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

1.1: 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.

1.2: 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.

1.3: 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 Plan. Details are contained within Appendix A.

1.4: 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.

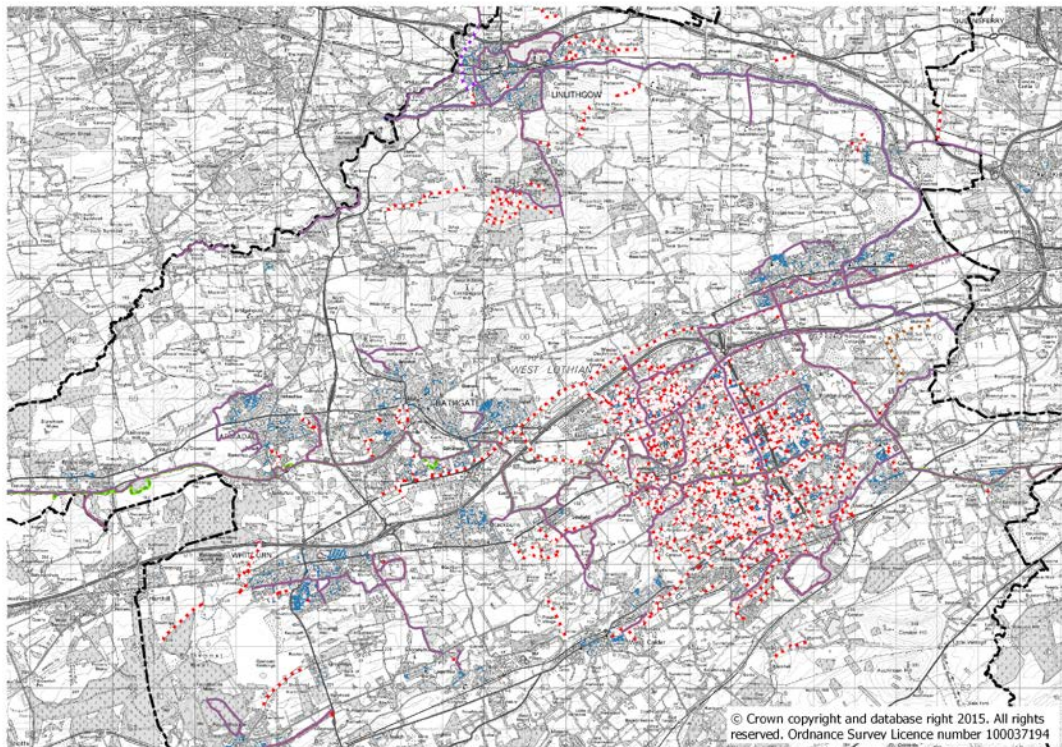
The Active Travel Plan specifically responds to a requirement on local authorities to prepare a strategic approach to active travel, as set out in the Cycling Action Plan for Scotland (CAPS).

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

1.5: 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 as Planning Guidance.

Figure 1.1: Initial overview of West Lothian's Active Travel Network (excluding footways)¹



¹ Mapping of cycleways is underway in West Lothian and this map is still under development.

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.

2.1: It's good for our health

The impacts of physical inactivity are well documented. Scotland's Physical Activity Strategy² (2003) reported that 42 adults die every week in Scotland from heart disease as a result of being inactive. Scotland's National Walking Strategy³ (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 mortality⁴.

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 overweight⁵. The same survey reported that the proportion of children meeting physical activity recommendations, excluding activity at school, had not changed significantly since 1998⁶.

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.

² Scottish Government, 2003, Let's Make Scotland More Active – A Strategy for Physical Activity
<http://www.scotland.gov.uk/Resource/Doc/47032/0017726.pdf>

³ Scottish Government, 2014, Let's Get Scotland Walking – The National Walking Strategy
<http://www.scotland.gov.uk/Publications/2014/06/5743>

⁴ Blair S.N. (2009)) Physical inactivity: the biggest public health problem of the 21st century. British Journal of Sports Medicine; 43: 1-2

⁵ <http://wayback.archive-it.org/3011/20130201212605/http://www.scotland.gov.uk/News/Releases/2012/09/stats-health-survey25092012#>

⁶ The Scottish Health Survey 2011, Volume 2: Children,
<http://www.scotland.gov.uk/Publications/2012/09/3327/36>, Table 4.1

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.

2.2: 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 roads⁷. 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 targets⁸. Transportation accounts for some 20-25% of Scottish emissions, with road transport accounting for over 70% of transportation emissions⁹.

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 cause¹⁰.

⁷ Scottish Transport Statistics, No.33, 2014 Edition, Transport Scotland

⁸

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

⁹ <http://www.transportscotland.gov.uk/report/j317395-03.htm>

¹⁰ http://www.scottishairquality.co.uk/latest/site-info?site_id=BRX

Air pollution has a negative health impact, with a recent report by Public Health England attributing 59 adult deaths in West Lothian to fine particulates¹¹.

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.

2.3: 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 areas¹². Scottish Household Survey data showed that almost a quarter of West Lothian drivers experienced delay in a peak-hour journey in 2006¹³. Whilst the Scottish Government's National Indicator on congestion suggests levels of congestion have declined since 2007¹⁴, 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 Lothian¹⁵. 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

¹¹ <https://www.gov.uk/government/publications/estimating-local-mortality-burdens-associated-with-particulate-air-pollution>

¹² <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>

¹³ 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

¹⁴ <http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/congestion>

¹⁵ SESPlan Transport Technical Note, November 2011, Figure 1
<http://www.SESPlan.gov.uk/assets/files/docs/proposed-plan/technical/Transport%20Technical%20Note.pdf>

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 delay¹⁶.

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 86% 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.

2.4: 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 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.

¹⁶ SEStran Regional Transport Strategy, July 2015, Appendix A, Figures 4 & 5.

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 them¹⁷. 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.

2.5: 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.

¹⁷ 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.

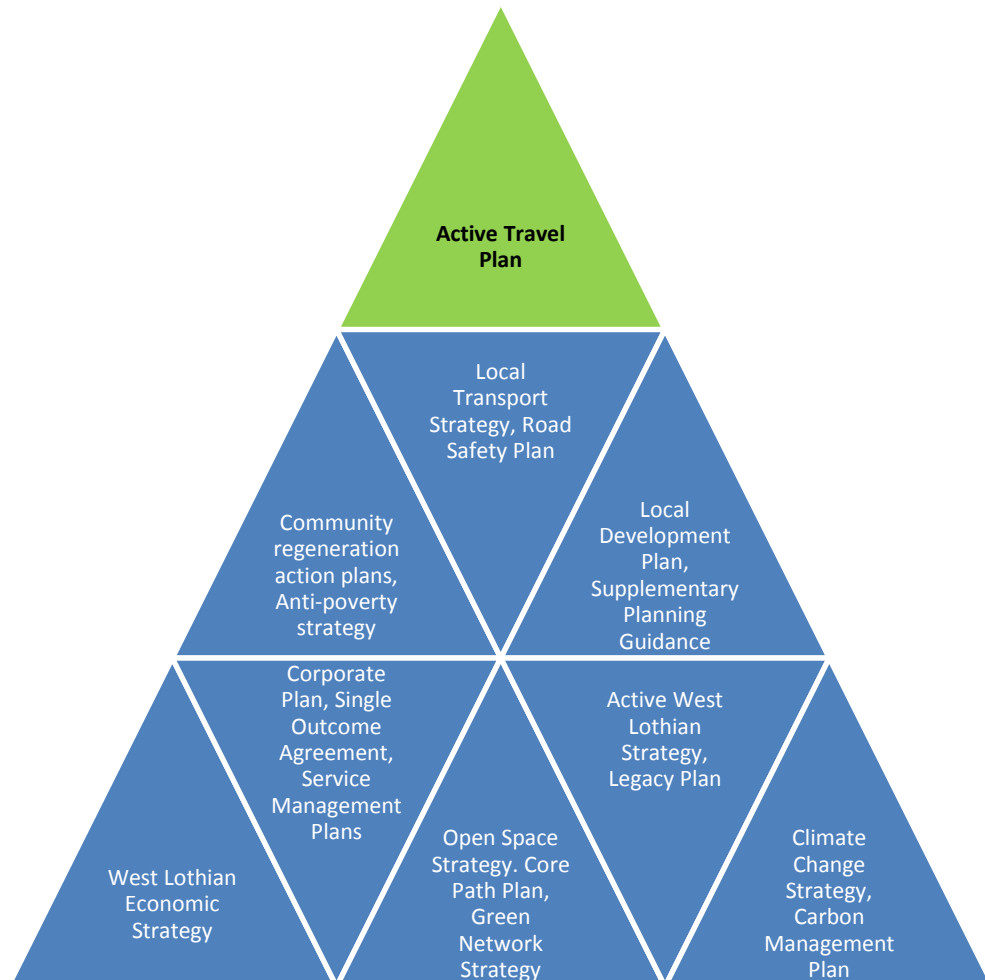
West Lothian Council is preparing a refreshed *Open Space Strategy*. This strategy can support active travel through the creation of safe and high quality open spaces, accessed by sustainable modes.

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

2.6: 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 growth¹⁸. The National Transport Strategy presents three outcomes:

- Improve journey times and connections between our cities and towns and our global markets to tackle congestion and provide access to key markets.

¹⁸ National Transport Strategy, 2006 <http://www.transportscotland.gov.uk/strategy/national-transport-strategy>

- 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 development¹⁹. 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.

Scottish Planning Policy (SPP), published in 2014, sets out national planning policies for Scotland. It focuses on outcomes which will create a successful sustainable place, a low carbon place, a natural, resilient place and a more connected place²⁰. SPP presents a travel hierarchy of walking, cycling, public transport and cars (paragraph 273) which should be enshrined in development plans and development management processes.

The **Cycling Action Plan for Scotland (CAPS)** was published in 2010 with the most recent refresh in 2013²¹. 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 walking²². 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.

¹⁹ National Planning Framework 3: A Plan for Scotland, 2014

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

²⁰ Scottish Planning Policy, 2014 <http://www.gov.scot/Publications/2014/06/5823/0>

²¹ 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

²² Let's get Scotland walking: The National Walking Strategy, 2014

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

In 2014, Transport Scotland published a **Long-term Vision for Active Travel in Scotland to 2030**²³. 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”.

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”²⁴. 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 settlements²⁵. In 2015, SEStran produced a Strategic Cross-Boundary Cycle Network concept, which identifies several missing links from West Lothian to the wider region²⁶.

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”²⁷. Active travel plays a role within this vision, and Policy 8 of the Plan promotes the development of a sustainable transport network in particular.

²³ 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

²⁴ <http://www.transportscotland.gov.uk/environment/transport-and-climate-change>

²⁵ 2010, SEStran, Development of a Strategic Urban Cycle Network – Study Report
<http://www.sestran.gov.uk/files/SEStran%20Cycle%20study%20report.pdf>

²⁶ 2015, SEStran, Strategic Cross-Boundary Cycle Network study [date of publishing to be confirmed]

²⁷ 2013, SESPlan, SESPlan Strategic Development Plan <http://www.SESPlan.gov.uk/strategic-development-plan>

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?

3.1: Issues that need to be addressed

A process of engagement and consultation was carried out during the development of the Draft Active Travel Plan and on the published Draft 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

- 86% of primary school pupils live less than a mile from their school (2015/16).
- 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.

3.2: 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 Vision for the Active Travel Plan has been developed. This Vision describes a future West Lothian where active travel choices are made routinely.

The 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, direct and well-connected active travel **network (on- and off- road)** for non-motorised users
- Create a culture of active travel, where people make **informed** travel choices
- Achieve a shift towards active travel modes for **everyday, functional trips** in particular

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

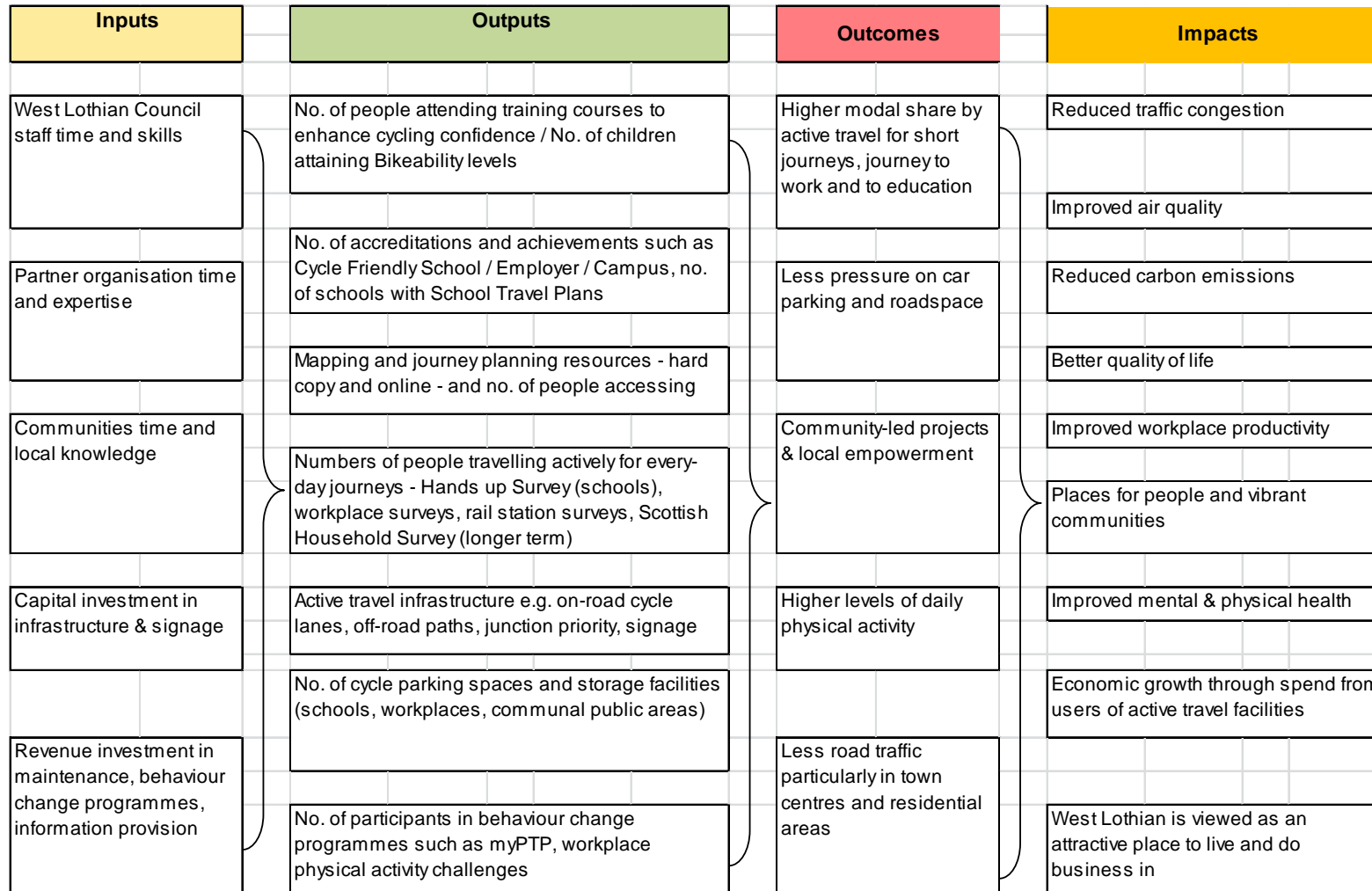
A logic map has been developed for this Active Travel Plan. Logic mapping is a useful framework for evaluation purposes. It sets out:

- 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-terms 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.

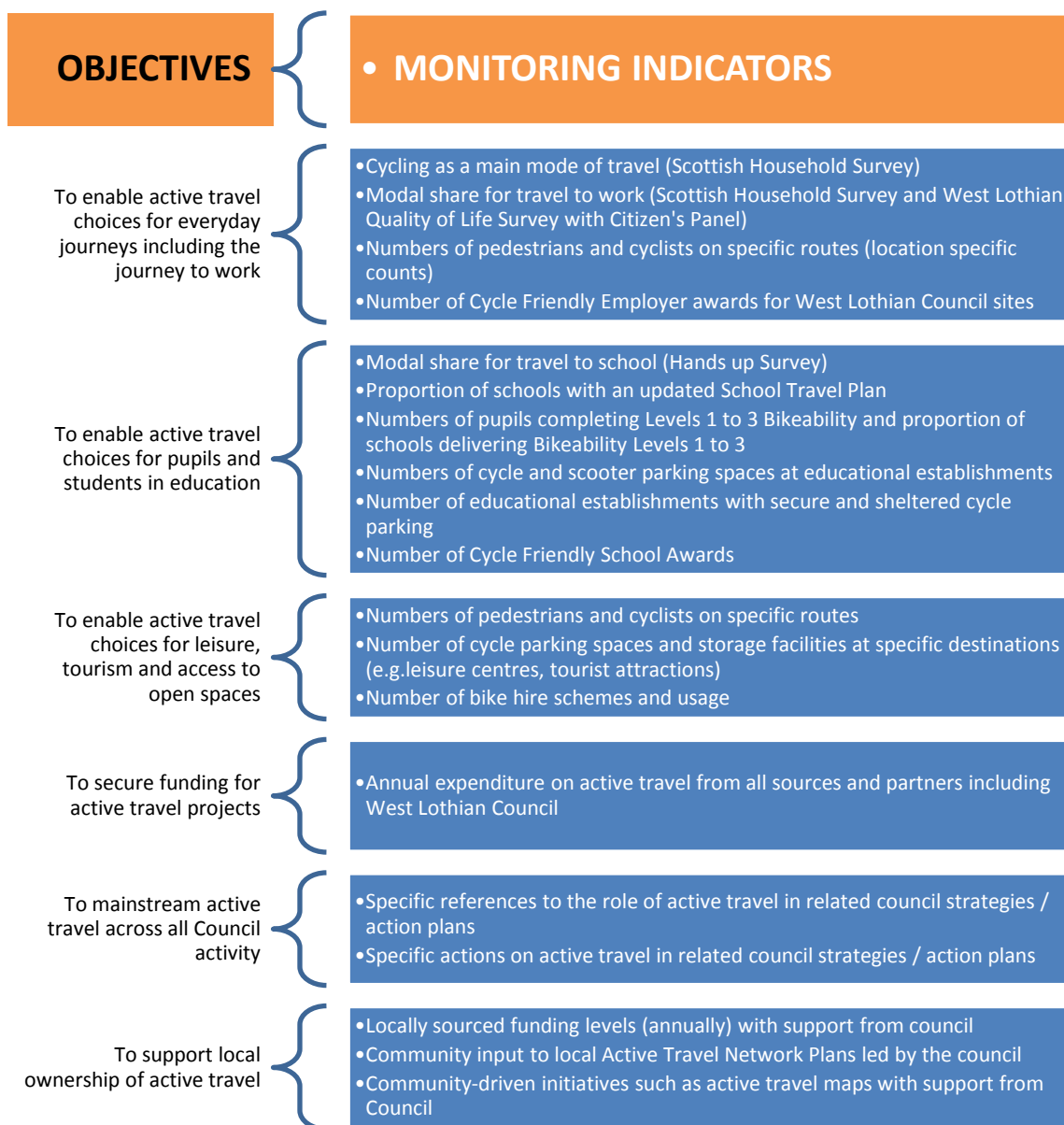
Figure 3.1: A logic mapping framework for the West Lothian Active Travel Plan



3.4: 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



Baseline information is contained within Appendix B. Cycling Scotland's Annual Cycling Monitoring Report²⁸ is another source of benchmarking information that will be used.

²⁸ Cycling Scotland, Annual Cycling Monitoring Report <http://www.cyclingscotland.org/policy/monitoring>

Section 4: What are 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.

4.1: 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 were 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.

4.2: 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 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.

4.3: 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.
- 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.

4.4: Open Space Strategy and Green Networks

A West Lothian Open Space 10 year strategy (2005-15) has been developed, and more recently reviewed. 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.

4.5: Smarter Choices Smarter Places 2015/16

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 included:

- Behavioural change support for employees and students at West Lothian College, St John's Hospital, West Lothian Council and other organisations including offer of personalised travel plans and free cycle maps, Dr Bike sessions, Tripshare West Lothian promotion.
- Development of a walking journey planner for West Lothian towns – www.walkit.com.
- Participation in Walk Once a Week by four primary schools.
- An initial review of signage and navigation on Livingston's active travel network in partnership with Sustrans.
- Mapping of West Lothian's cycle network and initial work on developing Local Active Travel Network Plans for West Lothian towns.
- Free participation in Paths for All's national Step Count Challenge in November 2015 by almost 100 participants, and funding of a West Lothian Step Count Challenge in March 2016 for almost 400 participants.
- Development of further bike lending libraries and All Ability Cycling scheme (see above).

4.6: West Lothian Smarter Travel 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.

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. A specific 'smarter travel news' page has been created to provide communities and organisations with a consistent source of information on current events and projects.

The new webpages can be found at www.westlothian.gov.uk/smarter-travel.

4.7: 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.

4.8: 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.

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).

4.9: 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.



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:

- A spatial network and an approach to infrastructure development.
- Active Travel Infrastructure Action Plan.
- Behavioural Change Action Plan.
- Delivery through funding and partnership working.

5.1: A spatial framework and an approach to developing infrastructure

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.

Infrastructure to support active travel choices is key to progress against this Plan's Vision and Objectives. This Active Travel Plan focuses on infrastructure at a local level (within settlements) and at a strategic level (between towns and across boundaries). Overall, it aims to create a comprehensive active travel **network** to support active travel journeys.

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

5.2: Definition of an active travel network

The existing network for walking and cycling in West Lothian consists of:

- **the road network:** this includes footways (associated with a road) for pedestrian use only under the Road Traffic (Scotland) Act and which have not been re-determined for shared use, shared use footways (see next) and the road network which cyclists can use.
- **shared use paths for both walking and cycling:** both in terms of designated paths designed for this purpose such as the A89 shared use path, and off-road paths which can be used by any non-motorised user under the Land Reform (Scotland) Act 2003. The latter Act established the right of responsible access by all non-motorised users to most land and inland waters, and not merely paths and rights of way. This category includes canal towpaths.
- **on-road cycle lanes and associated on-road infrastructure such as advanced stop lines:** these are not currently widespread in West Lothian with some examples in Bathgate and Linlithgow. The latter also hosts an on-road contra-flow cycleway.

- **infrastructure to support crossing of roads and negotiation of junctions:** this includes non-signalised and signalised crossings.

To support a step-change in walking and cycling for everyday journeys, it may be necessary to plan for larger volumes of pedestrian and cycling journeys. Cycling by Design sets out guidelines on infrastructure based on volumes of users, including segregated paths where there are large volumes of cyclists and pedestrians in close proximity, and segregated on-road cycle facilities where there are greater volumes of vehicles.

5.3: Local Active Travel Networks within communities

Local active travel networks within settlements are crucial to support everyday journeys by foot, by scooter and by bike. These local networks provide opportunities for active travel to school in particular, but also everyday, short journeys to town and village centres, shopping and health facilities, public transport interchanges as well as areas of open space and recreation.

The Council will work in partnership with local communities to develop **Local 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.

Work on developing these Local Active Travel Network Plans will begin on towns initially, as these provide an opportunity to tackle larger volumes of short journeys based on population size. Funding from Smarter Choices Smarter Places in 2015/16 has contributed to GIS work and consultation to initiate the development of these Local Active Travel Network Plans, focusing on:

- Livingston
- Linlithgow
- Broxburn and Uphall
- Bathgate and Blackburn
- Whitburn
- Armadale

Developing local active travel infrastructure is key to supporting everyday walking and cycling journeys in West Lothian, and is a long-term project. In addition to council-led projects (e.g. funded by the Sustrans Community Links programme) opportunities to improve local networks will arise from new development, public realm and urban regeneration projects, air quality management plans and other improvements such as open space and green network development.

5.4: A strategic network within West Lothian

This section of the 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.

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.

Table 5.1: 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 | 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) |
|---|--|--|--|--|--|--|
| | | | | | needed to 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 through 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) | Low though higher demand to work locations | 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 | 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) |
|------------------------------|------------------------------|--|--|--|-------------------|--|
| | & Tarbrax) | elsewhere in West Lothian. | | through enhanced connectivity for walkers and cyclists. | | |
| 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 Charrette, masterplan to be reviewed with developer to secure greater integration between existing town and |

| Settlement | Connections to / between.... | Potential level of functional active travel demand | Infrastructure in place | Commentary | High, medium, low | Possible solutions (if needed) |
|---|--------------------------------------|--|--|--|-------------------|---|
| | | | | | | new greenways. |
| Whitburn | Livingston | High | On-road A705 (through Seafield – see above). | Few active travel options. Proposed extension of A89 shared use corridor to A706/A7066/B7066. | High | New off-road shared use path along 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. Feasibility study carried out on A71 active travel corridor options with SEStran funding support in early 2016. 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 and unused old roads being explored as potential corridors – crossings of A801 need to be considered. 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. | Some local connection points to the NCN and local Livingston network, although some | Medium | Some local missing links. Enhance personal security of |

| Settlement | Connections to / between.... | Potential level of functional active travel demand | Infrastructure in place | Commentary | High, medium, low | Possible solutions (if needed) |
|------------|------------------------------|--|--|--------------------------------|-------------------|--|
| | | | Good connections into Livingston Greenways | potential local missing links. | | underpasses at Uphall railway station. |

5.5: Connecting West Lothian within the region – cross-boundary trips

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.

The council has fed priorities into both SEStran and SESplan work on regional cycle corridors and green networks. In addition to longer distance routes such as the A89 corridor and National Cycle Network routes which cross West Lothian, cross-boundary priorities include:

- Continuation of the A89 active travel corridor westwards towards North Lanarkshire
- Links between Linlithgow and Bo'ness, particularly to address Linlithgow rail station travel demand from Falkirk Council area
- Links between north-east of West Lothian and the Forth Bridgehead area
- The A71 into Hermiston and beyond to Edinburgh (and within West Lothian)
- Better connections between the north-west of West Lothian and Falkirk Council

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

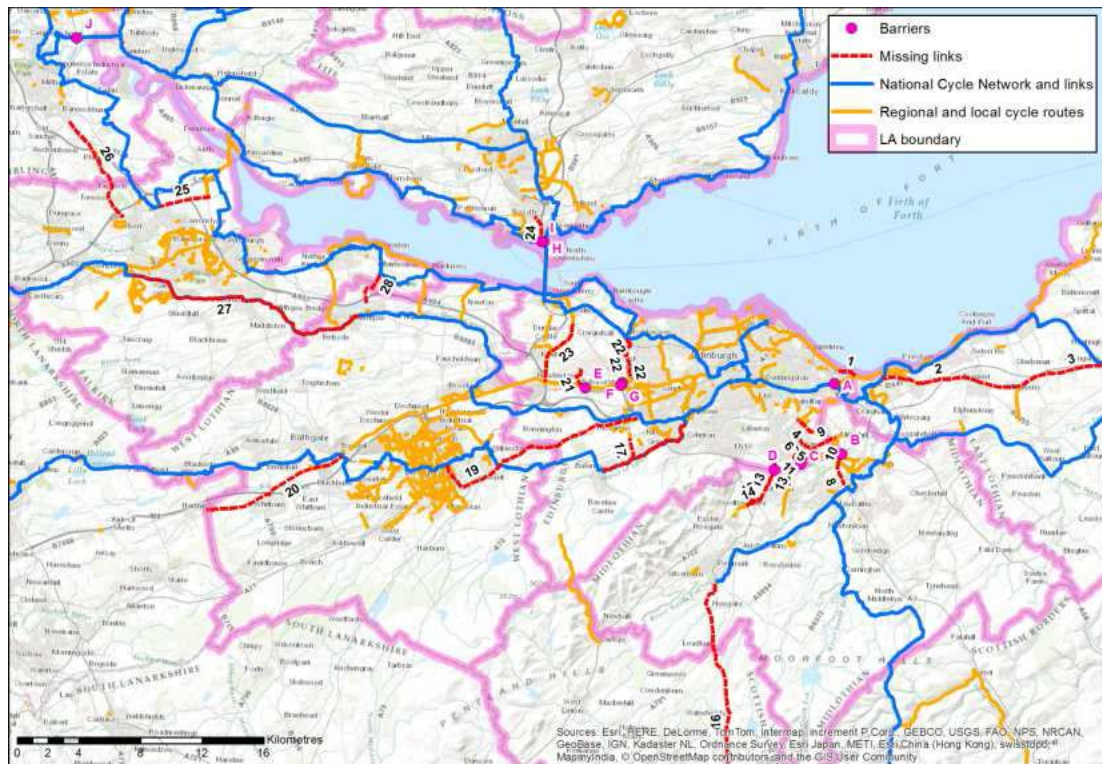
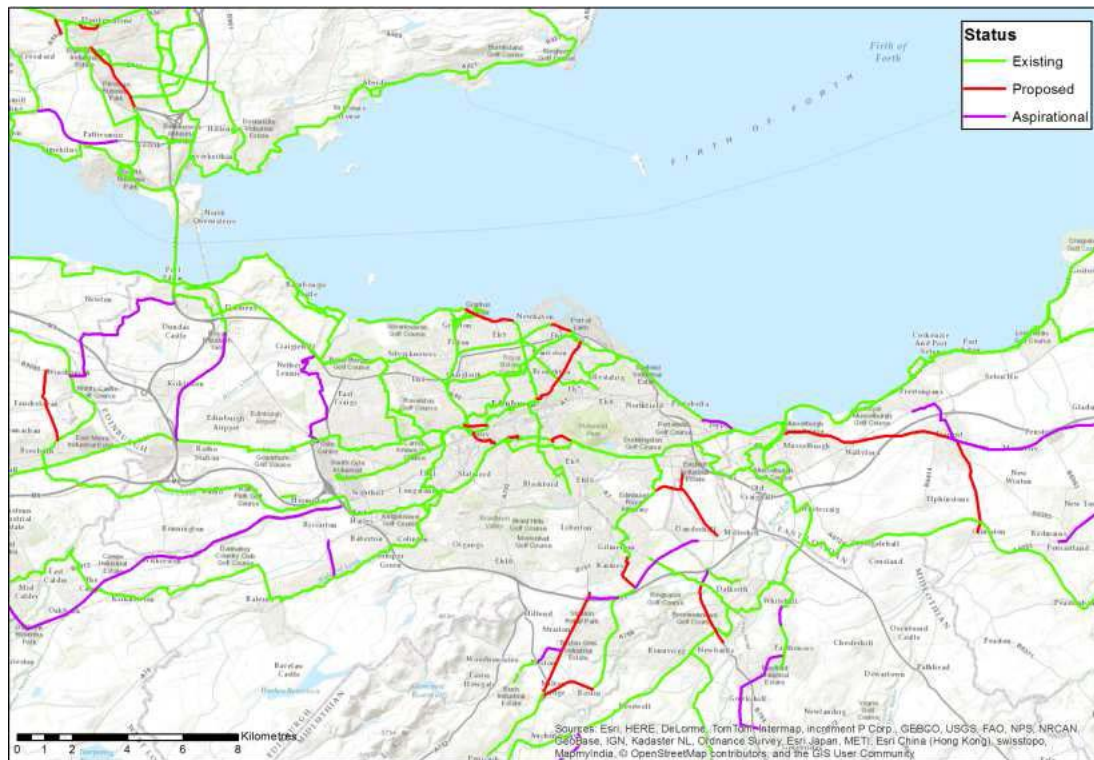


Figure 5.2: SEStran Strategic Cross Boundary Cycle Development - potential future cycling links



5.6: A framework for prioritising active travel investment

This Active Travel Plan aims to support decision-making by providing a framework for prioritising active travel investment.

A spatial hierarchy will help to guide the case for investment in active travel links (as defined by the Local Development Plan). The case for active travel investment will be assessed against the following criteria:

- 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 investment 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?

5.7: Active Travel Infrastructure Action Plan

Creating safe and adequate infrastructure for walking and cycling is a crucial element of any effort to encourage active travel and is 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 below contains specific actions going forward, and 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 and better infrastructure**
- **design infrastructure with safety, personal security and the needs of active travel users in mind**
- **better maintain existing infrastructure**

Table 5.2: Active Travel Infrastructure Action Plan

| Action | Lead organisation and partners | What does success look like? | Timescales | Performance up to 2016 |
|---|---|--|------------|---|
| 1. 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. |
| 2. 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 and 2016. |
| 3. Prioritise capital requests for new pedestrian and cycling routes 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. |
| 4. 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. |
| 5. Maximise efficiency of existing infrastructure by upgrading to shared use where it complies with design guidance (and considers levels of potential use by pedestrians and | West Lothian Council (Roads and Transportation) | Safe, comfortable and cost-effective off-road networks are available for families, children and less confident cyclists. | Continuous | Upgrading to shared use has been applied in some areas e.g. A89 corridor. More suitable routes to be identified. |

| Action | Lead organisation and partners | What does success look like? | Timescales | Performance up to 2016 |
|---|---|--|---|---|
| cyclists) and supports everyday active travel, whilst bearing in mind a resilient active travel network may require segregation in the future to support higher volumes of pedestrians and cyclists as per Cycling by Design. | | | | |
| 6. 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. | 2016-17 (signage protocol and a focus on 3 towns initially), signage delivery continuous with projects. | 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 2016. |
| 7. 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. WLC to complete internal mapping of cycling network in 2016. | Identification of such a network is one of the purposes of this Active Travel Plan. |
| 8. 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. 5 settlement Plans per year. WLC to complete internal mapping of cycling network in 2016. | 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 has been initiated on local area Active Travel Network Plans in 2016. |
| 9. Maintain adopted footways, footpaths and cycleways to a safe and usable standard, including winter | 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 | Continuous. | The Council currently maintains adopted footways. The Council grits the transport network |

| Action | Lead organisation and partners | What does success look like? | Timescales | Performance up to 2016 |
|---|---|--|--|---|
| maintenance (subject to budget availability). | | travel actively on well-maintained networks in any season. | | according to its Winter Service Policy. Budget constraints prevent including all paths within priority schedules. |
| 10. 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. |
| 11. 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. |
| 12. 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. |
| 13. 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 Strategy and | 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 | 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/ |

| Action | Lead organisation and partners | What does success look like? | Timescales | Performance up to 2016 |
|--|---|--|--|--|
| Green Network Strategy (Local Development Plan) | | and NCN routes. Local communities benefitting from active travel leisure and tourism projects through job creation and local spend. West Lothian is seen as a cycling destination. | | |
| 14. 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. An online active travel mapping tool was developed in early 2016 to engage with residents in towns and gather their initial views on local improvements to support everyday active travel. |
| 15. 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. |
| 16: Improve understanding of the scale of investment required to create an active travel network in West Lothian, strategically and locally (subject to staff resources). | West Lothian Council with support from Sustrans | Scottish Ministers award higher levels of funding to support the development of active travel infrastructure in Scotland. | Initiate scale of investment work in development of Local Active Travel Network Plans in 2016. | Cost estimates are only prepared for individual schemes. |

5.8: Behaviour Change Action Plan

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**

Table 5.3: Behaviour Change Action Plan

| Action | Lead organisation (and team) | What does success look like? | Timescales | Performance up to 2016 |
|---|--|--|--|--|
| 1. 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 and aim for 100% uptake by schools, particularly for Bikeability Levels 1 and 2 in primary schools: <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”. |
| 2. 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 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). | Continuous with annual monitoring. | 2 Cycle Friendly Primary School in 2015, 3 in 2016. Participation in The Big Pedal by 3 primary schools in 2015. At least five schools are taking part in Living Streets Walk Once a Week programme in 2016. |
| 3. Support workplaces to develop Travel Plans, to achieve Cycle Friendly Employer Award 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 | Smarter Choices Smarter Places 2015/16 focusing on employee and student behaviour change |

| Action | Lead organisation (and team) | What does success look like? | Timescales | Performance up to 2016 |
|--|--|---|--|---|
| | | | Places funding from Transport Scotland | |
| 4. 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. |
| 5. 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. |
| 6. 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 - 17 | West Lothian Cyclestreets exists and linked on website. Walkit.com, an urban walking journey planner, has been commissioned to cover West Lothian towns as part of the Smarter Choices Smarter Places programme 2015/16.. |
| 7. 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. |
| 8. Work with communities to | West Lothian Council (Roads | Communities have good local | Long-term | Initiating process in 2015/16. |

| Action | Lead organisation (and team) | What does success look like? | Timescales | Performance up to 2016 |
|--|--|--|---|---|
| develop local active travel network plans for their area and support them with applications for funding for new and enhanced infrastructure | and Transportation, Community Regeneration) | knowledge of their networks and feel empowered and informed to seek solutions in partnership with the Council and other organisations. | with monitored progress on an annual basis. 3 settlement Plans per year. | |
| 9. Support communities to 'audit' and "map" their communities. Support communities to achieve the Cycle Friendly Community Award and associated funding from Cycling Scotland. | 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 worked with Living Streets in 2015 on Walkable Communities project in Whitburn including community street audit training and delivery. WLC supported the provision of community mapping training for Open Street Map in 2015 with Sustrans. |
| 10. 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. |
| 11. 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. |
| 12. Incorporate active travel promotion and infrastructure into actions plans to tackle Air Quality | 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 | 2015-17 | Active travel is being integrated into emerging AQMA Action Plans. |

| Action | Lead organisation (and team) | What does success look like? | Timescales | Performance up to 2016 |
|--|--|--|------------------------------------|--|
| Management Areas | | shift to non-polluting modes. | | |
| 13. 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. |
| 14. 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. |
| 15. 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. |
| 16: Create an Active Travel Forum internally to the council and consider opening up to external members of organisations and the public. | West Lothian Council (Roads and Transportation) | Communities and partners know how to communicate with the council on on active travel issues. | 2015-17 | An internal Active Travel Forum was set up in early 2016 and consideration is being given to opening it to external individuals. |

5.9: Delivery - 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 for schools.

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.

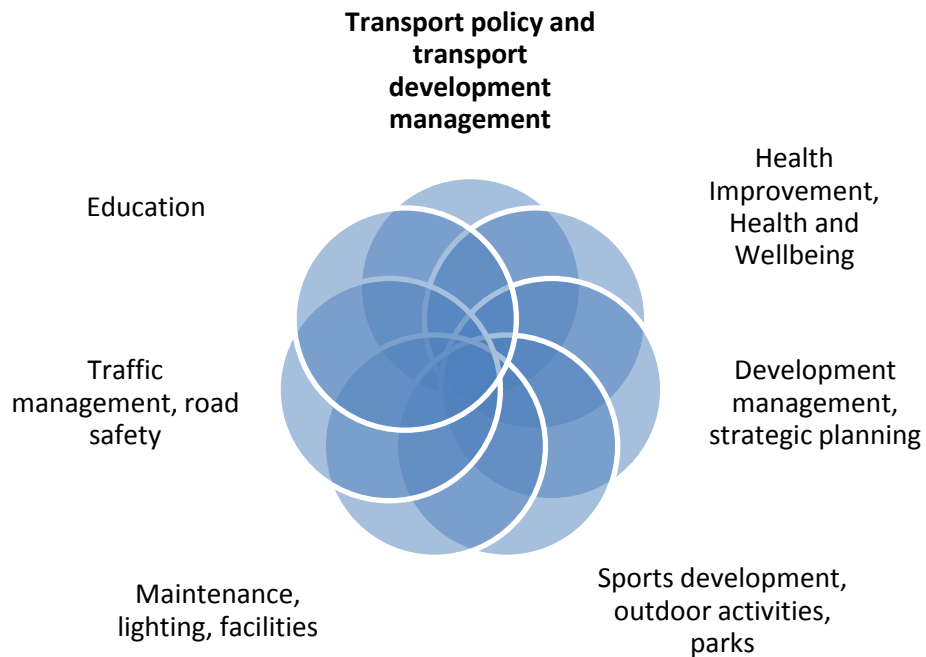
In terms of funding for active travel, the council commits to the following principles and actions:

- 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.

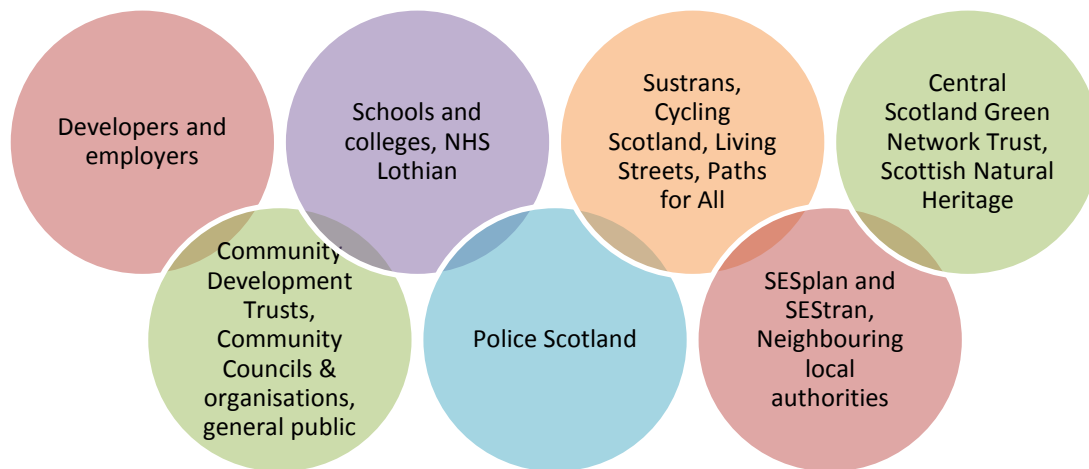
5.10: Delivery - partnership working

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**5.11: 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 5.5: 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

Appendix A: Active Travel Plan - Consultation and engagement report

During the development of the 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.

The Draft Active Travel Plan was subject to a period of public consultation in late 2015. This Appendix details consultation activity and sets out how the outcomes have informed this Active Travel Plan.

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.

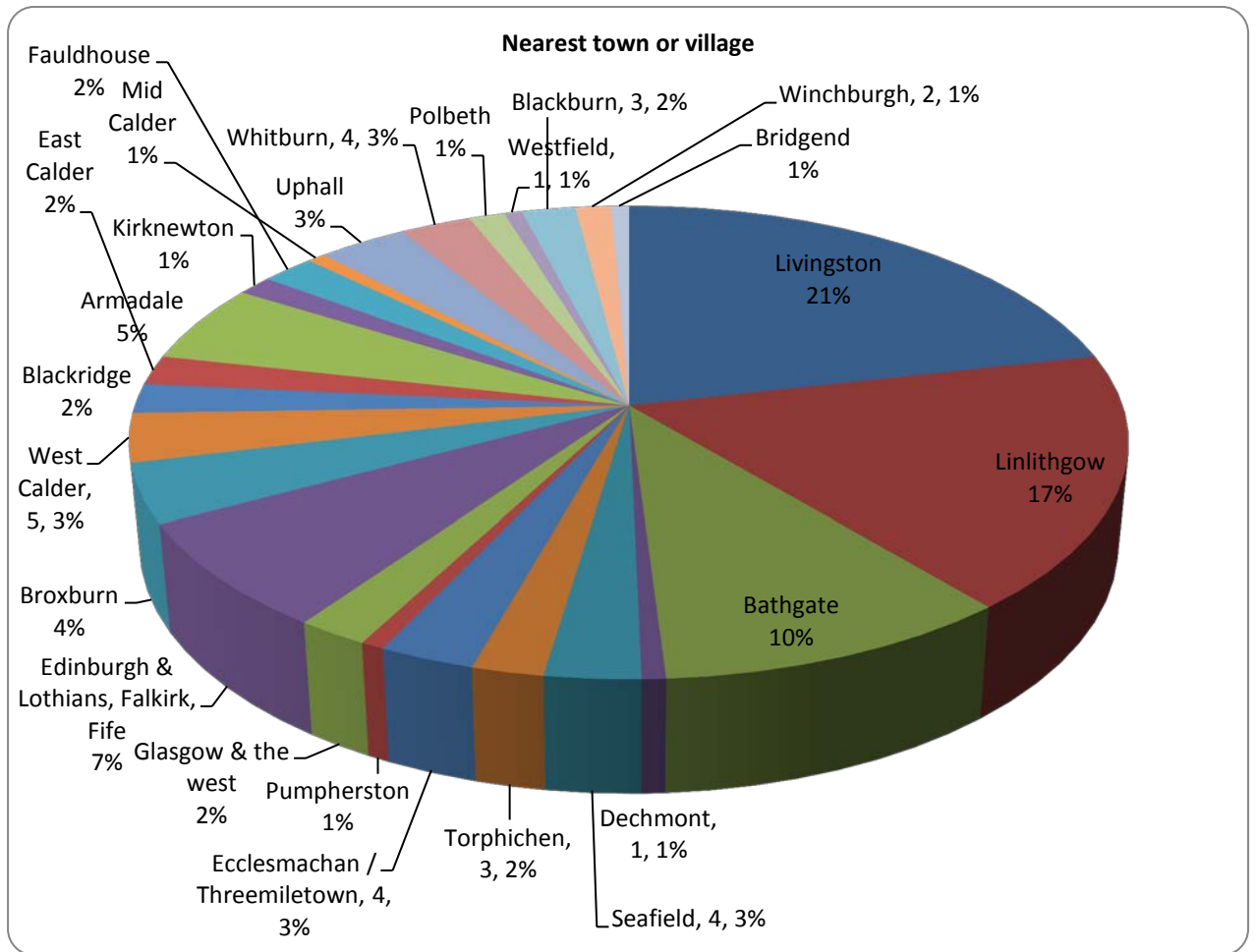
It is important to note that survey respondents were self-selected. As the survey was made available generally, it was down to an individual's personal motivations as to whether they decided to respond to it. The exception to this was a small number of Civic Centre Council employees who were sent the 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)²⁹.

²⁹ Settlement population figures based on 2011 Census data for 2010 Localities of Livingston and Linlithgow

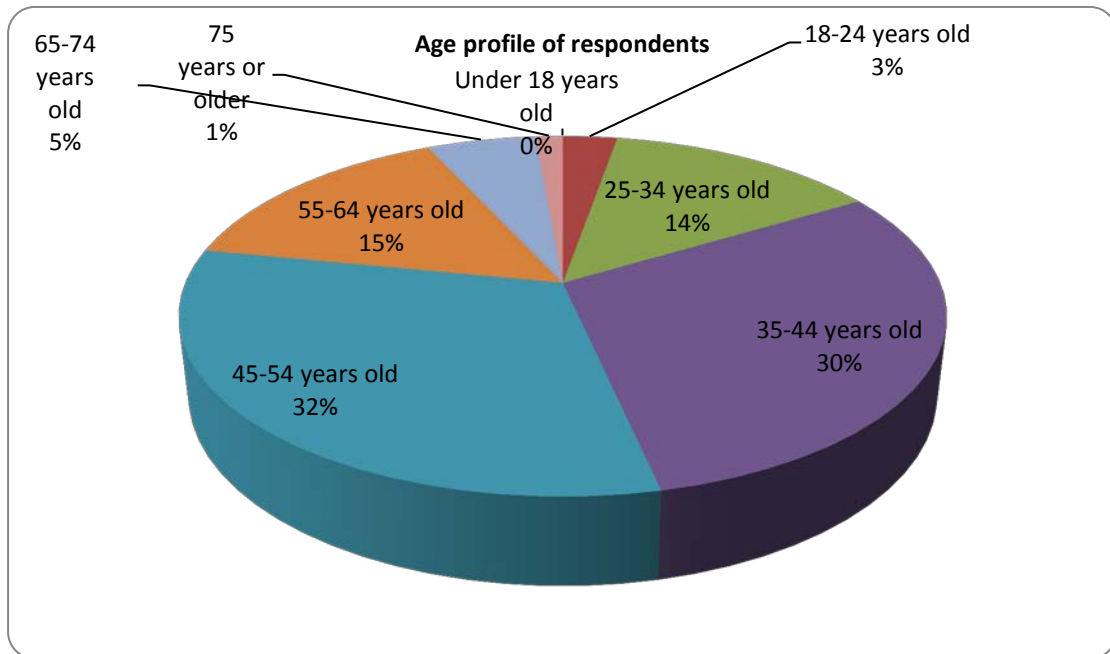
Figure A.1: Geographical spread of respondents (nearest town or village)



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 2³⁰. The larger the word, the more frequently it was mentioned in the set of responses as a whole.

³⁰ Courtesy of www.wordle.net

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

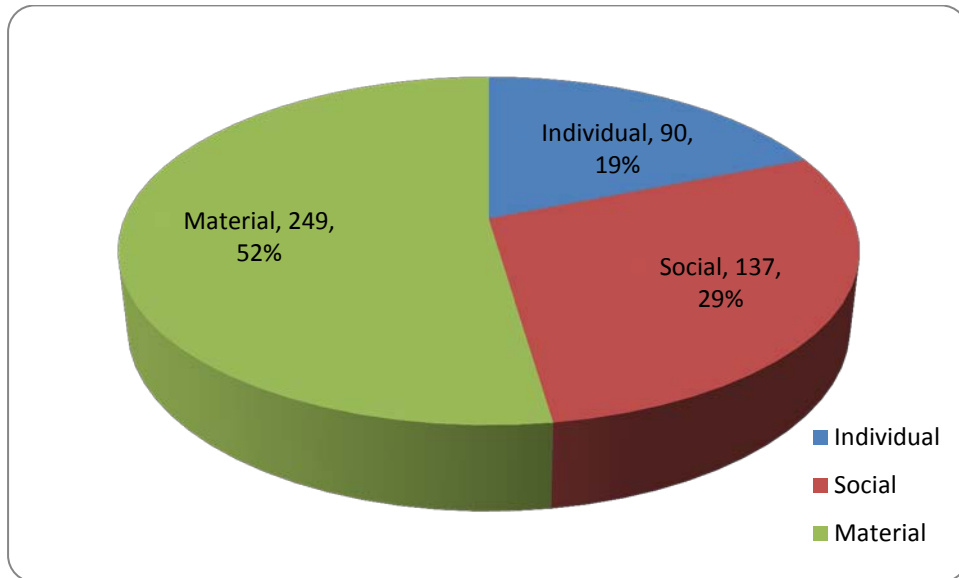
| Issues preventing everyday active travel | No. of times selected | % of total survey respondents |
|--|------------------------------|--------------------------------------|
| Worried about safety on roads with vehicles | 83 | 55% |
| Poor condition of walking and cycling paths | 67 | 45% |
| <i>Other [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"

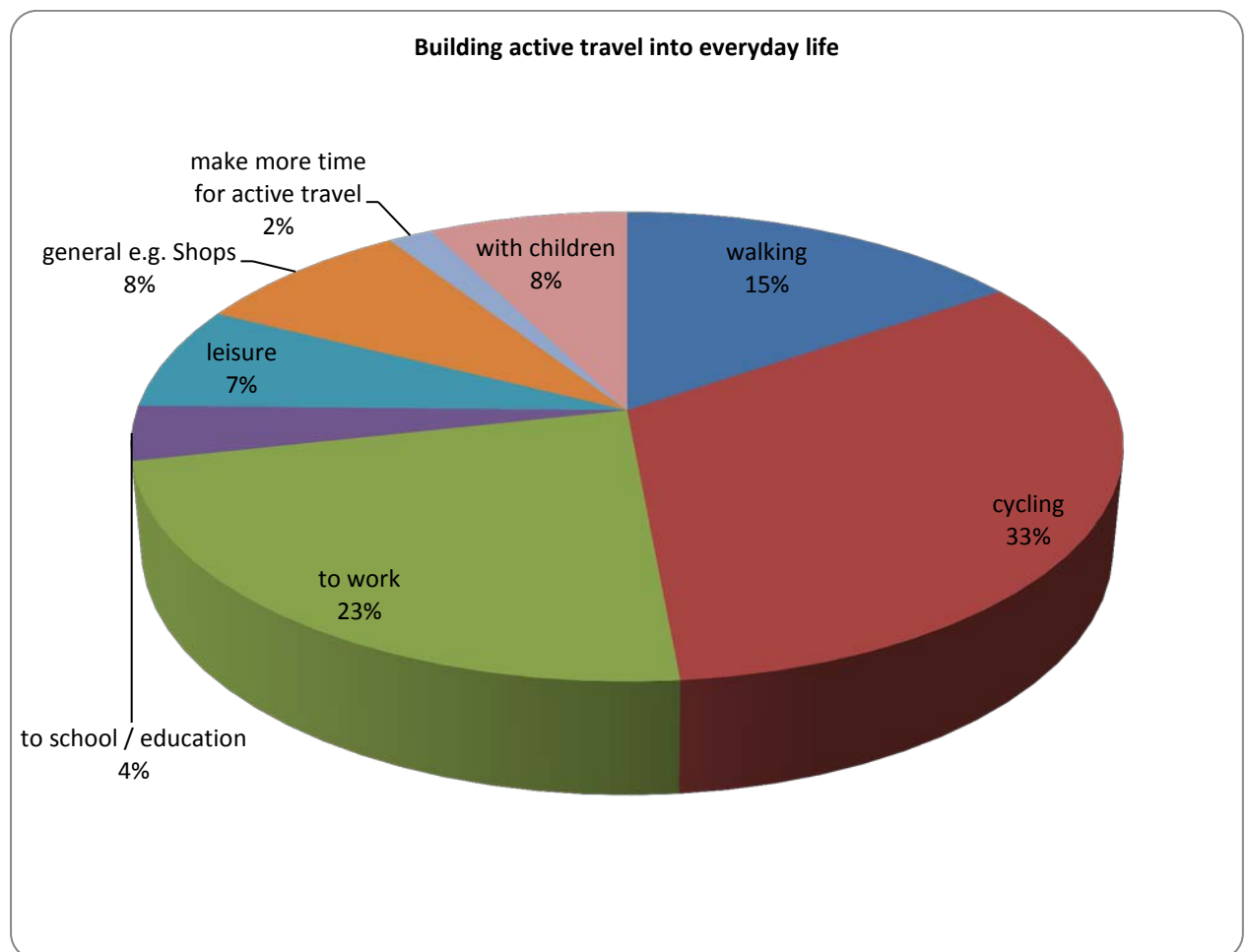
The ability to cycle and walk as a family also emerged as a desire in this question.

- "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 and additional support needs

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. Whilst no response was received to these questions, further engagement has been carried out with the West Lothian Disability Equality Forum during the public consultation on the Draft Active Travel Plan (see below). In addition, council officers have attended the West Lothian Access Panel, the Let’s Talk Equalities event in April 2016 and other events to engage with individuals with additional support needs. This engagement will be ongoing, and points to date have been reflected within the Equality Impact Assessment (Appendix D).

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.

Public consultation on the Draft Active Travel Plan, November / December 2015

The Draft ATP was subject to a 7 week period of public consultation from 28th October to 16th December. An extension to the deadline for comments was offered to Community Councils if required. The consultation comprised of:

- On-line promotion via the council’s news outlets and social media accounts (Facebook, Twitter).

- Direct e-mails containing a link to the Plan on the council's website were sent to Community Councils, community organisations, equality forums and individuals who had previously expressed an interest in active travel in West Lothian.
- Direct e-mails containing a link to the draft Plan was sent to stakeholder organisations such as Sustrans, Cycling Scotland and others.
- A presentation on the Plan was delivered to the Health Improvement Health Inequalities Alliance.
- A presentation including reference to the Plan was made to schools at Junior Road Safety Officer events.

The results of the consultation are presented in the table below which also details council responses to the consultation inputs and how the Final ATP has taken these comments into account. In summary:

- Consultation responses were supportive of the Draft ATP for West Lothian.
- Some detailed comments were more appropriate to be considered at a project level, and will be taken into account for future project development (e.g. comments relating to the need to explore an active travel corridor on the A71).
- A specific reference to Scottish Planning Policy (2013) was included in the final ATP.
- Additional text on the nature and importance of cycling infrastructure was added to the ATP, alongside additional text on the importance of local active travel infrastructure to mainstream active travel for everyday journeys. The importance of cross-boundary links was re-emphasised. Some updates on actions and projects were also included. An additional action was added on understanding the scale of investment required (requested by Sustrans to support lobbying for active travel funding from the Scottish Government).
- An Active Travel Forum was formed internal to the council in 2016.
- A Strategic Environmental Assessment (SEA) Pre-Screening Assessment was carried out on the Draft ATP in response to a comment from Scottish Environmental Protection Agency (SEPA). All SEA Consultation Authorities subsequently agreed with the council's view that the ATP should not be subject to the SEA process.

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--|---------------------------------|--|--|--|
| On behalf of Disability Equality Forum from Capability Scotland's Advice and Support Service West Lothian | Forum | The Forum agrees that the infrastructure which will be necessary to encourage active travel in West Lothian will also benefit many disabled people such as those who are wheelchair users, have a mobility difficulty or a visual impairment. However it is essential that when planning this infrastructure, the council ensures that it does take into account the needs of disabled people too. The Fieldfare Trust has a lot of information about countryside access for disabled people. | Design of infrastructure taking into account needs of all users. | The council welcomes the support of the Disability Equality Forum for the principle that active travel infrastructure also benefits people with disabilities. The council continues to take account of the needs of people with disabilities when planning infrastructure and takes cognisance of guidance including the Disability Discrimination Act: Good Practice Guide for Roads. |
| | | Signage needs to be appropriate for people with a visual impairment and needs to be maintained. | Signage for users with visual impairment. Maintenance of signage. | Any future signage / route branding will adhere to acknowledged standards and good practice on these issues. |
| | | The forum would also hope that the cycle projects mentioned in the plan would include adapted bikes. Adapted bikes are very expensive and out of the financial reach of many disabled individuals who would like to use these. Cost is therefore a barrier to some disabled people participating in active travel. | Adaptive bikes and access to bikes for disabled individuals. | Passed on information to Disability Equality Forum on existing All Ability Cycling pilot project and new project to be launched with support from Transport Scotland / Paths for All: "Smarter Choices Smarter Places" funding 2015/16. |
| | | Mapping routes would be extremely helpful particularly if this mapping included information about location of dropped kerbs, accessible toilets and seating on the route. | Mapping / information – dropped kerbs, accessibility toilets, seating. | Passed on information on the new walking journey planner that has been developed for towns in West Lothian, walkit.com ("Smarter Choices Smarter Places" project). This records steps and offers step-free journey alternatives. The council has a separate project to review dropped kerbs. |
| | | When considering behavioural change, it can be useful to consider why some disabled people use their car for journeys where the council want to encourage active travel. For instance some disabled parents have to take their children to school by car and for physical reasons may not be able to accompany them to walk to school/cycle to school. However other initiatives may support them such as a walking bus where their child is supervised by adults (other than the parent) on the school route. | Disabled parents may not be able to support children to travel actively to school, though initiatives such as walking buses may support. | The council continues to work with schools to promote walking, cycling and scooting to school for all those who are able to, and acknowledge there will be specific circumstances where it is physically impossible. |
| Anonymous | Individual, resident of Uphall | Thank you for the opportunity to comment on the draft Active Travel Plan. It's positive that West Lothian Council has produced this draft plan and I look forward to the results of this commitment to mainstreaming active travel in our area. As a daily user of the A89 for commuting and a slightly less regular user of other parts of West Lothian's network of paths and quiet roads, I fully support most of the content of the draft plan. However, I have some comments on content, including links to national policy, which I hope you will find useful in finalising the Active Travel Plan. | Supports the Draft ATP. | West Lothian Council welcomes the support of everyday users of our active travel network for this Draft Active Travel Plan. |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|---|---|---|
| | | <p>Section 2</p> <p>The summary of national and regional policy on pages 11 to 13 provides useful context. However, it omits Scottish Planning Policy (SPP), which includes policy guidance on the travel hierarchy and patterns of development which reduce the need to travel, facilitate travel by active transport and enable integration of travel modes.</p> <p>As the Active Travel Plan will set the policy framework that will inform and influence development of policy and projects, the guidance to planners and developers set out in SPP is a key link that should be included in the final version.</p> | Section 2: SPP is omitted and must be referenced. | Agreed, and SPP has now been included. |
| | | <p>Section 3</p> <p>I agree with the strategic aims set out on page 15 but consider that the first aim “Create a safe, convenient and effective active travel network for non-motorised users.” should be more clearly defined. At present, the network is provided on shared paths and quiet roads. This may not be what users expect when reading about an active travel network. It may also be useful to add a criterion to this sentence which clarifies that an effective active travel network is one which is direct and well connected as set out in paragraph 46 of SPP.</p> | Section 3: Aim of creating an active travel network needs better definition. Not everyone expects a network to be solely on shared paths and quiet roads. Additional criterion needed of “direct and well-connected”. | Agreed and this has now been included. |
| | | <p>Section 5</p> <p>The decision to focus this first Active Travel Plan on key missing links at the strategic level is sensible. Areas of large scale change represent an opportunity to deliver a framework from the beginning of these neighbourhoods and communities. Where delivery is associated with new development a key part of filling these missing links should be informing new residents about the network provided on their doorstep. This could be achieved by providing information on the active travel network in householder welcome packs. Awareness of the network on their doorstep is as important as provision of the infrastructure itself.</p> <p>While the focus is to be on key missing links, it is not clear that strategic routes such as A89 require extension and upgrade in places. The need for a strategic active travel route along the A71, which is detailed in SESplan’s Green Network Technical Note, also needs to be clearer. Both road corridors, which link existing communities and neighbourhoods and which will host extensive new development, are likely to play key roles in the culture change that the draft Active Travel Plan seeks to create and support.</p> | <p>Section 5: Decision to focus this first Active Travel Plan on key missing links at the strategic level is sensible.</p> <p>Awareness-raising of infrastructure is also needed.</p> <p>Existing active travel routes such as the A89 also need extension and upgrade, in addition to filling in missing links. A71 needs a strategic active travel route.</p> | <p>Agreed that awareness-raising is needed, and the council have been using “Smarter Choices Smarter Places” funding to support this and other behaviour change projects, as well as working with our Corporate Communications team to promote new links. However more needs to be done and awareness raising will increase as new active travel projects are established</p> <p>A study has been carried out on the A89 corridor for Transport Scotland, City of Edinburgh Council and West Lothian Council in 2015, and concluded that some enhancements were needed along the A89/A8 corridor to promote active travel.</p> <p>A study has been commissioned in early 2016 into the feasibility of an A71 active travel corridor, funded by SEStran and City of Edinburgh Council and project managed by West Lothian Council.</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|---|--|---|
| | | <p>The strategic active travel corridor assessment in Table 5.3 presents a good summary of the state of the existing network, required improvements and possible solutions. Although I recognise the limitations of this type of summary assessment table, I take this opportunity to highlight that topography, lighting and distance are not the only limitations to accessing the network. In many places, the existing network is accessible only by standard form upright bicycles and even then, those carrying panniers may encounter problems with chicanes, bollards and so on. In a mainstreamed active travel culture where non-standard bicycles such as tandems, cargo bikes, recumbents and many other variations would likely be used, historical means of control will be limiting. As the draft Active Travel Plan promotes behaviour change, it would be a positive step to see commitment to removing older style infrastructure, with detail to follow in the proposed Active Travel Network Plans.</p> | <p>Table 5.3 presents a good summary of the state of the existing network, required improvements and possible solutions.</p> <p>Topography, lighting and distance are not the only limitations to accessing the network. Older style infrastructure does not cater for non-standard forms of active travel (e.g. tandems, cargo bikes, recumbents etc) and future infrastructure should.</p> | <p>This will identify high level options which will be used to support further detailed design and funding applications in due course (further work is subject to the availability of external funding).</p> <p>Local Active Travel Network Plans will aim to highlight missing links and improvements needed to support active travel on key corridors within settlements.</p> |
| | | <p>Discussion of funding in this section makes several useful and welcome statements on how the Council will progress those elements which require financial input.</p> <p>However, it is not clear what level of commitment the Council is making. Looking elsewhere, City of Edinburgh Council committed to a percentage of transport funding allocated to cycling at a minimum of 5%, increasing to 1% annually. A funding level of 5% appears to be emerging as a benchmark and I would welcome a clear commitment to matching this in the final Active Travel Plan. A clearer expression of the Council's financial commitment may also facilitate access to match funding discussed in this section, whereas the 'aim' to find funding introduces some uncertainty.</p> | <p>It is not clear what level of financial commitment the Council is making. A funding level of 5% of Council transport funding appears to be emerging as a benchmark. A clearer expression of the Council's financial commitment may also facilitate access to match funding discussed in this section, whereas the 'aim' to find funding introduces some uncertainty.</p> | <p>It is not possible for West Lothian Council to make a funding commitment at present, although internal discussions continue on this topic and the budget review process is underway with the preparation of Strategic Outline Business Cases to inform budget setting for 2017/18 and beyond. It is hoped the Active Travel Plan and its associated Local Active Travel Network Plans will help lever funding from developer contributions and other external funding sources including "Community Links" and potentially European funding including green infrastructure funding.</p> |
| Sustrans | Organisation | <p>Overall we feel the plan follows the active travel strategy guidance and once adopted will complete CAPS action 2 for West Lothian Council. Beyond this our main comment is that we would like to see the action plan made more specific and the relative priority of the different actions made clearer.</p> | <p>Supports Draft ATP and it follows national guidance. It will fulfil CAPS action 2 for West Lothian Council once adopted.</p> | <p>West Lothian Council welcomes Sustrans' support and hopes to continue to work with Cycling Scotland as a valued partner for delivery in active travel projects and behaviour change.</p> <p>The council is pleased that a finalised Active Travel Plan discharges the CAPS commitment to prepare a strategic approach to active travel including cycling across West Lothian.</p> |
| | | <p>Action Plan</p> <p>Our main comment on the action plan is that many of the actions contained in it are too broad. As a result the action plan reads like a series of active travel policies. While it proposes many principles and general areas of work which we support, we</p> | <p>Action Plan needs more SMART actions referring to specific projects or work packages, split between</p> | <p>The council recognises that it would be ideal to prioritise projects which require resource allocation, and that more specific actions may be desirable. There are however specific timed projects</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|---|---|--|
| | | <p>feel more SMART actions referring to specific projects or work packages are needed.</p> <p>We note on page 3 you state” [the plan] 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.” However we feel it is important your plan identifies at least initial projects to be achieved prior to 2020, as well as setting out longer term aspirations which will be achieved beyond the end of the 5 year plan.</p> <p>As such, several of the actions would benefit from subdivision into multiple, more specific actions. This will also make it easier to tell when individual pieces of work have been completed. As an example the action relating to the signing new routes could be replaced with actions along the lines of:</p> <ol style="list-style-type: none"> 1. Action to develop an active travel signage protocol (with timescale) 2. Action(s) relating to trailing and/or rolling out implementation of the protocol on specific existing and/or new routes (with timescales) <p>We further recommend a consistent prioritisation definition is used across the 3 action plan tables (5.1, 5.2 and 5.3) such as the high, medium, low approach used in table 5.3. In this case a time-based definition of each should be included in the strategy. From our point of view it is particularly important to define the relative level of priority that is assigned to network development between versus within settlements.</p> | <p>short-term and longer term aspirations. Clearer approach to prioritisation needed.</p> | <p>contained within many of the more general actions set out in Tables 5.1-5.3. Whilst some of the action plans may read as ‘policies’, this was felt to be important to the West Lothian context – to restate and reemphasise the actions that need to be continually pursued to mainstream active travel. It is not felt appropriate to prioritise many of the actions within the Infrastructure and Behaviour Change Action Plans, as many of these must be concurrently pursued and may not require significant resource allocation beyond existing levels, or can be concurrently applied with identified resources. Progress will be reported against each of these Actions in the annual review / update of the Active Travel Plan – this in itself is a step forward for West Lothian and active travel.</p> <p>In terms of priority over strategic v. local active travel – this Active Travel Plan acts as a framework to lever investment and maximise opportunities as and when they arise, in addition to planning for specific projects to fill gaps in the network through e.g. Community Links. Local infrastructure is critical to mainstreaming active travel – however, it may be the most difficult to deliver as there are more likely to be issues with vehicle parking, traffic flows, roadspace etc. It would therefore be counter-productive to prioritise and focus all efforts in one area, when progress can continue to be made across multiple areas (e.g. easier to deliver links between settlements). Local infrastructure will also be continually developed through the development management process.</p> |
| | | <p>Infrastructure</p> <p>We would like greater clarity on your proposed approaches to developing active travel infrastructure. We support developing active travel network plans for major settlements with communities. We would like the list of settlements for which they will be produced defined in the strategy and timescales proposed for the process. For instance will they be developed for the settlements in parallel or series?</p> <p>We also support completion of an inter-settlement active travel network and the work you have done to date to develop this. In addition to information in table 5.3,</p> | <p>Queries infrastructure approach and producing active travel network plans.</p> <p>Requests a map showing priority of</p> | <p>Using “Smarter Choices Smarter Places” funding from Transport Scotland / Paths for All (2015/16), work has been commissioned to start to prepare initial Local Active Travel Network Plans for the largest settlements in West Lothian as follows:</p> <ul style="list-style-type: none"> - Livingston - Bathgate and Blackburn - Broxburn - Linlithgow - Whitburn - Armadale |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|---|---|---|
| | | <p>the strategy would benefit from a map showing existing and proposed inter-settlement links, coloured by level of priority assigned to each link. This will make it easier to understand the network coverage.</p> <p>Further to this we suggest information describing your approach to developing infrastructure (both within and between settlements) starting on page 42, would be best placed at the start of section 5.2 prior to the action plans. This will introduce concepts such as Active Travel Network Plans prior to actions relating to them appearing in the strategy.</p> <p>One area which is lacking compared with the Active Travel Strategy guidance is a local cycle network proposal and a high-level cost estimate. We realise that work is at too early a stage and will be progressed as part of the plan, however we would like to see high-level costing progressed as an action. While being an internal guide for the level of funding required, the costings are also important to demonstrate to the Scottish Government and CAPS stakeholders, the level of ambition in terms of proposed cycling infrastructure in West Lothian. Sustrans will use the information from strategies across Scotland, to show the appetite for more active travel infrastructure, strengthening the case to Government for increased investment.</p> | <p>strategic links.</p> <p>Suggests reordering of sections.</p> | <p>This work is ongoing in the first half of 2016, although further work may be needed to finalise these Plans after this time. It is hoped that this work will inform a consistent approach to developing network plans for other settlements in West Lothian in 2016/17 and beyond.</p> <p>A map was considered to reflect the context of (former) table 5.3. However, work is still ongoing within the council to fully map the cycling network within the area, and it may be counter-productive to identify 'lines on maps' in some areas where no detailed feasibility work has been carried out to date. Mapping is an ongoing endeavour and has been recorded as such within the action plans.</p> <p>Sections have now been reorganised in the final version.</p> <p>This initial work will also develop a better understanding of the scale of investment required for the delivery of networks, although it should be noted an accurate cost will be informed by detailed design which will not be covered by this project. Costing the improvements needed for the whole active travel network in West Lothian is a substantial undertaking, and this is a significant challenge in a time of limited resources in local government – and may take resources away from actually delivering projects. The council is happy to gradually improve an understanding of the scale of investment required with Sustrans' support.</p> |
| | | <p>Behaviour Change</p> <p>We strongly support your ambition to deliver "Bikeability Scotland" training to all pupils, in particular level 2 on-road. The action relating to this would benefit from breaking down into separate actions and you could include separate actions relating to the different levels. For example, the City of Edinburgh Council adopted targets in intermediate years for "Bikeability" delivery in their Active Travel Action Plan, working towards 100% delivery.</p> | <p>Queries pupils cycle training and the approach</p> | <p>West Lothian Council may have a very different model of delivery for "Bikeability" to City of Edinburgh Council, as well as budgetary context, and this comparison is therefore not constructive. Level 2 "Bikeability" uptake in West Lothian is low compared to other authorities, and it is important to be realistic therefore about a gradual build-up in schools using the West Lothian volunteer-led model of delivery. Depending on teachers / parents / volunteers to deliver "Bikeability" to pupils is not ideal, but there is currently no other staff resources in place to deliver Bikeability. The Low Port Centre at Linlithgow continues to offer free training funded by Cycling Scotland to "Bikeability" trainers. A target of 100% will be set, but in the context that this may take some considerable time to achieve. The council would ask Sustrans to lobby the Scottish Government and Transport Scotland to enhance the delivery model for Bikeability, and potentially aim to include cycle training within</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | | | the school PE curriculum nationwide. |
| | | <p>Monitoring</p> <p>We support your objective-based approach to monitoring. The main thing lacking in this section are measures of success against which to compare your monitoring data indicators against. Modal share targets are particularly important given one of your three strategic aims is to “<i>achieve a shift towards active travel modes</i>”. We also recommend including overall modal shares as an indicator alongside the journey to work. Also many of the indicators would be useful to include as a percentage, rather than raw numbers (e.g. Cycle Friendly Schools, “Bikeability”). Additionally we suggest including an indicator relating to School Travel Plans.</p> <p>In terms of specific indicators, we recommend against using kilometres of active travel network as an indicator. This is because it will not represent either the quality or value of the active travel infrastructure you build. For instance upgrading a junction or installing a crossing across a busy road in a town, will have little impact on this indicator but is likely to be more valuable in encouraging active travel than building several kilometres of path remote from settlements. Furthermore having such an indicator could skew priorities away from the most valuable infrastructure.</p> | <p>Objective-based approach to monitoring is supported. Suggest including modal share targets. Indicators could use %s instead of raw numbers. Indicator relating to School Travel Plans suggested.</p> <p>Recommend not including kilometres of active travel network as an indicator as it does not represent quality or value of active travel infrastructure.</p> | <p>Further consideration will be given to targets where baseline data exists in the future. It is not felt enough baseline data exists on modal share currently, and it would be irresponsible to set modal share targets accordingly. This area will be kept under review particularly as the Scottish Household Survey (a key source of modal share data for local authorities) is potentially subject to budget reductions.</p> <p>The council has removed the indicator on kms of active travel network as an indicator. Suggestions from Sustrans on better active travel infrastructure indicators are welcome – accessibility analysis by active travel may be a better approach, but this may require modelling / GIS software and skills that require substantial resources.</p> |
| | | <p>Further comments</p> <ul style="list-style-type: none"> - For appendix B it would be useful to represent the census travel to work flow data graphically. Sustrans has produced similar representations for other local authorities and would be happy to produce one for West Lothian if this would be useful. - It is unclear to us what the spatial framework / hierarchy is and how it will be applied. - In figure 3.1; the number of people travelling actively feels more like an outcome of your work rather than a direct output. The Council outputs which lead to this are constructing infrastructure, promoting active travel, etc. | <p>Census travel to work data could be represented visually.</p> <p>How spatial framework / hierarchy will be applied needs more explanation.</p> <p>Outputs v. outcomes in Figure 3.1.</p> | <p>Some mapping of Census travel to work data is being carried out as part of “Smarter Choices Smarter Places” funded work in early 2016. However, the council accepts Sustrans’ offer of mapping support.</p> <p>The spatial framework is an attempt to prioritise investment, acknowledging that all needs cannot be met in the short-term, and effort should be focused on those meeting higher demand, functional travel purposes and where infrastructure is currently lacking.</p> <p>Using logic mapping approaches, absolute numbers of people is an output, whilst modal share for e.g. the journey to work, is an outcome.</p> |
| Cycling Scotland | Organisation | Cycling Scotland welcomes the West Lothian Council (WLC) Active Travel Plan 2015-2020. We are particularly pleased to see that it contains not only an ambitious vision and long term funding commitment but that also directly | Supports the West Lothian Draft ATP. | West Lothian Council welcomes Cycling Scotland’s support and hopes to continue to work Cycling Scotland as a valued partner for delivery in active travel projects. |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>addresses actions within the Cycling Action Plan for Scotland. The production of this document is in itself an indication of the rise in importance that the Council places on cycling and its ability to help deliver against its wider aims and objectives.</p> <p>Some of the most positive aspects of this cycling strategy are the recognition of the wider impact that cycling can have on a wider range of outcomes, such as public health, the economy, social inclusion, journey times and the environment. To make the biggest impact in these areas Cycling Scotland feels that on implementation this plan must ensure action on improving infrastructure, promotion of cycling leading to behaviour change and developing effective monitoring to provide an evidence base for continued action and investment.</p> | | |
| | | <p>1.2 GOVERNANCE AND LEADERSHIP</p> <p>Establishing a cycle forum, which represents interests in cycling across the council area, is a proven way of monitoring progress on Active Travel Plans, providing a conduit for disseminating information and continuous stakeholder engagement. Cycling Scotland has been intrinsically involved in establishing and consulting on other forums in a number of other local authorities and would be glad to offer support and advice in establishing this in West Lothian.</p> <p>We are encouraged to see the inclusion of active travel measures in the schools setting. We are particularly encouraged to see a commitment to increasing the number of children receiving National Standard Cycle Training. West Lothian Council has shown a commitment to increase the percentage of schools delivering L2 on-road training and we believe the Council should set the aspiration to achieve 100% of schools offering on-road training.</p> <ul style="list-style-type: none"> • West Lothian Council should aim to be a Cycle Friendly Employer at its HQ and should be aiming to ensure all its key buildings receive Cycle Friendly Employer status and should work with Cycling Scotland promote Cycle Friendly Employer process to local employers. • The Council should continue to work with colleges to pursue Cycle Friendly Campus status. • The Council should work with Cycling Scotland to ensure more schools become Cycle Friendly Schools and Cycle Friendly Secondary Schools to encourage | <p>Suggested establishing a cycle forum.</p> <p>Suggest target of 100% of schools offering on-road training.</p> <p>Cycle Friendly Employer status for Civic Centre, Livingston.</p> <p>Colleges to pursue Cycle Friendly Campus status.</p> <p>Cycle friendly schools in West Lothian, primary and secondary.</p> | <p>An internal active travel forum has been established (across Services and teams) and has already met twice in 2016. Consideration is being given to opening this up to external stakeholders and local groups with an interest in Active Travel.</p> <p>A 100% target for Level 2 Bikeability has been set, although with current levels and the deliverability model in West Lothian (depending on volunteers), this will take some time to achieve. (See comments to Sustrans above on this issue).</p> <p>The application for Cycle Friendly Employer Status has been initiated for the Civic Centre in Livingston, and some council sites already have this award.</p> <p>Through West Lothian's "Smarter Choices Smarter Places" programme for 2015/16 (funding from Transport Scotland and Paths for All), the council has been working with West Lothian College to promote sustainable and active travel for students and employees. A meeting was facilitated with the College and Cycling Scotland in December 2015 to specifically discuss the Cycle Friendly Campus award.</p> <p>The council continues to promote Cycle Friendly School award to</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>increased cycling to school.</p> <ul style="list-style-type: none"> • The Council should work with Cycling Scotland to support the development of local cycling events aimed at people of all ages and abilities to encourage more people to try cycling. • The Council should work with community groups to develop grassroots cycling initiatives. Cycling Scotland will help encourage progress towards communities receiving Cycle Friendly Community Awards. • The Council should work with Cycling Scotland's Practical Cycle Awareness Training) PCAT programme to train drivers of council vehicles. • The Council should establish a cycle forum with representation of an elected member to act as a cycling champion. | <p>Development of local events to encourage all ages and abilities to cycle.</p> <p>Support grassroots cycling initiatives.</p> <p>Cycle Friendly Community Awards.</p> <p>Practical Cycle Awareness Training) PCAT programme to train drivers of council vehicles.</p> <p>Cycle Forum with elected member to act as cycling champion.</p> | <p>schools via a new intranet site, via meetings with schools to discuss any transport issues, via road safety events and via Low Port Centre Linlithgow staff who currently deliver cycle training in West Lothian.</p> <p>The council is happy to work with Cycling Scotland on this aim, subject to internal staff resources.</p> <p>The council is happy to support communities, again subject to internal staff resources, and promoted the Cycle Friendly Community Award in 2015 and 2016 via the website and e-mail to groups.</p> <p>This suggestion has been passed to the council's internal fleet management team.</p> <p>This proposal (to add an elected member to the existing Active Travel Forum) is being discussed internally.</p> |
| | | <p>1.3 POLICIES AND FUTURE INVESTMENT</p> <p>We support West Lothian Council in seeking to develop a long-term network development plan that includes the features mentioned above as well as illustrating how cycling can be better linked into integrated transport journeys. The development and promotion of local networks allows people to not only make radial commuter journeys but also many of the everyday trips by bike and contribute towards reduced use of personal cars for short trips. In terms of developing this network the council should continue to utilise the canal and links to it as a way of boosting the areas connectivity.</p> <p>West Lothian has a high proportion of commuting journeys - we welcome a commitment on rail travel plans and believe the Council should work with Scotrail, Cycling Scotland, Sustrans and others to improve links to stations to make cycling (or walking) to the station a natural choice for more people.</p> <p>It is helpful to divide the development of the network into short, medium and long term aspirations; however, it would be beneficial to understand in greater detail how network routes were prioritised and if they represent investments with the greatest return in terms of increasing modal share of cycling.</p> | <p>Support long-term development of a cycling network.</p> <p>Welcome a commitment to rail travel plans.</p> <p>Clearer approach to prioritisation of network proposals needed, and short/medium/long term proposals.</p> | <p>The council continues to work with Scottish Canals on improvements to the towpaths in our area, and have delivered shared use ramps to improve access to and from the Union Canal for functional trips in Linlithgow via "Community Links" funding 2014/16 and resurfaced 1.2km of towpath through the Winchburgh Cutting in March 2016.</p> <p>Routes to rail stations will be considered in ongoing work in 2016 to initiate Local Active Travel Network Plans for various settlements. Origin-destination data has been gathered for users of four of West Lothian's busiest rail stations in November 2015 (Linlithgow, Bathgate, Livingston North, Livingston South). All of this work has been funded by Transport Scotland / Paths for All's "Smarter Choices Smarter Places" programme. The council welcomes Abellio Scotrail investment in cycle parking and "Bike & Go" scheme at several West Lothian rail stations.</p> <p>Table 5.3 aims to set out how investment in routes will be prioritised based on functional travel demand, nature of existing infrastructure and potential for modal shift to active modes (distance).</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>There should be a clear, evidence based focus on improving cycling infrastructure for journeys of up to 5 km, the journey distance that most people would choose to cycle. The focus should be where demand is greatest, for example to schools, major employers, retail centres, rail stations and leisure attractions. Cycling Scotland can assist with this, through for example, recommendations on monitoring and assisting in the identification of areas of greatest Cycling Potential. We would be happy to discuss that further.</p> <p>We welcome West Lothian's participation in the "Give Everyone Cycle Space" campaign and the development of led rides by school children to increase their knowledge of local routes in their area.</p> <p>Lastly we would suggest reference to the Annual Cycling Monitoring Report from Cycling Scotland as a supporting data source and the National Assessment of Local Authority Cycling Policy as a means of benchmarking progress.</p> | <p>Focus on short journeys and where demand greatest.</p> <p>Welcome West Lothian participation in Give Everyone Cycle Space and associated led rides.</p> <p>Reference to Cycling Scotland's Annual Cycling Monitoring Report and National Assessment of Local Authority Cycling Policy.</p> | <p>The council view is that the Active Travel Plan has begun this process of focusing on short urban journeys and where demand is greatest. Some cycling potential work is being carried out under the aforementioned study on Local Active Travel Network Plans in early 2016. The council queries the discrepancy between a focus on 5km by Cycling Scotland for active travel journeys, and the 5 miles stated within the Transport Scotland Long Term Vision for Active Travel in Scotland 2030.</p> <p>West Lothian Council plans to take part in "Give Everyone Cycle Space" again in 2016. Led rides in 2015 were very successful, well attended and enjoyed by all schools who participated.</p> <p>The Council is aware of the monitoring report from Cycling Scotland along with the National Assessment, and has made reference to these within the Final Active Travel Plan.</p> |
| | | <p>1.4 CONCLUSION</p> <p>Cycling Scotland supports the aspirations and vision of the West Lothian Council Active Travel Plan. Perhaps more importantly it supports and encourages WLC to continue with and develop its support for cycling. As the plan highlights, WLC is a key authority in terms of commuter trips, destination cycling trips with features such as the Union Canal and developing cycling as a means of linking communities and this plan does much to galvanise these features.</p> | <p>General support and highlighting West Lothian's role in commuter origin trips, destination cycling trips to e.g. Union Canal, and cycling between communities, all of which Draft ATP supports.</p> | <p>Cycling Scotland support for West Lothian's Active Travel Plan is acknowledged.</p> |
| SEStran (South east Scotland transport initiative) | Organisation | <p>First of all SEStran would like to commend you on an excellent document, it really shows the level of good work being carried out in West Lothian.</p> | <p>Supports Draft ATP.</p> | <p>West Lothian Council welcomes SEStran support and hopes to continue to work with SEStran as a valued partner for delivery in active travel projects particularly those focused on cross boundary active travel issues.</p> |
| | | <p>One area SEStran think has great potential is linking developer contributions to improving the cycle/footway/footpath network and public transport services. While there is mention of this it could be developed to give guidelines about what would be expected from developers to encourage active travel from their</p> | <p>Use developer contributions to fund sustainable transport. Guidelines would be helpful.</p> | <p>It is hoped the Active Travel Plan and its associated Local Active Travel Network Plans, by being associated with the emerging Local Development Plan as Planning Guidance, will help lever funding</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | developments, This would reinforce the need for developers to make substantive contribution to the network/services. | | from external sources, including developer contributions. |
| | | One area that SEStran have been involved in is travel planning. This is not an easy one to deal with as it tends to be resource intensive and SEStran tend to focus on large organisations and promoting sustainable travel. | Travel planning for organisations. | West Lothian Council's "Smarter Choices Smarter Places" programme has focused on offering travel planning support to workplaces in West Lothian in partnership with SEStran in 2015/16. This work is being continued (subject to funding) in 2016/17. |
| | | Another linked area is the location and design of new development to encourage active travel and reduce the dependence on a car for travel. SEStran has provided some guidance on this, but would suggest that there are clear links between development management and Active Travel to ensure these issues are considered at an early stage. | Clear links needed between design and location of development and active travel. | The production of Local Active Travel Network Plans for settlements will aim to enhance the identification of active travel opportunities at the development management stage. |
| | | As you are probably aware SEStran also promote Tripshare this may not be considered as "Active travel". | Tripshare West Lothian. | West Lothian Council continues to work with SEStran to promote Tripshare West Lothian. |
| | | One of the biggest challenges is to encourage people to use active travel as part of their daily lives rather than just considering it a leisure activity. | Everyday functional active travel v. leisure activity. | Agreed – the Draft Active Travel Plan purposefully focuses on everyday, functional journeys. |
| Spokes West Lothian | Organisation | Spokes are pleased that the Council is producing this document, most of which is fully supportable. Our comments concern only Sections 3 and 5, which are covered in A and B below respectively. | Support for the West Lothian Draft ATP. | West Lothian Council welcomes Spokes West Lothian's support for this Draft Active Travel Plan. |
| | | One general admin point is that [it] would be very useful if the final document is numbered extensively, so that it is easier to refer to any particular section. As there is very little numbering in the draft document, the numbering below within A and B is our own; it does not refer to numbers in the draft. | Section numbering needed. | Section numbering has been introduced for the final document. |
| | | 1 Issues to be addressed – this page ties in well with Spokes views 2 What needs to be achieved – this page ties in well with Spokes views, except for the following point. 3 Definition of 'AT network' Some readers might assume under 'Strategic Aims' that the 'AT network' is entirely off-road, whereas it should be explicit that it includes roads (e.g. with segregated | Agree with issues to be addressed. Agree with what needs to be | Further clarity on the nature of an active travel network and what it looks like and means to different users has been added to the final Active Travel Plan. |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>and/or unsegregated cycle facilities, and 20mph in residential, shopping and school streets, all as appropriate). The road system goes from almost every source to almost every destination, whereas off-road cycling facilities are far more limited (with Livingston being something of an exception) and so the road system will have a crucial role to play for the foreseeable future, and needs to be made more cycle-friendly.</p> <p>This point should also be borne in mind in the rest of the Plan, as it is not always as explicit as it should be. One other example is table 3.1 where there is an output measuring off-road paths of various types, but not on-road (which should be counted separately for segregated – currently zero? - and unsegregated).</p> <p>Similarly in table 3.2 for “km of AT network” - include road and measure the different types separately – we would like ideally to see on-road segregated rising (from zero) but shared footways (pavements) falling.</p> <p>4 Funding – a further indicator in table 3.2 should be the % of the Council's transport budget (additional to CWSS and outside funding) allocated to active travel. [see also C 15 below].</p> | <p>achieved with caveat of how to define active travel network. Suggests further definition of an active travel network.</p> <p>Council funding allocations.</p> | <p>It is not possible for West Lothian Council to make a funding commitment at present, although internal discussions continue on this topic. It is hoped the Active Travel Plan and its associated Local Active Travel Network Plans will help lever funding from developer contributions and other external funding sources including “Community Links” and potentially European funding.</p> |
| | | <p>B – Draft Plan section 5 - Achieving the Vision. the AT Action Plan</p> <p>1 Key aspects: A further heading should be traffic demand management. Promoting AT is going to be far more successful if accompanied by demand management measures. Even if these are mainly in other policy documents, rather than the AT plan, they are so crucial to success in AT planning that they should be mentioned prominently here, with their own section heading. Examples could be...</p> <ul style="list-style-type: none"> •Charging at station car parks. Linlithgow is a prime example, where the small main car parks get occupied by early commuters, many of whom live within easy walking or cycling distance. A charge here, possibly only for all-day parking, would encourage people living nearby to walk or cycle, and would also have the advantage of leaving spaces for other drivers who arrive later but may have greater need for a space and would pay to have one close to the station. •Charging for High Street car parking •A levy on the number of car spaces (over a certain minimum) at major shopping, leisure or workplace destinations. This would be an incentive to developers and businesses to locate in places easily accessible by AT and | <p>Demand management requires further consideration.</p> | <p>The council agrees that traffic management (and place-making) are integral to supporting more active travel. These however require substantial resources, particularly if addressing complex environments like town centres, and may require additional external funding in years to come e.g. from “Community Links”. The council continues to identify opportunities to integrate active travel into traffic management and place-making projects.</p> <p>There are currently no plans to charge for car parking on-street or at station car parks in West Lothian.</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>public transport.</p> <ul style="list-style-type: none"> •Physical traffic management measures – road closures to prevent rat-running (but allowing bikes), and so on. <p>2The tables Generally, it feels that the tables are rather long and ideally some entries could be combined/ consolidated. Despite that, below Spokes suggest some additions.</p> | | |
| | | <p>Table 5.1</p> <p>3 Row 1, Development Management process - Procedures are needed to ensure this happens and is satisfactory. e.g. the AT officer may need to be asked formally to look at the weekly list of PAs, and at all draft TROs. Planning conditions also need to be enforced - which does not always happen effectively.</p> <p>4 Row 3 - replace word 'paths' by 'routes' (re the point in A3 above)</p> <p>5 Row 5 – could explicitly mention the A71 corridor as needing attention.</p> <p>6 Row 8 – this is one of the few places where A3 above is dealt with clearly.</p> <p>7 Add – Road renewals – All road & footway renewal/ resurfacing projects to be rigorously audited as to whether cycling and/or walking facilities can be added/ improved at the same time. Resurfacing exactly as before is often a huge wasted opportunity as new or improved cycling/walking provision could often be made at the same time with little or no extra cost. Linlithgow High Street, footways and carriageway, is a prime example of missed opportunity and wasted resources.</p> <p>8 Add – On-road segregated facilities – Develop one or more trial on-road segregated cycle routes on arterial roads into a town.</p> <p>9 Add – One-way streets – All new 1-way streets to allow 2-way cycling and develop a programme to enable 2-way cycling in all existing 1-ways [different</p> | <p>Better integration of active travel into development management process.</p> <p>Replace “paths” by “routes” (definition of an active travel network).</p> <p>A71 corridor.</p> <p>Road renewals should include active travel improvements.</p> <p>Develop trial on-road segregated facilities. One-way streets. Roadspace reallocation and sustainable transport hierarchy.</p> | <p>Point 3. A process is already in place whereby the Transportation Services Development Management team are consulted upon and comment on planning applications. These officers receive regular CPD on how to mainstream cycling in the design process from Cycling Scotland (latest in January 2016). The council has no Active Travel Officer nor a post for such a position, and the Transport Policy Officer already gets involved in some development management discussions. The Development Management Enforcement officer post is vacant.</p> <p>Point 4 – changed.</p> <p>Point 5 - A study has been commissioned in early 2016 into the feasibility of an A71 active travel corridor, funded by SEStran and City of Edinburgh Council and project managed by West Lothian Council. This will identify high level options which will be used to support further detailed design and funding applications in due course (further work is subject to the availability of external funding).</p> <p>Point 7 – new or improved cycling/walking provision cannot often be added at little or no extra cost to existing projects. Projects are subject to fixed budgets and specific design objectives, and whilst the council does frequently add value where it can, this is not as easy as this comment from Spokes suggests. The principle is acknowledged however.</p> <p>Points 8 & 9 & 10 – on-road cycling infrastructure and any other measure to support active travel is being considered within a current study to develop initial Local Active Travel Network Plans for various settlements in West Lothian.</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>techniques will be appropriate in different cases].</p> <p>10 Add – Restrictions on motor traffic [as in B1 above] – Identify opportunities to restrict car space (static or moving) where this will enhance active travel sufficiently to outweigh any dis-benefits. Given the hierarchy of walk-cycle-PT-private, the car should no longer automatically be king.</p> | | |
| | | <p>Table 5.2</p> <p>11 Row 3, Workplaces – promote the Cycling Scotland Cycle-Friendly Employer award.</p> <p>12 Row 8, Communities - promote the Cycling Scotland Cycle-Friendly Communities award.</p> <p>13 Row 12, Policy linkages – as well as air quality plans, mention climate action plans and health promotion plans</p> | <p>Cycling Scotland Cycle Friendly awards.</p> <p>Policy linkages.</p> | <p>Points 11 and 12 – the Cycle Friendly awards are continually promoted to schools, campuses, workplaces and communities. The council has proactively done this through engagement with employers & West Lothian College in the “Smarter Choices Smarter Places” programme in 2015/16, and are also promoting this award amongst internal WLC offices. The relevant awards are promoted to schools and several primary schools have now achieved the award in 2015 and 2016.</p> <p>Point 13 – this will be considered where these are in use within the council or council partners. The West Lothian Climate Change Strategy adopted in 2015 includes reference to active travel.</p> |
| | | <p>Spatial Framework</p> <p>14 Travel within communities is surely the top priority, helping the most people and being the easiest win. Therefore the entire section AT Networks within Communities should be moved to the beginning of this section, before the Missing Links section, rather than being lost at the back of the lengthy table 5.3.</p> <p>Furthermore although the local community plans are still to be worked out, it might be worth giving an example of what this could mean for one particular community, given how important this section should be. e.g. for Linlithgow the High Street needs made cycle-friendly and pedestrian-friendly; there should be a Blackness Road ↔ Low Port traffic-separated cycle facility; and so on.</p> | <p>Travel within communities should be the priority. Example of Local Active Travel Network Plan.</p> | <p>Using Smarter Choices Smarter Places funding from Transport Scotland / Paths for All (2015/16), work has been commissioned to start to prepare initial Local Active Travel Network Plans for the largest settlements in West Lothian as follows:</p> <ul style="list-style-type: none"> - Livingston - Bathgate and Blackburn - Broxburn - Linlithgow - Whitburn - Armadale <p>This work is ongoing in the first half of 2016, although further work may be needed to finalise Plans after this time. It is hoped that this work will inform a consistent approach to developing network plans for other settlements in West Lothian in 2016/17. This initial work will not include detailed design of interventions however, due to the scale of this endeavour. It is hoped that these Plans will help lever specific funding for missing / upgraded elements of local active travel networks through developer contributions, external funding and council investment over time.</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>Funding</p> <p>15 As mentioned in A4 above, the Council should allocate a minimum % of the transport budget (additional to CWSS and outside funding) to active travel. We suggest Edinburgh's example of 5% (of transport capital and revenue) rising 1% a year to 10%. We note that Dundee's draft AT plan is consulting on a minimum 5% figure.</p> <p>The draft plan has 7 bullet points on funding, but not a single one mentions Council own funding. This is surely not good enough in such a major new plan.</p> | Council funding allocations. | It is not possible for West Lothian Council to make a funding commitment at present, although internal discussions continue on this topic. It is hoped the Active Travel Plan and its associated Local Active Travel Network Plans will help lever funding from developer contributions and other external funding sources including "Community Links" and potentially European funding. |
| Scottish Natural Heritage | Organisation | <p>We welcome the development of this first ever Active Travel Plan for West Lothian and commend you on the level of detail that has gone into producing the plan. It is encouraging to see the Council's focus on trying to increase levels of walking and cycling across the region.</p> <p>We have some specific comments, relating to our interests, which we have outlined below and which we hope you will take into consideration.</p> | Support for the West Lothian Draft ATP. | West Lothian Council welcomes Scottish Natural Heritage's support and hopes to continue to work SNH as a valued partner across a number of projects and policy areas. |
| | | It is good to see improvements will be made to some of the key corridors; however it is disappointing there are no plans to enhance the A801 corridor. This should be a key strategic corridor providing links between north and south West Lothian and onward to neighbouring Falkirk Council. It would be good to see this corridor getting developed in the same manner as the A89 corridor. | A801 corridor and active travel. | Consideration will be given to the role of the A801 corridor. It's value as a strategic active travel corridor needs to be understood in terms of the criteria set out within the Draft Active Travel Plan – specifically in terms of Census data on travel to work demand flows between Falkirk and West Lothian; the potential for modal shift for journeys up to 5 miles in particular; and its role in supporting functional active travel journeys for settlements on-route. If the major development at nearby Westfield commences then there will be further opportunity to review the A801 contribution to the network. |
| | | It is unclear what is being planned along the A71 corridor apart from the potential use of some 'quiet roads'. It would be good to see a more detailed plan for this corridor which looks at the potential for off-road paths as well as the use of quieter roads. The A71 corridor is under pressure from growing congestion and this pressure is forecast to grow. It is therefore disappointing that it is only seen as a medium priority. The A71 corridor has been identified as requiring active travel enhancements in both the SESplan SDP2 MIR and the Sustrans regional cycle network studies and with the increasing pressures along the corridor we | A71 corridor and active travel. | A study has been commissioned in early 2016 into the feasibility of an A71 active travel corridor, funded by SEStran and City of Edinburgh Council and project managed by West Lothian Council. This will identify high level options which will be used to support further detailed design and funding applications in due course (further work is subject to the availability of external funding). |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|---|---|--|
| | | recommend it is changed to a high priority. | | |
| | | The plan recognises the work SESplan and Sustrans have been doing to map regional routes but despite this it seems to put little emphasis on cross boundary connections and instead refers to the maps as an opportunity to make improvements within West Lothian. It would be good to see more emphasis placed on improving connections to neighbouring authorities. Improving cross-boundary connections would benefit both functional and recreational travel and bring economic benefits to the area. | Regional, cross-boundary cycle routes. | West Lothian Council fed into the cross-boundary active travel work carried out by SEStran and SESplan for the SDP2 MIR. Proactive support for cross-boundary active travel routes is therefore implicit within the Draft Active Travel Plan, though these comments suggest this support needs to be made more explicitly within the final document and additional text has been added to the Final Active Travel Plan to reinforce the importance of cross-boundary links. |
| | | It is good to see the plan recognises the linkages with the emerging Open Space Strategy and the Green Network Strategy and how they can provide opportunities for improving active travel and physical activity. As well as improving opportunities for active travel and accessibility, green corridors and open space can help improve biodiversity, improve health and well-being, enhance local amenity and contribute towards mitigating the effects of climate change. The work that Sustrans has been doing with the "Greener Greenways" project (http://www.sustrans.org.uk/ncn/map/national-cycle-network/biodiversity-conservation/creating-corridors-wildlife) is a good example of what can be achieved by enhancing and protecting biodiversity along traffic-free paths. We recommend you consider, where possible, doing something similar along any new traffic-free paths that get implemented. | Links with Open Space and Green Networks. | This will be considered where relevant. West Lothian Council supported Sustrans and SNH funded two phases of "Greener Greenways" projects along the NCN 75 between Blackridge and Bathgate in 2014-16 via Central Scotland Green Network Trust. |
| | | SNH welcome the planned development of the Active Travel Network Plans for local communities and suggest that the information gathered in the plans helps to inform and prioritise work for both the Open Space Strategy and the Green Network Strategy. | Support Local Active Travel Network Plans for settlements. | There will be some overlap from work to develop the forthcoming Local Active Travel Network Plans and existing work on Open Space and Green Networks e.g. identifying local corridors of active travel demand to popular destinations which may include parks and open spaces. That said, the Local Active Travel Network Plans' primary focus is on enabling active travel for every-day, functional purposes. Officers from multiple teams within the council continue to work closely together on active travel, open space, green networks and development planning in general. This is aided by the new internal Active Travel Forum. |
| | | The implementation of the plan could potentially have significant effects on the environment, particularly as it will identify new routes across West Lothian that might not have been subject to a previous SEA. On this basis we recommend you consider undertaking the screening stage of the SEA process, with a view to considering the need for a SEA. | Advise undertaking of Strategic Environmental Assessment screening. | A Strategic Environmental Assessment (SEA) Pre-Screening Assessment was carried out on the Draft ATP in early 2016. All SEA Consultation Authorities have subsequently agreed with the council's view that the ATP should not be subject to the SEA process. |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|--|---|--|
| Jennifer Martin | Individual, Linlithgow | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Specific comment on the active travel plan with regards to the situation at the canal bridge at the bottom of manse road in Linlithgow.</p> <p>It is stated on page 14 that "safe, well maintained and user friendly infrastructure is crucial to more walking and cycling journeys"</p> <p>Account of an incident in October 2015 involving a van, a buggy and a pedestrian crossing the canal bridge at the canal basin. Police and ambulance were called but no-one was hurt. Dangerous pinch point for traffic where vehicles race each other to get over the bridge and there is a 'stand off' every day with cars forcing each other to reverse - often onto the pavement - to get through. Main walking route to Lowport primary school. The lollipop lady has the impossible task of looking after three different crossing points at once. Pavements are too narrow for a buggy and have lamp posts placed awkwardly on the pavement so you have to go into the road to get round them. Not a safe route for pedestrians especially those with children. Should be encouraging our children to walk to school and feel safe doing so. What can be done to achieve this? Are traffic lights feasible? Or signage to make drivers aware they should slow down and be mindful of vulnerable pedestrians? Could another bridge be constructed that would be for the sole use of pedestrians and cyclists, providing a safe route to the high street and the schools? This would encourage residents to leave their cars for short journeys and feel their children were safe walking and cycling to school.</p> <p>There are also a number of developments under planning review to the south of the bridge - particularly the Clarendon farm development - that would put increased pressure on this junction with the additional cars and construction. This needs to be taken into account.</p> | <p>Specific submission on the canal bridge crossing on Manse Road in Linlithgow – concerns over conflict between pedestrians (especially children and those with children) and cars. Request for this issue to be considered in Clarendon development and for solutions to be explored to promote safe passage for active travel at this point.</p> | <p>Concerns acknowledged with the canal crossing, which is on a bridge owned by Scottish Canals. There have been no recorded injury accidents at this crossing in the last five years. Any enhanced connections from the south of the canal into the town centre will be pursued through development management. This crossing has also been identified in a consultation process to inform an emerging Local Active Travel Network Plan for Linlithgow.</p> |
| Anonymous | Individual, Livingston | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Suggestions for promotion from individual, including:</p> <ul style="list-style-type: none"> - Use of the Spokes Livingston bike map on display at key places and option to buy - Drip drip promotion rather than one-offs and subtle messaging - More promotion of open spaces and paths locally - Free promotional materials - Twitter campaign | <p>Suggestions to create a cycling culture.</p> | <p>The council welcomes all suggestions on how to create a cycling culture in West Lothian and many of these suggestions are very relevant to the work on active travel that is underway.</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
|--------------------|---------------------------------|--|--|--|
| | | <p>Infrastructure suggestions:</p> <ul style="list-style-type: none"> - Safe: Dark paths with thick foliage cause perceived safety fears in Livingston for, more perceived than real. - Lighting - consider motion activated (or push-button) lighting as available elsewhere in Scotland. - Foliage - foliage is fine in the right place. Identify areas where it could be thinned, bigger border between it and paths. <p>Behaviour change suggestions:</p> <ul style="list-style-type: none"> - Peer group influence - Engage with those who already use bikes to feel inclusive and that their opinion counts / cycle to work, make them feel they have something to offer / valued / empowered to encourage others. Interviews / comments from actual users. - Organise Basic Cycle Skills events - Image: Peoples image of cyclists can vary. Need an inclusive non-stereotypical image including on council images. - Language: avoid off-putting labelling of people e.g. cyclist, car user. - Small things e.g. providing a track pump at bike parking at relevant locations such as workplaces, education establishments. | | |
| Rosalind Beck | Individual, Torphichen | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Mention of an on road route from Torphichen to Armadale in Draft ATP. Individual lives in Torphichen and sometimes cycles to/from Armadale. Cycles along a mile or so of old road between the right angle bend on the B8047 out of Torphichen across the A801 coming out east of Balmuir on the B road south of Westfield.</p> <p>As well as being on a route to Armadale, this stretch of old road leads to some excellent cycling country along various unclassified or C roads south of Westfield and Avonbridge near Bridgecastle. Cyclists from further afield such as Bathgate or Linlithgow might enjoy these routes too if they were publicised or signed. There are actually two stretches of old road just west of the A801 splitting at a fork and coming out in slightly different places</p> <p>The stumbling block is the crossing of the A801. About 1/3 mile south of the roundabout where the B8047 crosses it. It is not pleasant to cross such as a fast busy road where the old road crosses, or at the roundabout itself, especially with children on bikes.</p> <p>Is there any chance of a footbridge or underpass to improve these otherwise lovely</p> | Active travel routes between Torphichen and Armadale | West Lothian Council welcomes the support of everyday users of our active travel network for this Draft Active Travel Plan. This is a useful insight into active travel corridors between Torphichen and Armadale and officers will explore this further as a large section of this route is on an old 'stopped-up' road and a vindicated right of way. The surface was scraped, drainage amended and new stop barriers on the approaches to the A801 crossing were installed in 2014. |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | and safe off-road stretch of old road? | | |
| Alan Brown | Individual, Linlithgow | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <ul style="list-style-type: none"> * Should include reference to Transition Linlithgow Sustainable Travel Action Plan for Linlithgow by JMP. * Should include reference to UN Air Quality, EU targets and Scottish Government policies on Clean Air. * Need more focus on fixing missing infrastructure routes for short journeys. * Reference to West Lothian Trust and windfarm profits, and desire to open up to wider communities. Money could be used on local paths. * Need a moratorium on permitted pavement parking like the style on Linlithgow High Street. Some of the ones in Linlithgow are a real risk to pedestrians as there's no kerb to reduce the risk of cars hitting people. * Supports the Draft ATP work on ISM. Social aspect of ISM needs a lot of focus and more mention of Youth section of West Lothian Clarion as examples of kids cycling trying to get a lot more social acceptance of cycling. Pro-actively add visuals of lots of people cycling and taking active travel in all marketing materials. One example will be 'all' visitor information leaflets that should list active travel before bus, train, car on 'how to get here' maps. Need to stop making the car the default choice. Helmets – thought needs to be given to image of cycling to make it accessible. * Schools – good to see Springfield PS getting Cycle Friendly School award, was not aware of this and could be promoted in local community magazine. Cycle storage at schools is very varied. Would be good to have a policy, specification to have covered, secure and x% per pupils for all schools. Cycle racks at Linlithgow Academy are inadequate. * Road closures. Have a cycle day (like Portobello) and block off the high street for one day a year? * Road Tolls. Raise money from tolls of cars using Linlithgow High Street and channel it into new infrastructure. | <p>Transition Linlithgow Sustainable Travel Action Plan.</p> <p>UN Air Quality, EU targets and Scottish Government policies on Clean Air.</p> <p>Focus on short journeys.</p> <p>West Lothian Trust and funding.</p> <p>Pavement parking on Linlithgow High street.</p> <p>Support for ISM approach. More behaviour change work.</p> <p>Support school active travel. Awareness raising needed.</p> <p>Car-free days.</p> <p>Road tolls.</p> | <p>West Lothian Council welcomes the support of everyday users of our active travel network for this Draft Active Travel Plan.</p> <p>The Linlithgow Sustainable Travel Action Plan will be an input document to the development of a Local Active Travel Network Plan for Linlithgow, work which has begun in 2016. Similarly, these are the documents which will focus on missing links for local, short journeys.</p> <p>West Lothian Development Trust – this is an issue beyond the control and influence of the Active Travel Plan although where applicable grant applications for active travel proposals will be considered.</p> <p>These comments on permitted pavement parking have been fed back to the relevant teams in Roads and Transportation.</p> <p>The ATP does include an Action Plan on the behavioural change aspect of active travel, and community suggestions for more actions are welcomed and appreciated.</p> <p>A press release was issued for the Springfield Primary School Cycle Friendly Award and it was also promoted on social media. It is a continual challenge to ensure this kind of news reaches a wide audience and community assistance with this is appreciated. All West Lothian schools are contacted annually by the council to enquire if they need better / additional cycle parking, and several schools received new cycle and scooter parking in 2016 as a result of council and Sustrans investment. It is up to the school to indicate a need for cycle parking to the council.</p> <p>The appetite for car-free days needs to be tested in West Lothian and Pedal for Scotland already passes through Linlithgow annually with partial road closures, but it is an interesting idea and could be considered in the future subject to community support.</p> <p>The council has no current plans to pursue road tolls in West</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>* WLC 'Roads Dept' - the very name gives the staff the wrong understanding of priorities.</p> <p>* Local Development Plan. Not inspired by it in general and specifically on Active Travel.</p> <p>* Goals are not SMART enough and need timescales. Need a timeline map of the critical targets on Co2/PMs/NOx levels back to today and showing what needs done in each decade.</p> <p>* Notes commentary on Linlithgow being over-represented in Active Travel survey in Draft ATP. Perhaps change to well represented to show this as a positive?</p> <p>* Development - It would be good to see WLC Planning pushing much harder for car free zones in new developments. They are designed around car use and it would be good to see a lot more peripheral parking zones near houses and shared use surfaces in-between houses with cars not being given dominant place.</p> <p>WLC to be highly commended for their work so far in town - new ramps, bus shelters, etc. Still a long way to go, but want to make sure people know that community appreciate WLC efforts to design new ramps/paths etc.</p> | <p>Name of WLC "Roads Dept".</p> <p>LDP.</p> <p>SMART goals and carbon / emission targets.</p> <p>Linlithgow representation in public survey.</p> <p>Car free developments.</p> <p>WLC commended for work to date to support active travel.</p> | <p>Lothian.</p> <p>The department is titled Roads and Transportation which includes the Public Transport Unit and Transport Policy and Transport Development Management team, amongst others.</p> <p>The Proposed LDP refers to the Draft ATP as Planning Guidance.</p> <p>The Active Travel Plan will be updated annually citing progress against actions. Targets for emissions are a wider and bigger topic which cannot be addressed solely by the Active Travel Plan.</p> <p>In statistical analysis, it is important to comment on whether survey results are statistically representative of a target audience (in this case, West Lothian residents and active travel network users generally).</p> <p>These comments on greater emphasis on car-free developments have been passed to the Transport Development Management team.</p> <p>The council acknowledges the positive feedback.</p> |
| John Fallon | Individual, Dechmont/Livingston | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Whilst Draft ATP seems positive, there is one major flaw in plans: Livingston was designed for the motor car and pedestrians and traffic were specifically segregated from the outset. There is a comprehensive network of footpaths but to convert people from car use to walking/cycling, finding those footpaths is really difficult. Individual tried to walk from Dechmont to Dedridge and got hopelessly lost several times. Suggest plans should include a simple footpath map. Without it, risk creating new footpaths with no feet using them.</p> | <p>Mapping and promotion of footways in Livingston needed to help navigation and promote their use.</p> | <p>West Lothian Council welcomes the support of everyday users of our active travel network for this Draft Active Travel Plan. The Council worked with Sustrans in 2015/16 to carry out a pilot review of signage on selected walking and cycling routes within Livingston, and it is hoped to take this project further in 2016/17. Walkit.com, an urban walking journey planner, was commissioned by the council in 2015 and now covers Livingston (and other towns in West Lothian).</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| Malcolm Hill | Individual and West Lothian Access Forum member, Bathgate Hills | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Noted in a reference Bathgate hills cycle friendly walking roads.</p> <p>Request for information on safe cycle friendly walking routes from Bathgate in particular to access the Bathgate Hills. If there are none, users will have to use their cars to get to the proposed safe roads. This in turn has the potential for parked cars in the countryside causing hazards for emergency services, the agricultural industry and local residents to name a few.</p> <p>Concept of the proposal is good but unless safe links are created, more problems could be created than solved and contradict Active Travel.</p> | Bathgate Hills cycle / pedestrian / horserider friendly routes. | Individual was advised that the Bathgate Hills (and wider West Lothian) Quiet Roads initiative (QRI) is an ongoing project, and further detail will be forthcoming in due course on the detail of the concept and any potential routes. |
| Dean Swift | Individual, Livingston Village | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Found the draft ATP very comprehensive, containing all the ingredients.</p> <p>Main obstacle to active travel is people's reluctance to make the extra time and effort that these alternative modes of transport require. People will engage in cycling and walking during their leisure time but will not pursue it for traveling to work.</p> <p>Notes mention of better cycle storage at train stations being required; suggests "Boris bikes" at stations should be considered. However in West Lothian these would require safe storage. Also, cycle storage that one could leave a bike overnight for daily use.</p> <p>Notes mention of cycles on trains but not cycle racks on buses which would be very useful.</p> | <p>Support for the Draft ATP.</p> <p>Cultural change needed.</p> <p>Better cycle facilities at rail stations required.</p> <p>Cycle carriage on buses would be useful.</p> | <p>West Lothian Council welcomes the support of everyday users of our active travel network for this Draft Active Travel Plan.</p> <p>The council continues to engage with residents, employees and schools through various behaviour change programmes including "Smarter Choices Smarter Places" (Transport Scotland funding).</p> <p>These comments have been passed to Abellio Scotrail who control cycle parking at rail stations. Additional cycle parking has been delivered at four rail stations in West Lothian in 2016 by Scotrail (Livingston North, Livingston South, Bathgate and Linlithgow) and a "Bike & Go bike hire scheme has been launched at Linlithgow. The council will continue to promote the case for cycling investment at rail stations to Scotrail.</p> <p>Some pilot schemes whereby buses have carried bikes have taken place elsewhere in Scotland, and the council continues to monitor the success of these to inform any future project in West Lothian.</p> |
| Russell Stout | Individual and business owner in Livingston (manufacturi | <p>COMMENTS FROM INDIVIDUAL HAVE BEEN SUMMARISED</p> <p>Individual runs a business in Livingston manufacturing bicycles, but the feedback is more of a personal observation from a daily commute from Edinburgh to Livingston.</p> | Cycling demand along the A71 but difficult traffic conditions. | A study has been commissioned in early 2016 into the feasibility of an A71 active travel corridor, funded by SEStran and City of Edinburgh Council and project managed by West Lothian Council. This will identify high level options (one of which may include the use of the canal towpath in parts) which will be used to support |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | ng bicycles) | As noted in the plan, this journey is popular and involves a huge amount of traffic along the A71 and M8, which would be journey if traveling by car. Instead individual tries to cycle the journey 4-5 times a week (all year round) and although considers themselves an experienced cyclist, feels it's an extremely dangerous road to ride and pity the people who do brave it by bike on a daily basis. | | further detailed design and funding applications in due course (further work is subject to the availability of external funding). |
| | | <p>To avoid the A71, mostly uses the Union Canal from the centre of Edinburgh to Pumpherston near our workshop. This is a great resource in that it's possible to avoid the busy A71 at rush hour in the mornings and evening. The journey of around 14 miles takes the same time of around an hour as it does by car.</p> <p>However, there are some particularly bad sections of towpath that are a quagmire, staying saturated for most of the year and resulting in filthy bikes (despite mudguards) and clothing and marring what is otherwise an excellent resource. There are many people who commute the A71 by bike and if this part of the towpath (and others) were more rideable they'd much prefer to use the canal.</p> <p>Unfortunately, most of these problem areas are just outside the West Lothian boundary with the worst stretch being around the first bridge east of the Almond viaduct (Clifton Road I think).</p> <p>Requests that the Travel Plan considers working with Edinburgh Council and Scottish Canals to help improve this route from Edinburgh to Livingston. Also invites authors of the plan to try cycling both the A71 and Canal path at morning and evening rush hours to understand the challenges faced by cyclists on a strategically important route.</p> | Improvements needed to NCN754 Canal Towpath | Scottish Canals manage the canal towpath and are responsible for surface upgrades. However, West Lothian Council continues to work with Scottish Canals on a number of projects to support access to the canal/NCN, and to enhance its value as a functional route. E.g: the 1.2km of towpath through the Winchburgh Cutting was resurfaced in March 2016 with a financial contribution from the council as this is a core path. |
| Tom Stannage | Stoneyburn and Bents Future Vision Group | <p>The Active Travel Plan most definitely responds to the needs of Stoneyburn and Bents. Its overall aim is very much in tandem with the Objectives of the Future Vision Group.</p> <p>Good to see Stoneyburn connections in the "high" category for work requiring to be done to paths. Disappointing that Stoneyburn links not included in the 2014-16 Community Links programme as has been recognized for some time that Stoneyburn is the only village in West Lothian that is "isolated" in terms of walking and cycling paths .</p> <p>Bike lending library opening soon in Stoneyburn though users may have to go on fairly dangerous roads.</p> <p>Notes the mention of an improved path once the hard base is laid for the wind</p> | <p>Support for the Draft ATP.</p> <p>Pleased that the ATP recognises walking and cycling needs of Stoneyburn. Would like to see progress on project delivery.</p> | <p>West Lothian Council welcomes the support of communities for this Active Travel Plan.</p> <p>The council has engaged with the community in Stoneyburn and Bents through the Community Council and Future Vision Group to assess the feasibility of improved path connections to the east and west through the "Community Links" programme in 2015/16 and 2016/17, and looks forward to working with the community to jointly explore funding options for path delivery in the future and also with the help of Central Scotland Green Network Trust.</p> |

| Source of response | Individual, organisation, forum | Full content of response | Themes in response | WLC comment |
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| | | <p>turbine at Foulshiels Road although sees no visible progress on this as yet.</p> <p>Appreciates the feasibility work done to date to link up the village to the neighbouring villages at both the east and west ends although notes the potential costs of delivering these path improvements. Would welcome inclusion of these in the next phase of the Community Links programme.</p> | | |

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 journeys³¹. 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 duration³². 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.

³¹ 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>

³² 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 miles³³.

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

³³ 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 ³⁴ | | | | | | | |
|--|--|--------------|-------------|-------------|-------------|----------------|-----------------------|
| 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).

³⁴ [INCLUDES 'No fixed workplace' EXCLUDES 'work from home', 'offshore' or travel to outside Scotland]

- Other sustainable modes include travelling as a car passenger (car sharing) and travel by bus have also declined for the journey to work.

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 in commuting flows from 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 |
| % of SEStran workplaces | 43.1% | 2.2% | 4.4% | 8.9% | 20.2% | 4.1% | 6.1% | 11.0% | | 644,513 |

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 |

SEStran have undertaken research into corridors of cycling demand (2015 study). The figure below shows a visual representation of commuter cycling flows between local authority areas based on

2011 travel to work data. Unsurprisingly, it identifies the largest cycling commuting flow from West Lothian to City of Edinburgh of 103 cyclists, with a return cycle commuting flow from City of Edinburgh to West Lothian of 31.

Figure B.1: SEStran map for cycle commuter flows (2011 Census)



In terms of where people are travelling to for work at a more detailed level, data is available from 2011 Census at an aggregated spatial level (Intermediate Zones).

With regards to total numbers of persons residing within West Lothian citing specific areas as a destination for work, the following table shows the areas attracting the largest travel flows (records with over 1000 people shown only).

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 |
| Pumpherstons 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 peak³⁵. 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 86% 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 2015)

| | Under 1 mile | Under 1.5 miles | Under 2 miles | More than 2 miles |
|-------------------------|---------------------|------------------------|----------------------|--------------------------|
| Primary school pupils | 86% | 93% | 95% | 5% |
| Secondary school pupils | 40% | 59% | 68% | 32% |

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.

³⁵ <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

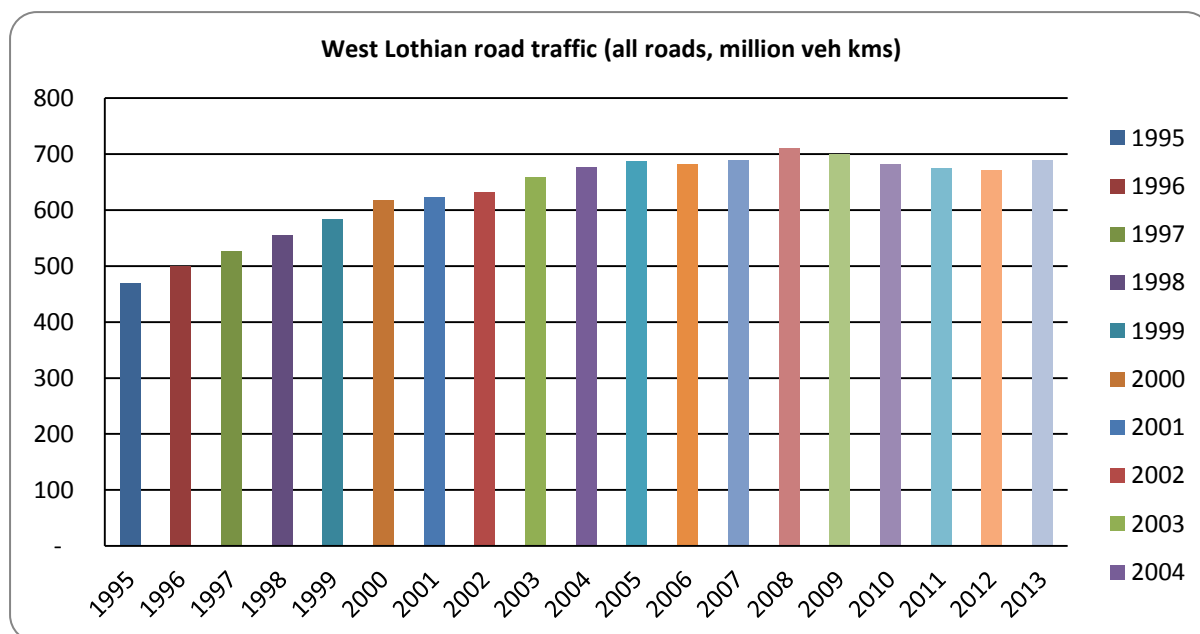
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Total |
|---------|------|------|------|------|------|------|------|------|------|------|-------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| Serious | 3 | 7 | 3 | 1 | 5 | 4 | 4 | 9 | 2 | 1 | 39 |
| Slight | 16 | 17 | 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

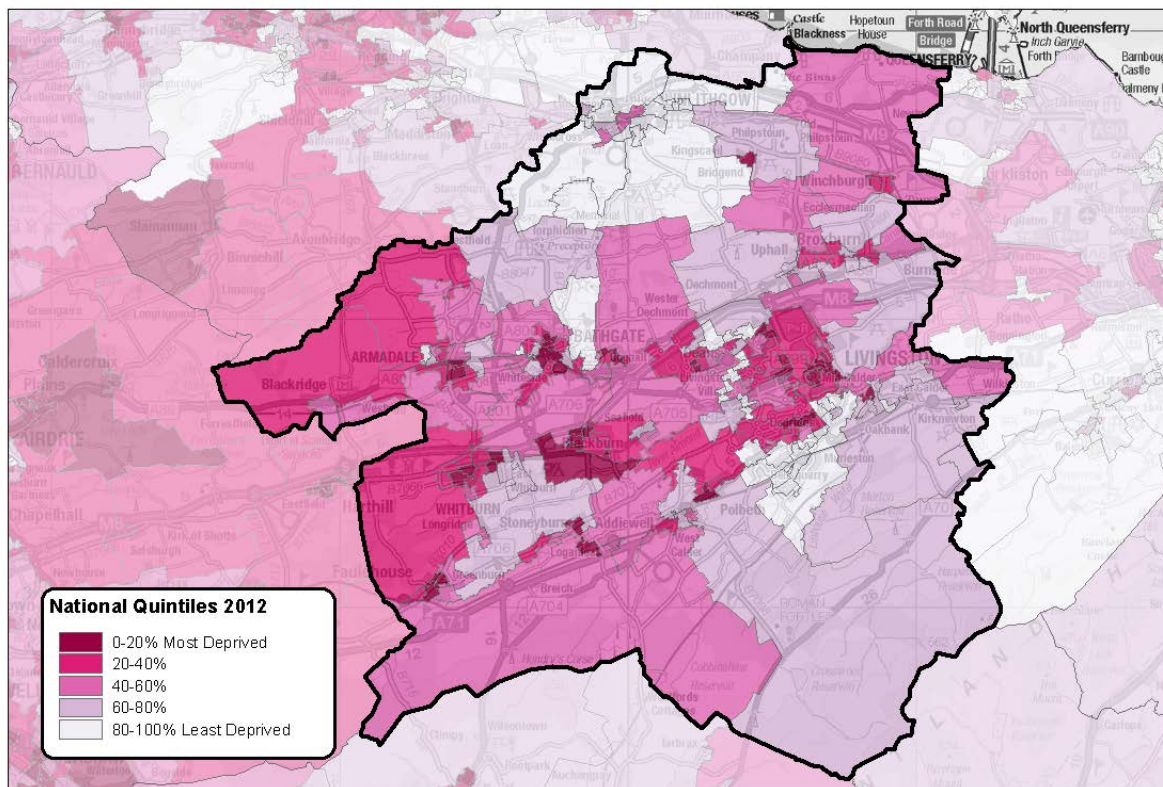
The Scottish Index of Multiple Deprivation (SIMD) is the Scottish Government's official tool for identifying places in Scotland suffering from deprivation. Deprivation is defined in this context as the range of problems that result due to lack of resources or opportunities, covering health, safety, education, employment, housing and access to services, as well as financial aspects³⁶. 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.

³⁶ <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 area³⁷.

Figure B:3: Levels of deprivation in West Lothian in SIMD 2012 by quintile³⁸



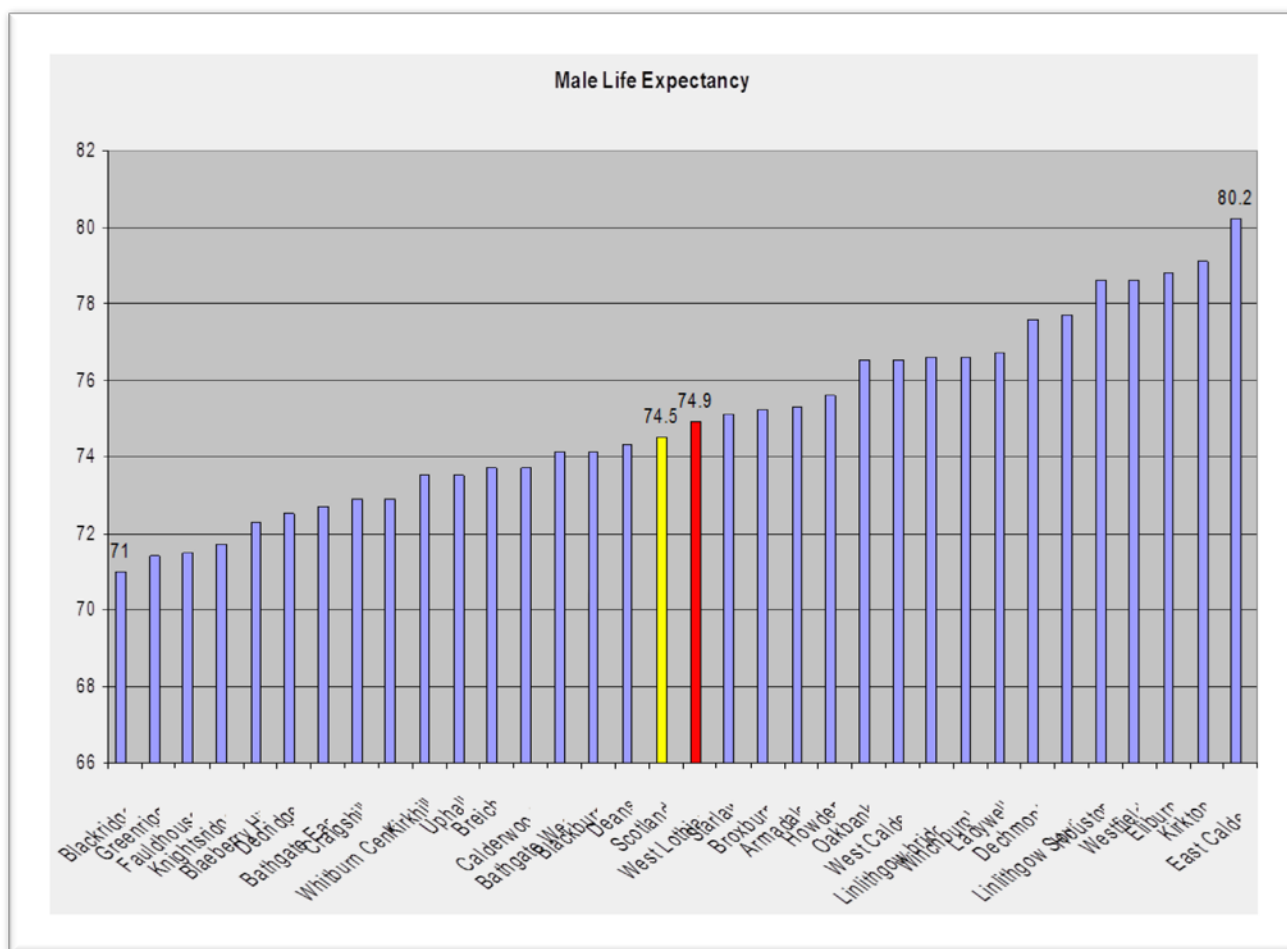
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Health inequality is an issue within West Lothian. Several areas have a lower life expectancy than both the Scottish and West Lothian average as Figure B.4 illustrates. As active travel involves physical activity, and there is a proven link between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

³⁷ 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>

³⁸ Local Authority Summary – SIMD 2012, West Lothian. <http://www.gov.scot/Resource/0041/00410749.pdf>

Figure B.4: Male life expectancy in West Lothian



Usage of walking and cycling routes

Monitoring data exists on some walking and cycling routes in West Lothian, in terms of pedestrian and cyclist counts, and how people are using paths. This data is not widespread however due to the lack of fixed monitoring equipment in West Lothian. Much of the existing data is either derived from Sustrans NCN surveys or is related to Community Links infrastructure, and is part of the reporting process on the impact of these latter projects. A review of monitoring data and any emerging trends will be included in the 2017 annual update of the Active Travel Plan.

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

| | |
|---|---|
| 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. | <ul style="list-style-type: none"> • WLC attend the National Summit annually where possible |
| 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. | <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 (ran free training sessions for community mappers in 2015). |
| 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. | <ul style="list-style-type: none"> • WLC staff within Roads and Transportation have attended CS's Making Cycling Mainstream course in 2014 and 2016, and WLC is committed to ensuring appropriate staff receive this training on a regular basis. |
| 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 | <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 plus a further 6 schools in 2016 (several of which had no cycle parking previously). |
| Action 5: Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism | <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. |
| Action 6: Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs | <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 2016 onwards. Four rail stations have received tiered cycle parking in early 2016 and Linlithgow hosts a Bike and Go hire service. • WLC works with SEStran on Real Time information provision. |
| 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 | <ul style="list-style-type: none"> • WLC have proactively engaged with Abellio Scotrail and secured Bike and Go bike hire facilities at Linlithgow rail station and hope to see more in the future. |
| Action 8: Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country. | <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. |
| Action 9: Develop and deliver a 'Mutual Respect' Campaign for all road users (complementing the 'Give Me Cycle Space' campaign aimed at drivers). | <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. |
| 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. | <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. |
| 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. | <ul style="list-style-type: none"> • WLC has the capability to deliver adult cycle training course from Low Port Outdoor Centre. In 2015 and 2016, Cycle Ride Leader training courses have been increasingly popular at Low Port Outdoor Centre and some are being funded via SCSP. |
| 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. | <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 ran a free training course for communities in late 2015 on how to edit Open Cycle Map and offered participation in a community street audit as part of a Walkable Communities project in Whitburn. WLC is promoting the Cycle Friendly Community Award to communities in 2016 and helping communities generate ideas. |
| 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. | <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. • WLC ran school Cycle Camps with several secondary schools at the Low Port Centre in 2016. |
| 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. | <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. |
| 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. | <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. |
| 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). | <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. |
| 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. | <ul style="list-style-type: none"> • WLC had an extensive SCSP for 2015/16 and has developed a further programme for 2016/17. |
| Action 18: Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation. | <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 |
| 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. | <ul style="list-style-type: none"> • WLC used 2014/15 SCSP & Sustrans funding to gather baseline counts of non-motorised users on the A89 cycle corridor. Other monitoring is limited to Community Links scheme monitoring in 2015/16. |

Appendix D: Final 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 and April 2016

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 | Initial in September 2015, Final in April 2016 |

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 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 are set out in Appendix A of the Active Travel Plan. Informal engagement continues on transport policy and this Active Travel Plan, including attendance by WLC officers at the West Lothian Access Committee, the Disability Equality Forum and other equality events.

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 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 1/12³⁹:

- "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

³⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf

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.”

Disability: There is currently limited reason to surmise that this 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 1/12⁴⁰:

- “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.”

The public consultation carried out on the Draft Active Travel Plan for West Lothian highlighted the need for the council to continue to take account of the needs of people with disabilities when designing infrastructure. Examples include signage appropriate for people with visual impairments, seating on route and information on the location of dropped kerbs. A consultation response from the Disability Equality Forum broadly agreed that the same infrastructure to support active travel can also support those who are wheelchair users, have a mobility difficulty or a visual impairment.

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

⁴⁰ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf

Religion or belief: There is currently no reason to surmise that this 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 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.

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

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

7. 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 and shared 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).

The council continues to apply guidance and good practice in the design of transport infrastructure to take account of the needs of people with disabilities, including the [Disability Discrimination Act: Good Practice Guide for Roads](#).

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.