

**A potential active travel route from  
Threemiletown to Ecclesmachan,  
West Lothian  
- Scoping Report  
for  
Ecclesmachan & Threemiletown Community Council**

**By**

**Central Scotland Green Network Trust**

**January 2016**

## Contents

Ref.	Heading	Page
Introduction		
1.1	Purpose of report	3
1.2	Project Background	3
1.3	Active Travel Definition	3
Existing Access Provision		
2.1	Access provision	3
The case for an active travel route		
3.1	The need for a route	4
3.2	Support for a route	6
3.3	Opportunities/benefits of a route	7
3.4	Strategic support for an active travel route	7
Potential for implementing an active travel route		
4.1	Potential adoption by West Lothian Council	8
4.2	Feasibility study	8
4.3	Landowner consent	9
Physical Implementation of an active travel route		
5.1	Estimated project costs	10
5.2	Potential funding sources	11
5.3	Next Steps	13
Conclusion		
Appendix 1	Core Paths Plan Designations	
Appendix 2	Rights of Way	
Appendix 3	Access Routes	
Appendix 4	Questionnaire	
	Questionnaire Results	
Appendix 5	Feasibility Study	
Appendix 6	Phase 1 Potential Active Travel Route	
	Phase 2 Potential Active Travel Route	
Appendix 7	Phase 1 Estimated Costs	
	Phase 2 Estimated Costs	

## **Introduction**

### **1.1 Purpose of report**

This report sets out the background and issues relating to the scoping study which was managed by Central Scotland Green Network Trust (CSGNT) at the request of Ecclesmachan and Threemiletown Community Council (the Community Council). The scoping study looked at the potential for delivering an off-road, active travel route, which could be adopted by West Lothian Council (WLC), between Threemiletown and Ecclesmachan in West Lothian.

### **1.2 Project Background**

The scoping study was undertaken by CSGNT after the Chair of the Community Council (Gordon Allan) intimated at the West Lothian Access Forum, in October 2013, that there was a desire from members of the community for an off-road, active travel route to be provided between Threemiletown and Ecclesmachan. The Community Council was, however, unsure how to progress the development and possible creation of such a route. CSGNT offered to meet and discuss this with them, which occurred in April 2014. A proposed scoping study was agreed in June 2014 and CSGNT was tasked with completing a report which answered 3 fundamental questions:

Was it possible to implement a route “on the ground” taking into consideration physical features and known services adjacent to the B8046?

Would West Lothian Council adopt an active travel route, if implemented?

What would a potential active travel route cost to implement?

The study was undertaken by CSGNT on the basic assumption that the landowners were in agreement, in principle, to the route being created on their land. The Community Council contacted the 2 landowners known to own (or manage) the land to the west of the B8064 between Threemiletown and Ecclesmachan. Both agreed that, in principle, they were happy for the scoping study to proceed subject to further details then being discussed if the project was developed further.

### **1.3 Active Travel Definition**

Active travel is generally taken to mean travelling by physical, human-powered modes (as opposed to motorised ones) for functional reasons. This includes walking and cycling but also horse-riding and scooting according to some definitions. “Functional” generally means for the purpose of accessing a service, venue or facility. It, therefore, excludes journeys made for purely recreational purposes.

An active travel route is generally a multi-purpose access route providing shared access i.e. all non-motorised users on the same path or a segregated access “corridor” for each type of user i.e. separate walking and cycling lanes.

## **Existing access provision**

### **2.1 Access Provision**

Under Part 1 of the Land Reform (Scotland) Act 2003, everyone has statutory access rights to most land and inland water in Scotland. These rights are only available to people if they exercise them responsibly by respecting people’s privacy, safety and livelihoods as well as Scotland’s environment.

There are many opportunities to take responsible access in and around Ecclesmachan and Threemiletown. The Community Council has, for many years, promoted access in and around these villages and surrounding countryside. This has been from a recreational point of view for pedestrians, equestrians and cyclists. Focus has been on three routes with the Community Council identifying improvements, securing funding for work

and managing or implementing path improvements. Further details can be found at [www.ecclesmachan.org.uk](http://www.ecclesmachan.org.uk) where an access leaflet can also be downloaded.

Every Local Authority and National Park Authority (access authorities) in Scotland is required to draw up a plan for a system of paths (core paths) sufficient for the purpose of giving the public reasonable access throughout their area. Core paths are paths, waterways or any other means of crossing land to facilitate, promote and manage the exercise of access rights under the Land Reform (Scotland) Act 2003, and are identified as such in access authority core paths plans. Core paths should, therefore, satisfy the community's needs for recreation, getting about and connecting with wider path networks but there is no common specification (construction type, surface or width) for a core path and not all core paths cater for all path users.

West Lothian Council has adopted a Core Paths Plan (CPP) which shows the Core Path Network (CPN). It also highlights "other" paths which underpin the CPN and provide connectivity across West Lothian. These include some asserted and vindicated rights of way, established and sign-posted paths and some rural roadside pavements and quiet roads.

The only Core Path in the Threemiletown and Ecclesmachan vicinity is *WL12 Threemiletown to Old Philpstoun*: a 0.9 mile path starting in Threemiletown and heading north past Philpstoun South Bing and over the Union Canal to the minor road between Philpstoun and Old Philpstoun. The Union Canal itself is a Core Path (WL2a Union Canal Water Path) where paddlers of non-motorised crafts can exercise their right of responsible access. In addition, the Union Canal Towpath is a core path (WL2b Union Canal Towpath).

There are also "Other paths" shown in the CPP. Three "other paths" can be accessed from Threemiletown or Ecclesmachan: the route between Linlithgow and Winchburgh along the B9080 (where a pavement provides access between both communities), the minor road between the B8046 and Faucheldean and the minor road/track from Ecclesmachan leading to Oatridge College and the Bathgate Hills. Appendix 1 shows core paths and other paths designated in the West Lothian Core Paths Plan.

Rights of Way are available in the wider area but there are few connections between them unless access is also taken along local (vehicular) roads. Appendix 2 highlights the lack of connectivity between rights of way in, and around, Threemiletown and Ecclesmachan. Roadside verges are not always available to take refuge from passing vehicles on these routes. Core Path WL 12, mentioned previously, is also a right of way as is one of the "other path" routes indicated in the CPP which heads west out of Ecclesmachan towards Binny Craig and onto Longmuir Plantation. Please note that these routes do not overlap exactly on the plan as the information has been received from different sources possibly using different scales when mapped. It is also stressed that some Rights of Way are "claimed routes" which are not necessarily supported by West Lothian Council (as access authority).

A pavement provides access from Ecclesmachan (south) to Uphall and beyond. It switches from side to side and is of an irregular width. The previously mentioned pavement along the B9080 provides the community of Threemiletown with access to Linlithgow in the west and Winchburgh to the east. Pavements, however, generally only provide pedestrian access (unless they are also core paths, where-by any non-motorised access can be taken if exercised responsibly).

In summary, therefore, when the existing core path, right of way and pavement provision is considered together, as illustrated in Appendix 3, there is no active travel, or, indeed any, identifiable access route directly between Threemiletown and Ecclesmachan.

## **The case for an active travel route**

### **3.1 The need for a route**



The communities of Threemiletown and Ecclesmachan are located 1 mile (1.6 kilometres) apart. They have strong connections socially and share community facilities. The Community Council, Village Hall Management Association and Gala Day Committee represent both villages in terms of membership and geography. The former primary school in Ecclesmachan is now the community hall and is used to hold meetings, clubs and private events in by both communities. The Church of Scotland is also located in Ecclesmachan but again also draws its congregation from Threemiletown. In addition, there are some small businesses within, and on the edge of Ecclesmachan with the Oatridge Campus of SRUC also situated within the village. Threemiletown is not large enough, and is unlikely to grow sufficiently in the near future, to need separate facilities.

The B8046 has a 50mph speed limit along most of its length and has a high level of traffic, peaking during the morning and late afternoon. With limited off-road refuges available owing to the narrowness of verges, sloping ground and vegetation cover there is increased risk to pedestrian users. There are sharp bends and limited visibility for drivers owing to roadside features such as hedges, drystone walls, embankments and trees. The road also has blind summits, further posing a risk to pedestrian/cycling/equestrian road users.

Data was requested from West Lothian Council regarding traffic speeds and accidents recorded on the B8046. Information was supplied as follows:

“The 2008 surveyed AADT\* on the B8046 varies from 6202 to 7684 vehicles depending on the survey location and date. Mean speeds varied between 32.5mph and 41mph and 85<sup>th</sup>tile speeds varied between 36.1mph and 49.4mph, again depending on the location.

With regard to accident data, for the 5 year period between July 2009 and June 2014, on the B8046 between the A899 and the B9080, there have been 30 injury accidents with 42 resultant casualties. There were 3 pedestrian accidents resulting in 3 pedestrian casualties, and 3 cyclist accidents resulting in 3 cyclist casualties. There were no equestrian accidents or casualties during this timeframe.” (Traffic Management & Road Safety, West Lothian Council, December 2014).

\*AADT - Annual average daily traffic is a measure used primarily in transportation planning and transportation engineering. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

Profile reports are available for the data zones covering Threemiletown and Ecclesmachan (S01006488 and S01006481 respectively). The data refers to a range of factors such as population, education, housing, physical environment and index of deprivation. Scottish Government defines the index of deprivation as:

“The Scottish Index of Multiple Deprivation (SIMD) provides a relative ranking of the data zones in Scotland from 1 (most deprived) to 6505 (least deprived) based on a weighted combination of data in the domains of Current Income, Housing, Health, Education, Skills and Training, Employment and Geographic Access and Crime (no Crime data available for SIMD 2004)..... Using the relative rankings each data zone can be assigned to a decile for each domain and the overall index. Decile 1 is the most deprived 10% of Data Zones and decile 10 is the least deprived 10% of Data Zones”.

Geographic access to services refers to the drive time to GP services, fuel stations, post offices, retail services, primary and secondary schools and the times by public transport to GP's, post offices and retail centres. Threemiletown is ranked in the lowest 10% (worst) of Scotland's datazones for geographic access to services and Ecclesmachan ranked in the lowest 21-30% datazones for access to geographic services.

Information supplied by WLC, derived from the 2011 Scotland Census, indicates that 95% of households in Ecclesmachan have access to a car or van. This is slightly lower in Threemiletown at 90%.

The relatively low ranking for geographic access to services and the very high access to a car or van for both communities highlights their isolation from services and their need and reliance on a vehicle to reach those

services. It is assumed that those without access to a car or van need to rely on public transport or friends and relatives to access services.

It is assumed that Winchburgh and/or Uphall would be the destinations for Threemiletown and Ecclesmachan residents in order to reach the services mentioned above. Threemiletown is approximately 2 miles from Winchburgh and 2.5 miles from Uphall whereas Ecclesmachan is approximately 1.3 miles from Uphall. At a time when the Scottish Government is encouraging fewer journeys by car for short journeys, and more by walking or cycling, then the need for a safe and accessible active travel route to, and between both villages is apparent.

### 3.2 Support for a route

Ecclesmachan and Threemiletown Community Council has promoted an off-road link between the two communities for many years. Ideally, an adopted, sealed surface path is wanted which would be for multi-user, non-vehicular use.

The Community Council undertook a consultation in the form of a questionnaire to gauge support for a proposed path, in June 2014. 101 responses were collected.

The questionnaire posed 4 questions:

Do you agree that the B8046 between Ecclesmachan and Threemiletown is currently unsafe for pedestrians, cyclists and horse riders to use? (Agree/No opinion/Disagree)

Do you agree that the proposed path has the potential to be beneficial to the local community and visitors to the area? (Agree/No opinion/Disagree)

If this path was in place would you use it? (Yes/Not sure/No)

If you would use it, what activity would you use it for? (Walking/Cycling/Horse Riding)

Additional comments could also be recorded at the end of the questionnaire.

The results were collated by the Community Council as follows:

Agree	100	No opinion	1	Disagree	0
Agree	97	No opinion	4	Disagree	0
Yes	88	Not sure	11	No	2
Walking	93	Cycling	45	Horse Riding	1

Comments included support for the path for a number of reasons:

"If there was a path, then I know that I would be able to get to my work on foot or by cycling."

"A path would be a safe link between the north and south of West Lothian.";

"A safe path would be beneficial to both villages allowing and enabling access to community events without worry of taking or parking the car or being killed by passing motorists."

A copy of the questionnaire and collated results, including extended comments, can be found in Appendix 4.

### 3.3 Opportunities/benefits of a route

The Scottish Government's vision for active travel "A Long-Term Vision for Active Travel in Scotland 2030" was launched in November, 2014. The Vision encourages more walking and cycling for shorter, everyday journeys. The multiple benefits of walking or cycling are emphasised in a bid to reduce car journeys less than two miles. These are highlighted on page 4 of the Vision document and are summarised below:

Better health and safer travel for all - A network that offers safe walking and cycling opportunities will promote healthy choices, improve health and well-being and help reduce disease as well as reduce health inequalities.

Reducing inequalities – Opportunities to access jobs, services and recreational and leisure facilities will be widened to all regardless of age, disability or income.

Cutting carbon emissions and other pollution – If more people choose to walk or cycle, rather than drive, then climate change can be tackled and air quality improved.

Delivering liveable, more pleasant communities – Those that choose to walk or cycle through their community generally feel more sociable and better connected to that community.

Supporting delivery of sustainable economic growth – It is generally felt that places that are designed for walking and cycling are more attractive to live and work in so they help attract investment and generate economic activity.

An active travel route between Threemiletown and Ecclesmachan may not deliver all of the above to these villages or their communities but it could certainly contribute to a safer and healthier population. There could also be benefits to the wider area e.g. businesses and services attracting new customers from Threemiletown and Ecclesmachan or recreational or leisure businesses being set up, or expanded, to take advantage of the enhanced access network.

### 3.4 Strategic support for an active travel route

The West Lothian Local Development Plan Proposed Plan (LDP) was issued on 12 October 2015 for a 6 week consultation period. The proposed plan contains policies and proposals setting out WLC's vision for future development in West Lothian and will be used, when adopted, to determine planning applications. The Proposed Plan includes sustainable transport policies and proposals and makes reference to WLC's Active Travel Plan, which was issued as a first draft for consultation in November 2015.

The draft LDP recognises that north-south connectivity in West Lothian, for all modes of transport, is not as effective as desired. Whilst acknowledging that there are constraints on the existing road network it also states that there is a need *"to curb transport related greenhouse gas emissions and address increasing air quality issues by reducing single occupancy car trips and promoting the use of sustainable forms of transport"*.

To address this issue, the draft LDP contains a number of active travel proposals including policy P-111, which indicates a proposed cycle route to the east of the B8046, between Ecclesmachan and Threemiletown. Strategic recognition that an active travel route is required between Ecclesmachan and Threemiletown is welcomed by the Community Council and adoption of the proposed policy fully supported by both communities.

Active Travel Plans are a requirement under the Cycling Action Plan for Scotland (CAPS). The central vision of CAPS is that by 2020, 10% of everyday journeys taken in Scotland will be by bike. WLC's first Active Travel Plan "Making active connections" welcomed views before 16 December 2015. The draft Plan hopes *"to link people to places by active travel"*. It intends to be a framework for mainstreaming active travel in West Lothian, creating a culture where active travel becomes the norm for suitable trips.

“Making active connections” recognises that the local authority alone cannot achieve the policies and proposals contained in the plan and acknowledges that WLC must work with partners and communities to deliver the Plan. The draft Plan was itself produced after internal liaison between Council departments and wider consultation at community events.

The Community Council contributed its views as part of this consultation process and the draft plan acknowledges the current work to investigate the potential for an off-road shared surface route between Ecclesmachan and Threemiletown by the Community Council. The Plan does, however, start by stating that it *“does not specifically identify projects and investment at this point, but acts as a framework to guide decision-making and priorities for investment in the coming years by the council, partners and communities.”*

The onus to progress an active travel route between these two communities is, therefore, very much with the Community Council. The Community Council recognises this responsibility and will continue to scope the feasibility and test the deliverability of an active travel route, with this report forming the first stage of the project. In turn, it is hoped that WLC will remain engaged in the process offering support whenever possible.

## **Potential for implementing an active travel route**

### **4.1 Potential adoption by West Lothian Council**

The Community Council has, from the outset of investigating the potential for an active route, sought that any such route is adopted by WLC. This is necessary as the Community Council does not have the resources to maintain an active travel route and believes that such a route would deliver wider public benefits than the local communities themselves would receive.

A meeting was held with officers from WLC and CSGNT on 16 October 2014 to discuss the potential delivery and adoption of an off-road route by the local authority. Following the meeting, and after consideration of the issues raised, WLC responded in writing with the following:

*“West Lothian Council welcomes any proposal to improve active travel links, and is keen to work with communities to develop proposals. At this point, we see no reason why the Council would not adopt an off-road active travel link between Ecclesmachan and Threemiletown.*

*We anticipate however that this project would require a significant level of funding to develop and construct, given the length and topography of the route, and the landtake most likely required. We are currently starting work on the development of an Active Travel Plan for West Lothian and will take this project into consideration within that Plan. The Plan may however involve a prioritisation framework for investment, with a particular focus on functional active travel trips (as per the emphasis in the Cycling Action Plan for Scotland). In addition, the benefits of each investment as set against the costs will need to be considered. We therefore cannot, at this stage, undertake to prioritise this particular project for investment by the Council.”*

WLC is, therefore, willing to adopt an off-road route if designed to the Council's standard. No funding for the development or delivery of the route has been committed by the Council. It is likely, therefore, that the Community Council (or a third party on their behalf) will be responsible for securing all funding required for any further feasibility studies, design or creation of the route.

### **4.2 Feasibility Study**

CSGNT appointed Mark Hamilton Landscape Services to carry out an exercise to assess the feasibility or otherwise for such a route on the ground, to identify issues on and obstructions to the route and to produce a map showing the proposed route highlighting relevant route features, constraints, and areas which will

require further investigation and design input. The feasibility report on this exercise can be found in Appendix 5.

The scoping area was split into sections with the general area and topography described, particular issues raised such as services and any other points pertaining to a possible route noted. Photographs were also taken of relevant points along the potential route.

The scoping study considered the opportunity for utilising both the existing road verge and field edge but with the road verge being the preferred choice. Using the road verge, wherever possible, would reduce potential conflict with other land uses and the potential loss of land where dual land management was not possible or desired. Due to a number of issues however, it was apparent that a route within the existing field boundaries was more practical. In summary, it was concluded that an active travel route was both practical and feasible between Threemiletown and Ecclesmachan.

#### 4.3 Landowner Consent

The Community Council originally identified the west side of the B8046 as their preferred route as this appeared to have less “obstacles” to address. The feasibility report was discussed with the two main landowners to the west of the B8046 between Threemiletown and the northern boundary of Ecclesmachan. After considering the potential area of land required to implement the route one landowner did not wish to further discuss the development or possible creation of the route. The focus of the scoping study, therefore, switched to the eastern side of the B8046.

The majority of the land to the east of the B8046, from the southern edge of Threemiletown to the northern edge of Ecclesmachan, is in the ownership of one landowner, although managed as 2 different estates. Representatives of the Community Council and CSGNT met a representative of the landowner to discuss the potential for an active travel route being developed on the land along the field and woodland boundaries adjacent to the eastern edge of the B8046.

The discussion was positive with a route, in principle, agreed along the field boundaries in conjunction with road crossings to Waterstone Farm and the unclassified road heading east to Faucheldean. (It was also assumed that the route would continue over land that was also in the estate’s long-term land management but in the ownership of a third party. This would need to be confirmed if the route was developed further).

There were a number of conditions set by the landowner which would need to be agreed in writing before work on the route was commenced. These comprise:

- The landowner to pass all liability, management and maintenance responsibilities of the path to a 3<sup>rd</sup> party.
- The path at each end of the active travel route to be “flexible” to accommodate any potential development in future by the landowner;
- A stock proof fence to be erected as part of the path development (on the eastern side) to separate path users from the existing fields with existing access points retained;
- All features between the new fence-line or existing boundary and the road edge to be maintained by a third party. This would include any stone walls, ditches or hedges in place at the time of the path commencing.
- The landowner to retain rights to cross the active travel route for access or service connection purposes.

The representatives of the Community Council and CSGNT confirmed at the meeting that neither party could take on these responsibilities or agree to the conditions required by the landowner. It was decided that a further discussion with WLC would be sought to discuss the potential for the local authority taking on these prerequisites.

A meeting with a Transport Policy Officer and a Principal Planner (Policy) Officer from WLC was arranged with CSGNT to discuss the conditions under which the landowner would agree to an active travel route over his land. The outcome of this and general design discussions for adoption were as follows:

The Council has no quantifiable evidence of how many cyclists would use an active travel route in this location which would be sought before adoption was considered.

The route would need to be at least 2m wide for a sealed or non-sealed surface in order for WLC to consider adoption. Adoption of a 2m wide route would be through Planning and Economic Development as a “countryside path”. If adoption was through Roads and Transportation as a “shared use path” then a minimum 3m wide path would be required. As well as the different minimum widths of these routes, the design requirements would be different for each department’s adoption standards.

Sustrans Scotland’s Community Links Programme funds a substantial number of active travel projects and is probably the main source of funding for WLC’s active travel programme through Roads and Transportation. Guidance on design standards is available from a range of sources but it is recommended that reference is made to, at least, the following documents to comply with their requirements (and, therefore, chance of receiving funding);

- Sustrans (2014) Handbook for Cycle Friendly Design;
- Technical Information Notes;
- The Scottish Government (2010) Designing Streets;
- The Scottish Government (2015) Town Centre Toolkit;
- The Scottish Government Cycling by Design 2010 (Revision 1, June 2011).

Ramped areas would be required to ensure that gradients are to the Council’s satisfaction (following a topographical study). Other design requirements, including potential barriers and signage, would need to be agreed with the local authority prior to the adoption process being commenced. WLC has also highlighted the potential need for safe road crossing points where the route crosses a road and these will also need to comply with statutory guidance.

The Council confirmed that an active travel route at the edge of either village would not prejudice future development with any development being directed through future Local Development Plan processes.

Liability for the route would lie with the Council, if adopted by them.

WLC would only consider maintaining features adjacent to the route, if adopted, after examining all features and determining their state at the point of adoption i.e. identifying the extent of a stone wall or hedge and its condition in order to estimate and consider on-going maintenance costs.

The Council, therefore, confirmed some design elements that would be required before adoption would be considered. It also confirmed that liability for the route, if it were to be adopted, would be with them but could not commit to maintaining adjacent features without first determining their existing condition in order to calculate the cost of the future maintenance burden.

An active travel route could, therefore, be implemented with the landowner’s consent and be adopted by WLC if a number of conditions, imposed by both parties, are met.

## **Physical implementation of an active travel route**

### **5.1 Estimated Project Costs**

Potentially, an active travel route could be located on the eastern side of the B8046, would be granted landowner consent (subject to conditions) and would be adopted by WLC (subject to designs, certain

conditions and issues being agreed). Physical implementation of a route is, however, subject to the project being fully funded, with any other necessary consents also being obtained.

CSGNT has estimated project costs based on the construction of a 2m wide, sealed surface dual purpose route. This would be the minimum width that would be considered for adoption by WLC's Planning and Economic Development Department. Costs have taken into consideration the requirements of the landowner and WLC as adopting authority. These elements are, however, only given as provisional sums as exact details relating to fencing, access controls, signage and barrier controls will need to be discussed further once the exact route has been determined on the ground. This cannot be done until a topographical survey has been completed to determine necessary levels and land-take. This has not been undertaken as part of this scoping study. The survey would be required prior to further project development and detailed designs being worked up.

The cost of a topographical survey and production of detailed designs, to WLC's satisfaction, cannot be stated with certainty, however, £20,000 is suggested as a conservative figure for funding application purposes. The designer would be expected to consult with the landowner and local authority as part of this exercise to confirm that all parties are in agreement to the route, design and project requirements e.g. fenceline separating the route from the adjacent farmland.

Delivery of an off-road active travel route is considered to be a phased project by the Community Council which recognises the level of funding required for a complete route from the bus stop on the south side of the B9080, through Threemiletown and into Ecclesmachan. Phase 1 relates to a route from the southern edge of The Cottages in Threemiletown, heading south into Ecclesmachan on the eastern side of the B8046. Phase 2 would provide a link from the bus stop on the B9080 up to the T-junction with the B8046 before heading south along the western edge of the B8046 to the existing pavement by the bus stop. A crossing point to the eastern side, where it would connect into the existing pavement, would be required before it connects with phase 1 of the route. The design and position of the crossing point would be determined following further discussions with WLC (as part of a future phase). The phases of the proposed active travel route are shown in Appendix 6 and the estimated project costs are shown in Appendix 7.

Phase 1 estimated costs are £257,144. Phase 2 costs are estimated at £60,600.

## 5.2 Potential Funding Sources

The local authority or a developer would normally be the delivery body of an adoptable, active travel route, particularly one that is of this proposed length. The potential route sought here is not, however, associated with any development proposal so there is no opportunity to have it delivered as part of a planning application or condition.

Raising the level of required funding will not be possible solely through community events or local fundraising activities. Applications to funding bodies will be necessary. Any applications will need to highlight the need and/or support for this proposal. The following section highlights some possible funding sources for project development and implementation.

- a) Topographical study and detailed designs
  - West Lothian Village Improvements Fund – The fund is aimed at shop fronts and small scale village improvements and initiatives. Access improvements in and around villages are eligible for funding. It is suggested that any proposals are initially discussed with the relevant Regeneration Officers covering Threemiletown and Ecclesmachan, as each community is located in a different ward, to confirm if funding is still available.
  - Comic Relief Local Communities Programme – This programme aims to empower local people, enabling them to create lasting change in their communities. One of their priorities is to provide people with opportunities to access local services, achieve greater social justice and to reduce inequality. Grants from £1k to £10k are available.

- Big Lottery Fund Scotland – Awards For All Scotland – This fund gives groups a chance to apply for a grant of between £500 and £10,000 for projects that aim to help improve local communities and the lives of people most in need. They will fund a range of projects which involve bringing local people together, helping people learn, improving local spaces and getting people more active. Investing in Ideas -Investing in Ideas awards grants of £500 to £10,000 to organisations to enable them to think about, develop and test new ideas or improved ways of working that will bring real improvements to communities, and the lives of people most in need. There are no deadlines and applications can be submitted at any time.
- West Lothian LEADER – LEADER is part of the current (2014-2020) Scotland Rural Development Programme (SRDP). At the time of writing this report the new LEADER programme had not been launched in West Lothian. However, LEADER is a bottom-up method of delivering support for rural development through implementing Local Development Strategies. Support is aimed at local projects with a wide community benefit that show an element of originality or experimentation, where possible, and complement other activities within the Local Development Strategy. When open, this funding stream should be considered for application.
- Sustrans Scotland Community Links Programme – please see below.

#### b) Physical implementation

- Sustrans Scotland - Community Links Programme - This programme provides grant funding to local authorities, statutory bodies and educational institutions for the creation of cycle network infrastructure for everyday journeys. Pre-construction, construction and post-construction stages of eligible projects can be funded by Sustrans' Community Links Programme. The programme is funded through the Transport Scotland team within the Scottish Government. There are a number of objectives to the Community Links Programme: encourage people to cycle or use another active travel mode for everyday journeys; increasing cycling modal share; meet an identified community need and demand; link the places people live in with the places they want to get to; encourage innovation where relevant in new infrastructure solutions to meet the needs of cyclists (and other active travel modes); encourage placemaking schemes that evidence future modal shift to cycling and other active travel modes.

The Cycling Action Plan for Scotland sets out a vision that “By 2020, 10% of all journeys taken in Scotland will be by bike”. In order to achieve this ambitious vision, 19 actions are identified, one of which refers specifically to the need to “develop and maintain community links” (Action 4). Therefore, the Community Links Programme is a key component in the delivery of the Cycling Action Plan for Scotland.

Sustrans encourages applications that reflect community demand for active travel projects across all sectors of society including health, housing, transport, environment, communities, education, regeneration and economic development.

Funding applications to Community Links were closed at the time of writing this report but the programme has, to date, been an annual funding round. Sustrans anticipates future funding for the Community Links Programme. Further information can be found at <https://sustranscommunitylinks.wordpress.com/>

- West Lothian LEADER – please see above.

There are other funding streams available but the above sources would provide the largest (potential) funding “in one go”. This would reduce the requirement for multiple funding applications. Of course, multiple applications may be necessary if the above cannot be secured. The different funding conditions including



project completion deadlines and spend deadlines of each funder would have to be carefully “lined up” to ensure that funding is not lost and other funding sources then sought.

### 5.3 Next Steps

The completion of a topographical study and detailed designs is the next step in progressing the active travel route. The Community Council is advised to discuss this further with CSGNT, who can suggest possible consultants or design consultancies. Funding for this stage would also need to be applied for by the Community Council.

## **Conclusion**

The possibility of constructing an active travel route between Threemiletown and Ecclesmachan was investigated in terms of existing ground conditions, features and known services. It was determined as practical along the eastern edge of the B8046. A link between both villages is possible.

The possible route was discussed with the landowner who is agreeable to the route over their land if particular conditions are met.

The likelihood of West Lothian Council adopting the route was explored and, depending on future financial maintenance costs, the local authority would consider adopting the route. There are 2 different, possible adoption “routes” through either Planning and Economic Development or Roads and Transportation. Each has different minimum standards with Roads and Transportation requiring a higher specification.

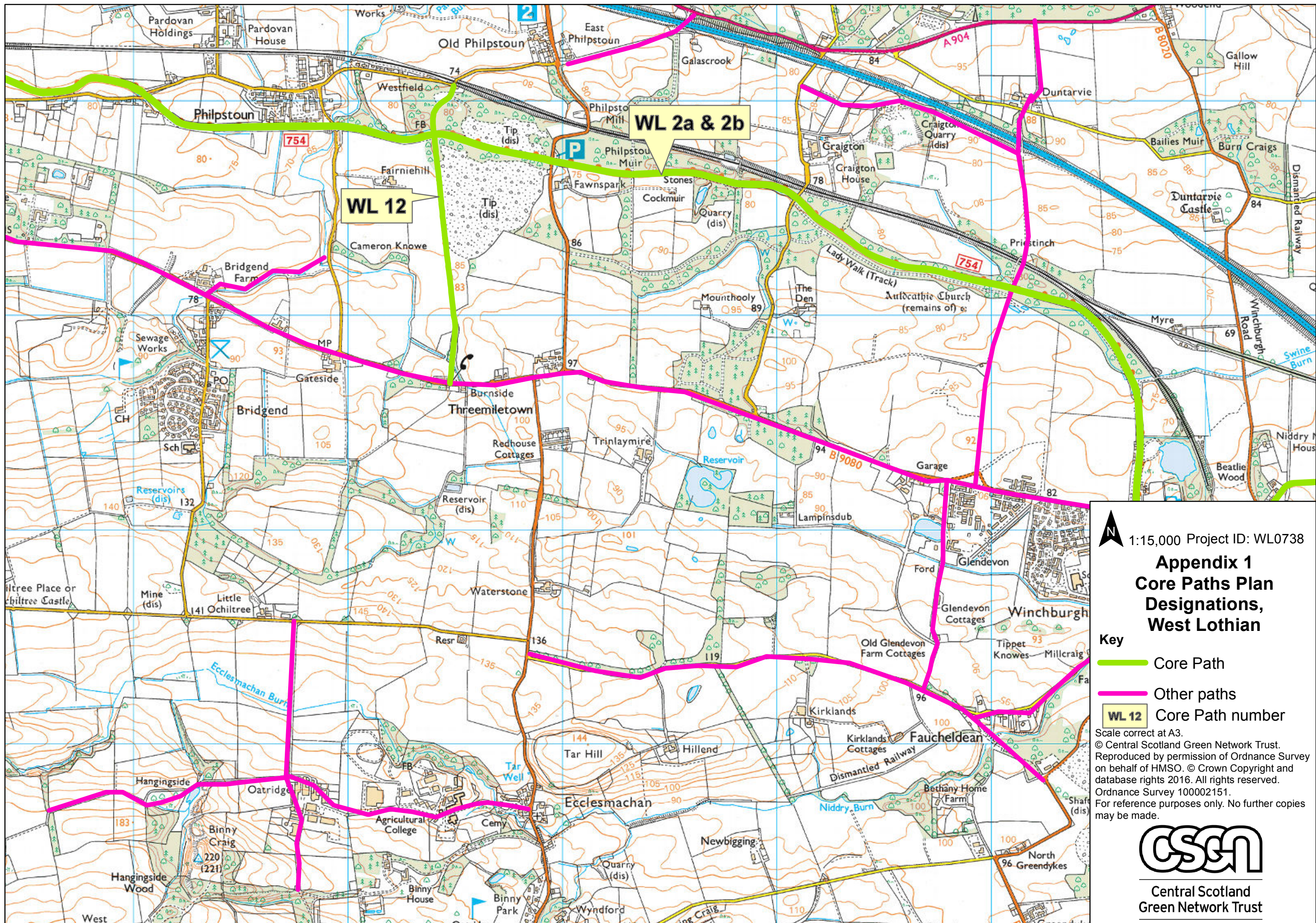
The need and support for a route was also considered. The need for a route can be made as there is a “missing” link in the access network for active travel purposes. This is recognised by WLC who has referred to a potential route between the communities in the draft LDP and draft ATP. The communities of Threemiletown and Ecclesmachan are fully supportive of a potential active travel route.

Estimated project costs have been calculated. Delivery of the route is planned in phases with phase 1 proposed between Threemiletown (south) to Ecclesmachan. Phase 2 would link the bus stop on the south of the B9080 with the northern edge of phase 1. Phased delivery is estimated to cost ~£257k and over £60K. A topographical survey and detailed designs would need to be completed before development of the delivery phases were progressed.

Potential funding is available from existing sources. Applications could be made to funders if the project fits with their objectives and funding conditions.

It is suggested that the Community Council seeks funding for the topographical survey and completion of detailed designs in order to progress development of a potential active travel route.





1:15,000 Project ID: WL0738

## Appendix 1 Core Paths Plan Designations, West Lothian

Key

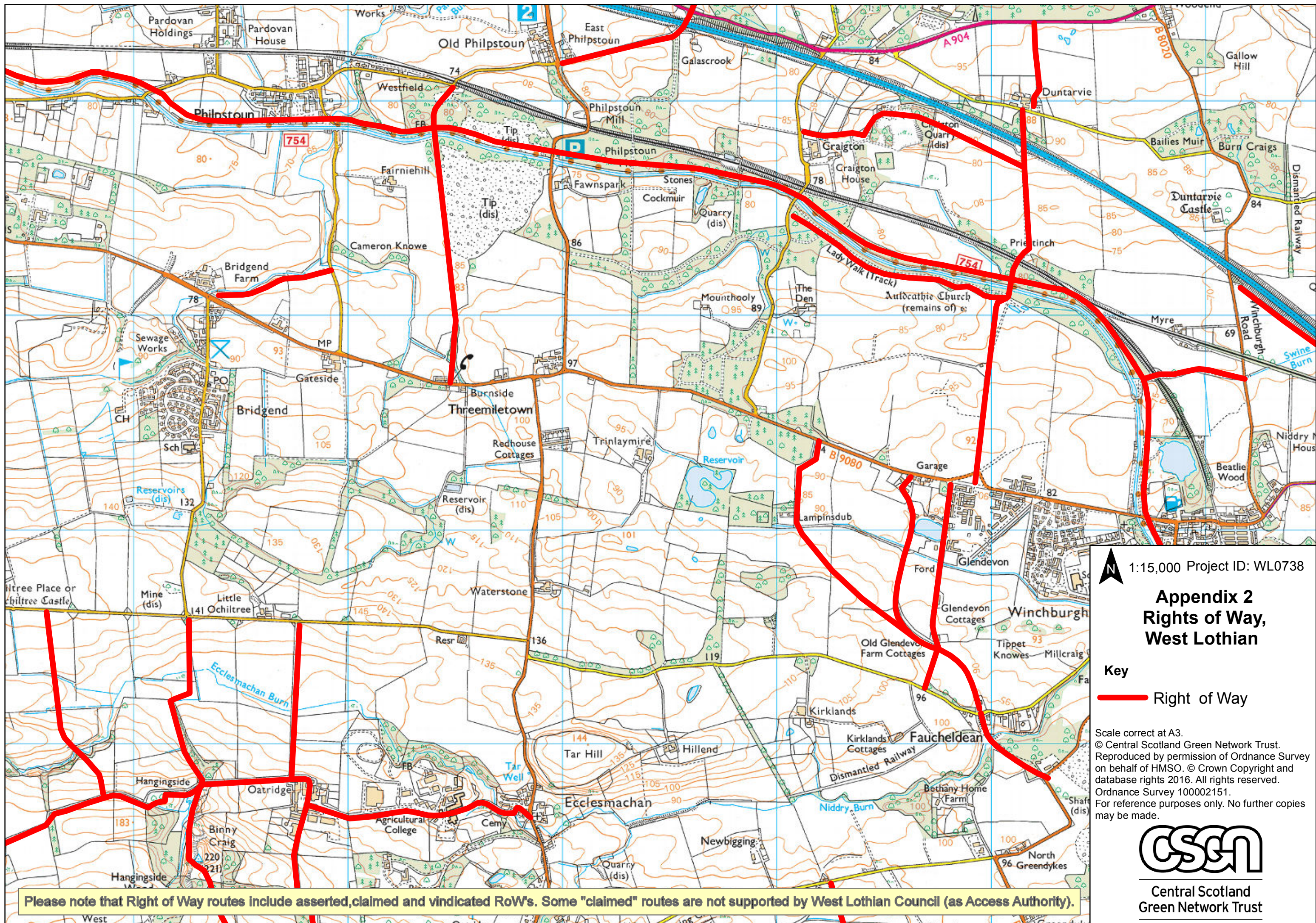
- Core Path
- Other paths
- WL 12 Core Path number

Scale correct at A3.  
© Central Scotland Green Network Trust.  
Reproduced by permission of Ordnance Survey  
on behalf of HMSO. © Crown Copyright and  
database rights 2016. All rights reserved.  
Ordnance Survey 100002151.  
For reference purposes only. No further copies  
may be made.



Central Scotland  
Green Network Trust





N 1:15,000 Project ID: WL0738

## Appendix 2 Rights of Way, West Lothian

Key  
— Right of Way

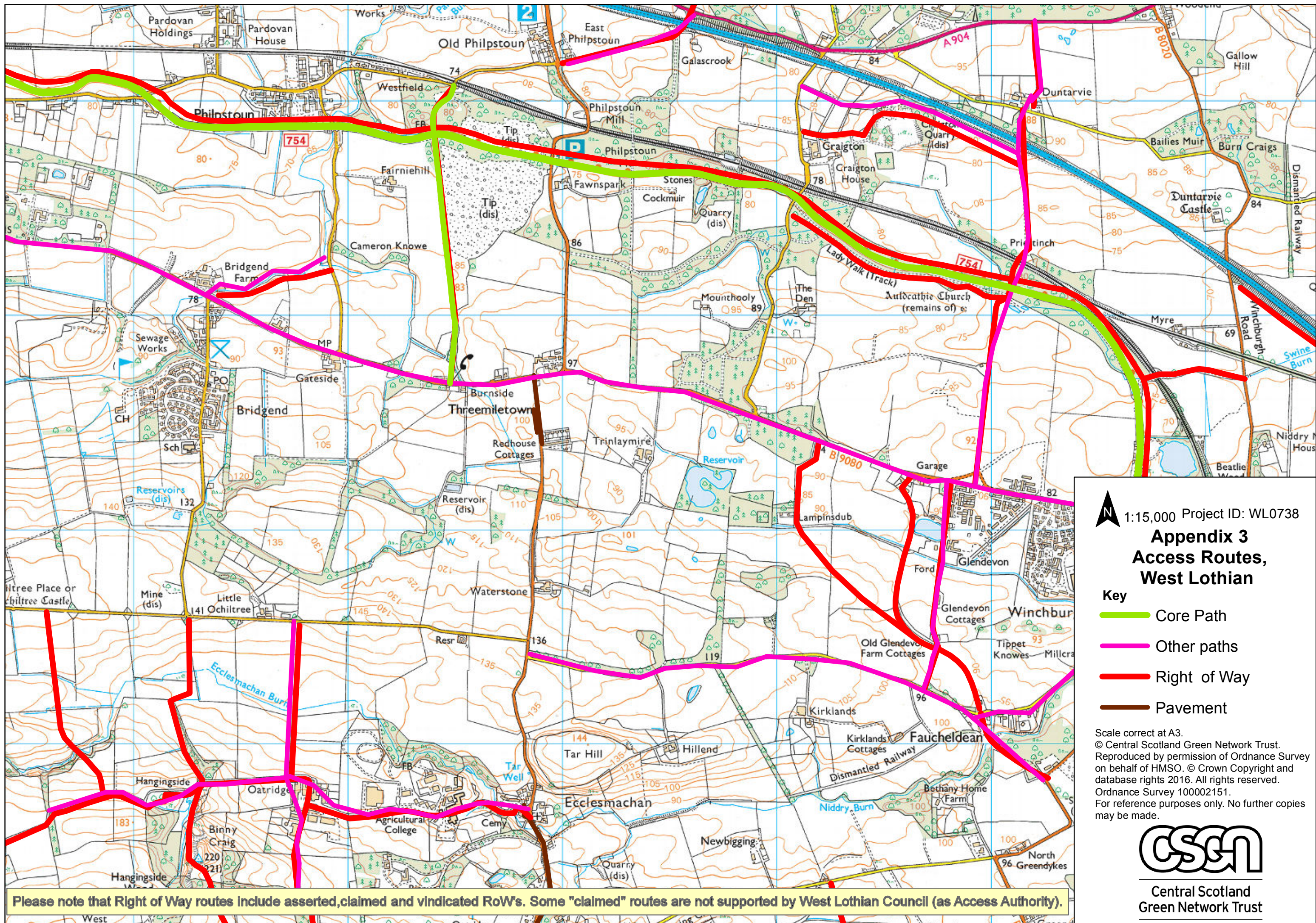
Scale correct at A3.  
© Central Scotland Green Network Trust.  
Reproduced by permission of Ordnance Survey  
on behalf of HMSO. © Crown Copyright and  
database rights 2016. All rights reserved.  
Ordnance Survey 100002151.  
For reference purposes only. No further copies  
may be made.



Central Scotland  
Green Network Trust

Please note that Right of Way routes include asserted, claimed and vindicated RoW's. Some "claimed" routes are not supported by West Lothian Council (as Access Authority).







# Ecclesmachan & Threemiletown Community Council

## Proposed Path Consultation



Safety, good health and quality of life are subjects the Community Council are passionate about. For many years we have listened to comments about difficulties pedestrians and cyclists have had travelling on the B8046 between Ecclesmachan and Threemiletown... So we have undertaken the bold step of commissioning a feasibility study into how we can provide a mixed use path between the two villages.

We would like to ask for your participation in this process by answering a few questions, the results of which will be used to help assess the feasibility of the proposed path. Your personal details will be treated as confidential and your responses will remain anonymous as required by the Data Protection Act 1998

Q1	Do you agree that the B8046 between Ecclesmachan and Threemiletown <u>is currently unsafe</u> for pedestrians, cyclists and horse riders to use?		
	<input type="checkbox"/> Agree	<input type="checkbox"/> No opinion	<input type="checkbox"/> Disagree

Q2	Do you agree that the proposed path has the potential to be beneficial to the local community and visitors to the area?		
	<input type="checkbox"/> Agree	<input type="checkbox"/> No opinion	<input type="checkbox"/> Disagree

Q3	If this path was in place would you use it?		
	<input type="checkbox"/> Yes	<input type="checkbox"/> Not sure	<input type="checkbox"/> No

Q4	If you would use it, what activity would you use it for? (tick all applicable)		
	<input type="checkbox"/> Walking	<input type="checkbox"/> Cycling	<input type="checkbox"/> Horse Riding

Please use this space for any additional comments you wish to make

### About You:

Although there is no requirement to do so, it would be helpful if you could supply your name and address below. This will ensure we can get in touch with you later if there are any queries about your answers or if you would like to take part further on this matter. It will also assist in validating the data summary produced from these questionnaires.

Name .....

Address.....

Post Code .....

E-mail Address .....

Do you wish to be kept informed about this project. Yes / No

If you have been sent this form by email or post – please return it to:-  
 E&T CC  
 c/o The Village Hall  
 Byburn  
 Ecclesmachan  
 BROXBURN  
 EH52 6NG

[illegible]



[illegible]



[illegible]

#### Multiple Comments from sheets

- 74/1 A safe path would be beneficial to both villages allowing and enabling access to community events without worry of taking or parking the car or being killed by passing motorists.
- 74/2 As a driver, I am terrified when I see someone walking through "the cuttings". They dice with death.
- 74/3 Cyclists try their best but they do hold up the traffic which puts their safety at risk as impatient drivers try to overtake them.
- 74/4 As a walker, I am fully aware of the proximity of wing mirrors as vehicles pass.
- 74/5 The verges can be steep, slippery, uneven or overgrown. I have often felt myself edging closer and closer to traffic as I walk up or down the hill.
- 74/6 It is unbelievable that you can walk or cycle the length and breadth of Livingston, in safety, on paths, but you cannot guarantee safety between two close villages.
- 74/7 If there was a path, then I know that I would be able to get to my work on foot or by cycling.
- 74/8 A path would be a safe link between the north and south of West Lothian.
- 92/1 For many low income people the bus fare to travel (No. 38 or 38x) is unaffordable.
- 92/2 It puts students in danger in the dark.
- 92/3 Poor older people, whilst some have Scottish Travel passes, like to walk when possible.
- 93/4 Winter walking from Uphall to connect to Threemilestone or onwards to Linlithgow (or reverse to Broxburn) would be better/safer on proposed path for OAP's & Walking groups.

# **PATH FEASIBILITY STUDY**

## **B9080/B8046 THREEMILETOWN TO ECCLESMACHAN, WEST LOTHIAN**

### **OFF-ROAD PATH OPTIONS**

**Produced by:**

Mark Hamilton Landscape Services  
8 Kirkton Avenue  
Bathgate  
West Lothian  
EH48 1EN

**Produced on:**

December 2014

**Produced for:**

Central Scotland Green Network Trust  
Hillhouseridge  
Shotts  
Lanarkshire  
ML7 4JS



## Contents

<b>Section 1</b>	<b>Summary</b>		<b>1</b>
<b>Section 2</b>	<b>Background and Context</b>		<b>2</b>
	<b>Definitions</b>		<b>2</b>
	<b>The Need</b>		<b>3</b>
	<b>Methodology</b>		<b>3</b>
	Desktop Study		4
	Derivation of Route Sections		4
	Site Survey		4 -5
	Analysis		5
	<b>Issues</b>		<b>5</b>
<b>Section 3</b>	<b>Roadside Options</b>		
	B9080 Roadside Options	South	6
		North	6
	B8046 Roadside Options	West	6
		East	6
	<b>Roadside Options - Conclusions</b>		<b>6-7</b>
<b>Section 4</b>	<b>Fieldside Options</b>		
	West B8046 Fieldside Option		8
		Route Section 1	9-10
		Route Section 2	11-12
		Route Section 3	13-15
		Route Section 4	16-19
	East B8046 Fieldside Option		20
	<b>Fieldside Options – Conclusions</b>		<b>20-21</b>
<b>Section Five</b>	<b>Conclusions on Feasibility</b>		<b>22</b>

## Maps

Map 1 – Location and Context  
 Map 2 – Route Sections  
 Map 3 – Preferred Route  
 Map 3a – Preferred Route Sections 1-2  
 Map 3b – Preferred Route Section 3  
 Map 3c – Preferred Route Section 4

## Photos (on disc)

## **Section One**

### **Summary**

Ecclesmachan and Threemiletown Community Council are seeking to identify a potential route to provide a surfaced off-road path link between Threemiletown and Ecclesmachan. Currently no such provision exists.

Options for both roadside verge and field edge path creation were looked at. Roadside options were considered to be less feasible owing to the limited widths of existing verges (ranging from 2m to non-existent), road safety issues, steep embankments, the presence of services located within the existing verges, and issues relating to the practicalities of construction.

Solutions along field edges are considered to offer safer and more practical routes for both construction and use, and potential solutions are available along both the east and west sides of the B8046. Ecclesmachan and Threemiletown Community Council requested that the scoping study focussed on a route along the western side of the road. This was considered preferable for a number of reasons: -

1. Safer crossing point on the B9080, avoiding the busy road junction with the B8046.
2. The route follows a steadier gradient avoiding short steeply sloping sections, offering easier construction and capability for incorporating multi-use.
3. Fewer obstructions relating to residential properties or installations.
4. More or less intact field boundary features along its length offering separation from the road corridor.
5. No existing issues relating to livestock.

Both east and west sides of the road have issues relating to existing services; the precise location and depth of these will influence path construction and will have implications relating to the land-take required to enable path construction.

The route to the east has the advantage of having a long section of existing pavement which shortens the requirement for a constructed path and land-take requirements.

In terms of feasibility, the formation of a constructed path is both practical and feasible, but will require significant resourcing and negotiation with landowners to make the land required for construction available.

## **Section Two**

### **Background and Context**

Ecclesmachan and Threemiletown Community Council (ETCC) are seeking to identify a potential route to provide an off-road link between the villages of Threemiletown and Ecclesmachan (Refer to Map 1 – Location and Context). Currently no such provision exists.

Discussions have been on-going over a number of years between the Community Council and West Lothian Council (WLC) regarding provision of a link path, but no viable solution has thus far been identified. The issue has also been raised at the West Lothian Access Forum.

The Central Scotland Green Network Trust (CSGNT) has agreed to take forward a scoping exercise to identify a suitable route between the two villages, in particular to look at viable options to create a route along a short southside section of the B9080 Linlithgow to Kirkliston Road at Threemiletown, and western side of the B8046 Uphall to Threemiletown Road.

Mark Hamilton Landscape Services (MHLS) have been commissioned to carry out the scoping exercise to assess the feasibility or otherwise for such a route, to identify issues and obstructions on the route, and to produce a map showing the proposed route showing relevant route features, constraints, and areas which will require further investigation and design input.

Path construction would involve securing land suitable for the construction of a sealed path surface. This path specification is required to meet West Lothian Council's Roads Department design standard for adoption. However a lesser specification may be accepted for adoption by the Council's Environment department as a non-sealed, surfaced path.

The route along the western edge of the B8046 identified for the proposed path lies entirely within the Threemiletown and Ecclesmachan Community Council boundary, and passes through two WLC Council Wards (Ward 1 – Linlithgow, and Ward 2 – Broxburn).

The starting point for the route is proposed from the bus stop located opposite Rosebank in Threemiletown on the B9080. The route would head east to the junction of the B8046 and the B9080 roads (hereafter referred to as the Threemiletown Junction), and then south along the edge of the B8046, passing the Cottages and Redhouse Cottages (hereafter referred to as Redhouse Cottages), and the playing field in Threemiletown.

From the edge of Threemiletown the route would head generally uphill to the Waterstone Farm and beyond to the hill summit located at the road junction for the C-class Ochiltree Road.

From this point the route heads southwards, generally downhill past the Faucheldean/ Winchburgh Road junction and continues to the edge of Ecclesmachan.

The formation of a suitable route will largely be dependent on the willingness of the landowners involved to accommodate the proposed routes and on the resources being available to implement the proposals.

The road corridor and roadside verges have a number of utilities and services located along the length of the proposed route which are likely to constrain the location of proposed features such as the pathline and fencing.

### **Definitions**

For the purposes of this report the term pedestrian is taken to encompass all non-vehicular user groups including walkers, cyclists, and horse riders.

## **The Need**

Travel between the two villages is required on occasion. Ecclesmachan is host to the local Community Hall, the Parish Church, and Oatridge College, as well as being the location of a number of small businesses. The village hall hosts evening events, Community Council Meetings and is the local polling station for the Community Ward.

Pedestrian access between the two villages is currently restricted. One option is to use the road itself. The road has a 50mph speed limit along most of its length and has high levels of traffic, particularly at peak times during the morning and late afternoon. With limited off-road refuges available owing to the narrowness of verges, sloping ground and vegetation cover there is increased risk to pedestrian users.

The road also has a number of sharp bends and limited visibility for drivers owing to roadside features such as hedges, drystone walls, embankments and trees, and the road also has a number of blind summits, further increasing risks to pedestrian road users.

For the reasons given above, pedestrians rarely venture to use the road as an option for access between the settlements.

An alternative on-road and off-road access is available via a significantly more circuitous route, involving walking on minor roads through Bridgend to the Ochiltree road and linking with the core path route leading to Oatridge College and Ecclesmachan.

This involves use of a somewhat quieter road in terms of traffic levels, but again with limited refuges, blind corners and limited off-road provision owing to narrow roadside verges and vegetation growth. It also involves a walk of about twice the distance as the more direct route on the B8046.

A completely off-road solution avoiding the minor roads via Bridgend may be achievable, making use of existing farm tracks, shelterbelts, and field boundaries but would require negotiation to make access available and permission for construction. A route linking directly with the existing core path route leading to Oatridge could theoretically be made but would again result in a longer and more circuitous route. Options for such a route have not been fully explored within this report but may be worthy of consideration as fall-back options.

The net result of the limited provision is that most travel between the two villages is currently made by vehicle, either by car, taxi or use of the local bus service.

From Threemiletown off-road pavement access is available providing links east to Winchburgh, Kirkliston, South Queensferry and Fife, and west to Linlithgow and beyond. There is also access to the core path at Burnside leading to the Union Canal towpath. On reaching Ecclesmachan, off-road pavement access is available, providing links to Uphall and Broxburn, and onto Uphall Station, Pumpherston, Livingston, Bathgate or Edinburgh.

A link path in this location would provide a useful connection between two existing (and extensive) path networks.

## **Methodology**

The preferred option for the route at the outset of the study was identified by the client as being along the western edge of the B8046.

The option for creating a route along the eastern edge of the B8046 was also considered in lesser detail as part of the scoping exercise and options for alternative routes were also considered in outline.

Both the existing roadside verges and field edges were surveyed for the feasibility for path creation.

The study involved the following elements: -

- **Desktop Study**

The desktop study of the area covered the following aspects: -

Constraints relating to existing services, gradients, and topography were taken account of as part of the survey. A desktop study of available information relating to land-use, services, and other constraints was also carried out.

A map study was also carried out. This involved examination of historic maps data and current OS Mastermap and OS Raster maps.

Aerial photography of the route was examined, using both Bing Maps and Google Maps online information services. The aerial photography was examined to identify features, to confirm the locations of features and to identify potential constraints.

The study did not investigate land ownerships and issues relating to these.

#### **- Derivation of Route Sections**

For the purposes of describing the routes and potential options, the proposed route has been split into four sections based on major field and road divisions. The route sections have been further divided to shorter sections by nodal points which mark identifiable features along the route such as field boundaries, pavement sections, topographic features and field entrances.

The route sections and path nodes are shown on Map 2 – Route Sections, and are briefly described below: -

<b>Route Section</b>	<b>Path Nodes</b>	<b>Description</b>	<b>Comments</b>
Section 1	A-D	Section starts from the Bus-stop at Rosebank and runs to the Threemiletown junction. From the junction the route continues south to the Playing Field opposite Redhouse Cottages.	This section is relatively level with only slight undulations.
Section 2	D-F	Section 2 is a short run from the Playing Field at Redhouse Cottages upslope to a shelterbelt occupying a ridge above a road cutting. The route crosses through the shelterbelt to its southern field boundary.	Section starts level at path node D and inclines uphill to the south.
Section 3	F-L	Section 3 runs from the shelterbelt feature southwards to Waterstone Farm and beyond to Ochiltree Road Junction at path node L.	The section initially runs on a downslope and then rises gently uphill to the road summit at L with small intermediate undulations present along the route.
Section 4	L-S	Section 4 runs from Ochiltree Road Junction south past the Faucheldean Road Junction and descends along a winding section of the road corridor to finish at the edge of Ecclesmachan village.	This section starts off on a level and gradually slopes downhill towards Ecclesmachan.

#### **- Site Survey**

The preferred route was surveyed in early December 2014 with notes taken on features, issues, and constraints which currently, or are liable to, affect the creation of an off road path.

The site survey involved: -

- A drive-round survey of the relevant sections of the B8046 and B9080 road corridors.
- A walkover to survey the relevant sections of the B8046 and B9080 road corridors which involved a survey of the land to either side of the road to identify options.
- Taking photographs of the routes and features as a record for reference and future use in reporting.

#### **- Analysis**



The information gathered from the Desktop Study and Site Survey was collated and analysed and forms the basis for the rest of this report.

Photographs were taken along the length of the road corridor to record existing features, issues and opportunities and to inform later study and analysis of the route. The information collected for the study was collated and used to produce a series of maps, key features and the preferred path option.

### **Issues**

Key issues relating to the construction of the off-road pedestrian route are: -

- Road and path user safety
- Road crossing points
- Land-take requirements
- Negotiation of gradients
- Presence of services (both underground and overhead)
- Existing drainage
- New/ revised drainage requirements
- Field and property accesses
- Land management requirements
- Fencing requirements

## **Section Three**

### **Roadside Options**

Options for the construction of an off-road route along the existing roadside edges were looked at in terms of feasibility.

#### **– B9080 Roadside Options**

##### South roadside

The south side of the road between the Bus Stop opposite Rosebank and the B9080/B8046 Junction consists currently of a rough but generally flat roadside verge. The width of the verge varies from 1.5m to 3m, and is restricted by the presence of steeply sloping banking to the south between the roadside edge and the field. Existing hedging and trees are present along the field boundary and overhanging branches would currently force pedestrians out onto the road.

The verge is not currently used for pedestrian access due to the rough terrain, vegetation and encroaching branches, and the safety risk resulting from these factors.

##### North Roadside

On the north side of the road there is an existing stretch of kerbed roadside pavement between 2 and 3m wide. This pavement is suitable for most user groups. Linking from the north side of the B9080 to the B8046 is however problematic owing to the periodically high levels of traffic at the Threemiletown junction, and restricted views on the road corners at the junction.

#### **– B8046 Roadside Options**

##### West B8046 Roadside Option

With the exception of one short section of the route, the roadside verge consists of a narrow width of rough grass vegetation which is kept in check by seasonal mowing. The verge varies moderately in width and generally ranges from zero (non-existent) up to 2m in places, but generally in the 1-1.5m range for most of the route length.

One short section of pavement exists from the bus stop, opposite the Cottages on the B8046, to the entrance of the Playing field area. The pavement is 1m wide with a roadside kerb.

##### East B8046 Roadside Option

There is a section of kerbed pavement which links from the B8046/ B9080 junction southwards to Redhouse Cottages, interrupted in places for access roads serving Redhouse Cottages and the Cottages.

Beyond this point the road verge is similar to the West side of the road. The road verges are for the most part restricted to 1-2m in width with the verge absent in places.

### **Roadside Options - Conclusions**

Options for a roadside route along the existing roadside verges are limited and can be generally ruled out as feasible options owing to the limited widths of existing verges, road safety issues, and the presence of services of various types located beneath the existing verges.

Wider sections of verge are present over short sections of these routes, but these take the form of steep embankments supporting the road, or steep-sided cuttings engineered for road construction and have limited scope for re-profiling to accommodate path construction works.

The opinion of a construction engineer would be required if this option is to be investigated further.

Roadside path construction may require road traffic management and potentially lane closure for periods of the construction.

Construction would also affect existing roadside features and is likely to require the removal of existing tree-cover, hedging, fencing and boundary walls to achieve sufficient width to form a safe route. Re-grading of existing bankings, with “cut and turn” will also be required along sections of the route to form a level platform for path building.

## **Section Four**

### **Fieldside Options**

#### **West B8046 Fieldside Option**

Length = 2,100m

This option is the route identified at the outset of the study by the Community Council as offering the preferred path route solution for linking between Threemiletown and Ecclesmachan. This route was surveyed in some detail to identify fully the potential for the route and practical issues and implications. The proposed path was envisaged as occupying a restricted corridor following the field edges, and is therefore limited in terms of the potential to chicane the route to avoid or negotiate steeper gradients.

This route offers a safe corridor located off the road with stretches of the route screened from the road corridor. Gradients are generally slight and negotiable by most envisaged user groups. Service information has been taken into account and is noted, but the location of all services will need to be checked and verified on site.

The survey of the route has been broken down into Route and Path sections and is described in detail in the following tables: -

## Route Section 1

(Refer to Map 3a – Preferred Route - Sections 1 and 2)

<b>Path Section - AB</b>	(Refer to Photos 01-05)
<b>Description</b>	Node A represents the bus-stop opposite Rosebank ( <i>Photo 01</i> ). Node B represents the field access point located off the Threemiletown Junction ( <i>Photo 05</i> ). The proposed route would link from the bus stop south down a short banking to the inside field edge ( <i>Photo 02</i> ). From here the route would follow the field edge parallel to the B9080 to node B.
<b>Length</b>	144m
<b>Land-Use</b>	Short section of roadside verge with some tree and scrub cover. Arable field for the majority of the route. Existing boundary fencing unsuitable for livestock.
<b>Topography</b>	The short bank at A represents a 1m drop in level from the bus stop ( <i>Photo 02</i> ). The length of the banking could be increased by routing the path at an oblique angle and may require the import of material to form a shallower ramp into the field. The field edge is generally flat with only slight undulations. One wet section was noted in a depression along the route, the source of the water likely to be roadside drainage from the north. ( <i>Photo 04</i> ). Other than the transition from bus stop level to field level, no significant gradients are encountered ( <i>Photo 03</i> ).
<b>Services</b>	<ul style="list-style-type: none"> <li>• Street lighting on verges at node B next to road junction.</li> <li>• Water services (a distribution main) indicated as being located within the road corridor.</li> <li>• Medium pressure gas pipeline indicated along the fieldside edge, potentially within the proposed path corridor.</li> <li>• Junction of gas service at node B</li> <li>• Overhead BT cables are present along the roadside edge outwith the field.</li> <li>• Cable services are indicated along the roadside verge.</li> <li>• Electric services are indicated on the north side of the road only.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Road safety issues will need investigated for the crossing from the north side of the B9080 to the bust stop at A.</li> <li>• Informal lay-bye next to bus stop at A may add to road safety issues and functional use of bus stop.</li> <li>• A handrail may be required on the ramped section, and a chicane feature may be required to prevent direct access onto the road.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Roadside banking has some tree and scrub cover which may require removal to accommodate access to the field.</li> <li>• Short/ steep banking between the bus-stop and field levels will need to be ramped/ negotiated. May require handrail and import of material to form ramp.</li> <li>• Drainage issues will need to be resolved.</li> <li>• The field access at B will need to be accommodated.</li> <li>• A fence may be required between the field edge and path corridor.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• The path corridor requirement will be determined by existing services and requirements for future accessibility in particular to the gas service as well as possible design requirements by West Lothian Council.</li> <li>• Access for the management of roadside hedging and trees will need to be considered.</li> </ul>

<b>Path Section - BD</b>	(Refer to Photos 05-08)
<b>Description</b>	Node B represents the field access point located off the Threemiletown Junction ( <i>Photo 05</i> ). Node D represents the farm track entrance and public access for the playing field at Redhouse Cottages. The proposed route would follow the inside field edge parallel to the B8046 behind a mature established hedge and tree avenue past point C ( <i>Photo 06</i> ). Between points C and D there is a narrow section of roadside pavement (~1m wide).

<b>Length</b>	377m
<b>Land-Use</b>	Arable field. Existing boundary fencing unsuitable for livestock. Desire lines were noted across the roadside verge into the field from Redhouse Cottages, possibly leading cross-country towards Bridgend ( <i>Photo 07</i> ).
<b>Topography</b>	The field edge is generally flat with only slight undulations. No particular drainage issues were noted ( <i>Photo 06</i> ). No significant gradients are encountered with maximum gradient ~1 in 60.
<b>Services</b>	<ul style="list-style-type: none"> <li>• Street lighting present along a short section of the B8046 western roadside verge, along the pavement edge on the eastern side of the road to Redhouse Cottages and beyond to the road cutting at node E.</li> <li>• Water services indicated on the west side of the B8046 road corridor.</li> <li>• Medium pressure gas pipeline indicated along fieldside edge, to a point level with Redhouse Cottages. The indicated service route diverts across the B8046 at this point and into fields on the east side, heading south towards Ecclesmachan. The gas service is potentially located within the proposed path corridor.</li> <li>• Overhead BT cables are present along the roadside edge outwith the field.</li> <li>• Cable services are indicated along the roadside verge.</li> <li>• Electric services are indicated on the eastern roadside.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Chicanes may be a requirement of West Lothian Council at the field access points at node B and at node D.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• May require minor drainage works.</li> <li>• The field accesses at B and D will need to be accommodated.</li> <li>• A short section of fence and hedging may require removal at node D (<i>Photo 08</i>). Alternatively the path could divert onto the existing roadside pavement to avoid the hedge.</li> <li>• The corridor could be fenced to restrict public access to within the path corridor. (If so, provision may be required to accommodate the desireline to Bridgend from Redhouse Cottages).</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• The path corridor may require a wide curtilage dependent on existing services and requirements for future accessibility in particular to the gas service as well as design requirements of West Lothian Council.</li> <li>• Access for the management of roadside hedging and trees will need to be considered.</li> </ul>

## Route Section 2

(Refer to Map 3a – Preferred Route - Sections 1 and 2)

<b>Path Section - DE</b>	(Refer to Photos 10-12 (N.B. – There is no Photo 09))
<b>Description</b>	<p>Node D represents the farm track entrance and public access for the playing field at Redhouse Cottages (Photo 10). Node E is located on the southern boundary of the playing field (Photo 12).</p> <p>The proposed route would follow the fenceline along the eastern boundary of the playing field.</p>
<b>Length</b>	180m
<b>Land-Use</b>	Public park and play area. The proposed pathline would avoid existing play areas, but may impinge on the location of existing furniture (benches and bin locations) which may need adjusting (Photo 11).
<b>Topography</b>	<p>Level to the north, with a moderately sloping embankment rising to the southern boundary (Photo 11).</p> <p>There is no significant gradient through the playing field up to the base of the embankment.</p> <p>Gradient of the embankment is ~1 in 7 over a 35m length. There is scope to weave the path across the embankment to reduce the effective gradient.</p>
<b>Services</b>	<ul style="list-style-type: none"> <li>• Illuminated signs are present on the B8046 western roadside verge, and on the eastern side of the road. These signs show no cabling.</li> <li>• Water services are indicated on the west side of the B8046 road corridor.</li> <li>• Medium pressure gas pipeline indicated along fieldside edge to the east.</li> <li>• Overhead BT cables are present along the roadside verge.</li> <li>• Cable services are indicated along the roadside verge.</li> <li>• No electric services recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Chicanes may be a requirement of West Lothian Council at the field access points at node B and at node D.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• May require minor drainage works.</li> <li>• A short section of fence at access point D may require removal (Photo 10).</li> <li>• A historic and derelict metal chicane feature is present on the roadside which could be removed.</li> <li>• Fencing should not be required within the playing field area.</li> <li>• The embankment to the south presents a short and relatively steep gradient. The path could be “woven” to reduce the gradient without affecting other areas in current use.</li> <li>• There are trees and hedging located on the roadside verge and tree roots will encroach on the proposed path corridor. Root protection and mitigation measure may be required.</li> <li>• A single cherry tree is located on the boundary of the playing field at node E which may influence the egress point for the path, and may require removal to accommodate the route (Photo 12).</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• The path would be routed through public open space managed by WLC, and no land take from other land-uses is proposed.</li> <li>• The installation of a path may have minor implications on the current grass maintenance regime.</li> <li>• Access for the management of roadside hedging and trees will need to be considered.</li> </ul>

<b>Path Section – E-G</b>	<i>(Refer to Photos 12-14)</i>
<b>Description</b>	Node E is located on the southern boundary of the playing field ( <i>Photo 12</i> ). From E the proposed path crosses into another arable field and continues along the field edge a short distance to the field boundary at node F. South of node F is a shelterbelt through which the proposed path would cross to node G on the southern edge of the shelterbelt ( <i>Photo 14</i> ).
<b>Length</b>	88m
<b>Land-Use</b>	Arable field and farm shelterbelt. The roadside fence boundary is derelict and unsuitable for livestock. The shelterbelt feature is unfenced. At node E the field corner is wooded with small trees and cherry suckers ( <i>Photo 11</i> ). Between nodes F and G is the shelterbelt which is a sparse and overmature woodland feature ( <i>Photo 14</i> ).
<b>Topography</b>	The field edge has a gentle even slope uphill from E to F ( <i>Photo 13</i> ). The route through the shelterbelt will pass over a shallow crown to point G. No particular drainage issues were noted. Gradient is ~1 in 12.
<b>Services</b>	<ul style="list-style-type: none"> <li>• Illuminated road signage is present on the roadside banking below this path section. No cabling is indicated.</li> <li>• Water services are indicated on the west side of the B8046.</li> <li>• Medium pressure gas pipeline indicated along fieldside edges and on the roadside bankings to the east of the road.</li> <li>• Overhead BT cables are present along the western roadside edge outwith the proposed path corridor.</li> <li>• Cable services are indicated along the western roadside verges and bankings.</li> <li>• No Electric services are recorded</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• No implications.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• May require minor drainage works.</li> <li>• Will require scrub clearance through wooded areas, and may require the removal of some trees to accommodate the path corridor.</li> <li>• Unstable/ windblown trees present safety issues and may need removed (<i>Photo 14</i>).</li> <li>• The corridor could be fenced to restrict public access to within the path corridor.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Access onto the roadside banking for the ongoing management of roadside vegetation and road drainage will need to be considered.</li> <li>• The corridor through the shelterbelt could be “woven” to avoid existing trees without affecting other land interests.</li> </ul>

### Route Section 3

(Refer to Map 3b – Preferred Route – Section 3)

<b>Path Section – GH</b>	(Refer to Photos 15-17)
<b>Description</b>	Node G is located on the southern boundary of a farm shelterbelt which occupies a ridge. Node H is a field access point located at a low point in the road. The proposed route would follow the inside field edge parallel to the B8046, along the top edge of a tree and scrub covered roadside embankment. From G the proposed path continues along the edge of a large arable field to the base of a dip in the landform at node H.
<b>Length</b>	115m
<b>Land-Use</b>	Arable field. A derelict roadside fence is present over the top of the roadside embankment and peters out. The fencing is not suitable for livestock. Beyond the roadside embankment the field edge is unfenced.
<b>Topography</b>	A steady downhill slope from G to H ( <i>Photo 15</i> ). From G the proposed path continues along the edge of a large arable field to the base of a dip in the landform at Point H. Gradient is ~1 in 16 over the shelterbelt ridge.
<b>Services</b>	<ul style="list-style-type: none"> <li>• No street lighting or illuminated road signage is present.</li> <li>• Water services indicated on the west side of the B8046.</li> <li>• Medium pressure gas pipeline indicated along the roadside bankings to the east of the road.</li> <li>• Overhead BT cables are present along the western roadside edge outwith the proposed path corridor.</li> <li>• Cable services are indicated along the western roadside verges and bankings.</li> <li>• No electric services are recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Farm access at H may require installation of chicanes depending on West Lothian Council specifications.</li> <li>• Roadside hedging is present up to the field entrance at H.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• There is a wet area located in the corner of the field below the shelterbelt at node G (<i>Photo 16</i>).</li> <li>• The low point in the road at point H gathers water discharge from the road and does not drain feely, resulting in a wet area at the field entrance (<i>Photo 17</i>). Drainage works will be required to resolve drainage issues.</li> <li>• Some pruning of field edge vegetation along the top of the roadside embankment may be required.</li> <li>• The corridor could be fenced to restrict public access to within the path corridor.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Access onto the roadside banking for the ongoing management of hedging, roadside vegetation and road drainage will need to be considered.</li> </ul>



<b>Path Section – HK</b>	<i>(Refer to Photos 17-25)</i>
<b>Description</b>	<p>Node H is a field entrance located at a low dip in the road (<i>Photo 17</i>). There are field entrances to both the east and west side of the road at H.</p> <p>Node K is another field entrance located on the western edge of the road opposite the farm access to Waterstone Farm steadings (<i>Photo 25</i>).</p> <p>The proposed route would follow the field edge along the base of a steep roadside embankment (<i>Photo 22</i>).</p> <p>Options to route the path on the banking itself are limited by engineering issues relating to the stability of the roadside edges, existing trees and scrub vegetation, road drainage and services which are located on the embankment.</p>
<b>Length</b>	325m
<b>Land-Use</b>	<p>Arable field. Roadside banking to the west has a low motorway style protective timber fence to guard the drop from the road. At the base of the banking is an open collector ditch. (<i>Photos 18 and 23</i>).</p> <p>The fencing is not suitable for livestock.</p>
<b>Topography</b>	<p>The proposed path corridor runs uphill from H and over small knolls (<i>Photo 19</i>). Nodes I and J are located at the base of the small dips between the knolls. Node J corresponds with a large concrete culvert pipe underneath the road which is fed by open ditches to the north and south (<i>Photo 21</i>) and by road drainage outfalls located on the banking above (<i>Photo 24</i>). From Node J the route climbs steadily to node K (<i>Photo 20</i>).</p> <p>Gradient is ~1 in 12 from nodes H to J.</p> <p>From J to K the slope increases to a gradient of ~1 in 8.</p>
<b>Services</b>	<ul style="list-style-type: none"> <li>• A number of illuminated road signs are present on the roadside verges with no cabling indicated.</li> <li>• Water services indicated on the west side of the B8046.</li> <li>• Medium pressure gas pipeline indicated along the roadside banking to the east of the road.</li> <li>• Overhead BT cables are present along the western roadside edge outwith the proposed path corridor.</li> <li>• Cable services are indicated along the western roadside verges and bankings.</li> <li>• No electric services are recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Farm access at K is not gated and does not appear to be in regular use, but may require chicanes installed for traffic management following design discussions with West Lothian Council.</li> <li>• Indications of equestrian use were noted in the vicinity of the entrance at H leading into the field.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Existing roadside drainage and field edge drainage will need to be accommodated. This may require an increased land-take along the base of the roadside banking.</li> <li>• Fencing may be required along the arable field edge.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Access onto the roadside banking for the ongoing management of roadside vegetation and road drainage will need to be considered.</li> </ul>

<b>Path Section – KL</b>	<i>(Refer to Photos 25-27)</i>
<b>Description</b>	Node K is another field entrance located on the western edge of the road opposite the farm access to Waterstone Farm steadings ( <i>Photo 25</i> ). Node L is located on the edge of the Ochiltree Road junction with the B8046, and corresponds with an existing field access and area of hard standing currently in use to store fertiliser awaiting spreading ( <i>Photo 27</i> ).
<b>Length</b>	225m
<b>Land-Use</b>	Arable field edge. Roadside fence is derelict and not suitable for livestock.
<b>Topography</b>	The proposed path corridor runs gently uphill from K to the summit of the B8046 road section at the Ochiltree road Junction ( <i>Photo 26</i> ). Gradient is ~1 in 15.
<b>Services</b>	<ul style="list-style-type: none"> <li>• A number of illuminated road signs are present on the roadside verges with no cabling indicated.</li> <li>• Water services are indicated on the west side of the B8046. At the Ochiltree road junction the service branches along Ochiltree road and connects with the trunk main located on Ochiltree road.</li> <li>• Medium pressure gas pipeline indicated along the roadside edge to the east of the road.</li> <li>• Overhead BT cables are present along the western roadside edge and cross the corner of the field at Node L to continue along the north verge of Ochiltree Road.</li> <li>• Cable services are indicated along the western roadside and drawings indicate that the service may be routed just within the edge of the field with implications for path construction.</li> <li>• No electric services are recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Farm access at K may require chicanes (if still in use).</li> <li>• The roadside edge has a long-established and well maintained hedge with few gaps, providing separation from road traffic.</li> <li>• A road crossing is required at point L.</li> <li>• Access points may need fencing/ gate controls to restrict pedestrian use to a safe crossing point.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Some drainage works may be required along the proposed new field edge.</li> <li>• Fencing may be required along the arable field edge.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Ongoing management of roadside vegetation (hedging) will need to be considered.</li> </ul>

#### Route Section 4

(Refer to Map 3c – Preferred Route – Section 4)

<b>Path Section – LM</b>	(Refer to Photos 27-29)
<b>Description</b>	Crossing point for the Ochiltree road junction from node L ( <i>Photo 27</i> ) to node M.
<b>Length</b>	20m
<b>Land-Use</b>	Roadside verges and road.
<b>Topography</b>	Level, located on the summit of a ridge between Threemiletown and Ecclesmachan. No significant gradient.
<b>Services</b>	<ul style="list-style-type: none"> <li>• A number of illuminated road signs are present on the roadside verges with no cabling indicated.</li> <li>• Water services are located on the Ochiltree road and the B8046. Three main services are located in the vicinity of the junction.</li> <li>• Medium pressure gas pipeline is indicated along the roadside edge to the east of the road.</li> <li>• Overhead BT cables are present along the north verge of Ochiltree Road.</li> <li>• Cable services cross under Ochiltree junction and continue southwards.</li> <li>• No electric services are recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• It is suggested that the crossing point is stepped back from the road junction for safety, and may require signage to safeguard users.</li> <li>• There is an existing field access west of node M which should remain unaffected (<i>Photo 28</i>).</li> <li>• Chicanes may be required on either side of the road for traffic management.</li> <li>• The arrangement for the crossing may require an increased land take to locate the crossing at its safest point.</li> <li>• Traffic calming measures and lighting at the junction may need to be considered following discussions with West Lothian Council.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Some drainage works may be required on the roadside verges (<i>Photo 29</i>).</li> <li>• Other than crossing the roadside verges, no construction would be required (unless traffic calming is deemed a requirement).</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Crossing point is over a public road and verges. No land-take involved.</li> </ul>

<b>Path Section – MP</b>	<i>(Refer to Photos 30-32)</i>
<b>Description</b>	Node M is located on the field edge to the south of Ochiltree Road and will be located at a safe road crossing point from Node L. The proposed path corridor will run along the inside of the field eastwards to the Ochiltree Road Junction and then south along the field edge to Node P which is located at an existing field entrance.
<b>Length</b>	215m
<b>Land-Use</b>	Arable field edge. Roadside fence is intact and in variable but generally poor repair, and not suitable for livestock <i>(Photo 30)</i> .
<b>Topography</b>	The proposed path corridor runs gently downslope from M to P following the field edge and curvature of the road corridor <i>(Photo 30)</i> . Just north of the field entrance at P, the proposed route will pass through a small derelict roadside copse, with large stumps the only woodland remnants <i>(Photo 32)</i> . Gradient is not significant at ~1 in 50.
<b>Services</b>	<ul style="list-style-type: none"> <li>• Illuminated road signs are present on the roadside verges with no cabling indicated.</li> <li>• Three water mains are present with service drawings indicating two of these to be located on the road corridor, and the other located along the southern verge of Ochiltree Road and tracking south into the western field shortly before the road junction. The service in the field follows the line of the proposed path and may have implications on path construction and land take requirements.</li> <li>• Medium pressure gas pipeline indicated along the roadside edge to the east of the road.</li> <li>• Overhead BT cables are present along the northern verge of Ochiltree Road, with no service indicated south of the road.</li> <li>• Cable services are indicated along the western B8046 roadside and drawings indicate that the service may be routed just within the edge of the field and beneath the proposed path corridor.</li> <li>• No electric services are recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• The roadside edge has a long-established and well maintained hedge with some gaps, providing partial separation from road traffic.</li> <li>• There is a field access point opposite the Faucheldean Road junction at node N, which does not appear to be in use <i>(Photo 31)</i>.</li> <li>• The field entrance at node P is located just south of a derelict small woodland feature, and does not appear to be in regular use.</li> <li>• Chicanes may need to be installed to accommodate the field entrances at N and P following discussions with West Lothian Council.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Some drainage works may be required along the proposed new field edge.</li> <li>• Services along the proposed pathline will need to be located and protected. This may entail an increased land take requirement.</li> <li>• Fencing may be required along the arable field edge.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Ongoing management of roadside vegetation (hedging) will need to be considered.</li> </ul>

<b>Path Section – PR</b>	<i>(Refer to Photos 32-36)</i>
<b>Description</b>	<p>Node P is located at an existing field entrance just south of a small derelict roadside woodland feature (<i>Photo 32</i>). From P the proposed path route would follow the field edge downhill to node R (<i>Photo 35</i>).</p> <p>Node Q represents a short but steeply inclined bank of a tree lined boundary between two arable fields (<i>Photo 31</i>).</p> <p>Node R is a double gated field access which appears to be in regular use.</p>
<b>Length</b>	245m
<b>Land-Use</b>	Arable field edge. Roadside fence is intact but in poor condition and not suitable for livestock.
<b>Topography</b>	<p>The proposed path corridor runs downhill from P to Q on a steady but relatively steep gradient (in comparison to other path sections on the route). From Q to R requires a transition to negotiate a 1m tall hedgebank/ field boundary which will require grading to form a suitably inclined ramp.</p> <p>Gradient is ~1 in 9 with a short section of steep bank at Q of ~1 in 3.</p>
<b>Services</b>	<ul style="list-style-type: none"> <li>• A number of illuminated road signs are present on the roadside verges with no cabling indicated.</li> <li>• Water services indicated on the west side of the B8046, with two pipelines located on the roadside verge and within the field edge.</li> <li>• A water trough is present on the embankment at node Q (<i>Photo 35</i>).</li> <li>• Medium pressure gas pipeline is indicated along the roadside edge to the east of the road.</li> <li>• No BT services are recorded.</li> <li>• Cable services are indicated along the western roadside and drawings indicate that the service may be routed just within the edge of the field with implications for path construction.</li> <li>• No electric services are recorded.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Farm accesses at Q and R may require access controls (<i>Photo 35</i>).</li> <li>• The roadside edge has a long-established and well maintained hedge with few gaps, providing separation from road traffic (<i>Photo 33</i>).</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Some drainage works may be required along the proposed new field edge.</li> <li>• Fencing may be required along the arable field edge.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Dependent on resolving construction issues identified above.</li> </ul>

<b>Path Section – RS</b>	<i>(Refer to Photos 35-39)</i>
<b>Description</b>	<p>Node R is a double gated field access which appears to be in regular use (<i>Photo 35</i>). The field access is located opposite an electricity sub-station located in a fenced off compound with vehicular access.</p> <p>Node S is located in the south eastern corner of the arable field above Ecclesmachan. At S the path corridor meets the boundary of a private garden (Hillside House). On this boundary is a vertical drainage pipe set to an unknown depth and lined with a concrete collar to channel water to the mouth of the pipe. The pipe has a large diameter of ~40cm and presumably links to an underground drainage system (<i>Photo 38</i>).</p>
<b>Length</b>	235m
<b>Land-Use</b>	Arable field edge. Roadside fence is in poor repair and not suitable for livestock ( <i>Photo 36</i> ).
<b>Topography</b>	The proposed path corridor runs on a steady downhill slope to node S. Gradient is ~1 in 13.
<b>Services</b>	<ul style="list-style-type: none"> <li>• A number of illuminated road signs are present on the roadside verges with no cabling indicated.</li> <li>• Water services are indicated on the west side of the B8046, with two pipelines located on the roadside verge and within the field edge with implications for path construction.</li> <li>• Medium pressure gas pipeline indicated along the roadside edge to the east of the road.</li> <li>• A high pressure gas main crosses the B8046 running east-west and cuts through the proposed path corridor.</li> <li>• No BT services are indicated until south of node S where OH cables are present along the western roadside edge and cross the B8046 south of the Glebeside property.</li> <li>• Cable services are indicated along the western roadside and drawings indicate that the service may be routed just within the edge of the field with implications for path construction.</li> <li>• A substation is located on the east side of the road opposite the field entrance at R. An electricity sub-station is indicated on service location plans. A gas service does not appear on service plans but there is reason to believe that a gas service station is on site. This will need to be checked with the appropriate service providers if designs are progressed.</li> </ul>
<b>Road Safety Issues</b>	<ul style="list-style-type: none"> <li>• Farm access at R may need access controls.</li> <li>• A mature, maintained roadside hedge is present on the roadside edge with few gaps (<i>Photo 36</i>).</li> <li>• A roadside verge is generally absent on the western edge of the road for most of this section's length.</li> <li>• Access from node S to link with existing pavement or pathways is extremely restricted. The housing edge along the northern edge of Ecclesmachan has no suitable gaps for continuance of the route at present. The pavement link on the west side of the road is narrow and tapers down to 0.4m from ~1m width and finishes prior to the link with node S (<i>Photo 39</i>).</li> <li>• Currently continuance would require dropping down onto the B8049 from the field level at about 1m above (<i>Photo 37</i>). The link at S is located at a corner with poor sightlines. The road section through the village has a 30 mph restriction but the risk to road users remains high.</li> </ul>
<b>Construction Issues</b>	<ul style="list-style-type: none"> <li>• Some drainage works may be required along the new field edge.</li> <li>• The HP gas pipeline will require mitigation measures to protect the service during construction.</li> <li>• The drainage sump located at S may present issues relating to tying in with drainage installed for the proposed path.</li> <li>• Fencing may be required along the arable field edge.</li> </ul>
<b>Land Take Considerations</b>	<ul style="list-style-type: none"> <li>• Dependent on resolving construction issues above.</li> </ul>

### **East B8046 Fieldside Option**

Length = 1,835m

The option for creating an off-road path route along the east side of the B8046 was also looked at in lesser detail as part of this study. In most aspects the route is broadly similar to the proposed route along the western edge of the road, involving a path corridor along the edges of, mainly, arable field edges.

There are some grazing fields south of the Faucheldean Road Junction (south of Node N) along the east side of the road which would involve fencing and accommodating entrances for livestock control and management.

The road route to the east offers up similar opportunities and constraints to the western option, but has some additional issues to contend with.

Points for consideration/constraints include: -

- Crossing of the B9080, particularly at the busy Threemiletown Junction.
- Negotiation of a very steep embankment just north of the Waterstone Farm steadings.
- The path would need to pass across the Waterstone Farm steading frontage or deviate east around the farm buildings.
- The likely path corridor follows the track of a gas main along most of its length past Redhouse Cottages.
- A crossing is required over the Faucheldean Road with similar issues to the crossing requirements on the western route over Ochiltree Road. In the case of the eastern route visibility at the road junction is impaired by the presence of a roadside woodland.
- Livestock is present in the fields to the south of Faucheldean Road which would require installation of livestock crossing points and gate systems.
- The eastern route banks round the base of Tar Hill which introduces a cross-slope on the pathline.
- A service sub-station is present on the line of the route which would need to deviate to avoid the service compound.

On the plus side the route to the east has the following benefits: -

- The route involves the use of existing sections of pavement through Threemiletown, resulting in a reduced length in path construction required (in the region of a 15% reduction in overall length).
- A link to the pavement or footpath at Ecclesmachan presents some difficulties, but is possibly less problematic to achieve if a route can be negotiated past the property at Glebeside.

### **Fieldside Options – Conclusions**

The construction of off road path links along the inside edge of field boundaries between Threemiletown and Ecclesmachan are technically achievable along both the east and west sides of the linking road.

There are a number of practical and technical issues to overcome but none of these appear, at least on casual inspection, to be insurmountable.

The route along the western edge of the B8046 perhaps offers the better of the two options, with fewer issues to be addressed. The two major drawbacks to the route is the lack of an identifiable off-road link from the field edge at Ecclesmachan to an adjoining pedestrian route and its longer overall length.

Gradients along the route range from level sections up to 1 in 8, with even steeper gradients present on short sections of embankment to be negotiated.

The adoption standard for the route would need to be discussed with West Lothian Council but designs would generally aim for compliance with the Disability Discrimination Act: Good Practice Guide for Roads (Transport Scotland (2009)).

The potential land take would need to take into consideration a number of topographical, land use, service and design issues and would vary where gradients are encountered on the proposed route.

To achieve a reduction in gradient it is likely that the land take requirements would be increased to allow the path route to weave across the land contours. Path sections DE, HK and PR are notably affected by existing steep gradients in this respect. The gradients encountered along the route are indicated on Maps 3a-3c with gradients greater than, or less than, 1 in 12 highlighted. Gradients in the region of ~1 in 12 are also highlighted as being considered marginally suitable at present.

Field accesses have been taken into account, although many do not appear to be in frequent use, and may possibly be redundant. Discussions with landowners should aim to clarify which of the existing access points are likely to be required.



## **Section Five**

### **Conclusions on Feasibility**

Options for creating a path route entirely on the existing roadside verges are deemed as being impractical due mainly to the narrowness (and on some stretches of the route non-existence of) the verges. Widening the verges would entail removal of existing roadside features (fencing, walling, hedging, tree cover etc.) and would require re-engineering of embankments and cuttings to form a platform for the route. Roadside options are further constrained by the presence of services located in the verges.

Although technically achievable, the roadside solutions would entail great expense and construction difficulties and would retain a risk to users due to the lack of physical separation between the road and the roadside path. Protective roadside barriers, kerbing or other safety measures may be required and may entail considerable cost and could result in traffic disruption during construction.

Predominately fieldside path options offer safer, cheaper and more practical solutions. Routes along both the east and west sides of the B8046 are technically achievable, with the route to the west being a preferred option by the Community Council.

The path envisaged would be a sealed surface path of ~2m width, with 0.5m verges to either side if this could be accommodated, with potential to increase the corridor width where desirable to avoid drainage issues and services, or to reduce gradients where required.

In practical terms the creation of a 2m wide sealed surface multi-user path route along the ~2km road corridor has been estimated at ~£290,000. This does not take into account other expenses relating to land take and compensations including legal and land agent fees.

This financing of the project is potentially the greatest limiting factor to achieving the desired route.

Savings on construction costs could be achieved by reducing the path width and surface specifications, but this may restrict the range of user groups capable of using the path, which may in turn limit funding opportunities.

A reduced path specification may also result in longer-term maintenance issues and is also likely to lead to issues of adoption of the route by WLC Roads, but an agreed specification may still be adopted and maintained by WLC Environment as a rural path route.



KEY

text

●

Feature location

—

Existing Paths

—

Core Path

—

Other Route

—

Feasibility Study Area

—

B9080/ B8048 Study section

Settlement\_Area Drawing

■

Settlement/ Housing

—

Watercourses

●

Water body

■

Wooded area

Reproduced from OS 1:25 000 Scale Colour Raster © Layer with the permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Any unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey Licence Number 100002151.

THREEMILETOWN to ECCLESMACHAN

OFF-ROAD PATH FEASIBILITY STUDY

December 2014

MAP 1 - LOCATION AND CONTEXT v1

Scale - 1:10,000 @ A3

CSEN

Central Scotland

Green Network Trust



KEY

Lines

Areas

Path Sections Labels

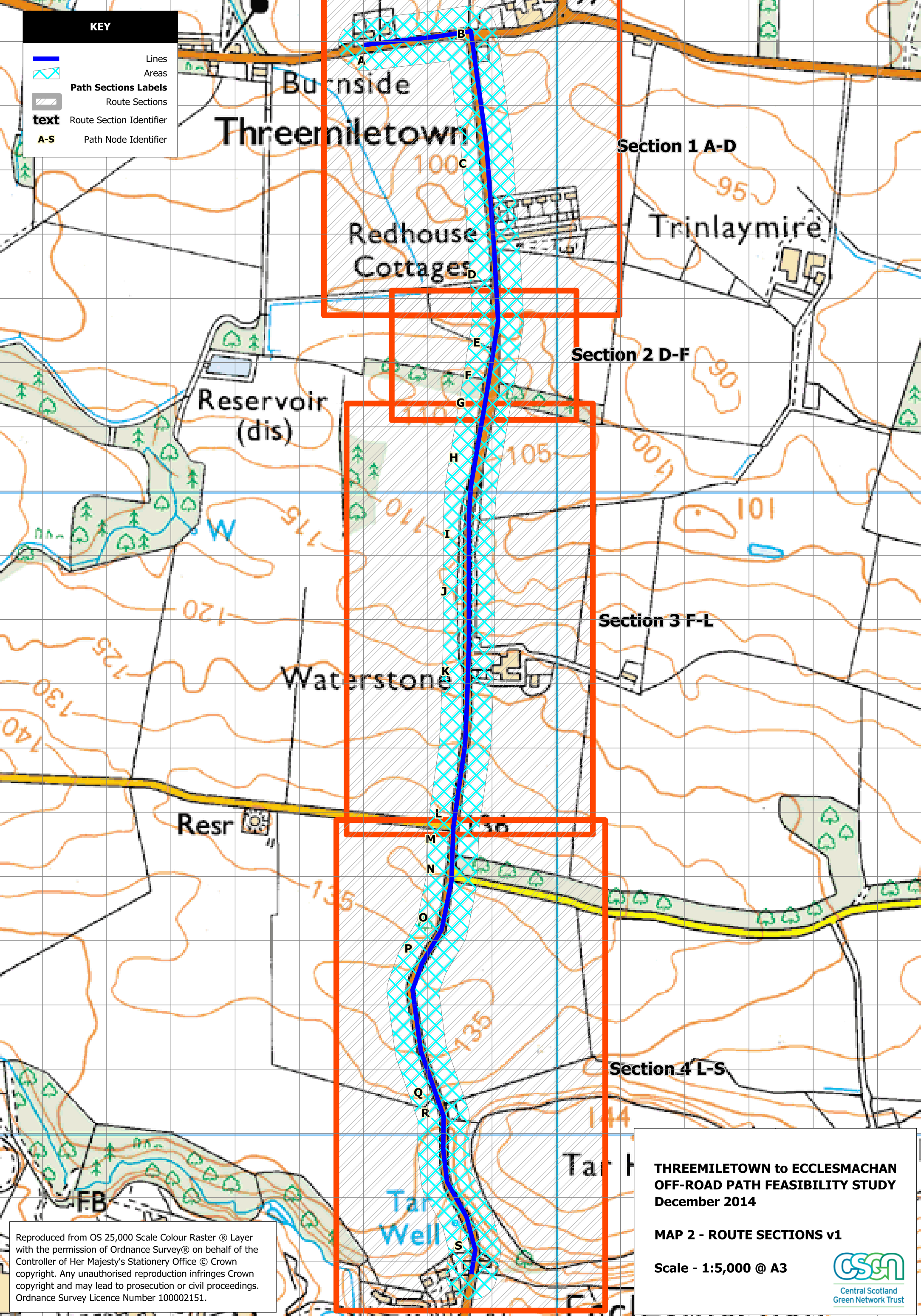
Route Sections

text

Route Section Identifier

A-S

Path Node Identifier



Reproduced from OS 25,000 Scale Colour Raster © Layer with the permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Any unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey Licence Number 100002151.

THREEMILETOWN to ECCLESMACHAN  
OFF-ROAD PATH FEASIBILITY STUDY  
December 2014

MAP 2 - ROUTE SECTIONS v1

Scale - 1:5,000 @ A3



KEY

Route section

text

Route section reference

A-S

Path nodes

Path centreline

Path corridor (land-take requirement)

Reproduced from OS MasterMap®, Topographic Layer with the permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Any unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey Licence Number 100002151.

THREEMILETOWN to ECCLESMACHAN

OFF-ROAD PATH FEASIBILITY STUDY

December 2014

MAP 3 - PREFERRED ROUTE v1

Scale - 1:5,000 @ A3

CSEN

Central Scotland

Green Network Trust

# KEY

## text



Path corridor (land take requirement)



Path centreline



New fencing

## Features



Farm access track



Grass verge



Pavement



Recreation area



Banking/slope



Woodland



Bus stop



Entrance (Public and Farm)



Entrance (residential)



Field access (gated)



Field access (open)



Service compound access (gated)



Parking (Public)



Public Road Junction



Issue



Obstruction

## Gradients



< 1 in 12



Marginal



> 1 in 12

Parking (Informal)

A

Level

Wet area

B

1 in 60

C

D

Park furniture

Level

E

Park furniture

1 in 7

1 in 12

1 in 17

Standing trees

F

Wet area

G

1 in 16

No verge

H

Existing ditch

I

1 in 12

Section 1 A-D

Section 2 D-F

THREEMILETOWN to ECCLESMACHAN  
OFF-ROAD PATH FEASIBILITY STUDY  
December 2014

MAP 3a - PREFERRED ROUTE  
SECTIONS 1 AND 2 v1.00

Scale - 1:2,500 @ A3



Reproduced from OS MasterMap®, Topographic Layer with the permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Any unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey Licence Number 100002151.



# KEY

## text



Path corridor (land take requirement)



Path centreline



New fencing

Path nodes

Farm access track

Grass verge

Pavement

Recreation area

Banking/slope

Woodland

Bus stop

Entrance (Public and Farm)

Entrance (residential)

Field access (gated)

Field access (open)

Service compound access (gated)

Parking (Public)

Public Road Junction

Issue

Obstruction

Gradients

<1 in 12

Marginal

>1 in 12



## Section 2 D-F

## Section 3 F-L

THREEMILETOWN to ECCLESMACHAN  
OFF-ROAD PATH FEASIBILITY STUDY  
December 2014

MAP 3b - PREFERRED ROUTE  
SECTIONS 3 v1.00

Scale - 1:2,500 @ A3



Reproduced from OS MasterMap®, Topographic Layer with the permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Any unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey Licence Number 100002151.

# KEY

## text

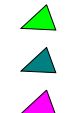


- Path nodes
- Path corridor (land take requirement)
- Path centreline
- New fencing
- Features**
- Farm access track
- Grass verge
- Pavement
- Recreation area
- Banking/slope
- Woodland
- Bus stop
- Entrance (Public and Farm)
- Entrance (residential)
- Field access (gated)
- Field access (open)
- Service compound access (gated)
- Parking (Public)
- Public Road Junction



- Issue
- Obstruction

## Gradients



- <1 in 12
- Marginal
- >1 in 12

1 in 15

1 in 50

1 in 9

1 in 13

Road crossing

Public road

Derelict woodland

Section 4 L-S

Service compound

HP gas service

No verge

Existing drainage

Private garden

Limited access onto road

Private residence

THREEMILETOWN to ECCLESMACHAN  
OFF-ROAD PATH FEASIBILITY STUDY  
December 2014

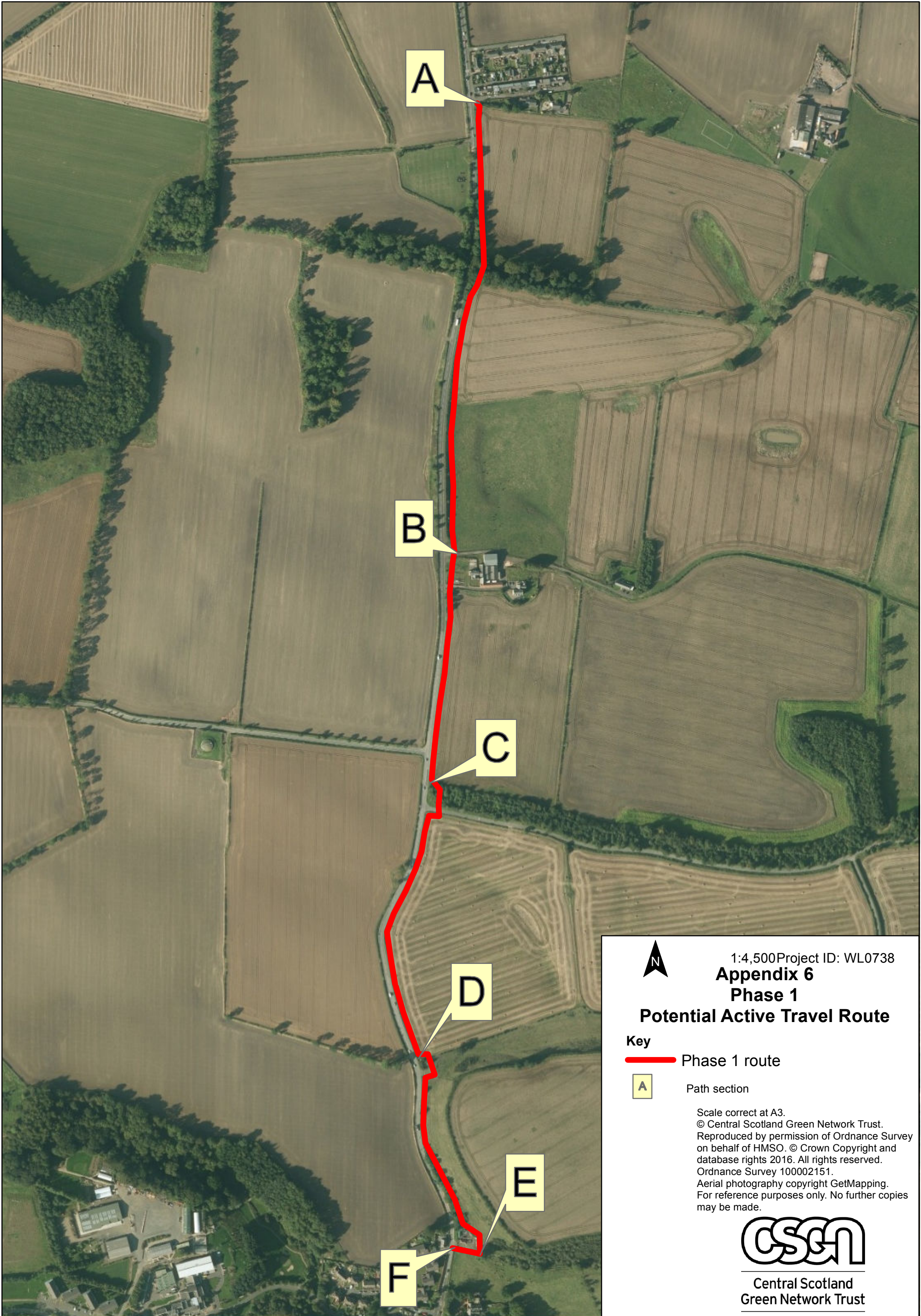
MAP 3c - PREFERRED ROUTE  
SECTION 4 v1.00

Scale - 1:2,500 @ A3



Reproduced from OS MasterMap®, Topographic Layer with the permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Any unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey Licence Number 100002151.






1:4,500 Project ID: WL0738

## Appendix 6

### Phase 1

## Potential Active Travel Route

#### Key

 Phase 1 route

 Path section

Scale correct at A3.  
© Central Scotland Green Network Trust.  
Reproduced by permission of Ordnance Survey  
on behalf of HMSO. © Crown Copyright and  
database rights 2016. All rights reserved.  
Ordnance Survey 100002151.  
Aerial photography copyright GetMapping.  
For reference purposes only. No further copies  
may be made.



Central Scotland  
Green Network Trust








1:1,500

Project ID: WL0738

## Appendix 6 Phase 2 Potential Active Travel Route

### Key

-  Crossing point (exact location to be determined)
-  Potential active travel route
-  Existing pavement

Scale correct at A3.  
© Central Scotland Green Network Trust.  
Reproduced by permission of Ordnance Survey  
on behalf of HMSO. © Crown Copyright and  
database rights 2016. All rights reserved.  
Ordnance Survey 100002151.  
Aerial photography copyright GetMapping.  
For reference purposes only. No further copies  
may be made.



Central Scotland  
Green Network Trust



**THREE MILETOWN TO ECCLESMACHAN ACTIVE TRAVEL ROUTE -  
EAST OF B8046**  
Path works - 2m wide with 0.5m verge, sealed surface  
Cost Estimate



Item	quantity	unit	rate	Year 1	Year 2	Total
<b><u>EXPENDITURE</u></b>						
Negotiation and consent from service companies	1	item	£ 10,000.00	£ 10,000.00		£ 10,000.00
Design, engineering and QS fees	1	item	£ 15,000.00	£ 15,000.00		£ 15,000.00
Project management fees	1	item	£ 350.00	£ 21,000.00	£ 700.00	£ 21,700.00
CDM co-ordinator fees	1	item	£ 1,100.00	£ 1,100.00		£ 1,100.00
Preliminaries	1	item	£ 7,500.00	£ 7,500.00		£ 7,500.00
Provisional sum for additional gradient works to secure DDA compliance	1	item	£ 30,000.00	£ 30,000.00		£ 30,000.00
Provisional sum for drainage works	1	item	£ 6,000.00	£ 6,000.00		£ 6,000.00
Stock proof fencing adjacent to route - whole route	1	item	£ 15,000.00	£ 15,000.00		£ 15,000.00
<b><u>AB</u></b>	<b>635 m</b>					
Cut vegetation within path route, as necessary	1	item	£ 500.00	£ 500.00		£ 500.00
Allowance for tree and shrub removal	1	item	£ 1,500.00	£ 1,500.00		£ 1,500.00
Root protection where path creation is over tree roots	150	m <sup>2</sup>	£ 22.00	£ 3,300.00		£ 3,300.00
New 2m wide sealed path with 0.5m verges either side	635	m	£ 58.50	£ 37,147.50		£ 37,147.50
Metal fencing as chicane at access points / roadside interface	5	m	£ 55.00	£ 275.00		£ 275.00
Double gate arrangement and additional work to path to form field access	2	item	£ 2,500.00	£ 5,000.00		£ 5,000.00
Re-positioning of existing field gate	1	item	£ 150.00	£ 150.00		£ 150.00
<b><u>BC</u></b>	<b>325 m</b>					
	10	m	£ 3.50	£ 35.00		£ 35.00
New 2m wide sealed path with 0.5m verges either side	325	m	£ 58.50	£ 19,012.50		£ 19,012.50
Metal fencing as chicane at access points / roadside interface	20	m	£ 55.00	£ 1,100.00		£ 1,100.00
<b><u>CD</u></b>	<b>420 m</b>					
Metal fencing as chicane at access points / roadside interface	20	item	£ 55.00	£ 1,100.00		£ 1,100.00
New 2m wide sealed path with 0.5m verges either side	420	m	£ 58.50	£ 24,570.00		£ 24,570.00
Allowance for tree and shrub removal	1	item	£ 1,250.00	£ 1,250.00		£ 1,250.00
Root protection where path creation is over tree roots	150	m <sup>2</sup>	£ 22.00	£ 3,300.00		£ 3,300.00
Allowance for signage and any necessary traffic calming measures	1	item	£ 5,000.00	£ 5,000.00		£ 5,000.00
<b><u>DE</u></b>	<b>290 m</b>					
New 2m wide sealed path with 0.5m verges either side	290	m	£ 58.50	£ 16,965.00		£ 16,965.00
Re-positioning of field gate (2 no.)	2	item	£ 150.00	£ 300.00		£ 300.00
Double gate arrangement and additional work to path to form field access	2	item	£ 2,500.00	£ 5,000.00		£ 5,000.00
<b><u>EF</u></b>	<b>80 m</b>					
New 2m wide sealed path with 0.5m verges either side	80	m	£ 58.50	£ 4,680.00		£ 4,680.00
Metal fencing at access point / roadside interface	8	m	£ 55.00	£ 440.00		£ 440.00
Additional work at field access point to strengthen path section	1	item	£ 900.00	£ 900.00		£ 900.00
Remove section of stone wall	1	item	£ 500.00	£ 500.00		£ 500.00
Double gate arrangement and additional work to path to form field access	2	item	£ 2,500.00	£ 5,000.00		£ 5,000.00
<b><u>Additional items</u></b>						
Installation of waymarker signage	12	nr	£ 175.00	£ 2,100.00		£ 2,100.00
Installation of benches/resting places	5	nr	£ 350.00	£ 1,750.00		£ 1,750.00
Contingency	5	%		£ 9,968.75	£ -	£ 9,968.75
<b><u>EXPENDITURE GRAND TOTAL</u></b>				<b>£ 256,443.75</b>	<b>£ 700.00</b>	<b>£ 257,143.75</b>

Note - no allowance made for additional service crossings

Phase 2 - THREE MILETOWN

Path works - 2m wide sealed surface path with 0.5m verges  
Cost Estimate



Item	quantity	unit	rate	15/16	16/17	Total
<b>EXPENDITURE</b>						
Provisional sum - Negotiation and consent from service companies		1 item	£ 5,000.00	£ 5,000.00		£ 5,000.00
Project management fees	variable	item	£ 350.00	£ 7,000.00	£ 350.00	£ 7,350.00
CDM co-ordinator fees		1 item	£ 1,100.00	£ 1,100.00		£ 1,100.00
Preliminaries		1 item	£ 7,500.00	£ 7,500.00		£ 7,500.00
<b>AB</b>		<b>145 m</b>				
Cut vegetation within path route, as necessary		1 item	£ 250.00	£ 250.00		£ 250.00
Ramp for 1m level change		1 item	£ 2,500.00	£ 2,500.00		£ 2,500.00
New 2m wide sealed path with 0.5m verges either side		145 m	£ 65.00	£ 9,425.00		£ 9,425.00
Metal handrail on ramp		10 m	£ 55.00	£ 550.00		£ 550.00
Metal fencing as chicane at access points / roadside interface		5 m	£ 55.00	£ 275.00		£ 275.00
New field gate and additional work to path to form field access		1 item	£ 1,400.00	£ 1,400.00		£ 1,400.00
New stock fence along path route		145 m	£ 7.50	£ 1,087.50		£ 1,087.50
Allowance for drainage works		1 item	£ 750.00	£ 750.00		£ 750.00
<b>BC</b>		<b>95 m</b>				
Remove sections of existing delapidated fence where required		10 m	£ 3.50	£ 35.00		£ 35.00
New 2m wide sealed path with 0.5m verges either side		95 m	£ 97.50	£ 9,262.50		£ 9,262.50
Metal fencing as chicane at access points / roadside interface		10 m	£ 55.00	£ 550.00		£ 550.00
Provide link to bus stop at point C		1 item	£ 162.50	£ 162.50		£ 162.50
New stock fence along path route		95 m	£ 7.50	£ 712.50		£ 712.50
Allowance for drainage works		1 item	£ 250.00	£ 250.00		£ 250.00
Provisional sum - Traffic island crossing point		1 item	£ 10,000.00	£ 10,000.00		£ 10,000.00
installation of waymarker signage		2 nr	£ 175.00	£ 350.00		£ 350.00
Retention		2.5 %		-£ 939.00	£ 939.00	£ -
Contingency		5 %			£ 2,253.00	£ 2,253.00
<b>EXPENDITURE GRAND TOTAL</b>				£ 57,221.00	£ 3,542.00	£ 60,600.50