlighted in 2020 are currently ongoing and officers in the service still have to carry out an assessment of the vacant positions to determine if a crossing point is still required. This assessment will be carried out in-house in 2023.

Review the impact and consequences of the introduction of decriminalised parking and the prohibition of pavement parking

The council is currently carrying out a parking strategy for West Lothian and decriminalised parking enforcement will be highlighted through this parking strategy with any appropriate recommendations made. After this strategy has been completed cost implications, impact and consequences can be determined.

The Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs, and gives local authorities the relevant powers to enforce these new provisions. On the 8 February 2022, Council Executive approved a report in relation to the council's response to the Transport Scotland pavement parking prohibition consultation. Transport Scotland have provided additional funding of £80,948 to carry out the assessment of the road network. The Council is progressing the appointment of an external consultant to carry out this extensive work and the impact and consequences of the pavement parking ban will be reported back to committee once completed.

Review the impact of the Scottish Government's proposal on the introduction of 20mph in built up areas

On 4 July 2022, the Council received confirmation of an additional external funding stream which has been provided to the Council to the value of £47,000 to carry out an assessment of the Council's urban road network for the future national strategy for 20mph speed limits. Guidance has been produced by Transport Scotland and officers are progressing the appointment of a suitable consultant to carry this assessment work. This information has to be reported back to Transport Scotland in March 2023 whereby the impact of this proposal will then be known.

D.5 Resources and timescales

The timescales and estimated cost implications for each element of this report is detailed in the table below.

Review action	Resource	Estimated cost	Timescale
Traffic speed limits on the road network in West Lothian	External	£30,000/ £40,000	4 months, would commence upon funding approval
Suitable routes to school, roads and parking	External	£40,000/ £50,000	6 months, would commence upon funding approval
School attendants	Internal	£0	3 months, could commence Spring 2023
Pavement parking ban	External	£80,948 external funding provided for assessment	6 months, timescales to be confirmed by Transport Scotland
Scottish Governments national 20mph speed limits in built up areas	External	£47,000 external funding provided for assessment	To be completed by March 2023

These costs are indicative and would be confirmed should any element be taken forward to the competitive market.

E. CONCLUSION

The statutory and public consultations carried out allowed people an opportunity to comment on whether the SfP measures should be retained or removed. The feedback contained within this report will allow Council to decide on whether the remaining SfP measures should be retained or removed.

F. BACKGROUND REFERENCES

Spaces for People – Feedback on engagement with communities and stakeholders report to Council on the 15 March 2022:

<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%93rz%8C>

Transport Scotland Pavement Parking Consultation – Council response on the 8 February 2022:

<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%93ly%8E>

Transport Scotland Speed Limit Review : The Assessment Process:

https://www.transport.gov.scot/media/5067/strategic_road_safety_-_speed_limit_review_-_reports_-_final_draft_-_the_speed_limit_review_the_assessment_report_2_.pdf

School crossing patrol guides – recruitment difficulties

<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dh%96jz%8A>

Appendices : 3

Appendix 1 – List of Stakeholders and responses

Appendix 2 – Summary of public consultation

Appendix 3 – Responses received

Contact Person : Gordon Brown, Roads and Transportation Manager, email:
gordon.brown@westlothian.gov.uk

Jim Jack
Head of Operational Services
22 November 2022

APPENDIX 1 – LIST OF STAKEHOLDERS AND RESPONSES

List of Stakeholders and Responses

Stakeholder	Response
Police Scotland	No
Road Haulage Association Ltd	No
Scottish Ambulance Service	No
Lothian & Borders Fire and Rescue Service	No
Freight Transport Association	No
Traffic Commissioner for Scotland	No
West Lothian Taxi Owners Association	No
West Lothian Taxi Owners and Drivers Association	No
West Lothian Private Hire Association	No
Disability West Lothian	No
CTC Scotland	No
First Bus	No
E and M Horsburgh	No
Blue Bus Ltd	No
Glenn Private Hire	No
Henderson Travel	No
Lothian Buses	No
Prentice Westwood Coaches	No
Sam Douglas Mini Coach Hire	No
Festival Travel (Scotland) Ltd	No
Spokes	Yes
WL Bike Library	No
West Lothian Clarion	No
Sustrans	No
Living Streets	No

APPENDIX 2 – SUMMARY OF PUBLIC CONSULTATION

Summary of consultation with the frontagers' affected by the temporary footway build-outs

Location	Consulted	Response	Remove	Retain	Remove	Retain
A803 High Street, Linlithgow	88	28%	15	10	60%	40%
A71 Main Street, West Calder	56	25%	8	6	57%	43%
Main Street, Mid Calder	47	17%	6	2	75%	25%
B7015 Main Street, East Calder	45	13%	1	5	17%	83%
B7031 Station Road, Kirknewton	48	25%	5	7	42%	58%

Summary of consultation with the frontagers' affected by the temporary cycle lanes

Location	Consulted	Response	Remove	Retain	Remove	Retain
A706 St Ninian's Road, Linlithgow	58	33%	15	4	79%	21%
B9080 Edinburgh Road, Linlithgow	63	17%	7	4	64%	36%
A899 East Main Street, Broxburn	101	28%	20	8	71%	29%
A89 Main Street, Blackridge	124	10%	8	4	67%	33%

Elected members and Community Council consultees

Stakeholder	Response
Joint Forum of West Lothian Community Councils	Yes
Elected Members (17)	4
Community Councils (7)	2

APPENDIX 3 – RESPONSES RECEIVED

Responses received to the stakeholder engagement

Respondent	Comments
Spokes	<p>Thank you for this consultation about the schemes listed in 2 and 3 below. We have obtained feedback from members in West Lothian, and our comments are on the basis of members who have experience of particular schemes – we have not attempted a consistent and comparative analysis of schemes. Our members also raised additional related points, which are in section 4.</p> <p>1. General points In general, Spokes strongly supports the SfP schemes, though with the detailed comments below.</p> <p>1.1 Previous consultation We were very critical of the earlier Council official recommendations to remove all SfP schemes on the basis of a consultation which appeared to be taken as a yes/no referendum, when it had major flaws as a referendum, albeit it gathered views from those who knew of it and chose to respond. In that consultation, respondents were not informed of the apparent success of the project in reducing crashes and speeds, and so were not equipped with full information when responding. Furthermore, categories of people who are particularly vulnerable on the roads – the young and the old – were seriously under-represented amongst respondents..</p> <p>only 0.1% of respondents were under 16only 5.9% were 16-24only 6.2% were 65-74only 1.1% were 75+ This probably therefore greatly over-represented the wishes of car owners, despite the transport and responsibility hierarchies promoted by the Scottish Government and in the revised Highway Code. Our concerns were laid out in some detail here.</p> <p>1.2 Timescales and Traffic Order procedures We are therefore pleased that this new stakeholder consultation is now underway, following the Council motion, but we are still not clear on the processes to be used. It is essential, for public confidence, for road safety, and to avoid waste of cash, that successful schemes remain in place until and unless they are rebuilt in improved materials. If temporary traffic orders (TTRO) which legalise the schemes are expiring shortly, the Council should use the Scottish Government's revised Experimental Traffic Order (ETRO) procedure to keep schemes in place, rather than a standard TRO which might not come into force until after they had been removed due to TTRO expiry.</p> <p>1.3 Quality of schemes We fully appreciate that schemes had to be implemented quickly under the government covid guidance and funding. Nonetheless it is vital that schemes follow the new national guidance on cycling infrastructure, and this needs to be incorporated into improvements when schemes are made permanent. Not only will</p>

this further improve safety for cyclists and pedestrians but it will improve the general streetscape and feel of local streets.

2. SfP footway build outs

2.1 A803 High Street, Linlithgow

Apart from the quality of materials, etc, this is greatly welcomed. The previous footway was far too narrow for pedestrians, and there is also a significant benefit for cyclists in not having to move out to overtake parked vehicles (with the added danger of 'dooring') in this narrow section of road.

One person suggested replacing the footway widening by a cycle lane, but our view would be that the pedestrian benefit is particularly significant here because the original footway is ridiculously narrow - and also that a cycle lane would make more sense if extended for a much greater distance along the High Street., rather than just this short distance.

More generally, our members had a strong desire for reduced traffic, and reduced traffic dominance, in the entire High Street and its general layout.

2.2 A71 Main Street, West Calder

We had no feedback from this area and so cannot comment

2.3 Main Street, Mid Calder

This scheme should be retained and improved

2.4 B7015 Main Street, East Calder

This should be retained and improved. In particular it helps reduce inappropriate parking, which delayed buses and causes danger for cyclists

2.5 B7031 Station Road, Kirknewton

We had two responses from members, one supporting this specific scheme and one opposed. However, both were united in wanting a much wider implementation of both cycling and pedestrian space, together with 20mph limits physically enforced by traffic calming, throughout the town.

The specific objection to this scheme, from a parent who accompanies her children by bike, was that it significantly increases danger for cycling since cyclists are forced into the traffic lane (or are in danger of close passes) and this is particularly scary on an uphill where one cycles slowly and can hear traffic building up behind or attempting to pass. She would like it restored to a cycle lane, with bollard or other physical protection. It does seem very ironic that the sole SfP scheme in Kirknewton increased walking space by removing cycle space rather than by removing car space - particularly when there were many other locations in the town where car space could have been used to create wider pedestrian space and when cycling and walking conditions at the local school are particularly bad.

3. SfP cycle lanes

3.1 A706 St Ninian's Road, Linlithgow

There was support from several people to retain this scheme, but redesigned to physically enforce the car parking bans. Furthermore, the cycle lane should be extended to and over the motorway bridge.

3.2 B9080 Edinburgh Road / Back Station Road, Linlithgow

This is a highly valuable and successful scheme in terms of cycling safety and confidence and, unlike several of the schemes, it has been observed almost 100% correctly by drivers. Previously the cyclist had to move well out into the traffic stream to avoid parked cars and the danger of 'dooring', whilst on a fairly steep uphill, and with traffic accelerating behind, emerging from the blind corner at the railway bridge. A secondary, smaller, benefit is added safety and confidence for pedestrians emerging from the pedestrian railway underpass onto the narrow Edinburgh Road footway, who now have a good view of traffic, rather than it being obscured by parked cars.

However, several people said the cycle lane needed to be extended further up, past the east station car park entrance, at least to the top of the incline, as the present arrangement still requires moving out past parked cars on an uphill, albeit a decreasing gradient. This extension should possibly be with double yellows rather than bollards, so faster cyclists can easily pass those traveling uphill at more modest speeds. Car parking could then be moved to the other side of the road, as has been done in the original scheme.

3.3 A899 East Main Street, Broxburn

One member wrote to us in support of keeping this, which he found a useful route out of the town. Another felt it would be more appropriate to use a white line on the wide footway (however generally Spokes argues for onroad protected lanes rather than shared footways which reduce pedestrian space).

3.4 A89 Main Street, Blackridge

This should be retained – the road is wide, so there is plenty space, and the area is built-up so there is significant cycling potential for local trips.

4. Other SfP and non-SfP related measures

4.1 Linlithgow Loanings pavement parking

This scheme was wonderful for pedestrians for the first few days, but was rapidly abused by drivers, and to work effectively requires physical measures to enforce banned parking.

The scheme gives a feeling of improved safety and much more pleasant town-centre ambience on what is otherwise a very narrow footway, sometimes so obstructed by vehicles that a wide pushchair or wheelchair had difficulty – and two could certainly not pass each other. Furthermore, crossing the road becomes much more feasible as views and walking space are not obstructed by the parked vehicles.

Finally, a survey by a Spokes member some years ago found that these spaces were often occupied by the same vehicles all day; and if that is still the case then they have no value at all in terms of providing shopper-spaces.

	<p>This scheme is so beneficial that it should not be delayed until the Scottish Government pavement parking legislation is brought into force, a date which is postponed every time it comes into view!</p> <p>4.2 Speed limits</p> <p>Many speed limit reductions were implemented under Spaces for People. The Council is not at present consulting on these, and there is talk they may be reconsidered in a wider speed strategy at some unknown point in the future, but will be removed meantime when their temporary legal orders expire. We believe it would be a mistake to remove these schemes in advance of that review, especially at a time when the Scottish Government (and the Highway Code) are highlighting the hierarchy of traffic and of responsibilities, to give great protection and prominence to walking and cycling.</p> <p>Although clearly there is some abuse of the limits, the Council report [Appendix 3] made clear that speeds have reduced – and, more important, crashes have also fallen significantly. In view of the reduction in crashes, it seems reckless to remove the limits now rather than retaining them until a county-wide review goes ahead. Furthermore, it would be simple to retain them meantime, by use of the revised Experimental Traffic Order rules introduced in November 2021 by the Scottish Government for the very purpose of easing the continuation of SfP measures when Temporary Traffic Orders expire.</p> <p>Finally, it may well be that some of the 20mph limits are inappropriate – one of our members thought so. However, under the Experimental Traffic Order procedures people could comment and limits could be modified during the lifetime of the Order and before the eventual scheme becomes permanent.</p> <p>4.3 Falkirk Road, Linlithgow</p> <p>The long-standing cycle lanes here are most welcome and are extensively used but, as you will know, were very badly laid, resulting in frequent patching and continuing pothole appearance. Furthermore, SfP-type bollards, or some other physical segregation method are vital as vehicles occasionally encroach, and there is also occasional parking on the lanes. We urge an approach to Sustrans for match funding to implement this scheme.</p>
<p>Burgh Beautiful Linlithgow</p>	<p>I am writing on behalf of Burgh Beautiful Linlithgow in response to your consultation on the above. Our committee has considered this and our views are as follows:</p> <p>1) A803 Build-Outs, High Street, Linlithgow. We are assuming that this refers primarily to the widened pavement on the north side of the High Street between Water Yett and opposite Lion Well Wynd. We are in favour of retaining this feature subject to proper reconstruction with natural stone as befits its location in an Outstanding Conservation Area. However, we would like to see shallow service bay(s) to be incorporated, or at least provision of clearer marking/identification of the existing service bay beyond the east end of the footway widening. We support Linlithgow Civic Trust's suggestions as attached for both this location and for the rationalisation of pavement parking east of the Cross, on the south side of the</p>

	<p>High Street – we assume that you will be aware of these proposals which were submitted to your planning colleagues.</p> <p>2) With regard to the cycle lanes at A706 St Ninian’s Road and B9080 Edinburgh Road (not Back Station Road), we think that, if they are to be retained, all bollards and any other plastic attachments to the roads should be removed and replaced with appropriate, clearer road markings.</p> <p>3) Generally, we hope that all such plastic bollards, etc will be removed in all locations. They look temporary and unsightly, and are very vulnerable to damage and theft.</p> <p>We hope that these comments are useful.</p>
<p>Linlithgow Civic Trust</p>	<p>Linlithgow Civic Trust agrees that retention of the widened pavement between Oliphant’s and RS McColl should be supported subject to it being properly reconstructed in stone when finance becomes available.</p> <p>Sketch drawings are attached which the Civic Trust has already submitted to the Council for consideration. The pavement car parking to the east of the Cross really needs rationalised in the way suggested, including street trees.</p> <p>Consideration should be given to the provision of a couple of delivery bays along the western stretch. The Trust appreciates that the problem is to ensure that cars do not park in them.</p> <p>The Trust is relaxed about the cycle lanes concerned being removed. Both roads are relatively quiet. Cycle lanes (with bollards) are, on balance, an unnecessary maintenance burden when their light use is considered.</p> <p>The Trust suggests the Council does nothing until all contributions to the consultation process have been considered and taken into account.</p>
<p>West Calder & Harburn Community Council</p>	<p>As a cyclist, motorist and WC&HCC member I would like to advocate for keeping the footway build out and making it permanent. I feel that it makes it more comfortable for people to use the public space safer and easier.</p> <p>During our community council meeting yesterday, I asked ... our planning secretary about this. She is of the same mind as myself but does not have access to a computer to contact you directly.</p> <p>Can I ask you to consider this response as coming from us both please?</p> <p>I believe the footway build out should be retained and made permanent.</p> <p>I support that the extended temporary people footway build out be retained.</p>

	<p>Apologies, I thought that I had responded in the affirmative. I do so now. Keep the extended pavement.</p> <p>I wish to state that the road should revert to the previous layout.</p> <p>Also, ..., who is a member of West Calder & Harburn Community Council but has no access to email, has also indicated that the road should revert to the previous layout.</p> <p>(Overall response was 5 for Retain and 2 for Remove)</p>
<p>Joint Forum of West Lothian Community Councils</p>	<p>Joint Forum Response to the Spaces for People consultation on Footway Build Outs and Cycle Lanes.</p> <p>Cycle Lanes We have found very little support for these temporary cycle lanes from anyone. Narrow painted lines give the illusion of safety to cyclists but have been found to be dangerous, as it invites drivers to make closer passes to cyclists than they normally would. Drivers are required to overtake according to the highway code and leave at least 1.5m from the painted line, but they don't. Putting bollards up just exacerbates the problem. Also cycle lanes are usually only in place for short stretches and then revert to normal congested streets with cars parked at the side of the road. Cyclists do not feel safe in this environment and so are put off cycling, not encouraged as is the objective. The feedback we have found is that people would prefer funding spent on extensions to the existing cycle network, particularly tracks that do not share the road with motor vehicles. We believe there already is a project underway in West Lothian to do just that. It is also felt that broad grassed verges, like those along the A89, could be utilised as safe cycleways with markings for cycles and pedestrians.</p> <p>Footway Build Outs Again we have not found a lot of support for them, with the possible exception of East Calder, where people believe it may be safer in this instance. It still leaves traffic difficulties, with the Main Street being virtually one way at times when the roadway is narrowed with cars accessing local shops.</p> <p>General Points</p>

	<p>We would like to know why these two subjects were chosen for local consultation and not the 20mph schemes? Consulting on that would have been useful because many small communities were in favour of the speed reduction scheme while most larger towns were against. This level of local consultation would have been welcomed on that subject. There also should have been guidance given out on the process they would need to follow to keep this measure, without having to go through an APS exercise.</p> <p>We are also wondering how the list of consultees was chosen for this exercise and who were actually consulted? Our Community Councils would have been delighted to cooperate with your department on a joint exercise to maximise the feedback from their communities. Community Councils are charged with expressing the views of their communities to the Council and most have devised communication channels to do just that.</p> <p>When Community Councils have been asked to spread the word on surveys using their social media channels, the response rate has been greatly improved.</p> <p>We look forward to receiving your response to this feedback.</p> <p>Joint Forum of Community Councils.</p>
<p>Ward 5_ East Livingston and East Calder - Councillor Logue</p>	<p>I am in favour of keeping the locations of the footway build out measures for Main Street in Mid Calder, B7015 Main Street in East Calder and B7031 Station Road in Kirknewton.</p>
<p>Kirknewton Community Council</p>	<p>We discussed the Spaces For People between Kirknewton Station and the school on our last Community Council meeting last Tuesday and voted overwhelmingly for its retention with only one person voting against its retention.</p> <p>With its retention we would like it extended towards the level crossing including build out and raising locally at the bus stop.</p> <p>Also where the spaces for people width is reduced at junctions this should be increased to match the rest of the widening.</p> <p>I sent a email previously about our feedback on spaces for people which I again attach below for information. There is frustration from our community Council and residents of the way the consultation has been handled and the way removal of the 20mph limits was removed by elected officials. We will be lobbying our local elected representatives for reinstatement of 20mph limits and a proper scheme as this is contrary to the way virtually every other local authority is going and trends worldwide.</p> <p>Look forward to discussing retention and looking at building on the opportunities to expand a scheme further.</p>

	Regards Kirknewton Community Council
Ward 2: Broxburn, Uphall and Winchburgh - Councillor Davidson	Good afternoon, I am in favour of retaining the cycle lanes in my ward. I feel that these provide more safety for both cyclists and motorists, reduces our carbon footprint and promotes a healthier lifestyle. Thank you for including me in your survey.
Ward 2: Broxburn, Uphall and Winchburgh - Councillor Calder	Thank you for your email in regard to the above. In terms of cycle lanes I am not opposed but I did have concerns when the current cycle lane was installed in East Main Street Broxburn and I have noted my concerns below for your perusal. 1. There was no consultation on the installation of the current cycle lane at East Main Street Broxburn either with residents or bike users 2. There is currently and has been for a while a cycle/pedestrian lane the length of the A89 (part of which runs parallel to the current one in Main Street) 3. Some users particularly young cycle users are in my opinion vulnerable on the current cycle lane in East Main Street 4. The pavements are wide enough in this location if in the future it is decided to install a cycle lane and possibly safer and if it is agreed by residents/users 5. There is currently a safety issue of sightline at the entrance/exit to the LIDL store where the cycle lane runs past On the basis of the above I would therefore be in favour of removing the temporary cycle lane at East Main Street Broxburn. Thanks again for the opportunity to comment.
Ward 9: Armadale and Blackridge - Councillor Borrowman	Remove. Not used by cyclists, its advisory nature means it's understandably ignored by drivers. There are many places in Armadale and Blackridge Ward which could have benefited from the white road paint in the interest of road safety.
	A803 High Street, Linlithgow – Footway build out
Resident	I'm in favour of retaining the footway build out. I walk, cycle and drive along the High Street. Walking has been noticeably easier with the build out and also eases the congestion that comes on 'bins out' days. I've noticed that when cycling, cars are less inclined to overtake me on the narrower sections of the road. Though there are always some drivers that will try to squeeze through. On balance I find cycling easier with most drivers choosing to stay behind me.

	<p>As a car driver I've felt that the road has become busier at times, but there has been an increase in other road work activities. However, I'm happy to drive through the town at 20mph or below - I can understand that commuters passing thro the town would have a different view. I think the speed thro town is largely regulated by the ad hoc parking of delivery van drivers, buses or cars manoeuvring into the off road parking bays - this is reasonable and expected driving behaviour. A benefit of the narrower roadway is that it discourages the less reasonable behaviour of shoppers convenience parking for a few minutes. IMO that should be discouraged, by some means- a narrower road or cameras? I'm not aware of any other form of controlling this parking.</p> <p>Thank you for the consultation.</p>
Business	I am in favour of removing the footway built out which is Infront of my Salon as it always get flooded.
Business	<p>We are against the footway build out and would like it removed as soon as possible.</p> <p>Footfall is low at this part of town and we have no need for extra space for pedestrians. This is taking width away from an already narrow road for vehicles, we have seen numerous wing mirrors being struck off cars due to the lack of road width and deliveries to the businesses in the area now block the entire street which causes issue with emergency services and general through way. An accident waiting to happen.</p> <p>Covid risk is now known to be minimal or non-existent outside and we can see no reasons for these measures to continue.</p>
Business	To Whom it may concern. I am the manager of Chest Heart and Stroke Scotland Charity Boutique 220 High Street Linlithgow. I would like to see the removal of the Footway Build out. It has had a negative effected our shop, we receive less donations due the restrictions it creates.
Resident	I am in favour of retaining the footway build-out - it provides much needed extra space for passing others at congested points in the High Street, particularly for buggies and mobility scooters.
Resident	Yes please revert to how it was before COVID, improve the drainage and the surfaces at the same time.
Business	<p>Good afternoon,</p> <p>Thank you for your letter dated 22nd May asking for feed back on spaces for people Hight Street Linlithgow.</p> <p>The directors of the company would prefer this to be removed.</p>
Resident	I vote we get rid of the extended pavements and go back to pre Covid but with resurfacing and repair
Resident	<p>With regards to the Space for People Consultation I'd like it to be known I support the scheme and hope to see the widening of pavements made permanent on the High Street.</p> <p>Outside my property there was an introduction of a widening of the pavement through the Bus Stop which was an excellent addition and has sadly been removed. With the return of tourists, it's daily I see groups pile up on the pavement blocked by 1807 Beer Garden and individuals being forced out onto the bus stop/road. Second to that, as it is now back to such a large bus stop, it's often two busses pull up, leaving</p>

	<p>their engines running while the drivers have a smoke & a chat. Generally, this is either very early in the morning or late in the day when they are ahead of schedule.</p> <p>It would be a real shame to see cars yet again prioritised over pedestrians in Linlithgow and I genuinely feel sorry for our visitors that must wait 5+ minutes to cross the road while HGV's and Single Occupancy Cars go past continuously at the Cross.</p> <p>More must be done to protect pedestrians and make the High St a pleasant area to spend time & money if we wish Linlithgow to remain a major tourist attraction and a place of historical significance.</p> <p>As a resident of the High St, I would fully support the development of pedestrian zones in the area.</p>
Resident	<p>Further to your letter dated 9th May I would like to confirm I am in favour of removing the temporary footway build out and reverting to the previous layout.</p>
Resident	<p>The footpath build out was a mistake from the outset.</p> <p>There is no easy answer to the traffic problems in the High Street, made worse by the planning decisions to allow the endless ribbon develop of private housing schemes. The restrictions in St Ninian's Road put further pressure on the the limited available parking in the town.</p> <p>Traffic congestion, lack of parking and uneven footpaths make a visit to the High Street a nightmare for anyone, like me, with mobility problems.</p> <p>The footpath build outs need to be removed but a patch up job will not do. A comprehensive plan for the length of the High Street is essential.</p> <p>I live in hope</p>
Resident	<p>Please lodge my response in favour of retaining the footway build out. For reasons of:</p> <ul style="list-style-type: none"> • Increased accessibility for wheelchairs, prams & less able individuals along the High Street • Reduced carriageway parking and therefore improvement of traffic flow through the town centre • Reduced street clutter from bins etc
Resident	<p>Received your letter regarding the Footway build out and wish to advise I am strongly against the alterations being retained on a permanent basis.</p> <p>I consider that whilst it might have been well meaning, it has caused more inconvenience to pedestrians and drivers alike.</p> <p>It has resulted in there being more cyclists using the pavements and the bollards regarding the parking on the pavement has resulted in a danger to these vehicles and also to traffic on the road.</p> <p>Please consider this a plea for reinstatement to the original footways.</p>
Resident	<p>My opinion: The SFP measures should be retained and improved with better drainage and permanent bollards to deter illegal parking and protect pedestrians.</p> <p>I drive and cycle, but I mostly do the latter for local journeys. While I'm used to gambling with my life daily in the roads, my kids have also been joining me on their bikes to go to kids clubs etc. When cycling as a</p>

	<p>group we tend to stick to quiet roads and pavements most of the time, and the extra space has been appreciated. The sfp measures are a step in the right direction and they've been pretty successful IMO, people like to complain about any change but this is definite progress. Some of the temporary bollards have been removed so people can park on the pavement as they did previously, but that's easily fixed with permanent bollards.</p>
Resident	<p>Please keep the extended pavements and improve as you suggest in your letter. Please also retain the fantastic 20mph zones as they are currently. This has led to improvements in safety, pollution (noise and carbon) and has generally made the whole town more attractive and welcoming.</p>
Resident	<p>I would like to express my support for retaining and making permanent the footpaths along Linlithgow High Street</p>
Resident	<p>I live on Linlithgow High Street and believe that the extension of the pavement should be taken away. This is not just because I can't park outside my house and have to walk from the Water Yets (where we now park as do many residents in our block) to 218, which is above Chest Heat and Stroke shop, with large bags of shopping, it is because as soon as it rains there are large puddles which prevents anyone from being able to walk along the pavement. In the winter these have been like ice rinks which are often around 4 meters long. Even if you "formally constructed" the walk way and put drainage in it would still gather due to the camber of the road on to the pavement. The pavement on this side of the road was always wide enough and this was a waste of time and money as agreed with anyone I ever heard talking about it. There are 4 adults in our house and we are all in agreement with the above. It would also be nice to be able to park up to empty my car after a trip to the shops. As I stated above we park at Water Yets car park where we always get a space due to the times we work and are coming and going, someone mentioned this will be becoming a pay to park car park is there any truth in this? If so where do the residents parks? We have 4 adults 1 uses public transport 1 has a work van which he has to use every day to do his job and we have 2 cars which have to be used as it is not possible to get to our work places in under an hour and on time to start as one starts at 6am. The other is only a 20 minute drive and 2 buses if using public transport.</p>
Resident	<p>Thank you for your letter regarding Spaces For People Consultation A803 High Street, Linlithgow. I hereby inform you we are in favour of removing the footway build out.</p>
Business	<p>Thank You for handing in the letter regarding the footway built out pathway outside our shop. Please can I confirm that I would like for this to be removed. Since the footway has been build out the front door of our shop floods and despite numerous call to the council nothing has been resolved, hence this we would highly recomend taking away the tarmac extensnion.</p>

Business	In response to your letter as above - Wellbread Catering, 234 High Street, Linlithgow EH49 7ES is in favour of removing the footway build out.
Resident	In response to your letter I would like to inform you that I'm in favour of removing the temporary footpath on Linlithgow High Street originally this was a temporary measure that is no longer needed. The Street should be put back to the way it was before covid. It would also reduce traffic congestion on the very busy road and would allow the pedestrian crossing to function as it was designed. If the concences is to keep the temporary pavement please don't allow the engineer that was in charge of the original design to have an input as he obviously has no knowledge regarding water hydraulics.
	A71 Main Street, West Calder – Footway build out
Resident	Please remove the footway build on Main Street as it causes traffic congestion
Resident	On the subject of the spaces for people on A71 Main Street, West Calder. I wish them to be removed.
Resident	The temporary space for people footway opposite ..., west calder should be REMOVED. Since it was put in place cars, van and lorries park on the pavement at the other side of the road reducing the space for people to walk on. If Vehicles park on the road and traffic is waiting for the traffic lights to change larger vehicles, included emergency service vehicles, cannot get through. Very few people walk on the side where the pavement has been extended out into the road
Resident	We are in favour of removing the footway build out as traffic becomes very congested outside our building.
Resident	I am the occupier of ... Main Street, West Calder, EH55 8BY, and am writing in connection with the spaces for people consultation about the pavement build out outside of my home. I am in favour of the removal of this build out. The pavement at this stretch of road is already around 2.5m wide giving ample space for people to move about without crowding. The build out simply reduces the width of the road in an already busy stretch of road, increasing the likelihood of accidents involving vehicles and people as vehicle navigate a bottleneck. By removing this it will allow the road back to full width giving vehicle space and still not compromising space for pedestrians.
Resident	I am in favour of retaining the footway build out.

	Main Street, Mid Calder – Footway build out
Resident	I live in one of the flats ... which is located directly above where the temporary spaces were put in, parking is hard enough in this village without losing 2 or 3 spaces for cars to park therefore I am in favour of removing the footway build out. Thanks
Resident	We would prefer if the build sections near our address (...Main Street) were removed. We understand the need for the sections when the pandemic was rife. However as things are slowly returning to a normal way of life I can see no need for the sections on the Main Street. Previous reports to have the water blockage that gathers near our front door removed have been dealt with in a timely manner but the clearance does not last for long with sludge and rubbish gathering at the drainage pipe.
Resident	In response to West Lothian Council's recent letter regarding the temporary Spaces for People footway build out on Main Street Midcalder; I would suggest that the Build Out be removed. It is not serving any practical purpose.
Resident	I Refer to the Footway Build Out in Main Street Mid Calder which is directly outside a flat owned my me at ... Main Street Mid Calder and write to request that this parking restriction is removed without further delay. It's implementation 2 years ago has drastically reduced necessary and much needed residential and business parking spaces in a village which is already under supplied. If it were to be retained and made permanent this would be unwelcomed in the community and a total waste of money from the public purse.
Business	To whom it may concern, I write with regards to your recent correspondence regarding the spaces for people footway build out. I am based at 3 midcalder main street (Belford butchers) and have occupied this business premise for under a year, I have witnessed many people trip and a few in particular an elderly gentleman fall over due to the temporary road build outside the shop, I had previously called the council regards this however received no follow up. The build reduces parking area's and can make deliveries problematic, affecting the local businesses in the area so I would most definitely be in favour of the removal of these
	B7015 Main Street, East Calder – Footway build out
Resident	I received a letter asking my opinion on whether the SFP footpath outside Tesco on Main street East calder should be kept in place or not. I live at ... Main street directly across from it. I cannot express enough the need to keep this path in place for the following reasons.

	<p>Congestion - The flow of traffic has been much better. There is no longer parking going on at both sides of the road.</p> <p>Parking - Main street was a hotspot for cars being damaged due to how narrow the road is when parking is at both sides of the road. There are no longer wing mirrors littering the road.</p> <p>Safety - When cars are parked at that side of the road it is difficult for people to cross the road safely. Ive seen children, prams and elderly nearly hit by cars crossing here before the path was in place. The Lollipop man has also said to us it has made his life much easier since the footpath was place there, as he can see traffic coming from both directions.</p> <p>A new build at that side of the road was prohibited by planning permission to build a driveway onto the road due to sightlines . If cars were allowed to park here then this would give the same safety concerns as a driveway.</p> <p>And finally the path without the extra space isnt wide enough for two people to walk past each other. Again this means people are having to walk onto the road to walk past. Wheel chairs and prams struggle to get past cars parked close to the kerb.</p> <p>Thank you for your time and happy to discuss further.</p>
Business	<p>I think it is disgraceful that the footway build out was put in at all.</p> <p>When the pandemic hit, we had to flip the business to one of takeaway to both keep the business going and to support those in the community that needed our services. Whilst the other cafes in the village decided to close and live off the support packages they were given, as a new business we had no such luxury.</p> <p>Critical for my delivery drivers during this period to turn things around quickly and get to more people was the ability to park close by . With everybody else staying at home the footway build out restricted what was already limited parking spaces.</p> <p>As we have come out of lockdown and we attempt to recover, despite the inflation pressures, business has become more face 2 face. With customers out and about ease of parking is in the top 3 of things a customer looks for. I know parking remains an issue as my delivery drivers continue to have to park occasionally 50 metres away. Therefore this is clearly having an impact on my customers. It's very frustrating to see parking spaces blocked off across the road from the cafe, a path that is used no more than the path on the opposite side of the road.</p> <p>I for one would like to see West Lothian Council support local business especially ones that were acknowledged as essential to remain open during the pandemic. Therefore I absolutely want to see this useless waste of public money removed.</p>
Resident	<p>We are writing to you concerning the temporary Spaces for People footway build out that is opposite our residential property in East Calder.</p> <p>It is our strong desire to see the footway build out retained on a permanent basis.</p>

	<p>The build out has led to the restriction of vehicular parking on that side of the road, which in turn has led to improved safety for both pedestrians and vehicles.</p> <p>There is now also increased traffic on the B7015 due to the new Housing Developments in the area, increased bus transport and construction vehicles. Hence, we feel the build out will greatly benefit road safety in the area.</p> <p>We would be grateful if our wishes could be reported to the meeting of the West Lothian Council in June.</p>
	B7031 Station Road, Kirknewton – Footway build out
Resident	I would like the temporary footway to be made permanent. As so many people walk in Kirknewton, both from the village and neighbouring East Calder, it makes sense to keep the additional path space. It doesn't have a negative impact on traffic as the road is still sufficiently wide.
Resident	<p>I am in favour of retaining the larger sized pavements on Station Road for the following reasons -</p> <ol style="list-style-type: none"> 1. Many people from Kirknewton and East Calder regularly walk in the village and use the footpaths. There is no footpath on the opposite side of the road so a wider footpath is required. 2. The increased footpath does not impact on the road as there is still plenty of space for cars to pass safely.
Resident	<p>the path should be removed and reinstated back as there is no benefit as it stands and causes problems to other road users to try to pass parked cars this is a village and the footway are not congested in any way or at any time so I am not in favour and would like them removed</p> <p>and to go ahead with the build-out is a waste of public money which could be spent in better ways the trouble it caused when you installed the path was shocking and in parts of the village only lasted 24 hours before getting removed</p> <p>I look forward to your response</p>
Resident	In response to your consultation about the bus stop in Kirknewton, I am in favour of any measures that help pedestrians and those on unmotorised wheels.
Resident	<p>If the 20mph speed limit is made permanent, which it should, then the path build out should stay.</p> <p>If the 30mph speed limit is re-intated, then the path build out should go.</p>
Resident	<p>Thank you for your letter dated May 9th.</p> <p>After careful consideration, I would like the footway build out which is outside my property at ...Station Road, Kirknewton, EH27 8BJ to be removed.</p>
Resident	I refer to your letter dated 9th May 22 regarding the Spaces for People footway build out at B7031, Station Road, Kirknewton adjacent to Caledonian Court and would advise you that I am in favour of the provision being retained. My only adverse comment would have been the retention of the temporary bollards as they

	<p>are easily removed and thrown around. I note however, from your letter, that the bollards would not be continued.</p> <p>In my opinion, the extension of the footpath has greatly improved road safety in the area and has facilitated much safer walking, especially while exercising dogs, cycling with less indiscriminate parking, use of wheeled devices for people with impairments eg wheelchairs and walking aids and visibility in and out of the junction at build up of traffic due to the level crossing sequencing.</p> <p>I trust that this will be of some use in your deliberations.</p>
	A706 St Ninian’s Road, Linlithgow – Cycle lane
Resident	<p>I am emailing in response to the letter received today regarding the temporary Spaces for People cycle lane on St Ninians Road, Linlithgow.</p> <p>I would prefer that the cycle lanes are removed for the following reasons;</p> <ul style="list-style-type: none"> * on the west side of the road there is a varying number of cars parked at all times meaning that cyclists would require to weave in and out of the spaces - any cyclists I have observed do not use this lane at all. * on the east side of the road the lane, together with the flexible bollards, significantly reduces the width of the road. I have witnessed a few near misses when large cars, vans, lorries etc try to pass other vehicles. I have also felt unsafe at times when getting in and out of the driver’s side of my own car. * on the east side the bollards impact on the farmer’s ease of access to the field. * I have observed the traffic flow for significant periods of time and am surprised by the extremely small number of cyclists who use the cycle lanes. I believe the benefit to these few road users does not outweigh the drawbacks for all other road users. <p>I look forward to hearing about the council decision in due course.</p>
Resident	<p>We wish the cycle lanes on St Ninians Road Linlithgow to be removed and the road reverted to previous layout.</p>
Resident	<p>Thank you for your communication. I am glad to be consulted about possible removal of the cycle lanes. Perhaps residents should have been consulted prior to their sudden appearance.</p> <p>The lanes are rarely used and with cars allowed to park on 1 side and bollards on the other, the road is much narrower. I have seen a few near misses and it is difficult for large vehicles to pass each other safely. My wife and I would support the removal of the lanes.</p> <p>On a related matter the 20 m.p.h. speed limit is largely ignored with most traffic travelling in excess of 40 m.p.h. especially when entering the town. The road needs a speed camera or speed bumps to deal with this. This could be done when removing the lanes,</p> <p>Thank you for seeking our views on this occasion.</p>

Resident	In response to your hand delivered letter on the cycle land consultation, my opinion is the dangerous cycle lane should be removed immediately, with the Road reverting to its previous layout.
Resident	<p>Thank you for your letter regarding the above. I find it quite hard to contain myself on this particular initiative. What a complete waste of money it has been! There is only a very short sectioned off part of the cycle Lane, with cars allowed to park on the non sectioned area rendering it not a useable cycle Lane! Further, The sectioned off area (with bollards) is dangerous as cars get far too close to each other when in this area travelling north and south. What there should be in this area is a much better speed control system, as cars regularly seem to be travelling way in excess of the speed limit, Particularly coming into town! At the very least there should be an electronic sign showing speed people are travelling at. So in answer to your question yes please remove this cycle Lane. It has been a complete waste of money at a time that council services are being cut back. As said some form of traffic calming measure would be most welcome however. Thank you</p>
Resident	<p>Further to the letter received today asking for our views on the temporary Spaces for People cycle lane on St Ninian's Road in Linlithgow I should like you to consider the following:</p> <ul style="list-style-type: none"> • The cycle lane has caused numerous 'near misses' as it makes the road too narrow for two cars to pass safely. Most houses on the west side of the road park their cars on the road as they do not have driveways, thus narrowing the road further • The road is busy, used by numerous large vehicles- lorries, buses etc., as well as cars. If a large vehicle is coming in both directions - or indeed a refuse collection or delivery vehicle has to stop, then the road gets blocked completely • By far the greatest issue on the road is the speed of the cars. Despite there being a 20mph speed limit this is very rarely adhered to. The cycle lane has made this worse as cars try to get through the narrow part of the road quickly, before a car approaches from the opposite direction. As many pedestrians cross the road to get access to the Peel, this is a serious accident waiting to happen. • The cycle lane is very rarely actually used. We see it all day, every day, from our house and there are rarely more than 1 or 2 cyclists a day using it. Indeed, many days go by and no-one at all is on it. • Rather than a cycle lane, surely the obvious action would be to install more effective anti-speeding measures, such as speed bumps, vehicle activated signs -or indeed speed cameras. This would make the road significantly safer for ALL road users - car drivers, pedestrians AND cyclists.

	<p>As you will appreciate from the above, I am wholeheartedly against the retention of these cycle lanes. In my mind the whole idea was poorly thought out and ill advised, and the sooner they are removed the better.</p>
Resident	<p>Many thanks for asking us to share our views on the cycle lane in our road. We are firmly in favour of removing the cycle lane. It was certainly well worth trying, but the road is too full of parked cars (including our own) and as a busy road the cycle lanes force the traffic dangerously close together. It is very rare for traffic to stick to 20 so the speed does not help. Because the lane is broken up with parked cars it doesn't seem to be particularly safe for cycles as they have to move in and out of the dedicated lane. We do not see many cycles using the current set up and I wouldn't find it a good option.</p>
Resident	<p>Dear Sir....I refer to your hand delivered letter received by me on 9th May 2022 referring to possible removal of the temporary cycle lane measures in St Ninians Road , Linlithgow.....and can confirm that I am in favour of their removal....I see little use being made of them....and on one side use of this lane is impractical due to car parking...the bollards also narrow the road leaving it quite tight for large vehicles to pass...Please confirm receipt of this email vote.....</p>
Resident	<p>We would like the cycle lane outside our house at ... St Ninian's Avenue to be retained if the bollards are also retained. We have found that the lane with the bollards has had a traffic calming effect on vehicles coming from the direction of Bo'ness. This is especially important for the crossing just below our house used by many pedestrians to access the loch. We don't think a painted cycle lane without bollards would be as effective. (This can be seen further down on St Ninian's Road on the opposite side where the cycle lane is used as parking spaces). Also the lane gives us more room when exiting from St Ninian's Avenue in our car to see traffic coming from both directions - and of course traffic can see us.</p>
Resident	<p>I write in response to your letter regarding the temporary cycle lane installed outside my property on St. Ninian's Road Linlithgow. I would advocate that these Temporary Spaces for People - cycle lane measures, be removed as soon as possible. In the time these lanes have been in place, their use has been infrequent in the extreme, usually by only about three or four cyclists per week, at the most. A total waste of money. For walkers, there are already two broad pavements bordering the road, and these have always been well used. These lanes have created problems and danger for vehicular traffic. Some householders must park their cars on the road, and with the lanes in place, a bus or lorry has difficulty passing other vehicles, sometimes</p>

	<p>requiring awkward reversing manoeuvres. Indeed it can sometimes be difficult for two cars to pass each other safely. On the days of the refuse lorry collections, traffic can come to an almost complete standstill. I hope that these lane markings and posit will be removed speedily, and the road returned to it's previous state.</p>
Resident	<p>Thank you for your letter asking about the cycle lane. I would prefer it be removed. The impact on traffic flow has been considerable while the use of the cycle lane is negligible. The fact that it doesn't connect anything to anything and just stops makes us wonder why on earth it was put there in the first place. I'm all for cycle lanes and reducing traffic but this one seems ill conceived.</p>
Resident	<p>I am home owner in St. Ninian's Road and the sooner these cycle lane are removed the better. These lanes have been a complete waste of time and money. The volume of cycle usage on the lane on the East side of the road has been minimal and on the West side has been almost non-existent. The cycle lanes have caused a bottleneck and congestion in the road and has resulted in ambulances, fire engines, buses, lorries, tractors, and cars having to stop to let oncoming traffic squeeze past. On one occasion, an ambulance with flashing blue lights had to drive over the bollards due to an oncoming bus blocking the road.</p> <p>These lanes were put in place on the pretext that they would somehow contribute to minimising Covid cross-infection. Given that this is no longer a consideration, then I'm surprised that the council is even considering keeping them. It's safe to say that they had no impact whatsoever on this front but instead contributed to the town's carbon footprint by causing traffic congestion. Not to mention the carbon cost of the works to put these in place and remove these again!</p>
Resident	<p>Further to your invitation to provide a response on whether the cycle lanes should be retained on a more permanent basis, I would like to make the following points on behalf of my wife and myself:</p> <ol style="list-style-type: none"> 1. There is little doubt that the creation of the cycle lanes has resulted in a reduction in the speed of traffic using the road because of the restricted width of the road. I would imagine that this is an unintended consequence rather than a planned outcome. As residents we welcome this outcome but would suggest that better signage of the speed limit, more regular speed checks by the police and speed bumps at appropriate positions along the road would be even more effective. 2. The cycle lane nearest to the loch does not appear to be extensively used. This is hardly surprising as it does not readily connect with other dedicated provision for cyclists. However, as we are not cyclists, it is difficult for us to judge its effectiveness. The cycle lane on the other side off the road is not used at all because it is used for residents' parking and also by those visitors walking round the loch. Consequently, the removal of the road markings on this side of the road would make no difference at all.

	<p>On balance, we would support the retention of the cycle lane on the basis that it has reduced the speed of traffic. This response is based on the assumption that no other speed control measures are being planned for St Ninian's Road.</p>
Resident	<p>I think the cycle lanes are a waste of money. They can only be used intermittently due to cars having to park on St Ninians Road. They cause traffic congestion due to the fact that there are rarely cars parked on both sides of the road (unless a bank holiday or event), however now the road is restricted at all times. A more effective use of funding would be to install speed bumps. 90 percent of cars are travelling way faster than 20 miles an hour on this stretch of road. Many travelling much, much faster. Pedestrians are crossing to and from the Loch access; there is a Zebra Crossing towards the end of St Ninians Road; and a particularly bad junction leading to the High Street which is often backed up. 100% think that this was a complete waste of precious effort and funding.</p>
Resident	<p>Ref: Cycle lane on A706 St Ninian's Road I am NOT IN FAVOUR of keeping this cycle lane. I wrote to the councillors in June last year, making the points below and in the 12 months since, my views have not changed. If anything, I am even more convinced that they increase risk for both cyclists and motorists using St Ninian's Road, having seen emergency vehicles blocked by buses and vans coming in the other direction. I am both a cyclist and motorist, using this stretch of road daily. I haven't seen a single cyclist use the cycle lane. Has any research been done on how many people cycle this stretch of road? I have seen families with young children choose to cycle on the pavement and keen cyclists stick to the main road (the cycle lane is currently covered in debris which would hide any rough road or potholes). The state of the cycle lanes on the Falkirk road between Aldi and the St Ninian's is shocking, so the idea of 'formally constructed (cycle lanes) with more permanent material' does not fill me with any confidence. As a cyclist I would choose a paved road over a poorly maintained cycle lane.</p>
Resident	<p>I write with reference to your letter date 9th May 2023 and would confirm my and my wife's objection to retaining the cycle lane for the following reasons:</p> <ol style="list-style-type: none"> 1 I have seen very few cyclists choosing to use the facility. Perversely, presumably due to the parked cars at the end of the cycle lane it does seem to have encouraged more cyclists to use the pavements instead. Indeed I have seen cyclists using both pavements and in both directions. Cyclists using the western pavement create a potential risk to residents leaving their premises as many of the gardens have high walls which reduces the visibility to see people using the pavement and in places the pavement is very narrow. Eventually a cyclist will hit one of the residents stepping onto the pavement. 2 The cycle lane has reduced the amount of street parking on the east side of the road which has resulted in cars parking on the west side round the driveways thereby reducing the visibility for residents using their drives.

	<p>3 As the cycle lane is narrower than a parked car there is now sufficient space for two cars to pass. Prior to the installation of the cycle lane one of the cars would have to wait for the car in the opposite direction to pass. This has resulted in an increase in speed of many of the cars using the road, especially this coming off the hill.</p> <p>Please acknowledge receipt of this email.</p>
	B9080 Edinburgh Road, Linlithgow – Cycle lane
Resident	<p>I support the retention of the cycle lane on Edinburgh Road, Linlithgow.</p> <p>Although I do not cycle, I hope that restricting the road space for cars encourages drivers to reduce their speed on this section of Edinburgh Road.</p> <p>My son needs to cross this road on his way to and from Low Port Primary School. As drivers often greatly exceed the 20mph speed limit on this section of Edinburgh Road, I welcome any measure that may encourage them to slow down.</p>
Resident	<p>I am emailing in response to your consultation on Spaces for People Cycle Lanes on Back Station Road, Linlithgow.</p> <p>In our opinion, the cycle lane should be removed. In all the time they have been instated, I am yet to see anyone using them, in fact I have witnessed cyclists actively avoiding them. Due to parking spaces, the cycle lane is interrupted by parked cars, causing cyclists to move onto the road or pavement, defeating the purpose. This road is also busy at times, with cars often travelling over the speed limit, and the cycle lane has led to the road being quite narrow, when parked cars taken into account.</p> <p>I would also like to suggest that, if previous road markings are reinstated, the parking spaces that were placed on the opposite side of the road (at the time the cycle lane was made) be removed. These parking spaces lead to there being increased noise for residents as the parking is now directly outside St Magdalenes building. People often return to their cars late at night, which causes nuisance, and we have seen cars being parked in these spaces for over a week.</p> <p>Thank you for seeking our views on this subject.</p>
Resident	<p>Thank you for your 9 May 2022 letter, seeking opinions for the retention or removal of the cycle lane on B9080 Edinburgh Road / Back Station Road, Linlithgow.</p> <p>I am in favour of removing the cycle lane and restoring the original road layout, because:</p> <p>Few cyclists actually use the cycle lane, partly because it's so short it's hardly worth it, and it's often full of debris.</p> <p>It's dangerous for motorists approaching it from High Port because they can't see it until they've gone under the rail bridge.</p>

	<p>The new parking bays (adjacent to the St Magdalenes distillery building) are of insufficient width meaning cars often have two wheels on the pavement.</p> <p>When cars are parked in the new bays they create a blind spot for pedestrians wishing to cross the road, but also for motorists pulling out of St Magdalenes.</p> <p>Concerns about this raised previously were met with the response that 'motorists should be doing 20mph'. Well indeed they 'should', but I can affirm the vast majority of vehicles are doing 30mph as an absolute minimum, the majority probably 40mph plus.</p>
Resident	<p>I consider this should be removed.</p> <p>It seems to be rarely used so serves little purpose.</p>
Resident	<p>I am of the view that the temporary cycle lane on the B9080 Edinburgh Road should be removed as soon as practical and the road reverted to its previous layout - including the reinstatement of the previous parking bays.</p>
Resident	<p>I would like the cycle lane to be removed and parking reinstated as it was before.</p> <p>I feel it is an accident waiting to happen, as line of sight coming out of St Magdalenes is now worse than before due to cars parking in the new parking area(often an SUV with a high back is nearest our entrance and makes looking for traffic much more difficult than it was).</p> <p>In addition there is limited parking for commuters using the station. There are only 4 car parking spaces this side of the road and there were more on the other side of the road before the cycle lane replaced them. We need to encourage people to use public transport to Edinburgh, Glasgow, Stirling etc. and they need to park their cars to access the train if it's too far to walk. There are more and more commuters using our residents parking area at the entrance to St Magdalenes opposite the train station car park.</p>
Resident	<p>Thank you for the invitation to express my views regarding the new cycle lane recently introduced on the B980 at Back Station Road / Edinburgh Road in Linlithgow.</p> <p>I believe it should be immediately removed on the grounds of safety.</p> <p>Introducing a hazard immediately after a blind corner with a sharp turn is not a sensible step forward in safety for any road user: and to almost immediately end this cycle lane - by turning the next stretch of road into designated car parking, forces cyclists to now go around parked cars. This puts cyclists in far greater danger than previously, as they are being forced into the road at a pinch point which has now been created from nowhere.</p> <p>Furthermore vehicles turning right into St Magdalenes are now holding up all traffic flowing under the rail bridge onto Edinburgh road because an artificial single lane has now been created.</p> <p>Cars parked in the overflow Rail Car Park are blindsided by parked cars when turning left. There are several near misses every day and it will only be a matter of time before those misses result in serious injury or worse.</p>

	<p>The 38x buses - the main route in the Forth Valley Region - are now forced to pull out into the middle of the road immediately after turning the blind corner under the railway bridge to avoid the new cycle path and the hazard of the newly introduced parking for cars a few yards farther up the road on the blind summit.</p> <p>This railway bridge bend, however, is very, very tight. Clearance is minimal if any large vehicle held by the traffic lights is waiting to go into Linlithgow town centre.</p> <p>Whilst well intended, I can assure through daily observation that an accident hotspot has been created, where none existed before.</p>
Resident	In favour of retaining the cycle lane
	A899 East Main Street, Broxburn – Cycle lane
Resident	<p>We are in favour of removing the cycle lanes. Should have been a good idea, but they are too narrow. The cyclists still use the pavement and try to manoeuvre around the cars that are parked on the cycle lane and the pavement. Sometimes I have to take my dog onto the road as I cannot use the pavement for the cars and dodging cyclists.</p> <p>The money would have been better spent on more and larger 20 mile signs coming into Broxburn. The traffic still speed up East Main Street. Also cut trees as they quite often obscure signs and obstruct our view.</p> <p>The pavements in Broxburn are wide enough that you could have altered part road and part pavement like Europe.</p> <p>Also might have been a good idea to ask the public opinion before putting the temporary cycle lane in place. Probably would have been cheaper in the long the long run.</p>
Resident	I am in favour of removing the cycle lane from outside my property.
Resident	<p>It has been my observation that the cycle lane outside my property is very rarely used therefore I would propose that it be removed.</p> <p>Further more I have a real issue with the posts that have been erected outside my property to separate the cycle lane. I can see absolutely no purpose to these. They are only placed for the few houses at the bottom of East Main Street so seem pointless & cause much more harm than good.</p> <p>Myself & countless others have almost scraped their car on them whilst trying to get out their drive. There is not enough room been left at the top of our drives to enable safe exit into the main road.</p> <p>This has been an issue ever since they were placed & would like to see them gone as they serve no purpose other than an obstruction.</p>
Resident	In my opinion, the cycle lanes should be made permanent. We are looking to reduce our carbon footprints across the country, West Lothian should be no different. I would also like to see more cycle paths and also

	<p>walkways installed within the area, signposting where these areas are and any historical links attached to the area.</p> <p>We have come through a pandemic where mental health is greatly affected, Broxburn & Uphall has lots of areas that can be developed for local walks or cycle pathways. It is time to reduce the car journeys to and from school, give people a safe space to walk or cycle home.</p>
Resident	Removed
Resident	We live at ... and would wholeheartedly prefer for all current measures to be completely removed.
Resident	<p>I refer to your letter dated 09 May 2022 in connection with the spaces for people consultation A899 East Main Street Broxburn.</p> <p>I would like the cycle lane measures to be retained on a permanent basis.</p> <p>I live on the A899 and the speed of the traffic in both directions is horrendous. I feel the cycle lane makes the road feel less wide and possibly slows the cars down a little bit and makes the road safer for cyclists. Is it possible to also add more 20 or 30 speed signs along the road as a reminder that the speed limit is not 50/60 miles per hour which the majority of drivers seem to think it is?</p>
Resident	<p>Would be absolutely delighted to see lane on both sides of carriageway and bollards removed permanently. Was never consulted or informed of the original proposals. Can be extremely nerve wracking trying to reverse our car into driveway when vehicles are coming from behind (not at 20mph!) an accident waiting to happen. Many cyclists still use footpath so what useful purpose is this serving? Was hoping for serious snow last winter and snowplough would have cleared the problem.</p> <p>Please remove all traces of cycle lanes.</p>
Resident	<p>I refer to your letter dated 9 May concerning the above cycle lane.</p> <p>I would suggest that the cycle lane measures outside my house should be removed.</p> <p>I very rarely see any cyclist using the lane and the pavement is large enough for people to walk at ease. I do hope my response is helpful and the bollards are removed as it does make it more difficult to get in and out my driveway.</p>
Resident	We would prefer to retain the cycle lane.
Resident	<p>Providing cyclists & drivers are observant and careful when the cycle path is not seen spanning cul de sacs, or other openings to homes or business, I feel they should be retained.</p> <p>It would be nice to hear how good the response, and outcome, of this is.</p>
Resident	<p>We are in favour of removing the cycle lanes on the A899 East Main Street, Broxburn.</p> <p>As you can see from our address we live on East Main Street and can say that we have never seen these cycle lanes used for essential trips or exercise during the pandemic, however the pavement is used frequently for cyclists of all ages. The Main Street has increased traffic flow due to the house and retail buildings now erected and we believe remove of these would ease congestion.</p> <p>We hope you will give due consideration to our opinion.</p>

Resident	<p>We received a letter yesterday, 10th May asking us to give our opinion on the cycle lane outside our house on East Main Street Broxburn. The email address - sfp@westlothian.gov.uk that we were told to use doesn't work.</p> <p>We feel that the cycle lane should be removed as in all the time it has been there we have only seen it being used once, so could you advice us how to make our views known to the relevant department.</p> <p>Thank you</p>
Resident	<p>In response to your letter asking if we should keep Spaces for People near my property, the answer is no. As someone who cycles and lives in the area its not making that much of a difference. I'm referring to the stretch in my immediate street.</p> <p>As a driver, the road feels much narrower which in turn makes me feel uncomfortable driving on that stretch of road. As a cyclist, its such a short stretch that its pointless. There is a portion of the cycling lane where employees from a nearby building park on it continually. Its also such a short section of SfP that it doesn't really need to be there.</p> <p>Overall as a driver, I would prefer it to be removed.</p>
Resident	<p>I received a letter asking my opinion regarding the cycle lane on the main road in Broxburn.</p> <p>My view is this absurd cycle lane should be removed and the road should be put back the way it was before.</p> <p>I have never seen a cyclist using it yet!</p> <p>This was created at the expense of the tax payer and has served no purpose what so ever. During the pandemic the roads were extremely quiet so there was no need for this measures, an other example of the Scottish Government wasting money that could be put to better use.</p>
Resident	<p>I write in response to the flier posted through our door in respect of the above consultation. I reside at ...Melbourne Road, Broxburn on the corner of the A899 East Main Street, Broxburn.</p> <p>I am in favour of the removal of the temporary cones marking the cycle lanes in our locale. The cycle lanes are clearly marked in paint on the road and I ma happy for this to remain the same with the removal of the cones. I believe the cones cause additional disruption to the traffic flow and pedestrian areas along East Main Street as cars, vans and lorries are now having to park on the pavements, rather than at the side of the kerb to allow free flowing traffic. This is a particular issue for pedestrians with limited mobility. It is important for cycle lanes to be protected by continuing to use road markings. The removal f the cones I believe will make for a safer transport environment for all parties.</p> <p>I look forward to hearing about the outcome of this consultation.</p>
Resident	<p>We received your letter regarding the cycle lanes on the A899 Broxburn high street route and asked our opinion on either to keep or remove.</p> <p>Having had them in place for nearly 2 years we have seen very little use of these lanes as the cycles prefer the existing wide footpaths.</p>

	<p>These plastic signs however work as a excellent nuisance at 1am when youths enjoy kicking them down. I would prefer they are taken away.</p>
Resident	<p>Not in favour of keeping the lane.</p>
Resident	<p>I would like the cycle Lane removed from outside my property. Apart from it being rarely used it is hazardous and it is only a matter of time before there is an accident. On many occasions I have been anxious when having to reverse my car into my driveway as cars come behind me at speed and get annoyed that I am holding up traffic. I also have had other vehicle users flash their lights for me to drive nose first into my driveway, I can't as it is against the highway code to reverse out on to a main road as dangerous. Also there is no place for visitors to park. I could greet. Please could they be removed ASAP.</p>
Resident	<p>Dear Mr Brown, regarding consultation as above, as a resident on East Main Street, I would prefer the lane be removed. The reason being I have not seen cyclists using it, they use the pavements! Possibly the construction is deemed unsafe by cyclists. It has narrowed an already constricted road, often affecting flow of traffic and causing more emissions. Also along the stretch of road many cars are parked partly on the pavements. Whilst I appreciate the idea of cycle lanes is a good one, trying to put them in place after road construction, is not always viable.</p>
Resident	<p>I am a resident at ... Broxburn EH525FE and this email is to say that I would like this lane removed. I feel the poles in place aren't any good and that it's more dangerous having them than not. I feel if anything should be in place it should be speed bumps as the speed traffic goes up and down this Main Street is ridiculous and someone is going to be killed it's only a matter of time.</p>
Resident	<p>Hi, This is is response to your letter dated 9th May 2022 headlined as above and on this basis my Name and Address details are as follows :...</p> <p>The subject matter cycle lane is in fact immediately adjacent to the front entrance of my Home Address and on this basis I emphatically wish the cycle lane to remain in position permanently!!</p> <p>I trust this provides relevant input to your SPACES FOR PEOPLE CONSULTATION and I look forward to the final result being published in due course.</p>
Resident	<p>I write regarding the above to let you know that I am of the opinion that the temporary cycle lane measure which runs directly outside my property in East Main Street, Broxburn should be removed.</p> <p>Since it was put in place, I have only seen the very occasional use of it by a cyclist. The most use I have witnessed is children using the "bollards" to leapfrog over or use them as a slalom course to go in and out of them on their bicycles! The actual lanes in my opinion, are at best, ineffectual as they are not being used by cyclists and the actual length of the lanes is of little use as they run only for short sporadic distances. In addition to these points, the bollards which run down East Main Street outside of my house actually hinder exiting from our drive in that we have to swing out further to clear said bollards which is quite hazardous given the increase of traffic on East Main Street.</p>

	<p>In addition to the above, I was under the impression that to quote the undernoted which was posted on Facebook on 18 March 2022: -</p> <p>“A report to a meeting of West Lothian Council confirmed that the reduced 20mph and 40mph speed limits, new cycle lanes, wider footways and parking suspensions put in place during the pandemic will all be removed by mid-July”.</p>
Resident	<p>We are all in favour of cyclists having the "right of way" but since the cycle lane was installed we have noticed that it has not been used "to its full potential". We live in a flat of eight on the main street and there is no parking outside the building for delivery vans, etc.</p> <p>In our opinion, as much as we appreciate the "rights for cyclists" we feel that the cycle lane should be removed.</p>
	A89 Main Street, Blackridge – Cycle lane
Resident	<p>Please remove cycle lane the road is to narrow and dangerous for all</p> <p>What a waste off money</p>
Resident	<p>With regards to the attached Ref Number about cycle lanes on A89 Blackridge Main Strret.</p> <p>I live at ... and I'm in favour of removing the cycle lanes in the village.</p>
Resident	<p>I am emailing to confirm that I would be in favour of retaining the cycle lane mentioned above. In my opinion it does not cause any negative impact on car drivers, and it provides cyclists with an additional sense of security.</p> <p>I drive on this road daily, and frequently cycle along it too.</p>
Resident	<p>With regards to the letter posted through our letterbox today reference to the cycle lane along the length of Blackridge Main Street.</p> <p>These waste of money cycle lanes, whether they be funded by the Scottish Government or not still a huge waste of money better spent elsewhere which you should know I don't think even lasted 2 weeks in our village, probably at great expense to install then remove then the council now have the audacity to ask villagers their thoughts. Surely the removal last year should have answered that question. The cycle lanes were more dangerous being in place with ridiculous plastic bollards along the length of the street. Most of which were knocked over. And what about in a heavy snowfall winter? Would snow ploughs miss them? I very much doubt it.</p> <p>As you hopefully can tell that in my opinion the cycle lanes should absolutely not be reinstated. Please remove permanently.</p> <p>If your meeting in June's outcome is to reinstall the cycle lanes again I'm sure you will hear more from the villagers of Blackridge.</p>

	<p>Your letter should have been sent to the full village and not just those on the Main Street as it effects the full village.</p> <p>As you are the road and transport service manager, I would also like to know when the 20 MPH signs will be removed all over the county another fantastic waste of government funds to install and remove. I'm not even convinced they were legal according to the Highway Code national speed limits. I wonder how many over 20 MPH speeding fines were issued? Probably none!</p>
Resident	<p>I would just like to confirm my support for keeping the cycle lanes in Blackridge, it not only makes life safer for cyclists, it also could encourage more people to cycle to a from the shops and train station as well as health fitness it would encourage.</p>
Resident	<p>in reply to your letter drop on this consultation i would prefer it to be Removed.</p> <p>Although, i agree it is a good idea to have cycle lanes, but the current road network is not in my opinion wide enough or in a suitable condition to cater for all cars, trucks, vans, HGV's and cyclists.</p> <p>My justification for this is listed below;</p> <ul style="list-style-type: none"> • The pavements / pathway is available for walkers of all ages. • There is a cycle path that cyclists should be utilising instead of using the Public Highway. • Highway code states that you have to give cyclists on the road 1.5m clearance to pass. The following problems tend to occur; <ul style="list-style-type: none"> o Some cyclists not utilising the cycle lane provided. o Cyclists are cycling 2, 3 & 4 abreast outwith the cycle lane. o All motorists are having to swerve onto oncoming traffic and brake sharply when cyclist pulls out from lane to manoeuvre around drainage and potholes in road network. o Cyclists not abiding by the Highway Code, whereby the cyclist just either scrapes by waiting cars etc at roadworks or just use the pavement. <p>I hope that my view is not seen as being negative but as constructive.</p>
Resident	<p>I am writing in regards to the SFP A89 Main St Blackridge Cycle Lanes Ref MW/SFP/9</p> <p>As a resident of ... Main St, Blackridge, West Lothian, I use the A89 on a daily basis.</p> <p>Since the SFP Cycle Lanes were introduced, I have seen several near head on collisions with different motor vehicles, and have been in a couple of close calls myself.</p> <p>This is due to road users not being aware that they are allowed to drive in the cycle lanes when they are clear.</p> <p>What drivers are doing is effectively using the broken white line of the cycle lanes as the edge of the road, thus dramatically recuing the width of the carriageway.</p>

	<p>Also, most if not all cyclists do not use the cycle lanes as the road surface is more uneven, has drain covers, potholes, and debris at the edge of the carriageway. Which makes it dangerous for the cyclists. So they tend to ride closer to the centre of the lane.</p> <p>Given the above personal observations and experiences I would like to see the SFP Cycle Lanes on the A89 removed at the earliest opportunity and the road returned back to how it was before.</p> <p>I would also like to see the removal of the 20mph speed limit on the same stretch of road, and only retained near to the School as it was previously.</p>
Resident	<p>We are in favour of the cycle lanes being removed. To be honest in our opinion they have proved to be ineffectual as even the cyclists don't use them. Thank you for asking our opinion.</p>
Resident	<p>With regards to the cycle lanes above, like most changes, people rebel and complain but like the 20mph speed limits imposed they get used to it.</p> <p>The cycle lanes are no different, however, making cyclists adhere to them when the allocated lanes are generally full of debris, potholes, drains raised and lowered surfaces etc, makes these lanes unsafe and many cyclists weave in and out to avoid those hazards which can result in punctures, wheel damage and possibly a crash. There have been instances where electric mobility chairs use these in the village too and they are perilously close to fast moving vehicles.</p> <p>vehicles are also not adhering to the 20 mph speeds, anywhere!!</p> <p>Removing these lanes would result in fast moving vehicles getting even closer to the public footpath and the large amount of heavy lorries that pass through the village at high speed is actually very frightening</p> <p>I'm in favour of keeping these lanes(without the bollards)</p>