



**COUNCIL EXECUTIVE**

**FOOTWAY PROVISION B8064 AT CAPPERS BRIDGE, ARMADALE**

**REPORT BY HEAD OF OPERATIONAL SERVICES**

**A. PURPOSE OF REPORT**

At the meeting of West Lothian Council on 24 February 2015 this issue of pedestrian footway provision at Cappers Bridge, Armadale was raised and answered by the Executive Councillor for the Environment. The purpose of this report is to advise Council Executive on the situation for pedestrian movements in the Southdale development area and in particular how these relate to Cappers Bridge on the B8046.

**B. RECOMMENDATION**

It is recommended that Council Executive:

1. notes the progress in delivering alternative pedestrian routes; and
2. advises of any further actions required.

**C. SUMMARY OF IMPLICATIONS**

<b>I Council Values</b>	Focusing on our customers' needs; being honest, open and accountable.
<b>II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)</b>	Roads (Scotland) Act 1984.
<b>III Implications for Scheme of Delegation to Officers</b>	None.
<b>IV Impact on performance and performance indicators</b>	None.
<b>V Relevance to Single Outcome Agreement</b>	Outcome 4: We live in resilient, cohesive and safe communities. Outcome 8 - We make the most efficient and effective use of resources by minimising our

impact on the built and natural environment.

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| <b>VI Resources - (Financial, Staffing and Property)</b> | Costs of signing to be met from the Roads and Transportation revenue budget.  |
| <b>VII Consideration at PDSP</b>                         | The content of this report was presented to the Environment Policy Development and Scrutiny Panel on 4th June 2015. Members noted the content of the report and agreed to recommend it for approval by Council Executive. |
| <b>VIII Other Consultations</b>                          | None.   |

## **D. TERMS OF REPORT**

### **Background**

At the meeting of West Lothian Council on 24 February 2015 this issue of a lack of pedestrian footway provision at Cappers Bridge, Armadale was raised and answered by the Executive Councillor for the Environment.

Cappers Bridge is situated at the location where the B8046 crosses the Edinburgh to Glasgow via Bathgate railway line. The bridge is owned by and is the responsibility of Network Rail.

The development of the Airdrie to Bathgate rail project led to the publication of the Airdrie-Bathgate Railway and Linked Improvements Act 2007 (the 2007 Act). This legislation included a realignment of the B8084 at Cappers Bridge, Armadale and the construction of a new road over railway bridge with footway provision as part of the project. The proposed bridge replaced existing Network Rail Bridge OB35.

Network Rail submitted an application for road construction consent for the works in the 2007 Act, notifying the affected frontagers in January 2009. Road Construction Consent was issued on 8 September 2009. Works commenced immediately on the bridge abutments for the new bridge.

The overall scheme budget was fixed by Transport Scotland/Scottish Government and a value engineering exercise was completed to keep within overall budget limits. The exercise was undertaken by Network Rail and the proposed changes would have been discussed with Transport Scotland who was in charge of the overall project funded by Scottish Government. Network Rail reviewed the works at Station Road, Armadale and decided that a refurbishment of bridge OB35 would deliver the necessary improvement for the railway works without realigning the road.

The value engineering review took place from late 2009 through to mid 2010 and resulted in the removal of the proposed bridge and new road which were replaced by a proposal to refurbish bridge OB35 at its existing location on a like for like basis. This retained the existing width of carriageway.

Network Rail also met the local residents in January 2010. Prior to the revised works being commenced by Network Rail, officers and local elected members pressed Network Rail to include a footway within the bridge refurbishment works. In June 2010 Network Rail confirmed their intention to refurbish bridge OB35. Network Rail strengthened the parapets and the bridge to accommodate 47 tonnes weight but did

not include any footway provision.

As the owner of the bridge Network Rail was wholly in the control of the works and they did not require planning permission or road construction consent to carry out the works on OB35. In July 2010 Network Rail made a submission for prior approval to refurbish their existing bridge OB35. Works started on 20 September 2010 to carry out strengthening works for OB35 and were completed by August 2010

The change in the Network Rail proposal required a new road construction consent to be submitted for the Station access road roundabout and part of the realigned B8084 and an application for road construction consent for these works was submitted in August 2010. The changes to the road alignment and the amended roundabout on the B8040 were wholly within the limits of deviation of the scheme and although not included within the works identified in the original 2007 Act Network Rail had powers under the 2007 Act to make these changes.

### **Terms of Report**

The existing pedestrian conditions at the location remain unchanged since the works undertaken by Network Rail on Cappers Bridge were completed. There is a gap of about 30 metres in the footway on the east side of this 30 mile per hour section of the B8046 as it crosses the bridge and pedestrians using the route should do so taking due care and attention.

However, concern has been raised about the safety of pedestrians crossing the bridge when walking along the B8046.

The ongoing development of the Southdale development area has meant that pedestrian accessibility through the new development continues to be upgraded and completed. Access is now available from Armadale Station to the ASDA store. This provides a direct route to the store and other developments on Southdale Way from Station Way, using the railway pedestrian bridge. This removes the need to walk along the B8046 to access Southdale Way. There is a temporary bituminous surface for pedestrians along Southdale Avenue tying into the permanent footway under the railway bridge and connecting to ASDA. A section of this temporary footway has now been completed to an adoptable standard at the new private nursery and a permanent footway will soon be provided along the other side of the road along the frontage of the ongoing Bellway development. Further developments will see the completion of pedestrian links along Southdale Avenue.

Options to provide pedestrian facilities at Cappers Bridge have previously been considered and discussed. There is insufficient road width to provide a dedicated footway across the bridge and maintain two way traffic movements. The introduction of traffic management to control traffic movements and provide a footway would be detrimental to traffic movement on the B8046 and would have environmental impact on direct frontagers. These capital cost of these works are estimated at about £66,000 at 2013 prices.

A new offline pedestrian footbridge would be difficult to deliver on the east of the road and would be extremely expensive having to cross the electrified rail line. These works are estimated to cost at least £1,000,000.

Pedestrians are currently visible to traffic approaching the bridge from either direction. The introduction of guardrail would reduce the visibility of those pedestrians who choose to take this route in preference to the alternative route via Station Way. However, it is considered that the erection of traffic signs indicating pedestrians on the road would be beneficial in highlighting the possibility of pedestrians in the vicinity of the bridge.

The accident records at this location have been checked and there have been no pedestrian accidents at this location since 1981 and it should be noted that there have been no recorded injury accidents in the last three year period which coincides with the start of the continuing growth in the area. Whilst it is accepted that the pedestrian conditions at the bridge are far from ideal they are no worse than prior to the works undertaken by Network Rail.

The issue of pedestrian provision at Cappers Bridge was considered at the Environment PDSP in June 2015 and after discussion on the potential options available it was agreed to recommend to Council Executive that pedestrian warning signs are erected in advance on both approaches to the bridge.

## **E. Conclusions**

Concerns have been raised about a lack of pedestrian facilities at Capper Bridge, Armadale. Network Rail decided not to undertake the improvement works originally planned as part of the Airdie to Bathgate rail works and undertook instead to do a like for like replacement of the bridge. This means that conditions for pedestrian have not changed at this location.

The ongoing development of footway links through the new Southdale development has provided an alternative access to Southdale Way providing access from the new residential developments in the Armadale area without the need to cross Cappers Bridge on the B8046.

With the ongoing development it is considered that additional road signs will help to reinforce the message for drivers that there is potential for pedestrians on the road in the vicinity of Cappers Bridge.

## **F. BACKGROUND REFERENCES**

None

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