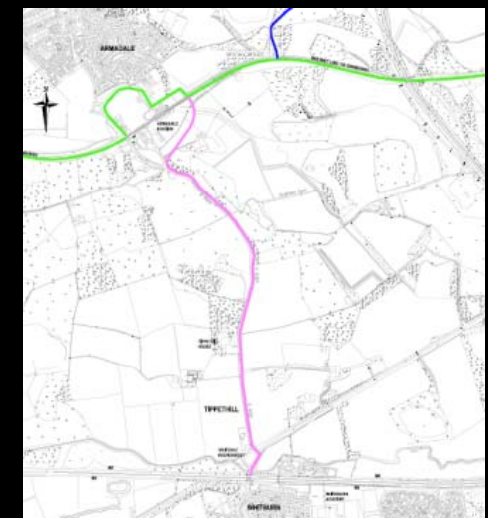
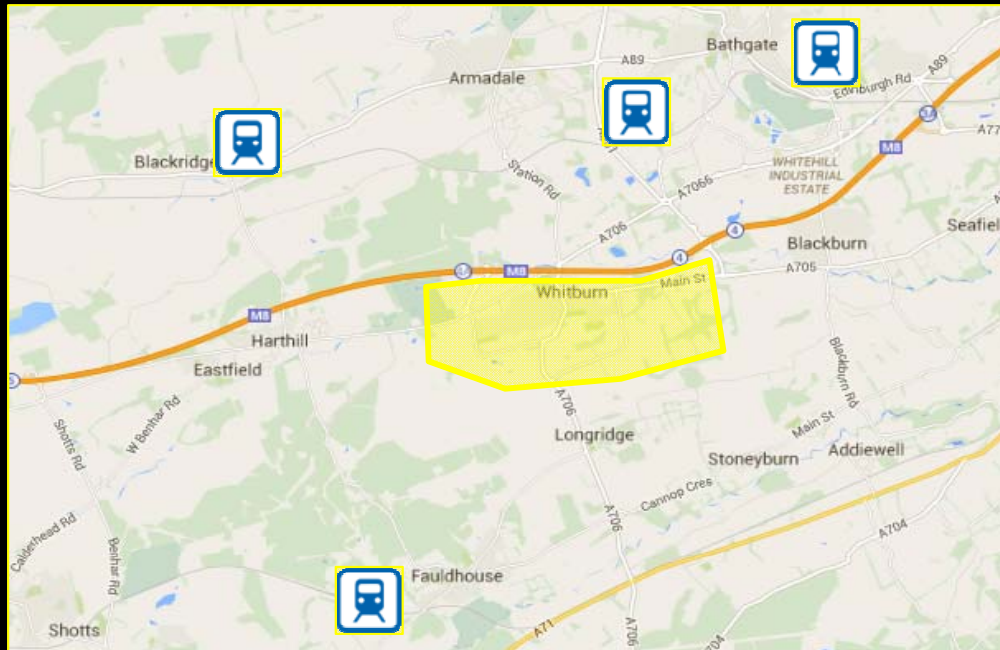


Placemaking in

WHITBURN

Chapter 10
Draft Development
Framework
- Transport / Access

Transport – Key Comments recap



Ref	Name / Site	Existing Situation	Masterplan Proposal	Justification / Additional Comments	Priority / Timescale
T1	Whitburn town centre: Pavements	Poor quality of pavements (particularly Main Street). Congested at peak times, difficult to negotiate buggies/wheelchairs.	General Improvement of public realm in-line with streetscape/landscaping improvements. This could include drop kerbs/rumble strips/high visibility markings to assist in wheelchair/disabled/visually impaired.	Ease of pedestrian, disabled, cycling within the town centre will provide a safer/convenient environment and facilitate more sustainable travel, particularly for short 'functional' trips (e.g. to school, work).	in-line with streetscape / landscape improvements.
T2	Whitburn town centre: On Street Parking	High levels of On-Street parking on Main Street despite short stay nature of provision. Abuse of longer term parking has been in-line with reduced parking enforcement since absence of traffic wardens. Location of On-Street parking leads to safety and greater congestion issues at bus stops due to double\wide parking while access/egress). This, coupled with double parking either side of Main Street also gives rise to safety concerns for cyclists.	General Improvement of public realm in-line with streetscape/landscaping improvements. Potential Provision of Off-Street parking alternative.	Removal of some parking from main Street will both recover and make safer, road space for more sustainable travel while also maintaining a good level of car based accessibility to parking at centre businesses that currently exists.	in-line with streetscape / landscape improvements.

Ref	Name / Site	Existing Situation	Masterplan Proposal	Justification / Additional Comments	Priority / Timescale
T3	Whitburn town centre: The Cross Junction	Increased congestion at the Cross, particularly North/South movements and HGV/PSV use. This has been exacerbated by the traffic calming on Dixon Terrace which offered an alternative route to the new M8 junction. In future, Dixon Terrace will be banned to 'non-car traffic'.	Consider a review of traffic signal operations at the Cross junction. Future plans for the Heartlands development include a western distributor which would provide congestion relief for the western side of the town, particularly at the Cross/Dixon Terrace and generally improve accessibility for Whitburn. It is not anticipated that Heartlands will reach the threshold level of development required to fulfil delivery of the distributor in the short to medium term. However, potential ways to deliver this early could be considered.	Improve traffic flow and safety in and around the Cross.	Review of signals: High / Short Review of Western Distributor: Medium / Long
T4	Whitburn town centre: Bus Stops	Vandalism prevalent at local bus stops. Noted issue relating to poor accessibility of bus stops for longer distance travel.	Consideration of vandal resistance (e.g. wire mesh) bus stops at affected locations. Review of local bus stop accessibility in-line with public concerns.	Enhancement of public transport facilities and accessibility may inspire greater use.	Medium / Short
T5	Whitburn local town connectivity: Walking and Cycling	Whitburn does not have a direct connection to the National Cycle networks. It is difficult/unsafe to walk/cycle to local towns (in particular Armadale for local train/amenities)	West Lothian Council (WLC) are delivering a walking and cycle route from Whitburn to Armadale during the next financial year. Further WLC aspirations to connect Whitburn to the National Cycle network and improve pavements along the A89 are also being formulated.	Enhancement of active mode facilities and accessibility may inspire greater use. This is of particular importance in the linkage to Armadale which provides key local services to Whitburn including rail access. Improvements in connectivity with local towns needs to be coordinated with those under consideration internal for Whitburn and with Heartlands.	High / Medium

Ref	Name / Site	Existing Situation	Masterplan Proposal	Justification / Additional Comments	Priority / Timescale
T6	Whitburn strategic connectivity: Bus	Whitburn is generally well served by bus services to Edinburgh, Livingston, Broxburn, Bathgate, Glasgow. However, recent reduction in accessibility via loss of the X14 service to Glasgow.	Improved marketing of 'Traveline Scotland' for travel planning. This could help improve awareness and use of services to\from local train stations and use of alternative routes in the absence of the X14 service being re-instated (again). Review of existing demand and links to local train stations.	There were discussions noting strong family / friends connections between Whitburn and Glasgow / Edinburgh. Any loss of service between these locations results in severance. However, where bus services have been removed\reduced, this is likely to be as a result of lack of demand. Alternative public transport provision exists, but is perhaps less convenient. Marketing of these options will assist in ensuring the public are aware of the alternatives and can use them as efficiently as possible. Real-time bus tracker apps and real-time information at bus stops would also assist in improving public transport use. However, consideration should be given to the low level of internet\smartphone use in Whitburn.	Marketing of Traveline: High / Short



Placemaking in Whitburn
Emerging Place Diagram

02-04-15

Austin-Smith:Lord

Report Back Session – Addressing Emerging Issues

- **Response to Emerging Ideas / Action Plan?**
- **Anything missing?**

Contacts / Web / Social Media



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