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Section 1: Introducing an Active Travel Plan for West Lothian – Making Active Connections

Introduction

Welcome to West Lothian Council’s first Active Travel Plan. As the title suggests, “Making active connections” is a plan to link people to places by active travel. It’s not just about physical connections however - it is also a framework for mainstreaming active travel in West Lothian, and creating a culture where active travel becomes the norm for suitable trips. To achieve this, it is crucial that West Lothian Council works successfully with external partners and with local communities, and “joins up” policies and projects delivered by different Services and teams across the Council.

What is active travel?

Active travel is defined as making journeys by walking, cycling and scooting. It can also include horse-riding (and even running and non-motorised water-based transport.) It is an approach to travel and transport that focuses on physical activity as opposed to motorised means.

Developing this Active Travel Plan

This Plan has been developed in partnership with a number of teams across the Council – Roads and Transportation, Health Improvement, Sports and Outdoor Education, Education, Planning and Economic Development, NETS, Land & Countryside Services and Community Regeneration. Furthermore, a programme of engagement with the wider West Lothian community was undertaken during the preparation of this Draft. Details are contained within Appendix A.

Why do we need an Active Travel Plan?

This Active Travel Plan seeks to provide a policy framework which will inform and influence the development of policy and projects within the council and by external partners. It aims to understand the spatial 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 development of the Plan has been informed by an evidence-led approach (see Appendix B).

It does not specifically identify projects and investment at this point, but acts as a framework to guide decision-making and priorities for investment in the coming years by the council, partners and communities. This Plan is an important starting point.

The Active Travel Plan specifically responds to a requirement on local authorities to prepare a strategic approach to active travel, as set out in the Cycling Action Plan for Scotland (CAPS).

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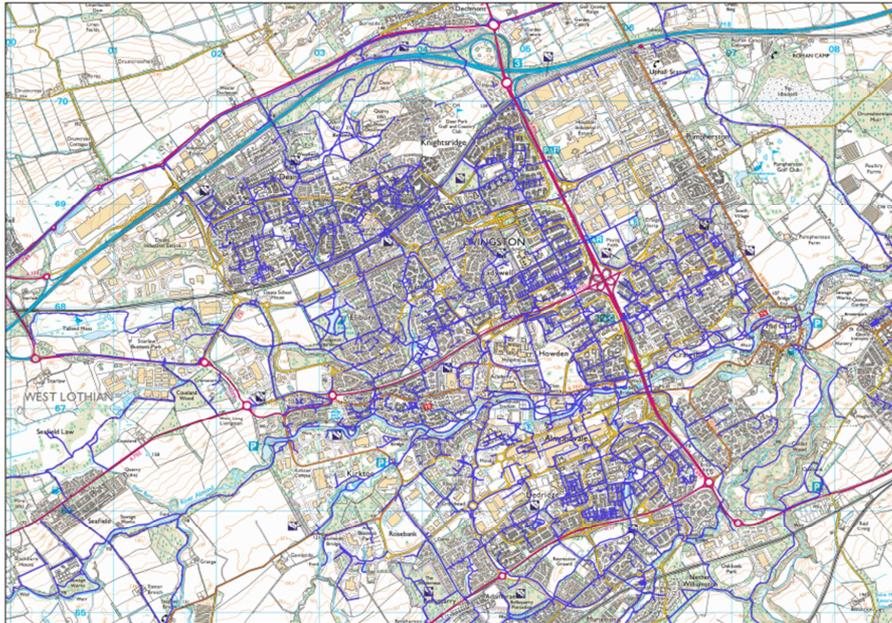
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Finally, the Plan will act as a mechanism for monitoring progress towards the Active Travel vision (see Section 3).

Status of this West Lothian Active Travel Plan

This Plan is linked to the Local Transport Strategy, and is associated with the Local Development Plan for West Lothian.

Figure 1.1: Cycling network in Livingston (Source: Open Street Map)



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Section 2: Why travel actively?

With a population of approximately 175,000 and a land area in east central Scotland which has large swathes of rural countryside, West Lothian faces some challenges in the promotion of active travel for everyday journeys. That said, almost 6 out of every 10 journeys in West Lothian are less than 5km (3.1miles) in length.

This section sets out why there is a need to encourage active travel across West Lothian.

It's good for our health

The impacts of physical inactivity are well documented. Scotland's Physical Activity Strategy¹ (2003) reported that 42 adults die every week in Scotland from heart disease as a result of being inactive. Scotland's National Walking Strategy² (2014) states that physical inactivity contributes to around 7 premature deaths a day in Scotland and costs the NHS in Scotland £94m every year. Globally, physical inactivity (joint with smoking) is the second highest cause of mortality³.

The Scottish Health Survey in 2011 found that obesity remained a major problem for people in Scotland, with a growing number of children in particular being classed as overweight⁴. The same survey reported that the proportion of children meeting physical activity recommendations, excluding activity at school, had not changed significantly since 1998⁵.

Physical activity also has a positive impact on mental health. It reduces the risk of depression, lessens stress and anxiety, enhances psychological wellbeing, and can even help to prevent dementia.

¹ Scottish Government, 2003, Let's Make Scotland More Active – A Strategy for Physical Activity
<http://www.scotland.gov.uk/Resource/Doc/47032/0017726.pdf>

² Scottish Government, 2014, Let's Get Scotland Walking – The National Walking Strategy
<http://www.scotland.gov.uk/Publications/2014/06/5743>

³ Blair S.N. (2009)) Physical inactivity: the biggest public health problem of the 21st century. British Journal of Sports Medicine; 43:1-2

⁴ <http://wayback.archive-it.org/3011/20130201212605/http://www.scotland.gov.uk/News/Releases/2012/09/stats-health-survey25092012#>

⁵ The Scottish Health Survey 2011, Volume 2: Children,
<http://www.scotland.gov.uk/Publications/2012/09/3327/36>, Table 4.1

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Why does this matter to West Lothian?

West Lothian Council Single Outcome Agreement 2013-2023 seeks to ensure that:

- “Our children have the best start in life and are ready to succeed”.
- “We live longer, healthier lives and have reduced health inequalities”.

The Schools (Health Promotion and Nutrition) Scotland Act 2007 requires local authorities to have health promoting schools.

NHS Lothian is a Community Planning partner, and the council works with them on health promoting initiatives including West Lothian on the Move and Put Your West Foot Forward. These initiatives target health inequalities in particular – in some West Lothian's communities, life expectancy is below the Scottish average with significant variations between the highest and lowest average life spans.

The council's emerging *Active West Lothian* strategy and published *Legacy Plan 2013-2019* aim to build on the success of the 2014 Commonwealth Games by promoting sport and physical activity in our communities and schools.

It's good for the environment

Aside from the significant health impacts, active travel is a sustainable way to travel. Despite a drop in traffic during the economic recession, traffic volumes are once again on the rise on Scottish roads⁶. Car ownership is also increasing across Scotland, and West Lothian has higher than average car ownership levels per household.

The environmental cost of rising car ownership and greater traffic on our roads is rising levels of local air pollution and global greenhouse gases. The Scottish Government has a statutory duty to reduce greenhouse gas emissions, with a target of reducing emissions by 42% by 2020, and 80% by 2050. Part 4 of the Climate Change Act 2009 places a duty on Scottish public bodies to contribute to these reduction targets⁷. Transportation accounts for some 20-25% of Scottish emissions, with road transport accounting for over 70% of transportation emissions⁸.

In West Lothian, one Air Quality Management Area has been declared to date in Broxburn, with several others sites including Linlithgow High Street being actively monitored. Data on the types of emissions being monitored in these areas suggest traffic is the primary cause⁹.

⁶ Scottish Transport Statistics, No.33, 2014 Edition, Transport Scotland

⁷

<http://www.scotland.gov.uk/Topics/Environment/climatechange/howyoucanhelp/publicbodies/publicsector>

⁸ <http://www.transportscotland.gov.uk/report/j317395-03.htm>

⁹ http://www.scottishairquality.co.uk/latest/site-info?site_id=BRX

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Air pollution has a negative health impact, with a recent report by Public Health England attributing 59 adult deaths in West Lothian to fine particulates¹⁰.

Why does this matter to West Lothian?

West Lothian Council's Single Outcome Agreement seeks to ensure that:

- "We make the most efficient and effective use of resources by minimising our impact on the built and natural environment".

Part 4 of the Climate Change Act 2009 places a duty on Scottish public bodies to contribute to carbon reduction targets. West Lothian Council has adopted a Carbon Management Plan in 2009 and is preparing a Climate Change Strategy due to be published in 2015.

West Lothian Council has one Air Quality Management Area in Broxburn and has a duty to act under the Air Quality Standards (Scotland) Regulations 2010.

It's good for the economy

Congestion on our roads inconveniences individuals and has an economic cost. Research published in 2014 suggested congestion costs £4.4bn annually to the UK's largest urban areas¹¹. Scottish Household Survey data showed that almost a quarter of West Lothian drivers experienced delay in a peak-hour journey in 2006¹². Whilst the Scottish Government's National Indicator on congestion suggests levels of congestion have declined since 2007¹³, this is most likely closely related to the economic recession and falling levels of traffic over the same period.

The Strategic Development Plan for South East Scotland, 2013-2018, acknowledges that time lost to congestion is forecast to continue growing, particularly in West Lothian¹⁴. Key transport corridors under pressure from growing congestion levels include M8, A89, A71, M9. Indeed, SEStran, the regional transport partnership for the South East of Scotland, suggests the M9 / Edinburgh-Glasgow, M8 / Bathgate Line multi-modal corridors are some of the most heavily used in terms of vehicle kilometres in the SEStran area, and will see

¹⁰ <https://www.gov.uk/government/publications/estimating-local-mortality-burdens-associated-with-particulate-air-pollution>

¹¹ <http://www.inrix.com/press/traffic-congestion-to-cost-the-uk-economy-more-than-300-billion-over-the-next-16-years/> <http://www.businessgreen.com/bg/analysis/2332140/britain-urged-to-reduce-costly-traffic-congestion>

¹² ITS Leeds, 2006, Costs of Congestion: Literature Based Review of Methodologies and Analytical Approaches <http://www.scotland.gov.uk/resource/doc/153566/0041321.pdf>, Table 0.8

¹³ <http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/congestion>

¹⁴ SESplan Transport Technical Note, November 2011, Figure 1

<http://www.sesplan.gov.uk/assets/files/docs/proposed-plan/technical/Transport%20Technical%20Note.pdf>

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substantial increases in peak usage up to 2024. The A71/Shotts multi-modal corridor is also forecast to see growing congestion in terms of minutes per kilometre lost through delay¹⁵.

Congestion can be lessened through modal shift for more sustainable modes. According to the Scottish Household Survey (2012/13), 36% of trips in West Lothian are less than 2km (1.2 miles), whilst 59% are less than 5km (3.1 miles). That's to say, almost 6 out of 10 journeys are less than 3 miles. Congestion has the biggest impact during peak hours, when demand to travel for work and education are the highest. In West Lothian, a quarter of children still travel to school by car whilst 85% of primary school pupils live less than a mile from their school. Data from the 2011 Census for West Lothian shows that the proportion of people driving to work has increased since 2001 (see Appendix B). More positively, the use of rail for commuting has grown strongly in West Lothian.

Why does this matter to West Lothian?

West Lothian Council's Single Outcome Agreement seeks to ensure that:

- "Our economy is diverse and dynamic, and West Lothian is an attractive place for doing business".

West Lothian's *Economic Strategy 2010-2020* aims to maximise West Lothian's competitiveness as an investment location – congestion can deter investment. It also seeks to support young people in realising their potential, and active travel can be an affordable way to access jobs and training.

The ability to travel actively is increasingly important for tourism and leisure markets. West Lothian Council manages <http://visitwestlothian.co.uk/>, and is keen to support more visitors on foot and by bike to our country parks, open spaces and visitor attractions.

It's fair and equitable

Walking is the cheapest form of travel available. Cycling and scooting are also cheaper than travelling by car and even public transport, provided you avoid purchasing expensive equipment. Anyone can travel actively, regardless of age, ethnic origin, location, gender or sexual orientation. Some people with mobility difficulties can travel actively with the right support, although for others, it will be a challenge. Travelling actively empowers individuals to get to where they need to go, when they need to get there, without spending large sums of money.

Whilst car ownership levels are rising, some communities within West Lothian have a high number of households without access to car. In Blackburn and Whitburn for example, over a third of households do not have access to a car. In specific areas within Bathgate East, the

¹⁵ SEStran Regional Transport Strategy, July 2015, Appendix A, Figures 4 & 5.



most deprived zone in West Lothian as per the Scottish Index of Multiple Deprivation 2012, over half of households do not have access to a car.

Moreover, households with lower income levels, or with a minority ethnic population groupings, or where individuals have a long-term health problem or disability, are more likely to have no car or van available to them¹⁶. Car travel is therefore not an equitable mode of transport for everyone.

Why does this matter to West Lothian?

West Lothian Council's Single Outcome Agreement seeks to ensure that:

- "We are better educated and have access to increased and better quality learning and employment opportunities".

West Lothian is working to tackle poverty and inequality through *Better Off: the West Lothian Anti-Poverty Strategy 2013-2017*.

The West Lothian on the Move programme aims to increase physical activity in areas with the highest levels of health inequalities.

The council's Community Regeneration teams work with communities to improve equality of opportunity for all, including better access to services and places.

It's good for our quality of life

Active travel is a good way of building some fresh air into your day, and enjoying the open and civic spaces West Lothian has to offer. Green space and pleasant environments are important to people – in West Lothian Council's 2013 Quality of Life Survey, 94% agreed that "it is important to have public gardens, parks, countryside or other green spaces nearby".

The same infrastructure can sometimes be used by those travelling actively for leisure and for functional journeys. The quality of the walking and cycling experience is enhanced by good urban design, and pleasant green spaces. Quality and well-maintained spaces also enhance our feeling of personal security.

¹⁶ Scottish Transport Statistics, No.33, 2014 Edition, Transport Scotland, Chapter 2



Why does this matter to West Lothian?

As part of the emerging *Local Development Plan*, a Green Network Strategy was produced in 2014. This approach aims to connect open spaces in a sustainable manner, and identifies potential projects which could serve as both active and leisure travel connections.

West Lothian has a statutory obligation under the Land Reform (Scotland) Act 2003 to produce a Core Path Plan. The Council has adopted a *Core Path Plan* in 2013. These multi-use paths should be sufficient for the purposes of giving the public reasonable access throughout their area. Some of these routes can serve to support functional active travel.

West Lothian Council is preparing a refreshed *Open Space Strategy*. This strategy can support active travel through the creation of safe and high quality open spaces, accessed by sustainable modes.

The council's Community Regeneration teams work with communities to support local economic development and place-making, the 2015 Whitburn Charette being an example.

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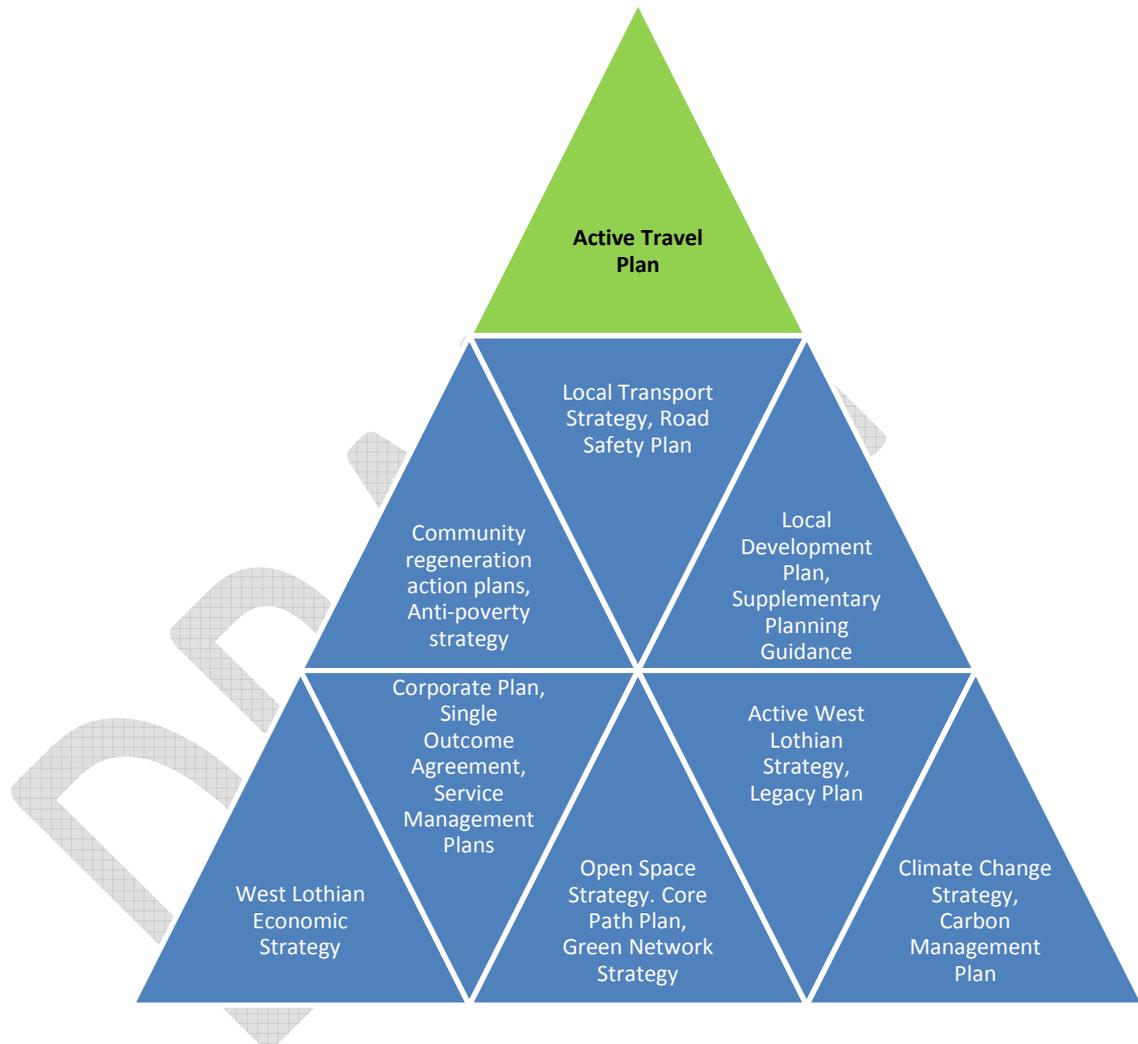


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The Active Travel Plan in relation to West Lothian Council policy frameworks

To summarise the contribution of active travel to other council policy objectives, the figure below presents a number of policies and strategies of direct and indirect relevance to this Active Travel Plan.

Figure 2.1: Active travel and related policy frameworks within West Lothian Council



National and regional policy

This Active Travel Plan is also consistent with national and regional policy directions.

The Scottish Government's **National Transport Strategy (2006)** supports the Scottish Government's overall purpose of sustainable economic growth¹⁷. The National Transport Strategy presents three outcomes:

¹⁷ National Transport Strategy, 2006 <http://www.transportscotland.gov.uk/strategy/national-transport-strategy>

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- Improve journey times and connections between our cities and towns and our global markets to tackle congestion and provide access to key markets.
- Reduce emissions to tackle climate change.
- Improve quality, accessibility and affordability of transport, to give people the choice of public transport and real alternatives to the car.

Supporting active travel choices, and active travel to public transport interchange points, supports all three of these national transport outcomes.

Scotland's National Planning Framework 3 (2014) highlights the importance of the long distance cycling and walking network as a national development¹⁸. West Lothian also sits within the Central Scotland Green Network, a further national development, and this includes the development of new strategic walking and cycling routes.

The **Cycling Action Plan for Scotland (CAPS)** was published in 2010 with the most recent refresh in 2013¹⁹. The CAPS vision states that “by 2020, 10% of all journeys in Scotland will be by bike”. A core focus is on functional cycling – everyday cycling which includes travel to work and school. An action of paramount relevance to this Active Travel Plan is Action 2, the development of a strategic approach in each local area to support functional cycling and active travel more generally. West Lothian Council's contribution to the 19 Actions identified in the CAPS 2013 refresh is presented in Appendix C.

The **National Walking Strategy “Let's Get Scotland Walking” (2014)** presents a vision of a Scotland where everyone benefits from walking as part of their everyday journeys and enjoys walking in the outdoors, and where places are well designed to encourage walking²⁰. It highlights that physical activity results in around 2,500 premature deaths in Scotland each year, costing the NHS around £91million annually. The benefits of walking are manifold – improved mental and physical health, a more productive workforce, community cohesion, contribution to Scotland's low carbon targets, financial savings to the public purse and individuals, and local economic benefits from increased footfall.

In 2014, Transport Scotland published a **Long-term Vision for Active Travel in Scotland to 2030**²¹. This vision document portrays a future in Scotland where “many more people are walking and cycling for everyday, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling”, and where active travel is the “norm”.

¹⁸ National Planning Framework 3: A Plan for Scotland, 2014

<http://www.scotland.gov.uk/Topics/Built-Environment/planning/National-Planning-Framework>

¹⁹ Cycling Action Plan for Scotland, 2013

http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j0002/CAPS_2013_-_final_draft_-_19_June_2013.pdf

²⁰ Let's get Scotland walking: The National Walking Strategy, 2014

<http://www.scotland.gov.uk/Resource/0045/00452622.pdf>

²¹ 2014, Transport Scotland, A Long-Term Vision for Active Travel in Scotland

http://www.transportscotland.gov.uk/sites/default/files/554346_334708_Active_Travel_210mm_p9_HR_20141126103050.pdf

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In 2009, the Scottish Government published the **Climate Change (Scotland) Act**. Most notably, this commits Scotland to an 80% reduction in CO2 emissions by 2050. Domestic transport account for around a fifth of these emissions, and the Scottish Government is aiming for “almost complete decarbonisation of road transport by 2050 with significant progress by 2030”²². Active travel plays an important part by promoting modal shift to cleaner modes, particularly for shorter journeys.

A key regional document is the South East Scotland **Regional Transport Strategy** (2008, and refreshed in 2014) is provided by SEStran, the South East of Scotland Transport Partnership. One of seven statutory Regional Transport Partnerships in Scotland, SEStran aims to work towards a more sustainable and efficient transport network. West Lothian is one of the SEStran Partnership Local Authorities. Travel by active travel is a core aspect of the Regional Transport Strategy, supporting objectives on environment, and safety and health in particular. In 2010, SEStran produced a Strategic Urban Cycle Network report which includes strategic audits of cycle networks within several West Lothian settlements²³. In 2015, SEStran produced a Strategic Cross-Boundary Cycle Network concept, which identifies several missing links from West Lothian to the wider region²⁴.

West Lothian Council is also a Member Authority of SESPlan, the South East Scotland Strategic Development Planning Authority. SESPlan’s role is to prepare and maintain an up to date **Strategic Development Plan** for South East Scotland. The Approved Strategic Development Plan 2013-2018 promotes a vision of the Edinburgh City Region as a “healthier, more prosperous and sustainable place”²⁵. Active travel plays a role within this vision, and Policy 8 of the Plan promotes the development of a sustainable transport network in particular.

²² <http://www.transportscotland.gov.uk/environment/transport-and-climate-change>

²³ 2010, SEStran, Development of a Strategic Urban Cycle Network – Study Report
<http://www.sestran.gov.uk/files/SEStran%20Cycle%20study%20report.pdf>

²⁴ 2015, SEStran, Strategic Cross-Boundary Cycle Network study [date of publishing to be confirmed]

²⁵ 2013, SESPlan, SESPlan Strategic Development Plan <http://www.sesplan.gov.uk/strategic-development-plan>

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Section 3: What has to be achieved? A Vision for Active Travel in West Lothian

The cross-cutting benefits of active travel are clear, as presented in Section 2. In this section, a Vision for Active Travel is proposed, together with a monitoring framework to ensure this Vision is achieved.

Firstly, what are the issues that need to be addressed by this Active Travel Plan?

Issues that need to be addressed

A process of engagement and consultation was carried out during the development of the Draft Active Travel Plan. This is detailed in Appendix A. The outputs of that consultation process have informed the development of this Plan.

Summary of consultation outputs

- Safe, well-maintained and user-friendly infrastructure is crucial to more walking and cycling journeys.
- There is growing demand for active travel, and a growing number of people would like to cycle to work in particular.
- Better information is needed on what is already in place to support active travel.
- Concerns over the volumes and speed of road traffic deter many from cycling on-road.

An analysis of the factors influencing potential demand for active travel plan has been undertaken to inform this Plan. This has looked at the types of journeys being undertaken in West Lothian, in particular journey purpose and length. Factors that influence potential demand for active travel such as levels of health inequalities, road casualty data and road traffic levels has also been considered. Further detail is presented in Appendix B.

Summary of factors influencing potential demand for active travel

- 85% of primary school pupils live less than a mile from their school (2014/15).
- Almost 60% of journeys made in West Lothian are less than 3 miles in length.
- A significant proportion of journeys to work in West Lothian are less than 5 miles, with substantial flows into Livingston in particular.
- Access to rail stations is an important journey for many in West Lothian, particularly for the journey to work.
- Commentary on road traffic flows, road casualty levels and transport-related carbon emissions is difficult due to the link with economic recession but recent evidence suggests all are starting to rise as the economy recovers.
- Access to a car is variable across West Lothian – whilst generally higher than the Scottish average, there are significant variations particularly within areas of higher deprivation.

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What needs to be achieved?

A core principle in this Active Travel Plan is the desire to mainstream and normalise Active Travel in West Lothian. Put simply, there is a need to create a culture in West Lothian where people make uninhibited choices to travel safely on foot and by bike (and scooter) on a regular basis, for everyday journeys.

Furthermore, the primary objective of this Active Travel Plan is **to increase the number of people travelling actively in West Lothian**. In particular, the Plan seeks to increase levels of active travel for functional travel - everyday journeys which have the greatest economic and environmental impacts such as the journey to work and the journey to school. Other journeys are also important - the journey to the shops and town centres, to community and health facilities, to access leisure and outdoor opportunities.

To this end, a Draft Vision for the Active Travel Plan has been developed. This Vision describes a future West Lothian where active travel choices are made routinely.

The Draft Vision for the West Lothian Active Travel Plan is:

West Lothian is a place where people travel actively for everyday trips. From school children to employees, from jobseekers to those in retirement, they feel confident and safe in their active travel choices. Regardless of location, income levels, ethnicity, age or gender, active travel is a viable, affordable and enjoyable choice for residents, employees and visitors. Communities are connected, and trips of up to 5 miles are routinely made by bike, with trips of up to 2 miles regularly made on foot. Our open and green spaces and thriving urban centres are easily accessible by active travel modes. Places are focused on people and not the private car.

The strategic aims of the Active Travel Plan are:

- Create a safe, convenient and effective active travel **network** for non-motorised users
- Create a culture of active travel, where people make **informed** travel choices
- Achieve a shift towards active travel modes for **every-day, functional trips** in particular

An outcome-oriented approach

Evaluation is the process of assessing what has actually been achieved through programmes and policies. It is critical to the success of any plan or strategy. Regular monitoring of what has been achieved by what has been invested in any Plan is crucial to understanding if longer-term outcomes will be achieved or not. Monitoring and evaluation can ensure that

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resources are spent effectively, and present the opportunity to change direction to more effective activities if necessary.

A logic map has been developed for this Active Travel Plan. Logic mapping is a useful framework for evaluation purposes. It sets out:

- Inputs: What is being invested in any programme or project such as staff time, budgets, training courses, infrastructure and so on.
- Outputs: What is being achieved directly from the inputs e.g. if 6 Cycle Training Assistance courses are delivered (an input), then 40 individuals will be trained to deliver Bikeability (an output).
- Outcomes: What is being achieved over short to medium term periods. For example, more people choosing to walk to the shops or cycle to work.
- Impacts: The longer-term results such as improved physical and mental health, better air quality, improved quality of life.

The logic map draws on the issues which need to be addressed. These issues are summarised earlier in this Section and presented in more detail in Appendices A and B.

A logic map is presented below. This has informed the selection of monitoring indicators shown in Figure 3.2.

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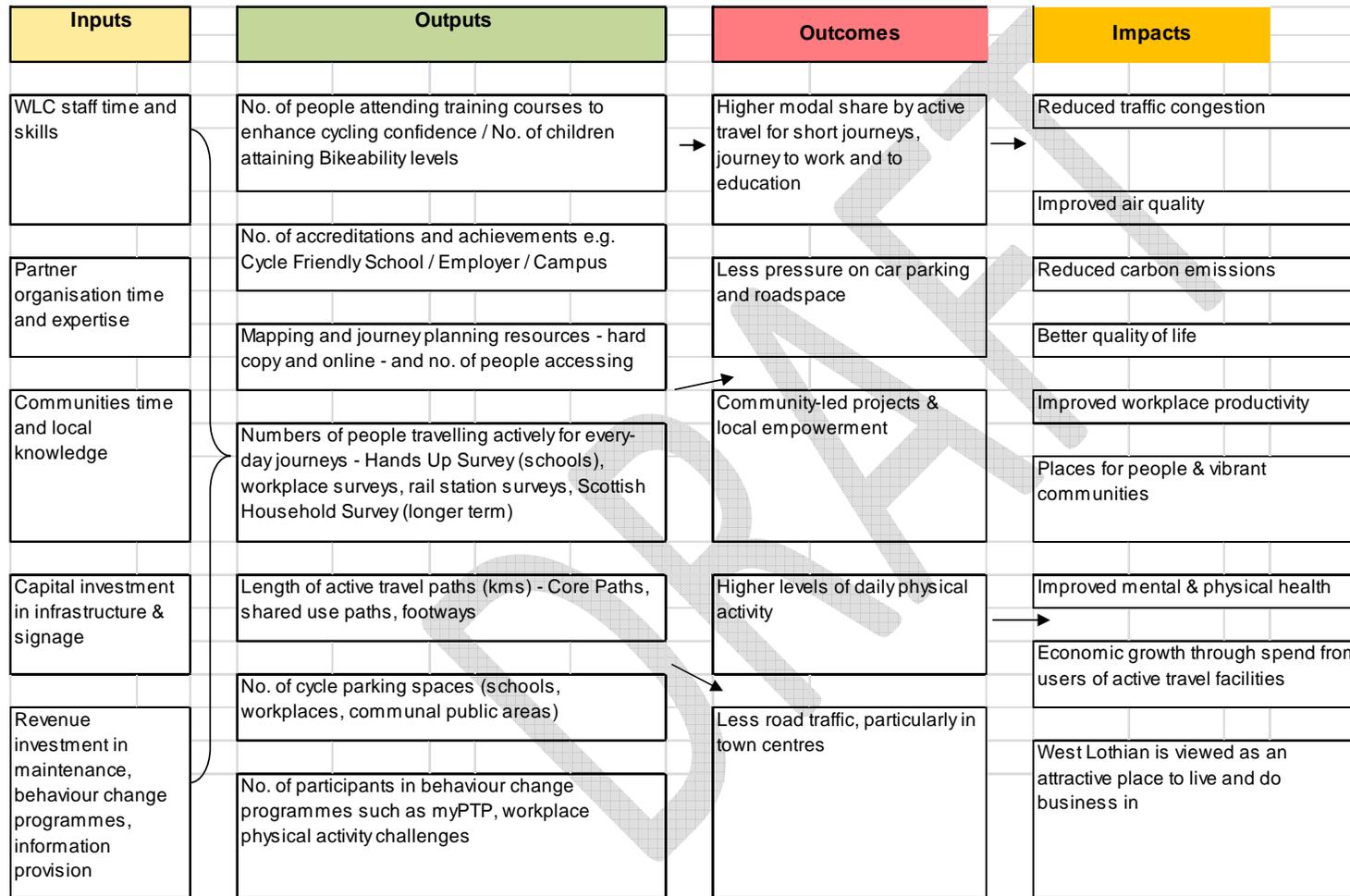
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Figure 3.1: A logic mapping framework for the West Lothian Active Travel Plan



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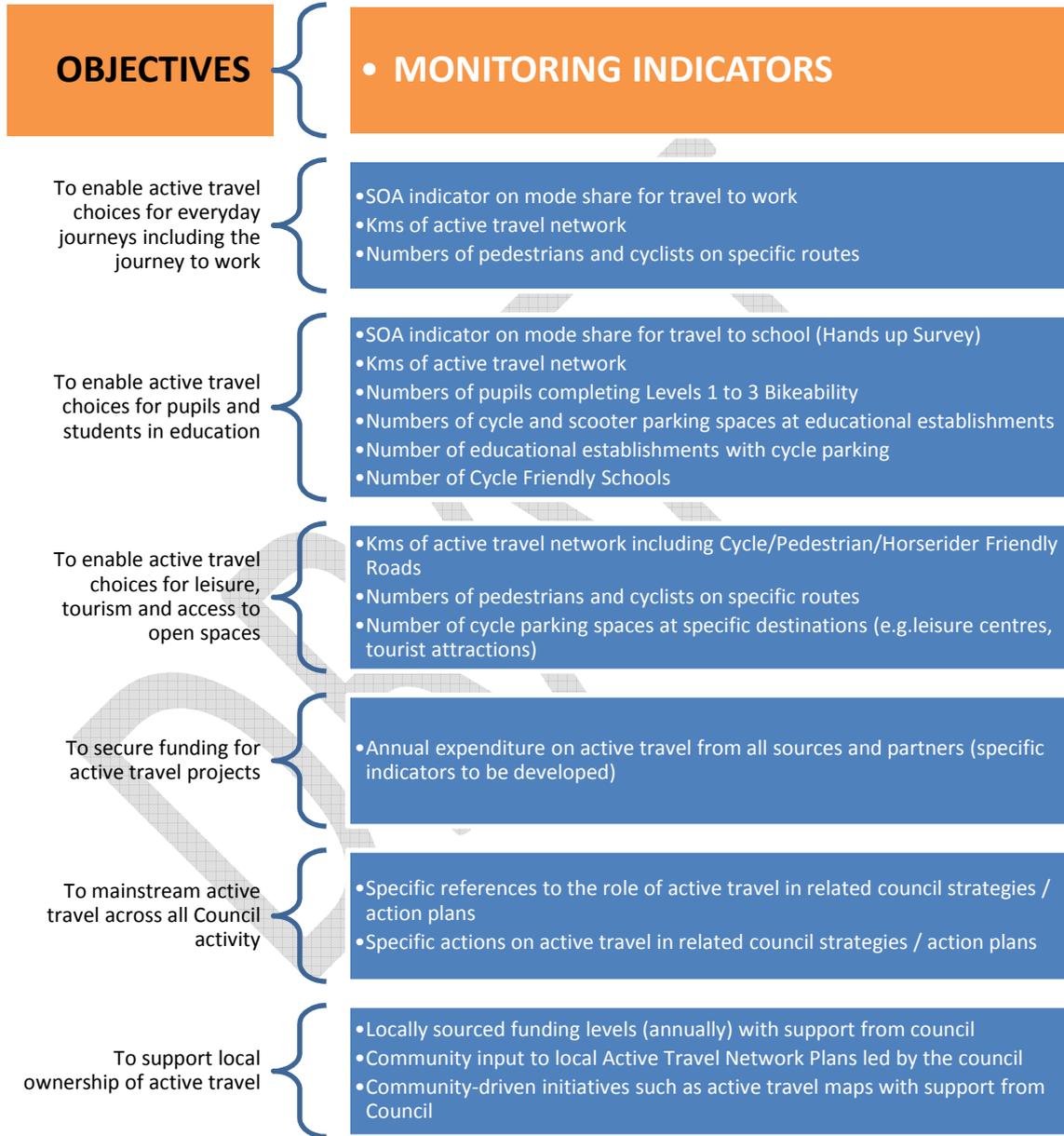


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Detailed objectives and monitoring indicators

Within the Vision and strategic aims are some detailed objectives, to help focus policies and projects. These objectives, together with monitoring indicators, are shown below. The monitoring indicators are informed by the logic map shown in Figure 3.1.

Figure 3.2: Monitoring indicators



A baseline monitoring report is being prepared to accompany this report.

Section 4: What is the Council and its partners already doing?

From the discussions and research carried out to inform this Active Travel Plan, particularly across teams and Service areas within the council, it is clear that there is a lot of ongoing activity by the council and its partners into promoting active travel choices.

This section showcases some of the work that this Active Travel Plan must build on in the future.

Community Links funding, 2014-16

West Lothian Council, through discussions with communities and cycling groups, identified new and improved key/strategic links needed to improve the existing active travel network. Armed with this information officers secured funding from the council's capital budget towards these projects and to provide the match funds necessary to win partnership funding from the Sustrans 2014-2016 Community Links Programme.

As a result, the following projects are included in our Community Links Programme 2014 to 2016:

- Almondvale Park Regeneration and Environmental Improvements.
- Linlithgow Academy & Sports Centre Links to Union Canal Towpath.
- Starlaw West Roundabout to Boghall Roundabout - Cyclepath Provision.
- B8084 Whitburn to Armadale - new Cyclepath.
- Blackridge NCN75 Realignment and Access to Station.
- Livingston Network - Wheeling Ramps to Steps.
- Bathgate Hills - Cycling/Walking Friendly Roads.
- Polbeth to West Calder - Upgrade Cyclepath.
- Golf Course Road & Braehead Park Links to Union Canal Linlithgow.
- Broxburn Links to Union Canal Towpath.
- Resurfacing of the central section of the Fauldhouse-Longridge off-road shared use path (in conjunction with a separate non-Community Links project to complete the construction of the path to connect these two communities).
- Initial design and feasibility work into a number of missing links across West Lothian, and further exploration of suitable routes for cycling/walking friendly roads.

Armadale Community Sports Hub

The Armadale Academy/Community Sport Hub has worked with a number of partners to increase interest in cycling. Throughout this time the school and 'sports hub' have worked on a number of incentives, including:

- Purchase of bicycles. Armadale Academy purchased and continues to have access to a total of 17 bikes (hybrid / racing) all of which are stored on site. Bicycles are used to up-skill pupils on bike and road safety and are readily accessible for students to

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borrow in support of local, regional or national events including Duke of Edinburgh awards.

- Staff training. Four staff members including the Head Teacher and acting Deputy Head Teacher have completed cycle training and have been using this qualification to teach S1 pupils.
- Recycling community bicycles: As part of a S6 leadership course one male pupil established a group with the vision of restoring old and unwanted bicycles. The leadership group later increased to 7 pupils all working hard over a 6 month period to restore a total of 3 bicycles. Recycling old and unused bicycles contributed towards the West Lothian Christmas Appeal and supported the promotion of active travel.
- Duke of Edinburgh award. Armadale Academy annually supports a number of pupils through their Duke of Edinburgh Award. Throughout 14/15 cycling was a main feature with pupils supporting the Bike Recycling project and taking part in Pedal for Scotland.

More Community Sports Hubs are being developed around West Lothian. Community Sports Hubs are one project within the council's Legacy Plan, a plan which aims to maximise opportunities arising from the 2014 Glasgow Commonwealth Games.

West Lothian on the Move and Put Your West Foot Forward

In response to the need to encourage higher levels of physical activity for health improvement purposes, NHS Lothian and West Lothian Council have developed the West Lothian on the Move programme. It aims to:

- increase levels of physical activity across the life stages;
- increase moderate levels of physical activity among the sedentary population;
- increase the number of opportunities available for the least active to become moderately active (in West Lothian these groups equate to approximately 100,000 people);
- establish sustainable partnerships;
- increase education and training opportunities for those involved in the promotion of health enhancing physical activity;
- ensure the inclusion of physical activity through the community planning process and associated service plans.

From this work the Paths to Health project- 'Put your West Foot Forward' (PYWFF) has been developed, again reflecting national policies and practice. PYWFF aims to increase activity levels by promoting walking in particular. This is done by:

- Recruiting and training volunteers to lead walks within the local community.
- Developing materials to promote walking in the local community including maps such as the West Lothian Physical Activity Atlas.

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- Providing information and practical tools to those working with people on a daily basis e.g. Practice Nurse, Physio and Social Worker to encourage walking as part of everyday life.
- Running and promoting an annual Walking Week in West Lothian, including a themed walking day for schools.
- Bikeability and cycle training is now also available.

A number of bike lending libraries have been developed around West Lothian as a result of the West Lothian on the Move programme, with support from Cycling Scotland and other partners. The libraries, developed in partnership with and run by local communities, enable people to make use of bikes who otherwise may not be able to access them.

An All Ability Cycling pilot project using adaptive bikes was developed in 2014 in partnership with Lothian Disability Sport. All Ability Cycling sessions have been delivered to individuals requiring additional mobility support. Using funding support from the Transport Scotland and Paths for All Smarter Choices Smarter Places programme in 2015/16, this project is being further developed to ensure wider access to these adaptive bikes and cycling sessions across West Lothian.

Open Space Strategy and Green Networks

The initial West Lothian Open Space 10 year strategy (2005-15) has been reviewed and will be released in winter 2015. Considerable investment has gone into local, neighbourhood and district parks across West Lothian over this 10 year period. Improvements to paths both within and connecting to parks and open spaces, has been part of those improvements and the Open Space strategy addresses future improvements.

The Green Network Strategy, contained within the Local Development Plan, identifies numerous projects over the next 10 years. As well as biodiversity projects, it includes an array of potential Active Travel improvements to link up the green network across West Lothian.

Smarter Choices Smarter Places

The council successfully bid for funding from Transport Scotland and Paths for All for a programme of behaviour change-related activity in 2015/16. The programme includes provision of personalised travel planning to employees and students at West Lothian College and other organisations, and exploration of improved signage, mapping and journey planning tools.

West Lothian website review

In response to issues raised during the consultation and engagement which informed the development of this Active Travel Plan, the council undertook a review of information available on active travel on their website in 2015.

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As a result, a set of new webpages has been developed with the aim of improving access to information on how to make active travel choices and smarter travel choices overall. The new webpages can be found at www.westlothian.gov.uk/smarter-travel.

Community Payback bicycle and scooter recycling project

During 2014, the council's Community Payback team launched a new project - reconditioning old bicycles for use by the community. Local charities that work with children, including River Kids, West Lothian's main children's charity, felt this would be very worthwhile. Some local nursery schools identified the possibility of using 'balance bikes' (very small bikes with no brakes or chain wheel sets) to help small children to safely develop balance and co-ordination. Staff at Beecraigs Country Park, where offenders have been involved in regular Unpaid Work building a mountain bike trail, agreed a plan for the bicycle recycling project to set up a stock of appropriate bikes for use by community groups, who otherwise may not have access to such equipment, so they can make the most of the new trail.

Two Unpaid Work Supervisors obtained an appropriate professional bicycle mechanic's qualification, and supervise work teams carrying out a range of tasks. Offenders are involved in every stage of the project; they collect bikes, help identify makes and models, assess what repairs are needed, and strip down and rebuild bikes. Offenders benefit directly from learning transferable skills.

Bikes can be donated to the project, but mainly come from Recycling Centres around West Lothian; these are now being stored and renovated in the Community Payback workshop in Livingston. When bikes are not worth repairing, many parts can still be salvaged; where possible, unusable items are recycled, and the amount going to landfill is reduced.

Bikes have been donated to RiverKids, a West Lothian children's charity, formed in 2005 to help local children maximise their potential. RiverKids supplies toys and bikes to some of West Lothian's most disadvantaged children.

The same team are now exploring the possibility of constructed wooden scooter racks for schools and nurseries using locally-sourced materials from Beecraigs.

Westdrive and responsible driving behaviour

It is the Community Safety Partnership strategic vision to continue to contribute to reducing casualty rates from road traffic accidents.

Approximately 1382 senior pupils in West Lothian attended 'Westdrive 2015' between the 25th and 27th of August at the Howden Park Centre. The event was partly funded by Road Safety Scotland and organised by police through the West Lothian Community Safety Unit (CSU) and aimed to promote driving issues in a positive, engaging and enjoyable way whilst conveying very serious messages.

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The central theme of the event was that road crashes can and do destroy many lives, particularly young drivers and the lives of their families.

Westdrive 2015 was a partnership event hosted by Police Scotland with: Fire Scotland, West Lothian Drug and Alcohol Service (WLDAS), Cycle Touring Club (CTC) and Rural and Urban Training Scheme (RUTS).

Bikeability, cycle training and Give Everyone Cycle Space

The council's Low Port Centre in Linlithgow delivers training and advice to schools on Bikeability, on behalf of Cycling Scotland. Bikeability Scotland is a cycle training scheme designed to give children the skills and confidence they need both to cycle safely on the roads, and to encourage them to carry on cycling into adulthood.

In addition, the Low Port Centre regularly runs Cycle Ride Leader training courses. These courses are designed to enhance cycling confidence, and give individuals the skills they need to lead cycle rides within their workplace or community. A number of places on these courses are being funded for organisations participating in the council's Smarter Choices Smarter Places programme in 2015/16.

Schools in West Lothian regularly participate in national active travel promotions and events. In 2015, several schools took part in The Big Pedal. Some are participating in Living Street's Walk to School Travel Tracker programme, with Blackridge Primary School reaching a top ten position in the Scotland "Walk of Fame" in May 2015.

The year 2015 also saw West Lothian's first Cycle Friendly School award at Springfield Primary School in Linlithgow. Several other schools are currently working towards the award.

For the first time in 2015, West Lothian Council participated in Cycling Scotland's national campaign "Give Everyone Cycle Space". The campaign, which was funded by Transport Scotland and local authorities, asks people to give those on bikes, especially children and young people, enough space when overtaking - at least as much space as they would give a car.

Seventy-five pupils and teachers from Williamston, Bankton and Dedridge primary schools and The James Young High School took part in a led-cycle ride day as part of the Give Everyone Cycle Space Campaign. Schools also participated in the national cycle to school competition linked to the campaign and a P6 class in Williamston Primary School achieved first place in the whole of Scotland.

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Section 5: How do we achieve the vision? An Active Travel Action Plan

This section sets out a proposed action plan. The actions named seek to help deliver the outcomes identified in Section 4.

The Action Plan focuses on the following key aspects:

- Infrastructure actions.
- Behaviour change actions.
- A spatial network.
- Funding.
- Partnership working.

Actions on Infrastructure

Creating safe and adequate infrastructure for walking and cycling is a crucial element of any effort to encourage active travel. It is therefore a priority within this Active Travel Plan. West Lothian Council has been working with partners to deliver improved active travel infrastructure, but there is more to be done. The Infrastructure Action Plan builds on findings from the consultation and engagement work reported in Appendix A, and factors influencing demand for active travel reported in Appendix B.

Key aims of the Infrastructure Action Plan:

- **provide more infrastructure**
- **design infrastructure with safety, personal security and the needs of active travel users in mind**
- **better maintain existing infrastructure**

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Table 5.1: Active Travel Infrastructure Action Plan

Action	Lead organisation and partners	What does success look like?	Timescales	Performance up to 2015
Continue to secure active travel infrastructure through the development management process.	WLC Planning and Economic Development: Planning Services – Development Planning & Development Management sections; WLC Transport Policy & Transport Development Management	Permeable and liveable spaces with joined up walking and cycling networks where sustainable transport choices are easier than travelling by private car	Continuous	The Council pursues active travel infrastructure through the development management process and will continue to do so.
Develop walking and cycling infrastructure according to established design guidance and good practice e.g. Cycling by Design, Sustrans design guidance, Designing Streets.	WLC Transport Policy & Transport Development Management; WLC Planning and Economic Development: Planning Services – Development Planning & Development Management sections;	Quality infrastructure which meets design guidance to maximise ease of use; Core Development Area master plans for major new developments reflecting “Designing Streets” principles.	Continuous	The Council adheres to design guidance and has produced a Residential Design Guide. Some relevant staff have attended Cycling Scotland’s Mainstreaming Cycling course in 2014.
Prioritise capital requests for new pedestrian and cycling paths in a clear and transparent manner which supports functional active travel in particular (see prioritisation matrix below).	West Lothian Council (Roads and Transportation)	Communities understand funding decisions and active travel infrastructure is located where it has the maximum benefit	Continuous	Prioritisation to be discussed and agreed.
Proactively seek external funding for new infrastructure in addition to existing Council budgets.	West Lothian Council (Roads and Transportation)	New active travel infrastructure continues to be delivered where needed	Continuous	C£4m is programmed via Community Links in 2014-16. Other funding sources are also considered though availability of match funding is a continuing issue for all local authorities.
Maximise efficiency of existing infrastructure by upgrading to shared use where it complies with	West Lothian Council (Roads and Transportation)	Safe, comfortable and cost-effective off-road networks are available for families, children	Continuous	Upgrading to shared use has been applied in some areas e.g. A89 corridor. More suitable routes to be identified.

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Action	Lead organisation and partners	What does success look like?	Timescales	Performance up to 2015
design guidance (and considers levels of potential use by pedestrians and cyclists) and supports everyday active travel.		and less confident cyclists.		
Deliver appropriate signage and route-finding mechanisms alongside new and enhance infrastructure in accordance with an active travel signage protocol (to be developed). Signage clutter to be avoided and maintenance of signage to be considered alongside costs of new / enhanced signage.	West Lothian Council (Roads and Transportation)	Communities understand how to use new and existing active travel infrastructure. Signage to be routinely delivered as part of cycling infrastructure projects.	2015-17 (signage protocol), signage delivery continuous	Active travel signage protocol to be developed for use across West Lothian. A partial review of signage was carried out on the Livingston active travel network in 2012 – to be progressed further in 2015/16.
Deliver a network of strategic active travel connections between settlements in West Lothian - a combination of "quiet roads", off-road cycle and pedestrian paths, on-road cycle lanes.	West Lothian Council with external partners (SEStran, SESplan, Sustrans, Central Scotland Green Network Trust,, Transport Scotland, SNH, private developers).	Communities have the option of travelling actively for functional trips across a continuous and integrated network.	Continuous with monitored progress on an annual basis.	Identification of such a network is one of the purposes of this Active Travel Plan.
Deliver local networks to support walking and cycling with a priority focus on access to schools, town centres, significant areas of employment, rail stations, community and leisure facilities (including open space) – encompassed within local Active Travel Network Plans produced in partnership with communities.	West Lothian Council with external partners (SEStran, SESplan, Sustrans, Central Scotland Green Network Trust,, Transport Scotland, SNH, private developers and communities).	Children have a safe and adequate route to walk, cycle and scoot to school. Communities can make local trips safely on foot and by bike.	Long-term with monitored progress on an annual basis. 3 settlement Plans per year.	A strategic active travel audit of Broxburn/Winchburgh/ Uphall was carried out in early 2015 and informal engagement has been carried out with some communities during the preparation of this Plan. Work to be initiated on local area Active Travel Network Plans in 2015/16.
Maintain adopted footways, footpaths and cycleways to a safe and usable standard, including	West Lothian Council (NETS and Land Services, Roads and Transportation)	Non-motorised users are valued in the same manner as car users, and can choose to travel actively on	Continuous.	The Council currently maintains adopted footways. The Council grits the transport network according to its Winter Service Policy. Budget constraints

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Action	Lead organisation and partners	What does success look like?	Timescales	Performance up to 2015
winter maintenance (subject to budget availability).		well-maintained networks in any season.		prevent including all paths within priority schedules.
Adequately light strategic routes used for functional active travel where possible (rural routes, canal routes or those with environmental or heritage designations may not be suitable for street lighting).	West Lothian Council (Operational Services)	Individuals are not deterred from choosing to travel actively through lack of adequate lighting. Subject to revenue budgets.	Continuous.	Lighting is provided / scheduled for routes if required and subject to revenue budgets.
Provide adequate cycle (and scooter) parking at schools, major workplaces, town and local centres. Encourage Abellio Scotrail to provide more and better cycle parking at railway stations. Secure cycle parking facilities where appropriate through the development management process.	West Lothian Council, schools and workplaces, Community Councils / Community Development Trusts / Town Centre Management Groups, Abellio Scotrail	Individuals are not deterred from choosing to travel actively through lack of cycle parking and / or security concerns over bikes. All secondary and primary schools, and ideally also nurseries, have adequate cycle / scooter parking.	Continuous with monitored progress on an annual basis.	Cycle parking was provided at a number of locations in West Lothian in 2012. Additional cycle parking is provided where there is demand and funding is available. Cycle parking is required where appropriate through the development management process.
Work with external partners to ensure strategic active travel routes in and through West Lothian are acknowledged and joined up in a regional context.	West Lothian Council with SEStran, SESplan, SNH, Transport Scotland.	West Lothian's active travel network is integrated at a regional level and users can cycle to, beyond and through the area. Policies and proposals in all strategic documents that reflect (and further) Active Travel issues within West Lothian.	Continuous	WLC contributed to both the SESplan LDP MIR and the SEStran regional cycle network study in 2015 to ensure WLC strategic corridors were recognised at a regional level.
Develop active travel routes and projects for leisure, access to open space, tourism and cycling as a sport. Promote consistency of route planning for active travel with the Council's emerging Open Space	West Lothian Council with SEStran, SESplan, SNH, Visit West Lothian.	There is a network of routes and links between active travel routes, open spaces and green networks, where applicable. Increased walking and cycle trips on the John Muir Way and NCN routes. Local communities benefitting	2015-17	Visit West Lothian is working with Visit Scotland to promote cycling for tourism and leisure purposes - http://visitwestlothian.co.uk/see-do/cycling/west-lothian-scotlands-cycling-hub/

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Action	Lead organisation and partners	What does success look like?	Timescales	Performance up to 2015
Strategy and Green Network Strategy (Local Development Plan)		from active travel leisure and tourism projects through job creation and local spend. West Lothian is seen as a cycling destination.		
Engage with communities to understand priority infrastructure needs in the emerging Active Travel Network Plans, and ensure communities know who to contact on active travel issues.	West Lothian Council (multiple teams), and individual community groups / representatives (e.g. Community Development Trusts, Community Councils, other community organisations)	Communities have a say in developing active travel infrastructure that meets their needs and feel a sense of ownership over their networks (which may encourage local usage). Active Travel Forum meet on bi-annual basis similar to the West Lothian Access Forum.	Continuous with specific tasks in 2015/16.	Some initial engagement with communities has been carried out as part of this Plan, and all Community Councils and CDTs were contacted in 2015 for their views on active travel.
Support communities to take ownership of local active travel issues e.g. apply for funding for local improvements, community maintenance of paths, production of local mapping.	West Lothian Council with local Community Development Trusts, Central Scotland Green Network Trust, Sustrans, Paths for All, Living Streets, communities	Communities have a say in developing active travel infrastructure that meets their needs and feel a sense of ownership over their networks (which may encourage local usage).	Continuous with specific tasks in 2015/16	WLC is coordinating free training for communities on Open Cycle Map in 2015. WLC is also working with Living Streets on a Walkable Communities project in Whitburn which will provide training for community street audits. A new Smarter Travel News page has been set up under http://www.westlothian.gov.uk/smarter-travel including updates on funding programmes, training opportunities etc.

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Behaviour change actions

Infrastructure is critical to supporting an increase in active travel in West Lothian. It must also be supported by measures to support cultural and behavioural change, by all transport users.

The Behaviour Change Action Plan builds on findings from the consultation and engagement work reported in Appendix A, and factors influencing demand for active travel reported in Appendix B.

Key aims of the Behaviour Change Action Plan:

- **provide better information on how to travel actively to where people need to go**
- **support with training and enhancement of active travel skills**
- **work with employers and organisations to support and facilitate active travel choices**

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Table 5.2: Active Travel Behaviour Change Action Plan

Action	Lead organisation (and team)	What does success look like?	Timescales	Performance up to 2015
Deliver Bikeability Levels 1, 2 and 3 to school pupils across West Lothian. In particular, all primary schools should support Bikeability Level 2 (on-road cycle training) to p5s-p7s.	West Lothian Council (Sports Development and Outdoor Recreation)	Increase the uptake of Bikeability in primary and secondary schools in West Lothian <ul style="list-style-type: none"> - Increase annually over 2014/15 levels (numbers of pupils). In 2014/15, 18% of Primary Schools completed Level 1 training with pupils, 15% Level 2. - Increase Bikeability Level 3 in number of secondary schools – target 2 schools in 2015/16. (0 schools in 2014/15.) 	Continuous with annual monitoring.	Lower than Scottish average uptake of Bikeability in West Lothian to date as dependent on schools / parents / volunteers delivering training – needs additional “people infrastructure”.
Develop School Travel Plans and support associated measures to promote active travel on the journey to school - <ul style="list-style-type: none"> - Cycle Friendly School award - Active travel champions within schools - Participation in national active travel events and initiatives such as The Big Pedal, Walk to School Week, Walk Once a Week 	Schools supported by West Lothian Council (Education, Roads and Transportation, Outdoor Education)	Increase the number of Cycle Friendly Primary and Secondary Schools in West Lothian <p>All schools will have short, concise and up to date School Travel Plans. (2014/15, 9 Primary Schools at Stage 2 “working on school travel plan activities”, remainder of schools at Stage 1 – not involved in travel plan activities).</p>	Continuous with annual monitoring.	1 Cycle Friendly School in 2015. Participation in The Big Pedal by 3 primary schools in 2015. At least one school taking part in Living Streets travel tracker.
Support workplaces to develop Travel Plans and associated measures to promote active travel on the journey to work	West Lothian Council in partnership with Energy Savings Trust, Sustrans and Paths for all	Employees make informed travel choices for the journey to work, and are supported and encouraged in their active travel choices.	Continuous subject to annual Smarter Choices Smarter Places	Smarter Choices Smarter Places 2015/16 focusing on employee and student behaviour change

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Action	Lead organisation (and team)	What does success look like?	Timescales	Performance up to 2015
			funding from Transport Scotland	
Provide cycle training and led cycle ride opportunities to build cycling confidence	West Lothian Council (Roads and Transportation, Sports Development and Outdoor Recreation, Health Improvement Team through Put Your West Foot Forward)	More individuals feel confident cycling for everyday journeys and are more familiar with cycling networks in their areas.	Continuous with annual monitoring	Cycle Ride Leader training courses are delivered by Low Port Centre and these opportunities are being offered to organisations as part of the council's 2015/16 Smarter Choices Smarter Places programme funded by Transport Scotland and Paths for All. Cycle training is also provided through the Put Your West Foot Forward project and All Ability Cycling project.
Provide up to date and comprehensive information on active travel on the Council's website (and intranet for internal staff)	West Lothian Council (Roads and Transportation)	Up to date web content on active travel in West Lothian	2015/16	Webpages reviewed and refreshed in May/June 2015. Intranet content being developed including for schools.
Provide mapping and route planning tools to support active travel choices	West Lothian Council (Roads and Transportation)	People know where to find information on the best active travel route for them.	2015/16	West Lothian Cyclestreets exists and linked on website. Further route planning for walking is being explored as part of the Smarter Choices Smarter Places programme.
Participate in national campaigns such as Give Everyone Cycle Space and develop other initiatives to promote mutual respect and responsible driver behaviour.	West Lothian Council (Roads and Transportation, Outdoor Education, Education), Cycling Scotland / Sustrans / Living Streets / Paths for All / Transport Scotland	Annual participation in the event reaching a range of schools each year	2015/16 – ongoing	WLC took part in Give Everyone Cycle Space in 2015. Responsible behaviours section of WLC website produced in 2015. Police Scotland deliver Westdrive and consideration of cyclists is incorporated into this.
Work with communities to develop local active travel network plans for	West Lothian Council (Roads and Transportation,	Communities have good local knowledge of their networks and feel	Long-term with	Initiating process in 2015/16.

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Action	Lead organisation (and team)	What does success look like?	Timescales	Performance up to 2015
their area and support them with applications for funding for new and enhanced infrastructure	Community Regeneration)	empowered and informed to seek solutions in partnership with the Council and other organisations.	monitored progress on an annual basis. 3 settlement Plans per year.	
Support communities to ‘audit’ and “map” their communities.	West Lothian Council (Roads and Transportation, Community Regeneration, Health Improvement Team)	Communities have good local knowledge of their networks and feel empowered and informed to seek solutions in partnership with the Council and other organisations.	2015/16 – ongoing	WLC HIT works with Paths for All on community path audits (e.g. Linlithgow). WLC working with Living Streets in 2015 on Walkable Communities project in Whitburn including community street audit training and delivery. WLC exploring provision of community mapping training for Open Street Map in 2015 with Sustrans.
Develop bike hire schemes in West Lothian for those who need affordable access to bikes, and for those who can afford to hire bikes for specific trips (e.g. leisure, business travel)	West Lothian Council with Abellio Scotrail and other partners	Bike hire facilities are available to promote active travel to key visitor, leisure and retail locations. Access to bicycles is fair and equitable for all.	2015/16 – ongoing	West Lothian Council and NHS Lothian have developed 5 Bike lending libraries in West Lothian, with SCSP supporting the development of 3 more in 2015/16. Abellio Scotrail have committed to delivered Bike and Go cycle hire facilities at a number of West Lothian rail stations from 2015/16 onwards.
Develop All Ability Cycling projects to support those with different physical and learning needs.	West Lothian Council and NHS Lothian with delivery partners.	Individuals can access bikes and experience active travel regardless of ability.	2015/16 - ongoing	West Lothian Council and NHS Lothian in partnership with Lothian Disability Sport are delivering an All Ability Cycling pilot scheme in 2014. Through the Council’s Smarter Choices Smarter Places programme in 2015/16, this has been expanded. The scheme provides adaptive bikes for those with additional support needs.
Incorporate active travel promotion and infrastructure into actions plans to tackle Air Quality Management Areas	West Lothian Council (Roads and Transportation, and Environmental Health)	Active travel infrastructure and behaviour change is a key part of AQMA Action Plans, promoting modal shift to non-polluting modes.	2015-17	Active travel is being integrated into emerging AQMA Action Plans.

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Action	Lead organisation (and team)	What does success look like?	Timescales	Performance up to 2015
Improve evidence base on demand for active travel and usage of infrastructure	West Lothian Council (Roads and Transportation)	Regular pedestrian and cycle count data across our active travel network to understand usage and any potential improvements needed to encourage use.	Continuous with annual monitoring.	Progress needed – subject to funding availability. Community Links infrastructure monitored as part of funding agreement. Working with partners who gather count data already (e.g. Scottish Canals, Sustrans). WLC commissioned baseline counts on A89 in May 2015. Data from previous counts and monitoring sites is being collated in 2015.
Pilot rail station travel plans	West Lothian Council (Roads and Transportation) in partnership with Abellio Scotrail	Data to support a better understanding of rail station catchments, and investment (when available) in improved walking and cycling routes to stations.	2015-17	To initiate with origin-destination surveys at selected stations in 2015/16 in partnership with Abellio Scotrail.
Support Council staff to make active travel choices for business travel and the journey to work	West Lothian Council (Human Resources)	Cycle mileage rate paid for staff travel by bike. Pool bikes in locations of highest demand to help reduce vehicular business mileage and improve health. Health and Safety Policy to support staff business travel by bike.	2015-17	Progress needed.

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A spatial framework

From the Bathgate Hills to the Harburn moors, through the new town grid of Livingston – West Lothian is a varied and dynamic area. Its industrial heritage is visible throughout the area, alongside modern development such as the Heartlands area in Whitburn. Its landscape and natural heritage attracts local residents and visitors to the area, including Linlithgow Palace, the River Avon, Bathgate and Pentland Hills, the Union Canal (national cycle route), and the three country parks. West Lothian benefits from several National Cycle Network Routes including the NCN75 passing east west through the county and NCN76 traversing the Forth Shore.

The spatial framework for active travel is still emerging, and will be a work-in-progress across the lifetime of this Active Travel Plan. This first Plan aims to establish the principles of this network to help guide funding decisions, grant applications and priorities in coming years.

Missing links and a strategic network within West Lothian

This Active Travel Plan focuses on identifying key missing links at a strategic level within West Lothian – that is, between communities, to and from major destinations. Networks within settlements will be developed over time as this will require input from a number of stakeholders.

Factors driving the assessment of missing links:

- Distance between communities and potential for active travel
- Communities which have relatively poor connections currently
- Communities which may see a significant amount of strategic residential development in coming years –, Wester Inch Bathgate, Dechmont (Bangour Hospital site), Linlithgow, and “Heartlands” at Whitburn,
- And large scale major development within the Core Development Areas (existing and proposed) identified at Armadale, Livingston and Almond Valley (Calderwood), East Broxburn, and Winchburgh.

The West Lothian Local Development Plan (emerging) identifies a number of Core Development Areas. Active travel plan infrastructure will be sought in each area through the development management process. The Core Development Areas are:

- Armadale
- Winchburgh
- East Broxburn
- West Livingston / Mossend
- Calderwood

The following table sets out an initial assessment of strategic active travel links between settlements in West Lothian, with a particular focus on cycling for journeys up to 5 miles. Some links are more than 5 miles, acknowledging that longer distance cycling to work may increase in the future.

Potential demand for active travel is based on travel to work data analysis presented in Appendix B together with population size of the settlements in question.

Initial prioritisation for investment (or intervention) is based on:

- Potential demand (as above).
- Nature of the existing infrastructure for active travel already in place.

The categorisation is as follows:

- High = priority for intervention.
- Medium = medium priority for intervention.
- Low = low priority for intervention.

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Table 5.3: Strategic active travel corridor assessment

Settlement	Connections to / between....	Potential level of functional active travel demand	Infrastructure in place	Commentary	High, medium, low	Possible solutions (if needed)
Linlithgow (& Philipstoun)	Winchburgh / Broxburn	Medium	NCN 754 (Union Canal towpath)	B9080 has reduced speed limit. NCN surface is not ideal for cycle commuting in parts, and is unlit so may be unsuitable for commuting all year round. Needs better cycle commuter connections.	Medium	Re-surfacing of NCN in partnership with Scottish Canals. On-road cycle lane – long-term aspiration.
Linlithgow (& Philipstoun)	Livingston / Bathgate	Medium	On road only	Needs better active travel connections although distance and topography may be a barrier to mass cycle commuting by some. Community Links Bathgate Hills quiet road projects exploring improving cycling/pedestrian/horserider friendly routes in 2015/16	Medium	Quiet roads (cycle, pedestrian and horserider friendly routes). Off-road shared use path on B8046 being explored by CSGNT & Ecclesmachan & Threemiletown Community Council..
Bathgate	Livingston	High	NCN 75 A89 corridor / Starlaw link / Livingston greenway network (Lochshot Burn path)	Good routes for commuting and leisure. Existing routes do not necessarily connect well into town centres and residential areas.	Medium	Off-road links already in place. To consider better links to town centres, residential areas and existing path networks.
Bathgate	Armadale	High	NCN75 On-road including quieter Easton Road (parallel to / north of A89)	Good route for leisure cycling but circuitous for functional, direct cycling. NCN does not link directly into Armadale town centre and residential areas.	Medium	Quiet roads being considered. Better links into both town centres and residential areas, link to development where possible.
Armadale	Whitburn	Medium	Off road shared use path funded by Sustrans Community Links programme on B8084 (2015/16)	Community Links infrastructure will support off-road active travel between settlements but good links needed from within settlements to the B8084 link and at southern junction with A706 route	Low (once path is complete 2015/16) though more work is needed to	Off-road link on B8084. Better linkages from within settlements to strategic network.

Settlement	Connections to / between....	Potential level of functional active travel demand	Infrastructure in place	Commentary	High, medium, low	Possible solutions (if needed)
					connect strategic path into settlements.	
Blackridge and Armadale	Livingston	Medium/High	NCN75 Off road shared use path funded by Sustrans Community links on B8084 (2015/16)	Good route for leisure cycling but circuitous for functional, direct cycling. Connections from Bedlormie Estate to NCN75 need reviewed as severed by rail reinstatement.	Medium	Potential route formed by B8084 off-road link plus new off-road scheme on A706/A7066/A89
Broxburn/ Uphall / Winchburgh / Dechmont	Livingston	High	Broxburn Path (East to West) in Broxburn A89 shared use corridor Railway Path from Uphall station to Livingston network. Paths from Dechmont linking into Livingston network.	Off-road network available though better signage and maintenance needed and connection from east end of Station to route. Potential gap in network between Winchburgh and Broxburn/Uphall although NCN754/canal towpath surface could be upgraded to improve connection (however, NCN is unlit and may not be suitable for commuting all year round)	Medium	Re-surfacing of NCN754 is being considered by Scottish Canals on selected stretches.
West Calder / Harburn	Livingston	High (to Livingston)	On road	Most direct route towards Livingston is on-road although off-road sections available near Seafield towards Kirkton. Lack of off-road / footway connections between West Calder and Harburn – local community leading feasibility study into a better path connection. Quieter roads to Brucefield / Murieston.	High	Upgrade Seafield off-road connections. Consider footway widening/redetermination from West Calder to Livingston. Quiet roads being considered.
West Calder/Harburn	South Lanarkshire (Woolfords Auchengray & Tarbrax)	Low though higher demand to work locations elsewhere in West Lothian.	Mixture of off-road paths and on-road.	Woolfords Auchengray & Tarbrax Improvement Foundation proposals to improve leisure and functional access by walkers and cyclists. Potential tourism / economic development value through enhanced connectivity for walkers and cyclists.	Medium	Quiet roads being considered.

Settlement	Connections to / between....	Potential level of functional active travel demand	Infrastructure in place	Commentary	High, medium, low	Possible solutions (if needed)
Blackburn and Seafield	Livingston	High	NCN 75. Off-road paths from Seafield towards Kirkton. On-road (A705)	NCN75 but unlit so unsuitable for commuting all year round. South side of Almond Path via Easter Breich Farm resurfaced by CSGNT in 2014.	Medium	Upgrade Seafield off-road connections. Consider footway widening/redetermination along A705.
Blackburn	Bathgate	Medium	On-road lanes in parts/shared use in parts	Blackburn is in Bathgate Academy catchment but buses currently provided. Distance is relatively short for commuting and there is already some existing facilities to tie into.	High	Relatively short distance and wide footways could be converted cheaply. Difficulty at M8 crossing where parapet needs raised. Crossings on B792 could be upgraded to Toucan to link to NCN 75 through Blackburn.
Stoneyburn and Breich Valley	Whitburn / Addiewell	Medium (to service centres and railway stations)	On road (lacking footways in some places). Disused railway line in poor condition. (Ramblers Medal) walking routes towards Whitburn from Stoneyburn but unsuitable for cycling.	Cross-country off-road paths to north but not suitable for cycling on whole route. Some potential improvements via Wind Turbine access upgrades at Foulshiels.	High	Off-road path improvements/upgrades. Quiet roads. New shared use paths alongside road.
Fauldhouse	Longridge	Low	Off road path on B7010	Off-road path almost complete (2015).	Low	None required
Fauldhouse / Longridge	Whitburn	Medium	On-road	A need to connect into "Heartlands" Master plan and distributor road and related cycle network.	Medium	Following Whitburn Charette, masterplan to be reviewed with developer to secure greater integration between existing town and new greenways.
Whitburn	Livingston	High	On-road A705 (through Seafield –	Few active travel options. Proposed extension of A89 shared use corridor to	High	New off-road shared use path along A706/A7066/B7066

Settlement	Connections to / between....	Potential level of functional active travel demand	Infrastructure in place	Commentary	High, medium, low	Possible solutions (if needed)
			see above).	A706/A7066/B7066.		linking to existing A89 corridor. Link to improvements via Seafield on A705.
Kirknewton, East Calder, Mid Calder, Wilkieston	Livingston	High	NCN75	Issues over quality of NCN75 in places and perception of safety in on-road sections. Lack of off-road routes. Some quiet routes linking East Calder northwards.	Medium	A71 corridor identified as requiring active travel enhancements in both SESplan SDP2 MIR and SEStran regional cycle network studies. Quiet roads potential.
Torphichen and Westfield	Armadale / Bathgate / Livingston	Medium	On road only	Whilst demand may not be significant, some roads without footways and difficult conditions for active travel journeys.	Medium	Quiet roads being explored. Enhanced footways locally in Torphichen and Westfield.
Threemiletown, Ecclesmachan, Bridgend	Livingston / Linlithgow / Winchburgh	Medium	On road only	Local community desire to enhance cycling and walking links between the two communities served by the B8046. B8046 is a relatively low-gradient connection between Linlithgow and Livingston (compared to the Bathgate Hills).	Medium	Off-road shared use path on B8046 being explored by CSGNT & local Community Council.
Uphall Station / Pumpherston	Livingston	High	Off-road path network in parts. Good connections into Livingston Greenways	Some local connection points to the NCN and local Livingston network, although some potential local missing links.	Medium	Some local missing links. Enhance personal security of underpasses at Uphall railway station.

Connecting West Lothian within the region

Both SEStran and SESplan are developing network plans for regional active travel corridors. West Lothian Council is working with both of these regional partners to ensure West Lothian residents and employees have access to safe and effective infrastructure to support their journey to work by active travel.

Figure 5.1: SEStran Strategic Cross Boundary Cycle Development – Missing Links

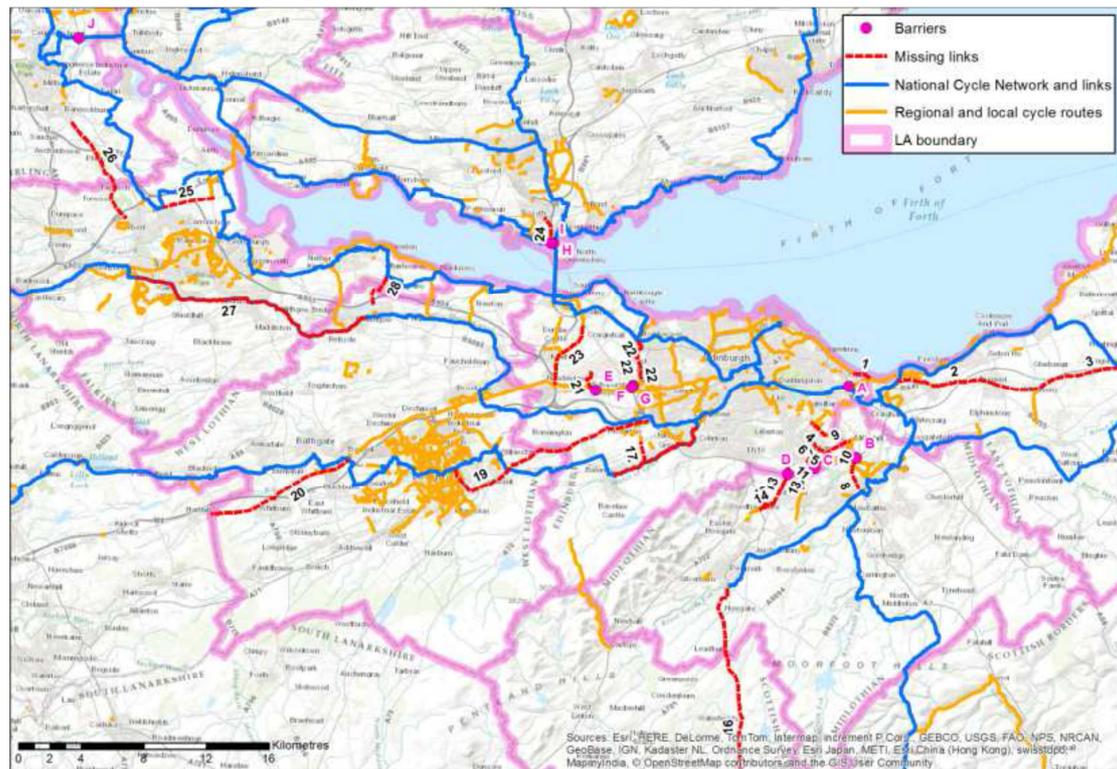
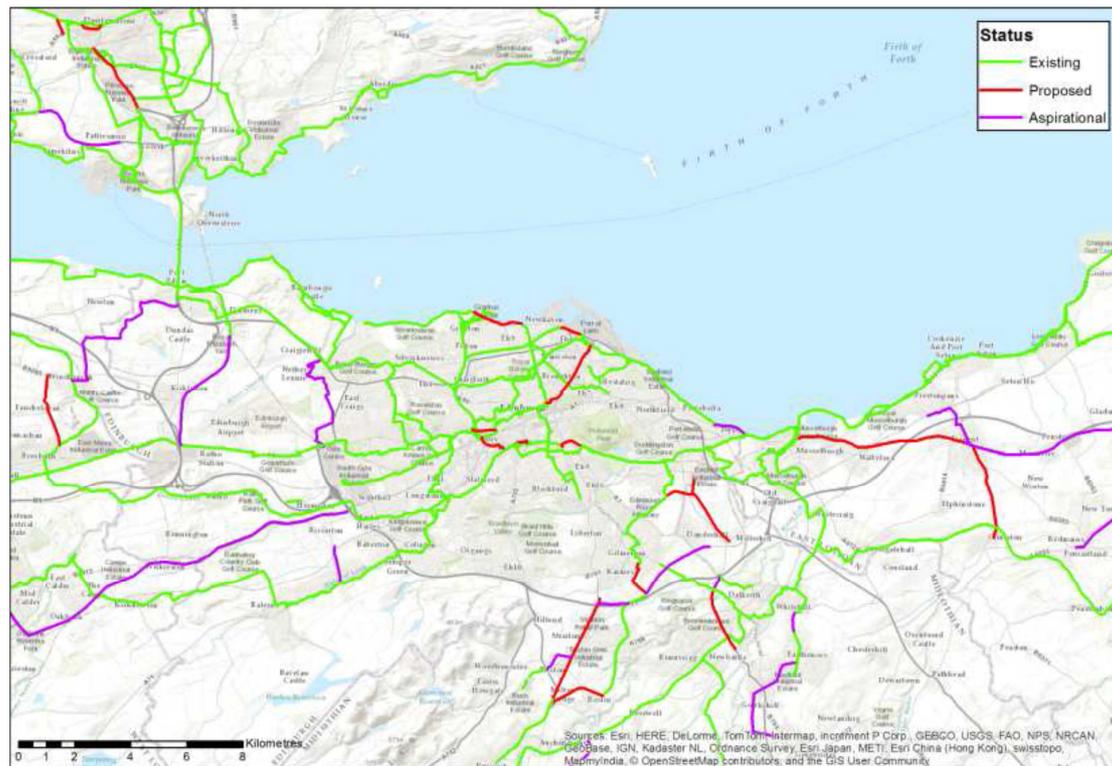


Figure 5.2: SEStran Strategic Cross Boundary Cycle Development - potential future cycling links



Active Travel Networks within communities

Connections linking settlements are one aspect of an active travel network. A further crucial aspect are active travel networks within settlements. These provide opportunities for active travel to school in particular, but also everyday journeys to town and village centres, shopping and health facilities as well as areas of open space and recreation.

The Council will work in partnership with local communities to develop **Active Travel Network Plans** for each settlement within West Lothian in the coming years. This will take some time, and will require the involvement of local community representatives and organisations to ensure missing links are correctly identified within a network which supports people to travel actively to places they want to go.

A framework for prioritising active travel investment

Spatial hierarchy guide the case for investment in active travel links (as defined by the Local Development Plan):

- Major centres of population of Livingston, Bathgate, Linlithgow plus all towns and villages in West Lothian – links between settlements where they support functional active travel in particular
- Links to educational establishments – nurseries, schools, colleges
- Links to local centres – town and village centres, local centres in Livingston
- Links to major workplaces and/or clusters of employment
- Links to public transport interchanges – rail stations, bus stations/interchanges

In addition, to this spatial framework, active travel links should be assessed against the following:

- Does the active travel improvement mostly support functional active travel – that is, journeys to work, education and training specifically, and everyday journeys to access local services such as retail, leisure and health?
- Does the active travel improvement address an evidence-based safety and/or personal security issue?
- Does the active travel improvement support place-making and enhanced public realm to make our communities more liveable places?
- Does the active travel improvement support populations with significant health inequalities and / or deprivation (as measured by Scottish Index for Multiple Deprivation)?
- Is the active travel improvement consistent with other council policies and programmes, and support the council's Single Outcome Agreement?

Funding for active travel

As evident from this Plan, the council already commits investment to active travel from a variety of teams and in a variety of forms. Some actions within this Plan can be progressed without funding e.g. providing information via electronic means or taking part in 'free' campaigns such as The Big Pedal.

Funding continues to be required to make progress on some actions. This funding will come from a variety of sources, as it already does, internally and externally to the council. This Plan provides the framework to prioritise funding applications. Moreover, it aims to help the council proactively secure funding from a number of external sources by working in partnership and providing a consistent and evidence-based approach to policy direction and projects development.

In terms of funding for active travel, the council commits to the following principles and actions:

- The council will continue to commit Cycling, Walking and Safer Streets funding to progress the delivery of active travel infrastructure in West Lothian.
- The council will continue to seek developer contributions for active and sustainable travel infrastructure and services where directly relevant to the development in question.
- The council will aim to find sources of match funding to maximise opportunities to access Government funding streams such as Community Links and Smarter Choices Smarter Places (which require 50% match funding).
- The council will be proactive in securing funding from occasional sources such as the Regeneration Capital Grant Fund from the Scottish Government, Network Rail's Stations Fund as well as in-kind contributions from partners such as Living Street's Walkable Communities programme.
- The council will aim to work with communities to identify sources of match funding external to the Council, to help deliver active travel infrastructure within communities.

Such sources include Village and Town Improvement Funds, funding for Community Development Trusts. European funding also requires strong community-led projects.

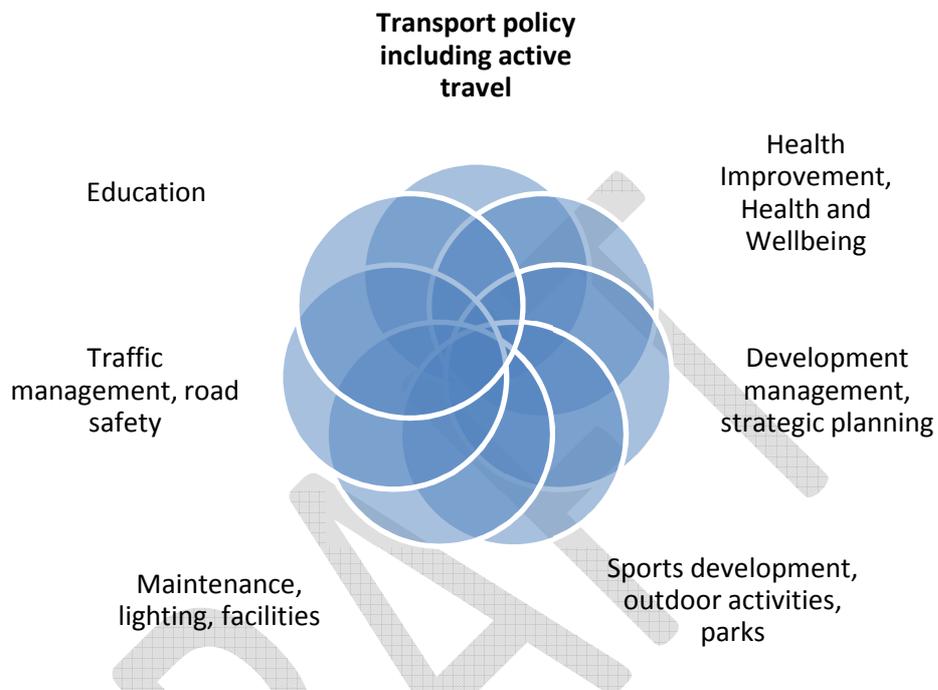
- The council will support communities to apply for funding by providing training and support.
- The council will continue to work with communities to develop projects to 'shovel-ready' stage to maximise funding opportunities when they arise.

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Working together to deliver

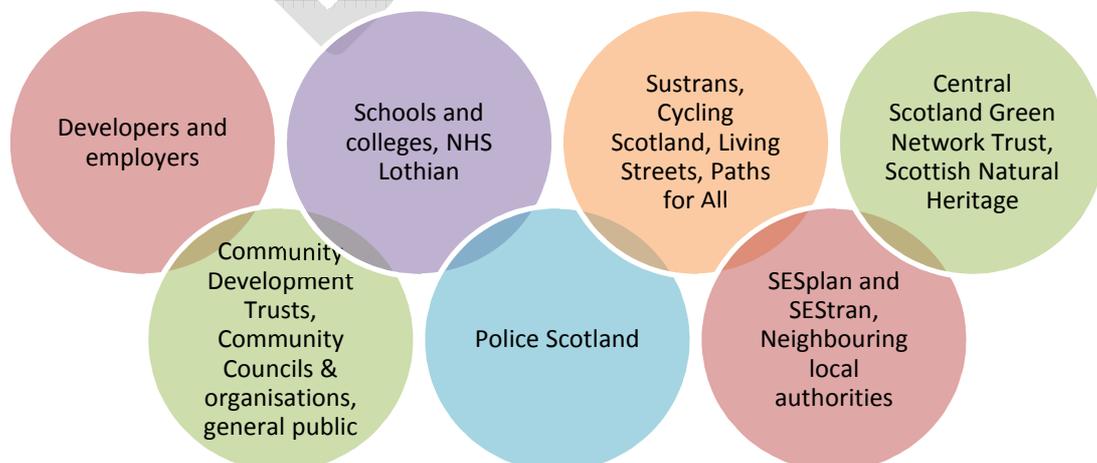
West Lothian Council will work to support active travel choices across the area to the best of their ability. There is a lot the council can do, particularly by working together across teams within the council.

Figure 5.3: Joined up working within the council



The Council cannot normalise active travel on its own however. There is a need to work with Community Planning Partners, external organisations, employers, communities – and every single individual in West Lothian.

Figure 5.4: Partnership working



Finally, what individuals and organisations can do

To help mainstream active travel in West Lothian and Scotland generally, there is a need to tackle cultural change. As evidenced by the Active Travel Survey and wider consultation reported in Appendix A, all users of the transport network should respect each other's needs, particularly where space is limited and shared with other modes of transport.

The council needs everyone's support to help deliver a culture where active and sustainable travel is the norm, and those who choose other modes out of necessity can also get where they need to go.

More information on how to make smarter travel choices is available at

<http://www.westlothian.gov.uk/smarter-travel>.

Figure 6.5: A starter for ten - some things individuals and organisations can do

Responsible behaviours

- Drive legally and responsibly. Observe the Highway Code and the speed limit.
- Give everyone cycle space – if you pass a cyclist on the road, give them as much space as you would give a car.
- As per the Highway Code (paras 239 to 247), do not park on the pavement unless signs permit it. It is illegal to drive on or over a pavement (or footpath) except to gain lawful access to property, or in the case of an emergency. Pavement parking acts as a barrier to movement by pedestrians, those with mobility difficulties and visual impairments, children on scooters and those with prams or buggies.
- In areas of shared use amongst all forms of active travel (horseriding, walking, cycling), respect the needs of other users. In rural areas in particular, observe the Scottish Outdoor Access Code.
- Switch off your engine when stationary. Smoke and fumes that come from vehicle exhausts are harmful to health, particularly those with asthma, and create an unpleasant environment for pedestrians. It also wastes fuel and money.

Make smarter travel choices

- Almost 6 in 10 journeys in West Lothian are less than 3 miles long. Consider walking or cycling for shorter journeys when you can. Plan your cycle route at West Lothian Cyclestreets.
- Consider travelling sustainably to work, even just once a week. Plan your public transport journey at Traveline Scotland and check your next bus departure using the Bustracker online tool or app.
- Ask your employer if they participate in a cycle to work scheme, where you can pay for a new bike in instalments and make substantial savings before tax.

Support active travel choices

- If you arrange events as part of an organisation or group, big or small, consider prioritising sustainable travel advice in your "how to get there" instructions instead of where to park.
- If you have the time, get trained as a Bikeability trainer and help your local school deliver cycle training and skills to pupils. Low Port Outdoor Centre provides free Cycle Training Assistant courses.
- Plan your day to support your children to travel actively to school – physical activity helps their mental concentration, their physical health and reduces emissions and parking problems around the school gate.

Thank you for travelling actively in West
Lothian

smarter travel



West Lothian

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Appendix A: Active Travel Plan - Consultation and engagement report

During the development of this Draft Active Travel Plan, views were gathered from a number of organisations and individuals via an online Active Travel Survey, drop-in sessions and workshops. Views on active travel were also gathered from previous and ongoing consultations, such as the Whitburn Charrette process in April 2015.

[This section will be further updated after the consultation on this Draft Active Travel Plan is complete.]

Active Travel Survey

Introduction

A short survey was made available online in March and April 2015, and promoted through Community Planning partners, by email to all West Lothian Community Councils, Community Development Trusts, Community Planning partners and other community organisations, and made available on the Council website. It was also circulated to Council staff via the intranet and the Green Impact programme. Recipients were encouraged to share the link to the survey locally in their communities. The survey was aimed at anyone living or working in West Lothian.

In total, 150 responses were received. Respondents came from across the local authority area, and some responses were received from people working in West Lothian but living elsewhere.

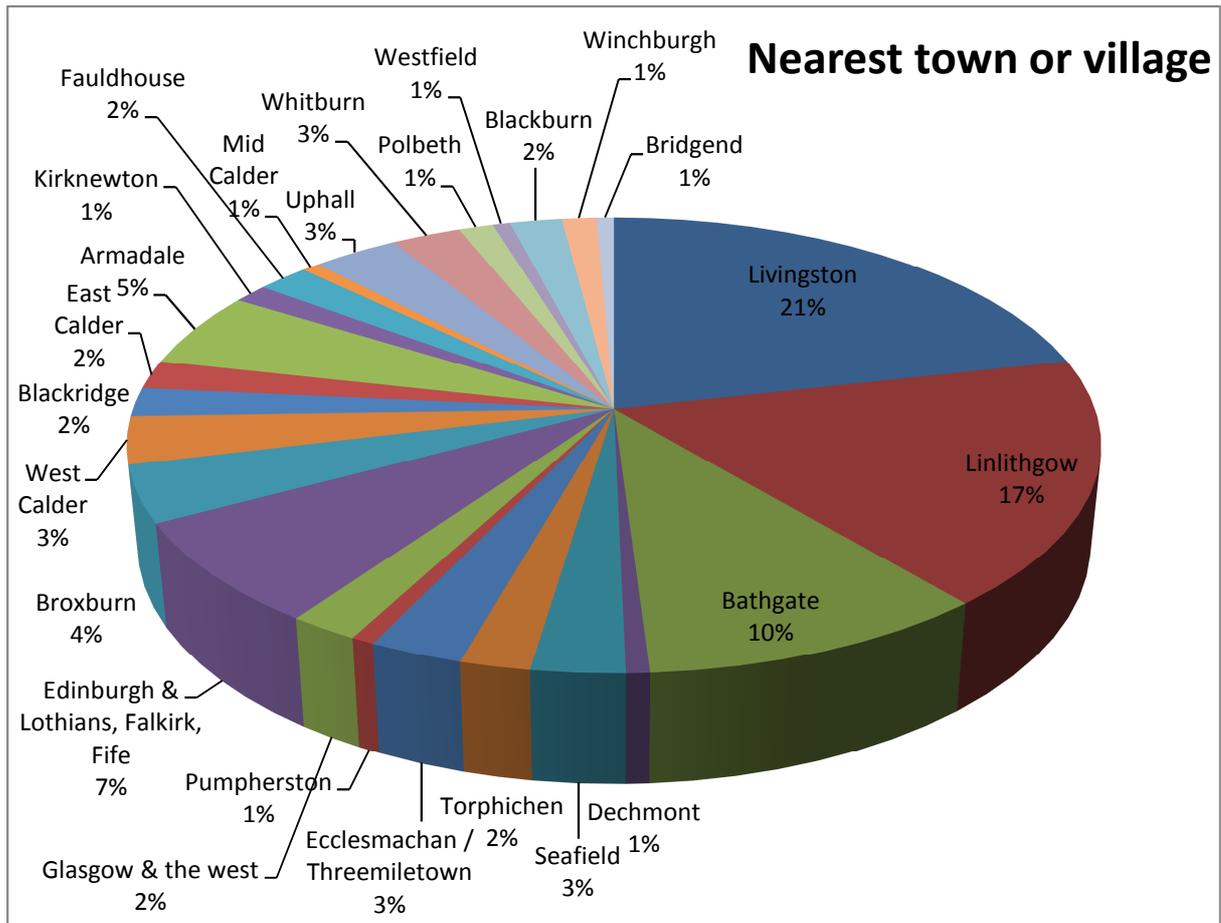
It is important to note that survey respondents were self-selected. As the survey was made available generally, it was down to an individual's personal motivations as to whether they decided to respond to it. The exception to this was a small number of Civic Centre Council employees who were sent the survey directly and offered an incentive (points) to complete it via the Green Impact behaviour change programme.

Basic demographic information

The figure below shows the distribution of responses. A large part of West Lothian was represented in the survey, though there were some exceptions. Most responses were received from the more densely populated areas of Livingston, Bathgate and Linlithgow. Even then, Livingston was under-represented (the 2010 locality is home to 32% of West Lothian's population) and Linlithgow was over-represented (8% of the Council area population)²⁶.

²⁶ Settlement population figures based on 2011 Census data for 2010 Localities of Livingston and Linlithgow

Figure A.1: Geographical spread of respondents (nearest town or village)

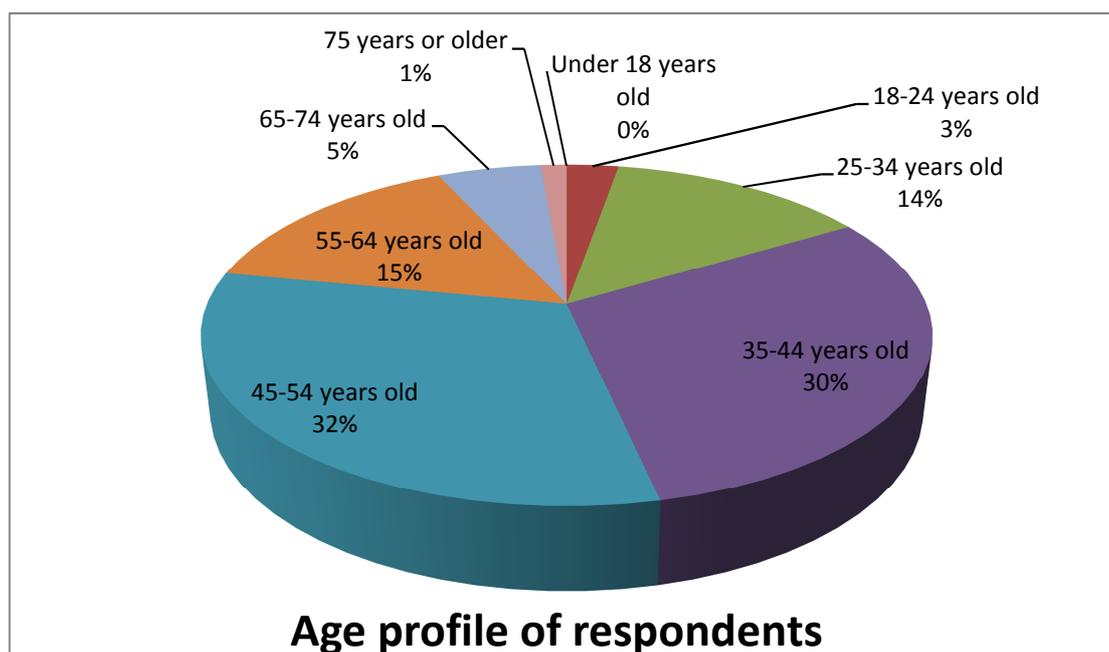


More women answered the survey than men – 58% female, 40% male (2% did not respond to that question). Whilst West Lothian has a slightly higher proportion of women generally (51%), it can be assumed that women were still over-represented in this survey (bearing in mind a proportion of respondents only worked in West Lothian and lived elsewhere).

In terms of age groups, most responses were received from those aged between 25 and 64. In relation to the age profile of West Lothian generally (a basic test of how representative the views put forward might be):

- those aged between 35 and 55 were substantially over-represented in this survey;
- those aged under 18 were not represented at all;
- those aged between 18 and 24 and the over 65s were under-represented to an extent; and
- the % of 25-34 respondents was representative of the wider population distribution.

Figure A.2: Age profile of survey respondents



Question 1 – Would you like to travel actively more in your everyday life?

In response to the headline question in the survey, would you like to travel actively more in your everyday life, 91% of respondents said yes. Some 6% said no whilst 2% said they didn't know.

Question 2 - Imagine you did walk and cycle more as part of your everyday activity or routine. What would the benefits be to you, if any?

The survey asked recipients to describe, in their own words, the benefits to them personally if they did walk or cycle more in their everyday routine. The figure below shows the main themes emerging from these personal statements.

Health and physical fitness benefits were most commonly cited. The term 'health' was also frequently associated with mental health and a sense of wellbeing.

- "a healthier lifestyle"
- "stress-buster"
- "fitter, both physically and mentally"
- "feeling better when I arrive at work"
- "lose weight"
- "lower blood pressure [and] help with my diabetes"
- "improved concentration"
- "a healthy heart and a healthy head"
- "revive my joie de vivre"
- "I've lost 4 stone purely through cycling"
- "improved health and fitness and some much needed quiet/thinking time"

Health and wellbeing benefits were not only expressed as a personal benefit, but a family and community one:

- “encourage children to live a healthy lifestyle”
- “good example for my son”
- “better face-to-face interaction with other humans”
- “my family may join in the activity if I can take the lead and show them I am fitter and healthier”
- “enjoy the outdoors and walk safely with my baby in his buggy”

Many linked active travel to spending time outdoors:

- “mental wellbeing - ability to clear my head and get some fresh air”
- “fresh air, fun and healthy outdoor activities to do alone or with my young daughter”
- “birdsong”
- “see more of the countryside”

Another theme emerging from responses was linked to reducing car use and saving money from fuel and other car-related costs.

- “less time in car”
- “reduce my car use, [and] petrol costs”
- “save money on petrol and wear and tear on the car”
- “less money spent on travel”

Finally, a small number of respondents specifically acknowledged the environmental benefits of active travel.

The figure below presents a ‘word cloud’ analysis of the most frequently mentioned words in response to question 2²⁷. The larger the word, the more frequently it was mentioned in the set of responses as a whole.

²⁷ Courtesy of www.wordle.net

Table A.1: Most important issues preventing everyday active travel

Issues preventing everyday active travel	No. of times selected	% of total survey respondents
Worried about safety on roads with vehicles	83	55%
Poor condition of walking and cycling paths	67	45%
<i>Other [responses within this category below]</i>	56	37%
Workplace is too far away to walk or cycle to	50	33%
Worried about personal security on paths	45	30%
Cold or wet weather	41	27%
Not enough time in our daily routine to walk or cycle	37	25%
Other - Lack of suitable paths / routes	29	19%
Worried bikes / scooters might get stolen or vandalised	26	17%
Don't know which walking or cycling routes to take	23	15%
Inadequate cycle parking at my destination	23	15%
Don't feel fit enough	16	11%
We combine trips using the car (e.g. drop off children on the way to work)	15	10%
Don't have access to a bike	14	9%
Don't feel confident on a bike	14	9%
Other - Bike related infrastructure (lack of cycle space on trains, lack of showers and lockers at work etc)	8	5%
Other - Cultural	8	5%
School is too far away to walk or cycle to	6	4%
Other - Personal (mobility, age of family)	6	4%
Other - Icy paths	3	2%
Other - Lack of training	2	1%
Other - Lack of priority for NMU	1	1%

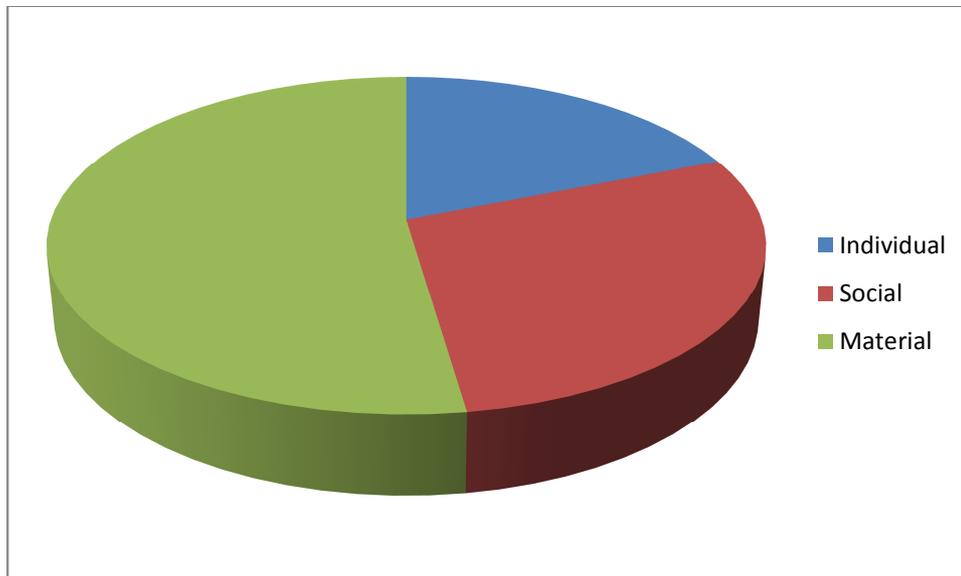
As part of the Scottish Government's efforts to tackle climate change and encourage low carbon behaviours, a model of behaviour change has been developed which focuses on three categories of issues – Individual, Social and Material (ISM). The ISM approach suggests that these three different contexts influence people's behaviours, and to secure lasting behaviour change, issues from each must be tackled. Using this approach, the types of issues acting as barriers to active travel which were cited in the survey (Table A.1 above) have been categorised into those pertaining to:

- the individual realm e.g. not feeling fit enough, not enough time in the daily routine, lacking confidence;
- the social realm e.g. worried about safety on roads and personal security on paths; and
- the material realm e.g. lack of physical paths and routes, poor condition of infrastructure, lack of signage and information.

The distribution is presented below. This is only indicative, as in reality, many issues and barriers overlap and are part of a 'package' of issues influencing decisions. Unsurprisingly,

material issues dominate. It is interesting to note however that social (or cultural) issues are also significant.

Figure A.4: An ISM analysis of survey responses to active travel barriers



Question 5: If the issues you mentioned in Question 3 and 4 were addressed, name three ways you would like to try to build more active travel into your everyday activities.

The fifth survey question asked respondents to describe how they would like to build active travel into their everyday activities, to try to understand the nature of active travel demand. This was an open question, and the responses were sorted into categories.

The largest category of responses was related to cycling to work:

- "if the roads were safer I could use cycling to travel to work more than using car"
- "I would cycle to and from work more frequently"
- "could mix cycling and bus part way if bikes could go on the buses"
- "cycle as part of work travel plan"
- "cycling to meetings where time allows"
- "I would like to try and cycle more for routine things - like getting to work, church or small shopping"
- "cycle longer on my commute in lieu of taking the train"

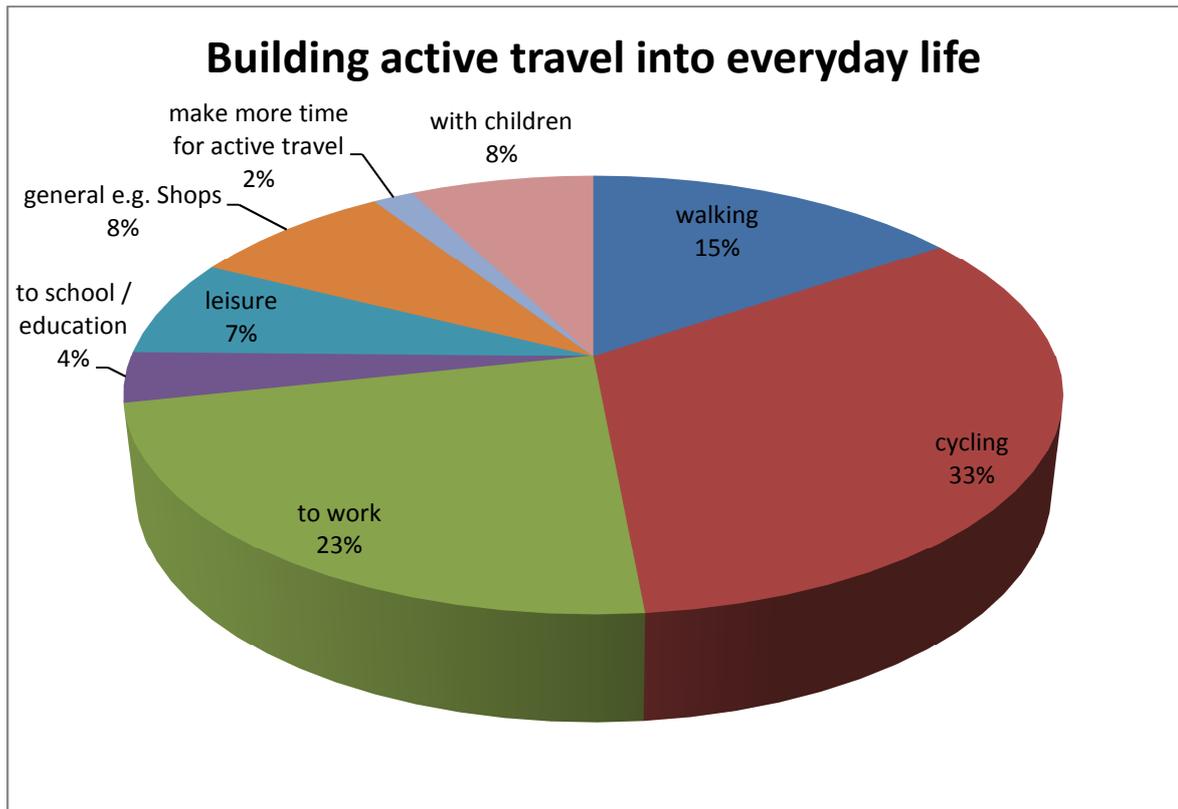
The ability to cycle and walk as a family also emerged as a desire in this question.

- "Walk more as a family"
- "I would encourage my children to cycle more"
- "Walk to school to collect kids in the afternoon after dropping car at home"
- "take the Grandchildren out safely"

Apart from work, other destinations were mentioned in terms of active travel demand, particularly education, shopping and leisure:

- "short trips to supermarket"
- "cycle to gym/ children's activities"
- "walk to the local shop"
- "children cycle to school"
- "going for quick visits/errands to friends in nearby villages"
- "walking the kids to school and nursery"

Figure A.5: How respondents would build active travel into their everyday lives



Question 6 - What three things do you most need West Lothian Council to do to support you in travelling actively?

Respondents were asked to prioritise interventions by West Lothian Council to support more everyday active travel. This was an open question, and responses were analysed and sorted into common categories. The results are shown in Table A.2 below.

Table A.2: Priority West Lothian Council interventions to support active travel

West Lothian Council intervention	No. of responses mentioning this	% of total survey respondents
New routes / improve existing routes / more paths / cycle lanes on road / segregated cycle and pedestrian routes	72	48%
Better maintenance (winter and general) of paths and cycleways including cleaning and clearing vegetation	33	22%
Better lighting and design for personal security on paths	23	15%
Cycle facilities e.g. parking, storage, showers	21	14%
Provide information and maps	19	13%
Promote behavioural and cultural change including education of all route users and employers e.g. flexible working culture to support active travel	14	9%
Reduce traffic speeds / manage traffic on roads	9	6%
Less parking in town centres / manage parking	7	5%
Priority for cycling and walking, pedestrianisation	6	4%
Better public transport & integration with cycling/walking	5	3%
Integrated land use and transport planning	4	3%
Cycle training	3	2%
Incentives / help with costs of active travel	2	1%

Once again, a word-cloud of the most common words cited in responses to Question 6 was prepared, shown in the figure below.

ISM workshop with secondary school pupils on active travel

As part of a Green Impact sustainable behaviour change initiative run by West Lothian Council, an ISM workshop was held with secondary school pupils in Livingston in February 2015. The workshop was attended by 15 students from S1 to S5, involving those who did and did not cycle school. The workshop was facilitated by Changeworks, an organisation working to promote sustainable behaviour change.

Attendees were asked to consider why pupils did, and did not, cycle to school.

Using the ISM approach, the reasons to cycle to school on an **individual** level are set out in the table below.

Reasons to cycle	ISM element	Reasons not to cycle	ISM element
Make you fit and healthy	<i>Costs & Benefits</i>	People are lazy	Values, Beliefs, Attitudes
Fun (for some people)	<i>Costs & Benefits</i>	It is dangerous - people can't hear you when you are cycling due to them wearing headphones (risk of accident)	Costs & Benefits
Makes you feel good	<i>Emotions</i>	It is uncool; would get teased (links to Social context)	Values, Beliefs, Attitudes; Costs & Benefits; Emotions
It is ECO friendly	<i>Costs & Benefits</i>	Don't know about cycle routes or paths	Skills and Knowledge
It is quicker than a bus, you don't have to wait	<i>Costs & Benefits</i>	Don't know about bike access and rules around the school	Skills and Knowledge

The key **social** factors are outlined in the table below.

Reasons to cycle	ISM element	Reasons not to cycle	ISM element
Make you fit and healthy	<i>Costs & Benefits</i>	People are lazy	Values, Beliefs, Attitudes
Fun (for some people)	<i>Costs & Benefits</i>	It is dangerous - people can't hear you when you are cycling due to them wearing headphones (risk of accident)	Costs & Benefits
Makes you feel good	<i>Emotions</i>	It is uncool; would get teased (links to Social context)	Values, Beliefs, Attitudes; Costs & Benefits; Emotions
It is ECO friendly	<i>Costs & Benefits</i>	Don't know about cycle routes or paths	Skills and Knowledge
It is quicker than a bus, you don't have to wait	<i>Costs & Benefits</i>	Don't know about bike access and rules around the school	Skills and Knowledge

Finally, the material factors discussed by pupils are presented below.

Reasons to cycle	ISM element	Reasons not to cycle	ISM element
There are bike routes (but they are not known about by students or promoted)	Infrastructure	I don't have a bike!	Objects
		I live too near school to make it worthwhile	Infrastructure
		There are not enough bike spaces to park bikes (some are being locked to fences)	Infrastructure
		School bike locks not (perceived) to be safe	Infrastructure
		Bike lockers are dirty, messy covered in leaves (and bikes will get mucky)	Infrastructure
		Harder to carry bags on bikes	Objects

The workshop concluded that whilst there was a range of factors involved in decisions to cycle and not to cycle to school, infrastructure was particularly important for the pupils in question. If students feel they have a safe, clean and secure place to store their bicycles and that cycling is an activity that is clearly valued through prominent infrastructure, then the other necessary activities, such as setting up cycle groups, promoting routes, developing group rides etc. can deliver lasting sustained change.

Internal consultation with Council teams on mainstreaming active travel

A workshop was held in January 2015 with a number of council staff. The workshop was attended by some 20 staff members from the following teams – Community Regeneration, Equalities (Corporate Services), Health Improvement Team, Roads and Transportation (Transport development management, Traffic Management and Road Safety, Projects), Criminal Justice & Social policy, Sport Development & Facilities, NETS, Land & Countryside Services, Health & Wellbeing (Education), Pupil Placement (Education), Sustainable Behaviour change (Planning & Economic Development), Development planning (Planning & Economic Development), Low Port Outdoor Resource Centre.

The broad spread of teams represented at the workshop indicated the cross-cutting nature of active travel. The core aim of the workshop was to discuss the “mainstreaming” of active travel within council policy and practice.

The workshop comprised a number of discussion sessions as follows:

- Identifying what the council was already doing on the topic of active travel across teams and Service areas.
- Areas where active travel promotion could support work that the council already does, that is, common outcomes.
- Challenges that needed to be overcome to support the mainstreaming of active travel more generally.
- Key words and phrases for an active travel vision for West Lothian.
- What the council needed to do to deliver an uptake in active travel across West Lothian for common benefit

The outputs from the workshop have fed into the development of this Plan, and have also led to better internal awareness of policy and projects across teams.

Stakeholder workshop consultation

In February and March 2015, stakeholder organisations were invited to attend four focus groups (held in Armadale and Livingston) where discussion focused on: the strengths and weaknesses of existing active travel infrastructure; barriers/constraints to greater uptake of active travel, and; opportunities for greater promotion of active travel across the local authority. These workshops were facilitated by external consultants with funding support from Sustrans and the Scottish Government.

Each event was split into an 'afternoon' and 'evening' session in order to accommodate those who may have been unable to attend due to work, education, or childcare commitments.

Invitations were sent to a wide range of stakeholder groups, including: all West Lothian Community Councils; Community Development Trusts; schools, and; local interest and community organisations related to sustainability and transport. It should be noted that the turn-out (just under 20% of those invited for the consultation events) was relatively low and as such, it must be acknowledged that the views captured as part of the research process may not be representative of West Lothian as a whole. Despite this, the discussions proved extremely useful and provided valuable insights surrounding active travel in West Lothian.

The team employed the ISM (Individual, Social, Material) methodology to build as comprehensive a view of active travel as possible. This method (championed by the Scottish Government for use in research) considers the various factors that often influence behaviours. ISM aims to provide different perspectives which may in turn, provide more depth and understanding of the topic in question.

Topics that were covered in detail as part of the stakeholder consultation:

- Strengths and weaknesses of existing active travel infrastructure;
- Barriers to greater local uptake of active travel, and;
- What could be done to better promote active travel in the local authority.

This section presents the summary findings from the engagement process.

Demand for Active Travel

First and foremost, it is worth noting that across the programme of stakeholder consultation, groups agreed there is good potential to encourage more active travel in West Lothian. Although there may be some element of bias given that the vast majority of those taking part in the focus groups have a proven interest in active travel, it is worth highlighting the anecdotal evidence collected as part of the research process that supports this. One member of the focus group noted that in the past, people have been keen to access information (such as cycle route maps produced by SPOKES etc), and that sometimes demand for these outstripped supply. Others noted the current high level of leisure cycling,

as well as how the prospect of active travel has become more attractive as issues surrounding other modes of transport become more visible/evident (e.g. lack of parking space in Edinburgh).

Quality of Existing Network

In terms of the quality of existing active travel infrastructure, Livingston was considered to have some of the strongest parts of the network. There was general agreement that the basic infrastructure exists (barring some minor elements of poor signage and navigability), and that it represented a good “base to build upon” and should be seen as an opportunity in expanding and connecting outwards to outlying settlements.

Disconnected Towns/Villages

This tied in with the claims that such settlements were physically divorced from other towns and villages, despite relative geographic proximity. This was a common view amongst those representing the more minor settlements in West Lothian, where it was felt that footpaths and roads acting as links to other towns or villages were often poor; suffering from insufficient footpaths/cycle paths in some cases, and subject to farm and heavy vehicle traffic.

Ongoing Residential Development

Opportunity exists in the widespread development that is currently ongoing across West Lothian. The large-scale residential development being undertaken in Winchburgh, Armadale, and East Calder, for example, could represent a major opportunity to add new and reinforce existing elements of the active travel network. This would require commitments on the part of the developers and financial contributions where possible. There are also other opportunities to improve such links – particularly where there is a clear demand from local organisations (such as Community Councils) to pursue funding and improvement projects of their own accord.

Potential for Uptake amongst Latent Cyclists & Walkers

With regards to identifying a potential target group, there was general agreement that a ‘one size fits all’ approach would not be appropriate, however it was felt that the biggest impacts could potentially be seen amongst those latent walkers and cyclists – those who may do so for leisure, but would rarely consider travelling by that mode for functional journeys. After considering why this target group might be more reluctant to engage in active travel, several major barriers/constraints were identified.

Safety Concerns & Personal Security

There was broad consensus that personal safety (as well as perceived safety concerns) was a barrier for both walkers and cyclists. The quality of footpaths across West Lothian varies significantly, with those that are less maintained and overgrown the most likely to be perceived as being unsafe. It was felt that this would most likely to be the case for those

who did not use the paths regularly; those walking and using the paths more often are less likely to feel unsafe or intimidated.

Whilst this was a relevant factor for cyclists, the extent to which other road users are cycle-aware appears to be a more significant deterrent, with many suggesting that even experienced users can feel unsafe/intimidated whilst sharing roads with motor vehicles. This sentiment was indicative of what is perceived to be an 'attitudinal' problem towards cyclists – several focus group members cited aggressive driving and lack of consideration towards cyclists when on roads.

Underlying Cultural Attitudes

There was an acknowledgement of a wider cultural problem regarding active travel; perceived unwillingness to forego car travel for the vast majority of functional journeys. Examples of typical trips that were identified as being unnecessary were school runs (several attendees regularly witnessed parents taking children to school in cars over a relatively short distance) and shopping trips.

Attendees did concede that external factors such as personal safety and time constraints (e.g. parents having limited time before work to be able to walk/cycle their children to school) played a major role in these decisions, but it was still felt that more could be done in discouraging 'unnecessary' trips made by cars.

Innovative Campaigns?

An interesting case study was noted from Malmö (Sweden), where an annual campaign entitled 'No Ridiculous Car Journeys' has been running for several years. This tongue-in-cheek campaign encourages people to think about cycling and walking instead of using the car and includes public awareness campaigns and a competition for the 'worst' offender; whereby individuals can nominate themselves, friends or family members if they regularly undertake journeys of under 5km by car. The 'winner' after having been identified wins a bike as a prize. Despite the humorous element involved, the campaign is primarily educational and aims to show the health, cost, and environmental benefits associated with reducing reliance on cars. It has since been copied elsewhere in northern Europe.

Lack of Awareness

It was pointed out that a number of local authority and nationwide campaigns and schemes are currently ongoing across West Lothian, such as the Green Impact behaviour change campaign with West Lothian Council Civic Centre staff and secondary schools. Despite some of these being as informative and innovative as the case study mentioned above, there was still a sense that there is 'only so much' that the Council (and wider government) can do to change attitudes and opinions. There were therefore some suggestions that what was needed was greater awareness-raising of the stronger elements of the existing active travel network; this in addition to ongoing campaigns and widespread encouragement of active travel. "Making people aware of what's there and keeping it on the agenda" resounded particularly strongly with one focus group.

There was some concern expressed at the general lack of awareness of both the existence and availability of material that supports active travel both directly (such as SPOKES cycle maps) and indirectly (such as the Physical Activity Atlas produced by NHS Lothian and West Lothian Council) as well as a lack of awareness of parts of the active travel network itself. Although there were some suggestions that improved signage could help, West Lothian Council's website was identified as a particularly under-utilised tool; suggesting that more could be done on the part of the Council to raise the profile of key routes and paths, as well as where individuals can actually access the available materials. This also applies to the promotion of active travel-related activities such as cycle hire and cycle training; additional opportunities which stakeholders considered to be lacking awareness.

Conclusions and recommendations

The workshop facilitators provided some conclusions and recommendations as a result of the process. These focuses on the following:

- Opportunities to promote and encourage active travel are widespread across West Lothian, yet it is clear that both actual physical and perceived barriers must be overcome before wholesale changes would be seen. Clearly, some solutions – such as better signage and increased path maintenance – would go some way to creating an active travel infrastructure that is safer and more navigable for all levels of cyclist and walker.
- It is not to say that there is universally poor active travel infrastructure across West Lothian; numerous examples were provided during the consultation process that stakeholders were perfectly happy with. Improvements are clearly subject to the financial capabilities of the Council, but there are other opportunities in the form of major ongoing development and a high demand from local stakeholder organisations (including Community Councils) to pursue independent funding streams.
- Efforts to promote active travel must also contend with wider cultural issues – namely the continued heavy reliance on cars and the widespread concerns for personal safety and problematic 'driver attitudes' experienced whilst cycling. It is quite possible that whole-scale societal/attitudinal changes are needed before regular, occasional, and even experienced cyclists are willing to make longer functional journeys. In line with the perception that there is 'only so much' that the Council/government can achieve through educational campaigns and awareness-raising, this perhaps highlights a need to reinforce and improve the ability for individuals to make shorter functional journeys by travelling actively; increasing the provision of bicycle parking at stations, local amenities, and in town centres, and strengthening the links to and from places of work and education.
- Consultation with stakeholders revealed considerably different levels of awareness of all aspects of active travel: where physical infrastructure is located; where to access helpful material, and; the existence of initiatives such as cycle hire schemes and training. Given the clear demand for such information, it would be worth prioritising an improved method of sharing such information – an example could be establishing West Lothian Council's website as a hub with links to/from relevant stakeholder organisations.

Engagement with individuals with disabilities

A set of consultation questions was sent to a representative of the West Lothian Disability Equality Forum in August 2015 following previous discussions on an appropriate mechanism with which to consult with members. The questions aimed to identify barriers to active travel for those who could potentially travel actively, and to identify any concerns about higher levels of active travel in West Lothian. No response has been received to date although further engagement will be carried out on this Draft Active Travel Plan.

Informal community engagement

To help inform the development of this Active Travel Plan, the Council asked Community Councils, Community Development Trusts and a number of community groups if they would like a Council representative to meet with them and discuss active travel issues in their areas. Some groups responded and a number of discussion sessions were held.

Some of the key issues emerging from these discussions were as follows:

- The need for local path improvements and connections to support active travel. Some settlements have few or no links to support active travel outside of the community.
- The need for better maintenance of the existing active travel network, particularly in terms of surfacing, drainage, vegetation, and ice in the winter.
- The need to address high levels of traffic in some communities and the dominance of the car in High Streets, which discourages people from cycling and walking for local trips.

Appendix B: Factors influencing demand for active travel in West Lothian - a baseline of evidence

Any plan or strategy should be led by an evidence-based understanding of the issues. Appendix A presents qualitative evidence in the form of views from communities and individuals. This Appendix summarises quantitative evidence – facts and figures which demonstrate the potential scale and location of demand for active travel in West Lothian.

Where and how are people travelling to in West Lothian?

It is important to understand where people want to travel to, and how they are travelling there - corridors of demand and modal share.

The Scottish Household Survey identifies commuting and shopping as two of the primary purposes for journeys²⁸. Trips related to education are also important for this Active Travel Plan as many are often over short distances, and have multiple impacts including physical activity levels for children.

This Active Travel Plan focuses particularly on the functional, everyday trips that people regularly make. These are the trips that have a significant impact on society, the environment and our individual health and wellbeing. Furthermore, this Plan focuses on shorter journeys, where it is potentially feasible to replace the car with cycling and walking.

Several of these kinds of everyday trips are concentrated within specific time periods (such as the morning peak). This concentration of travel demand places significant demand on transport infrastructure and services. Chief amongst the peak-time journeys with a significant overall impact are the journeys to work and school.

Large numbers of other journeys take place during the day, to local high streets, shops, health and leisure facilities amongst others. These journeys have a significant cumulative impact, particularly when large numbers of relatively short journeys are made by car.

The following sections therefore discuss shorter journeys, the journey to work and the journey to school in particular.

Shorter journeys

Most journeys are short. The Scottish Household Survey suggests that 70% of journeys last up to 20 minutes in duration²⁹. Half of all journeys made in Scotland are less than 3km in length.

In West Lothian, Scottish Household Survey data suggests almost 6 in 10 journeys (of all kinds) are less than 5km (c3.1 miles) long.

²⁸ Transport Scotland, 2014: Scottish Household Survey, Transport and Travel in Scotland 2014, Table TD3: % of journeys made by purpose of travel <http://www.transportscotland.gov.uk/report/j389989-50.htm>

²⁹ Transport Scotland, 2014: Scottish Household Survey, Transport and Travel in Scotland 2014, http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j389989/j389989.pdf

Table B.1: SHS Travel Diary - Distance Travelled, 2012 / 2013

Table showing % of all West Lothian trips	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km
West Lothian	20.5	15.4	8.6	14.1	17.2
Scotland average	25.2	15.4	10.4	12.1	15.3

The distance someone is prepared to travel actively varies depending on individual circumstance. The Scottish Government’s national vision for Active Travel in Scotland however aspires to many more people walking for trips up to 2 miles in length, and cycling for trips up to 5 miles³⁰.

Many work and education-related journeys are also short. This is discussed further below.

³⁰ Transport Scotland, 2014 “A Long-term vision for active travel in Scotland 2030”.

The journey to work

From the 2011 Census, Table B.2 below shows the modal choices people are making for work choices, at an authority-wide level.

Table B.2: How West Lothian people travel to work (2011 Census provided by SEStran)

All people aged over 16 (and <75 for 2001 data) in employment who TRAVEL to work within Scotland ³¹							
from West Lothian to everywhere in Scotland (including West Lothian)							
Mode	Number of People using Mode ²		Change	Mode Share		% point change	% Change 2001 to 2011
	2001	2011		2001	2011		
Underground, metro, light rail or tram	11	13	2	0.0%	0.0%	0.0	+18%
Train	2,646	4,119	1,473	3.7%	5.3%	1.6	+56%
Bus, minibus or coach	7,273	6,757	-516	10.1%	8.6%	-1.5	-7%
Taxi	304	298	-6	0.4%	0.4%	0.0	-2%
Driving a car or van	46,373	54,211	7,838	64.6%	69.3%	4.7	+17%
Passenger in a car or van	8,244	6,246	-1,998	11.5%	8.0%	-3.5	-24%
Motorcycle, scooter or moped	393	301	-92	0.5%	0.4%	-0.1	-23%
Bicycle	595	608	13	0.8%	0.8%	0.0	+2%
On foot	5,619	5,414	-205	7.8%	6.9%	-0.9	-4%
Other method of travel to work	290	316	26	0.4%	0.4%	0.0	+9%
Total	71,748	78,283	6,535	100%	100%		

Compared to 2001 data, several trends are apparent:

- Use of rail for the daily commute to work is increasing in West Lothian.
- Car-based commuting is increasing in West Lothian.
- Travel to work by bicycle or on foot is low, and no substantial growth in these modes has been seen over 10 years (indeed, commuting on foot has declined).
- Other sustainable modes include travelling as a car passenger (car sharing) and travel by bus have also declined for the journey to work.

³¹ [INCLUDES 'No fixed workplace' EXCLUDES 'work from home', 'offshore' or travel to outside Scotland]

At a local authority level, the principle commuting flow from West Lothian is within the local authority area, followed by commuting to City of Edinburgh Council area, as shown in Table B.3. Table B.4 shows the difference on commuting flows between 2001 and 2011 census data.

Table B.3: Travel to work flows between local authority areas in the SEStran region (2011 Census data from SEStran)

Home	Workplace									Total
	City of Edinburgh	Clack mannan shire	East Lothian	Falkirk	Fife	Mid lothian	Scottish Borders	West Lothian	Other	
2011										
City of Edinburgh	185,807	95	4,220	970	2,897	5,186	537	5,497	5,158	210,367
Clack mannan shire	681	10,592	16	1,658	907	34	2	276	7,055	21,221
East Lothian	17,387	9	21,414	75	179	2,000	314	454	597	42,429
Falkirk	6,164	895	111	43,411	1,121	217	21	3,504	13,775	69,219
Fife	14,468	612	181	1,285	117,809	375	33	1,801	12,092	148,656
Midlothian	17,386	17	1,289	104	229	16,300	331	727	488	36,871
Scottish Borders	4,111	2	781	45	77	1,090	37,478	203	618	44,405
West Lothian	18,877	104	286	2,056	948	681	59	49,866	5,406	78,283
Other	12,935	1,984	340	7,707	5,906	693	411	8,275		38,251
Total	277,816	14,310	28,638	57,311	130,073	26,576	39,186	70,603	45,189	689,702
									644,513	
% of SEStran workplaces	43.1%	2.2%	4.4%	8.9%	20.2%	4.1%	6.1%	11.0%		

Table B.4: Change in travel to work flows between local authority areas in the SEStran region between 2001 and 2011 (Census data from SEStran)

Home area	Workplace area									Total
	City of Edinburgh	Clack mannan shire	East Lothian	Falkirk	Fife	Mid lothian	Scottish Borders	West Lothian	Other	
'01 to '11										
City of Edinburgh	14,345	-30	1,913	-49	203	1,086	235	-365	760	18,098
Clack mannan shire	142	626	7	240	-89	18	0	31	1,577	2,552
East Lothian	1,225	-6	2,540	0	7	512	172	-23	102	4,529
Falkirk	1,427	186	76	1,740	9	106	9	-51	4,633	8,135
Fife	3,135	17	99	-194	2,934	124	15	-79	2,064	8,115
Midlothian	-314	-3	237	9	2	749	133	-12	73	874
Scottish Borders	644	2	251	10	-3	285	945	15	-322	1,827
West Lothian	419	13	124	275	172	194	24	3,786	1,528	6,535
Other	2,714	162	186	516	794	342	-196	-840	-	3,678
Total	23,737	967	5,433	2,547	4,029	3,416	1,337	2,462	10,415	54,343

Table B.5: 2011 Census Travel to Work – main workplace destinations for West Lothian residents

Area of Workplace	Number of persons (from WLC areas only)
Bellsquarry, Adambrae and Kirkton	6510
Dedridge East	4056
Howden	3777
Bathgate, Wester Inch and Inchcross	3198
Pumpherstoun and Uphall Station	3169
Knightsridge and Deans North	3158
South Gyle	3025
Broxburn East	2454
Bathgate East	2004
Ratho, Ingliston and Gogar	1640
Old Town, Princes Street and Leith Street	1273
Dalmeny, Kirkliston and Newbridge	1248
Tollcross	1239
Deans Village	1163

The following table shows some of the largest, most significant flows for the daily journey to work. It should be noted that this table excludes trips within these areas (e.g. Dedridge East to Dedridge East), and in some cases, the largest travel to work flows are within the local area.

Table B.6 presents journeys where the Census records more than 200 persons citing each specific origin and destination for work.

Table B.6: 2011 Census Travel to Work – largest travel flows by West Lothian residents

Area of Usual Residence	Area of Workplace	Persons	Approximate distance using central points
Dedridge East	Bellsquarry, Adambrae and Kirkton	339	c1.5 miles
Carmondean and Eliburn North	Bellsquarry, Adambrae and Kirkton	319	c1 mile
Livingston Village and Eliburn South	Bellsquarry, Adambrae and Kirkton	286	<1 mile
West Calder and Polbeth	Bellsquarry, Adambrae and Kirkton	281	c2 miles
Bathgate West	Bathgate East	278	c1.5 miles
Blaeberry Hill and East Whitburn	Bellsquarry, Adambrae and Kirkton	258	c4 miles
Craigshill	Bellsquarry, Adambrae and Kirkton	257	c2 miles
Knightsridge	Bellsquarry, Adambrae and Kirkton	257	c2 miles
Bathgate East	Bathgate, Wester Inch and Inchcross	252	c1 mile
Ladywell	Bellsquarry, Adambrae and Kirkton	248	c1.5 miles
Craigshill	Pumpherston and Uphall Station	243	c1.5 miles
Howden	Bellsquarry, Adambrae and Kirkton	240	c1.5 miles
Armadale South	Bellsquarry, Adambrae and Kirkton	237	c6 miles
Armadale	Bathgate, Wester Inch and Inchcross	225	c3 miles
Bankton and Murieston	Bellsquarry, Adambrae and Kirkton	221	c1.5 miles
Bathgate West	Bathgate, Wester Inch and Inchcross	221	c1.5 miles
Craigshill	Dedridge East	216	c1 mile
Carmondean and Eliburn North	Knightsridge and Deans North	216	c1 mile
Bathgate West	Bellsquarry, Adambrae and Kirkton	213	c5 miles
Broxburn Kirkhill	Broxburn East	210	c1.5 miles
Bellsquarry, Adambrae and Kirkton	Dedridge East	207	c1.5 miles
Breich Valley	Bellsquarry, Adambrae and Kirkton	205	c5-7 miles
Linlithgow South	Linlithgow Bridge	204	<1 mile
Ladywell	Dedridge East	201	c1.5 miles
Blackburn	Bellsquarry, Adambrae and Kirkton	201	c3 miles

The table above clearly highlights the importance of several areas for employment purposes:

- Bellsquarry, Adambrae and Kirkton, which is in the west / south west of Livingston.
- Bathgate East
- Bathgate, Wester Inch and Inchcross
- Pumpherston and Uphall Station
- Dedridge East

It also highlights that significant numbers of people within West Lothian are travelling relatively short distances to work.

The journey to school

The “school run” is a journey that has significant impact in terms of:

- Congestion and traffic volumes - Sustrans data suggests that journeys to school can account for 20% of traffic in the morning peak³². This has impacts in terms of congestion and also air quality from vehicle emissions.
- Health and physical activity – the journey to school is an opportunity for children (and their families) to fit some physical activity into their day, yet nationally, around a half of children are normally travelling to school using only or partially a motorised mode of transport.
- Parking issues around the school gate - school experience issues with congestion around the school gate caused by parking during pick up and drop off times, and considerable resources from the local authority, Police and schools have to be deployed to address these issues.

In West Lothian, some 85% of primary school pupils live less than 1 mile from their school. The equivalent figure for secondary school pupils is 40%.

Table B.7: West Lothian Council pupils and distance from school (December 2014)

	Under 1 mile	Under 1.5 miles	Under 2 miles	More than 2 miles
Primary school pupils	85%	92%	94%	6%
Secondary school pupils	40%	58%	67%	33%

The following table shows annual Hands up Survey data for schools in West Lothian. The Hands up Survey is an annual survey of how pupils normally travel to school, coordinated by Sustrans and carried out by schools. It happens in September each year.

³² <http://www.sustrans.org.uk/change-your-travel/children-and-families/school-run>

Table B.8: West Lothian travel to school modes – all school types excluding nurseries (Sustrans, “Hands Up Scotland 2014_West Lothian”)

Local Authority	Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Total
West Lothian	2008	49.2%	3.0%	1.0%	8.4%	19.1%	17.9%	1.2%	0.2%	14,573
West Lothian	2009	52.8%	3.2%	1.4%	8.4%	19.7%	13.0%	1.2%	0.4%	15,850
West Lothian	2010	46.1%	3.5%	1.1%	8.3%	19.0%	19.5%	2.1%	0.5%	18,273
West Lothian	2011	48.1%	3.3%	1.1%	7.3%	20.1%	18.8%	1.3%	0.1%	20,791
West Lothian	2012	46.3%	3.2%	2.3%	7.9%	20.5%	17.6%	2.1%	0.2%	18,568
West Lothian	2013	47.0%	3.1%	2.8%	7.8%	20.7%	17.3%	*	*	18,029
West Lothian	2014	46.4%	3.7%	3.0%	7.2%	21.0%	17.0%	1.8%	0.1%	22,788

Looking at types of schools in West Lothian, primary school pupils tend to travel actively to school more than nurseries and secondary schools, as shown in Table B.9.

Table B:9: West Lothian travel to school in 2014 by type of school (excluding SEN and Independent)

School Type	Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Total
Nursery	2008	-	-	-	-	-	-	-	-	-
Nursery	2009	49.4%	3.2%	1.8%	6.5%	36.8%	1.9%	*	*	723
Nursery	2010	56.0%	2.5%	1.3%	11.1%	28.9%	*	*	*	477
Nursery	2011	44.0%	1.7%	2.1%	13.1%	38.4%	*	*	0.0%	573
Nursery	2012	44.9%	4.1%	5.5%	6.4%	36.7%	1.7%	*	*	652
Nursery	2013	44.7%	3.7%	2.7%	8.0%	31.3%	6.0%	3.5%	0.0%	514
Nursery	2014	37.0%	4.1%	4.8%	14.3%	36.2%	2.9%	*	*	414
Primary	2008	55.4%	4.0%	1.4%	10.3%	21.9%	5.6%	1.3%	0.2%	9,822
Primary	2009	55.8%	4.0%	1.9%	10.3%	22.3%	4.1%	1.2%	0.3%	11,396
Primary	2010	52.3%	5.1%	1.6%	11.2%	23.8%	4.4%	1.4%	0.1%	10,587
Primary	2011	53.1%	4.8%	1.6%	9.5%	24.7%	4.8%	1.3%	0.1%	12,453
Primary	2012	49.4%	4.8%	3.5%	10.9%	25.4%	4.3%	1.5%	0.2%	11,642
Primary	2013	48.6%	4.8%	4.6%	10.5%	26.3%	3.9%	*	*	10,786
Primary	2014	48.0%	5.7%	4.7%	9.9%	26.1%	3.9%	1.7%	0.0%	13,988
Secondary	2008	36.5%	0.8%	*	4.7%	13.3%	43.5%	1.0%	*	4,751
Secondary	2009	45.5%	1.0%	0.1%	3.6%	13.2%	35.4%	0.6%	0.5%	4,404
Secondary	2010	38.8%	1.4%	0.3%	4.4%	12.7%	41.5%	0.8%	0.1%	7,457
Secondary	2011	41.2%	1.0%	0.3%	3.9%	13.4%	39.4%	0.7%	0.1%	8,211
Secondary	2012	42.3%	0.5%	0.2%	2.9%	12.5%	40.6%	0.8%	0.4%	6,733
Secondary	2013	44.8%	0.7%	0.2%	3.9%	12.3%	37.3%	0.8%	0.0%	7,212
Secondary	2014	44.5%	0.5%	0.2%	3.0%	13.0%	37.4%	1.3%	0.1%	8,640

It is difficult to identify definitive trends from the Hands Up Survey data. That said, the following positive conclusions can be drawn:

- Walking is the main mode of travel for all pupils.
- Scooting (and skating) is becoming a more popular mode of travel for nursery and primary school children.
- Cycling is most popular amongst primary school children (compared to nursery and secondary school) – and appears to be on the increase.
- The year-groups seeing the highest level of cycling to school is P5 to P7 (detailed data not presented in this document).
- Due to catchment and school transport provision policies, the highest use of bus to school is by secondary school pupils.

There is clearly more work to be done however to encourage and facilitate active travel to school, in particular:

- The proportion of nursery and primary school children being driven to school appears to be increasing.

- Whilst the overall levels of active travel to school by primary school children (walking, cycling, scooting/skating) appears to be increasing in recent years by small amounts, the levels have been higher – 62% in 2009 compared to 58.5% in 2014. Similarly for secondary school children. Levels of active travel to nursery have declined substantially from their peak.
- There may be some ‘abstraction’ happening between active travel modes. In other words, some primary school children who previously walked to school may have switched to scooting or cycling, instead of switching from motorised travel.
- Levels of cycling to school are lowest in secondary schools.

How safe is active travel in West Lothian?

Despite progress against road safety targets in recent years, national data on road casualties published in 2015 showed an increase in fatalities on Scotland’s roads (16% more in 2014 compared to 2013). This includes an 18% rise in pedestrian fatalities and a slight reduction in pedal cycle fatalities. This data should be read within a context of rising traffic volumes post-economic recession.

Within West Lothian specifically, the numbers of pedestrian and cyclist casualties are very small and so are affected to a considerable degree by year-to-year random variation. However, the number of killed and seriously injured pedestrians has remained fairly stable over the past three years. There is no discernible trend in pedal cyclist casualties but it is known that casualty numbers will be closely related to usage and that will vary from year-to-year depending on the climatic conditions, particularly during the summer months.

Table B.10: Pedestrian casualty severity up to 2014

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total
Fatal	3	3	4	1	1	1	0	1	0	3	17
Serious	20	16	12	13	10	14	20	8	11	7	131
Slight	75	61	58	53	41	43	41	45	46	41	504
Total	98	80	74	67	52	58	61	54	57	51	652

Table B.11: Cyclist casualty severity up to 2014

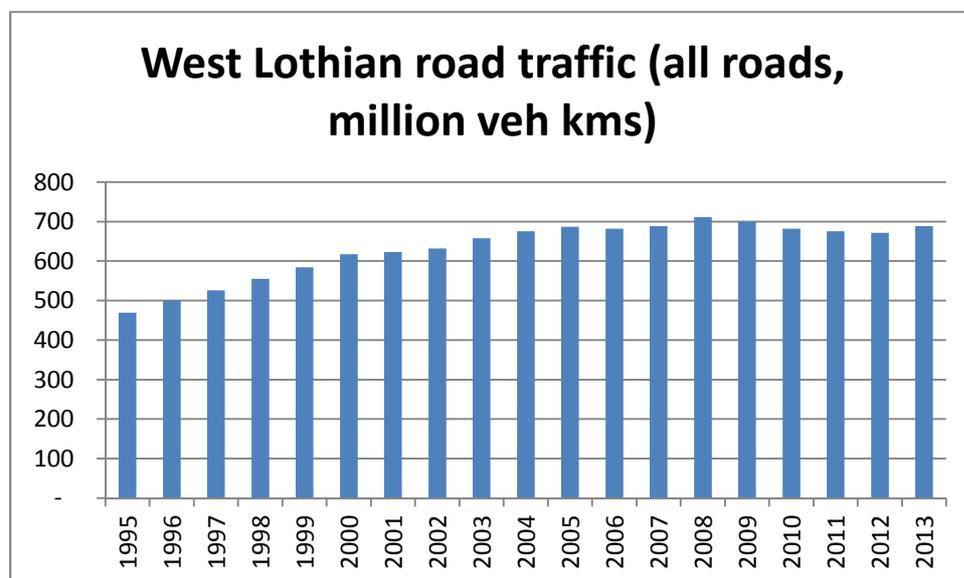
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	0	0	0	0	1	1	0	2
Serious	3	7	3	1	5	4	4	9	2	1	39
Slight	16	17	13	20	16	20	13	28	22	21	186
Total	19	24	16	21	21	24	17	38	25	22	227

In terms of locations of accidents involving pedestrians and pedal cyclists, the numbers of accidents are so small that locational analysis is not useful.

Road traffic growth

During the years of economic recession, traffic levels across the UK have stabilised and in some cases, reduced. As the economic recovers however, traffic levels are once again on the rise and forecast to increase.

Figure B:2: Road Traffic Growth in West Lothian (Source: Scottish Transport Statistics 2014)



Households access to a car and a bike

Data from the Scottish Household Survey suggests that West Lothian has a higher than average level of access to cars within households. It should be noted however that this average figure for West Lothian masks some significant variations in household car access (see Health Inequalities and Multiple Deprivation below).

Table B:12: Number of cars available for private use by households (2012 / 2013)

Number of cars available for private use by households: 2012 / 2013				
Row %s	None	One	Two	Three or more
All	30.6	43.5	21.3	4.6
West Lothian	22.1	45.8	25.5	6.6

Scottish Household Survey data suggests that access to a bike within households in West Lothian is around the national average. Again though, this average figure will mask significant variations within West Lothian, particularly in relation to income levels.

Table B:13: Number of bikes available for private use by households (2012 / 2013)

Number of bikes available for private use by households: 2012 / 2013				
Row %s	None	One	Two	Three or more
All	65.3	16.4	12.3	6.0
West Lothian	64.1	14.6	12.4	8.9

General frequency of walking in West Lothian

Scottish Household Survey data suggests there is a relatively low frequency of walking as a means of active travel in West Lothian, compared to the Scottish average. That said, the figure in West Lothian is likely to be lower than the national average which includes major urban centres.

Table B:14: Frequency of walking in last 7 days (2012)

Row %s	Walking as a means of transport (ie to go somewhere - eg work, shopping or friends)					Walking just for pleasure / to keep fit (incl. jogging and walking a dog)					
	None	1-2 days	3-5 days	6-7 days	1+ days	None	1-2 days	3-5 days	6-7 days	1+ days	
											<i>Row percentages</i>
All	34	20	23	23	66	45	19	17	19	55	
West Lothian	42	24	20	15	58	48	15	19	18	52	

Health inequalities and multiple deprivation

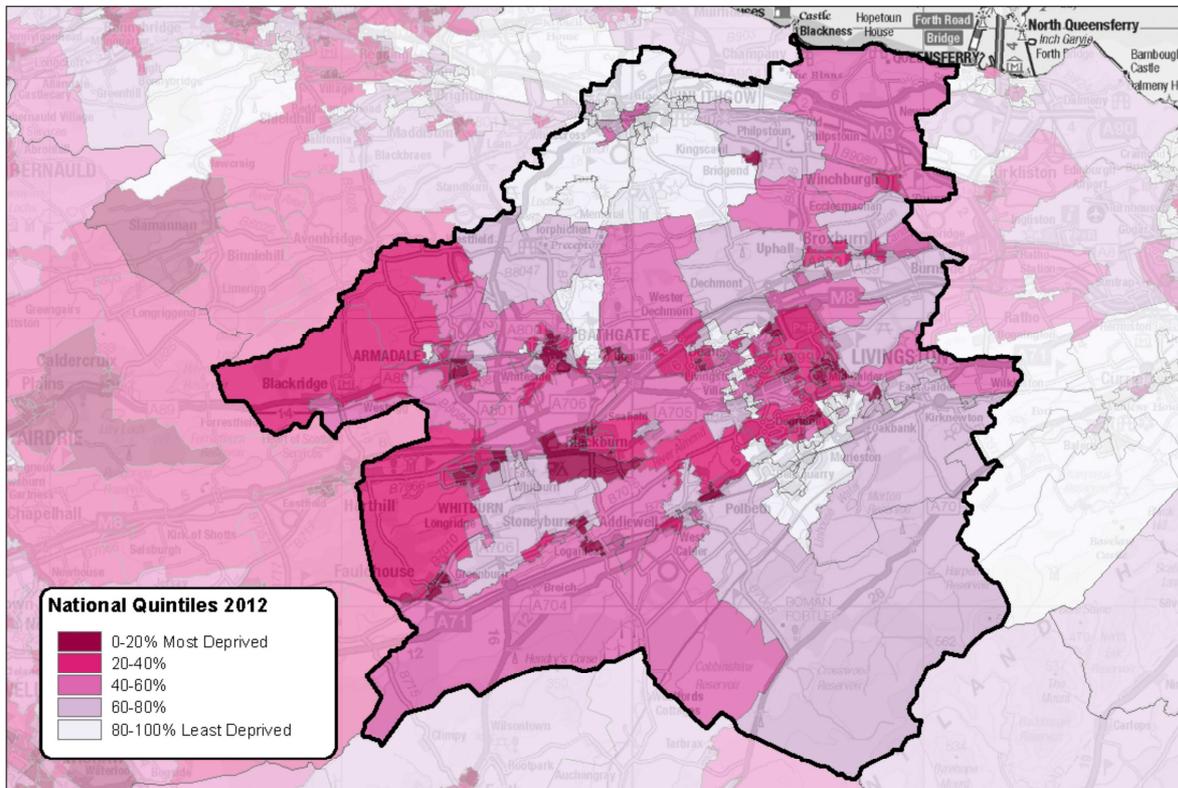
The Scottish Index of Multiple Deprivation (SIMD) is the Scottish Government's official tool for identifying places in Scotland suffering from deprivation. Deprivation is defined in this context as the range of problems that result due to lack of resources or opportunities, covering health, safety, education, employment, housing and access to services, as well as financial aspects³³. SIMD provides a rank for small areas known as datazones (each containing on average 800 people).

The summary map of West Lothian SIMD below shows that West Lothian has few areas ranked within the most deprived deciles in Scotland, although many are ranked within the second, third and fourth deciles (towards the more deprived end of the distribution). The most deprived datazone in West Lothian is found within the Intermediate Zone of Bathgate East.

³³ <http://simd.scotland.gov.uk/publication-2012/introduction-to-simd-2012/overview-of-the-simd/what-is-the-simd/>

SIMD is relevant to this Active Travel Plan, as it is often correlated with lack of access to a car. Some areas within the Intermediate Zone of Bathgate East have higher than average proportions of households with no access to a car or van – almost two-thirds of households in one specific area³⁴.

Figure B:3: Levels of deprivation in West Lothian in SIMD 2012 by quintile³⁵



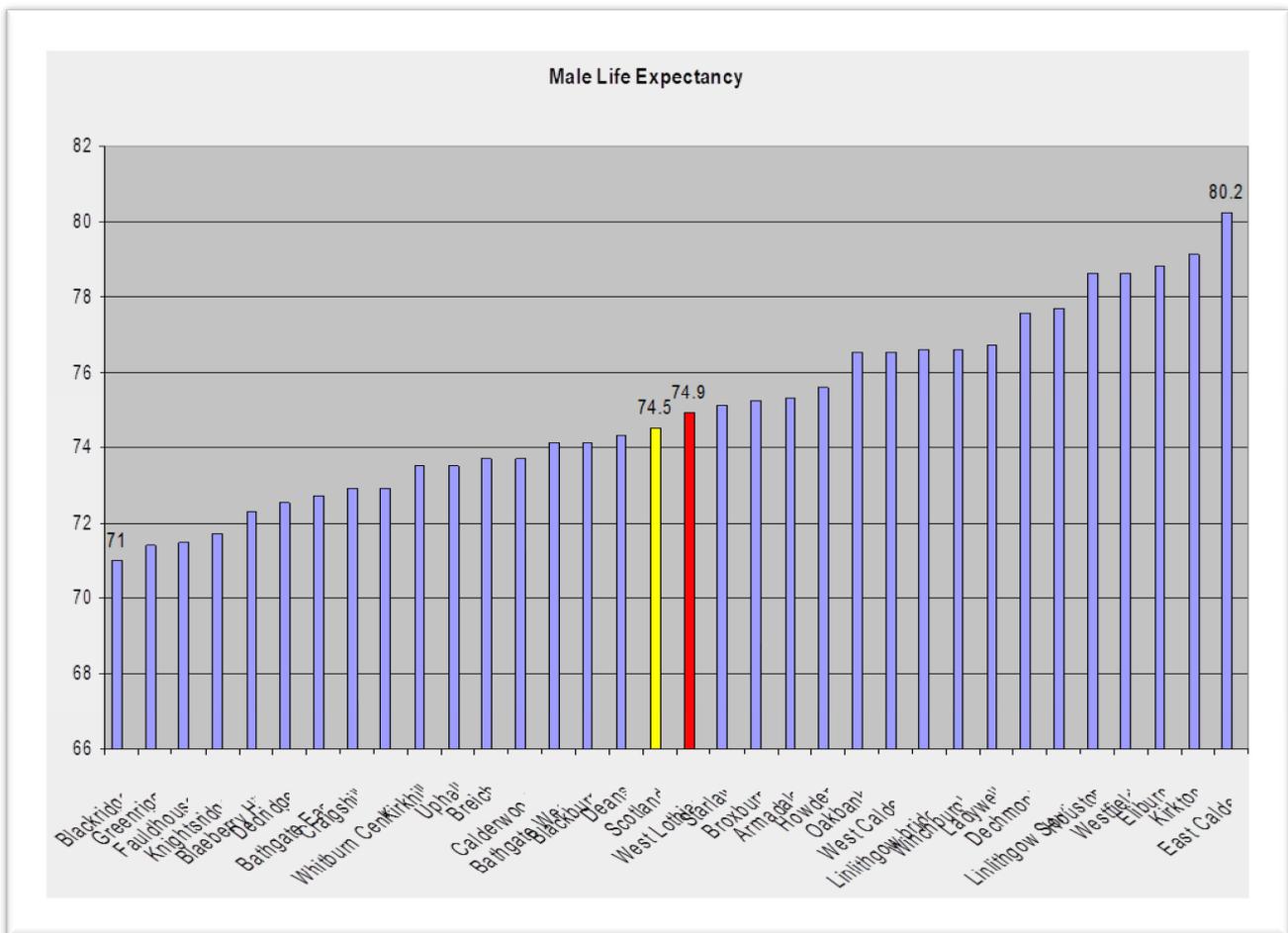
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right (2012). All rights reserved. Ordnance Survey Licence number 100024655.

Health inequality is an issue within West Lothian. Several areas have a lower life expectancy than both the Scottish and West Lothian average as Figure B.4 illustrates. As active travel involves physical activity, and there is a proven link between physical activity and health improvement, these figures are relevant to this Active Travel Plan.

³⁴ Output area S00134371 in Bathgate has 52% of households with no household car or van availability and a higher than average % of 16-29 year olds (30% compared to 18% Scottish average). Output area S00134360 in Bathgate has 65% of households with no household car or van availability and a slightly older population than average (9% aged 75 and over compared to 8% Scottish average) . <http://www.scotlandscensus.gov.uk/ods-web/area.html>

³⁵ Local Authority Summary – SIMD 2012, West Lothian. <http://www.gov.scot/Resource/0041/00410749.pdf>

Figure B.4: Male life expectancy in West Lothian



Appendix C: West Lothian Council's contribution to the 19 CAPS Actions

<p>Action 1: Establish an annual national cycling summit involving the Minister for Transport and local authority Heads of Transportation and relevant Committee Convenors, to lead delivery and gauge progress.</p>	<ul style="list-style-type: none"> • WLC attend the National Summit annually
<p>Action 2: Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices.</p>	<ul style="list-style-type: none"> • WLC has developed an Active Travel Plan • As part of the ATP, WLC is improving mapping of cycling routes and networks on a strategic basis and within settlements. WLC is also seeking to work with communities to update Open Cycle Map (running free training sessions for community mappers in 2015).
<p>Action 3: Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice.</p>	<ul style="list-style-type: none"> • WLC staff within Roads and Transportation have attended CS's Making Cycling Mainstream course in 2014, and WLC is committed to ensuring appropriate staff receive this training on a regular basis.
<p>Action 4: Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces</p>	<ul style="list-style-type: none"> • WLC is delivering nearly £4m of Community Links projects in 2014-2016, including 10 infrastructure projects to complete missing links. • WLC continues to secure cycling infrastructure through the development management process e.g. shared use paths along the A89, within the Wester Inch and Winchburgh developments. • WLC has facilitated the delivery of new CWG Legacy cycle parking at James Young High School, Meldrum Primary School and Kirkhill Primary School in 2014/15 (all had no cycle parking previously). • WLC is working to construct scooter racks for schools and nurseries over the winter of 2015/16 through the Community Payback scheme (Social Policy WLC Service area).
<p>Action 5: Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism</p>	<ul style="list-style-type: none"> • WLC is working with Sustrans to improve sections of NCN (Almondvale Park) and access to NCN (Broxburn, Linlithgow) through the Community Links programme 2014-16.
<p>Action 6: Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs</p>	<ul style="list-style-type: none"> • WLC is working with Abellio Scotrail to promote enhancing cycle parking and new Bike & Go cycle hire facilities at stations in West Lothian from 2015 onwards. • WLC is working with SEStran to identify locations for Real Time information screens as part of the SCSP programme in 2015/16.
<p>Action 7: Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations</p>	<ul style="list-style-type: none"> • WLC have proactively engaged with Abellio Scotrail and secured Bike and Go bike hire facilities at several West Lothian rail stations. WLC have also built promotion of Livingston North Bike & Go into Smarter Choices Smarter Places programme 2015/16.
<p>Action 8: Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country.</p>	<ul style="list-style-type: none"> • WLC does not have a policy of promoting 20mph limits in all residential schemes. The introduction of such a policy needs to be data led and WLC will take note of the results of other councils experiences in their introducing 20mph limits.
<p>Action 9: Develop and deliver a 'Mutual Respect' Campaign for all road users (complementing the 'Give Me Cycle Space' campaign aimed at drivers).</p>	<ul style="list-style-type: none"> • WLC took part in the 2015 Give Everyone Cycle Space campaign in partnership with Cycling Scotland. Over 70 pupils took part in led cycle rides across 4 schools in Livingston amongst other campaign features.
<p>Action 10: Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement.</p>	<ul style="list-style-type: none"> • WLC continues to deliver CTA training to Bikeability trainers from Low Port Outdoor Centre. Take up remains low however due to lack of dedicated Bikeability training resources within schools and lack of resources to promote Bikeability.
<p>Action 11: Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.</p>	<ul style="list-style-type: none"> • WLC has the capability to deliver adult cycle training course from Low Port Outdoor Centre. In 2015, Cycle Ride Leader training courses have been increasingly popular at Low Port Outdoor Centre and some are being funded via SCSP.
<p>Action 12: Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.</p>	<ul style="list-style-type: none"> • WLC is using SCSP funding to further roll-out bike lending libraries in West Lothian (3 additional to 5 existing). WLC has successfully used Cycle Friendly Community funding for these and the All Ability Cycling programme. • WLC hopes to run free training for communities in late 2015 on how to edit Open Cycle Map, how to apply for Community Links funding and community street audits as part of a Walkable Communities project in Whitburn.
<p>Action 13: Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3.</p>	<ul style="list-style-type: none"> • WLC has delivered led cycle rides to P7s and S1s as part of the Give Everyone Cycle Space campaign in 2015. • WLC has delivered a cycling skills course to S1 students at James Young High School in 2015 in partnership with Cycling Scotland.
<p>Action 14: Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides.</p>	<ul style="list-style-type: none"> • WLC took part in the 2015 Give Everyone Cycle Space campaign in partnership with Cycling Scotland. Over 70 pupils took part in led cycle rides across 4 schools in Livingston amongst other campaign features.
<p>Action 15: Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions.</p>	<ul style="list-style-type: none"> • WLC's Health Improvement team have developed 5 Bike Lending Libraries in West Lothian and the 2015/16 SCSP programme is funding the development of 3 more. These are largely owned and run by community bodies after initial facilitation by WLC.
<p>Action 16: Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning).</p>	<ul style="list-style-type: none"> • WLC's SCSP programme for 2015/16 is focusing on work with organisations e.g. cycle ride leader training, myPTP, Tripshare West Lothian promotion.
<p>Action 17: Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.</p>	<ul style="list-style-type: none"> • WLC has an extensive SCSP for 2015/16 focusing on encouraging use of Livingston's active travel network, promoting new Bike and Go cycle hire facilities from Abellio Scotrail, employee travel planning and removing barriers to cycling (all ability cycling and bike lending libraries)
<p>Action 18: Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.</p>	<ul style="list-style-type: none"> • WLC is involved in Cycling Scotland's CAPS monitoring group and supplies any monitoring data available to Sustrans and Cycling Scotland
<p>Action 19: Develop local monitoring, using data from local cycle counts and surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection.</p>	<ul style="list-style-type: none"> • WLC used 2014/15 SCSP & Sustrans funding to gather baseline counts of non-motoised users on the A89 cycle corridor. Other monitoring is limited currently and is being explored in relation to Community Links in 2015/16.

Appendix D: Initial Equality Impact Assessment

The council has a duty under the Equality Act 2010, when exercising its duties and functions to:

- eliminate unlawful discrimination, harassment and victimization and other prohibited conduct;
- advance equality of opportunity between people who share a protected characteristic and those who do not; and
- foster good relations between people who share a protected characteristic and those who do not.

The public sector equality duty covers the following protected characteristics: age, disability, sex, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion, and sexual orientation.

Equality relevance assessment

Details of proposal: Active Travel Plan for West Lothian.

Date relevance considered: September 2015

Does the Council have control over how this policy will be implemented? Yes although it also requires partnership working.

Do you have evidence or reason to believe that this policy will, or may potentially:

Reduce or increase discrimination, victimization, or harassment against people covered by the equality protected characteristics?	NO
Reduce or increase equality of opportunity between people who share an equality protected characteristic and those who do not?	YES
Provide opportunity to improve good relations between those who share an equality protected characteristic and those who do not?	NO

Decision rationale: The Active Travel Plan has been developed in response to a requirement for all local authorities to prepare a strategic approach to cycling and active travel generally set out in Transport Scotland's Cycling Action Plan for Scotland (CAPS).

Delivery of policies and projects arising from the Active Travel Plan will involve both physical measures and behavioural change measures. There will therefore be some impacts on population although it is anticipated the majority of impacts will be positive.

Equality Impact Assessment

1. Details of proposal	
Details of others involved	Partners identified within the Active Travel Plan including Scottish Government and Transport Scotland, government agencies, community organisations, charities.
Date assessment conducted	September 2015

2. Aims of the proposed change to council policy or resources

The purpose of the proposed change to council policy is the preparation of a new Active Travel Plan for West Lothian. This Plan will support the Local Development Plan and other council documents. It aims to promote higher levels of walking and cycling in West Lothian for every day journeys.

3. What equality data, research or other evidence has been used to inform this assessment?

Discussions have been held with community organisations, interest groups and stakeholders, as reported in Appendix A of the Draft Active Travel Plan. Appendix B and the body of the Active Travel Plan contains a range of data sources including data on deprivation, access to a car. The document has also been informed by Sustrans / Transport Scotland guidance on the preparation of Active Travel Strategy Guidance.

4. Details of consultation and involvement

Details of consultation and involvement is set out in Appendix A of the Draft Active Travel Plan.

5. Issues identified and 'protected characteristics' impact

(Covering: age; disability; gender; gender identity; pregnancy and maternity; race; religion or belief and sexual orientation equality)

Impacts on the 'protected characteristics' are:

Age: There is currently limited reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of age. Moreover, the same infrastructure which benefits cyclists e.g. ramps replacing steps, also benefits those with limited mobility. Active travel (and any kind of physical activity) benefits all age groups in terms of positive health impacts, from children to older people. However, as noted in the UK Government Department for Transport's Local Transport Note 1/12³⁶:

- "Shared use schemes are often implemented to improve conditions for cyclists, but it is essential that they are designed to take into account the needs of everyone expected to use the facility. Poorly designed schemes, and schemes where the available width is insufficient to comfortably accommodate the expected flows of pedestrians and cyclists, are likely to reduce the amenity value of the route. Disabled people and older people can be particularly affected by shared use routes. Ultimately, however, it will depend on the quality of the design.

³⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf

Consideration of their various needs is an important part of the design of shared use, and the duties under the Equality Act 2010 are particularly relevant.”

Disability: There is currently limited reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of disability. Moreover, the same infrastructure which benefits cyclists e.g. ramps replacing steps, dropped kerbs, also benefit those with limited mobility and/or visual impairments. Active travel (and any kind of physical activity) benefits everyone in terms of positive health impacts. However, as noted in the UK Government Department for Transport’s Local Transport Note 1/12³⁷:

- “Shared use schemes are often implemented to improve conditions for cyclists, but it is essential that they are designed to take into account the needs of everyone expected to use the facility. Poorly designed schemes, and schemes where the available width is insufficient to comfortably accommodate the expected flows of pedestrians and cyclists, are likely to reduce the amenity value of the route. Disabled people and older people can be particularly affected by shared use routes. Ultimately, however, it will depend on the quality of the design. Consideration of their various needs is an important part of the design of shared use, and the duties under the Equality Act 2010 are particularly relevant.”

Gender: There is currently limited reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of gender.

Gender identity: There is currently no reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of gender identity.

Pregnancy and maternity: There is currently limited reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of pregnancy and maternity. Moreover, the same infrastructure which benefits cyclists e.g. ramps replacing steps and dropped kerbs, also benefit those with pushchairs / buggies.

Race: There is currently no reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of race.

Religion or belief: There is currently no reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of religion or belief.

Sexual orientation: There is currently no reason to surmise that this Draft Active Travel Plan and the policies and projects arising from it will have any impact on the protected characteristic of sexual orientation.

In summary, there are no anticipated negative impacts identified in the Proposed Plan that cannot be mitigated through good design.

³⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf

6. What measures are in place to monitor the actual impact following implementation?

An outline monitoring framework is included within the Draft Active Travel Plan. Qualitative surveys of users of shared use paths in particular will aim to monitor any impacts on all user groups.

8. Mitigating actions and additional outputs

It is intended to prepare an annual progress update on the Active Travel Plan.

It is hoped that any potential conflicts between user groups on shared use surfaces can be dealt with by design which complies with good practice. If required, signage and segregation can be considered in line with usage thresholds set out in Cycling by Design (Transport Scotland).

A shared use path code of conduct has been produced by Sustrans and this is available for public viewing on West Lothian Council's website.

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