

DATA LABEL: PUBLIC



BATHGATE LOCAL AREA COMMITTEE

SPACES FOR PEOPLE CONSULTATION

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of the report is to consult with the Local Area Committee (LAC) in accordance with the amendment approved by Council on 22 November 2022. The approved amendment provides an opportunity for the committee to provide feedback on whether the council's remaining temporary Spaces for People measures should be permanently retained or removed.

B. RECOMMENDATION

It is recommended that the LAC

1. Notes the contents of this report and provides any appropriate feedback on the remaining temporary Spaces for People measures contained within this report; and
2. Notes that Officers will report back to a future meeting of the Environment and Sustainability PDSP with any feedback received.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; making best use of our resources; working in partnership.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	None.
III	Implications for Scheme of Delegations to Officers	None.
IV	Impact on performance and performance Indicators	None.
V	Relevance to Single Outcome Agreement	None.
VI	Resources - (Financial, Staffing and Property)	None.

VII Consideration at PDSP None.

VIII Other consultations None.

D. TERMS OF REPORT

D.1 Background

On the 22 November 2022 the Council considered a report in relation to the consultation carried out with statutory and public consultees on the remaining Spaces for People (SfP) measures that were introduced during the Covid19 pandemic. The report provided information gathered on the remaining SfP measures to allow Council to decide on whether the SfP measures should be retained or removed.

The Council debated a motion and an amendment on the Spaces for People programme, both are set out in Appendix 1. Council approved the terms of the amendment but with the requirement for a future report to be taken to the Environment and Sustainability PDSP with any feedback received from Local Area Committees. A link to the report referred to in the amendment (22 November 2022) is provided in section F of this report.

D.2 Spaces for People – Previous consultations

In the background references of this report, there are two previous reports presented to Council which detail the work carried out for the SfP programme. These reports detail the consultation work that has also been carried out, however the following information summarises the temporary SfP measures which remain at the present time and should be removed or retained.

D.2.1 Spaces for People – Parking suspensions

Parking suspensions were installed through the SfP programme to provide more space on the footway for all footway users. The two footway parking suspensions on the East Loanings, High Street, Linlithgow (numbers 33 to 41 and 43 to 57) had a Temporary Traffic Regulation Order (TTRO) in place through the pandemic to prevent footway parking which has since expired on the 26 April 2022.

At the West Loanings in Linlithgow, temporary rubber kerbing and reflective bollards were installed to reduce the generous car parking bays to provide more space for footway users at the rear of the parking bays, no TTRO was required.

The east loaning parking in Linlithgow is the only measure that requires statutory consultation due to the existing pre-Covid permanent Traffic Regulation Order (TRO) that is in place to permit parking on the footway.

Should the decision be taken to remove the original East Loaning parking in Linlithgow officers would revoke the existing permanent TRO and then remove the signs and road markings that are currently in place.

The West Loaning parking at 183-245 High Street, Linlithgow should return to the pre-Covid conditions as there is adequate space to permit parking and the movement of pedestrians. There was no change to the existing TRO through the SfP programme, temporary bollards and kerbs were installed to formalise the existing parking arrangements.

D.2.2 Spaces for People – Footway build outs and advisory cycle lanes

The SfP footway build-outs were installed to provide more space for people to pass each other on narrow footways and pinch points. These footway widenings were installed at High Street in Linlithgow, Main Street in East Calder, Main Street in Mid Calder, Main Street West Calder, and Station Road in Kirknewton. These are constructed with temporary surfacing, temporary kerbing and removable reflective bollards.

The cycle lanes were installed in May 2021 in Linlithgow (B9080 Edinburgh Road and A706 St Ninians Road), Broxburn (A899 East Main Street) and Blackridge (A89 through the town). This SfP package of work involved road markings to denote advisory cycle lanes and temporary bollards in areas where suitable to segregate cyclists and motorised vehicles. The temporary bollards were removed from the Blackridge scheme shortly after installation.

The frontagers' directly affected by the footway build-outs and the advisory cycle lanes installed as part of the SfP programme were consulted, however this was a public consultation and not a statutory consultation.

From the footway widening build-out frontage consultation, the locations at East Calder and Kirknewton were more positive in terms of retention of the measures. Opinion on all other footway build-outs at Linlithgow, West Calder and Mid Calder were that they be removed.

Should it be considered that the footway build-outs are retained then funding would be required to be made available to design and construct these measures permanently which would include concrete kerbing, new drainage systems and formal footway surfacing to the appropriate standards.

From the advisory cycle lane frontage consultation, the opinion was that they should all be removed from the responses received. It should be noted however that the removal of the advisory cycle lane measures would be against national strategies and guidance on promoting active travel.

It should be noted that all the cycle lane measures that were installed as part of the SfP measures are advisory, vehicles can park on them and as a result, cyclists will cycle around parked vehicles.

The B9080 Edinburgh Road in Linlithgow advisory cycle lane was installed to assist cyclists cycling uphill out of Linlithgow on the carriageway that was narrowed by existing on-street parking. This parking was relocated to the opposite side of the carriageway allowing additional space for eastbound vehicles to pass slow moving uphill cyclists. This was deemed by officers as an appropriate alteration to existing conditions. Should this be retained then the appropriate traffic regulation orders would have to be promoted.

On the A706 St Ninians Road, the advisory cycle lane outside residential properties on the west side with on-street parking could be removed, however the east side could remain due to lower numbers of on-street parking. Similarly, this scheme could remain in its entirety and consideration could be given to removing the temporary bollards and kerbs but keeping the advisory road markings in position.

The A89 East Main Street in Broxburn advisory cycle lane measures involved an extension of the existing cycle lane features. Consideration could be given to removing the temporary bollards and kerbs but keeping the advisory road markings in position.

Finally, the A89 through Blackridge consists of advisory road markings only which not only promotes active travel through the town but visually assists in slowing vehicle speeds, particularly when entering in the wide carriageway section from Armadale.

Drawings of the remaining SfP measures highlighted above are shown in Appendix 2.

E. CONCLUSION

The information contained within this report will allow the Local Area Committee to consider whether the remaining temporary SfP measures should be retained or removed. Feedback provided by the committee will assist officers in preparing a future report deciding which measures should be retained and which measures should be removed.

F. BACKGROUND REFERENCES

Spaces for People – Feedback on engagement with communities and stakeholders report to Council on the 15 March 2022:

<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%93rz%8C>

Spaces for People – Consultation feedback report to Council on the 22 November 2022:

<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%97i%7D%8B>

Appendices : 2

Appendix 1 – Motion and Amendment from Council meeting on 22 November 2022

Appendix 2 – Drawings showing the remaining temporary Spaces for People measures

Contact Person: Gordon Brown, Roads and Transportation Manager

email: gordon.brown@westlothian.gov.uk

Jim Jack
Head of Operational Services
6 March 2023

APPENDIX 1 – MOTION AND AMENDMENT FROM COUNCIL MEETING 22 NOVEMBER 2022

MOTION

WEST LOTHIAN COUNCIL LABOUR GROUP

Notice of Motion from Councillor Tom Conn
for the Council meeting on 22nd November 2022

Item 14 – Spaces for People Consultation Feedback

Council notes the recommendations set out in the officer's report.

Council also notes that the Scottish Government's Active Travel (AT) budget has been growing year on year since its inception, doubling to £80m pa in 2018/19 and currently £150m pa in 2022/23. The Bute House Agreement committed to increase the AT budget to at least £320m pa, or 10% of the total transport budget by 2024/25.

With this background and recognising that as a Council we need to improve the environment which increases walking, wheeling and cycling activities within our built environment. Indeed, Transport Scotland defines and sets out its commitment to active travel as *“a vision of enabling walking, wheeling and cycling to be the most popular mode of travel, everyday journeys. We want to make Scotland's towns and cities friendlier, safer, and more accessible for people of all ages and abilities.”*

In further consideration of how improvements can be taken forward Council agrees that;

in Linlithgow the east Loaning parking existing permanent TRO should be revoked to remove the permitted footway parking to improve pedestrian movement on this footway for both residents and visitors, (cost estimate £6000); make permanent the B9080 temporary cycleway to make this stretch of road safer for both cyclists and drivers; remove the cycle lane on the west side of St. Ninian's Road (cost estimate £7,500) but retain the cycle lane on the east side and remove the existing temporary measure and review the design and drainage of the extended footway in the High Street with a view to making it permanent to improve pedestrian movement for both residents and visitors

In Station Road, Kirknewton that the footway “build outs” are made permanent (cost estimate £25,000).

In Main Street, East Calder that the footway “build outs” are made permanent (cost estimate £15,000).

All of the above to be developed as projects within the Active Travel programme as funding becomes available through Transport Scotland.

All other temporary footway build outs are removed.

The advisory cycle lanes in Blackridge and Broxburn are retained, however any temporary kerbing and bollards are removed.



Councillor Tom Conn

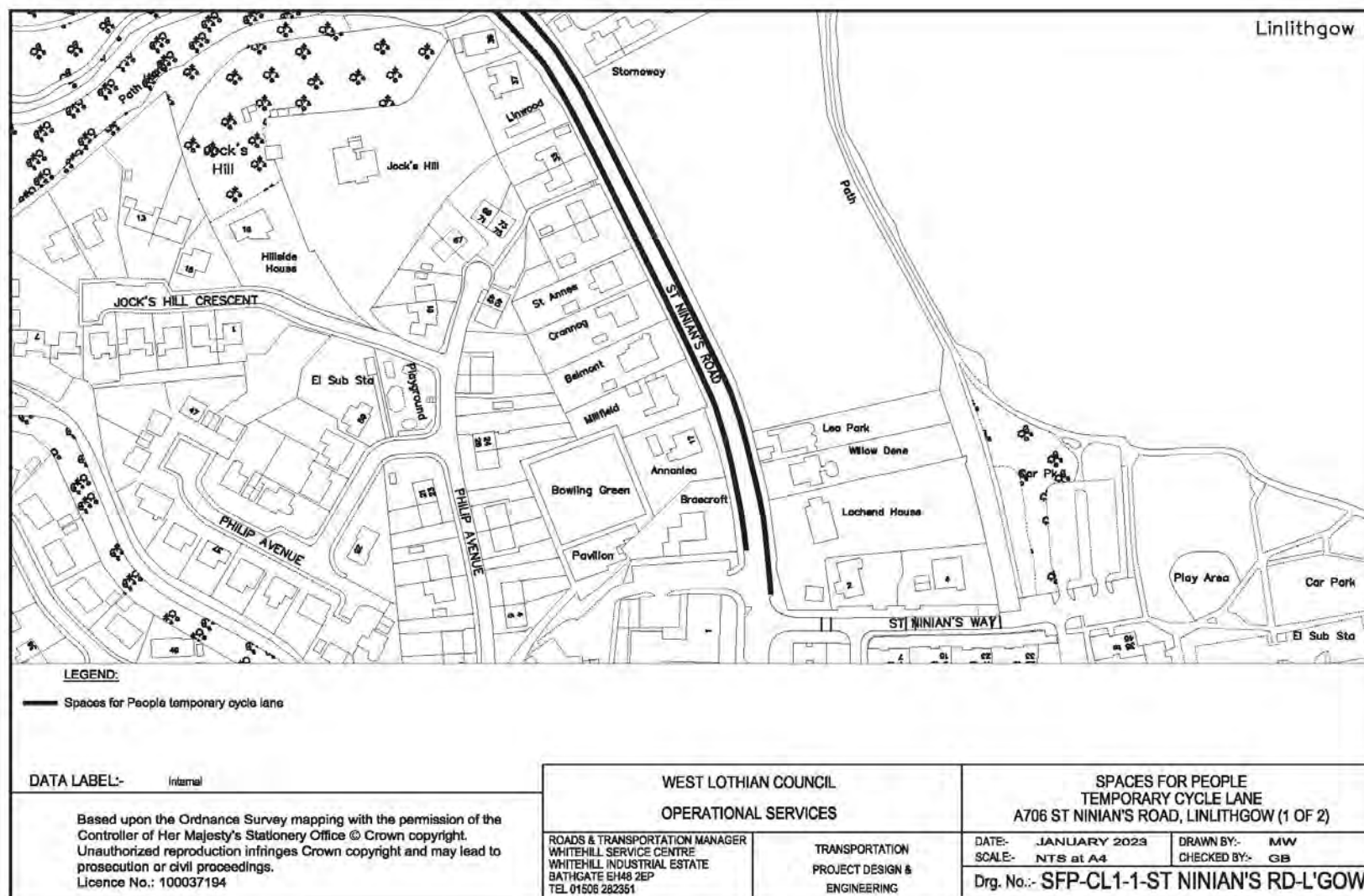
AMENDMENT

"Whilst we agree with some of the measures indicated, we further agree it should be presented to a relevant PDSP for proper discussion and proper scrutiny. This council agrees that in consulting with the people of West Lothian with regard to the S4P programme we have not gone far enough, as evidenced by the poor returns shown in Appendix 1. We therefore move that this report is not agreed today but goes back to all of the LACS, to all community councils in West Lothian, and to all elected members, with a view to a further report being brought back to the next Environment PDSP that is scheduled."

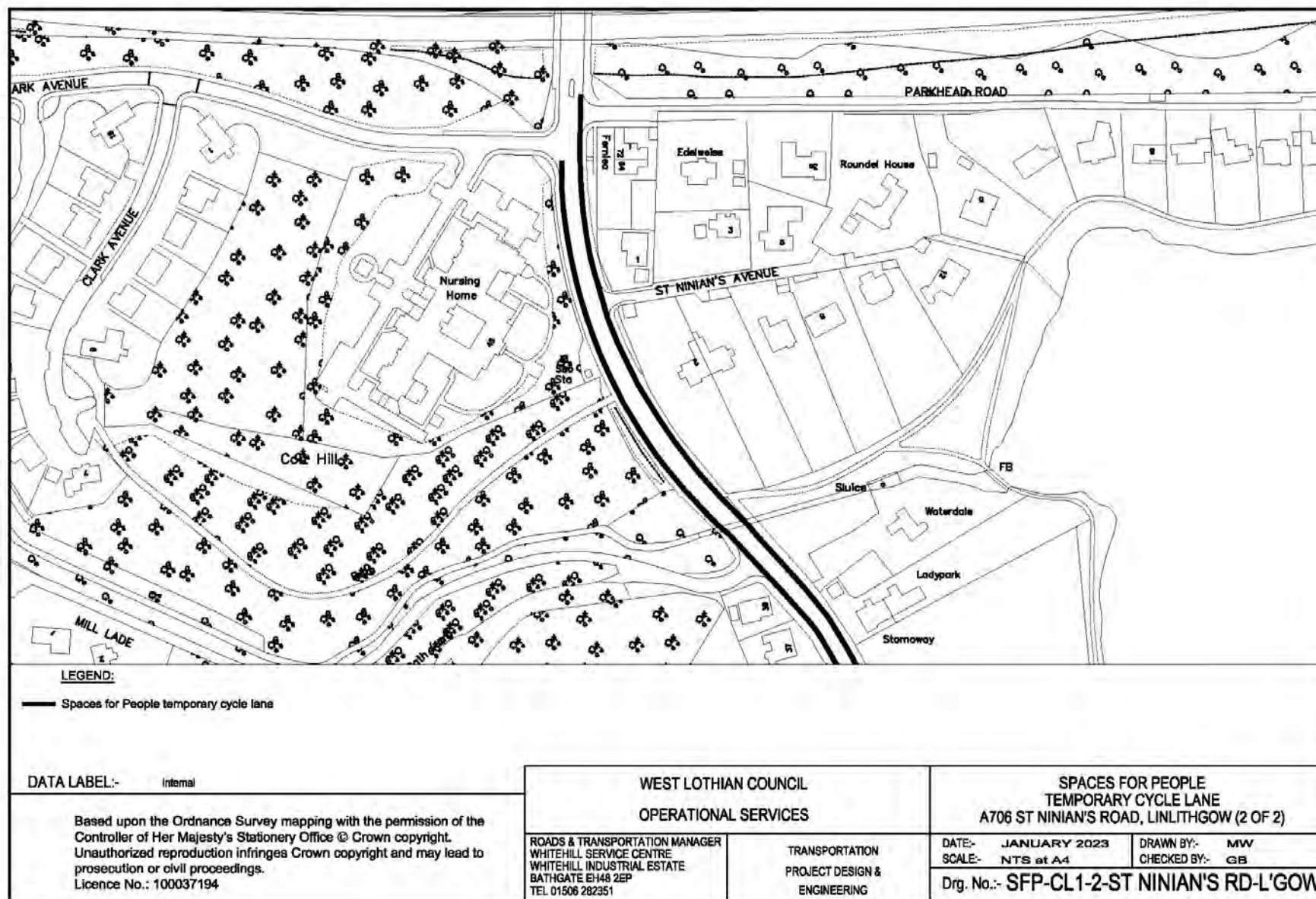
Councillor Janet Campbell

APPENDIX 2 – DRAWINGS SHOWING THE REMAINING TEMPORARY SPACES FOR PEOPLE MEASURES

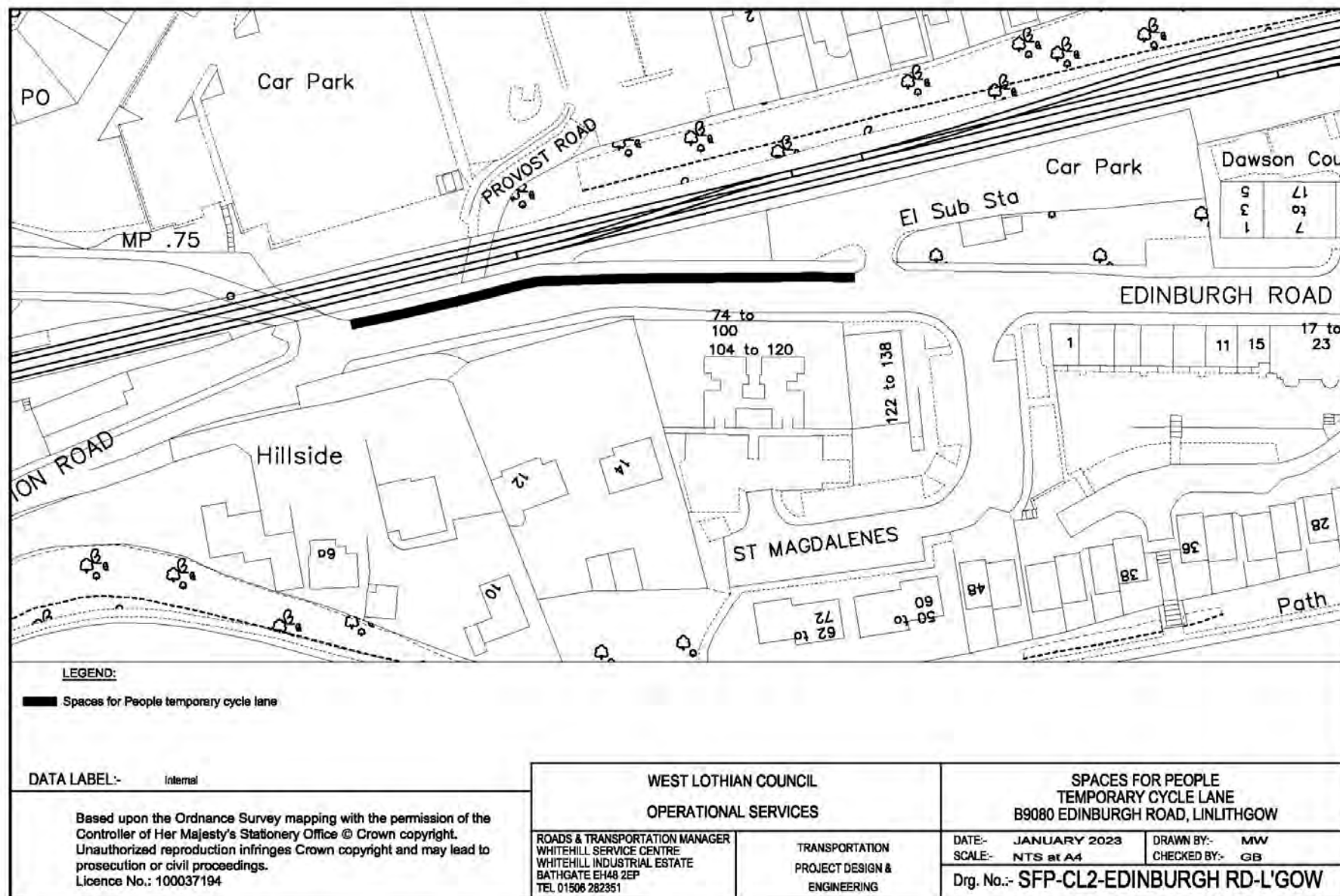
SFP-CL1-1-ST NINIAN'S RD-L'GOW



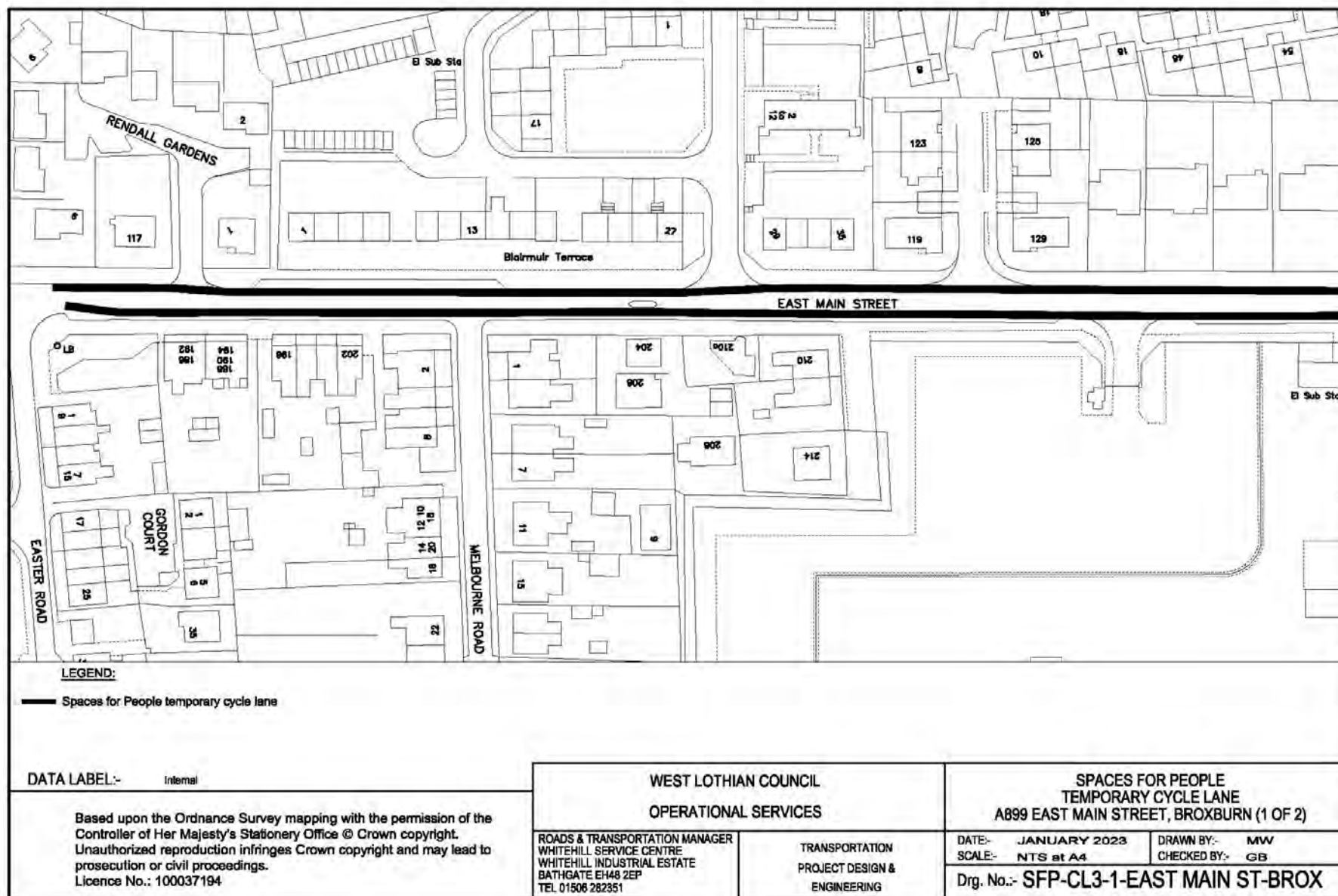
SFP-CL1-2-ST NINIAN'S RD- RD-L'GOW



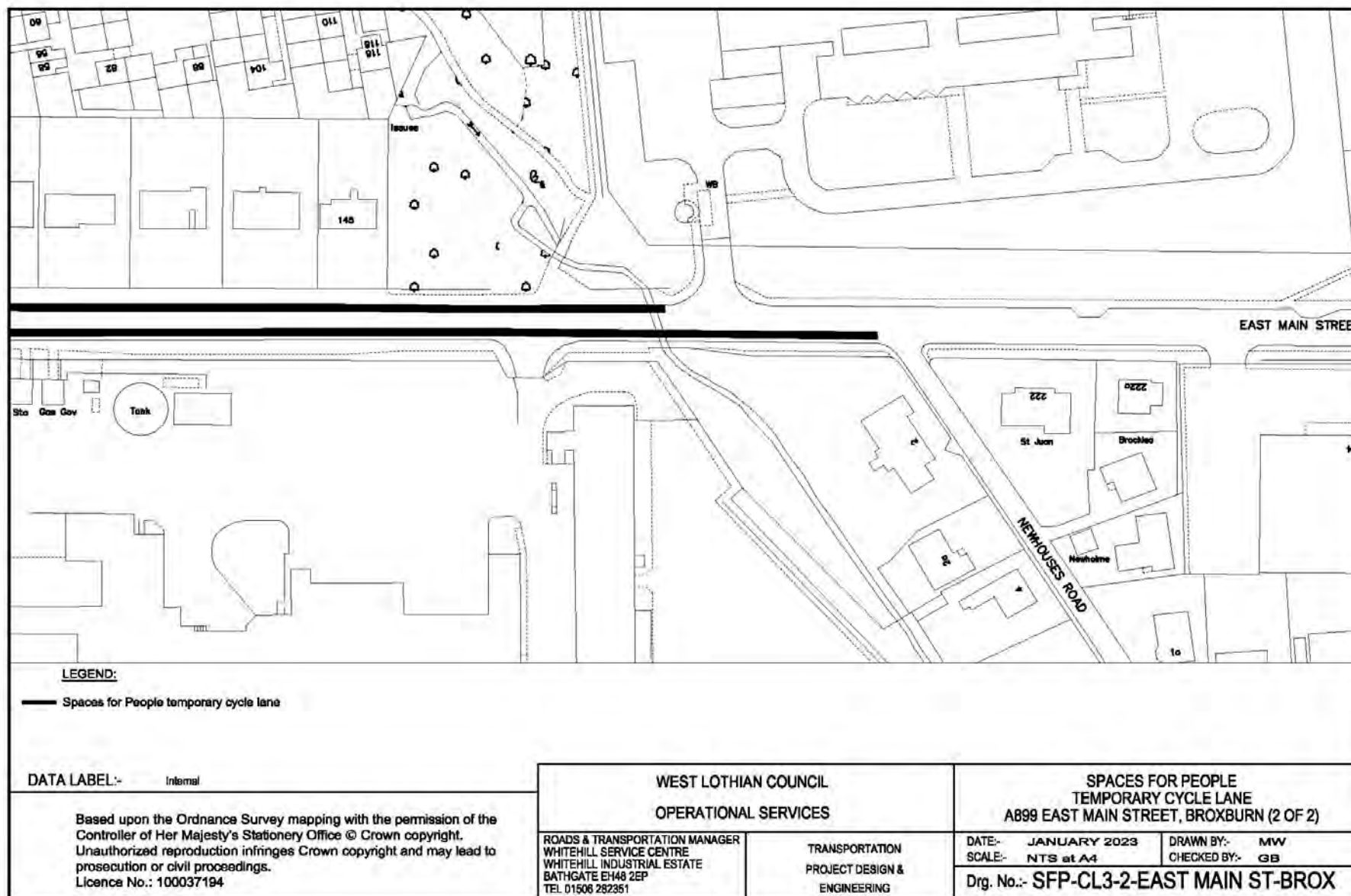
SFP-CL2-EDINBURGH RD-L'GOW



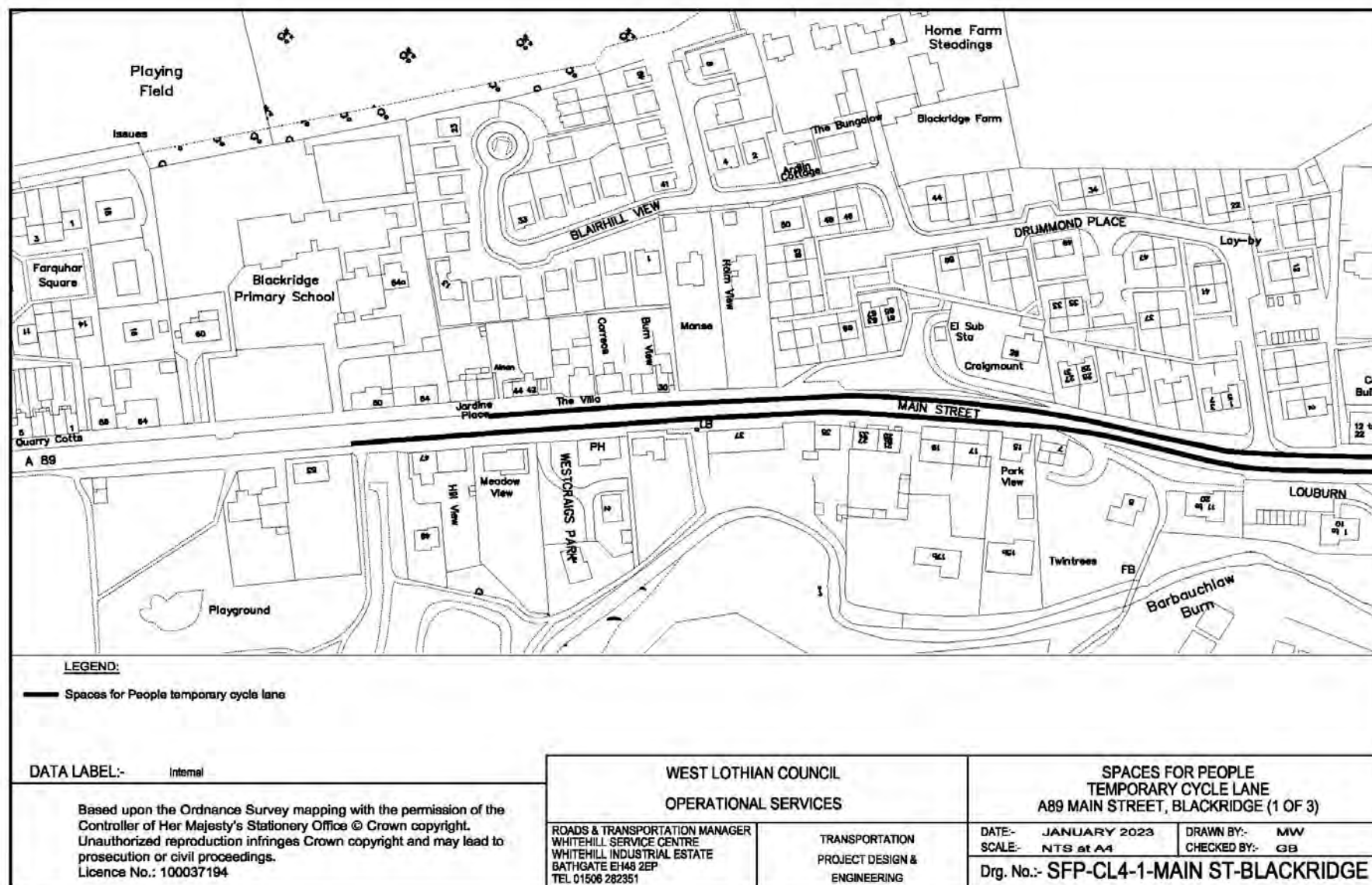
SFP-CL3-1-EAST MAIN ST-BROX



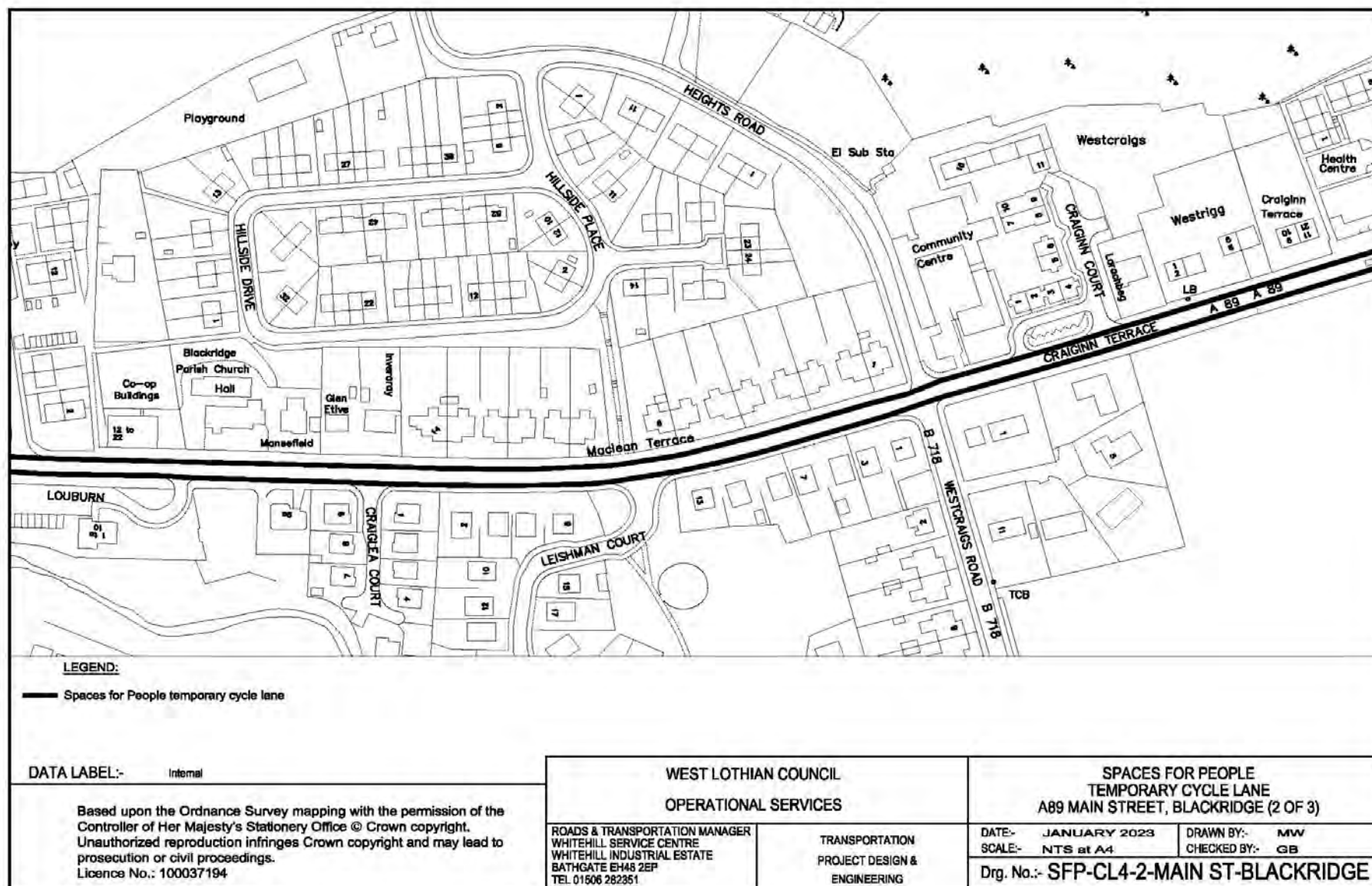
SFP-CL3-2-EAST MAIN ST- BROX



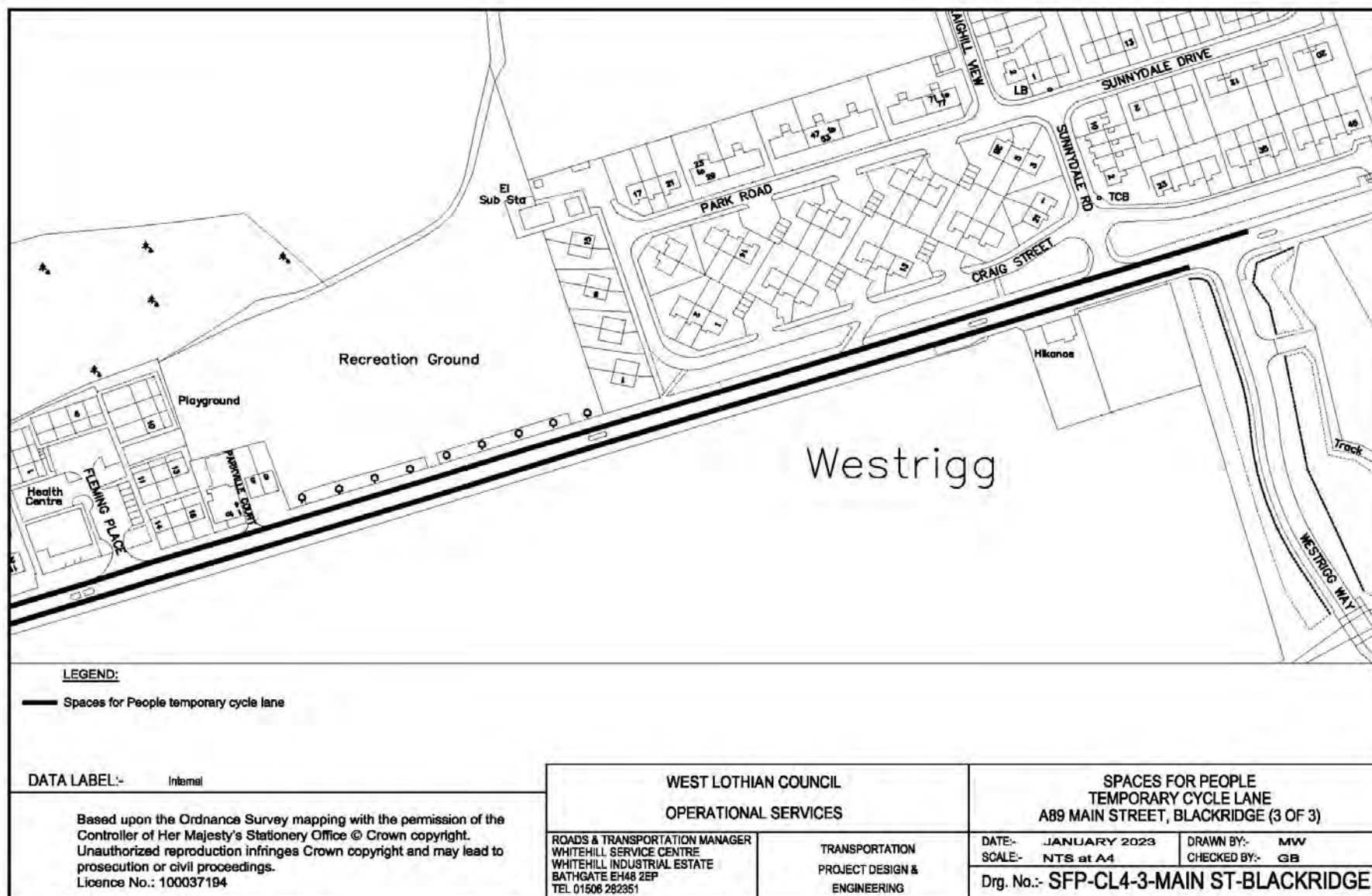
SFP-CL4-1-MAIN ST-
BLACKRIDGE



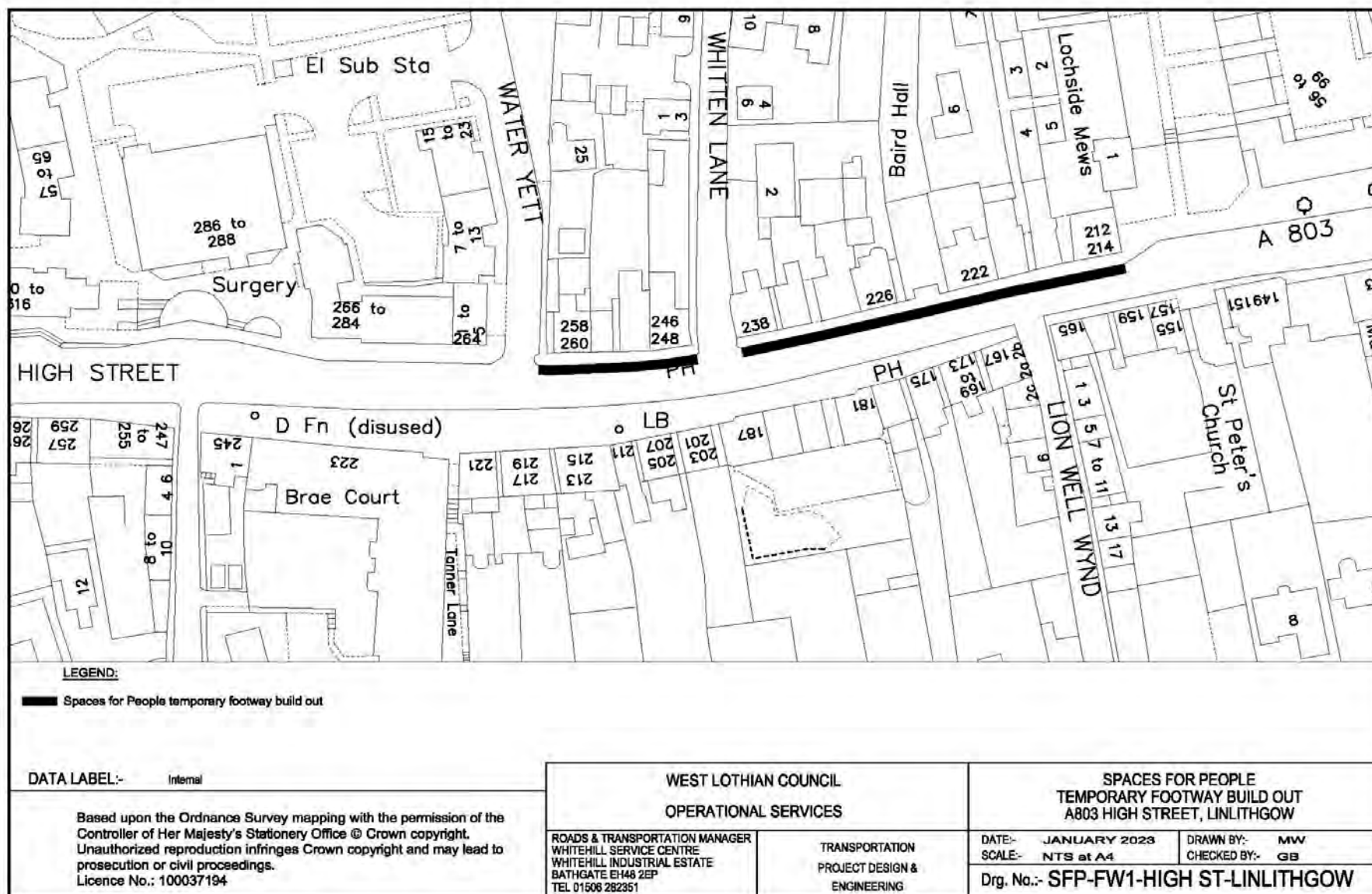
SFP-CL4-2-MAIN ST-
BLACKRIDGE



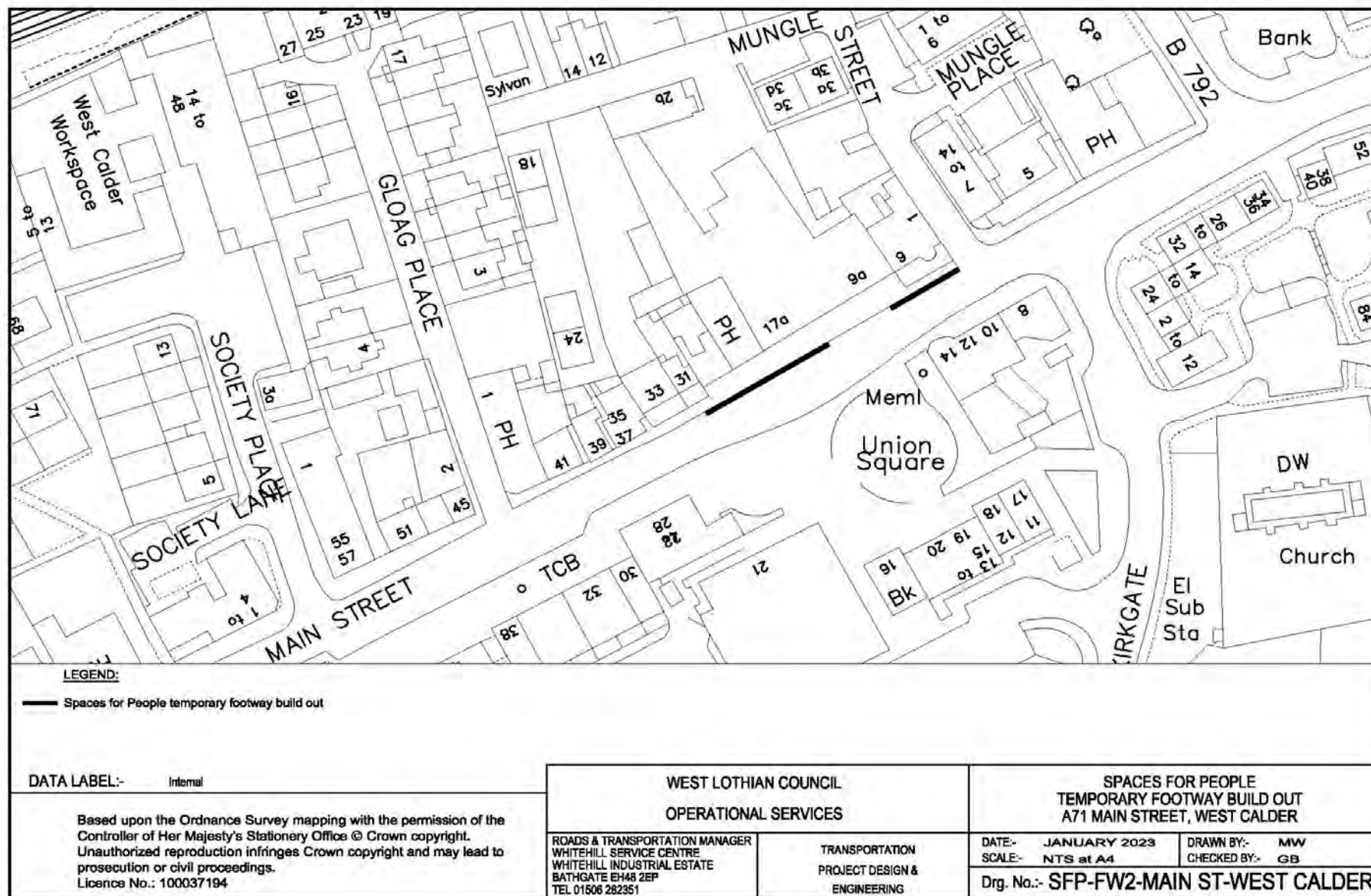
SFP-CL4-3-MAIN ST-
BLACKRIDGE



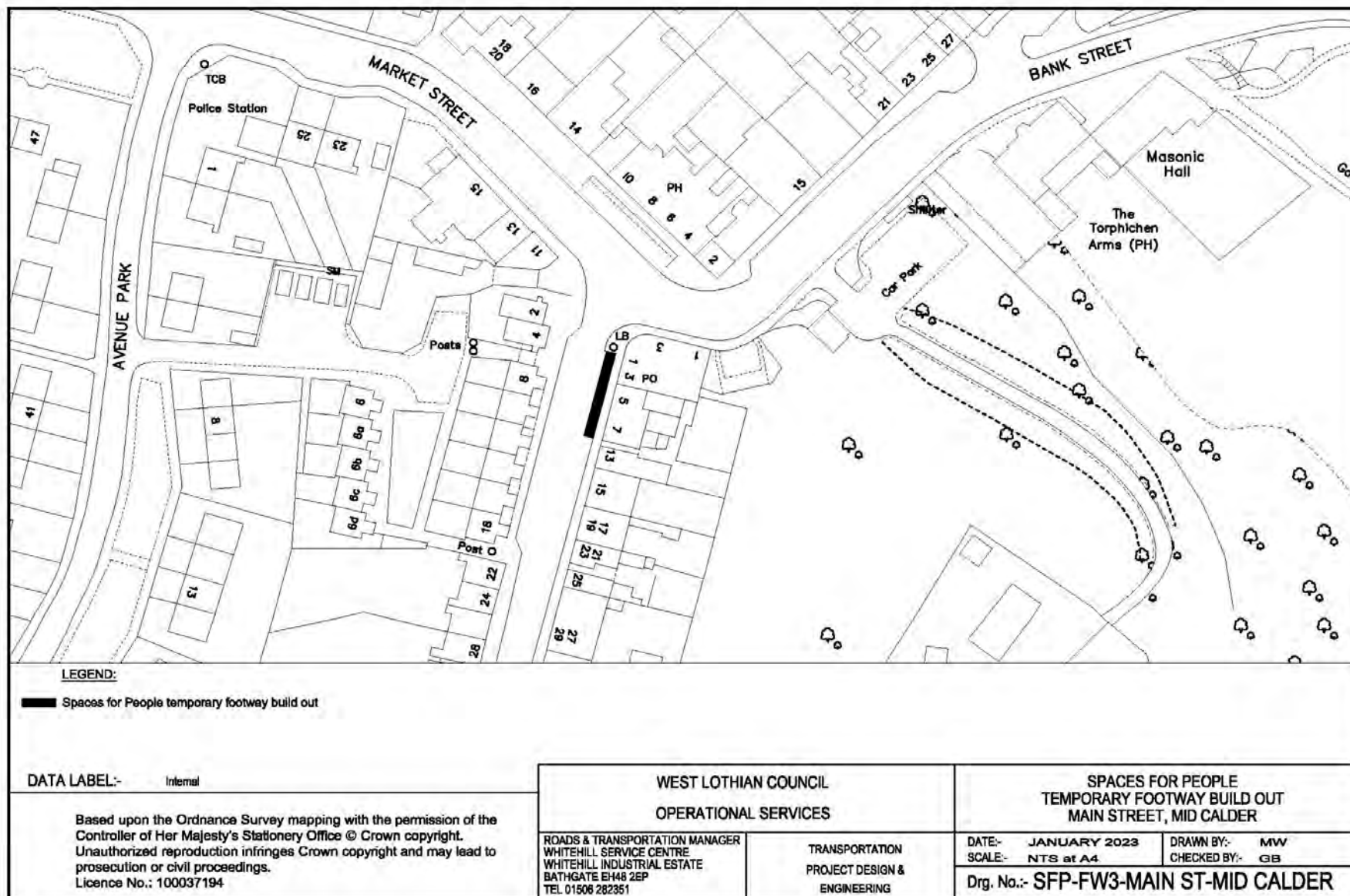
SFP-FW1-HIGH ST-
LINLITHGOW



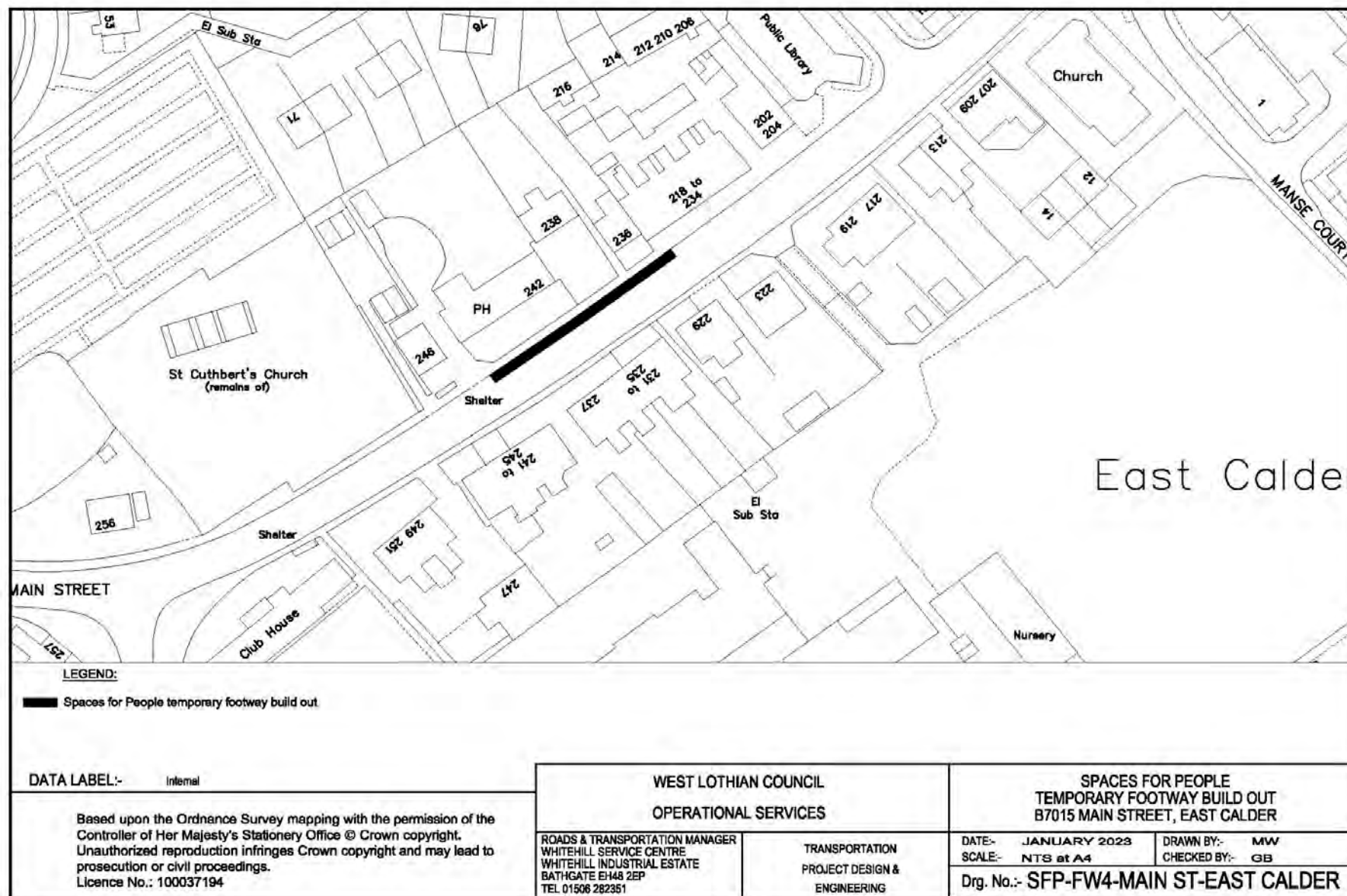
SFP-FW2-MAIN ST- WEST CALDER



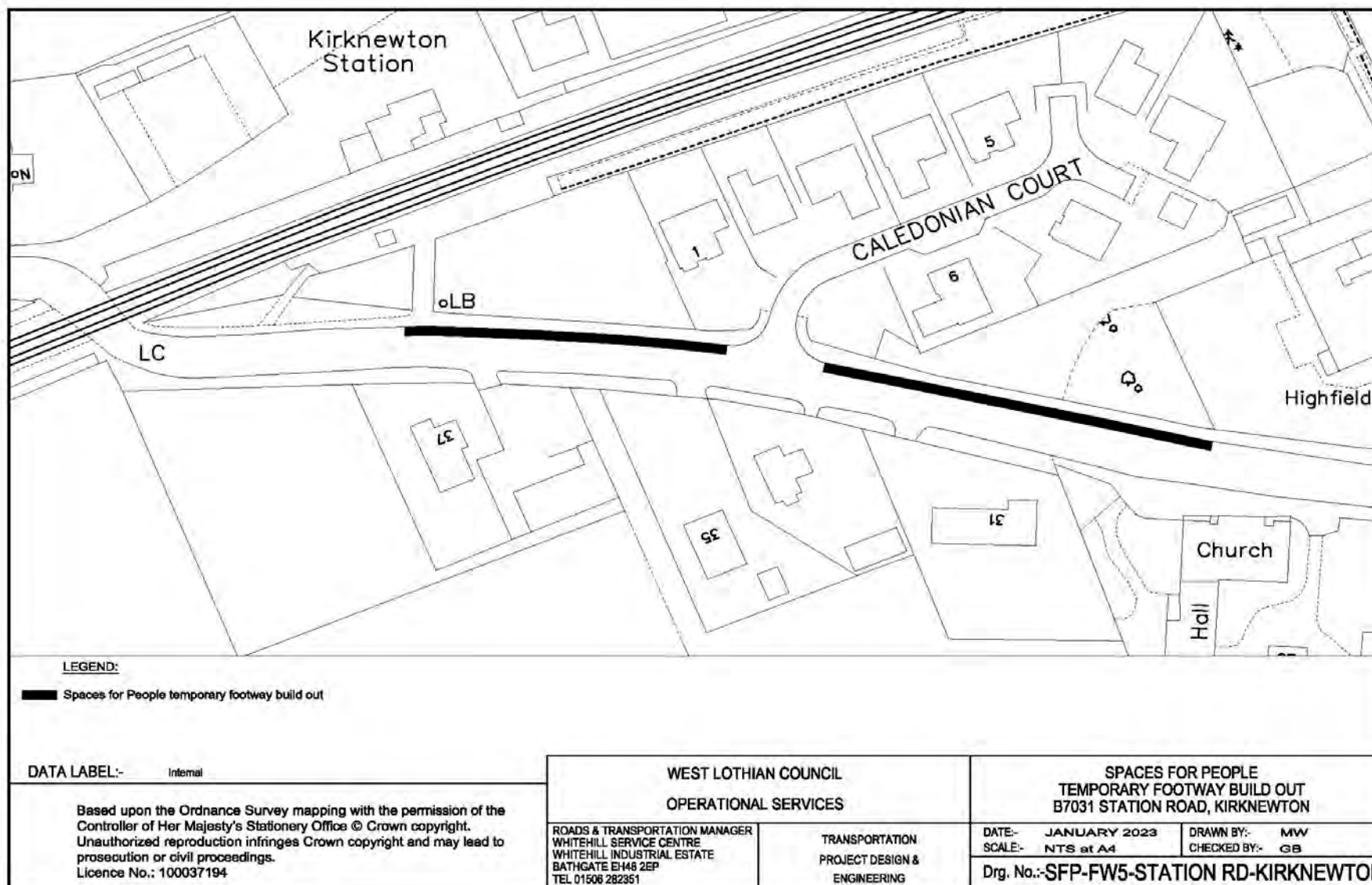
SFP-FW3-MAIN ST-MID CALDER



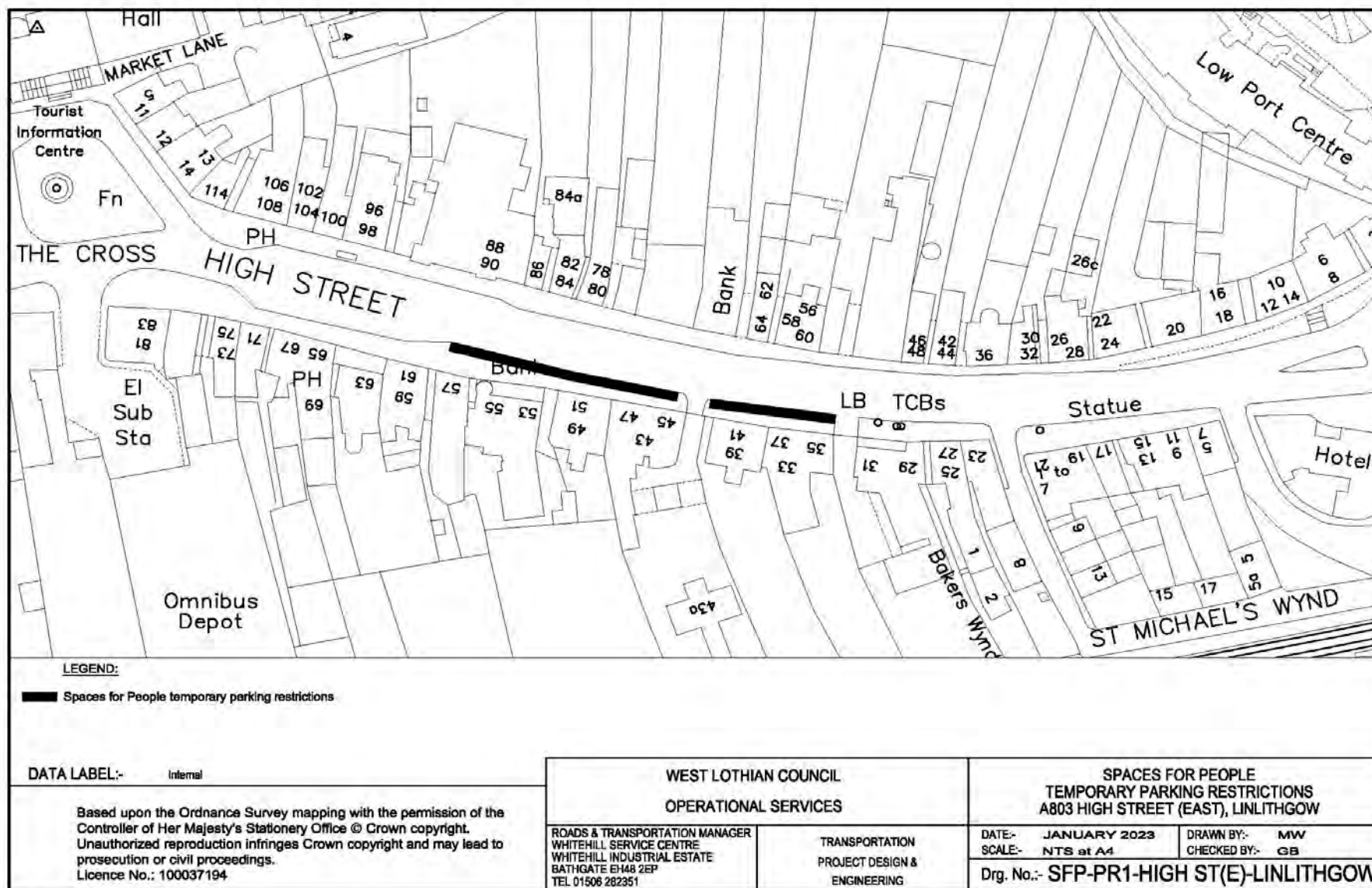
SFP-FW4-MAIN ST-EAST CALDER



SFP-FW5-STATION RD-
KIRKNEWTON



SFP-PR1-HIGH ST(E)-
LINLITHGOW



SFP-PR2-HIGH ST(W)-LINLITHGOW

