

## Paths within Livingston

Paths WL28 to WL32 were, in the main, constructed by the former Livingston Development Corporation and form the best local access network in the district. They not only link the numerous communities across the town together but also provide off road routes to school, work, shops and leisure facilities. They have been grouped together because they are similar in terms of their construction and character.

The route descriptions for Paths WL28 to WL33 focus on the main paths. However, there are many other paths in the local network of paths in Livingston. From the informal consultations many people commented about the density of these links and in response additional sections of paths have been included. Many of these links are not as wide as the "main" paths or surfaced and lit to the same standard.

### Surfaces and features

These paths are generally tarmaced or paved, lit and between 1.5 to 3 metres wide. The major exception to this is WL29 Railway Path. There is a section of path between Livingston North Railway Station and Knightsridge that is a whindust surface and unlit. However, if users take the bridge across the railway line they will find a narrower lit tarmac path on the north side of the line. Further east, beyond the A899 there is a gap in the path to the north of Nettlehill Road. There is also a "temporary" route that involves using a short stretch of narrow whindust path to the east of, and parallel with, the A899 which leads on to Nettlehill Road and Todd Square, in Houston Industrial Estate, where it rejoins the path beside the rail line.

### The experience

The Livingston path network has been, and is being, developed to serve the needs of the district's largest settlement. Therefore, these paths are urban in nature passing through and beside housing areas, industrial estates and business parks as well as major roads and railways. However, as they are designed in with the development they often follow landscaped and woodland areas and they are bridged over major roads or have underpasses. Overall this segregated off road path network is a major asset for the town.

### Opportunities and constraints

The continued development in and around the town provides opportunities to improve and expand the path network. WL28 will need to connect with the new path network across the proposed Eliburn District Park. For WL32 there will be the opportunity to connect to the Gavieside CDA in the south west and the Calderwood CDA in the south east provide the impetus to extend the network to communities such as Polbeth, West Calder and East Calder.

Some signposting was undertaken in 2006 but more is needed to promote the existence of these paths. This will be undertaken in the plan period. The upgrading of WL29 Railway Path will also take place but the establishment of the direct route at Houston Industrial Estate is likely to fall outwith this plan's time-scale and will be picked up at a future review.

Livingston Development Corporation, with the powers and budget that it had, was able to plan and develop the best path network of any settlement in West Lothian. However, that capital investment, now often 20 - 30 years old, presents West Lothian Council with a considerable revenue expense to cover its maintenance. From the first informal round of consultation on this plan there were frequent comments about the need for higher standards of maintenance. Some people are deterred from using the network because landscaping has become overgrown obscuring views and lighting, graffiti, broken glass, dark underpasses, anti social behaviour and so on. The council is currently considering how it is going to address these issues.

## WL31 Loan Path (southern section shown on map R and northern section shown on map S)

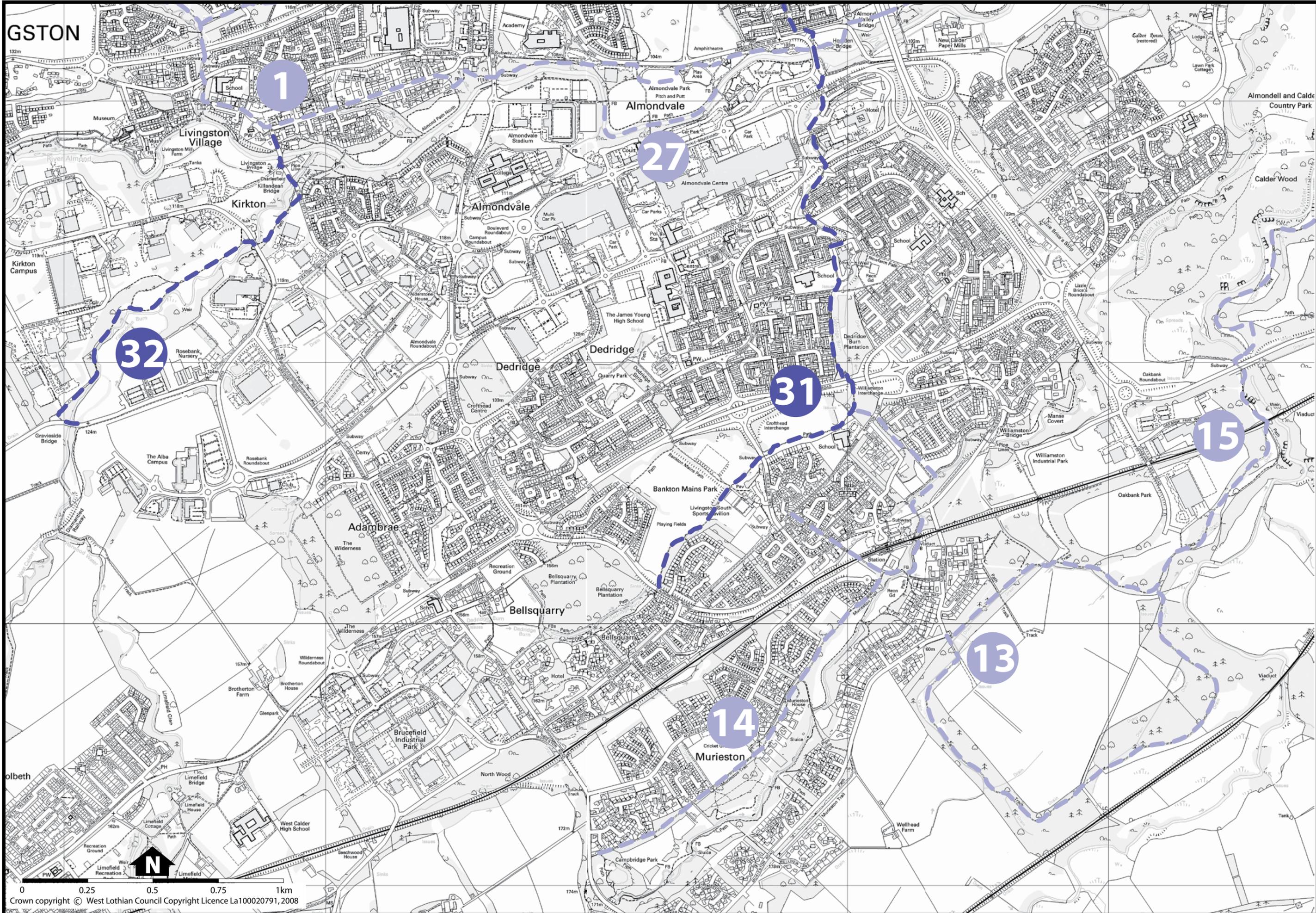
The full description of this route is on page 54.

## WL32 Killandean Path

### Start, route and finish

This is a 1.3 mile (2.1km) path that starts in the centre of Livingston Village where it heads south from WL1 National Cycleway 75 at the Livingston Inn following Charlesfield Lane to cross the River Almond on a former road bridge. Shortly afterwards the road crosses the Killandean Burn after which the path leaves the road to strike south west to eventually meet Simpson Parkway, the main access road through Kirkton Campus. The path again crosses Killandean Burn by way of the road bridge before dropping down to the nearby car park and then using a path, which crosses under Simpson Parkway. The path continues south-west, alongside Killandean Burn, and terminates at the B7015 near to Gavieside Bridge.





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