

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

West Lothian Council

West Lothian Council Active Travel Plan  
5 September 2024



## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

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## Contents

<b>1.</b>	<b>Introduction.....</b>	<b>4</b>
1.1	Background.....	4
1.2	What is Active Travel?.....	4
1.3	Why develop an Active Travel Plan? .....	4
<b>2.</b>	<b>The Policy Context .....</b>	<b>5</b>
<b>3.</b>	<b>The Benefits of Active Travel.....</b>	<b>9</b>
3.1	Context.....	9
3.1.1	How active are people in Scotland?.....	10
3.1.2	How active are people in West Lothian?.....	12
3.1.3	Active Travel and COVID-19.....	13
3.2	Benefits.....	13
3.2.1	Health and Wellbeing.....	13
3.2.2	Climate and Environment.....	14
3.2.3	Inclusion and Equality .....	15
3.2.4	Economic.....	16
<b>4.</b>	<b>What has already been achieved? .....</b>	<b>17</b>
4.1	2016-21 Active Travel Plan Review.....	17
4.1.1	Active Travel Interventions / Solutions .....	18
<b>5.</b>	<b>Consultation and Engagement .....</b>	<b>27</b>
5.1	Introduction.....	27
5.2	Online Active Travel Survey .....	27
5.3	Interactive Map Survey.....	27
5.4	School Workshop.....	28
5.5	School Champions Survey .....	28
<b>6.</b>	<b>A Vision for Active travel in West Lothian .....</b>	<b>29</b>
6.1	Vision.....	29
6.2	Objectives.....	29
6.3	Monitoring and Evaluation .....	31
<b>7.</b>	<b>An Active Travel Action Plan .....</b>	<b>34</b>
7.1	Route Network Plan.....	34
7.1.1	A Spatial Framework.....	34
7.1.2	Network Plan Development Methodology.....	34
7.1.3	Primary and Secondary Network Development.....	43
7.1.4	Community Active Travel Networks – planned small / medium projects .....	46
7.1.5	Key Projects / Scheme Hierarchy.....	47
7.2	Behaviour Change Plan.....	52
7.2.1	Behaviour Change Stages.....	53
7.2.2	Priority Groups .....	53
<b>8.</b>	<b>Delivery.....</b>	<b>65</b>
8.1	Unlocking Potential.....	65

8.2	Action Plan.....	65
8.3	Funding .....	68
8.4	Reviewing and Updating.....	68

## Appendices

Appendix A. Equalities Impact Assessment .....	69
Appendix B. Review of 2016-21 Active Travel Plan .....	70
Appendix C. Consultation and Engagement Report.....	71
Appendix D. Vision Statement and Objectives .....	72
Appendix E. Design Guidance .....	73
Appendix F. Prioritisation Assessment Summary .....	74

## Tables

Table 1: Policy Context Summary.....	5
Table 2: 2016-21 ATP Objectives – Summary of changes since 2016 .....	17
Table 3: Summary of 2016-21 ATP Active Travel Schemes.....	19
Table 4: Summary of Other Active Travel Schemes .....	22
Table 5: Monitoring and Evaluation Framework .....	32
Table 6: Existing Active Travel Network .....	43
Table 7: Primary and Secondary Network.....	44
Table 8: Route Network Plan Cost Assumptions .....	48
Table 9: Route Network Plan Scoring Matrix.....	48
Table 10: Prioritised Primary and Secondary Network.....	49
Table 11: Behaviour Change Plan – Support.....	55
Table 12: Behaviour Change Plan – Design.....	58
Table 13: Behaviour Change Plan – Control.....	59
Table 14: Behaviour Change Plan – Inform and Educate .....	60
Table 15: Action Plan.....	65

## Figures

Figure 1: The sustainable travel hierarchy (source: NTS2) .....	9
Figure 2: Percentage of journeys by road network distance (Scotland), 2016-21 (source: SHS).....	10
Figure 3: Percentage of journeys made by duration of journey (Scotland), 2016-21 (source: SHS).....	11
Figure 4: Modal share of all journeys (Scotland), 2016-21 (source: SHS) .....	11
Figure 5: Percentage of journeys by road network distance (West Lothian), 2019 and 2021 (source: SHS). 12	
Figure 6: Modal share of all journeys (West Lothian), 2019 and 2021 (source: SHS) .....	13
Figure 7: 2016-21 ATP Projects Overview Map .....	26
Figure 8: Logic Map .....	30

<b>Figure 9: SEStran Indicative Strategic Network</b> .....	<b>39</b>
<b>Figure 10: Current and Planned Network</b> .....	<b>40</b>
<b>Figure 11: LDP Allocations and Key Trip Attractors</b> .....	<b>41</b>
<b>Figure 12: The transtheoretical model of behaviour change</b> .....	<b>53</b>
<b>Figure 13: Existing Network</b> .....	<b>62</b>
<b>Figure 14: Proposed Primary and Secondary Network</b> .....	<b>63</b>
<b>Figure 15: Existing and Proposed Network</b> .....	<b>64</b>

## 1. Introduction

As the title of the Plan suggests, West Lothian Council plan to provide more opportunities for active travel by connecting people to the places they wish to go, delivering infrastructure and a culture that enables walking, wheeling, and cycling to be more popular choices for short, everyday journeys. This Plan is a single component of what will need to be a collaborative effort with local communities, community organisations, other public sector partners, and other branches across the Council.

### 1.1 Background

This Draft Active Travel Plan is a revision to the 2016-2022 Active Travel Plan, with the purpose of providing a framework of active travel objectives and identifying the interventions required to deliver a comprehensive and well-connected network of active travel routes in West Lothian. The Plan will define how West Lothian Council proposes to achieve its goals for providing a safe and accessible environment for active travel.

### 1.2 What is Active Travel?

Active travel is generally defined as transport that involves an element of physical activity, as opposed to motorised means, including making journeys by walking, wheeling, and cycling, and can form part of multimodal journeys, particularly for public transport. These means of travel are often more affordable, healthier, with fewer environmental impacts while presenting people with opportunities to help improve their health and wellbeing, reduce congestion, and improve road safety. Active travel modes are at the top of the transport hierarchy and should be prioritised accordingly.

'Walking and wheeling' represents the action of moving as a pedestrian, whether someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams, or buggies.

To support the development of this draft Plan, a draft Equalities Impact Assessment (EqIA) has been prepared to ensure that the process of developing the Plan has considered the needs of diverse groups of people, i.e., making sure experiences and places can be enjoyed by people of all abilities and ages and that they have equal access to the destination of their choice, empowered to travel more confidently, independently, and safely. The draft EqIA is presented in Appendix A.

### 1.3 Why develop an Active Travel Plan?

The requirement for an Active Travel Plan, which presents a strategic approach to plan infrastructure and behavioural change interventions, was introduced in the Cycling Action Plan for Scotland in 2013, reinforced by the National Walking Strategy. This Plan aims to make clear how the suite of infrastructure and behavioural change interventions presented will deliver local policy priorities, integrating planning for walking, wheeling, and cycling, as well as delivering on national policy outcomes. The Plan will act as an effective tool to support decision-makers, helping to secure resources and provide the basis for funding applications. The Plan will also act as a mechanism for monitoring progress towards the Vision presented in Chapter 6.

This Plan has been based on the Active Travel Strategy Guidance (ATS Guidance) (Society of Chief Officers of Transportation, The City of Edinburgh Council, Tactran, Public Health Scotland, Cycling Scotland, Paths for All, Sustrans Scotland and Transport Scotland, 2023). This updated guidance reflects key policy changes and the need for Active Travel Strategies to be informed by an Equality Impact Assessment (EqIA) and provides advice on the how to develop a Strategy / Plan, with greater emphasis on using data and evidence to demonstrate the most impactful suite of interventions.

## 2. The Policy Context

A review of national and regional policies relevant to active travel has been undertaken to set the wider context of how active travel can help meet multiple policy objectives. A summary is provided in Table 1.

**Table 1: Policy Context Summary**

Policy	Relevance	Implications for 2024-29 ATP
National Transport Strategy 2 (NTS2)	NTS2 is underpinned by four priorities which active travel can contribute to. Additionally, NTS2 includes the Sustainable Travel Hierarchy.	The policy highlights the multiple benefits of active travel emphasising that it can contribute to all four priorities, i.e.: <ul style="list-style-type: none"> <li>• Reduces inequalities.</li> <li>• Takes climate action.</li> <li>• Helps deliver inclusive economic growth.</li> <li>• Improves our health and wellbeing.</li> </ul> The transport system in Scotland to prioritise active travel over planning for the private car.
Strategic Transport Projects Review 2 (STPR2)	STPR2 is a Scotland-wide review of the strategic transport network across all transport modes. The outcomes from STPR2 aim to: <ul style="list-style-type: none"> <li>• Help make Scotland more accessible for residents, visitors, and businesses.</li> <li>• Create better connectivity by using sustainable, smart, and cleaner transport options.</li> <li>• Highlights the vital contribution that transport investment can play to enable and sustain Scotland’s economic growth.</li> </ul>	It is hoped that by setting out evidence on problems and opportunities linked to a strategic transport network at a local level, will support delivery of the priorities set out by STPR2.
Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022-2030 (draft)	The Cycling Framework and Delivery Plan for Active Travel in Scotland sets out a vision that it hopes to achieve by delivering “more dedicated, high quality, safe cycling infrastructure delivered by effective resourcing ensuring fair access and supported with training and education”.	Explicit reference that Active Travel Strategies will provide the basis for funding applications by local authorities. Many delivery plan actions are relevant to the content of Active Travel Strategies, including: <ul style="list-style-type: none"> <li>• Produce active travel strategies and maps for each local authority area setting out plans to improve active travel networks and facilities to 2030 using a robust evidence-led approach to network planning.</li> <li>• Build and maintain a dense, coherent network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN.</li> <li>• Use active travel strategies to prioritise investment in the creation of cycling infrastructure integrated with public transport in every town and city, and inter-urban / rural routes that link to these networks. This will build on the National Cycle Network and proposals for Active Freeways in STPR2.</li> </ul>

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Policy	Relevance	Implications for 2024-29 ATP
Let's get Scotland Walking – The National Walking Strategy	The strategy presents a vision where everyone benefits from walking as part of their everyday journeys, where places are well designed to encourage walking.	The action plan contains a broad action to "Ensure all existing or developing Active Travel Plans assist with the delivery of the National Walking Strategy".
Scotland's Road Safety Framework to 2030	This sets out a long-term vision for Scotland to have the best performance in road safety in the world by 2030 and sets out an ambition to have no serious injuries or deaths on Scotland's roads by 2050, including emphasis on journeys made on foot and by cycle and a specific casualty reduction target for cyclists.	References measures to segregate people cycling and walking from motor traffic under the 'Safe Roads and Roadsides' outcome, along with speed limit reductions and promoting positive, safer behaviours in places where this is not possible.
Update to the Climate Change Plan 2018-2032 (December 2020)	Chapter 3, of the Plan highlights transport's unique challenges in reaching net zero emissions and includes a target to reduce car kilometres by 20% by 2030.	Emphasises how important the modal shift to walking, wheeling, and cycling will be in contributing to this target.
Cleaner Air for Scotland 2	Published in July 2021, this is accompanied by a Delivery Plan and sets out how the Scottish Government and partner organisations propose to reduce air pollution to protect human health and fulfil Scotland's legal responsibilities over the period of 2021-2026.	The Delivery Plan is structured around 10 priorities, with transport and behavioural change highlighted as priority 8. The Delivery Plan also supports a modal shift towards active travel and public transport.
Fourth National Planning Framework	Scotland's Fourth National Planning Framework details Scotland's long-term plan for the development of Scotland to 2045 guiding regional and local development plans.	Local development plans should support the principle and development of 20-minute neighbourhoods (places where people can meet most of their daily needs within a reasonable walk, wheel, or cycle of their home).
South East of Scotland Transport Partnership (SEStran) 2035 Regional Transport Strategy (RTS)	The SEStran RTS provides the framework and a direction for transport in the area covered by the eight partner local authorities, including West Lothian.	The SEStran RTS supports interventions to promote behaviour change, modal shift, and the use of more sustainable modes of transport for journeys that need to be undertaken. Reference is also made to the ever-increasing focus on the climate crisis and working towards a net zero carbon future.  Chapter 7 of the RTS also presents an integrated active travel network for the region and highlights the importance of integrated and high-quality routes for walking, wheeling, and cycling that join up settlements and destinations to enable safe active travel in the region. This will inform the 2024-29 ATP Network Planning task.



## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Policy	Relevance	Implications for 2024-29 ATP
Road Safety Plan for West Lothian 2012-2015	<p>The Road Safety Plan was developed to:</p> <ul style="list-style-type: none"> <li>Evaluate progress towards achieving national casualty reduction targets.</li> <li>Identify the key road safety issues in West Lothian.</li> <li>Create an action plan to ensure road safety continues to improve over the period of the Plan.</li> <li>Coordinate and direct resources to ensure they are used effectively and appropriately.</li> </ul>	<p>Specific actions to:</p> <ul style="list-style-type: none"> <li>Annually promote Active School Travel at all schools, providing the following where appropriate: information regarding initiatives, funding, and resources available; and assistance to organise training for school staff, pupils, and other partners for delivery of Active Travel.</li> <li>To develop cycle training in primary schools across West Lothian in connection with Cycling Scotland, including: new emphasis on on-road training; and offering training to leaders/teachers to provide "Bikeability" at Levels 1 and 2 to primary school pupils.</li> </ul>
West Lothian Council Corporate Plan 2023 to 2028	<p>This sets the strategic direction and identifies priorities for the five-year period 2023/24 to 2027/28.</p>	<p>Under the priority to help create strong and sustainable communities, the council will promote "active and sustainable travel options, working in partnership to improve passenger transport options, reducing emissions and achieving the Council's carbon reduction targets."</p>
West Lothian Local Development Plan 2018 (LDP)	<p>The LDP's Vision Statement references that by 2024, West Lothian "will enjoy better transport connectivity with more options for sustainable travel choices and more active travel routes", while also highlighting that development would "take place in a way that is sustainable, meeting the challenges of climate change and renewable energy, and sensitive to the area's many built and natural heritage assets."</p>	<p>The LDP references the previous iteration of the ATP, citing that it will "facilitate higher levels of active travel for everyday and functional journeys" and that it "presents strategic priorities for active travel infrastructure improvements". It is anticipated that the updated LDP will also refer to the updated 2024-29 ATP.</p>
West Lothian Open Space Plan 2020-24	<p>The Open Space Plan seeks to ensure open space within the council boundary and ownership is managed to deliver meaningful benefits to local communities.</p>	<p>Emphasises that open spaces need to be accessible to as wide a range of users as practical, and that access should be safe and easy; be it walking, cycling, horse riding, driving, or using public transport.</p>
West Lothian Climate Change Strategy 2021-2028	<p>The Climate Change Strategy has been prepared to ensure that activities to tackle the climate emergency contribute to the achievement of the outcomes identified within the council's Corporate Plan (2018-2023) and the West Lothian Local Outcomes Improvement Plan (LOIP) (2013-23).</p>	<p>To ensure that the Strategy contributes to the council's aim of making West Lothian the best possible place to live, work, and do business, six outcomes have been identified, including one on transport which states that:</p> <p>"We encourage sustainable transport and active travel by implementing measures to help people make smarter, sustainable travel choices, supported by low emission transport networks &amp; infrastructure while further reducing our own fleet emissions."</p> <p>There is a specific action referencing the development of a new ATP that will "seek to continue to design and implement priority active travel schemes arising from the new strategy using the council's capital programme as well as external funding. Non-physical measures will also be pursued."</p>

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Policy	Relevance	Implications for 2024-29 ATP
Supporting Women and Girls	The Supporting Women and Girls initiative aims to help women feel safer in West Lothian's public spaces and places. The initiative also provides the means for women and girls to speak up about the public spaces and places where they feel unsafe. It also acts as a way to highlight to men the role they can have in helping women and girls feel safer.	Women and girls report feeling less safe than men and boys, particularly during hours of darkness. The reallocation of road-space to provide dedicated space for active travel is cited as being more important to women than men. Open space needs to be accessible to as wide a range of users as practical, and access should be safe and easy.

Enabling active travel contributes towards a range of national and regional policy outcomes. While increasing the numbers of people walking, wheeling, and cycling is key, it is also important to consider wider benefits such as population health, contribution to net zero and climate adaptation and improving the quality of public spaces in line with national and regional policies.

### 3. The Benefits of Active Travel

#### 3.1 Context

As emphasised in the Scottish Government's Nation Planning Framework 4 (NPF4), active travel reduces the need to travel unsustainably and is the highest priority mode of travel in the sustainable transport investment hierarchy (as illustrated in Figure 1). By embedding the Sustainable Travel Hierarchy, as identified in the NTS2, in decision making can help to promote walking, wheeling, cycling, public transport, and shared transport options in preference to single occupancy private car use.

#### Prioritising Sustainable Transport

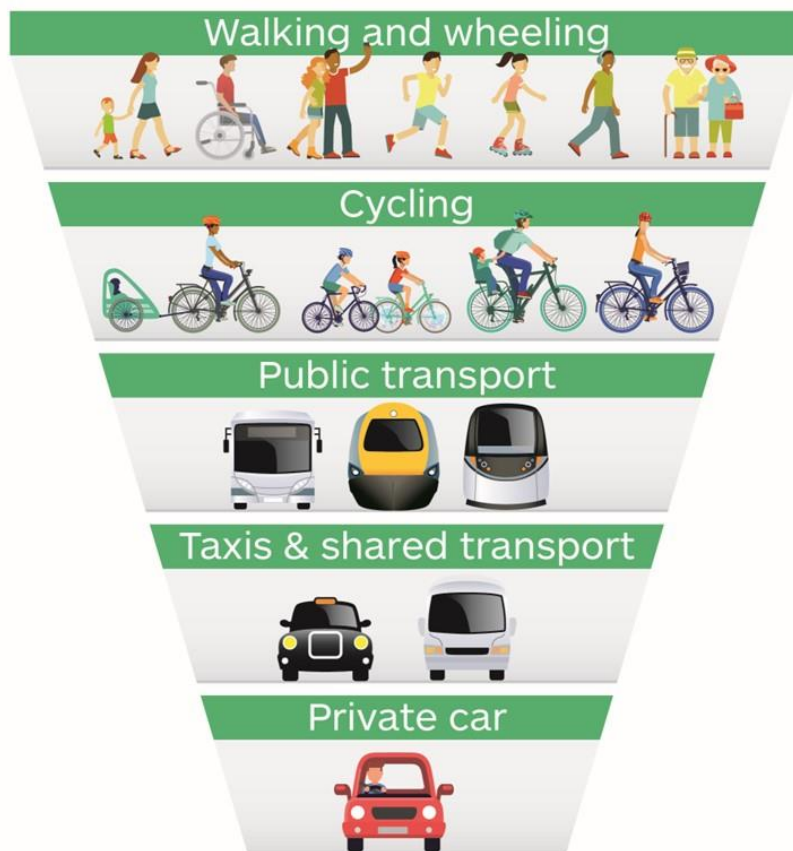


Figure 1: The sustainable travel hierarchy (source: NTS2)

The development and implementation of this Active Travel Plan will help support many of the Scottish Government's and Council's ambitions, including:

- supporting modal shift
- contribute to a 20% reduction in car kilometres by 2030
- maintaining and improving the health of the population
- a reduction in harmful emissions, and the subsequent improvements to health and air quality
- reducing the negative impacts of congestion and / or health interventions on the economy
- creation of a more sustainable distribution of access across Scotland

With a population of approximately 185,580 (30 June 2021), which is expected to increase to 192,812 by 2028, and rising at a faster rate than the overall Scottish rate of growth<sup>1</sup>, West Lothian faces some challenges in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections via Bathgate Hills, and expanding urban developments.

West Lothian is already a place where people travel actively for everyday trips. From school and college students to employees, from jobseekers to those in retirement, they can feel confident and safe in their active travel choices, although more can be achieved. Regardless of location, income levels, ethnicity, age or gender, active travel is a viable, affordable, and enjoyable choice for all regardless of their journey purpose.

### 3.1.1 How active are people in Scotland?

The Scottish Household Survey (SHS)<sup>2</sup> demonstrates that over the 2016-21 period, approximately 15-20% of journeys in Scotland were under 1.0 km, and approximately 55% were under 5.0 km (as generally illustrated in Figure 2). Likewise, approximately 68% of journeys reported were less than 20 minutes increasing to approximately 82% when including journeys up to 30 minutes (as generally illustrated in Figure 3).

As demonstrated by the modal share summary presented in Figure 4, over half of journeys are made by driving a car or van, with walking being the next most popular mode of transport (average of 26%), followed by passenger of car or van (11%) and bus (6%).

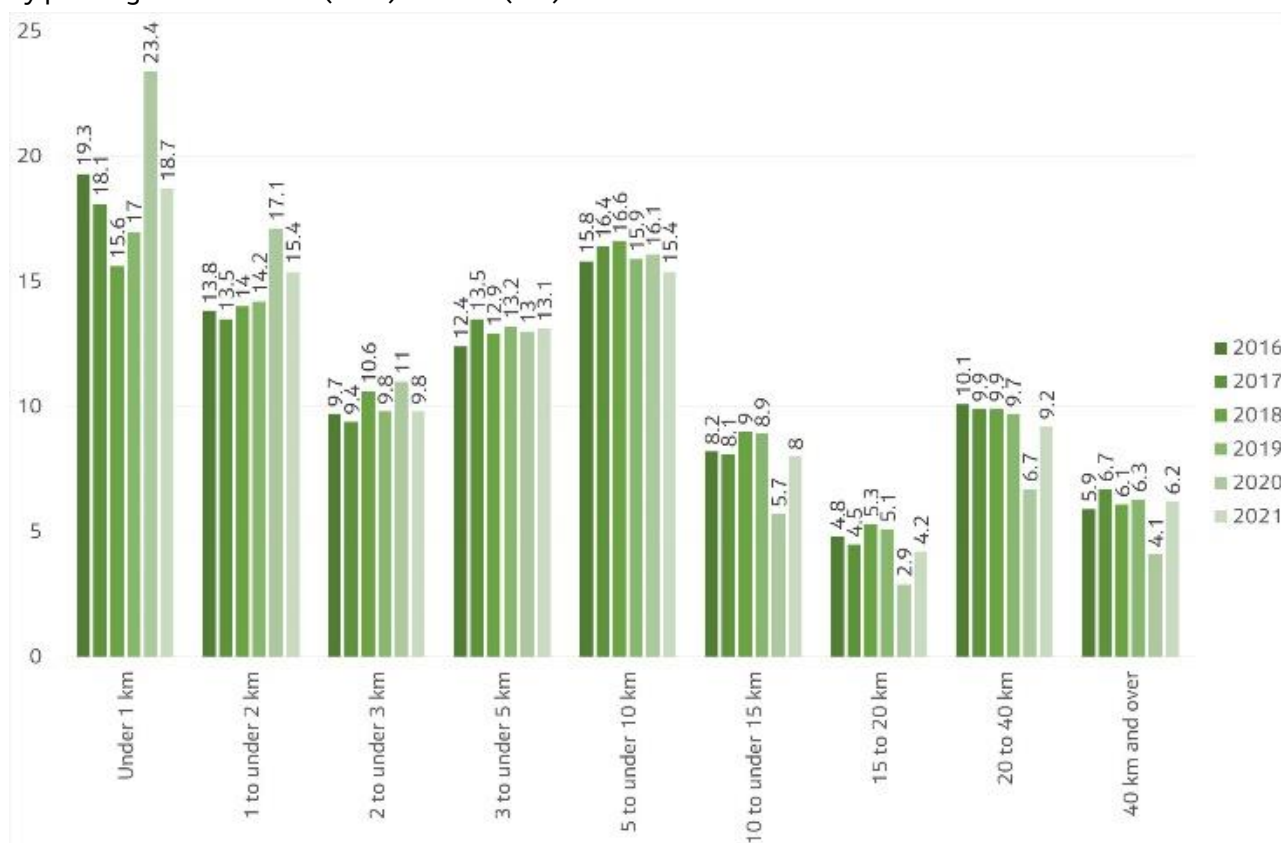


Figure 2: Percentage of journeys by road network distance (Scotland), 2016-21 (source: SHS)

<sup>1</sup> Available at: <https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/west-lothian-council>

<sup>2</sup> Available at: <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2021>

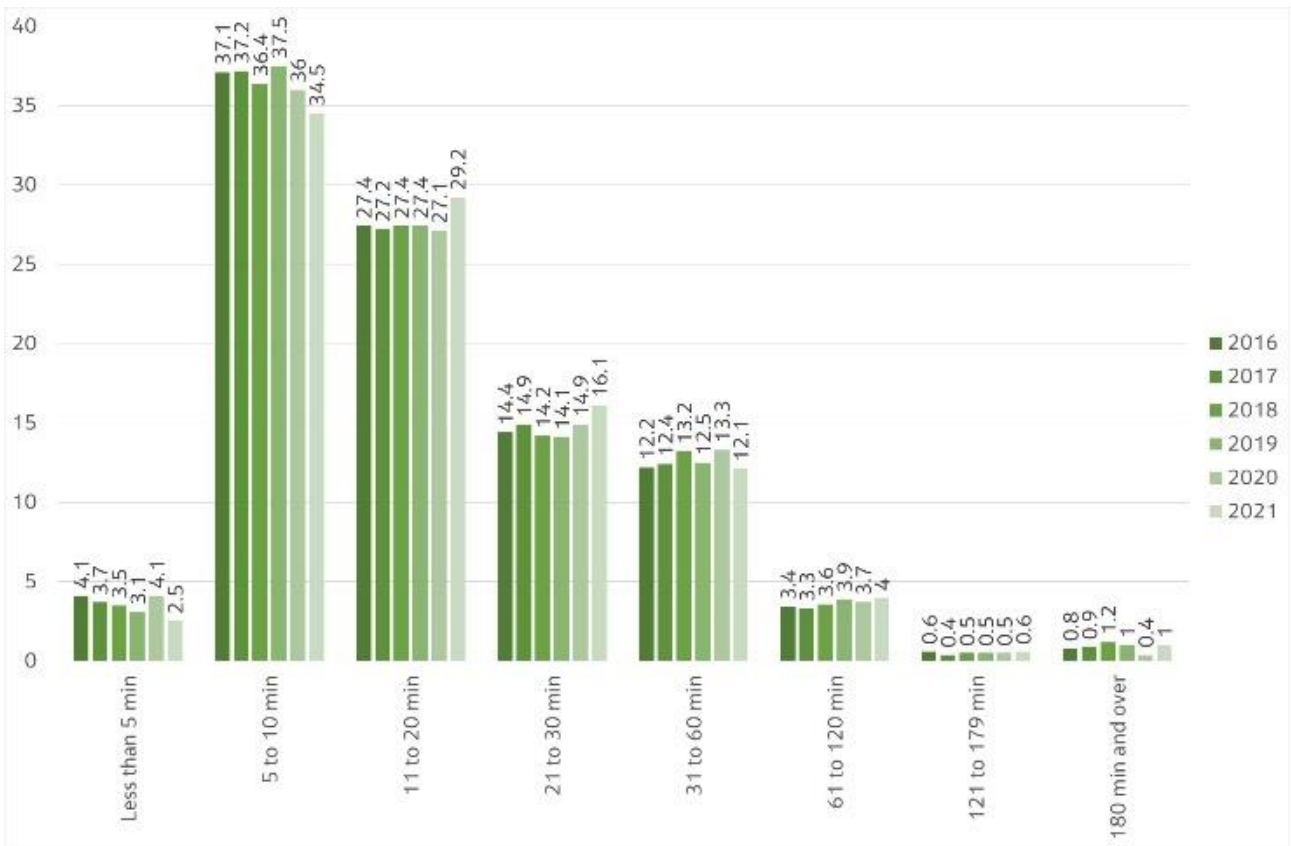


Figure 3: Percentage of journeys made by duration of journey (Scotland), 2016-21 (source: SHS)

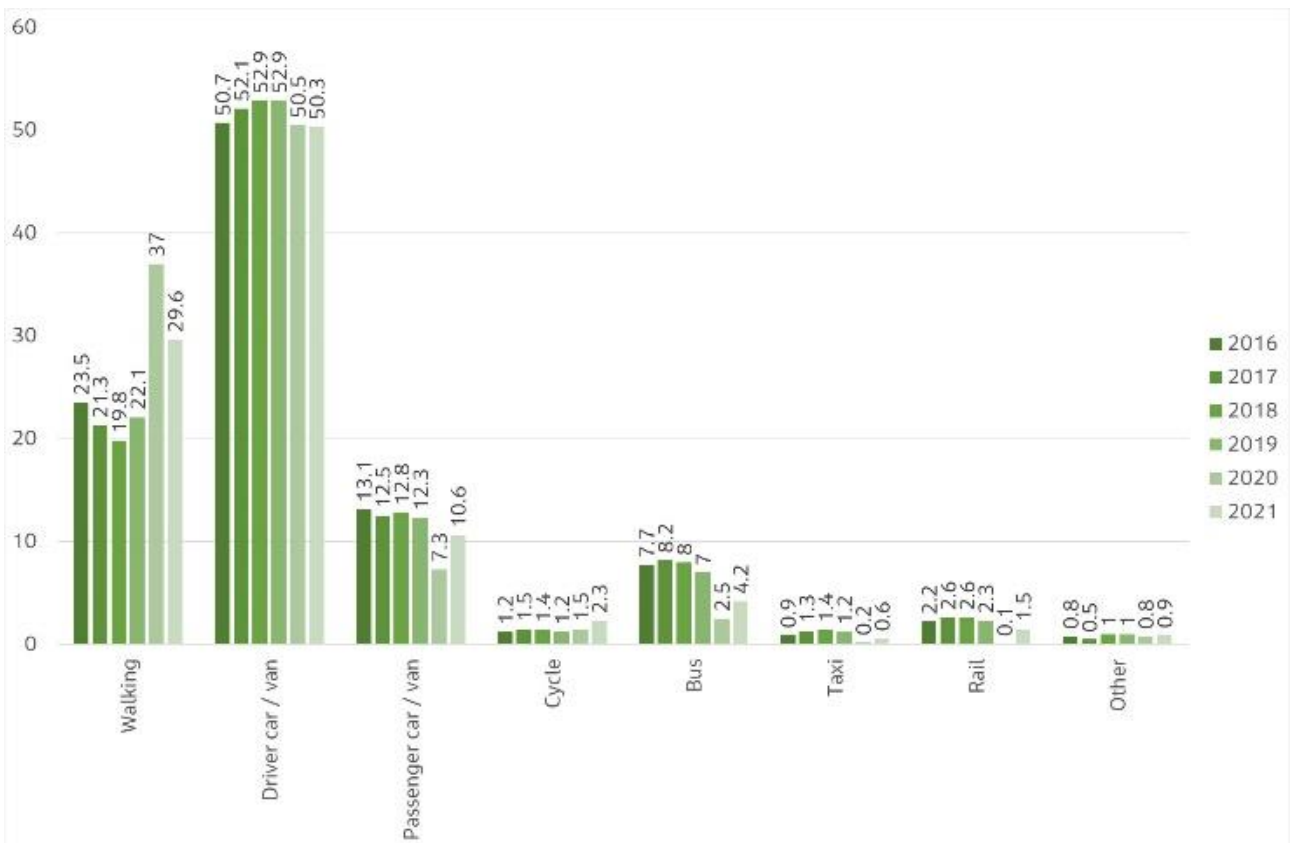


Figure 4: Modal share of all journeys (Scotland), 2016-21 (source: SHS)

However, due to COVID-19 all face to face interviewing for the SHS was suspended and replaced with telephone / video interviewing in 2020 and 2021. Consequently, the results from 2020 and 2021 are not directly comparable to SHS results from previous years.

Nevertheless, regardless of the impact of COVID-19, the data represents a tangible opportunity for a significant shift to active travel in Scotland.

### 3.1.2 How active are people in West Lothian?

The Scottish Household Survey (SHS) for 2019<sup>3</sup> and 2021<sup>4</sup> (comparison provided to account for COVID-19) demonstrates that approximately 15-24% of journeys in West Lothian were under 1.0 km, and approximately 50% were under 5.0 km (as generally illustrated in Figure 5), not too dissimilar to the national picture.

As demonstrated by the modal share summary presented in Figure 6, over half of journeys in West Lothian are made by driving a car or van, with either walking or being a passenger of car or van being the next most popular modes in 2019 and 2021, followed by public transport, and no more than 1% of respondents specifying cycling as their main mode of travel.

As with the national trends, the data represents a tangible opportunity for a significant shift to active travel in West Lothian, with a significant proportion of journeys covering distances achievable by active means.

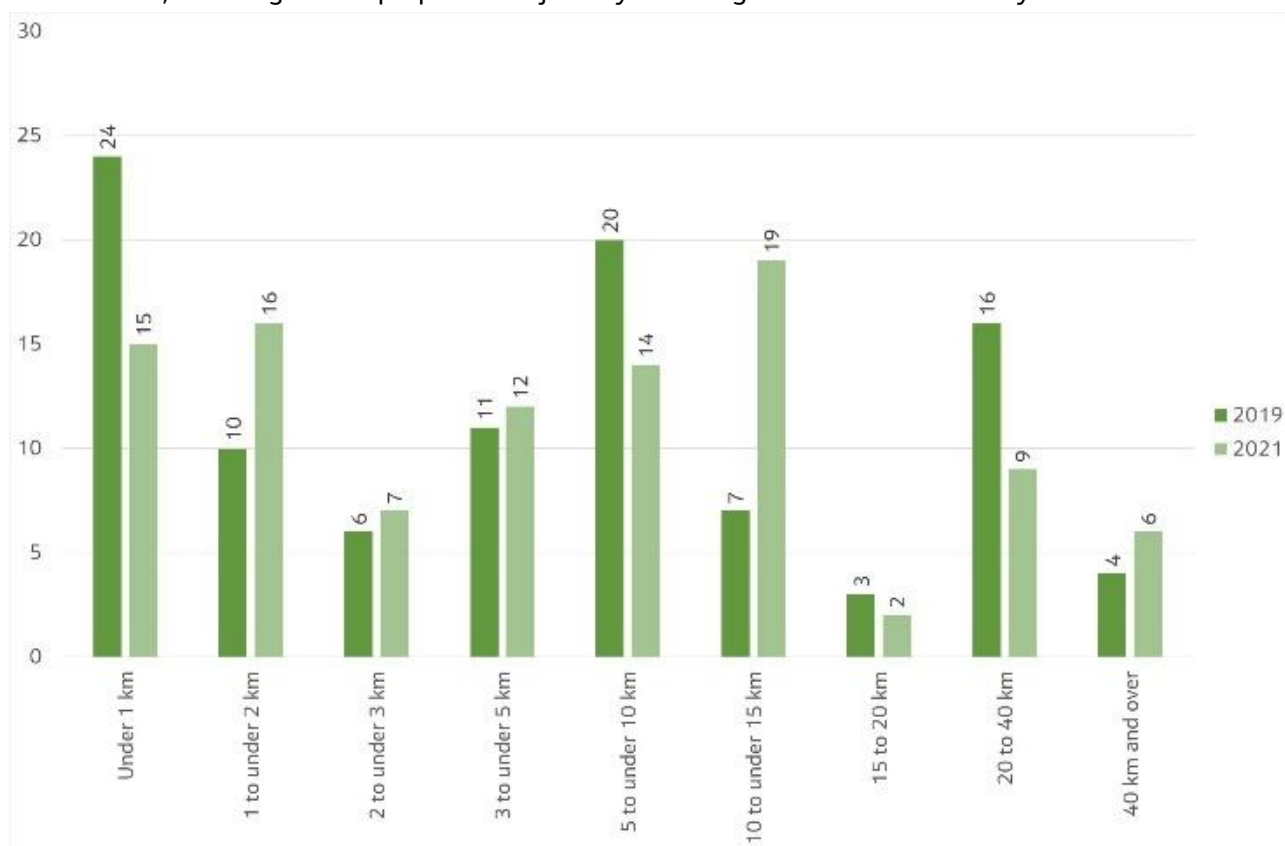


Figure 5: Percentage of journeys by road network distance (West Lothian), 2019 and 2021 (source: SHS)

<sup>3</sup> Available at: <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019>

<sup>4</sup> Available at: <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2021>

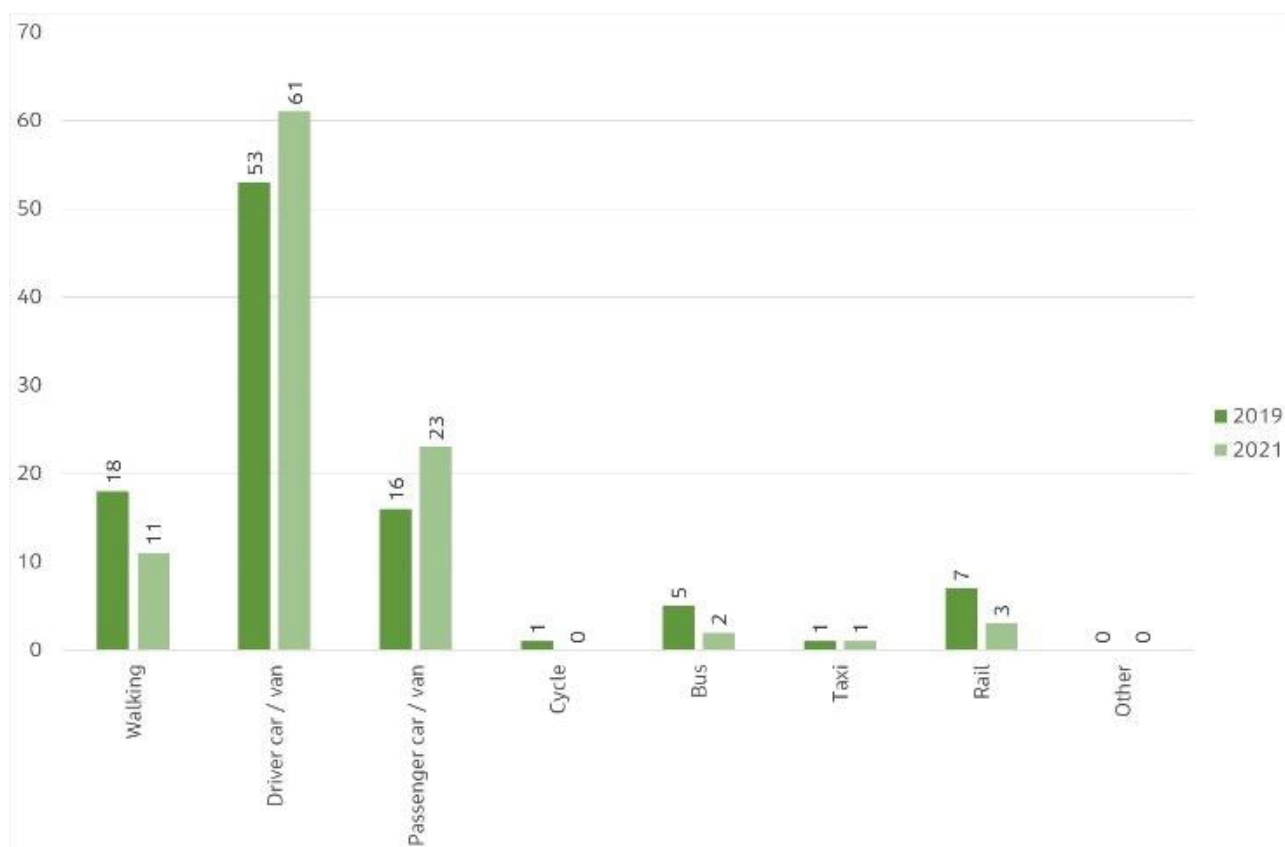


Figure 6: Modal share of all journeys (West Lothian), 2019 and 2021 (source: SHS)

### 3.1.3 Active Travel and COVID-19

As referenced above, COVID-19 had an impact on active travel with decreases in the use of public transport and a greater interest in walking and cycling. At the same time, many people have been working from home and better appreciate local neighbourhoods, although others have lost fitness and the confidence to reintegrate back into society and have deteriorated physically.

## 3.2 Benefits

### 3.2.1 Health and Wellbeing

As highlighted in the Best Practice in Active Travel and its Associated Benefits Literature Review (Transport Scotland, 2023)<sup>5</sup>, there is strong evidence that physical health benefits comprise most of the benefits accrued from engaging in active travel, both individually and to society through associated savings to the National Health Service (NHS). While less clear, the same literature review also cites evidence regarding the mental health benefits that can be achieved from travelling actively, e.g., in older adults it has been associated with reduced levels of cognitive decline and dementia, or active commuters reporting increased levels of psychological wellbeing, and physical exercise being found to be beneficial in the management and treatment of anxiety and depression. Any disbenefits to users from active travel, e.g., increased exposure to pollutants, outweigh any negative impacts, as identified in the Transport Scotland literature review.

The World Health Organisation cite that increasing overall levels of physical activity through walking and cycling can help reduce the risk of coronary heart disease, stroke, a variety of cancers, and diabetes, while keeping the musculoskeletal system working efficiently<sup>6</sup>.

<sup>5</sup> Available at: <https://www.transport.gov.scot/publication/>

<sup>6</sup> Available at: <https://www.who.int/news-room/fact-sheets>

The Scottish Health Survey (2020) found that obesity remain a major problem for people across in Scotland, highlighting 65% of adults in 2018 were overweight, including 28% who were obese, with both trends remaining stable since 2008<sup>7</sup>. The same survey reported that the rate of obesity among children and young people aged 5-19 was four times higher in 2016 (18%) than it was in 1975 (4%). The most recent NHS statistics show that 22.4% of primary one pupils in Scotland are at risk of obesity or becoming overweight<sup>8</sup>.

As well as physical benefits, walking and cycling can also promote mental wellbeing, with studies showing that physical activity can help to overcome depression and anxiety, enhancing psychological wellbeing and can even help to prevent dementia<sup>9</sup>.

#### **Why is this relevant to West Lothian?**

The Public Bodies (Joint Working) (Scotland) Act 2014 also established a legal framework for the integration of health and social care services in Scotland. The West Lothian Integration Joint Board (IJB) has the responsibility for planning most health and social care services for adults in West Lothian. The West Lothian Strategic Plan 2021-23 sets out how the West Lothian Integration Joint Board intends to deliver its vision "to increase wellbeing and reduce health inequalities across all communities in West Lothian." The developing Strategic Plan 2023-28 builds on the 2019-2023 Plan, setting out ambitions for continued development and improvement of health and social services for the community over the next 5 years<sup>10</sup>, also referencing the public health priorities for Scotland that include "A Scotland where we eat well, have a healthy weight and are physically active."

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

NHS Lothian cites a lack of physical activity being "the 4th leading risk factor in early death" highlighting that people "who are not physically active enough for their health are more at risk compared to those who engage in at least 30 minutes of moderate intensity physical activity most days of the week." And publicises health promoting initiatives including *West Lothian on the Move and Put Your West Foot Forward*<sup>11</sup> and other walking and cycling initiatives that are being delivered by community partners.

### **3.2.2 Climate and Environment**

There are, of course, environmental benefits to a shift to active travel, most measurably a reduction in levels of emissions and pollution compared to motorised travel. As stated in Best Practice in Active Travel and its Associated Benefits Literature Review (Transport Scotland, 2023), while a lifecycle approach reflects that no travel mode is completely emission-free, due to the impact of road, break and tyre wear, and the emissions arising from the production of vehicles, active travel modes are by far the lowest producers.

The environmental costs of rising car ownerships and an increase of traffic on the roads is resulting in a rising level of local air pollution and global greenhouse gases. Transport is the largest contributor to harmful climate emissions across Scotland – accounting for 36% of Scotland's greenhouse gas emissions in 2019. With, road traffic solely making up 66% of transport greenhouse gas emissions<sup>12</sup>. Due to air pollution having a negative health impact, the Scottish Government have a statutory duty to reduce greenhouse gas emissions and have set a Net-Zero target by 2045<sup>13</sup>, a target that West Lothian Council has adopted.

#### **Why is this relevant to West Lothian?**

Part 4 of the Climate Change Act (Scotland) 2009 places a duty on Scottish public bodies to contribute to carbon reduction targets. West Lothian has adopted a Climate Change Strategy 2021-2028, marking their

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<sup>7</sup> Available at: <https://www.gov.scot/publications/scottish-health-survey-2018-volume-1-main-report/>

<sup>8</sup> Available at: <https://publichealthscotland.scot/publications/primary-1-body-mass-index-bmi-statistics-scotland/>

<sup>9</sup> Available at: <https://www.nhs.uk/every-mind-matters/mental-wellbeing-tips/be-active-for-your-mental-health/>

<sup>10</sup> Available at: <https://westlothianhscp.org.uk/IJB-strategic-plan>

<sup>11</sup> Available at: <https://westlothianhscp.org.uk/article/42045/Physical-Activity>

<sup>12</sup> Available at: <https://www.transport.gov.scot/media/51297/chapter-13-environment-scottish-transport-statistics-2021.pdf>

<sup>13</sup> Available at: <https://www.gov.scot/policies/climate-change/reducing-emissions/>



firm commitment to act on climate change<sup>14</sup>. To ensure that the Strategy contributes to the council's aim of making West Lothian the best possible place to live, work and do business, six Outcomes have been identified and include:

- Outcome 2 – Transport: We encourage sustainable transport and active travel by implementing measures to help people make smarter, sustainable travel choices, supported by low emission transport network & infrastructure while further reducing our own fleet emissions.

Note, in 2019, West Lothian Council joined the Eco Stars fleet recognition scheme; making cars greener, aiming to improve their efficiency, reduce fuel consumption & emissions<sup>15</sup>.

West Lothian Council signed the Climate Change Declaration in 2007 and declared a 'Climate Emergency' in September 2019.

West Lothian has three Air Quality Management Areas in Broxburn, Linlithgow and Newton, and has a duty to act under the Air Quality Standards (Scotland) Regulations 2010<sup>16</sup>.

### 3.2.3 Inclusion and Equality

Walking, wheeling, and cycling are cheaper alternatives to travelling by car or public transport. Regardless of age, ethnicity, geography, gender, or sexual preference, anyone can travel actively. With the proper assistance, some people with mobility issues can travel actively, but for others, it will be challenging. Active travel can give people the freedom to go where they need to go, when they need to be there, without having to spend larger sums of money.

However, residents in some parts of communities still experience social exclusion, as well as unacceptably low life expectancy. Good active travel links can help tackle social inequalities, by providing more affordable access to jobs, schools, college and leisure opportunities.

Whilst car ownership levels are rising, as referenced previously, some communities in West Lothian have a high number of households without access to a car. As highlighted in the SHS, car access increases with household income, as does the number of cars available per household, e.g., based on 2020 data 51% of households with an annual income up to £10,000 had access to one or more cars, compared to 98% of households with an annual income of more than £50,000.

#### Why is this relevant to West Lothian?

West Lothian has an Equality and Diversity Framework (2021-2025), committing to tackling discrimination, advancing equality, and promoting good relations both in the workforce and the community<sup>17</sup>.

The council's Better Off West Lothian Tackling Poverty Strategy has a priority of addressing the increasing costs of living including access to transport, acknowledging that "families find it increasingly difficult to access advice and support out-with their communities due to the cost of travel".

West Lothian Bike Library is a non-profit organisation, aiming to tackle inequalities in health by making cycling an activity for all, regardless of their income background or ability<sup>18</sup>. They do this through projects and activities to improve quality of health and increase user's independence, confidence, employability, and skills. Where cost is a barrier, the organisation donates and / or loans free of charge recycled bikes to those in need, while also offering low-cost repairs and sales of recycled bikes meaning more people can own a bike and keep it on the road cheaply.

<sup>14</sup> Available at: [https://www.westlothian.gov.uk/...WLC\\_Climate\\_Change\\_Strategy\\_2021-28\\_FINAL.pdf](https://www.westlothian.gov.uk/...WLC_Climate_Change_Strategy_2021-28_FINAL.pdf)

<sup>15</sup> Available at: <https://www.ecostars-uk.com/>

<sup>16</sup> Available at: <https://www.westlothian.gov.uk/article/34729/Air-Pollution>

<sup>17</sup> Available at: <https://www.westlothian.gov.uk/media/52773/Equality-Mainstreaming-and-Equality-Outcomes-Framework-2021-2025>

<sup>18</sup> Available at: <https://www.wlbikelibrary.co.uk/>

### 3.2.4 Economic

At an individual level, walking and cycling are low-cost alternatives, compared to motorised transport modes, particularly car use. Congestion on our roads inconveniences individuals and has an economic cost. There is also increasing evidence that walking and cycling contributes towards economic performance including job creation, supporting local business and high streets, as well as improving business efficiency and promoting the leisure, tourism industry as identified in Sustrans' Active Travel Toolkit - Making the economic case for active travel (2019)<sup>19</sup> and Living Streets' The Pedestrian Pound: Updated report outlining the business case for better streets and places (2018)<sup>20</sup>. Further data and cost benefits are available in the Cycling and Walking: the economic case for action (UK Department of Transport, updated 2018)<sup>21</sup>. Research has also estimated the annual health economic benefit for walking to work in Scotland at almost £600 million and £68 million for cycling to work<sup>22</sup>.

#### Why is this relevant to West Lothian?

West Lothian Council's Local Outcomes Improvement Plan seeks to ensure that:

- "Our economy is diverse and dynamic, and West Lothian is an attractive place for doing Business."
- "West Lothian Council are committed to making West Lothian a better place in which to live, work, do business and visit<sup>23</sup>."

The ability to travel actively is increasingly important for tourism and leisure markets. West Lothian Council manages [www.visitwestlothian.co.uk/](http://www.visitwestlothian.co.uk/), and is keen to support more visitors on foot and by bike to country parks, open spaces, and visitor attractions<sup>24</sup>.

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<sup>19</sup> Available at: <https://www.sustrans.org.uk/.../active-travel-toolkit-making-the-economic-case-for-active-travel/>

<sup>20</sup> Available at: <https://www.livingstreets.org.uk/media/3895/pedestrian-pound-briefing-for-mps.pdf>

<sup>21</sup> Available at: <https://www.gov.uk/government/publications/cycling-and-walking-the-economic-case-for-action>

<sup>22</sup> Available at: <https://www.sciencedirect.com/science/article/>

<sup>23</sup> Available at: <https://www.westlothian.gov.uk/media/13834/West-Lothian-Single-Outcome-Agreement/>

<sup>24</sup> Available at: <https://www.visitwestlothian.co.uk/>

## 4. What has already been achieved?

### 4.1 2016-21 Active Travel Plan Review

West Lothian Council and its partners have made good progress on implementing active travel measures since the publication of the 2016-21 Active Travel Plan (2016-21 ATP).

Of the 18 active travel infrastructure improvements schemes identified in the ATP, WLC has fully completed five, and made progress with a further seven, with progress still to be made on others. Nevertheless, an additional 14 projects (including 12 crossings), not referenced in the 2016-21 ATP, have been progressed in the same period with six of these already completed by late 2023.

Additionally, other minor accessibility schemes have been completed or designs are ongoing, with developers contributing to, where appropriate, the delivery of schemes or supporting links, secured through the development management or road construction consent process.

While the available data suggests that active travel for everyday journeys has not changed significantly over the period of the 2016-21 ATP, this data is limited and only provides a very broad indicator of active travel trips. However, the opportunity to travel actively has increased significantly through the ongoing delivery of active travel schemes and interventions that encourage people to travel actively.

A summary of the progress made against each of the ATP objectives is provided in Table 2.

**Table 2: 2016-21 ATP Objectives – Summary of changes since 2016**

Objectives	Summary of changes since 2016
To enable active travel choices for everyday journeys, including the journey to work.	<ul style="list-style-type: none"> <li>WLC and partners have led the development and / or implementation of projects which have enabled active travel choices for everyday journeys in some locations in West Lothian.</li> <li>These projects have not resulted in a significant increase in walking or cycling and, according to SHS data, rates of walking and cycling in West Lothian have fallen since 2016.</li> </ul>
To enable active travel choices for pupils and students in education.	<ul style="list-style-type: none"> <li>WLC and partners have led the development and / or implementation of projects which have enabled active travel choices for journeys to school in some locations in West Lothian.</li> <li>All WLC schools have identified, or are in the process of identifying, active travel champions (pupils, staff and even parents and carers) to help promote School Travel Plans.</li> </ul>
To enable active travel choices for leisure, tourism, and access to open spaces.	<ul style="list-style-type: none"> <li>WLC and partners have led the development and / or implementation of projects which have enabled active travel choices for leisure, tourism, and access to open spaces in some locations in West Lothian, but there is no clear evidence of the effectiveness of these projects.</li> <li>Active travel is a considered element in the development management and road construction consent process.</li> </ul>
To secure funding for active travel projects.	<ul style="list-style-type: none"> <li>WLC has secured funding for the progression or delivery of most of the projects identified in the 2016-21 ATP, and a range of other projects.</li> <li>Some projects have not been progressed (in part due to factors other than availability of funding) and there remain aspirations for many other improvements to active travel facilities in West Lothian.</li> </ul>
To maintain active travel across all Council activity.	<ul style="list-style-type: none"> <li>WLC have made some strides to increasing the profile of active travel within its decision making, supported by improved regional and national focus, including the promotion of active travel in developing links with external partners and communities.</li> </ul>
To support local ownership of active travel.	<ul style="list-style-type: none"> <li>There is a good variety of community groups and third-sector organisations which are supporting advocacy for, or delivery of, active travel projects in West Lothian. However, it is not clear whether this capacity has been significantly improved since 2016.</li> </ul>

**Note, the COVID-19 pandemic has had a major impact during the period of the 2016-21 ATP, resulting in significant changes in travel patterns and on the capacity of West Lothian Council and its partners to deliver**

schemes to encourage or enable active travel. It is possible that a greater contribution to objectives would have been achieved without this impact.

Promoting active travel remains an important outcome for local, regional, and national policies. Therefore, learning the lessons from the successes and failures of the 2016-21 ATP is important for guiding this iteration of the Plan. From the review outlined above, and experience more generally of the active travel project delivery landscape in Scotland, it is suggested that each of the following areas needs attention if scheme delivery and effectiveness is to be accelerated:

- Increased funding, both capital and revenue, and with increased longer-term certainty of funding.
- Capacity within West Lothian Council and partner organisations to design, procure, deliver, and manage / maintain active travel infrastructure and schemes.
- Political will to help overcome the public acceptability challenges that some active travel schemes face.
- More effective monitoring of the effects and benefits that investing in active travel provides in West Lothian.

A full review of the 2016-21 ATP is provided in Appendix B.

### **4.1.1 Active Travel Interventions / Solutions**

Table 3 summarises the active travel schemes from the 2016-21 ATP that have progressed ('Possible Solutions' from Tale 5.1 of the ATP), focussing on those solutions that had an identifiable strategic route (19), and identifying at what stage of delivery they are.

In addition, Table 4 summarises other active travel schemes that have been progressed to support everyday walking and cycling journeys, following the preparation of the 2016-22 ATP but not identified therein, and at what stage of delivery they are.

**Table 3: Summary of 2016-21 ATP Active Travel Schemes**

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R01	Linlithgow (& Philpstoun)	Winchburgh / Broxburn	Re-surfacing of NCN (754) in partnership with Scottish Canals.	<input checked="" type="checkbox"/>				A section of improvement to the surface of the canal towpath was carried out. New links were created to the canal towpath in Linlithgow at Sports Centre and Academy.
R02	Linlithgow (& Philpstoun)	Winchburgh / Broxburn	On-road cycle lane – long-term aspiration.				<input checked="" type="checkbox"/>	Due to project complexity / absence of funding.
R03	Linlithgow (& Philpstoun)	Livingston / Bathgate	Off-road shared use path on B8046.			<input checked="" type="checkbox"/>		Concept / feasibility design undertaken on off-road shared use path between Threemiletown and Ecclesmachan.
R04	Armadale	Whitburn	Off-road link on B8084	<input checked="" type="checkbox"/>				B8084 Whitburn to Armadale Railway Station Cyclepath, completed in June 2021 – Provision of an off-road cyclepath between the two communities and connection to Armadale Railway Station.
R05	Blackridge and Armadale	Livingston	Potential route formed by B8084 off-road link plus new off-road scheme on A706 / A7066 / A89.	<input checked="" type="checkbox"/>				B7066 Greenrigg to Heartlands Cyclepath – One of the remaining sections to be delivered that will provide local and strategic active travel routes through West Lothian from North Lanarkshire to Edinburgh.
R06	Blackridge and Armadale	Livingston	Potential route formed by B8084 off-road link plus new off-road scheme on A706 / A7066 / A89.			<input checked="" type="checkbox"/>		B7066 Heartlands to Whitdale Roundabout – Another of the remaining sections to be delivered that will provide local and strategic active travel routes through West Lothian from North Lanarkshire to Edinburgh.
R07	Blackridge and Armadale	Livingston	Potential route formed by B8084 off-road link plus new off-road scheme on A706 / A7066 / A89.	<input checked="" type="checkbox"/>				A706 / A7066, Whitdale Roundabout to Boghead Roundabout, completed in November 2022 – Provision of a section of cyclepath to create an active travel corridor along the A89 with links to Armadale, Armadale Railway Station, Whitburn. Bathgate, Livingston, Broxburn, Uphall and Uphall Railway Station.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R08	West Calder / Harburn	Livingston	Footway widening / redetermination from West Calder to Livingston.				<input checked="" type="checkbox"/>	Section between Polbeth and West Calder was investigated. Given there is an alternative off-road route between Polbeth and West Calder, this option has been rejected. Consideration could be given to assessing the remaining section from Polbeth to Livingston.
R09	West Calder / Harburn	South Lanarkshire (Woolfords Auchengray & Tarbrax)	Quiet roads being considered.			<input checked="" type="checkbox"/>		Off road link West Calder to Harburn feasibility study and concept plan completed.
R10	Blackburn and Seafield	Livingston	Upgrade Seafield off-road connections.				<input checked="" type="checkbox"/>	Due to project complexity / absence of funding.
R11	Blackburn and Seafield	Livingston	Consider footway widening / redetermination along A705				<input checked="" type="checkbox"/>	Due to project complexity / absence of funding.
R12A	Blackburn	Bathgate	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.	<input checked="" type="checkbox"/>				Some minor improvements delivered as part of scheme delivering signal-control of Whitehill Industrial Estate access and Toucan across B792.
R12B	Blackburn	Bathgate	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.			<input checked="" type="checkbox"/>		Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R13A	Stoneyburn and Breich Valley	Whitburn / Addiewell	Off-road path improvements / upgrades.	<input checked="" type="checkbox"/>				Path between Foulshiels Road (West Foulshiels) and East Whitburn completed. Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design.
R13B	Stoneyburn and Breich Valley	Whitburn / Addiewell	Off-road path improvements / upgrades.			<input checked="" type="checkbox"/>		No improvements made between Foulshiels Road (West Foulshiels) and Stoneyburn. Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design.
R14	Stoneyburn and Breich Valley	Whitburn / Addiewell	New shared use paths alongside road.			<input checked="" type="checkbox"/>		Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design. Progress on Stoneyburn to Fauldhouse route with proposed footbridge across A706.
R15	Fauldhouse	Longridge	None required.	<input checked="" type="checkbox"/>				The provision of an off-road cycle path adjacent to the B7010, completed in October 2018, connecting the two communities.
R16	Fauldhouse / Longridge	Whitburn	Following Whitburn Charrette, masterplan to be reviewed with developer to secure greater integration between existing town and new greenways.				<input checked="" type="checkbox"/>	Due to project complexity / absence of funding.
R17	Kirknewton / East Calder / Mid Calder / Wilkieston	Livingston	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.			<input checked="" type="checkbox"/>		Feasibility study carried out on A71 active travel corridor options in 2016.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R18	Torphichen and Westfield	Armadale / Bathgate / Livingston	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.				<input checked="" type="checkbox"/>	Due to project complexity / absence of funding.

**Table 4: Summary of Other Active Travel Schemes**

Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
R08	Addiewell to Livingston study			<input checked="" type="checkbox"/>		A 2022 SEStran feasibility study has been undertaken, previously identified as part of the SEStran Strategic Network, that investigates active travel route options for walking, wheeling, and cycling facilities between the settlements, via West Calder, Polbeth, and Bellsquarry.
R19	Whitburn Road to Inchcross Industrial Estate	<input checked="" type="checkbox"/>				Whitburn Road to Inchcross Industrial Estate Footway Provision, completed in May 2021 – Provision of a footway from the residential area in Bathgate to the employment area at Inchcross Industrial Estate.



## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

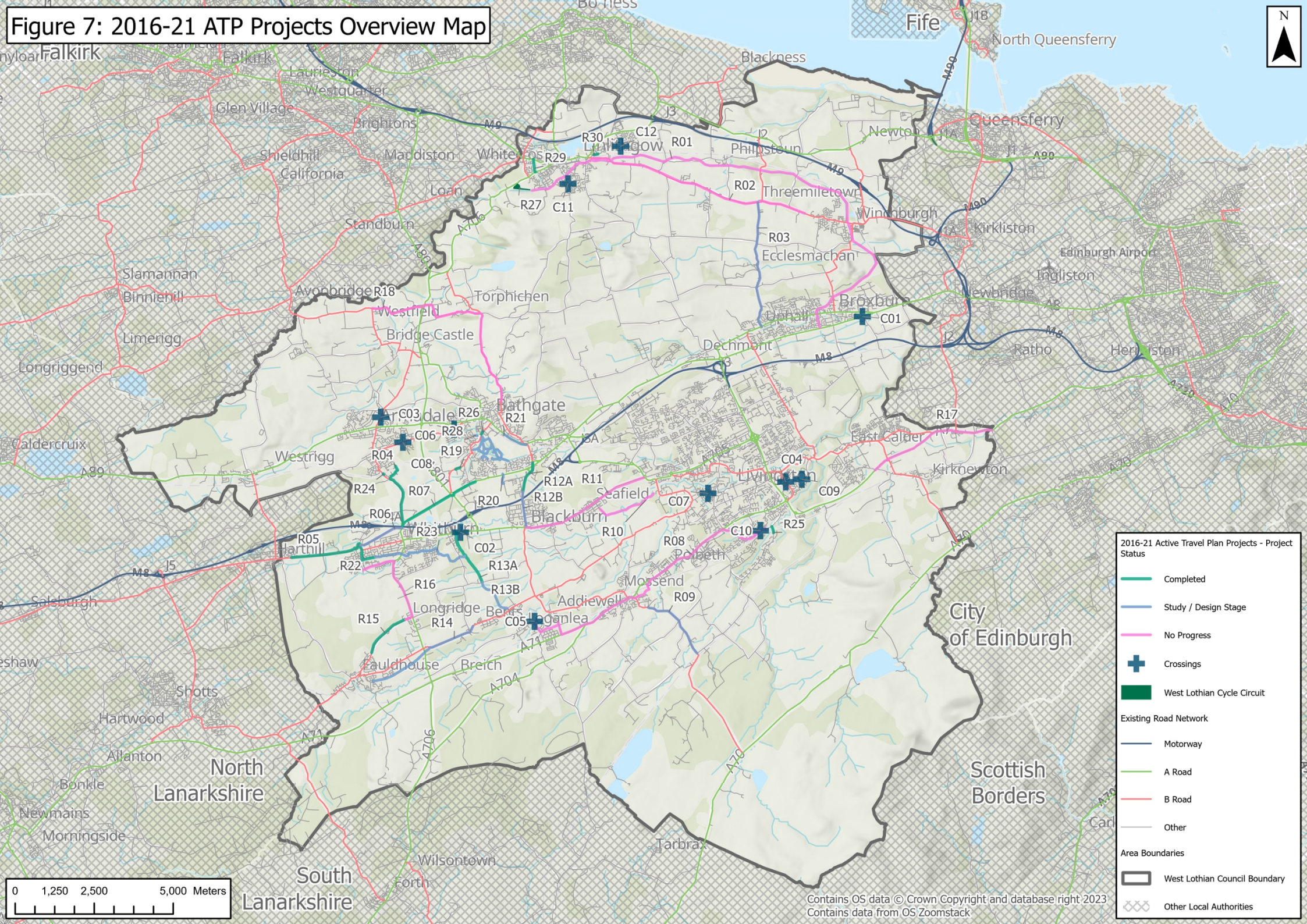
Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
R20	Wester Inch to Whitehill Industrial Estate	<input checked="" type="checkbox"/>				Wester Inch to Whitehill Industrial Estate – Provision of an off-road cycle path link between the housing area at Wester Inch and Whitehill Industrial Estate. The creation of the cycle path link provides a direct connection between the two areas to help encourage active travel movement between them.
R21	Guildiehaugh to Bathgate Railway Station, Edinburgh Road, Bathgate			<input checked="" type="checkbox"/>		Edinburgh Road, Guildiehaugh to Bathgate Railway Station – Design is at an advanced stage to provide a segregated cycleway linking into Bathgate Railway Station and town centre.
R22	Whitburn Town Walk – Phase 1	<input checked="" type="checkbox"/>				Whitburn Town Walk form Polkemmet Road - Phase 1, completed in June 2018 – Improvement of the off-road path running through Whitburn linking housing areas to schools and other amenities.
R23	Whitburn Town Walk – Phase 2	<input checked="" type="checkbox"/>				Whitburn Town Walk Improvements – Phase 2 and 3 – An improved off-road path running through Whitburn linking housing areas to schools and other amenities.
R24	Cappers Bridge, Armadale	<input checked="" type="checkbox"/>				Cappers Bridge, Armadale – Pedestrian / cyclist facilities, completed in June 2018 – Provision of a safe crossing over cappers bridge for pedestrians and cyclists to Southdale Primary School.
R25	Murieston Road to Murieston East Road, Livingston	<input checked="" type="checkbox"/>				Murieston Road to Murieston East Road, Livingston – Footway provision, completed in August 2018 – Provision of a footway connecting the residential area in Murieston to Livingston South Railway Station.
R26	Whitburn Road, Bathgate Pedestrian Improvements	<input checked="" type="checkbox"/>				Whitburn Road, Bathgate Pedestrian Improvements - Widening of a footway and improved crossing facilities, creating a safer environment for children to cycle/walk to St Mary's RC Primary School.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
R27	West Lothian Cycle Circuit	<input checked="" type="checkbox"/>				A 1 km, tarmac traffic-free circuit in Linlithgow, floodlit for year-round use. The facility is aims to help people of all ages and abilities to provide a safe environment to increase cycling confidence, improve physical and mental health, and create a more sustainable, healthier, happier, and better-connected community, creating a society where cycling is part of everyday life.
R28	Bathgate Meadows Nature Park			<input checked="" type="checkbox"/>		The vision is to create a large, high-quality, accessible, and wildlife-rich nature park on former industrial land, regenerating the rivers that run through the town, creating new direct active travel connections between Blackburn, Wester Inch, and the town centre and its transport hubs.
R29	Cellars Path, Linlithgow	<input checked="" type="checkbox"/>				Footway widening and cycleway provision.
R30	Capstan Walk, Linlithgow	<input checked="" type="checkbox"/>				Footpath resurfacing.

Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
C01-C12	Pedestrian / Cycle Crossings Various Locations		<input checked="" type="checkbox"/>			<p>Pedestrian / cycle crossings at various locations – 12 sites have been identified for improved crossing facilities including toucan and puffin crossings. Consideration was given for the need for improved facilities for those groups who experience the most difficulties. Once installed these facilities will improve accessibility and vulnerable users and support active travel. Locations include:</p> <ol style="list-style-type: none"> <li>01. A89 Junction of Newhouses Road, Broxburn – Pedestrian refuge island and associated footway provision.</li> <li>02. A705, Redmill Nursing Home, East Whitburn – Pedestrian refuge island.</li> <li>03. B8084 North Street, Armadale – Puffin Crossing.</li> <li>04. Calder Park Road, Mid Calder – Dropped kerb crossing.</li> <li>05. Church Street, Addiewell – Upgrade Puffin Crossing.</li> <li>06. Hardhill Road, Bathgate – Puffin Crossing.</li> <li>07. Kirkton South Road, Livingston – Toucan Crossing.</li> <li>08. Lower Bathville at Heathervale Walk, Armadale – Upgrade belisha beacon with new LED lighting.</li> <li>09. Main Street, Mid Calder – Puffin Crossing.</li> <li>10. Murieston West Road, Livingston – Toucan Crossing.</li> <li>11. Preston Road, Linlithgow – Puffin Crossing.</li> <li>12. Springfield Road, Linlithgow – Puffin Crossing.</li> </ol>

**Figure 7: 2016-21 ATP Projects Overview Map**



**2016-21 Active Travel Plan Projects - Project Status**

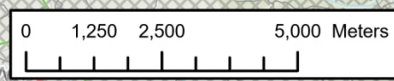
- Completed
- Study / Design Stage
- No Progress
- + Crossings
- West Lothian Cycle Circuit

**Existing Road Network**

- Motorway
- A Road
- B Road
- Other

**Area Boundaries**

- West Lothian Council Boundary
- Other Local Authorities



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## 5. Consultation and Engagement

### 5.1 Introduction

Members of the public and stakeholders were invited to provide feedback on their travel habits, their thoughts on active travel, and their feedback on the existing active travel network in West Lothian. Feedback was gathered through an online active travel survey and an online interactive map hosted via Placecheck. The consultation was linked via West Lothian Council's website and promoted via stakeholders and West Lothian Council's social media channels. 973 responses were gathered in total (643 survey responses and 330 Placecheck observations). The online active travel survey and Placecheck interactive map survey were made available online in May and June 2023. A second consultation activity in 2024 sought stakeholder feedback on the draft report.

### 5.2 Online Active Travel Survey

In response to the question 'would you like to walk or wheel (use a wheelchair or mobility scooter) for more everyday journeys' approximately 43% of respondents confirmed they would like to do so locally, approximately 31-37% confirmed they would like to do so to neighbouring towns and villages, and 20-26% confirmed they would like to do so to train stations / bus stops.

Of respondents that indicated improvements to facilities would help them walk or wheel more, the majority cited more traffic-free links (37%), further improvements cited included; places to stop and rest (12%), wider footways / footpaths (10%), improved lighting (10%), better accessibility, i.e., level surfaces and dropped kerbs (10%), less fear of crime (10%), more frequent road crossings (7%), and lower traffic speeds (5%).

Of respondents that indicated improvements to facilities would help them cycle more, the majority cited more traffic-free links (55%), further improvements cited included: more routes along quieter streets (13%), better links with public transport (12%), increased cycle parking at key locations (12%), and lower traffic speeds (8%).

Approximately 30% of respondents highlighted that access to a bicycle would support them to cycle more.

Respondents also highlighted several observations that stop them from walking, wheeling, or cycling more, the most common being missing links, personal safety concerns / antisocial behaviour, traffic speed and volume, pavement conditions, and the behaviour of others. Of the less prevalent responses, time / distance, health / fitness / confidence were barriers mentioned by several respondents, while others commented on the need for improved signposting, clearer mapping, better publicised routes, and more accessible routes, i.e., issues with barriers restricting access and inhibiting people using a wheelchair.

In a separate question asking for final comments, issues relating to public transport were predominant, with several references to the need for improvements to services.

### 5.3 Interactive Map Survey

To supplement the online active travel survey, an online interactive map was available for respondents to express their views on the things they like, things they do not like, and things West Lothian Council need to work on.

The most common theme cited in the responses to the interactive map survey related to personal safety, often relating to issues including traffic speed and volume, the behaviour of others, the lack of safe crossings, poor quality infrastructure, etc. The second most popular response theme referenced the absence of active travel infrastructure (missing links), while another common theme regarded the quality of the infrastructure, focussing on things that respondents do not like or could be done better. Another common theme, again focussing on things that respondents do not like or could be done better, was the need for more and better road crossings, particularly to provide improved access to: public transport (buses), existing active travel infrastructure, and leisure facilities, e.g., play parks, and shopping / commercial premises.

## **5.4 School Workshop**

To further supplement the consultation and engagement task, 28 Primary 6 pupils from Polkemmet Primary School in Whitburn participated in a 2-hour Big Street Survey workshop where they provided feedback on their journey to school, including their thoughts on the existing active travel network surrounding their school.

The school workshop identified the following five key actions that could improve the walking, wheeling, and cycling journey to school:

- Installation of cycle and scooter parking.
- Signs and fines for dog fouling and litter.
- Improved crossing point at school entrance.
- School streets – closing surrounding streets to traffic at school pick-up and drop-off times.
- Better maintenance of road and pavement surfaces.

A full review of the consultation and engagement exercise is provided in Appendix C.

## **5.5 School Champions Survey**

West Lothian Council has issued a survey to schools to encourage pupils and parents to identify barriers and constraints to active travel on routes to school. The active travel champions within each school will coordinate responses and recommendations will be identified. Recommended schemes / enhancements are to be delivered using Paths for All funding 2024/25.

## 6. A Vision for Active travel in West Lothian

From the policy context and consultation and engagement processes, West Lothian Council and its partners should be seeking to act to deliver improvements to active travel networks and supporting measures that enable and encourage more people to walk, wheel and / or cycle regularly, and for those people that do to do so more often.

A full review of the vision and objectives exercise is provided in Appendix D.

### 6.1 Vision

The national vision for Active Travel, from the *A Long-Term Vision for Active Travel in Scotland 2030* document, is that “by 2030, Scotland’s communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys.”

Based on the outputs from the baseline and engagement exercises summarised above, we have developed the following Vision portraying a West Lothian where active travel choices are able to be made routinely.

Our Vision is for West Lothian to become an active region with accessible, high-quality walking, wheeling, and cycling connections within and between communities. These will enable active travel for everyday journeys on a cohesive network, making active travel a viable and attractive way to get around. We will embrace a culture which promotes active and sustainable travel, supporting people of all ages and abilities to make active journey choices, benefiting their health, and reducing air pollution, carbon emissions and traffic levels.

### 6.2 Objectives

The outputs from the policy context and consultation and engagement tasks, and emerging from the Vision above, have supported the development of the following objectives for the 2024-29 ATP (that will ultimately be used as part of the multi-criteria assessment to identify key projects):

1. **Enable safe and inclusive active travel:** By improving existing and developing new active travel infrastructure that ensures safety, accessibility and inclusiveness in an environment that is attractive to use for as many people as possible.
2. **Encourage and support more people to make active and sustainable transport choices more often:** Through behaviour change initiatives; investing in campaigns and programmes to increase awareness of the benefits of active travel road safety, and responsible travel behaviour, as well as building on existing programmes to deliver local initiatives that enable and incentivise active travel.
3. **Enhance connectivity:** By creating a network which provides high quality connections for people walking, wheeling, and cycling within and between communities in West Lothian, connecting residential areas, educational institutions, workplaces, recreational spaces, and public transport hubs to facilitate convenient and interconnected journeys.

These objectives form a key component of the logic mapping process which defines West Lothian’s 2024-29 ATP, as summarised in Figure 8.

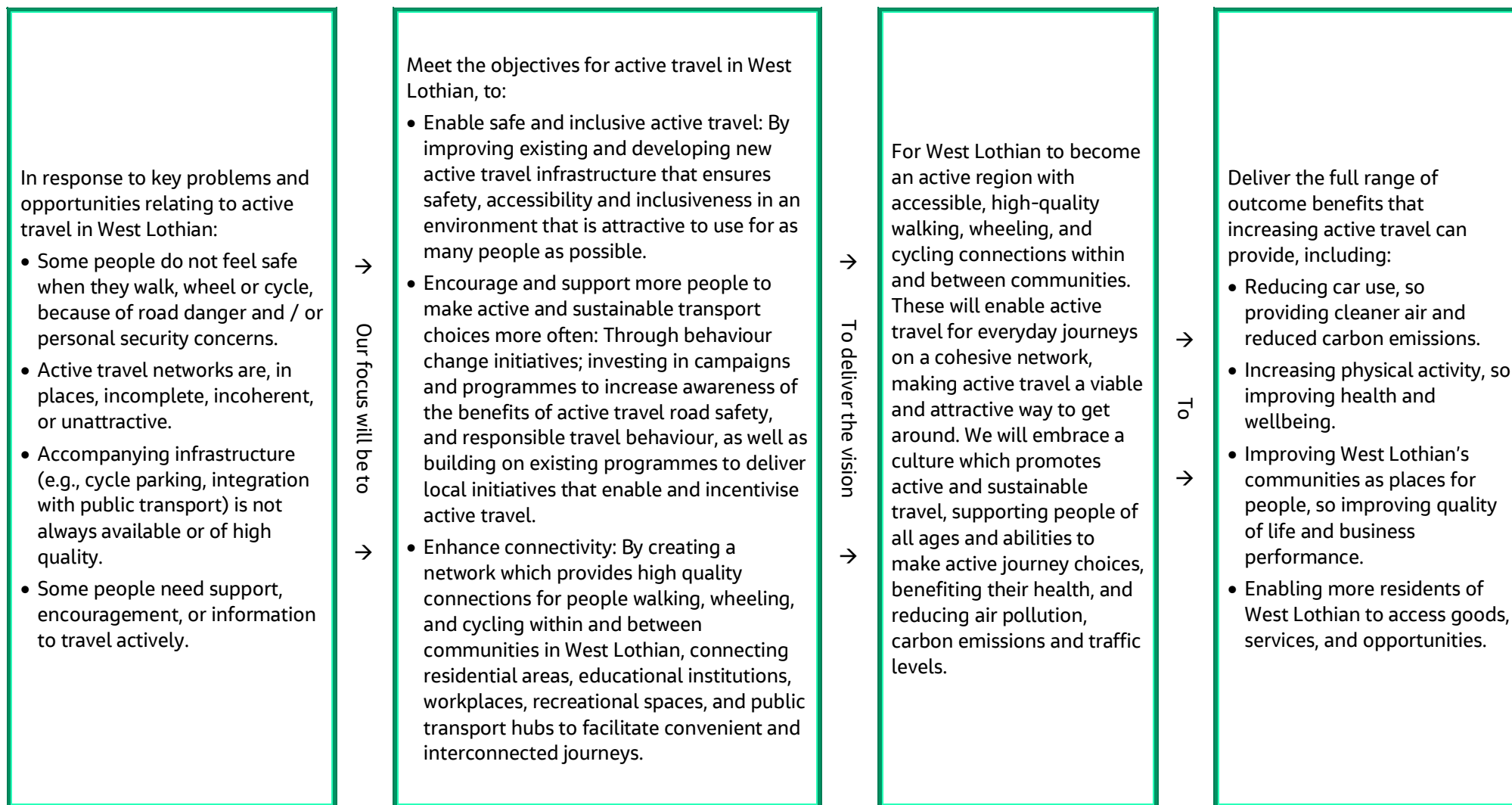


Figure 8: Logic Map



## 6.3 Monitoring and Evaluation

To assess the success of the 2024-29 ATP it will be necessary to monitor and evaluate achievements. This will be crucial in understanding if planned outcomes have been achieved. An appropriate monitoring and evaluation framework will ensure that resources are spent effectively and present the opportunity to change direction to more effective activities if necessary. However, for the monitoring and evaluation framework to be effective it is necessary to define the desired 2024-29 ATP outcomes.

Additionally, it will be important to measure the progress against planned outcomes, and therefore it has been necessary to define indicators to monitor progress, including consulting with bodies including Cycling Scotland and Sustrans.

As with the 2016-21 ATP, an exercise has been undertaken to provide a clear framework that links the identified objectives with:

- The planned outcomes, i.e., What is being achieved over short to medium term periods, e.g., more people choosing to walk, wheel, or cycle, and more often, and what is being achieved over the longer-terms, e.g., improved physical and mental health, better air quality, improved quality of life.
- What the barriers are to achieving these outcomes.
- How these outcomes can be achieved.
- What interventions need to be made, e.g., if five Bikeability courses are delivered (an input), then 150 pupils will have received Bikeability training (an output).
- What the monitoring indicators are that will demonstrate success.
- What the likely inputs will be, i.e., staff time, budgets, training courses, infrastructure etc.

Drawing on the themes emerging from the policy context and consultation and engagement processes introduced above, the Monitoring and Evaluation Framework presented in Table 5 highlights these relationships.

The indicators identified in Table 5 are based on readily available sources of data, e.g., the Scottish Household Survey and the Cycling Scotland Open Data portal, but consideration will be given to gathering data and information to better assess the impacts of individual interventions and the 2024-29 ATP. The first step will be to review existing data and monitoring sources to see what is already being gathered before commissioning any new data gathering.

**Table 5: Monitoring and Evaluation Framework**

Objective	What outcomes does the objective seek to deliver?	What are the barriers to achieving the objective / outcomes?	How can these outcomes be achieved?	Indicators of Progress	Required Inputs
Enable safe and inclusive active travel	<ul style="list-style-type: none"> <li>To support people of all ages and abilities to be able to choose to walk, wheel or cycle for everyday journeys.</li> </ul>	<ul style="list-style-type: none"> <li>People do not feel safe when travelling actively.</li> <li>Existing active travel infrastructure does not enable more sustainable choices to be made by all.</li> <li>Physical barriers or gaps in networks mean that people cannot complete journeys by active modes on accessible and convenient networks.</li> </ul>	<ul style="list-style-type: none"> <li>With an active travel network (including connections to other transport modes) that is safe, attractive, accessible, and cohesive.</li> <li>Improved road and shared-use path user behaviour.</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of active travel schemes - improve existing and develop new active travel infrastructure (West Lothian Council reporting of scheme delivery).</li> <li>A higher modal share by active travel for short journeys, including journeys to work and to education (Scottish Household Survey travel diary data)</li> <li>Increased investment in active travel schemes / interventions (West Lothian Council records / Cycling Scotland Open Data portal).</li> </ul>	<ul style="list-style-type: none"> <li>Council staff time and skills.</li> <li>Partner organisation staff time and skills.</li> <li>Communities' time and local knowledge.</li> <li>Investment in infrastructure / maintenance / behaviour change initiatives / information provision etc.</li> </ul>
Encourage and support more people to make active and sustainable transport choices more often	<ul style="list-style-type: none"> <li>A more inclusive transport system.</li> <li>Community-led projects and local empowerment.</li> <li>Places for people and vibrant communities.</li> </ul>	<ul style="list-style-type: none"> <li>People do not see active travel as relevant or aspirational to them.</li> <li>People are unaware of opportunities for active travel.</li> <li>People need support to make a change.</li> </ul>	<ul style="list-style-type: none"> <li>Through behaviour change initiatives.</li> <li>Investing in campaigns and programmes to increase awareness of the benefits of active travel, road safety, and responsible travel behaviour.</li> <li>Informing people about active travel networks.</li> <li>Building community capacity to support promotion of active travel.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of easily available and accessible active travel network mapping (West Lothian Council reporting).</li> <li>Increase the number of Cycling Friendly Schools and Campuses (Cycling Scotland reporting).</li> <li>Increase the number of Cycling Friendly Employers (Cycling Scotland reporting).</li> <li>Usage of bike libraries (reporting by West Lothian Bike Library initiative).</li> <li>Increase Bikeability Scotland Level 2 training (Cycling Scotland reporting).</li> </ul>	<ul style="list-style-type: none"> <li>Council staff time and skills.</li> <li>Partner organisation staff time and skills.</li> <li>Communities' time and local knowledge.</li> <li>Investment in infrastructure / maintenance / behaviour change initiatives / information provision etc.</li> </ul>

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Objective	What outcomes does the objective seek to deliver?	What are the barriers to achieving the objective / outcomes?	How can these outcomes be achieved?	Indicators of Progress	Required Inputs
Enhance connectivity	<ul style="list-style-type: none"> <li>• A network that provides high quality connections for people walking, wheeling, and cycling within and between communities in West Lothian.</li> <li>• Places for people and vibrant communities.</li> <li>• More vibrant local economies.</li> <li>• Economic growth through economic activity from users of active travel facilities.</li> <li>• West Lothian is viewed as an attractive place to live and do business in.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing active travel infrastructure does not enable more sustainable choices to be made by all.</li> <li>• Physical barriers or gaps in networks mean that people cannot complete journeys by active modes on accessible and convenient networks.</li> </ul>	<ul style="list-style-type: none"> <li>• With a network that provides high quality connections for people walking, wheeling, and cycling within and between communities in West Lothian, connecting residential areas, educational institutions, workplaces, recreational spaces, and public transport hubs to facilitate convenient and interconnected journeys.</li> <li>• Create a cohesive network that enables active travel across West Lothian and to/from neighbouring authorities.</li> <li>• Enhance active travel and public transport integration.</li> <li>• Ensure routes are accompanied by consistent, coherent signage to ensure that the route is easily identifiable, navigation is intuitive and connections to nearby destinations are clearly communicated.</li> </ul>	<ul style="list-style-type: none"> <li>• Delivery of active travel schemes - improve existing and develop new active travel infrastructure (West Lothian Council reporting of scheme delivery).</li> <li>• Increased investment in active travel schemes / interventions (West Lothian Council records / Cycling Scotland Open Data portal).</li> <li>• The number and usage of public cycle parking spaces (surveys).</li> <li>• Number of active journeys undertaken (surveys), i.e., improved before and after monitoring of active travel trips.</li> <li>• An increase in the number of children walking, wheeling, or cycling to school (Hands Up Survey Scotland data).</li> </ul>	<ul style="list-style-type: none"> <li>• Council staff time and skills.</li> <li>• Partner organisation staff time and skills.</li> <li>• Communities' time and local knowledge.</li> <li>• Investment in infrastructure / maintenance / behaviour change initiatives / information provision etc.</li> </ul>

## 7. An Active Travel Action Plan

This section sets out a proposed Active Travel Action Plan, seeking to deliver on the Vision and Objectives identified in Chapter 6, focussing on the following key aspects:

- Route Network Plan.
- Behaviour Change Plan.
- Delivery – through funding and partnership working.

### 7.1 Route Network Plan

#### 7.1.1 A Spatial Framework

From the Bathgate Hills to the Harburn moors, through the new town grid of Livingston, West Lothian is a varied and dynamic area. Its industrial heritage is visible alongside modern development such as Heartlands in Whitburn, Wester Inch in Bathgate, and emerging core development areas in Winchburgh, East Calder and the former Bangour Village Hospital. West Lothian's landscape and natural heritage, including Linlithgow Palace, the River Avon, Bathgate and Pentland Hills, the Union Canal (national cycle route), and the three country parks, attract residents and visitors. West Lothian benefits from several National Cycle Network Routes including the NCN75 passing east west through the county and NCN76 traversing the Forth Shore, as well as a variety of other active travel routes including core paths, footpaths, footways, cycle lanes, cycle tracks, and mixed traffic streets (see Figure 13). However, that same landscape that attracts visitors can also be a barrier to active travel trips, particularly in a north-south direction.

Infrastructure to support active travel choices is key to achieving the Vision and Objectives identified in this Plan, focussing on infrastructure at a local level (within settlements) and at a strategic level (between towns and across boundaries), to create a comprehensive active travel network.

#### 7.1.2 Network Plan Development Methodology

##### 7.1.2.1 Introduction

This section summarises the methodology used to develop the Active Travel Network for West Lothian's 2024-29 ATP. The network planning process utilises several data sources including:

- SEStran's Strategic Network
- Current / planned infrastructure
- Trip Generators / Attractors and Planned Development
- The Network Planning Tool (NPT) Scotland
- Dashlane Scotland Commute Data
- Strava Metro Data (including trip data and routes tool)

Reviewing these data sources, a route network has been developed and refined and subsequently presented in the form of Primary and Secondary routes.

##### 7.1.2.2 Data Sources

###### 7.1.2.2.1 SEStran Strategic Network

The SEStran Strategic Network<sup>25</sup> presents a framework for coordinated development of cross boundary active travel routes connecting cities, towns, neighbourhoods, settlements, and public transport hubs in the SEStran region. The first step was to map the relevant SEStran Strategic Network routes and key settlements for the West Lothian region (key settlements adjacent to the local authority border were also mapped to allow for analysis of potential cross boundary connections). The indicative strategic network was then mapped to the

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<sup>25</sup> [SEStran Strategic Network](#)

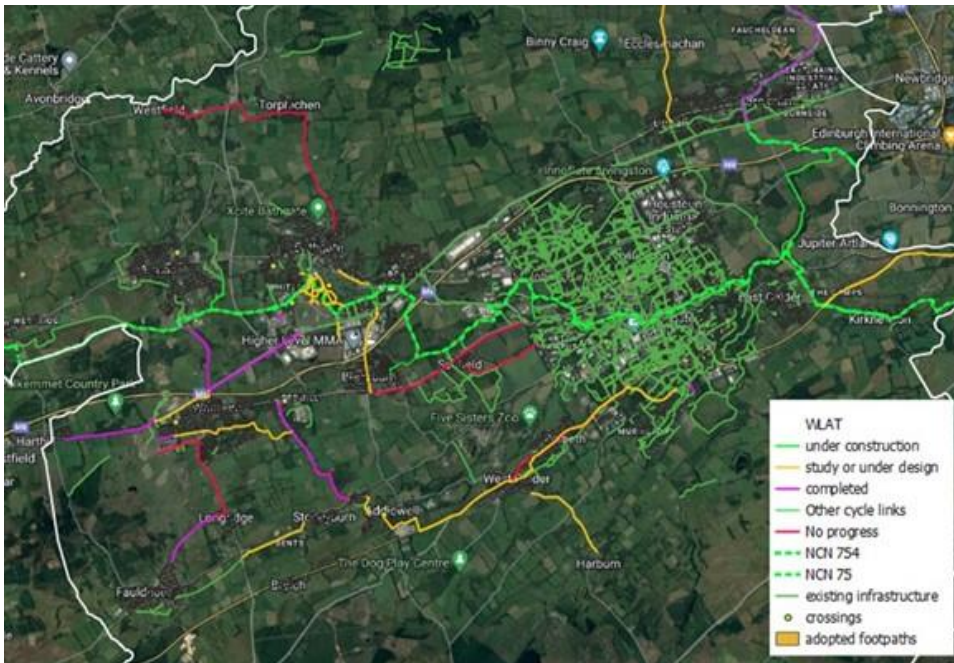
current active travel network (as illustrated in the image below) to form an initial base network for the 2024-29 ATP. This is illustrated in more detail in Figure 9.



SEStran Indicative Strategic Network

### 7.1.2.2.2 Current / Planned Routes

The second stage comprised mapping the current walking, wheeling, and cycling network in GIS (as illustrated in the image below). This included mapping the active travel schemes from the 2016-21 ATP differentiated according to progress. This allowed for previously planned schemes to be utilised in the network planning process, as well as integrating / improving current infrastructure. The current and planned active travel routes are illustrated more detail in Figure 10.



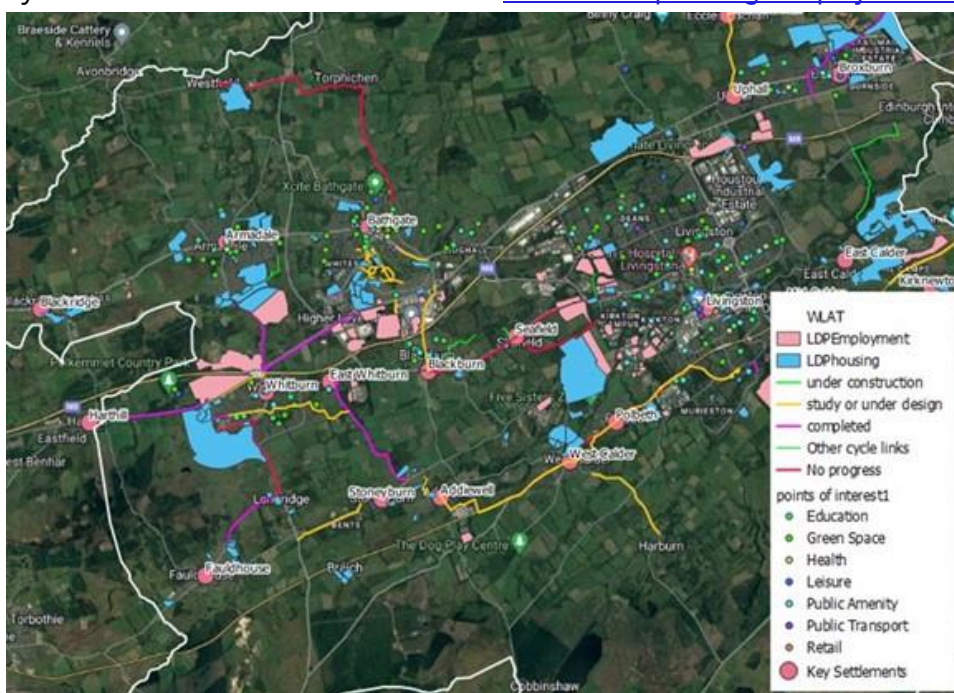
Current and Planned Infrastructure

### 7.1.2.2.3 LDP Allocations and Key Trip Attractors

The key planned employment and housing development sites from the West Lothian Local Development Plan (LDP)<sup>26</sup> were then mapped alongside key trip generators and attractors in the form of 'points of interest'. These key trip generators and attractors comprise:

- Education
- green space
- health
- leisure
- public amenity
- public transport
- retail

This supported the development of the 2024-29 ATP network process illustrating connections between these key trip generators and attractors. This is illustrated in the image below and in more detail in Figure 11, and by council ward on West Lothian Council's [Active travel planning and projects webpage](#).



Trip Generators / Attractors and Planned Development

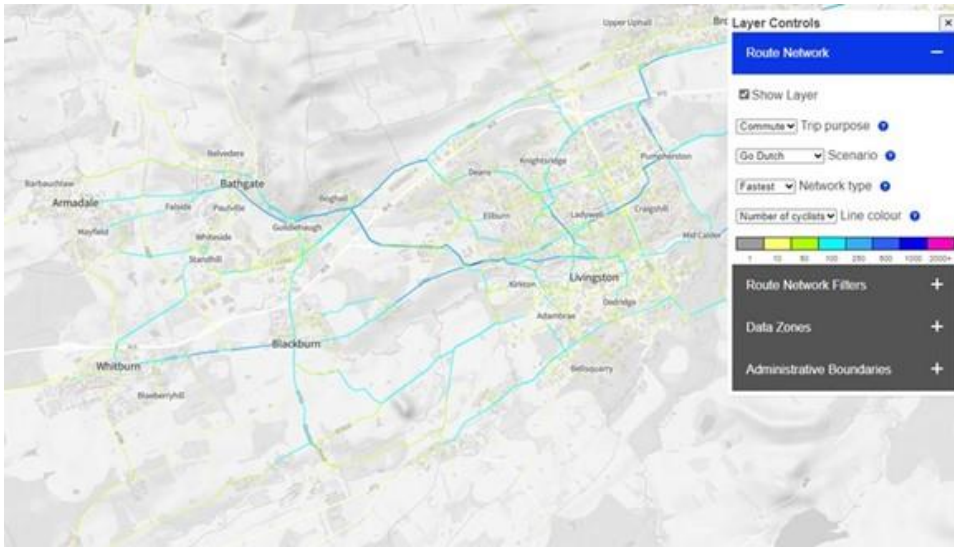
### 7.1.2.2.4 Network Planning Tool (NPT) Scotland

The NPT Scotland<sup>27</sup> is a web application (as illustrated in the image below), developed by Sustrans and Transport Scotland to plan strategic cycle networks in Scotland. It estimates cycling potential down to the street level, based on 2011 census data for cycle commuting trips. The NPT also allows for mapping of population density and deprivation which aids in the analysis of where active travel routes may be required.

As noted in the NPT, there is strong evidence that cycle users prefer the most direct route, reducing journey times and the physical effort of cycling. However, cycle users may also make detours away from roads that are (or are perceived to be) dangerous. The NPT has been used to demonstrate the key demand corridors for potential cycle trips in West Lothian.

<sup>26</sup> [West Lothian LDP](#)

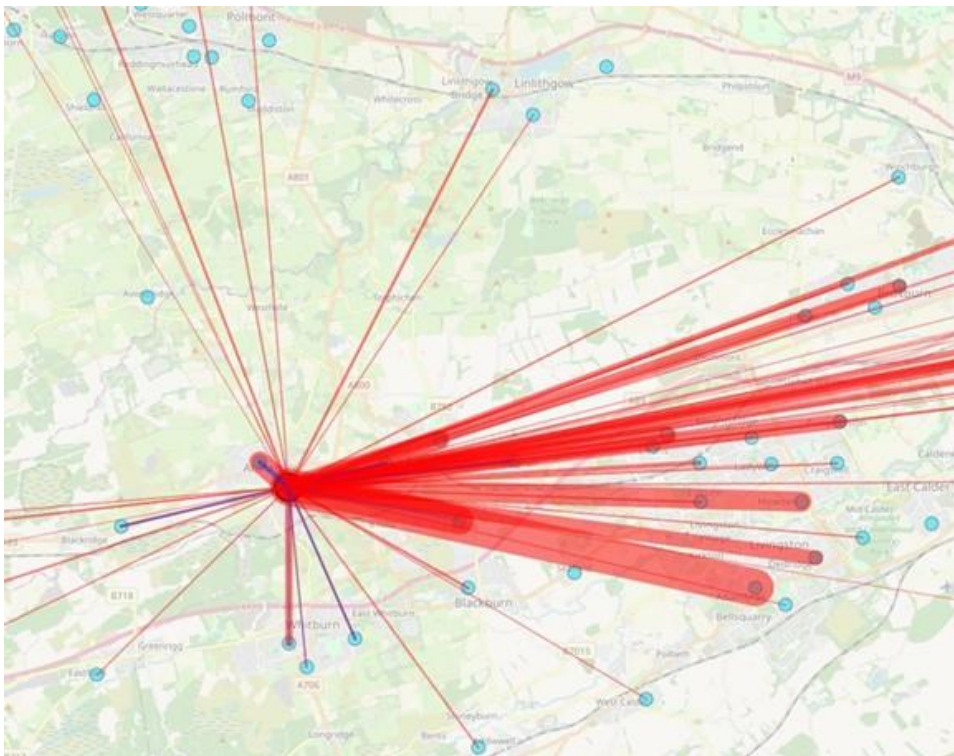
<sup>27</sup> [NPT Scotland](#)



Network Planning Tool (NPT) Scotland

### 7.1.2.2.5 Datashine Scotland Commute Data

Datashine Commute Scotland<sup>28</sup> data was referenced to supplement the NPT. This allows for the mapping of commuting trips by all modes (as illustrated in the image below) which gives a more comprehensive representation of where people are commuting to and from (using data from the 2011 Census), and the potential for trips to be made by active travel if adequate infrastructure is provided. It also shows the potential for multimodal trips, e.g., if there is high car demand from Broxburn to Edinburgh, a multimodal alternative trip would be to cycle to Uphall train station and travel by train to Edinburgh. It was important to ensure that these high demand corridors were catered for in developing the network plan for the 2024-29 ATP.



Datashine Scotland Commute Data

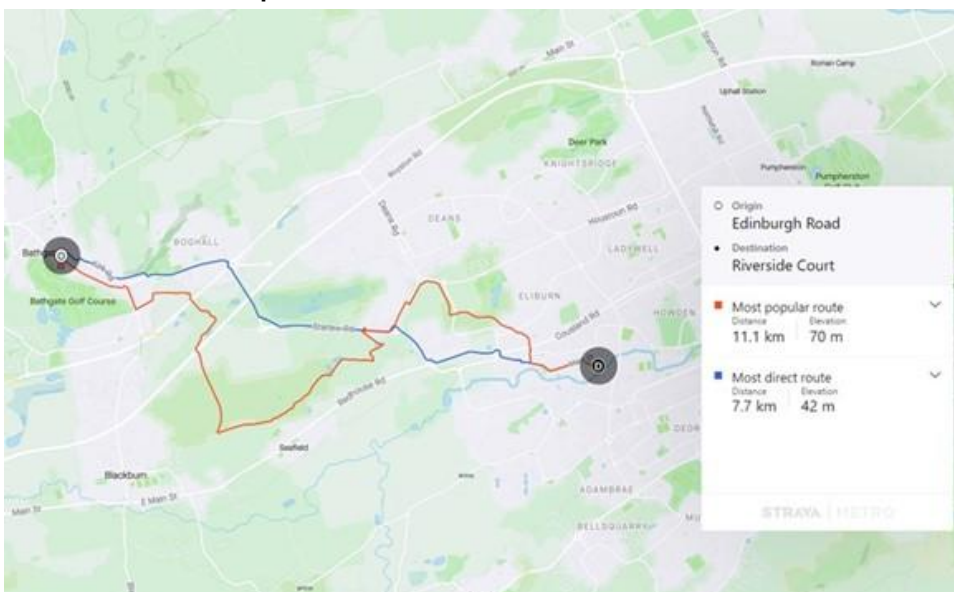
<sup>28</sup> [Datashine Scotland Commute](#)

### 7.1.2.2.6 Strava Metro Data

Online Strava Metro<sup>29</sup> data for West Lothian was also referenced, reviewing where people currently cycle. This illustrates the most popular routes, presenting an indication of current demand. The Strava Metro routes tool was also referenced. This illustrates the most direct and most popular route options and assisted in the planning of routes between settlements, taking current and proposed infrastructure into account. Both are illustrated in the images below.



Strava Metro Heatmap

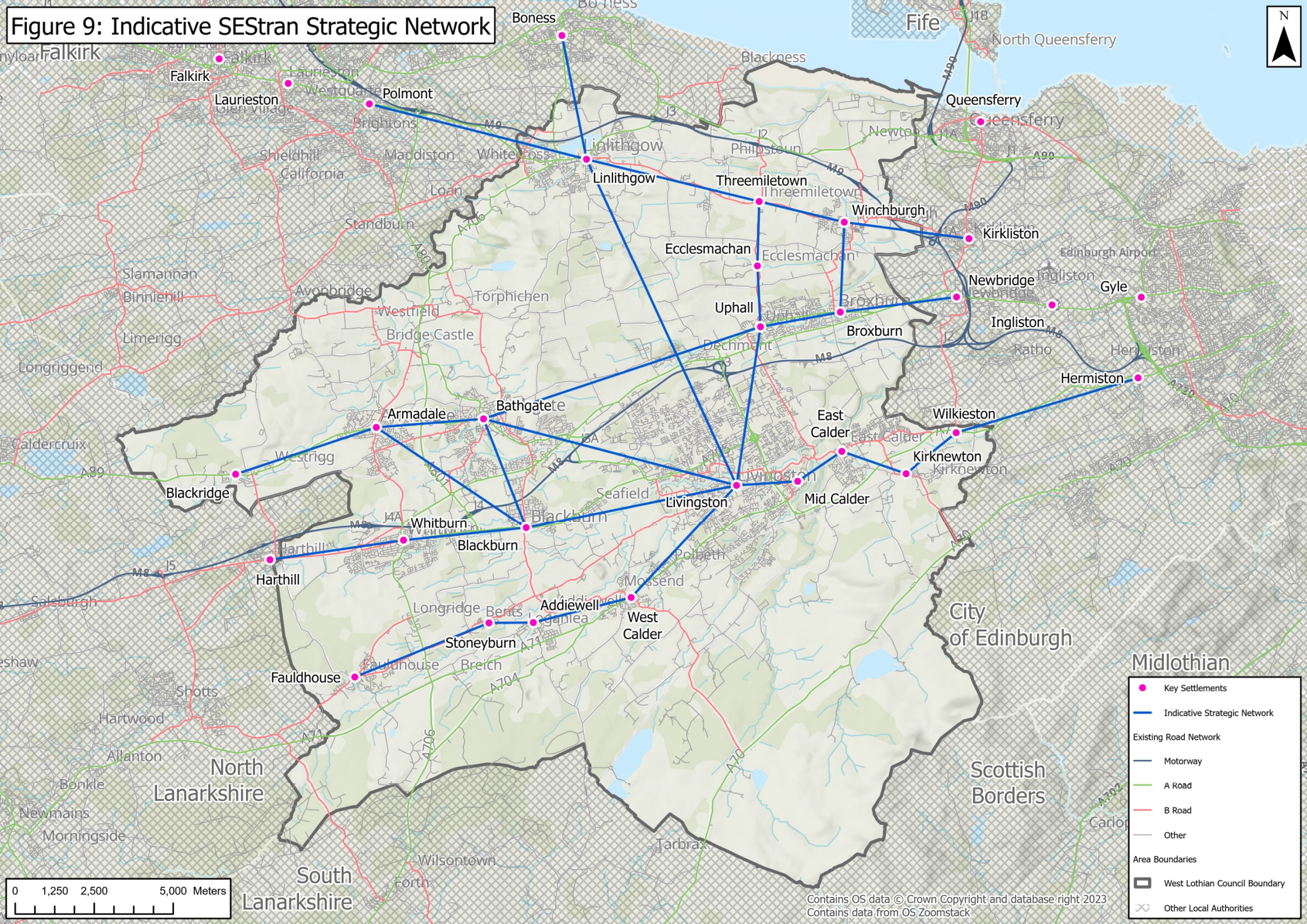


Strava Metro Routes Tool

<sup>29</sup> [Strava Metro](#)



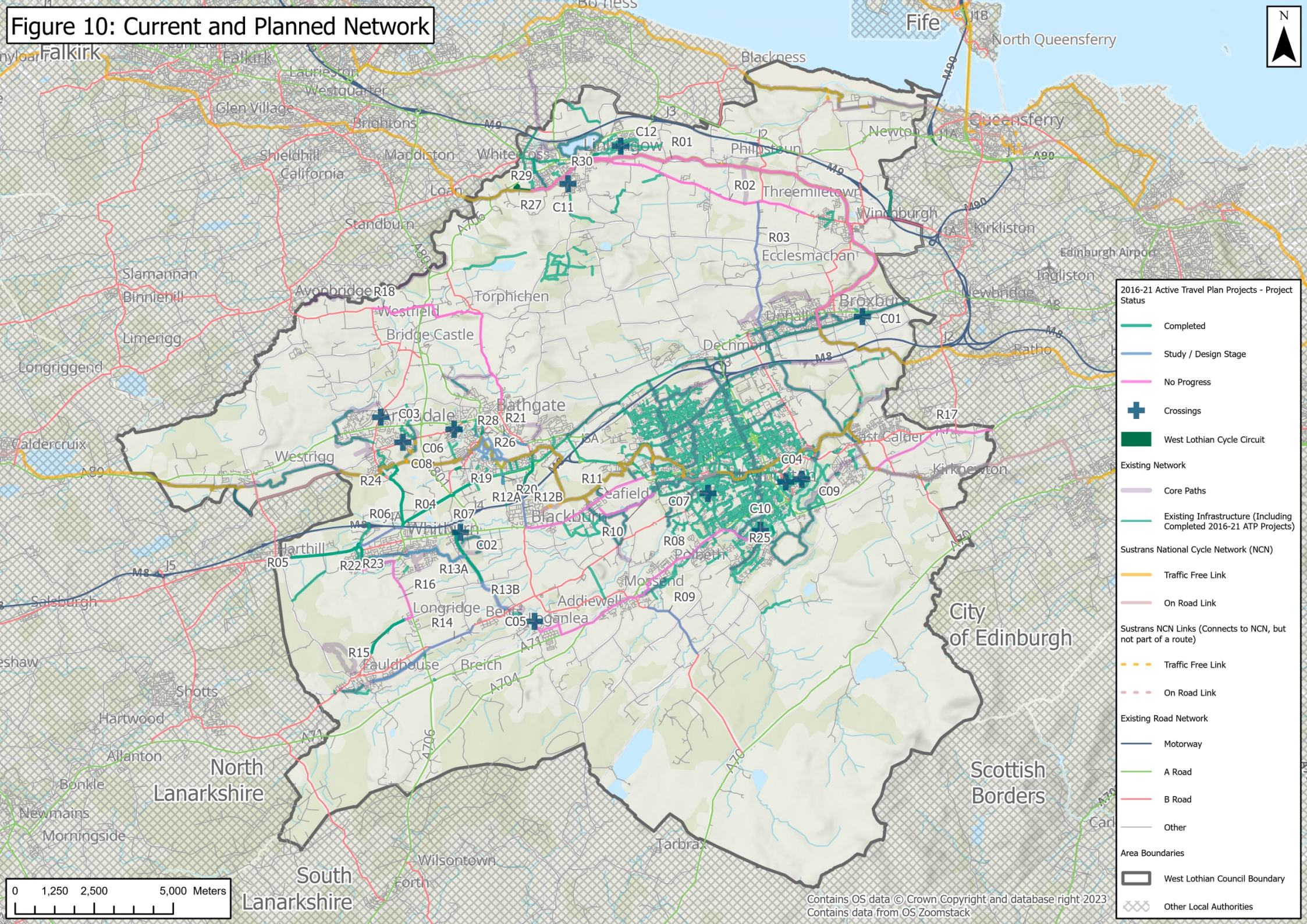
**Figure 9: Indicative SEStran Strategic Network**



<span style="color: pink;">●</span>	Key Settlements
<span style="color: blue;">—</span>	Indicative Strategic Network
Existing Road Network	
<span style="color: blue;">—</span>	Motorway
<span style="color: green;">—</span>	A Road
<span style="color: red;">—</span>	B Road
<span style="color: grey;">—</span>	Other
Area Boundaries	
<span style="border: 1px solid grey; display: inline-block; width: 10px; height: 10px;"></span>	West Lothian Council Boundary
<span style="border: 1px dashed grey; display: inline-block; width: 10px; height: 10px;"></span>	Other Local Authorities

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Contains data from OS Zoomstack

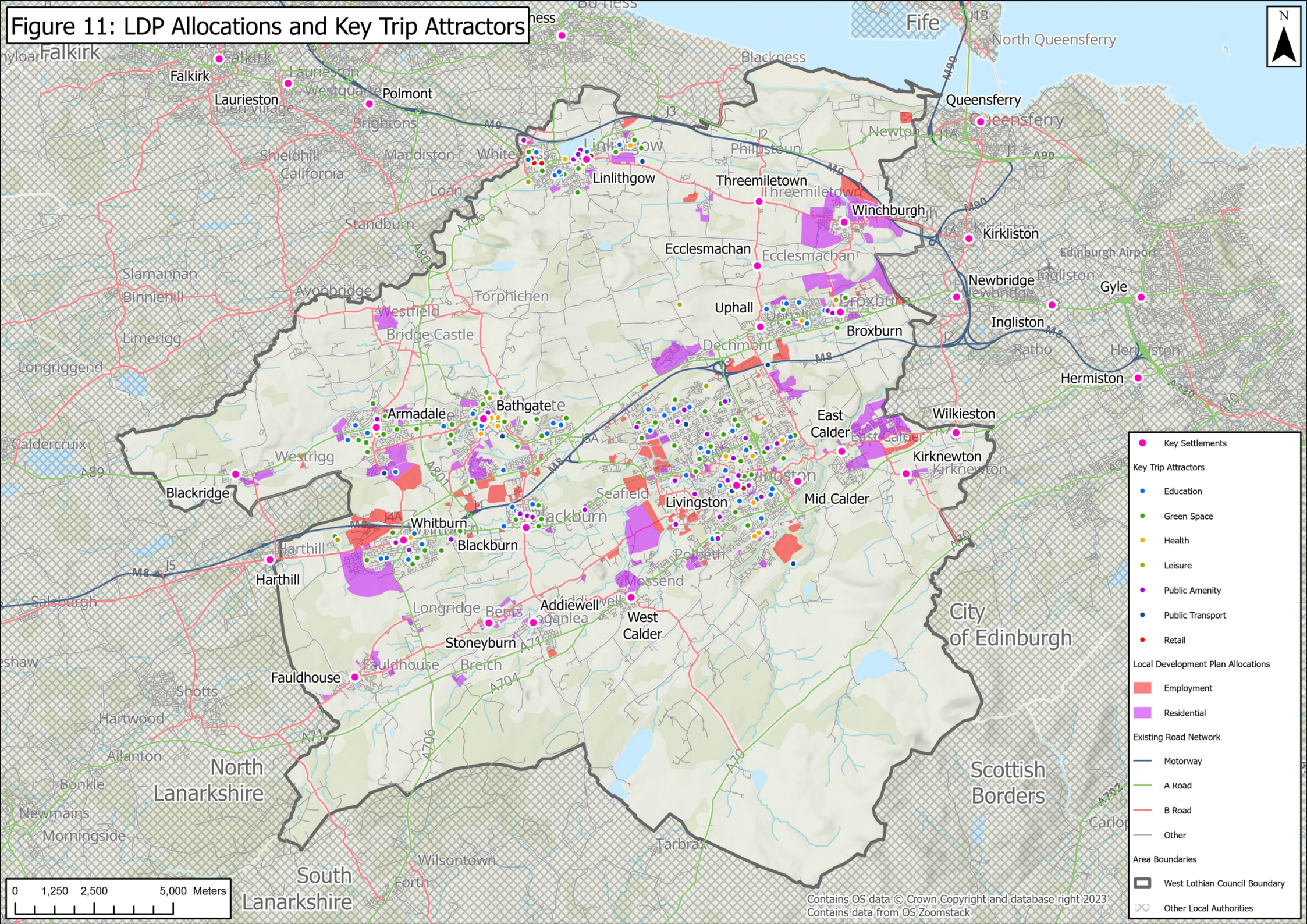
**Figure 10: Current and Planned Network**



- 2016-21 Active Travel Plan Projects - Project Status**
- Completed
  - Study / Design Stage
  - No Progress
  - + Crossings
  - West Lothian Cycle Circuit
- Existing Network**
- Core Paths
  - Existing Infrastructure (Including Completed 2016-21 ATP Projects)
- Sustrans National Cycle Network (NCN)**
- Traffic Free Link
  - On Road Link
- Sustrans NCN Links (Connects to NCN, but not part of a route)**
- Traffic Free Link
  - On Road Link
- Existing Road Network**
- Motorway
  - A Road
  - B Road
  - Other
- Area Boundaries**
- West Lothian Council Boundary
  - Other Local Authorities

0 1,250 2,500 5,000 Meters

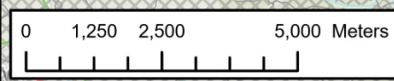
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**Figure 11: LDP Allocations and Key Trip Attractors**



- Key Settlements
- Key Trip Attractors
  - Education
  - Green Space
  - Health
  - Leisure
  - Public Amenity
  - Public Transport
  - Retail
- Local Development Plan Allocations
  - Employment
  - Residential
- Existing Road Network
  - Motorway
  - A Road
  - B Road
  - Other
- Area Boundaries
  - ▭ West Lothian Council Boundary
  - ⊗ Other Local Authorities



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 Contains data from OS Zoomstack

#### **7.1.2.2.7 Stakeholder Engagement**

As referenced in Chapter 5 and further described in Appendix C, members of the public and stakeholders were invited in May and June 2023 to provide feedback on their travel habits, their thoughts on active travel, and their feedback on the existing active travel network in West Lothian. Feedback was gathered through an online active travel survey and an online interactive map hosted via Placecheck. The consultation was linked via West Lothian Council's website and promoted via stakeholders and West Lothian Council's social media channels. 973 responses were gathered in total (643 survey responses and 330 Placecheck observations).

##### **7.1.2.2.7.1 Online Active Travel Survey**

Further to a significant proportion of respondents indicating that improvements to facilities would help them walk, wheel, or cycle more, many referenced specific missing links, including:

- More north to south safe routes.
- Short sections of cycle provision on St Ninian's Road, Linlithgow that do not connect with any other designated cycleways.
- Completion of the link between East Whitburn to Stoneyburn.
- Active travel between Stoneyburn and other nearby communities / facilities.
- Lack of active travel links between Newton and other nearby communities / facilities.
- A missing link between Dixon Terrace and Polkemmet Road in Whitburn.
- Lack of active travel links between Uphall and Threemiletown.
- The inefficient / disjointed route between Wester Inch and Bathgate Railway Station.

All missing link suggestions were considered when developing the network and incorporated as appropriate.

##### **7.1.2.2.7.2 Interactive Map Survey**

To supplement the online active travel survey, an online interactive map was available for respondents to express their views on the things they like, things they do not like, and things West Lothian Council need to work on.

The second most popular response theme, second to personal safety, referenced the absence of active travel infrastructure (missing links), most notably:

- Between Threemiletown and Uphall.
- To / from the northern part of Armadale.
- To / from Beecraigs and north / south via Bathgate Hills.
- Routes around Livingston Centre.
- Between West Calder / Polbeth and Livingston.
- Between East Calder and Mid Calder.
- Between Linlithgow and Winchburgh, and beyond to Edinburgh.
- Between West Lothian and Edinburgh via the A71.

All missing link suggestions were considered when developing the network and incorporated as appropriate.

## 7.1.3 Primary and Secondary Network Development

### 7.1.3.1 Definition of an Active Travel Network

The existing network for walking and cycling in West Lothian (see ) comprises the provision of elements including those summarised in Table 6.

**Table 6: Existing Active Travel Network**

Provision	Description
Links	<ul style="list-style-type: none"> <li>• Footways / footpaths, i.e., footways associated with a road and remote footpaths.</li> <li>• Remote cycle tracks shared with pedestrians.</li> <li>• Cycle tracks adjacent to carriageway separated from pedestrians.</li> <li>• Cycle tracks adjacent to carriageway shared with pedestrians.</li> <li>• Cycle lanes.</li> <li>• Mixed traffic streets.</li> </ul>
Crossings	<ul style="list-style-type: none"> <li>• Uncontrolled pedestrian crossings.</li> <li>• Signal-controlled pedestrian crossing, e.g., puffin crossings.</li> <li>• Uncontrolled shared use crossings.</li> <li>• Signal-controlled shared use crossing, e.g., toucan crossings.</li> <li>• Pedestrian and shared use underbridges.</li> <li>• Pedestrian and shared use overbridges.</li> </ul>
Junctions	<ul style="list-style-type: none"> <li>• Advanced stop lines, generally associated with cycle lane provision.</li> </ul>
Trip End Facilities	<ul style="list-style-type: none"> <li>• Cycle parking, generally Sheffield stands, and two-tier stands at railway stations.</li> <li>• Calderwood Mobility Hub.</li> </ul>

To support a progressive change in walking and cycling for everyday journeys, it will be prudent to plan for larger volumes of walking, wheeling, and cycling journeys. A plethora of policies and design guidance and standards exists in Scotland that reflect the geometric parameters that walking, wheeling, and cycling infrastructure should seek to provide. Many of these accord with good practice and are appropriate for use in West Lothian. A summary is presented in Appendix E.

This Plan focusses on links and identifies a council-wide active travel network that utilises two link types, i.e., Primary and Secondary links (see Table 7 and Figure 14), as suggested in Cycling by Design 2021 but amended slightly to account for those walking and wheeling:

- **Primary routes:** These link key trip generators / attractors, likely to attract the highest demand for walking, wheeling, and cycling, and will often be used for commuting trips.
- **Secondary routes:** These link local centres and local trip generators / attractors. These will generally be connected to the wider primary route network.

The data sources outlined above were utilised to determine where the primary and secondary routes should be and what route they should take on the network, based on the core design principles also presented in Cycling by Design:

- Safety
- Coherence
- Directness
- Comfort
- Attractiveness
- Adaptability

Matters relating to feasibility, cost, and public acceptability of potential routes were also considered. Where possible, current / planned infrastructure has been utilised in the planning of the network.

**Table 7: Primary and Secondary Network**

Ref.	Route	Type	Length (m)
1	Linlithgow to Bo'ness	Primary	6233
2	Polmont to Linlithgow	Primary	6520
3	Linlithgow to Kirkliston via Winchburgh	Primary	12533
4	Threemiletown to Uphall	Primary	4061
5	Linlithgow to Dechmont	Primary	8900
6	Fauldhouse to Addiewell	Primary	8272
7	Addiewell to Bankton Roundabout, Livingston	Primary	9802
8	Blackburn to Livingston	Primary	7656
9	Bathgate to Blackburn	Primary	4399
10	Blackridge to Armadale	Primary	5200
11	Armadale to Bathgate	Primary	3416
12	Bathgate to Uphall	Primary	7066
13	Harthill to Whitburn	Primary	5606
14	Whitburn to Blackburn	Primary	3808
15	Uphall to Broxburn	Primary	4750
16	East Calder towards Hermiston	Primary	5634
17	Mid Calder to East Calder	Primary	2919
18	Mid Calder to Livingston	Primary	2094
19	Armadale to Armadale Station	Primary	1714
20	Whitburn to Bathgate	Primary	6301
21	Longridge to Whitburn	Primary	2703
22	Stoneyburn to East Whitburn	Primary	3257
23	Livingston Centre to Livingston North Station	Primary	2561
24	Dechmont to Livingston Centre	Primary	4127
25	Bankton Road to Livingston South Station	Primary	1607
26	Livingston South Station to Murieston	Primary	1759
27	Livingston South Station to Livingston Centre	Primary	2031
28	Livingston Centre to B7015	Primary	3035
29	Bathgate to Westfield via Torpichen	Primary	7343
30	NCN 754 Improvements	Primary	17112
31	East Calder to Kirknewton NCN 75 Improvements	Primary	3964
32	Uphall to Uphall Station Improvements	Primary	1404
33	Seafield to Livingston River Almond Path Improvements	Primary	5436
34	Bathgate to Livingston	Primary	3255

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Route	Type	Length (m)
35	Guildiehaugh Roundabout to Boghall Roundabout	Primary	1398
36	Armadale Station to Whitburn	Primary	2638
37	Fauldhouse to Longridge	Primary	2622
38	A705 Main Street to A706 on A801 and via M8 Junction 4	Primary	1397
39	Dixon Terrace	Secondary	1044
40	Mill Road to A706	Secondary	1000
41	A706 Linlithgow	Secondary	1407
42	A803 Linlithgow	Secondary	1837
43	Linlithgow Loch Improvements	Secondary	748
44	Linlithgow Springfield Road Connection	Secondary	2027
45	Uphall to Broxburn Improvements	Secondary	3964
46	Uphall Broxburn North Improvements	Secondary	1699
47	Brox Burn Path Improvements	Secondary	2484
48	Bathgate Western Connection	Secondary	1550
49	Bathgate South Development Connection	Secondary	683
50	Bathgate Improved NCR Connection	Secondary	777
51	Bathgate Marjoribanks Street Connection	Secondary	1387
52	Bathgate North Bridge Street Connection	Secondary	493
53	Uphall Station to Livingston West	Secondary	5134
54	Pumperston to Livingston West	Secondary	5825
55	West Calder to Harburn	Secondary	3087
56	Whitburn East West Connection	Secondary	4408
57	Armadale South Development Connection	Secondary	1257
58	Armadale South Development Connection 2	Secondary	622
59	Armadale North Development Connection	Secondary	763
60	Armadale North Development Connection 2	Secondary	637
61	Broxburn North Development Connection	Secondary	1119
62	Broxburn North Development Connection 2	Secondary	783
63	Broxburn West Development Connection	Secondary	1669
64	Carmondean Connection	Secondary	1921
65	Wester Dechmont to A89	Secondary	1147
66	Dechmont Development Connection	Secondary	539
67	Mid Calder to Calderwood Improvements	Secondary	2373
68	West Calder North Development Connection	Secondary	2573
69	Livingston West Development Connection	Secondary	2009
70	Whitburn South Development Connection 1	Secondary	799
71	Whitburn South Development Connection 2	Secondary	655

Ref.	Route	Type	Length (m)
72	NCN 76	Secondary	6896
73	Longridge to Breich	Secondary	2156
74	Breich Station Connection	Secondary	1309
75	Addiewell Station Connection	Secondary	486
76	Bridgend Link	Secondary	1023
77	Polkemmet Road Connection	Secondary	632
78	Boghead Roundabout to Bathgate	Secondary	2258
79	Heartlands to Whitburn	Secondary	668

Note, the network presented in this Plan does not consider a detailed design of the routes identified. The later concept, feasibility, and detailed design work that is required for every individual proposed link / route will likely establish that some links are unfeasible, or that there are better route options than those presented.

Ultimately, local access routes (Community Active Travel Networks) connecting the primary and secondary routes into local neighbourhoods and streets at the beginning and end of journeys will be necessary to complete a network that enables people to travel actively between their homes, educational institutions, workplaces, and other destinations. Local access links are needed on many streets in West Lothian and have not been identified in this Plan.

Table 2 of Appendix E presents a framework for the typical applications and prospective cross-sectional geometry parameters for the network presented here, i.e., the Primary and Secondary routes identified. The aspirational cross-sectional geometry presented has been developed largely on those presented in the National Roads Development Guide and Cycling by Design. However, it is important to reflect that Designing Streets demands designers respond to location rather than the rigid application of standards, and Cycling by Design says that “the guidance provides designers with the information they need to make good design decisions and to prepare solutions which are appropriate in the overall context of each specific situation.”

Notwithstanding, it is assumed that every link will be designed and delivered to high quality, making use of appropriate materials that promote high quality placemaking, and will be well maintained once operational.

A combined plan illustrating the existing and proposed active travel network in West Lothian is provided in Figure 15, and in more by council ward on West Lothian Council's [Active travel planning and projects webpage](#).

#### 7.1.4 Community Active Travel Networks – planned small / medium projects

Community Active Travel Networks, within settlements, will also be crucial to support everyday journeys by walking, wheeling, and cycling. West Lothian Council will work in partnership with local communities to develop Community Active Travel Network Plans for some settlements. This will require the involvement of local community representatives and organisations to ensure missing links are correctly identified. Work on developing these will focus on the larger towns with more amenities as these provide a greater opportunity to accommodate larger volumes of short journeys, and will likely focus on:

- Livingston
  - Routes around college not clearly shared.
  - Charlesfield Road from Alba Campus to town centre.
  - Bangour links to Bathgate hills.
- Linlithgow
  - Route from Low Port along A803 to council boundary north of M9.
  - High Port to railway booking office along existing embankment.
  - Strawberry Bank to Court Square reprofile steps and graded walkway.
  - Segregated lanes along Main Street / Falkirk Road.
  - St Ninians Road segregated lanes and traffic island.



- Cellars Road gates not working.
- Broxburn and Uphall
  - Extension from Uphall to Uphall Station.
- Whitburn
  - North of B7066 commercial links along to Whitdale roundabout.
  - South and west of Polkemmet Road / Dixon Terrace linking to wider area.
- Armadale
  - Mayfield to Southdale.
  - Easton Road link to Bathgate Quiet Road.
- Bathgate
  - Access into Bathgate hills.
  - Bathgate Hills quiet road initiative.
  - Bathgate meadows to Fallside/ little boghead.
  - Bathgate centre to rail station (Glasgow bound side).
  - Links from Edinburgh Road to King Street and Retail Park.
  - Linkston Way safer connections to Wester Inch.
  - Former Abattoir Site connection to NCR75.
  - Guildiehaugh Depot – development obligations to improve Edinburgh Road.
  - Link path around Simpson Primary School.
- Winchburgh
  - B8020 from M9 to A904 through Newton and to South Queensferry.
  - A904 / B8020, Winchburgh Road / Abercorn Road junction.
  - A904 Abercorn School House crossing and round corner at road junction.

Developing Community Active Travel Networks is a long-term project. In addition to council-led projects, 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.

## 7.1.5 Key Projects / Scheme Hierarchy

### 7.1.5.1 Prioritisation Methodology

This section presents a proposed Route Network Plan, prioritising the routes identified in Table 7 of Chapter 7.1.2.

To assess and prioritise the proposed active travel network, a multi-criteria assessment methodology has been adopted, drawing on the multi-criteria assessment methodology adopted in the SEStran Strategic Network<sup>30</sup>. The criteria assessed here comprise:

1. What is the anticipated magnitude of impact on volume of potential users?
2. What is the anticipated magnitude of impact on modal shift?
3. What is the anticipated magnitude of impact on areas of socio-economic deprivation?
4. What is the anticipated magnitude of impact on links to public transport?
5. What is the anticipated cost of the scheme?
6. How deliverable is the scheme?

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<sup>30</sup> Available at: <https://sestran.gov.uk/the-game-changer-sestran-strategic-network/>

7. Is there any specific rationale for prioritisation?

7.1.5.2 Scoring

A similarly robust scoring mechanism as used for the SEStran Strategic Network has been utilised. While the SEStran Strategic Network used equal weightings to ensure that no one characteristic would skew the scoring of the regional network, a weighting has been applied to the West Lothian network assessment to give greater emphasis to the volume of potential users. This change is suggested to give additional priority to those schemes most suitable for funding via the Sustrans Places for Everyone programme.

The potential demand for active travel has been based on the application of the Network Planning Tool (NPT) Scotland, which has also been utilised when considering population density and deprivation to aid identification of the optimal location for new or improved active travel routes.

Also, to present a credible estimate of the capital cost, the urban and rural length of each identified link has been estimated and factored by a typical cost per kilometre as stated in Table 8.

**Table 8: Route Network Plan Cost Assumptions**

	Cost per km	Rationale
Urban	£1.5M per km	Derived from STPR2 assumption that the cost of Active Freeways would be in the range of £1.5M-3M per km. Many of West Lothian Council's improvements would be in this range. However, others will be more modest improvements, including upgrades to existing links. Therefore, an average at the lower end of the scale has been assumed.
Rural	£500k per km	Derived from STPR2 assumption that the cost of its 'Connecting Towns' improvements would be in the range of £500k-1.5M per km. Many of West Lothian Council's improvements would be in this range. However, others will be more modest improvements, including upgrades to existing links, so an average at the lower end of the scale has been assumed.

Table 9 provides a summary of the scoring matrix applied for each of the criteria. This involves weighting the criteria to reflect their relative importance (where the weights sum to 1) and scoring each alternative route according to its rating on each criterion, based on a range of 0-100. In addition, any specific rationale for prioritisation will be considered for individual links (criterion 7), e.g., for schemes that may fill an obvious gap in the existing network, or that would connect the network to a new development site.

**Table 9: Route Network Plan Scoring Matrix**

Criteria	Criteria Weighting	High = 100	80	Medium = 60	40	Low = 20
What is the anticipated magnitude of impact on volume of potential users?	0.25	SUBSTANTIAL Route is near a substantial pool of potential users.	-	LARGE Route is near a very large pool of potential users.	-	LIMITED Route is near a limited number of potential users.
What is the anticipated magnitude of impact on level of modal shift?	0.15	SUBSTANTIAL Close to many everyday attractor destinations and population centres which could result in high levels of potential modal shift.	-	OCCASIONAL Near a few attractor destinations including those with sporadic/occasional but high levels of movement e.g., schools, which could result in medium levels of potential modal shift.	-	LIMITED Used as a link between everyday attractor destinations in the local area with fewer destinations located immediately nearby which could result in fewer levels of potential modal shift.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Criteria	Criteria Weighting	High = 100	80	Medium = 60	40	Low = 20
What is the anticipated magnitude of impact on areas of socio-economic deprivation?	0.15	<b>POSITIVE</b> The route passes through many areas of social deprivation, linking residents to everyday activity destinations.	-	<b>MIXED</b> The route passes through some areas of medium socioeconomic deprivation, linking residents to everyday activity destinations.	-	<b>NEGLIGIBLE</b> This route passes mainly through areas of low socioeconomic deprivation.
What is the anticipated magnitude of impact on links to public transport?	0.15	<b>HIGH CONNECTIVITY</b> Route passes / provides link to public transport stations / interchanges for onward journeys.	-	<b>GOOD CONNECTIVITY</b> Route is near public transport stations / interchanges for onward journeys.	-	<b>LIMITED CONNECTIVITY</b> Route passes few / does not pass public transport stations / interchanges for onward journeys.
What is the anticipated cost of the scheme?	0.15	<b>LOW</b> The likely capital and revenue costs of such a scheme would be <£5M (dependent on feasibility studies).	-	<b>MODERATE</b> The likely capital and revenue costs of such a scheme would be £5-£10M (dependent on feasibility studies).	-	<b>HIGH</b> The likely capital and revenue costs of such a scheme would be >£10M (dependent on feasibility studies).
How deliverable is the scheme?	0.15	<b>SIMPLE</b> There is anticipated to be good support for improvements and the scheme appears to involve no significant land ownership, physical, or road space reallocation constraints.	-	<b>SURMOUNTABLE</b> There is anticipated to be support for improvements although the scheme may involve some local land ownership, physical, and / or road space reallocation constraints but these may not be insurmountable (dependent on more detailed feasibility studies).	-	<b>COMPLEX</b> There is anticipated to be support for improvements although the scheme may involve many or significant local land ownership, physical, and / or road space reallocation constraints that may need to be overcome during detailed feasibility studies.

Based on this methodology, an assessment has been undertaken, focussing on identifying key missing links at a strategic level within West Lothian, i.e., between communities, and to and from major destinations. The full results are presented in Appendix F. Note, the scoring is only provided as a useful approximate mechanism for scoring the routes. Therefore, regardless of where the schemes are on the prioritised list summarised in Table 10, other factors could influence the delivery / priority of a scheme, e.g., changes in the policy landscape, changes to sources of active travel funding, responding to major new development sites, or other local factors etc. Note, some routes may be sought, or a contribution sought, through the development management process, particularly for the Core Development Area identified in the West Lothian Local Development Plan.

**Table 10: Prioritised Primary and Secondary Network**

Ref.	Route	Assessment Score	Type	Approximate Capital Cost
23	Livingston Centre to Livingston North Station	94	Primary	£3.8 M

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Route	Assessment Score	Type	Approximate Capital Cost
32	Uphall to Uphall Station Improvements	89	Primary	£1.4 M
19	Armadale to Armadale Station	86	Primary	£2.6 M
27	Livingston South Station to Livingston Centre	86	Primary	£3.0 M
9	Bathgate to Blackburn	83	Primary	£6.6 M
64	Carmondean Connection	83	Secondary	£2.9 M
36	Armadale Station to Whitburn	78	Primary	£2.3 M
11	Armadale to Bathgate	77	Primary	£4.2 M
35	Guildiehaugh Roundabout to Boghall Roundabout	77	Primary	£2.1 M
42	A803 Linlithgow	77	Secondary	£1.8 M
51	Bathgate Marjoribanks Street Connection	77	Secondary	£2.1 M
10	Blackridge to Armadale	75	Primary	£3.7 M
26	Livingston South Station to Murieston	75	Primary	£2.6 M
37	Fauldhouse to Longridge	75	Primary	£2.1 M
48	Bathgate Western Connection	75	Secondary	£2.1 M
14	Whitburn to Blackburn	74	Primary	£4.8 M
21	Longridge to Whitburn	74	Primary	£2.9 M
79	Heartlands to Whitburn	74	Secondary	£0.3 M
15	Uphall to Broxburn	72	Primary	£6.8 M
18	Mid Calder to Livingston	72	Primary	£3.1 M
20	Whitburn to Bathgate	72	Primary	£5.5 M
34	Bathgate to Livingston	71	Primary	£3.1 M
49	Bathgate South Development Connection	70	Secondary	£1.0 M
57	Armadale South Development Connection	70	Secondary	£1.3 M
28	Livingston Centre to B7015	69	Primary	£3.8 M
31	East Calder to Kirknewton NCN 75 Improvements	69	Primary	£2.0 M
68	West Calder North Development Connection	69	Secondary	£1.9 M
58	Armadale South Development Connection 2	67	Secondary	£0.3 M
75	Addiewell Station Connection	67	Secondary	£0.2 M
53	Uphall Station to Livingston West	66	Secondary	£7.6 M
56	Whitburn East West Connection	66	Secondary	£5.2 M
63	Broxburn West Development Connection	66	Secondary	£1.2 M
1	Linlithgow to Bo'ness	65	Primary	£6.8 M
50	Bathgate Improved NCR Connection	64	Secondary	£1.2 M
12	Bathgate to Uphall	63	Primary	£6.2 M
17	Mid Calder to East Calder	63	Primary	£3.7 M
7	Addiewell to Bankton Roundabout, Livingston	62	Primary	£12.3 M

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Route	Assessment Score	Type	Approximate Capital Cost
74	Breich Station Connection	62	Secondary	£0.7 M
13	Harthill to Whitburn	61	Primary	£5.7 M
24	Dechmont to Livingston Centre	61	Primary	£5.7 M
65	Wester Dechmont to A89	61	Secondary	£1.4 M
66	Dechmont Development Connection	61	Secondary	£0.3 M
77	Polkemmet Road Connection	61	Secondary	£0.8 M
38	A705 Main Street to A706 on A801 and via M8 Junction 4	60	Primary	£0.7 M
44	Linlithgow Springfield Road Connection	60	Secondary	£3.0 M
45	Uphall to Broxburn Improvements	60	Secondary	£5.4 M
73	Longridge to Breich	59	Secondary	£1.1 M
6	Fauldhouse to Addiewell	58	Primary	£9.6 M
59	Armadale North Development Connection	58	Secondary	£0.6 M
60	Armadale North Development Connection 2	58	Secondary	£0.3 M
61	Broxburn North Development Connection	58	Secondary	£0.6 M
62	Broxburn North Development Connection 2	58	Secondary	£0.4 M
70	Whitburn South Development Connection 1	58	Secondary	£0.6 M
71	Whitburn South Development Connection 2	58	Secondary	£0.5 M
78	Boghead Roundabout to Bathgate	58	Secondary	£2.9 M
8	Blackburn to Livingston	57	Primary	£8.2 M
25	Bankton Road to Livingston South Station	56	Primary	£2.4 M
54	Pumperston to Livingston West	56	Secondary	£8.7 M
22	Stoneyburn to East Whitburn	55	Primary	£2.0 M
33	Seafield to Livingston River Almond Path Improvements	55	Primary	£5.4 M
52	Bathgate North Bridge Street Connection	55	Secondary	£0.7 M
76	Bridgend Link	55	Secondary	£0.5 M
39	Dixon Terrace	53	Secondary	£1.4 M
47	Brox Burn Path Improvements	53	Secondary	£3.7 M
4	Threemiletown to Uphall	52	Primary	£2.7 M
41	A706 Linlithgow	52	Secondary	£1.8 M
46	Uphall Broxburn North Improvements	52	Secondary	£2.5 M
29	Bathgate to Westfield via Torpichen	50	Primary	£4.8 M
69	Livingston West Development Connection	49	Secondary	£2.8 M
2	Polmont to Linlithgow	46	Primary	£5.3 M
3	Linlithgow to Kirkliston via Winchburgh	46	Primary	£9.5 M
16	East Calder towards Hermiston	46	Primary	£4.2 M
67	Mid Calder to Calderwood Improvements	41	Secondary	£1.7 M

Ref.	Route	Assessment Score	Type	Approximate Capital Cost
72	NCN 76	41	Secondary	£3.4 M
30	NCN 754 Improvements	40	Primary	£14.2 M
40	Mill Road to A706	40	Secondary	£1.5 M
55	West Calder to Harburn	33	Secondary	£2.2 M
5	Linlithgow to Dechmont	32	Primary	£5.5 M
43	Linlithgow Loch Improvements	29	Secondary	£0.8 M

## 7.2 Behaviour Change Plan

While the provision of new and upgraded infrastructure is critical to supporting an increase in active travel, this must be supplemented by measures to support cultural and behavioural change by all transport users. West Lothian Council needs everyone's support to help deliver a culture where active and sustainable travel is normal.

As identified in Transport Scotland's Review of Active Travel Policy Implementation publication<sup>31</sup>, increasing rates of active travel use relies on the right balance of investment to be made in four types of initiatives:

- The right infrastructure.
- The right information.
- The right enablers of change (access to bikes, cycle training, led walks, etc.).
- The right attitudes, so that more people perceive active travel options as attractive and relevant to their journey choices or leisure time activities.

To facilitate this and to deliver Objective 2 of this Plan (see Chapter 6 for a definition of Objective 2), the Behaviour Change Plan presented in Table 11 to Table 14 has been developed. This is informed by the outcomes from the consultation and engagement work and published data, to encourage and support more people to make active and sustainable transport choices more often, i.e., by:

- Investing in campaigns and programmes to increase awareness of the benefits of active travel road safety, and responsible travel behaviour.
- Building on existing programmes to deliver local initiatives that enable and incentivise active travel.

The Behaviour Change Plan uses a social marketing approach where behaviour can be changed using a mix of interventions, addressing people's areas of influence. The different types of measures have been categorised as:

- Support – Giving people the means and solutions to travel actively (Table 11).
- Design – Changing the environment, physical context, and our services to support travelling actively (Table 12).
- Control – Steps to legislate, require, enforce, and set standards (Table 13).
- Inform and Educate – Providing targeted information to advise, build awareness, persuade, and inspire (Table 14).

<sup>31</sup> Available at: <https://www.transport.gov.scot/media/10302/tp-active-travel-policy-implementation-review-october-2016.pdf>

## 7.2.1 Behaviour Change Stages

A large percentage of respondents to the Online Active Travel Survey undertaken to inform this Plan indicated an aspiration to walk / wheel (43%) and / or cycle (43%) more locally. Also, when asked about their cycling habits, 23% of respondents indicated regularly cycling, 17% indicated occasionally cycling, and 7% indicated they were new or returning to cycling. 18% of respondents indicated they do not cycle but they would like to, indicating they are in either the 'contemplation stage' or the 'preparation stage' of behavioural change. This latent demand for active travel could be unlocked with the correct package of measures to support and incentivise change.

The transtheoretical model of behaviour change, an integrative theory of therapy that assesses an individual's readiness to act on a new healthier behaviour, and provides strategies, or processes of change to guide the individual, is presented in Figure 12.

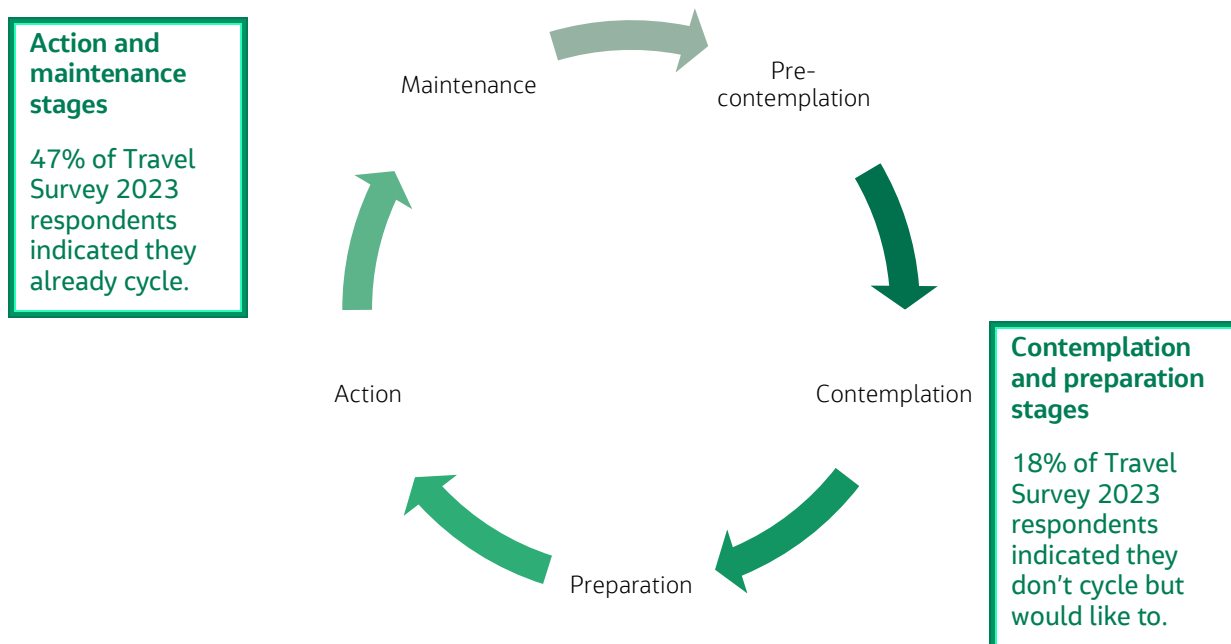


Figure 12: The transtheoretical model of behaviour change

## 7.2.2 Priority Groups

West Lothian's Corporate Plan 2023/24 to 2027/28 outlines priorities for all council services, these include:

- **Raising educational attainment:** Improving health and wellbeing for all children and young people<sup>32</sup>. Active travel is a great way to get regular exercise, which is essential for children's physical health. It can help reduce the risk of obesity and other chronic diseases. Active Travel can also improve children's mental health.
- **Strengthening care and support for children, adults, and older people:** Ensuring vulnerable adults and older people have access to services which improve their quality of lives and enable them to live as independently as possible within their own communities<sup>33</sup>. West Lothian Council recognises that people in retirement are still active and want to be able to travel independently. The council is committed to making active travel accessible to everyone, including people with disabilities.
- **Investing in skills and jobs:** Active travel has the potential to create significant economic benefits in terms of job creation, business development, and improved public health. By investing in active travel

<sup>32</sup> Raising educational attainment, West Lothian Council Corporate Plan 2023/24 to 2027/28, West Lothian Council, 2023, [WLC Corporate Plan 2023\\_05\\_30.pdf \(westlothian.gov.uk\)](#)

<sup>33</sup> Strengthening care and support for children, adults and older people, West Lothian Council Corporate Plan 2023/24 to 2027/28, West Lothian Council, 2023, [WLC Corporate Plan 2023\\_05\\_30.pdf \(westlothian.gov.uk\)](#)

infrastructure and programs, West Lothian Council can help support local economies and create a healthier and more sustainable future.

- **Tackling homelessness, poverty, and inequality:** The council aims to help people living in poverty and deprivation as they have significantly worse life outcomes than those in average households<sup>34</sup>. Active travel can help people living in poverty to access jobs and services more easily as it gives them a way to get around without having to rely on public transport or a car.

West Lothian Council believes that by targeting these priority groups, it can make a significant difference to the number of people who travel actively in the area. This will help to reduce car use, improve air quality, and improve the health and well-being of residents.

The exact nature of which behaviour change measures will be prioritised will depend on local factors which vary across West Lothian, including:

- The needs of local communities.
- Existing community capacity to promote and / or deliver interventions.
- Availability of funding to assist delivery.

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<sup>34</sup> Tackling homelessness, poverty and inequality, West Lothian Council Corporate Plan 2023/24 to 2027/28, West Lothian Council, 2023, [WLC Corporate Plan 2023\\_05\\_30.pdf \(westlothian.gov.uk\)](#)



## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

**Table 11: Behaviour Change Plan – Support**<sup>353637</sup>

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost <sup>38</sup>
1	Led walking groups: Support and promote community led walk delivery, including health walks; dementia friendly walks; cancer friendly walks; buggy walks <sup>39</sup> .	<ul style="list-style-type: none"> <li>• Number of individuals participating in led walks.</li> <li>• Number of individuals trained as Walk Leaders.</li> </ul>	Lack of fitness / confidence and / or health issues.	£
2	Activity on prescription <sup>40</sup> : Support GPs and health professionals to refer patients to Xcite advisors for lifestyle advice, activity programmes and nutritional guidance (with supporting information on local routes; access to bikes; local walking and cycling groups; cycle training and resources (e.g., maps and route guides)).	<ul style="list-style-type: none"> <li>• Number of referrals per year.</li> <li>• Capacity to provide support per year.</li> <li>• Individual case studies.</li> </ul>	Lack of fitness / confidence and / or health issues.	£
3	Work with communities to increase knowledge and confidence: Build on existing SCSP funded initiatives to expand the provision and promotion of adult cycle training; led rides; bike maintenance training; all ability cycling sessions (where individuals with additional support needs can access adaptive bikes). Promote participation and support opportunities via the council's communication channels.	<ul style="list-style-type: none"> <li>• Public awareness of active travel opportunities.</li> <li>• Numbers of individuals participating in cycle training / led rides / all ability cycling sessions.</li> <li>• Number of individuals trained as Cycle Ride Leaders.</li> </ul>	Lack of cycle skills / confidence.	££
3	Work with communities to increase knowledge and confidence: Promote Cycling Scotland's Cycle Friendly Communities Award, supporting communities to apply for the award and associated funding opportunities. Develop and promote events and activities to encourage change, e.g. traffic-free days.	<ul style="list-style-type: none"> <li>• Number of communities awarded the Cycle Friendly Communities Award.</li> <li>• Number of community wide events and activities.</li> </ul>	Lack of cycle skills / confidence.	£

<sup>35</sup> 24% of responses to Q7 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'access to training / support and organised social rides' would support them to cycle more.

<sup>36</sup> 30% of responses to Q7 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated access to a bike would support them to cycle more.

<sup>37</sup> 12% of responses to Q6 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'increased cycle parking at key locations' would encourage them to cycle more.

<sup>38</sup> Key: £: <£40,000, ££: £40,000-£80,000, £££: >£80,000

<sup>39</sup> Local delivery groups include Livingston Ageing Well; Xcite Ageing Well Project; Cyrenians OPAL; West Lothian Foodbank; Macmillan Move More Forth Valley.

<sup>40</sup> A 30-minute brisk walk, five days a week reduces the risk of: heart attack and stroke 20-30%, diabetes 30-40%, hip fractures 36-68%, bowel cancer 30%, breast cancer 20%, depression / dementia 30%.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost <sup>38</sup>
4	Work with nurseries and schools to engage with pupils, their family groups and school staff: Encourage primary schools to deliver Bikeability levels 1, 2, and secondary schools to deliver Bikeability level 3, and support teachers, parents, and members of the public to become Bikeability Scotland trainers.	<ul style="list-style-type: none"> <li>Percentage of primary and secondary schools delivering Bikeability levels 1, 2 and 3, and number of pupils reached.</li> </ul>	Lack of cycle skills / confidence.	££
5	Work with nurseries and schools to engage with pupils, their family groups and school staff: Support schools to create or update their School Travel Plans. Promote associated measures to encourage active travel on the journey to school, including Cycle Friendly School award; Participation in national active travel events and initiatives such as The Big Walk and Wheel (formerly The Big Pedal), Walk to School Week, Walk Once a Week; Participation in Hands Up Survey Scotland (HUSS).	<ul style="list-style-type: none"> <li>Number of schools that have up to date School Travel Plans.</li> <li>Number of Cycling Friendly Schools and Campuses, and number of pupils / students reached.</li> <li>Number of schools participating in Sustrans' Big Walk and Wheel.</li> <li>Number of schools participating in Walk to School Week, and levels of participation.</li> <li>Participation in HUSS.</li> <li>Percentage / number of pupils cycling to primary school.</li> <li>Percentage / number of pupils cycling to secondary school.</li> </ul>	Lack of cycle skills / confidence.	£
11	Work with nurseries and schools to engage with pupils, their family groups and school staff: Support delivery of I Bike delivering a tailored package of measures to encourage active travel to school.	<ul style="list-style-type: none"> <li>Supporting 1 x High School cluster.</li> <li>Number of staff trained as Cycle Ride Leaders / Cycle Trainers.</li> <li>Number of volunteers trained as Cycle Ride Leaders / Cycle Trainers.</li> <li>Percentage / number of pupils cycling to primary school.</li> <li>Percentage / number of pupils cycling to secondary school.</li> </ul>	Lack of cycle skills / confidence.	££

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost <sup>38</sup>
12	Encourage and support workplaces to promote and enable staff active travel: Encourage workplaces to apply for the Cycle Friendly Employer Award and access associated funding to improve workplace facilities.	<ul style="list-style-type: none"> <li>• Number of Cycle Friendly Employers.</li> <li>• Percentage / number of employees cycling to work usually / regularly.</li> </ul>	Lack of cycle skills / confidence.	£
13	Encourage and support workplaces to promote and enable staff active travel: Promote and encourage participation in Paths for All Step Count Challenge and Love to Ride West Lothian. Develop and promote events and activities to encourage change, e.g. traffic-free days.	<ul style="list-style-type: none"> <li>• Number of employers participating in Step Count Challenge.</li> <li>• Number of employers participating in West Lothian's Love to Ride.</li> <li>• Number of employers participating in other events and activities.</li> </ul>	Lack of cycle skills / confidence.	£
14	Improve access to bikes: Free bicycles for school children (follow on from Transport Scotland's pilot project, providing free bicycles for school age children who cannot afford one. Provided via Sustrans West Lothian I Bike programme).	<ul style="list-style-type: none"> <li>• Number of free bike fleets / libraries.</li> <li>• Number of children accessing a free bicycle.</li> </ul>	Access to bikes.	£
15	Improve access to bikes: Continue to support West Lothian Bike Library or other similar projects to provide affordable bike hire (including e-bikes); provide free bike loans for people that cost is a barrier; recycle bikes for repair and resale; provide adapted cycles and cargo bikes.	<ul style="list-style-type: none"> <li>• Number of people who have accessed a hire bike.</li> <li>• Recycled bike sales.</li> <li>• Number of people who have accessed an adapted cycle and / or cargo bike.</li> <li>• Case studies.</li> </ul>	Access to bikes.	££
16	Increase / provide cycle repair / maintenance facilities and e-bike charging facilities at key destinations and dense residential areas.	<ul style="list-style-type: none"> <li>• Number of cycle repair / maintenance facilities installed.</li> <li>• Number of e-bike charging facilities installed.</li> </ul>	Access to bikes.	£

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost <sup>38</sup>
17	Increase secure cycle parking and storage at key destinations and dense residential areas: Conduct an audit of cycle and scooter parking at nurseries, primary schools, and secondary schools, ensuring they have adequate cycle and scooter parking facilities.	<ul style="list-style-type: none"> <li>Percentage of nurseries and schools audited.</li> <li>Percentage of nurseries and schools with adequate cycle and scooter parking facilities<sup>41</sup>.</li> </ul>	Lack of secure cycle storage.	££
18	Increase secure cycle parking and storage at key destinations and dense residential areas: Conduct an audit of cycle parking at key destinations and trip attractors, e.g., railway stations, shopping centres, college buildings and leisure facilities, ensuring they have adequate cycle parking facilities.	<ul style="list-style-type: none"> <li>Percentage of key destination and trip attractors audited.</li> <li>Percentage of key destination and trip attractors with adequate cycle parking facilities.</li> </ul>	Lack of secure cycle storage.	££
19	Increase secure cycle parking and storage at key destinations and dense residential areas: Install secure bike storage units within dense residential areas <sup>42</sup> .	<ul style="list-style-type: none"> <li>Number of secure bike storage units installed.</li> </ul>	Lack of secure cycle storage.	££

**Table 12: Behaviour Change Plan – Design<sup>43</sup>**

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost
19	Measures to enhance a sense of community ownership and pride: Work with local community groups and schools to deliver placemaking opportunities, including local information / interpretation / map boards, artwork and planting schemes, encouraging community ownership.	<ul style="list-style-type: none"> <li>Number of placemaking enhancements delivered.</li> <li>Case studies.</li> </ul>	Behaviour of others – Antisocial behaviour, littering, dog fouling, respect for other users <sup>44</sup> .	££

<sup>41</sup> Pupils who participated in the School Workshop identified a requirement for cycle parking at their school (Polkemmet Primary School).

<sup>42</sup> 11% of respondents to Q7 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'access to secure cycle storage at or near home' would help them cycle more.

<sup>43</sup> 9% of responses to Q8 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'less fear of crime or antisocial behaviour in their area' would help them walk and wheel more.

<sup>44</sup> Pupils who participated in the School Workshop identified a need to address dog fouling and litter problems.

**Table 13: Behaviour Change Plan – Control**

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost
20	From April 2024, the Scottish Government is introducing new parking enforcement measures in Scotland to tackle the impact of inconsiderate and obstructive parking, including a ban on pavement parking, double parking, and parking at dropped kerbs.	<ul style="list-style-type: none"> <li>Enforcement of forthcoming pavement parking regulations<sup>45</sup>.</li> </ul>	Parked motor vehicles preventing people using pavements.	££
21	Speed limit reductions <sup>46</sup> : Implementation of 20mph speed limits on residential streets within towns and villages.	<ul style="list-style-type: none"> <li>Percentage of streets in towns and villages with 20 mph limits.</li> </ul>	Traffic related safety.	£££
22	Speed limit reductions: Reducing the speed limit of selected minor rural roads to enable more walking, wheeling, and cycling.	<ul style="list-style-type: none"> <li>Percentage of minor rural roads with speed limits reduced from the national speed limit.</li> </ul>	Traffic related safety.	££
23	Limiting street access to active modes: Promote School Streets. Time-limited prohibitions to motor traffic on streets adjacent to schools. 49% of respondents to Q10 in West Lothian's Active Travel Survey 2023 felt closing streets outside local schools to cars during school drop-off and pick up times would improve their local area.	<ul style="list-style-type: none"> <li>Number of schools delivering School Streets<sup>47</sup>.</li> </ul>	Traffic related safety.	££

<sup>45</sup> 7% of responses to Q9 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan cited issues with pavement parking.

<sup>46</sup> 8% of responses to Q6 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'lower traffic speeds' would help them cycle more.

<sup>47</sup> Pupils who participated in the School Workshop identified a need to address traffic volumes at pick up and drop off times.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

**Table 14: Behaviour Change Plan – Inform and Educate**<sup>484950</sup>

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost
24	Provide up to date, comprehensive information on active travel on the Council's website (and intranet for internal staff).	<ul style="list-style-type: none"> <li>Annual content reviews and updates ensuring route information is up to date and local support initiatives and national funding opportunities are clearly signposted.</li> </ul>	Lack of information about suitable walking and cycle routes.	££
25	Improve mapping of active travel routes: Create / update and widely disseminate printed and web-based versions of West Lothian Cycle Maps.	<ul style="list-style-type: none"> <li>Number of maps updated / created.</li> <li>Number of maps distributed.</li> <li>Number of web-based mapping views / downloads.</li> </ul>	Lack of information about suitable walking and cycle routes.	££
26	Promotional campaigns: Promote West Lothian's vision for active travel and provision of new active travel routes, using a broad range of printed, online, and social media. Work closely with local community active travel organisations to integrate messaging and collaborate on opportunities.	<ul style="list-style-type: none"> <li>Media monitoring – positive active travel coverage in local media.</li> <li>Social media monitoring.</li> </ul>	Lack of information about suitable walking and cycle routes.	££
27	Ensure routes are accompanied by consistent, coherent signage: Conduct route audits to ensure routes are easily identifiable, navigation is intuitive and connections to nearby destinations are clearly communicated.	<ul style="list-style-type: none"> <li>Number of signage audits.</li> </ul>	Wayfinding / knowledge of routes.	£
28	Ensure routes are accompanied by consistent, coherent signage: Install and maintain active travel signage.	<ul style="list-style-type: none"> <li>Percentage of routes which are accompanied by consistent, coherent signage.</li> </ul>	Wayfinding / knowledge of routes.	££
29	Measures to encourage respect between different mode users: Deliver awareness raising campaigns.	<ul style="list-style-type: none"> <li>Number of campaigns delivered.</li> </ul>	Behaviour of others.	££

<sup>48</sup> 19% of responses to Q7 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'information', e.g., maps would help them cycle more.

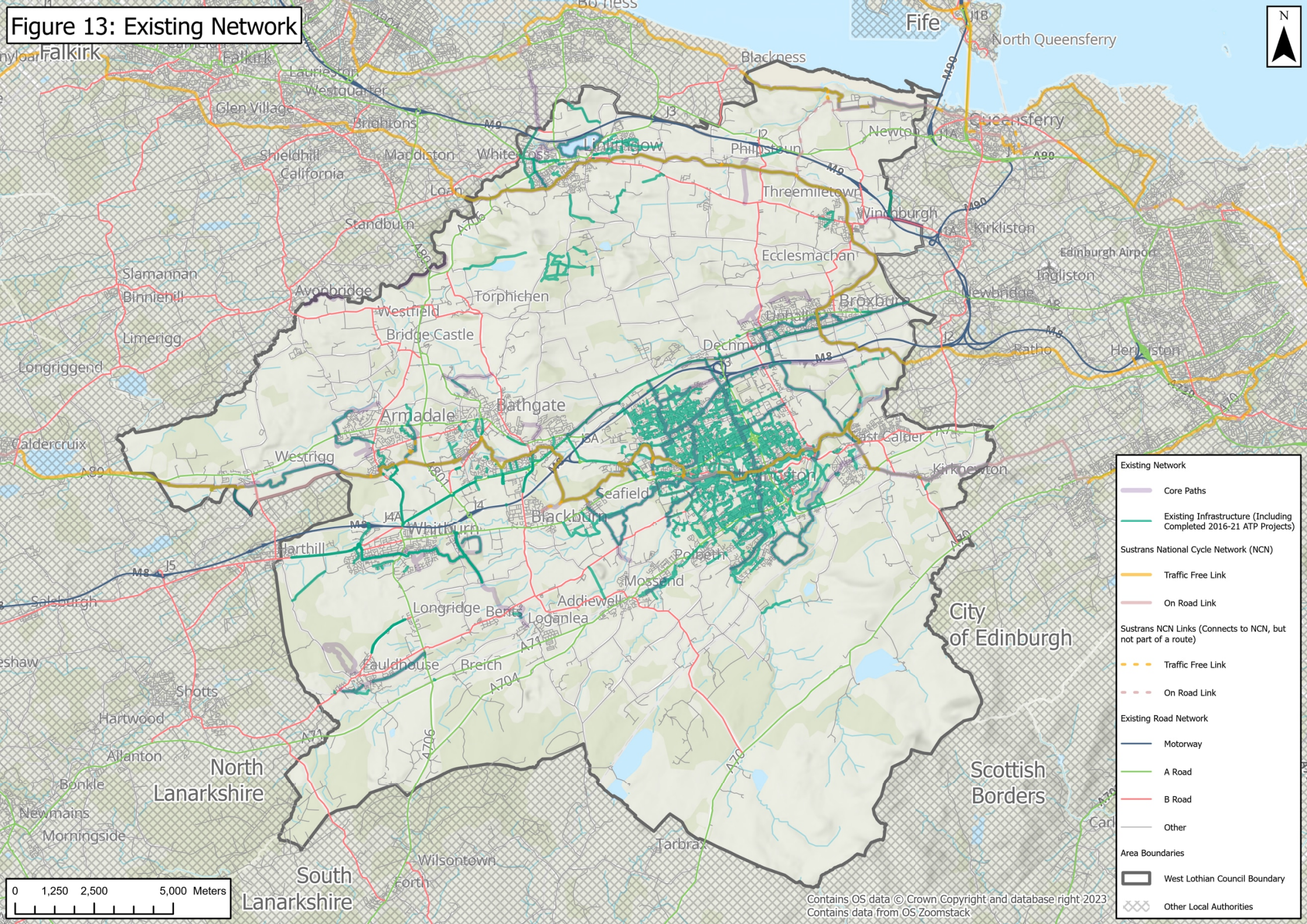
<sup>49</sup> 13% of responses to Q6 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'more signposted local cycle routes along quieter streets' would encourage them to cycle more.

<sup>50</sup> 9% of responses to Q8 in the Online Active Travel Survey undertaken to inform this Draft Active Travel Plan indicated 'less fear of crime or antisocial behaviour in their area' would help them walk and wheel more.

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Intervention	Indicators of Progress	Barrier addressed	Indicative Cost
30	Measures to encourage respect between different mode users: Participate in national campaigns such as Give Me Cycle Space and develop other initiatives to promote mutual respect and responsible behaviour.	<ul style="list-style-type: none"> <li>Engagement with awareness raising campaigns.</li> </ul>	Behaviour of others.	£

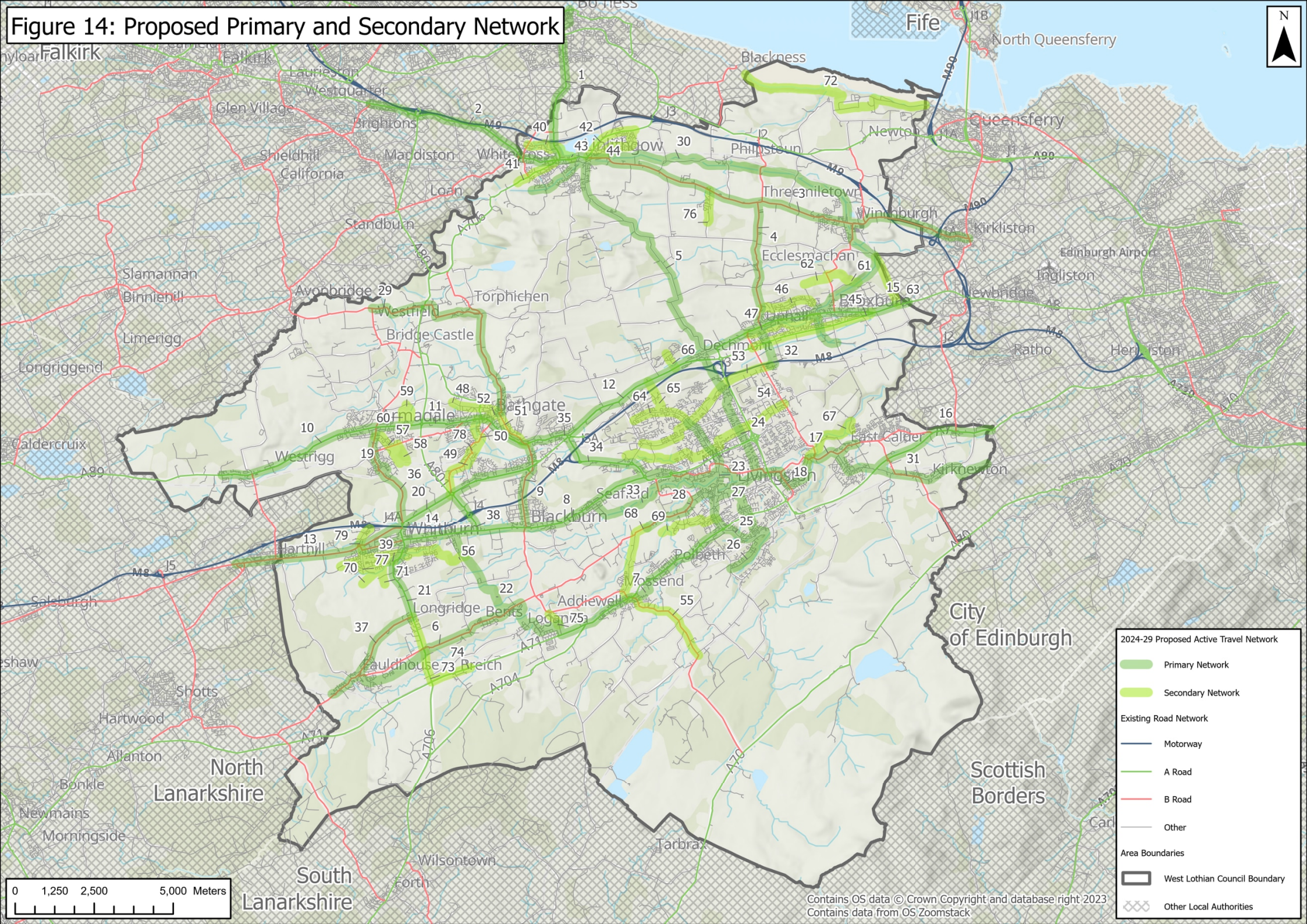
**Figure 13: Existing Network**



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**Figure 14: Proposed Primary and Secondary Network**



**2024-29 Proposed Active Travel Network**

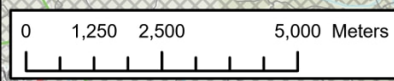
- █ Primary Network
- █ Secondary Network

**Existing Road Network**

- Motorway
- A Road
- B Road
- Other

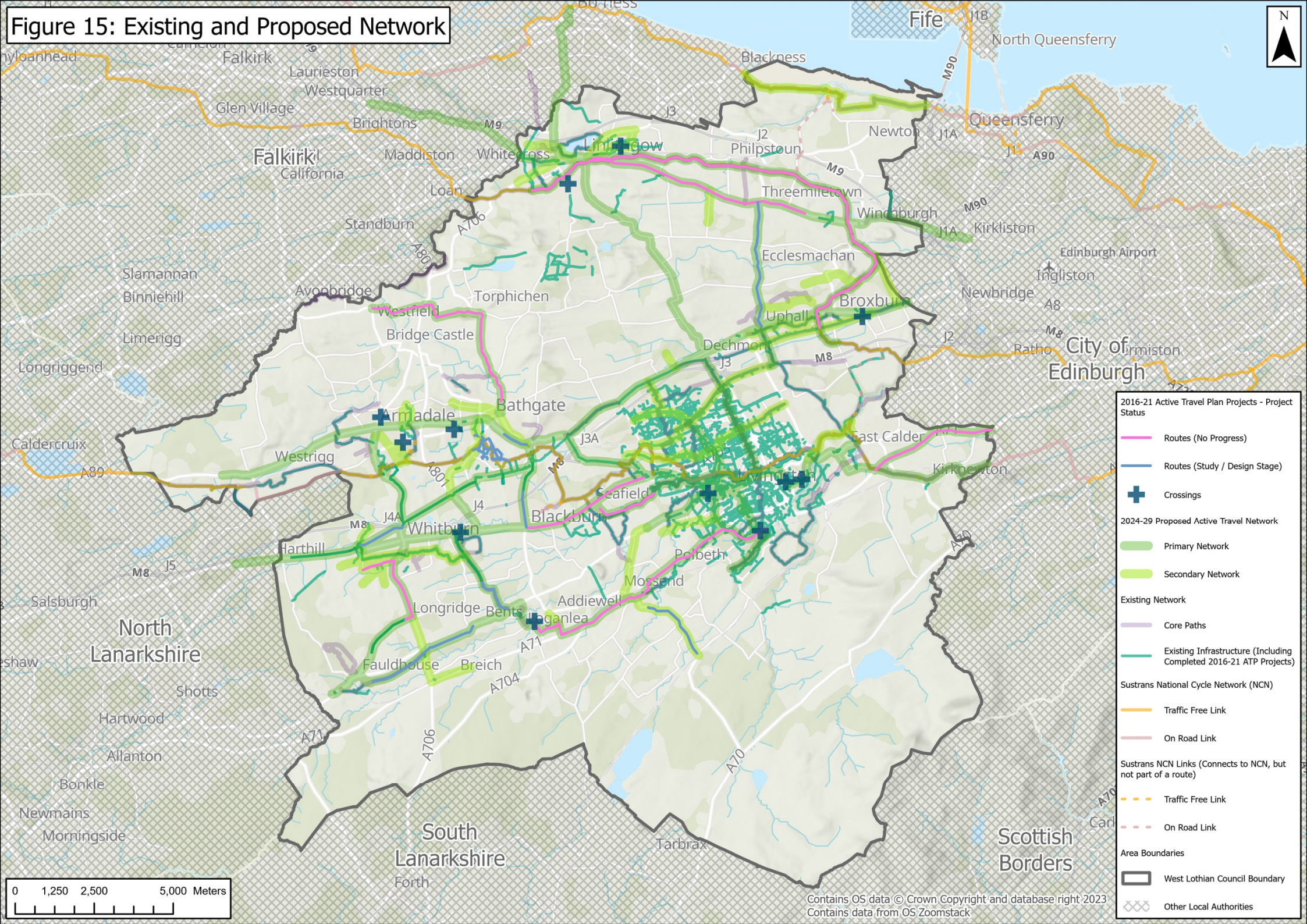
**Area Boundaries**

- West Lothian Council Boundary
- Other Local Authorities



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**Figure 15: Existing and Proposed Network**



## 8. Delivery

### 8.1 Unlocking Potential

West Lothian Council can expand capacity to promote active travel in several ways, including:

- **Unlock potential for better integration of planning / delivery with other partners and council functions.** West Lothian Council could establish a cross-functional team which could bring together representatives from different council departments, such as planning, transportation, public health, economic development and parks and recreation. Formation of this group would help to ensure that all relevant departments are brought into the active travel plan and are working together to develop and implement initiatives.
- **Establish a community active travel forum.** This forum could bring together community members, organisations, and businesses to collaborate on promoting active travel. The forum could identify community needs, develop, and implement active travel initiatives, and advocate for policies and infrastructure that support active travel.
- **Access additional funding sources for active travel,** including developer contributions, to fund a wide range of active travel initiatives.
- **Provide funding and support for community-led active travel initiatives.** This could include funding for bike repair workshops, walking groups, cycle skills training and community events. West Lothian Council could also provide support for community organisations to develop and implement their own active travel initiatives.
- **Work with businesses to promote active travel.** This could include working with businesses to develop active travel plans, provide incentives for employees to travel actively to work, and make their workplaces more supportive of active travel. West Lothian Council could also work with businesses to promote active travel to customers and visitors.
- **Educate and raise awareness of the benefits of active travel.** This could involve engaging with elected members, developing, and distributing educational materials, running public awareness campaigns, and organising community events.

### 8.2 Action Plan

West Lothian Council will work to support active travel choices across the area, primarily through the endeavour of its own officers. The Action Plan in Table 15 contains specific actions. While there is a lot that West Lothian Council can do, particularly by working collaboratively across teams within the council, it cannot normalise active travel on its own. There is a need to work with community planning partners, external organisations, employers, communities, and with the residents of West Lothian. Table 15 also provides a suggestion as to who partners may be and what success could look like.

**Table 15: Action Plan**

Ref.	Action	Example Partnership Working	What might success look like
1	Continue to secure active travel infrastructure through the development management process.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> <li>• Developers / Applicants</li> </ul>	<ul style="list-style-type: none"> <li>• Permeable and liveable spaces.</li> <li>• Walking, wheeling, and cycling networks where sustainable transport choices are made easier.</li> </ul>

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Action	Example Partnership Working	What might success look like
2	Develop walking and cycling infrastructure according to established design guidance and good practice, e.g., Cycling by Design, Designing Streets, etc.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> <li>• Sustrans</li> <li>• Transport Scotland</li> <li>• SEStran</li> <li>• Neighbouring Authorities</li> </ul>	<ul style="list-style-type: none"> <li>• Quality infrastructure.</li> <li>• Major developments reflecting "Designing Streets" principles.</li> </ul>
3	Prioritise capital requests for new pedestrian and cycling routes in a clear and transparent manner which supports functional active travel.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> </ul>	<ul style="list-style-type: none"> <li>• Communities understand funding decisions.</li> <li>• Active travel infrastructure is located where it has the maximum benefit.</li> </ul>
4	Proactively seek external funding for new infrastructure in addition to existing Council budgets.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> </ul>	<ul style="list-style-type: none"> <li>• Active travel infrastructure is delivered where needed.</li> </ul>
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 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.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> </ul>	<ul style="list-style-type: none"> <li>• Safe, comfortable, and cost-effective off-road networks available for families, children, and less confident cyclists.</li> </ul>
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.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> </ul>	<ul style="list-style-type: none"> <li>• Communities understand how to use new and existing active travel infrastructure.</li> <li>• Signage to be routinely delivered as part of cycling infrastructure projects.</li> </ul>
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.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> <li>• Sustrans</li> <li>• Transport Scotland</li> <li>• SEStran</li> <li>• Neighbouring Authorities</li> <li>• Developers / Applicants</li> </ul>	<ul style="list-style-type: none"> <li>• Communities have the option of travelling actively for functional trips across a continuous and integrated network.</li> </ul>
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.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> <li>• Sustrans</li> <li>• Transport Scotland</li> <li>• SEStran</li> <li>• Neighbouring Authorities</li> <li>• Developers / Applicants</li> <li>• Affected communities</li> </ul>	<ul style="list-style-type: none"> <li>• Children have a safe and adequate route to walk, cycle and scoot to school.</li> <li>• Communities can make local trips safely and actively.</li> </ul>

## Active Travel Plan for West Lothian 2024-2029: Making Active Connections

Ref.	Action	Example Partnership Working	What might success look like
9	Maintain adopted footways, footpaths, and cycleways to a safe and usable standard, including winter maintenance.	<ul style="list-style-type: none"> <li>West Lothian Council</li> </ul>	<ul style="list-style-type: none"> <li>Those choosing to travel actively are valued in the same manner as car users.</li> </ul>
10	Adequate lighting of 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).	<ul style="list-style-type: none"> <li>West Lothian Council</li> </ul>	<ul style="list-style-type: none"> <li>Individuals are not deterred from choosing to travel actively through lack of adequate lighting.</li> </ul>
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.	<ul style="list-style-type: none"> <li>West Lothian Council</li> <li>Schools</li> <li>Community Councils</li> <li>Community Development Trusts</li> <li>Town Centre Management Groups</li> <li>Scotrail</li> </ul>	<ul style="list-style-type: none"> <li>Individuals are not deterred from choosing to travel actively through lack of cycle parking and / or security concerns over bikes.</li> <li>All secondary and primary schools, and ideally also nurseries, have adequate cycle / scooter parking.</li> </ul>
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.	<ul style="list-style-type: none"> <li>West Lothian Council</li> <li>Sustrans</li> <li>Transport Scotland</li> <li>SEStran</li> </ul>	<ul style="list-style-type: none"> <li>West Lothian's active travel network is integrated at a regional level and users can cycle to, beyond and through the area.</li> </ul>
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 Green Network Strategy (Local Development Plan).	<ul style="list-style-type: none"> <li>West Lothian Council</li> <li>Sustrans</li> <li>Transport Scotland</li> <li>SEStran</li> <li>Visit West Lothian</li> </ul>	<ul style="list-style-type: none"> <li>There is a network of routes and links between active travel routes, open spaces, and green networks, where applicable.</li> <li>Increased walking and cycle trips on the John Muir Way.</li> </ul>
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.	<ul style="list-style-type: none"> <li>West Lothian Council</li> <li>Community Councils</li> <li>Community Development Trusts</li> <li>Town Centre Management Groups</li> <li>Schools</li> </ul>	<ul style="list-style-type: none"> <li>Communities have a say in developing active travel infrastructure that meets their needs and feel a sense of ownership.</li> </ul>
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.	<ul style="list-style-type: none"> <li>West Lothian Council</li> <li>Community Councils</li> <li>Community Development Trusts</li> <li>Town Centre Management Groups</li> <li>Central Scotland Green Network Trust</li> <li>Paths for All</li> </ul>	<ul style="list-style-type: none"> <li>Communities have a say in developing active travel infrastructure that meets their needs and feel a sense of ownership.</li> </ul>

Ref.	Action	Example Partnership Working	What might success look like
16	Improve understanding of the scale of investment required to create an active travel network in West Lothian, strategically and locally.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> <li>• Sustrans</li> </ul>	<ul style="list-style-type: none"> <li>• Scottish Ministers continue to award higher levels of funding to support the development of active travel infrastructure in Scotland.</li> </ul>
17	Develop and implement a new Local Transport Strategy.	<ul style="list-style-type: none"> <li>• West Lothian Council</li> <li>• Neighbouring Authorities</li> <li>• Transport Scotland</li> <li>• Local people and communities</li> <li>• Transport Operators</li> </ul>	<ul style="list-style-type: none"> <li>• Evidence demonstrating progress on delivery of outcomes and transport objectives identified therein.</li> </ul>

### 8.3 Funding

As referenced above, West Lothian Council has committed to, and continues to commit, investment in active travel infrastructure and initiatives via capital expenditure and funding made available from several outside sources. Funding from these sources will continue to be necessary to deliver on the ambitions of this Plan, which provides the framework to prioritise funding applications, and will assist West Lothian Council in proactively securing funding from external sources.

The different funding sources will be identified and pursued for different activities. External funding opportunities include the Scottish Government, Transport Scotland and Sustrans, and others will be identified over the lifetime of the Plan.

In addition, West Lothian Council will continue to seek developer contributions for active and sustainable travel infrastructure and services where these will be directly relevant to the development being considered.

Also, West Lothian Council are committed to working in collaboration with communities to:

- Identify sources of match funding external to the Council, to help deliver active travel infrastructure within those communities.
- Apply for funding by providing training and support.
- Develop projects to 'shovel-ready' stage to maximise funding opportunities when they arise.

### 8.4 Reviewing and Updating

It is intended that the Plan will be fully reviewed and updated with the next publication due in 2028-29 to best reflect the Plan's progress. It is possible that an interim publication would follow any significant changes to the policy landscape, or to respond to major new development sites, or changes to / new sources of active travel funding.

## **Appendix A. Equalities Impact Assessment**

## West Lothian Active Travel Plan 2024-29

1. Details of proposal	
Officer involved in the EqIA:	Jenny Muir (Senior Transport Planner) Jacobs
Details of others involved:	Gordon Brown, Roads and Transportation Manager, West Lothian Council  Chris Nicol, Engineer, Transportation Services, West Lothian Council  Victoria Mungall, Development and Transportation Planning Manager, West Lothian Council
Date assessment conducted:	16/05/23
2. Aims of the proposed change to council policy or resources	
A revised Active travel Plan 2024-29 shall be produced. This will include the vision, aims and objectives of the council regarding active travel, a behaviour change plan and a draft delivery plan of proposed behavioural and infrastructure interventions. The plan will set out a framework of measures that will encourage active travel and help deliver net zero targets. It will be building on recent investment in shared use and cycling infrastructure delivered in West Lothian.	
3. What equality data, research or other evidence has been used to inform this assessment?	
Evidence has been collected from local and national research, including survey and census data.	
4. Details of consultation and involvement	
Refer to Stakeholder Engagement Plan v3 for full details of stakeholder and public engagement activities and outcomes during Active Travel Plan development.	
<b><u>MAY AND JUNE 2023</u></b>	
<ul style="list-style-type: none"> <li>• To advise that the Active Travel Plan refresh has commenced.</li> <li>• Capture active travel infrastructure and facilities problems and opportunities, including views on a strategic and local active travel network, including key missing links.</li> <li>• Understand barriers to greater uptake of active travel, particularly for functional trips.</li> <li>• Gather views on community-based active travel initiatives, including understanding what members of the public and community representatives would like to see delivered.</li> <li>• Gather baseline travel behaviour and attitudinal data.</li> </ul>	
An email invite will be delivered to key stakeholders to introduce the project and signpost to online stakeholder feedback survey and interactive map (travel habits, problems, and opportunities). 1 x schools workshop will be undertaken.	
Further communications will be issued via West Lothian Council’s website, social media platforms, and press release.	



An option for members of the public to respond to the survey and interactive map via telephone will be made available should that be someone's preferred method of communication.

**AUGUST 2023**

To present the draft plan and invite feedback.

An email invite will be delivered to key stakeholders to promote an online version of the draft plan and online feedback form. Further communications will be issued via West Lothian Council's website, social media platforms, and press release.

**5. Issues identified and 'protected characteristics' impact (covering: age; disability; gender; gender identity; pregnancy and maternity; race; religion or belief, and sexual orientation equality)**

**AGE**

Walking is the most popular mode of travel across all age groups with 67% of adults saying they walked more than a quarter of a mile in the past seven days, slightly higher than the 64% who said they drove at least once a week (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020). 78% of young adults were more likely to have walked to go somewhere compared with approximately two-thirds of people aged 40-69 and 40% of those aged 80 or over (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Data from a national attitude survey shows that walking participation may be lower amongst those who are 'age and health restricted'. However, a significant proportion still make walking trips, with 48% walking to local shops or services in the past month, compared to 63% of the total survey sample (Paths for all. National survey of attitudes and barriers to walking in Scotland). Interventions to improve the walking environment, such as unobstructed and well-maintained footpaths may be particularly important for those who are 'age and health restricted' (Department for Transport. Active Travel Investment Models: Overview of evidence on increasing active travel, 2019).

Walking is the most popular mode of travel for children travelling to school (52%, compared with 25% travelling by car or van, 19% travelling by bus and 2% cycling) (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Cycling as a means of transport is more common amongst younger people (age 16-19) than in any other age group, with the lowest levels of cycling seen amongst those age 50+ (Transport and travel in Scotland, 2019). The provision of quality, segregated, and maintained cycle paths is identified as the single biggest enabler of cycling in people aged 50-70, and indicators suggest e-bikes may have a significant role to play in facilitating increased levels of cycling in this age group (Centre for aging better. Exploring the barriers and enablers to active travel among 50-70 year olds).

Younger people and older people are less likely to drive, with 22% of 17-19 year olds and 14% of 80+ year olds reporting driving every day, compared with 57% of 40-49 year olds (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020). The age-pattern of driving-license holders is similar, with 39% of 17-19 year olds and 43% of 80+ year olds holding a driving license, compared with 82% of 40-49 year olds (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Children and older people are more vulnerable to the impact of traffic related noise, air pollution and injury from collisions (Scottish Health and Inequality Impact Assessment Network. Health and Transport: A guide, 2018).

Only 76% of children in Scotland meet the average daily guidelines on physical activity. Providing accessible and safe opportunities for children to be physically active through active travel is important to help them establish healthy activity habits for life (Scottish Government. A more active Scotland, 2018). Enabling child independent mobility is beneficial for child health and wellbeing, with safe and accessible walking

environments being key (Greater London Authority, Making London Child-friendly: Designing places and streets for children and young people, 2019).

Walking and cycling are both low impact forms of physical activity that are encouraged across all age groups and may be particularly beneficial for those in older age groups who are unable to engage in more strenuous forms of physical activity (UK Chief medical officers report: Physical activity guidelines, 2019).

### **Advancing equality of opportunity: Positive**

The Active Travel Plan will benefit all age groups but will disproportionately benefit those who are more likely to travel actively. Young people and older people are less likely to use a car than those in the middle age ranges and younger people are more likely to walk or cycle compared to other age groups. Benefits include: improving community connections between towns and villages, workplaces, and other key destinations, improving local environments, providing greater access to and increased road space for use of active modes, and provision of behaviour change interventions to support and enable active travel.

In addition, the negative health impacts of car use, including air pollution, noise pollution and injury from road danger can disproportionately affect children and older people. Therefore, a reduction in car use will be particularly beneficial to those groups.

Encouraging and enabling active travel will make it easier for children and young people to adopt healthy travel habits, and for older people to maintain low-impact physical activity through walking, wheeling, and cycling, when other more strenuous types of physical activity may be less feasible.

While the overall assessment is positive, the removal of parking may require older people to walk / wheel further or could potentially decrease their access to services if reliant on a car for transport.

### **DISABILITY**

Disabled people are slightly more likely to walk as their main mode of transport than non-disabled people (24% of disabled people selected walking as their main mode of transport compared to 21% of non-disabled people) (Transport Scotland. Disability and Transport, findings from the SHS, 2021).

A similar proportion of disabled and non-disabled people (1%) identify cycle as their main mode of travel. However, disabled people who reported that their condition affects everyday activities a lot were less likely to cycle as their main mode of travel than those who reported that their condition affects everyday activities a little (Transport Scotland. Disability and Transport, findings from the SHS, 2021).

Disabled people may face several barriers to cycling, including inaccessible cycle infrastructure, cost of non-standard cycles, cycles not being legally recognised as mobility aids, lack of cycle facilities to accommodate parking and storage of non-standard cycles, and lack of inclusion in imagery and language used to describe cycling (Wheels for wellbeing. A guide to inclusive cycling, 2020), (Sustrans. Cycling for everyone, 2020).

Disabled people are less likely to hold a driving licence than non-disabled people (51% compared with 75%); they are less likely to have household access to a car (52% compared with 77%), and are less likely to drive everyday (25% compared with 47%) (Transport Scotland. Disability and Transport, findings from the SHS, 2021). They are more likely to select car / van passenger as their main mode of travel than non-disabled people (18% compared with 12%). Overall, they are still slightly less likely to use car / van as their main mode of travel as either a driver or passenger (60% compared to 66%) (Transport Scotland. Disability and Transport, findings from the SHS, 2021).

A smaller proportion of disabled people meet physical activity recommendations than non-disabled people and providing safe and accessible opportunities for disabled people to be physically active through travel could play an important role in reducing this inequality (Scottish Government. Scotland's Wellbeing – Measuring the National Outcomes for Disabled People, 2019).

Roadspace reallocation / new infrastructure schemes may impact on disabled people in different ways compared with non-disabled people, and impact assessments on individual schemes need to take this into account, including ensuring that impacts on those with sensory as well as physical disabilities are considered (Transport for all. The impact of LTNs on disabled people and the future of accessible Active Travel, 2021),

(Mobility and Access Committee for Scotland. Guidance on temporary street measures during coronavirus crisis, 2020).

**Advancing equality of opportunity: Positive**

The Active Travel Plan will benefit disabled and non-disabled people but will disproportionately benefit those who are more likely to travel actively. Disabled people are less likely to use a car; more likely to walk and take the bus; and as likely to cycle than non-disabled people. Benefits include: improving community connections between towns and villages, workplaces, and other key destinations, improving local environments, providing greater access to and increased road space for use of active modes and provision of behaviour change interventions to support and enable.

There is recognition that some disabled people rely on private vehicle use. In the implementation of measures, guidance on inclusive design will be followed to ensure that restructured environments are accessible and safe for use by disabled people, including those with sensory as well as physical disabilities.

A smaller number of disabled people meet physical activity recommendations than non-disabled people. Providing safe and accessible opportunities for active travel can be an important part of enabling some disabled people to build physical activity into their everyday lives.

While the overall assessment is positive, the removal of parking may require disabled people to walk / wheel further or could potentially decrease their access to services if reliant on a car for transport.

**ETHNICITY**

Levels of walking for transport are similar amongst white Scottish; white other British and 'Asian, Asian Scottish, or Asian British' groups (with 65%, 64% and 68% reporting walking as a means of transport in the previous 7 days). However, there are higher levels of walking amongst white Polish; Other white and Other groups (75%; 82% and 77% respectively) (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Levels of cycling are similarly low across all ethnic groups, with slightly higher levels seen amongst white other British; other white; and other groups (with 7%; 14% and 7% respectively saying they had cycled for transport in the past 7 days) compared with the 4%; 5% and 3% of white Scottish; white Polish and Asian, Asian Scottish, or Asian British groups (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Those in white Scottish and white other British groups are more likely to use cars, with 45% and 46% respectively reporting car use daily, compared with 37%; 23%; 28% and 29% of white Polish; other white; other and Asian, Asian Scottish, or Asian British respectively (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Certain ethnic groups have higher prevalence of disease such as diabetes and cardiovascular disease where increased levels of physical activity and reduced levels of exposure to air pollution would be of benefit (Public Health Scotland. Scottish Migrant and Ethnic Health Research Strategy Group Report, 2014).

People from some ethnic groups may feel less safe, particularly during hours of darkness when places may be poorly lit, for fear of harassment or discrimination.

**Advancing equality of opportunity: Positive**

Those in ethnic minority groups are less likely to use a car than those in white Scottish and white British ethnic groups, with some minority ethnic groups being more likely to walk and more likely to use the bus than those in white Scottish and white British ethnic groups.

The Active Travel Plan will benefit all ethnicities but will disproportionately benefit those who are less likely to use a car. Benefits include: improving community connections between towns and villages, workplaces, and other key destinations, improving local environments, providing greater access to and increased road space for use of active modes and provision of behaviour change interventions to support and enable.

In the implementation of individual measures, consideration will be given to safety and security to ensure that travel environments do not exclude those, including those of different ethnic groups, who may fear the risk of harassment or assault.

As referenced above, certain ethnic groups have higher prevalence of disease and increased levels of physical activity and reduced exposure to air pollution would be of benefit. Reducing car-use will decrease air pollution and make it easier for people to adopt healthy active travel habits, therefore helping to reduce health inequalities.

### **GENDER**

The proportion of men and women who report walking as a means of transport is similar (68% of men compared with 65% of women) (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

A higher proportion of men cycle, with 6% of men having done so as a means of transport in the last week compared to 3% of women (Scottish Household Survey, 2019, reported in Scottish Transport Statistics no.39, 2020).

Women report feeling less safe than men when cycling, particularly during hours of darkness, and road-space reallocation to provide dedicated space for cycling is cited as being more important to women than men (Sustrans. Inclusive city cycling: Reducing the gender gap, 2019).

Women are more likely to make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping (NTS2 SEQIA screening report, 2021).

#### **Advancing equality of opportunity: Positive**

The Active Travel Plan will benefit men and women but will disproportionately benefit those who are more likely to travel actively. Women are less likely to use a car than men, as likely to walk and use public transport, although less likely to cycle. Benefits include: improving community connections between towns and villages, workplaces, and other key destinations, improving local environments, providing greater access to and increased road space for use of active modes and provision of behaviour change interventions to support and enable active travel.

Women are more likely to make multi-stop and multi-purpose trips, so improving active travel facilities at local destinations and facilitating active travel and multimodal journeys could be particularly beneficial for women.

Evidence shows that women feel less safe when cycling than men, particularly during hours of darkness. Also, dedicated space for cycling is cited as being more important to women than men. Interventions to reduce traffic volumes and speeds and thereby reduce road danger, as well as those to provide dedicated space for cycling will enable women to gain the health and wellbeing and time and cost-saving benefits of cycling that are currently realised more by men. As women are less likely to meet the recommended levels of physical activity, providing safe and accessible opportunities for active travel can be a particularly important part of enabling women to build physical activity into their everyday lives.

### **GENDER REASSIGNMENT**

Transgender or gender non-conforming people may feel less safe, particularly during hours of darkness when places may be poorly lit, for fear of harassment or discrimination.

#### **Advancing equality of opportunity: None**

The Active Travel Plan itself is not deemed to impact on this dimension. However, in the implementation of measures that are identified in the Active Travel Plan, it will be important to consider safety and security to ensure that travel environments do not exclude those that may fear the risk of harassment or assault,

<p>including those proposing to undergo; undergoing; or who have undergone a process for the purpose of reassigning their sex.</p>
<p><b><u>MARRIAGE AND CIVIL PARTNERSHIP</u></b></p> <p>No research has been identified.</p> <p><b>Advancing equality of opportunity: None</b></p>
<p><b><u>PREGNANCY AND MATERNITY</u></b></p> <p>Pregnant women or parents travelling with pushchairs and young children may find journeys are uncomfortable or difficult, especially without rest stops.</p> <p>Pregnant women may have safety concerns about travelling at night or during isolated times of day. They may also find it difficult to travel comfortably by active travel during peak hours (NTS2 SEQIA screening report, 2021).</p> <p>The unborn children of pregnant women are more vulnerable to the harmful effects of air pollution than others (Scottish Health and Inequality Impact Assessment Network. Health and Transport: A guide, 2018).</p> <p>Walking and cycling are both safer forms of exercise in pregnancy and can provide an important way for pregnant women to maintain good health and wellbeing (UK Chief medical officers report: Physical activity guidelines, 2019).</p> <p><b>Advancing equality of opportunity: Positive</b></p> <p>Unborn children of pregnant women are vulnerable to the effects of air pollution and the Active Travel Plan will bring benefits from reductions in pollution.</p> <p>Reducing the car-dominance in towns and villages will make it easier for pregnant women to maintain levels of physical activity through walking and cycling, activities considered as suitable, moderate intensity activities throughout pregnancy and after childbirth.</p>
<p><b><u>RELIGION OR BELIEF</u></b></p> <p>No research has been identified.</p> <p><b>Advancing equality of opportunity: None</b></p>
<p><b><u>SEXUAL ORIENTATION</u></b></p> <p>LGBTQ+ people may feel less safe, particularly during hours of darkness when places may be poorly lit, for fear of harassment or discrimination.</p> <p><b>Advancing equality of opportunity: None</b></p> <p>The Active Travel Plan itself is not deemed to impact on this dimension, however in the implementation of measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including those who proposing to undergo; undergoing; or who have undergone a process for the purpose of reassigning their sex; who may fear the risk of harassment or assault.</p>
<p><b><u>OTHER MARGINALISED GROUPS</u></b></p> <p>No research has been identified.</p> <p><b>Advancing equality of opportunity: None</b></p>
<p><b>6. What measures are in place to monitor the actual impact following implementation?</b></p>

The inputs, outputs, and outcomes of an intervention will be assessed in line with a monitoring and evaluation plan to be developed as part of the Active Travel Plan.

### 7. Recommendation

- Implement proposal with no amendments.
- Implement proposal considering mitigating actions (as outlined below).
- Reject proposal due to disproportionate impact on equality.

### 8. Mitigating actions and additional outputs

In the implementation of measures, guidance on inclusive design will be followed to ensure that restructured environments are accessible and safe for use by older people and disabled people, including those with sensory as well as physical disabilities. This includes insuring that access is maintained for those who may need to use private vehicles because of their disability.

In the implementation of individual policy measures consideration will be given to safety and security to ensure that travel environments do not exclude those, including women, transgender people, LGBTQ+ people and minority ethnic groups who may fear the risk of harassment or assault.

## **Appendix B. Review of 2016-21 Active Travel Plan**

## Review of 2016-21 Active Travel Plan

<b>Date:</b>	1 February 2024	<b>Jacobs U.K. Limited</b>
<b>Project name:</b>	West Lothian Council Active Travel Plan	160 Dundee Street
<b>Project no:</b>	B2375001	Edinburgh, EH11 1DQ
<b>Attention:</b>	Chris Nicol; Ronnie Fisher; Victoria Mungall	United Kingdom
<b>Company:</b>	West Lothian Council	T +44 (0)131 659 1500
<b>Prepared by:</b>	Alan Kerr	F +44 (0)131 228 6177
<b>Reviewed by:</b>	Tim Steiner	www.jacobs.com
<b>Document no:</b>	14	
<b>Revision no:</b>	A	
<b>Copies to:</b>	Jenny Muir	

### 1. Introduction

This Note presents our review of the 2016-21 Active Travel Plan (2016-21 ATP), summarising West Lothian Council's (WLC's) progress made towards the delivery of the interventions and solutions it identified, and a summary of the solutions that have yet to be delivered, including any specific root causes.

We have gathered data from various sources (summarised in Table 1) as referenced in Section 3.4 and Figure 1 of the 2016-21 ATP.

**Table 1: 2016-21 ATP Monitoring Indicators**

Objectives	Monitoring Indicators
To enable active travel choices for everyday journeys, including the journey to work.	<ul style="list-style-type: none"> <li>Cycling as a main mode of travel (Scottish Household Survey).</li> <li>Modal share for travel to work (Scottish Household Survey and West Lothian Quality of Life Survey with Citizen's Panel).</li> <li>Numbers of pedestrians and cyclists on specific routes (location specific counts).</li> <li>Number of Cycle Friendly Employer Awards for West Lothian Council sites.</li> </ul>
To enable active travel choices for pupils and students in education.	<ul style="list-style-type: none"> <li>Modal share for travel to school (Hands up Survey Scotland).</li> <li>Proportion of schools with an updated School Travel Plan.</li> <li>Number of pupils completing and proportion of schools delivering Bikeability levels 1 to 3.</li> <li>Number of cycle and scooter parking spaces at educational establishments.</li> <li>Number of Cycle Friendly School Awards in West Lothian.</li> </ul>
To enable active travel choices for leisure, tourism, and access to open spaces.	<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists on specific routes.</li> <li>Number of cycle parking spaces and storage facilities at specific destinations, e.g., leisure centres, tourist attractions.</li> <li>Number of bike hire schemes and usage of them.</li> </ul>
To secure funding for active travel projects.	<ul style="list-style-type: none"> <li>Annual expenditure on active travel from all sources and partners including West Lothian Council.</li> </ul>
To maintain active travel across all Council activity.	<ul style="list-style-type: none"> <li>Specific references to the role of active travel in related council strategies / action plans.</li> <li>Specific actions on active travel in related council strategies / action plans.</li> </ul>
To support local ownership of active travel.	<ul style="list-style-type: none"> <li>Locally sourced funding levels (annually) with support from WLC.</li> <li>Community input into local Active Travel Network Plans led by WLC.</li> <li>Community-driven initiatives such as active travel maps with support from WLC.</li> </ul>



## 2. 2016-21 ATP Monitoring Data

### 2.1 Travel by residents

The Scottish Household Survey (SHS) is an annual survey that collects data on a wide range of topics not available from any other sources, including transport, and is at the heart of the Scottish Government's evidence-based approach to policy.

To try and understand the trends in active travel for everyday journeys, including the journey to work data has been extracted from the SHS.

As illustrated in Figure 1, the percentage of the number of bicycles available for private use by households in West Lothian has seen an increase, with almost 50% of respondents in 2021 recording that there is at least one cycle for private use. There was also a particularly sharp increase in the number of households with three or more cycles recorded in 2021, providing a greater opportunity for residents to choose to cycle.

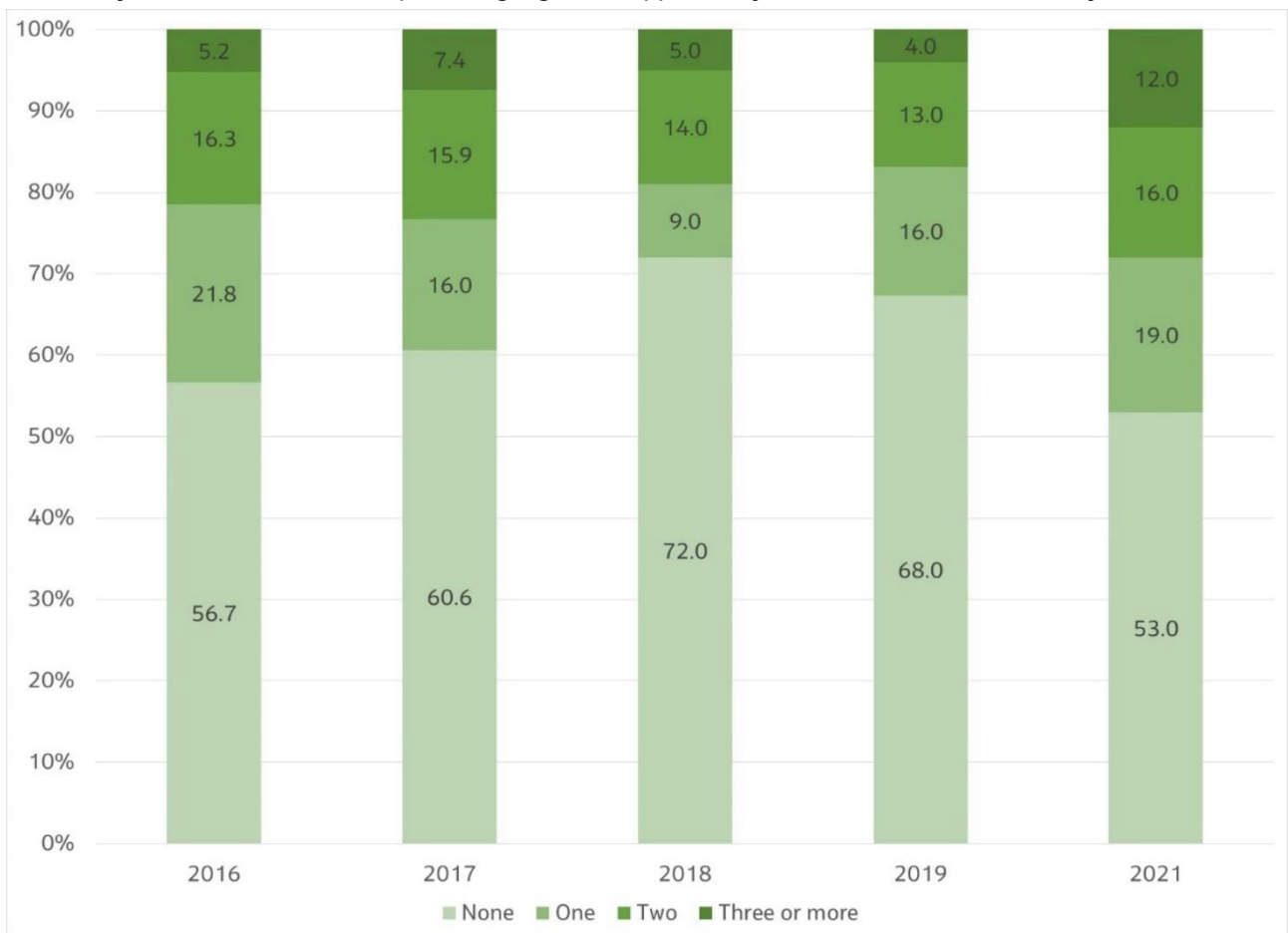


Figure 1: Number of bicycles available for private use by households, percentage (source: SHS)

For the years when data from the SHS was available, Figure 2 highlights that fewer respondents choose to walk as a means of transport (approximately 81% at least 1-2 days in 2016 as opposed to 59% in 2021).

However, considering the objective to enable active travel choices for leisure, tourism, and access to open spaces, the data does imply more respondents are choosing to walk for pleasure / to keep fit, increasing to 80% at least 1-2 days in 2021 as opposed to 77.5% and 67% in 2016 and 2019 respectively.

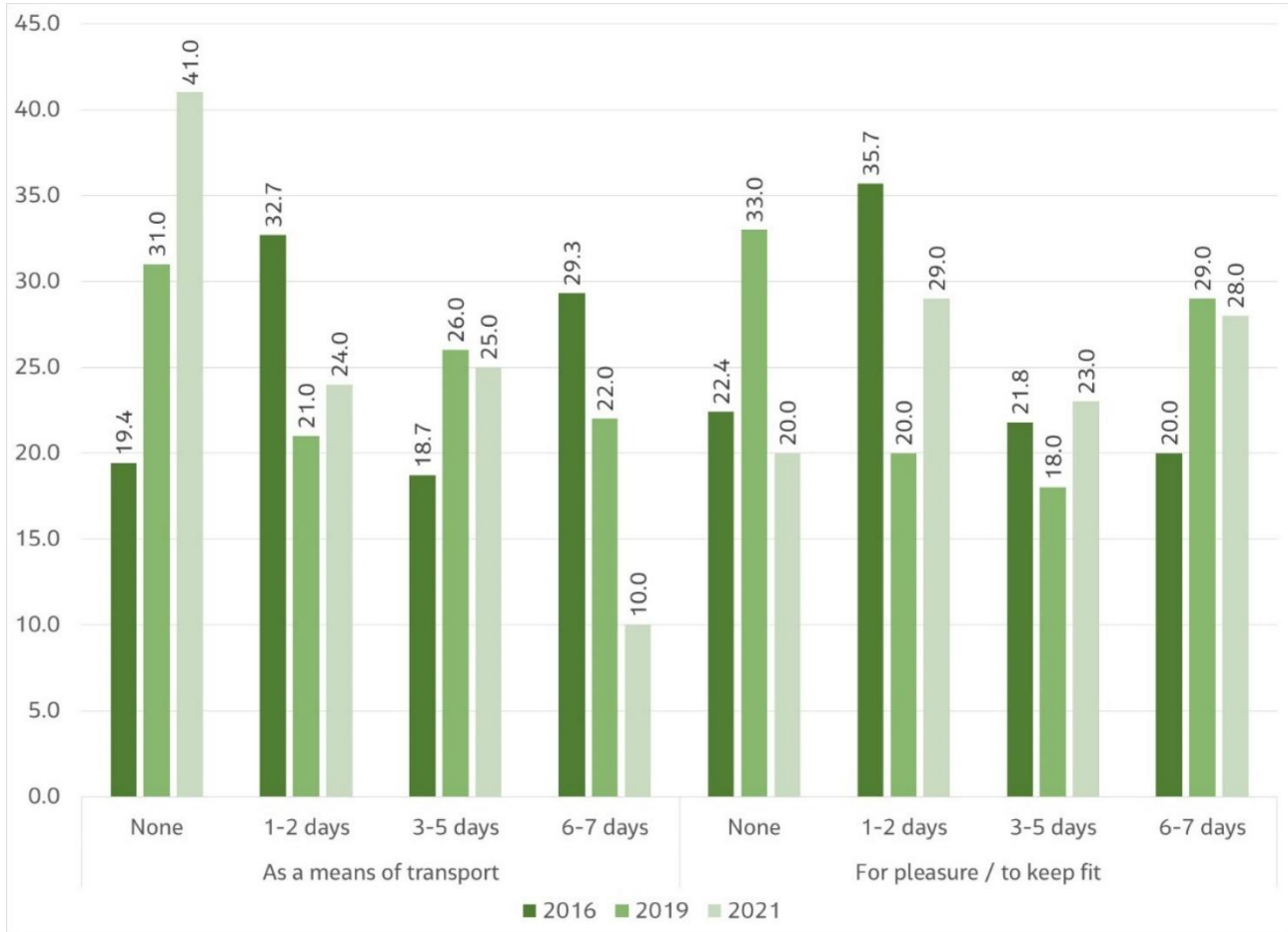


Figure 2: Adults (16+) – frequency of walking in previous 7 days, percentage (source: SHS)

Also, SHS data representing the main mode of travel from 2016-2021, as illustrated in Figure 3, highlights that the number of respondents choosing to travel by car / van has increase over the period of the 2016-21 ATP (although there has been a general increase in the number of respondents being recorded as car / van passengers). Also, the data suggest a reduction in respondents choosing to walk over the previous 7 days and a stagnant percentage of respondents choosing to cycle over the same period.

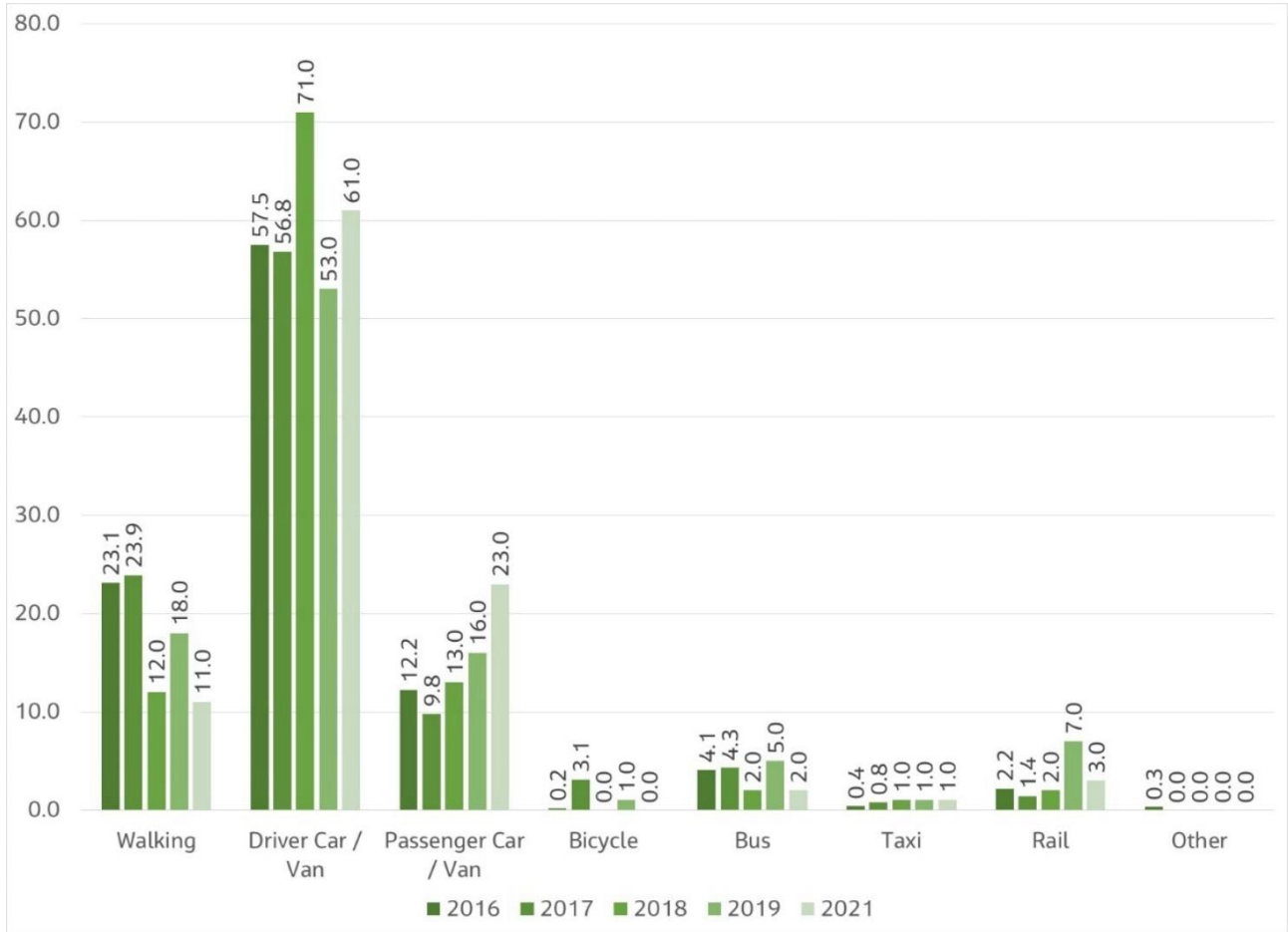


Figure 3: Main mode of travel, percentage (source: SHS)

## 2.2 Travel to work

As highlighted in Figure 2, the SHS data illustrated (see Figure 4) that the usual method of travel to work of employed adult respondents (16+ and not working from home) has seen a continuing trend of most choosing to travel by car / van. However, Figure 4 does demonstrate a similar quantity choosing to walk (8% in 2016 and 2021), while those choosing to cycle fluctuated between 0% and 3.5%.

The level of cycling to work illustrated in the SHS survey data is corroborated in the data available from Cycling Scotland's Cycling Open Data portal which highlights (see Figure 5) that, although generally stagnant, approximately 3% of employees choose to cycle to work in West Lothian fluctuating between 2.3% and 4.1% over the period of the 2016-21 ATP.

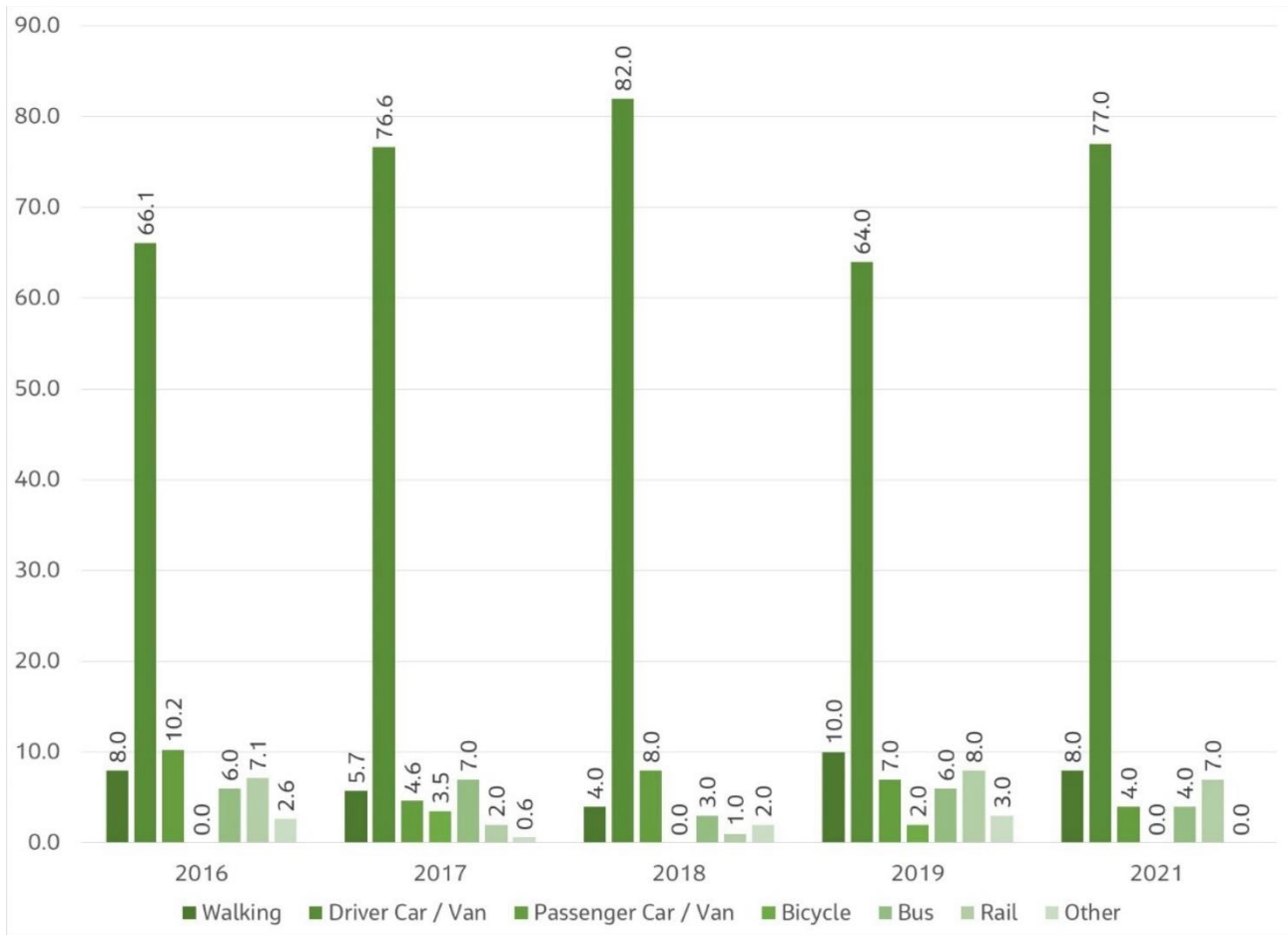


Figure 4: Employed adults (16+) not working from home – usual method of travel to work, percentage (source: SHS)

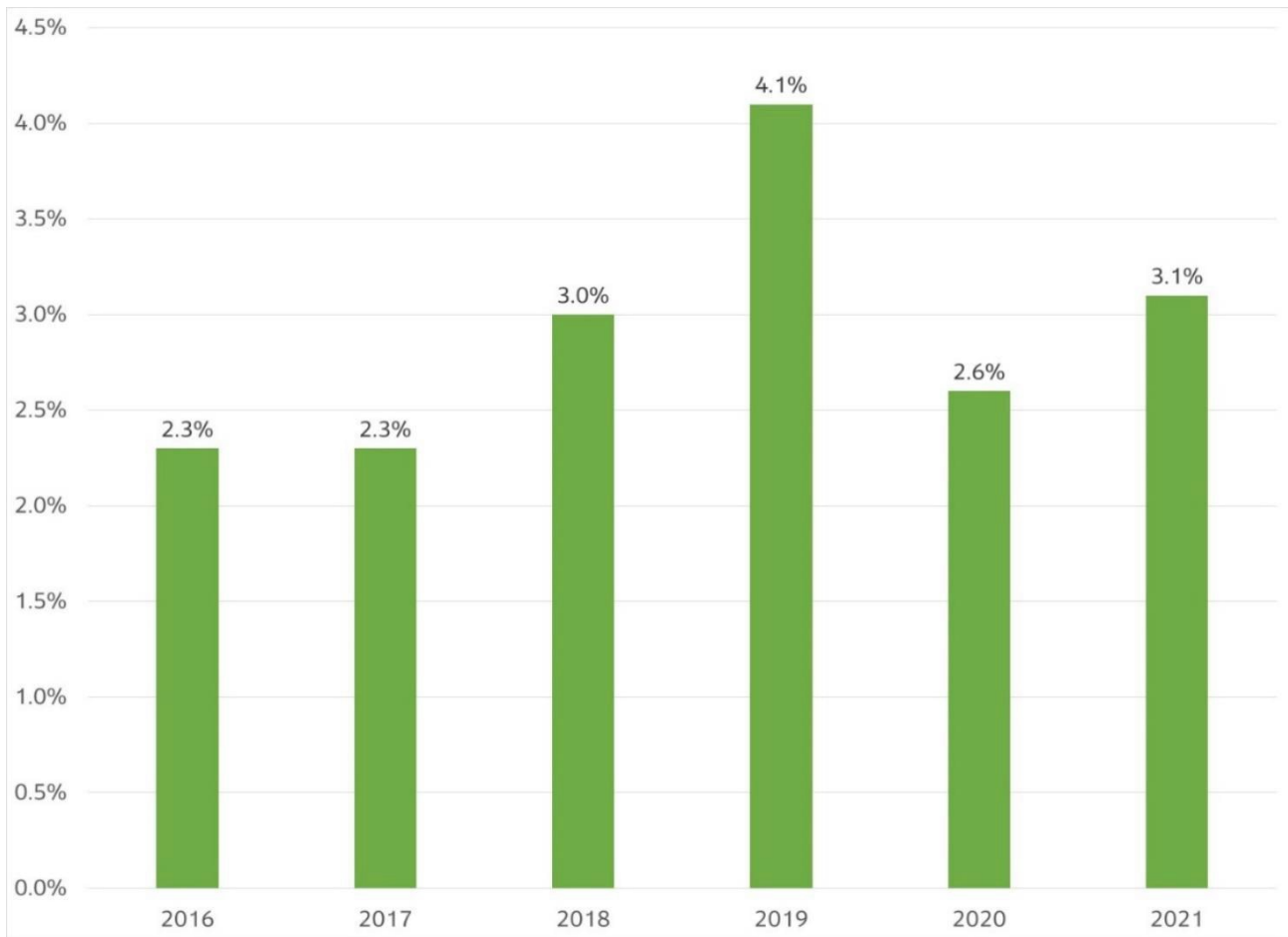


Figure 5: Employees cycling to work regularly, percentage (source: <https://usmart.io/org/cyclingscotland/>)

### 2.2.1 Cycling Friendly Employers

Also, a monitoring indicator to demonstrate meeting the objective to enable active travel choices for journeys to work was to monitor the number of Cycle Friendly Employer Awards in West Lothian. Cycling Scotland’s nationally accredited programme provides an award scheme to support employers and their employees to cycle to work, encouraging more sustainable transport choices.

Table 2 provides a summary of the number of Cycling Friendly Employers in West Lothian over the period of the 2016-21 ATP, demonstrating a steady, if small, increase in the number of employers and employees benefitting from organisations supporting employees to enjoy the benefits of cycling.

Table 2: Cycling Friendly Employers (source: <https://usmart.io/org/cyclingscotland/>)

Year	Cycling Friendly Employers	Staff Employed
2016	2	530
2017	2	530
2018	3	630
2019	4	630
2020	4	695
2021	5	725

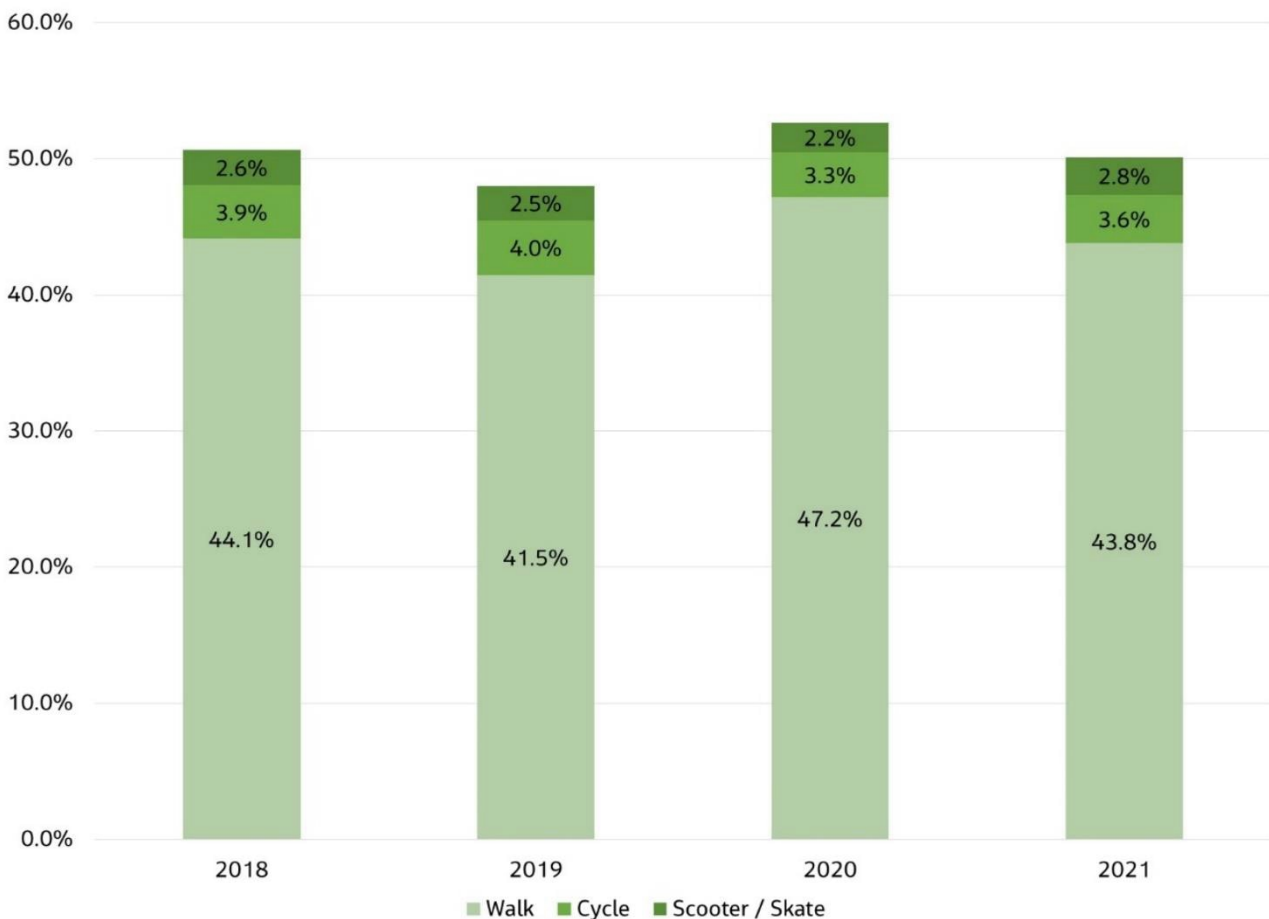
## 2.3 Travel to school

As stated on the Sustrans website, the Hands Up Scotland Survey looks at how pupils across Scotland travel to school and nursery and is the largest national dataset on school travel. We have gathered data for 2018-2021 inclusive to help demonstrate conformity with the objective to enable active travel choices for pupils and students in education., and this is summarised below.

Table 3 presents a summary of travel modes for all school types in West Lothian. This highlights that approximately 50% of school pupils in West Lothian choose to walk, cycle, or scoot / skate to school, as also illustrated in Figure 6.

**Table 3: Travel modes – all school types (source: Hands Up Scotland Survey)**

Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other
2018	44.1%	3.9%	2.6%	8.7%	24.7%	13.0%	2.7%	0.2%
2019	41.5%	4.0%	2.5%	9.2%	24.9%	14.6%	3.0%	0.3%
2020	47.2%	3.3%	2.2%	10.5%	21.4%	12.9%	2.4%	0.2%
2021	43.8%	3.6%	2.8%	10.4%	23.5%	13.5%	2.3%	0.1%



**Figure 6: Travel modes – all school types (source: Hands Up Scotland Survey)**

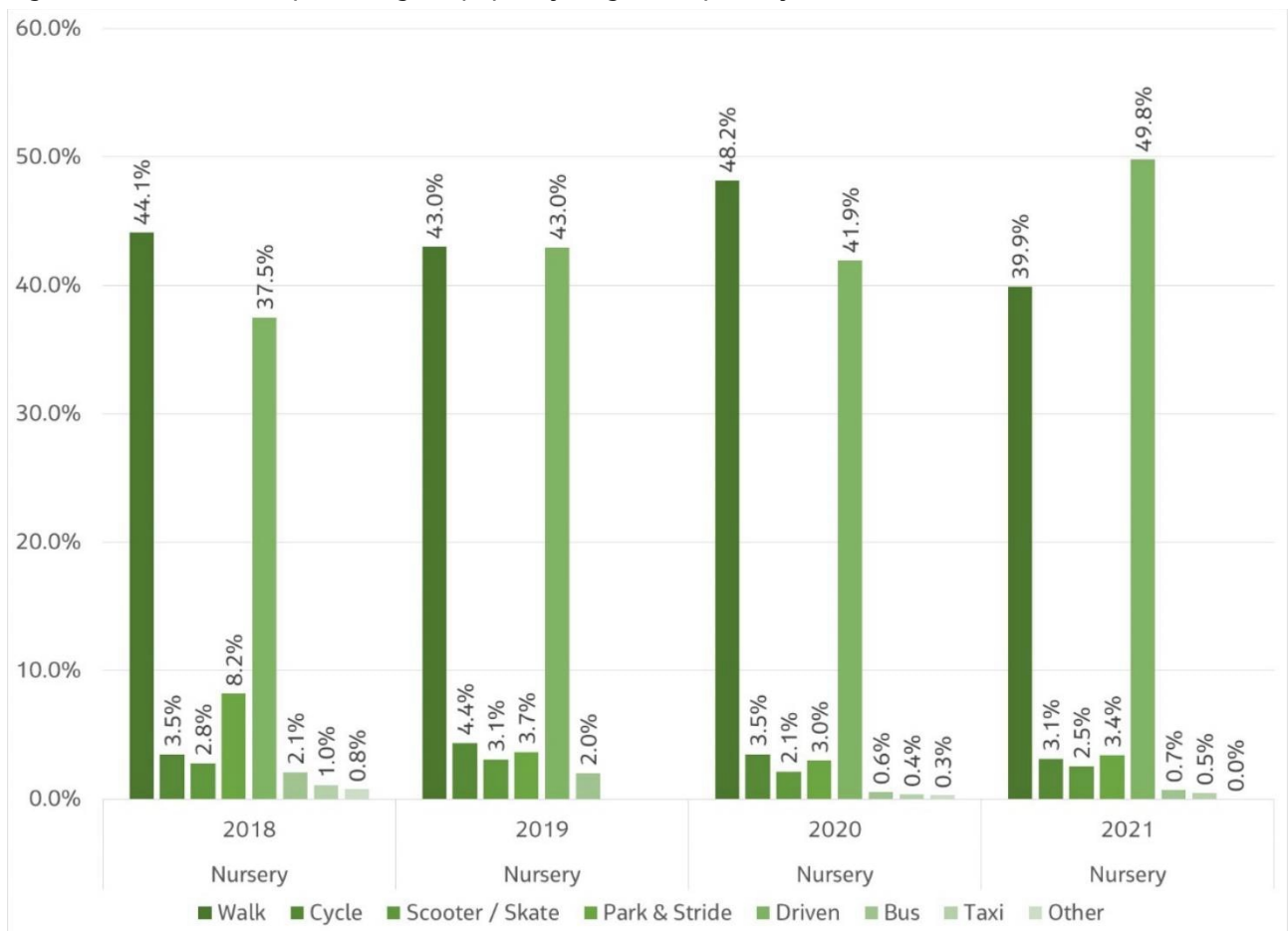
Similar data from the SHS for 2016 and 2019, Table 4, summarises that a higher proportion of respondents walked to school while none choose to cycle.

**Table 4: Pupils in full time (school) education – usual main method of travel to school, percentage (source: SHS)**

Year	Walking	Car or Van	Bicycle	Bus (school, works, or ordinary / service)	All other modes (rail, taxi, ferry, etc.)
2016	61.3	17.1	0.0	20.4	1.2
2019	58.0	26.0	0.0	12.0	4.0

A further breakdown of the travel modes for the differing school types in West Lothian from the Hands Up Scotland Survey, as illustrated in Figure 7 and Figure 8, highlights that approximately 50% of nursery and primary school pupils in West Lothian walk, cycle, or scoot / skate to school, with a significant proportion also being driven.

Figure 9 illustrates the percentage of pupils walking to the primary schools in West Lothian in 2021 and Figure 10 illustrates the percentage of pupils cycling to the primary schools in West Lothian in 2021.



**Figure 7: Travel modes – to nursery (source: Hands Up Scotland Survey)**

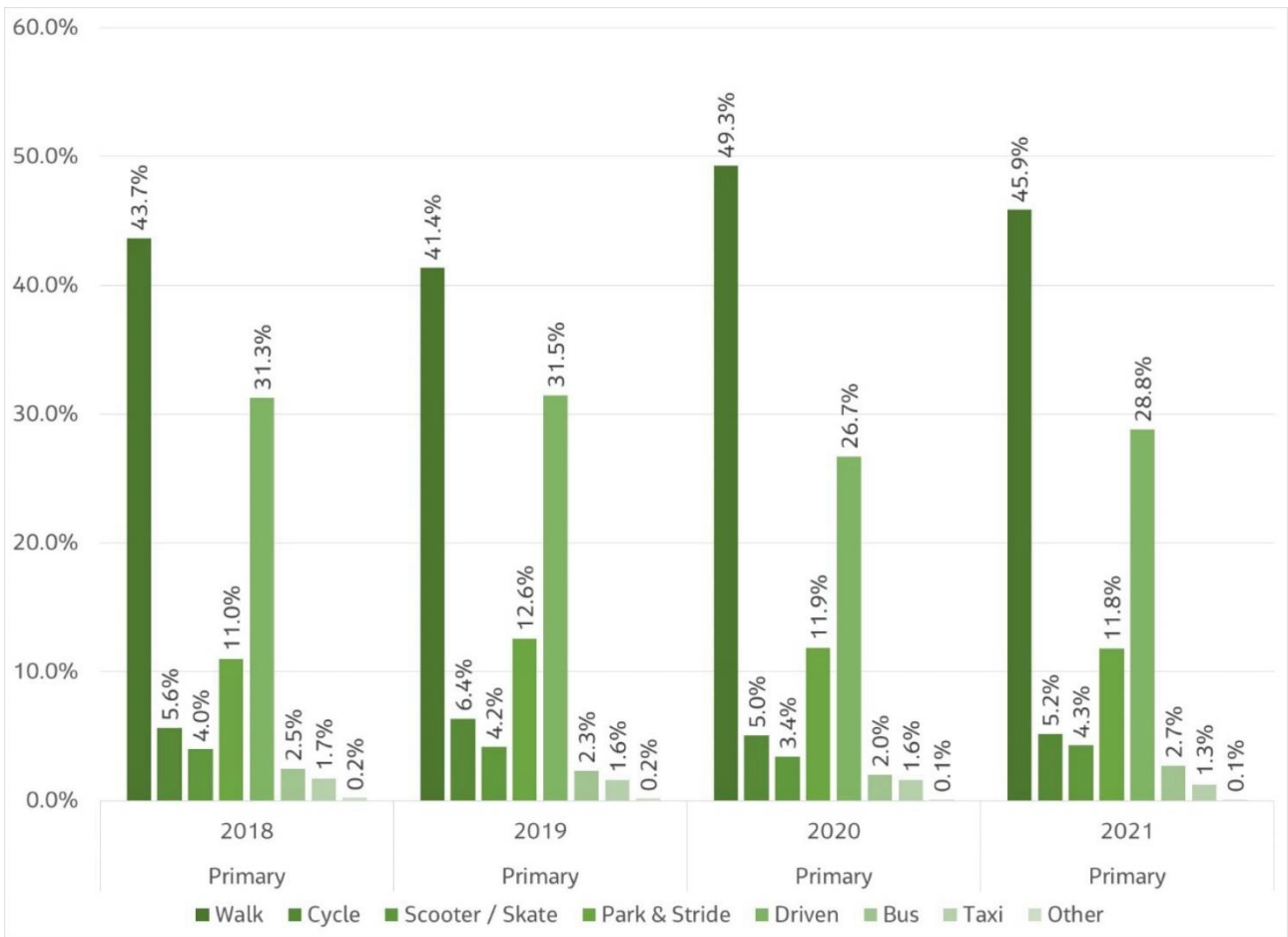


Figure 8: Travel modes – to primary schools (source: Hands Up Scotland Survey)



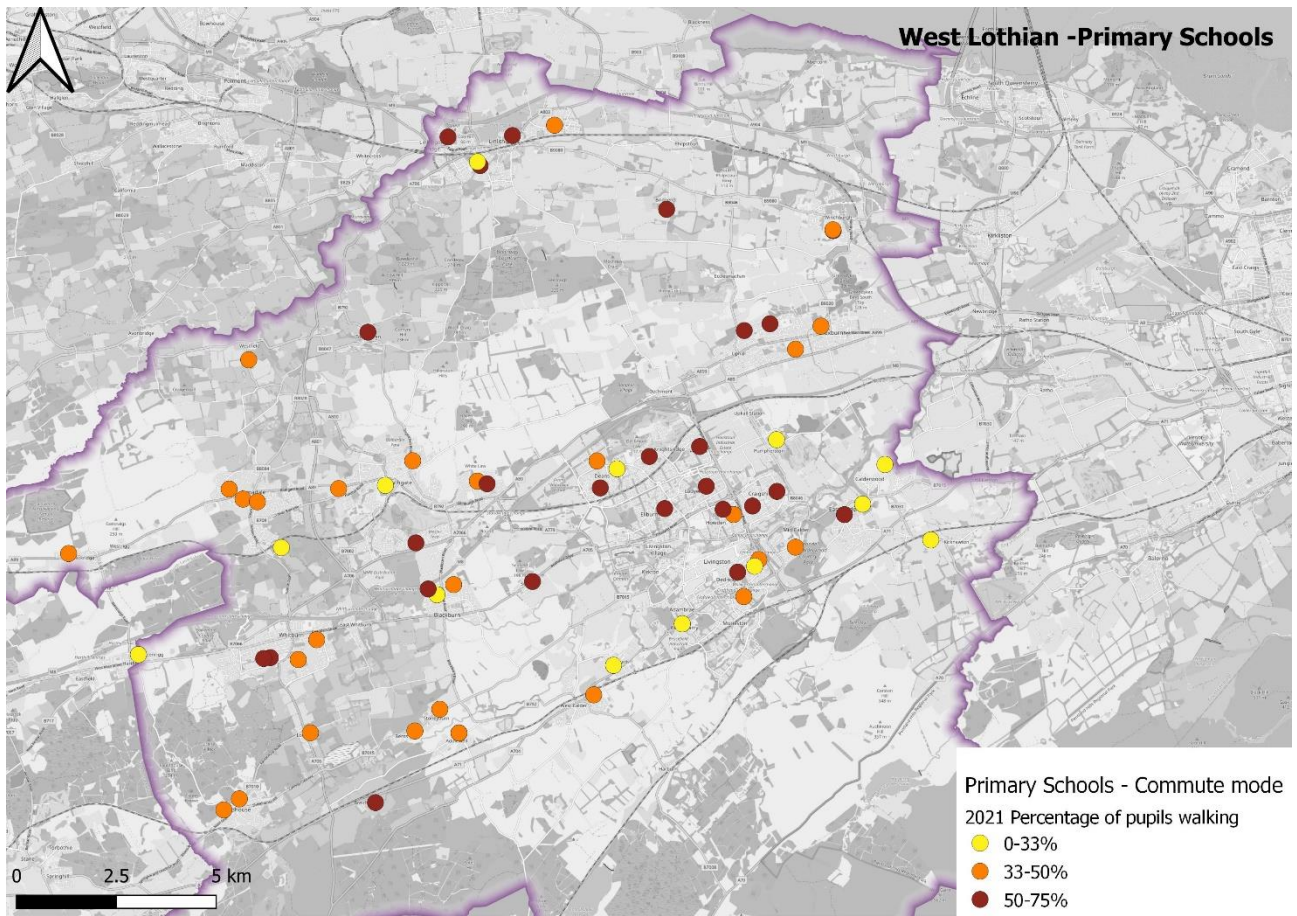


Figure 9: Walking – to primary schools (source: Hands Up Scotland Survey)

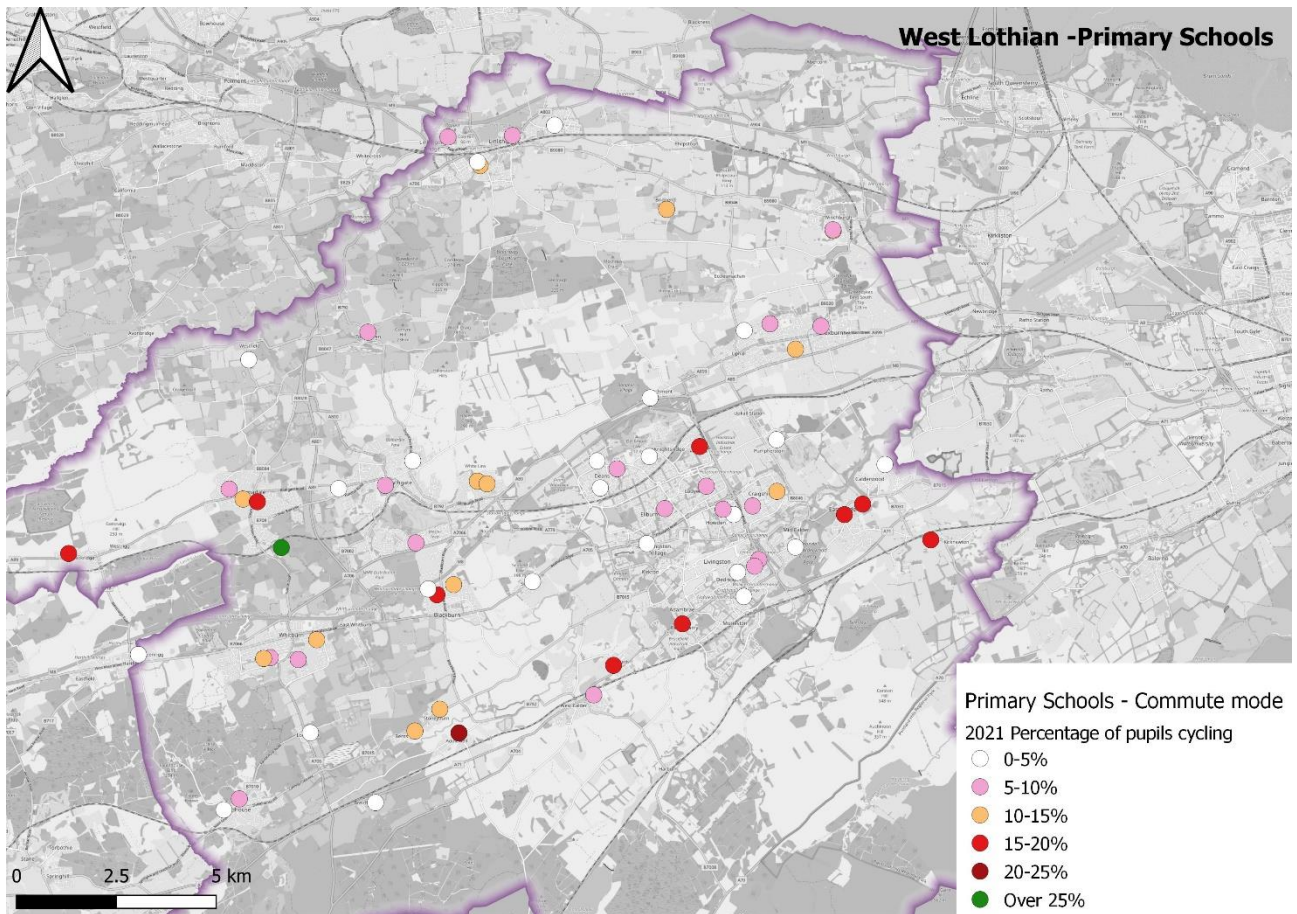


Figure 10: Cycling – to primary schools (source: Hands Up Scotland Survey)

As illustrated in Figure 11, the Hands Up Scotland Survey demonstrates that fewer secondary school pupils choose to cycle or scoot / skate to school although a significant proportion continue to walk. There is a significant reduction of driven trips which are generally replaced by trips undertaken by bus, likely reflecting the greater independence of older school pupils and the larger catchment areas of secondary schools.

Figure 12 illustrates the percentage of pupils walking to the secondary schools in West Lothian in 2021 and Figure 13 illustrates the percentage of pupils cycling to the secondary schools in West Lothian in 2021.

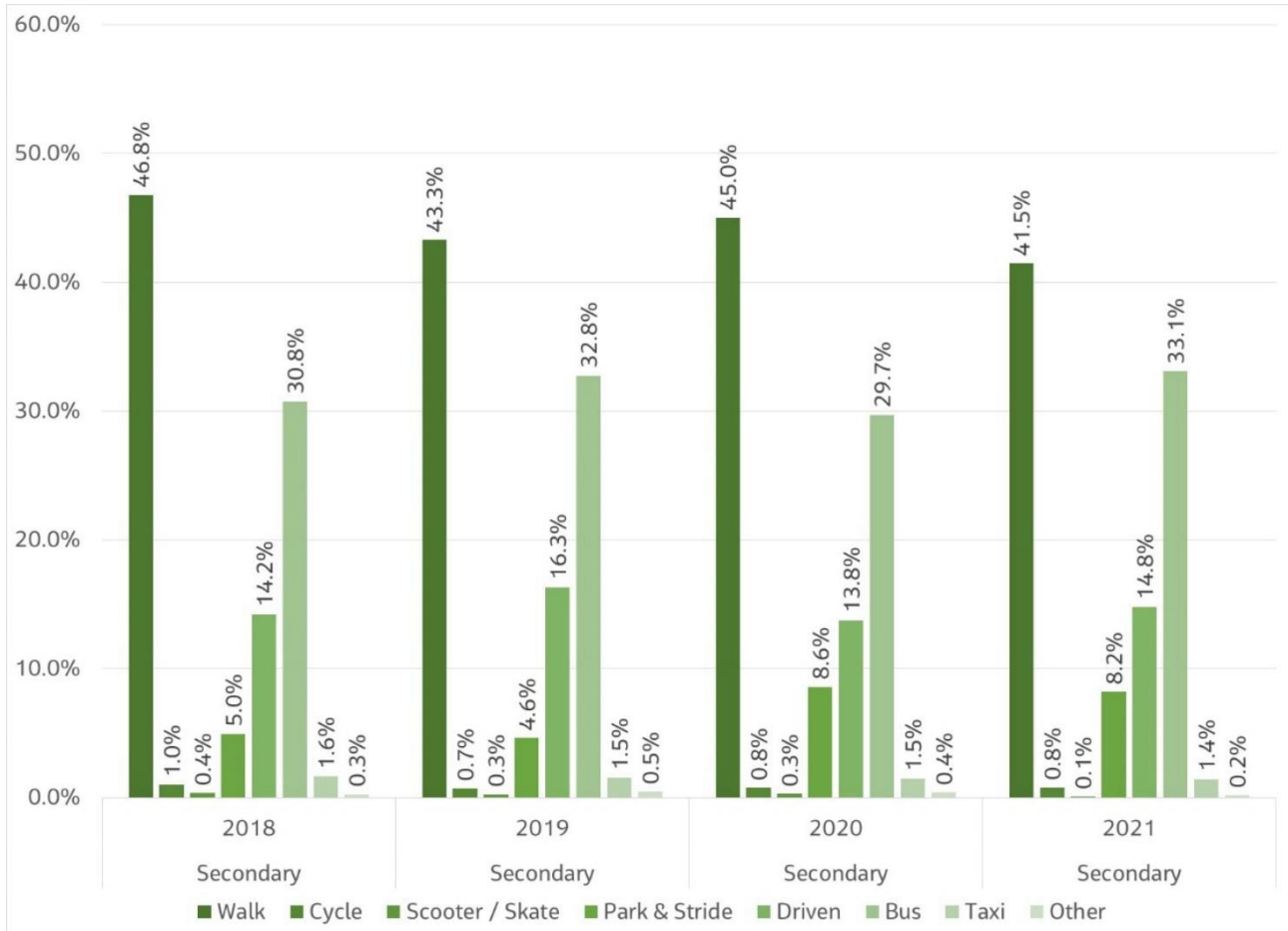


Figure 11: Travel modes – to secondary schools (source: Hands Up Scotland Survey)

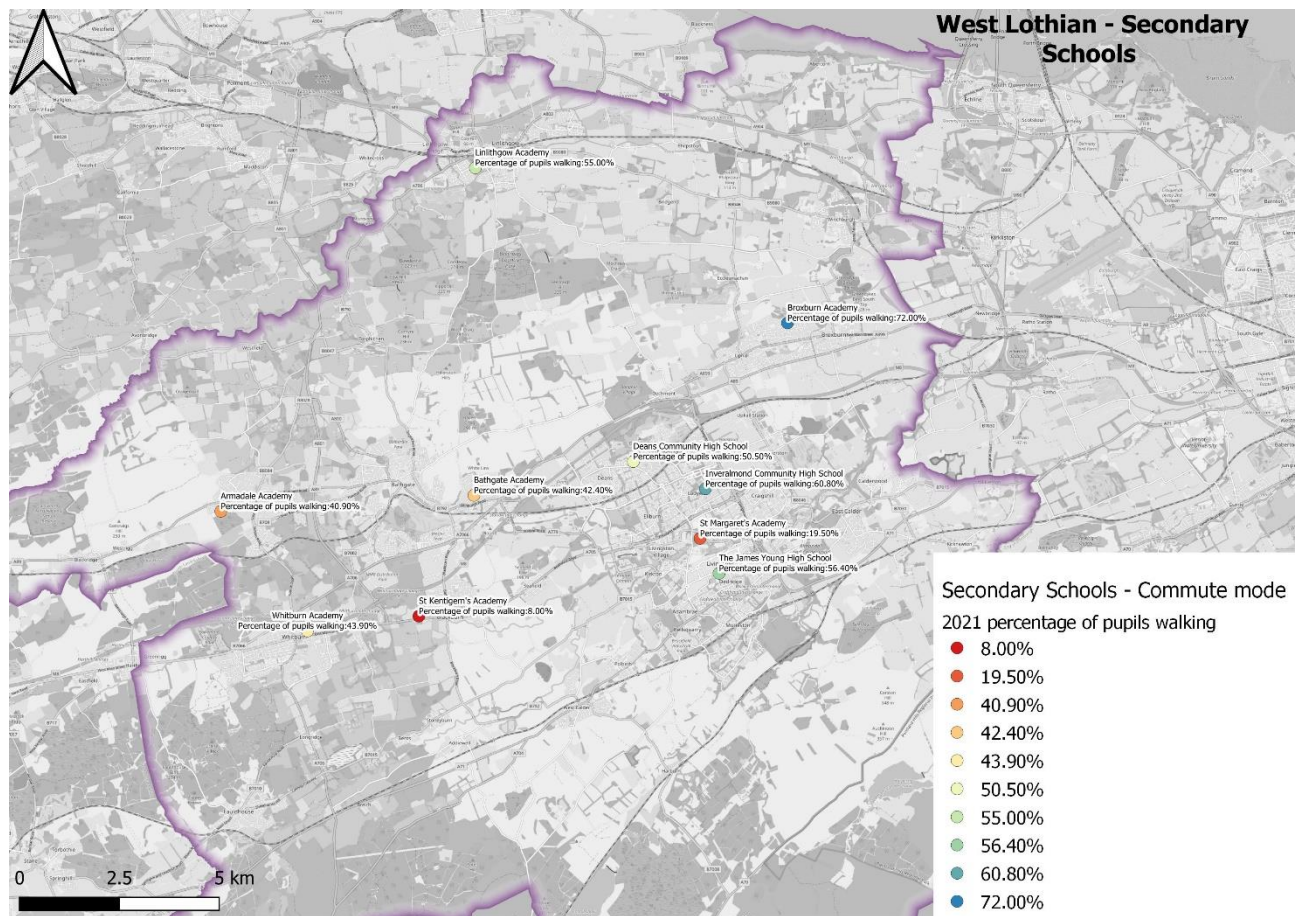


Figure 12: Walking – to secondary schools (source: Hands Up Scotland Survey)

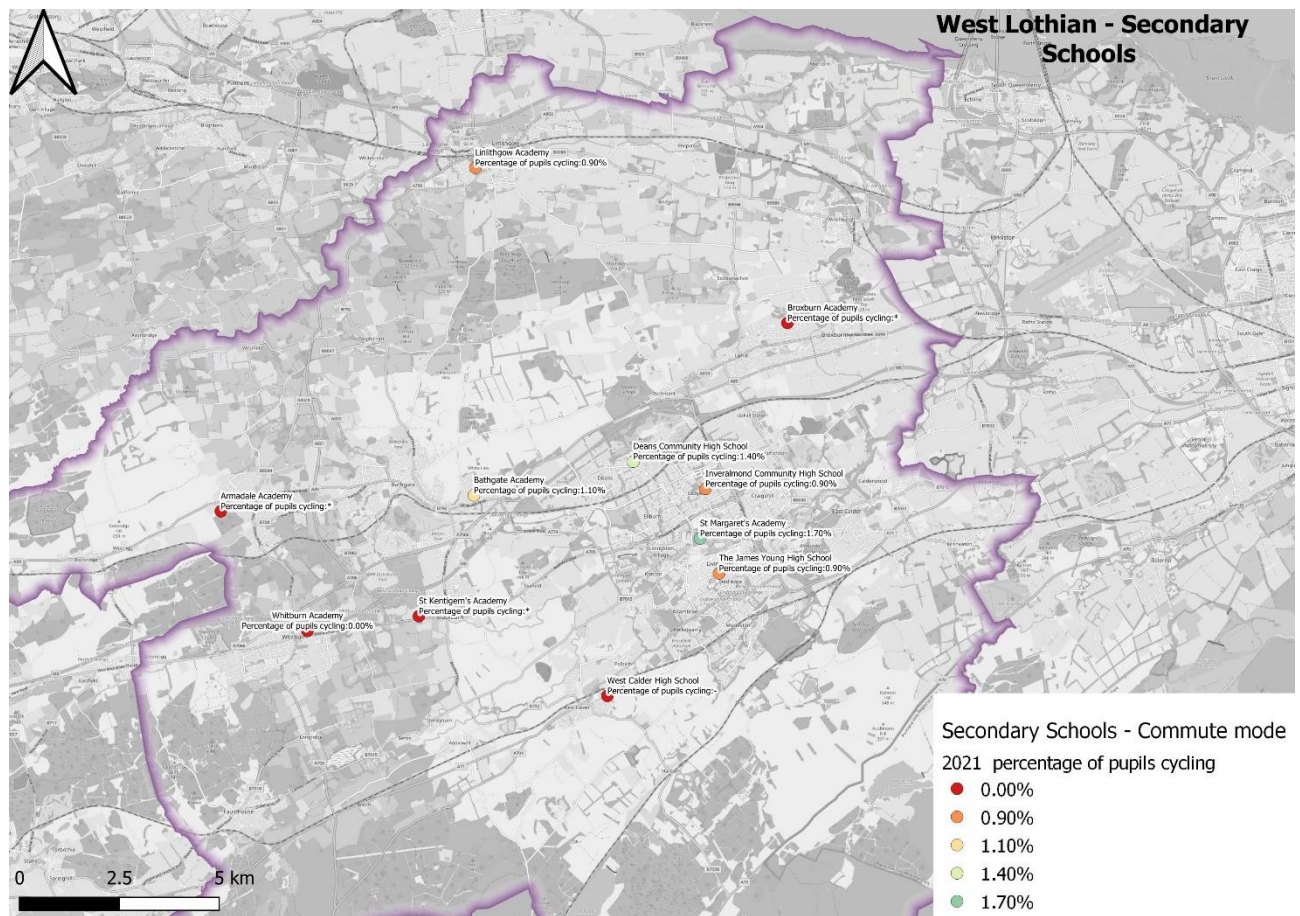


Figure 13: Cycling – to secondary schools (source: Hands Up Scotland Survey)

### 2.3.1 Bikeability

Cycling Scotland has an ambition for every primary school in Scotland to offer on-road cycle training (Level 2) to their pupils. As illustrated in Figure 14 West Lothian is one of the poorer performing local authorities in Scotland when it comes to the percentage of schools offering Bikeability Scotland Level 2 training for 2022-23, although this has increased from 22.4% for 2021-22.



Figure 14: The percentage of schools in each participating local authority offering Bikeability Scotland Level 2 training (source: <https://www.cycling.scot/bikeability-scotland/local-authorities/where-are-we-now>)

Figure 15 illustrates the percentage of primary schools in West Lothian delivering Level 2 Bikeability Scotland training over the period of the 2016-21 ATP. This illustrates a decline in the level of training since 2018 except for 2020 and 2021 when 25.8% of primary schools in West Lothian were recorded as delivering Level 2 Bikeability Scotland training. However, the 2020 and 2021 numbers are distorted by changes to the methods of data collection due to the impact of COVID-19.

Therefore, the percentage of primary schools delivering Level 2 Bikeability Scotland training in West Lothian has generally declined over the period of the 2016-21 ATP.

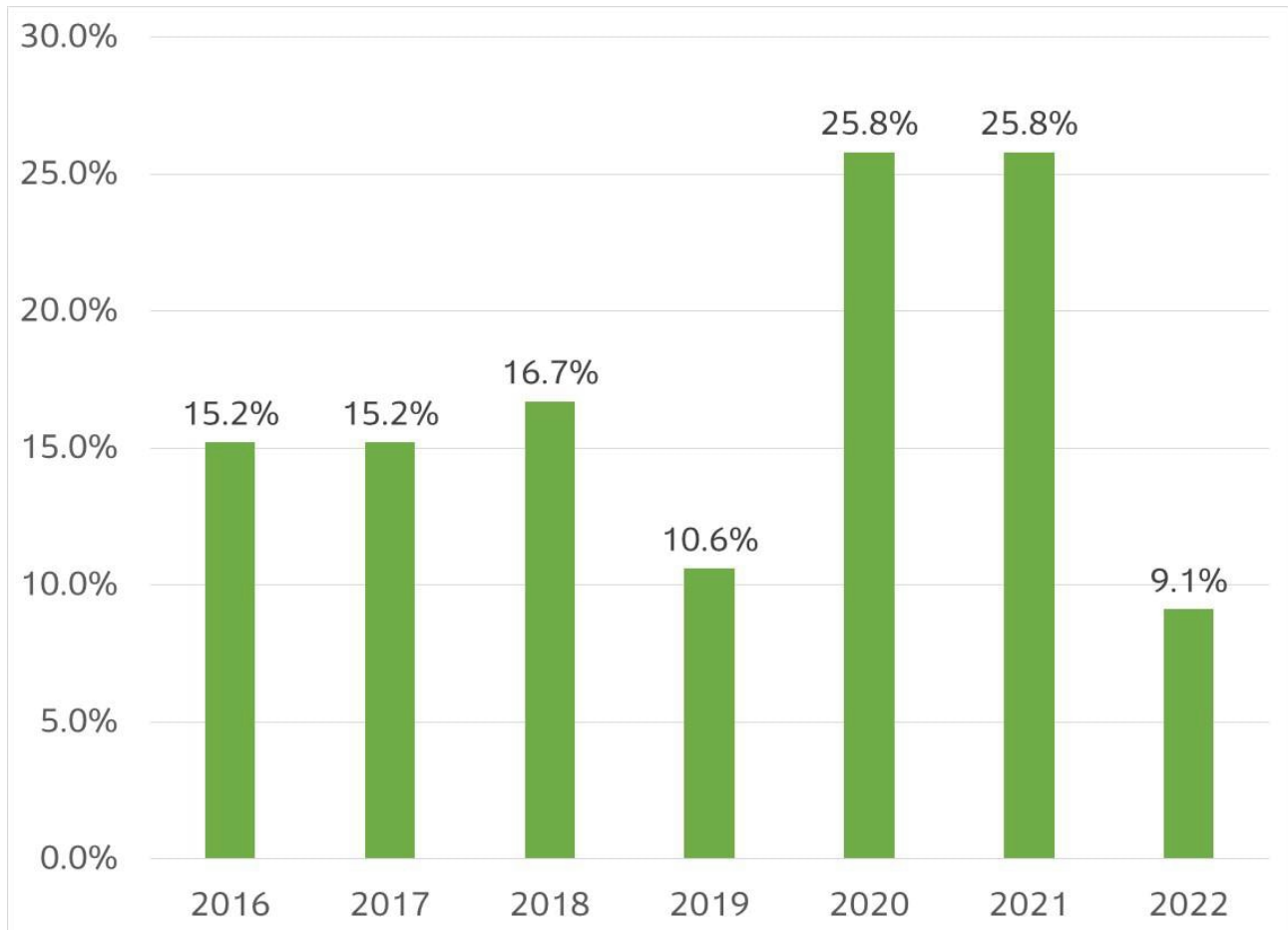


Figure 15: Percentage of primary schools delivering Level 2 Bikeability Scotland training (source: <https://usmart.io/org/cyclingscotland/>)

### 2.3.2 Cycling Friendly Schools

A monitoring indicator to demonstrate meeting the objective to enable active travel choices for pupils and students in education was to monitor the number of Cycle Friendly School Awards in West Lothian. Cycling to school brings many positive benefits: keeping children fit and healthy, building their confidence and giving them skills for life, and Cycling Scotland's nationally accredited programme provides an award scheme to support schools to make it easier for pupils to cycle, encouraging more sustainable transport choices.

Table 5 provides a summary of the number of Cycling Friendly Schools in West Lothian over the period of the 2016-21 ATP, demonstrating a general increase in the number of schools and pupils benefitting from their school's vision to help them enjoy the benefits of cycling.

**Table 5: Cycling Friendly Schools (source: <https://usmart.io/org/cyclingscotland/>)**

Year	Cycling Friendly Schools	Reaching Pupils cycling to secondary school
2016	2	525
2017	6	1,851
2018	9	3,993
2019	10	4,350
2020	9	4,095
2021	9	4,095
2022	10	4,296



## 2.4 Cycle count Data

Count data available from the Cycling Open Data portal, maintained and managed by Cycling Scotland, is summarised in Figure 16 which illustrated cycle trips per day at three sites in West Lothian (two in Bathgate, one in Livingston). Note, this has excluded 2020 and 2021 data to account for the anomalies resulting from COVID-19. This illustrates that the general trend is an increase in cycle related trips across the three locations although there is a slight downward trend apparent at the A89 location in Broxburn.

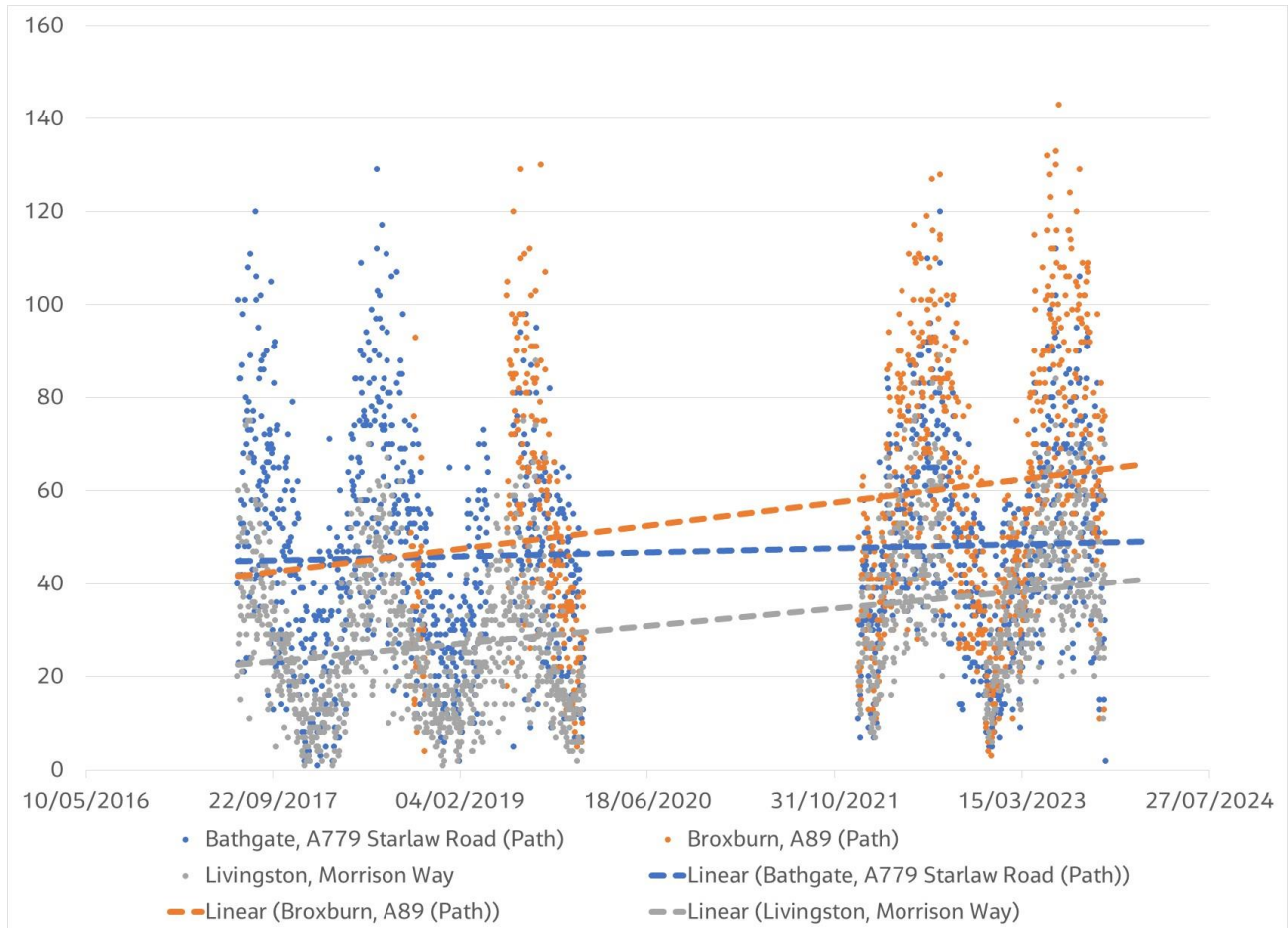


Figure 16: Summary of automatic cycle counter trips per day in West Lothian (source: <https://usmart.io/org/cyclingscotland/>)

## 2.5 Clubs, Groups and Training

### 2.5.1 Put Your West Foot Forward

The Put your West Foot Forward (PYWFF) project delivers walk and cycle rides that are led by volunteers who are trained to support individuals to walk or cycle at their own pace to gradually improve health, wellbeing, and confidence.

### 2.5.2 Cycle Training

Several cycle training courses are available in West Lothian, including training courses aimed at those who wish to teach Bikeability to school pupils or youth groups, training for volunteers with the All Ability Cycling and Bike Lending Library projects, and other courses covering essential cycling skills and bike maintenance that are available upon demand, including a short Essential Cycling Skills course run by Cycling Scotland / Sustrans volunteers in West Lothian.

### 2.5.3 Cycling Clubs

There are several cycling clubs in West Lothian, including:

- West Lothian Clarion Cycling Club.
- West Lothian Cyclists Touring Club.
- Livingston 20 Milers.
- Livingston Cycling Club.

### 2.5.4 Bike Lending Libraries

With funding support from NHS Lothian, Cycling Scotland and Transport Scotland's Smarter Choices Smarter Places programme, several bike lending libraries have been developed within communities across West Lothian. These aim to support local people who need access to a bike, or who would like to get back on a bike but need some training and support.

### 2.5.5 Bike Hire

West Lothian Bike Library is a not for profit, community interest company that supports people to get active and connected through cycling and associated activity, aiming to tackle inequalities in health by making cycling an activity for all (including advice / sessions on All Ability Cycling using adaptive bikes), regardless of background, income, or ability, and increasing independence, confidence, employability, and skills. In addition, where cost is a barrier to cycling, the West Lothian Bike Library donate and / or loan recycled bikes to those in need. West Lothian Bike Library also offer low-cost repairs and sales of recycled bikes.

### 2.5.6 Love to Ride

Love to Ride, working in partnership with WLC, aims to build a friendly and supportive online cycling community for the area and help more people to discover the joys and benefits of cycling. Love to Ride has been designed with behaviour change principles, techniques, and tools at its core to ensure that their approaches are as effective as possible at encouraging cycling. Love to Ride West Lothian run a year-round calendar of events with four main seasonal interventions to support people to cycle.

At the time of writing, Love to Ride West Lothian has 76 registered workplaces and 1,490 registered people.

### 2.5.7 I Bike

Since 2009, Sustrans Scotland's I Bike programme has been equipping school pupils with the skills they need to travel actively, safely, and confidently.

Funded by Transport Scotland and West Lothian Council, I Bike engages with children and young people experiencing barriers to cycling participation, with a specific focus on addressing the drop in cycling from primary to secondary school, and the gender gap in rates of cycling between boys and girls.

## 2.6 Awards

In addition to the Cycling Friendly Employer Awards and Cycle Friendly School Awards identified in Table 2 and Table 5 respectively, Cycle Friendly Community Awards have been awarded to:

- 1st Step Development Ventures (2023) – Silver Award
- West Lothian Bike Library (2022) – Gold Award
- Kirknewton Community Development Trust (2021) – Silver Award

### 2.6.1 Local Ownership

To support local ownership of active travel.

Several community-driven initiatives have been delivered, or have continued to be delivered, through the period of the 2016-21 ATP, and include:

- The Cyrenians Older People Active Lives (OPAL) service which delivers Health Walks in various locations across West Lothian, providing support to those aged 60+ to increase their independence and wellbeing.
- Xcite Aging Well Project which delivers weekly group walks which take place in various West Lothian towns. The project aims to maintain and improve the health of those over 50.
- West Lothian Foodbank which offers Buggy Walks to support parents and carers to socialise and improve and maintain their health and fitness.
- The Low Port Centre in Linlithgow which provides information on walking and cycling in West Lothian, including step-by-step directions for several popular walks across West Lothian, as well as information on local cycling routes and clubs.
- Linlithgow Community Development Trust, formed by residents of Linlithgow and Linlithgow Bridge, which promotes active travel and organises events including bike maintenance, cycle training, travel planning, electric car information evenings, electric bike trials, walking groups and more. An Active Travel map for Linlithgow has also been produced and available for download.

### 3. Active Travel Interventions / Solutions

Through discussions with WLC, we have developed an understanding of what active travel schemes from the 2016-21 ATP ('Possible Solutions' from Tale 5.1 of the ATP) have been progressed, and at what stage of delivery they are. A summary of these is provided in Table 6 and focusses on those solutions that had an identifiable strategic route (18).

Also, through discussions with WLC, we have developed an understanding of what other active travel schemes have been identified, and at what stage of delivery they are, following the preparation of the 2016-22 ATP, but not identified therein, that support everyday walking and cycling journeys. A summary of these is provided in

Table 7.

#### 3.1.1 Expenditure on Active Travel

A total of approximately £3M has been invested in delivering active travel schemes and improvements between 2017-23.

Further to spending thus far, WLC have committed to investing £1.18 million in local infrastructure with the aim of improving walking, wheeling, and cycling routes across West Lothian, having received funding from the Scottish Government for Cycling Walking and Safer Routes, Sustrans (Scotland) for Places for Everyone, and Paths for All for Smarter Choices Smart Places. This funding is allocated to encourage active travel through engagement with communities and improvements to road and footway network that cannot be used for other services.

The Places for Everyone funding will allow for the progression of the design of a cycle path link from Stoneyburn to Fauldhouse, including a bridge that will span the A706, as well as key links to Bathgate town centre as part of the Bathgate Meadows Nature Park project.

The Smarter Choices Smart Places funding will allow Sustrans to continue to provide a dedicated I Bike officer who will encourage, promote, and develop active travel initiatives within the primary and secondary schools in West Lothian.

The Cycling Walking and Safer Routes funding is to fund several routes and crossings, including:

**Wester Inch to Whitehill Industrial Estate (see**

- Table 7)

**Whitburn Town Walk – Phase 2 (see**

- Table 7)
- B7066 Heartlands to Whitdale Roundabout and connections (see Table 6)

**Guildiehaugh to Bathgate Railway Station, Edinburgh Road, Bathgate (see**

- Table 7)

**12 crossing locations (see**

- Table 7)

West Lothian Council's ten-year General Services Capital Programme for 2023/24 to 2032/33 references anticipated Grant funding of £8.1 million for cycling, walking and safer routes projects over the ten-year period. The Scottish Government have also confirmed a further three years funding for Place Based Investment, to be used to accelerate delivery of community led regeneration, community wealth building and town centre revitalisation.

**Table 6: Summary of 2016-21 ATP Active Travel Schemes**

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R01	Linlithgow (& Philipstoun)	Winchburgh / Broxburn	Re-surfacing of NCN (754) in partnership with Scottish Canals.	<input checked="" type="checkbox"/>				A section of improvement to the surface of the canal towpath was carried out. New links were created to the canal towpath in Linlithgow at Sports Centre and Academy.
R02	Linlithgow (& Philipstoun)	Winchburgh / Broxburn	On-road cycle lane – long-term aspiration.				<input checked="" type="checkbox"/>	-
R03	Linlithgow (& Philipstoun)	Livingston / Bathgate	Off-road shared use path on B8046.			<input checked="" type="checkbox"/>		Concept / feasibility design undertaken on off-road shared use path between Threemiletown and Ecclesmachan.
R04	Armadale	Whitburn	Off-road link on B8084	<input checked="" type="checkbox"/>				B8084 Whitburn to Armadale Railway Station Cyclepath, completed in June 2021 – Provision of an off-road cyclepath between the two communities and connection to Armadale Railway Station.
R05	Blackridge and Armadale	Livingston	Potential route formed by B8084 off-road link plus new off-road scheme on A706 / A7066 / A89.	<input checked="" type="checkbox"/>				B7066 Greenrigg to Heartlands Cyclepath – One of the remaining sections to be delivered that will provide local and strategic active travel routes through West Lothian from North Lanarkshire to Edinburgh.
R06	Blackridge and Armadale	Livingston	Potential route formed by B8084 off-road link plus new off-road scheme on A706 / A7066 / A89.			<input checked="" type="checkbox"/>		B7066 Heartlands to Whitdale Roundabout – Another of the remaining sections to be delivered that will provide local and strategic active travel routes through West Lothian from North Lanarkshire to Edinburgh.
R07	Blackridge and Armadale	Livingston	Potential route formed by B8084 off-road link plus new off-road scheme on A706 / A7066 / A89.	<input checked="" type="checkbox"/>				A706 / A7066, Whitdale Roundabout to Boghead Roundabout, completed in November 2022 – Provision of a section of cyclepath to create an active travel corridor along the A89 with links to Armadale, Armadale Railway Station, Whitburn. Bathgate, Livingston, Broxburn, Uphall and Uphall Railway Station.

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R08	West Calder / Harburn	Livingston	Footway widening / redetermination from West Calder to Livingston.				<input checked="" type="checkbox"/>	Section between Polbeth and West Calder was investigated. Given there is an alternative off-road route between Polbeth and West Calder, this option has been rejected. Consideration could be given to assessing the remaining section from Polbeth to Livingston.
R09	West Calder / Harburn	South Lanarkshire (Woolfords Auchengray & Tarbrax)	Quiet roads being considered.			<input checked="" type="checkbox"/>		Off road link West Calder to Harburn feasibility study and concept plan completed.
R10	Blackburn and Seafield	Livingston	Upgrade Seafield off-road connections.				<input checked="" type="checkbox"/>	-
R11	Blackburn and Seafield	Livingston	Consider footway widening / redetermination along A705				<input checked="" type="checkbox"/>	-
R12A	Blackburn	Bathgate	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.	<input checked="" type="checkbox"/>				Some minor improvements delivered as part of scheme delivering signal-control of Whitehill Industrial Estate access and Toucan across B792.
R12B	Blackburn	Bathgate	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.			<input checked="" type="checkbox"/>		Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design.

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R13A	Stoneyburn and Breich Valley	Whitburn / Addiewell	Off-road path improvements / upgrades.	<input checked="" type="checkbox"/>				Path between Foulshiels Road (West Foulshiels) and East Whitburn completed. Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design.
R13B	Stoneyburn and Breich Valley	Whitburn / Addiewell	Off-road path improvements / upgrades.			<input checked="" type="checkbox"/>		No improvements made between Foulshiels Road (West Foulshiels) and Stoneyburn. Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design.
R14	Stoneyburn and Breich Valley	Whitburn / Addiewell	New shared use paths alongside road.			<input checked="" type="checkbox"/>		Options identified in 2017 CH2M Community Links Study – Feasibility and Concept Design. Progress on Stoneyburn to Fauldhouse route with proposed footbridge across A706.
R15	Fauldhouse	Longridge	None required.	<input checked="" type="checkbox"/>				The provision of an off-road cycle path adjacent to the B7010, completed in October 2018, connecting the two communities.
R16	Fauldhouse / Longridge	Whitburn	Following Whitburn Charrette, masterplan to be reviewed with developer to secure greater integration between existing town and new greenways.				<input checked="" type="checkbox"/>	-
R17	Kirknewton / East Calder / Mid Calder / Wilkieston	Livingston	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.			<input checked="" type="checkbox"/>		Feasibility study carried out on A71 active travel corridor options in 2016.

Ref.	2016-21 ATP (Settlement)	2016-21 ATP (To / Between)	2016-21 ATP (Possible Solutions)	Completed	Under construction	Study / design stage	No progress	Comments
R18	Torphichen and Westfield	Armadale / Bathgate / Livingston	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.				<input checked="" type="checkbox"/>	-

**Table 7: Summary of Other Active Travel Schemes**

Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
R08	Addiewell to Livingston study			<input checked="" type="checkbox"/>		A 2022 SEStran feasibility study has been undertaken, previously identified as part of the SEStran Strategic Network, that investigates active travel route options for walking, wheeling, and cycling facilities between the settlements, via West Calder, Polbeth, and Bellsquarry.
R19	Whitburn Road to Inchcross Industrial Estate	<input checked="" type="checkbox"/>				Whitburn Road to Inchcross Industrial Estate Footway Provision, completed in May 2021 – Provision of a footway from the residential area in Bathgate to the employment area at Inchcross Industrial Estate.



Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
R20	Wester Inch to Whitehill Industrial Estate			<input checked="" type="checkbox"/>		Wester Inch to Whitehill Industrial Estate – Design is at an advanced stage to provide an off-road cycle path link between the housing area at Wester Inch and Whitehill Industrial Estate. The creation of a cycle path link will provide a direct connection between the two areas and help to encourage active travel movement between them.
R21	Guildiehaugh to Bathgate Railway Station, Edinburgh Road, Bathgate			<input checked="" type="checkbox"/>		Edinburgh Road, Guildiehaugh to Bathgate Railway Station – Design is at an advanced stage to provide a segregated cycleway linking into Bathgate Railway Station and town centre.
R22	Whitburn Town Walk – Phase 1	<input checked="" type="checkbox"/>				Whitburn Town Walk form Polkemmet Road - Phase 1, completed in June 2018 – Improvement of the off-road path running through Whitburn linking housing areas to schools and other amenities.
R23	Whitburn Town Walk – Phase 2			<input checked="" type="checkbox"/>		Whitburn Town Walk Improvements – Phase 2 and 3 - Design is at an advanced stage to improve the off-road path running through Whitburn linking housing areas to schools and other amenities. A consultation exercise is about to commence.
R24	Cappers Bridge, Armadale	<input checked="" type="checkbox"/>				Cappers Bridge, Armadale – Pedestrian / cyclist facilities, completed in June 2018 – Provision of a safe crossing over cappers bridge for pedestrians and cyclists to Southdale Primary School.
R25	Murieston Road to Murieston East Road, Livingston	<input checked="" type="checkbox"/>				Murieston Road to Murieston East Road, Livingston – Footway provision, completed in August 2018 – Provision of a footway connecting the residential area in Murieston to Livingston South Railway Station.
R26	Whitburn Road, Bathgate Pedestrian Improvements	<input checked="" type="checkbox"/>				Whitburn Road, Bathgate Pedestrian Improvements - Widening of a footway and improved crossing facilities, creating a safer environment for children to cycle/walk to St Mary's RC Primary School.

Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
R27	West Lothian Cycle Circuit	<input checked="" type="checkbox"/>				A 1 km, tarmac traffic-free circuit in Linlithgow, floodlit for year-round use. The facility is aims to help people of all ages and abilities to provide a safe environment to increase cycling confidence, improve physical and mental health, and create a more sustainable, healthier, happier, and better-connected community, creating a society where cycling is part of everyday life.
R28	Bathgate Meadows Nature Park			<input checked="" type="checkbox"/>		The vision is to create a large, high-quality, accessible, and wildlife-rich nature park on former industrial land, regenerating the rivers that run through the town, creating new direct active travel connections between Blackburn, Wester Inch, and the town centre and its transport hubs.
R29	Cellars Path, Linlithgow	<input checked="" type="checkbox"/>				Footway widening and cycleway provision.
R30	Capstan Walk, Linlithgow	<input checked="" type="checkbox"/>				Footpath resurfacing.

Ref.	Scheme Description	Completed	Under construction	Study / design stage	No progress	Comments
C01-C12	Pedestrian / Cycle Crossings Various Locations			<input checked="" type="checkbox"/>		<p>Pedestrian / cycle crossings at various locations – 12 sites have been identified for improved crossing facilities including toucan and puffin crossings. Consideration was given for the need for improved facilities for those groups who experience the most difficulties. Once installed these facilities will improve accessibility and vulnerable users and support active travel. Locations include:</p> <ol style="list-style-type: none"> <li>01. A89 Junction of Newhouses Road, Broxburn – Pedestrian refuge island and associated footway provision.</li> <li>02. A705, Redmill Nursing Home, East Whitburn – Pedestrian refuge island.</li> <li>03. B8084 North Street, Armadale – Puffin Crossing.</li> <li>04. Calder Park Road, Mid Calder – Dropped kerb crossing.</li> <li>05. Church Street, Addiewell – Upgrade Puffin Crossing.</li> <li>06. Hardhill Road, Bathgate – Puffin Crossing.</li> <li>07. Kirkton South Road, Livingston – Toucan Crossing.</li> <li>08. Lower Bathville at Heathervale Walk, Armadale – Upgrade belisha beacon with new LED lighting.</li> <li>09. Main Street, Mid Calder – Puffin Crossing.</li> <li>10. Murieston West Road, Livingston – Toucan Crossing.</li> <li>11. Preston Road, Linlithgow – Puffin Crossing.</li> <li>12. Springfield Road, Linlithgow – Puffin Crossing.</li> </ol>

## 4. Conclusions

WLC and its partners have made some good progress on implementing active travel measures since the publication of the 2016 ATP.

Of the 18 active travel infrastructure improvements schemes identified in the ATP, WLC has fully completed five, and made progress with a further seven, but no progress on six. An additional 14 projects (including 12 crossings), not referenced in the 2016-21 ATP, have been progressed in the same period with six of these complete. Additionally, other minor accessibility schemes have been completed or designs are ongoing.

However, while the opportunity to travel actively has increased through the delivery of active travel schemes and interventions that are encouraging people to travel actively, the available data suggests that active travel for everyday journeys has not changed significantly over the period of the 2016-21 ATP.

A summary of the progress made against each of the ATP objectives is provided in Table 8.

**Table 8: 2016-21 ATP Objectives – Summary of changes since 2016**

Objectives	Summary of changes since 2016
To enable active travel choices for everyday journeys, including the journey to work.	<ul style="list-style-type: none"> <li>WLC and partners have led the development and/or implementation of projects which have enabled active travel choices for everyday journeys in some locations in West Lothian.</li> <li>These projects have not resulted in a significant increase in walking or cycling and, according to SHS data, rates of walking and cycling in West Lothian have fallen since 2016.</li> </ul>
To enable active travel choices for pupils and students in education.	<ul style="list-style-type: none"> <li>WLC and partners have led the development and/or implementation of projects which have enabled active travel choices for journeys to school in some locations in West Lothian.</li> <li>These projects have not resulted in a significant increase in walking or cycling and, according to Sustrans' Hands-Up Survey data, rates of walking and cycling to school in West Lothian have fallen slightly between 2018 and 2021.</li> </ul>
To enable active travel choices for leisure, tourism, and access to open spaces.	<ul style="list-style-type: none"> <li>WLC and partners have led the development and/or implementation of projects which have enabled active travel choices for leisure, tourism, and access to open spaces in some locations in West Lothian, but there is no clear evidence of the effectiveness of these projects.</li> </ul>
To secure funding for active travel projects.	<ul style="list-style-type: none"> <li>WLC has secured funding for the progression or delivery of most of the projects identified in the 2016-21 ATP, and a range of other projects.</li> <li>Some projects have not been progressed (in part due to factors other than availability of funding) and there remain aspirations for many other improvements to active travel facilities in West Lothian.</li> </ul>
To maintain active travel across all Council activity.	<ul style="list-style-type: none"> <li>WLC have made some strides to increasing the profile of active travel within its decision making, supported by improved regional and national focus.</li> </ul>
To support local ownership of active travel.	<ul style="list-style-type: none"> <li>There is a good variety of community groups and third-sector organisations which are supporting advocacy for, or delivery of, active travel projects in West Lothian. However, it is not clear whether this capacity has been significantly improved since 2016.</li> </ul>

Note, the COVID-19 pandemic has had a major impact during the period of the 2016-21 ATP, resulting in significant changes in travel patterns and on the capacity of West Lothian Council and its partners to deliver schemes to encourage or enable active travel. It is possible that a greater contribution to objectives would have been achieved without this impact.

Promoting active travel remains an important outcome for local, regional, and national policies. Therefore, learning the lessons from the successes and failures of the 2016-21 ATP is important for guiding the next iteration of the plan. From the review outlined above, and experience more generally of the active travel project delivery landscape in Scotland, it is suggested that each of the following areas needs attention if scheme delivery and effectiveness is to be accelerated:

- Increased funding, both capital and revenue, and with increased longer-term certainty of funding.

- Capacity within WLC and partner organisations to design, procure, deliver, and manage / maintain active travel infrastructure and schemes.
- Political will to help overcome the public acceptability challenges that some active travel schemes face.
- More effective monitoring of the effects and benefits that investing in active travel provides in West Lothian.

## **Appendix C. Consultation and Engagement Report**

## 2024-29 Active Travel Plan: Consultation and Engagement Report

<b>Date:</b>	1 February 2024	<b>Jacobs U.K. Limited</b>
<b>Project name:</b>	West Lothian Council Active Travel Plan	160 Dundee Street
<b>Project no:</b>	B2375001	Edinburgh, EH11 1DQ
<b>Attention:</b>	Chris Nicol; Ronnie Fisher; Victoria Mungall	United Kingdom
<b>Company:</b>	West Lothian Council	T +44 (0)131 659 1500
<b>Prepared by:</b>	Jenny Muir	F +44 (0)131 228 6177
<b>Reviewed by:</b>	Alan Kerr	www.jacobs.com
<b>Document no:</b>	12	
<b>Revision no:</b>	A	
<b>Copies to:</b>	Tim Steiner	

### 1. Introduction

Members of the public and stakeholders were invited to provide feedback on their travel habits, their thoughts on active travel, and their feedback on the existing active travel network in West Lothian. Feedback was gathered through an online active travel survey and an online interactive map hosted via [Placecheck](#). The consultation was linked via West Lothian Council's website and promoted via stakeholders and West Lothian Council's social media channels. 973 responses were gathered in total (643 survey responses and 330 Placecheck observations).

### 2. Active Travel Survey Summary

The active travel survey was made available online in May and June 2023. The survey was promoted to members of the public through West Lothian Council's social media channels, as well as through stakeholders including:

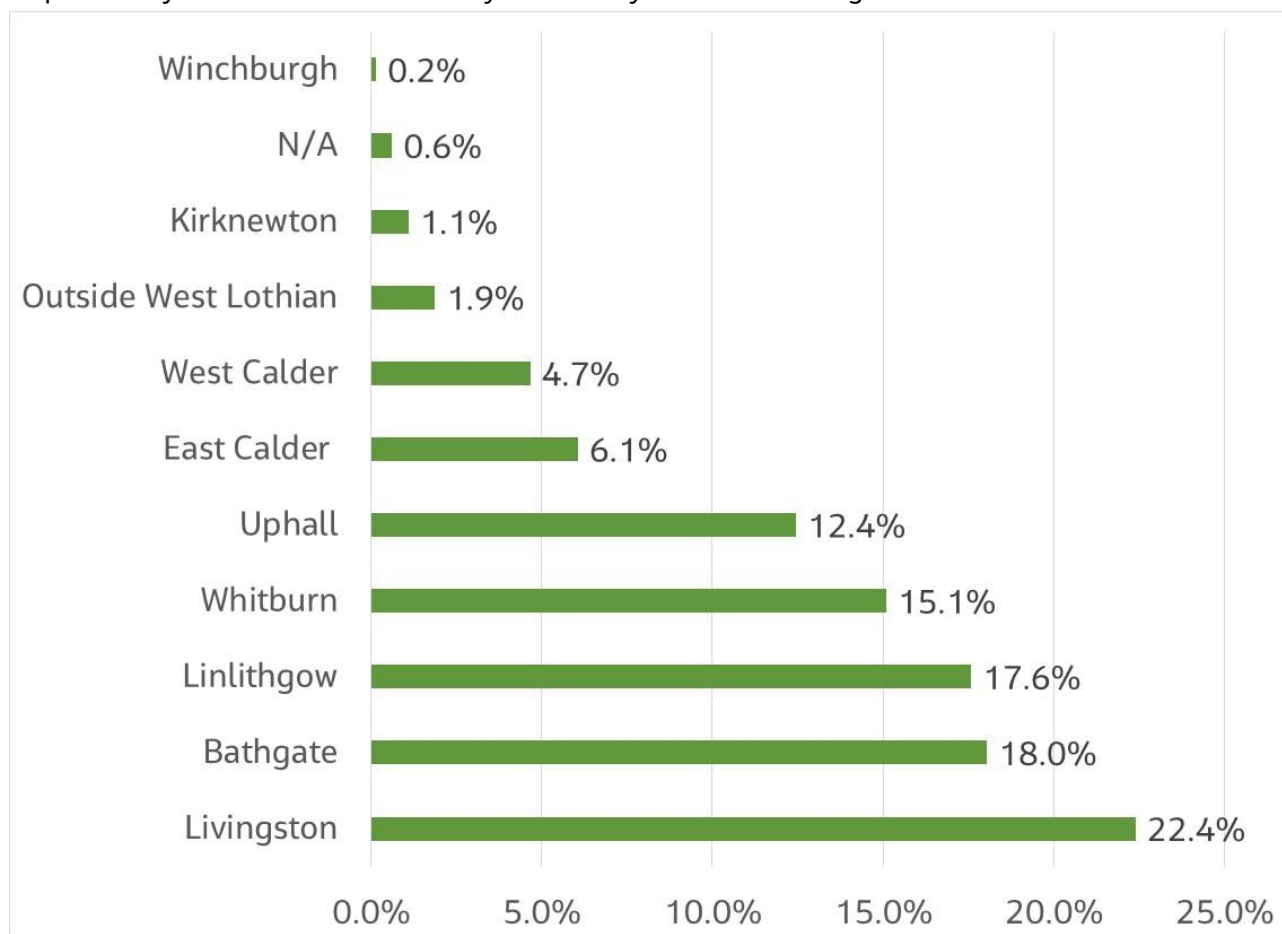
- Councillors
- Community Councils
- Community organisations
- Active travel representatives
- Equalities groups
- Health organisations
- Business representatives
- Large employers
- Local bike shops
- Schools
- Further higher education establishments

Stakeholders were encouraged to share the consultation with their networks. The survey and the interactive map were aimed at anyone living, working, or studying in West Lothian.

In total 643 survey responses were received, with 98% of responses from West Lothian residents.

## 2.1 Basic Demographic Information

There was a wide geographic spread of responses, covering a large area of West Lothian, with some additional responses beyond the Council’s boundary. A summary is illustrated in Figure 1.



**Figure 1: Geographical spread of respondents (by nearest town or village)**

- Most responses were from Livingston (22%), closely followed by 18% of responses from Bathgate, 17.6% from Linlithgow and 15.1% from Whitburn.
- Very few responses were provided from those living in or near Winchburgh (0.2%).
- There was also a small percentage of respondents from outside West Lothian, including: Edinburgh, Falkirk and Kirkliston.

More woman answered the survey than men – 57% female, 39% male, 1% non-binary and 4% preferred not to say. Whilst West Lothian has a slightly higher proportion of women generally (51%)<sup>1</sup>, it can be assumed that women were over-represented in the survey responses.

In terms of age groups, most responses were received from those aged between 45 and 64 (48%). West Lothian’s population of people aged 45 to 64<sup>2</sup> is estimated to be 28%, meaning it can be assumed that this age group was over-represented in the survey responses. In relation to the age profile of West Lothian generally (a basic test of how representative the views put forward might be):

<sup>1</sup> West Lothian population profile, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk).

<sup>2</sup> West Lothian population by age group, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk).



- Those aged under 18 were not represented at all (0%).
- Those aged 18 to 24 were substantially under-represented (1% of responses, compared to 29% of West Lothian’s population<sup>3</sup>).
- Those aged 25 to 44 were somewhat over-represented (33% of responses, compared to 26% of the population<sup>4</sup>).
- Those aged 65-74 were somewhat over-represented (13% of responses, compared to 10% of the population<sup>5</sup>).
- Those aged 75 and over were somewhat under-represented (4% of responses, compared to 7% of the population<sup>6</sup>).

A summary of respondent age groups is illustrated in Figure 2.

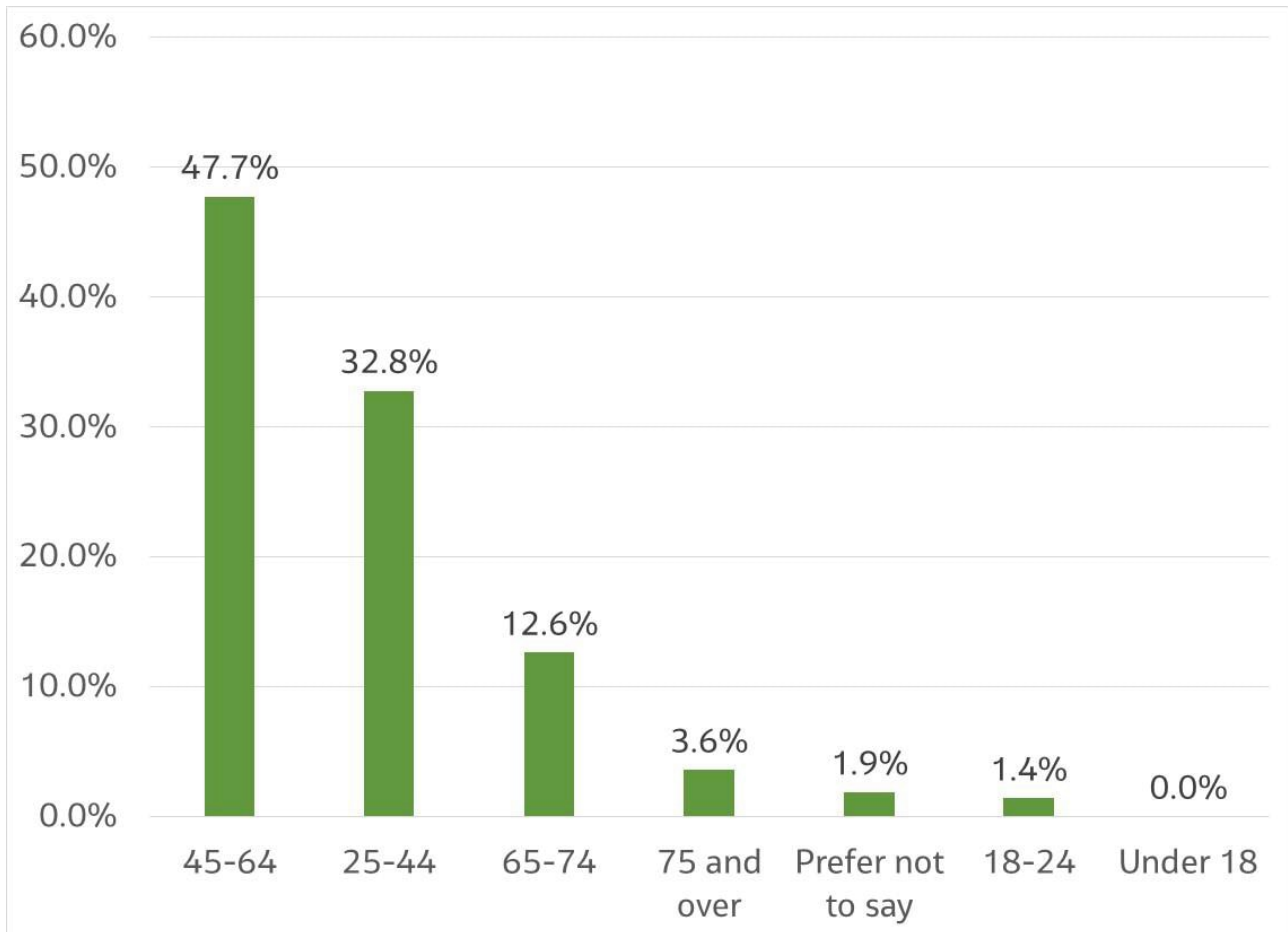


Figure 2: Age ranges of respondents

<sup>3</sup> West Lothian population by age group, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](http://nrscotland.gov.uk).

<sup>4</sup> West Lothian population by age group, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](http://nrscotland.gov.uk).

<sup>5</sup> West Lothian population by age group, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](http://nrscotland.gov.uk).

<sup>6</sup> West Lothian population by age group, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](http://nrscotland.gov.uk).

## 2.2 Section 1: Travel Habits

### 2.2.1 Question 1: Which of the following modes do you use five or more days a week in West Lothian (tick all that apply)?

As illustrated in Figure 3, 33% of responses indicated walking / wheeling<sup>7</sup> for five days or more in a week, comparable with the percentage of responses which indicated driving car / van for five days or more in a week (33%). 12% of respondents indicated cycling five days or more in a week.

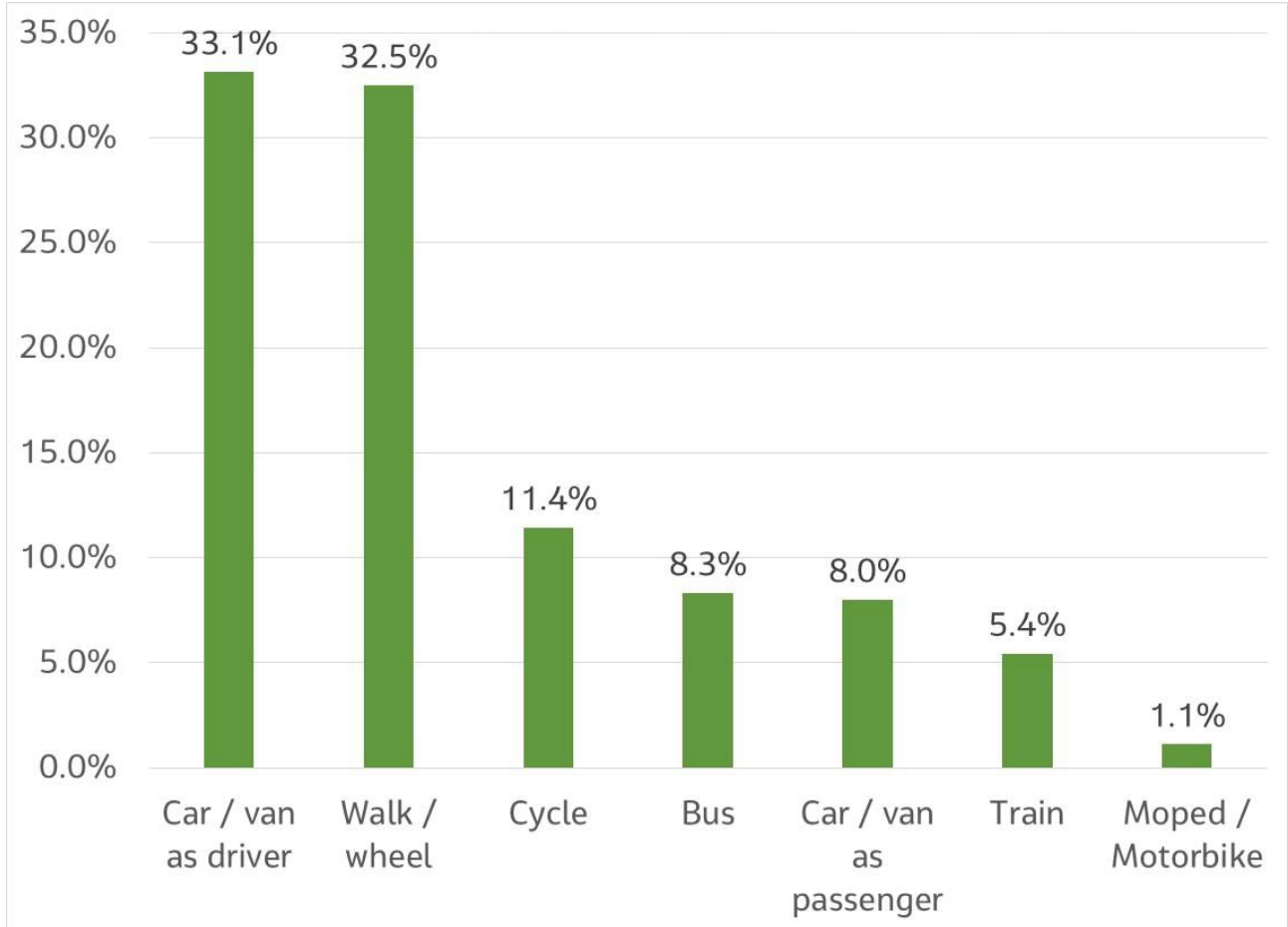


Figure 3: Respondents mode of travel

<sup>7</sup> Wheeling defined as using a wheelchair or mobility scooter.

## 2.2.2 Question 2: How often do you walk or wheel (use a wheelchair or mobility scooter) for everyday journeys, e.g., going to work, school, shopping, appointments, socialising, etc.?

Most respondents (46%) indicated they walked / wheeled 'most days', which is higher than the 33% of respondents who indicated walking / wheeling for five days or more in response to Q1 above. 23% of respondents indicated walking / wheeling several days a week, while 10% of respondents indicated they never walk / wheel for everyday journeys. Further details of the results are illustrated in Figure 4.

When compared to Sustrans' Walking and Cycling Index 2021<sup>8</sup> which asks how often residents from different UK cities use different transport modes, West Lothian's survey findings are broadly comparable except for the reported frequency of cycling. Sustrans Walking and Cycling Index 2021 reports:

- 49% of respondents walk / wheel for 5 days or more (compared to West Lothian Active Travel Survey's reported 46%<sup>9</sup>).
- 34% of respondents drive for 5 days or more (compared to West Lothian Active Travel Survey's reported 33%).
- 5% of respondents cycle for 5 days or more (compared to West Lothian Active Travel Survey's reported 12 %).

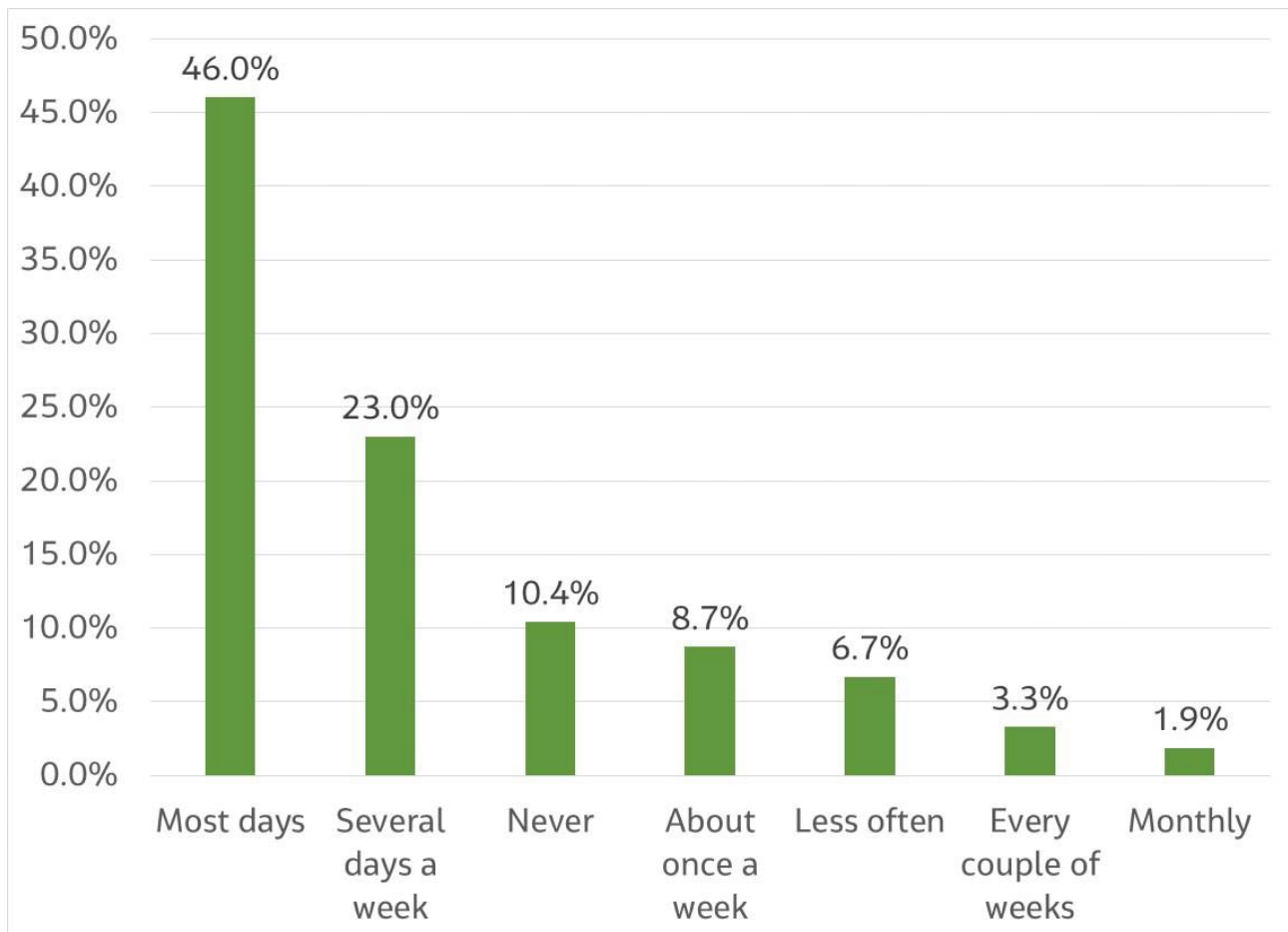


Figure 4: Frequency that respondents walk or wheel for everyday journeys

<sup>8</sup> Walking and Cycling Index 2021, How often residents use different transport modes, Sustrans, [What people do dashboard - Sustrans.org.uk](https://www.sustrans.org.uk/what-people-do-dashboard).

<sup>9</sup> As indicated in response to Q2.

### 2.2.3 Question 3: Would you like to walk or wheel (use a wheelchair or mobility scooter) for more everyday journeys (tick all that apply)?

As illustrated in Figure 5, 43% of respondents indicated an aspiration to walk / wheel more locally, 31% indicated an aspiration to walk / wheel more to neighbouring villages, and 26% indicated an aspiration to walk/wheel more to train stations/bus stops.

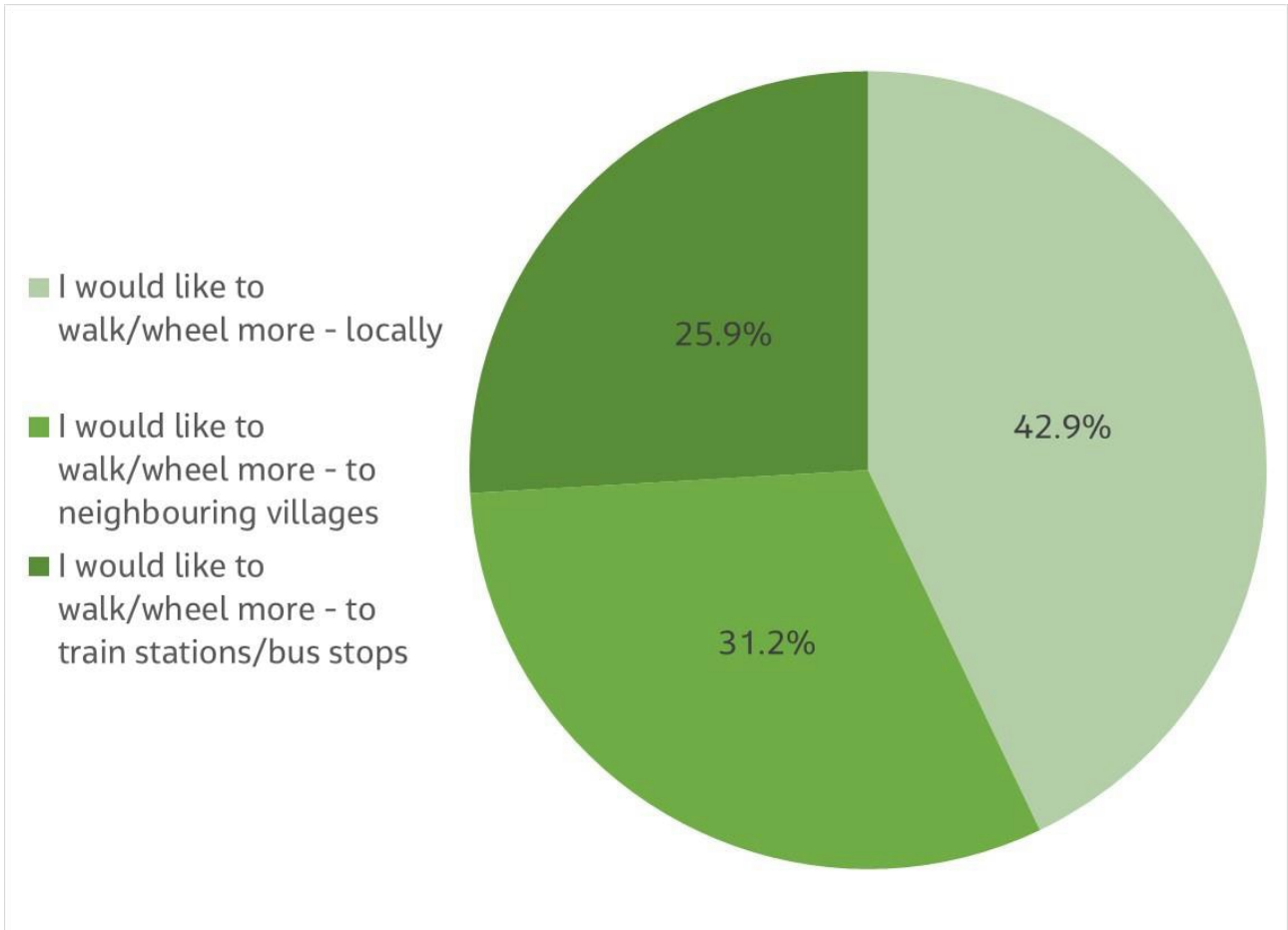


Figure 5: Reasons respondents want to walk or wheel for everyday journeys

### 2.2.4 Question 4: How do you see yourself when it comes to cycling?

18% of respondents indicated they don't cycle but they would like to, indicating they are in either the 'contemplation stage' or the 'preparation stage' of behavioural change<sup>10</sup>. Contemplation is the behavioural change stage in which people are more aware of the pros of changing, but are also acutely aware of the cons. People can remain in this stage for long periods of time. Preparation is the behavioural change stage in which people intend to act in the immediate future and have typically already taken some steps toward action in the past year.

As illustrated in Figure 6, 23% of respondents indicated regularly cycling, 17% indicated occasionally cycling and 7% indicated they were new or returning to cycling. This indicates 47% of respondents are in the 'action stage' or 'maintenance stage' of behavioural change, signifying 47% of respondents are actively involved in cycling due to being highly motivated, and those who regularly cycle are motivated to continue this behaviour. However, 35% of respondents indicated they do not cycle and do not want to cycle.

Those who responded 'Do not cycle and do not want to' were directed to Section 3 of the survey 'Walking / Wheeling Improvements'.

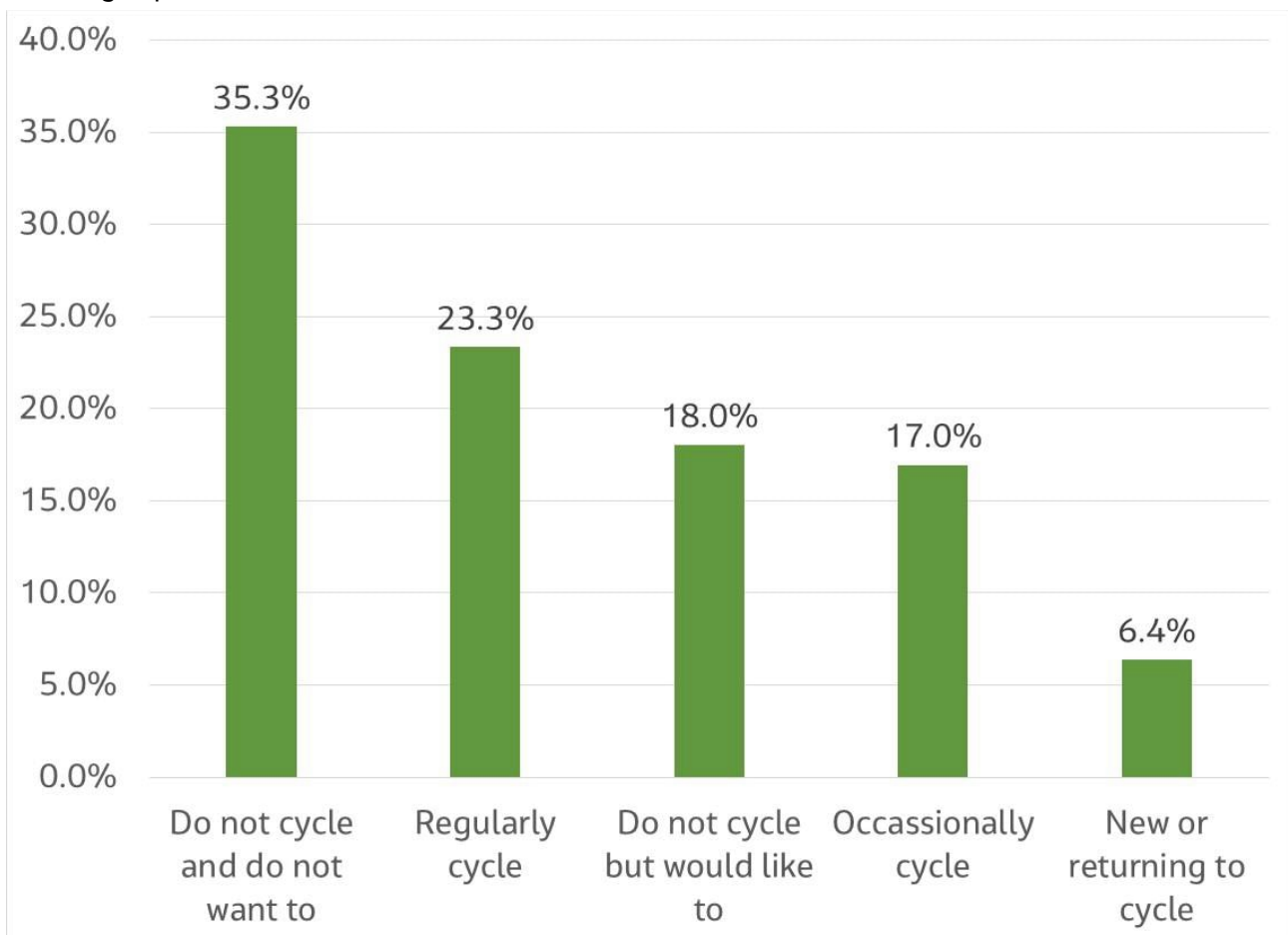


Figure 6: Percentage of how respondents see themselves when it comes to cycling

<sup>10</sup> The transtheoretical model of behaviour change is an integrative theory of therapy that assesses an individual's readiness to act on a new healthier behaviour, and provides strategies, or processes of change to guide the individual.

### 2.2.5 Question 5: Would you like to cycle more for everyday journeys (tick all that apply)?

43% of respondents indicated an aspiration to cycle more locally, 37% indicated an aspiration to cycle more to neighbouring villages and 20% indicated an aspiration to cycle more to train stations / bus stops. This is illustrated in Figure 7.

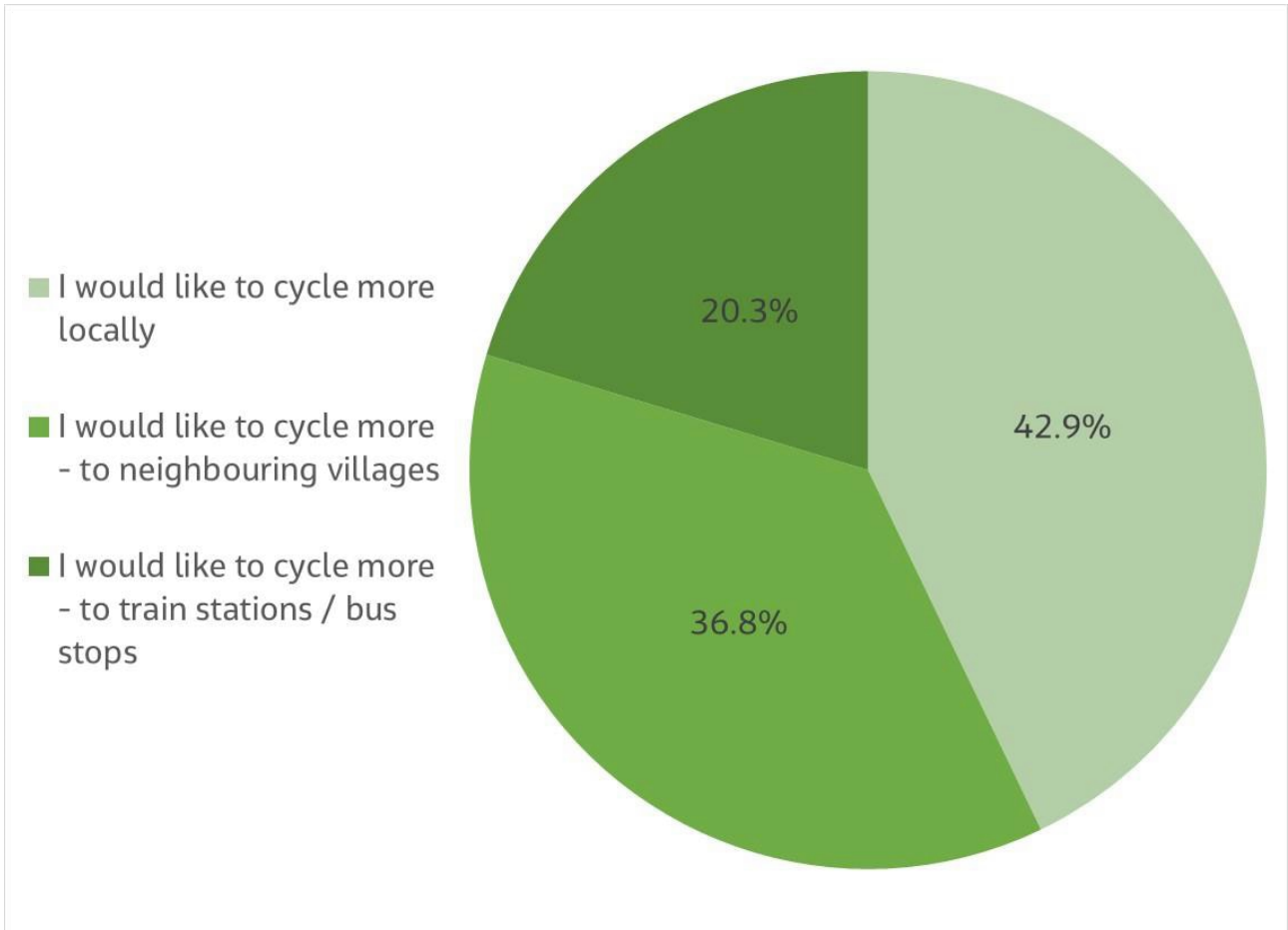


Figure 7: Reasons respondents want to cycle for everyday journeys

## 2.3 Section 2: Cycling Improvements

Note, at this stage of the survey respondents were reminded that the survey was accompanied by an interactive map where they could comment on locations where they thought any of the changes indicated in their responses could be useful. A link was provided at the end of the survey. A summary of the interactive map responses is provided later in this Note.

### 2.3.1 Question 6: Do you think any of the following improvements to facilities would help you cycle more (tick all that apply)?

The highest percentage of responses to this question indicated that more traffic-free cycle routes would encourage them to cycle more (55%), comprising:

- More traffic-free cycle routes away from roads, e.g., through parks or along waterways (22%).
- More cycle tracks adjacent to roads that are physically separated from traffic and pedestrians (19%).
- More cycle tracks adjacent to roads that are physically separate from traffic and shared with pedestrians (14%).

13% of responses indicated 'more signposted local cycle routes along quieter streets' would encourage them to cycle more, followed by 12% of responses indicating 'better links with public transport', and 12% 'increased cycle parking at key locations'. Only 8% of responses indicated 'lower traffic speeds' as something which would encourage them to cycle more.

These results are summarised in Table 1.

**Table 1: Summary of responses relating to improved facilities that would help respondents cycle more**

	No. of Responses	% of Responses
More traffic-free cycle routes away from roads, e.g., through parks or along waterways	333	21.7%
More cycle tracks adjacent to roads that are physically separated from traffic and pedestrians	298	19.4%
More cycle tracks adjacent to roads that are physically separate from traffic and shared with pedestrians	216	14.1%
More signposted local cycle routes along quieter streets	195	12.7%
Better links with public transport, e.g., secure cycle parking at train stations	186	12.1%
Increased cycle parking at key locations	180	11.7%
Lower traffic speeds	126	8.2%

### 2.3.2 Question 7: Do you think any of the following kinds of support would help you cycle more (tick all that apply)?

In response to Q7, 30% of responses indicated access to a bike would support them to cycle more, comprising:

- Access to an electric bicycle (12%).
- Access to a local bike share scheme (8%).
- Access to a bicycle (7%).
- Access to an adapted cycle (3%).

24% of responses indicated access to training / support and organised social rides would support them to cycle more, comprising:

- Cycle maintenance training / support (13%).
- Cycle training sessions and organised social rides (11%).

17% of respondents indicated that 'improved facilities (storage, showers etc.) where I need to go' would support them to cycle more, followed by 11% who indicated 'access to secure cycle storage at or near home'.

These results are illustrated in Figure 8.

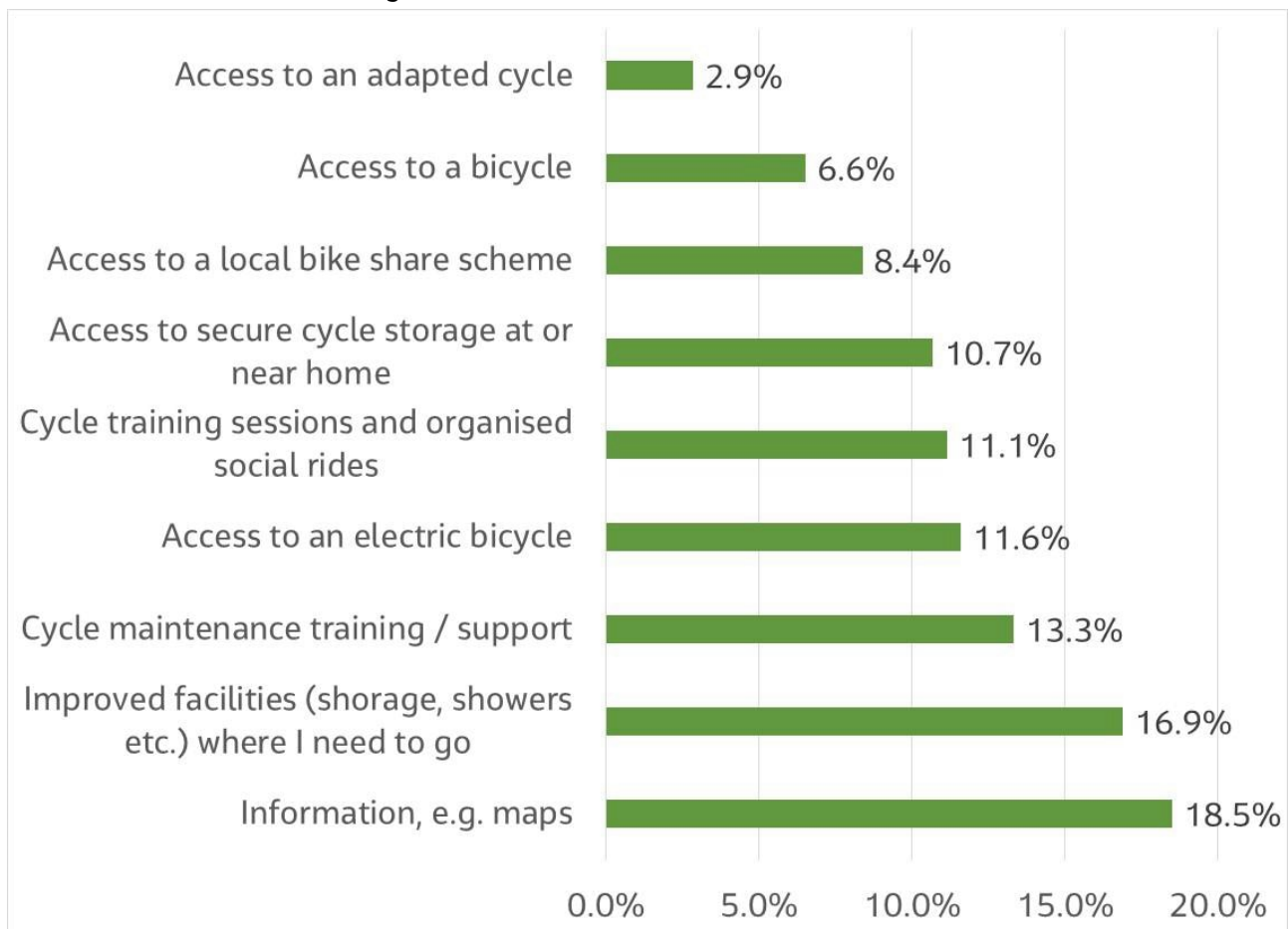


Figure 8: Summary of support measures that would help respondents cycle more



## 2.4 Section 3: Walking / Wheeling Improvements

Again, respondents were reminded in Section 3 of the survey that there was an accompanying interactive map where they could comment on locations where they thought any of the changes indicated in their responses could be useful.

### 2.4.1 Question 8: Do you think any of the following changes would help you walk or wheel (use a wheelchair or mobility scooter) more (tick all that apply)?

Like responses to Q6 'cycle facility improvements', and as summarised in Table 2, the highest percentage of responses indicated more traffic-free routes would encourage them to walk or wheel more (37%), comprising:

- More traffic-free routes away from roads, e.g., through parks or along waterways (15%).
- More footways adjacent to roads that are physically separate from traffic and cycle users (13%).
- More footways adjacent to roads that are physically separate from traffic and shared cycle users (9%).

Other improvement measures which could help people walk or wheel more were ranked as follows:

- Nicer places along streets to stop and rest, e.g., more benches, trees, and shelters (12%).
- Wider pavements (10%).
- Better accessibility, e.g., level surfaces, dropped kerbs at crossing points (10%).
- Improved lighting (10%).
- More frequent road crossings, with reduced waiting times (7%).
- Lower traffic speeds (5%).

**Table 2: Summary of changes that would help respondents walk and wheel more**

	No. of Responses	% of Responses
More traffic-free routes away from roads, e.g., through parks or along waterways	366	15.3%
More footways adjacent to roads that are physically separated from traffic and cycle users	314	13.2%
Nicer places along streets to stop and rest, e.g., more benches, trees, and shelters	296	12.4%
Wider pavements	240	10.1%
Improved lighting	231	9.7%
Better accessibility, e.g., level surfaces, dropped kerbs at crossing points	226	9.5%
Less fear of crime or antisocial behaviour in your area	224	9.4%
More footways adjacent to roads that are physically separated from traffic and shared with cycle users	201	8.4%
More frequent road crossings, with reduced waiting times	163	6.8%
Lower traffic speeds	124	5.2%

## 2.4.2 Question 9: Is there anything else which stops you from walking, cycling, or wheeling (using a wheelchair or mobility scooter) more?

Q9 of the survey provided an opportunity for respondents to express what other barriers prevented them from walking, cycling, or wheeling more. 311 free text responses were received. To summarise the responses, these have been grouped by theme, with respondents often citing multiple barriers within their response. In this instance responses were broken down into a maximum of three barriers. A total of 405 barriers were recorded. The results are summarised in Table 3.

**Table 3: Summary of reasons expressed by respondents that prevent them from walking, cycling, or wheeling more**

Active Travel Barriers	No. of Responses	% of Responses
Missing links	64	16%
Traffic speed and volume	42	10%
Pavement conditions	39	10%
Personal safety concerns / antisocial behaviour	35	9%
Behaviour of others	33	8%
Litter / dog poo / broken glass / overgrown vegetation	26	6%
Foot path conditions	25	6%
Time / distance	22	6%
Health / fitness / confidence	21	5%
Quality of road surface	18	5%
Public transport issues	17	4%
Quality of cycle infrastructure	12	3%
Signage / wayfinding	11	3%
Trip end facilities	11	3%
Other	11	3%
Accessibility	6	2%
General negative comment	6	2%
Placemaking	5	1%
School travel	1	0%

### 2.4.2.1 Missing Links

Most responses cited missing links, and these comments ranged from general 'lack of pavements / footpaths' to location specific comments about specific missing links including: pavements, cycle links, crossing places and bridges.

Excerpt of 'missing link' themed comments.

*"All the current safe routes go east to west through Bathgate. We need more north to south safe routes."*

*"Current provision of cycle routes / tracks is far too disconnected to be of any real benefit to actual cyclists, e.g. the short sections of cycle provision on St Ninian's Road, Linlithgow don't connect with any other designated cycleways."*

*"I would like to be able to access the Beechbrae Woodland Centre, Blackridge and surrounding woodland easier and safer on my mobility scooter, possibly installing a suitable path up to it via Heights Road, Blackridge."*

*"I would like to see the link up of the old railway path from east Whitburn to Stoneyburn completed."*

*"Living in Stoneyburn we are an island village with connectivity through the use of decent cycle / walking paths are non existent. Our villagers are trapped and need the use of private and local transport to get about. Our children who use bikes are constantly cycling on the main road or on our local street paths which is unsafe. Our disabled villagers have no way of getting out and about unless they just get into their mobility scooters / wheelchairs and go up and down the main street of Stoneyburn. The village is in desperate need of more local cycle / walkways especially since the pandemic as the people who where affected with Mental Health issues want to get out and about more frequently."*

*"More bridges. For example, a link between East Calder and the park, crossing the Linhouse Water, is missing."*

*"Newton is isolated from bus routes and safe cycle routes to the nearby towns Winchburgh and South Queensferry. It is a sustainable island. However this routine is so important to residents of newton, Bo'ness, Winchburgh that I regularly see pedestrians walking along an A-road at night."*

*"Pavement not joined up from Dixon terrace to Polkemmet road or boghead roundabout to junction 4."*

*"The B8046 between Uphall and Threemiletown is poorly served with safe passage for cycling or walking, even access within the villages is poor. There is no pavement at all between Ecclesmachan and Threemiletown and is extremely dangerous to attempt walking or cycling on this stretch. Shame too as the core path to the canal and on canal east to Edinburgh or West to Linlithgow and beyond could be accessed, Also from Uphall to the railway station could be accessed if we had a better and safer path."*

*"The waking route from westerinch to Bathgate train station (via Morrisons) is inefficient. To use the walkway it takes 30 mins and is intimidating to some. A direct path across the field half's the journey time but it's only really useable during the summer and it's not an official pathway."*

*"There are no crossing points at all from where I live in Ecclesmachan. You need to cross a 40mph road to get to the pavement."*

*"Yes, journey times. I think a bridge from Turnbull way over Houston Road and into Swallow Brae would be advantageous to some Knightridge residents."*

### 2.4.2.2 Traffic Speed and Volume

Respondents whose comments were themed under 'traffic speed and volume' generally felt that traffic speeds are too high, and the roads are too busy. Some referenced traffic speeds on rural roads and others referenced traffic speeds in local villages and towns. One respondent was supportive of reintroducing 20 mph speed limits.

Excerpt of 'traffic speed and volume' themed comments.

*"Cycling on the High Street in Linlithgow does not feel particularly safe. Reduction of car volumes and parking control measures would help."*

*"Doesn't feel safe walking on a path beside a main road, cars rushing past make me nervous. Scotland needs to up its game when it comes to safer walking/cycling routes. We are either too isolated or too exposed to fast vehicles. Walking/cycle routes should also have easy access to help if required. Safer paths beside roads by widening path and having bollards to stop traffic mounting path."*

*"I don't cycle anymore as I'm scared of traffic, especially at roundabouts, and most cars travel in excess of the speed limit, especially 30mph limit in Livingston. I drive most of the way to work and walk the last mile."*

*"I would bike commute to Livingston from Linlithgow more if the road wasn't so narrow and busy with fast traffic."*

*"Improving the walk and cycle paths between villages is a good start (Whitburn to Armadale route is good!) but the reality is that even if you think to cycle, the roads are so busy in the towns themselves and there are so many cars parked along the street."*

*"Speed of traffic through built up areas. Driver education required not necessarily additional speed controls, although villages with long straights entering or exiting maybe should be considered for speed bumps."*

*"The speed limits on rural roads are too high."*

*"Traffic speeds through local villages."*

*"You took away the 20mph areas which was a MASSIVE retrograde step! A shameful decision for votes I suspect certainly not a decision made for the right reasons, environmental, health or safety. Please, please, please re-introduce for the wellbeing of all and for that of our planet! Please!"*

### 2.4.2.3 Pavement Conditions

Most comments themed under 'pavement conditions' related to poor maintenance and pavement parking issues. Other comments included: lack of dropped kerbs, pavement clutter and issues of untreated pavements during winter.

Excerpt of 'pavement conditions' themed comments.

*"Walking: Cluttered pavements. Vehicles parked on and blocking pavements. Temporary road signs placed on pavements."*

*"There is zero policing of cars parking on pavements with a huge number of cars no longer just bumping kerbs with two wheels, but actually fully parked on pavements (all 4 wheels). At busy shopping areas in villages it is normal for cars to park on pavement corners, totally blocking access to dropped kerbs. Why are there no traffic wardens? We have a generation of drivers in West Lothian who have no experience of traffic wardens and think they can do as they please - not that they are the main culprits, it is a free for all now."*

*"The state of the pavement in Mains Road, Linlithgow between Avontoun Park & the entrance to the rugby club is appalling for wheeled mobility scooters, wheelchairs & pushchairs. Its uneven, full of potholes, deep in mud & generally unsafe for pedestrians too. They're no other direct safe route into town for wheel users from Avontoun Park, Kettil'stoun Mains, the Leisure Centre etc. It's not been maintained in many, many years. Trip hazards abound."*

*"Cars and vans using pavements for parking prevents my disabled neighbour visiting me in the next street."*

*"A lot of pavements, curbs etc are in a poor state of repair."*

### 2.4.2.4 Personal Safety Concerns / Antisocial Behaviour

Respondents also raised safety concerns in relation to antisocial behaviour and paths which did not feel safe. Several respondents referenced women's safety concerns.

Excerpt of 'Personal safety concerns/antisocial behaviour' themed comments.

*"Work is a 45 minutes walk away but I drive because I don't want to walk along the railway line. There should be a path going to Aldi from Ladywell that doesn't go through trees or any underpasses as these are unsafe for women walking alone."*

*"The way I walk to work doesn't have good paths or lighting so I can walk in summer but not winter as it's not safe."*

*"Personal safety. Inadequate cctv and lighting in quieter areas."*

*"Lack of pavements. I am aware that there is a lot of back paths, underpasses etc but these are very sheltered and dark and as a female I do not always feel comfy walking here. I come from Glasgow and the lack of pavements feels very strange to me."*

*"Illegal use of off-road motorbikes on public footpaths."*

*"Don't feel safe on underpasses or railway path."*

*"Car culture, not feeling safe. Would love to cycle my daughter to school but it's essentially a death sentence for primary children along Linlithgow High St."*

### 2.4.2.5 Behaviour of Others

Observations on the behaviour of others also ranked highly, with comments relating to driver behaviour, cyclist behaviour and pedestrian behaviour. Many comments related to a lack of respect between users.

Excerpt of 'behaviour of others' themed comments.

*"Driver attitude. I've just been cycling in the Netherlands and driver attitude is polite and they look out for cyclists. They don't close pass and see cyclists and pedestrians as equal road users."*

*"My fellow car drivers. I am terrified of cycling on the road because of the attitudes of drivers."*

*"I am from the Netherlands and I think the biggest issue here is the mindset of drivers. As a cyclist you are seen as a nuisance. I don't like my daughter using the actual roads here, in NL I have no issue with that. Bikeability training was a joke in school, she only was offered level 1, which is pretty much learning to ride a bike. What we need is teaching the children how to use the road, placement etc. They always listen better to teacher with these sort of things than the parents."*

*"Cyclists are too fast on the paths and do not slow down for pedestrians or dogs and often do not have the use of a bell or lights."*

*"Cyclists who don't show awareness and respect to pedestrians including in particular wheelchair users and those pushing prams."*

*"Cyclists. I've had my buggy almost rammed, abuse thrown at me regularly because they "need to maintain their speed" - I have a hearing issue and cannot hear them coming behind me. Cyclists are rude and aggressive. Please either make them use the roads, give them number plates like drivers have to have and separate them completely from pedestrians."*

*"Just the nasty resentment/comments from walkers (on shared paths) and drivers on roads. The mindset is 'everyone' hates cyclists....sigh!"*

### 2.4.2.6 Other Observations / Comments

Of the remaining themed comments, maintenance and the quality of existing infrastructure were key themes in people's responses, particularly in relation to footpaths and road surfaces. Time / distance, health / fitness / confidence were barriers mentioned by several respondents. Other respondents commented on the need for improved signposting, clearer mapping, and better publicised routes. Several respondents commented on the need for increased secure cycle parking. Accessibility themed comments included: more accessible routes, issues with barriers restricting access and the poor quality of pavements and footpaths inhibiting wheelchair users.

## 2.5 Section 4: Your Local Area

### 2.5.1 Question 10: Do you think closing streets outside local schools to cars during school drop-off and pick-up times would improve your local area?

Respondents were evenly split on whether closing streets outside local schools to cars during school drop-off and pick up times would improve their local area. 49% felt it would, while 49% felt it would not. This is illustrated in Figure 9.

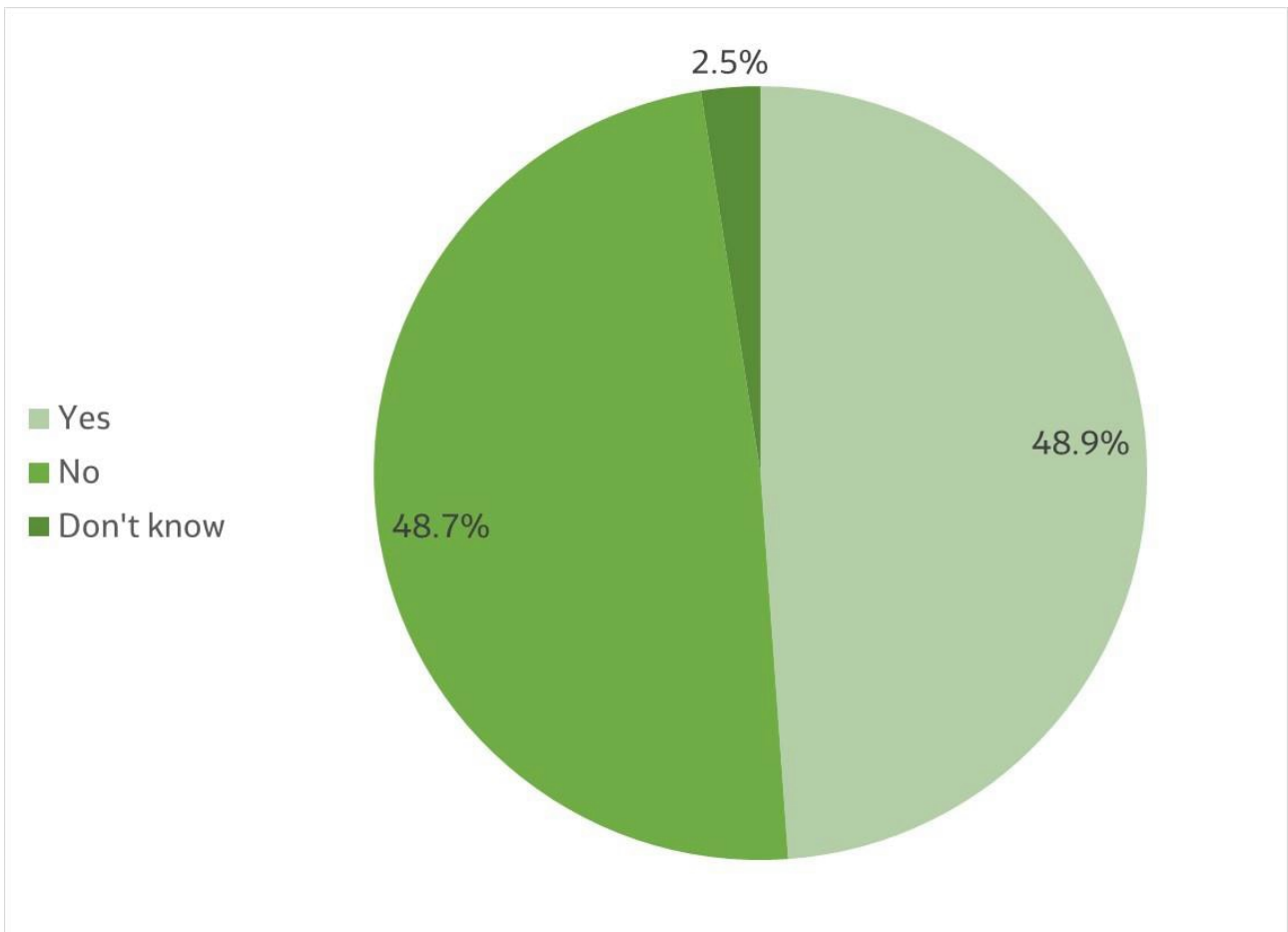
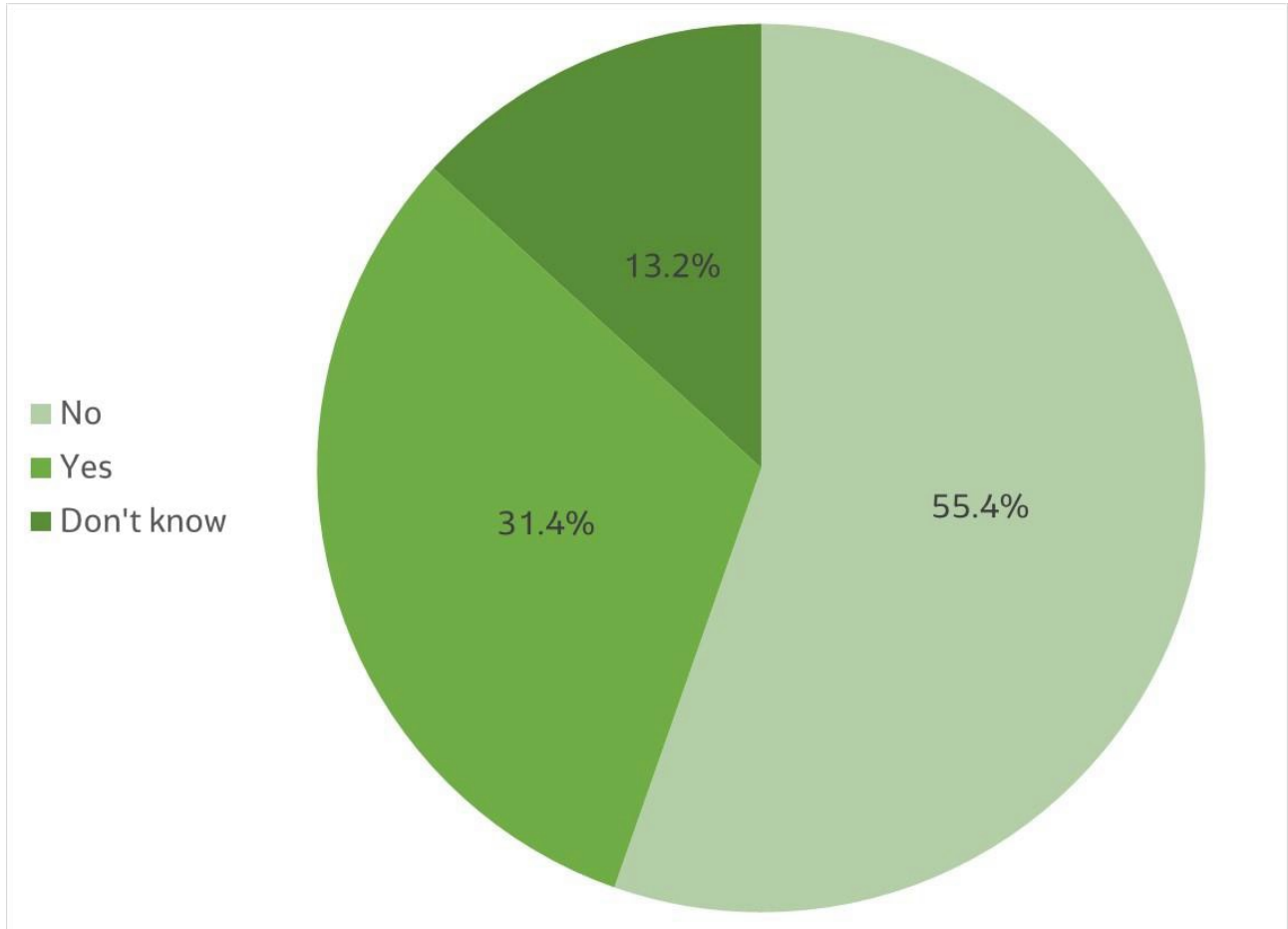


Figure 9: Percentage of responses to closing streets outside local schools to cars during school drop-off and pick-up times

**2.5.2 Question 11: Do you think more streets with 20 mph speed limits would encourage children and adults to walk, wheel (use a wheelchair or mobility scooter) and cycle more in your local area?**

Most responses to Q10 (55%) did not think more streets with 20 mph speed limits would encourage children and adults to walk, wheel and cycle more locally. However, 32% felt 20 mph speed limits would make a positive difference, while 13% did not know. This is illustrated in Figure 10.



**Figure 10: Percentage of responses to more 20 mph streets that could encourage children and adults to walk, wheel and cycle more**



### 2.5.3 Question 12: Please tell us how much you agree with the following statements

When asked about their local area, there was a positive weighting towards the streets and public spaces near respondents being attractive places where they enjoy spending time (14% strongly agree, 48% agree) and people feeling safe (16% strongly agree, 51% agree).

There was more of a balanced view on 'the paths and routes near me make it easy and enjoyable to walk, cycle or wheel' (10% strongly agree, 37% agree, 12% don't know, 25% disagree, 16% strongly disagree).

However, there was a more negative view on local public transport services meeting respondents needs (21% disagree, 40% strongly disagree).

These results are illustrated in Figure 11.

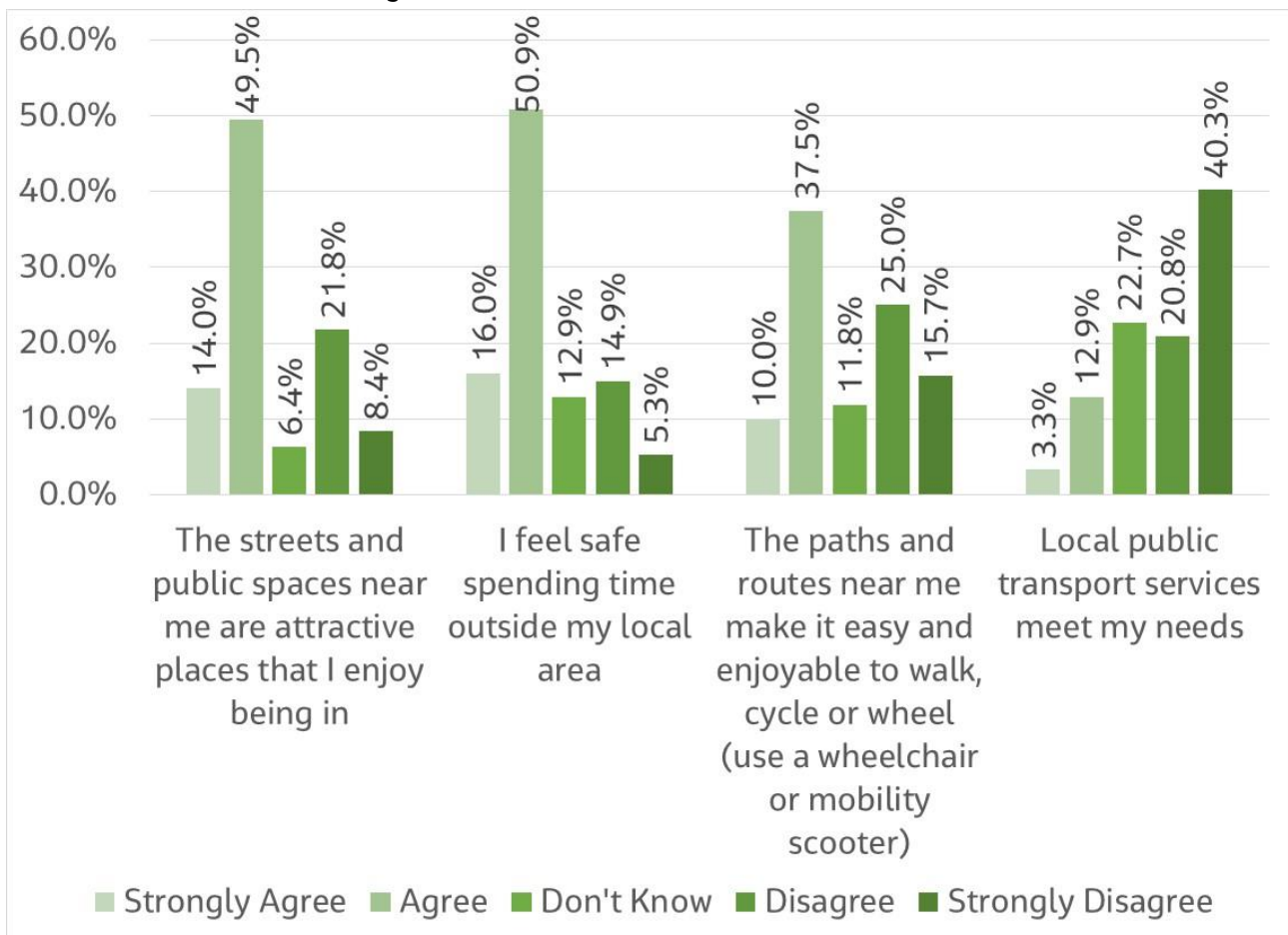


Figure 11: Percentage of responses expressing level of agreement towards: the streets and public spaces being attractive places where respondents enjoy spending time; respondents feeling safe; the paths and routes near respondents making it easy and enjoyable to walk, cycle or wheel; and local public transport services meeting respondents needs

## 2.5.4 Question 13: Do you have any final comments?

335 free text responses were received to Q13 'Do you have any final comments'. These responses have also been grouped by theme, with respondents often mentioning multiple themes within their response. Responses have been divided into a maximum of three themes. A total of 398 themed comments were recorded. These are summarised in Table 4.

**Table 4: Summary of themes expressed by respondents in the free text section of the questionnaire**

Active Travel Barriers	No. of Responses	% of Responses
Public transport issues	148	37%
Missing links	34	9%
Traffic speed and volume	25	6%
School travel	22	6%
Personal safety concerns / antisocial behaviour	21	5%
Other	21	5%
Quality of cycle infrastructure	16	4%
Behaviour of others	15	4%
Litter / dog poo / broken glass / overgrown vegetation	15	4%
Foot path conditions	14	4%
Pavement conditions	14	4%
General negative comment	13	3 %
Quality of road surface	10	3%
Placemaking	10	3%
Accessibility	8	2%
Trip end facilities	7	2%
Signage / wayfinding	5	1%

Issues with public transport recorded significantly more comments than other themes in response to Q13, with many respondents requesting improvements to services. Like the responses to Q9 'Is there anything else which stops you from walking, cycling or wheeling more?', comments on missing links and traffic speed and volume were also amongst the most frequently recorded comments. Regarding traffic speeds, some comments were in support of lowering speed limits, while others did not feel that this would make much difference to driver behaviour and perceptions of safety. 22 (6%) comments were recorded regarding school travel, perhaps in response to Q10 'Do you think closing streets outside local schools to cars during school drop-off and pick-up times would improve your local area?'. Some respondents were supportive of closing streets to cars during school pick up and drop off times, others were unsupportive, and some cited concerns that this would push the issue out to other areas.

Excerpt of 'school street' themed comments.

*"I am fortunate to live close to local amenities and therefore can walk the majority of the time. The lack of shops in modern developments means you have to use motorised vehicles to gather what you need. I have major concerns about the safety around schools where there are too many cars, narrow pavements and not enough pedestrian crossings."*

*"Closing streets at schools is useless as they will just drive to the nearest street that is open. You'd be moving the problem to another area."*

*"Taking action where illegal parking happens (at all schools for example), speeding (all day, every day) and close passing (I experience this every time I am on my bike) would be helpful and make people feel more safe."*

## Technical Memorandum

*"Whilst I agree that parking near schools at drop off times should be prohibited and ALL children should be expected to walk up to a mile or so to school, I appreciate this would be difficult as it would then just push cars to park in nearby residential areas causing disruption and even more inconvenience than currently."*

*"Need for safe routes to school away from traffic and avoiding Linlithgow High St."*

## 2.6 Section 5: About You

### 2.6.1 Question 14: How many people are there in your household?

In response to Q14, 39% of respondents stated that there were two people living in their household and 18-20% stated that there were three or four people living in their household respectively. 15% of respondents lived alone, while only 7% of respondents lived in a household with four or more people.

These results are illustrated in Figure 12.

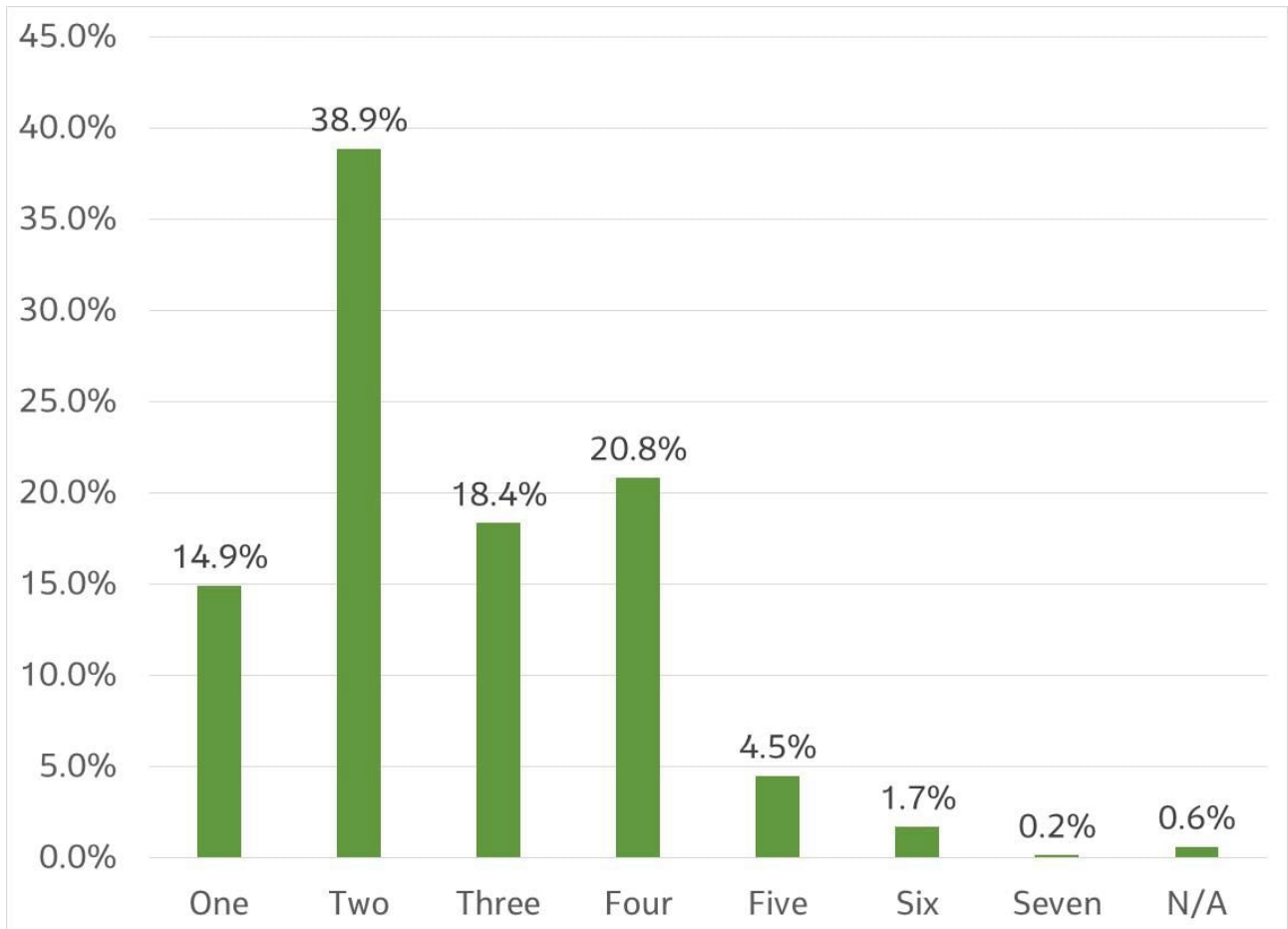


Figure 12: Percentage of people per household

### 2.6.2 Question 15: How many people in your household have access to a bicycle?

In response to Q15, and as illustrated in Figure 13, 30% of households were cited as having no access to a bicycle. Therefore, approximately 70% of households have access to at least one bicycle, and 50% of households having access to between two and four bicycles.

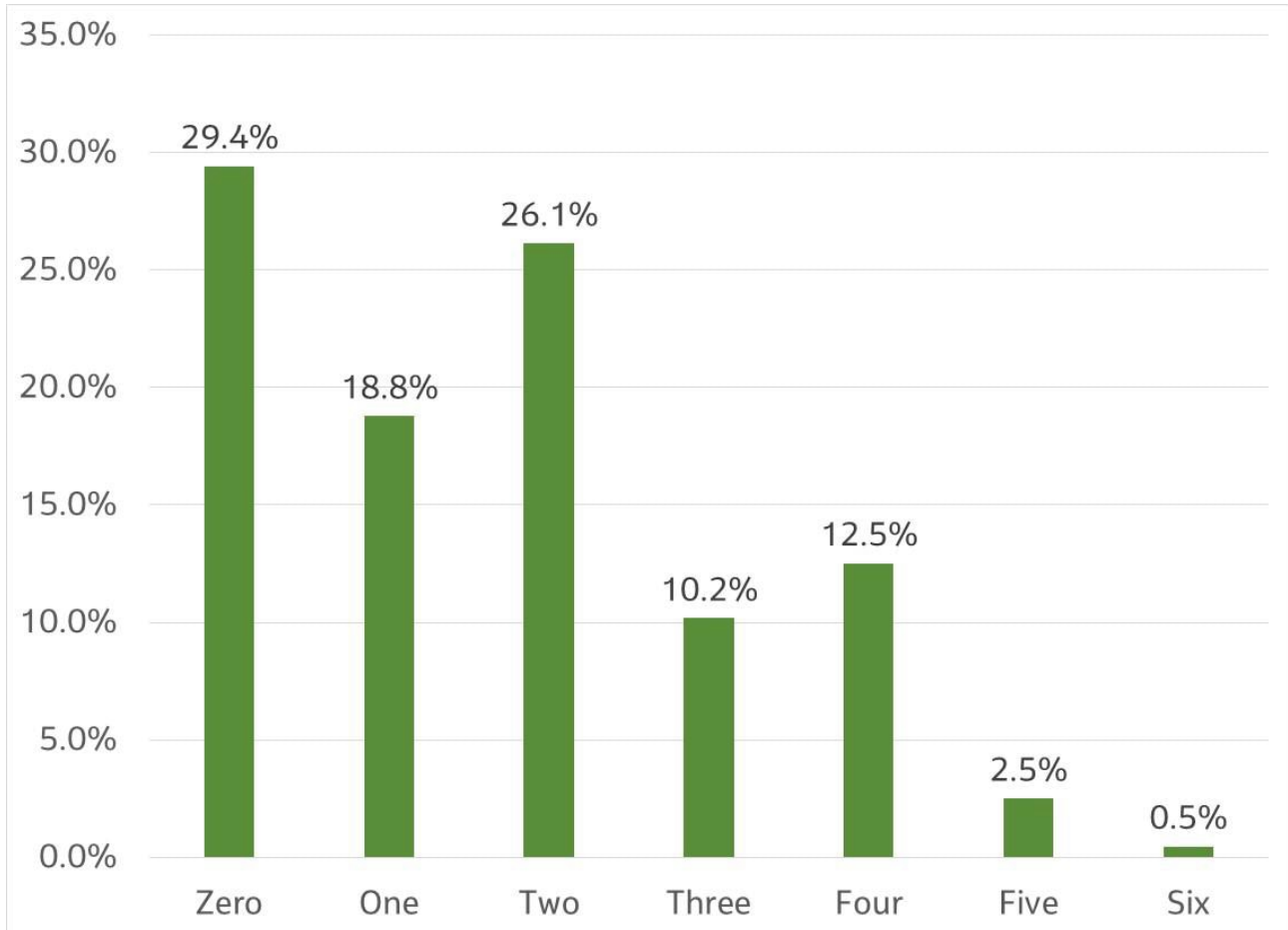
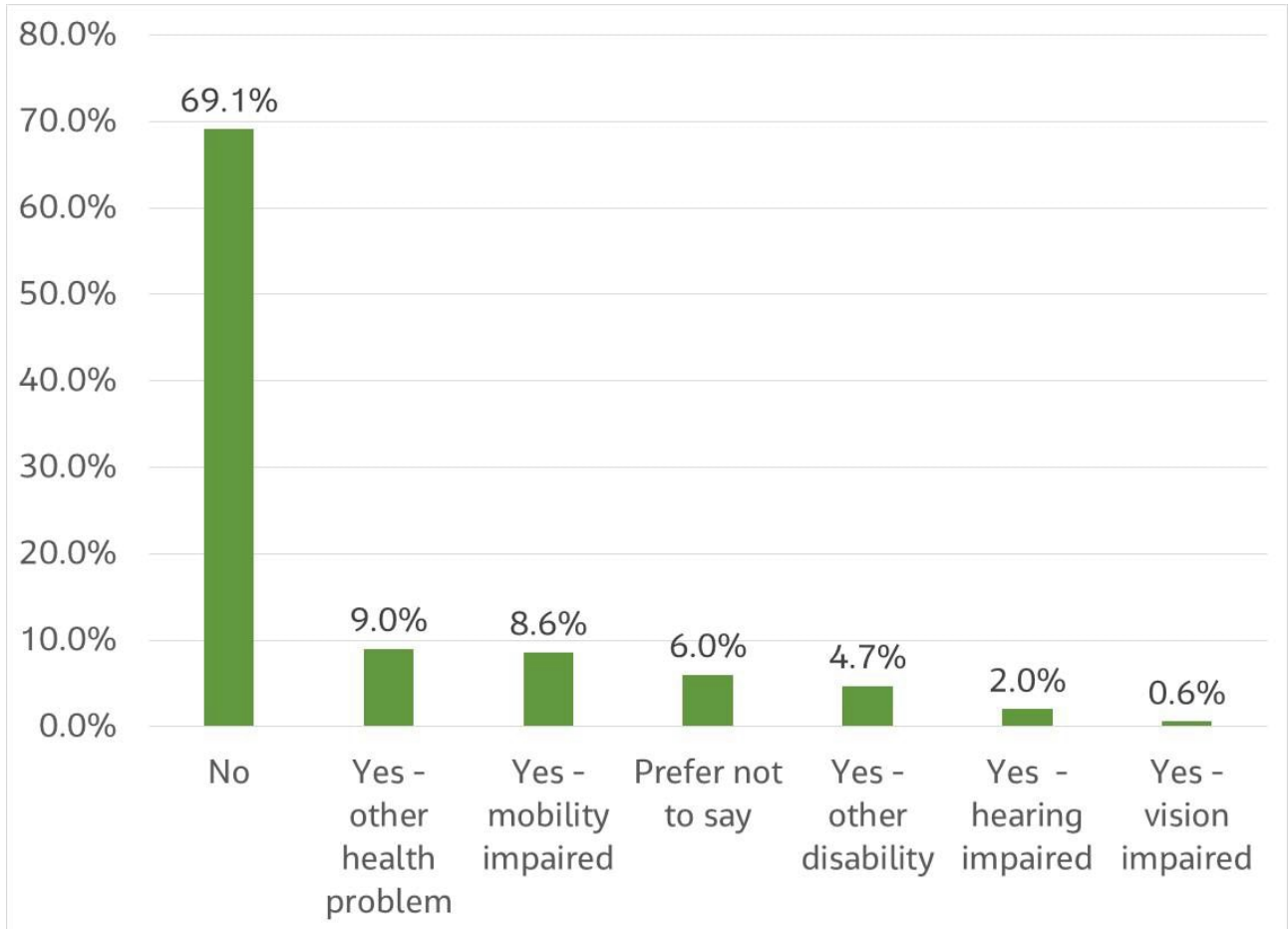


Figure 13: Percentage of people per household that have access to a bicycle

**2.6.3 Question 19: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months (tick all that apply)?**

As illustrated in Figure 14, almost 70% of respondents indicated that they do not have any health problem or disability, which has lasted or is expected to last at least 12 months, that limits their day-to-day activities. Approximately 9% stated that they had a health problem or were mobility impaired, while approximately 5% cited another disability, 2% referred to a hearing impairment and 0.6% referenced a vision impairment.



**Figure 14: Percentage of health problems or disabilities that limit day-to-day activities**

**2.6.4 Question 22: If applicable, which village or town do you work or study in?**

Q22 was asked to try and understand where respondents worked and / or studied. Figure 15 demonstrates that almost one-quarter work or study in Livingston, 16% work or study outside West Lothian, and approximately 10% work or study in Linlithgow and Bathgate. The full breakdown is illustrated in Figure 15.

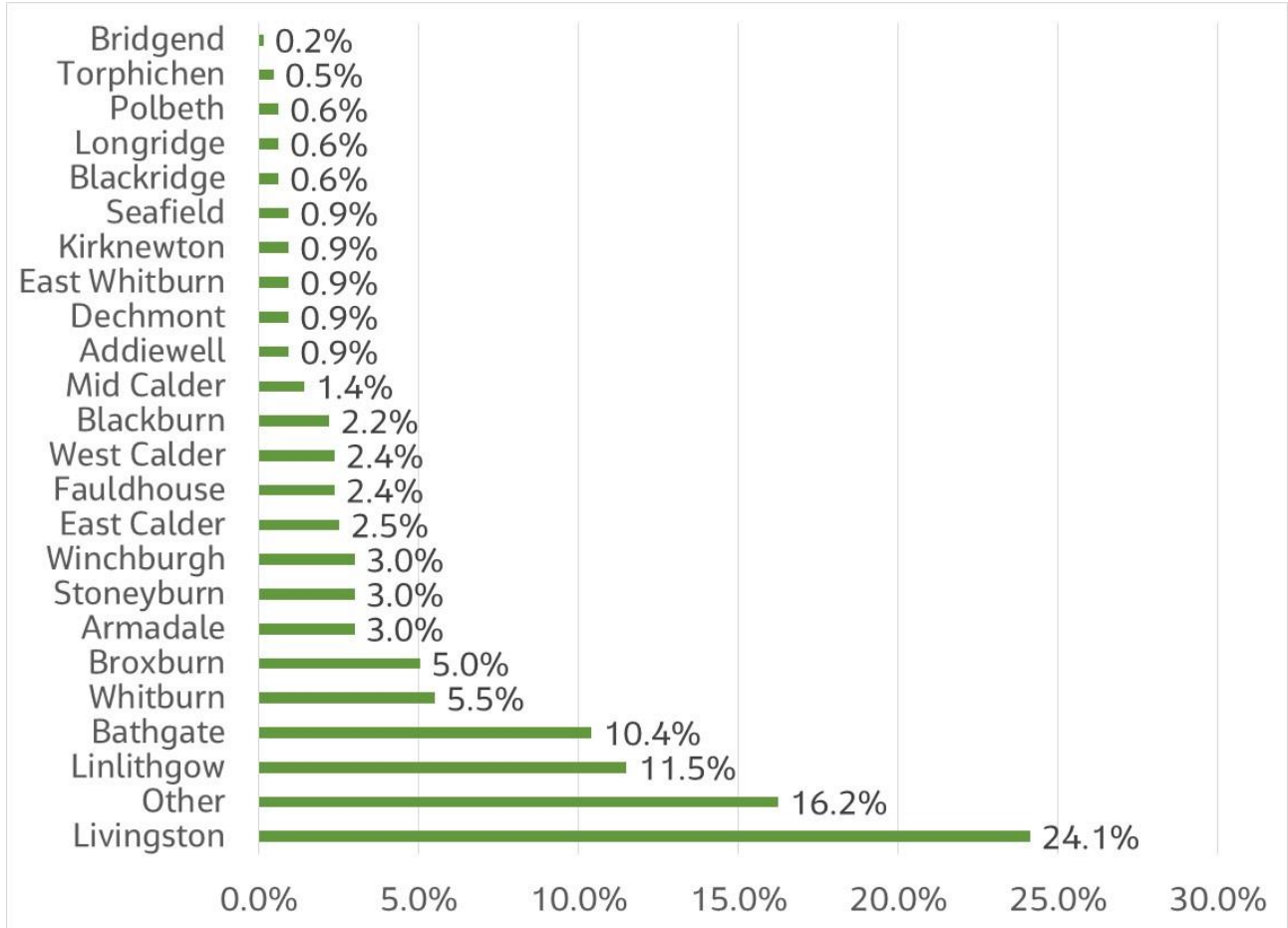


Figure 15: Percentage of respondents by village or town they work or study in

### 2.6.5 Question 23: Where were you first made aware of this survey questionnaire?

Finally, Q23 was asked to try and understand how respondents had heard about the survey. As illustrated in Figure 16, approximately two-thirds of respondents had heard of the survey via Facebook. Only 8% were made aware via the Council's website and only 4% via Twitter. Approximately 22% heard from others or by other means.

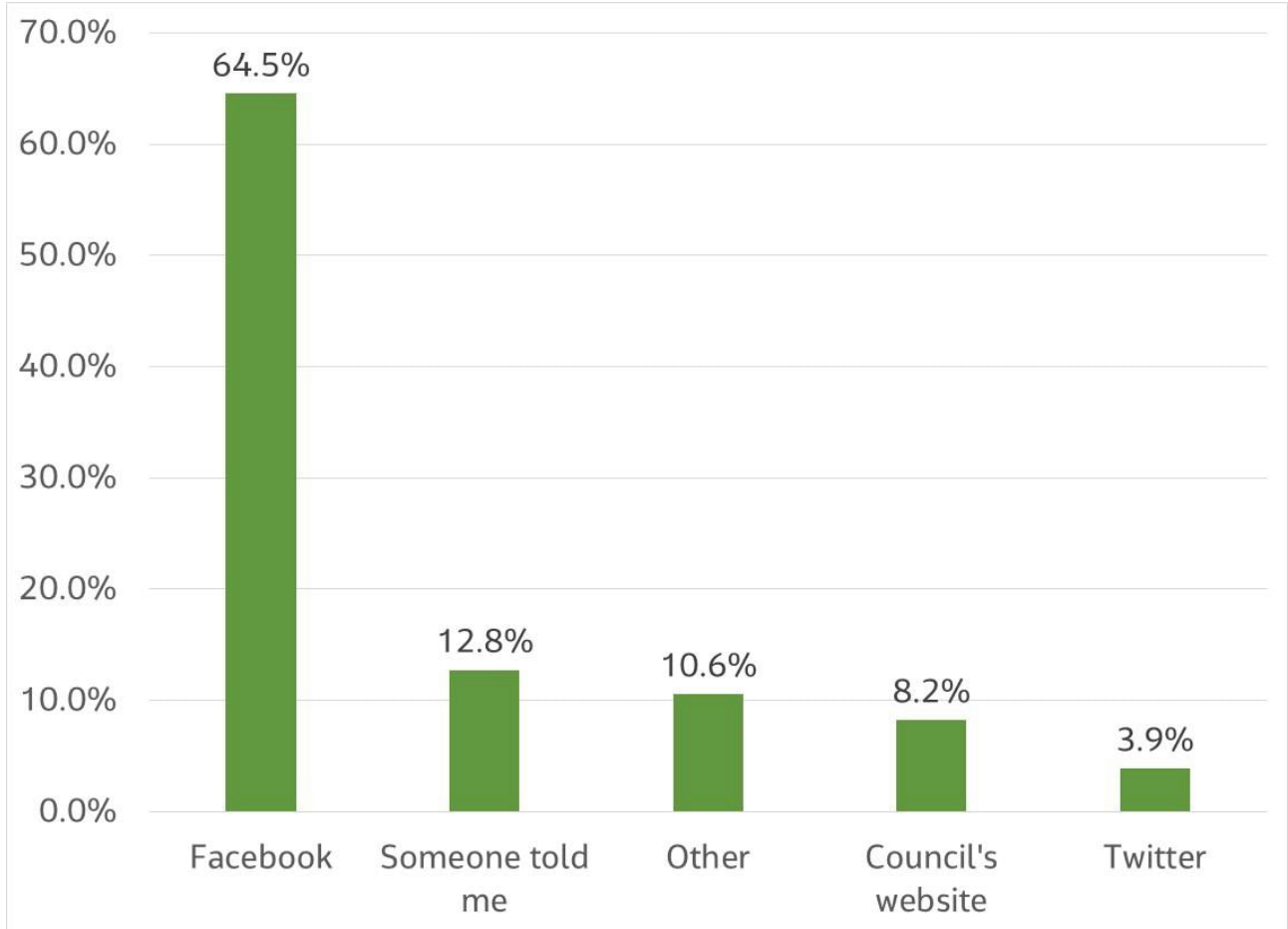


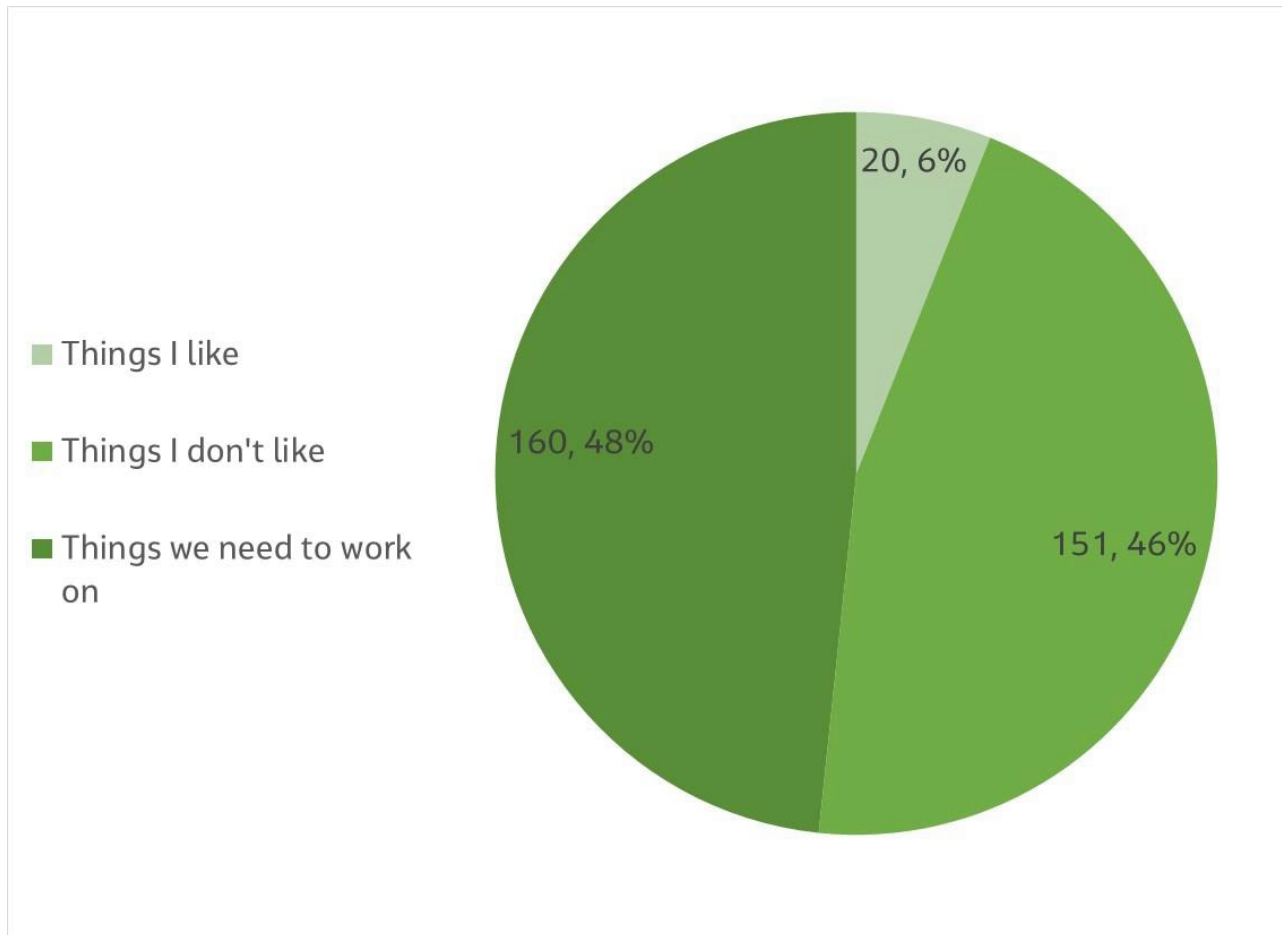
Figure 16: Percentage of respondents by method they were made aware of the survey

The outputs from the active travel survey will inform the development of the West Lothian Active Travel Plan 2024-2029.



### 3. Online Interactive Map Survey (Placecheck) Summary

As referenced above, and supplementary to the active travel survey, an online interactive map was available for respondents to express their views on the things they like, things they do not like, and things West Lothian Council need to work on. A summary of the responses by these three categories is illustrated in Figure 17.



**Figure 17: Number and percentage of responses to the interactive map survey by category (things they like, things they do not like, and things to work on)**

The interactive map provided respondents with the opportunity to expand on, in their own words, the responses summarised in Figure 17. Like Q9 of the active travel survey, to summarise the responses, these have been grouped by theme, with respondents often citing multiple barriers within their response. In this instance responses have been broken down into a maximum of four barriers. A total of 548 barriers were recorded. The results are summarised in Figure 18.

Most responses cited personal safety, often in combination with references to traffic speed and volume, behaviour of others, crossings, quality of infrastructure, and others. The second most popular response theme referenced the absence of active travel infrastructure (missing links), most notably:

- Between Threemiletown and Uphall.
- To / from the northern part of Armadale.
- To / from Beecraigs and north / south via Bathgate Hills.
- Routes around Livingston Centre.
- Between West Calder / Polbeth and Livingston.
- Between East Calder and Mid Calder.

- Between Linlithgow and Winchburgh, and beyond to Edinburgh.
- Between West Lothian and Edinburgh via the A71.

Another common theme was the quality of the infrastructure, mainly focussing on things that respondents do not like or could be done better, for example:

- Existing paths being too narrow.
- Converting cycle lanes to segregated provision.
- Gradients and steps.
- Improving surfaces and access.
- Provision of more direct routes.
- Priority at junctions for those walking, wheeling, and cycling.

Another of the most common themes, focussing on things that respondents do not like or could be done better, was the need for more and better road crossings at several locations, including to provide improved active travel access to:

- Public transport (buses).
- Existing active travel infrastructure.
- Leisure facilities, e.g., play parks.
- Shopping / commercial premises.

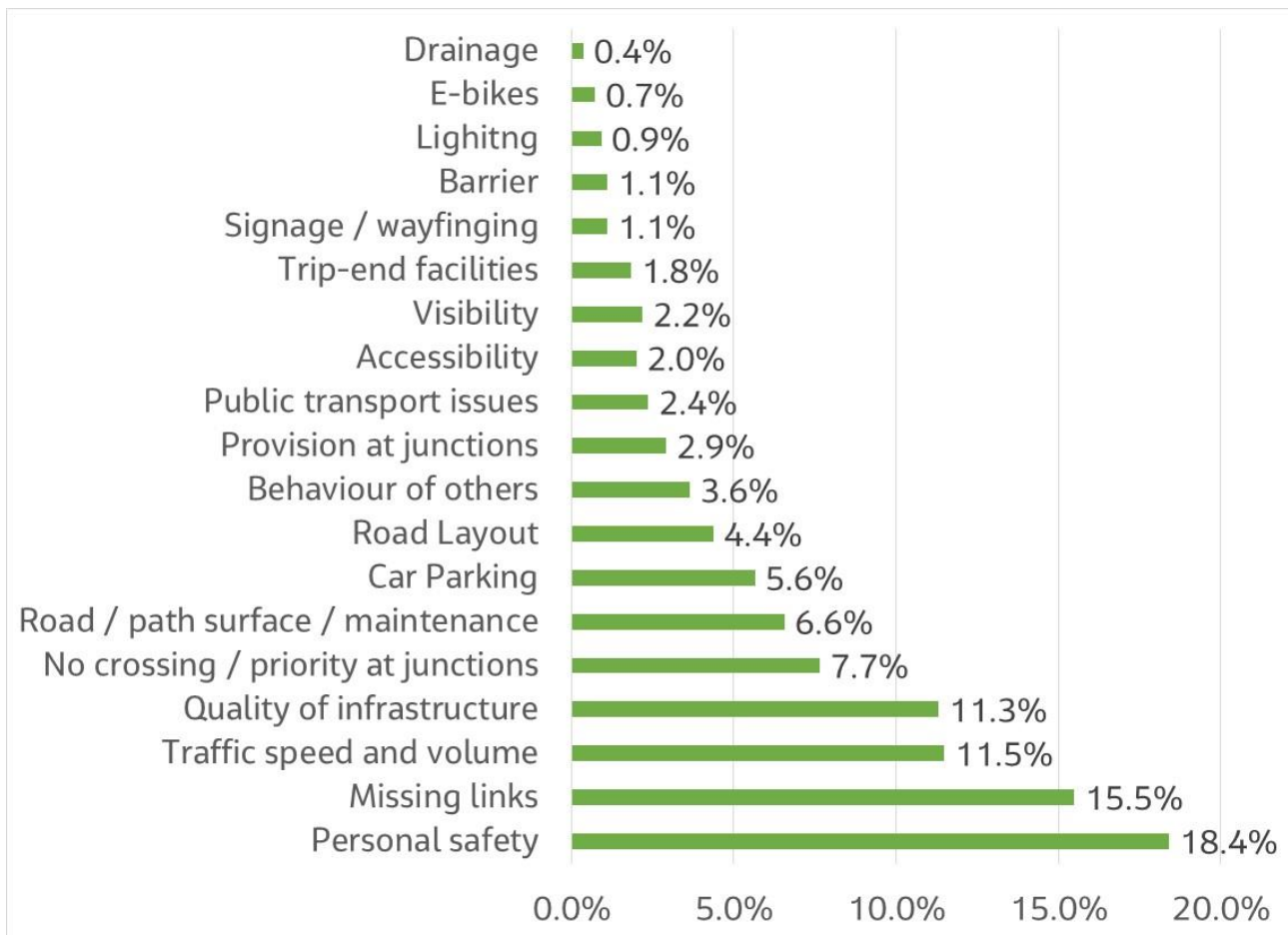


Figure 18: Percentage of Placecheck respondents by the themes expressed

The outputs from the interactive map survey will also inform the development of the West Lothian Active Travel Plan 2024-2029.

## 4. School Workshop Summary

### 4.1 Introduction

28 Primary 6 pupils from Polkemmet Primary School took part in a 2-hour Big Street Survey workshop where they provided feedback on their journey to school, including their thoughts on the existing active travel network surrounding their school. The pupils then agreed on 5 actions which could contribute to the development of West Lothian’s Active Travel Plan 2024-2029. The workshop was delivered by two Jacobs colleagues, with support from teaching staff and Sustrans’ IBike Coordinator for West Lothian.

The session was conducted following Sustrans’ Big Street Survey format, involving four activities consisting of tasks both inside and outside the classroom. During these activities pupils explored what they like and dislike about their neighbourhood and their journey to school. Each pupil was issued with a pupil booklet.

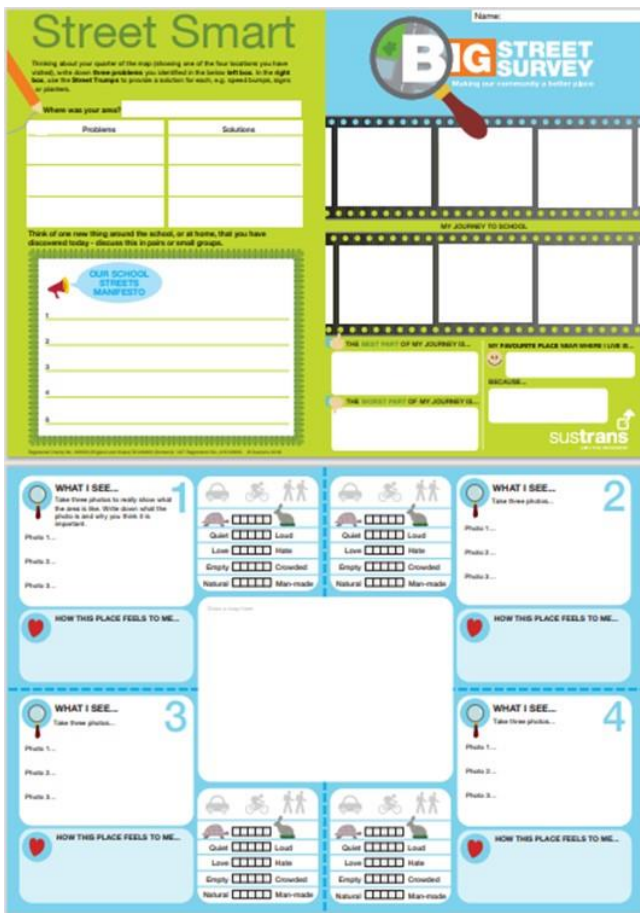


Figure 19: Big Street Survey Pupil Booklet

### 4.2 Activity 1: Value lines

The first activity involved a series of statements, where the pupils were asked to stand in a line corresponding to how strongly they agreed or disagreed with the following statements:

- I like my journey to school.
- I get to chat to my friends on my journey to school.
- I feel safe on my journey to school.
- I see interesting things on my journey to school.

Pupils were asked to say a bit more about why they had chosen to stand where they had, and asked what it would take to change their opinion. Pupils were asked how they usually travelled to school. Almost all pupils indicated walking, some cycled on occasion, several pupils scooted to school.

This activity helped to get pupils critically thinking about their journey to school.

### 4.3 Activity 2: My Journey

Pupils were asked to complete the film strip in the pupil booklets, drawing notable parts of their journey to school, starting with their house in the first square and ending with the school in the last square. The pupils were then asked to discuss their drawing with their classmates at their table. Discussion points included:

- Whether there were any similarities between some of their journeys.
- Whether there were any similarities between each mode of transport.
- Which part of the journey the pupils liked and disliked.

Pupils were then instructed to put a face (happy/sad/neutral) in the corner of each of the squares representing how they feel. Each category of faces was then counted, and a score was totalled for the class. Pupils were then asked to think about what it would take for the whole class to have smiley faces.

Nature, green space and seeing animals were where themes which pupils enjoyed about their journey to school. Litter, anti-social behaviour, poor road surfaces and busy roads were themes which pupils didn't enjoy about their journey to school. The count of smiley faces outnumbered the count of sad faces, meaning overall, pupils enjoyed their journeys to school.

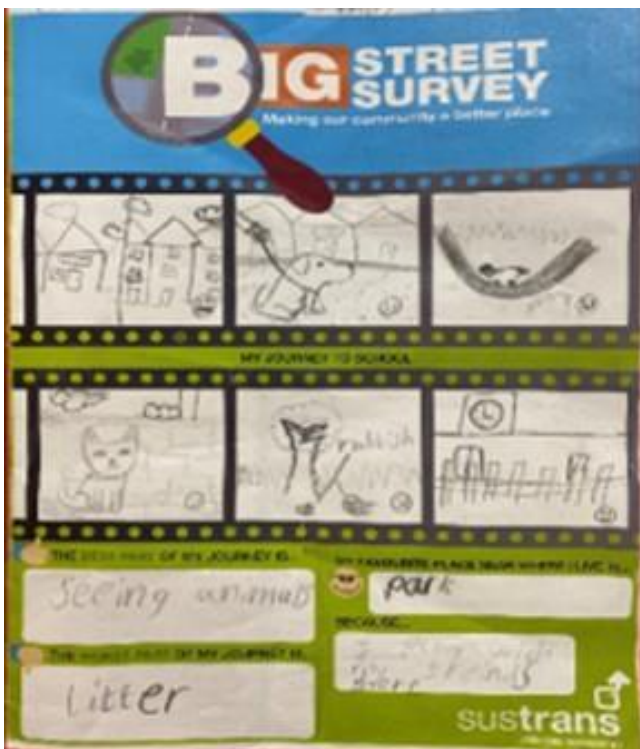


Figure 20: Polkemmet P6 Class Workshop

### 4.4 Activity 3: Fieldwork

Pupils then left the classroom to collect information on the area surrounding Polkemmet Primary School where they measured some of the things they had been discussing in the classroom.

The class were accompanied to 3 different locations outside of the school grounds, each near the school. The three locations were chosen due to the different characteristics of each location. Each location was positioned

on a shared use path. The first location was at the vehicular entrance to the school, the second was at a shared use steps and ramp which linked the shared use path to the adjacent neighbourhood street (The Avenue) and the third was located at Gateside Road/Jordan Wood.



Figure 21: Activity 3: Fieldwork Locations

At each location pupils were asked:

- What they see, and take three photos:
  - One overview of the location.
  - One good thing.
  - One thing they would like to change.
- How this location makes them feel.
- Observation scores (how quiet / loud, empty / crowded, natural / manmade).
- Mode counts (how many vehicles, cyclists and pedestrians passed a set point in a 2-minute period).

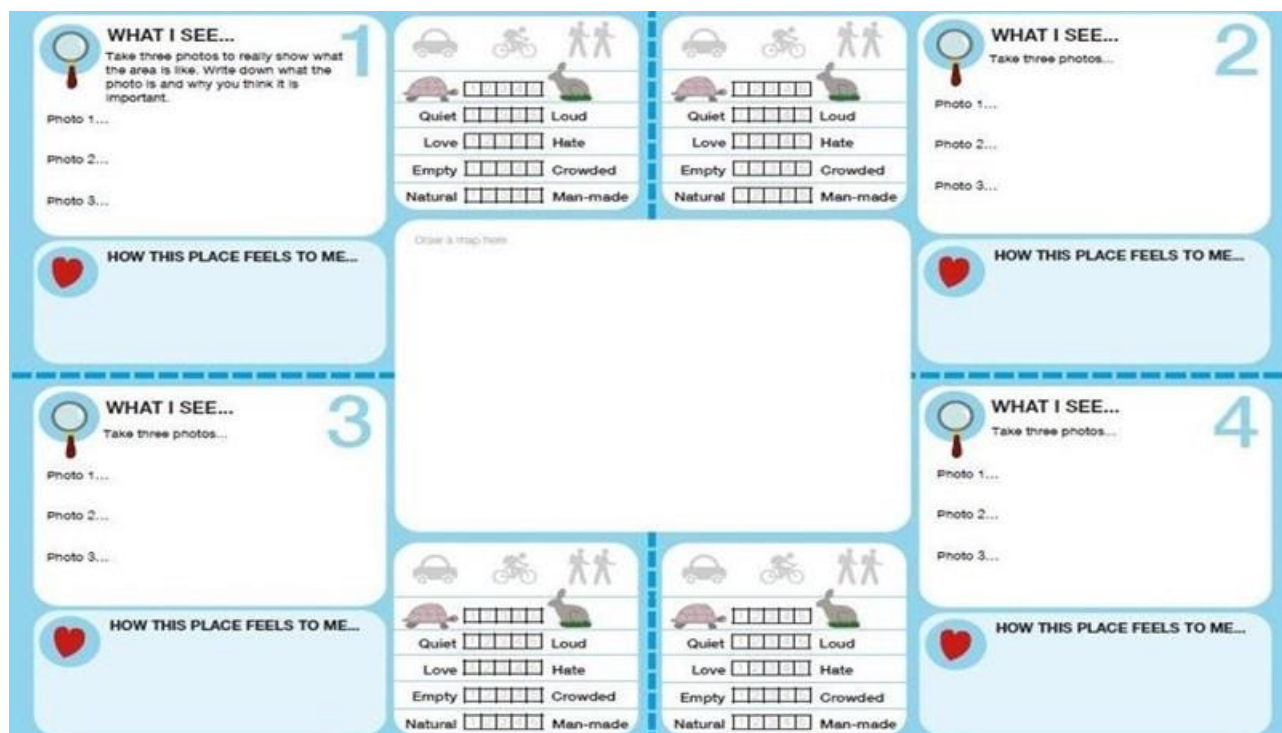


Figure 22: Pupil booklet, Activity 3: Fieldwork

#### 4.4.1 Location 1 – Vehicular Entrance to Polkemmet Primary School

On route to Location 1 pupils were asked about cycle and scooter parking at the school. Pupils didn't think there was any cycle or scooter parking, that it had previously been removed. Many pupils said they would be more likely to cycle or scoot to school if there was a secure place to leave their bikes and scooters.

At location 1 the shared use path crossed the road entering Polkemmet Primary School. A raised table meant the path was flush across the crossing. At the time of visiting the location was quiet, with several other people observed using the shared use path. Pupils explained that this location gets busy with pedestrians and vehicles at school pick up and drop off times. Pupils expressed that the design of the crossing sometimes resulted in ambiguity between pedestrians and motorists, it was unclear who had right of way which sometimes resulted in confusion. Some felt a Zebra crossing would make it easier for pupils to cross. Pupils also discussed restricting vehicular access to the school, for example with an access gate.

#### 4.4.2 Location 2 – Gateside Road, vehicular Entrance to St Joseph's RC Primary School

At this location the shared use path linked to adjacent neighbourhood street 'The Avenue' via steps and a ramp. Pupils expressed concerns about broken glass and dog poo, saying this was a negative factor when travelling to school by foot or by bike. The pupils didn't observe anyone using the steps or ramp and The Avenue was quiet, with very few passing cars. Some pupils said The Avenue could be difficult to cross due to parked cars.

#### 4.4.3 Location 3 – Gateside Road / Jordan Wood

At this location the shared use path continued west, with another shared use path connecting from the south. Footpaths were visible going into Jordan Wood. Gateside Road is a residential street which provides vehicular access to neighbouring St Joseph's RC Primary School.

Many pupils indicated travelling via Gateside Road on their journey to school. Several pupils expressed personal safety concerns related to Jordan Wood and anti-social behaviour. During the time when pupils were making observations at this location the volume of cars and pedestrians increased, many of whom were

collecting pupils from St Joseph's RC Primary School. Several pupils said this road could be busy with cars during their journey to/from school.



Figure 23: Completed pupil booklet, Activity 3: Fieldwork

## 4.5 Activity 4: Actions

To end the session pupils returned to the classroom and worked in groups to identify key actions which could improve their walking, cycling, wheeling, and scooting journey to school. Together the class agreed on the following five actions:

- Installation of cycle and scooter parking.
- Signs and fines for dog poo and litter.
- Improved crossing point at school entrance.
- School streets – closing surrounding streets to traffic at school pick-up and drop-off times.
- Maintenance of road and pavement surfaces.

These actions will inform development of the West Lothian Active Travel Plan 2024-2029.



## **Appendix D. Vision Statement and Objectives**

## 2024-29 Active Travel Plan: Vision Statement and Objectives

<b>Date:</b>	1 February 2024	<b>Jacobs U.K. Limited</b>
<b>Project name:</b>	West Lothian Council Active Travel Plan	160 Dundee Street
<b>Project no:</b>	B2375001	Edinburgh, EH11 1DQ
<b>Attention:</b>	Chris Nicol; Ronnie Fisher; Victoria Mungall	United Kingdom
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<b>Revision no:</b>	A	
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### 1. Introduction

This Note presents a summary of the proposed Vision, Objectives and Outcomes for the 2024-29 Active Travel Plan (2024-29 ATP).

### 2. Vision Statement

#### 2.1 Methodology

A clear Vision is required to support the development of a set of strategy-specific objectives for the 2024-29 ATP. To develop a vision for the 2024-29 ATP we have:

- Reviewed the context for active travel set by extant local, regional, and national policies.
- Explored current travel behaviours and attitudes towards walking, wheeling, and cycling in West Lothian, including reviewing problems and opportunities based on feedback from members of the public (see appended Consultation and Engagement Report).
- Reviewed issues that need to be addressed, based on the problems and opportunities identified in the engagement process, with stakeholders and local people (see appended Consultation and Engagement Report).

#### 2.2 Summary of Policy Context and Consultation and Engagement

##### 2.2.1 Policy Context

A review of national and regional policies relevant to active travel has been undertaken to set the wider context of how active travel can help meet multiple policy objectives. A summary is provided in Table 1.

Enabling active travel contributes towards a range of national and regional policy outcomes. While increasing the numbers of people walking, wheeling, and cycling is key, as highlighted in Table 1 it is also important to consider wider benefits such as population health, contribution to net zero and climate adaptation and improving the quality of public spaces in line with national and regional policies.

**Table 1: Policy Context Summary**

Policy	Relevance	Implications for 2024-29 ATP
National Transport Strategy 2 (NTS2)	<p>NTS2 is underpinned by four priorities which active travel can contribute to.</p> <p>Additionally, NTS2 includes the Sustainable Travel Hierarchy.</p>	<p>The policy highlights the multiple benefits of active travel emphasising that it can contribute to all four priorities, i.e.:</p> <ul style="list-style-type: none"> <li>• Reduces inequalities.</li> <li>• Takes climate action.</li> <li>• Helps deliver inclusive economic growth.</li> <li>• Improves our health and wellbeing.</li> </ul> <p>The transport system in Scotland to prioritise active travel over planning for the private car.</p>
Strategic Transport Projects Review 2 (STPR2)	<p>STPR2 is a Scotland-wide review of the strategic transport network across all transport modes. The outcomes from STPR2 aim to:</p> <ul style="list-style-type: none"> <li>• Help make Scotland more accessible for residents, visitors, and businesses.</li> <li>• Create better connectivity by using sustainable, smart, and cleaner transport options.</li> <li>• Highlights the vital contribution that transport investment can play to enable and sustain Scotland’s economic growth.</li> </ul>	<p>It is hoped that by setting out evidence on problems and opportunities linked to a strategic transport network at a local level, will support delivery of the priorities set out by STPR2.</p>
Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022-2030 (draft)	<p>The Cycling Framework and Delivery Plan for Active Travel in Scotland sets out a vision that it hopes to achieve by delivering “more dedicated, high quality, safe cycling infrastructure delivered by effective resourcing ensuring fair access and supported with training and education”.</p>	<p>Explicit reference that Active Travel Strategies will provide the basis for funding applications by local authorities.</p> <p>Many delivery plan actions are relevant to the content of Active Travel Strategies, including:</p> <ul style="list-style-type: none"> <li>• Produce active travel strategies and maps for each local authority area setting out plans to improve active travel networks and facilities to 2030 using a robust evidence-led approach to network planning.</li> <li>• Build and maintain a dense, coherent network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN.</li> <li>• Use active travel strategies to prioritise investment in the creation of cycling infrastructure integrated with public transport in every town and city, and inter-urban / rural routes that link to these networks. This will build on the National Cycle Network and proposals for Active Freeways in STPR2.</li> </ul>
Let’s get Scotland Walking – The National Walking Strategy	<p>The strategy presents a vision where everyone benefits from walking as part of their everyday journeys, where places are well designed to encourage walking.</p>	<p>The action plan contains a broad action to “Ensure all existing or developing Active Travel Plans assist with the delivery of the National Walking Strategy”.</p>

## Technical Memorandum

Policy	Relevance	Implications for 2024-29 ATP
Scotland's Road Safety Framework to 2030	This sets out a long-term vision for Scotland to have the best performance in road safety in the world by 2030 and sets out an ambition to have no serious injuries or deaths on Scotland's roads by 2050, including emphasis on journeys made on foot and by cycle and a specific casualty reduction target for cyclists.	References measures to segregate people cycling and walking from motor traffic under the 'Safe Roads and Roadsides' outcome, along with speed limit reductions and promoting positive, safer behaviours in places where this is not possible.
Update to the Climate Change Plan 2018-2032 (December 2020)	Chapter 3, of the Plan highlights transport's unique challenges in reaching net zero emissions and includes a target to reduce car kilometres by 20% by 2030.	Emphasises how important the modal shift to walking, wheeling, and cycling will be in contributing to this target.
Cleaner Air for Scotland 2	Published in July 2021, this is accompanied by a Delivery Plan and sets out how the Scottish Government and partner organisations propose to reduce air pollution to protect human health and fulfil Scotland's legal responsibilities over the period of 2021-2026.	The Delivery Plan is structured around 10 priorities, with transport and behavioural change highlighted as priority 8. The Delivery Plan also supports a modal shift towards active travel and public transport.
Fourth National Planning Framework	Scotland's Fourth National Planning Framework details Scotland's long-term plan for the development of Scotland to 2045 guiding regional and local development plans.	Local development plans should support the principle and development of 20-minute neighbourhoods (places where people can meet most of their daily needs within a reasonable walk, wheel, or cycle of their home).
South East of Scotland Transport Partnership (SEStran) 2035 Regional Transport Strategy (RTS)	The SEStran RTS provides the framework and a direction for transport in the area covered by the eight partner local authorities, including West Lothian.	SEStran 20235 supports interventions to promote behaviour change, modal shift, and the use of more sustainable modes of transport for journeys that need to be undertaken. Reference is also made to the ever-increasing focus on the climate crisis and working towards a net zero carbon future.  Chapter 7 of the RTS also presents an integrated active travel network for the region and highlights the importance of integrated and high-quality routes for walking, wheeling, and cycling that join up settlements and destinations to enable safe active travel in the region. This will inform the 2024-29 ATP Network Planning task.
Road Safety Plan for West Lothian 2012-2015	The Road Safety Plan was developed to: <ul style="list-style-type: none"> <li>Evaluate progress towards achieving national casualty reduction targets.</li> <li>Identify the key road safety issues in West Lothian.</li> <li>Create an action plan to ensure road safety continues to improve over the period of the Plan.</li> <li>Coordinate and direct resources to ensure they are used effectively and appropriately.</li> </ul>	Specific actions to: <ul style="list-style-type: none"> <li>Annually promote Active School Travel at all schools, providing the following where appropriate: information regarding initiatives, funding, and resources available; and assistance to organise training for school staff, pupils, and other partners for delivery of Active Travel.</li> <li>To develop cycle training in primary schools across West Lothian in connection with Cycling Scotland, including: new emphasis on on-road training; and offering training to leaders/teachers to provide "Bikeability" at Levels 1 and 2 to primary school pupils.</li> </ul>

Policy	Relevance	Implications for 2024-29 ATP
West Lothian Council Corporate Plan 2023 to 2028	This sets the strategic direction and identifies priorities for the five-year period 2023/24 to 2027/28.	Under the priority to help create strong and sustainable communities, the council will promote "active and sustainable travel options, working in partnership to improve passenger transport options, reducing emissions and achieving the Council's carbon reduction targets."
West Lothian Local Development Plan 2018 (LDP)	The LDP's Vision Statement references that by 2024, West Lothian "will enjoy better transport connectivity with more options for sustainable travel choices and more active travel routes", while also highlighting that development would "take place in a way that is sustainable, meeting the challenges of climate change and renewable energy, and sensitive to the area's many built and natural heritage assets."	The LDP references the previous iteration of the ATP, citing that it will "facilitate higher levels of active travel for everyday and functional journeys" and that it "presents strategic priorities for active travel infrastructure improvements". It is anticipated that the updated LDP will also refer to the updated 2024-29 ATP.
West Lothian Open Space Plan 2020-24	The Open Space Plan seeks to ensure open space within the council boundary and ownership is managed to deliver meaningful benefits to local communities.	Emphasises that open spaces need to be accessible to as wide a range of users as practical, and that access should be safe and easy; be it walking, cycling, horse riding, driving, or using public transport.
West Lothian Climate Change Strategy 2021-2028	The Climate Change Strategy has been prepared to ensure that activities to tackle the climate emergency contribute to the achievement of the outcomes identified within the council's Corporate Plan (2018-2023) and the West Lothian Local Outcomes Improvement Plan (LOIP) (2013-23).	To ensure that the Strategy contributes to the council's aim of making West Lothian the best possible place to live, work, and do business, six outcomes have been identified, including one on transport which states that: "We encourage sustainable transport and active travel by implementing measures to help people make smarter, sustainable travel choices, supported by low emission transport networks & infrastructure while further reducing our own fleet emissions." There is a specific action referencing the development of a new ATP that will "seek to continue to design and implement priority active travel schemes arising from the new strategy using the council's capital programme as well as external funding. Non-physical measures will also be pursued."

## 2.2.2 Consultation and Engagement

Members of the public and stakeholders were invited to provide feedback on their travel habits, their thoughts on active travel, and their feedback on the existing active travel network in West Lothian. Feedback was gathered through an online active travel survey and an online interactive map hosted via Placecheck. The consultation was linked via West Lothian Council's website and promoted via stakeholders and West Lothian Council's social media channels. 973 responses were gathered in total (643 survey responses and 330 Placecheck observations).

The online active travel survey and Placecheck interactive map survey were made available online in May and June 2023.

### 2.2.2.1 Online Active Travel Survey

In response to the question 'would you like to walk or wheel (use a wheelchair or mobility scooter) for more everyday journeys' approximately 43% of respondents confirmed they would like to do so locally, approximately 31-37% confirmed they would like to do so to neighbouring towns and villages, and 20-26% confirmed they would like to do so to train stations / bus stops.

Of respondents that indicated improvements to facilities would help them walk or wheel more, the majority cited more traffic-free links (37%), further improvements cited included; places to stop and rest (12%), wider footways / footpaths (10%), improved lighting (10%), better accessibility, i.e., level surfaces and dropped kerbs (10%), less fear of crime (10%), more frequent road crossings (7%), and lower traffic speeds (5%).

Of respondents that indicated improvements to facilities would help them cycle more, the majority cited more traffic-free links (55%), further improvements cited included: more routes along quieter streets (13%), better links with public transport (12%), increased cycle parking at key locations (12%), and lower traffic speeds (8%).

Approximately 30% of respondents highlighted that access to a bicycle would support them to cycle more.

Respondents also highlighted several observations that stop them from walking, wheeling, or cycling more, the most common being missing links, personal safety concerns / antisocial behaviour, traffic speed and volume, pavement conditions, and the behaviour of others. Of the less prevalent responses, time / distance, health / fitness / confidence were barriers mentioned by several respondents, while others commented on the need for improved signposting, clearer mapping, better publicised routes, and more accessible routes, i.e., issues with barriers restricting access and inhibiting people using a wheelchair.

In a separate question asking for final comments, issues relating to public transport were predominant, with several references to the need for improvements to services.

### 2.2.2.2 Interactive Map Survey

To supplement the online active travel survey, an online interactive map was available for respondents to express their views on the things they like, things they do not like, and things West Lothian Council need to work on.

The most common theme cited in the responses to the interactive map survey related to personal safety, often relating to issues including traffic speed and volume, the behaviour of others, the lack of safe crossings, poor quality infrastructure, etc. The second most popular response theme referenced the absence of active travel infrastructure (missing links), while another common theme regarded the quality of the infrastructure, focussing on things that respondents do not like or could be done better. Another common theme, again focussing on things that respondents do not like or could be done better, was the need for more and better road crossings, particularly to provide improved access to: public transport (buses), existing active travel infrastructure, and leisure facilities, e.g., play parks, and shopping / commercial premises.

### 2.2.2.3 School Workshop

To further supplement the consultation and engagement task, 28 Primary 6 pupils from Polkemmet Primary School in Whitburn participated in a 2-hour Big Street Survey workshop where they provided feedback on their journey to school, including their thoughts on the existing active travel network surrounding their school.

The school workshop identified the following five key actions that could improve the walking, wheeling, and cycling journey to school:

- Installation of cycle and scooter parking.
- Signs and fines for dog poo and litter.
- Improved crossing point at school entrance.
- School streets – closing surrounding streets to traffic at school pick-up and drop-off times.

- Better maintenance of road and pavement surfaces.

## 2.3 Summary of Strategic Focus

From the policy context and consultation and engagement processes, West Lothian Council and its partners should be seeking to act to deliver improvements to active travel networks and supporting measures that enable and encourage more people to walk, wheel and / or cycle regularly, and for those people that do to do so more often.

## 2.4 Vision

The national vision for Active Travel, from the *A Long-Term Vision for Active Travel in Scotland 2030* document, is that “by 2030, Scotland’s communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys.”

Based on the outputs from the baseline and engagement exercises summarised above, we have developed the following Vision portraying a West Lothian where active travel choices are able to be made routinely.

Our Vision is for West Lothian to become an active region with accessible, high-quality walking, wheeling, and cycling connections within and between communities. These will enable active travel for everyday journeys on a cohesive network, making active travel a viable and attractive way to get around. We will embrace a culture which promotes active and sustainable travel, supporting people of all ages and abilities to make active journey choices, benefiting their health, and reducing air pollution, carbon emissions and traffic levels.

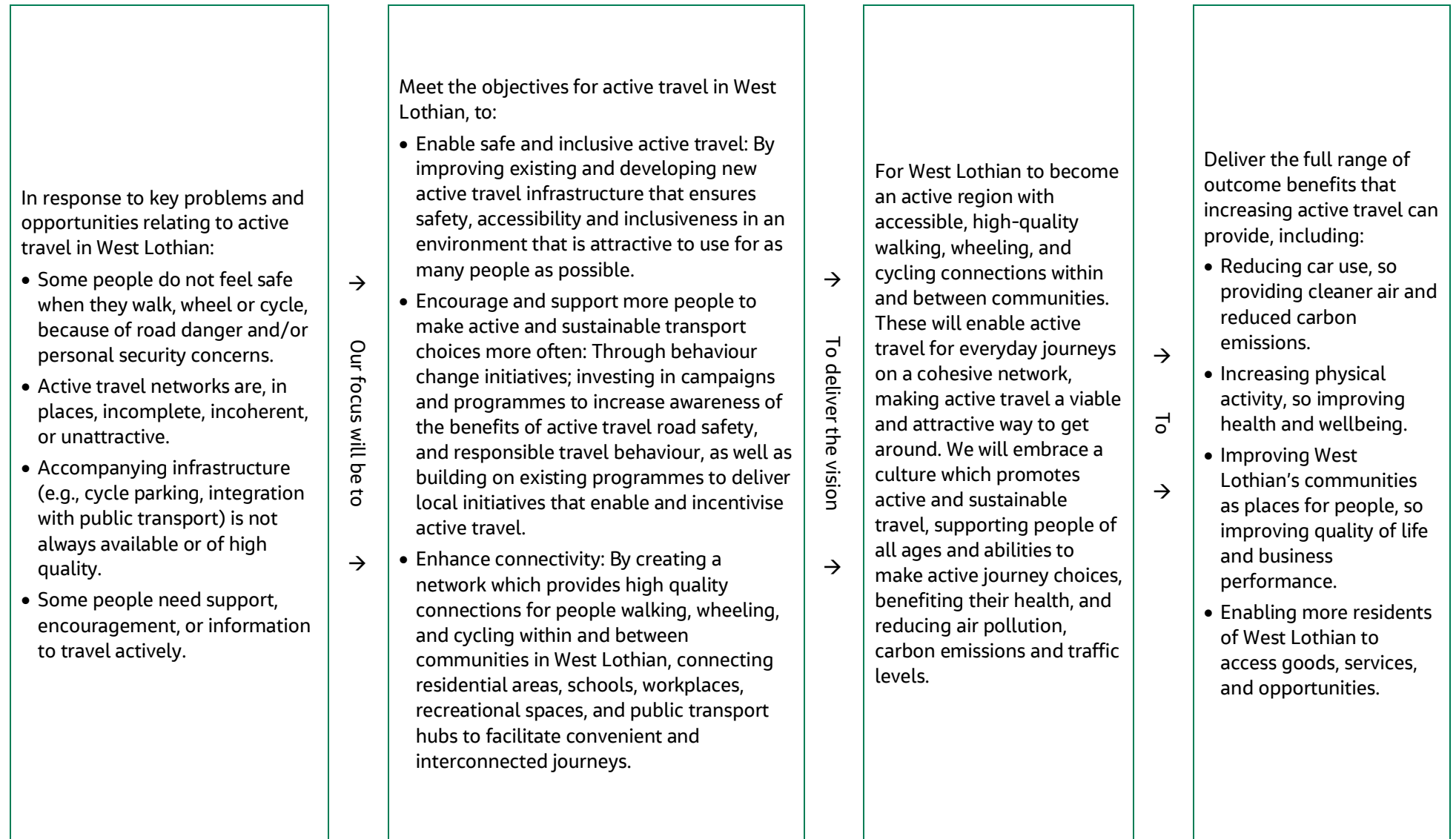
## 3. Objectives

The outputs from the policy context and consultation and engagement tasks, and emerging from the Vision above, have supported the development of the following objectives for the 2024-29 ATP (that will ultimately be used as part of the multi-criteria assessment to identify key projects):

1. **Enable safe and inclusive active travel:** By improving existing and developing new active travel infrastructure that ensures safety, accessibility and inclusiveness in an environment that is attractive to use for as many people as possible.
2. **Encourage and support more people to make active and sustainable transport choices more often:** Through behaviour change initiatives; investing in campaigns and programmes to increase awareness of the benefits of active travel road safety, and responsible travel behaviour, as well as building on existing programmes to deliver local initiatives that enable and incentivise active travel.
3. **Enhance connectivity:** By creating a network which provides high quality connections for people walking, wheeling, and cycling within and between communities in West Lothian, connecting residential areas, schools, workplaces, recreational spaces, and public transport hubs to facilitate convenient and interconnected journeys.

These objectives form a key component of the logic mapping process which defines West Lothian’s 2024-29 ATP, as summarised in Figure 1.

Figure 1: Logic Map





## 4. Monitoring and Evaluation

To assess the success of the 2024-29 ATP it will be necessary to monitor and evaluate achievements. This will be crucial in understanding if planned outcomes have been achieved. An appropriate monitoring and evaluation framework will ensure that resources are spent effectively and present the opportunity to change direction to more effective activities if necessary. However, for the monitoring and evaluation framework to be effective it is necessary to define the desired 2024-29 ATP outcomes.

Additionally, it will be important to measure the progress against planned outcomes, and therefore it has been necessary to define indicators to monitor progress, including consulting with bodies including Cycling Scotland and Sustrans.

As with the 2016-21 ATP, an exercise has been undertaken to provide a clear framework that links the identified objectives with:

- The planned outcomes, i.e., What is being achieved over short to medium term periods, e.g., more people choosing to walk, wheel, or cycle, and more often, and what is being achieved over the longer-terms, e.g., improved physical and mental health, better air quality, improved quality of life.
- What the barriers are to achieving these outcomes.
- How these outcomes can be achieved.
- What interventions need to be made, e.g., if five Bikeability courses are delivered (an input), then 150 pupils will have received Bikeability training (an output).
- What the monitoring indicators are that will demonstrate success.
- What the likely inputs will be, i.e., staff time, budgets, training courses, infrastructure etc.

Drawing on the themes emerging from the policy context and consultation and engagement processes introduced above, the Monitoring and Evaluation Framework presented in Table 2 highlights these relationships.

The indicators identified in Table 2 are based on readily available sources of data, e.g., the Scottish Household Survey and the Cycling Scotland Open Data portal, but consideration will be given to gathering data and information to better assess the impacts of individual interventions and the 2024-29 ATP. The first step will be to review existing data and monitoring sources to see what is already being gathered before commissioning any new data gathering.

**Table 2: Monitoring and Evaluation Framework**

Objective	What outcomes does the objective seek to deliver?	What are the barriers to achieving the objective / outcomes?	How can these outcomes be achieved?	Indicators of Progress	Required Inputs
Enable safe and inclusive active travel	<ul style="list-style-type: none"> <li>To support people of all ages and abilities to be able to choose to walk, wheel or cycle for everyday journeys.</li> </ul>	<ul style="list-style-type: none"> <li>People do not feel safe when travelling actively.</li> <li>Existing active travel infrastructure does not enable more sustainable choices to be made by all.</li> <li>Physical barriers or gaps in networks mean that people cannot complete journeys by active modes on accessible and convenient networks.</li> </ul>	<ul style="list-style-type: none"> <li>With an active travel network (including connections to other transport modes) that is safe, attractive, accessible, and cohesive.</li> <li>Improved road and shared-use path user behaviour.</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of active travel schemes - improve existing and develop new active travel infrastructure (West Lothian Council reporting of scheme delivery).</li> <li>A higher modal share by active travel for short journeys, including journeys to work and to education (Scottish Household Survey travel diary data)</li> <li>Increased investment in active travel schemes / interventions (West Lothian Council records / Cycling Scotland Open Data portal).</li> </ul>	<ul style="list-style-type: none"> <li>Council staff time and skills.</li> <li>Partner organisation staff time and skills.</li> <li>Communities' time and local knowledge.</li> <li>Investment in infrastructure / maintenance / behaviour change initiatives / information provision etc.</li> </ul>
Encourage and support more people to make active and sustainable transport choices more often	<ul style="list-style-type: none"> <li>A more inclusive transport system.</li> <li>Community-led projects and local empowerment.</li> <li>Places for people and vibrant communities.</li> </ul>	<ul style="list-style-type: none"> <li>People do not see active travel as relevant or aspirational to them.</li> <li>People are unaware of opportunities for active travel.</li> <li>People need support to make a change.</li> </ul>	<ul style="list-style-type: none"> <li>Through behaviour change initiatives.</li> <li>Investing in campaigns and programmes to increase awareness of the benefits of active travel, road safety, and responsible travel behaviour.</li> <li>Informing people about active travel networks.</li> <li>Building community capacity to support promotion of active travel.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of easily available and accessible active travel network mapping (West Lothian Council reporting).</li> <li>Increase the number of Cycling Friendly Schools (Cycling Scotland reporting).</li> <li>Increase the number of Cycling Friendly Employers (Cycling Scotland reporting).</li> <li>Usage of bike libraries (reporting by West Lothian Bike Library initiative).</li> <li>Increase Bikeability Scotland Level 2 training (Cycling Scotland reporting).</li> </ul>	<ul style="list-style-type: none"> <li>Council staff time and skills.</li> <li>Partner organisation staff time and skills.</li> <li>Communities' time and local knowledge.</li> <li>Investment in infrastructure / maintenance / behaviour change initiatives / information provision etc.</li> </ul>

Objective	What outcomes does the objective seek to deliver?	What are the barriers to achieving the objective / outcomes?	How can these outcomes be achieved?	Indicators of Progress	Required Inputs
Enhance connectivity	<ul style="list-style-type: none"> <li>• A network that provides high quality connections for people walking, wheeling, and cycling within and between communities in West Lothian.</li> <li>• Places for people and vibrant communities.</li> <li>• More vibrant local economies.</li> <li>• Economic growth through economic activity from users of active travel facilities.</li> <li>• West Lothian is viewed as an attractive place to live and do business in.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing active travel infrastructure does not enable more sustainable choices to be made by all.</li> <li>• Physical barriers or gaps in networks mean that people cannot complete journeys by active modes on accessible and convenient networks.</li> </ul>	<ul style="list-style-type: none"> <li>• With a network that provides high quality connections for people walking, wheeling, and cycling within and between communities in West Lothian, connecting residential areas, schools, workplaces, recreational spaces and public transport hubs to facilitate convenient and interconnected journeys.</li> <li>• Create a cohesive network that enables active travel across West Lothian and to/from neighbouring authorities.</li> <li>• Enhance active travel and public transport integration.</li> <li>• Ensure routes are accompanied by consistent, coherent signage to ensure that the route is easily identifiable, navigation is intuitive and connections to nearby destinations are clearly communicated.</li> </ul>	<ul style="list-style-type: none"> <li>• Delivery of active travel schemes - improve existing and develop new active travel infrastructure (West Lothian Council reporting of scheme delivery).</li> <li>• Increased investment in active travel schemes / interventions (West Lothian Council records / Cycling Scotland Open Data portal).</li> <li>• The number and usage of public cycle parking spaces (surveys).</li> <li>• Number of active journeys undertaken (surveys).</li> <li>• An increase in the number of children walking, wheeling, or cycling to school (Hands Up Survey Scotland data).</li> </ul>	<ul style="list-style-type: none"> <li>• Council staff time and skills.</li> <li>• Partner organisation staff time and skills.</li> <li>• Communities' time and local knowledge.</li> <li>• Investment in infrastructure / maintenance / behaviour change initiatives / information provision etc.</li> </ul>

## Appendix E. Design Guidance

## Active Travel Network Design Guidance

<b>Date:</b>	1 February 2024	<b>Jacobs U.K. Limited</b>
<b>Project name:</b>	West Lothian Council Active Travel Plan	160 Dundee Street
<b>Project no:</b>	B2375001	Edinburgh, EH11 1DQ
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<b>Revision no:</b>	A	
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## 1. Introduction

### 1.1 Purpose of Note

This Report defines active travel network design guidance to support West Lothian Council's 2024-29 Active Travel Plan (2024-29 ATP). It is intended that the design guidance presented herein will be applied to the active travel links identified in the 2024-29 ATP, presenting cross-sectional geometric parameters that will help West Lothian Council achieve its vision of becoming an active region with accessible, high-quality walking, wheeling, and cycling connections within and between communities.

The guidance is intended to be applicable to the development of improved active travel infrastructure in all settings in West Lothian: urban, suburban, and rural.

### 1.2 Background

This guidance has considered best practice from current policies and design guidance / standards. It is intended that this guidance will be available to designers to interpret the cross-sectional geometric parameters contained within current guidance / standards, e.g., Cycling by Design, that can then be applied in West Lothian, relevant to the needs of the communities and users to be served when delivering the links identified in the 2024-29 ATP.

## 2. Current Guidance and Standards

A plethora of policies and design guidance and standards exists in Scotland that reflect geometric parameters that walking, wheeling, and cycling infrastructure should seek to provide. Many of these accord with good practice and are appropriate for use in West Lothian. A summary is presented below.

### 2.1 Designing Streets

Designing Streets is a policy statement for street design, based on the premise that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. Therefore, Designing Streets does not support a standards-based methodology for street design but instead requires a design-led approach, considering site specific requirements and involves early engagement with all relevant parties.

Within the Street Structure section of the policy statement, it is worth noting the reference that there is no maximum width for footways and that lightly used streets (such as those with a purely residential function), the width for pedestrians should generally be 1.5-2.0 m, and that this is variable depending on character and

practical requirements. Designing Streets also references that additional width should be considered between footways and heavily used carriageways, or adjacent to gathering places, such as schools and shops.

## 2.2 National Roads Development Guide<sup>1</sup>

The National Roads Development Guide has been produced by the Society for Chief Officers of Transport in Scotland, supported by Transport Scotland and Scottish Government Planning and Architecture Division. It supports Designing Streets (considered the technical enabler to that policy document) and expands on its principles, providing road design details for pedestrian provision in Section 3.1.4, including:

- Table 4: Footway Widths
- Table 5: Footpath Widths

## 2.3 DMRB

### 2.3.1 CD143<sup>2</sup>

The Scotland National Application Annex to CD143 confirms that Transport Scotland's Roads for All and Cycling by Design shall be used for the design of routes and facilities for walking, cycling and shared use.

### 2.3.2 CD195 Designing for cycle traffic<sup>3</sup>

The Scotland National Application Annex to CD195 confirms that the design of routes and facilities for cycle traffic in Scotland shall be in accordance with Cycling by Design.

## 2.4 Roads for All: Good Practice Guide for Roads<sup>4</sup>

The Good Practice Guide has been produced by Transport Scotland and contains requirements for inclusive design in the construction, operation, and maintenance of road infrastructure for use on Scotland's trunk road and motorway network (and is also commended to all Scottish local road authorities). It provides design standards for road link features including footway widths (see Section 4.1.10). If any of the proposed active travel network for West Lothian directly impacts the trunk road network, reference should be made to the Good Practice Guide, which also presents guidance on controlled pedestrian crossings, dropped kerbs, and footway widths.

## 2.5 Cycling by Design<sup>5</sup>

Cycling by Design provides guidance for cycling infrastructure design on all roads, streets, and paths in Scotland, including those in urban, suburban, and rural locations as well as trunk roads. Beyond the wider geometric design requirements contains therein, of relevance to this Report are:

- The core design principles summarised in Section 2.3.
- The introduction to levels of service provided in Section 2.4.
- The guidance of when to separate cycle users from motor traffic contained within Table 3.2.
- The cross-sectional geometry guidance provided in Table 3.7.

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<sup>1</sup> <http://www.scotsnet.org.uk/phone/national-roads-development-guide.html>

<sup>2</sup> <https://www.standardsforhighways.co.uk/dmr/>

<sup>3</sup> <https://www.standardsforhighways.co.uk/dmr/>

<sup>4</sup> <https://www.transport.gov.scot/publication/roads-for-all-good-practice-guide-for-roads/>

<sup>5</sup> <https://www.transport.gov.scot/publication/cycling-by-design/>

## 2.6 Traffic Signs Manual Chapter 6 Traffic Control<sup>6</sup>

This chapter of the Manual contains advice recommended for those designing traffic signal junctions and crossings on roads with a speed limit of 40 mph and under, particularly in urban areas, including active travel crossing facilities.

## 2.7 Guidance on the use of tactile paving<sup>7</sup>

Published by the Department for Transport (DfT), this guidance document provides designers the latest guidance on installing and using different tactile paving surfaces. Tactile paving is used to provide visually impaired pedestrians important information about potential hazards and other features in their environment.

# 3. West Lothian Design Guidance

## 3.1 Core Design Principles

As with all active travel schemes in Scotland, it is imperative that design solutions are developed based on the six core design principles outlined in Cycling by Design, i.e.:

- Safety
- Coherence
- Directness
- Comfort
- Attractiveness
- Adaptability

As identified in Cycling by Design, “cycling infrastructure should form part of an integrated transport system and built environment where users will, at different times, need to walk, wheel, cycle, and travel by public transport and private motor vehicle.” While developed for Cycling by Design, having been originally developed for bicycle traffic in the Netherlands, these principles are as relevant to other means of active travel such as walking and wheeling and have been adapted for this guidance as summarised in Table 1.

**Table 1: West Lothian 2024-29 ATP Core Design Principles**

Principle	Description
Safety	Designs should minimise the potential for actual and perceived accident risk. Perceived risk is a key barrier to active travel use. Users should feel safe as well as be safe at all stages of their journey. It is important to provide consistency of design and avoid ambiguity.
Coherence	Active travel infrastructure should form a coherent network which links origins and destinations. This allows the active travel network to link communities, facilities and integrate with other modes of travel. Routes should be continuous from an origin to a destination, easy to navigate, well signed, intuitive and of a consistently high quality.
Directness	Active travel users should be offered the most direct route based on existing and latent trip desire lines, minimising detours, and delays. Directness has both geographical and time elements, with delays at junctions and crossings, as well as physical detours, affecting it.
Comfort	Active travel user comfort is critical to journey experience and making active travel an everyday choice. Routes should minimise mental and physical stress and effort, be convenient and avoid complex

<sup>6</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/851465/dft-traffic-signs-manual-chapter-6.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851465/dft-traffic-signs-manual-chapter-6.pdf)

<sup>7</sup> <https://www.gov.uk/government/publications/inclusive-mobility-using-tactile-paving-surfaces>

Principle	Description
	manoeuvres. Smooth, uninterrupted surfaces with gentle gradients will enhance comfort. Active travel infrastructure should be well-maintained to ensure its continued comfort and appeal.
Attractiveness	Active travel infrastructure should be designed in harmony with its surroundings that makes the whole experience an attractive option. A route should complement and enhance the area through which it passes. Lighting, personal security, aesthetics, environmental quality, and noise are important considerations.
Adaptability	Active travel infrastructure should be able to evolve and improve as demands change. Meeting the preceding design principles in a way that allows infrastructure to adapt to changing user needs will form a critical component of active travel networks. Trialling of potential measures using more flexible infrastructure will assist in meeting this aim.

## 3.2 Levels of Service

### 3.2.1 Key Considerations

This guidance also utilises the level of service concept introduced in Cycling by Design, but enhances it to ensure that the guidance:

- Is relevant to people that want to walk, wheel or cycle.
- Demonstrates inclusion for as many potential users as possible.
- Addresses the principles of how provision for active travel can be integrated and account for other transport modes (including public transport, the need for vehicular access, and equestrians).
- Addresses the specific needs of West Lothian’s urban, semi-rural and rural environments.

### 3.2.2 Levels of Service

Cycling by Design establishes three levels of service:

- A high level of service will be suitable for most users, including new and less confident users.
- A medium level of service may not be suitable for some users, particularly novice users.
- A low level of service will not be suitable for a range of users, including novice and intermediate users.

The 2024-29 ATP network will adopt this approach and extend this logic to walking and wheeling links. The assumption is that a high level of service is preferred throughout the network, to make active travel choices accessible and attractive to as wide a cross-section of the population as possible. However, it is recognised that it may not be feasible to achieve a high level of service in every location, at least in a good value manner in the short term.

## 3.3 Application to West Lothian Network

The 2024-29 ATP identifies a council-wide active travel network that utilises two route types, i.e., Primary and Secondary routes, as suggested in Cycling by Design 2021 but amended slightly to account for those walking and wheeling:

- **Primary routes:** These link key trip generators / attractors, likely to attract the highest demand for walking, wheeling, and cycling, and will often be used for commuting trips.
- **Secondary routes:** These link local centres and local trip generators / attractors. These will generally be connected to the wider primary route network.

Note, the network presented in the 2024-29 ATP does not consider a detailed design of the routes identified. The later concept, feasibility, and detailed design work that is required for every individual proposed route will likely establish that some links are unfeasible, or that there are better route options than those proposed.



Ultimately, local access routes connecting the primary and secondary routes into local neighbourhoods and streets at the beginning and end of journeys will be necessary to complete a network that enables people to travel actively between their homes, schools, workplaces, and other destinations. Local access links are needed on many streets in West Lothian and have not been identified in the 2024-29 ATP.

### **3.4 Network Standards Classification**

Table 2 presents a framework for the typical applications and prospective cross-sectional geometry parameters for the 2024-29 ATP active travel network, i.e., the Primary and Secondary routes identified. The aspirational cross-sectional geometry presented here has been developed largely on those presented in the National Roads Development Guide and Cycling by Design. However, it is important to reflect on what Designing Streets says on taking responding to location, rather than the rigid application of standards, and what Cycling by Design says, i.e., that “the guidance provides designers with the information they need to make good design decisions and to prepare solutions which are appropriate in the overall context of each specific situation.”

It is assumed that every link will be designed and delivered to high quality, making use of appropriate materials that promote high quality placemaking, and will be well maintained once operational.

While the 2024-29 ATP active travel network only identifies Primary and Secondary routes, Table 3 presents a framework for the typical applications and prospective cross-sectional geometry parameters for Local Access Routes and Quiet Rural Roads.

**Table 2: Framework for Primary and Secondary routes in West Lothian**

Route Type	Typical Application	Typical Treatments	Aspirational Cross-sectional Geometry	Interaction with other modes	Notes
Primary (footway)	<ul style="list-style-type: none"> <li>• Routes in town centres where there is high walking and wheeling activity.</li> <li>• Key routes between local centres or trip attractors.</li> </ul>	<ul style="list-style-type: none"> <li>• Fully protected.</li> <li>• Separated from cycle users (where appropriate).</li> <li>• Provision at signal-controlled junctions.</li> <li>• Continuous at side roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum width adhering to Table 4 of National Roads Development Guide: 2.0-3.0 m, or 4.0 m in retail areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Assumed that walking and wheeling provision is prioritised over other modes to achieve a high level of service.</li> <li>• May require relocation of at least some on-street parking / loading.</li> </ul>	<ul style="list-style-type: none"> <li>• Different widths could apply depending on location (refer to National Roads Development Guide).</li> </ul>
Primary (footpath)	<ul style="list-style-type: none"> <li>• Routes in town centres where there is high walking and wheeling activity.</li> <li>• Key routes between local centres or trip attractors.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision at signal-controlled junctions.</li> <li>• Appropriate uncontrolled crossings at side roads</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum width adhering to Table 5 of National Roads Development Guide: 2.0-3.0 m.</li> </ul>	<ul style="list-style-type: none"> <li>• Separated from cycle users (where appropriate).</li> </ul>	<ul style="list-style-type: none"> <li>• Different widths could apply depending on location (refer to National Roads Development Guide).</li> <li>• Uncontrolled crossings to include dropped kerbs, tight turning radii etc.</li> </ul>
Primary (cycle track adjacent to carriageway)	<ul style="list-style-type: none"> <li>• Higher demand arterial routes in urban areas (with at least secondary onward links to key trip attractors).</li> </ul>	<ul style="list-style-type: none"> <li>• Fully protected.</li> <li>• Separated from those walking and wheeling.</li> <li>• Provision at signal-controlled junctions.</li> <li>• Continuous at side roads.</li> <li>• Cycle routes are continuous at bus stops.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum width adhering to Table 3.7 of Cycling by Design: 2.0-2.5 m for one-way tracks; 3.0-4.0 m for two-way tracks.</li> </ul>	<ul style="list-style-type: none"> <li>• Assumed that cycling provision is prioritised over other modes to achieve a high level of service.</li> <li>• Likely to require relocation of at least some on-street parking / loading.</li> </ul>	<ul style="list-style-type: none"> <li>• Different widths could apply depending on location (refer to Cycling by Design).</li> <li>• All other characteristics to meet Cycling by Design high level of service.</li> </ul>

Route Type	Typical Application	Typical Treatments	Aspirational Cross-sectional Geometry	Interaction with other modes	Notes
Primary (cycle track shared with pedestrians)	<ul style="list-style-type: none"> <li>• Connections between communities that are relatively close and for which high active travel demand is anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>• Fully protected.</li> <li>• Provision at signal-controlled junctions (toucan).</li> <li>• Appropriate uncontrolled crossings at side roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum width adhering to Table 3.7 of Cycling by Design: 4.0 m.</li> </ul>	<ul style="list-style-type: none"> <li>• Assumed that walking, wheeling, and cycling provision is prioritised over other modes to achieve a high level of service.</li> <li>• May require relocation of at least some on-street parking / loading.</li> </ul>	<ul style="list-style-type: none"> <li>• Different widths could apply depending on location (refer to Cycling by Design).</li> <li>• All other characteristics to meet Cycling by Design high level of service.</li> <li>• Uncontrolled crossings to include dropped kerbs, tight turning radii etc.</li> </ul>
Secondary (footway)	<ul style="list-style-type: none"> <li>• Secondary routes in urban areas and on routes between communities where there is anticipated to be reasonable demand for walking / wheeling.</li> <li>• Routes in rural areas that may have modest demand or be primarily used for leisure purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Fully protected.</li> <li>• Separated from cycle users (where appropriate).</li> <li>• Provision at signal-controlled junctions.</li> <li>• Appropriate uncontrolled crossings at side roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum width adhering to Table 4 of National Roads Development Guide: 2.0 m.</li> </ul>	<ul style="list-style-type: none"> <li>• Bus may have higher priority for road space than active travel.</li> <li>• May require relocation of at least some on-street parking / loading.</li> </ul>	<ul style="list-style-type: none"> <li>• Different widths could apply depending on location (refer to National Roads Development Guide).</li> <li>• Uncontrolled crossings to include dropped kerbs, tight turning radii etc.</li> </ul>
Secondary (footpath)	<ul style="list-style-type: none"> <li>• Secondary routes in urban areas and on routes between communities where there is anticipated to be reasonable demand for walking / wheeling.</li> <li>• Routes in rural areas that may have modest demand or be primarily used for leisure purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision at signal-controlled junctions.</li> <li>• Appropriate uncontrolled crossings at side roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum width adhering to Table 5 of National Roads Development Guide: 2.0 m.</li> </ul>	<ul style="list-style-type: none"> <li>• Separated from cycle users (where appropriate).</li> </ul>	<ul style="list-style-type: none"> <li>• Different widths could apply depending on location (refer to National Roads Development Guide).</li> </ul>

## Technical Memorandum

Route Type	Typical Application	Typical Treatments	Aspirational Cross-sectional Geometry	Interaction with other modes	Notes
Secondary (cycle track adjacent to carriageway)	<ul style="list-style-type: none"> <li>Higher demand arterial routes in urban areas but where there is insufficient space for Cycling by Design high level of service cycling provision.</li> <li>Routes in rural areas that may have modest demand or be primarily used for leisure purposes.</li> </ul>	<ul style="list-style-type: none"> <li>Fully protected.</li> <li>Separated from those walking and wheeling.</li> <li>Provision at signal-controlled junctions.</li> <li>Continuous at side roads in urban areas.</li> <li>Appropriate uncontrolled crossings at side roads in rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum width adhering to Table 3.7 of Cycling by Design: 1.5-2.0 m for one-way tracks; 2.0-3.0 m for two-way tracks.</li> </ul>	<ul style="list-style-type: none"> <li>Bus may have higher priority for road space than active travel.</li> <li>Likely to require relocation of at least some on-street parking / loading.</li> </ul>	<ul style="list-style-type: none"> <li>Different widths could apply depending on location (refer to Cycling by Design).</li> <li>All other characteristics to meet Cycling by Design high level of service.</li> <li>In some circumstances it may be acceptable for cycle users to mix with motor traffic in constrained sections.</li> </ul>
Secondary (cycle track shared with pedestrians)	<ul style="list-style-type: none"> <li>Connections between smaller communities in rural areas that may have modest demand or be primarily used for leisure purposes.</li> </ul>	<ul style="list-style-type: none"> <li>Fully protected.</li> <li>Appropriate uncontrolled crossings at side roads.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum width adhering to Table 3.7 of Cycling by Design: 4.0 m.</li> </ul>	<ul style="list-style-type: none"> <li>Bus may have higher priority for road space than active travel.</li> <li>May require relocation of at least some on-street parking / loading.</li> </ul>	<ul style="list-style-type: none"> <li>Different widths could apply depending on location (refer to National Roads Development Guide).</li> <li>All other characteristics to meet Cycling by Design high level of service.</li> </ul>

**Table 3: Framework for Local Access Routes and Quiet Rural Roads in West Lothian**

Route Type	Typical Application	Typical Treatments	Aspirational Cross-sectional Geometry	Interaction with other modes	Notes
Local Access Routes	<ul style="list-style-type: none"> <li>Residential streets (with low traffic volumes, typically &lt;200 pcu / hr) and paths, facilitating the most local journeys and connections onto secondary / primary links.</li> </ul>	<ul style="list-style-type: none"> <li>Cycle users mix with motor traffic.</li> <li>Appropriate uncontrolled crossings at side roads.</li> <li>High quality footway surfaces.</li> <li>Footways free of parking.</li> <li>20 mph speed limits.</li> <li>Effective lighting.</li> <li>Modal filters to discourage through motor traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum width adhering to Table 4 of National Roads Development Guide: 2.0 m.</li> </ul>		<ul style="list-style-type: none"> <li>Different widths could apply depending on location.</li> <li>Uncontrolled crossings to include dropped kerbs, tight turning radii etc.</li> <li>No intention of trying to identify all links as part of the strategic active travel network – instead identifying areas for improvement.</li> </ul>
Quiet Rural Roads	<ul style="list-style-type: none"> <li>Minor rural roads where: traffic levels are low, cycle user demand is modest, walking and wheeling demand is minimal, and protected provision would be poor value or undeliverable.</li> </ul>	<ul style="list-style-type: none"> <li>Those walking, wheeling, or cycling share space with motor traffic.</li> <li>Signs warn drivers of the likely presence of people walking, wheeling, and cycling.</li> <li>30 mph or lower speed limits.</li> </ul>	-	<ul style="list-style-type: none"> <li>Likely to require introduction of slower rural speed limits.</li> </ul>	<ul style="list-style-type: none"> <li>Interactions with busier / fast roads will need appropriate protected treatments.</li> </ul>

## **Appendix F. Prioritisation Assessment Summary**

Ref.	Route (includes <a href="#">hyperlink</a> to Network Planning Tool (NPT) Scotland)	Primary / Secondary	Total	Urban	Rural	What is the volume of potential users?	What is the anticipated level of modal shift?	What will the impact be on areas of socio-economic deprivation?	What added benefits will be provided – public transport links?	Estimated Capital Cost	What is the scale of the cost of the scheme, in the context of these benefits?	How deliverable is the scheme?	Total Score	Any specific rationale for / against prioritisation?
1	<a href="#">Linlithgow to Bo'ness</a>	Primary	6233	3646	2587	80	60	40	20	£6.8 M	80	100	65	SEStran strategic route (for); significantly beyond Council boundary (against)
2	<a href="#">Polmont to Linlithgow</a>	Primary	6520	2040	4480	40	20	20	20	£5.3 M	80	100	46	SEStran strategic route (for); significantly beyond Council boundary (against)
3	<a href="#">Linlithgow to Kirkliston via Winchburgh</a>	Primary	12533	3277	9256	40	20	60	40	£9.5 M	40	80	46	SEStran strategic route (for); significant ongoing development at Winchburgh (for)
4	<a href="#">Threemiletown to Uphall</a>	Primary	4061	687	3374	40	40	60	20	£2.7 M	100	60	52	SEStran strategic route (for); strong representations from affected communities (for); lack of north / south routes (for); topography (against)
5	<a href="#">Linlithgow to Dechmont</a>	Primary	8900	1062	7839	20	20	20	20	£5.5 M	80	40	32	Lack of north / south routes (for); topography (against)
6	<a href="#">Fauldhouse to Addiewell</a>	Primary	8272	5440	2832	40	40	100	60	£9.6 M	40	80	58	Strong representations (for) from affected communities: connecting to local services (for); bridge (against)
7	<a href="#">Addiewell to Bankton Roundabout, Livingston</a>	Primary	9802	7375	2426	80	80	60	80	£12.3 M	20	40	62	SEStran strategic route (for); study undertaken (for)
8	<a href="#">Blackburn to Livingston</a>	Primary	7656	4376	3280	60	80	60	40	£8.2 M	40	60	57	Direct route to Kirrkton Campus / Shin-Etsu (for)
9	<a href="#">Bathgate to Blackburn</a>	Primary	4399	4399	0	80	80	80	80	£6.6 M	80	100	83	Links to railway station (for); links to local services (for)
10	<a href="#">Blackridge to Armadale</a>	Primary	5200	1148	4052	60	60	80	60	£3.7 M	100	100	75	Links to local services (for)
11	<a href="#">Armadale to Bathgate</a>	Primary	3416	2452	964	80	80	60	40	£4.2 M	100	100	77	Links to local services (for)
12	<a href="#">Bathgate to Uphall</a>	Primary	7066	2666	4400	60	40	80	20	£6.2 M	80	100	63	SEStran strategic route (for)
13	<a href="#">Harthill to Whitburn</a>	Primary	5606	2906	2700	40	60	80	20	£5.7 M	80	100	61	Links to local services (for)
14	<a href="#">Whitburn to Blackburn</a>	Primary	3808	2874	934	80	60	80	20	£4.8 M	100	100	74	Secondary school links (for)
15	<a href="#">Uphall to Broxburn</a>	Primary	4750	4431	319	60	60	80	60	£6.8 M	80	100	72	SEStran strategic route (for); links to local services (for); connect to prospective WETIP scheme (for)
16	<a href="#">East Calder towards Hermiston</a>	Primary	5634	1348	4286	40	20	20	20	£4.2 M	100	80	46	SEStran strategic route (for)
17	<a href="#">Mid Calder to East Calder</a>	Primary	2919	2239	679	60	80	40	20	£3.7 M	100	80	63	Ongoing developments (for)
18	<a href="#">Mid Calder to Livingston</a>	Primary	2094	2094	0	60	80	40	80	£3.1 M	100	80	72	Links to local services (for)
19	<a href="#">Armadale to Armadale Station</a>	Primary	1714	1714	0	80	80	80	100	£2.6 M	100	80	86	Links to railway station (for); active links to local services (for); planned developments (for)
20	<a href="#">Whitburn to Bathgate</a>	Primary	6301	2321	3980	60	60	80	60	£5.5 M	80	100	72	SEStran strategic route (for); partially delivered (for); active links to local services (for)
21	<a href="#">Longridge to Whitburn</a>	Primary	2703	1508	1195	80	60	80	20	£2.9 M	100	100	74	Links to local services (for); planned developments (for)
22	<a href="#">Stoneyburn to East Whitburn</a>	Primary	3257	398	2859	40	40	60	20	£2.0 M	100	80	55	Partially delivered (against); landowner issues (against)
23	<a href="#">Livingston Centre to Livingston North Station</a>	Primary	2561	2561	0	100	80	80	100	£3.8 M	100	100	94	Adapting existing networks (for)
24	<a href="#">Dechmont to Livingston Centre</a>	Primary	4127	3606	520	40	60	80	40	£5.7 M	80	80	61	SEStran strategic route (for); adapting existing networks (for)
25	<a href="#">Bankton Road to Livingston South Station</a>	Primary	1607	1607	0	20	40	20	100	£2.4 M	100	80	56	Adapting existing networks (for)
26	<a href="#">Livingston South Station to Murleston</a>	Primary	1759	1759	0	60	80	20	100	£2.6 M	100	100	75	Links to railway station (for); active links to local services (for)
27	<a href="#">Livingston South Station to Livingston Centre</a>	Primary	2031	2031	0	80	80	60	100	£3.0 M	100	100	86	Adapting existing networks (for)
28	<a href="#">Livingston Centre to B7015</a>	Primary	3035	2255	780	60	60	40	60	£3.8 M	100	100	69	Planned / ongoing development (for); active links to Kirrkton Campus (for)
29	<a href="#">Bathgate to Westfield via Torpichen</a>	Primary	7343	1089	6254	20	40	60	20	£4.8 M	100	80	50	Connecting remote communities (for)
30	<a href="#">NCN 754 Improvements</a>	Primary	17112	5620	11492	40	40	20	20	£14.2 M	20	100	40	Remote national route (against)
31	<a href="#">East Calder to Kirknewton NCN 75 Improvements</a>	Primary	3964	0	3964	60	60	40	80	£2.0 M	100	80	69	Links to railway station (for); improved national route provision (for)
32	<a href="#">Uphall to Uphall Station Improvements</a>	Primary	1404	697	707	80	80	80	100	£1.4 M	100	100	89	Links to railway station (for); strong support from community (for)
33	<a href="#">Seafield to Livingston River Almond Path Improvements</a>	Primary	5436	2633	2803	40	40	80	20	£5.4 M	80	80	55	Indirect / remote solution (against)
34	<a href="#">Bathgate to Livingston</a>	Primary	3255	1468	1787	80	60	80	20	£3.1 M	100	80	71	Partly delivered (against)
35	<a href="#">Guldiehaugh Roundabout to Boghall Roundabout</a>	Primary	1398	1398	0	80	80	80	20	£2.1 M	100	100	77	More direct access to Bathgate High School (for)
36	<a href="#">Armadale Station to Whitburn</a>	Primary	2638	933	1705	60	60	80	80	£2.3 M	100	100	78	Delivered (against)
37	<a href="#">Fauldhouse to Longridge</a>	Primary	2622	767	1855	60	60	80	60	£2.1 M	100	100	75	Delivered (against); Further links to Fauldhouse Railway Station (for)
38	<a href="#">A705 Main Street to A706 on A801 and via M8 Junction 4</a>	Primary	1397	0	1397	60	60	60	0	£0.7 M	100	80	60	Access to M8J4 Industrial Estate from Whitburn / Blackburn and from newly constructed route on A7066 (for)
39	<a href="#">Dixon Terrace</a>	Secondary	1044	899	144	20	60	80	20	£1.4 M	100	60	53	Two primary schools nearby (for)
40	<a href="#">Mill Road to A706</a>	Secondary	1000	1000	0	40	40	0	0	£1.5 M	100	60	40	Few benefits (against)
41	<a href="#">A706 Linlithgow</a>	Secondary	1407	1056	352	40	40	40	20	£1.8 M	100	80	52	Railway overbridge (against)
42	<a href="#">A803 Linlithgow</a>	Secondary	1837	837	1000	80	80	0	100	£1.8 M	100	100	77	Links to railway station (for)
43	<a href="#">Linlithgow Loch Improvements</a>	Secondary	748	382	366	20	20	0	0	£0.8 M	100	40	29	Leisure only (against)
44	<a href="#">Linlithgow Springfield Road Connection</a>	Secondary	2027	2023	4	60	60	0	80	£3.0 M	100	60	60	Links to railway station (for)
45	<a href="#">Uphall to Broxburn Improvements</a>	Secondary	3964	3434	529	60	60	60	40	£5.4 M	80	60	60	Route already well developed (against)
46	<a href="#">Uphall Broxburn North Improvements</a>	Secondary	1699	1699	0	40	40	80	20	£2.5 M	100	40	52	Planned development (for)
47	<a href="#">Brox Burn Path Improvements</a>	Secondary	2484	2484	0	20	40	40	60	£3.7 M	100	80	53	Adapting existing networks (for)
48	<a href="#">Bathgate Western Connection</a>	Secondary	1550	1315	235	60	60	80	80	£2.1 M	100	80	75	Links to railway station (for); active links to local services (for)
49	<a href="#">Bathgate South Development Connection</a>	Secondary	683	683	0	40	60	60	80	£1.0 M	100	100	70	Wider Bathgate Meadows Nature Park scheme under development (against)
50	<a href="#">Bathgate Improved NCR Connection</a>	Secondary	777	777	0	40	40	60	60	£1.2 M	100	100	64	Adapting existing networks (for)
51	<a href="#">Bathgate Marjoribanks Street Connection</a>	Secondary	1387	1387	0	80	60	60	80	£2.1 M	100	80	77	Links to railway station (for); active links to local services (for)
52	<a href="#">Bathgate North Bridge Street Connection</a>	Secondary	493	493	0	40	40	80	60	£0.7 M	100	20	55	Lack of available space (against)
53	<a href="#">Uphall Station to Livingston West</a>	Secondary	5134	5039	95	60	40	60	100	£7.6 M	60	80	66	Planned development (for); active links to local services (for)
54	<a href="#">Pumpherston to Livingston West</a>	Secondary	5825	5825	0	80	40	60	20	£8.7 M	40	80	56	Planned development (for); active links to local services (for)
55	<a href="#">West Calder to Harburn</a>	Secondary	3087	622	2465	0	0	20	20	£2.2 M	100	80	33	Few benefits (against)
56	<a href="#">Whitburn East West Connection</a>	Secondary	4408	2995	1413	60	60	80	20	£5.2 M	80	100	66	Schools (for); under construction (against)
57	<a href="#">Armadale South Development Connection</a>	Secondary	1257	715	542	40	80	80	80	£1.3 M	100	60	70	Links to railway station (for); active links to local services (for); planned developments (for)
58	<a href="#">Armadale South Development Connection 2</a>	Secondary	622	0	622	40	80	60	80	£0.3 M	100	60	67	Links to railway station (for); active links to local services (for); planned developments (for)
59	<a href="#">Armadale North Development Connection</a>	Secondary	763	236	528	40	40	40	40	£0.6 M	100	100	58	Planned development (for)
60	<a href="#">Armadale North Development Connection 2</a>	Secondary	637	0	637	40	40	40	40	£0.3 M	100	100	58	Planned development (for)
61	<a href="#">Broxburn North Development Connection</a>	Secondary	1119	1	1118	40	40	40	40	£0.6 M	100	100	58	Planned development (for)
62	<a href="#">Broxburn North Development Connection 2</a>	Secondary	783	0	783	40	40	40	40	£0.4 M	100	100	58	Planned development (for)
63	<a href="#">Broxburn West Development Connection</a>	Secondary	1669	338	1332	60	60	60	40	£1.2 M	100	80	66	Planned development (for)
64	<a href="#">Carmondean Connection</a>	Secondary	1921	1921	0	80	80	80	80	£2.9 M	100	80	83	Adapting existing networks (for)
65	<a href="#">Wester Dechmont to A89</a>	Secondary	1147	830	317	40	40	40	60	£1.4 M	100	100	61	Link to Livingston North Railway Station; Schools (for); Ongoing Bangour development (for)
66	<a href="#">Dechmont Development Connection</a>	Secondary	539	0	539	40	40	40	60	£0.3 M	100	100	61	Link to Livingston North Railway Station; Schools (for); Ongoing Bangour development (for)
67	<a href="#">Mid Calder to Calderwood Improvements</a>	Secondary	2373	473	1900	20	20	60	0	£1.7 M	100	60	41	Indirect route (against)
68	<a href="#">West Calder North Development Connection</a>	Secondary	2573	623	1950	60	60	40	80	£1.9 M	100	80	69	Planned / ongoing development (for); Links to West Calder Railway Station (for)
69	<a href="#">Livingston West Development Connection</a>	Secondary	2009	1756	253	40	60	20	40	£2.8 M	100	40	49	Planned development (for)
70	<a href="#">Whitburn South Development Connection 1</a>	Secondary	799	208	591	40	60	40	20	£0.6 M	100	100	58	Planned development (for); Schools (for)
71	<a href="#">Whitburn South Development Connection 2</a>	Secondary	655	195	460	40	60	40	20	£0.5 M	100	100	58	Planned development (for); Schools (for)

Ref.	Route (includes <a href="#">hyperlink</a> to Network Planning Tool (NPT) Scotland)	Primary / Secondary	Total	Urban	Rural	What is the volume of potential users?	What is the anticipated level of modal shift?	What will the impact be on areas of socio-economic deprivation?	What added benefits will be provided – public transport links?	Estimated Capital Cost	What is the scale of cost of the scheme, in the context of these benefits?	How deliverable is the scheme?	Total Score	Any specific rationale for / against prioritisation?
72	<a href="#">NCN 76</a>	Secondary	6896	0	6896	20	20	20	0	£3.4 M	100	100	41	Remote national route (against)
73	<a href="#">Longridge to Breich</a>	Secondary	2156	0	2156	20	60	60	80	£1.1 M	100	60	59	Breich Railway Station (for)
74	<a href="#">Breich Station Connection</a>	Secondary	1309	0	1309	20	60	60	80	£0.7 M	100	80	62	Breich Railway Station (for)
75	<a href="#">Addiewell Station Connection</a>	Secondary	486	0	486	40	60	80	80	£0.2 M	100	60	67	Addiewell Railway Station (for)
76	<a href="#">Bridgend Link</a>	Secondary	1023	0	1023	40	40	80	20	£0.5 M	100	60	55	Remote community (for)
77	<a href="#">Polkemmet Road Connection</a>	Secondary	632	468	164	40	40	60	60	£0.8 M	100	80	61	Links between residential and commercial / industrial at Heartlands; development led provision available (against)
78	<a href="#">Boghead Roundabout to Bathgate</a>	Secondary	2258	1774	484	40	40	60	40	£2.9 M	100	80	58	Links between existing route and commercial / industrial at Standhill (for)
79	<a href="#">Heartlands to Whitburn</a>	Secondary	668	0	668	80	80	80	40	£0.3 M	100	60	74	Link between Heartlands and Main Street / local services (for)