

## 8. ARMADALE CROSS TRAFFIC SIGNALS

The committee considered a report (copies of which had been circulated) by the Head of Operational Services providing information on the Armadale Cross signal timings and constraints on reducing congestion following a question at the meeting of West Lothian Council held on 25<sup>th</sup> September 2018.

The report recalled that Councillor Borrowman had submitted a question to the Executive Councillor for the Environment inquiring whether the current disposition of traffic lights, phasing, location of bus stops, etc. was appropriate to ensure the safe and smooth flow of traffic at Armadale Cross. The council had agreed to refer the matter to officers to prepare a report for the local area committee.

The report described the existing layout of Armadale Cross, traffic light controls, approach roads, waiting restrictions and bus stops. These were illustrated in a map which was appended to the report.

Members heard that a modelling exercise had been undertaken by officers to establish current performance of the junction which had been validated by on-street observations. An appendix to the report outlined the results of that exercise and concluded that the junction was operating very near capacity.

The report explained that within the last two years, the council's traffic signal engineer had examined options to introduce right turn filters on both the north-south and east-west arms, as well as splitting the phasing on all four arms, the results of which were also set out in an appendix. That modelling exercise had demonstrated that each of those options would take the junction well over its capacity that would lead to considerably extended queues and traffic delays. The physical constraints of the layout meant that capacity could not be increased.

In addition to traffic light sequences, officers had also observed that the location of most of the bus stops was unlikely to impact on junction capacity. They noted that the southbound bus stop on South Street was relatively close to the junction and on occasion, when a bus was stationary, it led to short additional delays at the junction. On site observations had shown that the bus stop was well used by passengers with a maximum of 10 buses per hour during the day. Careful consideration had been given to relocating the bus stop away from the junction but officers had concluded that there was no scope to relocate it without adversely affecting bus passengers' ability to access the town centre or creating other traffic issues.

The report advised that officers had concluded that the existing arrangements at Armadale Cross were the best compromise for the site at the present time. The junction performed well within capacity for much of the time although there were peak periods when it was operating at capacity with resultant queues and delays. Delays caused by increased traffic levels as a result of new developments and increased car

ownership were being experience across West Lothian and the UK.

Members raised a variety of questions regarding the options that had been investigated and asked whether there was scope to chamfer the corners of the junctions to allow buses to manoeuvre easier and allow traffic to continue to flow. The officer responded to matters raised and would feedback the committee's comments regarding further impact on traffic movement if new housing sites were developed at Armadale Stadium and Standhill and a new Eastertoun Primary School was built.

The committee was invited to note the information contained in the report.

#### Decision

To note the terms of the report.