

WL Development Plan, Ideas consultation May 2025

Personal responses..

Provide a well-designed and safe walk/cycle connection between the Canal towpath and Springfield

There is no other decent connection to the towpath at the east end of the town. One access involves steep & narrow steps, and crossing Edinburgh Road near the big blind corner; the other is a ramp of crazy slope. Both are totally impossible for a wheelchair or pushchair, and the ramp is really dangerous for cycling as it gets unexpectedly and dangerously steep on the descent, immediately after a blind bend. Secondly, the huge Springfield population needs a safe access to the canal - not just for recreation, but also for getting to the schools, Leisure Centre, and other destinations.

The project requires two main measures, in addition to signage, etc.

1. Ramp down from the canal, through the field, taking you to the Maidlands access road
2. Measures by the Council to provide a safe walk/cycle connection from the above, at the Edinburgh Road corner, to the road under the railway. At present, to cycle legally you would need to enter Edinburgh Road from Maidlands at the corner and then immediately turn right into the road to the railway bridge; obviously a ridiculous and dangerous manoeuvre given the traffic on the main road at this blind corner. Even walking, the connection from Maidlands to this road is not ideal.

Finally, many people have spoken of the need for (1). The need for (2) is rarely mentioned, but would be a vital additional measure if the ramp is to provide a safe connection to/from Springfield - otherwise you are creating a danger spot at the Edinburgh Road corner for people cycling (and to some extent walkers) from the canal to Springfield

Edinburgh Road, Linlithgow

The road should be 20mph from the railway bridge to the canal bridge

Also, ideally, there should be a segregated cycle route, as described below

It is now a primarily residential road, with additional flats and a care home now under construction. We should be able to walk or cycle along in peace.

Also, there is a blind corner near Maidlands where traffic often travels too fast.

Ideally you would move all parking to the south side of the road and install a segregated cycle route along the north side, starting at the railway bridge (and the underbridge to Tesco) and continuing as far as Maidlands, for the connection to Springfield and (hopefully) for a future ramp up the canal.