



Council Executive

West Lothian Civic Centre
Howden South Road
LIVINGSTON
EH54 6FF

20 April 2023

A hybrid meeting of the **Council Executive** of West Lothian Council will be held within the **Council Chambers, West Lothian Civic Centre, Livingston** on **Tuesday 25 April 2023 at 10:00am**.

For Chief Executive

BUSINESS

Public Session

1. Apologies for Absence
2. Declarations of Interest - Members must declare any interests they have in the items of business for consideration at the meeting, identifying the relevant agenda items and the nature of their interests.
3. Order of Business, including notice of urgent business, declarations of interest in any urgent business and consideration of reports for information.

The Chair will invite members to identify any such reports they wish to have fully considered, which failing they will be taken as read and their recommendations approved.

4. Confirm Draft Minutes of Meeting of Council Executive held on Tuesday 21 March 2023 (herewith)

Public Items for Decision

5. COSLA Annual Conference and Exhibition 2023 - Report by Chief Executive (herewith)
6. Twinning: Invitation to Visit Grapevine in 2023 - Report by Chief Executive (herewith)

7. Voluntary Organisations Budget 2023/24 - Service Level Agreements - Report by Depute Chief Executive, Education, Planning and Economic Development (herewith)
8. Community Wealth Building Consultation Response - Report by Depute Chief Executive, Education, Planning and Economic Development (herewith)
9. Chancellor's Spring Statement 2023 and Scottish Fiscal Commission Financial Sustainability Report - Report by Head of Finance and Property Services (herewith)
10. Proposed Sale of Former Bathgate Social Work Centre, 69 Whitburn Road, Bathgate - Report by Head of Finance and Property Services (herewith)
11. Directions from West Lothian Integration Joint Board - Report by Depute Chief Executive, Health and Social Care Partnership (herewith)
12. Consultation on the Review of the Licensing Board Policy Statement - Report by Head of Housing, Customer and Building Services (herewith)
13. Update to Energy Company Obligation (ECO4) Statement of Intent and Flexible Eligibility Scheme Criteria - Report by Head of Housing, Customer and Building Services (herewith)
14. West Lothian Parking Strategy - Report by Head of Operational Services (herewith)
15. Revision of Operational Practices at Community Recycling Centres - Report by Head of Operational Services (herewith)
16. National Strategy for 20mph - Assessment Return - Report by Head of Operational Services (herewith)

Public Items for Information

17. Councillors' Local Disbursement Fund - Report by Head of Corporate Services (herewith)
18. Action Taken in Terms of Standing Order 31 (Urgent Business) - St Kentigern's Academy, Blackburn: Reinforced Autoclaved Aerated Concrete Panels and Urgent Requirement for Temporary Accommodation - Joint Report by Depute Chief Executive (Education and Planning Services) and Head of Finance and Property Services (herewith)

Public Items for Decision

19. PRIVATE SESSION - The Clerk considers that the following business is likely to be taken in private (exempt in terms of the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973)

Private Items for Decision

20. Local Bus Services - Commercial Network Changes - Report by Head of Operational Services (herewith)

NOTE **For further information please contact Anastasia Dragona on tel. no. 01506 281601 or email anastasia.dragona@westlothian.gov.uk**



Council Executive

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EH54 6FF

21 April 2023

The following additional item(s) of business will be dealt with at the hybrid meeting of the **Council Executive** to be held within **Council Chambers, West Lothian Civic Centre, Livingston** on **25 April 2023** at **10:00am**.

for Chief Executive

BUSINESS

Public Items for Decision

21. St Kentigern's Academy, Blackburn - Reinforced Autoclaved Aerated Concrete Panels - Relocation of Craft, Design and Technology Department within the School - Joint Report by the Depute Chief Executive (Education and Planning Services) and Head of Finance and Property Services (herewith)

NOTE **For further information please contact Anastasia Dragona on tel. no. 01506 281601 or email anastasia.dragona@westlothian.gov.uk**



CODE OF CONDUCT AND DECLARATIONS OF INTEREST (2021)

This form is a reminder and an aid. It is not a substitute for understanding the Code of Conduct and guidance.

Interests must be declared at the meeting, in public.

Look at every item of business and consider if there is a connection.

If you see a connection, decide if it amounts to an interest by applying the objective test.

The objective test is whether or not a member of the public with knowledge of the relevant facts would reasonably regard your connection to a particular matter as being so significant that it would be considered as being likely to influence your discussion or decision-making.

If the connection does not amount to an interest then you have nothing to declare and no reason to withdraw.

If the connection amounts to an interest, declare it as soon as possible and leave the meeting when the agenda item comes up.

When you declare an interest, identify the agenda item and give enough information so that the public understands what it is and why you are declaring it.

Even if the connection does not amount to an interest you can make a statement about it for the purposes of transparency.

More detailed information is on the next page.

Look at each item on the agenda, consider if there is a “connection”, take advice if necessary from appropriate officers in plenty of time. A connection is any link between the item of business and:-

- you
- a person you are associated with (e.g., employer, business partner, domestic partner, family member)
- a body or organisation you are associated with (e.g., outside body, community group, charity)

Anything in your Register of Interests is a connection unless one of the following exceptions applies.

A connection does not exist where:-

- you are a council tax payer, a rate payer, or a council house tenant, including at budget-setting meetings
- services delivered to the public are being considered, including at budget-setting meetings
- councillors’ remuneration, expenses, support services or pensions are being considered
- you are on an outside body through a council appointment or nomination unless it is for regulatory business or you have a personal conflict due to your connections, actions or legal obligations
- you hold a view in advance on a policy issue, have discussed that view, have expressed that view in public, or have asked for support for it

If you see a connection then you have to decide if it is an “interest” by applying the objective test. The objective test is whether or not a member of the public with knowledge of the relevant facts would reasonably regard your connection to a particular matter as being so significant that it would be considered as being likely to influence your discussion or decision-making.

If the connection amounts to an interest then:-

- declare the interest in enough detail that members of the public will understand what it is
- leave the meeting room (physical or online) when that item is being considered
- do not contact colleagues participating in the item of business

Even if decide your connection is not an interest you can voluntarily make a statement about it for the record and for the purposes of transparency.

The relevant documents are:-

- [Councillors’ Code of Conduct, part 5](#)
- [Standards Commission Guidance, paragraphs 129-166](#)
- [Advice note for councillors on how to declare interests](#)

If you require assistance, contact:-

- James Millar, Interim Monitoring Officer and Governance Manager, 01506 281613, james.millar@westlothian.gov.uk
- Carol Johnston, Chief Solicitor and Depute Monitoring Officer, 01506 281626, carol.johnston@westlothian.gov.uk
- Committee Services Team, 01506 281604, 01506 281621
committee.services@westlothian.gov.uk

January 2022

MINUTE of MEETING of the COUNCIL EXECUTIVE held within COUNCIL CHAMBERS, WEST LOTHIAN CIVIC CENTRE, LIVINGSTON, on 21 MARCH 2023.

Present – Councillors Lawrence Fitzpatrick (Chair), Kirsteen Sullivan, Tom Conn, Robert De Bold, Angela Doran-Timson, Damian Doran-Timson, Carl John, Danny Logue, Andrew McGuire, Moira McKee Shemilt (substituting for Councillor Janet Campbell), Anne McMillan, Sally Pattle and George Paul

Apologies – Councillor Janet Campbell

1. OPENING REMARKS

The Chair advised that he wished Council Executive to observe a minutes silence in memory of Bill Hunter, former Livingston Football Club Chairman, who had sadly passed away. Tributes were then invited from committee members.

2. DECLARATIONS OF INTEREST

Councillor Tom Conn stated that he was a council appointed member to the Board of West Lothian Leisure.

Councillor Danny Logue stated that he was a council appointed member to the Board of West Lothian Leisure.

3. MINUTES

The Council Executive confirmed the Minutes of its meeting held on 28 February 2023 as a correct record. The Minute was thereafter signed by the Chair.

4. TIMETABLE OF MEETINGS 2023/24

The Council Executive considered a report (copies of which had been circulated) by the Chief Executive requesting approval of a timetable of meetings to July 2024 of the council, its committees and working groups (including Policy Development and Scrutiny Panels) which met according to a regular timetable.

It was recommended that the Council Executive:

1. subject to the following, note and approve the arrangements shown in the appendices for meetings of the council, its committees and working groups from August 2023 until July 2024;
2. in relation to Policy Development & Scrutiny Panels (PDSPs):-

- i. note that their meeting dates were set through Lead Officers and Chairs; and
 - ii. note that although Lead Officers and Chairs had been consulted about the dates proposed in the report those dates may be subject to later change
3. in relation to Local Area Committees (LACs):-
 - i. note that each LAC set its own meeting dates and that those in the appendices were not all yet agreed; and
 - ii. delegate authority to the Chief Executive to make any changes required as a result of LACs subsequently agreeing different meeting arrangements.
4. in relation to Members' Training Days:-
 - i. note and agree the proposed dates
5. note that, subject to the exceptions made in Standing Orders and the Scheme of Administration, meetings would continue to be convened on a hybrid basis from the council chamber.

Decision

To approve the contents of the report.

5. SCHEME OF ELECTED MEMBERS REMUNERATION, ALLOWANCES AND REIMBURSEMENT OF EXPENSES

The Council Executive considered a report (copies of which had been circulated) by the Head of Corporate Services requesting members to allow the adoption of a Scheme of Elected Members Remuneration, Allowances and Reimbursement of Expenses for 2023/24.

It was recommended that the Council Executive approve the revised Scheme of Elected Members Remuneration, Allowances and Reimbursement of Expenses for 2023/24 as set out in Appendix 1 of the report.

Motion

To approve the contents of the report.

- Moved by the Chair and seconded by Councillor Kirsteen Sullivan.

Amendment

To approve only statutory increases fixed by regulations and the payment for senior councillors to remain unchanged until 1 April 2024.

- Moved by Councillor Robert De Bold and seconded by Councillor Carl John.

An electronic vote was conducted. The result was as follows :-

Motion

Tom Conn
Angela Doran-Timson
Damian Doran-Timson
Lawrence Fitzpatrick
Danny Logue
Andrew McGuire
Anne McMillan
Sally Pattle
George Paul
Kirsteen Sullivan

Amendment

Robert De Bold
Carl John
Moira McKee Shemilt

Decision

Following a vote, the motion was successful by 10 votes to 3 and it was agreed accordingly.

6. COMMUNITY COUNCIL SPECIAL PROJECT GRANTS

The Council Executive considered a report (copies of which had been circulated) by the Head of Corporate Services inviting members to consider applications for special project grants which had been received from Dechmont and Newton Community Councils.

It was recommended that the Council Executive determine the applications received from Dechmont and Newton Community Councils as detailed in the appendix.

Decision

To approve the contents of the report.

7. SITE SELECTION FOR WHITRIGG HOUSE REPLACEMENT FACILITY

The Council Executive considered a joint report (copies of which had been circulated) by the Head of Social Policy and Head of Finance and Property Services advising of the outcome of an options appraisal undertaken by officers on potential sites for the approved General Services capital investment project to replace Whitrigg House, a residential care facility for children that was located in East Whitburn.

It was recommended that the Council Executive:

1. note the outcome of an options appraisal undertaken by officers on potential sites for the approved General Services capital

investment project to replace Whitrigg House, a children's residential care facility located in East Whitburn; and

2. agree that Site 1 (Land adjoining Torcroft House, Whitburn) was the preferred location for the new facility and authorise officers to progress delivery of the project on that basis.

Decision

To approve the contents of the report.

8. REGISTER OF COMMON GOOD UPDATE

The Council Executive considered a report (copies of which had been circulated) by the Head of Finance and Property Services providing an update on work undertaken by officers to further develop the council's Register of Common Good in accordance with the requirements of Part 8 of the Community Empowerment (Scotland) Act 2015.

It was recommended that the Council Executive:

1. note the work undertaken by officers to further develop the council's Register of Common Good in accordance with the requirements of Part 8 of the Community Empowerment (Scotland) Act 2015;
2. note that work was ongoing to fully consider the remaining representations received during the mandatory community consultation exercise and engage further with the Whitburn community to consider potential common good property in the former Burgh of Whitburn; and
3. agree that officers would present a further update to Council Executive by September 2023.

Decision

To approve the contents of the report.

9. SURPLUS PROPERTIES

The Council Executive considered a report (copies of which had been circulated) by the Head of Finance and Property Services seeking approval to formally declare surplus a number of properties outlined in the report which were no longer required for service delivery.

It was recommended that the Council Executive:

1. approve that the properties in the report and listed in Appendix 1 were declared surplus to council requirements; and
2. instruct officers to deal with the assets concerned in accordance

with previously approved Surplus Property Procedures, and as outlined in Appendix 1 of the report.

Decision

To approve the contents of the report.

10. WEST LOTHIAN LEISURE 2023/24 FUNDING AGREEMENT

The Council Executive considered a report (copies of which had been circulated) by the Head of Finance and Property Services seeking approval for the 2023/24 Annual Funding Agreement between the council and West Lothian Leisure (WLL).

It was recommended that the Council Executive:

1. approve the 2023/24 Annual Funding Agreement for WLL of £2.166 million;
2. note the terms and conditions set out in the Annual Funding Agreement for all funding to be paid by the council to WLL;
3. note the updates made to the Annual Funding Agreement; and
4. note the updates on WLL's 2022/23 financial performance and 2023/24 budget.

Decision

To approve the contents of the report.

11. FOOD INSECURITY FUNDING UPDATE

The Council Executive considered a report (copies of which had been circulated) by the Head of Finance and Property Services updating on the work of the West Lothian Food Network (WLFN) to support households facing food insecurity and to consider an application from the West Lothian Food Network for £140,000 to support the network over the period from April 2023 to September 2023.

It was recommended that the Council Executive:

1. agree the application from the WLFN for £140,000 which covered the period April 2023 to September 2023 to continue to help households experiencing food insecurity to be paid to the WLFN in two quarterly instalments;
2. agree the first quarterly instalment was paid to WLFN by the end of March 2023;
3. agree delegated authority to the Head of Finance and Property Services to authorise a further payment to a maximum amount of

£70,000 for quarter 2 of 2023/24;

4. note the additional Shared Prosperity Funding of £100,000 secured by WLFN for 2023/24 and 2024/25;
5. note the current period of transition for the West Lothian Food Network; and
6. note WLFN's transition action plan, as set out in Appendix 1.

Decision

To approve the contents of the report.

12. CALL FOR VIEWS: ADDRESSING CHILD POVERTY THROUGH PARENTAL EMPLOYMENT

The Council Executive considered a report (copies of which had been circulated) by the Head of Finance and Property Services informing of the Social Justice and Social Security Committee call for views on addressing child poverty through parental employment and to agree a response to be returned by 5 April 2023.

It was recommended that the Council Executive:

1. note the content of the proposed response at Appendix 1; and
2. approve the proposed response to be submitted on behalf of West Lothian Council.

Motion

To approve the contents of the report subject to:-

1. the removal of the fifth paragraph on Appendix 1 relating to Universal Credit; and
 2. the addition of a third paragraph to the report's recommendations to read "Note the recent UK Government budget which included additional funding for childcare provision and Council therefore requests the Scottish Government to provide the full Barnett consequential to Scottish councils".
- Moved by the Chair and seconded by Councillor Kirsteen Sullivan.

Decision

To unanimously approve the contents of the motion.

13. PROPOSAL TO NAME THE BEECRAIGS FIELD ARCHERY AREA IN MEMORY OF JIM GREIG

The Council Executive considered a report (copies of which had been circulated) by the Head of Operational Services updating on the survey undertaken to gauge support for the renaming of the Beecraigs Field Archery Area in memory of Jim Greig and approve the proposal.

It was recommended that the Council Executive approve the proposal to rename the Beecraigs Field Archery Area in memory of Jim Greig.

Councillor Sally Pattle commented that the family of Jim Greig were delighted with the potential outcome of the proposal and wished that their thanks be formally noted.

Decision

1. To approve the terms of the report; and
2. To note the thanks of Jim Greig's family.

14. ROADS ASSET SAFETY INSPECTION MANUAL - 2023 REVIEW

The Council Executive considered a report (copies of which had been circulated) by the Head of Operational Services updating on the review of the safety inspection procedure and manual.

It was recommended that the Council Executive endorse the decision not to change the safety inspection procedure and approve the revised 2023 Road Asset Safety Inspection Manual version 1.3.

Decision

To approve the contents of the report.

15. REVOCATION OF BROXBURN AIR QUALITY MANAGEMENT AREA

The Council Executive considered a report (copies of which had been circulated) by the Head of Planning, Economic Development and Regeneration making members aware of the proposal to revoke the air quality management area in Broxburn and seeking approval for the process to begin.

It was recommended that the Council Executive:

1. note the content of the report;
2. note that the air quality objectives in Broxburn had been met continuously over a number of years since the designation of the air quality management area;
3. approve the proposal to start the process of revoking the air quality management area declared in Broxburn;

4. agree that council officers from Environmental Health and Trading Standards submit the report in Appendix 1 to Scottish Government seeking agreement to start the process of revoking the air quality management area in Broxburn; and
5. if the Scottish Government agreed with the proposal to revoke, agree that council officers could begin the process of consultation to produce the draft revocation report which would then be presented to the Council Executive for a final determination on revocation.

Decision

To approve the contents of the report.

16. REVIEW OF THE PLANNING ENFORCEMENT CHARTER

The Council Executive considered a report (copies of which had been circulated) by the Head of Planning, Economic Development and Regeneration seeking approval of the proposed revisions to the Planning Enforcement Charter. The charter set out the duties and responsibilities of the planning enforcement service within the Development Management section of Planning Services.

It was recommended that the Council Executive:

1. note that enforcement was a discretionary power and that formal enforcement action should be seen as a last resort in terms of dealing with unauthorised development and activities;
2. note the detail of the proposed Planning Enforcement Charter (Appendix 1);
3. agree the proposed responses to the comments received during consultation on the revised charter (Appendix 2); and
4. approve the content of the reviewed Enforcement Charter.

Decision

To approve the contents of the report.

17. WEST LOTHIAN LOCAL DEVELOPMENT PLAN (LDP): DEVELOPMENT PLAN SCHEME NO.15

The Council Executive considered a report (copies of which had been circulated) by the Head of Planning, Economic Development and Regeneration advising of the proposed Development Plan Scheme (DPS No. 15) for the West Lothian Local Development Plan (LDP 2).

It was recommended that the Council Executive approve the content of

Development Plan Scheme No.15 (Appendix 1).

Decision

To approve the contents of the report.

18. CALL FOR VIEWS ON THE FINANCIAL MEMORANDUM TO THE CHILDREN (CARE AND JUSTICE) (SCOTLAND) BILL

The Council Executive considered a report (copies of which had been circulated) by the Head of Social Policy informing of the Calls for Views on the Financial Memorandum to the Children (Care and Justice) (Scotland) Bill and seeking approval for the proposed response.

It was recommended that the Council Executive approve the proposed response as set out in Appendix 2 to the report and submit to Scottish Government by 2 April 2023.

Decision

To approve the contents of the report.

19. ENHANCED COLLABORATIVE CLINICAL AND CARE SUPPORT FOR CARE HOMES

The Council Executive considered a report (copies of which had been circulated) by the Head of Social Policy/Chief Social Work Officer confirming the expiry of powers to intervene in care provisions, as set out by the Coronavirus (Extension and Expiry) (Scotland) Act 2021. The report also updated on revised arrangements for Enhanced Collaborative Clinical and Care Support for Care Homes.

It was recommended that the Council Executive:

1. note the work of the Collaborative Care Home Support Team for West Lothian;
2. note that officers continued to work in partnership with all care providers providing support and seeking assurance regarding care quality; and
3. agree that reporting to the Council Executive on the work of the Care Home Clinical and Care Professional Oversight Group would cease.

Decision

To approve the contents of the report.

DATA LABEL: PUBLIC

**COUNCIL EXECUTIVE****COSLA ANNUAL CONFERENCE AND EXHIBITION 2023****REPORT BY CHIEF EXECUTIVE****A. PURPOSE OF REPORT**

To consider attendance at the 2023 COSLA Annual Conference and Exhibition and, if agreed, to consider which members should attend.

B. RECOMMENDATION

It is recommended that the Council Executive:

1. Considers whether the council should attend the conference; and
2. If agreed that the council should attend, nominates those members identified in the terms of the report, in line with established practice.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; developing employees; making best use of our resources; working in partnership
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Local Government (Scotland) Act 1973; council's Standing Orders; Local Governance (Scotland) Act 2004 (Allowances and Expenses) Regulations 2007; Local Government (Allowances and Expenses) (Scotland) Amendment Regulations 2008
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)	The cost can be met from existing budget provision.
VII	Consideration at PDSP	No prior consideration required.
VIII	Consultations	None required.

D. TERMS OF REPORT

The 2023 COSLA Annual Conference will take place on 28 and 29 September 2023. This event will be held at Crieff Hydro Hotel in Perthshire and will explore the question “Is Scotland living well locally?”.

All accommodation options are set out in Appendix 1. Bookings must be arranged through COSLA who have given a deadline for registering all residential places of 28 August, with early booking encouraged.

Following established practice, it is suggested that the following elected members, who have been appointed to represent the council on COSLA, or their nominated substitute, attend this conference:

- Councillor Lawrence Fitzpatrick
- Councillor Kirsteen Sullivan
- Councillor Janet Campbell
- Councillor Damian Doran-Timson

E. CONCLUSION

The Council Executive is asked to consider and agree attendance at the 2023 COSLA Annual Conference.

F. BACKGROUND REFERENCES

Council Executive Meeting 7 December 2021
 Council Executive Meeting 20 August 2019
 Council Executive Meeting 21 August 2018

Appendices/Attachments: 1

Appendix 1: COSLA Annual Conference and Exhibition Flyer

Contact Person: Caitlin Hirst, Project Officer
 Email Caitlin.Hirst@westlothian.gov.uk; Telephone 01506 281278

Graham Hope
Chief Executive
25 April 2023

Is Scotland Living Well Locally?



COSLA Annual Conference & Exhibition 2023

Thursday 28 - Friday 29 September
Crieff Hydro Hotel, Perthshire



COSLA

Foreword



**Councillor
Shona Morrison
President of COSLA**



**Councillor
Steven Heddle
Vice President of
COSLA**

As COSLA's President and Vice President we are delighted that the COSLA Annual Conference is back in person – for the first time since 2019.

This year's event – on 28 and 29 September at Crieff Hydro - will provide the key forum to explore the question **"Is Scotland living well locally?"** As one of the keynote events of the year, we will bring together a range of experts – from Scotland, UK and Europe, and across a range of sectors - all focused on examining what more Scottish Local Government and its partners can do to achieve better outcomes for our communities.

Local Government in Scotland plays a vital role, delivering essential services like education, social care, and transport, supporting the most vulnerable in our communities, growing local economies, helping us all to 'Live Well Locally'.

As the sphere of Government closest to communities, Local Government listens to the needs of our communities and is there to support individuals, families and businesses during times of need - during the Covid pandemic, this role quite literally saved lives and livelihoods.

But we all know that there is more to do – to tackle child poverty, to support a just transition to net zero, and to ensure public services are sustainable into the future.

To examine the question **"Is Scotland Living Well Locally?"** this year's conference will focus on:

- How we work with our partners across Scotland and the UK.
- Our relationship with Governments and Parliaments.
- Learning from others, how Local Government can improve the way it connects with individuals, communities and businesses.
- How Local Government and partners can build on experiences during COVID to put person - centred services at the heart of public service reform.
- How Local Government Leaders can lead effectively during times of significant change and constrained resources.
- Learning from our European and International Local Government partners.
- Examining what the data is telling us, and how it can be used to inform the future of public services.

The Annual Conference in 2023 will run from Thursday, 28 through to Friday, 29 September, with the **Excellence Awards** Ceremony and Dinner taking place on Thursday, 28 September 2023.

Don't miss out on the opportunity to be part of this essential debate - book your place now.

Conference Information

The 2023 Fee includes:

As a member Authority, attending as a full residential conference delegate will cost **£475** plus VAT.

Included in the full residential conference delegate fee is one night's accommodation on Thursday 28 September, the fee also including attendance at the COSLA Excellence Awards, Pre-Dinner Reception, Dinner and Ceremony on Thursday 28 September. It also includes attendance at all Conference sessions including tea/coffee and lunches on 28 and 29 September.

Plenary Sessions

The conference will start at 9.30a.m. on Thursday 28 September and concludes at 2.00p.m on Friday 29 September. This is your chance to contribute to the debate on key issues in Scotland.

The conference is an invaluable opportunity to network in an informal situation.

Accommodation

This year's event will be held at the Crieff Hydro Hotel in Perthshire and it is anticipated that all conference delegates will be accommodated within the Hotel.

All accommodation must be booked through COSLA by Monday 28 August 2023.

We are unable to guarantee places for forms received after this date.

For further information regarding the Hotel or accommodation, please contact Linda Bruce on 0131 474 9228 or email Linda@cosla.gov.uk.

Hotel Information

Set in dramatic Perthshire countryside above the market town of Crieff, our estate is just an hour from both Glasgow and Edinburgh and 30 minutes from Perth. It's the perfect venue to get some quality fresh air with breathtaking country views without asking everyone to travel too far.

Delegate Attendance Options

The following flexible attendance options allow you to attend the conference on a basis which best suits your needs. These changes are in response to customer demand and reflect delegates' increasing workplace commitments. Please read the options and mark your choices on the booking form.

OPTION 1

Full residential conference delegate

Accommodation on 28 September and attendance at all sessions, including tea/coffee and lunches on 28 and 29 September. Pre-Dinner Reception, Awards Ceremony and Dinner, on 28 September.

OPTION 2

Day delegate on Thursday 28 September

Attendance at all sessions, tea/coffee and lunch on 28 September. Does NOT include accommodation or attendance at dinner.

OPTION 3

Day delegate on Friday 29 September

Attendance at all sessions, tea/coffee and lunch on 29 September.

OPTION 4

Accommodation on Wednesday 27 September

Bed and breakfast at Crieff Hydro Hotel on the night of 27 September.

OPTION 5

Accommodation on Thursday 28 September

Bed and breakfast at Crieff Hydro Hotel on the night of 28 September.

OPTION 6

Pre-Dinner Reception Excellence Awards Ceremony and Dinner on Thursday 28 September

Attendance at the Pre-Dinner Reception, Excellence Awards Ceremony and Dinner on 28 September.

Exhibiting

The exhibition is an integral part of the Conference, attracting a wide variety of organisations working in the public, private and voluntary sectors. Refreshments will be served in the exhibition areas to ensure that exhibitors have the chance to meet with delegates.

Further information is available from Katie Rice on 0131 474 9229 or email Katier@cosla.gov.uk.

Advertising

The official conference handbook contains essential programme and speaker information and is distributed to all delegates attending the Conference. There is a limited amount of advertising space available in the handbook which will be A4 size and printed in full colour.

The following rates will apply:

Full page	£450 plus VAT
Half page	£300 plus VAT
Quarter page	£200 plus VAT

For technical specifications, please contact Linda Bruce on 0131 474 9228 or email Linda@cosla.gov.uk.

Sponsorship

Sponsoring one particular aspect of the conference brings its own list of benefits and related costs. Organisations may also contribute to the cost of one of the options shown opposite with recognition in the Conference Handbook.

For estimated costs or to discuss your contribution, please contact Linda Bruce on 0131 474 9228 or email Linda@cosla.gov.uk

OPTIONS

Excellence Awards Ceremony Dinner
Evening Pre-Dinner Reception
Lunch(es)
Refreshment Breaks
Complimentary Gifts
Delegate Writing Pads
Delegate Pens
Delegate Conference Bags

Promotional Literature

An opportunity exists to include promotional literature in the delegate bag at a cost of £300 + VAT per item. We would require you to supply approximately 300 copies or gifts.

Please contact Linda Bruce on 0131 474 9228 or email Linda@cosla.gov.uk for further information.

Delegate Booking Form

Please complete the undernoted form for each delegate attending and return it to **Linda Bruce** at COSLA, Verity House, 19 Haymarket Yards, Edinburgh, EH12 5BH. T: 0131 474 9228
E: Linda@cosla.gov.uk by **Monday 28 August 2023**.

Delegate Details

First Name	_____	Email	_____
Surname	_____	Address for Correspondence	_____
Job Designation	_____		_____
Organisation	_____		_____
Telephone	_____		_____

Attendance Options and Costs

Delegates are invited to 'pick and choose' the most appropriate options. For a description of all the options, please refer to the notes overleaf. We regret that **NO REFUNDS** can be made, although delegates may substitute, providing reasonable notice is given. It is also important to note that it is **NOT** possible for delegates to 'share' a conference place.

Prices are shown excluding VAT.

Full Conference Option (please tick)	Member*	Non-Member
1. Full residential conference delegate (includes everything listed below EXCEPT accommodation on 27 September)	<input type="checkbox"/> £475	<input type="checkbox"/> £550
2. Day delegate on Thursday 28 September	<input type="checkbox"/> £195	<input type="checkbox"/> £225
3. Day delegate on Friday 29 September	<input type="checkbox"/> £195	<input type="checkbox"/> £225
4. Accommodation on Wednesday 27 September	<input type="checkbox"/> £199	<input type="checkbox"/> £220
5. Accommodation on Thursday 28 September	<input type="checkbox"/> £199	<input type="checkbox"/> £220
6. Pre-Dinner Reception, Excellence Awards Ceremony and Dinner on Thursday 28 September	<input type="checkbox"/> £80	<input type="checkbox"/> £90

***Member** – Denotes Elected Members and Officers from Scotland's 32 Local Authorities

Payment

Please invoice my organisation

Authorised Signatory
(please print name) _____

Amount payable £ _____

Please add VAT at 20% £ _____

Total amount due to COSLA £ _____

A VAT Invoice will be sent separately and a confirmation letter closer to the date of the conference.

Special Requirements

	Comment
Diet?	
Audio?	
Visual?	
Access?	



Further information is available from Linda Bruce on 0131 474 9228
or email Linda@cosla.gov.uk

DATA LABEL: PUBLIC

**COUNCIL EXECUTIVE****TWINNING: INVITATION TO VISIT GRAPEVINE IN 2023****REPORT BY CHIEF EXECUTIVE****A. PURPOSE OF REPORT**

To inform Council Executive that an invitation has been received from the City of Grapevine for an official delegation from West Lothian to visit Grapevine, Texas.

B. RECOMMENDATION

It is recommended that:

1. consideration be given to responding to the invitation; and
2. if the invitation is accepted, it is agreed that:
 - the Provost is nominated to attend to represent the council as part of the official delegation, and;
 - arrangements for the visit be remitted to the Chief Executive, in consultation with the Provost and Leader of the Council

C. SUMMARY OF IMPLICATIONS

I	Council Values	Being honest, open and accountable Working in partnership
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Continuation of the development of the twinning partnership between Grapevine and West Lothian
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)	The proposed level of contribution can be delivered from the existing revenue budget.
VII	Consideration at PDSP	None
VIII	Other consultations	West Lothian Twinning Association.

D. TERMS OF REPORT

West Lothian signed a formal twinning agreement with Grapevine, Texas in June 2008 and formed the West Lothian Grapevine Twinning Association in order to support and develop the twinning link. The aim of twinning is to promote mutual understanding through educational, cultural, sporting and recreational exchanges, and to establish stronger tourism links.

During the fifteen years of the Grapevine/West Lothian link a number of school exchanges have taken place at both teacher and pupil level. Heritage and cultural links have been formed, with local groups and organisations including Visit West Lothian, Almond Valley Heritage Centre and West Lothian College all having previously been involved in discussions and exchanges with Grapevine.

In addition, the Gallagher Cup is a golf challenge for secondary school senior phase golfers, and has been played annually over courses in Grapevine and West Lothian during alternate years.

The City of Grapevine has extended an invitation for an official delegation from West Lothian to visit Grapevine in September 2023. In line with established practice, it is customary for the council to receive such an invitation every four years. Unfortunately, the official visit to Grapevine did not take place in 2020 due to the COVID-19 pandemic.

The Invest In West Lothian website is currently being developed to promote the benefits of doing business in West Lothian. This visit will provide the opportunity to further enhance and strengthen the economic development links between West Lothian and the City of Grapevine and support the Invest In West Lothian marketing campaign.

E. CONCLUSION

As part of the council's formal twinning link with Grapevine, Texas, the City of Grapevine has extended an invitation for an official delegation from West Lothian to visit Grapevine in September 2023.

The Council Executive is invited to consider responding to the invitation and if accepted, to consider the arrangements for the visit as outlined at section B in the recommendations.

F. BACKGROUND REFERENCES

Letter from the City of Grapevine.

Appendices/Attachments: None

Contact Person: Morgan Hewitt, Project Officer, Chief Executive Office
morgan.hewitt@westlothian.gov.uk; 01506 281080

Graham Hope
Chief Executive

Date of meeting: 25 April 2023

DATA LABEL: PUBLIC



COUNCIL EXECUTIVE

VOLUNTARY ORGANISATIONS BUDGET 2023/24 – SERVICE LEVEL AGREEMENTS

REPORT BY DEPUTY CHIEF EXECUTIVE EDUCATION, PLANNING AND ECONOMIC DEVELOPMENT

A. PURPOSE OF REPORT

The purpose of this report is to ask Council Executive to agree the proposed changes to existing funding arrangements for two organisations funded through Service Level Agreements via the Voluntary Organisations budget in 2023/24.

B. RECOMMENDATION

It is recommended that Council Executive:

1. notes the allocation of resources through the Voluntary Sector budget in 2023/24;
2. agrees to the extension of the Service Level Agreement for West Lothian Youth Action Project and the delegated authority to Head of Service to extend that if required as detailed in section D3 of the report; and
3. agrees to change the Service Level Agreement in place for supporting the Third Sector detailed in section D.4 of the report.

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on our customers' needs. Being honest, open and accountable. providing equality of opportunities; developing employees; making best use of our resources; working in partnership.
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Appropriate assessments will be carried out as required.
III Implications for Scheme of Delegations to Officers	The Third Sector Community Support Fund allocation is delegated to the Head of Planning, Economic Development & Regeneration to approve and disburse grant funding in June 2023. The report adds delegated authority to extend the SLA if required.
IV Impact on performance and performance Indicators	None.
V Relevance to Single Outcome Agreement	CPP's are now required to prepare a Local Outcome Improvement Plan (LOIP) in place

of Single Outcome Agreement (SOA). The proposal does not raise any matters of conflict with the SOA/LOIP.

VI Resources - (Financial, Staffing and Property)	Revenue funding of £944,000 is available for 2023/24
VII Consideration at PDSP	none
VIII Other consultations	Education, Economic Development and Social Policy.

D. TERMS OF THE REPORT

D.1 Background

The Voluntary Organisations Budget for the financial year 2023/24 remains £944,000. As in recent years this is currently split between three funding streams:

Funding Stream	Amount
Service Level Agreements/ Commissioning	£586,004
Third Sector Community Support Fund	£346,076
Twinning Grants	£11,920

The Council Executive agreed in December 2022 that the funding would cover operational delivery from 1 July 2023 to 30 June 2024.

The report provides an update on the activity delivered via the Service Level Agreements / Commissioning and seeks approval to vary activities.

D.2 Service Level Agreement/Commissioning 2023/24

In 2022/23 (process agreed on 6 October 2020) seven organisations were moved on to Service Level Agreements, with the agreement that the activity relating to the provision of youth activity would be commissioned once an appropriate commissioning frame work was in place. Appendix one contains information on what was delivered in 2022/23.

Each organisation has been operating via a Service Level Agreement detailing what West Lothian Council required them to deliver over the 12-month period and this was monitored by a lead officer. It was agreed that these agreements would be reviewed each year based on performance, available funding and consideration on whether the lead service decided that the activity was required or not. Any changes in the allocation of funding resulting in additional funding being available would be reallocated via the Third Sector Community Fund.

Following a review of the provision five of the agreements for:

1. HcL;
2. Citizen's Advice Bureau West Lothian;
3. Voluntary Sector Gateway West Lothian;
4. Linlithgow Heritage Trust; and
5. Bennie Museum

will be renewed for 2023/24 (1 July 2023 to 31 June 2024) and a new Service Level Agreement put in place with details on the required activity and outcomes.

There are two changes required to current arrangements, the Council Executive is asked to agree the following:

D.3 West Lothian Youth Action Project

Council Executive agreed (26 October 2021) that the funding committed to West Lothian Youth Action Project (WLYAP) would be part of a commissioning process once the Children and Families Commissioning Plan was finalised. Due to delays in this process it was agreed in October 2021 that West Lothian Youth Action Project would be put on and interim one-year Service Level Agreement for 2022/23. After that WLYAP was to be part of the commissioning process.

The Children and Families Commissioning Plan is still being finalised but is expected to be in place in the first half of 2023/24 and completion of the commissioning framework and process is planned for the end of September, with commissioning of the work taking place thereafter. As a result, Council Executive is asked to agree an extension to the Service Level Agreement for West Lothian Youth Action Project for 9 months until the end March 2024 and to delegate authority to the Head of Service to extend that for one further year, or part of the year, if there are more delays in finalising the Commissioning Plan and Commissioning Process.

The services and outcomes being delivered by West Lothian Youth Action Project during this period will continue to be monitored through their Service Level Agreement.

D.4 West Lothian Social Enterprise Network

It is proposed that the other Service Level Agreement with West Lothian Social Enterprise Network (WLSN) is not renewed in 2023/24. This is due to current challenges with the organisation including recruiting and retaining board members and no staff being currently in place to deliver the required activity in the organisations Service Level Agreement. The previous member of staff providing support to the Third Sector left in the July 2022, the organisation has not replaced the member of staff to date and have been receiving consultancy support for the last 9 months through Community Enterprise Ltd to continue. As a result not all expected outcomes and requirements within the Service Level Agreement for 2022/23 has been achieved/fulfilled. At the time of writing the report there were no confirmed plans in place or timescales for the recruitment of a replacement.

The provision of support for the Third Sector remains a key priority activity for West Lothian, therefore the Council Executive is asked to allocate £15,000 from the funding provided to WLSN to the Voluntary Sector Gateway West Lothian (VSGWL) to further strengthen provision of social enterprise advice. This will be added to their Service Level Agreement. The Scottish Government provide funding to VSGWL to deliver support specifically to the Social Enterprise Sector in West Lothian as part of the package of support to the Voluntary and Third Sector as well as social enterprises. In most areas of Scotland this activity is undertaken by the Third Sector Interfaces (TSIs) themselves but in West Lothian funding, to date, has been provided by the Voluntary Sector Gateway to WLSN to provide this support on their behalf.

VSGWL are not providing WLSN with any resources in 2023/24 to deliver this activity. This will be undertaken by the Voluntary Sector Gateway.

The Council Executive is asked to allocate the remaining £16,500 to the Third Sector Community Support Fund, with the panel allocating funding inline with the previous approved process.

This change would be put in place for 2023/24, and would be reviewed as part of the monitoring process. Officers will continue to work with the West Lothian Social Enterprise Network and should changes take place within the organisation and sector during the year, the allocation of funding will be reviewed for 2024/25.

E Conclusion

West Lothian Council recognises that the third sector plays a hugely important role in the fabric of society and both compliments and adds values to the work of West Lothian Council in delivering the support our communities need. The funding is vital part of that delivery of support to our communities.

F. BACKGROUND REFERENCES

<https://coins.westlothian.gov.uk/viewDoc.asp?c=e%97%9Dh%95qz%89> - Council Exec 6 October 2020

<https://coins.westlothian.gov.uk/viewDoc.asp?c=e%97%9Di%8Fr%7B%88> - Council Executive, 22 June 2021 Update and proposals for 2022/23

<https://coins.westlothian.gov.uk/viewDoc.asp?c=e%97%9Di%91oy%8A> - Council Executive 26 October 2021

Appendices/Attachments: Appendix one - Service Level Agreements in place 2022/23

Contact Person:

Dougie Grierson, Regeneration Team Leader; email douglas.grierson@westlothian.gov.uk

Clare Stewart, Community Wealth Building Manager, clare.stewart@westlothian.gov.uk

Elaine Cook

Depute Chief Executive, Education, Planning and Economic Development

25 April 2023

Appendix one

Service Level Agreements in place 2022/23

Services to be delivered in 2022/23	Organisation(s)	Award 2022/23
Youth Services covering West Lothian including focus on community safety and Children and Families work	West Lothian Youth Action Project	£190,000
Community Transport	HcL	£182,156
Provision of a Third Sector and social enterprise interface to support the third sector across West Lothian.	Voluntary Sector Gateway West Lothian	£48,770
	West Lothian Social Enterprise Network	£31,500
Additional Advice services across West Lothian in alignment with the Anti Poverty Strategy	Citizens Advice Bureau	£76,266
Provision of Museum Services in Linlithgow and Bathgate	Linlithgow Heritage Trust	£51,142
	Bennie Museum	£6,170
TOTAL		£586,004

DATA LABEL: PUBLIC



COUNCIL EXECUTIVE

COMMUNITY WEALTH BUILDING CONSULTATION RESPONSE

REPORT BY DEPUTY CHIEF EXECUTIVE, EDUCATION, PLANNING AND ECONOMIC DEVELOPMENT

A. PURPOSE OF REPORT

The purpose of this report is to inform Council Executive of the proposed response to the Scottish Government's consultation on Community Wealth Building and to agree a response to the returned on the 25 April 2023.

B. RECOMMENDATION

It is recommended that Council Executive:

1. notes the consultation on Community Wealth Building;
2. notes the intention of the Scottish Government to introduce a duty in relation to Community Wealth Building and;
3. notes the proposed response contained within appendix one; and
4. approves the proposed response to be submitted on behalf of West Lothian Council.

C. SUMMARY OF IMPLICATIONS

I Council Values

Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; developing employees; 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

High relevance to the SOA (LOIP).

VI Resources - (Financial, Staffing and Property)

None

VII Consideration at PDSP

Considered at Economy, Community Empowerment and Wealth Building PDSP

on 28 March 2023.

VIII Other consultations

Internal Council Services including Finance and Property Services, Planning and Economic Development, Procurement, and Community Wealth Building.

D. TERMS OF REPORT

D.1 Background

On 31st January Scottish Government published the consultation on Community Wealth Building with the purpose of identifying new legal measures or changes to existing laws required to accelerate the implementation of Community Wealth Building in Scotland, building on the good practice already underway nationally.

The aim is to explore what new powers, abilities and duties will enable local authorities, public bodies, wider community planning partners and Regional Economic Partnerships to have more individual and collective influence on actions to support the delivery of Community Wealth Building in Scotland.

The consultation started on the 31st January and closes on the 25th April.

D.2 Consultation response

The consultation is structured to enable respondents to offer suggestions for legislative change across all five pillars of Community Wealth Building, offering an opportunity to input the existing positions on the wellbeing economy across spending, workforce, land and property, inclusive ownership and finance.

The consultation is divided into two proposed sections, with nine questions in total. Proposal one focuses on questions in relation to the introduction of a 'A Duty to Advance Community Wealth Building'. Proposal two focuses on reviewing existing legislation relating to the five Community Wealth Building pillars; spending, workforce, land and property, finance, and inclusive ownership. Within proposal two, a number of areas to explore have already been suggested to the Scottish Government through engagement on developing the consultation. These have been included under each pillar for comment.

Officers have attended a number of briefing and information sessions held by the Scottish Government, Scottish Local Authorities Economic Development (SLAED), and COSLA. Session have provided the opportunity to discuss the consultation and to gain an understanding of other areas' views on the consultation questions.

Appendix one contains a response to the consultation questions. This is been based on the information gathered from the briefing sessions attended and engagement with key West Lothian Council services areas engaged in delivery aligned to the five pillars.

A draft response was considered by the Economy, Community Empowerment and Wealth Building PDSP on the 28 March.

E. CONCLUSION

The response, detailed within appendix one, has been collated from information provided by lead officers within West Lothian Council and from attendance at key

information sessions.

The Council Executive is asked to agree the submission to the consultation as set out in Appendix one.

F. BACKGROUND REFERENCES

<https://www.gov.scot/publications/building-community-wealth-scotland-consultation-paper/>

Appendices/Attachments:

Appendix one - West Lothian Council's Consultation Response

Contact Person: Clare Stewart, Community Wealth Building Manager,
clare.stewart@westlothian.gov.uk

Elaine Cook

Depute Chief Executive, Education, Planning and Economic Development

25 April 2023

Appendix one: Scottish Government Community Wealth Building Consultation questions

Purpose of Consultation

The Scottish Government aim to explore which new powers, abilities and duties will enable local authorities, public bodies, wider community planning partners and Regional Economic Partnerships to have more individual and collective influence in acting to support CWB in their local area or region.

Proposal One: A Duty to Advance CWB

We would like respondents views on three options for a CWB duty:

- **Option A)** a duty requiring Scottish Ministers and prescribed public sector bodies to embed the CWB model of economic development into their corporate plans and wider strategies
- **Option B)** a duty requiring those public sector bodies statutorily obliged to be involved in community planning to produce a collective CWB place-based strategy and action plan which contains specific actions across the five CWB pillars to advance the CWB model of economic development in their local authority area
 - This requirement could be taken forward at a regional level if neighbouring local authorities and their community planning partners have a preference for that approach
- **Option C)** a combined option – featuring a union of both options set out above

Q1. a) We are proposing a duty to advance Community Wealth Building, which form do you think this duty should take:

Option A
Option B
Option C
Other
No duty

Please provide a reason for your answer.

In your answer please include views on:

- which bodies should be covered by the proposals
- how to best ensure accountability for implementation to the Scottish Parliament
- how to best ensure the involvement of local communities, business and the third sector in the implementation of the duty

Option C is the preferred model for delivery based around the current Community Planning Partnership partners, with a key requirement for the Scottish Government departments to engage collectively across portfolios to advance community wealth building. Note that although option C is the preferred model, the option to comment on whether there should or should not be a duty would have been welcomed in the consultation.

Should option B or C be implemented, in order to ensure Community Wealth Building is advanced in a way to achieve maximum benefit, additional resource would be required to support co-ordination locally. Specific support would need to be provided to co-ordinate delivery locally

between agencies to ensure the maximum benefit, reduction in duplication and to support where organisations have limited capacity to engage fully in the delivery.

The involvement of local communities, businesses and the third sector would come through the proposed partners involved in delivery of the duty. They are already involved in successfully supporting and engaging the local community through service delivery. No separate methods or requirements to engage require to be placed.

Recognition needs to be put in place through the duty that not all pillars need to be addressed when looking at delivery. Areas can focus on the pillars that are most relevant.

b) One way Scottish Government could support the implementation of the proposed Community Wealth Building duty is to provide statutory or non-statutory guidance. Would this be helpful to partners in meeting the proposed duty?

Yes

No

Don't Know

Please provide a reason for your answer.

In your answer please include views on:

- areas in which it would be helpful for this guidance to focus on, e.g. areas to consider when implementing the five pillars, links to further support materials
- whether the guidance should be statutory or non-statutory

Yes - Non-statutory guidance would be the preference. Given that the policy aspirations of Community Wealth Building are based on applying local approaches to economic development, statutory guidance would restrict the ability to be able to adapt delivery to meet local needs. Areas should be given the opportunity to take forward and advance Community Wealth Building in a way that maximises the benefits locally. In some cases, this may be through a community lense, locality basis or through regional prospective frameworks depending on the intervention required. Writing statutory guidance to allow this to happen effectively would be challenging given the different and vast geographies and economic make up in Scotland.

The production of local examples of best practice and the development of support tools for the full range of partners would be helpful. Specifically, with a focus on how the range of public sector bodies, anchor organisations and key partners can engage in advancing Community Wealth Building, as the majority of information available focuses on how Local Authorities can and have engaged in the approach to date.

Information should be stored with a single shared space rather than the range of areas information is stored currently.

Q2. a) Are there other non-legislative measures that you believe are required to accelerate the implementation of the Community Wealth Building approach in Scotland?

Yes

No

Don't Know

Please provide a reason for your answer:

Yes - The key to implementing Community Wealth building is the change in mindset on delivery to secure the maximum wealth and redistribution locally. West Lothian Council are supportive of the principles of Community Wealth Building and are committed to delivery but support is needed to engage other public sector bodies and key anchor organisations to enable them to see how they could contribute to Community Wealth Building locally.

Specific support locally would need to be provided to co-ordinate delivery between agencies to ensure the maximum benefit, reduction in duplication and to support where organisations have limited capacity to engage fully in the delivery.

Scottish Government need to ensure that cross department support is embedded across portfolios to ensure the change in mindset is not only done locally but with national organisations.

b) Are there specific actions required to advance delivery of the items contained within the Shared Policy Programme?

- 'working within and developing procurement practices to support local economies, including Small and Medium sized Enterprises (SMEs) and micro-businesses, and improved access to training and labour markets for disadvantaged communities and individuals.
- encouraging public kitchens, including school canteens, to source more food produced by local businesses and organic producers.
- where possible, to base public sector capital and revenue funding decisions on targeted social, economic and environmental outcomes'

Yes

No

Don't Know

Please provide a reason for your answer:

Yes - The actions outlined above will contribute to advancing Community Wealth Building but their needs to recognition given to local landscapes and the availability of the economic levers for delivery. For example, whilst encouraging public kitchens would support the advancing of Community Wealth Building, local availability, supply and price would need to be considered and enforcing this may cause challenges locally.

Therefore, the principles of Community Wealth Building and approaches, should be included in the delivery of the shared policy programme without being too prescriptive and enabling local circumstances to be considered.

Q3. Are there ways in which the law could be changed to advance the spending pillar of Community Wealth Building?

Yes

No

Don't Know

Please provide a reason for your answer. In your response you may wish to consider the stakeholder suggestions outlined above which have arisen from early engagement.

West Lothian Council is supportive of the pillar focusing on the following areas, as previously suggested in the consultation:

- Review the national, sectoral, local and regional frameworks and contracts to ensure that the arrangements in place ensure logical groupings that facilitate access to SMEs, the third sector and supported businesses;
- Further investment in supplier development capacity and to improve knowledge of local suppliers within anchor organisations;
- Investment in capacity to support linkages between local procurement teams and economic development;
- Explore opportunities for joint procurement between anchor organisations;
- Develop the content of annual procurement strategies and reports to demonstrate how the procurement activity of individual public bodies contributes to CWB;
- An improved focus on place-based thinking in the use of community benefits and reporting to reflect how this is being achieved.

With the following areas suggested for further development and inclusion:

- The existing Sustainable Procurement Duty currently includes all necessary detail. It would be important to ensure that the inclusion of the Community Wealth Building aspects of the Sustainable Procurement Duty, economic, social and environmental aspects, are emphasised in a Community Wealth Building duty. These need to be factored into the start of the procurement exercise and with all 3rd party spend with external contractors.
- Community Benefits are currently non-costed but statutory above £4million in Scotland - could this level be reviewed?
- Community benefits could be built into procurement contracts from the start of the development of the specification, with an emphasis on local community benefits aligned to supporting local community need through the collective development of community wish lists.
- Exploration of easier mechanisms for larger, Scotland-wide anchor organisations to support the delivery of Community Wealth Building locally through local spend.

Q4. Employment law is reserved to the UK Parliament. Are there other devolved areas where the law could be changed to advance the workforce pillar of Community Wealth Building?

Yes No Don't Know

Please provide a reason for your answer. In your response you may wish to consider the stakeholder suggestions outlined above which have arisen from early engagement. You may also wish to consider areas that the Scottish Government could work with the UK Government on if you have proposals regarding changes to the law which remain reserved to the UK Parliament. We will cross-reference to responses received as part of the Fair Work Nation consultation which was held in 2021.

West Lothian Council is supportive of the pillar focusing on the following areas, as previously suggested in the consultation:

- Taking further steps to encourage anchor organisations to pay the real Living Wage and become Living Wage accredited;
- Anchor organisations should develop and commit to local or regional fair employment charters, these could include a focus on seeking to recruit locally and from groups that are often excluded from the labour market.

With the following areas suggested for further development:

- The inclusion of Real Living Wage in funding conditions provided by all tiers of government.
- A focus on the need to increase fair and flexible working practices.
- The challenges associated with the provision of the right and affordable childcare needs addressed. This is currently being explored through 'addressing Child Poverty through parental employment'.

Q5. Are there ways in which the law could be changed which are not already covered in the proposals for the Land Reform Bill to advance the land and property pillar of Community Wealth Building?

Yes No Don't Know

Please provide a reason for your answer. In your response you may wish to consider the stakeholder suggestions outlined above which have arisen from early engagement.

West Lothian Council is supportive of the pillar focusing on the following areas, as previously suggested in the consultation, with the inclusion of further areas to explore within each area highlighted below:

- Review compulsory purchase powers and the case for introducing alternative land assembly mechanisms such as compulsory sales orders; including making the process easier to work through and shortening the process for Local Authorities to utilise them.
- Explore the scope of existing mechanisms for securing development contributions, such as Section 75 planning obligations;
- Explore new mechanisms for enabling land value uplifts to be reinvested in economic, social and community facilities. The creation of primary legislation would support this and enable the resources generated from land value uplifts to be redistributed via Local Authorities back into the local community.

With the following areas suggested for further development:

- The ability to secure funds, via NPF4, to redistribute as revenue contributions for the local community rather than just capital contributions.
- Current funding opportunities for capital projects are often provided by Scottish Government as short-term investments with limited time to process unless projects are 'shovel ready'. Potential for Scottish Government to approach grant funding for capital projects in a long term planned way to enable the development of land and assets.
- Current process for Community Asset transfer has produced some positive results for the use of land and property for the benefit of the local community. Given the economic climate, progressing with further asset transfers will become more challenging. Exploration of possible alternative approaches to the asset transfer process to be explored further to enable a possible phased approach in the current climate.

Q6. Are there ways in which the law could be changed to advance the inclusive ownership pillar of Community Wealth Building?

Yes No Don't Know

Please provide a reason for your answer. In your response you may wish to consider the stakeholder suggestions outlined above which have arisen from early engagement. You may also wish to consider areas that the Scottish Government could work with the UK Government on if you have proposals regarding changes to the law which remain reserved to the UK Parliament.

West Lothian Council is supportive of the pillar focusing on the following areas, as previously suggested in the consultation:

- Greater recognition of the role of inclusive business models in the economy;
- Availability and accessibility of start-up support for the establishment of inclusive business models;
- Greater acknowledgement of the role of support organisations and the need to ensure they are adequately resourced to maintain and grow outputs;
- Preparatory work with public sector bodies to improve understanding of inclusive business models in advance of supporting the development of CWB plans and their subsequent implementation;
- A need to increase the knowledge and improve the culture around cooperatives to support new cooperative enterprises or transitions across Scotland;
- Supplier development support for inclusive business models including social enterprises to build capacity;
- Explore incentives to encourage the establishment of inclusive business models;
- An 'employee right to buy' when a business is put up for sale which allows a window for employees to consider developing a bid and raising the finances;

With the following areas suggested for further development:

- Current process for Community Asset Transfer has produced some positive results for inclusive ownership for the benefit of the local community and growing inclusive businesses. Given the economic climate progressing with further asset transfers will become more challenging. Exploration of possible alternative approaches to the asset transfer process to be explored further to enable a possible phased approach in the current climate.

Q7. Are there ways in which the law could be changed to advance the finance pillar of CWB?

Yes No Don't Know

Please provide a reason for your answer. In your response you may wish to consider the stakeholder suggestions outlined above which have arisen from early engagement. You may also wish to consider areas that the Scottish Government could work with the UK Government on if you have proposals regarding changes to the law which remain reserved to the UK Parliament.

West Lothian Council is supportive of the pillar focusing on the following areas, as previously suggested in the consultation, with the inclusion of further areas to explore within each area highlighted below:

- Exploring if CWB principles and standard criteria could be built into funding and funding assessment criteria.
- Encouraging investment funds including, for example, pension funds, to be directed to build local wealth; this would need to be undertaken in a planned and risk assessments put in place recognising that the funds have key aims to deliver.
- Greater recognition of the role of credit unions.

With the following areas suggested for further development:

- Looking at extending the role of Credit Unions to support Community Wealth Building by providing smaller business loans to SME's



COUNCIL EXECUTIVE

CHANCELLOR'S SPRING STATEMENT 2023 AND SCOTTISH FISCAL COMMISSION FINANCIAL SUSTAINABILITY REPORT

REPORT BY HEAD OF FINANCE AND PROPERTY SERVICES

A. PURPOSE OF REPORT

To provide Council Executive with an update in relation to the announcements contained in the Chancellor of the Exchequer's Spring Statement 2023 and also an update on the Scottish Fiscal Commission's Financial Sustainability report.

B. RECOMMENDATION

It is recommended that Council Executive:

1. Notes the latest economic position and key announcements outlined in the Spring Statement 2023;
2. Notes the main points from the Scottish Fiscal Commission (SFC) Fiscal Sustainability report;
3. Agrees that the Head of Finance and Property Services should continue to report to Council Executive on relevant UK and Scottish Government funding and spending announcements and provide quarterly horizon scan reports to the Corporate Policy and and Resources Policy Development and Scrutiny Panel (PDSP);
4. Agrees that the Head of Finance and Property Services should ensure that information contained within the Spring Statements and Autumn Budgets and the Scottish Government Spending Review is taken into account when updating the council's financial plans.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Being honest, open and accountable, making best use of our resources.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	The council is required to approve a balanced revenue budget for each financial year. The CIPFA Financial Management Code requires financial plans to be prepared for at least five years in duration, and detailed budgets are prepared for at least three years.
III	Implications for Scheme of Delegations to Officers	None.
IV	Impact on performance and performance Indicators	Ongoing restraint in relation to government funding inevitably has implications for the council's budget and performance.

V	Relevance to Single Outcome Agreement	Government funding provides resources to help deliver the Single Outcome Agreement, Corporate Plan priorities and council activities. Effective prioritisation of resources is essential to achieving key outcomes.
VI	Resources - (Financial, Staffing and Property)	<p>Spending decisions made by the UK Government impact on the Scottish Government's budget through the Barnett formula. This in turn has implications for available resources for the council through the local government finance settlement received from the Scottish Government.</p> <p>The economic and fiscal position outlined in the announcement emphasises the importance of proactive financial planning, linked to priorities and outcomes, to address public spending challenges.</p>
VII	Consideration at PDSP	Quarterly horizon scan reports on the latest economic indicators and announcements and the council's estimated revenue budget position are considered by Corporate Policy and Resources PDSP.
VIII	Other consultations	This report is part of the ongoing process of briefing elected members on issues relating to future year funding and the council's financial strategy.

D. TERMS OF REPORT

D.1 Introduction

The Chancellor of the Exchequer delivered his Spring Statement to the House of Commons on 15 March 2023. The Spring Statement is not a budget update, but provides a more general statement on the UK economy and includes an assessment and forecast from the Office for Budget Responsibility (OBR) on borrowing, growth and employment. The statement also sets out details on other forthcoming government policies.

D.2 Overall Economic Position

The Chancellor's Spring Statement 2023 included the OBR's updated projections for the economy, growth and government borrowing.

In summary, the key economic announcements were as follows:

- The OBR forecasts that the UK economy will avoid a recession. GDP is expected to fall by 0.2% this year, then increase by 1.8% in 2024, 2.5% in 2025 and 2.1% in 2026.
- The UK economy has emerged from the pandemic with unemployment near a 50-year low; unemployment in the three months to January was 3.7%. Projected unemployment rises by less than before, peaking at 4.4% in 2024, before starting to slowly fall back.
- Consumer Price Index (CPI) peaked at 11.1% in October 2022 and is forecast to be fast falling through 2023 and 2024, in February 2023, CPI reduced to 10.4%. The subsequent, negative, inflation forecast last November has been modified to close to zero. CPI is expected to be 6.1% in 2023, before decreasing to 0.9% in 2024, 0.1% in 2025 and 0.5% in 2026. These forecasts are heavily dependent on future energy, and other, prices, as well as wage settlements.
- Living standards are set to decline by a cumulative 5.7% in real terms over the next two financial years, less than the 7% reduction previously forecast but still the biggest two-year fall since records began in 1956.

The revised projections compared to the Spring Statement 2022 are as follows:

Spring Statement 2022	2022	2023	2024	2025	2026
Growth (GDP)	3.8%	1.8%	2.1%	1.8%	1.7%
Public Sector Net Borrowing	£99.1bn	£50.2bn	£36.5bn	£34.8bn	£31.6bn
Government Debt (% GDP)	95.5%	94.1%	91.2%	85.8%	83.1%

Spring Statement 2023	2022	2023	2024	2025	2026
Growth (GDP)	4.0%	(0.2%)	1.8%	2.5%	2.1%
Public Sector Net Borrowing	£152.4bn	£131.6bn	£85.4bn	£76.7bn	£63.5bn
Government Debt (% GDP)	100.6%	103.1%	102.4%	99.1%	97.6%

Borrowing remains high in the context of recent history and when compared to international peers. While public sector net borrowing (PSNB) has fallen from the post war peak in 2020/21, borrowing in 2021/22 remained nearly double the 2019/20 level. The UK is expected to have one of the highest levels of borrowing, as a percentage of GDP, among major advanced economies in 2023.

Debt has risen over recent decades as a result of external shocks like the Global Financial Crisis, the Covid-19 pandemic and the energy crisis. These shocks have had material impacts on the economy and led to higher borrowing to fund additional support for households and businesses. The impact of these shocks has been felt globally, meaning that although debt as a share of GDP is historically high in the UK, it remains lower than the US, Canada, France, Italy and Japan.

D.3 Public Services and Public Spending

Total departmental spending (DEL) will grow in real terms at 4% a year on average over this Spending Review period. Public sector net investment as a proportion of GDP will average 2.5% over the forecast period, delivering over £600 billion of planned public sector gross investment over the next five years.

Revenue Expenditure – Cash Figures	2022/23 £'bn	2023/24 £'bn	2024/25 £'bn	2025/26 £'bn	2026/27 £'bn
UK Spending Review 2022	1,062.1	1,063.6	1,047.6	1,067.1	1,107.8
Spring Statement 2023	1,055.8	1,055.6	1,055.7	1,080.2	1,115.6
Difference	(6.3)	(8.0)	8.1	13.1	7.8

Capital Expenditure – Cash Figures	2022/23 £'bn	2023/24 £'bn	2024/25 £'bn	2025/26 £'bn	2026/27 £'bn
UK Spending Review 2022	119.8	135.1	132.8	132.1	131.9
Spring Statement 2023	116.2	133.6	133.5	133.4	131.5
Difference	(3.6)	(1.5)	0.7	1.3	(0.4)

Spending Review 2021 set UK government departments' resource and capital Departmental Expenditure Limit (DEL) budgets and the devolved administrations' block grants from 2022/23 to 2024/25.

At the Autumn Statement 2022, the government made available up to an additional £6.1 billion in 2023/24 and £8 billion in 2024/25 to support health and adult social care services, and an additional £2.3 billion in each of 2023/24 and 2024/25 for the core schools' budget in England. The Spring Budget includes an additional £3.1 billion a year by 2024/25 rising to £5.2 billion at the end of the forecast period to help get more people into employment.

Planned departmental resource spending for the years beyond the current Spending Review period (2025/26 to 2027/28) will follow the cash profile set out at the Autumn Statement, with new commitments, including on labour markets and defence, funded in

addition to this. This will see overall resource spending continue to grow at 1% a year in real terms on average. Departmental capital spending will follow the cash profile agreed at the Autumn Statement 2022, with new commitments, including defence, funded in addition to this.

As a result, total departmental spending will be around £100 billion higher in real terms by 2027/28 than it was at the start of this Parliament (2019/20). DEL budgets beyond 2024/25 will be set at the next Spending Review.

D.4 Other Key Announcements

Energy price Guarantee (EPG) extended for consumers

The cap on energy bills will remain at £2,500 for a household with typical use for a further three months to the end of June 2023. Beyond this, it is expected (based on current forecasts) that the OFGEM cap could fall back to around £2,100 or £2,200 for typical use.

Prepayment meters

Charges for prepayment meter (PPM) customers will be reduced from 1 July 2023 until April 2024 with plans to bring in more permanent changes to bring down PPM costs over the long term. The details of how this will operate in the short term are not fully known, although the Budget document does state that it will save people on prepayment meters on average £45 a year.

Corporation Tax

For three years from April 2023, businesses will be able to write off the full cost of qualifying plant and machinery investment in the year that the investment is made, in a bid to support business investment. A range of changes to reliefs are set out, but one that looks particularly relevant to Scotland is a new Video Games Expenditure Credit, replacing a previous EEA tax relief.

Income Tax

The government is increasing the amount of income tax relief available to foster carers and shared lives carers. The threshold of income at which qualifying carers begin paying tax on care income will be increased to £18,140 per year plus £375 to £450 per person cared for per week for 2023/24 and these thresholds will then be index-linked, representing a tax cut worth approximately £450 per year on average.

Pensions

There was no announcement on changes to the pension age, but there will be changes to the amount that can be paid in, tax free, each year to pensions, and the removal of the lifetime cap. The changes to the NHS Pensions to 'remove barriers for staff returning from retirement' look to only occur in England and Wales.

Universal Credit

From summer 2023, universal credit payments to cover childcare can be claimed upfront (i.e. when childcare providers ask for the payment). There will also be an increase in the maximum amounts that can be claimed for childcare through universal credit. Other changes are increased conditionality for primary carers of children, parents of older children asked to increase the number of hours they search for work.

Changes to the way that premiums are determined for disabled people within universal credit have also been announced as part of a new White Paper. The Chancellor stated the Work Capability Assessment will be abolished and the existing assessment for receipt of Personal Independence Payment (PIP) will be used instead as a passport, this will not come into force until the next parliament.

Fuel Duty

The planned 11p rise in fuel duty is not going ahead. For a further 12 months, the previously announced 5p cut remains, and rates will be frozen. In short, the announcements today leave fuel duty rates at current levels.

Alcohol Duty

From August 2023, non-draught alcohol duties will be increased by 10.1%. At the same time, there will be an increase in the Draught Relief that was already pencilled in for August 2023. The Scottish Deposit Return Scheme (DRS) was scheduled to come into effect in August 2023, this has however now been delayed to January 2024.

Levelling Up

The UK government is launching the refocused Investment Zones programme to catalyse 12 high-potential knowledge-intensive growth clusters across the UK, including four across Scotland, Wales and Northern Ireland.

D.5 Scottish Fiscal Commission – Fiscal Sustainability Report

The Scottish Fiscal Commission (SFC) published their Fiscal Sustainability report on 22 March 2023. This is their first report on the long-term fiscal sustainability of the Scottish Government's budget. They have projected spending and funding up to 2072/73. These projections allow SFC to assess the long-term sustainability of the Scottish Government's finances. This assessment addresses factors arising from Scotland's devolved administration operating within the fiscal framework agreed with the UK Government.

The Fiscal Sustainability report stated that the Scottish Government will face long-term challenges in funding the delivery of public services. It shows that over the next 50 years spending on public services will increase because of pressures from rising costs of delivery and an ageing population.

The increased spending on public services will run ahead of the likely increases in the funding available to the Scottish Government from the UK Government's Block Grant and from the revenue from devolved income tax and other taxes.

The SFC shows that under current Scottish and UK fiscal policies, if public services in Scotland are to continue to be delivered as they are today, Scottish Government spending over the next 50 years will exceed the estimated funding available by an average of 1.7% each year. Total spending on devolved public services (by the Scottish Government and Scottish local authorities) is forecast to be £54 billion in 2027/28. By the end of 2072/73, it is projected that this spending will have grown by 123% in real terms to £120 billion. This rate of growth is faster than that of Scottish GDP, which is projected to grow by 72% over the same period.

The SFC's economic projections show Scottish GDP growing by an average of 1.2% each year between 2027/28 and 2072/73, 0.4% lower on average than the OBR's March 2022 projections show for UK GDP growth. Scotland's declining population and the influence of the ageing population on the overall participation rate drives the difference in GDP growth. A large part of the difference between Scotland and the UK is because Scotland's population aged 16 to 64 is projected to fall by 16% over the next 50 years, compared with a fall of 2% for the UK.

Many of the sustainability challenges that Scotland faces are common across the UK. The Office for Budget Responsibility (OBR) suggest that current UK wide tax and spending policies are not sustainable in the long term. The SFC estimates that the average budget gap in Scotland would be 10.1% each year if future UK Governments were to move towards a more sustainable position as projected by the OBR.

D.6 Main Implications for Scotland

The Chancellor announced that there was extra £320 million for the Scottish Government through the Barnett formula over 2023/24 and 2024/25. Fraser of Allander have stated that although no official numbers have been published, they understand the split is £67 million for 2023/24 and £252 million for 2024/25. Also, their calculations suggest that £400 to £500 million is likely to be generated for the Scottish budget for the subsequent few years if the UK government proceeds with its stated childcare policy. It is expected the Barnett consequential for 2025/26 have not been calculated as this falls out with the current spending review period. The Scottish Government can decide how to utilise the Barnett consequential.

The Chancellor clarified in relation to Investment Zones, that overall, these were to be reduced in number with Scotland getting at least one and more likely two. Elsewhere, it was revealed that each new zone would be based around major research institutions, probably elite universities. The Treasury is also looking to develop “innovation clusters”, including in universities around Glasgow, which will share £100 million for R&D investment, including a net zero project led by the University of Strathclyde.

While the UK economy’s performance has improved compared to the OBR’s November 2022 forecast, significant challenges remain. Inflationary pressures, initially driven by global factors, have become widespread across the economy, weighing on household incomes and dragging on growth. Since the Covid-19 pandemic, higher interest rates, coupled with slowing economic growth, have hit the public finances, against a backdrop of higher levels of government debt. Furthermore, structural factors, including low business investment and increased labour market inactivity have dragged on growth and likely pushed up inflation. Changing economic circumstances, such as global supply chain issues following the pandemic, as well as Russia’s invasion of Ukraine, are driving up the cost of living for families.

D.7 Main Implications for West Lothian

The Spring Statement does not have an immediate impact on the level of funding confirmed for West Lothian Council.

In line with other local authorities, and as outlined in the council’s approved five-year financial plan to 2027/28, West Lothian Council continues to face substantial budget challenges.

Officers continue to review budget model assumptions in line with developments and announcements. The budget model will be reviewed to incorporate any changes arising from the Spring Statement 2023, the Scottish Government Spending Review and the Autumn Budget.

E. CONCLUSION

The Chancellor’s Spring Statement 2023 provides an update on the UK’s fiscal outlook, providing information on the UK’s economic position, public services expenditure and economic forecasts as provided by the OBR.

The UK economy’s performance has improved compared to the OBR’s November forecast, however the impact of uncertain economic factors, such as the invasion of Ukraine and persistent inflation, means that it remains a challenging position for the UK economy and public sector spending.

As most of the spending additions relate to non-devolved areas, there was little in the way of Barnett consequential, although £320 million has been announced over 2023/24 and 2024/25. Fraser of Allander have stated they understand the split is £67 million for 2023/24 and £252 million for 2024/25.

The continued uncertain economic outlook, and its effect on public sector expenditure, emphasises the importance of the council having a robust approach to financial planning. The strategic and integrated approach to corporate and financial planning helps the council to ensure that outcomes are achieved and balanced budgets are delivered within the context of uncertain, constrained public sector funding.

The Financial Sustainability report by the Scottish Fiscal Commission indicates very significant challenges for public spending in Scotland over the long term unless major changes occur to the economic performance on public spending and taxation policies.

F. BACKGROUND REFERENCES

Spring Statement 2023 – Published on HM Treasury website

Office for Budget Responsibility Economic and Fiscal Outlook March 2023 – Published on OBR website

Autumn Statement and Scottish Budget Announcements 2022 – Report by Head of Finance and Property Services to Council Executive on 6 December 2022

Appendices/Attachments:

None

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Donald Forrest
Head of Finance and Property Services
25 April 2023

DATA LABEL: PUBLIC



COUNCIL EXECUTIVE

PROPOSED SALE OF FORMER BATHGATE SOCIAL WORK CENTRE, 69 WHITBURN ROAD, BATHGATE

REPORT BY HEAD OF FINANCE AND PROPERTY SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to seek Council Executive approval for the sale of the former Bathgate Social Work Centre at 69 Whitburn Road, Bathgate to Kaim Park Investments Limited for the sum of £535,000.

B. RECOMMENDATION

It is recommended that Council Executive:

1. Notes the decision of the Asset Transfer Committee on 27 February 2023 to refuse the asset transfer request received from Bathgate Community Development Trust Limited for the former Bathgate Social Work Centre at 69 Whitburn Road, Bathgate and notes that the statutory process for that asset transfer request is now at an end.
2. Approves the sale of the former Bathgate Social Work Centre at 69 Whitburn Road, Bathgate to Kaim Park Investments Limited for the sum of £535,000 subject to the terms and conditions set out in this report.
3. Authorises the Head of Finance and Property Services to carry out any further negotiations with the purchaser in respect of the terms of sale on the basis that any revised terms and conditions still represent the achievement of best value for the council.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Being honest, open and accountable; making the best use of our resources.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Disposal of property governed by S74 (2) of the Local Government (Scotland) Act 1973. The Disposal of Land by Local Authorities (Scotland) Regulations 2010. Part 5 of The Community Empowerment (Scotland) Act 2015.
III	Implications for Scheme of Delegations to Officers	None.

IV	Impact on performance and performance Indicators	None.
V	Relevance to Single Outcome Agreement	We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
VI	Resources - (Financial, Staffing and Property)	A capital receipt of £535,000 will be received during the 2023/24 financial year which will contribute to the approved capital receipts target for 2023/24.
VII	Consideration at PDSP	Not applicable.
VIII	Other consultations	Housing Need Service Manager. The local elected members for the ward have been provided with a copy of the report for their information.

D. TERMS OF REPORT

D.1 Background

The former Bathgate Social Work Centre at 69 Whitburn Road in Bathgate is shown crosshatched in black on the plan at Appendix 1 of this report. Council Executive at its meeting on 16 August 2022 declared that property surplus to requirements and agreed that officers should dispose of it in accordance with the council's approved Surplus Property Procedure.

The property was marketed for sale in August 2022, with offers in excess of £500,000 invited to purchase it. A closing date for offers was set for 4 October 2022. In accordance with the council's approved Surplus Property Procedure, expressions of interest from community groups were also invited.

D.2 Community asset transfer request and closing date

On 28 September 2022, prior to the closing date, officers received a valid community asset transfer request from Bathgate Community Development Trust Limited (BCDTL).

Under the provisions of Part 5 of The Community Empowerment (Scotland) Act 2015, once an asset transfer request has been made, the council is not allowed to dispose of a property to anyone except the asset transfer applicant, until the request has been determined and any subsequent review and appeal process completed. This does not apply however if, as in this case, the property was marketed before the asset transfer request was made. In such cases, an asset transfer request can still be made (and thereafter it must be formally determined), but it does not prevent negotiations or proceedings continuing with, or bids being made by any other party.

A number of commercial offers were received at the closing date on 4 October 2022. Other than BCDTL's interest, there were no other expressions of interest from the community.

Each of the commercial bidders were made aware of BCDTL's asset transfer request and advised of the council's statutory duty to formally consider and determine that request in accordance with its approved Community Asset Transfer Policy. Each of the commercial bidders agreed to leave their offers open for acceptance whilst BCDTL's asset transfer request was fully considered and formally determined by the council.

At its meeting on 27 February 2023, the Asset Transfer Committee refused the asset transfer request from BCDTL. The committee's reasons for refusing that request are set out in the committee papers for that meeting that are publicly available online. Under the statutory process, BCDTL had twenty working days in which to seek an internal review of the Asset Transfer Committee's decision. BCDTL chose not requested an internal review and the twenty working day period has now expired. The statutory asset transfer request process is therefore at an end and the council is now able to dispose of the property should it wish to do so.

Officers are now seeking Council Executive approval to sell the property to the party who submitted the highest bid at the closing date on 4 October 2022.

D.3 Proposed terms of sale

The highest offer received at the closing date was for £535,000 and it was submitted by Kaim Park Investments Limited (KPIL).

KPIL operate in the hotel and hospitality sector and they own the Kaim Park Hotel in Bathgate. KPIL propose to retain the former Bathgate Social Work Centre building and convert it internally for use as a "limited service hotel", similar to their existing Kaim Park Hotel operating model.

Heads of Terms for the proposed sale of the property have been agreed in principle with KPIL, subject to Council Executive approval. Those terms can be summarised as follows:

1. Seller: West Lothian Council
2. Purchaser: Kaim Park Investments Limited
3. Subjects: Former Bathgate Social Work Centre at 69 Whitburn Road, Bathgate (shown crosshatched in black on the plan at Appendix 1)
4. Purchase Price: £535,000 (five hundred and thirty-five thousand pounds sterling).
5. Legal Costs: Each party to meet their own legal costs.
6. The offer is subject to the following suspensive conditions:
 - Satisfactory legal title.
 - The purchaser being satisfied with the outcome of building surveys.
 - The purchaser securing the necessary statutory consents, including planning permission for the intended use.

E. CONCLUSION

It is considered that the terms and conditions set out in this report represent the best terms reasonably obtainable by the council for the sale of the former Bathgate Social Work Centre at 69 Whitburn Road in Bathgate. Council Executive is therefore recommended to approve the proposed sale to KPIL on the terms set out in this report.

F. BACKGROUND REFERENCES

1. Report to Council Executive on 28 November 2017 – Surplus Property Procedures
2. Report to Council Executive on 16 August 2022 – Surplus Properties
3. Report to Asset Transfer Committee on 27 February 2023 – Asset Transfer Request for the Former Bathgate Social Work Centre, 69 Whitburn Road, Bathgate

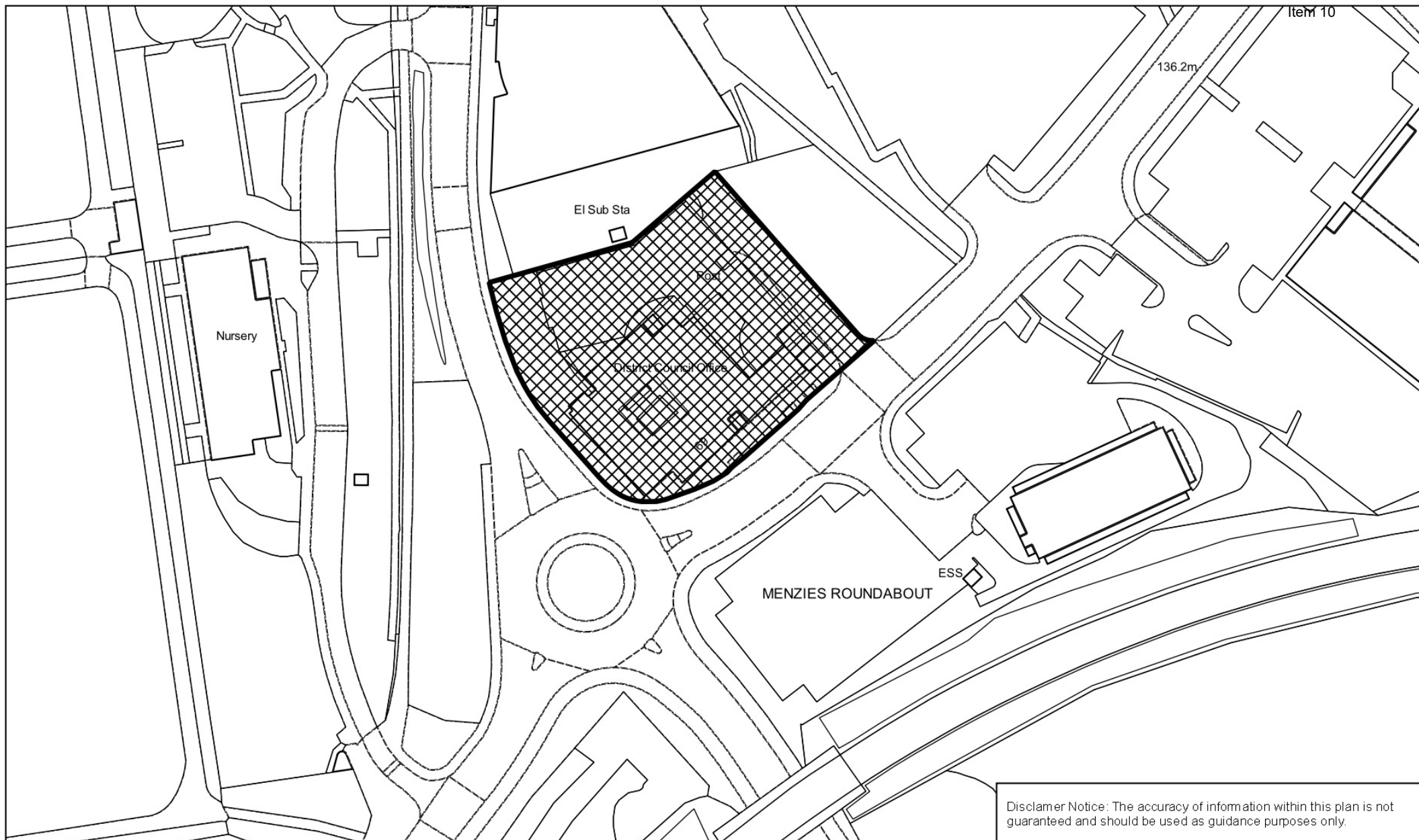
Appendices/Attachments: Appendix 1 – Location Plan

Contact Person: Darren Stenhouse, Group Property Surveyor, Finance and Property Services, Tel : (01506) 283373 – Email : Darren.Stenhouse@westlothian.gov.uk

Donald Forrest

Head of Finance and Property Services

Date of meeting: 25 April 2023



Disclaimer Notice: The accuracy of information within this plan is not guaranteed and should be used as guidance purposes only.



Approx. 0.275 Ha at Former Social Work Office Site, Whitburn Road, Bathgate

Not to Scale

A4



Property Management, West Lothian Civic Centre, Livingston, EH54 6FF

20/7/2022

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DATA LABEL: PUBLIC



COUNCIL EXECUTIVE

DIRECTIONS FROM WEST LOTHIAN INTEGRATION JOINT BOARD

REPORT BY REPORT BY DEPUTE CHIEF EXECUTIVE (HEALTH & SOCIAL CARE PARTNERSHIP)

A. PURPOSE OF REPORT

The purpose of the report is to inform the Council Executive that the West Lothian Integration Joint Board (IJB):

- has agreed a three-year budget plan for the period 2023/24 to 2025/26
- has agreed its Strategic Plan for 2023/28; and
- has issued Directions to the council which the council is required to comply with.

B. RECOMMENDATIONS

It is recommended that the Council Executive:

1. notes that the West Lothian IJB has agreed both a three-year budget for the period 2023/24 to 2025/26 and its Strategic Plan for 2023/28
2. note the Directions issued to the council by the IJB
3. notes the council's legal duty to comply with the Directions
4. agrees the proposed reporting arrangements to ensure compliance with the Directions.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Being honest, open and accountable; making best use of our resources; working in partnership
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Public Bodies (Joint Working) (Scotland) Act 2014 West Lothian IJB Strategic Plan 2023-2028
III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance Indicators	Performance Indicators will be reviewed following the development of the Delivery Plans that will underpin the IJB Strategic Plan.

V	Relevance to Local Outcomes Improvement Plan	N/A
VI	Resources - (Financial, Staffing and Property)	No implications
VII	Consideration at PDSP	Not required
VIII	Other consultations	None

D. TERMS OF REPORT

1 Background

- 1.1 The Public Bodies (Joint Working) Scotland Act 2014 imposed statutory duties on councils and health boards to integrate specified health and social care services. That was to be achieved by formal delegation through an integration scheme of statutory duties by council and health board to an integration authority. The integration authority then has responsibility for making a strategic plan, receiving budget payments from council and health board and directing councils and health boards how to deliver the delegated functions and with what resources.

2 West Lothian Integration Joint Board

- 2.1 The IJB is a separate legal entity from NHS Lothian and West Lothian Council and the arrangements for the IJB's operation, remit and governance are set out in the Integration Scheme which has been approved by West Lothian Council, NHS Lothian and the Scottish Government.
- 2.2 The legislation sets out the compulsory and additional Board membership.
- 2.3 The West Lothian IJB is made up of four West Lothian councillors as voting members on the Board, chosen by the council, and four health board members as voting members, chosen by the health board and appointed for periods of three years unless their appointment is terminated earlier. Members leaving position at the end of a three-year period are eligible for reappointment. There are also non-voting members as follows:
- The council's Chief Social Work Officer
 - A registered medical practitioner chosen by the health board from its list of primary medical services performers
 - A registered medical practitioner chosen by the health board
 - A registered nurse chosen by the health board
 - The Director of the Board and the Health and Social Care Partnership
 - The Finance Officer
 - A staff representative from each of the council and the health board
 - A third-sector representative
 - A carers representative
 - A service-user representative.

- 2.4 The IJB brings together the planning, resources and operational oversight for a substantial range of adult health and social care functions into a single system which will ensure services are built around the needs of patients and service users and supports service redesign with a focus on preventative and anticipatory care in communities. The functions delegated are summarised are:

Figure 1 Functions Delegated to the West Lothian IJB



- 2.5 The integration authority has oversight of the delivery of these functions and has to publish a statutory performance report each year.

3 Directions

- 3.1 Directions are the mechanism by which Integration Authorities issue binding instruction to the council and health board to action their Strategic Plan. Directions set out which body is responsible for what and which body should be audited for what, whether financially or in decision making terms. Directions are also the legal basis on which the Health Board and the Local Authority deliver services that are under the control of the Integration Joint Board (IJB).
- 3.2 A Direction must be given in respect of every function that has been delegated to the IJB and must set out how each integrated function is to be exercised, and identify the budget associated with that. A Direction can be issued at any time and can be amended, revoked or superseded at any time.

3.3 The Directions to council for the delivery of delegated functions in 2023/24 were agreed by the IJB at its meeting of 21st March 2023 and are included in Appendix 1 of this report.

3.4 The council is required under the Public Bodies (Joint Working) (Scotland) Act 2014 to comply with the Directions received and where joint direction is given to both the council and health board, they must carry out the function jointly or only in so far as is specified in the direction.

4 Compliance and Reporting

4.1 The council should satisfy itself that it is complying with Directions issued by the IJB and ensure that appropriate monitoring and reporting arrangements are in place.

4.2 The council will be represented at a senior management level on the Delivery Planning Boards, that will form part of the IJB strategic planning structure and whose role it will be to monitor progress against the priorities of the Strategic Plan.

4.3 It is proposed that a six-monthly report be submitted to Council Executive to assure Members, the public and the IJB that the council is on track to complying or has complied with the Directions.

E. CONCLUSION

The IJB has issued Directions to the council and the council has a legal duty to comply. The council should satisfy itself that it is complying with the IJB's Directions and compliance will be reported every six months to Council Executive.

Progress will continue to be reported on a six-monthly basis to the Executive to assure Members, the public and the IJB of compliance with Directions.

F. BACKGROUND REFERENCES

Public Bodies (Joint Working) (Scotland) Act 2014

Council Executive meetings of 21 May 2019, 12 November 2019, 25 February 2020, 20 April 2021

West Lothian IJB meeting of 21st March 2023

West Lothian IJB 2023/24 Budget and Medium-Term Financial Plan - [West Lothian Council Committee Information - View Committee Document](#)

Appendices:	Appendix 1 – Directions to West Lothian Council from the West Lothian Integration Joint Board
	Appendix 2: The West Lothian Integration Joint Board Strategic Plan 2023-28
Contact Person:	Sharon Houston, Interim Head of Strategic Planning & Performance sharon.houston@westlothian.gov.uk
	Kerry Taylor, Project Officer – IJB kerry.taylor@westlothian.gov.uk /
	Alison White, Depute Chief Executive
Date of meeting:	25 th April 2023

Appendix 1

West Lothian Integration Joint Board – Direction to West Lothian Council

1.	Implementation date	1 st April 2023
2.	Reference number	WLIJB/WLC/D04-2023
3.	Integration Joint Board (IJB) authorisation date	21 st March 2023
4.	Direction to	West Lothian Council
5.	Purpose and strategic intent	<p>In accordance with the IJB Strategic Plan, to provide effective services to all service users and carers within the West Lothian Council area, promoting the highest standards of practice in accordance with statutory obligations, policies and procedures.</p> <p>To provide services to all service users and carers within the geographical boundaries of West Lothian which promote health, wellbeing and quality of life.</p> <p>To provide services to all service users and carers within the geographical boundaries of West Lothian which:</p> <ul style="list-style-type: none"> – Maximise independent living – Provide specific interventions according to the needs of the service user – Provide an ongoing service that is regularly reviewed and modified according to need – Provide a clear care pathway – Contribute to preventing unnecessary hospital admission – Support timely hospital discharge – Prevent unnecessary admission to residential or institutional care

Appendix 1

		<ul style="list-style-type: none"> – Are personalised and self-directed, putting control in the hands of the service user and their carers
6.	Does this direction supersede or amend or cancel a previous Direction?	This Direction supersedes the 2022/23 Direction to West Lothian Council for the annual budget resources available for the delivery of adult social care services.
7.	Type of function	Integrated function (West Lothian Adult Social Care Services)
8.	Function(s) concerned	<p>All services planned and delivered by West Lothian IJB which are delivered within the geographical boundaries of the West Lothian Health and Social Care Partnership as they relate to adult social care services and defined by the Public Bodies (Joint Working) (Scotland) Act 2014. This includes additional functions West Lothian Council has chosen to delegate to the IJB as defined in West Lothian Integration Joint Board's Integration Scheme.</p> <p>All Adult social care services:</p> <ul style="list-style-type: none"> – Learning Disabilities – Physical Disabilities – Mental Health – Older People Assessment & Care – Care Homes & Housing With Care – Occupational Therapy – Support and Other Services <p>The IJB Chief Officer will be the lead operational director for these services which are to be delivered through the Chief Officer's Joint Management Team and in cooperation and partnership with NHS Lothian.</p>

Appendix 1

9.	Required Actions / Directions	<p>West Lothian IJB directs West Lothian Council to provide adult social care services for the population of West Lothian as set out in the West Lothian Integration Scheme and as per the IJB's approval that the eligibility threshold for direct care provision should be set at Substantial and above.</p> <p>Over the course of the financial year 2023/24, West Lothian IJB directs West Lothian Council to work with the IJB Chief Officer and officers supporting the IJB to progress and implement the care group commissioning plans below:</p> <ul style="list-style-type: none"> – Older People – Adults with Learning Disabilities – Adults with Physical Disabilities – Adults with Mental Health problems – Adults with Alcohol and Drug problems <p>These commissioning plans provide details of:</p> <ul style="list-style-type: none"> – Specific needs of the relevant client group based on a detailed needs assessment, including stakeholder engagement – Specific outcomes to be addressed consistent with the IJB Strategic Plan – How compliance and performance will be measured and reported on (performance indicators, delivery outcomes, targets etc.) – How specific needs of localities will be addressed <p>Transformational change and further integration of health and social care service delivery will be key to achieving IJB outcomes. This will require a joined up approach to strategic and financial planning to prioritise financial resources while maximising performance against strategic outcomes.</p> <p>West Lothian Health and Social Care Delivery</p> <p>The West Lothian Health and Social Care Strategic Commissioning Plans set out key operational and transformational change areas proposed to meet national health and social care outcomes.</p> <p>West Lothian IJB directs West Lothian Council to work in partnership with West Lothian IJB to deliver the West Lothian Health and Social Care Strategic Commissioning Plans, which set out the IJB's vision on transforming service delivery to meet national health and social care outcomes for West Lothian.</p>
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Appendix 1

		<p>Medium Term Financial Strategy</p> <p>An informed approach to future service delivery over the medium term is critical and must take account of assumptions around available resources.</p> <p>West Lothian IJB directs West Lothian Council to continue working with the West Lothian IJB Chief Officer and Chief Finance Officer to implement medium term financial planning assumptions and further develop future budget plans.</p> <p>A robust approach to both aspects above, which take account of the new Strategic Plan and Strategic Commissioning Plans will be essential in meeting future health and social care needs for the population of West Lothian.</p>																		
10.	2023/24 Resources	<table><tr><td>Adult Social Care Budget 2023/24</td><td>(£'000)</td></tr><tr><td>Learning Disabilities</td><td>24,280</td></tr><tr><td>Mental Health</td><td>5,288</td></tr><tr><td>Physical Disabilities</td><td>7,905</td></tr><tr><td>Older People Assessment and Care</td><td>44,865</td></tr><tr><td>Care Homes and Housing with Care</td><td>8,434</td></tr><tr><td>Occupational Therapy</td><td>1,417</td></tr><tr><td>Support and Other Services</td><td>3,019</td></tr><tr><td>Total Social Care Services</td><td>95,208</td></tr></table>	Adult Social Care Budget 2023/24	(£'000)	Learning Disabilities	24,280	Mental Health	5,288	Physical Disabilities	7,905	Older People Assessment and Care	44,865	Care Homes and Housing with Care	8,434	Occupational Therapy	1,417	Support and Other Services	3,019	Total Social Care Services	95,208
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Total Social Care Services	95,208																			
11.	Principles	<p>As a fundamental principle, any material changes to 2023/24 budget or expenditure plans for delegated functions should be subject to full discussion and agreement by West Lothian IJB.</p> <p>West Lothian IJB expects that the principles of Best Value (to secure continuous improvement in performance whilst maintaining an appropriate balance between quality and cost, maintaining regard to economy, efficiency, effectiveness) are adhered to in carrying out this direction.</p>																		
12.	Aligned National Health and Wellbeing Outcomes	<p>To support the following national outcome measures:</p> <p>1. People are able to look after and improve their own health and wellbeing and live in good health for longer</p>																		

Appendix 1

		<ol style="list-style-type: none"> 2. People, including those with disabilities or long term conditions, or who are frail, are able to live, as far as reasonably practicable, independently and at home or in a homely setting in their community 3. People who use health and social care services have positive experiences of those services, and have their dignity respected 4. Health and social care services are centred on helping to maintain or improve the quality of life of people who use those services 5. Health and social care services contribute to reducing health inequalities 6. People who provide unpaid care are supported to look after their own health and wellbeing, including to reduce any negative impact of their caring role on their own health and well-being 7. People using health and social care services are safe from harm 8. People who work in health and social care services feel engaged with the work they do and are supported to continuously improve the information, support, care and treatment they provide 9. Resources are used effectively and efficiently in the provision of health and social care services
13.	Aligned priorities, strategies, outcomes	This direction relates to and will be monitored through the detailed performance framework aligned with West Lothian IJB's Strategic Plan and Health and Social Care commissioning plans.
14.	Compliance and performance monitoring	<ol style="list-style-type: none"> 1. In order to ensure West Lothian IJB fulfils its key strategic planning and scrutiny functions, and further develops and coordinates the implementation of its Strategic Plan, monitoring our own and our partners' performance is imperative. The primary responsibility for performance management in respect of strategic delivery of integration outcomes will rest with the IJB and West Lothian Council will provide performance information so that the IJB can continue to develop a comprehensive performance management system. 2. In addition to the specific commitments set out in West Lothian IJB's Integration Scheme and the obligations regarding provision of information under the Act, West Lothian Council will provide the IJB with any information which the IJB may require from time to time to support its responsibilities regarding strategic planning, performance management, and public accountability.

Appendix 1

		<p>3. Details of how compliance and performance will be measured and reported on (performance indicators, delivery outcomes, targets etc.) will be provided in the appropriate care group commissioning plan in accordance with the detailed performance framework within West Lothian IJB's Strategic Plan.</p> <p>4. The IJB, through its officers, will meet on a regular basis with senior West Lothian Council officers to discuss cost, quality and performance matters linked to the Strategic Plan and commissioning plans. This will be incorporated into regular updates to the IJB on the IJB's performance against key strategic outcomes.</p> <p>5. The IJB directs West Lothian Council, through its officers, to provide financial analysis, budgetary control and monitoring reports as and when requested by the IJB. The reports will set out the financial position and outturn forecast against the payments by the IJB to West Lothian Council in respect of the carrying out of integration functions. These reports will present the actual and forecast positions of expenditure compared to Operational Budgets for delegated functions and highlight action being taken to manage financial risks and areas where further action is required to manage budget pressures.</p>
15.	Relevance to or impact on other Lothian IJBs and/or other adjoining IJBs	N/A

West Lothian Integration Joint Board – Budget Savings Direction to West Lothian Council

1.	Implementation date	1 st April 2023
2.	Reference number	WLIJB/WLC/SAV-04
3.	Integration Joint Board (IJB) authorisation date	21 st March 2023
4.	Direction to	West Lothian Council
5.	Purpose and strategic intent	<p>In accordance with the IJB Strategic Plan, to provide effective services to all service users and carers within the West Lothian Council area, promoting the highest standards of practice in accordance with statutory obligations, policies and procedures.</p> <p>To provide services to all service users and carers within the geographical boundaries of West Lothian which promote health, wellbeing and quality of life.</p> <p>To provide services to all service users and carers within the geographical boundaries of West Lothian which:</p> <ul style="list-style-type: none"> – Maximise independent living – Provide specific interventions according to the needs of the service user – Provide an ongoing service that is regularly reviewed and modified according to need – Provide a clear care pathway – Contribute to preventing unnecessary hospital admission

Appendix 1

		<ul style="list-style-type: none"> – Support timely hospital discharge – Prevent unnecessary admission to residential or institutional care – Are personalised and self-directed, putting control in the hands of the service user and their carers
6.	Does this direction supersede or amend or cancel a previous Direction?	No.
7.	Function(s) concerned	<p>All services planned and delivered by West Lothian IJB which are delivered within the geographical boundaries of the West Lothian Health and Social Care Partnership as they relate to adult social care services and defined by the Public Bodies (Joint Working) (Scotland) Act 2014. This includes additional functions West Lothian Council has chosen to delegate to the IJB as defined in West Lothian Integration Joint Board's Integration Scheme.</p> <p>All Adult social care services:</p> <ul style="list-style-type: none"> – Learning Disabilities – Physical Disabilities – Mental Health – Older People Assessment & Care – Care Homes & Housing With Care – Contracts & Commissioning Support – Other Adult social care services <p>The IJB Chief Officer will be the lead operational director for these services which are to be delivered through the Chief Officer's Joint Management Team and in cooperation and partnership with NHS Lothian.</p>

Appendix 1

8.	Required Actions / Directions	West Lothian IJB directs West Lothian Council to work with the IJB Chief Officer and officers supporting the IJB to progress, implement and deliver the following budget reduction proposals agreed by the Board.																																																																																																			
		<table><tr><th>Saving Ref</th><th>Saving Option</th><th>2023/24 £'000</th><th>2024/25 £'000</th><th>2025/26 £'000</th><th>Total 3 Years £'000</th></tr><tr><td>SJ1b</td><td>SWIFT Replacement review of support</td><td>0</td><td>0</td><td>20</td><td>20</td></tr><tr><td>SJ2a</td><td>Review of Social Policy business support</td><td>21</td><td>0</td><td>0</td><td>21</td></tr><tr><td>SJ2b</td><td>Review of community occupational therapy service</td><td>55</td><td>55</td><td>0</td><td>110</td></tr><tr><td>SJ2c</td><td>Servicing of Equipment</td><td>100</td><td>0</td><td>0</td><td>100</td></tr><tr><td>SJ2d</td><td>Review of Social Policy administrative support</td><td>0</td><td>51</td><td>37</td><td>88</td></tr><tr><td>SJ3a</td><td>Redesign of Adults and Older People social work teams</td><td>0</td><td>200</td><td>503</td><td>703</td></tr><tr><td>SJ3c</td><td>Redesign of internal support at home service.</td><td>251</td><td>261</td><td>358</td><td>870</td></tr><tr><td>SJ4a</td><td>Review of existing contracts for commissioned care within adults and older people services</td><td>60</td><td>0</td><td>0</td><td>60</td></tr><tr><td>SJ6a</td><td>Housing Benefit for those who live in specified accommodation</td><td>391</td><td>0</td><td>0</td><td>391</td></tr><tr><td>SJ3b</td><td>Increasing further the number of core and cluster sites to reduce the requirement for external placements</td><td>50</td><td>50</td><td>20</td><td>120</td></tr><tr><td>SJ4b</td><td>Review of commissioned older people day services</td><td>355</td><td>0</td><td>0</td><td>355</td></tr><tr><td>SJ5a</td><td>Redesign adult day services</td><td>66</td><td>0</td><td>426</td><td>492</td></tr><tr><td>SJ5b</td><td>Redesign of Deans House and Burnside Facility</td><td>0</td><td>179</td><td>0</td><td>179</td></tr><tr><td>SJ5c</td><td>Review of internal care homes</td><td>0</td><td>577</td><td>329</td><td>906</td></tr><tr><td>SJ5d</td><td>Review of housing with care</td><td>0</td><td>0</td><td>482</td><td>482</td></tr></table>	Saving Ref	Saving Option	2023/24 £'000	2024/25 £'000	2025/26 £'000	Total 3 Years £'000	SJ1b	SWIFT Replacement review of support	0	0	20	20	SJ2a	Review of Social Policy business support	21	0	0	21	SJ2b	Review of community occupational therapy service	55	55	0	110	SJ2c	Servicing of Equipment	100	0	0	100	SJ2d	Review of Social Policy administrative support	0	51	37	88	SJ3a	Redesign of Adults and Older People social work teams	0	200	503	703	SJ3c	Redesign of internal support at home service.	251	261	358	870	SJ4a	Review of existing contracts for commissioned care within adults and older people services	60	0	0	60	SJ6a	Housing Benefit for those who live in specified accommodation	391	0	0	391	SJ3b	Increasing further the number of core and cluster sites to reduce the requirement for external placements	50	50	20	120	SJ4b	Review of commissioned older people day services	355	0	0	355	SJ5a	Redesign adult day services	66	0	426	492	SJ5b	Redesign of Deans House and Burnside Facility	0	179	0	179	SJ5c	Review of internal care homes	0	577	329	906	SJ5d	Review of housing with care	0	0	482	482			
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Appendix 1

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9.	Monitoring of Delivery	<ol style="list-style-type: none">1. Budget monitoring of IJB delegated functions is undertaken by Finance teams within West Lothian Council and NHS Lothian who have responsibility for working with budget holders to prepare information on financial performance. This is in line with the approved West Lothian Integration Scheme and reflects the IJB’s role as a strategic planning body who does not directly deliver services, employ staff or hold cash resources.2. The IJB directs West Lothian Council officers to work in partnership with officers supporting the IJB, to provide financial analysis, and monitoring reports on delivery of agreed budget savings as and when requested by the IJB. The reports will set out the financial and operational position																								

Appendix 1

		in respect of delivery of service changes associated with saving measures and highlight any risks or areas where further action is required to implement approved budget savings.
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West Lothian Integration Joint Board Strategic Plan 2023-28



**INTEGRATED
HEALTH AND
SOCIAL CARE**

WEST LOTHIAN
WORKING FOR WELLBEING

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West Lothian
IJB Strategic Plan 2023/28

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Executive Summary

This Strategic Plan, for the period 2023 to 2028, builds on the achievements of the West Lothian Integration Joint Board (IJB) Strategic Plan 2019 to 2023 and sets out the Boards ambition for the continued development and improvement of health and social care services in West Lothian over the next 5 years.

The plan describes how the IJB intends to deliver its vision of:

"Working in partnership to improve wellbeing and reduce health inequalities across all communities in West Lothian"

The plan also outlines how we will deliver the nine national health and wellbeing outcomes through our strategic priorities and transformational change programmes against the background of demographic, and financial challenges.

West Lothian faces a growing and ageing population over the lifetime of this plan and beyond. The demographic and population projection data for West Lothian shows a population where older adults are increasing in number and will form a greater proportion of the population over time. The numbers of people in West Lothian aged 65 to 74 is expected to increase by 19% by 2028 with those aged over 75 increasing by 39%. This is compared to the Scottish average growth of 14.4% in the 65 to 74 population and 25.4% increase in those aged over 75 during the same time period.

Almost one in five (19.5%) people living in West Lothian report having a limiting long-term health condition and the number of people providing unpaid care in the community has increased significantly in recent years. In addition, there are significant differences in health outcomes between some communities with an 8-10-year gap in life expectancy between the most deprived and least deprived communities

The Strategic Plan recognises that both West Lothian Council and NHS Lothian were required to achieve substantial efficiencies over the life span of the previous plan and will face further significant financial challenges over the next five years. This Plan is focused on achieving a sustainable health and social care system for West Lothian. This will require transformational change over time in order to improve health and wellbeing outcomes and support the transition to the future model of care.

The seven strategic aims of the plan are to:



Figure 1 The seven strategic aims of the Strategic Plan

To achieve this, we have set the following strategic priorities for the duration of this Plan:



In order to achieve these aims and transform the way adult health and social care is provided, it is vital that resources are shifted from the traditional models of care to new models of care. As services develop and changes are achieved through our transformational change programmes, we will need to commission different types of services and in different ways. Based on the strategic intentions outlined in this plan, we will develop a range of delivery plans underpinned by a medium-term financial planning framework. This will inform the IJB's planning and prioritisation of future health and social care services in West Lothian.

The IJB is committed to working with our partners, service users, their families and the wider community to find effective and sustainable solutions and achieve the best outcomes for the people of West Lothian. This includes working with community planning partners to address underlying social inequalities that contribute to health inequalities, with poorer health outcomes in some population groups.

Our Performance Framework and approach to Clinical and Care Governance are set out in this Plan. These ensure that the IJB continuously measures progress against the strategic priorities and that quality of adult health and social care is monitored and assured.

The delivery of this Plan, through West Lothian's foundation of strong partnership working, will result in reduced health inequalities and better health outcomes across all communities in West Lothian.



Bill McQueen CBE

Chair of West Lothian Integration Joint Board



Section 1: The Integration Joint Board

The Public Bodies (Joint Working) (Scotland) Act 2014 established the legal framework for integrating health and social care in Scotland. The Act requires each Health Board and Local Authority to delegate some of its functions to new Integration Authorities.

On 1st April 2016, an Integration Joint Board (IJB) was established in West Lothian. The IJB has responsibility for planning most of the integrated health and social care services for adults in the area.

The IJB is a separate legal entity from NHS Lothian and West Lothian Council and the arrangements for the IJB's operation, remit and governance are set out in the Integration Scheme which was approved by West Lothian Council, NHS Lothian and the Scottish Government.



Figure 2: Functions Delegated to the West Lothian IJB

The Integration Joint Board's role is to set the strategic direction for functions delegated to it and to deliver the priorities set out in its Strategic Plan. It receives payments from West Lothian Council and NHS Lothian to enable delivery of local priorities for health and social care for adults.

The Board gives directions to the council and health board as to how they must carry out their business to secure delivery of the Strategic Plan. An overview of the functions delegated to the West Lothian IJB are detailed in figure 1.

The IJB brings together the planning, resources and operational oversight for a substantial range of adult health and social care functions into a single system which will ensure services are built around the needs of patients and service users and supports service redesign with a focus on preventative and anticipatory care in communities.

Section 2: Development of the Strategic Plan 2023-28

The Strategic Plan builds upon joint planning foundations established through our Community Planning and Health and Social Care Partnerships

The plan outlines the IJB's vision and ambitions for health and social care services in West Lothian; what our priorities are and how we will build on a foundation of strong partnership working to deliver them.

We are working within an environment where there are increasing demands for services and growing public expectations at a time of significant resource challenges and financial constraints. We must ensure that social care, primary care, community health and acute hospital services work well together and in a more integrated way with all of our partners, including housing and the third and independent sectors, to maximise our resources and deliver on our strategic priorities.

In order to meet these challenges, we will work together to create a culture of cooperation, co-production and co-ordination across all partners. By working with people who use our services, their families and the wider community, we can create effective and sustainable solutions and achieve the best outcomes for the people of West Lothian.

Tackling health inequalities has been identified as a priority at both a national and local level as an issue requiring urgent action. We recognise that health and wellbeing inequalities are not likely to be changed significantly by health policies or health services working in isolation. These inequalities require to be challenged by a joined up coordinated approach by a wide range of partners.

With responsibility for the strategic planning of some acute hospital care services including emergency care and inpatient services relating to general medicine, geriatric medicine and rehabilitation, we will identify opportunities to design and deliver services which ensure care is delivered in the right place, at the right time, using the right resource. The IJB recognises that well delivered local health and social care services can have a significant impact on shifting the balance of care from hospital to community, reducing health inequalities and reducing emergency admissions. This strategic plan aims to:

- **Take a rights based approach which places people at the centre**
- **Involve citizens, communities, staff, carers and other stakeholders as experts**
- **Enable timely information, advice and support enabling people to make decisions about their own wellbeing**
- **Deliver planned care wherever possible**
- **Take a 'Home First' approach with coordinated care, support and treatment as close to home as it can be**
- **Drive improvement in service delivery through transformation**
- **Improve outcomes for people through more seamless partnership working**



Figure 3: Strategic Plan Aims

Strategic Scope

In West Lothian we have defined two localities across which our health and care services will be planned, the East Locality and West Locality as detailed below. The importance of the localities in determining the strategic direction of health and social care planning is reflected in the plan.

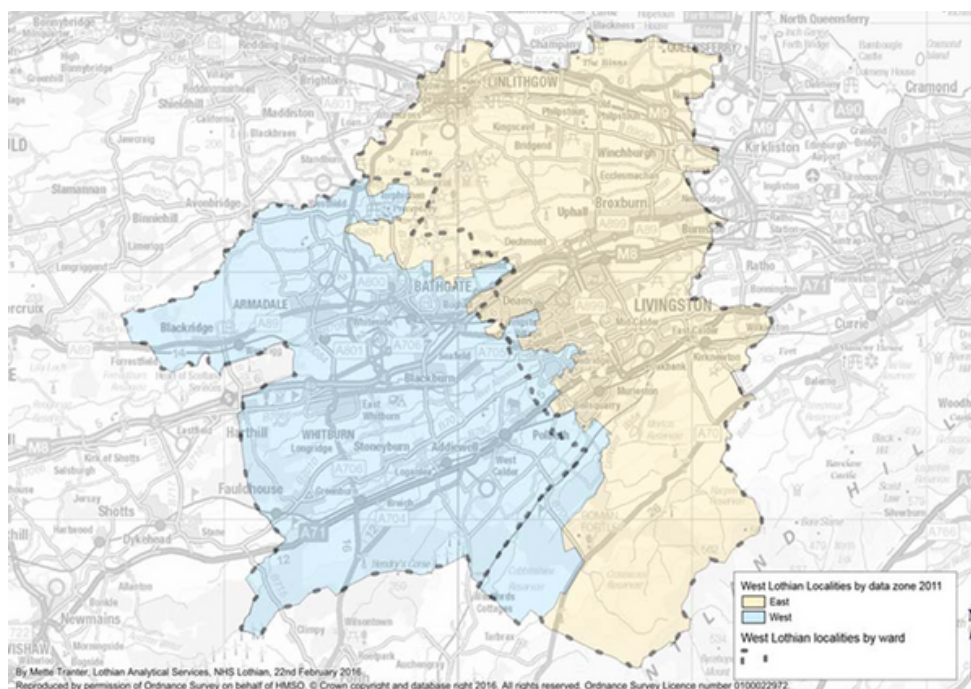


Figure 4: Map of East Locality and West Locality

With a focus on achieving the best outcomes for people living in West Lothian the IJB will build on its experience of commissioning a wide range of health and care services. The scope of the plan covers governance, planning and resourcing of social care, primary and community healthcare and unscheduled hospital care for adults.

Development of the Strategic Plan 2023-28

The strategic objectives and priorities of the plan have been identified through:

- the review of the IJB Strategic Plan 2019-23
- discussion and development sessions with the IJB and the Strategic Planning Group.
- engagement with our partner organisations and key stakeholders
- engagement with key staff groups
- engagement with people who use our services
- engagement with unpaid carers
- engagement with commissioned service providers.
- analysis of a wide range of demographic and other data.

The Strategic Plan has been developed in conjunction with the IJB Strategic Planning Group with membership from key stakeholders including West Lothian Council, NHS Lothian, third and independent sectors, health and social care professionals, staff, trade unions, representatives of service users, carers and their families.

The Strategic Plan aligns with West Lothian Community Planning Partnership's Local Outcome Improvement Plan, West Lothian Council's Corporate Plan, Our Health Our Care, Our Future, NHS Lothian's Strategic Plan 2014-24, the Lothian Strategic Development Framework 2022-27, West Lothian Council's Local Housing Strategy, West Lothian Carers Strategy, West Lothian Health and Social Care Partnership's Workforce Plan 2022-25

Delivery Plans will be developed to take forward the Strategic Plan's priorities and will cover all adult care groups. The Delivery Plans will inform our strategic commissioning and will be focused on ensuring that the IJB fulfils its statutory duty to achieve best value, while delivering, developing and commissioning services that are person centred, take a human rights-based approach and are outcome focused. To achieve this, we will work closely with our strategic partners as well as the third and independent sectors.

Review of the IJB Strategic Plan 2019- 2023

This Strategic Plan builds on the achievements of the West Lothian Integration Joint Board (IJB) Strategic Plan 2019 to 2023. In conjunction with the IJB Strategic Planning Group the Strategic Plan 2019-23 was reviewed to reflect on the experience of managing through the pandemic with a focus on:

- **What had worked well and could be further developed?**
- **What had been challenging?**
- **What needed to change?**

Key themes that emerged from the review were:

- The negative impact of the pandemic on inequality
- The importance of partnership working
- The importance of early intervention and prevention
- The importance of good, clear and consistent communication
- Opportunities to enhance the use of technology and progress the digital agenda within health and social care services
- The importance of supporting the sustainability of independent and third sector organisations to enable them to provide high quality health and social care services
- The health and social care workforce in West Lothian
- The importance of exploring different ways of working and creating a culture of continuous improvement.

Consultation and Engagement

To inform the development of the Strategic Plan the IJB commissioned a Strategic Needs Assessment (SNA) to establish a clear understanding of the needs and priorities of people in West Lothian. Through the Strategic Needs Assessment, analysis has been undertaken of local and national data to identify current and future trends to support the planning and development of future services. Alongside data analysis, a comprehensive engagement exercise was undertaken to ensure that the views of our key stakeholders were captured to identify what is currently working well, what still needs to be done and where any gaps exist.

Through targeted surveys, focus groups and one to one meetings, we engaged with and sought the views of:

- People who use our services
- People who care for others
- Staff who deliver health and social care services
- Commission providers of health and social care services
- Members of the IJB Strategic Planning Group and
- Other community representatives.

Scope of the Strategic Needs Assessment

The Strategic Needs Assessment explored the following areas:

- **The strategic drivers for the development and delivery of health and social care services**
- **The profile of the West Lothian population including:**
 - Risk factors –Demographic, Behavioural, Physiological
 - Health Inequalities
 - Overall life expectancy in West Lothian
 - The prevalence of health conditions and where these are spread unequally across population groups
 - Access to care and support in West Lothian
- **Current service provision**
- **Service trends and opportunities to do things differently**
- **Partner Feedback on:**
 - Their top three priorities for health and social care in West Lothian
 - The proposed, high level, Strategic Plan priorities
 - How health and social care provision could be improved in West Lothian
 - The role that key partners could play in delivering the strategic aims
 - New ways of working that could be developed to support the delivery of health and social care services in West Lothian.
- **Public and support service feedback on:**
 - The proposed strategic aims of:
 - Tackling health inequalities,
 - Taking forward a Home First approach and
 - Enabling good care and treatment
 - What the IJB current does well
 - Where the gaps are and what needs to be improved
 - Their own top 3 priorities for health and social care in West Lothian

Overview of the Findings of the Strategic Needs Assessment

Through the Strategic Needs Assessment respondents agreed that the IJB should:

- be focused on tackling health inequalities in West Lothian in conjunction with key partners
- take forward the development and implementation of Home First
- focus on developing the structures and supports required to enable good care and treatment

The Strategic Needs Assessment also highlighted a range of challenges for the delivery of future health and social care services in West Lothian, in particular:

Demographic pressures:

- Inequality across the localities
- Increased demand for support due to an increasing elderly population
- Workforce challenges
- Financial constraints face by all public sector services in Scotland.



Section 3: Vision, Values and Outcomes

Our Vision

The IJB's vision is to:

Work in partnership to improve wellbeing and reduce health inequalities across all communities in West Lothian

To take forward this vision it is essential that we:

- recognise and take account of the different needs of vulnerable groups when we plan, design and deliver services
- ensure that all adults are supported to live their lives as well as possible
- support people to achieve their potential to live independently and
- enable people to exercise choice over the services they use in line with the principles of Self Directed Support (SDS)

Our Values

The IJB has aligned NHS and Council values with the policy intentions of health and social care integration to create a set of core values.



Figure 5: NHS Lothian and West Lothian Council values

Strategic Context

Health and social care services operate within an evolving and complex framework of legislation, policy and guidance (detailed in Appendix 2) that influence how we develop and deliver services that provide care and support to meet the needs of people in West Lothian.

Outcomes

The IJB is committed to delivering services that align with nationally and locally identified outcomes, in particular:

- **The National Health and Wellbeing Outcomes**

The Strategic Plan has been designed to deliver the nine National Health and Wellbeing Outcomes for integration. These are high-level statements outlining what health and social care partners are attempting to achieve through integration and improvement across health and social care. These are underpinned by a human rights-based approach.



Figure 6: National Health and Wellbeing Outcomes

The West Lothian Local Outcome Improvement Plan

Through delivery of this strategic plan we also aim to meet local outcomes identified within the West Lothian Local Outcome Improvement Plan (LOIP) in particular:



Figure 7: West Lothian Local Improvement Outcomes

At the time of writing it should be noted that reviews of the LOIP and Community Planning Partnership's Locality Plans are currently underway. The Community Planning Partnership has agreed that the LOIP should focus on the 'added value' that the CPP can bring to particular issues, build on the value of working collaboratively whilst not duplicating activity that is currently ongoing. The new LOIP will therefore focus on the following four pillars:



Figure 8: Four pillars identified in the West Lothian Local Outcome Improvement Plan

Independent Review of Adult Social Care in Scotland

In 2021 the Scottish Government published the findings of the Independent Review of Adult Social Care (IRASC) in Scotland. The review concluded that that to secure better outcomes for people in Scotland there was a need to:

Shift the paradigm

The review stated that strong and effective social care support needed to be underpinned by a human rights-based approach. It specifically recommended that the approach taken to the delivery of health and social care services should:

- enable people's rights and capabilities
- be based on preventative and anticipatory collaboration and
- be a vehicle for supporting independent living.

Strengthen the Foundations

The review highlighted the need for system level change, with more effective problem solving and a scaling up of promising practice. It also recognised the need to strengthen the social care workforce, emphasising engagement, value and reward as well as increasing the focus on unpaid carers to enable them to continue to be a cornerstone of social care support.

Redesign the System

The review emphasised the need for a new delivery system for social care support, involving those with lived experience in its design. It recommended a National Care Service and highlighted the need to transform the planning, commissioning and procuring of social care support, based on partnership and relationships rather than competition.

Our approach to the planning and delivery of social care services in West Lothian is in line with the principles and themes highlighted in the findings of the IRASC, but there is still more that we need to do. The objectives and priorities identified in this Strategic Plan reflect the key themes from the report

National Care Service

The Independent Review of Adult Social Care also recommended the establishment of a National Care Service (NCS) with the aim of ensuring that people of all ages can access the support they need to live a full life by improving consistency and quality of provision. It is proposed that the NCS will be responsible for social work and social care support, including support for carers. It will also be responsible for planning and commissioning primary care and community health services.

The development of the NCS will have a significant impact on how community health and social care services are planned and delivered in the future. In particular, the intention to reform Integration Joint Boards into Community Health and Social Care Boards ('Local Care Boards') will impact directly on existing governance arrangements.

At this time much of the detail regarding the development of the NCS is still unclear. Progress on this significant policy development will be kept under review by the IJB.

Section 4: Understanding Our Population's Needs

Demographic Challenges

The latest population statistics for West Lothian (National Records Scotland), indicates the area's population stood at 185,580 in June 2021, the 5th highest population in Scotland. In the 10 years previous, the population in the local area had grown 19.5%, the second highest increase of all the local authorities in Scotland and two and a half times that of the Scottish average (7.6%).

Further increases in the local population are also projected, with a 5.9% increase predicted by 2028, three times the increase of the national average. The population is predicted to grow primarily by net migration into the area (4.9% rise, supplemented with births exceeding deaths by 0.8%). It is noted that there is projected to be approximately 12,000 new homes built in the West Lothian area by 2027.

Growth in the older population will be the most significant with the 65-74 age groups increasing by 19% and people aged 75 and over increasing by 39% by 2028.

Healthy life expectancy is the number of years an individual is expected to live in good health. The difference between healthy life expectancy and life expectancy highlights the length of time an individual is expected to live in poor health. Although female life expectancy is higher than that of males, more years are spent in poorer health.

Almost one in five (19.5 %) people living in West Lothian report having a limiting long-term health condition. A long-term condition can have a significant impact on quality life and ability to carry out day to day activities and includes any condition which has lasted or is expected to last at least 12 months

Health Inequalities

The Scottish Index of Multiple Deprivation (SIMD) is an area-based measure of deprivation which ranks all data zones in Scotland from 1 (most deprived) to 6,976 (least deprived). This is the Scottish Government's official tool for identifying areas of multiple deprivation.

West Lothian has 239 data zones, 35 of which fall within the most deprived 20% (quintile 1) of the 2020 SIMD data zones. The SIMD pulls together data on 32 indicators covering seven domains: employment, income, housing, crime, health, education and access. Each of these domains are given their own individual ranking which makes it possible to compare different geographies based on individual domains.

Four of the data zones in West Lothian are within the most deprived 5% in Scotland, one each in Blackburn, Armadale South, and Whitburn Central in the West Locality and Craigshill, which is located within the East Locality. Armadale South – 04 (S01013395) is the lowest ranked data zone overall (rank 45).

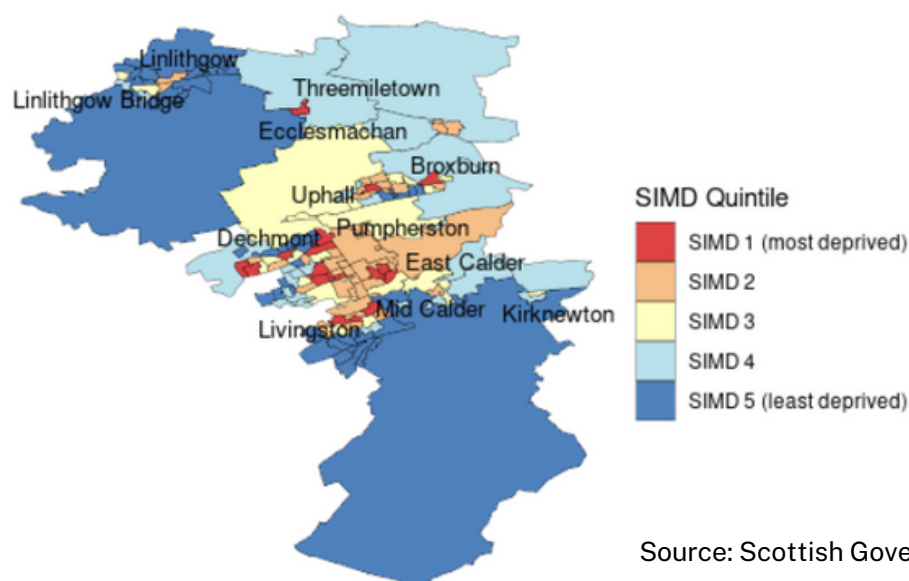
Deprivation Profile - East Locality

In 2020 within the East Locality 12.5 % of people lived in the most deprived SIMD Quintile, and 27% lived in the least deprived SIMD Quintile. The table provides a comparison of the population living in each Quintile in 2020 compared to 2016.

Quintile	Percentage of population 2016	Percentage of population 2020	Difference
SIMD 1	13.9%	12.5%	-1.4%
SIMD 2	22.6%	25.4%	2.8%
SIMD 3	19.7%	15.7%	-3.9%
SIMD 4	18.3%	19.5%	1.2%
SIMD 5	25.5%	26.9%	1.4%

Figure 9: % population living in the 2016 and 2020 SIMD Datazone Quintiles

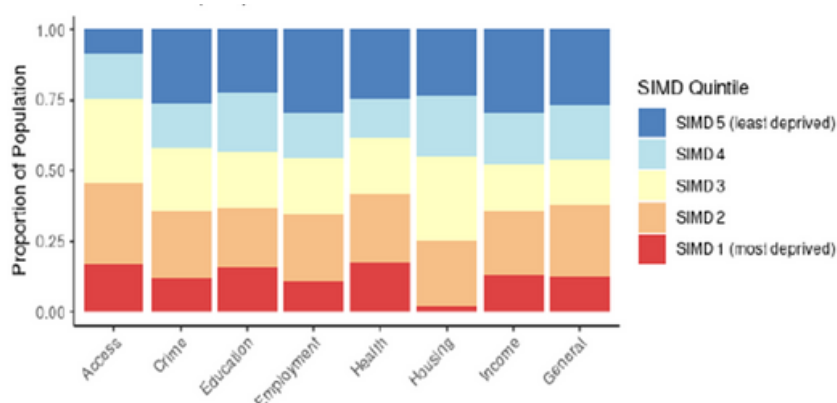
Map of Data Zones East Locality coloured by SIMD quintiles



Source: Scottish Government, Public Health Scotland

Proportion of the population residing in each 2020 SIMD quintile by domain

Source: Scottish Government, Public Health, National Records Scotland



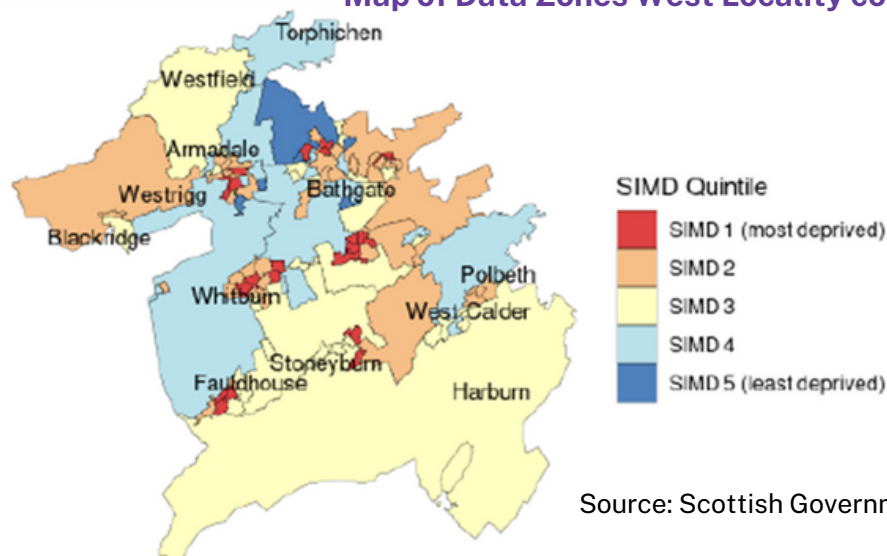
Deprivation Profile - West Locality

In 2020 within the West Locality 18.8 % of people lived in the most deprived SIMD Quintile, and 5.2% lived in the least deprived SIMD Quintile. The table provides a comparison of the population living in each Quintile in 2020 compared to 2016.

Quintile	Percentage of population 2016	Percentage of population 2020	Difference
SIMD 1	19.3%	18.8%	-0.6%
SIMD 2	31.9%	31.1%	-0.8%
SIMD 3	23.9%	22.9%	-1.0%
SIMD 4	17.3%	22.0%	4.8%
SIMD 5	7.6%	5.2%	-2.4%

Figure 10: % population living in the 2016 and 2020 SIMD Datazone Quintiles

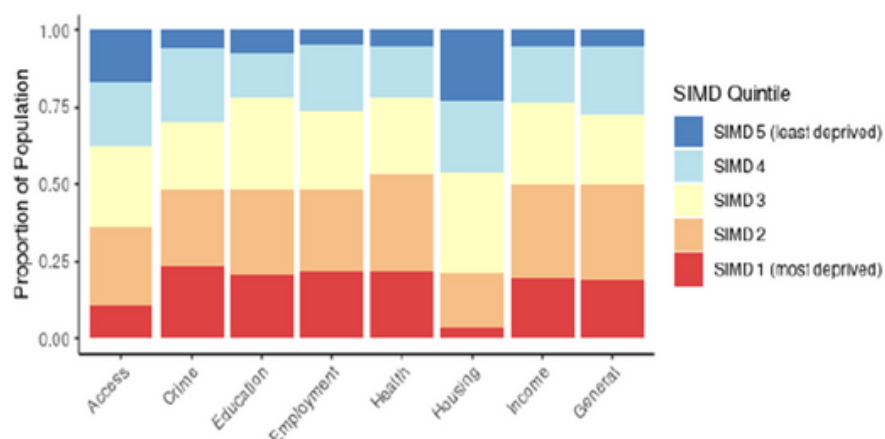
Map of Data Zones West Locality coloured by SIMD quintiles



Source: Scottish Government, Public Health Scotland

Proportion of the population residing in each 2020 SIMD quintile by domain

Source: Scottish Government, Public Health, National Records Scotland



Locality Planning

We have defined two localities across which health and social care services will be planned and delivered. The localities will provide a key mechanism for strong local, clinical, professional and community leadership, ensuring that services are planned and led locally in a way that is engaged with the community and contributing to effective strategic commissioning.

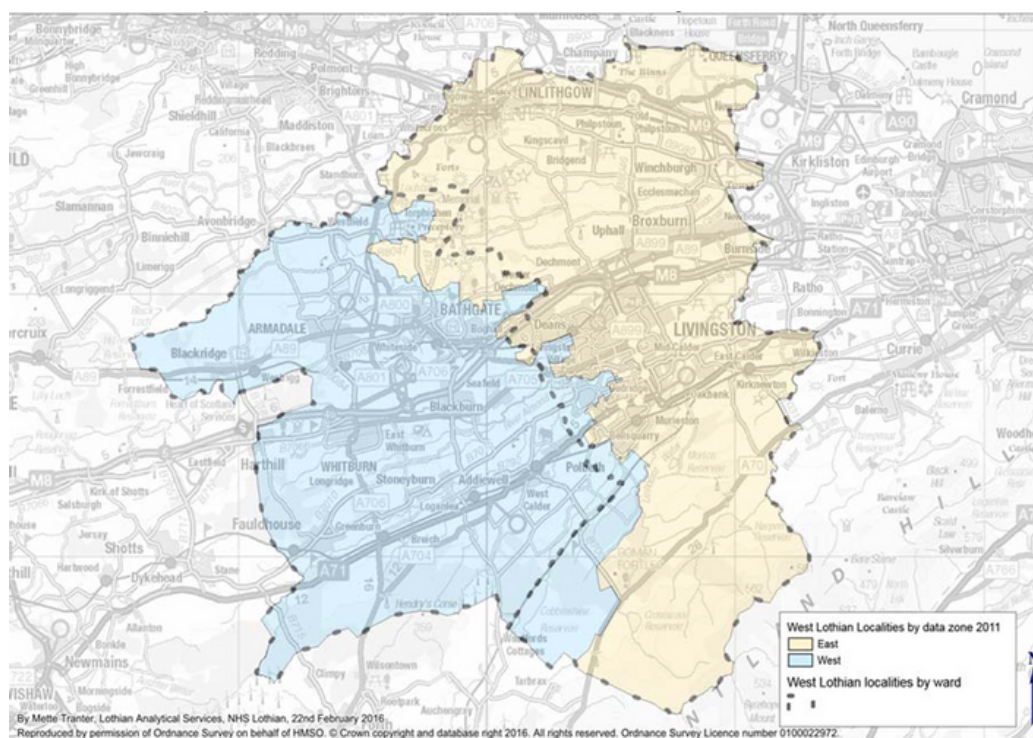


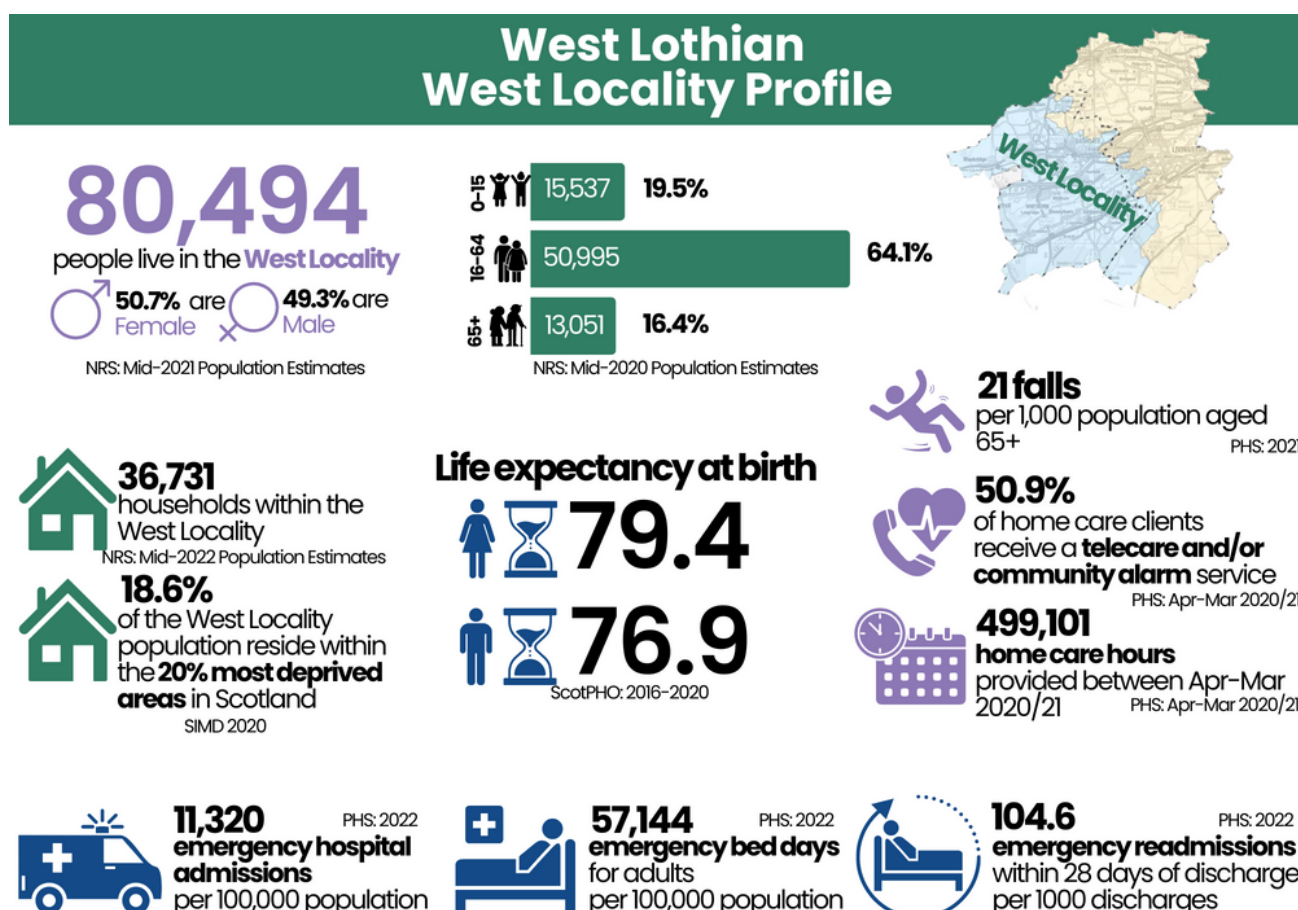
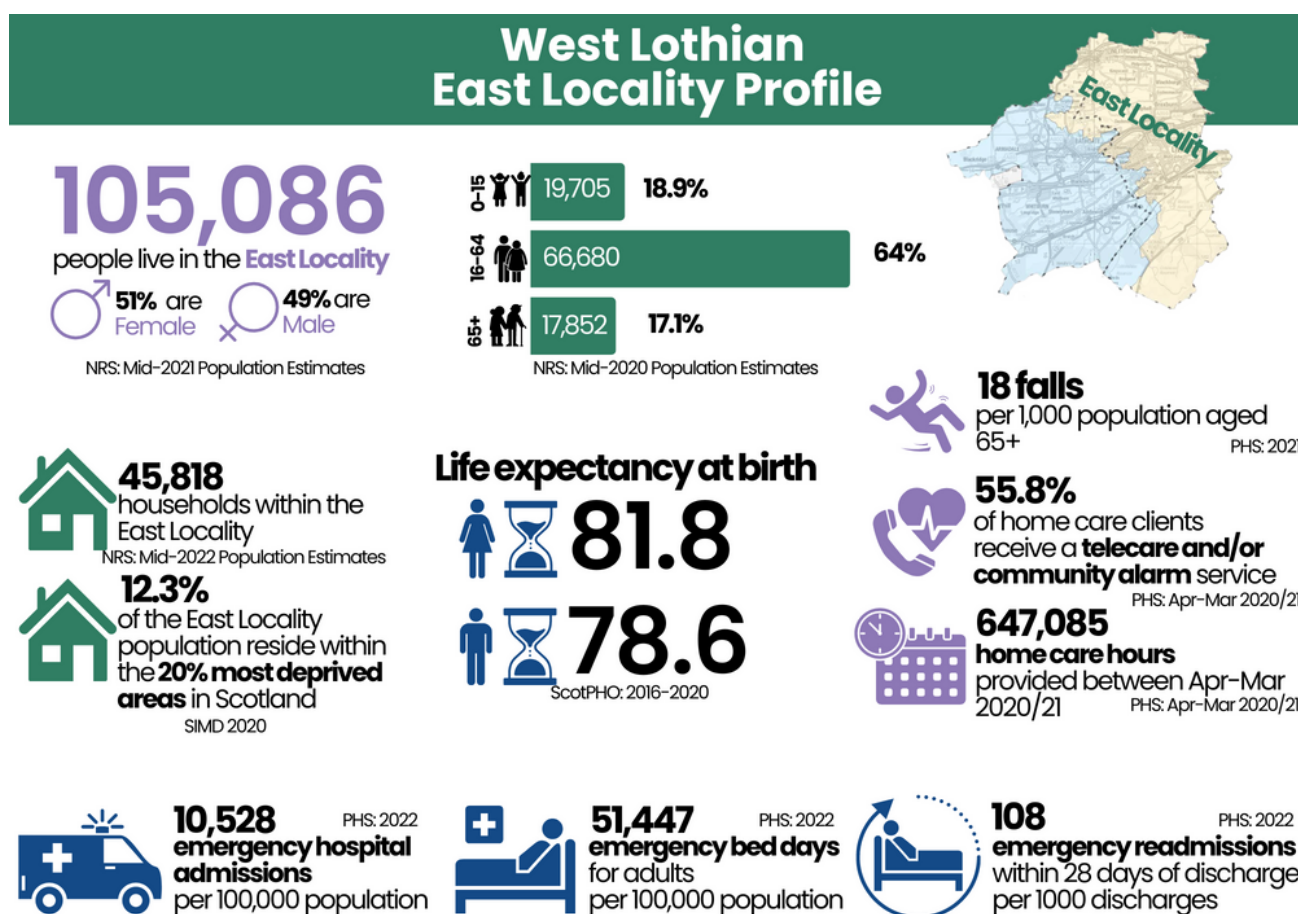
Figure 11: Map of East and West Localities: Lothian Analytical Services 2015: Ordnance Survey, HMSO 2015

The way health and social care services are delivered locally can have a significant impact on addressing the main health and wellbeing challenges. We will work with our partners to ensure local involvement in strategic planning with the direct involvement and leadership of:

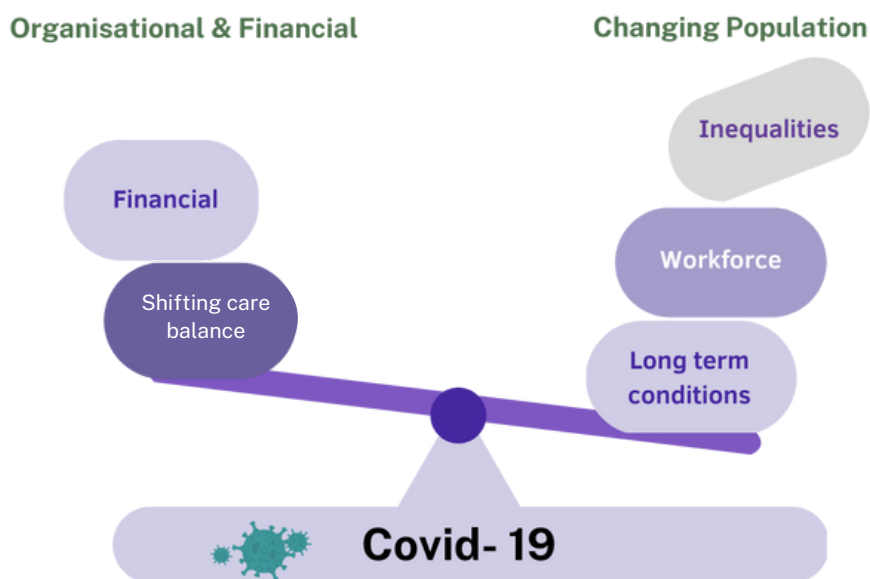
- Health and social care professionals involved in the care of people who use services
- Representatives of the housing sector
- Representatives of the third and independent sectors
- Carers and patients' representatives
- People managing services

The views and priorities within the localities will be taken into account in the development of our Delivery Plans, therefore it is essential that strategic and locality level planning work together to create the best working arrangements to enable them to take account of local and deep-rooted issues such as inequality and poverty.

Below is a summary profile of each Locality's characteristics, on which the Delivery Plans will be based:



Why Does Health and Social Care Need to Change?



Impact of the Pandemic

The full, long-term impacts of the pandemic are still unclear, but we do know that our service users, carers, staff, and the wider community have all been impacted in some way. The strategic plan has been developed to take account of and address some of the inequality which has been exacerbated by the Pandemic.

In conjunction with the IJB Strategic Planning Group, we have reviewed and reflected on our experience of managing through the pandemic focus on:

- What had worked well?
- What had been challenging?
- What needed to change?

A range of themes resulted from this review in particular the importance of:

- partnership working
- early intervention and prevention
- good, clear and consistent communication
- further developing our approach to the use of technology
- our health and social care workforce

Economic Challenges

Both West Lothian Council and NHS Lothian are facing significant financial challenges over the next five years. The IJB will therefore need to make substantial savings and change the way that services are delivered as the funding available will be insufficient to meet the increasing cost of service delivery.

Growth and Change in Demographics

West Lothian's population is growing and continues to grow at a faster rate than the Scottish average. It is projected to increase to 192812 during the period of this strategic plan. At the same time, the numbers of people in West Lothian aged 65 to 74 is expected to increase by 19% by 2028 with those aged over 75 increasing by 39%. This is compared to the Scottish average growth of 14.4% in the 65 to 74 population and 25.4% increase in those aged over 75 during the same time period. These changes will result in more demand for health and social care services.

Health Inequalities

There are significant differences in health outcomes between some communities and individuals with an 8-10 year gap in life expectancy between the most deprived and least deprived in West Lothian.

Long Term Conditions

Almost one in five people in West Lothian are living with a long-term condition that affects their wellbeing.

Workforce

The age profile of the workforce together with fewer people choosing a career in health and social care is impacting on sustainability making it harder to recruit and retain a skilled health and social care workforce.

Shifting the Balance of Care

We need to provide more care in the community to reduce avoidable hospital admissions and support people to return home or to a homely setting as soon as possible.

Section 5: Strategic Priorities

Our plan is focused on achieving a sustainable health and social care system for West Lothian which aims to balance organisational and financial pressures with those of increased demand for services. To improve health and wellbeing outcomes for people in West Lothian we need to change the way that we plan, develop and deliver health and social care services. To take forward the changes required we have set the following strategic priorities for the duration of this Plan:

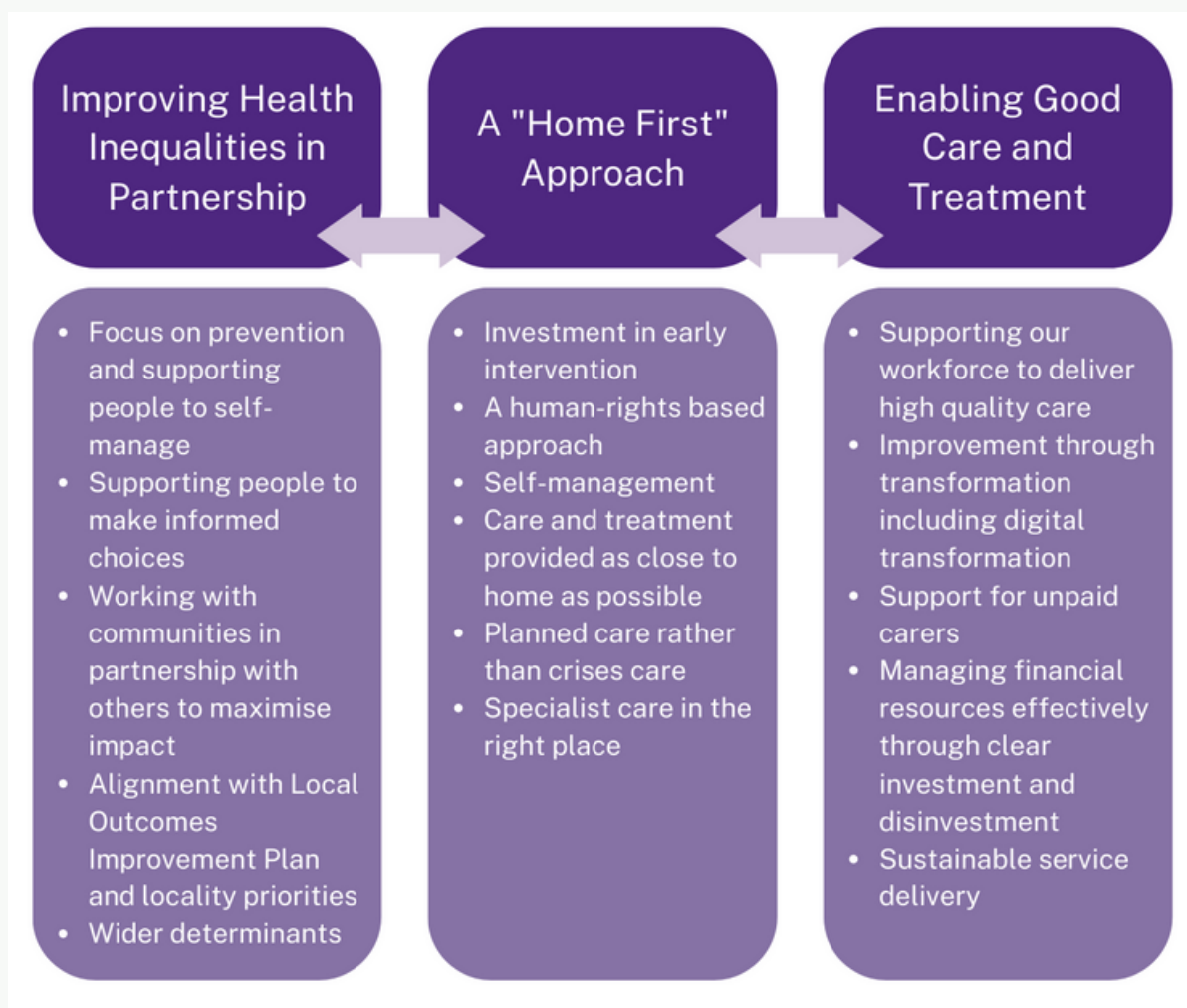


Figure 12: strategic priorities

Improving Health Inequalities in Partnership

Health inequalities are systematic, unfair differences in the health of the population that occur across social classes or population groups. In West Lothian there are still significant inequalities in health between people who are socially and economically well off, and those who are socially disadvantaged. Life expectancy around eight years different depending on where people live. People living in the most deprived communities can also have poorer physical and mental health throughout their lives with almost every health indicator showing progressively poorer health as indicators of deprivation increase.

Research highlights the importance of addressing fundamental determinants of health inequalities such as poverty, income, employment, wealth and housing in order to effect change. The causes of inequalities in health are complex and therefore can only be improved by working in partnership. The IJB will ensure its own services are sensitive to the needs of the most disadvantaged groups and will work with our partners in West Lothian, through the Community Planning Partnership, to collectively focus for tackling inequalities as well as focusing on prevention.

We will work with our partners to reduce the impacts of health inequalities by:

- Working with community planning partners to address underlying social inequalities that result in health inequalities such as poverty, low income, access to education and qualifications, access to appropriate housing etc.
- Focusing on prevention and supporting people to self-manage
- Ensuring that people are supported to make informed choices and direct their own care and support
- Ensuring services are accessible to all based on need, and barriers to care are addressed
- Prioritising prevention, primary and community services to maximise benefit to the most disadvantaged groups
- Supporting services and initiatives to reduce the impacts of inequalities on health and well being



A Home First Approach

Home First is the overall ambition of our programme to transform the way that we deliver care to adults and older people. In line with the Scottish Government's strategic direction we are working to ensure that people are supported to remain at home or in a community setting for as long as possible. Hospitals should not be places where people go to live, even people who have ongoing clinical needs. Hospitals are place for people who need specialist short-term care and should therefore only be considered when care cannot be delivered in any other care setting.

We are focused on developing new ways of working and models of care to manage people within their own communities, with admission to an acute hospital only where there is a clinical need for this to happen. Our aim is to ensure that people receive their care and support at home whenever possible with a focus on preventing deterioration and crisis.

Where hospital admission is necessary for clinical reasons, we will develop responsive supports to enable discharge from hospital, allowing people to return to community settings without delay. This is essential as staying longer in hospital than necessary can result in poorer outcomes for some people, particularly those who are frail.

The Home First approach includes planning for acute hospital bed, unscheduled care, end of life care, dementia and community supports such as Care at Home to ensure a whole system approach as detailed below:

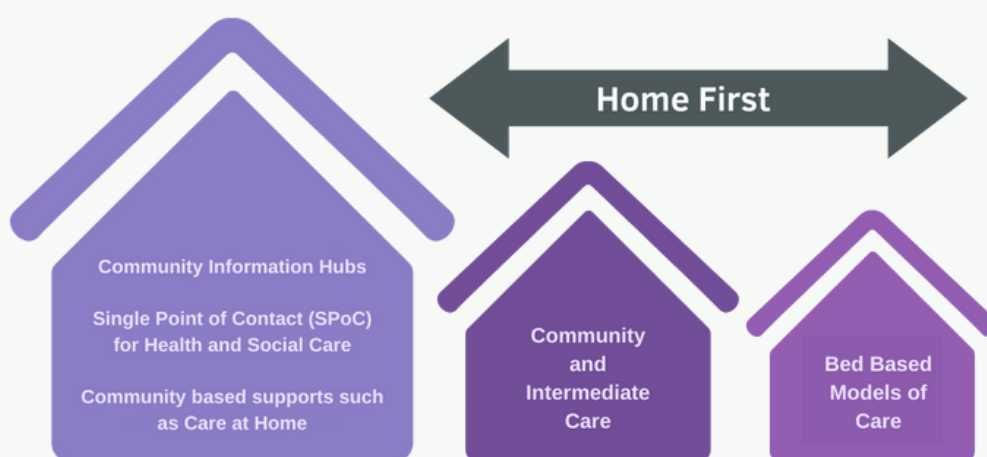


Figure 13: Home First whole system approach

To take forward our ambition of Home First we will:

- Invest in early intervention and prevention
- Take a human rights-based approach to the delivery of our services
- Support people to self-manage
- Develop services that enable care and treatment to be provided as close to home as possible
- Develop care models that move from crisis care to planned care where possible
- Ensure that people can access specialist care and support in the right place.

Enabling Good Care and Treatment

In order to deliver on the IJB's priorities of Improving Health Inequalities in Partnership and A Home First Approach, it is essential that we create an environment that enables the development and delivery of good care and treatment in particular:

Supporting and Developing the Health and Social Care Workforce

West Lothian's health and social care workforce is critical to the effective delivery of health and social care. Even in the most challenging of circumstances, our staff demonstrate their skills, flexibility and commitment to continue to provide critical services for our communities.

Ensuring staff are fully engaged and able to contribute to the design and delivery of health and social care integration and have the knowledge and skills to respond to the changes envisaged are key priorities. The West Lothian HSCP Workforce Plan and the Workforce Communication and Engagement Strategy outline the approaches that we will taken to ensure that our staff are supported, informed, valued and involved

Progressing Technology and Digital Transformation

The IJB is committed to progressing with technology and implementing the digital transformation of the way that we deliver services. In responding to the pandemic there was a focus on the use of digital technology as services were adapted to enable them to be delivered remotely. There are opportunities to build on the lessons we learned from responding to the pandemic, in particular how we can further embed digital technology in the delivery of our services.

There are opportunities to increase the use of Technology Enabled Care (TEC) and further promote the use of smart technology within the home to support personalisation, choice and self-management to enable people to lead fulfilled lives and have more control over their care and support.

The IJB will develop a Digital Strategy, aligned to the Scottish Governments Digital Health and Care Strategy, with the aim of delivering digitally transformed health and social care services in West Lothian which will deliver positive outcomes for people who use our services through improvements in service delivery and efficiency.

Supporting Unpaid Carers

In West Lothian we recognise the crucial contribution that unpaid carers make to their communities across West Lothian and are committed to ensuring that they are supported to take a break from caring, look after their own health and also ensure that unpaid carers are not defined by their caring role.

Work is currently progressing on the development of the revised Carers Strategy that will be in place in 2023. We will continue to work with our partners to achieve a support network and deliver excellent services for carers of all ages to meet their own individual needs and those of the person they care for.

Managing Financial Resources Effectively

The IJB's Medium Term Financial Plan plays an important role in informing the planning and prioritisation of future service delivery, and strategic planning and commissioning. Financial planning assumptions will be reviewed on an ongoing basis to take account of events such as changes to funding levels, economic forecasts, care demands and policy decisions impacting on health and social care.

Our medium-term financial planning will take account of a range of risks including:

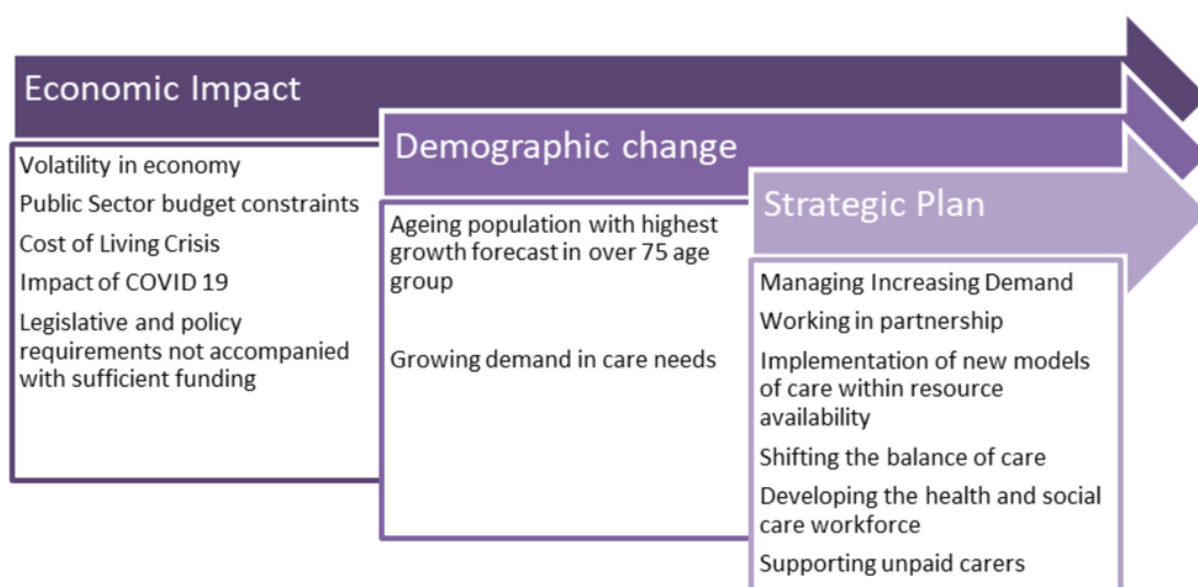


Figure 14: medium-term financial planning risks

We will develop a range of delivery plans that will be underpinned by our medium-term financial planning framework. This will enable us to inform the planning and prioritisation of future health and social care services in West Lothian.

Sustainable Service Delivery

To ensure that we develop and deliver sustainable services and ensure the best use of resources we will continue to work with our partners, communities, staff, people who use our services and their carers to inform where and how our services are delivered and consider if we can achieve this in a more efficient way.

As part of the Scottish Government's commitment for public bodies to show leadership on the global climate emergency we will support NHS Lothian's Sustainable Development Action Plan, West Lothian Council's Climate Change Strategy 2021-28, and the West Lothian Community Planning Partnership's pillar - Creating Net Zero Carbon Communities.

Section 6: Transforming Health and Social Care

Strategic Commissioning

Strategic commissioning is the term used for all the activities involved in assessing and forecasting needs, linking investment to agreed outcomes, considering options, planning the nature, range and quality of future services and working in partnership to put these in place. This includes challenging historical spending patterns in light of what we know about our population needs and in particular managing the major trends of a growing, ageing population with increasing comorbidity.

The changes in our population require a different type of health and social care system, one that is modelled on supporting people to live independently in the community where possible. The real added value of strategic commissioning will be in our ability to shift resources from the traditional models of care to new models of care.

As our services develop and as changes are achieved through our transformational change programmes, we will need to commission different types of services and in different ways. Based on the strategic intentions outlined in this plan, we will develop delivery plans that will cover all adult care groups, inform our strategic commission and will be aligned with our strategic priorities of:



Our Programmes of Change

The programmes of change for people in West Lothian are based on the principle that people have the opportunity to live independently within local communities, with a range of supports available locally to prevent problems arising and manage challenges if they occur. The focus is on:

- Ensuring that there are opportunities for personal growth, access to community services, networks and employment
- Taking a human-rights based approach, ensuring that people have choice and control over their care, support over their care, and ensuring that their carers are well supported
- Working with partners to ensure that a range of options is available to meet individual needs in local communities wherever possible
- Ensuring that health and social care services are focused on early intervention, prevention & reducing hospital admission

Areas of Transformational Change

Major programmes of modernisation and redesign are underway for a range of services which involve shifting the balance of care from hospital to community settings and the development of local services to allow people to access care, support and treatment within the West Lothian Health and Social Care Partnership where possible. The programmes of change will determine how we commission future services and include programmes for:

- **Services for older people**
- **Services for adults with a physical disability**
- **Services for adults with a learning disability**
- **Mental Health services**
- **Substance misuse services**
- **Primary Care**
- **Unplanned Hospital Care**
- **Palliative Care**
- **Hosted Services – Podiatry**

All programme of changes take account of:

The role of Unpaid Carers

Each programme of change acknowledges the vital role that unpaid carers play in society. The IJB is committed to ensuring that support is available to carers within the caring role but also to enable them to lead a full life beyond their caring responsibilities. Our vision for carers in West Lothian is that

Carers are valued as equal and expert partners in care and that they are supported and empowered to manage their caring responsibilities with confidence. That carers remain in good health and have a life of their own outside of their caring role.

The West Lothian Carers Strategy sets out our vision and aims for unpaid carers and young carers in West Lothian and the support that they can expect. The strategic outcomes of the strategy are:

- Carers voices are heard and their views and experiences are taken into account in decisions that affect them
- People who provide unpaid care are supported to look after their own health and wellbeing, including to reduce any negative impact of their caring role on their own health and wellbeing.
- Carers access the financial support and assistance that they are entitled to.
- Carers are able to maintain meaningful employment alongside caring
- Carer can participate in and are valued by their community and wider society
- Young carers are supported and protected from inappropriate caring and negative impacts on their education, social lives and future development.

A new Carers Strategy will be developed in 2023 to ensure that progress continues to be made and will identify the key priorities for supporting carers in the future.

Commissioned Services

All of the transformational change programmes involve working alongside a range of partners including those who deliver services commissioned from the third and independent sectors.

Delivery of care and support at home, care home services and other community-based supports play an essential role in the effective delivery of a whole system approach to transformational change. Our Delivery Plans will set out how we will work with commissioned services. In addition, the IJB's Market Facilitation Plan will set out how we will engage with providers of health and social care to support market development and facilitate change in key areas of commissioning.

Workforce Planning

Having a workforce with the right skill, at the right time and in the right place provides the foundation for the delivery of effective health and social care services. Our transformational change programmes will be underpinned by this ambition and will link to the West Lothian HSCP Workforce Development Strategy 2022-25.



Section 7: Financial Framework

Medium-Term Financial Planning

In line with best practice guidance from Audit Scotland, Accounts Commission and the Chartered Institute of Public Finance and Accountability (CIPFA), the IJB has an approved approach to medium term financial planning and a high level financial strategy to cover the period of this Strategic Plan, from 2023/24 to 2027/28. As part of this a more detailed three year budget plan including saving options for this period has been prepared. The IJB's medium term financial plan (MTFP) over the three years has been developed on a collaborative basis with partners at West Lothian Council and NHS Lothian.

The MTFP takes account of estimated funding availability compared to estimated expenditure demands over future years to establish the extent of potential saving requirements used for the purposes of financial planning. A range of saving options have been identified to help meet the estimated budget gap over the three years and further work will be undertaken with the objective of achieving a fully balanced budget over the medium term planning period. The Strategic Plan and its associated programmes will have to be delivered within the finite resources available to the IJB.

The medium-term financial plan plays an important role in informing the planning and prioritisation of future service delivery, strategic planning and commissioning. Financial planning assumptions will be reviewed on an ongoing basis to take account of events such as changes to funding levels, economic forecasts, care demands and policy decisions impacting on health and social care.

Both partner organisations have complex financial and funding arrangements which create a degree of uncertainty over the medium to long term. Consequently, the forecast of a longer-term financial plan to match the priorities outlined in this Strategic Plan is challenging and requires to be monitored and updated on a regular basis to take account of changing circumstances and events.

Medium-term financial planning requires to take account of a number of risks as summarised below:

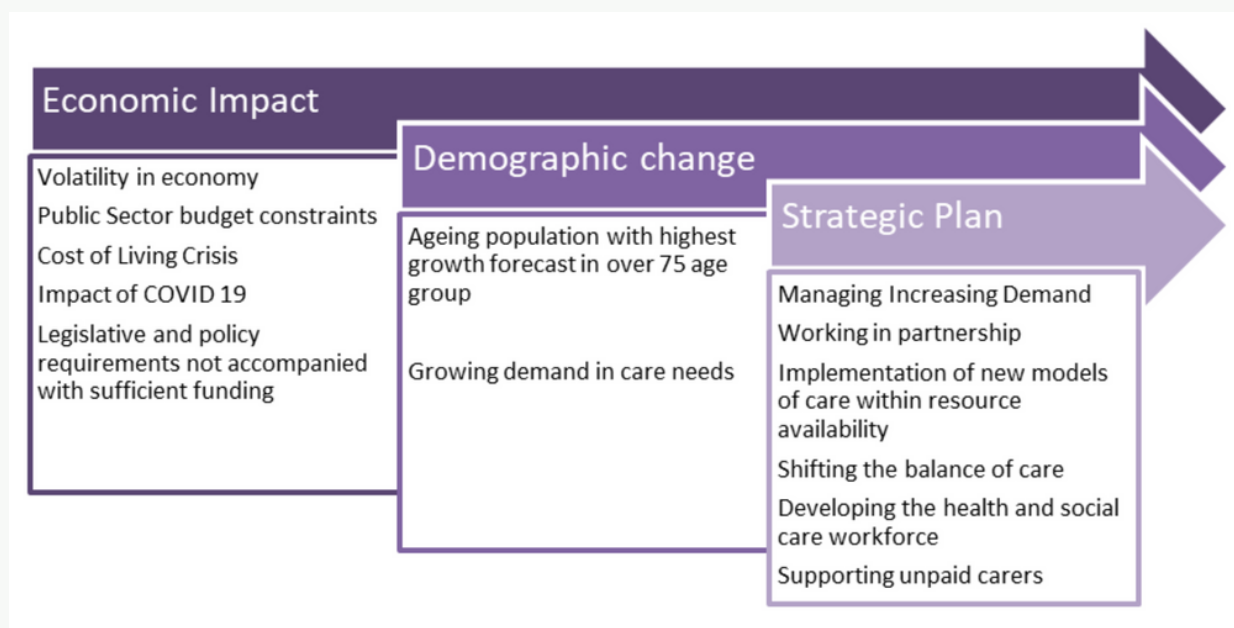


Figure 15: medium-term financial planning risks

IJB Medium Term Financial Plan

Audit Scotland and the Accounts Commission have emphasised in several reports that evidence shows that Public sector bodies are finding financial pressures increasingly difficult to manage and that effective leadership and robust planning are essential to help meet the challenges ahead. In addition, the Accounts Commission believe that all local government bodies should have a long term financial strategy covering a minimum of five years and that these long term strategies should be supported by financial plans covering a minimum of three years. This is also a requirement of the CIPFA Financial Management Code. The current financial headwinds and demand pressures facing health and social care, means that it is important the IJB takes urgent and sustainable actions to ensure ongoing financial sustainability.

In line with the Board's agreed approach to financial planning and consistent with best practice, the IJB has prepared a five year strategy and a three year budget plan for the period 2023/24 to 2025/26. The resources associated with the IJB 2023/24 to 2025/26 budget plan is set out below:

West Lothian Integration Joint Board Accounts

	2023/24	2024/25	2025/26	Total Three Year
	Budget	Indicative Budget	Indicative Budget	Indicative Budget
Social Care Services	£'000	£'000	£'000	£'000
Learning Disabilities	24,280	25,482	26,556	76,318
Mental Health	5,288	5,631	5,944	16,862
Physical Disabilities	7,905	8,385	8,862	25,152
Older People Assessment and Care	44,865	46,625	48,482	139,972
Care Homes and Housing with Care	8,434	7,272	5,592	21,298
Occupational Therapy	1,417	1,405	1,447	4,268
Support and Other Services	3,019	3,029	3,062	9,110
Total Adult Social Care	95,208	97,828	99,944	292,980
	2023/24	2024/25	2025/26	Total Three Year
	Budget	Indicative Budget	Indicative Budget	Indicative Budget
Core Health Services				
Community Equipment	1,075	1,075	1,075	3,225
Community Hospitals	2,601	2,652	2,704	7,957
District Nursing	4,594	4,686	4,780	14,060
General Medical Services	25,275	25,288	25,301	75,864
Mental Health	17,945	18,288	18,637	54,870
Prescribing	35,921	35,921	35,921	107,763
Resource Transfer	8,609	8,609	8,609	25,827
Therapy Services	4,843	4,921	5,001	14,765
Other Core	9,980	10,106	10,235	30,321
Total Core Health Services	110,843	111,546	112,262	334,651



Hosted Health Services				
Hospices	962	962	962	2,886
Learning Disabilities	2,953	3,011	3,070	9,034
Lothian Unscheduled Care Service	2,453	2,500	2,548	7,501
Oral Health Services	1,334	1,360	1,387	4,081
Hosted Psychology Service	1,738	1,774	1,810	5,322
Hosted Rehabilitation Medicine	1,936	1,971	2,007	5,914
Sexual Health	1,514	1,536	1,559	4,609
Substance Misuse	596	606	617	1,819
Hosted Therapy Services	2,554	2,604	2,654	7,812
UNPAC	1,380	1,380	1,380	4,140
Other Hosted Services	1,032	1,049	1,066	3,147
Total Hosted Health Services	18,452	18,753	19,060	56,265
Acute Set Aside Services				
ED and Minor Injuries	6,526	6,654	6,785	19,965
Cardiology	1,494	1,523	1,552	4,569
Diabetes & Endocrinology	802	812	821	2,435
Gastroenterology	2,212	2,237	2,262	6,711
General Medicine	10,325	10,522	10,726	31,573
Geriatric Medicine	5,827	5,941	6,057	17,825
Infectious Disease	2,640	2,660	2,680	7,980
Junior Medical	1,147	1,171	1,195	3,513
Rehabilitation Medicine	641	653	667	1,961
Respiratory Medicine	2,048	2,080	2,112	6,240
Therapies / Management	2,623	2,676	2,730	8,029
Acute Set Aside - Total	36,285	36,929	37,587	110,801
OVERALL TOTAL	260,788	265,056	268,853	794,697



Section 8: Monitoring Performance

The IJB has responsibility for monitoring the performance of the services delivered to the people of West Lothian. This is done through a range of measures such as.

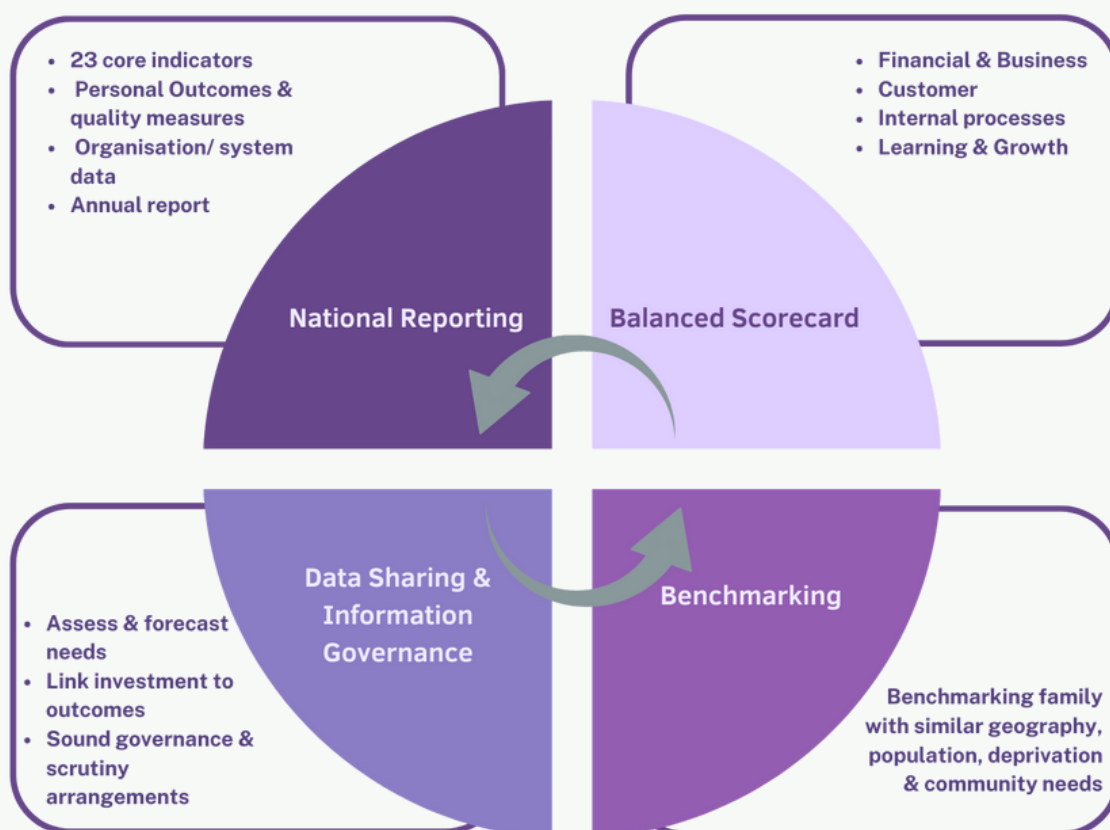


Figure 16: Model for monitoring the performance of the services

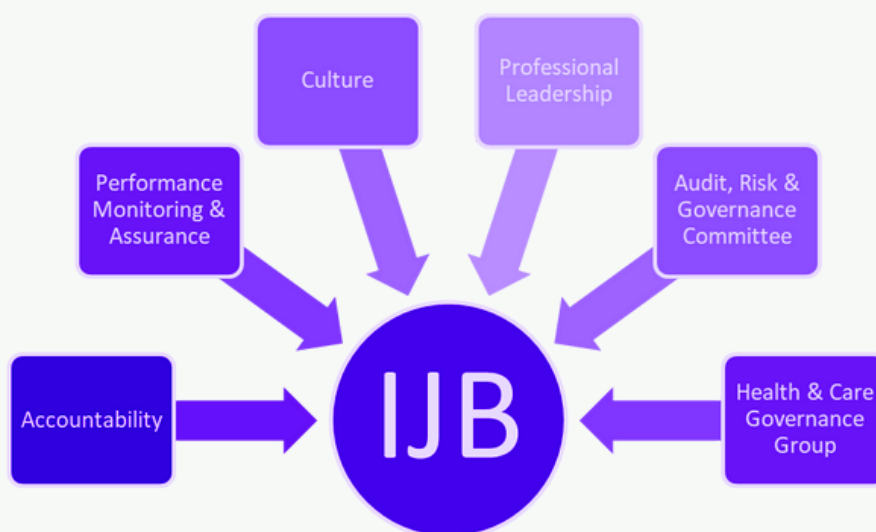
We will continue to develop local measures to provide a broader picture of performance and link our performance framework to strategic commissioning plans. This will ensure that we have appropriate arrangements in place for measuring progress against our strategic priorities.

Better data sharing across health and social care plays a key role in measuring performance of integrated services. We will continue to develop our partnership approach to data sharing to assist in forecasting need, determining investment and delivery of integrated services.

Section 9: Clinical and Care Governance

Clinical and care governance is the process by which accountability for the quality of health and social care is monitored and assured. It should create a culture where delivery of the highest quality of care and support is the responsibility of everyone working in the organisation.

The Health Board, the Council and the IJB are accountable for ensuring appropriate clinical and care governance arrangements are in place to support their duties under the Public Bodies (Joint Working) (Scotland) Act 2014.



The quality of service delivery is measured through performance targets, improvement measures and reporting arrangements designed to address organisational and individual care risks, promote continuous improvement and ensure that all professional and clinical standards, legislation and guidance are met. Embedded from frontline staff through to the board, good governance defines, drives and provides oversight of the culture, processes and accountabilities of those delivering care.

Arrangements are in place to ensure that staff working in integrated services have the skills and knowledge to provide the appropriate standard of care. Where groups of staff require professional leadership, this is provided by the relevant Health Lead or Chief Social Work Officer, as appropriate. The Workforce Plan identifies training requirements to support improvement in services and outcomes.

Members of the IJB actively promote an organisational culture that supports human rights and social justice; values partnership working through example; affirms the contribution of staff through the application of best practice, including learning and development; and is transparent and open to innovation, continuous learning and improvement.

West Lothian Integration Joint Board

Strategic Plan 2023/28

Alison White, Director West Lothian IJB

April 2023

Housing Contribution Statement 2023-2028

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Introduction

The Housing Contribution Statement sets out the role of social housing providers in West Lothian to achieving outcomes for health and social Care. The Housing Contribution Statement is an integral part of West Lothian Integration Joint Board's Strategic Plan and the purpose is to explain the way in which housing and related services in West Lothian support improvement in health and social care outcomes. The key housing strategies and plans that inform the Housing Contribution Statement are the Local Housing Strategy, the Rapid Rehousing Transition Plan and the Strategic Housing Investment Plan.

National Health & Well Being Outcomes

The National health and wellbeing outcomes to be delivered through integration are defined as:

- People are able to look after and improve their own health and wellbeing and live in good health for longer.
- People including those with disabilities or long-term conditions, or who are frail are able to live, as far as reasonably practicable, independently and at home or in a homely setting in their community
- People who use health and social care services have positive experiences of those services, and have their dignity respected.
- Health and social care services contribute to reducing health inequalities
- Health and social care services are centre on helping to maintain or improve the quality of life of people who use those services.
- People who provide unpaid care and supported to look after their own health and wellbeing including to reduce any negative impact of their caring role on their own health and well-being.
- People who work in health and social care services feel engaged with the work they do and are supported to continuously improve the information, support, care and treatment they provide.
- Resources are used effectively and efficiently in the provision of health and social care services

Enabling independent living is of particular importance in defining the housing contribution through the provision of good quality housing to support a range of needs. This also aligns with objectives in the IJB Strategic Plan around the Home First approach. A contribution will also be made to other national outcomes such as the effective use of resources where effective housing solutions can prevent costly health and social care responses.

Strategic Plan Aims in the Housing Context

The aims of the Strategic Plan (noted below) can be assisted by housing solutions.

- Take a “Home First approach with coordinated care, support and treatment as close to home as it can be.
- Deliver planned care whenever possible
- Enable access to timely information, advice and support enabling people to make decisions about their own wellbeing.
- Take a rights based approach which places people at the centre
- Involve citizens, communities, staff, carers and other stakeholders as experts
- Improve outcomes for people through more seamless partnership working
- Drive improvement in service delivery through transformation

Strategic Commissioning

Strategic Commissioning is the term used for all the activities in assessing and forecasting needs, linking investment to agreed outcomes, considering options, planning the nature, range and quality of future services and working in partnership to put these in place. The IJB Strategic Plan aims to shift resources from traditional models of care to new models of care. The aim will be to support people to live in the community wherever possible. Delivery plans will be developed to align with strategic priorities

- Improving Health inequalities in partnership
- A “Home First” approach
- Enabling high quality care, support and treatment

Areas of Transformational Change

The programmes of change will determine the commissioning of future services

- Services for older people
- Services for adults with a physical disability
- Services for adults with a learning disability
- Mental Health Services
- Substance misuse services
- Primary Care
- Unplanned hospital care
- Palliative care
- Hosted services – Podiatry

Strategic Needs Assessment

A Strategic Needs Assessment was undertaken in 2022 to inform the new West Lothian IJB Strategic Plan 2023 to 2028. This along with consultation with IJB partners has identified the following gaps and work required in relation to the role of Housing and the provision of specialist housing.

- The role of Housing in the new 'Home First' approach identified as one of the three priorities of the IJB for 2023-2028 to avoid hospital admission and reduce delayed discharges;
- Gaps in specialist housing provision for people with long term neurological conditions;
- The Coming Home Agenda and the need to re provision people with learning disabilities and mental health issues from hospital or out of area placements into community settings;
- Compared to the national position West Lothian has an under provision of care homes for older people and adults. There are two current planning applications for care homes for older people in Livingston and Linlithgow.
- Individuals with high tariff care and support needs who cannot be sustain safely in the community in individual tenancies;
- Prevention of homelessness for people with addictions who are in recovery but do not have a permanent home
- Lack of suitable accommodation options for people with Alcohol Related Brain Damage (ARBD) who are under 65 years of age - only facility is milestone house, nursing home care or out of area placements

As noted in the IJB Strategic Plan, there are significant health inequalities in West Lothian. West Lothian has a higher proportion of people in the most deprived areas than other parts of Lothian. The requirement for joint working by a wide range of public services is noted in the Strategic Plan so that health inequalities can be challenged.

The two localities, East and West was adopted based on current multi-member wards. The West locality contains most of the former coalmining and heavy industrial areas of West Lothian and shows continuing impact of these industries and the process of de-industrialisation and long term unemployment. In general the issues of an ageing population poor health, deprivation and unemployment are more significant in the West than in the East.

Evidence base for Health and Housing in West Lothian

The need for housing to support a range of needs in West Lothian is based on the evidence of demographic and health trends noted below.

- West Lothian's population is currently growing at a faster rate than the overall Scottish rate of growth. The overall population will grow by 9.9% between 2018 and 2028. Between 2018 and 2028 the number of households in West Lothian is projected to increase from 77,953 to 85,634.
- West Lothian has an ageing population. Our oldest residents are most likely to experience complex and interrelated problems in their physical and mental health.
- Over the period 2018-28, the 64-74 age group will increase by 39.4%
- As the population ages, more individuals in the area are going to be living in poorer health. Consequently, there will be higher demand on health and social care services.
- According to the Scottish House Condition Survey Local Authority Analysis, 2017-2019, 46% of households in West Lothian have one or more members who is long term sick or disabled.
- 61% of households where one or more of the members are long term sick or disabled are in the social rented sector 38% are in the owner-occupied sector.
- Households containing pensioners comprised the highest percentage of households containing one or more long term sick or disabled members at 58% and 37% for families.

Since the development of the second IJB Strategic Plan, work has been undertaken to understand the accommodation requirements of specific client groups in West Lothian. This has been done through the various commissioning plans including older people, physical disability, complex care and mental health.

New Housing Supply

West Lothian Council has continued with its new build council housing programme. Between 2017/18 and 2021/22, 131 wheelchair bungalows were completed. All new build council houses are built to Housing for Varying Needs standards and this applies to both council and RSL properties. A review of Housing for Varying Needs is underway by Scottish Government and the outcome of this will inform future design standards for housing. As part of the new build programme a number of ground floor cottage flats have had wet floor showers installed so that they can be suitable for people with disabilities.

Registered Social Landlords built 15 homes for people with particular needs between 2017/18 and 2021/22. There are a number of specialist housing providers in West Lothian and these include Bield Housing and Care, Cairn Housing Association, ARK Housing Association and Horizon Housing Association.

Housing for older people at Almondvale, Livingston and Calderwood is being developed by Wheatley Group East and Places for People respectively.

ARK Housing Association is developing 20 homes for people with particular needs in Livingston.

Homes for West Lothian Partnership was set up to enable joint working between the council and RSLs to provide more affordable housing in West Lothian. There is regular discussion with RSLs on the need for specialist housing provision and they understand the requirement to provide housing that meets the needs of a range of households.

A new development of 16 homes for people with Complex Needs in Pumpherston is being developed by West Lothian Council, due for completion in spring 2023. This is a Social Policy led project and will enable people to move into a homely setting from hospital/care settings. There has been joint working with Social Policy, Health & Housing to ensure the development meets the needs of the clients and reflects the Coming Home agenda.

Consultation

The Housing Contribution Statement has been developed in consultation with Registered Social Landlords (RSLs) operating in West Lothian. There will be ongoing consultation with RSLs through the Homes for West Lothian Partnership to discuss links between housing and health and social care.

Links to the Draft Local Housing Strategy 2023-2028

The draft Local Housing Strategy 2023-2028 identified a number of priorities and outcomes that have direct relevance to the objectives of the IJB strategic Plan. A chapter of LHS is dedicated to Health and Social Care Integration and Specialist Provision that identifies the key housing priorities and actions that can contribute to health & social care integration.

Draft LHS Outcome

Housing responses for specialist housing provision will be determined based on need.

Draft LHS Priorities

- More accessible and specialist provision is likely to be required over the next five years
- There is a need to consider embedding accessible housing in all new housing developments and develop a tenure neutral approach
- Improved collaboration between health and social care is necessary to understand how these gaps can be identified and met and a joint understanding of the service redesign or new models of housing required. This includes more collaboration with NHS in relation to available sites that could be suitable for specialist housing provision.

Draft LHS Actions

- Continue to work closely with colleagues in Health and Social Policy and RSL partners to deliver housing options suitable for people with a range of needs.
- Develop the West Lothian Standard in line with the review of Housing for Varying Needs to ensure all new homes are accessible irrespective of tenure, flexible and adaptable
- Increase the number of wheelchair homes in West Lothian across all tenures
- Complete complex care housing development at Cawburn Road, Pumpherston
- Prioritise care and housing support to ensure that people can live independently
- Collaborative working with the Integration Joint Board to ensure that the need for specialist housing in West Lothian is planned for and met in line with the Commissioning Plans
- Improve understanding of the housing and support needs of veterans in West Lothian
- Improve understanding of the housing and support needs of Gypsy/Travellers in West Lothian.
- Improve Health and Wellbeing outcomes for people at risk of homeless and homeless through a range of actions including developing pathways for hospital discharge, mental health, domestic abuse and addictions and employing addictions working

Housing Related Challenges

By identifying the needs of different client groups for accommodation and housing support, the necessary actions can be set out to deliver a more integrated approach to service delivery. In some cases, this may require an alteration to policy or procedure

procedure and closer working between services. For other clients, specialist provision may be required and new models of care and support may have to be considered.

A model of specialist provision and the journey between the sectors for clients has been developed in conjunction with Social Policy. Most clients will remain in their own homes with support but for some they may require more intensive support at times of crisis or as an ongoing requirement. Where possible, the objective is to enable people to live as independently as possible and so a spectrum of accommodation, care and support is planned to ensure people's needs are met.

There are clearly a number of competing priorities that require to be addressed in relation to specialist housing support and provision. As noted above, there is extreme pressure on all accommodation with high numbers of people in Temporary Accommodation who are waiting for permanent housing. There is pressure on temporary accommodation for homeless households with particular difficulty in securing wheelchair accessible housing for the limited number of homeless people with this requirement. Whilst new homeless accommodation is being built and procured, this is likely to be an ongoing issue.

The key demographic influence in West Lothian is the ageing population. The challenge of balancing the aspiration for people to live independently for as long as possible with the range of complex needs that often present later in life affects both housing support provision and provision of specialist accommodation. A range of housing options is in place for older people in West Lothian but a key challenge is to ensure that these models remain viable and are used to their maximum potential. The need for core and cluster properties has been identified for people with mental health issues and for people with learning disability. These properties require to be sensitively located and managed to ensure the best outcomes for all concerned. There is a need to consider carefully the management and support arrangements that should be put in place to make effective use of these properties.

There are particular challenges in housing people with addictions and providing the housing support that they require on a consistent basis.

There is a need to ensure that cases of delayed discharge from hospital are minimised. Whilst this may not result directly in the provision of new accommodation, in some cases, it may mean significant resources are required to adapt an existing property.

Young people in transition are also a group that may have particular housing needs. The development of new supported housing for young people will attempt to meet some of the needs but there will be a requirement for ongoing support.

Families at risk of domestic violence face considerable issues in relation to housing. Whilst the emphasis is on moving the perpetrator some people at risk of domestic abuse prefer to move away from the family home and this can create issues in terms of schooling and family support networks. It is important that access can be given to housing on a temporary basis for families at risk.

Homelessness

Between 2018/19 and 2021/22 Homeless applications reduced from 1,516 to 1,188. Despite this decline there are record numbers of people in temporary accommodation due to the mismatch between the supply of affordable social housing and demand for homeless services. Average length of stay in temporary accommodation was 292.2 days in 2021/22. This has been further affected by the consequences of the pandemic in 2020/21 and 2021/22 which resulted in further reductions in the supply of permanent accommodation. These ongoing pressures in accommodation with high numbers of people living in temporary accommodation mean there is an increased and sustained usage of Bed & Breakfast type accommodation, which is considered Unsuitable Accommodation.

Key issues

- Recognition of homelessness as a shared societal issue
- Collaboration and joint approach essential to long term solutions
- Increasing housing solutions from all sectors (RSLs, Private etc)
- High sustainability creating low turnover of housing stock but continued high demand for homeless services
- Low turnover of housing stock for other allocation groups outwith homelessness
- Essential to have collaborative working across Health, Social Policy, RSLs etc to address the most challenging cases

Rapid Rehousing Transition Plan

Since 2017 the council and its partners have continued to focus on homeless prevention with the approach developed and prevention actions implemented through the West Lothian Rapid Rehousing Transition Plan (RRTP) 2019/20 – 2023/24.

The key aim of the RRTP is to reduce homelessness through early intervention and prevention, the provision of consistent advice and information and by offering a range of housing options to find a settled home with access to services and support where required to ensure sustainable solutions. Where homelessness does occur, the council and its partners will work with people to ensure they are housed as quickly as possible with reduced lengths of stay in temporary accommodation.

It is identified within the RRTP that despite implementing the actions within the plan, homelessness demand will remain high and rapid rehousing will not be achieved by 2023/24 based on modelling assumptions.

RRTP main actions:

- Review and implement new Housing Options Pathways to prevent homelessness
- Increasing access and supply of permanent housing
- Increase supply of suitable temporary accommodation and reduce use of B&B Accommodation
- Improve prevention of youth homeless and improve outcomes for young people
- Increase homeless prevention through improved health and wellbeing outcomes
- Increase homeless prevention through enabling housing first and rapid rehousing

Housing delivery mechanisms

Whilst the council provides some of the resources to address the range of needs identified, it cannot deliver a viable approach without the input of partners. These include Registered Social Landlords (RSLs), care providers and voluntary organisations. The council and RSL partners work together through Homes for West Lothian Partnership. There is good collaborative working with Social Policy, Housing & RSL partners to understand the need for specialist housing provision. RSLs have provided a range of accommodation that meets a range of needs including housing for older people, accessible housing for wheelchair users and housing for people with complex needs.

Dwellings with adaptations

According to the 2017-2019 Scottish House Condition Survey, 26% of dwellings in West Lothian had adaptations.

These range from major adaptations such as wet floor showers to the provision of grab rails. OT assessments are carried out to determine the requirement for adaptations.

Funding for fuel poverty and energy efficiency

The council administers a number of projects to address fuel poverty. Funding is secured from the Scottish Government for external wall insulation for area-based schemes in Livingston. The council coordinates work for homeowners, RSLs and for council properties to enable property condition to be improved. The Advice Shop also provides assistance to households at risk of fuel poverty. Recent rises in energy costs have pushed many more people into fuel poverty and this is a continuing challenge to tenancy sustainment.

Current and Future Resource Requirements

A number of accommodation requirements and support requirements have been identified through the development of the draft West Lothian Local Housing Strategy and in conjunction with Social Policy These relate to the following groups:

- People with Learning Disabilities
- People with Mental Health Issues
- Older People
- People with Physical Disability
- Homelessness and Housing Options
- Young people
- People at risk of Domestic Abuse
- Refugee Provision

Client Group	Additional Accommodation / Design Changes	Additional Support Requirements Policy	Change/Priority	Capital / Revenue Resources
Learning Disabilities	<p>Core and Cluster - four in a block type housing in a community setting for people with fairly significant levels of disability.</p> <p>Individual cluster tenancies located nearby.</p>	Support can be provided from the core. Overnight support can be delivered on a shared basis.	Ensure ongoing effective management arrangements so that there is clarity of roles & responsibility.	<p>Collaborative working with RSLs to consider any further opportunities for core & cluster.</p> <p>Care packages funded by Social Policy.</p>

Client Group	Additional Accommodation / Design Changes	Additional Support Requirements Policy	Change/Priority	Capital / Revenue Resources
Mental Health	<p>Accommodation Strategy for Mental Health has been completed</p> <p>Develop a range of supported accommodation models for adults with mental health problems.</p>	<p>Individuals with high tariff care and support needs who cannot be sustain safely in the community in individual tenancies</p> <p>Prevention of homelessness for people with addictions who are in recovery but do not have a permanent home</p> <p>Lack of suitable accommodation options for people with Alcohol Related Brain Damage (ARBD) who are under 65 years of age</p>	<p>Housing and support models to be examined with resources to be identified.</p>	<p>Collaborative working with RSLs to consider accommodation options.</p> <p>No additional capital or revenue funding identified at this stage.</p>

Client Group	Additional Accommodation / Design Changes	Additional Support Requirements Policy	Change/Priority	Capital / Revenue Resources ¹¹
Older People	<p>Need to ensure future housing design incorporates design practice guidance: Improving the design of housing to assist people with dementia.</p> <p>Use of technology in relation to support.</p>	<p>New models of housing being developed by RSLs that offer supported to older people in tenancies.</p> <p>Link to Home First objectives.</p>	Housing and support models to be examined.	Liaison with RSLs through Homes for West Lothian partnership on housing provision specifically for older people.
People with Physical Disabilities	<p>Further provision of specialist housing and support for people with profound physical disability and sensory impairment.</p> <p>Lack of suitable accommodation for people who require re-housing.</p>	Support for people with an acquired brain injury.	Consider how this group is prioritised within the council allocations policy.	<p>No additional resources identified at this stage – tbc</p> <p>There will be additional pressure on budgets for adaptations.</p>

Client Group	Additional Accommodation / Design Changes	Additional Support Requirements Policy	Change/Priority	Capital / Revenue Resources ¹¹
<p>People with Physical Disabilities continued</p>	<p>Shortage of ground floor accommodation for homeless people who are wheelchair users.</p> <p>Quantify emerging need for bariatric housing.</p> <p>It is estimated that the need for adaptations will increase as the population ages.</p> <p>Review of Housing for Varying Needs by Scottish Government which will inform future design of new housing by developers, RSLs & WLC.</p>			

Client Group	Additional Accommodation / Design Changes	Additional Support Requirements Policy	Change/Priority	Capital / Revenue Resources ¹¹
Homelessness	Increase the number of housing options and solutions that are available to people who are homeless or at risk of homelessness.	Collaborative working required across Council Services and Public Bodies to prevent and respond to homelessness with prevention activities and housing solutions	Implementation of Prevention Duties on Public Bodies will place duty on all Public Bodies to respond to a risk of homelessness.	Additional capital will be required to implement and respond to prevention duties.
Young People	<p>The development of properties which support shared living arrangements going forward.</p> <p>New build facility proposed to meet the needs of young people who are at risk of homelessness.</p>	<p>Housing to support people in shared accommodation</p> <p>Collaborative working between Housing & Social Policy to ensure the new build facility provides a range of care & support for young people including supporting.</p>	<p>Care Leavers into sustainable accommodation.</p> <p>Review of transitional tenancy approach for young people leaving care to build a more robust approach e.g. Housing First.</p>	<p>Develop a supported temporary accommodation strategy for younger people.</p> <p>Capital & revenue resources identified for supported housing for young people.</p>

Client Group	Additional Accommodation / Design Changes	Additional Support Requirements Policy	Change/Priority	Capital / Revenue Resources ¹¹
Domestic Abuse	<p>Requirements for emergency accommodation provision as part of the violence against women strategy and safe at home approach.</p> <p>Consideration of options for provision.</p>	<p>Support to victims – advocacy and legal support.</p> <p>Work with perpetrators.</p>		To be met from within existing resources.
Refugee Provision	Quantify the number of housing units required for refugees in West Lothian.	Quantify the housing support required for refugees to ensure tenancy sustainment.	An RSL has provided accommodation for Ukrainians fleeing the war.	Additional resources for accommodation requirements and support to be identified.

Housing Profile

Population	<ul style="list-style-type: none"> Population of 185,580 31,553 aged over 65 (17%)
Households	<ul style="list-style-type: none"> 80,932 households 3.1% increase from 2018
Household Composition	<ul style="list-style-type: none"> 30% single adult households (2018) 8.0% small family households (2018) 31% larger family households (2018)
Dwellings	<ul style="list-style-type: none"> 82,591 (2021) 3.3% increase 2018-2021
Completions	<p>Annual average 2017/18 to 2021/22</p> <ul style="list-style-type: none"> Market 588 Affordable 287 Target of 3000 new affordable homes by 2033
Occupancy	<ul style="list-style-type: none"> 98% Occupancy 2.0% Vacancy Rate
Tenure	<ul style="list-style-type: none"> 61% Owner Occupation 26% Social Rent (RSL & WLC) 11% Private Rent 1% Other
Specific Needs Housing	<ul style="list-style-type: none"> 26% of households have adaptations

Source:

- Housing Statistics Stock by Tenure
- Housing statistics: Stock by tenure - gov.scot (www.gov.scot)
- Council Area Profiles
- Council Area Profiles | National Records of Scotland (nrscotland.gov.uk)
- WLC records

Supporting Plans and Strategies

Lothian Strategic development Framework

The Lothian Strategic Development Framework sets out the approach that will be taken to the delivery of health and care services across the Lothian's for the next 5 years. It is a collaboration between the five organisations which form the Lothian Health and Care System (LHCS) which are:

- West Lothian Integration Joint Board
- East Lothian Integration Joint Board;
- Midlothian Integration Joint Board
- Edinburgh Integration Joint Board and
- NHS Lothian

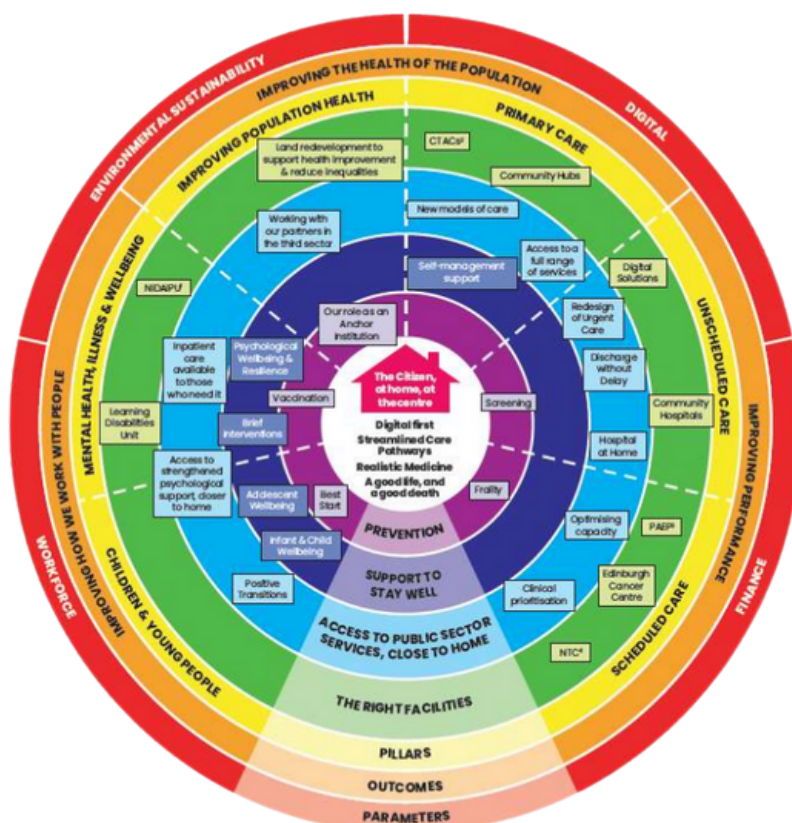
The collective vision for the system is that:

Citizens live longer, healthier lives, with better outcomes from the care and treatment we provide;

We connect health and social care services seamlessly, wrapping around the citizen in their home

We improve performance across our system, with better experiences for citizens and those who work for and with us

An overview of the framework is detailed below:



West Lothian IJB will work with our partners across the Lothians to progress the Lothian Strategic Development Framework.

Public Health

Our plan also takes cognisance of the Public Health Priorities all of which are inter-related and reflect the complexity of Scotland health challenges. With our partners in the Community Planning Partnership, we recognise our part in supporting prevention and early intervention in relation to public health.

Public Health priorities for Scotland are:

1. A Scotland where we live in vibrant, healthy and safe places and communities
2. A Scotland where we flourish in our early years
3. A Scotland where we have good mental wellbeing
4. A Scotland where we reduce the use of and harm from alcohol, tobacco and other drugs
5. A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all
6. A Scotland where we eat well, have a healthy weight and are physically active

Workforce Planning and Organisational Development

Delivering health and social care services involves a large workforce across all sectors and presents both challenges and opportunities in terms of workforce planning and development.

For health and social care integration to be successful, individuals, teams and organisations will need to develop new ways of working together and this will be underpinned by strong leadership, evolving management arrangements, processes and relationships.

The development of the organisation and workforce will involve a process of continuous improvement to reflect strategic developments and respond to local needs and availability of resources. More information on this can be found in the West Lothian Health and Social Care Workforce Strategy.

Partnership Working

Partnership working is about developing inclusive, mutually beneficial relationships that improve the quality and experience of care. This includes the relationships between individuals, their carers and service providers. It is also about relationships within and between organisations and services involved in planning and delivering health and social care in the statutory, voluntary, community and independent sectors. Effective partnership working should result in good quality care and support for people and their carers. We commit to working with the partners below:

- Our Workforce
- Our Service Users and Carers
- Localities and Communities
- The Third (Voluntary) Sector
- The Independent Sector
- Independent Contractors e.g. GP Practices, Community Pharmacists and Optometrists
- Community Planning Partnership
- Other Integration Joint Boards
- Hosted services (services provided across West Lothian on behalf of other IJBs)
- NHS Acute Sector (Emergency Department and medical emergencies, including respiratory, stroke, diabetes, and chronic heart disease)
- Housing Services

Housing

Collaboration with housing colleagues will be a key feature of future commissioning to ensure that housing and accommodation models are fit for the future and reflect shifts in the balance of care from hospital to community settings. Generally, there will be a move away from residential care models to housing models where possible, recognising, however, that for some people with the highest level of need, residential care may be the most appropriate choice. A significant number of West Lothian residents are placed out with the local authority area because there is a lack of suitable accommodation locally. There is intention to reduce reliance on out of area placements especially for people with mental health problems, learning disability and physical disability by developing new accommodation and support models which focus on quality and value for money within the local authority area.

Housing Services have produced a Housing Contribution Statement, which is attached to this plan at Appendix 1.

Community Planning and Health Inequalities

The IJB is a member of the West Lothian Community Planning Partnership (CPP) and contributes to the CPP's Health and Wellbeing Sub-Group.

The Health and Wellbeing Partnership brings partners together from across the Community Planning Partnership to work together to take forward the inequalities and prevention agenda at a strategic level. It provides a platform for preventative efforts to be developed across the partnership and ensures that health inequalities and prevention is taken forward as a shared priority. This is part of a wider 'whole system' CPP approach to issues such as poverty, housing, education, employment and transport and includes a focus on community wealth building

Market Facilitation

Market facilitation aims to ensure that choice and control are afforded to supported people through a sustainable market of different supports which deliver choice, personalisation, effectiveness and sustainability. Market facilitation means ensuring that there is an efficient and effective care market operating in West Lothian which meets the current and future needs of the local population. Achievement of those aims is based on collaborative and partnership working between stakeholders to offer outcomes based supports locally for people who need them. You can read more about this in the IJB's Market Facilitation Plan

Participation and Engagement

The IJB's Participation and Engagement Strategy brings together NHS and Council Social Policy engagement activity within a single unified systematic approach which will improve standards of engagement and involvement across all services and staff groups, with the goal of improving outcomes for patients and service users. This is underpinned by the principles of community engagement which are:

- Fairness, equality and inclusion must underpin all aspects of community engagement, and should be reflected in both community engagement policies and the way that everyone involved participates.
- Community engagement should have clear and agreed purposes, and methods that achieve these purposes
- Improving the quality of community engagement requires commitment to learning from experience.
- Skill must be exercised in order to build communities, to ensure practice of equalities principles, to share ownership of the agenda, and to enable all viewpoints to be reflected. As all parties to community engagement possess knowledge based on study, experience, observation and reflection, effective engagement processes will share and use that knowledge
- All participants should be given the opportunity to build on their knowledge and skills.
- Accurate, timely information is crucial for effective engagement.

Data Sharing and Information Governance

Better data sharing across health and social care will play a key role in the integration agenda. As an IJB we will need to be able to assess and forecast need, link investment to outcomes, consider options for alternative interventions and plan for the range, nature and quality of future services.

Effective information systems are necessary to ensure that good intelligence underpins our process of local strategic planning and decision making. To support this the Information and Statistics Division has been commissioned to work with NHS Boards, Local Authorities and others to develop a linked individual level dataset for partnerships. There is therefore a need to ensure information is managed and shared in a safe and effective manner through sound governance, performance and scrutiny arrangements.

Equality

The public sector equality duty in the Equality Act 2010 came into force in Scotland in April 2011 and requires Scottish public authorities to have 'due regard' to the need to eliminate unlawful discrimination; advance equality of opportunity; and foster good relations.

All Scottish Public authorities must publish a report on 'mainstreaming' equality and identifying a set of equality outcomes.

Climate Change

In line with the Climate Change (Scotland) Act 2009, we publish an annual Climate Change Report.

West Lothian Integration Joint Board acknowledges its position of responsibility in relation to tackling climate change in West Lothian.

Organisations have a corporate responsibility to manage resources in a sustainable manner and in a way that minimises damage to the environment, for example through reducing the use of paper or emissions produced from vehicles and machinery, or simply disposing of waste materials in an environmentally conscious manner.

West Lothian IJB commits to influencing and encouraging an environmentally responsible approach to the provision of health and social care services in West Lothian wherever possible, through its strategic aims and decision-making processes.



COUNCIL EXECUTIVE

CONSULTATION ON THE REVIEW OF THE LICENSING BOARD POLICY STATEMENT

REPORT BY INTERIM HEAD OF HOUSING, CUSTOMER AND BUILDING SERVICES

A. PURPOSE OF REPORT

The purpose of the report is to inform the Council Executive of the consultation on the review of the West Lothian Licensing Board policy statement and seek agreement that the proposed response is submitted to the Licensing Board on behalf of the Council.

B. RECOMMENDATION

It is recommended that the Council Executive considers the draft response to the consultation and agrees its submission to the West Lothian Licensing Board

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; making best use of our resources; working in partnership
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Licensing (Scotland) Act 2005
III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance Indicators	None
V	Relevance to Single Outcome Agreement	
VI	Resources - (Financial, Staffing and Property)	None
VII	Consideration at PDSP	Due to timescales it has not been possible to submit the draft response for consideration at PDSP.
VIII	Other consultations	The consultation response has been drafted following consultation with all Council Services.

D. TERMS OF REPORT

West Lothian Licensing Board is consulting on its alcohol licensing policy in order to prepare a new statement of policy. The Board would like to hear from anyone with an interest in alcohol licensing in West Lothian.

Through its policy the Board wishes to promote the following five statutory licensing objectives:

- preventing crime and disorder
- securing public safety
- preventing public nuisance
- protecting and improving public health
- protecting children and young persons from harm

The consultation seeks views on local conditions such as curfew, children and young persons conditions, outdoor area conditions, licensed hours and festive policy.

Due to the response timescales it has not been possible to submit the draft response for consideration at PDSP. The initial deadline for the submission responses was 14 April 2023. An extension has been granted to allow the Council to submit a response by 5 May 2023. A copy of the agreed consultation response will be provided to the PDSP members for information.

Council Executive is asked to note that enforcement of any planning conditions in relation to licensed premises would be progressed under the existing Planning or Building Standards legislation and comments in relation to planning or building control matters have therefore not been included in the draft response.

The draft response to the consultation is attached as Appendix 1 to the report.

E. CONCLUSION

The West Lothian Licensing Board has invited consultation on a review of its Policy statement and all responses will be considered prior to the final review of the policy statement.

F. BACKGROUND REFERENCES

Consultation on review of the West Lothian Licensing Board Policy Statement
<https://surveyhero.com/c/iakbhddd>

Appendices/Attachments: 1

Draft response to Consultation on review of the West Lothian Licensing Board Policy Statement

Contact Person: Julie Whitelaw, tel 01506 281626. Email jule.whitelaw@westlothian.gov.uk

Julie Whitelaw

Interim Head of Housing, Customer and Building Services
25 April 2023

Appendix 1

Consultation on the West Lothian Licensing Board Policy Statement

Section 1: Local conditions

In its current policy the Board has local conditions in relation to:

- a curfew for late opening premises (i.e. premises which are regularly licensed to sell alcohol after 1am)
- children and young persons' access (in relation to premises which admit 0-17 year olds)
- outdoor areas licensed for the sale and/or consumption of alcohol which it considers should be routinely applied to all such premises.

Curfew condition

The curfew condition in the current policy is: "Where premises are open after 1am there shall be strictly no admittance to the premises after 1am which prevents persons leaving to smoke outwith the premises being readmitted." (Paragraph 3.7)

1. Do you consider that any changes should be made to the curfew condition?

☐ Yes ☒ No

Please give reasons for your answer

The current curfew condition suits Community Safety prevention issues. It still assists in dispersal of customers and reduces congestion in streets around late-night premises. It also helps to reduce noise from such premises caused by smokers congregating outside premises

By keeping the current curfew conditions in place it can help to minimise alcohol consumption

Children and young persons' conditions

The children and young persons' conditions in the current policy can be found at paragraph 3.7 of the policy document.

2. Do you consider that any changes should be made to the children and young persons' conditions?

☐ Yes ☒ No

Please give reasons for your answer

The current conditions remain applicable today.

The conditions set out in section 3.7 are there to safeguard children and young people when in attendance. It is essential that children and young people are adequately supervised when visiting licensed premises.

Outdoor area conditions

The outdoor area conditions can be found at paragraph 3.7 of the current policy. The Board notes that since the pandemic the use of outdoor areas for the sale and/or consumption of alcohol has increased significantly. The Board notes that not all outdoor areas involve the use of footpaths. The Board considers that the current outdoor area conditions should be replaced with the following updated conditions and will require that before these are applied to any specific licences applicants should highlight to the Board any conditions which they believe should not be applied to their premises.

- Alcohol may only be consumed within the outdoor area by persons seated at tables provided until 9pm
- The area must be capable of being monitored by staff either physically or via an approved CCTV system
- No amplified music shall be permitted outside the premises
- The outdoor area must be clearly defined and the premises licence holder must ensure that the area is kept clear of all waste, including cigarette litter, associated with their business
- Access to any fire hydrants and emergency access or egress equipment points in the area must not be obstructed by the operation of the outside area
- An authorised officer of the Council or Police Scotland may temporarily suspend the use of the area for reasons of public safety
- If the outdoor area involves the use of a footpath a permit from the Council to occupy the footpath must be obtained
- If the outdoor area involves the use of a footpath the barriers, tables and chairs must be removed at the end of the permitted hours for use of the outside area and stored securely in an area off the footpath

3. Do you consider that any changes should be made to the above proposed outdoor area conditions?

☐ Yes ☒ No

Please give reasons for your answer

It is essential that outdoor areas provide a safe environment for people when accessing licensed premises. It is right that amplified music is not played in the interests of public safety and avoiding nuisance to neighbouring premises.

Section 2: Licensed Hours

Children and young person's access

The current policy in relation to the hours during which children and young persons can access licensed premises can be found at paragraph 3.6 of the policy.

4. Do you agree with the current policy in relation to the hours during which children and young persons can access licensed premises?

☒ Yes ☐ No

Please give reasons for your answer

It is essential that as duty bearers all publicly funded organisations protect the rights of the child and provide the best chances for children and young people. Adults who experienced 4 or more adverse childhood experiences (ACE's) are twice as likely to binge drink (Scottish Government, 2018). "A Review of Existing Literature and Evidence on Young People experiencing Harms from Drug and Alcohol, Scotland" (Scottish Government, 2015) reported that by the age of 8, two thirds of Scottish children will have experienced 1 or more ACE.

Although alcohol related deaths in young people under the age of 25 years remains low, 3 were reported in Lothian in 2020. (Scottish Government, 2021), young people reported the first time they drank and or were drunk was on average for boys 15 and girls 13 years. (SALSUS, 2018)

Young people who use alcohol at an early age significantly increase the risk of developing problematic use into adulthood. (Scottish Government, 2021)

Not only is there evidence to suggest problematic drug and alcohol use, it was an indicator of experiencing anxiety and behavioural challenges also (Scottish Government, 2015). Of young people who had drank, 31% reported receiving alcohol from a parent and 31% from the family home without permission. (SALSUS, 2018)

Similarly, exposure to alcohol can impact on young people. When looking at alcohol hospital admissions, West Lothian has higher levels of admissions in the 11 to 25 year-old category compared to the Scottish average.

Licensed hours generally

The current policy in relation to licensed hours can be found at paragraph 3.3 of the policy document.

5. What impact do you consider that the current policy for on sales licensed hours has on you or people in your community? Please give examples and indicate whether these impacts are positive or negative.

Generally, the timings for on sale consumption are reasonable. Having a 1am curfew can assist with public safety and public nuisance.

However, the proposal to extend terminal hour to 4am in December to January provides an opportunity to increase alcohol consumption at a time when more people access licensed premises. This approach is potentially at odds with the Scottish Government's attempt to reduce alcohol harms and whole population consumption. Alcohol harms have increased in the past few years. This is demonstrated by the increased level of alcohol related hospital admissions and alcohol specific deaths.

In addition, extending the terminal hour may also impact on wider public services in terms of hospital admissions and public disorder.

6. What changes could be made to on sales licensed hours that would have a more positive impact in your community? Please give examples of how this would make a difference.

Festive Policy

The Board considers that the festive policy from December 2024 to January 2029 should be:

"The Board generally deems it permissible for on sales premises in West Lothian to trade for an additional hour on particular days during a specific festive period. However, the Board also recognises that there are some premises in West Lothian which already enjoy the benefit of terminal licensed hours later than those permitted under the Board's current policy.

Therefore, the Board makes the following general extension of on sales licensed hours under section 67 of the 2005 Act, for the festive periods from December 2024 to January 2029, for all on sales premises in West Lothian:

The terminal hour for the sale of alcohol to be consumed on the premises is extended for the following days during the period from 1 December to 2 January each year:

- **every Friday and Saturday**
- **Christmas Eve, Christmas Day, Boxing Day, Hogmanay and New Year's Day**

The extended hours during the above days will be until a terminal hour of

- **4am for all nightclub premises; and**
- **2am for all premises which are not nightclubs**

Note: the definition of nightclub is contained elsewhere within this policy and if the premises are already licensed until the above times no additional hours are being granted under the terms of this general extension.

Licence holders are reminded that they should refer to the definition of nightclub within this policy which explains what premises fall within the category of a nightclub. All on sales premises which do not fall within this category are premises other than nightclubs. Licence holders who are in any doubt as to their position should take legal advice before advertising or trading during any additional hours on the above festive dates.

Licence holders should note that there is no duty to trade during the extended hours and the Board does not consider that it is necessary for licence holders to have opted to operate according to seasonal demand in their operating plans before taking advantage of this

general extension of hours.

For the avoidance of doubt this general extension does not apply to off sales hours which the law provides are a maximum of 10am to 10pm daily.”

7. Do you agree with the above festive policy?

☐ Yes ☒ No

If applicable please suggest any changes which you consider are necessary and give reasons for your answer

The proposal to extend terminal hour to 4am in December to January provides an opportunity to increase alcohol consumption at a time when more people access licensed premises. This approach is potentially at odds with the Scottish Government's attempt to reduce alcohol harms and whole population consumption. Alcohol harms have increased in the past few years. This is demonstrated by the increased level of alcohol related hospital admissions and alcohol specific deaths.

In addition, extending the terminal hour may also impact on wider public services in terms of hospital admissions and public disorder.

If applicable please suggest any changes which you consider are necessary and give reasons for your answer

Extended hours

The current policy on extended hours applications can be found at paragraph 4.6 of the policy document.

8. Do you consider that the Board should make any changes to this section of the policy? -

☐ Yes ☒ No

If applicable please suggest any changes which you consider are necessary and give reasons for your answer

As above, the Scottish Government is seeking to tackle alcohol harms that far exceed comparable income countries. By extending this it may have a negative impact of contributing to the national priority of reducing alcohol harms

Section 3: Preventing Public Nuisance

The current policy in relation to steps which premises licence holders can take to prevent public nuisance can be found at paragraph 4.11.

A number of these steps relate to the prevention of public nuisance from noise. One of the bullet points states –

“Ensuring music noise is not audible within neighbouring residential premises after 11pm”

The Board considers that this should be extended to include all forms of amplified entertainment noise and so the wording should be replaced with -

‘Ensuring amplified entertainment noise within or outwith the premises is not audible within neighbouring residential premises after 11pm’

A further bullet point states - ‘

The implementation of a written noise management plan to actively prevent and manage entertainment noise affecting its neighbourhood after 11pm’

The Board is of the view that this should be extended to include the requirement for a noise management plan where amplified entertainment takes place outdoors with the wording being replaced with -

“The implementation of a written noise management plan to actively prevent and manage entertainment noise within the premises affecting its neighbourhood after 11pm; or where any form of amplified entertainment takes place outside the premises at any time.”

9. Do you agree with the Board’s proposed changes regarding noise?

☒ Yes ☐ No

Please give reasons for your answer

The council’s Safer Neighbourhood Team often witness noise from licensed premises and have to report these issues to the council’s Environmental Health Service . The change is reasonable and therefore includes all types of amplified entertainment that could result on public nuisance, and lead to potential public disorder.

10. Do you wish to see any other changes made to the Board’s policy on preventing public nuisance?

☐ Yes ☒ No

If applicable please suggest any changes which you consider are necessary and give reasons for your answer

The council is **not aware of any issues that would warrant any changes**

Section 4: Occasional licences

Occasional licences are required to temporarily licence premises (including land) which are not covered by a premises licence. In addition occasional licences can be granted in relation to members clubs governed by Section 125 of the 2005 Act to allow those premises to sell alcohol to non-members without the usual signing in requirements.

The Board's current policy on the granting of occasional licences can be found at section 6 of the policy document. Occasional licences can only be applied for by holders of premises or personal licences or by representatives of voluntary organisations. The policy includes a definition of voluntary organisation.

The Board considers that some changes need to be made to the standard conditions for occasional licences. One change is to make clear that the terminal hour for occasional licences for outdoor areas attached or adjacent to premises covered by premises licences should be 9pm. This is in order to bring this in line with the policy for outdoor areas generally. In addition, following the increase in the use of outdoor areas for the sale and/or consumption of alcohol the Board considers that a reworded condition regarding noise nuisance should be included. The Board also considers that some minor changes are required to clarify the wording of some of the current conditions. The amended wording for the conditions which is proposed is:

“STANDARD LOCAL CONDITIONS FOR OCCASIONAL LICENCES

In accordance with Section 6 of this policy the Board will impose the following conditions on the granting of occasional licences unless the Convenor, the Convenor's nominee or the Board determines that they should not be applied:

1. The holder of the occasional licence must be familiar with the legal requirements of selling alcohol under the occasional licence and shall ensure that all persons selling or serving alcohol are aware of their duties and responsibilities in terms of the Licensing (Scotland) Act 2005 and any relevant regulations.
2. In respect of occasional licences granted for the sale of alcohol solely for consumption off the premises, alcohol must only be displayed in accordance with the areas identified on the accompanying layout plan
3. The licence holder shall ensure that there are sufficient measures in place to ensure that persons leaving the premises to smoke behave in a quiet and orderly manner so as to prevent any public nuisance.
4. The licence holder is required to have signs to be displayed in a suitable place (to ensure they can be easily read by persons purchasing alcohol) within the premises outlining the conditions of the licence, and that signage should refer to:
 - a. The 'Challenge 25' requirements. (A downloadable version of a suitable poster is available in the premises pack on the occasional licence webpage via the link at Appendix 6).
 - b. The times during which alcohol will be sold as stated in this licence.
 - c. The Drinkaware "DrinkCompare calculator". (A downloadable version of this poster is available in the premises pack on the occasional licence webpage via the link at Appendix 6)

5. Any music or live performance must cease at least fifteen minutes prior to the time when sales of alcohol are required to end as stated in this licence.

6. The licence holder shall ensure that all reasonable requests made by Police Scotland or Council Officers are complied with to include terminating any music or live performance where

- noise is seriously impacting on the amenity of neighbouring noise sensitive premises, and
- informal intervention has so far failed to resolve the problem satisfactorily.

7. The licence holder must ensure that the premises are not overcrowded. In assessing this the capacity of the premises shall not exceed the figure calculated in accordance with the Technical Annex referring to occupancy capacity of premises contained within the document entitled "Practical Fire Safety Guidance for Places of Entertainment and Assembly" issued by the Scottish Government and available on the Scottish Government's website or any replacement document.

8. The licence holder shall ensure that the point of contact named in the application (or any substitute notified in advance to the Board) shall be present throughout the event to liaise with any relevant official should the need arise.

9. If the licence holder has stated in the application for this licence that there will be a curfew then the following curfew will apply

- No one shall be permitted entry to the event after **<insert curfew time stated in application>**.

10. If the licence holder has stated in the application for this licence that there will be a first aider present the following condition will apply:

- The licence holder will ensure that a person trained in administering first aid is present on the premises during the event until all attendees have dispersed.

11. If the licence holder has stated in the application for this licence that there will be a specific number of stewards present on the premises the following condition will apply:

- The licence holder shall ensure that (a) there are a minimum of <insert number> stewards (licensed by the SIA if appropriate) working at all times during the event until all attendees have dispersed, and (b) stewards are clearly identified by badges, armbands or a recognisable uniform.

12. If the licence holder has stated in the application for this licence that there will be children and young persons (aged 0-17 years) present on the premises the licence holder will ensure that children and young persons are accompanied by a responsible adult and that they do not remain within the premises after 10pm unless it is a private family event (i.e. where members of the public are admitted by invitation only). If the licence holder has stated in the application for this licence that there will be no children and young persons (aged 0-17 years) present on the premises the licence holder will ensure that this is the case.

13. The licence holder shall ensure that staff, committee members or stewards working within the premises during the event do not consume alcohol at the premises either during or at the conclusion of the event.

14. Bar staff must carry out regular checks of the premises to ensure that all empty glasses and bottles are collected.

15. The licence holder shall ensure that no alcohol purchased for consumption on the premises is allowed to be taken out of the licensed area.

16. The licence holder shall take all reasonable steps to ensure that amplified entertainment noise from within or outside the premises is not audible at any neighbouring property so as to prevent public nuisance.

17. In respect of occasional licences granted for outdoor areas attached or adjacent to premises operating under a premises licence the terminal hour will be 9pm.”

11. Do you agree with the wording of the revised conditions for occasional licences?

☒ Yes ☐ No

Please give reasons for your answer

They appear to enhance community safety for patrons and reduce noise for nearby local residents.

12. Do you wish to see any other changes made to the Board's policy on occasional licences?

☐ Yes ☒ No

The council is not aware of any issues that are not already covered.

13. Do you consider that there is overprovision of licensed premises within areas of West Lothian or indeed in the whole of West Lothian?

The council is of the view that there is overprovision for the following reasons. Although the level of off and on trade are lower than Scottish averages, there are high levels of alcohol harms, hospital admissions, and rising alcohol specific deaths. Similarly, when looking at alcohol harms per locality, the West locality of West Lothian has higher levels compared to the East Locality. Moreover, the West locality has higher numbers of people accessing support for problematic alcohol use. This locality also has higher levels of multiple deprivation which is linked to higher levels of alcohol harms and deaths. West Lothian as a whole also has higher levels of alcohol related hospital admissions (psychiatric stays) compared to the Scottish average.

DATA LABEL: PUBLIC



COUNCIL EXECUTIVE

UPDATE TO ENERGY COMPANY OBLIGATION (ECO4) STATEMENT OF INTENT AND FLEXIBLE ELIGIBILITY SCHEME CRITERIA

REPORT BY INTERIM HEAD OF HOUSING, CUSTOMER AND BUILDING SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to seek approval from the Council Executive on the updated Statement of Intent for West Lothian Council for the Energy Company Obligation (ECO) fifth iteration (ECO4) and updated Flexible Eligibility scheme criteria.

B. RECOMMENDATION

It is recommended that the Council Executive:

1. Notes that the UK Government has updated the Energy Company Obligation (ECO) Scheme with the new iteration known as ECO4 and ECO-Flex;
2. Notes that the qualifying criteria for ECO-Flex is no longer defined by Local Authorities, and guidance is set by OFGEM but still must be published in a Statement of Intent document;
3. Notes that ECO-Flex will still apply to owner occupier and private rented households;
4. Notes that publishing a Statement of Intent will allow for increased numbers of households to benefit from ECO support to improve the energy efficiency of their home and subsequently help tackle levels of fuel poverty in West Lothian;
5. Notes that the proposed Statement of Intent was presented to Housing Services Policy Development and Scrutiny Panel on 28 March 2023 and;
6. Approves the publishing of the Statement of Intent on the council's website.

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)	No policy or legal risks have been identified.
III	Implications for Scheme of Delegations to Officers	None

IV	Impact on performance and performance Indicators	Will assist in improving the energy efficiency of the general housing stock and reduce the number of households living in Fuel Poverty
V	Relevance to Single Outcome Agreement	Will help to reduce households living in Fuel Poverty
VI	Resources - (Financial, Staffing and Property)	Publishing a Statement of Intent will not require additional resources.
VII	Consideration at PDSP	The report was considered by Housing Services PDSP on 28 March 2023
VIII	Other consultations	West Lothian Advice Shop

D. TERMS OF REPORT

D.1 BACKGROUND

The Energy Company Obligation (ECO) was introduced by the UK Government in 2013 to fund energy efficiency measures throughout the UK. The Energy Company Obligation is a levy which works by placing a Home Heating Cost Reduction Obligation (HHCRO) on the medium and large-scale energy suppliers which is now deemed to be those with over 150,000 customers.

The funds generated by this levy are used by those companies to meet carbon reduction targets set by the Office of Gas and Electricity Markets (OFGEM). These companies achieve these targets by providing funding towards domestic energy efficiency improvement projects. In addition to the carbon targets these companies are also set targets to ensure that funding is targeted towards low income households to help reduce fuel poverty.

The scheme has been through four previous iterations ECO, ECO1, ECO2 and ECO3. This new iteration, ECO4, will run through to 31/03/2026.

D.2 ECO-Flex

The previous iteration of ECO, introduced the ECO-Flex scheme which enabled private households to access funding for energy efficiency measures if they met Local Authority set eligibility criteria.

Under the new ECO4 regulations ECO-Flex eligibility criteria are now set by OFGEM regulations which cover all Local Authorities. There are four routes through which funding can be accessed. The new regulations also allow for other organisations to refer households in fuel poverty or provide a declaration. Local Authorities and Suppliers will now also have to collect and retain evidence of eligibility and compliance requirements for the ECO-Flex scheme which can be audited by OFGEM.

The Home Energy Efficiency Programme: Area Based Schemes (HEEPS:ABS) has in the past accessed ECO funding to help reduce cost of works for owner occupiers. This will still be possible however the blending of ECO funding with other government funding is no longer permitted. Funding for individual measures which meet the criteria can be used or a whole house approach within the Area Based Scheme replacing ABS funding for that property.

D.3 STATEMENT OF INTENT

The Statement of Intent is included in appendix 1 of this report. In this document the council sets out the eligibility criteria for the ECO4 scheme

The ECO4 eligibility criteria which has been provided by OFGEM has been broken down into 4 routes with Route 2 requiring two proxies along with the required SAP rating as indicated in the table below.

Proxy is the term used by Ofgem to defining the qualifying criteria under Route 2 to be met along with the required SAP rating as indicated in the table below.

The Routes to eligibility are set out on the table below:

Route	Explanation
Route 1: Household Income	Households living in private tenure SAP band D, E, F or G homes and with a gross annual income less than £31,000. This cap applies irrespective of the property size, composition or region and is from all sources of income, including both non-means tested and means tested benefits.
Route 2: Proxy Targeting	<p>SAP bands E-G households that meet a combination of two of the following proxies:</p> <p>Proxy 1) Homes in Scotland in “data zone” 1-3 on the Scottish Index of Multiple Deprivation 2020¹</p> <p>Proxy 2) Householders receiving a Council Tax rebate (rebates based on low income only, excludes single person rebates).</p> <p>Proxy 3) Householders vulnerable to living in a cold home as identified in the National Institute for Health and Care Excellence (NICE) Guidance. Only one from the list can be used, excludes the proxy ‘low income’.</p> <p>Proxy 4) A householder receiving free school meals due to low income.</p> <p>Proxy 5) A householder supported by a LA run scheme, that has been named and described by the LA as supporting low income and vulnerable households for the purposes of NICE Guideline.</p> <p>Proxy 6) A household referred to the LA for support by their energy supplier or Citizen's Advice or Citizen's Advice Scotland, because they have been identified as struggling to pay their electricity and gas bills.</p> <p>Proxy 7) Households identified through supplier debt data. This route enables obligated suppliers to use their own debt data to identify</p>

¹ [Scottish Index of Multiple Deprivation 2020 - gov.scot \(www.gov.scot\)](https://www.gov.scot/scottish-index-of-multiple-deprivation-2020/)

	<p>either Non-Pre-Payment meter households (non-PPM), or Pre-Payment meter households (PPM).</p> <p>Non-PPM customers: These are customers who have been in debt for more than 13 weeks ending with the day on which the declaration is made, and are in a debt repayment plan with their energy supplier or repaying their fuel debt through 3rd party deductions.</p> <p>PPM customers: Suppliers may also identify PPM households who: have either self-disconnected or received supplier Discretionary/Friendly credit within the last 13 weeks ending with the day on which the declaration is made; or are in a debt repayment plan with their energy supplier; or repaying their fuel debt through 3rd party deductions.</p> <p>* Note: proxies 1 & 3 and proxies 6 & 7 cannot be used in combination with each.</p>
Route 3: NHS Referral	<p>SAP bands D-G households that have been identified by their doctor or GP as low-income and vulnerable, with an occupant whose health conditions may be impacted further by living in a cold home. These health conditions may be cardiovascular, respiratory, immunosuppressed, or limited mobility related.</p> <p>This is because the Council has identified a positive correlation between households who suffer from long-term health conditions and living off a low-income, with living in poorly insulated homes.</p>
Route 4: Bespoke Targeting	<p>SAP band D-G owner-occupied households and private rented sector E-G households that are referred under Route 4: Bespoke Targeting.</p> <p>Suppliers and LAs can submit an application to BEIS where they have identified a low income and vulnerable household, who are not already eligible under the exiting routes.</p>

E CONCLUSION

The council continues to support and successfully deliver projects and measures to reduce levels of fuel poverty through improved energy efficiency for private households. The publishing of an updated Statement of Intent based on the new ECO4 criteria will allow the council to continue to do this by better targeting the available funds at those in the most need.

F BACKGROUND REFERENCES

Housing Services March 2023 Energy Company Obligations (ECO4) Flexible Eligibility Statement of Intent

Council Executive October 2018 Energy Company Obligations (ECO) Scheme Flexible Eligibility Statement of Intent

Services for the Community PDSP September 2018 – Energy Company Obligation
(ECO) Flexible Eligibility Statement of Intent

Appendices/Attachments: One

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robert.smith@westlothian.gov.uk

Julie Whitelaw

Interim Head of Housing, Customer and Building Services

25 April 2023

APPENDIX 1**ENERGY COMPANY OBLIGATION – FLEXIBILITY ELIGIBILITY****STATEMENT OF INTENT**

Local Authority	West Lothian
Date of Publication	23/04/2023
Publication on Website	23/04/2023
Version	S12000040/00002

This statement sets out West Lothian Council's flexible eligibility criteria for the Energy Company Obligation (ECO4) scheme from April 2023 – March 2026.

The ECO4 scheme will focus on supporting low income and vulnerable households. The scheme will improve the least energy efficient homes helping to meet the Government's fuel poverty and net zero commitments.

The flexible approach for Local Authorities (LAs) to identifying fuel poor and vulnerable households who may benefit from heating and energy saving measures is referred to as "ECO4 Flex".

1. Introduction

1.1. West Lothian Council is committed to tackling Fuel Poverty across the region through various means, as detailed in the Local Housing Strategy (LHS), Strategic Housing Investment Plan (SHIP) and Anti-Poverty Strategy. Adopting the Flexible ECO Eligibility Policy will allow ECO support for energy efficiency improvement measures to be made available to more residents living in private sector housing. This Statement of Intent will help to target those households in the highest level of need by targeting households living in fuel poverty or who are living on a low income and are vulnerable to the effects of living in a cold home. Flexible ECO is only available to support residents living in private sector housing.

1.2. A household is described as living in fuel poverty, in Scotland, if in order to maintain a satisfactory heating regime; it would be required to spend more than 10% of its income on all household fuel use. If over 20% of income is required, then this is termed as being in extreme fuel poverty.

Fuel poverty for ECO4 will however be measured using the Low Income Low Energy Efficiency (LILEE) indicator. Under this indicator a household is considered to be fuel poor if:

- They are living in a property with a fuel poverty energy efficiency rating of band D or below **and**;
- When they spend the required amount to heat their home, they are left with a residual income below the official poverty line.

There are therefore three important elements in determining whether a household is fuel poor under this indicator:

- Household income
- Household energy requirements
- Fuel prices

1.3. This statement is not a guarantee that households will access ECO-Flex since this decision rests with the ECO provider(s). In addition to the discretion of the ECO providers all installations will be subject to appropriate surveys by the ECO providers or their agents to confirm that;

- Properties are suitable for specified measures
- Proposed measures fit within the ECO4 scheme regulations
- ECO providers have funding available

1.4. The level of funding made available by the ECO providers varies and there is no guaranteed minimum funding level. Ultimately West Lothian Council may only facilitate and support households. The final agreement and contract is between the house owner and the ECO provider or their agents.

2. West Lothian Council Area

2.1. West Lothian Council was established in 1996 and as of June 2021, serves a community of approximately 185,580 citizens in central Scotland*, which is 3.2% of the Scottish population. There are 82,591 homes* in West Lothian of which about 14,000 are owned by West Lothian Council; of these 82,591 homes there are approximately 19% of households in fuel poverty across West Lothian and of those 9% are in extreme fuel poverty.

(*National Records of Scotland figures [West Lothian Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/publications/west-lothian-council-area-profile))

The Council welcomes the introduction of the ECO4 Flex eligibility routes as it helps the Council achieve its plans to improve the homes of those in fuel poverty or vulnerable to the cold.

3. ECO4 Flex Referral Routes

3.1. The Council is publishing this Statement of Intent (Sol), on the **23/04/2023** to confirm that each of the households declared will adhere to at least one of the four available routes outlined below:

Route 1:

Households living in private tenure SAP band D, E, F or G homes and with a gross annual income less than £31,000. This cap applies irrespective of the property size, composition or region and is from all sources of income, including both non-means tested and means tested benefits.

Route 2: SAP bands E-G households that meet a combination of two of the following proxies:

Proxy 1) Homes in Scotland in “data zone” 1-3 on the Scottish Index of Multiple Deprivation 2020 ²
Proxy 2) Householders receiving a Council Tax rebate (rebates based on low income only, excludes single person rebates).
Proxy 3) Householders vulnerable to living in a cold home as identified in the National Institute for Health and Care Excellence (NICE) Guidance. Only one from the list can be used, excludes the proxy ‘low income’.
Proxy 4) A householder receiving free school meals due to low-income.
Proxy 5) A householder supported by a LA run scheme, that has been named and described by the LA as supporting low income and vulnerable households for the purposes of NICE Guideline.
Proxy 6) A household referred to the LA for support by their energy supplier or Citizen's Advice or Citizen's Advice Scotland, because they have been identified as struggling to pay their electricity and gas bills.
Proxy 7) Households identified through supplier debt data. This route enables obligated suppliers to use their own debt data to identify either Non Pre-Payment meter households (non-PPM), or Pre-Payment meter households (PPM)
<p>a) Non-PPM customers: These are customers who have been in debt for more than 13 weeks ending with the day on which the declaration is made, and are in a debt repayment plan with their energy supplier or repaying their fuel debt through 3rd party deductions.</p> <p>b) PPM customers: Suppliers may also identify PPM households who: • have either self-disconnected or received supplier Discretionary/Friendly credit within the last 13 weeks ending with the day on which the declaration is made; or • are in a debt repayment plan with their energy supplier; or • repaying their fuel debt through 3rd party deductions.</p>

* Note: proxies 1 & 3 and proxies 6 & 7 cannot be used in combination with each other.

Route 3: SAP bands D-G households that have been identified by their doctor or GP as low-income and vulnerable, with an occupant whose health conditions may be impacted further by living in a cold home. These health conditions may be cardiovascular, respiratory, immunosuppressed, or limited mobility related.

This is because the Council has identified a positive correlation between households who suffer from long-term health conditions and living off a low-income, with living in poorly insulated homes.

Route 4: SAP band D-G owner-occupied households and private rented sector E-G households that are referred under Route 4: Bespoke Targeting. Suppliers and LAs can submit an application to BEIS where they have identified a low income and vulnerable household, who are not already eligible under the exiting routes.

West Lothian Council will decide which routes it will apply and with which partners.

All four routes to ECO4 flex will require the necessary evidence to be provided to prove any claims. This evidence will be held by the Local authority to provide for any future audits.

² [Scottish Index of Multiple Deprivation 2020 - gov.scot \(www.gov.scot\)](http://www.gov.scot)

4. Home Energy Efficiency Programme Scotland: Area Based Schemes (HEEPS: ABS) and ECO funding

ECO 4 funding may not be blended with Scottish Government and other funding. ECO financing however may be leveraged in three main ways:

1. ECO funding alongside HEEPS: ABS for separate measures in the same properties
2. ECO finance replaces HEEPS: ABS or other public funding (whole property).
3. ECO finance as part of a separate local ECO Flex scheme running in parallel with HEEPS: ABS. ECO4 funding could therefore be used within the HEEPS: ABS scheme to fund the works on eligible houses allowing for more houses to receive the energy efficiency upgrades.

ECO finance is now primarily aimed at domestic owner occupiers and at properties with a SAP banding of D and below. There is a requirement to improve these properties to minimum requirement EPC ratings, with an EPC F and G properties expected to reach a band D, and band D and E properties to reach a minimum of a band C.

4. Referrals

4.1. Referrals for Flexible ECO funding will be accepted from both Home Energy Scotland (HES) and via the council's own advocacy service The West Lothian Advice Shop, Citizens Advice Bureau and a Healthcare provided such as General Practitioner or Health Board/ NHS Trust.

All Referrals for Flexible ECO funding must be evidenced with the documents outlined in the regulations.

West Lothian Council will sign declarations in relation to council-initiated area-based schemes such as the HEEPS: ABS programme which are carried out by recognised trademark contractors. In addition, declarations for ECO-Flex will be signed using route 2 proxy 7 to try to target the funding to those most in need.

4.2. The delivery of the HEEPS: ABS programme is managed by the council and all HEEPS: ABS enquiries are directed initially to the West Lothian Advice Shop, who maintain an active referral relationship with HES. Referrals for Flexible ECO funding will also be accepted from contractors appointed to deliver energy efficiency measures as part of the EES: ABS programme.

West Lothian Advice Shop Telephone: 01506 283000

West Lothian Advice Shop Website: <https://www.westlothian.gov.uk/advice-shop>

Home Energy Scotland Telephone: 0800 808 2282

Home Energy Scotland Website: <https://www.energysavingtrust.org.uk/scotland/home-energy-scotland>

The definition of who can make health referrals is contained within the ECO4 regulations.

4.3. All referral information will be handled in accordance with the Data Protection Act and General Data Protection Regulations (GDPR) and retained for the purposes of evidence, monitoring and reporting.

5. Evaluation, Evidence and Reporting

5.1. To facilitate internal monitoring and reporting the council will be required to evidence records to support household eligibility and information received from suppliers or installers on measures installed.

The council will be required to forward information on to OFGEM providing the regulator with:

- The Local Authorities UPRN (Unique Reference Number).
- Whether the referral was made on behalf of another Local Authority.
- The ECOFlex referral routes used.
- The ECOFlex referral proxy's used.
- The date the household became eligible.
- The date of the Sol publication, and
- A link to the Sol.

5.2. The eligibility of the application must be evidenced by one of the following:

- **Route 1 Low Income:** Tax return from the last 3 months payslips from the last 3 months, bank statements from the last 3 months proving income payments.
- **Route 2 Proxy Targeting:** Screen shot confirming that the property is in a SMID area
A signed letter from a Doctor / GP identifying that someone has a medical condition, such as heart disease; a disability that, for instance, stops people moving around to keep warm, or makes them more likely to develop chest infections, following NICE guidance.

Signed letter from local coordinator / local authority that proves the household was eligible for a LA-run scheme.

Eligibility Checking Service (ECS), documentation showing eligibility for free school meals due to low-income provided by the Department for Education or from the school.
A signed letter accompanied by proof of gas and electricity debt from the energy supplier or Citizen's Advice, showing that the household has been referred to the LA for utility bill support or supplier provided Pre-payment meter data.

- **Route 3 NHS Referral:** Official letter signed by either an NHS Trust, NHS Trust Board or NHS Primary Care provider. This letter will need to state that the official signing the letter considers someone in the household to be suffering from one of the four health conditions listed
 - A cardiovascular condition,
 - A respiratory disease,
 - Limited mobility or,
 - Immunosuppression

6. Review

6.1. The scheme will be reviewed annually or at any point there is a significant change to the scheme or the funding available.

6.2. On the review of the scheme the council has the option to withdraw this statement where the scheme is no longer valid or provides no advantages to the communities of West Lothian.

DECLARATION AND EVIDENCE CHECK CONFIRMATION

All potentially eligible households should apply through West Lothian Council or one of their approved ECO installers to ensure that they can either benefit from the scheme or be assessed for eligibility under any other relevant programme.

The officer below will be responsible for checking and verifying declarations and associated evidence submitted on behalf of the local authority:

Name: Gordon Dunsmuir

Job Title: Housing Investment Officer

Telephone: 01506280000

Email: ecoflex@westlothian.gov.uk

CEO OR DEDICATED RESPONSIBLE PERSON MANDATORY SIGNATURE

The West Lothian Council will administer the scheme according to BEIS' ECO4 Order and will identify eligible households via Ofgem's application process. The CEO (or designated Chief Officer) of the Council will oversee the process of identifying eligible households under ECO4 Flex.

The eligibility information will be stored securely in line with the Council's data protection policy, Information Commissioner's Office Data Sharing Code, and BEIS guidance.

Signature: XXXXXX

Name: Julie Whitelaw

Job Title: Head of Housing, Customer and Building Services

Date of signature: 23/04/2023

For any general enquires relating to this Statement of Intent, please contact:

EcoFlex@westlothian.gov.uk

LABEL: PUBLIC



COUNCIL EXECUTIVE

WEST Lothian PARKING STRATEGY

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to provide the Council Executive with the completed West Lothian Parking Strategy and supporting documents. These documents highlight the work carried out and provides the information gathered by the appointed consultants for the West Lothian wide parking strategy as requested by Council Executive on 5 February 2019.

B. RECOMMENDATION

It is recommended that the Council Executive :

1. Notes and considers the attached West Lothian Parking Strategy and documentation;
2. Approves the proposed interventions to be progressed at this time and indicative timescales;
3. Approves the further works to be undertaken in relation to decriminalised parking enforcement; and
4. Approves that a future report will be brought back to the Environment and Sustainability PDSP highlighting the outcome for delivery of the approved interventions in the strategy and this report will also consider the financial implications of the approved interventions.

C. SUMMARY OF IMPLICATIONS

I Council Values	<ul style="list-style-type: none"> • Focusing on our customers' needs; and • Being honest, open and accountable;
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>Policy: The parking strategy informs future parking policies.</p> <p>Legal: There will be various legal considerations to be considered as the strategy, policies and delivery plans are advanced.</p> <p>Equality: An Equality Impact Assessment has been carried out.</p>
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)	<p>Financial: Any interventions introduced from the parking strategy will require additional funding to be allocated to allow delivery.</p> <p>Staffing: Progression of any interventions will be carried out by Roads and Transportation officers.</p> <p>Property: None.</p>
VII	Consideration at PDSP	28 March 2023
VIII	Other consultations	Appropriate consultations were carried out as part of the information gathering exercise for the West Lothian wide parking strategy.

D. TERMS OF REPORT

D.1 Background

On 5 February 2019, the Council Executive agreed that car parking charges are not to be introduced in the 5 year period ending 2022/23 and that officers should undertake a wider parking review on that basis.

On the 10 October 2019, approval was granted by the Council Executive to appoint a specialist consultant to commence work on a West Lothian wide parking strategy. The work involved developing a strategy examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel to and to ensure public safety.

The parking strategy development work was delayed in 2020 due to the Covid pandemic, however recommenced in 2022.

The development of parking policies, the rationale and evidence for the measures being considered and the potential mechanisms for enforcement are set out in the parking strategy document.

D.2 Parking Strategy Development

This report provides the completed West Lothian wide parking strategy that has been jointly prepared by the appointed consultants and officers. The West Lothian parking strategy document is provided in Appendix 1.

The strategy has been developed to give guidance and make recommendations on parking needs and parking management. It addresses competing issues and gives clear advice on best practice solutions, providing the policy context for parking related issues in West Lothian.

The strategy reviews national and local policies to ensure that the relevant plans, strategies and standards have been considered. Current parking demands and parking management have been assessed to consider existing conditions and economic impact.

The evidence gathered for the strategy has been collected throughout 2022 with on-street parking and Council owned off-street parking surveyed also. Site visits and consultations were also undertaken in the summer between May and July 2022. This work was originally planned for 2020, however was postponed until traffic conditions and parking arrangements returned to more normal conditions.

An online questionnaire parking survey received 3,309 responses with a further 119 face to face surveys undertaken. The face-to-face surveys provided more detailed information relating to specific parking issues in each area, whilst the online parking survey covered a wider range of topics. The responses are presented for each town and settlement within the strategy.

An Equality Assessment has been carried out which identifies issues regarding the impact on protected characteristics on possible interventions highlighted from the strategy and is provided in Appendix 2.

A preliminary strategic outline business case has been prepared which is closely linked to the parking strategy and is provided in Appendix 3. This business case has been prepared to inform the parking strategy as it covers a wide range of policy measures and is high-level in nature.

D.3 Interventions Highlighted by the Strategy

The strategy describes the known parking problems and issues in the urban areas of West Lothian. It then identifies the objectives the strategy seeks to deliver, before setting out parking policies and interventions that could be taken forward for delivery by the Council. Section 7 of the strategy highlights the implementation and interventions raised and it sets out a delivery plan providing anticipated timescales for implementation.

The key interventions, summarised below, involve the implementation of strategic and locally specific measures intended to encourage modal shift from cars to walking, cycling and public transport, which helps to reduce demand for parking and the pressure on the available parking facilities.

- **Bottleneck Removal**

Bottleneck removal involves the removal of known problem areas from the public road network to ensure smooth traffic flow and reduce the occurrence of congestion.

- **Active Travel Enhancements**

Active travel enhancements provide improved connections between parking locations and key destinations to increase the willingness of people to park further from their end destination.

- **Localised Measures**

Localised measures consider localised circumstances in a given area which are best addressed through tailored interventions in the local area.

- **Electronic Kerbside Management**

Electronic kerbside management involves users booking parking spaces via booking systems which provide a virtual parking permit to better manage deliveries and ensure less obstruction on the road network.

- **Decriminalised Parking Enforcement**

Decriminalised parking enforcement (DPE) would result in enforcement powers being managed by the Roads Authority and would cover the whole of West Lothian. A suitable regime would be required to be introduced to implement, manage and enforce all parking restrictions in West Lothian and to what extent.

The delivery of the strategy is based upon a hierarchical approach to our towns and settlements with extensive measures being applied in our larger towns where parking problems are more acute. The overarching solutions proposed for each settlement are shown in the strategy with outline timescales for implementation.

D.4 Proposed Interventions

Whilst it will not be possible to introduce all interventions, they should be targeted at the main issues for West Lothian. The following interventions have been identified as the key areas for consideration:

- Introduce a decriminalised parking enforcement regime;
- Introduce on and off-street parking charging (as part of DPE);
- Carry out traffic regulation order amendments (as part of DPE);
- Assess and implement bottleneck removal;
- Address localised measures at problem areas; and
- Assess and implement active travel enhancements.

Indicative cost implications for the interventions are provided in Table 7.2 and deliverable timescales for town and settlement tiers are shown in Table 7.3 of the strategy report.

The introduction of any interventions highlighted in the strategy will require additional funding as there is currently no funding provided to introduce any interventions detailed in the strategy. The financial implications of the proposed interventions will be investigated in more detail prior to commencing delivery.

The indicative timescales for progressing the above interventions, per the strategy, are set out below:

Intervention	Timescale		
	Tier 1	Tier 2	Tier 3
Introduce a decriminalised parking enforcement regime	Up to 3 years	3 – 6 Years	6 – 10 years
Introduce on and off-street parking charging (as part of DPE)	Up to 3 years	3 – 6 Years	
Carry out traffic regulation order amendments (as part of DPE)	Up to 3 years	3 – 6 Years	6 – 10 years
Assess and implement bottleneck removal	3 – 6 Years	3 – 6 Years	6 – 10 years
Address localised measures at problem areas	Up to 3 years	3 – 6 Years	3 – 6 Years
Assess and implement active travel enhancements	3 – 6 Years	3 – 6 Years	6 – 10 years

D.5 Approved Council Composite Motion

A composite motion was approved by council on the 14 March 2023 and is set out in Appendix 4. This motion highlights the current problems encountered by the public using disabled parking bays in West Lothian.

It highlights the difficulties and challenges faced by users due to inconsiderate and illegal parking by non-disabled blue badge holders and the current enforcement responsibilities.

Should DPE be introduced in the future, the enforcement of disabled parking bays would become the responsibility of the council therefore enforcement levels could be set as considered necessary to deter and prevent this illegal practice occurring.

D.6 Decriminalised Parking Enforcement

Decriminalised parking enforcement (DPE) would result in enforcement powers being managed by the Roads Authority and would cover the whole of West Lothian. Enforcement would include all legal waiting restrictions, loading areas and disabled parking bays on the public road network. Police Scotland's current enforcement responsibilities would be removed.

The introduction of DPE would incorporate the following interventions that have been highlighted in the strategy, however is not reliant on all interventions being introduced.

- Off-street parking considerations by introducing maximum lengths of stay in car parks (pay and display charging) to encourage turnover and meet policy objectives.
- On-street parking by introducing maximum lengths of stay where parking is permitted on-street to also encourage turnover, particularly in town centres and during peak periods.

- Traffic regulation order (TRO) amendments would be required to ensure all waiting restrictions on the public road network (legal orders, signs and road markings) are in an appropriate condition for enforcement. It would also be required to review all restrictions in West Lothian to reflect current on-street parking arrangements.
- Pavement, double and dropped kerb parking ban involves the ban on footway parking in local authorities through the Transport (Scotland) Act 2019. Secondary legislation still has to be published by Transport Scotland and exemptions will require to be assessed across West Lothian.
- Controlled parking zones (CPZ) can be applied to a group of roads within a specified zone. The intended purpose of a CPZ is to reduce the clutter that can arise from erecting numerous signs and road markings that would otherwise convey the same information.
- Residents parking permit scheme (RPPS) allows only permit holders to park vehicles in designated streets through the provision of marked parking bays and signs. A RPPS at Clarendon Road in Linlithgow was trialled in 2012 and subsequently removed in part due to lack of enforcement.

To introduce a DPE regime would take in the region of 2-3 years to implement. It would make a financial deficit initially, however it is difficult to predict due to a considerable level of assumptions made to determine income and expenditure. There still remains a risk that the implementation of a DPE regime in West Lothian would continue to deliver an annual deficit as penalties issued would reduce due to an increase in public compliance with parking restrictions.

There is a formal process to follow and a considerable amount of work involved to implement a DPE regime. Transport Scotland assess new DPE applications from local authorities on behalf of Scottish Ministers and if content, Scottish Statutory Instruments are drafted which will decriminalise parking offences and allow a local authority to take over parking enforcement from Police Scotland.

The costs associated with the introduction and implementation of a DPE regime for West Lothian are shown in the preliminary strategic outline business case in Appendix 3. There are two business cases which are summarised below:

1. DPE is delivered and managed by the council independently. The investment required for DPE is estimated to be in the region of £490,000 for one off initial scheme set up with annual estimated cost implications of £246,000; and
2. DPE is delivered in partnership with a neighbouring Local Authority. The investment required would be in the region of £175,000 annual cost in fees to the partnership authority and around £85,000 annual management costs. This totals £260,000 annually.

These figures are high level estimates that have been based on DPE schemes that have been implemented in other Local Authorities.

Transport Scotland publishes an annual report on income and expenditure for every local authority DPE scheme. The data from Transport Scotland indicates that authorities do not, in the main, operate DPE at a surplus without charging for on-street or off-street parking. Therefore the introduction on and off-street parking charging in West Lothian is likely to be required to support the introduction and operation of DPE.

D7 Consideration at Environment and Sustainability PDSP

The strategy and supporting documentation was presented and scrutinised by the Environment and Sustainability PDSP on the 28 March 2023.

A number of issues were raised by the Panel members in relation to the strategy and the proposed interventions, which were addressed. It was also advised that any interventions taken forward for delivery will have the appropriate level of consultation carried out through the intervention development process.

The parking queries at Armadale Road in Whitburn and clarification of the parking responsibilities at Livingston North Railway Station have been investigated and included in the updated final parking strategy document shown in Appendix 1.

E. CONCLUSION

The West Lothian Parking Strategy document is a comprehensive document which has gathered information to inform future policy and strategies for parking in West Lothian.

There are a number of interventions detailed in the strategy and summarised in section D.4 of this report which will be taken forward for a more detailed investigation and assessment to determine suitability of delivery.

The delivery of the strategy is based upon a hierarchical approach to our towns and settlements with extensive measures being applied in our larger towns where parking problems are more acute.

Financial implications and funding sources will also require to be explored to ensure a detailed business case and informed decisions can be made to progress the interventions contained within this report.

F. BACKGROUND REFERENCES

Experimental waiting restrictions (with residents permit scheme) on Clarendon Road and Clarendon Crescent (PTO-12-04) Linlithgow – Council Executive update report: <https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dd%90m%7C%8A>

Review of traffic warden provision and potential for Decriminalised Parking Enforcement – Environment PDSP report: <https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dd%93pz%8A>

Transport Scotland Decriminalised Parking Enforcement – Local Authorities' Income and Expenditure: 2021 to 2022: <https://www.transport.gov.scot/media/52668/decriminalised-parking-enforcement-local-authorities-income-and-expenditure-2021-to-2022.pdf>

West Lothian Parking Strategy: Consultancy Brief – Environment PDSP report: <https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dh%90j%82%89>

Appendices/Attachments:

Appendix 1 - Parking Strategy for West Lothian.

Appendix 2 – Equality Assessment.

Appendix 3 – Preliminary Strategic Outline Business Case

Appendix 4 – Notice of composite motion at Council 14-03-2023

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Jim Jack
Head of Operational Services
25 April 2023

APPENDIX 1 - PARKING STRATEGY FOR WEST LoTHIAN



West Lothian Parking Strategy

On behalf of **West Lothian Council**



Project Ref: 330610067 | Rev: 6 | Date: February 2023

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Document Control Sheet

Project Name: West Lothian Parking Strategy

Project Ref: 330610067

Report Title: West Lothian Parking Strategy

Doc Ref: 330610067/PS

Date: 13 February 2023

	Name	Position	Signature	Date
Prepared by:	Neil Bateman	Senior Transport Planner		18.01.2023
Reviewed by:	Sarah White	Associate		18.01.2023
Approved by:	Adrian Neve	Director		18.01.2023
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1	23.09.2022	For review and comment	NB	SW	
2	04.10.2022	For review and comment	NB	SW	
3	16.11.2022	For review and comment	NB	SW	
4	05.12.2022	Final draft	NB	SW	AN
5	18.01.2023	Final report	NB	SW	AN
6	13.02.2023	Final report	NB	SW	AN
7	03.04.2023	Post scrutiny amendments	NB	SW	AN

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Executive Summary

Introduction

Parking is an area of transport policy which has a far-reaching effect, but often goes somewhat unnoticed unless a particular problem occurs.

Parking provision and locations can influence the attractiveness of an area for shoppers, access for people with varying mobility needs, the level of active travel within an area and the visual impression given to visitors. It also has an influence on environmental issues: the level of private car use within an area is linked to parking availability, air quality can be affected by drivers circulating to find parking and the availability of charging infrastructure can affect people's choices for a new vehicle.

Inappropriate parking behaviour, or illegal parking behaviour, can cause congestion and adversely affect road safety. In particular, obstruction of the highway or obscured visibility at junctions can cause danger for other drivers. Parked vehicles can make it more dangerous for pedestrians to cross roads, particularly for children and around schools.

For these reasons, it is appropriate for West Lothian Council (the Council) to develop a strategy which examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel to and ensure public safety. The development of parking policies, the rationale and evidence for the measures being considered, and the potential mechanisms for enforcement are set out in this document.

This West Lothian Parking Strategy has been developed by Stantec in collaboration with officers from the Council to give guidance and make recommendations on parking needs, parking management, address competing issues and give clear advice on best practice solutions, providing the policy context for parking related issues in the local authority area.

The Parking Strategy describes the known parking problems and issues in the urban areas. It then identifies objectives which the strategy seeks to deliver, before setting out parking policies which could be set by the Council and interventions that could be taken, before finally setting out a delivery plan to provide timescales for implementation.

The evidence gathered for the Parking Strategy has been collected throughout 2022, with on-street parking and Council-owned off-street parking surveyed in August 2022. Site visits and consultations were also undertaken between May and July 2022. Secondary data analysis and a review of relevant literature has also been undertaken to supplement the findings.

With the substantial changes in travel behaviour and working patterns that have occurred as a result of the Covid-19 pandemic, the Parking Strategy has been developed during a period of considerable change. While this presents challenges in understanding how long-term travel behaviour might differ from previous patterns, it also presents significant opportunities to influence travel behaviour and instigate positive change that can achieve policy aspirations.

Policy Context

This Parking Strategy has been developed within the context of the following relevant national, regional and local policies:

National Policy

- The National Transport Strategy 2
- Transport (Scotland) Act 2019
- Designing Streets and the SCOTS National Roads Development Guide
- Equality Act 2010 and Inclusive Mobility Guidance

Regional Policy

- South East Scotland Strategic Development Plan
- SEStran Regional Transport Strategy 2015-2025
- South East Scotland Regional Transport Partnership Parking Management Strategy
- SEStran Regional Park and Ride Strategic Study

Local Policy

- West Lothian Local Development Plan 2018
- Active Travel Plan for West Lothian 2016-2021: Making Active Connections
- West Lothian's Parking Design Standards
- West Lothian Council Carbon Management Plan 2015-2020

- Climate Change Strategy 2021-2028
- West Lothian Economic Strategy 2010-2020
- West Lothian Council Equality and Diversity Framework 2021-2025

Key Responsibilities

The provision and management of parking in West Lothian is partly the responsibility of the Council, supported by a range of stakeholders in supporting roles. Due to the land-use in many settlements within West Lothian there is often an abundance of private parking which is controlled by private enterprises which are outwith the authority of West Lothian Council.

On-Street Parking

On-street parking, waiting and loading restrictions (Traffic Regulation Orders) are implemented by West Lothian Council and a breach of on-street parking restrictions is currently a criminal offence, enforced by Police Scotland. However, the Police effectively ceased operation of their Traffic Warden Service from February 2014 and, while enforcement remains their responsibility, they typically only act in respect of dangerous or obstructive parking infringements.

Any local authority may apply to the Scottish Ministers for orders decriminalising certain parking offences within their area. The assumed power is known as Decriminalised Parking Enforcement (DPE) and should the Council enact these powers in West Lothian, parking offences would convert from being a criminal offence to become a civil offence, allowing the Council to take over the responsibility for enforcing parking restrictions from Police Scotland.

Off-Street Parking

The Council provides a number of off-street car parks which are available for public use. All are currently free to use, with the exception of The Vennel car park in Linlithgow and electric vehicle charging public charging points.

West Lothian Parking Strategy

A tariff has been introduced to support the long-term sustainability of charging infrastructure in West Lothian and maximise availability of rapid and fast charging facilities.

There is also an abundance of off-street car parks provided by private enterprises such as retailers and business owners. These are either owned and used by private organisations and used as staff car parks, or are attached to shops and services like supermarkets and are for use by their customers. This parking is known as private non-residential parking stock.

Bus and Rail Based Park and Ride

There are no formal bus-based Park and Ride sites in West Lothian. However, residents living in smaller / outlying settlements with poor bus service provision may travel by car to larger settlements to access additional / more frequent services – effectively creating an informal Park and Ride system.

Park and Ride facilities are currently operated at all rail stations in West Lothian

Blue Badge Scheme

The Council can provide a marked disabled persons' parking place on the road near their home. To qualify, a person must be a blue badge holder and have a suitable vehicle registered at their address. However, sometimes the Council may not be able to provide a parking bay because of local planning or traffic considerations.

The Scottish Parliament recently introduced new legislation aimed at making all disabled persons' parking bays enforceable by the police. A legal Consolidation Traffic Regulation Order for all disabled parking bays presently enforceable by the Police in West Lothian has been prepared.

Parking in New Developments

The Council is responsible for setting relevant parking standards for new developments in line with local development guidelines and in accordance with national and regional policy, such as Designing Streets and the National Roads Development Guide.

Parking at Schools

The Council is responsible for introducing parking restrictions around schools and these are typically in the form of Traffic Regulation Orders for double yellow lines and School Keep Clear markings. Where these parking restrictions are in place, it is currently the responsibility of the Police to enforce these.

Parking on Private Land

Industrial estates, business parks and retail parks are examples of areas where parking issues may sometimes occur, however these are typically private land.

Parking issues on private land are outside the Council's control, however the Council assists through liaison with landowners and the police where appropriate.

The Council can introduce Traffic Regulation Orders to control the right of passage and safety on public roads within areas of private land where parking issues may spill over onto the public highway. Additionally, the Council can influence new development and require travel plans to be implemented at these.

Electric Vehicle Charging

The Council owns a total of 32 public charge points at seventeen locations across the area. In addition to those owned by the Council, there are a number of other charge points operated by other operators, including at Bathgate, Uphall and West Calder railway stations. All of the Council owned facilities are currently free to use.

The Council is currently preparing an Electric Vehicle Infrastructure Strategy, to support the uptake of electric vehicles within West Lothian.

Need for Management

As policy has moved from a 'predict and provide' approach to one based on the achievement of wider objectives, the management of parking has become a more important part of national policy. It is becoming accepted that the unlimited growth of car use cannot be tolerated, as the costs of providing the necessary road and parking space would be unacceptable in financial, environmental and social terms.

Parking provision being appropriate for the scale of demand is therefore important not only for economic wellbeing and quality of life but links to the overall transport strategy for West Lothian and the influencing of modal choice and consequent impacts on health and wellbeing.

While limiting car trips in some circumstances is desirable, it is also the case that for many settlements in West Lothian the ability to access key amenities is most feasible by private car. The policy approach in this document is therefore not opposed to car travel, but intended to enable car travel in ways that are most beneficial to residents and businesses in West Lothian, without undue impact on the environment, place setting and community life.

It is recommended that the largest towns are subject to the strongest parking management measures, whilst the smallest settlements are subject to fewest parking management measures.

Existing Situation, Future Growth & Key Parking Issues

The accessibility of West Lothian, by road and rail, is one of its key assets. It is well served by three railway lines and a number of major roads including two motorways - the M8 and M9. East-west connectivity is generally good by walking, bicycle, rail, bus and road. These corridors provide significant connections between communities across the area. However, connectivity for all modes of transport is less effective on a north-south axis, between the areas north of the Bathgate Hills and the main centres of population and employment around Bathgate, Livingston and Uphall/Broxburn.

The strategic and local road network is subject to some constraints and experiences capacity problems in various key locations at peak times. There is, however, a continuing need to curb transport related greenhouse gas emissions and address increasingly poor air quality issues by reducing single occupancy car trips and promoting the use of sustainable forms of transport.

Demographics, Car Ownership and Travel Patterns

West Lothian has one of the fastest growing and youngest populations in Scotland, reflecting the area's location and attractiveness as a place to invest, live, work, and visit.

Population growth is closely linked to housing supply and significant new developments within West Lothian are planned, notably in Winchburgh, along with new houses being built north of East Calder, at the Calderwood development.

The 2011 Census data shows that West Lothian overall has a higher percentage of car ownership, a higher population density per square kilometre and a higher average population per household than the SEStran and Scottish averages. However, within the settlements in West Lothian, car ownership varies with the larger urban areas generally having a lower ratio of vehicle to households than smaller villages and more rural areas.

Current and Future Travel to Work

2011 Census Travel to Work data indicates a higher proportion of residents of West Lothian drive to work than in the wider SEStran area and the national average. There is also a lower proportion of people who work at home, though these statistics are now relatively historic and do not reflect changes in travel habits as a result of the Covid-19 pandemic.

Most of the parking demand associated with employment is related to those who both live and work in West Lothian. It may be that some of these trips are short enough that there are realistic alternatives to car use.

It is difficult to predict what impact the Covid-19 outbreak will have on travel behaviour in the medium and longer term. Across the UK, congestion has reduced in comparison to pre-Covid-19 times¹, but there is evidence that this is now increasing.

It is likely that some people will choose to travel less (i.e. working from home). For those who do continue to travel, it will be important to encourage them to use active travel and public transport, rather than reverting to driving, and more stringent parking controls and charges can contribute to this. However, it has to be acknowledged that, for some, car travel will be the only viable choice and they should still be catered for. A fair, equitable and balanced approach is required.

Overview of Existing Parking Issues

Data relating to parking practices and issues has been collected via questionnaire surveys, interviews with the public, stakeholder workshops and on-site parking beat surveys.

Stakeholder workshops provided the opportunity for in-depth conversations and feedback to be provided by a range of key stakeholders, including employers, the voluntary sector, health and social care operators, local councillors, the emergency services, equality forums and transport operators.

Parking beat surveys were undertaken at a number of locations across West Lothian, including the Council owned car parks and on-street parking areas that are frequently utilised (for example on high streets). The results indicated a variety of demand patterns in the different settlements surveys, with some settlements indicating particular uses such as employment, school journeys and shopping trips as being more prevalent.

In total, 4,152 vehicles were observed during car park surveys, and 10,121 observations made of vehicles parking on designated streets selected for survey. In general, an average of 50% of surveyed on-street parking capacity is available throughout the day across West Lothian and an average of 35% of public car parking spaces are available across West Lothian.

There is indication within the data that there is a strong preference for parking locations closest to destinations such as high streets or stations, with car parks showing marked differences in usage patterns between locations dependent on the walk distances to possible destinations.

As there has been less enforcement of parking offences since Police Scotland ceased their Traffic Warden Service, increased numbers of people are parking in unsafe areas and there have been increases in antisocial and dangerous behaviour.

This indicates that lack of enforcement is a factor in parking behaviour within West Lothian. Parking behaviour which has a negative impact on the residents and economy of West Lothian would likely be less prevalent if enforcement was more frequently encountered and expected.

¹ https://www.tomtom.com/en_gb/traffic-index/united-kingdom-country-traffic/

West Lothian Parking Strategy

In general, there is a plentiful supply of parking in West Lothian and so it is not an issue of supply but instead drivers attempting to park within closer proximity to town centres, where there are competing demands on the scarce availability of land and parking therefore cannot necessarily be accommodated in close proximity.

The online questionnaire parking survey received 3,309 responses, with a further 119 face to face surveys undertaken. The face-to-face surveys provide more detailed information relating to specific parking issues in each area, whilst the online parking survey covered a wider range of topics.

The surveys indicated a broad range of parking issues were experienced but the most frequently experienced were inappropriate pavement parking and inappropriate parking around schools.

The areas where most respondents reported difficulty parking were around their workplaces and accessing healthcare, followed by accessing shopping, although the results varied by settlement and the problem profile indicated some issues were much more frequently experienced in certain areas. Particular issues associated with cars blocking roads, double parking or parking around schools varying greatly depending on location.

Strategy Objectives

Objectives

Considering the problems identified during the baseline analysis and to remain consistent with the NTS2, five objectives have been identified for this parking strategy which are:

- **Objective 1:** Provide and maintain local public parking facilities as part of the wider managed transport network to assist in facilitating fair and affordable access to services, promoting equality for those living, learning, working, trading and visiting our communities.
- **Objective 2:** Contribute towards delivering carbon net-zero environment within West Lothian by developing and delivering progressive, modern

and innovative parking solutions. Solutions must be adaptable to the effects of climate change and help promote cleaner and greener travel choices

- **Objective 3:** Deliver improvements in the format, appropriateness, reliability and efficiency of publicly operated parking facilities in West Lothian using technological innovation as appropriate
- **Objective 4:** Through design, adaptation, and implementation of current and new facilities improve the safety and security of public parking areas and the safety of those communities that use them and the road network around them
- **Objective 5:** As part of a co-ordinated public travel network, including the management and provision of public parking places within West Lothian, enable people to make healthy travel choices and help make our communities great places to live

Monitoring and Evaluation

Both proactive and reactive monitoring is required to support the Parking Strategy and allow it to react and adapt to issues as they occur.

In order to fully understand the existing problems, issues and possible solutions to the control and management of parking within town centres, problem areas should be identified and monitored on a regular basis.

Complaints from members of public, Councillors, shopkeepers, business users etc. should be the subject of a triage review on receipt by the Council. Those that are deemed to be of most probable risk to safety; negative impact on network operation; or impact on mobility by walking, cycling or public transport should be investigated at the earliest practicable opportunity and monitored – reflecting the Council's available staff and funding resources.

West Lothian Parking Strategy

Complaints should be recorded in a systematic manner with a record of the considerations of the initial appraisal and the outcome of that appraisal and the possible implications on staff and financial resources. Problems should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

Outcomes

The following outcomes have been identified to monitor and evaluate against:

- Visible reduction in inappropriate parking at known 'hotspots' (as determined through anecdotal site observations and spot-checks)
- Increased turnover of vehicles in town centre locations / on-street town centre locations (as determined through parking surveys at targeted locations)
- Perception of availability of parking spaces in town centres to access retail (as determined through anecdotal site observations and spot-checks)
- An increase in positive public perception of parking in West Lothian (measured through a reduction in the number of complaints received from members of public, Councillors, shopkeepers, business users etc.)

Parking Policy

The Parking Strategy sets out recommendations which the Council might wish to adopt as its overarching parking policy for the whole of West Lothian in relation to:

- Parking supply
- Parking management
- Enforcement

- Charges
- Waiting and Loading Restrictions
- Resident's Parking Permit Schemes
- Parking Standards for New Developments
- Blue Badges
- Parking at Schools
- Park and Ride
- Electric Vehicles
- Car Clubs
- Signage
- Pavement Parking
- Controlled Parking Zones (CPZs)
- Retail Parks
- Industrial Estates
- Workplace Parking
- Cycle Parking
- Motorcycle Parking
- HGV Parking

Strategy Implementation & Interventions

The framework for implementation is shown on the following page.



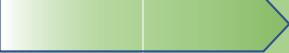








A number of interventions that the Council might choose to take forwards have been identified:

- Demand Management Measures
- Bottleneck Removal
- Active Travel Infrastructure Enhancements
- Localised Measures at Problem Areas
- Off-Street Car Park Length of Stay Restrictions
- Off-Street Car Park Charges (Pay and Display)
- On-Street Parking Length of Stay Restrictions
- On-Street Parking Charges (Pay and Display)
- On-Street Parking Kerbside Management
- Implementation of Decriminalised Parking Enforcement
- TRO Amendments
- Residents Parking Permit Schemes
- Controlled Parking Zones
- Workplace Parking Licensing Scheme
- Ban on Pavement Parking

The delivery of the Parking Strategy is based upon a hierarchical approach to our settlements with extensive measures being applied in our larger towns where parking problems are more acute as previously identified.

West Lothian Parking Strategy

Framework for Interventions

	Timescale			Capital Funded Scheme	Revenue Funded Scheme	Potential for Scheme Revenue	Indicative Implementation Cost
	2023-2026	2026-2029	2029-2033+				
Bottleneck Removal				●			Medium
Active Travel Infrastructure Enhancements				●			Low
Localised Measures at Problem Areas				●			Medium
Off-Street Car Park Length of Stay Restrictions				●	●		Low
Off-Street Charges (Pay and Display)				●	●	●	High
On-Street Parking Length of Stay Restrictions				●	●		Low
On-Street Parking Charges (Pay and Display)				●	●	●	High
On-Street Parking Kerbside Management					●	●	Medium
Implementation of DPE					●	●	High
TRO Amendments					●		Medium
Monitoring Need for Residents Parking Permit Schemes					●		Low
Monitoring Need for Controlled Parking Zones					●		Low
Monitoring Need for Workplace Parking Licensing Scheme					●		Low
Implementation of Exemptions and Bans on Pavement Parking				●			Medium

Key to implementation costs ranges: Low – up to £25,000; Medium - £25,001 - £250,000; High – over £250,000

Delivery Plan

Timescales

The interventions will be taken forward and implemented in accordance with the indicative timescales it defines. This focusses the immediate actions upon the larger settlements with a sliding scale of delivery where the simpler, easier to deliver measures are implemented initially and the more large-scale interventions are implemented over a longer timeframe. Subsequently, the smaller settlements will be the focus for latter attention once the main interventions in the larger settlements have been implemented.

It is anticipated that the strategy will be implemented over a period of up to 10 years with the majority of interventions in the larger settlements being scheduled for the initial 3-year period then implemented fully over the period up to 6 years. In the smaller settlements, most interventions will be implemented in the 3-year to 10-year period.

Funding

The measures will be delivered making use of existing Council capital and revenue funding budgets and any additional funding sources that can be identified during the lifetime of the strategy. In addition, to support the implementation of Decriminalised Parking Enforcement, a business case will be prepared to evaluate the range of funding options and scenarios that are available to enable a commercially viable scheme to be delivered. This may lead to additional funding sources being identified and / or delivery of a DPE scheme. It is not envisaged that it will create an operating surplus that could assist in implementing other elements of the Parking Strategy. The Council will seek to explore all potential funding opportunities to support delivery of this Strategy.

1 Introduction

1.1 Overview

- 1.1.1 Parking is an area of transport policy which has a far-reaching effect, but often goes somewhat unnoticed unless a particular problem occurs.
- 1.1.2 Parking provision and locations can influence the attractiveness of an area for shoppers, access for people with varying mobility needs, the level of active travel within an area and the visual impression given to visitors. It also has an influence on environmental issues: the level of private car use within an area is linked to parking availability, air quality can be affected by drivers circulating to find parking and the availability of charging infrastructure can affect people's choices for a new vehicle.
- 1.1.3 Inappropriate parking behaviour, or illegal parking behaviour, can cause congestion and adversely affect road safety. In particular, obstruction of the highway or obscured visibility at junctions can cause danger for other drivers. Parked vehicles can make it more dangerous for pedestrians to cross roads, particularly for children and around schools.
- 1.1.4 For these reasons, it is appropriate for West Lothian Council (the Council) to develop a strategy which examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel and ensure public safety. The development of parking policies, the rationale and evidence for the measures being considered, and the potential mechanisms for enforcement are set out in this document.

1.2 Purpose of the Parking Strategy

- 1.2.1 Currently, congestion is evident in the town centres of Bathgate and Linlithgow particularly during the peak periods. There have been on-street parking issues also identified causing potential parking related problems in Armadale, Broxburn/Uphall, Livingston and Whitburn.
- 1.2.2 Parking is being currently addressed through kerbside traffic management, but it is becoming more and more apparent that a holistic approach is necessary.
- 1.2.3 The Council has identified that a strategic parking management policy should be a principal tool in meeting the Council's aspiration of providing a vibrant sustainable future that considers environmental goals and economic wellbeing in balancing the needs of stakeholders.
- 1.2.4 This West Lothian Parking Strategy has been developed by Stantec in collaboration with officers from the Council to give guidance and make recommendations on parking needs, parking management, address competing issues and give clear advice on best practice solutions, providing the policy context for parking related issues in the local authority area.
- 1.2.5 The Parking Strategy seeks to translate evidence-based issues and create specific interventions that will be delivered, primarily across the urban areas of West Lothian.
- 1.2.6 The evidence gathered for the Parking Strategy has been collected throughout 2022, with on-street parking and Council-owned off-street parking surveyed in August 2022. Site visits and consultations were also undertaken between May and July 2022. Secondary data analysis and a review of relevant literature has also been undertaken to supplement the findings.

West Lothian Parking Strategy

- 1.2.7 The Parking Strategy describes the known parking problems and issues in the urban areas. It then identifies objectives which the strategy seeks to deliver, before setting out parking policies which could be set by the Council and interventions that could be taken, before finally setting out a delivery plan to provide timescales for implementation.

1.3 Strategy Development

- 1.3.1 The Parking Strategy has been prepared in a manner consistent with the principles set out in the Scottish Transport Appraisal Guidance² - the Scottish Government's best practice advice in the development and appraisal of transport projects and strategies.
- 1.3.2 The policies developed are formulated by an evidence-led approach and recent surveys of the local area that identify key patterns of parking behaviour such as, capacity, duration of stay, occupancy of car park across standard weekdays and on a Saturday.
- 1.3.3 With the substantial changes in travel behaviour and working patterns that have occurred as a result of the Covid-19 pandemic, the Parking Strategy has been developed during a period of considerable change. While this presents challenges in understanding how long-term travel behaviour might differ from previous patterns, it also presents significant opportunities to influence travel behaviour and instigate positive change that can achieve policy aspirations.

² Scottish Transport Appraisal Guidance, Transport Scotland, 2008

2 Policy Context

This Parking Strategy has been developed within the context of relevant national, regional and local policy.

2.1 National Policy

The National Transport Strategy (NTS2)

- 2.1.1 With the publication of the National Transport Strategy 2 (NTS 2) by Transport Scotland in February 2020, there is a new vision for transport in Scotland. NTS2 has four priorities, each with three associated outcomes as shown in Figure 2.1.

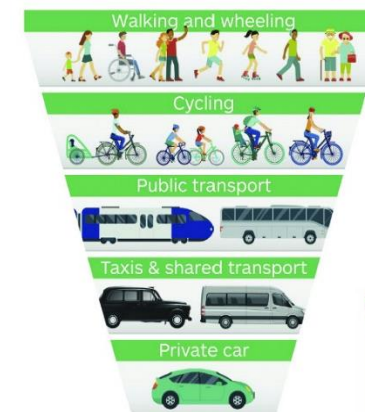
Figure 2.1: National Transport Strategy Priorities and Outcomes



- 2.1.2 NTS2 introduced the sustainable travel hierarchy and sustainable investment hierarchy which clearly shows that providing for the private car should be the last priority in decision making and determining how future investment decisions should be made.

- 2.1.3 The Parking Strategy objectives are closely aligned to the priorities and outcomes of NTS2 and will seek to reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing. It will also be delivered in accordance with the sustainable travel hierarchy and sustainable investment hierarchy.

Prioritising Sustainable Transport



◀ Figure 2.2: The Sustainable Travel Hierarchy

▼ Figure 2.3: The Sustainable Investment Hierarchy



Transport (Scotland) Act 2019³

- 2.1.4 NTS2 references the Transport (Scotland) Act 2019 which enables local authorities to introduce schemes under which a charge may be levied for employers providing workplace parking places.
- 2.1.5 As part of the Transport (Scotland) Act 2019 there will be a ban on pavement parking. This is an important piece of legislation which will allow for ease of passage for pedestrians, especially those who have mobility impairments, or those with pushchairs who are currently impeded by inconsiderate parking and forced onto carriageways with oncoming traffic.
- 2.1.6 The Parking Strategy provides clear guidance on how the Council will prepare for the Transport (Scotland) Act 2019 and, in particular, the workplace parking licensing scheme and ban on pavement parking.

Designing Streets⁴ and the SCOTS National Roads Development Guide⁵

- 2.1.7 Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles. It was launched by the Scottish Government to support the placemaking agenda. It raises the importance of street design issues from that of guidance and advice to policy.
- 2.1.8 The National Roads Development Guide supports Designing Streets and expands on its principles to clarify the circumstances in which it can be used. The documents suggest that place should be considered before movement and introduce the street design hierarchy.

Figure 2.4: Street Design Hierarchy



³ <http://www.legislation.gov.uk/asp/2019/17/contents/enacted>

⁴ <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2010/03/designing-streets-policy-statement-scotland/documents/0096540-pdf/0096540-pdf/govscot%3Adocument/0096540.pdf>

⁵ <http://www.scotsnet.org.uk/documents/national-roads-development-guide.pdf>

2.1.9 Both documents apply a user hierarchy to the design process, similar to NTS2, with pedestrians being prioritised at the top, followed by cyclists, public transport users and motor traffic users last. The key consideration is that integrated parking should be provided which is accommodated by a variety of means to provide flexibility and lessen visual impact.

2.1.10 The National Roads Development Guide supports Designing Streets. The design principles within this have been followed when considering the design of new streets, specifically integrated parking.

Equality Act 2010 and Inclusive Mobility Guidance⁶

2.1.11 The Equality Act 2010 aims to protect disabled people and prevent disability discrimination. It provides legal rights for disabled people, including in the area of access to goods, services and facilities including larger private clubs and land-based transport services.

2.1.12 The Inclusive Mobility document comprises the guidelines for inclusive access provision to meet the requirements not only of the disabled, but also of many other people – *“people with small children, people carrying heavy shopping or luggage, people with temporary accident injuries and older people can all benefit from good design of the pedestrian and transport environment”*.

2.1.13 The Parking Strategy has been prepared to ensure it conforms with the requirements of the Equality Act 2010 and Inclusive Mobility Guidance to protect disabled people and prevent disability discrimination.

⁶ <http://www.legislation.gov.uk/ukpga/2010/15/contents>

⁷ <https://www.sesplan.gov.uk/assets/files/docs/290813/SESplan%20Strategic%20Development%20Plan%20Approved%2027%20June%202013.pdf>

2.2 Regional Policy

South East Scotland Strategic Development Plan (SESplan)⁷

2.2.1 The Strategic Development Plan sets out a spatial strategy which recognises existing development commitments and promotes a sustainable pattern of growth. The strategy is supported by a framework for delivery which will promote and secure economic growth and the delivery of housing in the most sustainable locations; and promote the development of strategic transport and infrastructure networks to support that growth and to meet the needs of communities. The Plan reflects the ambitions and commitment of six Local Authorities, including West Lothian Council, to realise the potential of the area and ensure it continues to play a leading role in a national context.

2.2.2 The SDP states that Local Planning Authorities, in collaboration with Transport Scotland and SEStran, should support and promote the development of a sustainable transport network. Their LDPs should ensure that new development minimises the generation of additional car traffic, including through the application of car parking standards.

2.2.3 The Parking Strategy draws on the recommendation in the SESplan SDP that parking standards for new development should be used to minimise the generation of additional car traffic.

SEStran Regional Transport Strategy 2015-2025⁸

2.2.4 The SEStran Regional Transport Strategy 2015-2025 (RTS) which was approved by Scottish Ministers in July 2015 and presents a realistic strategic approach to developing transport in the SEStran area, taking into account the current capabilities and potential resources of Local Authorities and other stakeholders.

⁸ https://sestran.gov.uk/wp-content/uploads/2017/01/SEStran_Regional_Transport_Strategy_Refresh_2015_as_published.pdf

- 2.2.5 The RTS includes a policy framework on parking standards and a recognition that integrating land-use and transport planning is key to developing sustainable employment and residential locations in the medium and long term. There are three parking relevant policies:
- *Policy 9: A consistent framework for parking standards for new development will be promoted across the region in line with our Regional Parking Standards, to ensure that comparable developments have similar parking standards*
 - *Policy 10: Town and city centre parking provision (including areas on the edge of centres) will favour shoppers, essential business users and residents. Commuter parking in town or city centres will be discouraged with decriminalised parking control where viable and the provision of Park and Ride (see the SEStran Park and Ride Strategy).*
 - *Policy 11: The efficient use of parking provision at major employment and essential service centres out with town and city centres (e.g. hospitals, areas around business parks) will be supported. This will be in line with the SEStran Parking Management Strategy.*

2.2.6 The Parking Strategy has been prepared taking consideration of the aspirations of the SEStran RTS, including parking standards and recognition that integrating land-use and transport planning is key. The framework for parking standards, town and city centre parking provision and out of town parking policies in the RTS all feed into the Parking Strategy.

2.2.7 A draft update to the SEStran RTS has been prepared and was published for consultation in November 2021. Once adopted, this will provide an updated strategy, developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the pandemic. The draft Strategy highlights issues across the SEStran region associated with parking, including car park overspill, lack of enforcement, lack of available parking and displacement of parking where high parking charges are introduced. These factors have been considered in the preparation of this Parking Strategy.

South East Scotland Regional Transport Partnership (SEStran) Parking Management Strategy⁹

2.2.8 The South East Scotland Regional Transport Partnership (SEStran) Parking Management Strategy was published in 2009 and, although somewhat dated, many of the issues covered are still pertinent today. The Strategy states that:

'Parking is no longer a standalone issue, but had become a key aspect of both transport and land use planning. It must be integrated with all aspects of urban policy now that it is to be managed at levels below 'unfettered demand'. This is necessary in order to promote and to support:

- *Lifestyles that are less car-dependent;*
- *Transport provision that is more socially inclusive;*
- *Development that is more sustainable in terms of energy and pollution; and*
- *Settlements which are more attractive and user-friendly.*

⁹ <https://sestran.gov.uk/wp-content/uploads/2017/01/Parking-Management-Strategy.pdf>

Control over the availability of parking spaces is a key policy instrument in limiting car trips, and for the time being is the most widely available and readily accepted method of doing so. Even without control over private parking, strict control over public parking could have a major impact on travel choices. In most circumstances parking control is regarded as easier to implement and more appropriate than other measures such as road user charging.'

- 2.2.9 The Parking Strategy has been prepared taking consideration of the issues and measures outlined in the SEStran Parking Management Strategy, mainly that parking is not a standalone issue and is linked to land use planning and that parking availability is a key policy instrument in limiting car trips. The Parking Strategy is tailored to the particular characteristics of West Lothian and acknowledges that parking considerations have changed since 2009, for example, the rise in electric vehicle use and continuing rise of vehicle miles travelled (post-recession).

SEStran Regional Park and Ride Strategic Study¹⁰

- 2.2.10 The SEStran Regional Park and Ride Strategic Study is an update to the previous SEStran Park and Ride Strategy of 2009 and presents an evidence-based review of current Park and Ride provision within the SEStran region. This strategic study helps to inform future investment priorities for enhancement of Park and Ride facilities, as an essential part of a more sustainable transport network and shape the development of the next Regional Transport Strategy (RTS). It is not a strategy in itself but provides contextual analysis which will form the baseline from which to develop and plan delivery through the RTS.

- 2.2.11 The Park and Ride Strategy sets out the key considerations for ongoing planning and delivery of Park and Rides with the primary focus on the provision of sites which are accessible and attractive for cross-boundary travel. It suggests that priority should also be given to addressing localised parking issues at existing Park and Ride sites where there is evidence of overspill and excessive parking which impact on local residential networks.
- 2.2.12 The Park and Ride Strategy concludes that while rail-based Park and Ride is more likely to be attractive for strategic commuter travel, the existing infrastructure is limited in terms of reserve car parking capacity and service frequency. Bus-based Park and Ride sites have shown mixed fortunes in terms of use and popularity.
- 2.2.13 The Park and Ride Strategy notes the importance of multi-modal Park and Ride access and the provision and role of mobility hubs.
- 2.2.14 The SEStran Regional Park and Ride Strategic Study informs the approach to Park and Ride within the Parking Strategy which is tailored to the particular characteristics and needs of West Lothian. In particular the Parking Strategy will seek to address localised parking issues at existing Park and Ride sites where there is overspill and excessive parking which impact on local residential networks.

¹⁰ <https://sestran.gov.uk/wp-content/uploads/2020/05/SEStran-Park-and-Ride-Strategic-Study-Final-Report.pdf>

2.3 Local Policy

West Lothian Local Development Plan 2018¹¹

- 2.3.1 On 4 September 2018, the Council adopted the West Lothian Local Development Plan (LDP1) in accordance with the Town and Country Planning (Scotland) Act 1997 (as amended) and Town and Country Planning (Development Planning) (Scotland) Regulations 2008.
- 2.3.2 LDP1 is the first of a new generation of land use plans and has replaced the previous West Lothian Local Plan (2009).
- 2.3.3 LDPs are intended to provide the vision and land use strategy for how communities will grow and develop in the future and also to provide certainty for communities and prospective investors by clearly illustrating where and how new development should take place. It also identifies those parts of West Lothian that should be protected from development.
- 2.3.4 The relevant policies for this Parking Strategy contained within the LDP are:

■ Policy Tran 1 (Transport Infrastructure)

The council will co-operate with other agencies in preparing investment programmes to enhance the environment by active travel infrastructure, public transport facilities, traffic and parking management in its towns and villages.

Parking levels for development shall conform to the council's adopted standards

■ Policy Des 1 (Design Principles)

When assessing development proposals, the developer will be required to ensure that:

- c. the proposed development is accessible for all, provides suitable access and parking, encourages active travel and has no adverse implications for public safety;*

■ Policy Emp 1 (Safeguarding and Developing Existing Employment Land)

The expansion, conversion or re-development of land and premises within these areas will be supported, as will proposals for new development embracing the same use classes, i.e. 4, 5 and 6, subject to the following criteria being satisfied:

- c. the transport implications of the proposal are capable of being effectively managed; and*

■ Policy Hou 6 (Residential Care and Supported Accommodation)

Proposals for residential care facilities and supported accommodation will generally be permitted where:

- d. the proposal is capable of accommodating sufficient parking to meet the requirements of residents, staff and visitors;*

■ Policy Env 14 (Pentland Hills Regional Park – Further Protection)

Public car parks will only be provided on the periphery of the park and must relate to recreation opportunities. They must be designed to integrate with the landscape and character of the location.

¹¹ <https://www.westlothian.gov.uk/LDP>

2.3.5 The Transport Appraisal and Modelling 2014¹² report was produced to inform the West Lothian Strategic Development Plan. This exercise was undertaken to help inform decision making by analysing the impact that new developments would have on the area. It examines parking impacts at rail stations and town centres of proposed new developments in West Lothian and scores the impact out of five depending on the modelled results.

2.3.6 In preparing the Parking Strategy consideration has been given to the policies in the West Lothian Local Development Plan 2018, namely parking management in towns and villages and parking levels for new developments.

Active Travel Plan for West Lothian 2016-2021: Making Active Connections¹³

2.3.7 The Active Travel Plan for West Lothian 2016-2021: Making Active Connections is a plan to link people to places by active travel. It's not just about physical connections however - it is also a framework for mainstreaming active travel in West Lothian and creating a culture where active travel becomes the norm for suitable trips.

2.3.8 The Active Travel Plan seeks to provide a policy framework which will inform and influence the development of policy and projects within the Council and by external partners. It aims to understand the spatial needs of communities, and tackle barriers to increased levels of active travel with all the benefits this brings to health, the environment and the economy.

2.3.9 Where the Parking Strategy seeks to discourage car use it is important that viable alternatives, such as walking and cycling, are provided and these are dealt with and promoted in the Active Travel Plan for West Lothian 2016-2021.

West Lothian's Parking Design Standards¹⁴

2.3.10 The Council has prepared parking design standards to achieve consistency with objectives set out in Scottish Planning Policy Guidelines and the Scottish Executive guide to Transport Assessments that include the concept of maximum parking standards. The Council recognise that a key goal of integrated transport policy is to promote the creation of sustainable patterns of development through joint consideration of transport, land use, economic development, social justice and the environment.

2.3.11 Constraining car parking for new developments can help focus attention on the overall travel context of the development, including providing for travel by public transport, on foot and by cycle. Scottish Planning Policy sets out Government policy on the integration of land use and transport planning.

2.3.12 The Council's parking design standards support the aims and objectives of the Parking Strategy.

¹² Transport appraisal and modelling, West Lothian Council, 2014

¹³ https://www.westlothian.gov.uk/media/12492/West-Lothian-Active-Travel-Plan-2016-21-Making-Active-Connections/pdf/West_Lothian_Active_Travel_Plan_2016-212.pdf?m=635981217631570000

¹⁴ <https://coins.westlothian.gov.uk/coins/viewSelectedDocument.asp?c=e%97%9Db%8Ep%7E%8A> and <https://www.westlothian.gov.uk/media/3908/Land-Use-Parking-Requirements/pdf/Parking-Standards.pdf>

West Lothian Council Carbon Management Plan 2015-2020¹⁵

2.3.13 The key elements of the Council's Carbon Management Plan which relate to the parking strategy are:

- The desire to provide an Upgrade to Efficiency, in the sense of allowing transport to operate with lower carbon impact.
- Building better as development of infrastructure is required to support development in a sustainable way, and not encourage excessive use of carbon-intensive modes of travel.
- Moving to clean power, with the provision of electric charging infrastructure being key to enabling this for private vehicular transport.
- Expansion of transportation alternatives, with electric charging infrastructure being available to enable switching from fossil fuel-based transport.

Climate Change Strategy 2021-2028¹⁶

2.3.14 The Council's approved Climate Change Strategy 2021-28 (CCS) includes an intent to consider the introduction of electric vehicle charging tariffs as part of the development of a wider EV infrastructure plan.

2.3.15 Funding has been received from the Scottish Government to develop the plan in collaboration with Transport Scotland, Scottish Futures Trust and others with a deadline for completion in December 2022.

2.3.16 The EV infrastructure plan will be used to support future bids to the Electric Vehicle Infrastructure Fund, and Local Authorities have been advised that continued grant funding will be dependent on tariffs being in place.



¹⁵ https://www.westlothian.gov.uk/media/10480/West-Lothian-Council-Carbon-Management-Plan-2015-20/pd/Carbon_Management_Plan_2015-2020.pdf

¹⁶ https://www.westlothian.gov.uk/media/52423/Climate-Change-Strategy-2021-2028/pd/WLC_Climate_Change_Strategy_2021-28_FINAL.pdf

West Lothian Economic Strategy 2010-2020¹⁷

- 2.3.17 West Lothian's Economic Strategy 2010-2020 highlights the need for an integrated transport network which supports the development of skills and businesses within West Lothian.
- 2.3.18 The need for infrastructure to support economic development and entrepreneurship within West Lothian was linked with the growth and value of businesses, which should be supported by Council policy.
- 2.3.19 The monitoring of progress against the strategy was measured by:
- VAT/PAYE business stock and survival rates.
 - Companies supported by Business Gateway and other initiatives.
 - Median earnings levels for the workforce.
 - Proportion of working age adults in work.
 - Percentage of school leavers achieving a positive destination.
 - Retail occupancy levels in town centres.

West Lothian Council Equality and Diversity Framework 2021-2025¹⁸

- 2.3.20 The stated purpose of the framework is mainstreaming equality to tackle discrimination and to advance equality of opportunity and good relations in the workforce and community.
- 2.3.21 The objective in mainstreaming equality is to integrate an equality and human rights perspective into the everyday work of the Council, involving managers and policy makers across all Council services, as well as equality specialists and community planning partners to ensure that equality, diversity and inclusion is at the heart of everything done by the Council.

¹⁷ <https://www.westlothian.gov.uk/media/4212/Economic-Strategy-2010-2020/pdf/economicstrategy201020.pdf?m=635404940337830000>

¹⁸ <https://www.westlothian.gov.uk/media/49021/Equality-Mainstreaming-and-Equality-Outcomes-Framework-2021-2025/pdf/Equality-Mainstreaming-and-Equality-Outcomes-Framework-2021-2025.pdf?m=637575321553170000>

3 Key Responsibilities

3.1 Introduction

The provision and management of parking in West Lothian is partly the responsibility of the Council, supported by a range of stakeholders in supporting roles. Due to the land-use in many settlements within West Lothian there is often an abundance of private parking which is controlled by private enterprises which are outwith the authority of West Lothian Council.

3.2 Parking Management Responsibility

On-Street Parking

- 3.2.1 On-street parking, waiting and loading restrictions (Traffic Regulation Orders) are implemented by West Lothian Council and a breach of on-street parking restrictions is currently a criminal offence, enforced by Police Scotland. However, the Police effectively ceased operation of their Traffic Warden Service from February 2014 and, while enforcement remains their responsibility, they typically only act in respect of dangerous or obstructive parking infringements.
- 3.2.2 Any local authority may apply to the Scottish Ministers for orders decriminalising certain parking offences within their area and many have, including the City of Edinburgh Council. West Lothian Council has the option to apply to the Scottish Government to assume powers to decriminalise the enforcement of parking restrictions. The assumed power is known as Decriminalised Parking Enforcement (DPE) and should the Council enact these powers in West Lothian, parking offences would convert from being a criminal offence to become a civil offence, allowing the Council to take over the responsibility for enforcing parking restrictions from Police Scotland.
- 3.2.3 Without going through the formal process, due to Police Scotland focusing on other criminal prosecutions enforcement of parking in the area would essentially not exist, and this could lead to problems and difficulties arising.

- 3.2.4 With the Scottish Government passing the Transport (Scotland) Act 2019, which introduces measures to encourage 'responsible parking', there is now an expectation for local authorities to enforce the pavement parking ban but without enacting the DPE scheme, the mechanism for enforcement would require additional enforcement activity by the Council and thereby add to budgetary and resource pressure in carrying out these duties.

Off-Street Parking

- 3.2.5 The Council provides a number of off-street car parks which are available for public use. All are currently free to use, with the exception of The Vennel car park in Linlithgow, and a Council Executive decision made in 2019 effectively ruled out the introduction of car parking charges in West Lothian until after 2022/23.
- 3.2.6 Alongside the public car parks there is an abundance of off-street car parks provided by private enterprises such as retailers and business owners. These are either owned and used by private organisations, and used as staff car parks, or are attached to shops and services like supermarkets and are for use by their customers. This parking is known as private non-residential parking stock.

Bus Based Park and Ride

- 3.2.7 At the time of preparing the Parking Strategy, there were no formal bus-based Park and Ride sites in West Lothian, although there are bus 'fastlink' sites along the A899 which provide parking for commuters wanting to access buses into Edinburgh.

3.2.8 The Fastlink sites were installed around 2007 and their initial intention was to provide mini park and ride sites along the A899 in Livingston complete with electronic timetable display (prior to the use of real time information). Their objective was to encourage modal shift from the car and promote quicker bus service links into the town Centre, Edinburgh and further afield. Due to the sites becoming targets of vandalism in recent years, larger shelters have been replaced with smaller ones, which have less panels to maintain.

3.2.9 In addition to the Fastlink sites, residents living in smaller / outlying settlements with poor bus service provision may travel by car to larger settlements to access additional / more frequent services – effectively creating an informal Park and Ride system.

3.2.10 A number of Park and Ride Sites have been put forward for consideration through the development control process, however, none have yet to come to fruition. Site location and requirement for future development are some factors which have meant these have yet to be implemented.

Rail Based Park and Ride

3.2.11 Park and Ride facilities are currently operated at all rail stations in West Lothian as summarised below¹⁹:

Station	Car Park Operator	Spaces
Addiewell Station	ScotRail	12 spaces (no charge) + 6 cycle spaces
Armadaile Station	Scotrail	187 spaces (no charge) + 30 cycle spaces
Bathgate Station	ScotRail	570 spaces (no charge) + 30 cycle spaces

Blackridge Station	ScotRail	49 spaces (no charge) + 20 cycle spaces
Fauldhouse Station	ScotRail	9 spaces (no charge) + 6 cycle spaces
Kirknewton Station	ScotRail	33 spaces (no charge) + 18 cycle spaces
Linlithgow Station	ScotRail	Back Station Road (west) 54 spaces (no charge) + Edinburgh Road (east) 49 spaces (no charge) + 38 cycle spaces
Livingston North Station	Scotrail West Lothian Council	6 cycle spaces southern car park 227 spaces (no charge) northern car park 102 spaces (no charge)
Livingston South Station	West Lothian Council	125 spaces (no charge) + 8 cycle spaces
Uphall Station	ScotRail	282 spaces (no charge) + 10 cycle spaces
West Calder Station	ScotRail	25 spaces (no charge) + 8 cycle spaces

¹⁹ <https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/>

Blue Badge Scheme

- 3.2.12 The Council can provide a marked disabled persons' parking place on the road near their home. To qualify, a person must be a blue badge holder and have a suitable vehicle registered at their address. However, sometimes the Council may not be able to provide a parking bay because of local planning or traffic considerations.
- 3.2.13 The Scottish Parliament recently introduced new legislation aimed at making all disabled persons' parking bays enforceable by the police. A legal Consolidation Traffic Regulation Order for all disabled parking bays presently enforceable by the Police in West Lothian has been prepared.

Parking in New Developments

- 3.2.14 The Council is responsible for setting relevant parking standards for new developments in line with local development guidelines and in accordance with national and regional policy, such as Designing Streets and the National Roads Development Guide.

Parking at Schools

- 3.2.15 The Council is responsible for introducing parking restrictions around schools and these are typically in the form of Traffic Regulation Orders for double yellow lines and School Keep Clear markings. Where these parking restrictions are in place, it is currently the responsibility of the Police to enforce these as well as parking on pedestrian crossing zig zags, which are often located close to schools. As a result of enacting DPE the Council would assume the power to enforce these road markings on streets around schools and could take on the enforcement of some other traffic offences which would be transferred to the Council. This would reduce pressure on Police resources and transfer the management and enforcement to the Council.

Industrial Estates / Business Parks

- 3.2.16 As well as introducing Traffic Regulation Orders to control the right of passage and safety on public roads within or close to industrial estates and business parks, the Council can influence new industrial activities and encourage employers to prepare Staff Travel Plans to reduce the impact on public roads.
- 3.2.17 Staff Travel Plans can reduce the pressure for on-street parking and create more space for customer or suppliers to use as well as encouraging take up of active travel opportunities, such as cycling and walking, or public transport use.
- 3.2.18 During times of year where higher levels of activity occur, seasonality of traffic on the road network can cause congestion and parking problems.
- 3.2.19 Parking issues on private land are outside the Council's control, however the Council will assist through liaison with landowners and the police where appropriate.

Retail Parks

- 3.2.20 While the car parks for retail units are generally privately maintained and operated, the Council typically has control over the access roads that lead to the car parks and responsibility for managing them. This has to be done effectively so as to ensure that safe access and egress can be achieved.
- 3.2.21 Parking issues on private land are outside the Council's control, however the Council will assist through liaison with landowners and the police where appropriate.

Electric Vehicle Charging

- 3.2.22 The Council owns a total of 32 public charge points at seventeen locations across the area. In addition to those owned by the Council, there are a number of other charge points operated by other operators, including at Bathgate, Uphall and West Calder railway stations.

3.2.23 Capital funding for public charge points has until recently been provided by Transport Scotland through their Local Authority Installation Programme and the network itself is currently operated by ChargePlace Scotland. All of the Council owned facilities are currently free to use at the time of writing, but will be charged for from February 2023 as approved by Council Executive in December 2022.

3.2.24 The Council is currently preparing an Electric Vehicle Infrastructure Strategy, to support the uptake of electric vehicles within West Lothian.

3.3 Need for Management

Importance of Parking Management

3.3.1 As outlined previous in Chapter 2, parking is a transport and land use planning issue that must be managed to promote healthy living, reduce car dependency, make transport provision socially inclusive, encourage sustainable development and make West Lothian more attractive and user-friendly.

3.3.2 As policy has moved from a 'predict and provide' approach to one based on the achievement of wider objectives, the management of parking has become a more important part of national policy. It is becoming accepted that the unlimited growth of car use cannot be tolerated, as the costs of providing the necessary road and parking space would be unacceptable in financial, environmental and social terms.

3.3.3 Parking provision being appropriate for the scale of demand is therefore important not only for economic wellbeing and quality of life but links to the overall transport strategy for West Lothian and the influencing of modal choice and consequent impacts on health and wellbeing.

3.3.4 While limiting car trips in some circumstances is desirable, it is also the case that for many settlements in West Lothian the ability to access key amenities is most feasible by private car. The policy approach in this document is therefore not opposed to car travel, but intended to enable car travel in ways that are most beneficial to residents and businesses in West Lothian, without undue impact on the environment, place setting and community life.

Economic Impact of Parking Controls

3.3.5 The control of the availability of parking places for different kinds of user is important for the economic wellbeing of town centres in West Lothian. It is generally accepted that the economic vitality of a town centre is helped by the availability of short-stay parking spaces for business, delivery and shopping use and that long stay commuter parking should be relocated or limited to actively promote more sustainable travel choices. This also improves the social wellbeing of the community, enabling more activity in local centres and thereby also contributing to the local economy and the vitality of local businesses and activities.

In towns where a large contribution to the local economy is made by visitors, then medium stay provision outside the main business district may serve this need without disadvantaging the day-to-day running of the town centre or congesting its streets.

Considerations

3.3.6 The Parking Management Strategy outlines considerations, and measures, for tackling the following:

- Supply has a significant mismatch with demand
- Long stay commuter parking detrimentally impacts shops and business
- Lack of control over private car parks
- Long stay parking overflows into residential areas

- Car parks located within a town centre, which encourage traffic within town centres and take up limited space
- Location and quality of car parks
- Resistance to introduction of parking charges
- Lack of private residential provision
- Confusing and inconsistent restrictions/signs
- Inappropriate and illegal parking

Hierarchical Approach

- 3.3.7 The SEStran Parking Management Strategy suggests that a consistent approach across the SEStran area should be taken to: reduce the amount of confusion currently experienced by drivers confronted by many subtly different restrictions, increase the degree of compliance with restrictions, and help manage parking in locations where no controls exist.
- 3.3.8 It advocates a simple three tier hierarchy of parking demand, and hence the degree of parking management required, based on the size of each town/settlement. The largest towns fall under tier 1, and it is recommended that these are subject to the strongest parking management measures; the smallest settlements are included under tier 3, and subject to fewest parking management measures. Further details as to how settlements within West Lothian have been classified within the hierarchy are set out in Section 4.4.

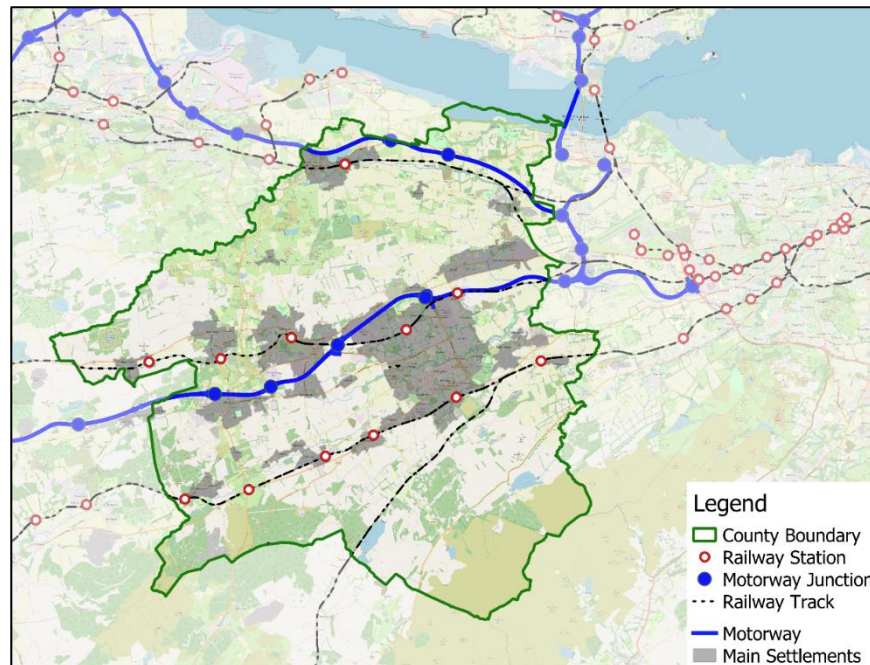
4 Existing Situation, Future Growth & Key Parking Issues

4.1 Area Overview

- 4.1.1 The accessibility of West Lothian, by road and rail, is one of its key assets and as shown in Figure 4.1, it is well served by three railway lines and a number of major roads including two motorways - the M8 and M9. East-west connectivity is generally good by walking, bicycle, rail, bus and road. These corridors provide significant connections between communities across the area. However, connectivity for all modes of transport is less effective on a north-south axis, between the areas north of the Bathgate Hills and the main centres of population and employment around Bathgate, Livingston and Uphall/Broxburn.

- 4.1.2 The strategic and local road network is subject to some constraints and experiences capacity problems in various key locations at peak times. There is, however, a continuing need to curb transport related greenhouse gas emissions and address increasingly poor air quality issues by reducing single occupancy car trips and promoting the use of sustainable forms of transport.

Figure 4.1: Study Area Overview



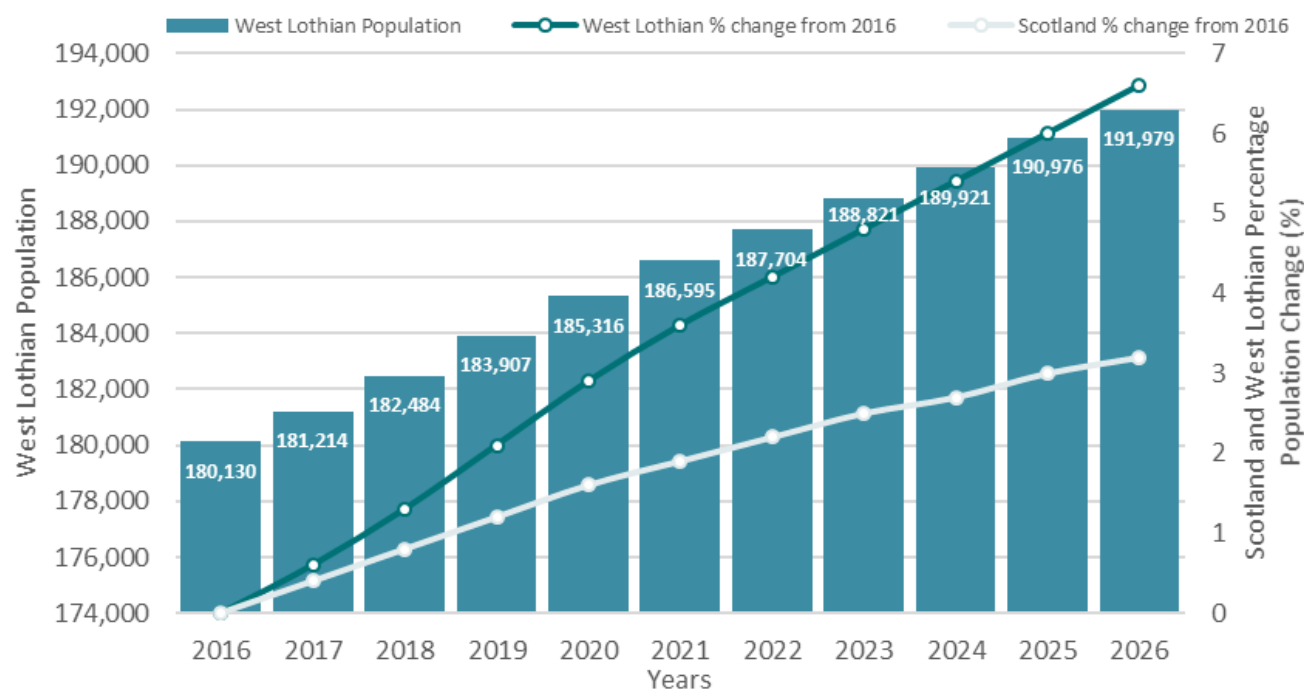
4.2 Demographics, Car Ownership and Travel Patterns

Current and Future Population

- 4.2.1 West Lothian has one of the fastest growing and youngest populations in Scotland, reflecting the area's location and attractiveness as a place to invest, live, work, and visit.
- 4.2.2 The population of West Lothian was approximately 183,820 in 2020, and the number of households in West Lothian is projected to increase by 17% between 2012 and 2037²⁰.

- 4.2.3 The percentage increase in population between 1998 and 2020 in West Lothian was the second highest of all council areas in Scotland; the rate of increase between 2018 and 2028 is expected to be the fifth highest.²¹
- 4.2.4 Population growth is closely linked to housing supply and significant new developments within West Lothian are planned, notably in Winchburgh, along with new houses being built north of East Calder, at the Calderwood development.

Figure 4.2: Population Projections



²⁰ West Lothian Council Local Development Plan 2018

²¹ National Records of Scotland, West Lothian Council Area Profile

4.2.5 The current development plans for West Lothian consist of the Proposed Strategic Development Plan (SDP) for South East Scotland (SESplan) published in 2016 and the West Lothian Local Development Plan (LDP) adopted in 2018. West Lothian has a housing land supply target of 7,249 between 2019 and 2024.

This includes the following planned development:

- The expansion of Winchburgh to accommodate over 3,000 homes, three new schools and additional employment land
- New homes situated at Calderwood (north of East Calder)
- Growth of Armadale and Bathgate's Wester Inch area

4.2.6 Along with the major housing developments, the SDP indicates major employment expansions in Broxburn and Livingston Enterprise areas along with the expansion of Heartlands Business Park in Whitburn.

4.2.7 West Lothian's Local Development Plan provides further detail on plans with land allocation by settlement areas

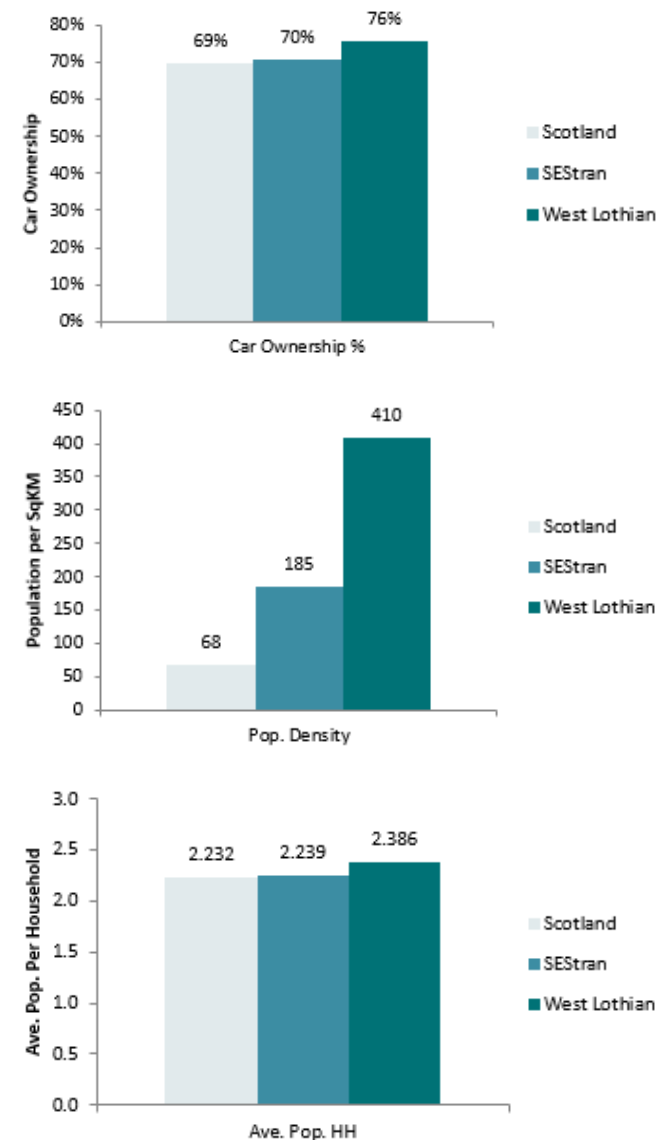
Household Composition and Car Ownership

4.2.8 The 2011 Census data shows that West Lothian has a higher percentage of car ownership, a higher population density per square kilometre and a higher average population per household than the SEStran and Scottish averages, as shown in Figure 4.3.

4.2.9 The high car ownership in West Lothian, compared to the SEStran area and Scotland as a whole, combined with the high population density, means that parking pressure is more likely to occur.

4.2.10 West Lothian's Parking Design Standards details the parking standards for new developments and seeks to control the number of new spaces that will be provided to reduce car dependency.

Figure 4.3: Demographics and Car Ownerships

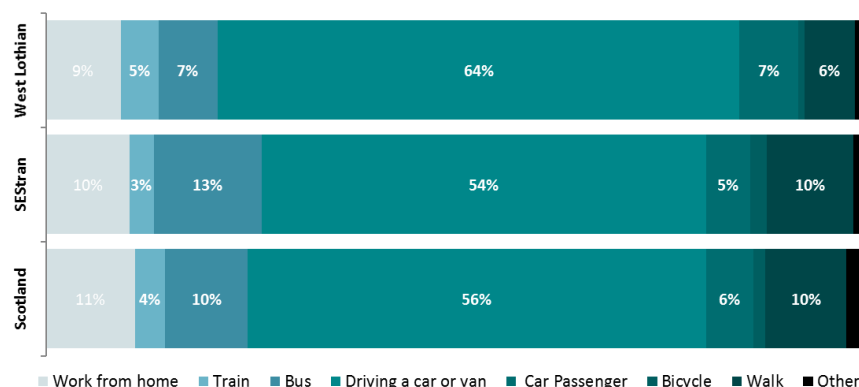


4.2.11 Within the settlements in West Lothian, car ownership varies. In general, the larger urban areas, with the notable exception of Bathgate, have a lower ratio of vehicles to households. This is influenced by population density, competition for land, as well as the availability of alternative travel options for the residents. Settlements with access to a train station tend to have lower vehicle to household ratios, as alternatives to the private car become more viable.

Current and Future Travel to Work

Figure 4.4 presents information from the 2011 Census Travel to Work. This data is now quite historic and does not reflect recent and future changes associated with the Covid-19 outbreak, including a likely long-term increase in people working from home.

Figure 4.4: 2011 Census Travel to Work Mode Share Data



4.2.12 Figure 4.4 shows the following:

- The proportion of people driving to work in West Lothian (64%) is larger than the SEStran (54%) and national average (56%)
- Compared to Scotland (11%) and SEStran (10%), West Lothian (9%) has a lower percentage of people working from home
- West Lothian has a lower percentage that walk to work (6%) compared to SEStran (10%) and Scotland (10%)
- West Lothian has a lower percentage that use public transport (12%) compared with SEStran (16%) and Scotland (14%)

4.2.13 Overall West Lothian has a higher proportion of people that drive their private vehicle, with fewer using public transport and active travel (walking and cycling) than in SEStran or nationally.

4.2.14 Around half of the those who live in West Lothian and travel to work are employed within West Lothian (49%)²² with over a fifth (22%) travelling to employment in Edinburgh. Around 9% each mainly work at / from home or have no fixed place of work. Relatively small numbers (2%) travel to Falkirk, Glasgow City, and North Lanarkshire.

4.2.15 Around two-thirds of those who travel to jobs in West Lothian also live in the local authority area. Around 9% travel from Edinburgh for employment, with 6% each from North Lanarkshire and Falkirk and 3% each from South Lanarkshire and Fife.

4.2.16 It can be seen that most of the parking demand associated with employment is related to those who both live and work in West Lothian. It may be that some of these trips are short enough that there are realistic alternatives to car use.

²²

<https://regioncommute.datashine.org.uk/#mode=allflows&direction=from&la=S12000040&zoom=10&lon=-3.6711&lat=55.9492>

The 'New' Normal

- 4.2.17 It is difficult to predict what impact the Covid-19 outbreak will have on travel behaviour in the medium and longer term. Across the UK, congestion has reduced in comparison to pre-Covid-19 times²³, but there is evidence that this is now increasing.
- 4.2.18 It is likely that some people will choose to travel less (i.e. working from home). For those who do continue to travel, it will be important to encourage them to use active travel and public transport, rather than reverting to driving, and more stringent parking controls and charges can contribute to this. However, it has to be acknowledged that, for some, car travel will be the only viable choice and they should still be catered for. A fair, equitable and balanced approach is required.

4.3 Transport Network

- 4.3.1 Transport and land-use planning are interrelated, and the extent of their integration has a significant influence on where people choose to live and work, where they shop and whether they are able to access services such as health and education. It also has important social aspects and its availability, or absence, influences the social make-up of communities, the ease and quality of social interactions, and people's health and quality of life.
- 4.3.2 To address network constraints, The Local Development Plan identifies a number of transport interventions as follows:
- The continued safeguard of western slip roads at Junction 3 on the M9 at Linlithgow
 - A new four-way junction at Duntarvie near Winchburgh.
 - 'Missing link' between the M8 and M9 via the A801, across the Avon Gorge into Falkirk

- An additional motorway junction on the M8 at Polkemmet, Whitburn (Junction 4a), which opened in September 2013.
- Constraints accessing the motorway network at Newbridge.

A71 Corridor

- West Calder Station Park & Ride
- Gavieside Link Road and Almond Bridge to Toll Roundabout, Livingston
- Charlesfield Road improvements and link to the A71 at Polbeth
- East Calder - Distributor Link and improvements
- Kirknewton Station Park & Ride
- Wilkieston Northern Bypass
- Linhouse distributor road

A801 Corridor

- Dualling of the section of A801 from Junction 4 on the M8 to the Boghead Roundabout, Bathgate
- A new Avon Gorge crossing
- The removal of through traffic from existing routes associated with the A801

A89/A8

- Improvements to public transport in the previously identified Core Development Areas of Winchburgh and East Calder

²³ https://www.tomtom.com/en_gb/traffic-index/united-kingdom-country-traffic/

- The requirement for a Park and Ride site at Broxburn
- Public transport improvements at Newbridge Roundabout.

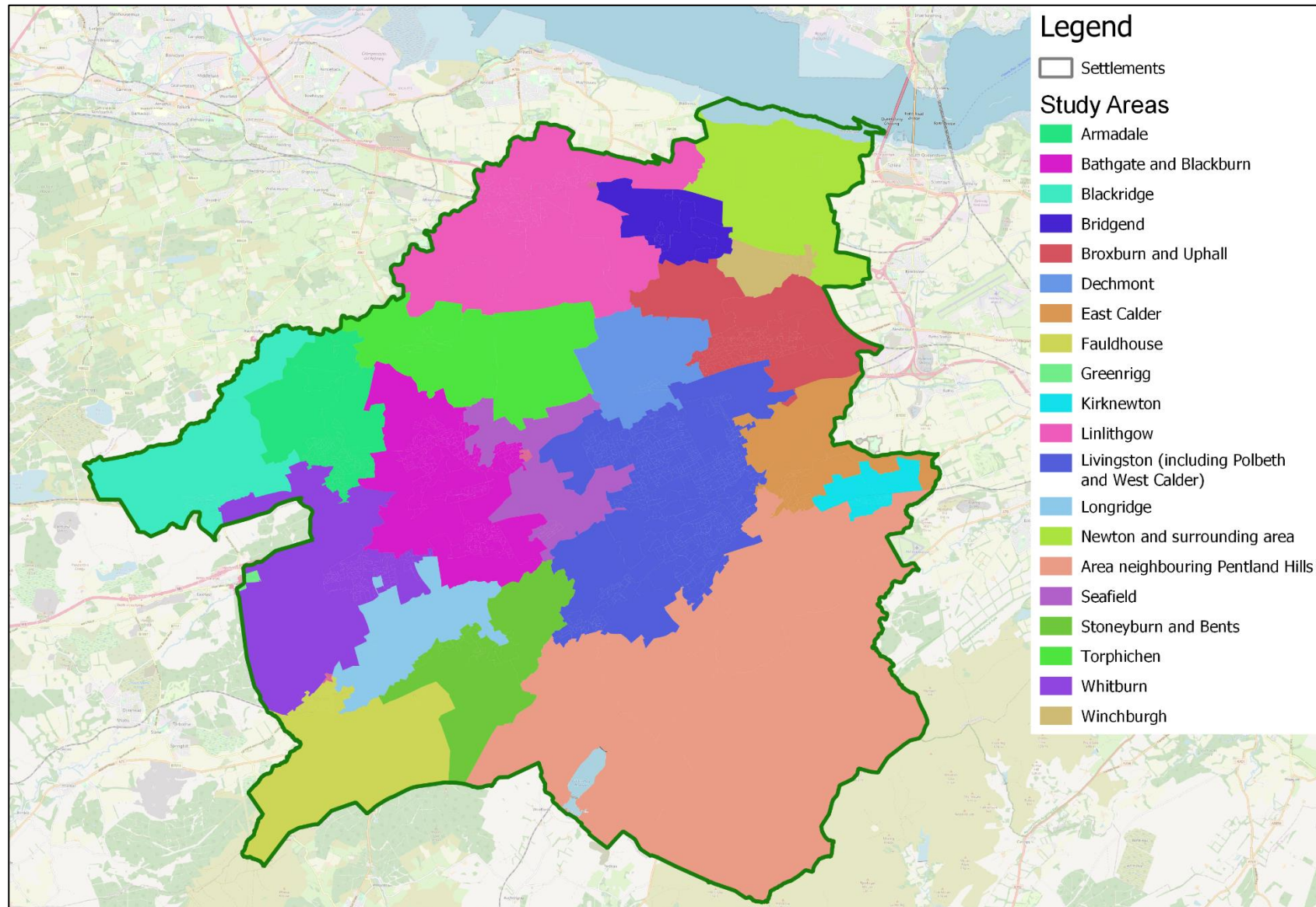
4.4 Overview of Existing Parking Issues

- 4.4.1 West Lothian has been split into 19 different areas for consideration within this Parking Strategy, reflecting the diverse characteristics of the area. The areas have been determined based on the census data zones produced by Scottish Government Statistics. As datazones are designed to include a roughly similar number of people; in rural areas and on the edge of settlements zones are geographically larger.
- 4.4.2 Using the hierarchy developed for the SEStran Parking Management Strategy Livingston and Bathgate are both considered to be Tier 1 towns. Tier 2 comprises Broxburn, Linlithgow, Armadale and Whitburn, and the remaining settlements/regions are classed as Tier 3, as shown below. Figure 4.5 maps the various settlement areas alongside main urban areas.

Tier 1	Tier 2	Tier 3
Livingston (including Polbeth and West Calder) Bathgate and Blackburn	Broxburn and Uphall Linlithgow Armadale Whitburn	East Calder Fauldhouse Stoneyburn and Bents Kirknewton Winchburgh Blackridge Longridge Bridgend Seafield Dechmont Harthill Area Neighbouring Pentland Hills Torphichen Newton and Surrounding Area

- 4.4.3 Data relating to parking practices and issues has been collected via questionnaire surveys, interviews with the public, stakeholder workshops and on-site parking beat surveys.
- 4.4.4 Stakeholder workshops provided the opportunity for in-depth conversations and feedback to be provided by a range of key stakeholders, including employers, the voluntary sector, health and social care operators, local councillors, the emergency services, equality forums and transport operators.

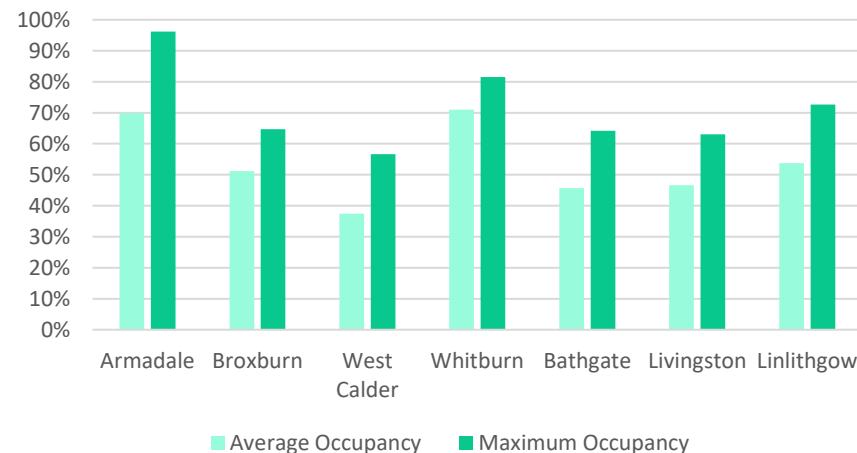
Figure 4.5: Study Settlements



4.5 Parking Beat Surveys

- 4.5.1 Parking beat surveys were undertaken at locations shown in Figure 4.6. The locations include the Council owned car parks and on-street parking areas that are frequently utilised (for example on high streets). The results indicated a variety of demand patterns in the different settlements surveys, with some settlements indicating particular uses such as employment, school journeys and shopping trips as being more prevalent.
- 4.5.2 In total, 4,152 vehicles were observed during car park surveys, and 10,121 observations made of vehicles parking on designated streets selected for survey.
- 4.5.3 The survey information is summarised for each settlement in the following sections, providing greater detail in observations and specific characteristics. In general, an average of 50% of surveyed on-street parking capacity is available throughout the day across West Lothian and an average of 35% of public car parking spaces are available across West Lothian.

Figure 4.6: Off-Street Parking Utilisation Summary

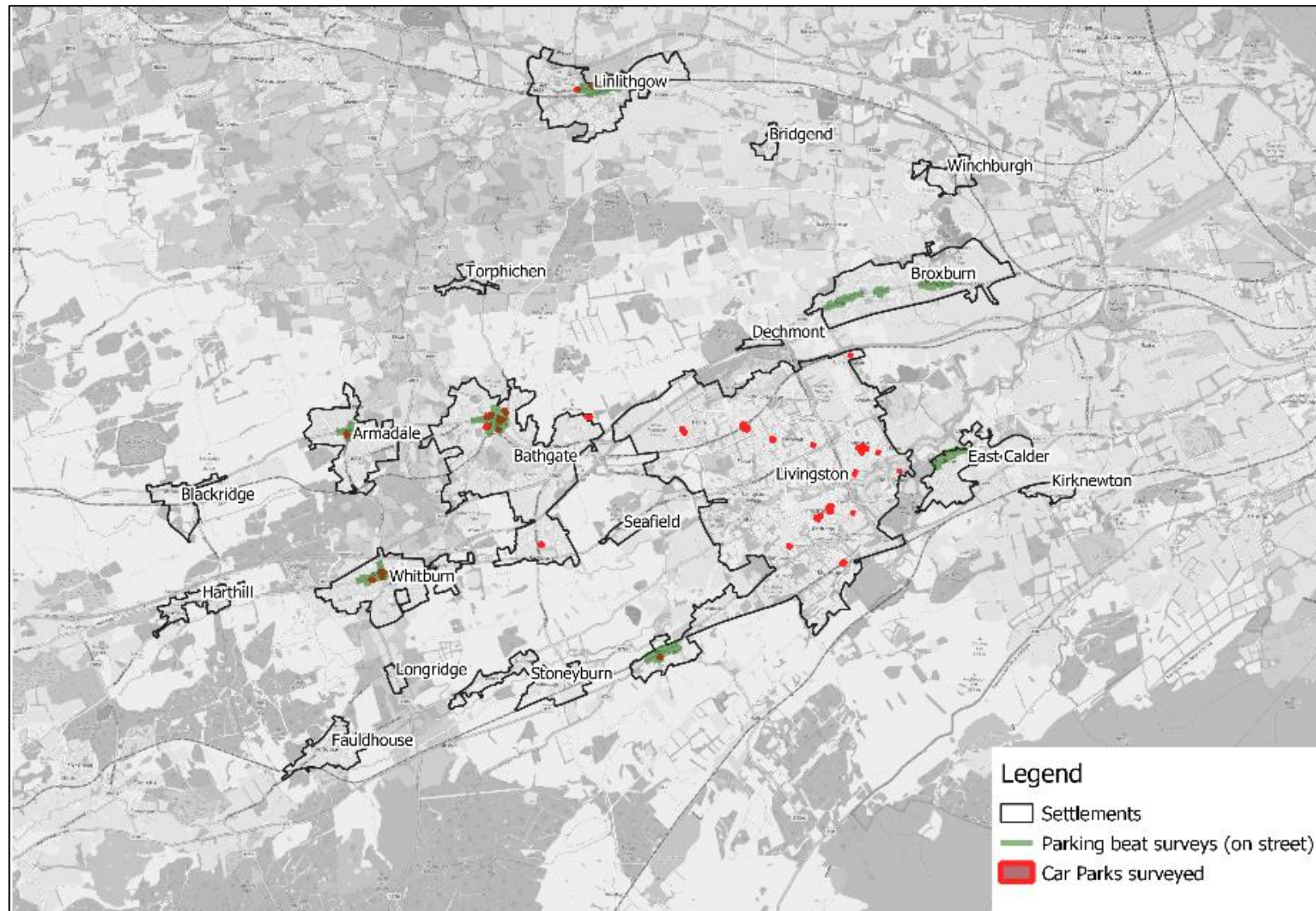


- 4.5.4 There is indication within the data that there is a strong preference for parking locations closest to destinations such as high streets or stations, with car parks showing marked differences in usage patterns between locations dependent on the walk distances to possible destinations.
- 4.5.5 This corresponds with information gathered through online and in-person surveys about drivers of parking behaviour within West Lothian.

Main Town Centres

- 4.5.6 As there has been less enforcement of parking offences since Police Scotland reduced their Traffic Warden Service, increased numbers of people are parking in unsafe areas and there have been increases in antisocial and dangerous behaviour. This is evidenced via the collection of parking data and instances reported; for example, Police Scotland fined ten drivers in a one-hour period in Bathgate following a complaint.
- 4.5.7 This indicates that lack of enforcement is a factor in parking behaviour within West Lothian. Parking behaviour which has a negative impact on the residents and economy of West Lothian would likely be less prevalent if enforcement was more frequently encountered and expected.
- 4.5.8 In general, there is a plentiful supply of parking in West Lothian and so it is not an issue of supply but instead drivers attempting to park within closer proximity to town centres, where there are competing demands on the scarce availability of land and parking therefore cannot necessarily be accommodated in close proximity.

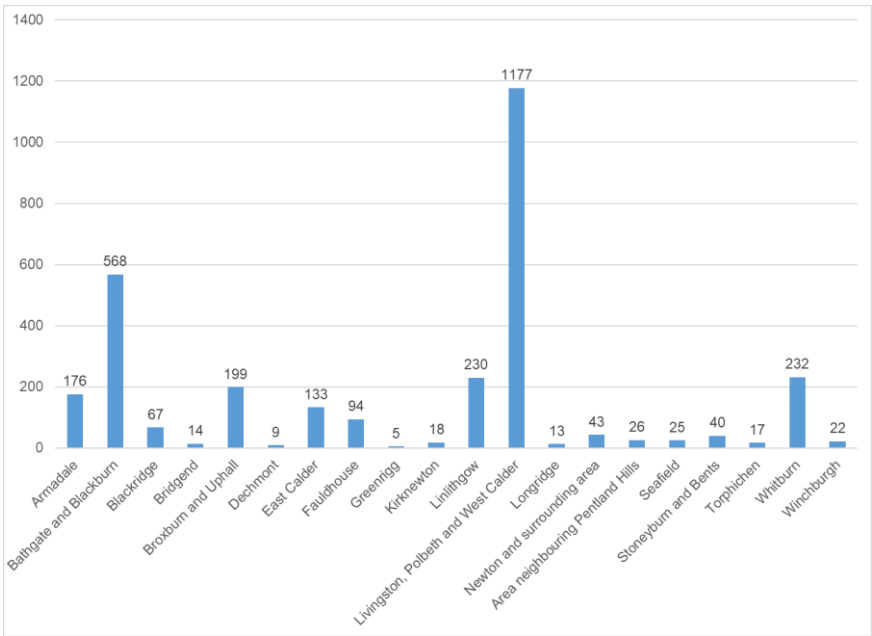
Figure 4.7: Parking Beat Survey Locations



4.6 Questionnaire Parking Survey

4.6.1 The online questionnaire parking survey received 3,309 responses, with a further 119 face to face surveys undertaken. The face-to-face surveys provide more detailed information relating to specific parking issues in each area, whilst the online parking survey covered a wider range of topics. The geographic spread of response to the online survey is summaries in Figure 4.8.

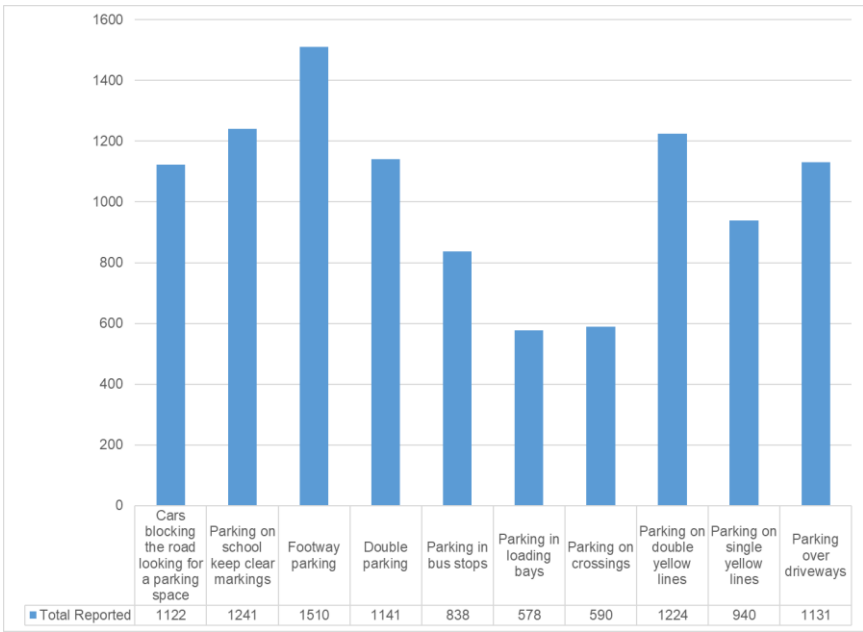
Figure 4.8: Online Survey Respondents by Town



4.6.2 The overall picture forming from responses to the online questionnaire is summaries by Figure 4.9. This shows that there was a broad range of parking issues were experienced but the most frequently experienced were inappropriate pavement parking and inappropriate parking around schools.

4.6.3 The areas where most respondents reported difficulty parking were around their workplaces and accessing healthcare, followed by accessing shopping, although the results varied by settlement and the problem profile indicated some issues were much more frequently experienced in certain areas.

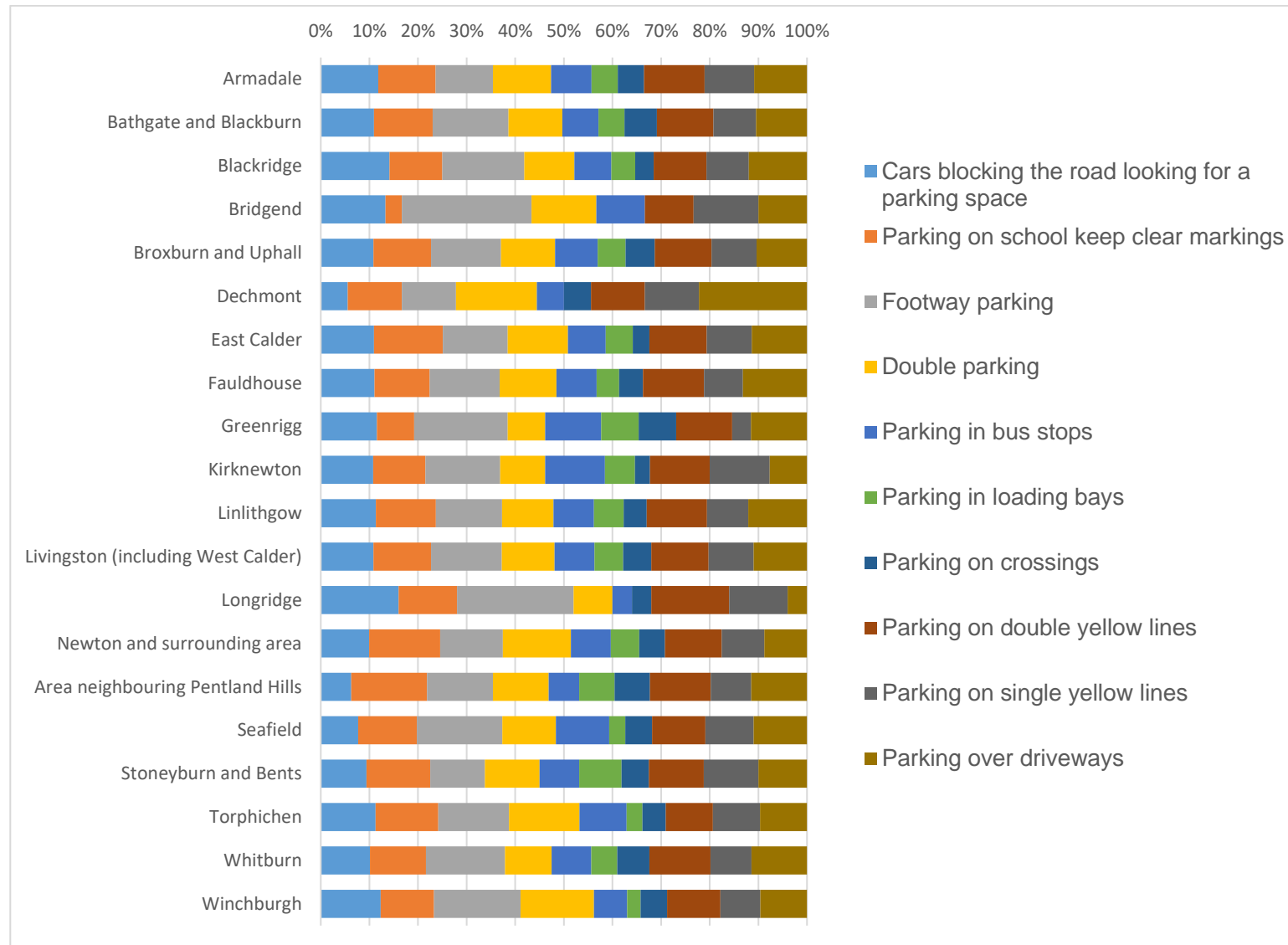
Figure 4.9: Online Survey Reported Parking Issues



4.6.4 As can be observed in Figure 4.10, particular issues associated with cars blocking roads, double parking or parking around schools varying greatly depending on location.

- 4.6.5 This variation in the problem profiles indicates a need for responses to consider the needs of each particular settlement and study area in responding to parking need. Some locations may require more parking supply in particular locations or better direction of drivers to existing parking locations. Other locations would potentially benefit from greater enforcement of existing restrictions such as double yellow lines and school parking restrictions.

Figure 4.10: Online Survey Study Area Parking Issue by Respondents' Area



- 4.6.6 The in-person surveys, summarised in Figure 4.11, shows a similar range of problems experienced to the online surveys. Double parking, parking on double-yellow lines and parking in bus stops are all noted as prominent issues.
- 4.6.7 The respondents to the in-person survey indicated that priority was given to safety and security when parking, with space availability a lesser concern, as shown in Figure 4.12. This may reflect a situation where parking space availability is not overly constrained but appropriate parking locations are more limited.

Figure 4.11: In-Person Survey Parking Issue Profiles

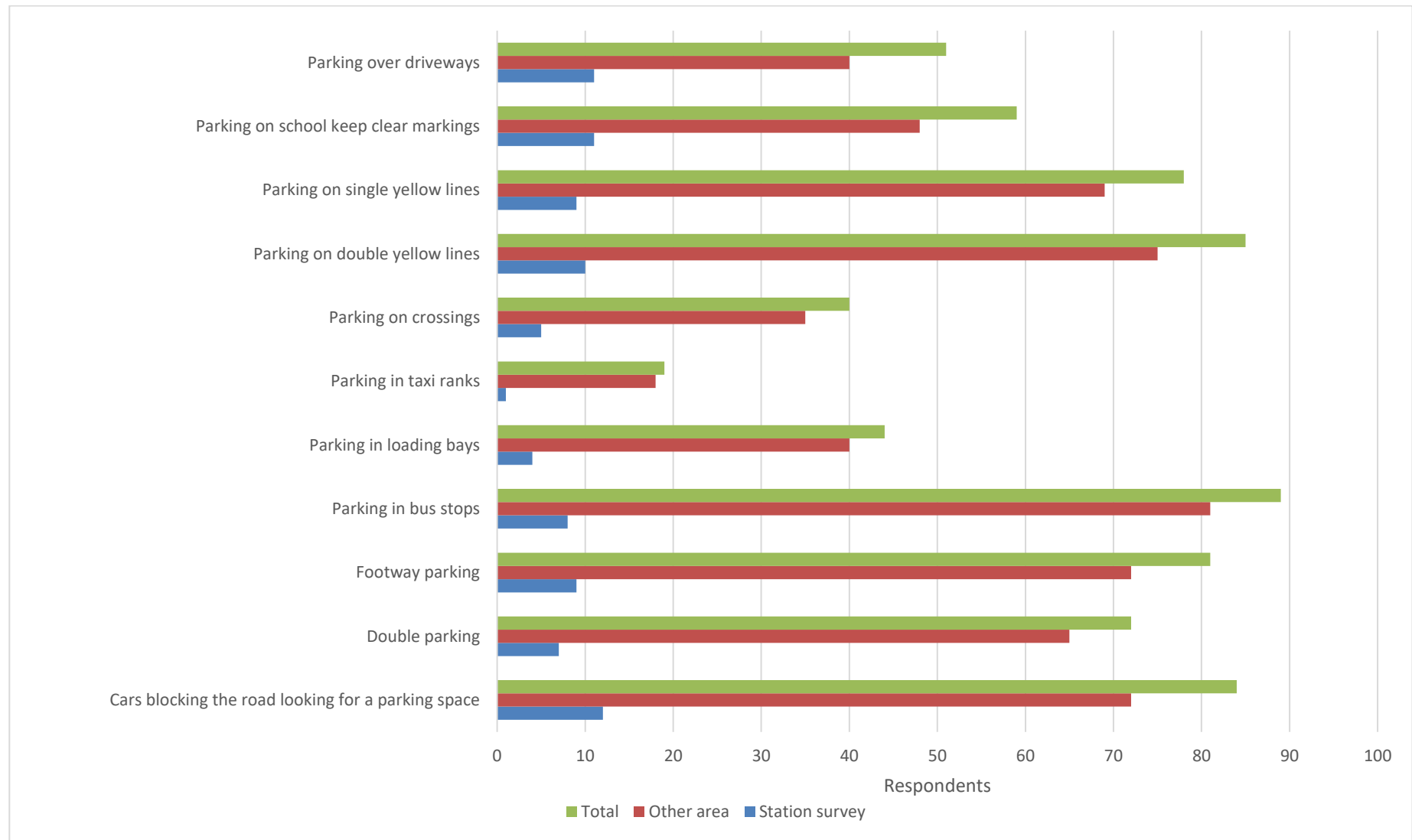
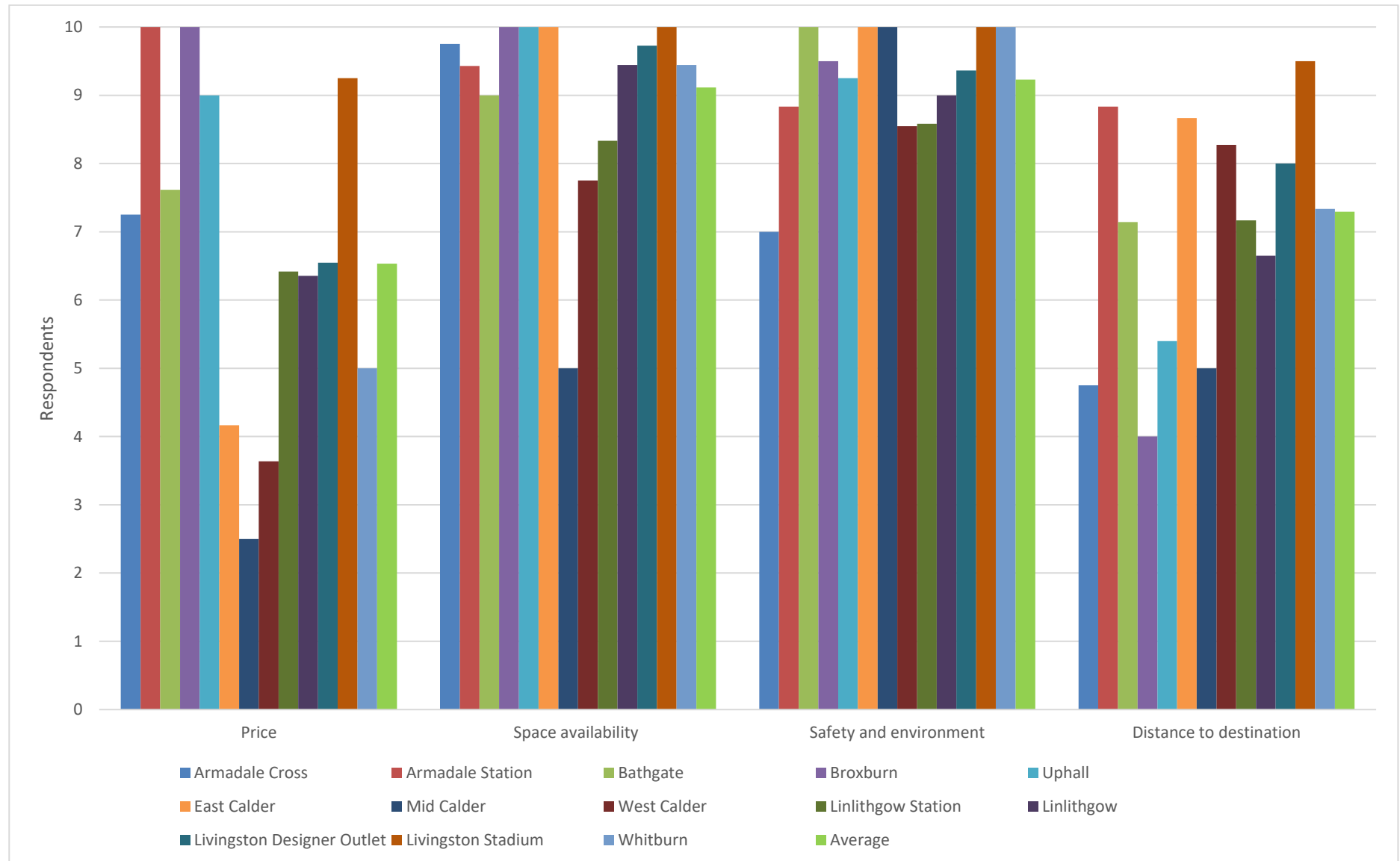


Figure 4.12: In-Person Survey Priorities for Respondents

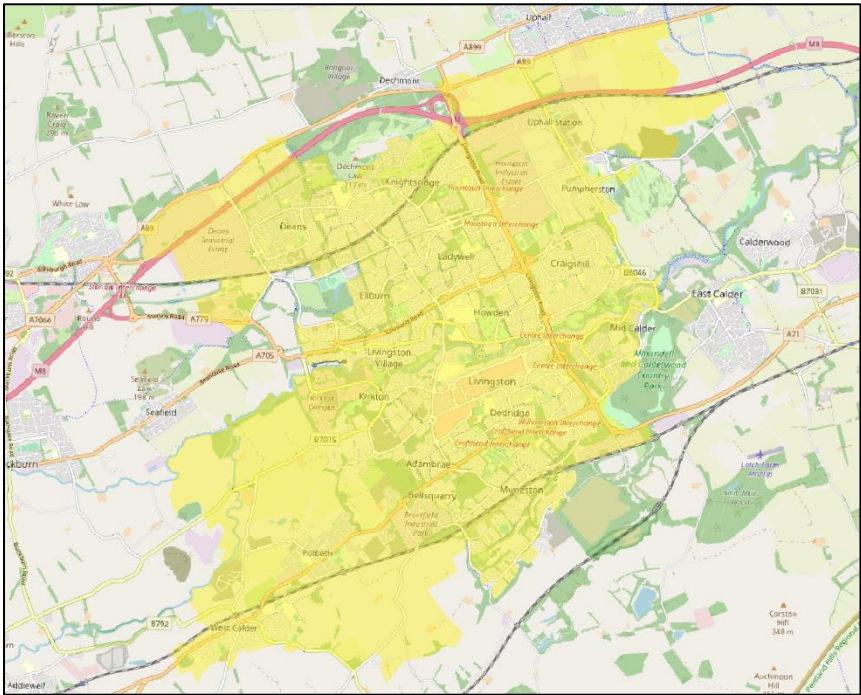
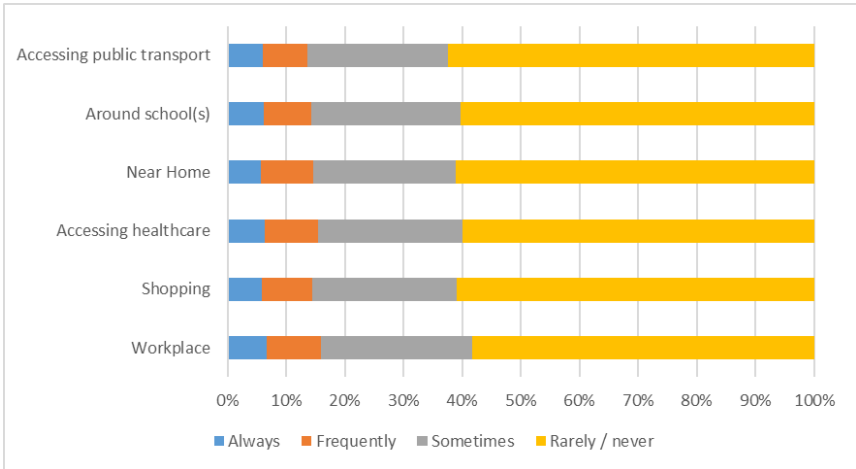


4.7 Livingston, Polbeth and West Calder

Livingston and Polbeth

- 4.7.1 Livingston is the largest town in West Lothian and is situated approximately fifteen miles (25 km) west of Edinburgh and thirty miles (48 km) east of Glasgow. It was built around a collection of small villages: Livingston Village, Bellsquarry and Livingston Station (now part of Deans). It has a number of residential areas and industrial estates.
- 4.7.2 The questionnaire surveys highlighted that the majority of drivers in Livingston experience issues relating to parking. Issues occur across all location types, generally relating to inappropriate parking, particularly on pavements (49%) and around schools (38%), and cars obstructing the carriageway whilst seeking a parking space (37%).

Figure 4.13: Experience of Difficulty Parking by Location Type within Livingston, Polbeth and West Calder



- 4.7.3 Livingston North Station has had a number of parking issues arise over the years with illegal parking in and around the station car park. Following complaints from the public, Police Scotland have become involved in carrying out regular parking checks. The illegal parking has been noted as creating a danger for pedestrians and other road users with reduced pavement space forcing pedestrians onto the carriageway.

- 4.7.4 Car parking permits were introduced in December of 2018 at St John's Hospital in Livingston reducing the number of parking spaces available for staff, however many staff still chose to drive and park either in the visitor's car park or off site. Despite a number of measures having been introduced to alleviate parking pressures in the area (including a parking agreement with Livingston Football Club, bus shuttle services and proposals for a 65-space multistorey car park), it is expected that parking issues will not be fully resolved, and other options may need to be considered.

Off-Street Parking

- 4.7.5 Surveys of off-street car parks identified the following trends:
- A total of 1,648 off-street spaces were surveyed with the maximum observed occupancy of 1,029 vehicles, 62% of capacity. This shows that there is significant parking capacity to meet demand in the area.
 - Demand is highest in the Almondvale Road and Livingston North Park & Ride car parks, indicating high levels of usage for shopping and public transport access respectively.
 - Average length of stay varies considerably across the various car parks within Livingston. Parking at railway stations is generally for a longer duration than elsewhere, at an average of 7.6 hours at Livingston North, and 5.3 hours at Livingston South. Duration of stay is shortest at smaller car parks away from the town centre. Those parking in town centre car parks typically park for between 3 and 6 hours.
 - Peak demand at certain car parks exceeds capacity with informal additional parking observed at these times. However, many car parks are underutilised, including some of those in relatively close proximity to the town centre. This appears to be reflective of people's desire to park as close as possible to their destination.

Figure 4.14: Off-Street Parking Utilisation and Duration of Stay within Livingston and Polbeth

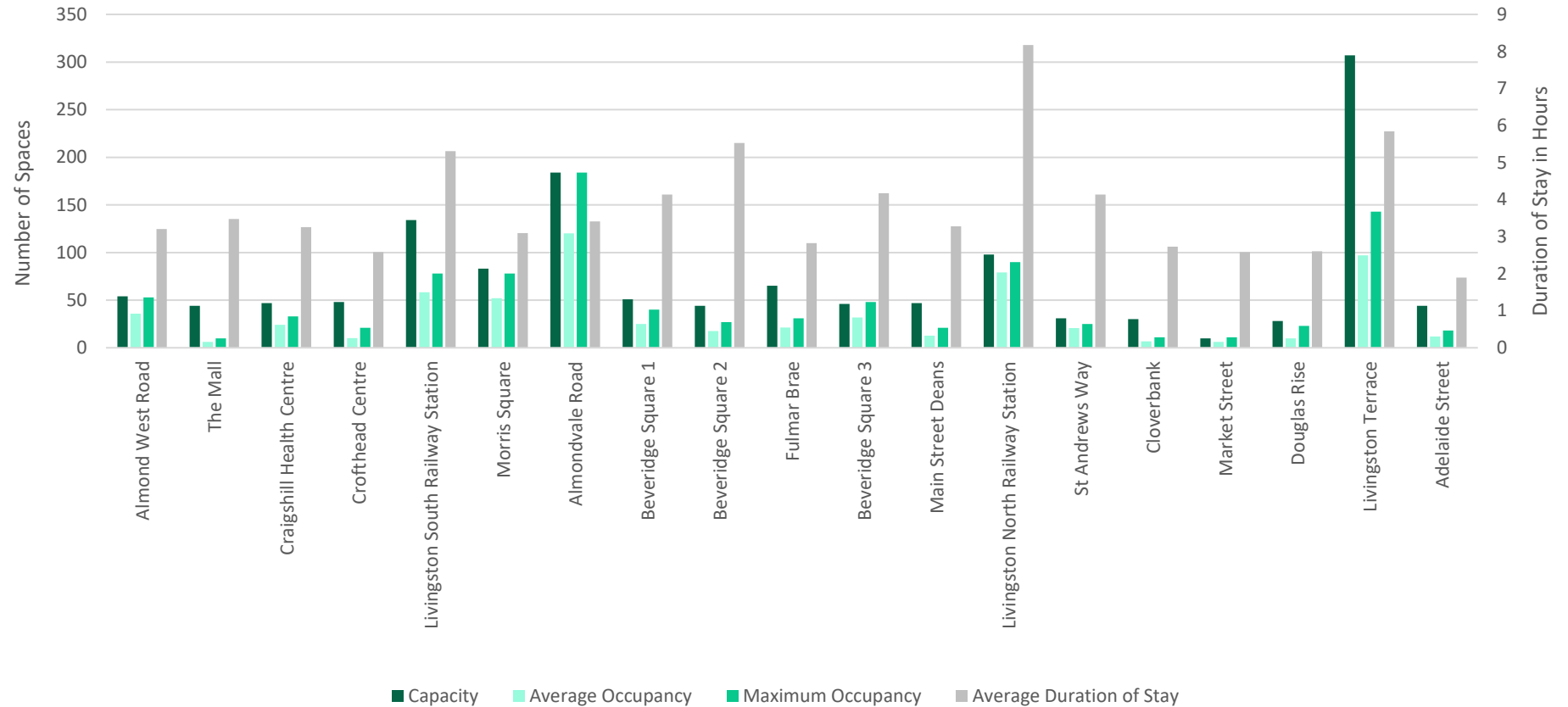
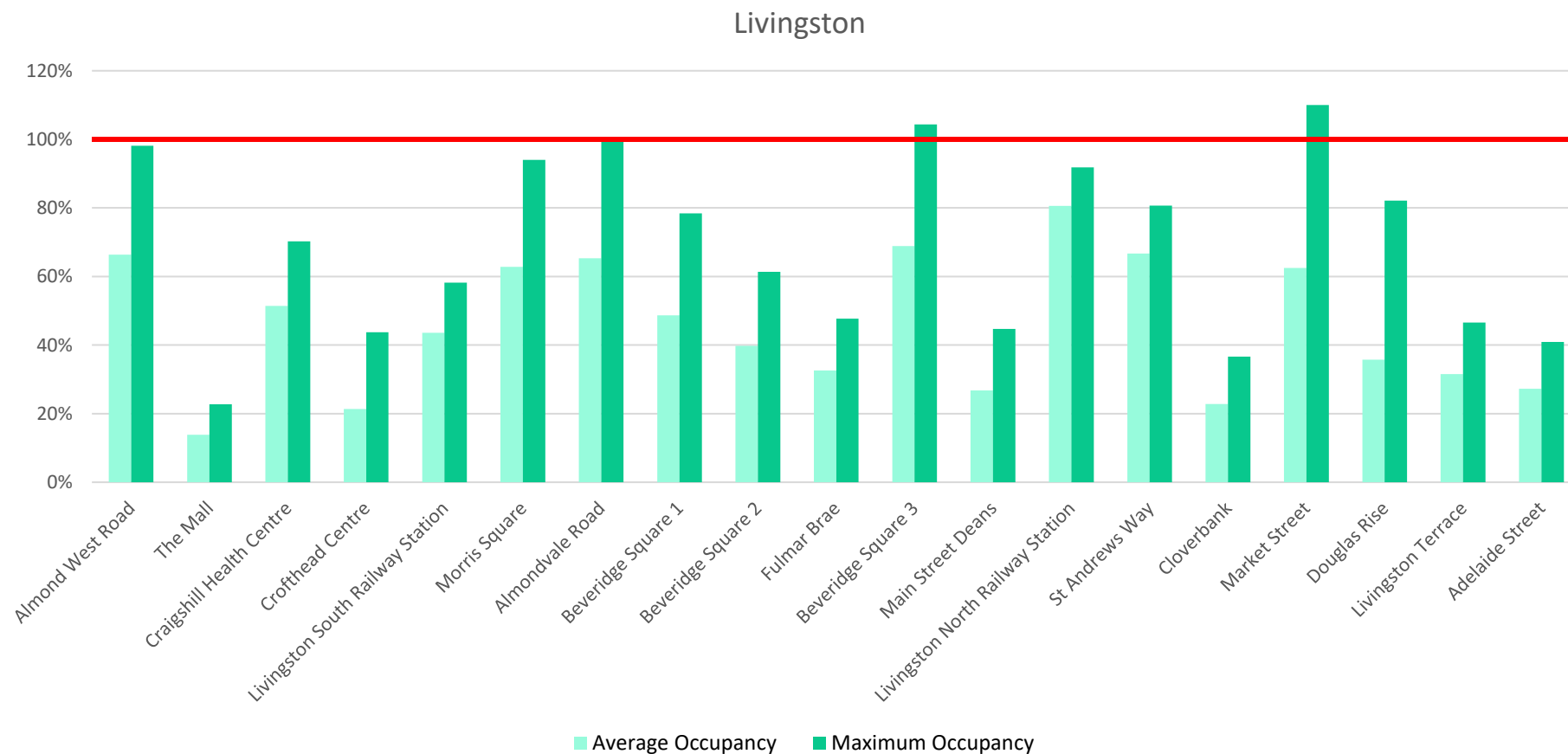


Figure 4.15: Off-Street Parking Utilisation % within Livingston and Polbeth



West Calder

- 4.7.6 West Calder also lies within the wider Livingston area. The high street in West Calder has very little parking provision but there are public and private car parks in close proximity, which are reported to be underutilised.
- 4.7.7 Parking problems were noted as primarily relating to inappropriate parking on Main Street including parking in bus stops, pavement parking, parking on double yellow lines and parking along the Spaces for People measures near to the bike shop. The inappropriate parking on Main Street creates dangerous situations on the road as it narrows the passing space for traffic. This is especially problematic when HGVs or lorries need to travel through town and cause congestion.

Off-Street Parking

- 4.7.8 Off-street car park space demand was notably lower in West Calder, with 29% of spaces being used on average during the surveyed period. This was the joint lowest level of demand for off-street parking spaces observed although it is higher than the observed demand for on-street spaces, indicating that off-street spaces were slightly more desirable than on-street spaces in West Calder. The average duration of stay was longer than in Livingston town and the longest of any observed location at five hours and twenty five minutes. This indicates that the parking demand includes a higher proportion of parking for employment and commuting which may relate to the railway station being within walking distance for many users.
- 4.7.9 A peak of car park utilisation occurs after 5pm indicating local shopping or visiting after work is also a component of parking behaviour in West Calder. Demand is fairly stable throughout the day after 9am. The maximum occupancy was 73% and this indicates that users would usually be able to find a space in West Calder without need to wait or roam to a great extent.

Off-Street Parking

- 4.7.10 Surveys of off-street car parks identified the following trends:
- A total of 53 off-street spaces were surveyed with the maximum observed occupancy of 30 vehicles, 57% of capacity. This shows that there is significant parking capacity to meet demand in the area.
 - Peak demand is higher in the northern part of Dixon Street car park, likely because this is closer in proximity to facilities on Main Street than the southern part of the car park.
 - Parking durations in the southern part of Dixon Street car park are significantly longer than the northern part (5.8 hours in comparison to 3.5 hours). This is due to a larger proportion of users of the southern part of the car park arriving early in the morning and staying for prolonged periods. These users are likely to be employees within West Calder.

Figure 4.16: Off-Street Parking Utilisation and Duration of Stay within West Calder

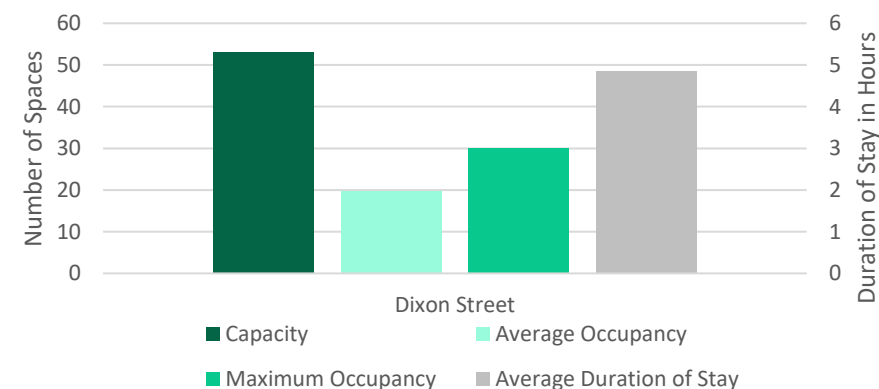
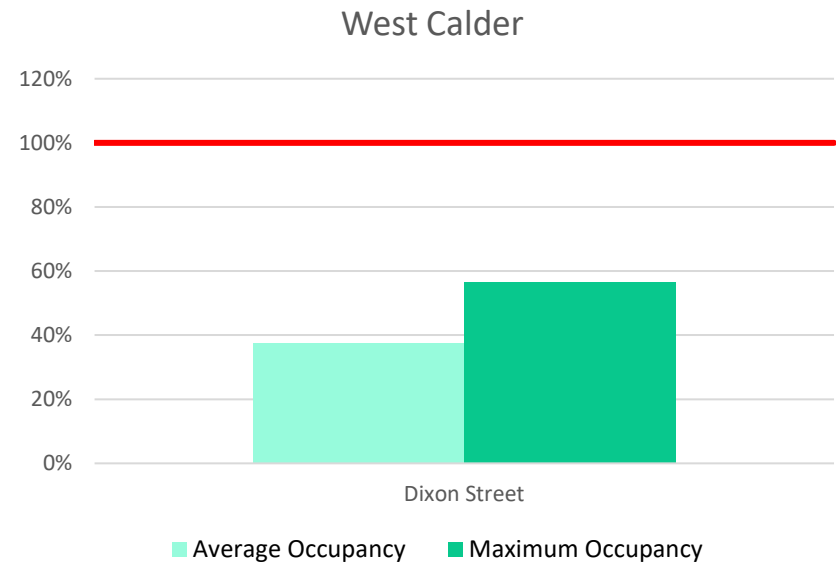


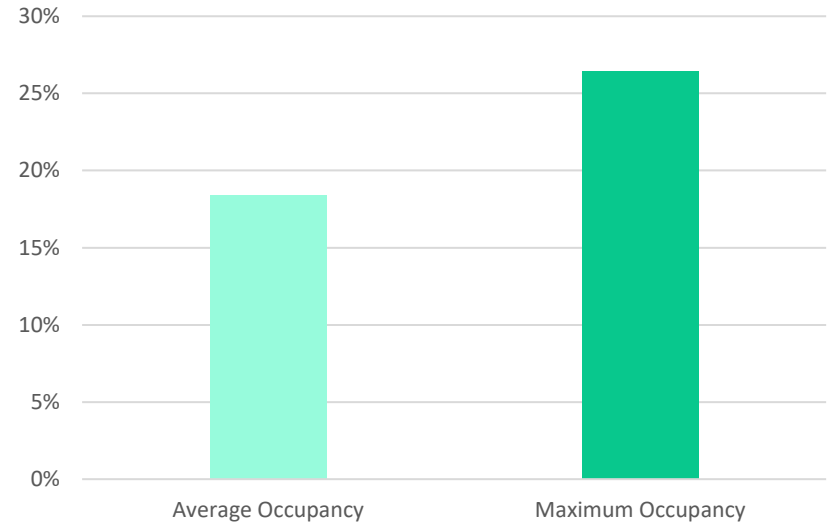
Figure 4.17: Off-Street Parking Utilisation % within West Calder

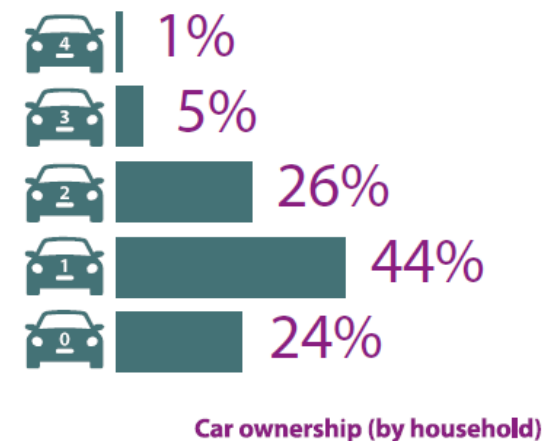
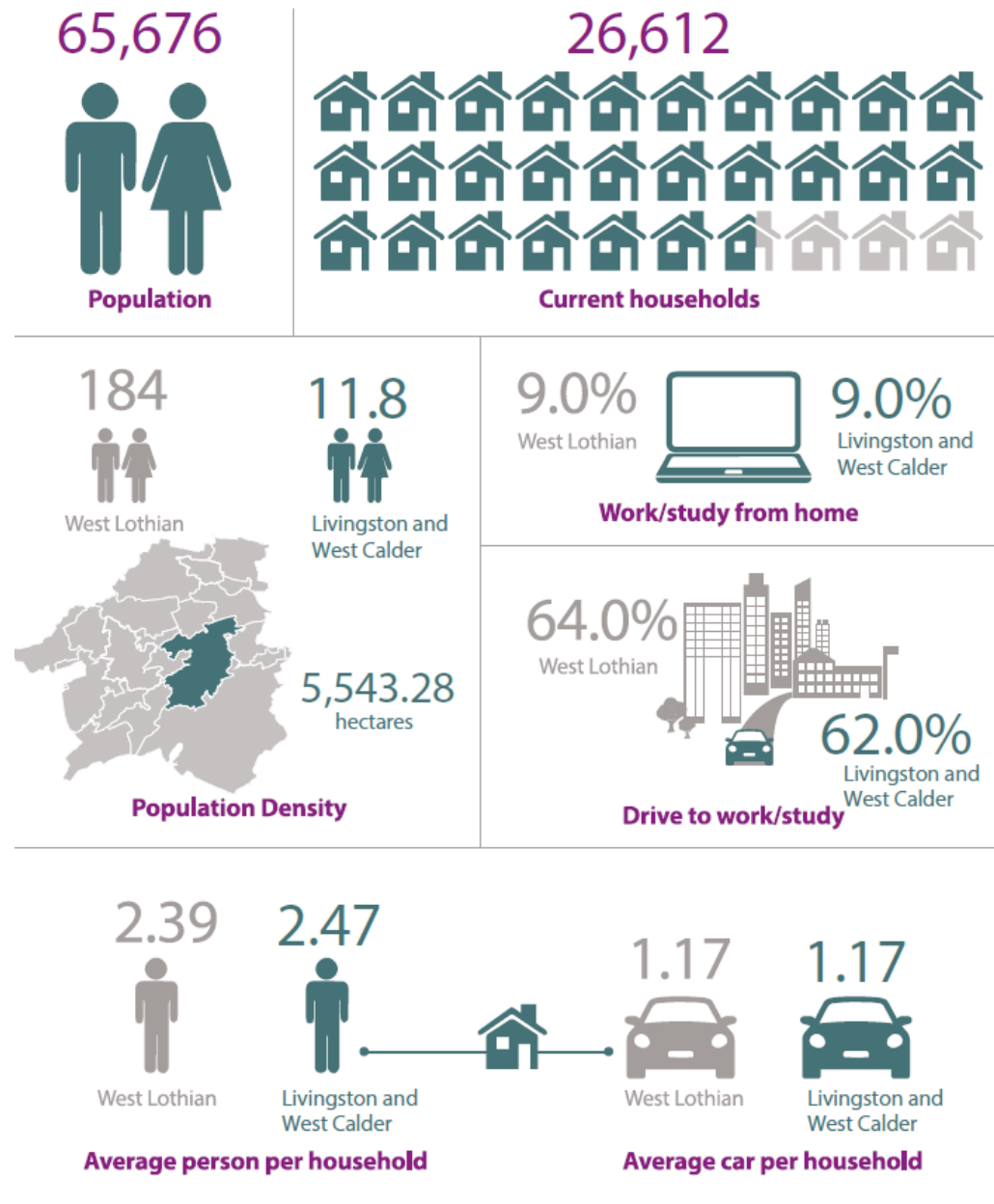


On-Street Parking

4.7.11 On-street surveys undertaken in West Calder indicated a high proportion of local on-street parking capacity is generally available. Demand for parking in this location peaked around 2pm, and nearly 40% of vehicles were present for an hour or less, indicating a high rate of arrival and departure with less than a third of vehicles present for over three hours. This suggests that on-street car parking is typically used by those making short trips into West Calder, for example for shopping.

Figure 4.18: On-Street Parking Utilisation within West Calder



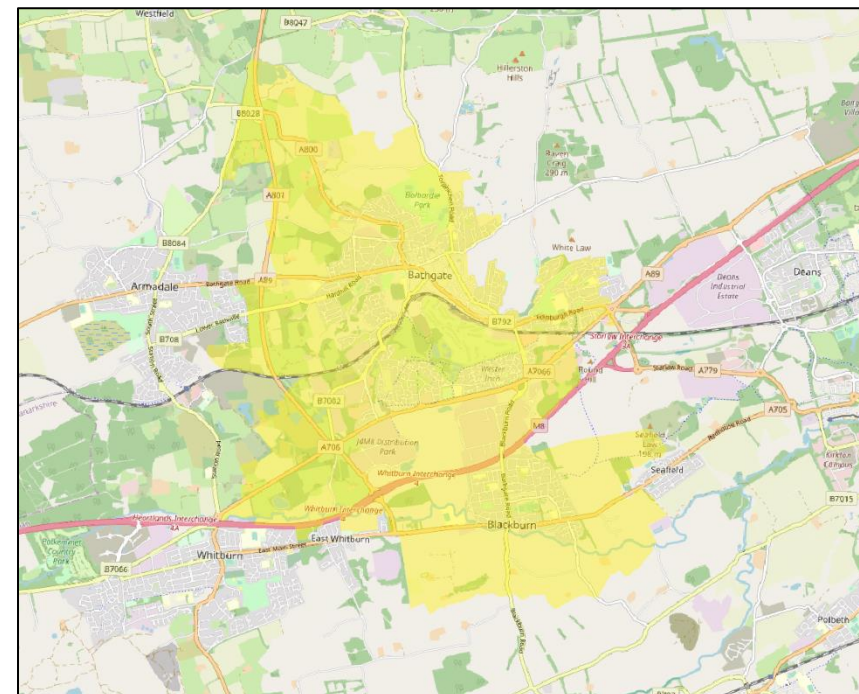
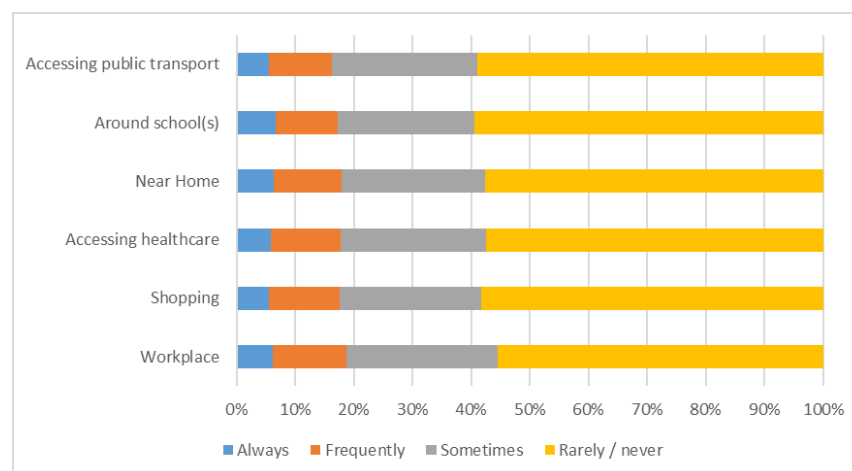


4.8 Bathgate and Blackburn

4.8.1 Bathgate is the second largest town within West Lothian, situated 5 miles (8 km) west of Livingston and adjacent to the M8 motorway. Blackburn is a small town situated to the south of Bathgate. Together, the towns are former mining and industrial settlements, which developed rapidly during the industrial revolution. Following the decline of heavy industry in the 20th Century, the towns have developed manufacturing industries, technology industry and serve as regional commuter towns within the Scottish Central Belt.

4.8.2 The questionnaire surveys highlighted that the majority of drivers in Bathgate experience issues relating to parking. Issues relating to parking occur across all location types. 52% of respondents experience issues with pavement parking and 44% with parking on double yellow lines. 46% felt there were problems parking on school keep clear markings.

Figure 4.19: Experience of Difficulty Parking by Location Type within Bathgate and Blackburn



4.8.3 Bathgate has accessible parking close to the town centre, however despite the car parks located just off the town centre, shoppers still tend to ignore them and park inappropriately on double yellow lines and in bus stops. Inappropriate parking was reported on North Bridge Street, ignoring the double yellow lines and bus lane markings. Shoppers choose to park as close as possible to these shops in the town centre as opposed to the car parks provided, which is a safer option.

4.8.4 Inappropriate illegal parking obstructing the carriageway and pavement was observed on North Bridge Street/Hopetoun Street and Whitburn Road.

Off-Street Parking

- 4.8.5 Surveys of off-street car parks identified the following trends:
 - A total of 697 off-street spaces were surveyed with the maximum observed occupancy of 447 vehicles, 64% of capacity. This shows that there is significant parking capacity to meet demand in the area.
 - Demand is highest in the Acredale car park, likely reflective of its central location and easy access to facilities within Bathgate. Despite this, even at peak times, there is still capacity available within the car park.
 - Average length of stay across all car parks is generally between 3 and 4.5 hours.
 - Peak demand at Mansefield Street car park exceeds capacity, with informal additional parking observed at these times. However, other car parks are underutilised, including Mill Road, which is in close proximity. This appears to be reflective of people's desire to park as close as possible to their destination.
- 4.8.6 Parking complaints records and anecdotal data also indicate that there are occasionally issues with abuse of disabled parking provision at Acredale car park.

Figure 4.20: Off-Street Parking Utilisation and Duration of Stay within Bathgate

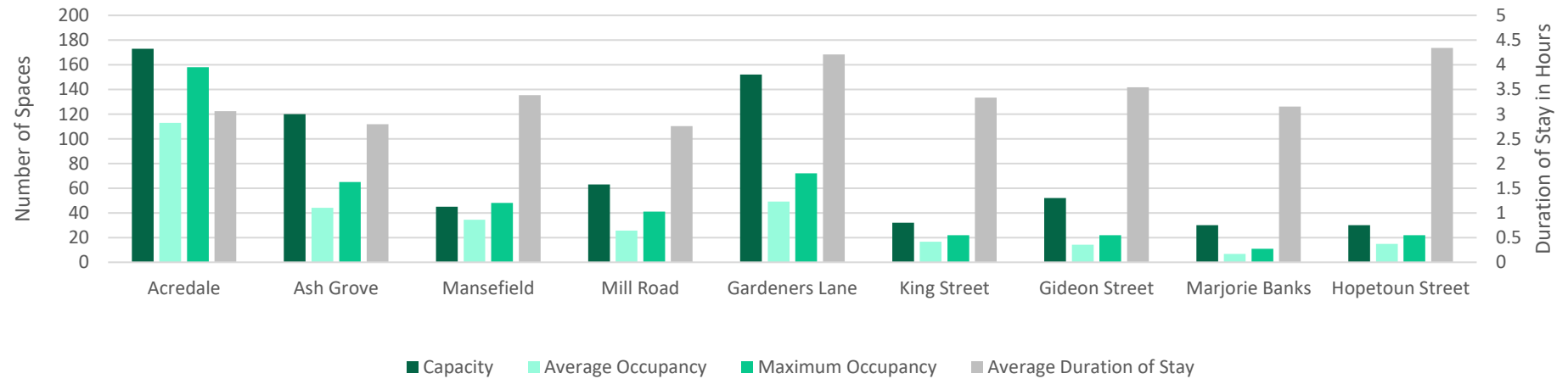
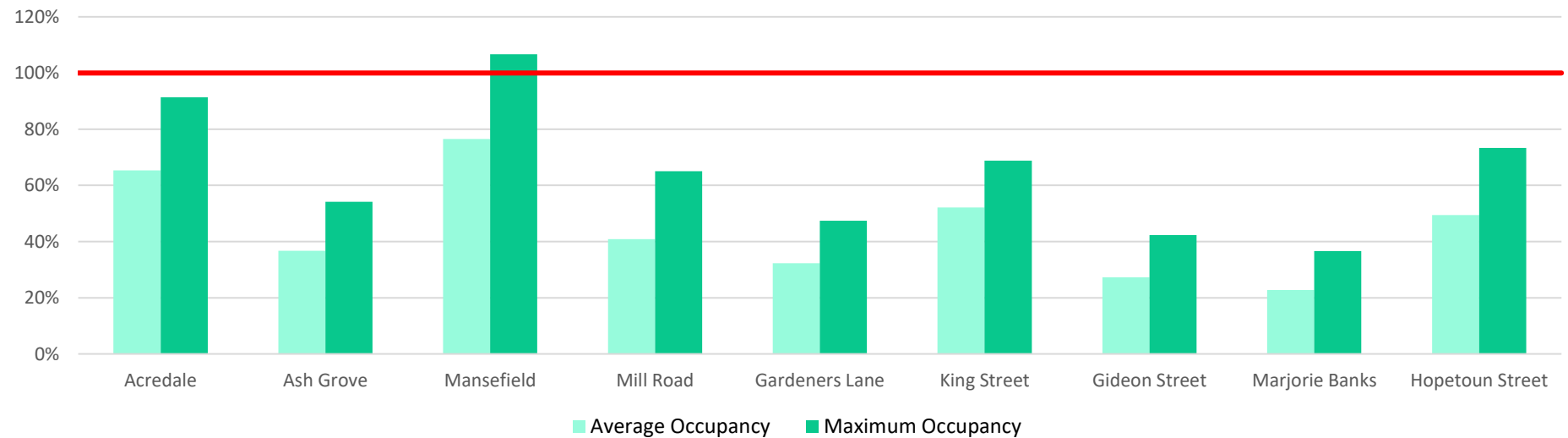


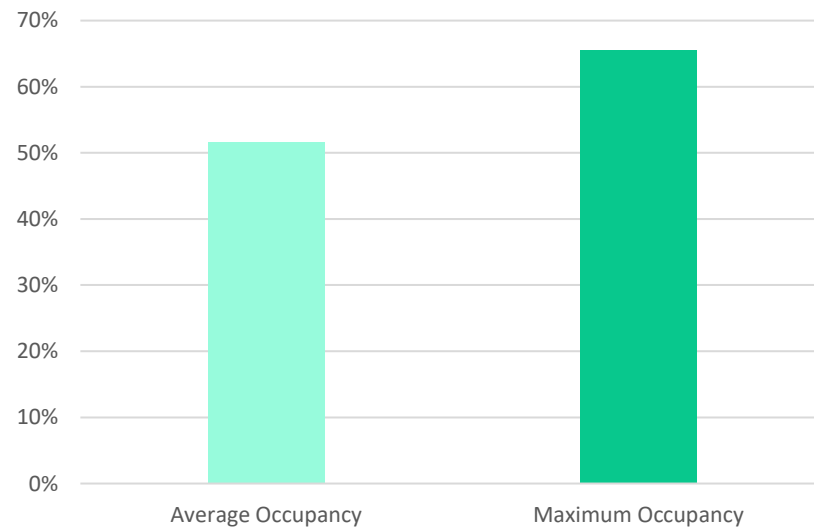
Figure 4.21: Off-Street Parking Utilisation % within Bathgate

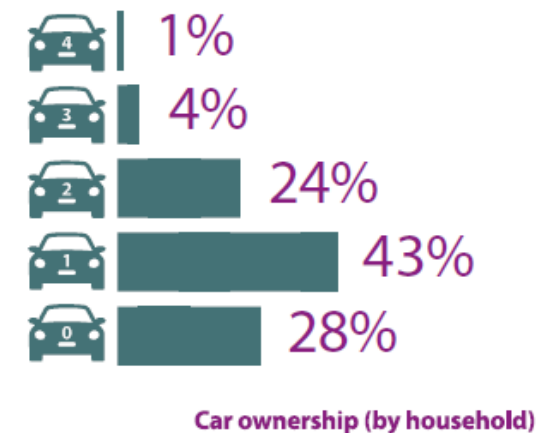
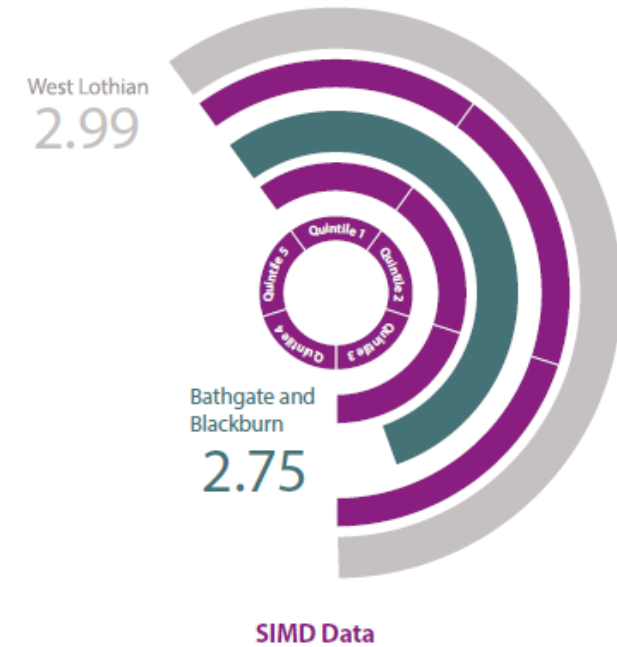
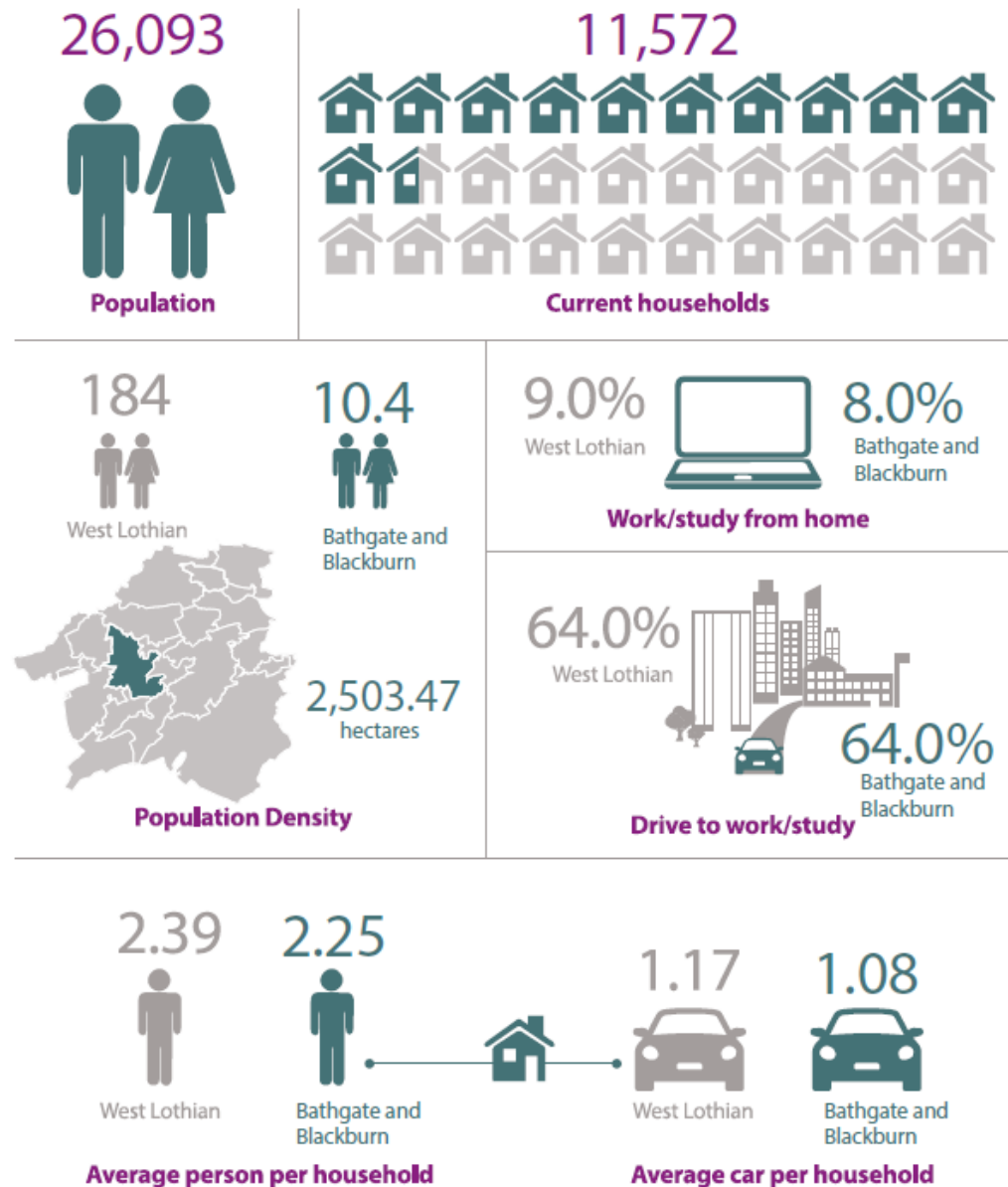


On-Street Parking

- 4.8.7 On-street parking was relatively congested in Bathgate, with the lowest average and minimum capacity of surveyed locations. Demand was highest between 10am and 3pm, without notable drops in demand during this period. Although some of the on-street parking demand is likely to be associated with particular destinations such as schools and places of business, this indicates that the demand is unlikely to be driven by a single activity in this location. The rate of arrival and departure during the day was relatively high, with 36% of vehicles present for an hour or less. The average length of stay is 3 hours and 10 minutes.

Figure 4.22: On-Street Parking Utilisation within Bathgate

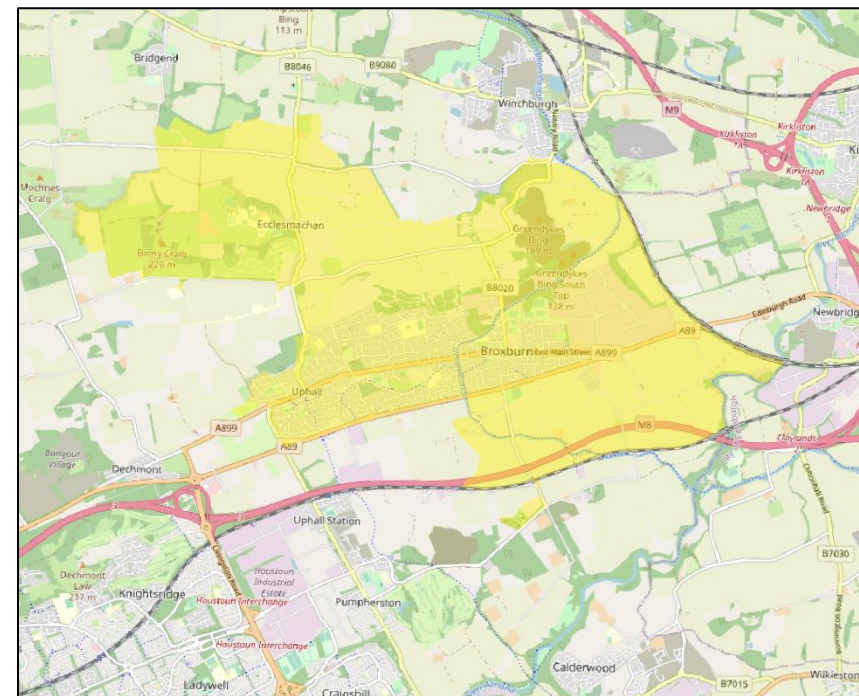
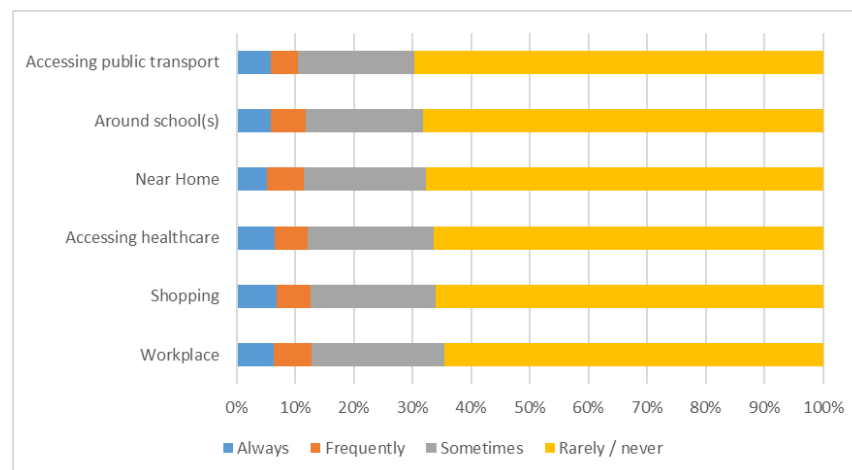




4.9 Broxburn and Uphall

- 4.9.1 Broxburn is located on the A89 road, 12 miles (19 km) from Edinburgh, and 5 miles (8.0 km) to the north of Livingston. Broxburn developed during the industrial revolution and has continued to have a primarily industrial employment base. Broxburn now has two separate industrial areas (the Greendykes Industrial Estate and the East Mains Industrial Estate) which provide employment for local people. The village of Uphall is also considered within the wider Broxburn area.
- 4.9.2 The questionnaire surveys highlighted that most drivers in Broxburn experience issues relating to parking. Issues occur across all location types. The most prevalent issues related to parking on pavements (47%) and parking on double yellow lines and across driveways (both 43%).

Figure 4.23: Experience of Difficulty Parking by Location Type within Broxburn and Uphall



- 4.9.3 Broxburn has accessible car parks located near to Main Street, but it was observed that some drivers tended to ignore this and park inappropriately on double yellows and in bus stops, sometimes mounting pavements, causing pedestrians to have limited space to walk.
- 4.9.4 Parking capacity within Broxburn is considered sufficient, but drivers were observed parking as close as possible to their destinations, including obstructing bus stops, making it difficult for the bus to stop and causing congestion particularly at locations on the Main Street around the Post Office. Parking complaints records also indicate that there are issues with insufficient disabled parking provision, and that taxi ranks are often used informally for parking.

4.9.5 Uphall has no off-street public car parking, but from the surveys undertaken Uphall had parking capacity available for on-street parking throughout the day. Higher short term peaks in demand could occur, as peaks correlate with commonly observed peaks for short term parking and surveys where on an hourly basis. Purposes for such parking would include school pickup and dropoff, lunchtime shopping or dinging, and an evening peak period of activity after office hours.

Off-Street Parking

- 4.9.6 Surveys of off-street car parks identified the following trends:
- A total of 99 off-street spaces were surveyed with the maximum observed occupancy of 64 vehicles, 65% of capacity. This shows that there is significant parking capacity to meet demand in the area.
 - Average parking duration is around 3.7 hours, though nearly 25% of car park users park for 7 hours or more, indicating that it is used by both employees within Broxburn and those making short trips to the town centre.

Figure 4.24: Off-Street Parking Utilisation and Duration of Stay within Broxburn

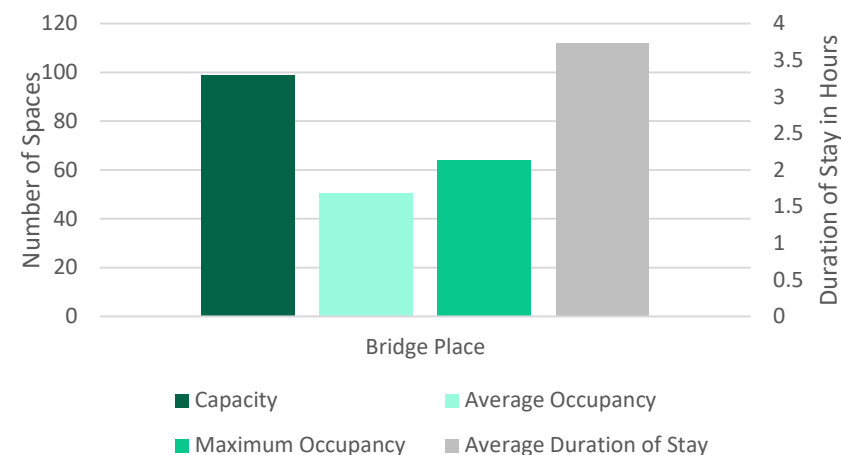
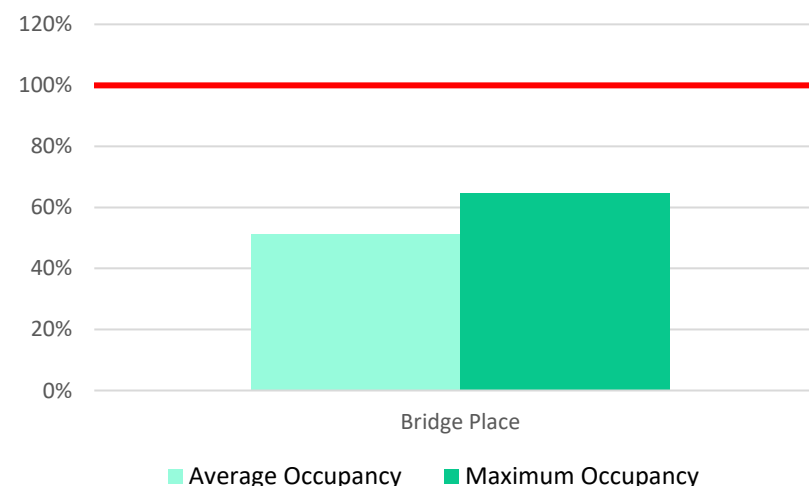


Figure 4.25: Off-Street Parking Utilisation % within Broxburn



On-Street Parking

- 4.9.7 The surveys of on-street parking in Broxburn and Uphall indicated that there was substantial parking capacity available. The focus of demand in Broxburn was proximity to East Main Street experiencing a higher level of average demand for available spaces. Demand was fairly consistent across the surveyed period with an increase in demand after 9am, coinciding with the opening times of many shops. There were no notable peaks or troughs during the day and a fairly high rate of arrivals and departures. In Uphall, the surveys indicated that a higher number of people stayed for the entire surveyed period of 12 hours, at nearly 9% of all vehicles parked in this location. East Main Street and West Main Street were the most popular locations for parking within Uphall.
- 4.9.8 Parking demand for on-street spaces is geographically focussed and destination walking distance from parking spaces appears to be a key driver of parking location choice in Broxburn.
- 4.9.9 On-street parking is typically available within both Uphall and Broxburn, with under half of surveyed spaces occupied at peak times.

Figure 4.26: On-Street Parking Utilisation within Broxburn

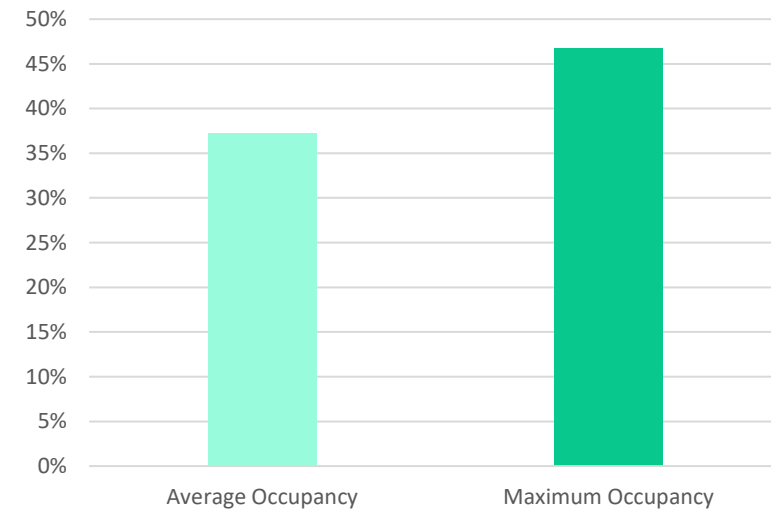
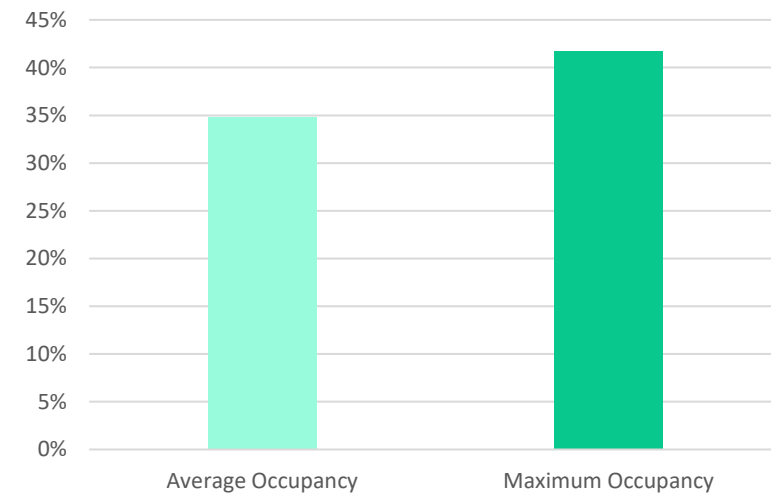
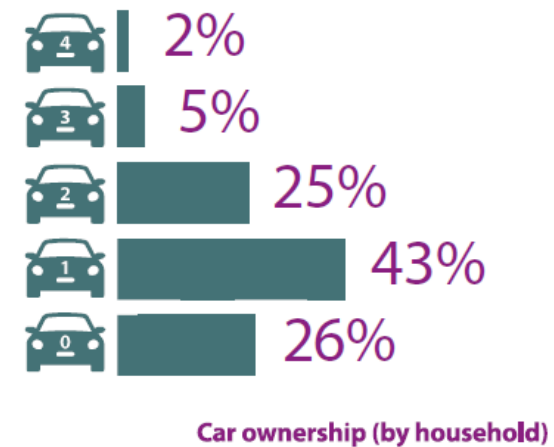
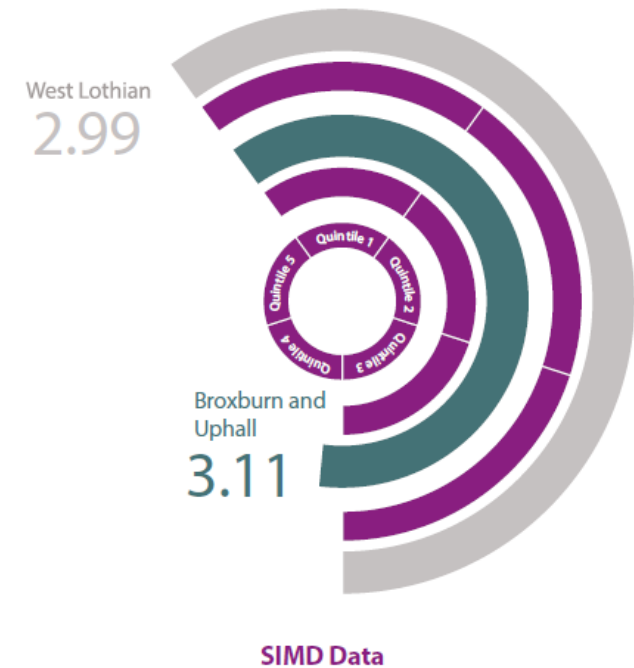
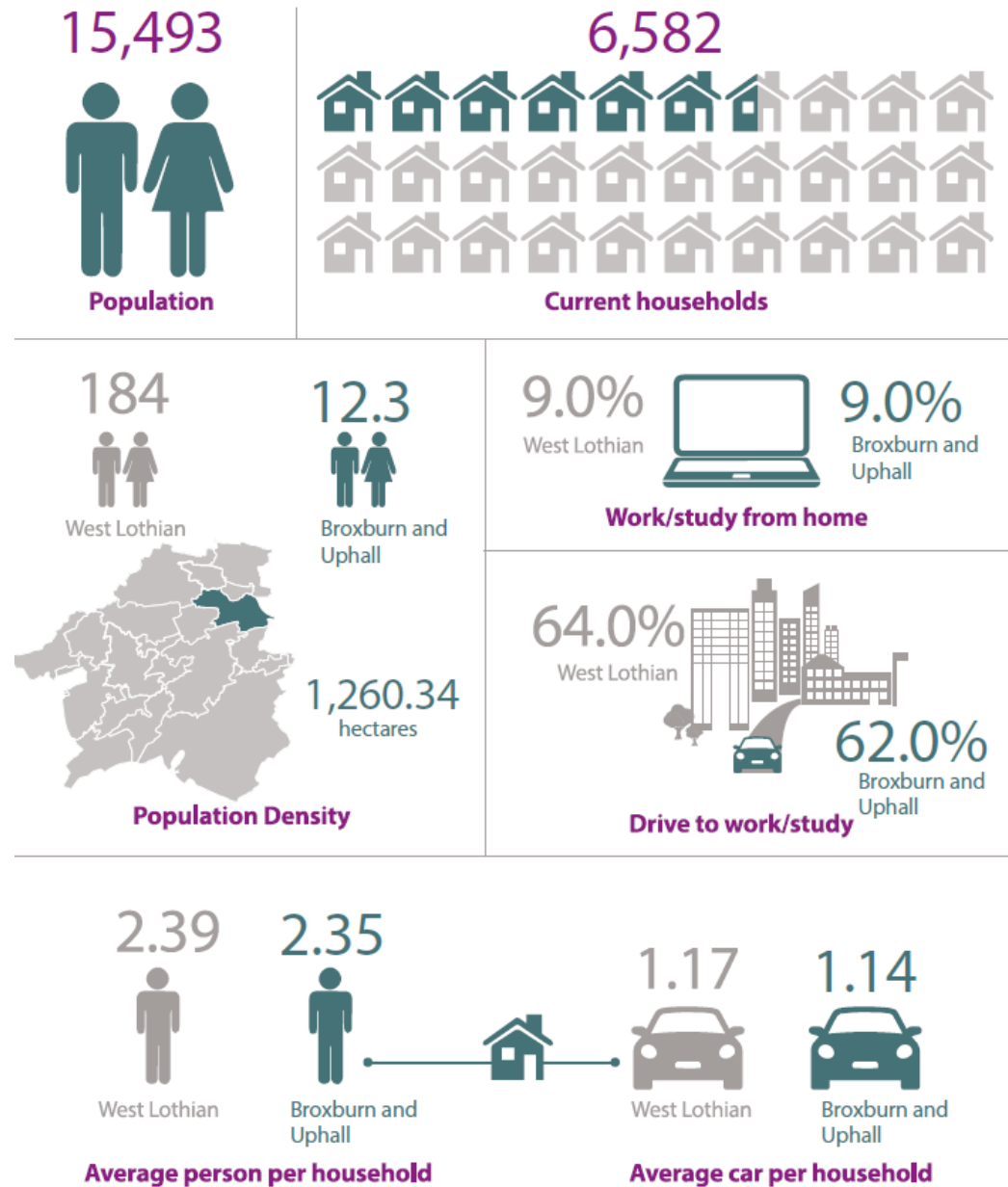


Figure 4.27: On-Street Parking Utilisation within Uphall

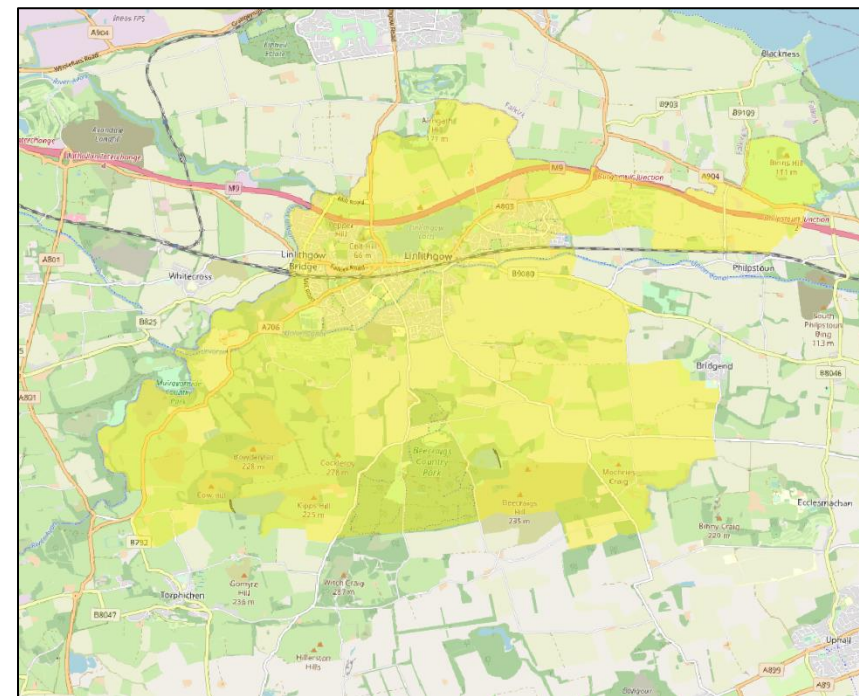
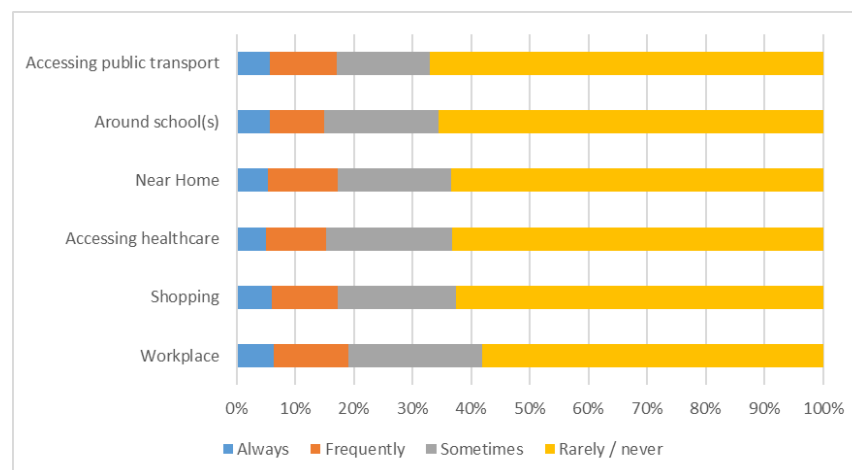




4.10 Linlithgow

- 4.10.1 Linlithgow lies in the Central Belt on a historic route between Edinburgh and Falkirk beside Linlithgow Loch. The town is situated approximately 20 miles (32 km) west of Edinburgh and 5 miles (8 km) north of Livingston. Linlithgow formerly had an industrial character but in the later 20th century the local economy has shifted to hospitality, heritage and tourism services.
- 4.10.2 The questionnaire surveys highlighted that most drivers in Linlithgow experience issues relating to parking, and these occur across all location types. Parking on double yellow lines and pavement parking were highlighted as the biggest issues (57% and 54% respectively), with significant proportions of people also experiencing issues associated with parking in bus stops (52%), single yellow line parking (50%), pavement parking (49%), and school keep clear markings (44%).

Figure 4.28: Experience of Difficulty Parking by Location Type within Linlithgow



- 4.10.3 The SEStran Park and Ride Strategy²⁴ identifies the Linlithgow Park and Ride site as having approximate parking utilisation of over 100%. The strategy outlines that the station has a high frequency of trains and is unique in providing direct access to Edinburgh, Glasgow and Stirling. These factors are likely to result in a higher demand for the Park and Ride facilities offered at Linlithgow train station.
- 4.10.4 An Air Quality Management Area is in place in the town due to historically poor measured air quality. In recent years, air quality objectives have been met, and so a detailed assessment is currently being carried out to assess if the existing AQMAs should remain in place.

²⁴ SEStran Park and Ride Strategy, SEStran, March 2010

4.10.5 Air quality is negatively affected by the large number of short cross-town journeys made by car, and high volumes of stop-start east-west traffic through the town, which has no practical alternative route. The journey time results through the town partly reflect the problem of commuters parking in and around the high street, narrowing and hence reducing the traffic flow dispersion.

Off-Street Parking

4.10.6 Surveys of off-street car parks identified the following trends:

- A total of 293 off-street spaces were surveyed with the maximum observed occupancy of 213 vehicles, 73% of capacity. This shows that there is significant parking capacity to meet demand in the area.
- Demand is highest in the Blackness Road car park located to the east of the short stay shopping centre car park, indicating high levels of usage for public transport access particularly driving demand within Linlithgow.
- Average length of stay varies considerably across the various car parks within Linlithgow. The Blackness Road long stay car park both have average parking durations of over 7 hours, whereas all other car parks have an average of between 2 and 3.5 hours. Due to their proximity to Linlithgow Station, it is likely that the Blackness Road car park is used by commuters travelling by train, whilst other car parks are used by drivers with a purpose in Linlithgow.
- Peak demand at the Blackness Road car park exceeds capacity with informal additional parking observed at these times. This potential reflects insufficient parking capacity compared to demand for access to Linlithgow Station.
- The Linlithgow Sports Club car park is also used by commuters, with a footpath leading to the Train Station. This location also provides parking for the Sports Club, West Lothian County Cricket Association and has electric vehicle charge points.

Figure 4.29: Off-Street Parking Utilisation and Duration of Stay within Linlithgow

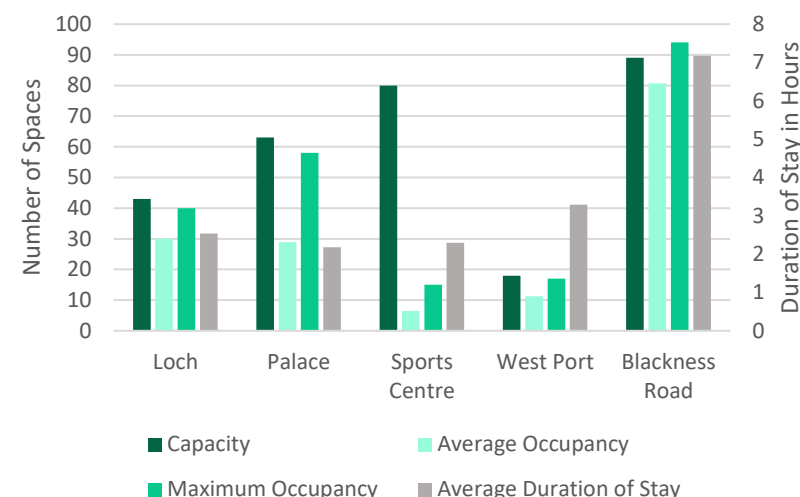
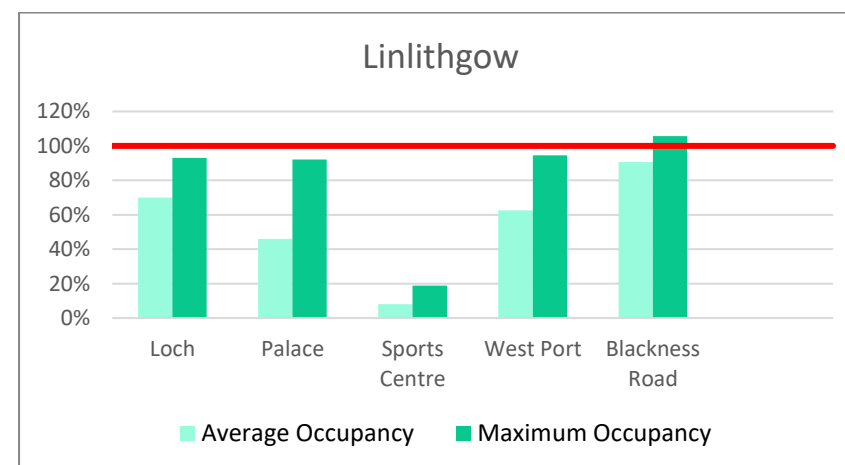


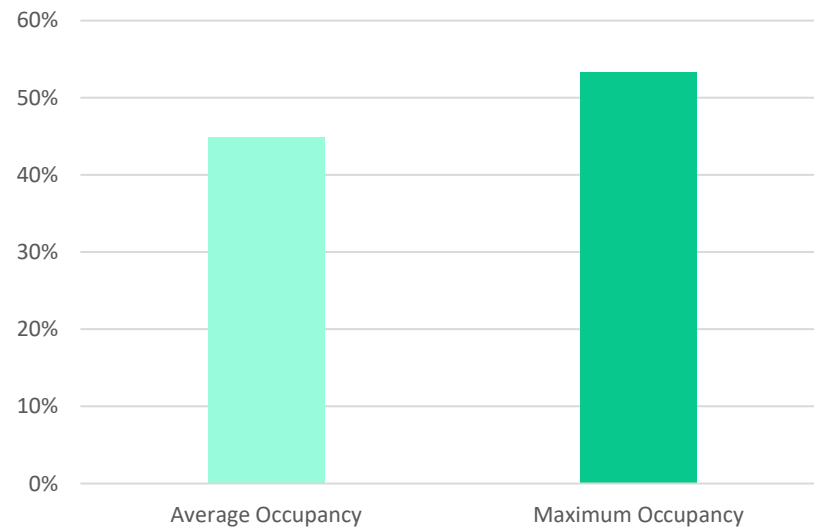
Figure 4.30: Off-Street Parking Utilisation % within Linlithgow

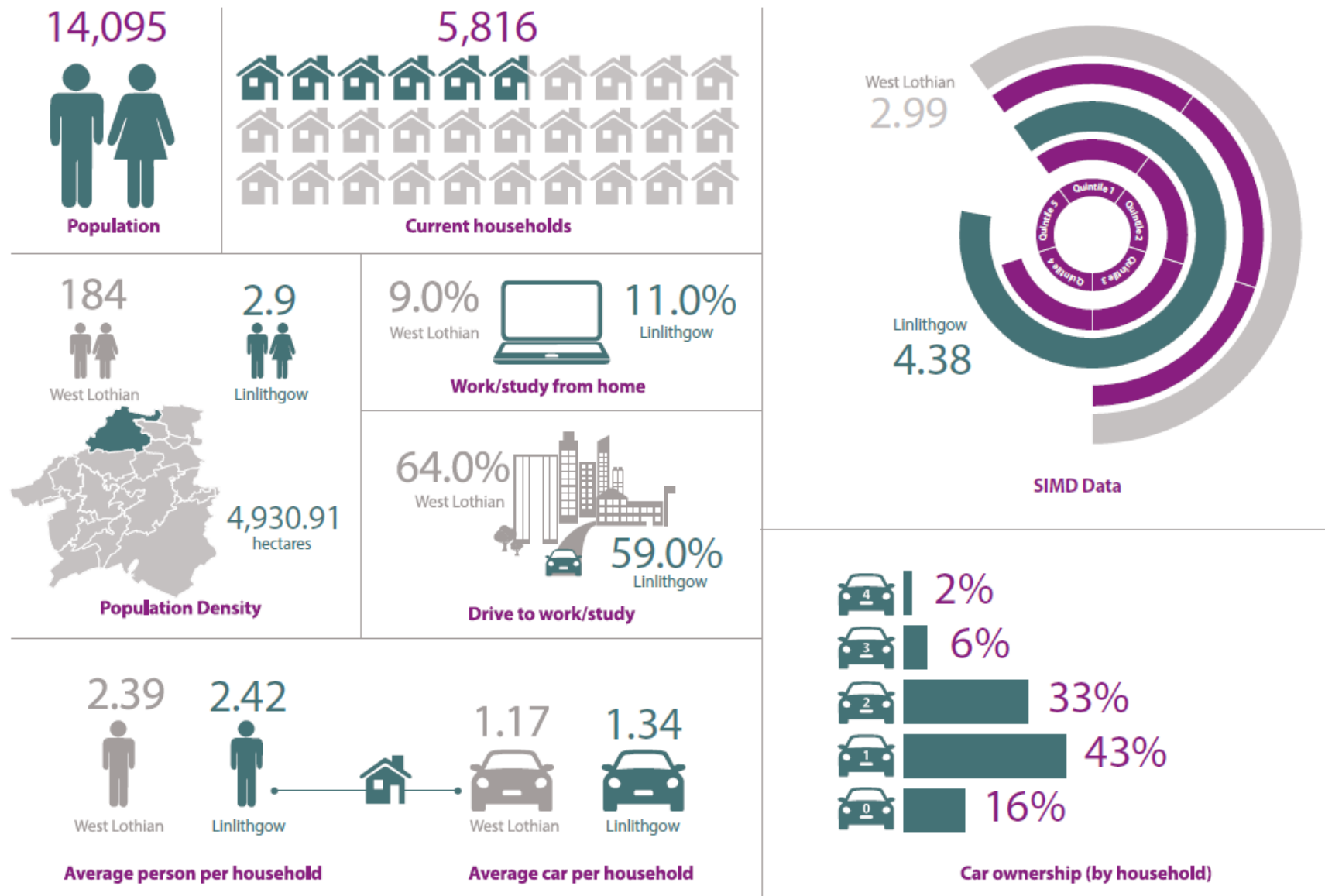


On-Street Parking

- 4.10.7 On-street surveys undertaken in Linlithgow indicated a relatively high level of local on-street parking capacity available, with an average proportion of 45% of on-street spaces occupied. The maximum on-street demand occupied 53% of all available spaces indicating there is a reasonable level of demand for spaces at particular times. Demand remained fairly high between 9am and 6pm, and 41% of vehicles stayed for an hour or less, indicating that the on-street demand experiences a high level of turnover. This also indicates uses such as shopping or short visits make up a significant element of on-street demand.

Figure 4.31: On-Street Parking Utilisation within Linlithgow

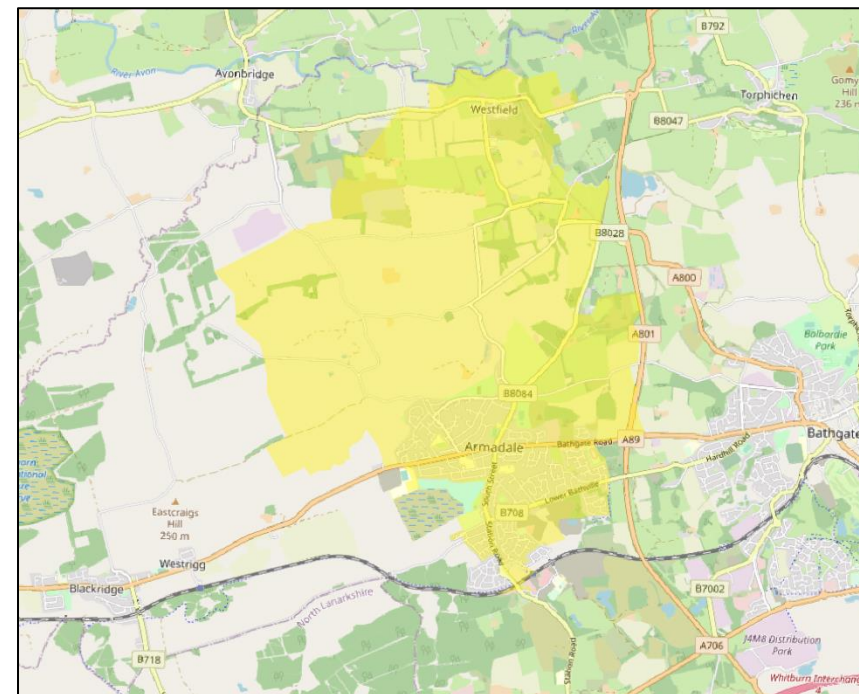
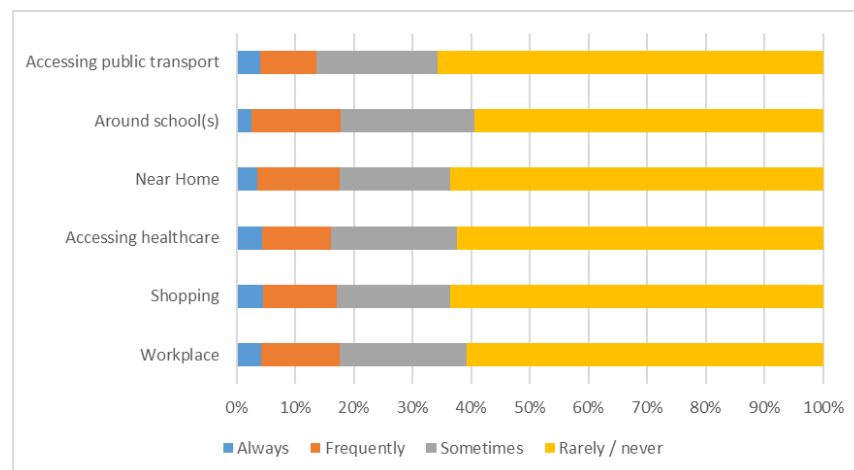




4.11 Armadale

- 4.11.1 Armadale is a small town located in the southwest of West Lothian. Mineral resources drove Armadale's expansion in the late 19th century as a mining and industrial town. By the 1950s, Armadale enjoyed a more diverse industrial structure than many of its neighbouring towns. Today, the local economy relies heavily upon the town's industrial estates.
- 4.11.2 Armadale is situated at the historic crossroads of what were once the main routes from Edinburgh to Glasgow and Bo'ness to Lanark. The M8 motorway is close by and the recent opening of the Airdrie-Bathgate railway line means that it now benefits from four trains an hour to and from Helensburgh and Edinburgh.
- 4.11.3 The questionnaire surveys highlighted that most drivers in Armadale experience issues relating to parking and these occur across all location types. Pavement parking was the biggest issue, with 63% of respondents finding this a problem, followed by parking on double yellow lines (48%), parking on school keep clear markings (47%) and parking over driveways (45%).

Figure 4.32: Experience of Difficulty Parking by Location Type within Armadale



- 4.11.4 The car park allocated to the train station is free of charge and appears to have high capacity. The peak time for boarding the train was observed between 7:30 and 8:30 and many of the people appeared to walk to the station or were dropped off by car. Survey respondents reported that parking is not considered to be an issue due to the availability of spaces at the car park and the lack of charge to park.
- 4.11.5 The local centre of Armadale is where the A89 crosses the B8084. This area consisted mainly of shops and amenities such as the doctor's surgery, community centre and leisure centre. The local car parks to the centre were observed to have substantial residual capacity during a weekday. There was a high incidence of pavement parking outside the health centre / doctor's surgery on North Street.
- 4.11.6 Parking was not reported as a major issue for many as many people walked to the town centre but pavement parking has been an issue.

Off-Street Parking

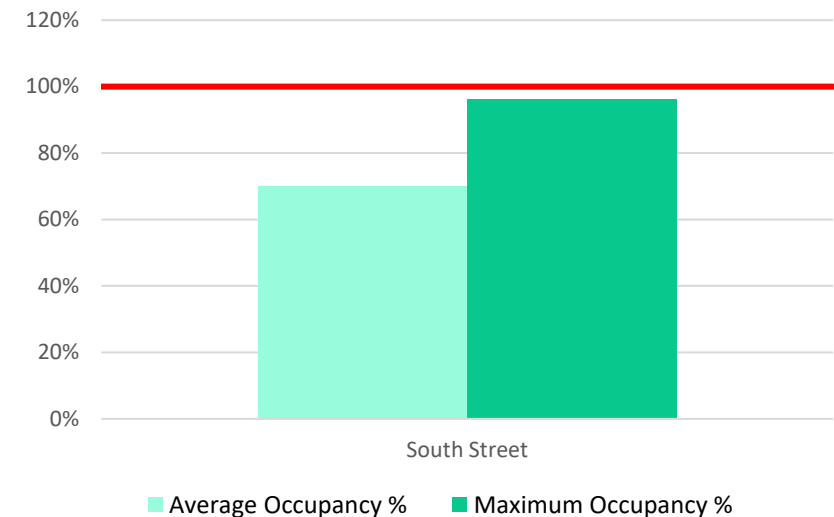
4.11.7 Surveys of off-street car parks identified the following trends:

- A total of 26 off-street spaces were surveyed with the maximum observed occupancy of 25 vehicles, 96% of capacity. This shows that parking demand is approximately level with parking capacity in Armadale.
- Average parking duration is 3.7 hours, and more than 50% of users park for two hours or less. Only 19% of users park for 7 hours or more, indicating that the car park is not heavily used by those working in Armadale.
- The surveys observed that peak demand almost reach capacity; it is considered likely that on occasion this does occur.

Figure 4.33: Off-Street Parking Utilisation and Duration of Stay within Armadale



Figure 4.34: Off-Street Parking Utilisation % within Armadale

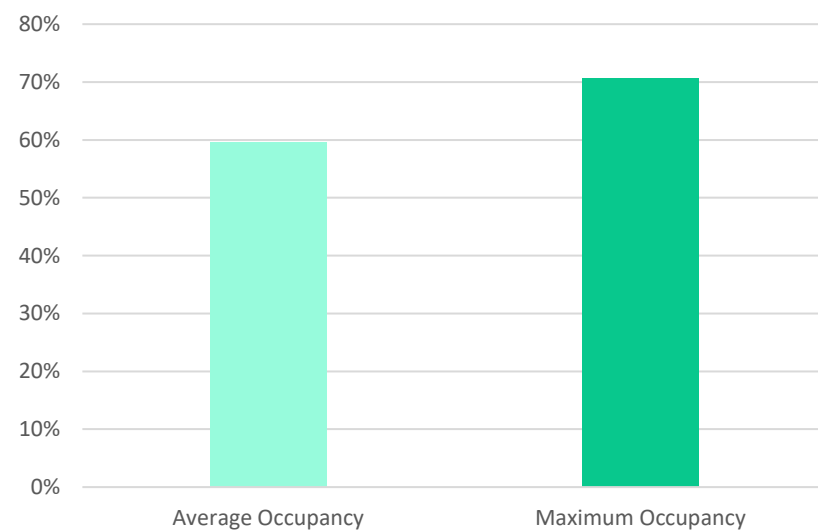


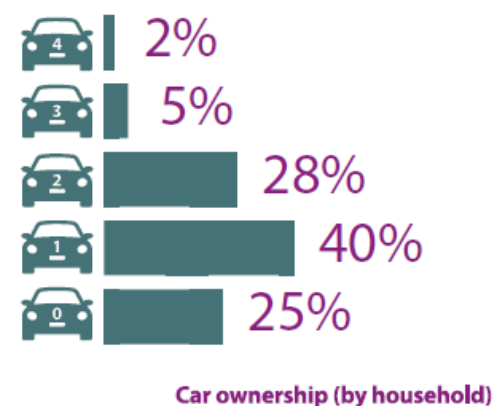
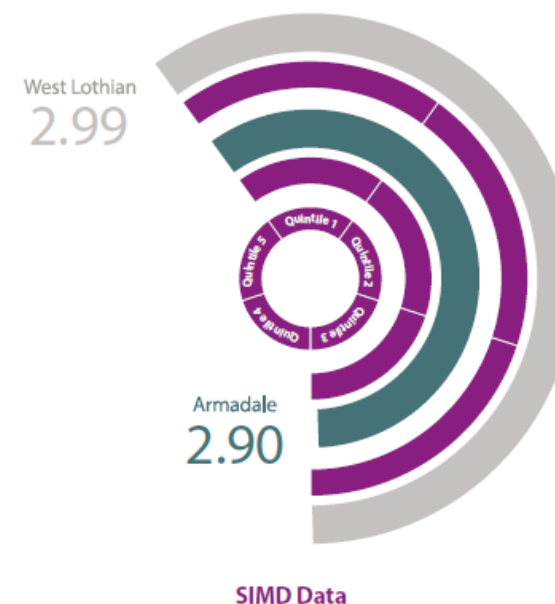
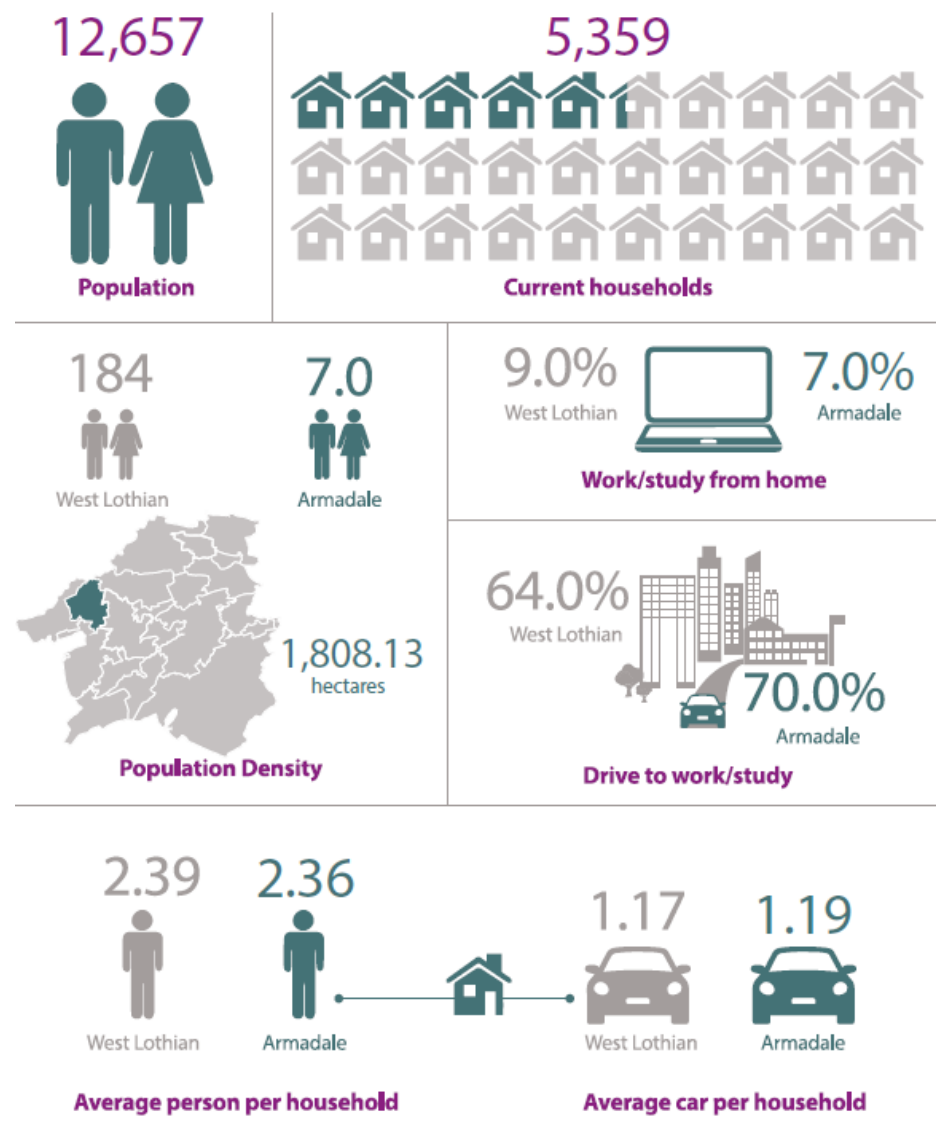
On-Street Parking

- 4.11.8 The high average occupation of on-street spaces is not geographically focussed, with high demand observed across all areas, between 9am and 5pm. The parking profile is likely to include mostly non-employment users, as 46% of vehicles were present for an hour or less.
- 4.11.9 Only 14% of vehicles were present for seven hours or more, likely those using on-street parking for employment or commuting.
- 4.11.10 Anecdotally, there can be issues associated with on-street parking in the vicinity of the primary school in Armadale at school drop-off and collection times.

West Lothian Parking Strategy

Figure 4.35: On-Street Parking Utilisation within Armadale



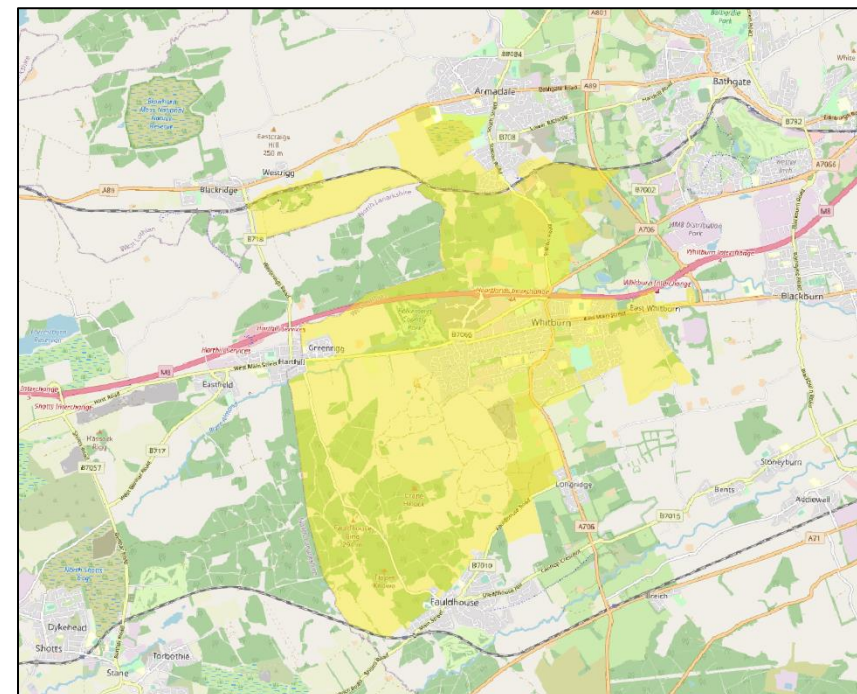
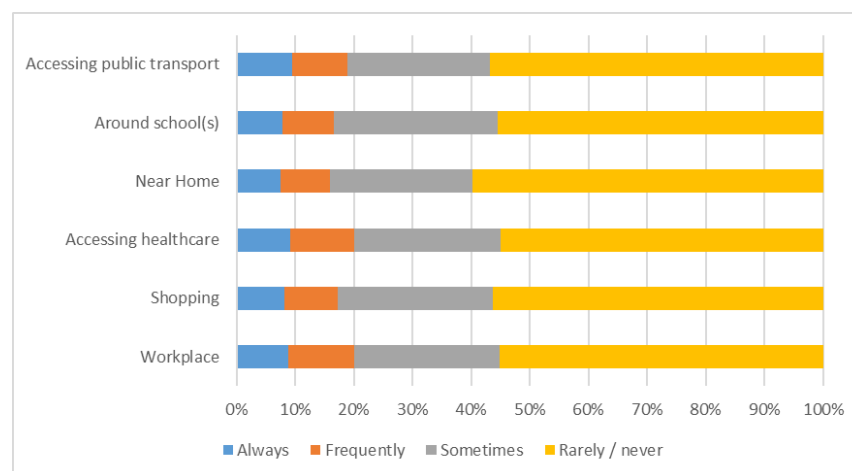


4.12 Whitburn

4.12.1 Whitburn is located halfway between Glasgow and Edinburgh two largest cities, about 23 miles (37 km) east of Glasgow and 22 miles (35 km) west of Edinburgh. The nearest major towns are Bathgate, 4 miles (6 km) and Livingston, 6 miles (9.7 km). Whitburn's economy was formerly focussed on coal mining and manufacturing. Following the decline of these industries, the former colliery has begun redevelopment and anew business park has been developed with space for retail and leisure. The town has benefitted from the opening of the M8 junction 4a providing improved transport connections.

4.12.2 The questionnaire surveys highlighted that most drivers in Whitburn experience issues relating to parking, and these occur across all location types. Pavement parking was the biggest issue with 46% of respondents finding this a problem, closely followed by parking on double yellow lines (42%) and parking over driveways (40%).

Figure 4.36: Experience of Difficulty Parking by Location Type within Whitburn



Off-Street Parking

4.12.3 Surveys of off-street car parks identified the following trends:

- A total of 103 off-street spaces were surveyed with the maximum observed occupancy of 84 vehicles, 82% of capacity. This shows that there is available parking capacity to meet demand in the area.
- Demand is highest in the Jubilee Road car park with vehicles parking for just over 2 hours on average. This is a significantly lower average parking duration than for other car parks in Whitburn. Given the car park's location adjacent to the Xcite leisure facility, it is considered that the majority of users of the car park are likely to be users of Xcite. Available capacity at this car park is very limited at times, with peak demand reaching 97%, and demand above 85% for half of the day.

- Average length of stay at other car parks in Whitburn is between 3.5 and 5 hours. Approximately a third of people using Brucefield Drive and Armadale Road car parks park for 7 hours or more, indicating that these are well used by people working in Whitburn.
- Peak demand at the Whitburn Partnership Centre car park exceeds capacity for the majority of the day, with informal parking occurring. Proximity to destination is anticipated to be a key factor in this, alongside the relative ease with which drivers are able to find space to park outwith the formal parking spaces.

Figure 4.37: Off-Street Parking Utilisation and Duration of Stay within Whitburn

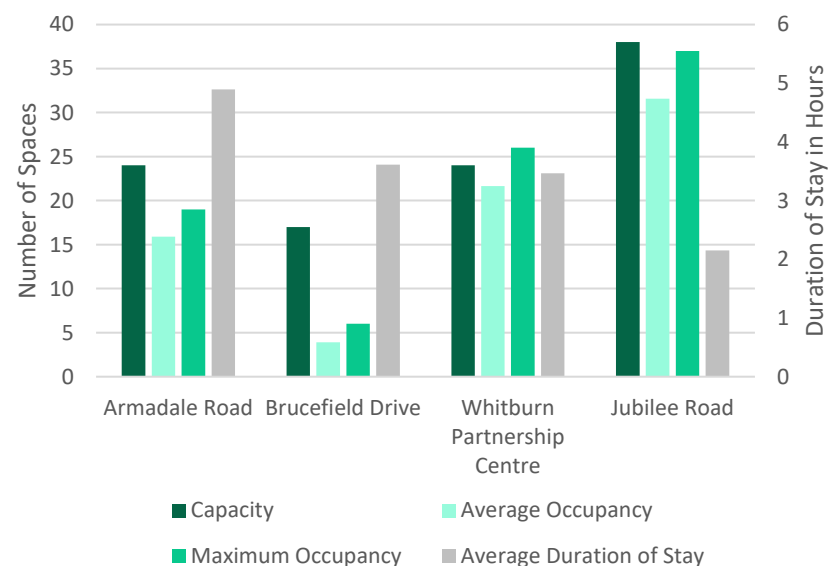
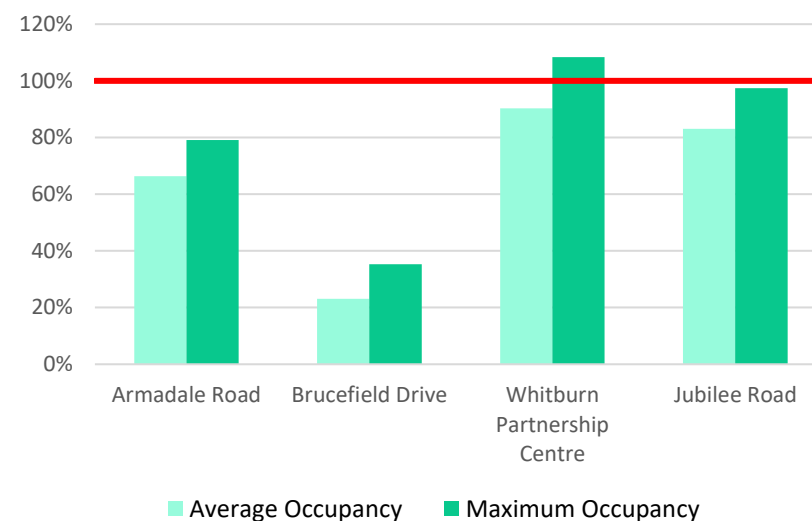


Figure 4.38: Off-Street Parking Utilisation % within Whitburn

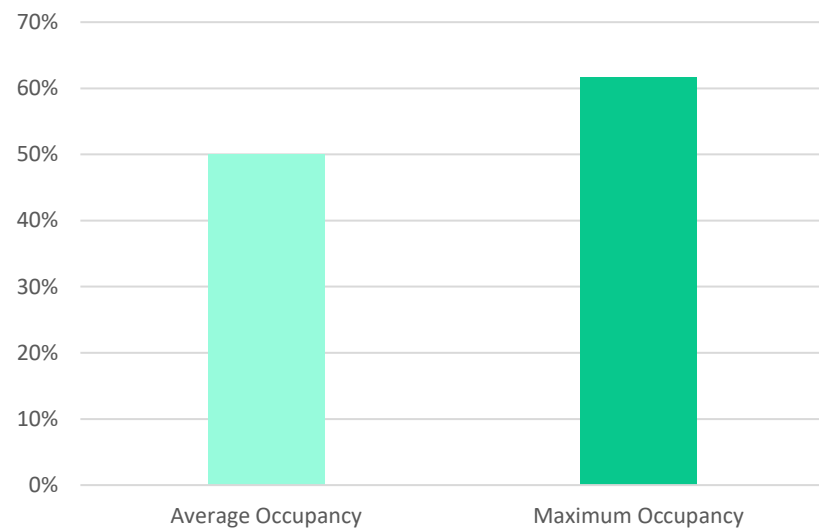


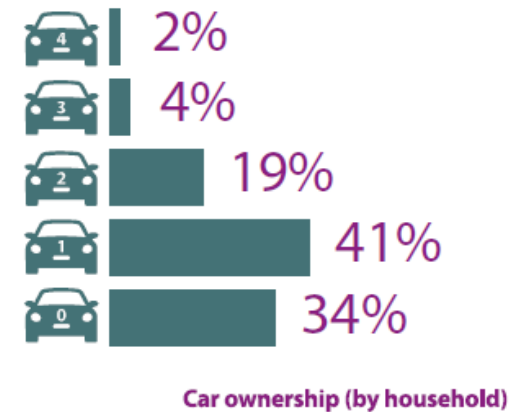
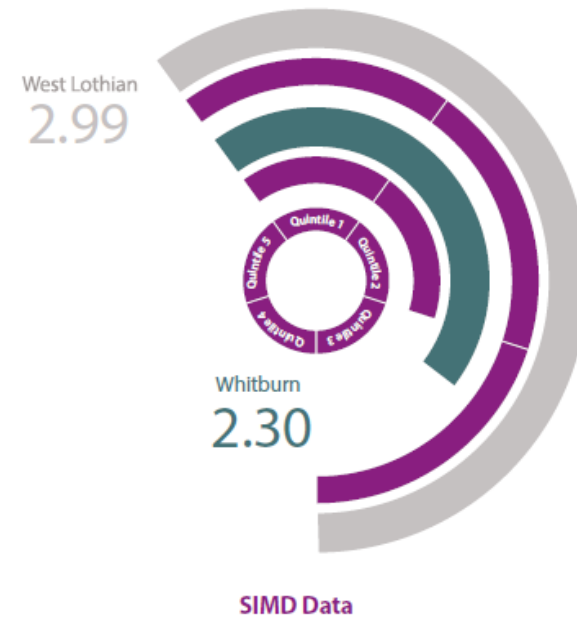
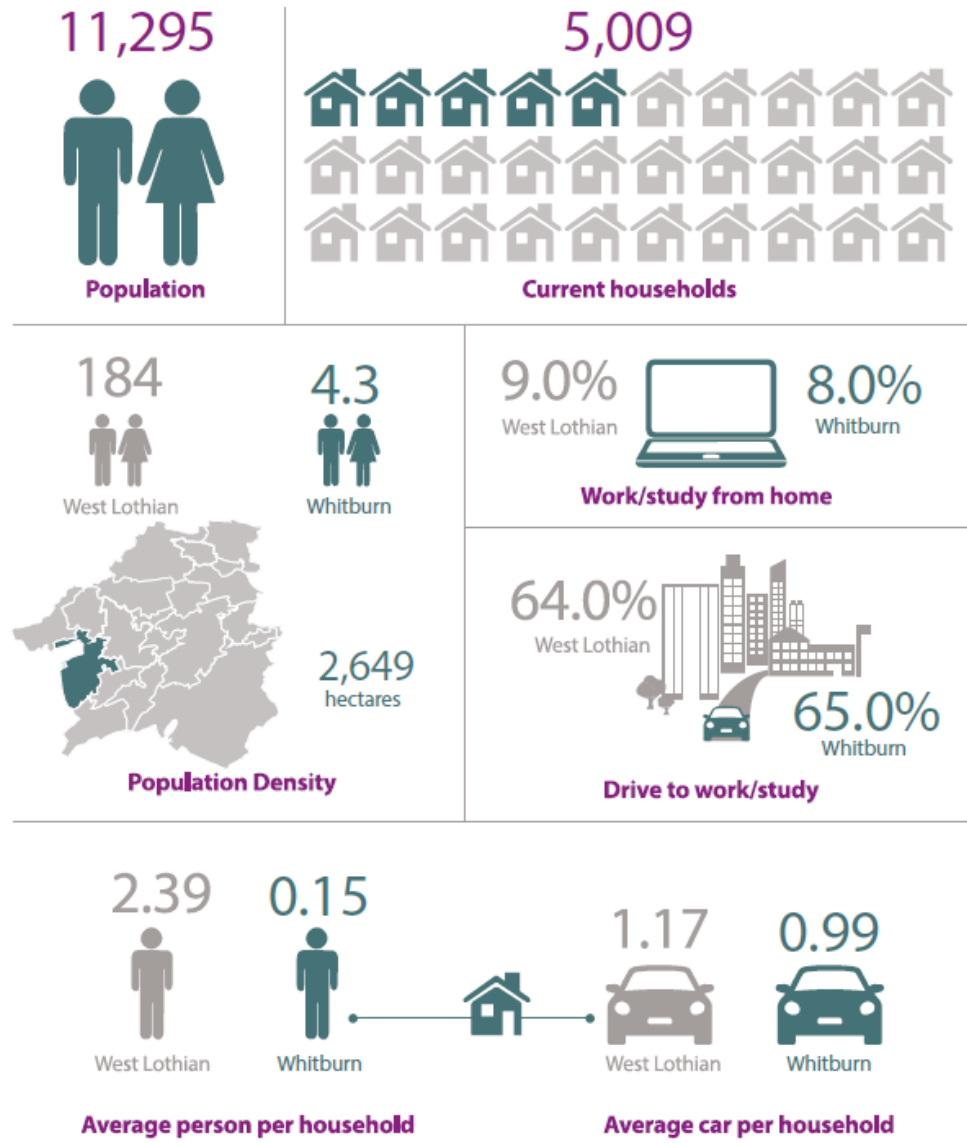
On-Street Parking

- 4.12.4 On-street parking surveys indicated that there was a relatively high demand for on-street parking in this location, with the second highest peak demand for on-street parking of surveyed locations. The demand did not display notable peaks or troughs throughout the day, staying around the same level after 9am. Of note in this location was the very high rate of arrival and departure relative to other locations, with 68% of vehicles present for an hour or less.

West Lothian Parking Strategy

Figure 4.39: On-Street Parking Utilisation within Whitburn



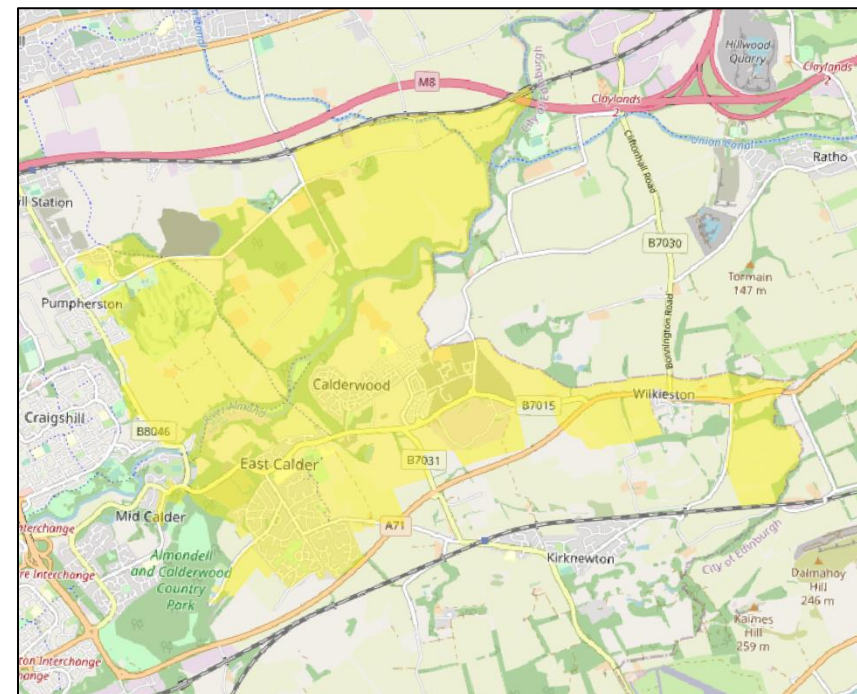
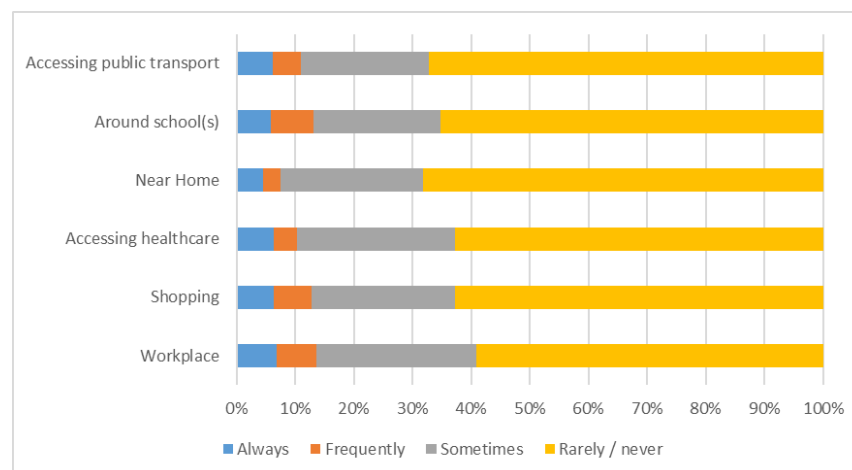


4.13 East Calder

4.13.1 East Calder is a village located about a mile east of Mid Calder and two miles east of Livingston. East Calder grew rapidly in the early 21st-century driven by commuting to Livingston, Edinburgh and Glasgow. The variety and quality of transport links by road and rail continue to provide strong connections via the M8 motorway, the A89 and A71 roads, and the Edinburgh – Glasgow railway line at Kirknewton.

4.13.2 The questionnaire surveys highlighted that most drivers in East Calder experience issues relating to parking and these occur across all location types. 37% of drivers identified pavement parking as an issue, whilst double parking and parking on double yellow lines were experienced by 34% and 33% of people respectively.

Figure 4.40: Experience of Difficulty Parking by Location Type within East Calder



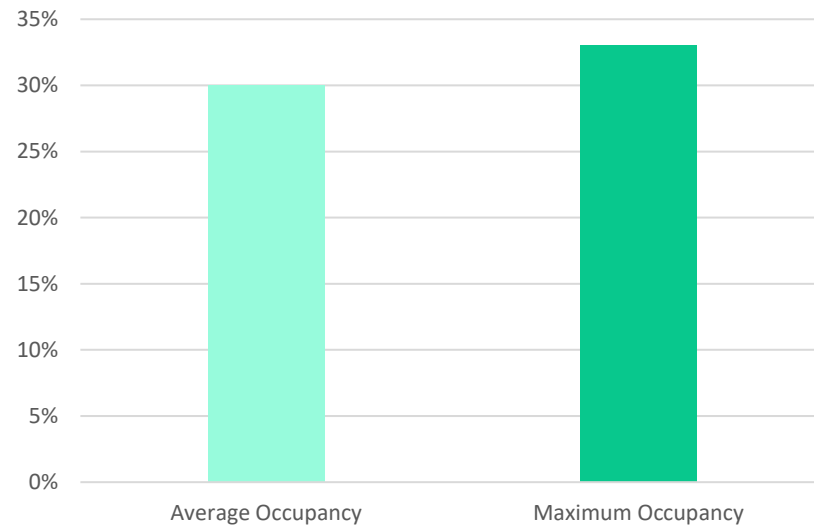
4.13.3 Residents reported that the traffic calming and parking restrictions which have been implemented near Tesco are generally not adhered to. The reduction of cars parking on both sides of the road has actually caused cars to speed up as they feel they have more room on the road. The increase in car speed due to congestion reduction was considered by residents to be a hazard for shoppers and the nearby primary school.

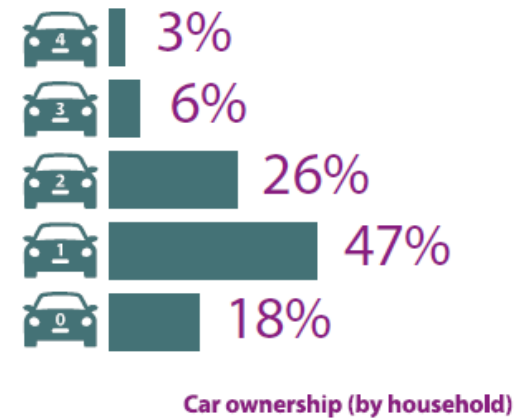
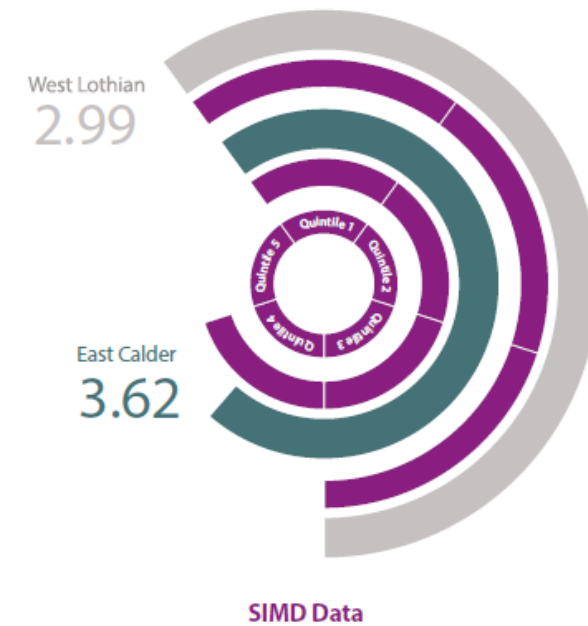
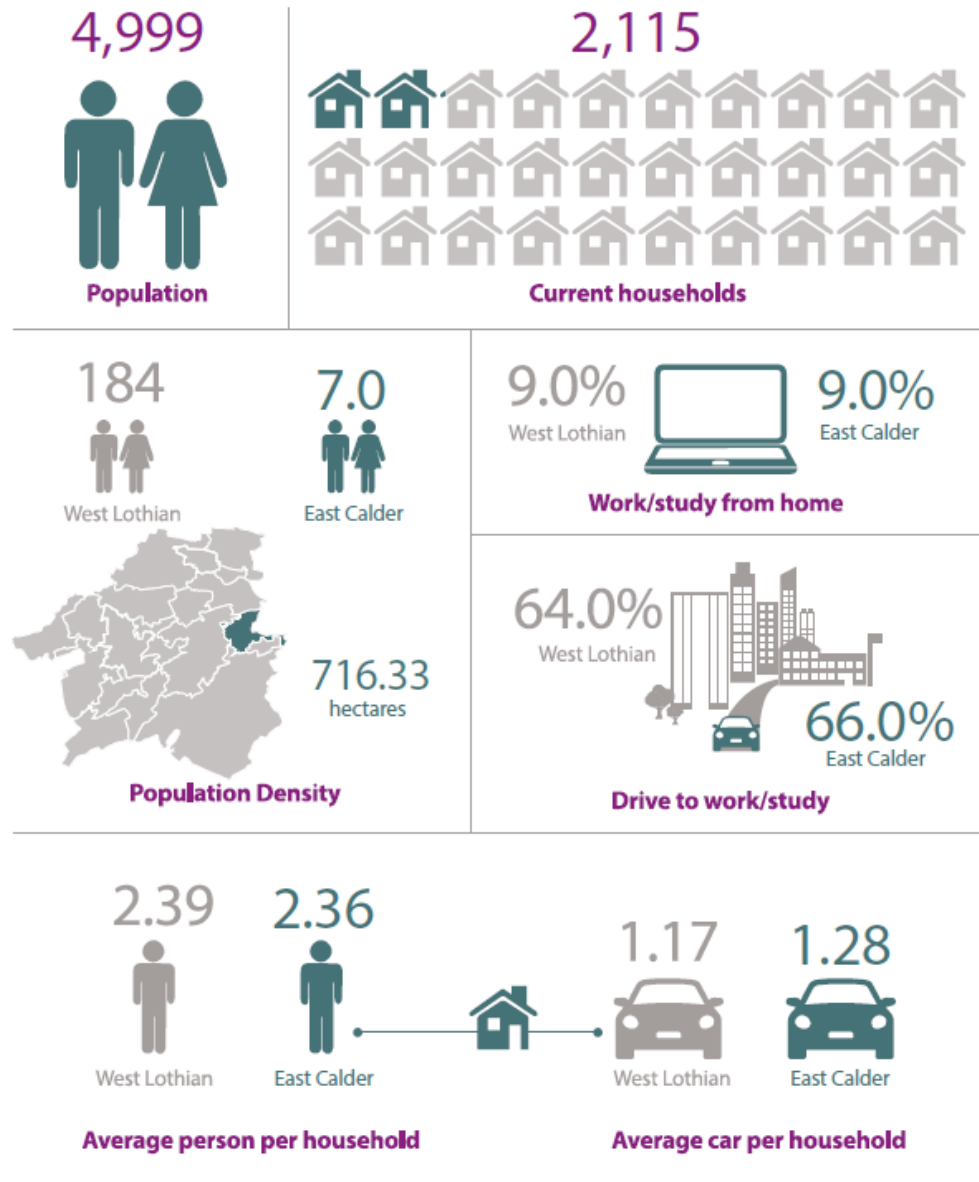
4.13.4 Another identified issue with parking is the area of road in front of the Scotmid Co-op. Parking was reported on the pavement, double yellow lines, pedestrian crossing zig-zag lines and bus stops by drivers wanting to park as close to the shop as possible. This reduces accessibility on the pavements and creates a dangerous situation on the roads in the centre of town.

On-Street Parking

- 4.13.5 On-street surveys undertaken in East Calder indicated a high proportion of local on-street parking capacity is generally available. Demand for parking in this location remained around 30% of capacity for the survey period and nearly 40% of vehicles were present for an hour or less, indicating a high rate of arrival and departure with only around a third of vehicles present for over three hours. This suggests that on-street car parking is typically used by those making short trips into East Calder, for example for shopping.

Figure 4.41: On-Street Parking Utilisation within East Calder



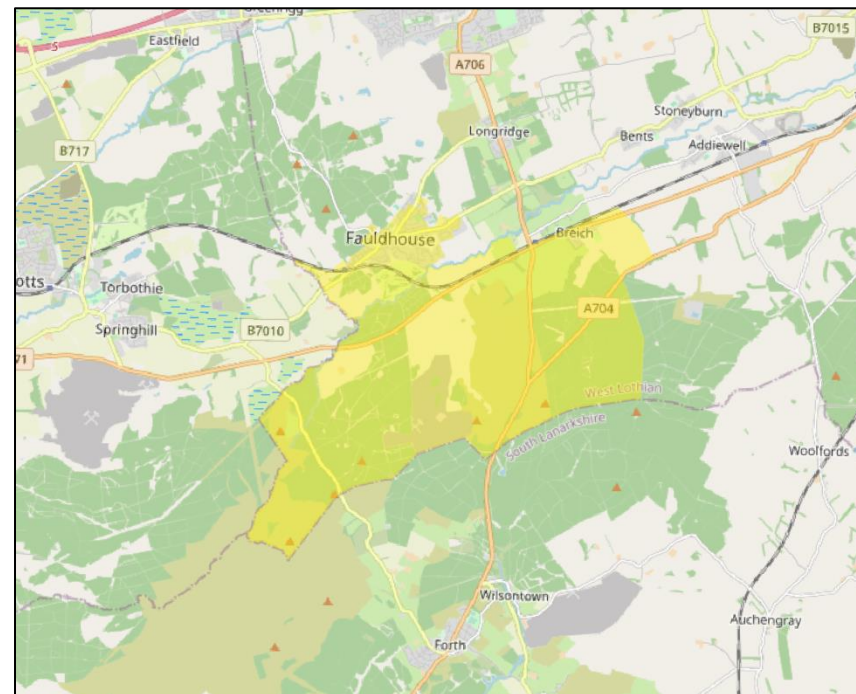
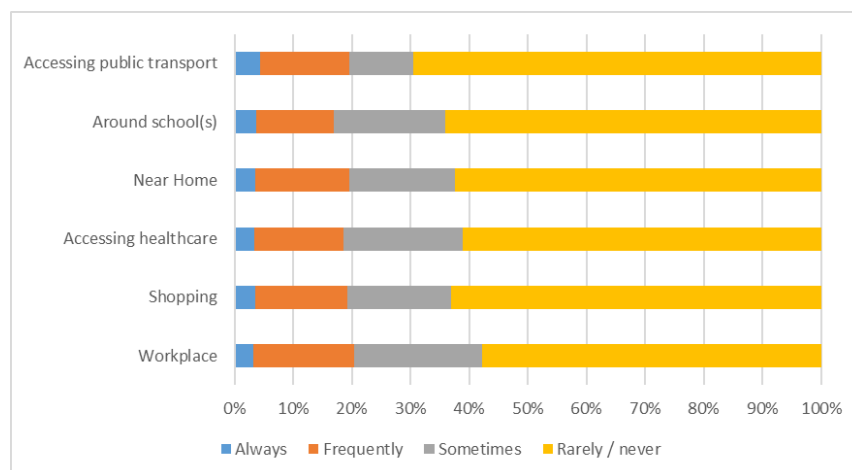


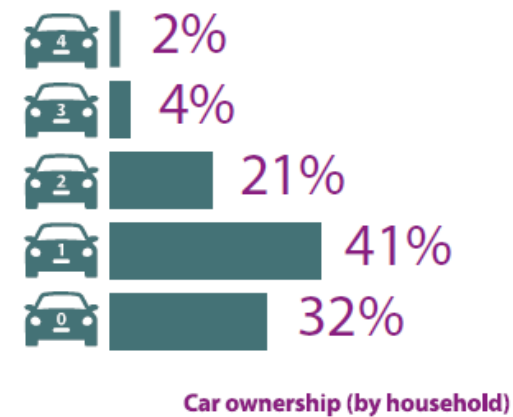
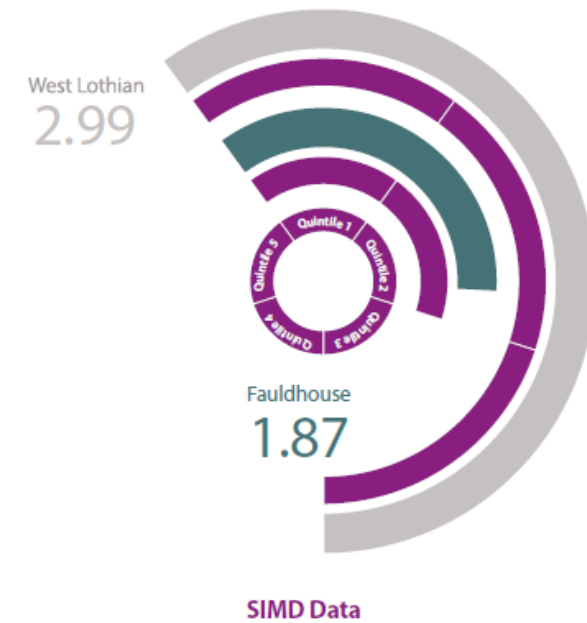
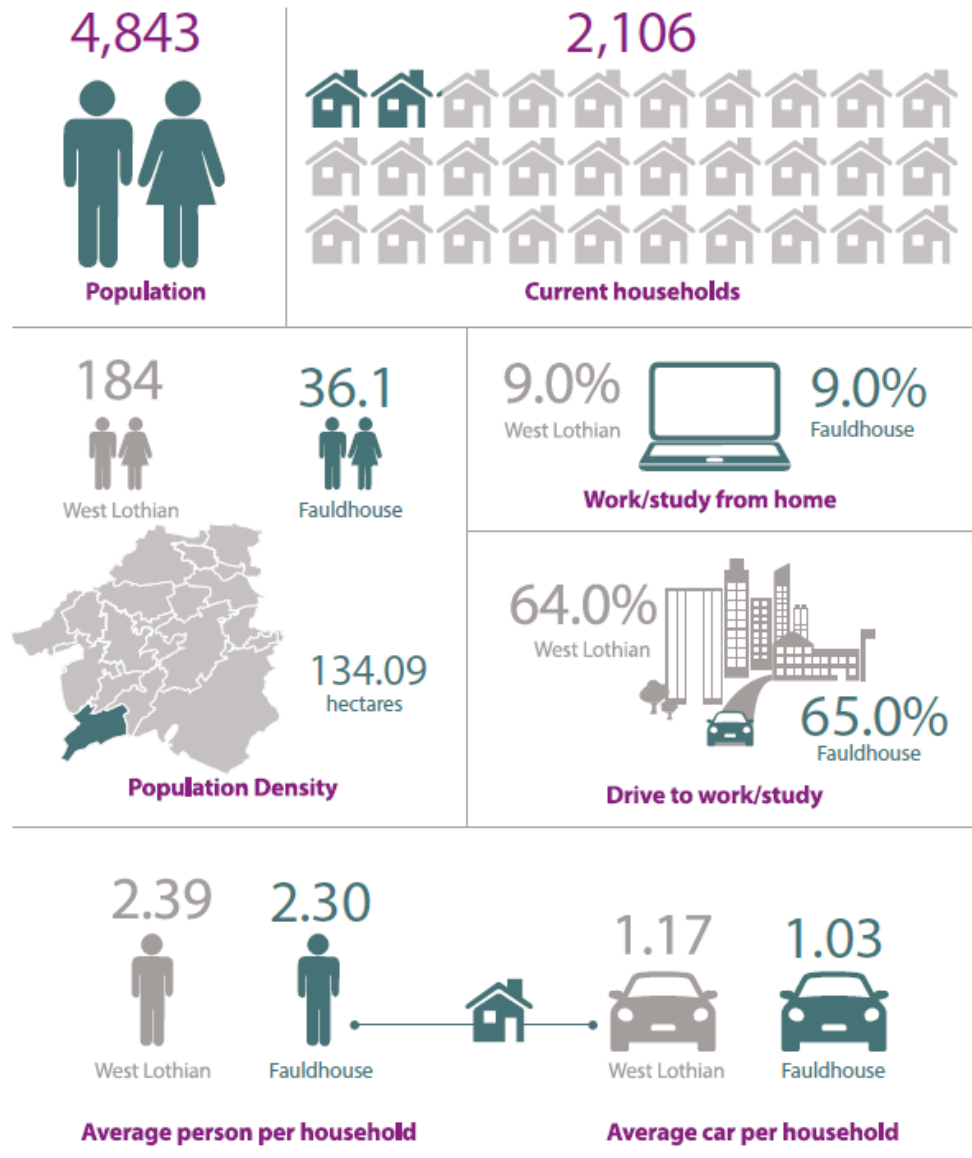
4.14 Fauldhouse

4.14.1 Fauldhouse is a village about halfway between Glasgow and Edinburgh. The nearest towns to Fauldhouse are Whitburn and Livingston. Other neighbouring villages include Longridge, Shotts and Stoneyburn. Fauldhouse was formerly a mining focussed community, developing rapidly in the industrial revolution era. The local economy has since shifted and leisure and tourism attractions have developed within the vicinity of the village. As there is little local industry in Fauldhouse, many residents commute to Livingston, Bathgate, Whitburn, Edinburgh and Glasgow, enabled by the good local transport connections via road and rail.

4.14.2 The questionnaire surveys highlighted that most drivers in Fauldhouse experience issues relating to parking, and these occur across all location types. Cars blocking roads looking for parking spaces was identified as an issue by 39% of respondents, with 38% finding parking on school keep clear markings an issue. 36% also believed that pavement parking was a problem.

Figure 4.42: Experience of Difficulty Parking by Location Type within Fauldhouse

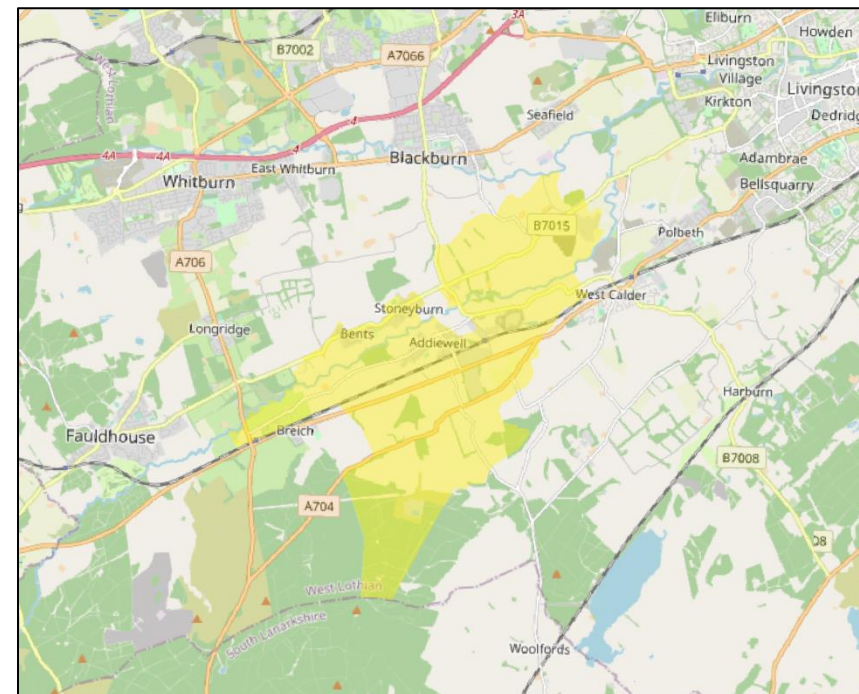
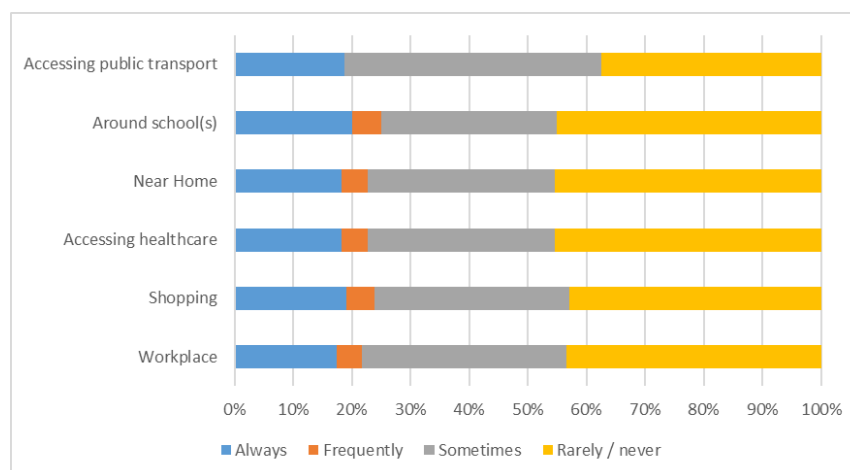


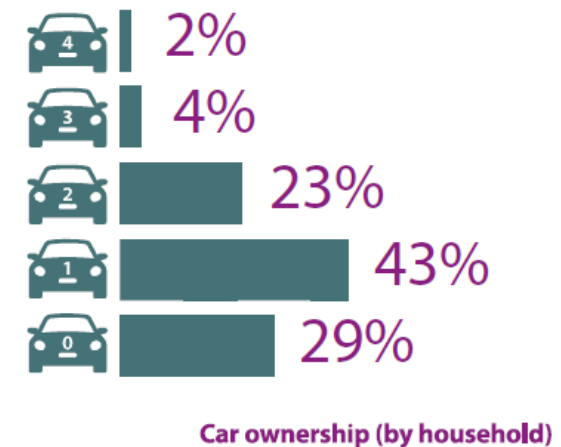
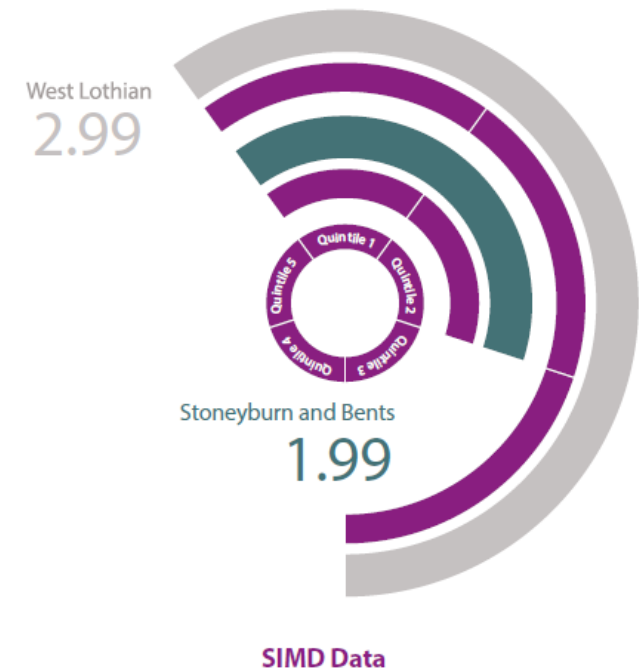
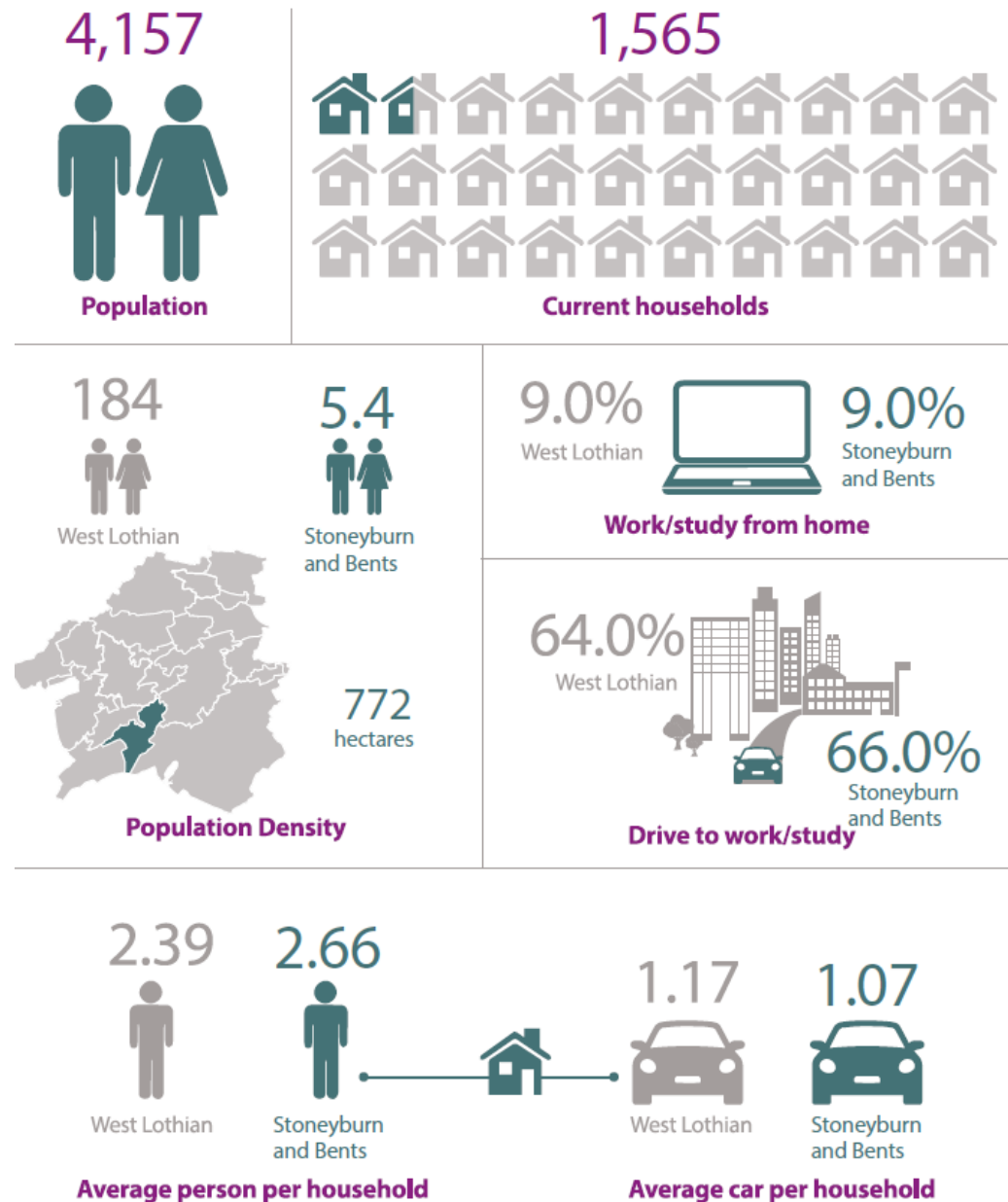


4.15 Stoneyburn and Bents

- 4.15.1 Stoneyburn and Bents are situated approximately 4 miles from Bathgate to the north and 5 from Livingston to the east. They also approximately 14 miles (22 km) from Edinburgh and 18 miles (29 km) from Glasgow. Stoneyburn is also 2 miles away from junction 4 of the M8. The villages are located on the B7015 to Fauldhouse and Livingston.
- 4.15.2 The questionnaire surveys highlighted that most drivers in Stoneyburn and Bents experience issues relating to parking and these occur across all location types. 48% of drivers identified parking on school keep clear markings as an issue, whilst pavement parking and double parking were experienced by 40% and 38% of people respectively.
- 4.15.3 Anecdotally, it is reported that there can be issues associated with parking at the shops on Main Street.

Figure 4.43: Experience of Difficulty Parking by Location Type within Stoneyburn and Bents

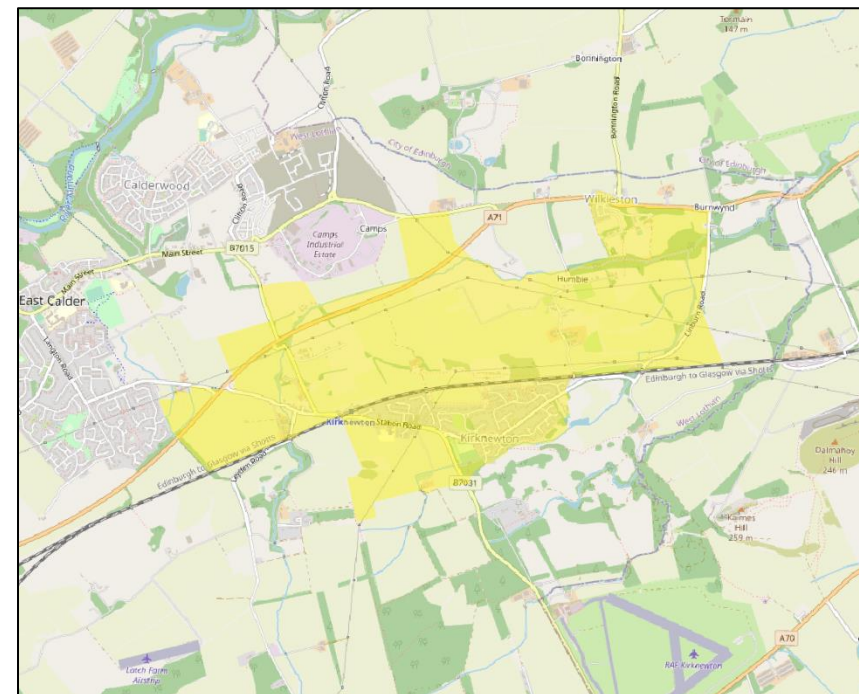
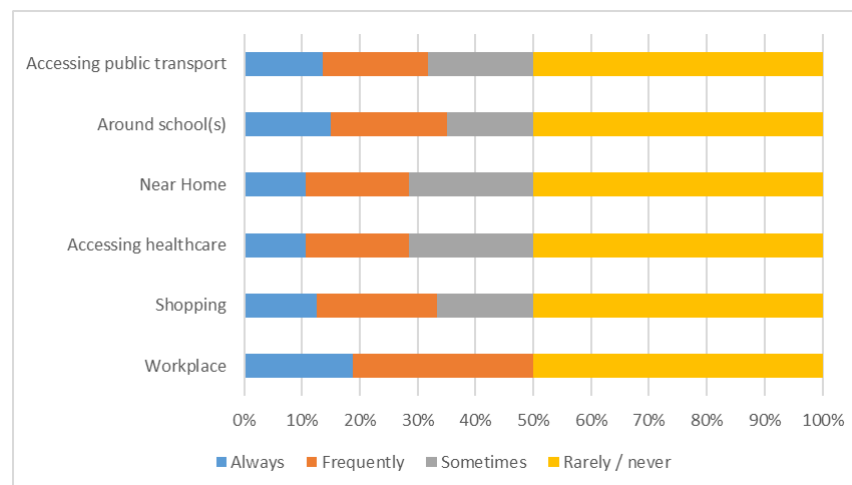


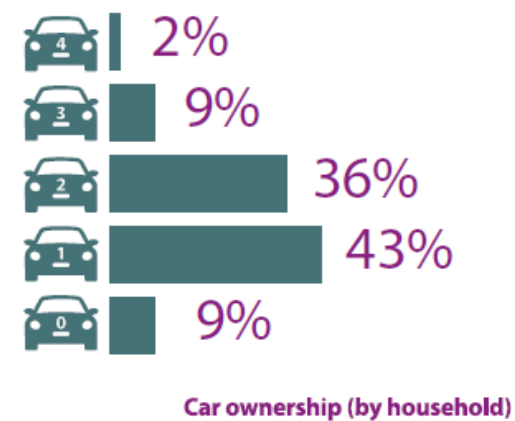
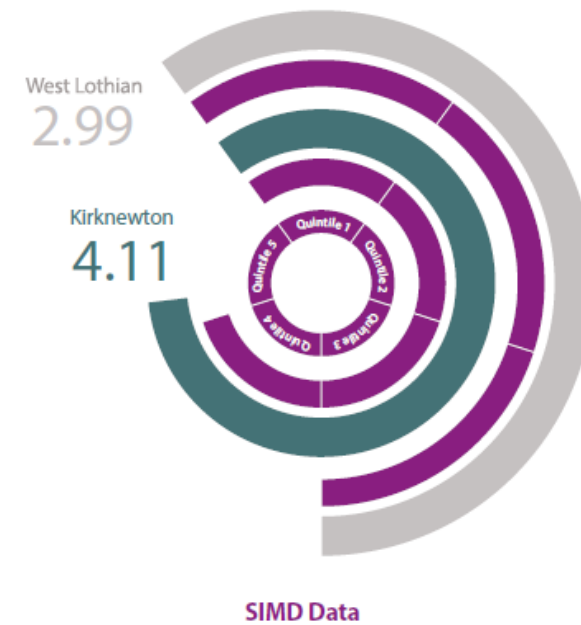
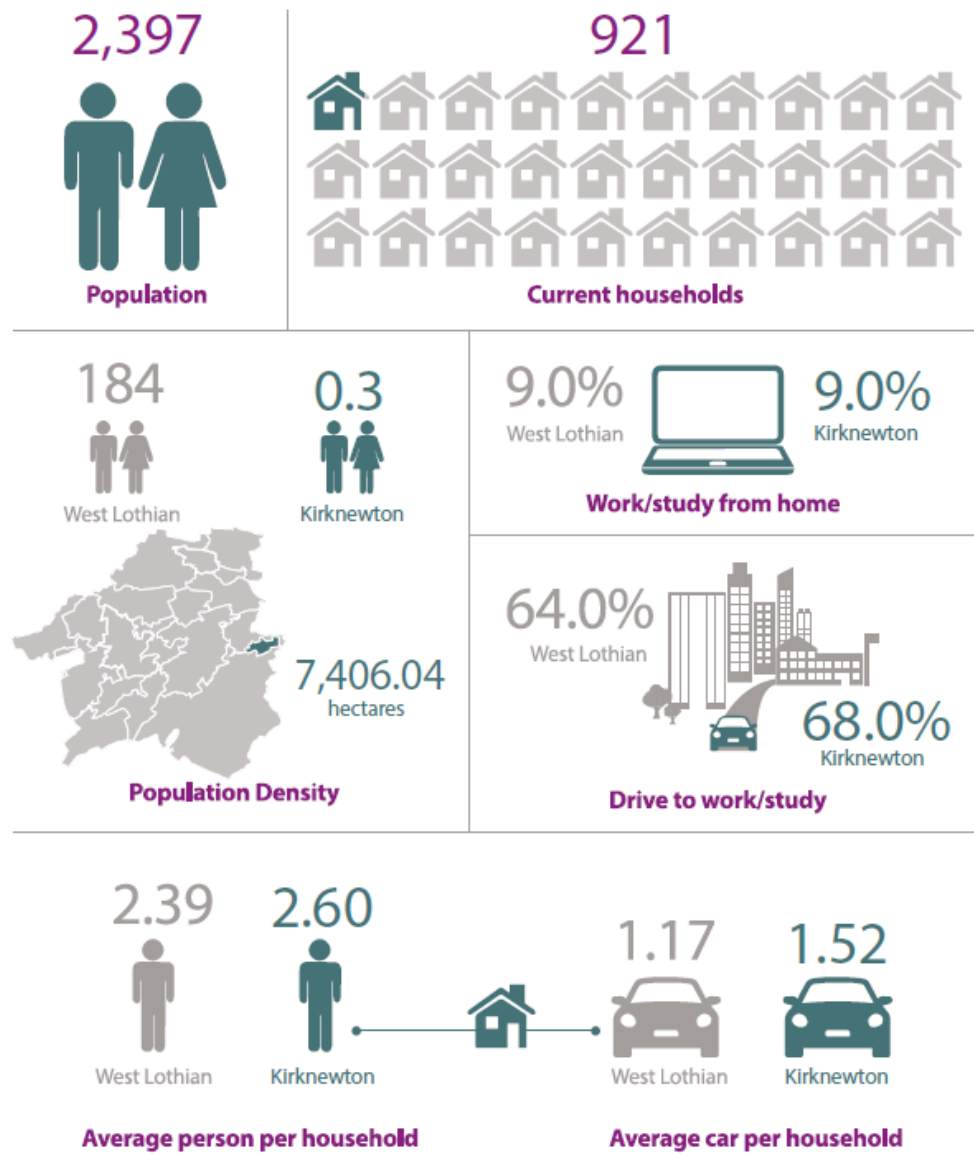


4.16 Kirknewton

- 4.16.1 Kirknewton is a village which lies south of the A71 from Edinburgh to Livingston and north of the A70, the high-level road that runs along the north side of the Pentland Hills from Edinburgh to Carnwath and Lanark. Much of the village stands back from the B7031, which links the two main "A" roads. A formerly mining focussed area, Kirknewton is primarily a residential village with residents travelling to nearby large settlements. Locally there are leisure and tourism activities which take advantage of the attractive countryside of the nearby Pentland Hills area.
- 4.16.2 The questionnaire surveys highlighted that most drivers in Kirknewton experience issues relating to parking and these occur across all location types. Pavement parking and parking on double yellow lines were the single biggest issues, identified by 39% of respondents. 33% also found parking over driveways and parking in bus stops to be issues.
- 4.16.3 Anecdotally, it is reported that there can be issues associated with parking at the shops on Main Street.

Figure 4.44: Experience of Difficulty Parking by Location Type within Kirknewton

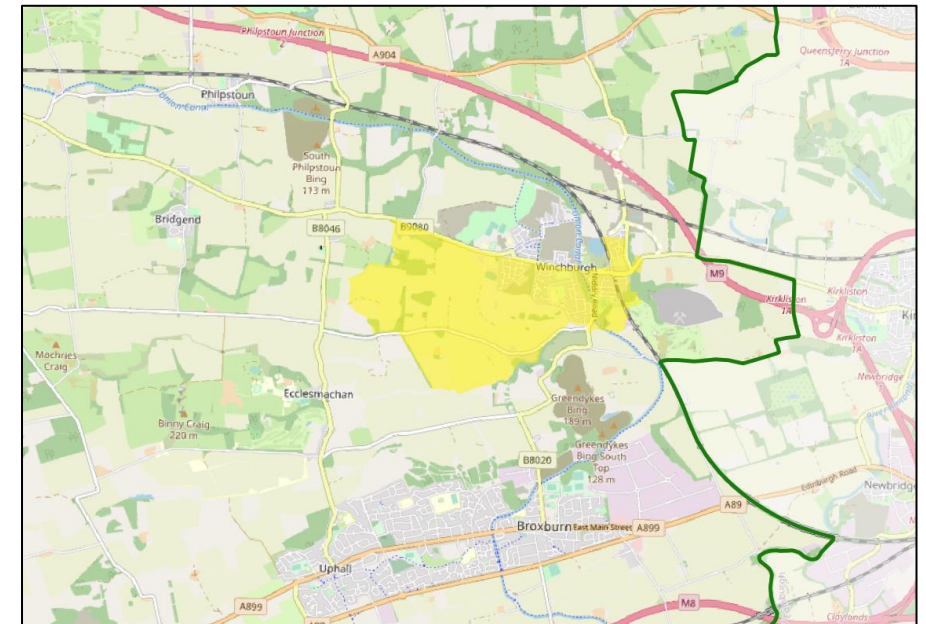
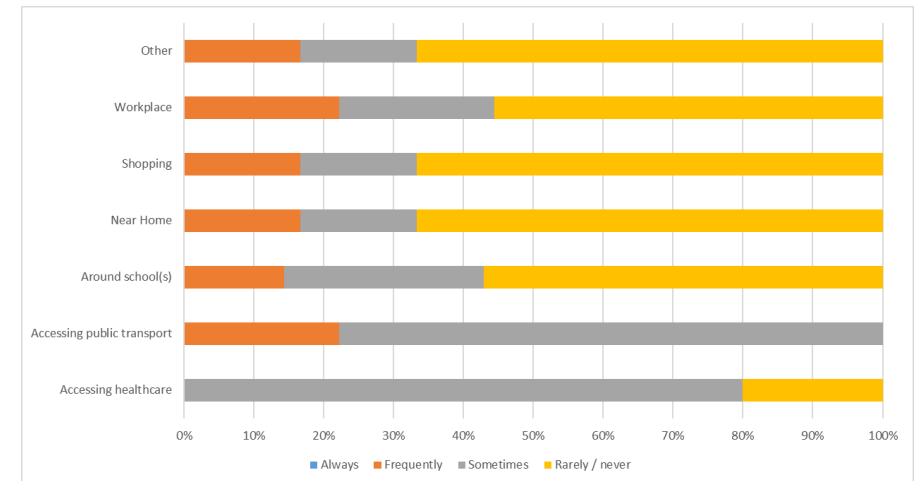


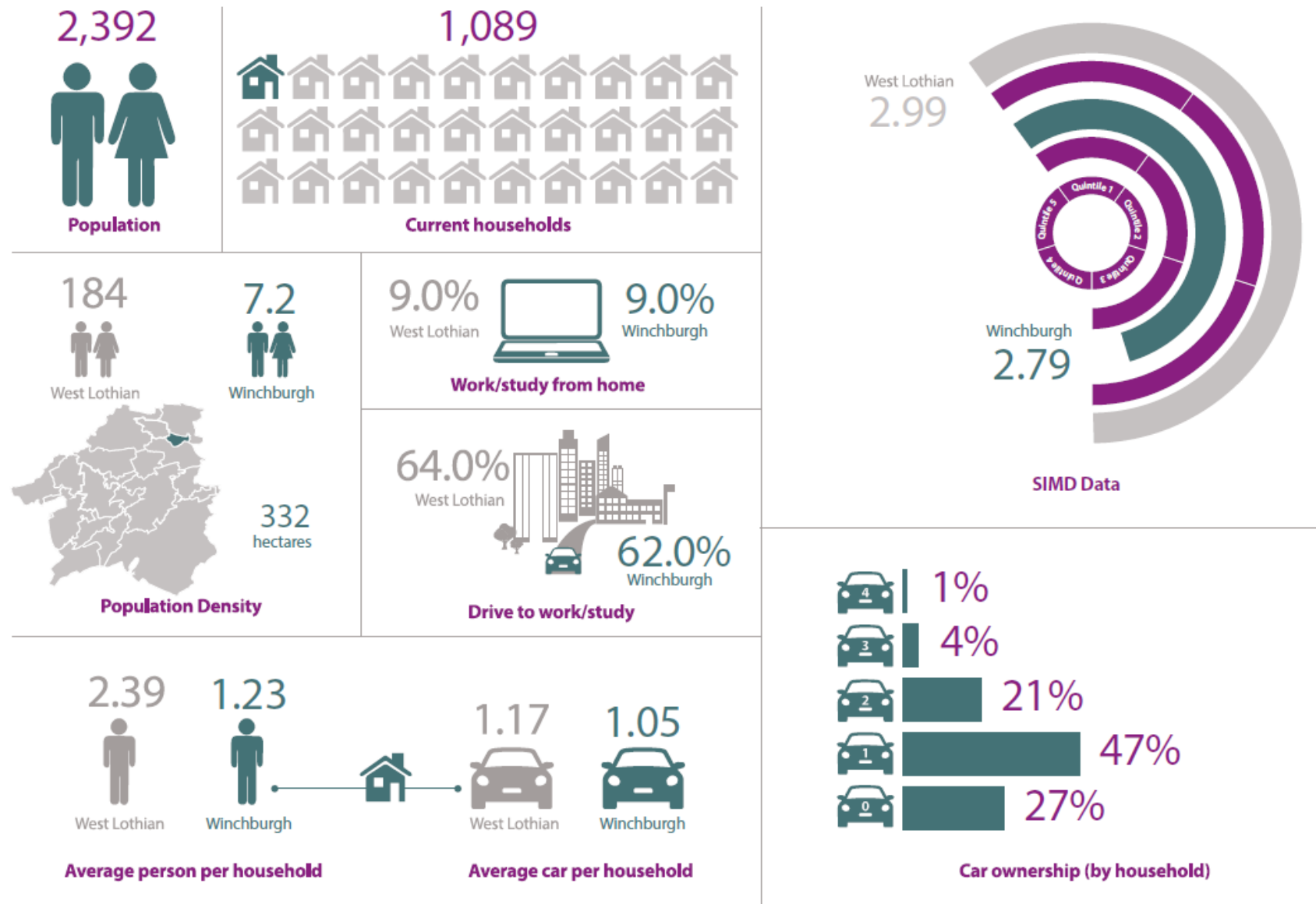


4.17 Winchburgh

- 4.17.1 Winchburgh is a historic village located approximately one mile south of the M9 and approximately two miles west of the M90. The village is well connected by both road travel and public transport, with a half-hourly bus service to Edinburgh.
- 4.17.2 The nearest rail stations are some distance away requiring rail journeys to interchange via another mode, thereby encouraging car use in order to access rail services and contributing to parking demand around nearby stations. Planning permission has been granted for a new station as part of the full Winchburgh masterplan which will help to alleviate this issue and thereby improve public transport access.
- 4.17.3 The Winchburgh masterplan will enable delivery of 3,800 houses, a mixed use centre, primary and secondary schools. The development will also include provision of a new motorway junction to serve the expanded village.
- 4.17.4 The questionnaire surveys highlighted that most the most prominent parking issues for people living in Winchburgh are around healthcare and accessing public transport. However, these problems are experienced less often than in other settlements, with approximately nine per cent of respondents reporting frequent problems and 36 per cent of residents experiencing only occasional problems.

Figure 4.45: Experience of Difficulty Parking by Location Type within Winchburgh

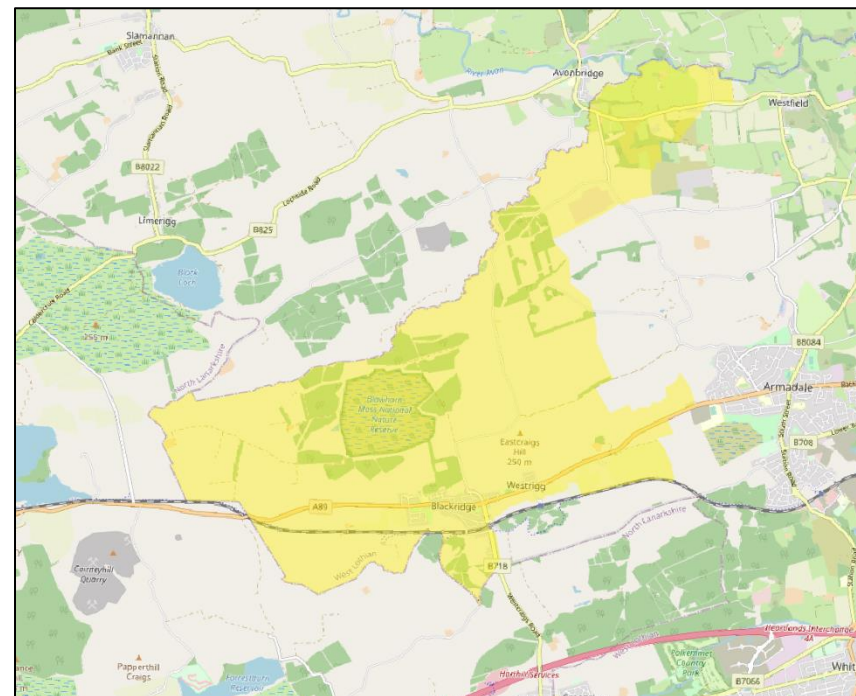
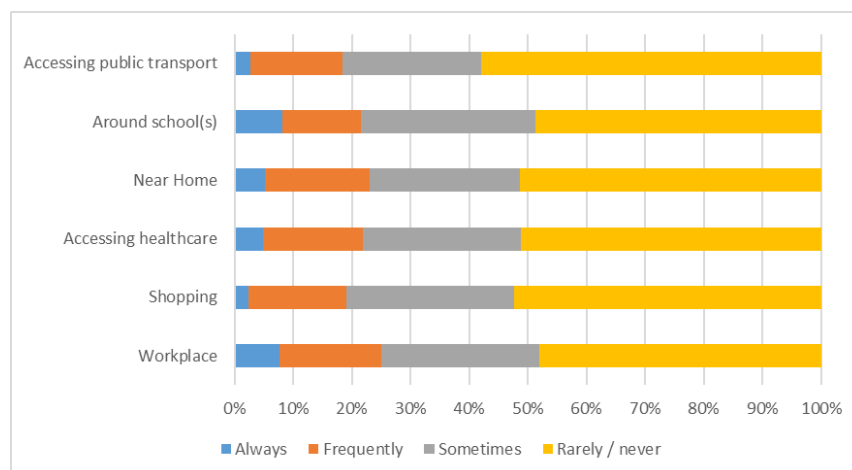


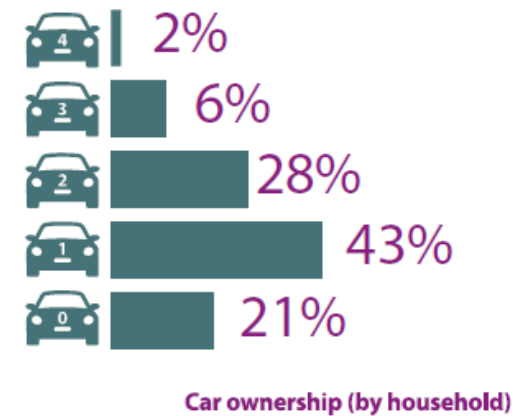
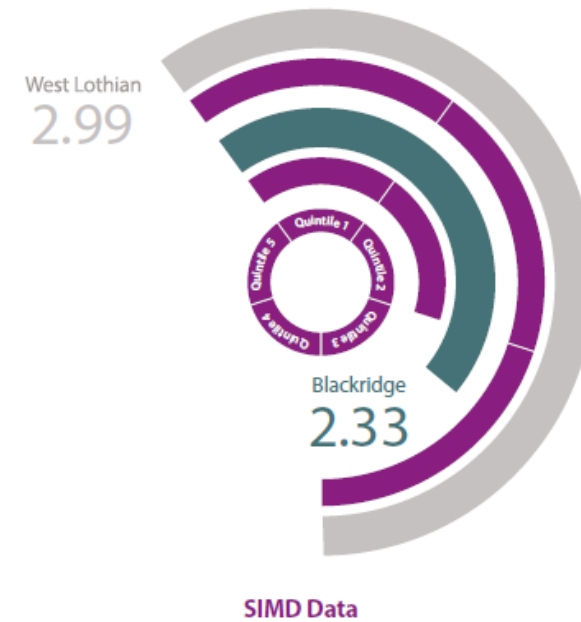
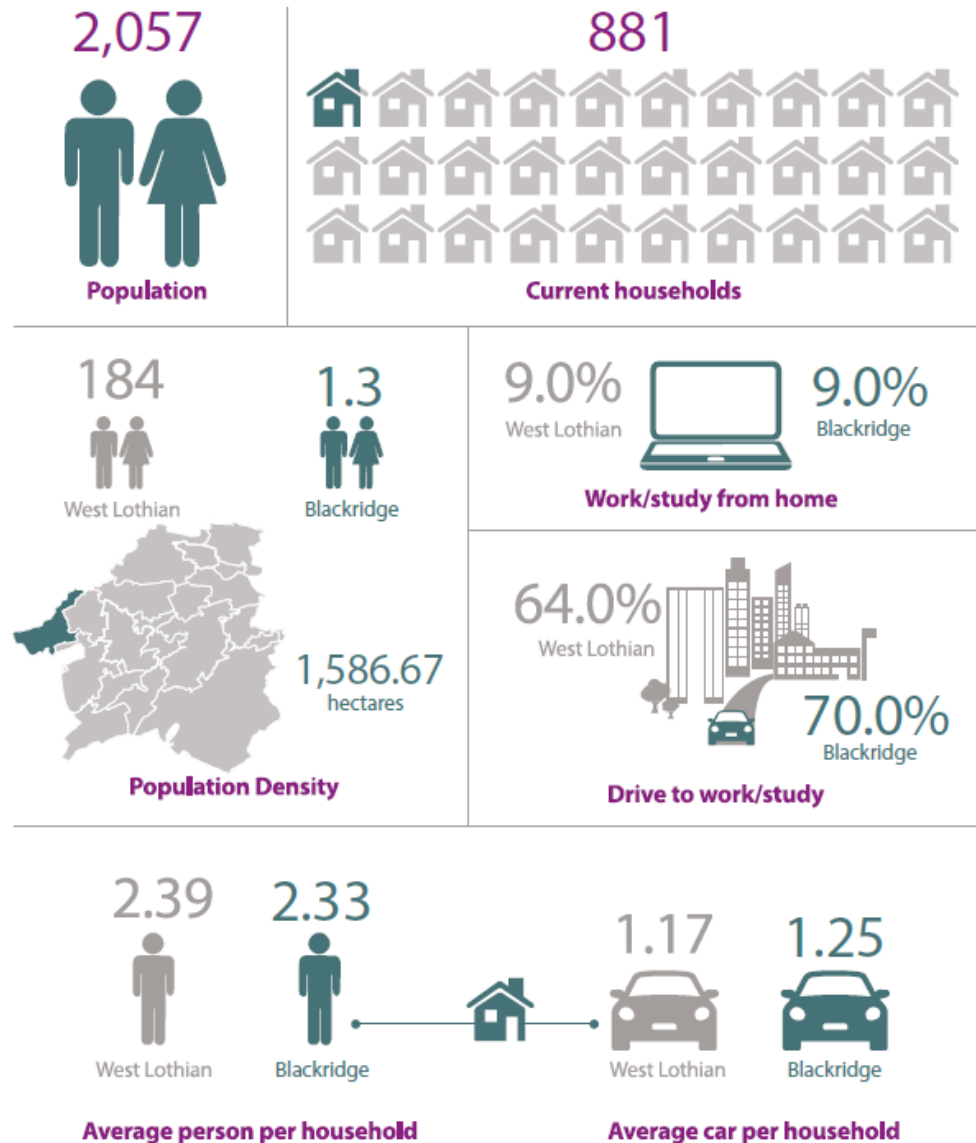


4.18 Blackridge

- 4.18.1 Blackridge developed around the development of railway allowing exploitation of local coal reserves in the late 19th century and in the 20th century switched to a residential character supplying workers for surrounding industrial towns with particularly close links to Bathgate. In 2010, a new Blackridge railway station was opened on the site of Westrigg colliery offering a rail link to both Glasgow and Edinburgh and the town has good transport links to Edinburgh and Glasgow via the nearby M8 junction 4a at Whitburn.
- 4.18.2 The questionnaire surveys highlighted that most drivers in Blackridge experience issues relating to parking, and these occur across all location types. Pavement parking and parking on double yellow lines were the single biggest issues, identified by 51% and 49% of respondents respectively. Double parking was also a big issue, at 43%.

Figure 4.46: Experience of Difficulty Parking by Location Type within Blackridge





4.19 Longridge

- 4.19.1 Longridge is a village located approximately one mile south of Whitburn and one mile east of Fauldhouse, approximately equidistant from the M8 and the A71, providing strong east-west road transport links to major settlements. Some light industrial activities are present within the village and the areas surrounding the settlement are primarily agricultural. The nearest railway connections are available at Breich, Fauldhouse and Addiewell stations, providing connections to Edinburgh and Glasgow.
- 4.19.2 The questionnaire surveys highlighted that most drivers in Longridge experience issues relating to parking, and these occur across all location types. Parking on single yellow lines and pavement parking were the most prevalent issues, with 54% and 46% of respondents identifying these respectively. Parking over driveways and parking on school keep clear markings were also identified as issues by 38% of respondents. Given the limited facilities and employment in Longridge, it is likely that a large proportion of drivers experience these issues when travelling to other settlements in West Lothian, rather than directly within Longridge.

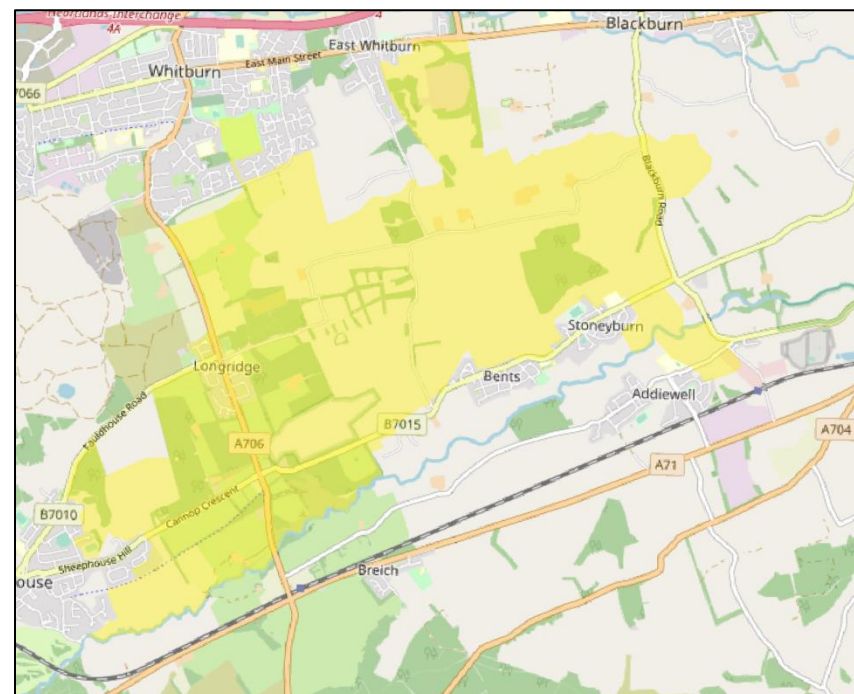
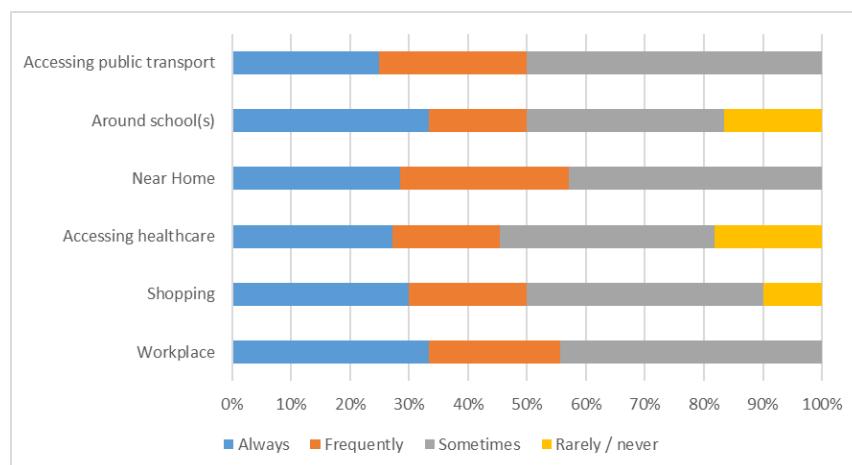
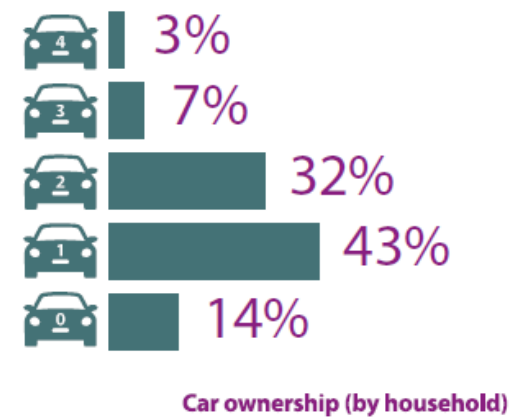
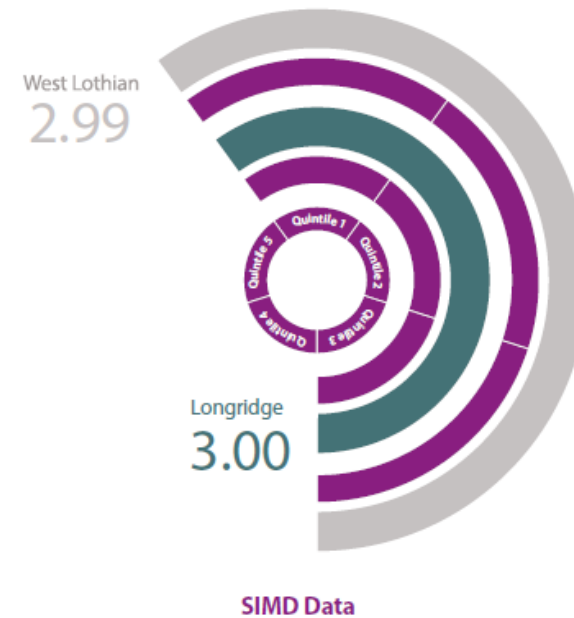
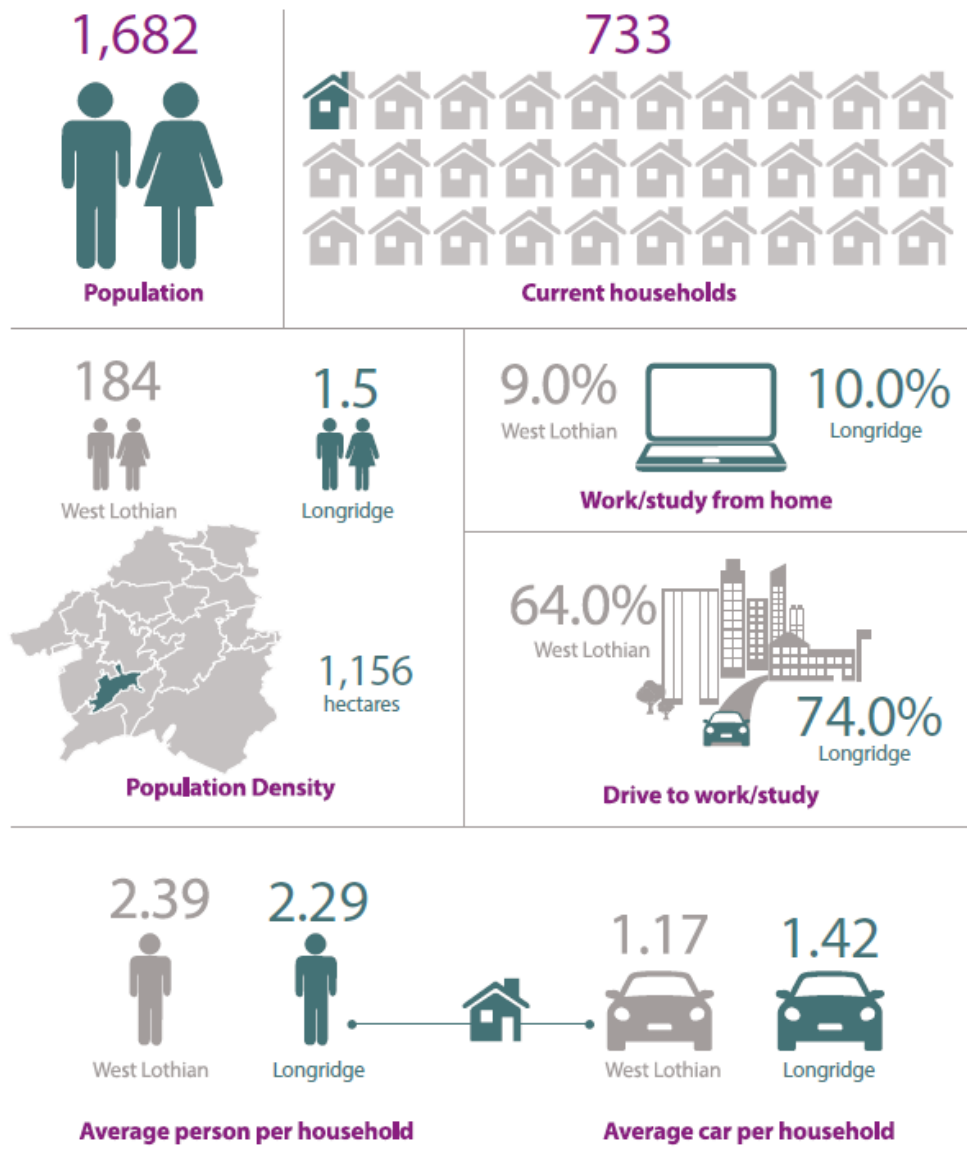


Figure 4.47: Experience of Difficulty Parking by Location Type within Longridge

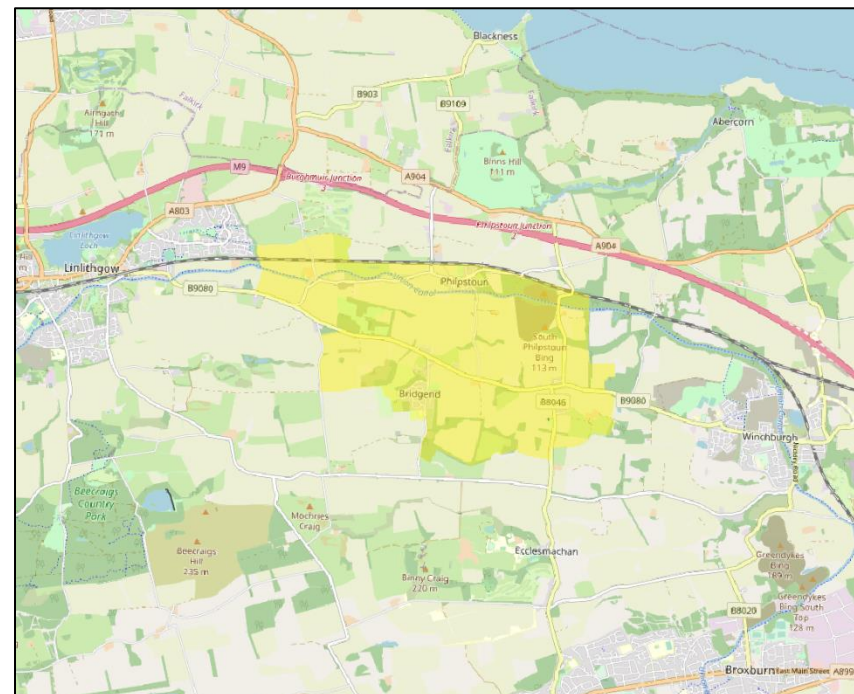
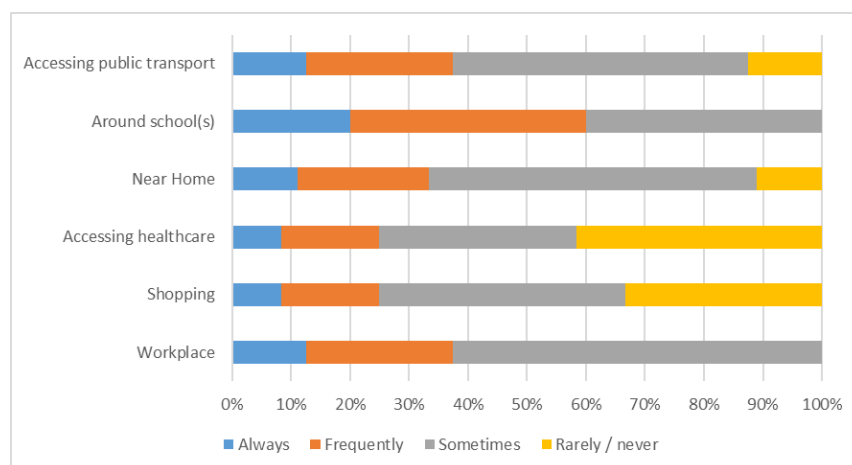


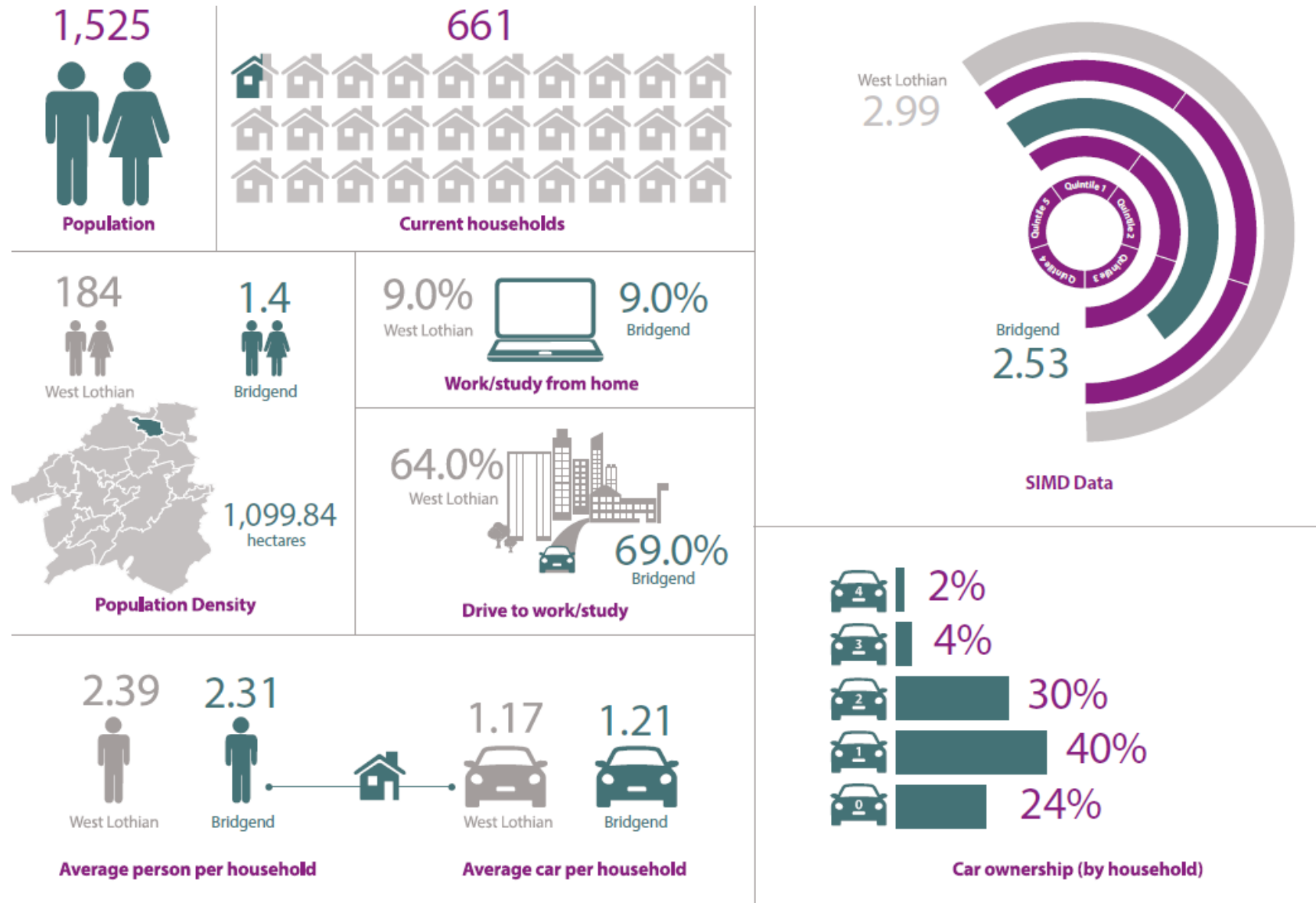


4.20 Bridgend

- 4.20.1 Bridgend is a village located approximately 2.5 miles east of Linlithgow, 9 miles to the west of Edinburgh. The nearest railway connection is at Linlithgow, providing connections to Glasgow and Edinburgh. The area is primarily agricultural, with some leisure destinations providing attractions for visitors to the area. The primary employment destinations are Linlithgow and Edinburgh.
- 4.20.2 The questionnaire surveys highlighted that most drivers in Bridgend experience issues relating to parking, and these occur across all location types. A large proportion (71%) of respondents stated that there were issues with double parking, as well as parking in bus stops and pavement parking (both 57%).

Figure 4.48: Experience of Difficulty Parking by Location Type within Bridgend



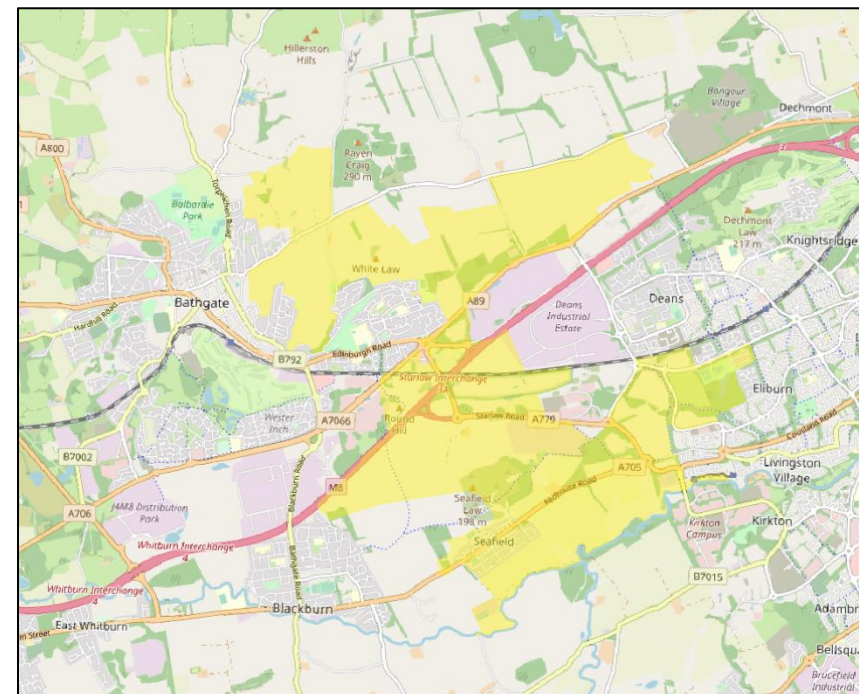
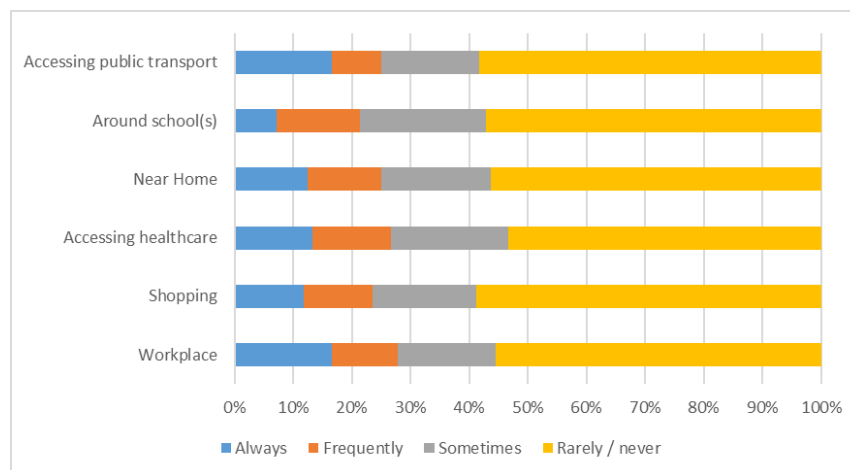


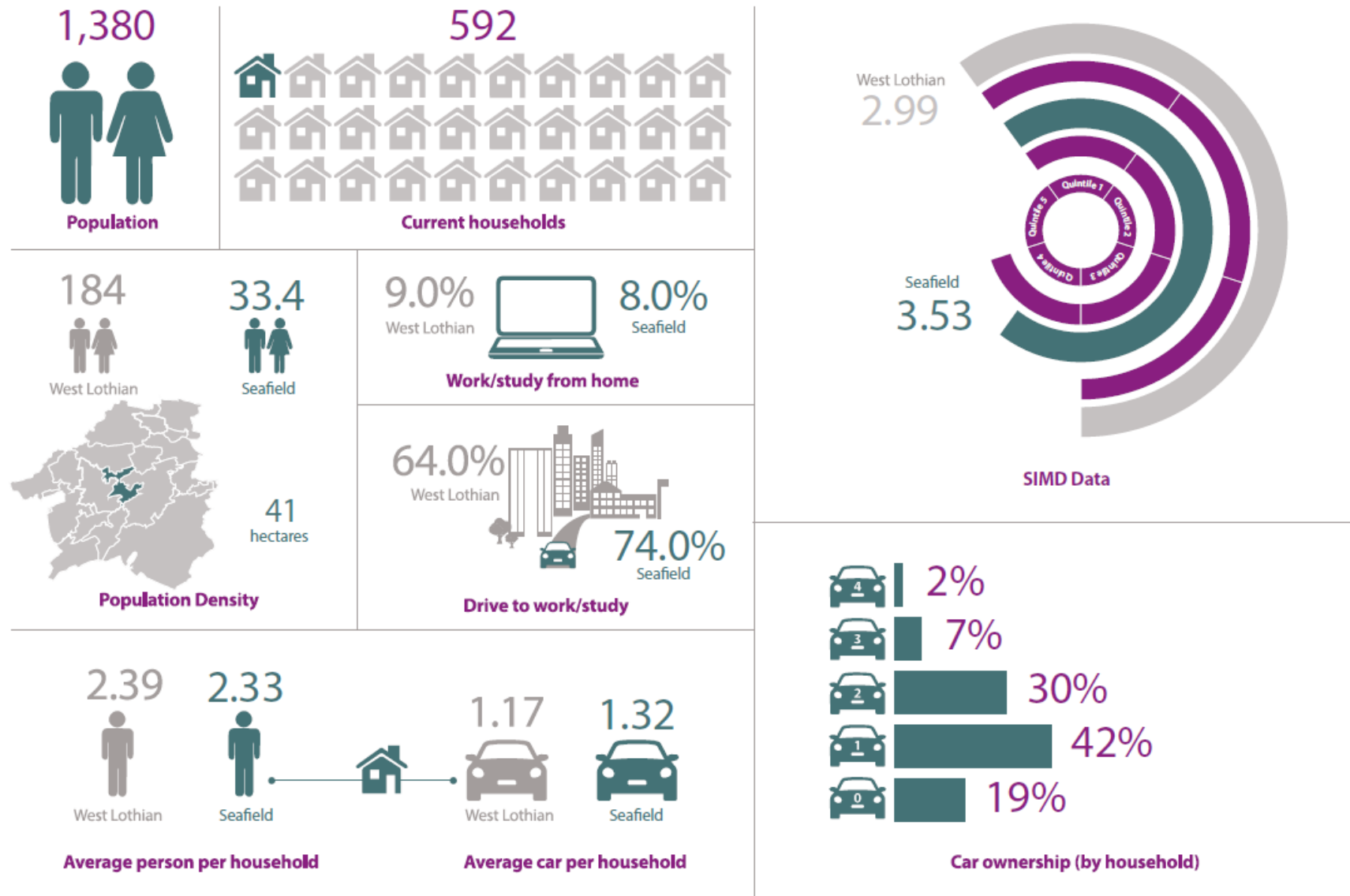
4.21 Seafield

4.21.1 Seafield is a village located between Livingston and Blackburn, along the A705. The area has primarily served to provide workers to surrounding industries, formerly mining and more recently manufacturing and technology industries. The village has good connections to a number of industrial areas in the surrounding towns and has available rail connections at 3 stations within approximately 2 miles, linking to Edinburgh and Glasgow.

4.21.2 The questionnaire surveys highlighted that most drivers in Seafield experience issues relating to parking, and these occur across all location types. Pavement parking and parking over driveways were issued most identified, at 52% and 44% of respondents respectively. 36% also said there were issues with parking on school keep clear markings.

Figure 4.49: Experience of Difficulty Parking by Location Type within Seafield

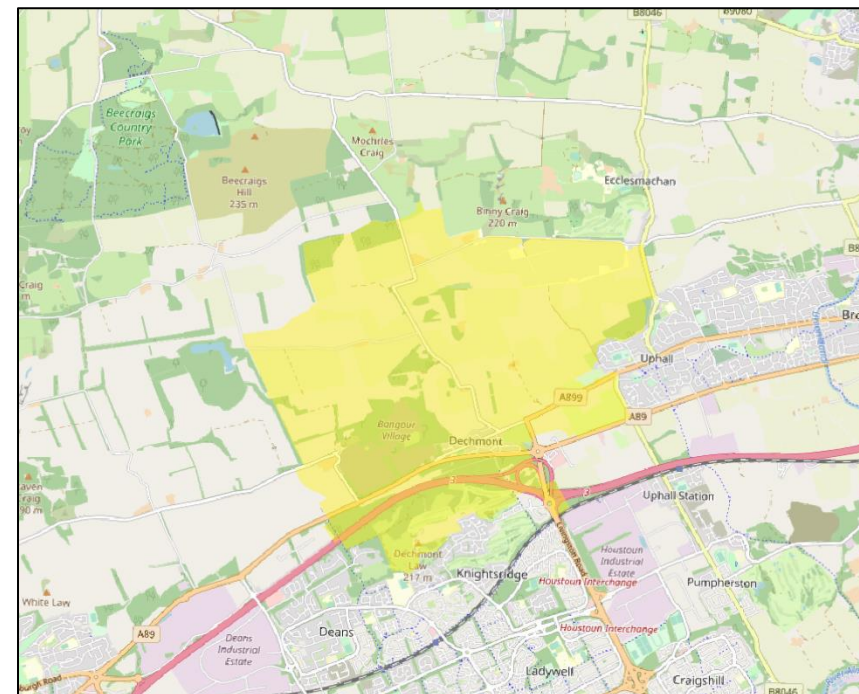
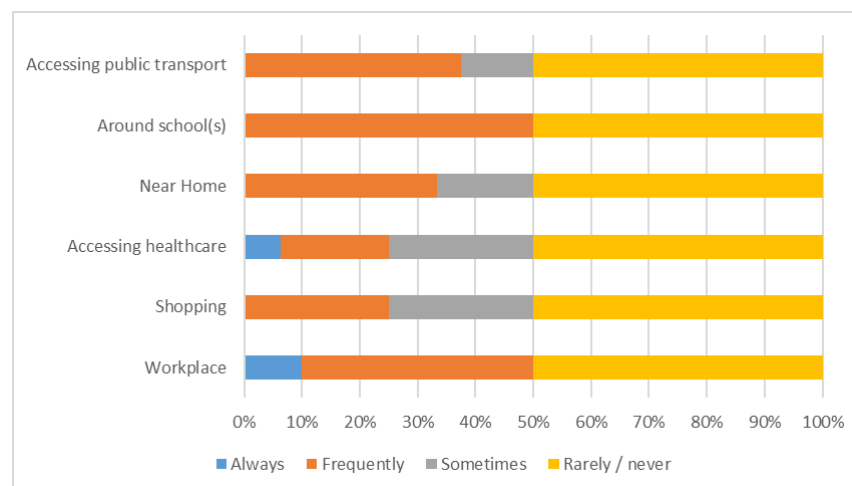


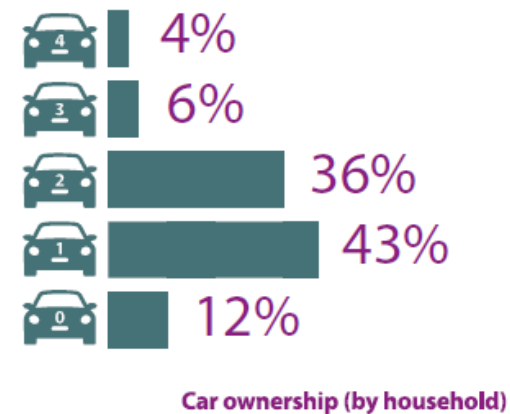
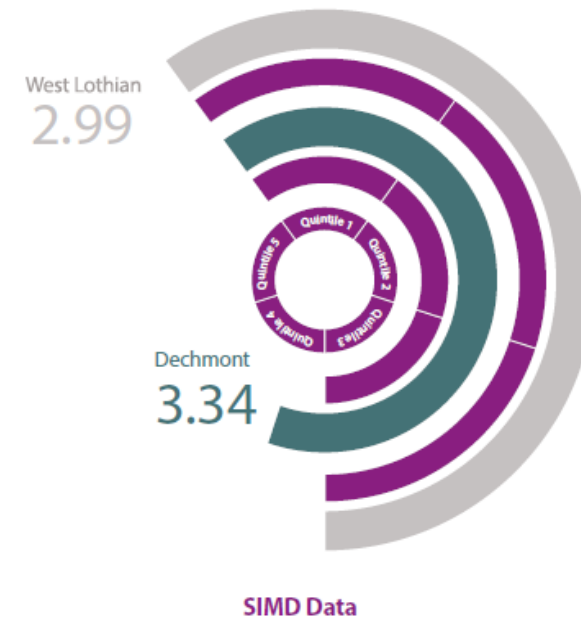
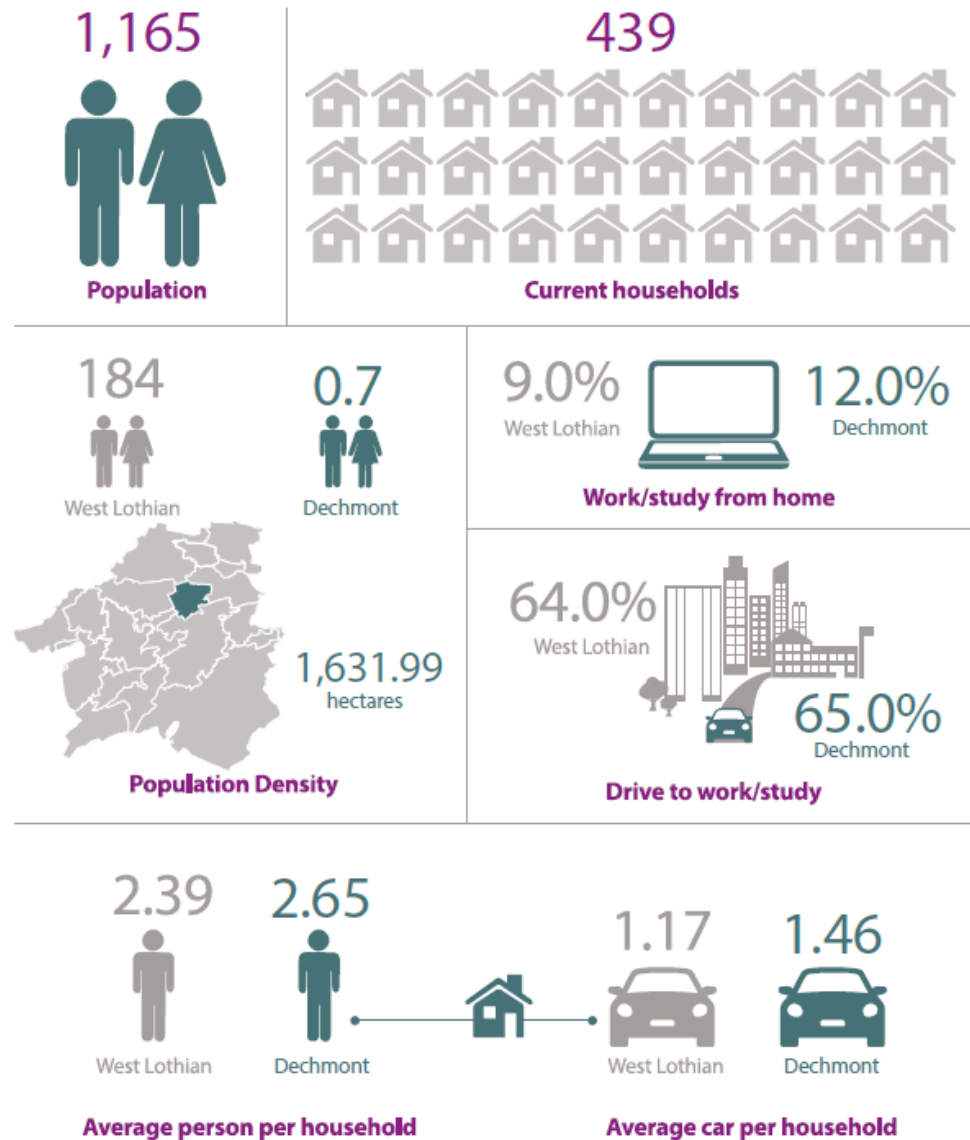


4.22 Dechmont

- 4.22.1 Dechmont is a small village located approximately one mile north of Livingston and a mile to the west of Uphall. The primary employment destination is Livingston and the area has strong road transport connections to nearby settlements via the A899, and Glasgow and Edinburgh via the M8 motorway, with junction 3 approximately a mile to the south of the village.
- 4.22.2 The questionnaire surveys highlighted that most drivers in Dechmont experience issues relating to parking and these occur across all location types. Pavement parking was by far the biggest issue identified, with 44% of respondents noting this. Other notable issues were drivers blocking the road looking for a space, parking over driveways and parking on single yellow lines, each identified by 22% of respondents. Given the limited facilities and employment in Dechmont, it is likely that a large proportion of drivers experience these issues when travelling to other settlements in West Lothian, rather than directly within Dechmont.

Figure 4.50: Experience of Difficulty Parking by Location Type within Dechmont

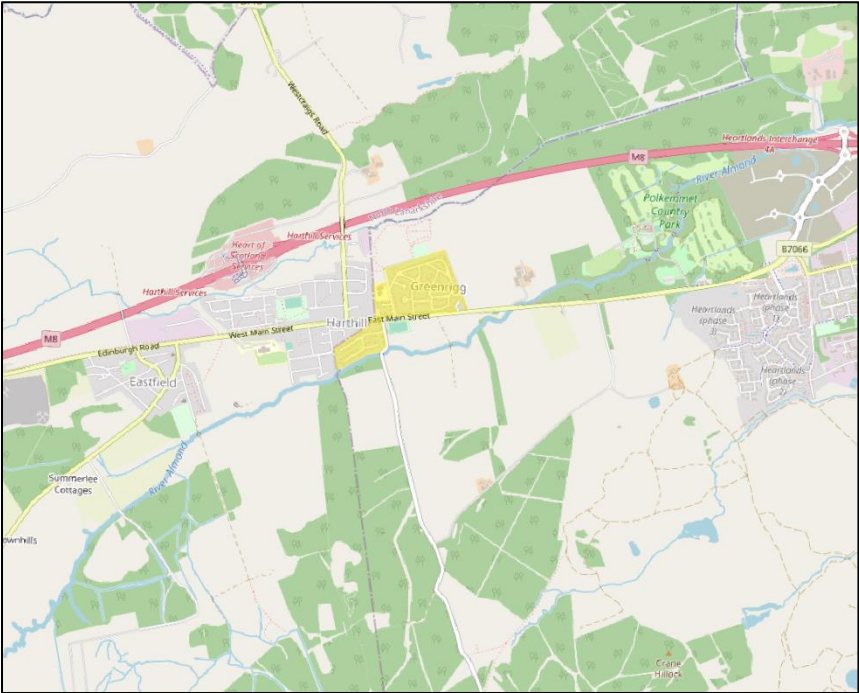
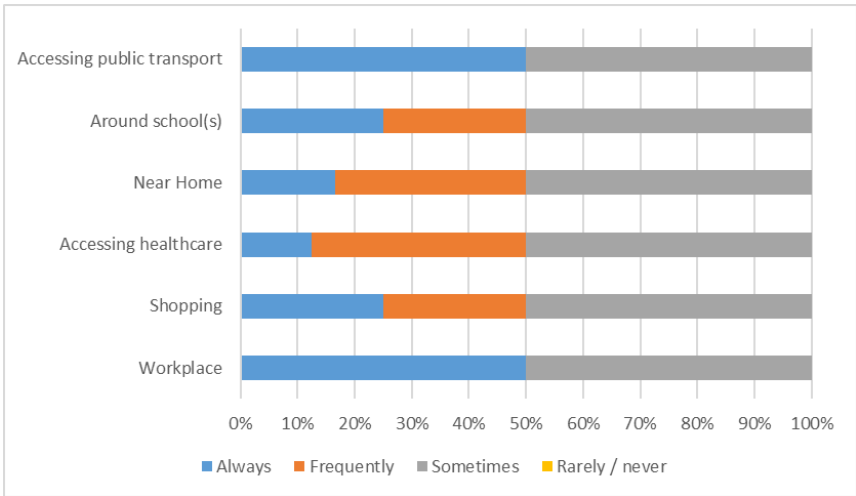


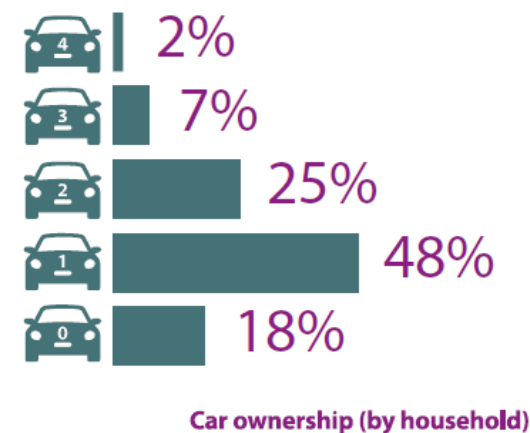
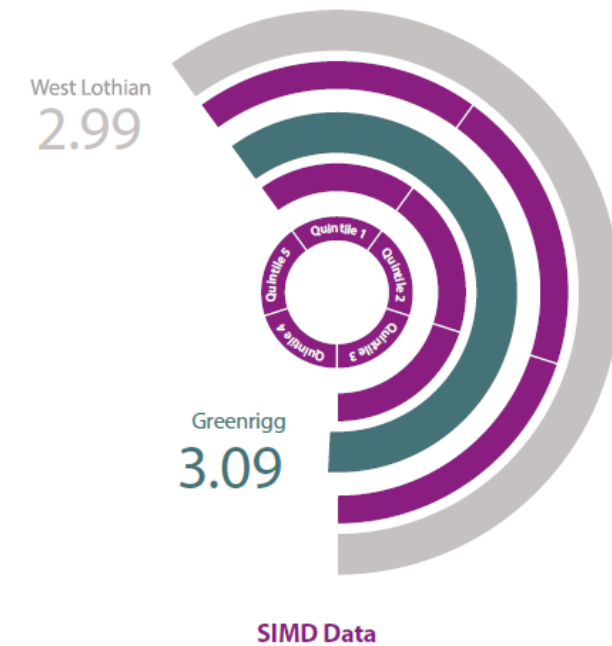
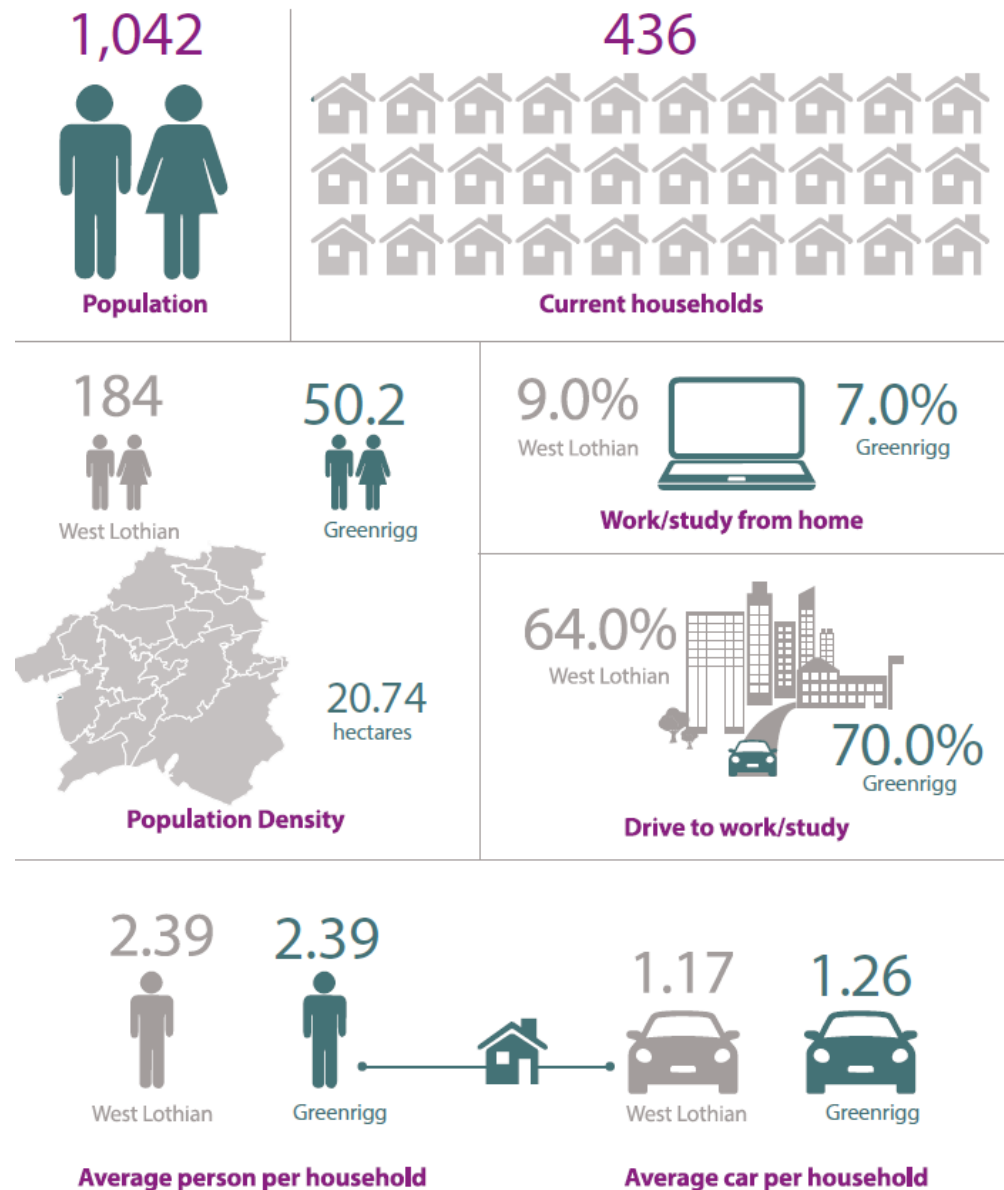


4.23 Greenrigg

- 4.23.1 Greenrigg is a rural village at the western edge of West Lothian. It is adjacent to Harthill, which is split between West Lothian and neighbouring North Lanarkshire. It is located approximate halfway between Glasgow, 21 miles (34 kilometres) to the west, and Edinburgh, 25 miles (40 km) to the east. The nearest town in West Lothian is Whitburn. The closest major towns are Bathgate, 6 miles (9.7 km) away, and Livingston, 10 miles (16 km) away. The proximity of the M8 motorway enables easy access to Edinburgh and Glasgow, alongside other local destinations such as Livingston and Bathgate. The nearest rail connections are Blackridge approximately 2 miles to the north, and Fauldhouse, approximately 3 miles to the south.
- 4.23.2 The questionnaire surveys highlighted that most drivers in Greenrigg experience issues relating to parking, and these occur across all location types. Pavement parking was the single biggest issue identified by 60% of respondents. Other inappropriate parking was identified, as well as cars blocking the road looking for a parking space.

Figure 4.51: Experience of Difficulty Parking by Location Type within Greenrigg

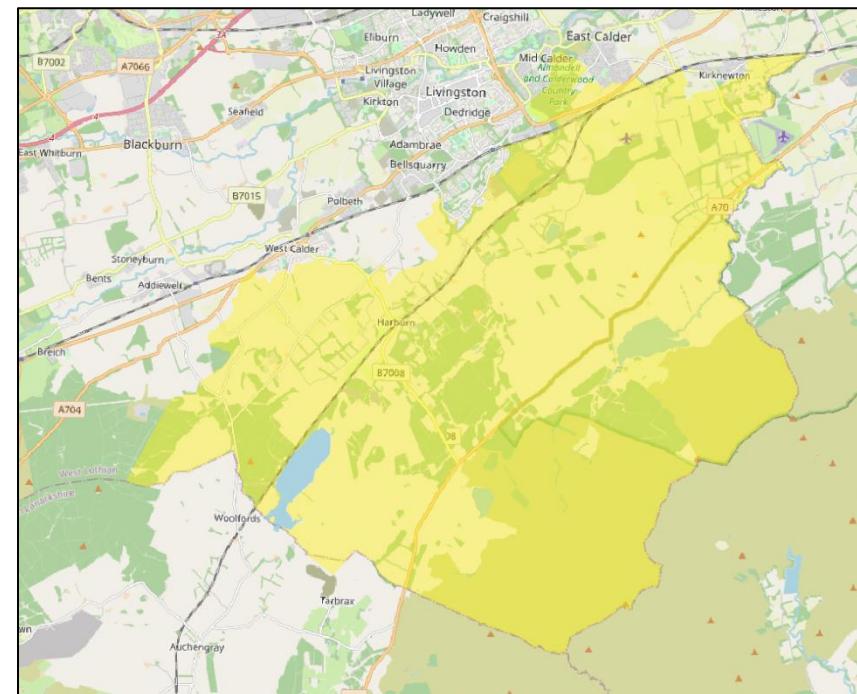
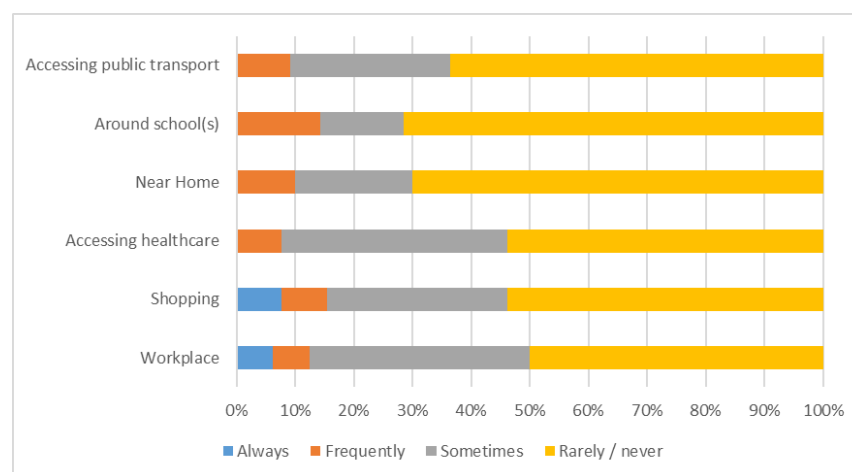


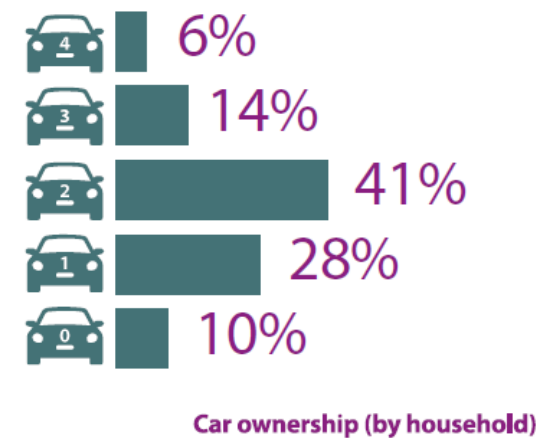
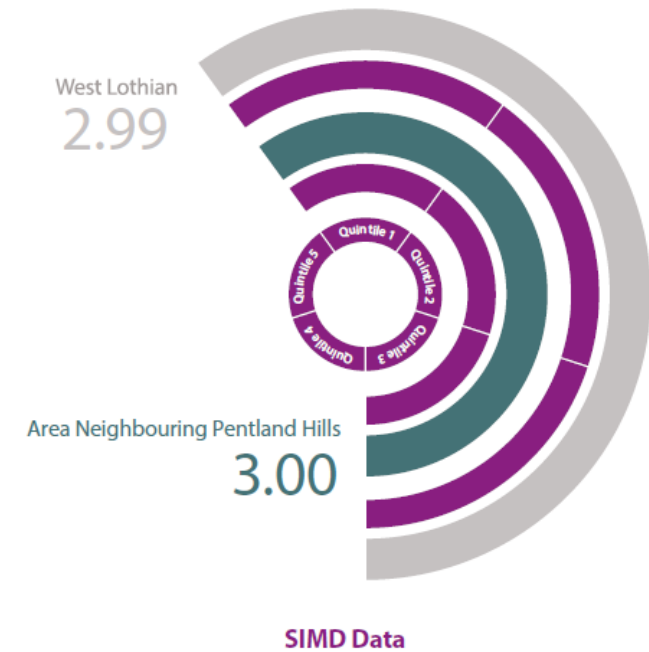
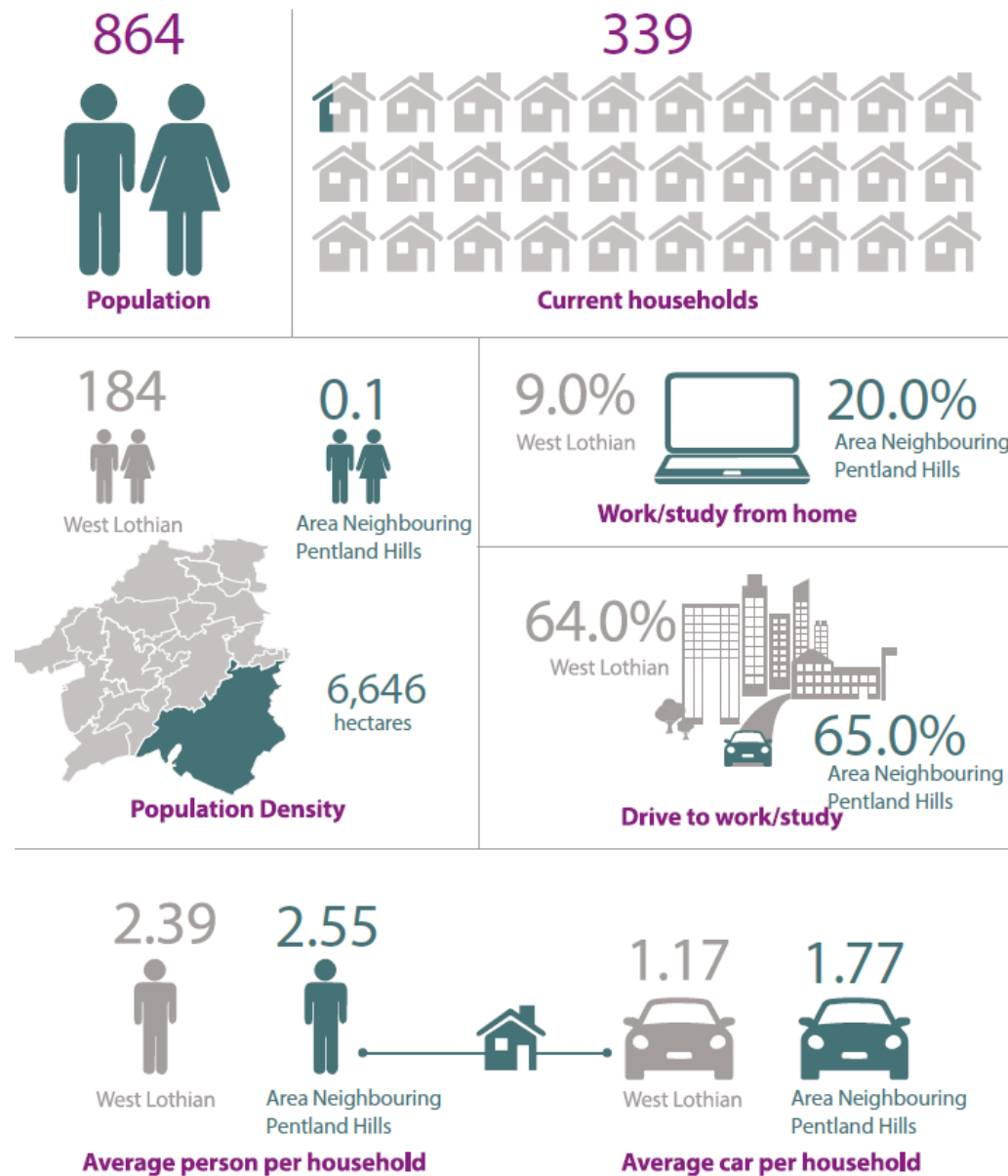


4.24 Area Neighbouring Pentland Hills

- 4.24.1 The area between Livingston and the Pentland Hills regional park is a sparsely populated rural area, with leisure attractions and primarily agricultural employment. The main transport connections are the A70 road to Edinburgh, approximately 10 miles away, and railway stations at Livingston South and West Calder, with the nearest station dependant on location within the area.
- 4.24.2 The questionnaire surveys highlighted that most drivers in the Pentland Hills experience issues relating to parking, and these occur across all location types. Pavement parking and double parking were the single biggest issues, identified by 38% and 35% of respondents respectively.
- 4.24.3 Given the limited facilities and employment in this area, it is likely that a large proportion of drivers experience these issues when travelling to other settlements in West Lothian, rather than directly within the area neighbouring the Pentland Hills.

Figure 4.52: Experience of Difficulty Parking by Location Type within Area Neighbouring Pentland Hills

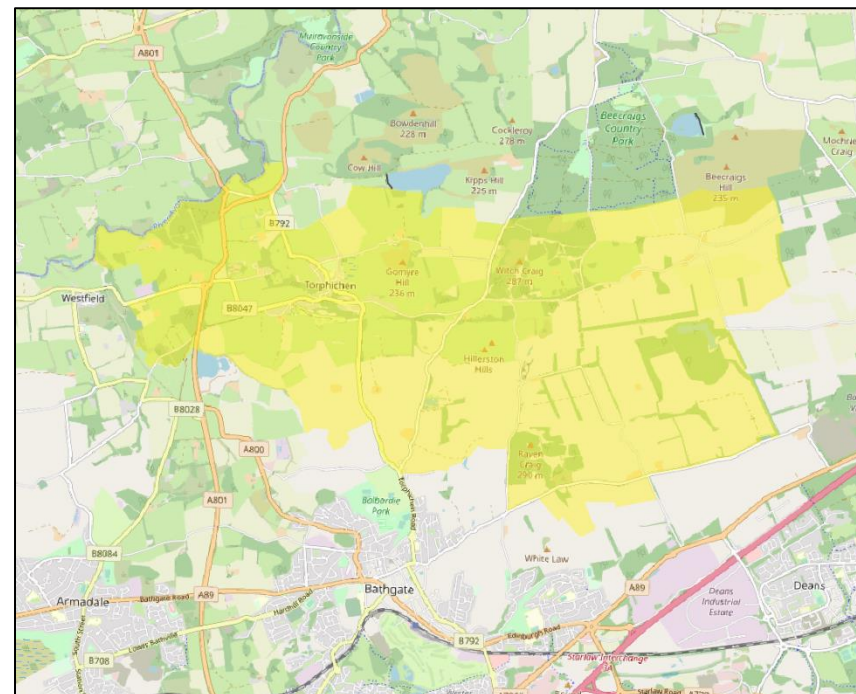
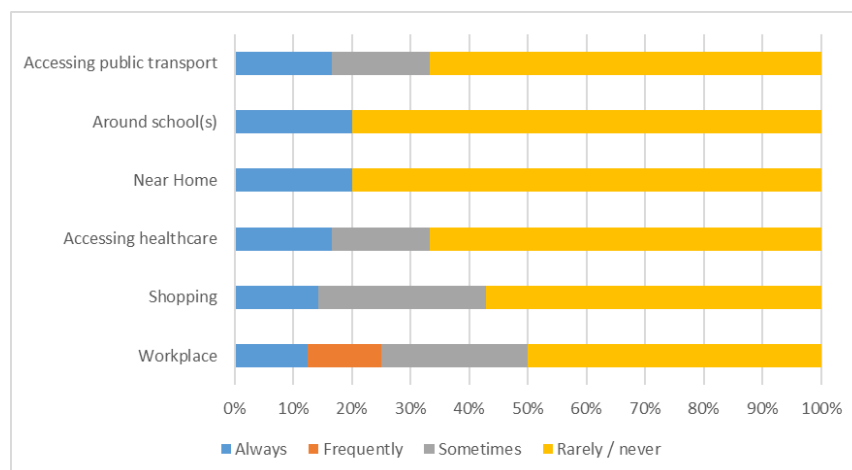


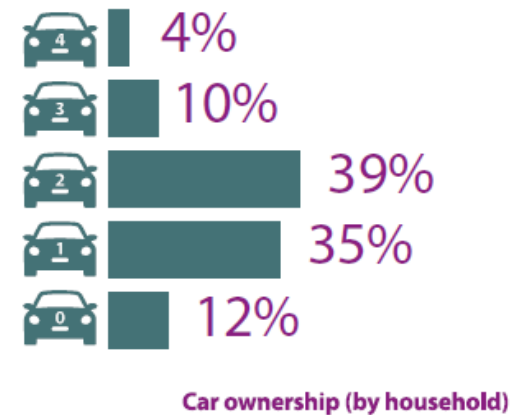
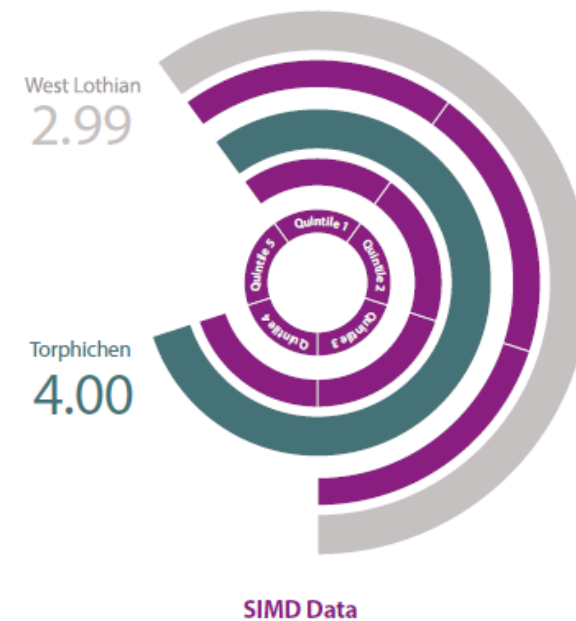
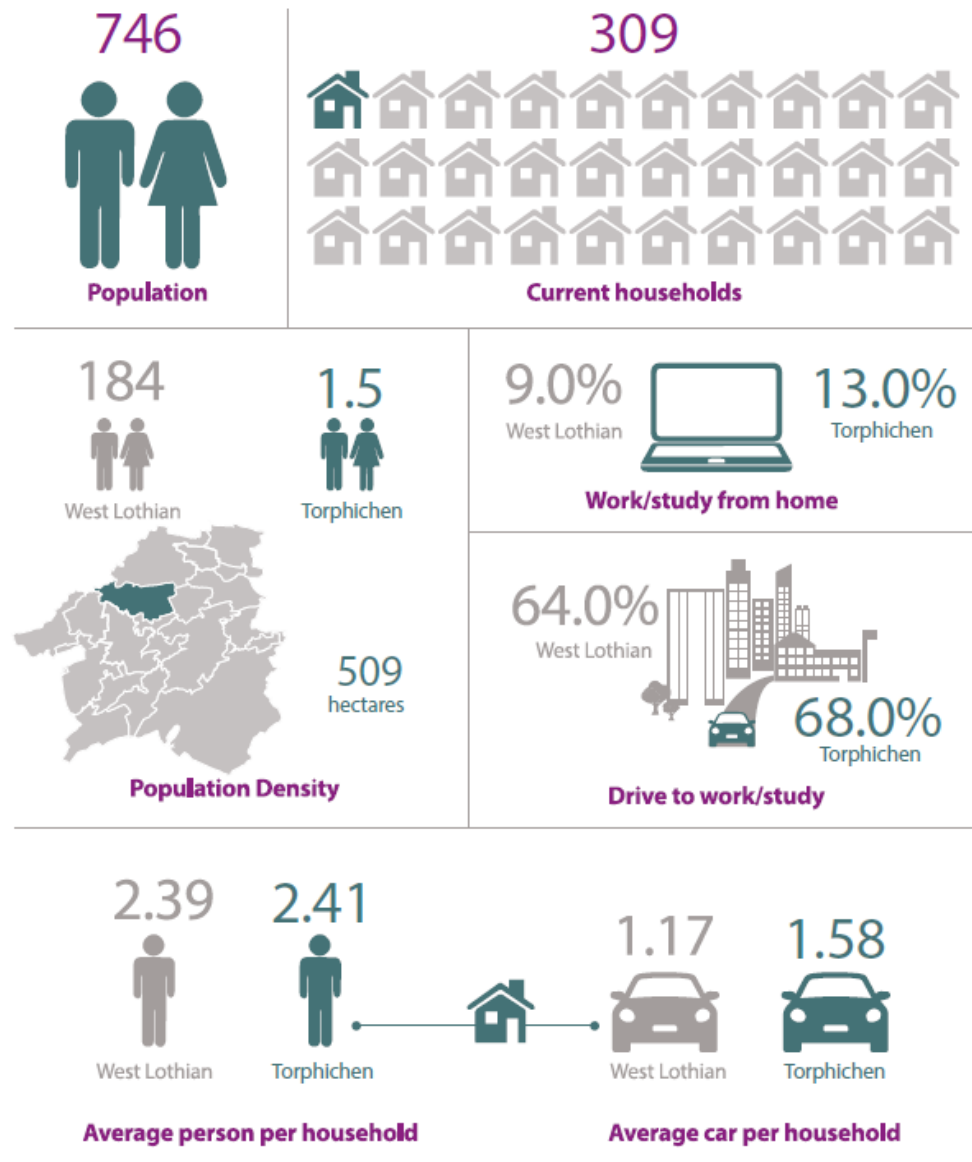


4.25 Torphichen

- 4.25.1 Torphichen is a small village located north of Bathgate. The village is approximately 18 miles (20 km) west of Edinburgh, 7 miles (11 km) south-east of Falkirk and 4 miles (6 km) south-west of Linlithgow. Other than the limited tourism and hospitality, many of the residents work in the agricultural sector, in nearby farms or are commuters to larger towns such as Bathgate, Falkirk, Linlithgow and Edinburgh. The village is located approximately 4 miles from the M9 to the north and the M8 to the south, providing connections to larger settlements, although the local transport network is limited and the closest railway station is Bathgate, approximately 3 miles to the south.
- 4.25.2 The questionnaire surveys highlighted that most drivers in Torphichen experience issues relating to parking, and these occur across all location types. The most common location to experience an issue was near respondents' workplaces; this likely reflects the fact that many residents commute by car to towns with higher parking pressures, and therefore struggle to park for work. Pavement parking and parking on both single and double yellow lines were the single biggest issues identified by respondents from Torphichen (each 41%).

Figure 4.53: Experience of Difficulty Parking by Location Type within Torphichen



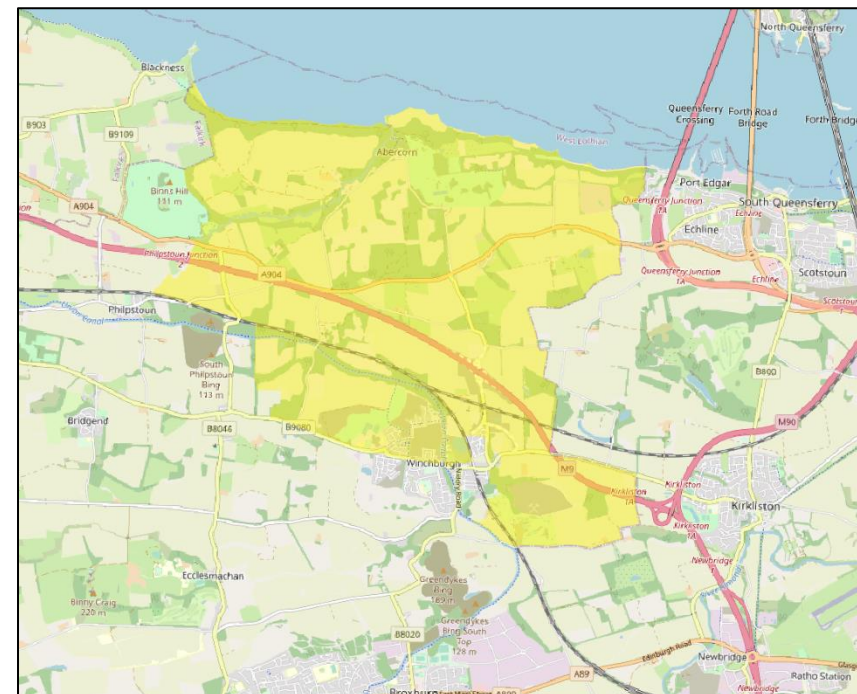
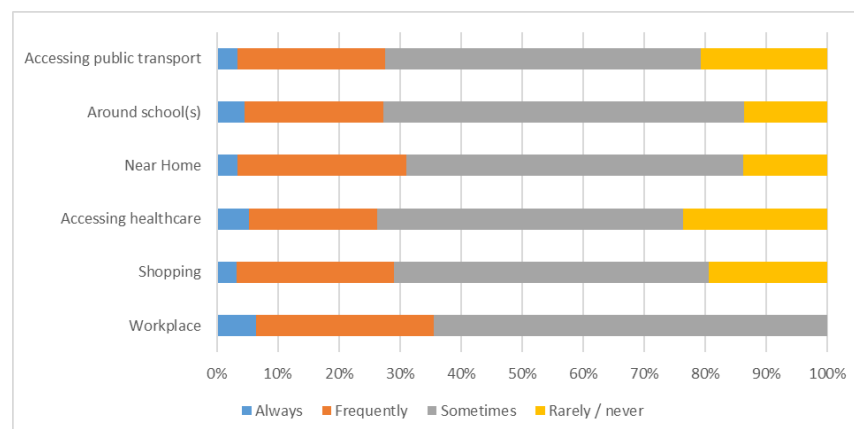


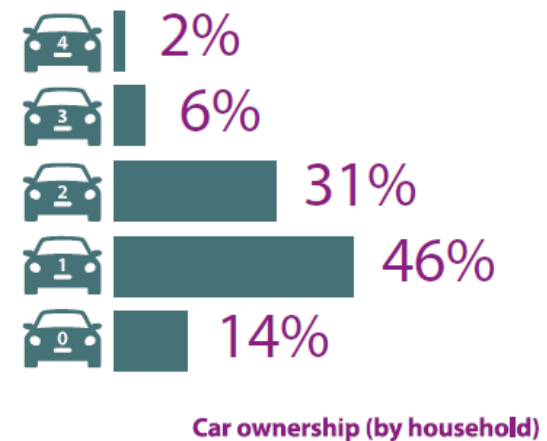
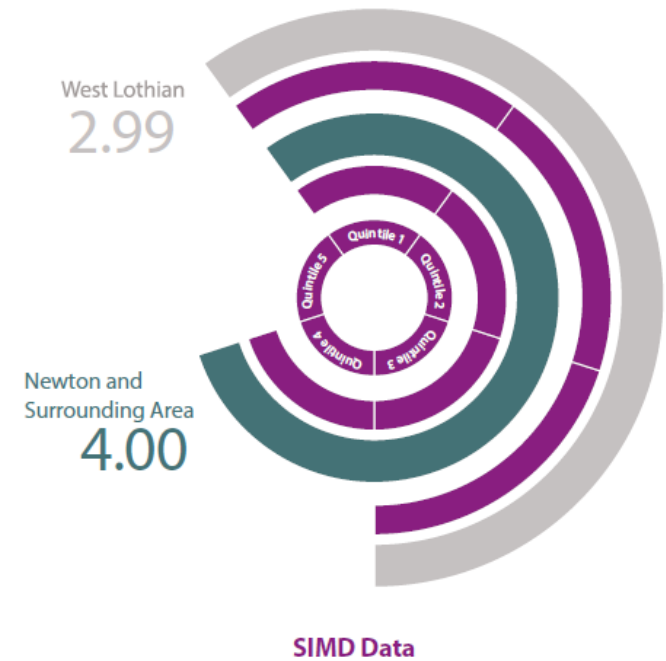
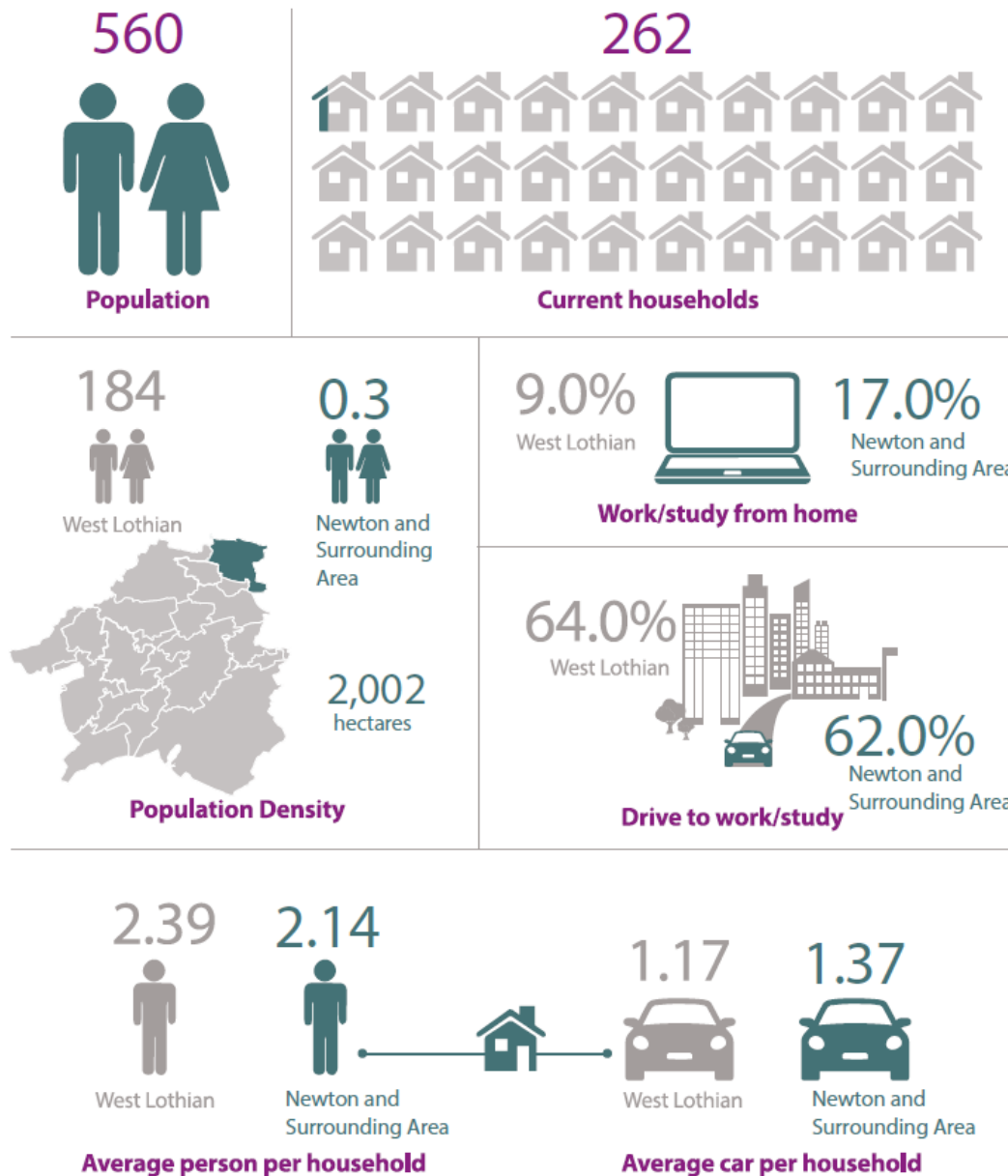
4.26 Newton and Surrounding Area

4.26.1 This area is located to the north of Winchburgh and to the west of South Queensferry. The area is mostly agricultural, lightly populated and has some tourist attractions nearby. The transport connections available are limited, with west-facing junctions onto the M9 and a nearby junction onto the M90/A90 into Edinburgh. There are no railway stations within the area, with the nearest station being located in Linlithgow, approximately 5 miles to the west.

4.26.2 The questionnaire surveys highlighted that most drivers in the area experience issues relating to parking, and these occur across all location types. Pavement parking was the single biggest issue, identified by 56% of respondents, with 40% identifying problems with parking on school keep clear markings and on double yellow lines.

Figure 4.54: Experience of Difficulty Parking by Location Type within Newton and surrounding area





4.27 Summary of Parking Problems

4.27.1 The parking problems in each of the settlements are summarised in Table 4.1

Table 4.1: Summary of Parking Problems by Settlement

	Parking Proximity to Destination	Footway Parking	Parking Obstructing the Carriageway	School Parking	Parking in Bus Stops	Parking over Driveways	Parking on Yellow Lines	Access to Public Transport	Healthcare Parking
Livingston, Polbeth and West Calder		•	•	•		•			
Bathgate and Blackburn	•	•		•		•	•		•
Broxburn and Uphall	•	•	•			•	•		•
Linlithgow	•	•			•		•	•	•
Armada		•					•		
Whitburn		•					•		
East Calder	•	•		•			•		•
Fauldhouse	•	•	•	•	•	•	•	•	•
Stoneyburn and Bents		•					•		
Kirknewton		•					•		
Winchburgh		•							
Blackridge		•	•				•		•
Longridge		•					•		
Bridgend		•					•		
Seaford		•	•	•		•	•		•
Dechmont		•					•		
Greenrigg		•					•		
Area Neighbouring Pentlands Hills		•	•						•
Torphichen		•					•		
Newton and Surrounding Area		•		•	•		•		

5 Strategy Objectives

5.1 Objectives

- 5.1.1 Considering the problems identified during the baseline analysis and to remain consistent with the NTS2, five objectives have been identified for this parking strategy which are:

Objective 1: Provide and maintain local public parking facilities as part of the wider managed transport network to assist in facilitating fair and affordable access to services, promoting equality for those living, learning, working, trading and visiting our communities.

Objective 2: Contribute towards delivering carbon net-zero environment within West Lothian by developing and delivering progressive, modern and innovative parking solutions. Solutions must be adaptable to the effects of climate change and help promote cleaner and greener travel choices

Objective 3: Deliver improvements in the format, appropriateness, reliability and efficiency of publicly operated parking facilities in West Lothian using technological innovation as appropriate

Objective 4: Through design, adaptation, and implementation of current and new facilities improve the safety and security of public parking areas and the safety of those communities that use them and the road network around them

Objective 5: As part of a co-ordinated public travel network, including the management and provision of public parking places within West Lothian, enable people to make healthy travel choices and help make our communities great places to live

5.2 Monitoring and Evaluation

- 5.2.1 Both proactive and reactive monitoring is required to support the Parking Strategy and allow it to react and adapt to issues as they occur.
- 5.2.2 Towns and villages have been defined as Tier 1, Tier 2, or Tier 3, depending on their size and economic vitality. Livingston and Bathgate and Blackburn are both categorised as Tier 1 towns. Broxburn, Linlithgow, Armadale and Whitburn are Tier 2 towns, and the remaining settlements have been classed as Tier 3.

Proactive Monitoring and Reporting

In order to fully understand the existing problems, issues and possible solutions to the control and management of parking within town centres, problem areas should be identified and monitored on a regular basis.

Tier 1: Site investigation to be undertaken on an annual basis with car parking beat surveys commissioned to support monitoring regime

Tier 2: Site investigation undertaken once per two-year period. Car parking beat survey commissioned if required

Tier 3: Site investigation on an annual basis of known parking 'hotspots'.

Reactive Monitoring and Reporting

Complaints from members of public, Councillors, shopkeepers, business users etc. should be the subject of a triage review on receipt by the Council. Those that are deemed to be of most probable risk to safety; negative impact on network operation; or impact on mobility by walking, cycling or public transport should be investigated at the earliest practicable opportunity and monitored – reflecting the Council's available staff and funding resources.

Tiers 1, 2 and 3: Complaints should be recorded in a systematic manner with a record of the considerations of the initial appraisal and the outcome of that appraisal and the possible implications on staff and financial resources. Problems should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

5.3 Outcomes

5.3.1 The following outcomes have been identified to monitor and evaluate against.

- Visible reduction in inappropriate parking at known 'hotspots' (as determined through anecdotal site observations and spot-checks)
- Increased turnover of vehicles in town centre locations / on-street town centre locations (as determined through parking surveys at targeted locations)
- Perception of availability of parking spaces in town centres to access retail (as determined through anecdotal site observations and spot-checks)
- An increase in positive public perception of parking in West Lothian (measured through a reduction in the number of complaints received from members of public, Councillors, shopkeepers, business users etc.)

6 Parking Policy

6.1 Introduction

6.1.1 This chapter sets out recommendations which the Council might wish to adopt as its overarching parking policy for the whole of West Lothian in relation to topics such as on and off-street parking provision, short stay and long stay parking, parking charges, residents parking permits, waiting and loading restrictions, enforcement, 'School Streets', cycle parking, motorcycle parking, Park and Ride parking, HGV parking, car club parking and disabled blue badge parking.

6.1.2 At the heart of the policies is consideration of the expectation that West Lothian is subject to significant development proposals which will lead to further pressures on parking in towns and villages and underlines the need for a comprehensive, coherent and strategic approach to parking.

6.2 Parking Supply

6.2.1 The management of parking supply is essential to ensuring it is being used in the appropriate manner and that there is adequate parking capacity available in towns and villages. The Council will apply a hierarchical approach to parking supply management which seeks to maximise the efficient use of existing parking provision first and foremost before considering the supply of additional parking capacity.

6.2.2 To achieve this, the Council will consider parking demand in the area, then seek to ensure that adequate enforcement of the existing parking restrictions is in place. This will be extremely difficult and challenging for the Council to effectively implement without taking on the responsibilities of Decriminalised Parking Enforcement. If problems with parking cannot be resolved by adequate enforcement, the Council will be required to seek to apply parking management strategies to alter the balance of parking supply in the area. In the case of off-street parking provision this could involve:

- alterations to or introduction of waiting restriction in car parks

- increasing the turnover of parking spaces, where required
- the application of parking charges to generate increased turnover where required

6.2.3 With regard to on-street this can be managed by:

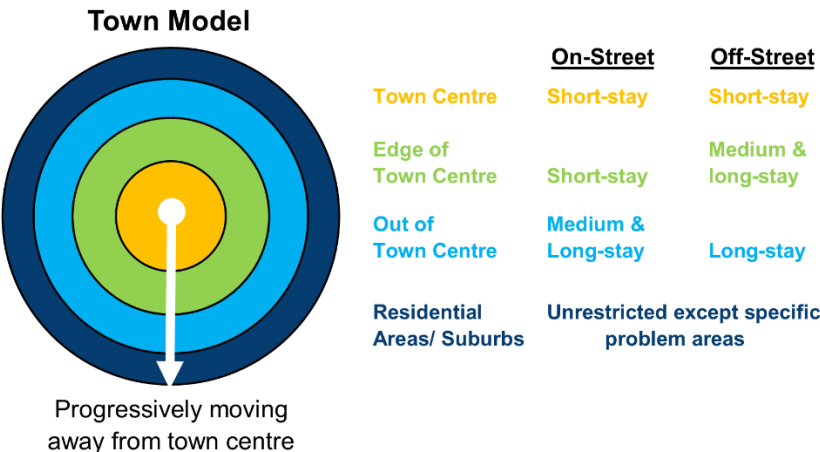
- altering the balance between parking and loading in relation to areas with no waiting
- removing and / or amending existing waiting restrictions
- physical interventions to create more or less formalised parking spaces
- increasing the turnover of parking spaces, where required
- the introduction of parking charges to generate increased turnover, where required

6.2.4 If these parking management techniques are unsuccessful in resolving parking problems, then the Council will consider whether additional parking provision should be created. This would most likely be achieved through new or expanded car parks although, in some instances, there may be scope to increase on-street parking supply as well.

Parking Policy 1: The Council will apply a hierarchical approach to parking supply starting with parking management and increasing parking provision if other measures fail to resolve the problem.

6.3 Parking Management

- 6.3.1 The Council have identified the need to ensure that parking is adequately catered for in town and village centres and that it functions in accordance with the role assigned to it. In general, on-street parking will be for the purposes of short-stay parking, especially in town centres, for example up to three hours as it is essential that people have easy access to shops and services to maintain the economic vitality of towns.
- 6.3.2 Where there is insufficient on-street car parking to cater for all shoppers and other visitors to town centres there will also be a need to designate off-street parking provision to short-stay parking as well. This will be assessed on a town-by-town basis, taking into account parking demand and provision. Medium and long-stay parking will also be accommodated in off-street car parks but these are more likely to be at the edge of or out of the town centre as commuter parking delivers less economic activity to town centres. Overall, the adjacent parking hierarchy model will be applied to parking in our towns wherever possible.



Parking Policy 2: The Council will implement a parking management hierarchy in towns.

6.4 Enforcement

- 6.4.1 As outlined earlier, the Council is considering the case for applying to take responsibility for the enforcement of parking restrictions within its area. This is done through the implementation of Decriminalised Parking Enforcement (DPE) which enables a local authority to takeover enforcement of parking restrictions from Police Scotland. When enacted the Council would also have the sole responsibility for issuing Penalty Charge Notices (PCNs) to illegally parked vehicles. The Council would also retain the income from penalty charges to finance the ongoing costs of administering the operation, management, enforcement and adjudication of the DPE regime. Any surpluses would be used firstly for the provision and maintenance of off-street parking facilities and secondly for road improvement and public transport purposes in the local authority area.
- 6.4.2 It has been highlighted that a lack of enforcement of existing parking restrictions is a major problem which affects numerous settlements across West Lothian. The need for effective enforcement has therefore been identified as a key requirement to the resolution of parking problems in our settlements. Through ongoing engagement, it has become apparent that Police Scotland do not have sufficient resources available to deliver the level of enforcement required to resolve these issues.
- 6.4.3 The Council will consider preparing a Business Case and developing the necessary statutory documents to enable the implementation of DPE in the area.

Parking Policy 3: The Council will prepare a Business Case to implement Decriminalised Parking Enforcement (DPE) in West Lothian. If the Business Case demonstrates DPE can be sustainably implemented then the Council will seek to implement DPE.

6.5 Charges

- 6.5.1 The Council currently leases The Vennel car park in Linlithgow to a private operator who charge and manage the car park but will keep this situation under review and may consider implemented this arrangement in other appropriate locations in the future. The supplementary Business Case found that charging for car parking would be relatively straightforward to implement due to mature technology and robust market for suppliers and contractors and that the introduction of charges should be kept under review as a policy option.
- 6.5.2 There is no intention to introduce charging in any of the other Council owned off-street car parks or for on-street parking at this time. In the event that DPE is implemented in West Lothian, it will be funded through the Penalty Charge Notices (PCNs) collected as a result of illegal parking. Any surplus income generated through these means will be allocated to schemes to improve public transport and active travel provision, to further enhance the delivery of DPE, provide better management of our parking capacity and only where no alternative provision can be made, for increased parking capacity.
- 6.5.3 Where appropriate, and in line with the parking management hierarchy, the Council may seek to designate car parks as short-, medium- or long-term stay. This would be controlled through PCNs for exceeding the maximum stay.

Parking Policy 4: The Council do not intend to introduce charging for off-street car parks or for on-street parking at this time. However, this situation will be kept under review to identify if the introduction of charges may be appropriate in the future. If charges are introduced, an accessible and easy to use payment system will be used, which could include pay-by-phone, pay-by-app and contactless payment as well as traditional cash/card payment.

6.6 Waiting and Loading Restrictions

- 6.6.1 There are a number of waiting restrictions within West Lothian in locations where inappropriate parking has an impact on road safety and congestion.
- 6.6.2 Where issues are caused by parking too close to junctions or obstructing the safe operation of the road network, additional waiting restrictions may be needed. The enforcement of parking restrictions is currently the responsibility of the police and therefore the resources available to enforce restrictions are not directly under Council control. The potential introduction of DPE would allow for direct enforcement by the Council, leading to greater effectiveness of enforcement of current restrictions.

Parking Policy 5: The Council will monitor the need for additional waiting and loading restrictions in locations where inappropriate parking causes an impact on residents or businesses and the safety of highway users

6.7 Resident's Parking Permit Schemes

- 6.7.1 Currently there are no Residents Parking Permit Schemes in place in West Lothian.
- 6.7.2 The surveying of issues encountered by residents of West Lothian has highlighted that some residents are being affected adversely by parking and that in the future this could be exacerbated by increased demand for parking, changes to town centre car parks, changes to on-street restrictions or the enforcement of parking regulations.

- 6.7.3 The Council will therefore continue to examine the case for the introduction of new Resident Parking Schemes in areas where residents parking is affected by commuters and other competing short-stay and long-stay parking demands. Each situation will be reviewed on a case-by-case basis and the needs of all users taken into consideration when determining whether to introduce a scheme, including public demand and viability of the scheme through a business case analysis. The Council will approach these schemes with caution to ensure that residents and other key stakeholders are not inadvertently impacted in seeking to resolve a perceived problem.
- 6.7.4 As the Council incurs administrative costs for the processing of applications and issuing of permits it is likely that a small charge for this service would be part of any future schemes.

Parking Policy 6: The Council will not introduce parking permit schemes in residential streets unless there are strong mitigating circumstances, and a business case has been made that proves a scheme is financially viable.

6.8 Parking Standards for New Developments

- 6.8.1 In accordance with national planning policy (Scottish Planning Policy Document addendum to NPPG17 'Transport and Planning Maximum Parking Standards') there is a requirement to apply maximum parking standards to new developments. Scottish Government policy and guidance 'Designing Streets' has drastically changed street design and some of the previous standards used by local authorities are now considered inappropriate.
- 6.8.2 With this in mind the Council have produced 'West Lothian Council Land Use Parking Requirements' which seeks to provide policy and guidance, specific to West Lothian, taking into account urban and rural environments, road safety and encouragement of sustainable/green modes of transport.
- 6.8.3 SEStran (South East of Scotland Transport Partnership) have also published parking standards, based largely on accessibility and these have also been taken into consideration.

- 6.8.4 The Council complies with both the national and regional parking standards as defined in Scottish Planning Policy and the SEStran Regional Transport Strategy respectively and will continue to do so. The Council also has its own specific parking standards which were updated in 2011. These are applied for local developments which do not meet the requirements of the regional or national standards.
- 6.8.5 The standards seek to strike a balance between parking capacity and provision for sustainable modes, to encourage cycling. There is a need for appropriate parking associated with development to avoid road safety concerns caused by migration of overflow parking into surrounding areas. Road safety issues are particularly relevant in areas where parking enforcement is not regular.

Parking Policy 7: The Council will apply its own local parking standards, and review these regularly to ensure they adapt to changing transport conditions and national and regional policy.

6.9 Blue Badges

- 6.9.1 The Disabled Persons' Parking Places (Scotland) Act 2009 requires local authorities to identify all existing advisory disabled street parking places and, for those still needed, to promote Traffic Regulation Orders (TROs) to allow appropriate enforcement by Police Scotland. For those that are no longer required then the Act requires the local authority to remove any road markings or sign posts and removal from the legal TRO. In relation to disabled off-street parking, local authorities are required to promote a TRO covering the disabled persons' parking places in its own public car parks. The Act also requires each local authority to contact and seek to negotiate arrangements with owners of, or person having an interest in, private car parks including supermarkets and out of town retail centres. Securing an arrangement enables the local authority to promote an order to make the disabled persons' parking places in private car parks enforceable. In addition, individuals or organisations holding a disabled persons' badge can apply to the local authority for a disabled persons' street parking place. Under current legislation blue badge holders are able to park on yellow lines as long as they do not park on "no loading at any time" restrictions or cause obstructions.

- 6.9.2 The Council is still in the process of taking forward measures to comply with its statutory requirements under the Act and will continue to do so during the lifetime of this strategy. In particular, the Council will seek to promote TROs to ensure all advisory disabled parking places are enforceable to maintain consistency with proposals to enhance enforcement of parking restrictions in West Lothian. The Council will also undertake ongoing reviews of disabled parking provision in our town centres to ensure it is sufficient, appropriately located and is meeting the needs of users.
- 6.9.3 The West Lothian Council Land Use Parking Requirements specifies that whilst private spaces are not required to be enforceable, it is recommended that they are marked with statutory markings to enable a Traffic Regulation Order to be made at any time thereafter.

Parking Policy 8: The Council will continue to undertake measures to ensure compliance with the Disabled Persons' Parking Places (Scotland) Act 2009 and will continually review the provision of Blue Badge parking in our town centres.

6.10 Parking at Schools

- 6.10.1 The Council will introduce measures to manage the roads surrounding schools and always make safety the primary consideration. Traditionally, the School Keep Clear road markings have been an advisory road marking that were laid expecting to discourage inappropriate parking but there is still significant non-compliance. Zigzags at schools marked "School Keep Clear" are now legally enforceable if accompanied by a sign and included in a legal TRO.
- 6.10.2 The Council will seek to implement School Streets where appropriate. A School Street is a road outside a school that has a temporary restriction on access by motorised traffic at school drop-off and pick-up times. The restriction prevents entry by most vehicles, including through-traffic, whilst still allowing access exempt vehicles, such as residents and businesses within the School Street zone, blue badge holders, emergency vehicles, public transport vehicle and postal vehicles. Further exemptions can be considered.

- 6.10.3 School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle and active travel to school for families and lead to a better environment for everyone.
- 6.10.4 School Streets are sometimes challenging to enforce but if camera enforcement is allowed as in England and Wales, camera enforcement could be a viable strategy to ensure enforcement is expected and parking behaviour is changed.

Parking Policy 9: The Council will promote Traffic Regulation Orders to allow enforcement to take place around schools.

Parking Policy 10: School streets will only be trialled if other parking measures are exhausted, unless camera enforcement becomes available

6.11 Park and Ride

- 6.11.1 The Council will work with ScotRail to develop more sustainable travel patterns by ensuring that adequate Park & Ride provision is available at stations wherever possible, taking into account demand at the station and their accessibility by walking and cycling. More widely, the Council will also explore opportunities to increase Park & Ride provision at new or existing sites to cater for journeys into Edinburgh and also, potentially, into our major town centres by public transport. The justification for implementing Park & Ride will be based upon:
- The need to provide access to a town centre without increasing the parking supply available within the centre itself
 - Enabling the amount of parking in a town centre to be reduced to accommodate other developments
 - Removing long-stay parking and commuters from town centres

- Reducing traffic on roads leading to the town centre and relieving congestion

Parking Policy 11: The Council will support additional appropriate Park & Ride provision, wherever possible.

- 6.11.2 The Council will also endeavour to ensure that Park & Ride car parks are used for this purpose and not by commuters to nearby employers or other such inappropriate uses. To do this the Council will seek to implement a system of car park charges which are refundable when users purchase a ticket for travel. ScotRail are already rolling out this policy across other station car parks where misuse by non-train users has been identified and the Council will work with them to deliver a similar system in West Lothian.

Parking Policy 12: The Council will endeavour to ensure Park & Ride car parks are used solely for this purpose and not used for long-stay parking by non-travellers or other purposes.

- 6.11.3 The Council will seek to ensure that public transport is not delayed or hindered by illegal parking in our towns or villages through a combination of reviewing existing restrictions and the implementation of more rigorous enforcement through decriminalised parking enforcement. This could also include working with bus partnership organisations.

Parking Policy 13: The Council will continue to give priority to public transport by ensuring that it is not hindered by illegal parking.

6.12 Electric Vehicles

- 6.12.1 Electric vehicles represent an increasingly realistic option in terms of future car ownership and travel. They have the potential to contribute substantially to an overall reduction in CO₂ emissions, improved air quality and delivering sustainable development. While parking capacity is not affected directly by drivers transferring to electric vehicles, parking infrastructure serves a vital role in enabling this transfer and deliver environmental benefits.
- 6.12.2 The Council will support the implementation of infrastructure to encourage the use of electric vehicles including provision of public charging points. The Council owns a total of 32 public charge points at seventeen locations. There are also charge points operated by other operators including at Bathgate, Uphall and West Calder railway stations.
- 6.12.3 West Lothian and the Council are committed to extending charging facilities across Council property, monitor the Development Management application register, encourage private developers to consider the issue in pre-planning application process and promote through the community planning partnership.
- 6.12.4 As the uptake of electric vehicles and the number and use of Council-owned facilities has increased, so have the costs of operating and maintaining the network under a free-to-charge model. In order to continue to develop charging infrastructure, a more sustainable financing model is being implemented via tariffs for charging which will reduce barriers to private sector investment.
- 6.12.5 The intent of the charging protocol currently being developed by the Council is that tariffs will maximise availability of rapid and fast charging facilities while encouraging good driver behaviour. An overstay charge applied on rapid and fast chargers is triggered when the maximum stay and grace periods have expired in order to encourage drivers to use charging infrastructure in a responsible manner which benefits all users.

Parking Policy 14: The Council will continue to support the provision of electric vehicle charging points across West Lothian.

6.13 Car Club

- 6.13.1 Car clubs provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer.
- 6.13.2 Currently within West Lothian, car clubs options are limited, although Enterprise acquired City Car Club in April 2015 and has since been operating a car club as part of the Enterprise CarShare network. There is only one car club location in West Lothian, situated in Livingston.

Parking Policy 15: The Council will work with private operators to investigate the provision of Car Club parking spaces across West Lothian.

6.14 Signage

- 6.14.1 The Council will raise awareness of parking provision in our town centres through provision of appropriate information and directional signage. This will help to direct people to the most appropriate car park for them depending on whether they intend to park for a short-stay, medium-stay or long-stay. It will also reduce 'searching time' where traffic causes severance, noise, pollution and congestion whilst driving around our town centres looking for parking spaces. Primarily this will involve improvements to street signage and road markings.

Parking Policy 16: The Council will consider signage to guide drivers to appropriate parking spaces in our towns.

6.15 Pavement Parking

- 6.15.1 The Scottish Parliament has passed legislation to introduce new national regulations to tackle problems caused by drivers parking on pavements, at dropped kerbs and double parking of vehicles. The Bill is designed primarily to enable freedom of movement for all pedestrians, maintaining their safety, cut down damage to footways, reduce the blockage of passage of emergency and service vehicles and to provide clarity for road users, the police and parking attendants.
- 6.15.2 Guidance on the implementation of the bill, application for exemptions from the pavement parking ban are in development at the time of development of this document.

Parking Policy 17: The Council will implement appropriate measures and exemptions associated with pavement parking, in line with the Transport (Scotland) Act 2019.

6.16 Controlled Parking Zones (CPZs)

- 6.16.1 These require that all roads are covered either with waiting restrictions or parking places. Generally, waiting restrictions cover roads and junctions where parking is dangerous or the carriageway must remain unobstructed. Parking places are normally time limited and can be free or charged. Signs are provided at the entry and exit of CPZs to inform drivers of its extent and hours of operation. CPZs help give priority to residents and local businesses who must display a parking permit or voucher. They are most appropriate in areas with various competing demands for parking and where it outstrips supply. The main aim is to discourage commuter and long-stay parking. In West Lothian, the application of CPZs will be considered where these competing demands exist and a structured approach to parking management is required. Comprehensive enforcement is critical if CPZs are to operate effectively and the introduction of DPE will be a fundamental requirement prior to any CPZs being considered for investigation.

- 6.16.2 The use of Controlled Parking Zones offers advantages in comparison to Resident Parking Schemes as it allows spaces in the area to be used by both residents and non-residents.

Parking Policy 18: The Council will continuously review the need to introduce Controlled Parking Zones in West Lothian.

6.17 Retail Parks

- 6.17.1 While most parking in retail parks is privately managed, the access roads and surrounding highway may be affected adversely by parking issues around such locations. In such situations the landowner and other partners such as the police will be engaged as appropriate to address the issues and need for restrictions identified.

Parking Policy 19: The Council will consider introducing appropriate restrictions on the access roads associated with retail parks to control road space in the vicinity of retail parks to ensure that safe passage is available for all road users.

6.18 Industrial Estates

- 6.18.1 As with retail parks, the regulation of roads and parking within industrial estates is usually the responsibility of the landowner. Involvement of the landowner and other partners including the police may identify issues which require regulation of parking on nearby roads.

Parking Policy 20: Through the planning application process, West Lothian Council will influence the location and design of new industrial activities to ensure they are suitably located and to avoid negative impacts on parking. The Council will also encourage employers to prepare staff travel plans to reduce the impact on public roads.

Parking Policy 21: For existing estates, Traffic Regulation Orders will be considered to control the right of passage and safety on public roads. The focus will be on controlling road space in the vicinity of industrial estates to ensure that safe passage is available for all road users.

6.19 Workplace Parking

- 6.19.1 Workplace parking is generally privately managed, though as for other private land uses which general parking demand, access roads and surrounding highway may be adversely affected by related parking issues. To avoid this, the consideration of parking capacity for proposed development will be managed through the planning process, both to ensure that parking provision is sufficient and to encourage employees to use other modes and active travel when this is appropriate.
- 6.19.2 Additionally, where required, the Council will work with landowners and the police to address issues and identify any restrictions required.

Parking Policy 22: Through the planning application process, West Lothian Council will consider and influence proposals for employment to avoid negative impacts on parking. The Council will also encourage employers to prepare staff travel plans to reduce the impact on public roads.

Parking Policy 23: For existing employment areas, Traffic Regulation Orders will be considered to control the right of passage and safety on public roads. The focus will be on controlling road space in the vicinity to ensure that safe passage is available for all road users.

6.20 Cycle Parking

- 6.20.1 Installing cycle parking is key to encouraging and allowing the public to use bikes for more of the everyday journeys they make. Promoting active travel has many benefits in the community and our towns and cities, including better health, lower emissions and air pollution. Introducing cycle parking also compliments new initiatives around car parking in the local authority area and will help provide the public with an alternative mode of transport to the private car.

Parking Policy 24: Cycle parking will be installed in the close vicinity of key public buildings, including schools, health centres and community centres.

6.21 Motorcycle Parking

The Council will provide designated space for motorcycles at no charge. There are few existing standards for motorcycle parking, however the Council will supply facilities in line with SEStran Parking Standards which states:

“Residential cycle and motorcycle parking should consist of designated spaces with appropriate stands for cycles to be locked to. Provision should be covered and secure. At non-residential locations covered provision is less important but facilities should still be appropriate and secure. Good visibility and lighting will usually be sufficient to ensure security”.

Parking Policy 25: West Lothian Council will provide designated space for motorcycles in line with SEStran Parking Standards.

6.22 HGV Parking

- 6.22.1 The SEStran Freight Action Plan explains that a number of Local Authorities raised concern about inappropriate HGV parking relating to littering, noise pollution from vehicle movement and refrigerated trailers running generators all night plus importantly that of driver and vehicle security.

- 6.22.2 Although there are no dedicated HGV parking facilities in West Lothian which provide food and driver washroom facilities, drivers can pass through the area in a relatively short period meaning there may be limited demand. Some of the large industrial estates in the area may provide a function in terms of overnight parking but there are currently no service stations installed or required.

Parking Policy 26: Although there are no specific plans for providing dedicated facilities for HGV parking, the Council will consider any low-cost initiatives for utilising existing public parking areas within towns during the night time hours for Heavy Goods Vehicle parking.

7 Strategy Implementation & Interventions

7.1 Demand Management Measures

- 7.1.1 Demand management measures involve implementation of locally specific measures intended to encourage modal shift from cars to walking, cycling and public transport. This helps to reduce demand for parking and the pressure on the available parking facilities.
- 7.1.2 It is considered that demand management measures can be made in the short term across the settlements; this is more of an ongoing process and opportunities should be taken whenever they arise to facilitate modal shift. In particular, the development management process is a means through which sustainable travel can be encouraged on a continuous basis as proposals are brought forward and implemented.

7.2 Bottleneck Removal

- 7.2.1 Localised bottlenecks can be removed from the network to ensure smooth traffic flow and reduce the occurrence of congestion. In some instances, this may necessitate reducing or moving parking provision where it is creating problems on the carriageway. In addition, clearways can be used to ensure unhindered access into settlement centres.

7.3 Active Travel Infrastructure Enhancements

- 7.3.1 Good active travel connections between parking locations and key destinations (such as town centres) can increase the willingness of people to park further from their end destination. In order to alleviate parking pressures in town centres, where parking capacity is reached, improved walking connections could be provided.

- 7.3.2 Furthermore, improving active travel links between residential areas and public transport stops and also between destinations and public transport stops, can provide a better door to door public transport journey and encourage people to make a switch away from travel by car, reducing environmental impacts and alleviating pressure on parking. Improved active travel access to bus stops and railway stations will therefore be considered.

7.4 Localised Measures at Problem Areas

- 7.4.1 Many parking problems are caused by localised circumstances in a given area and they are best addressed through tailored interventions in the local area.
- 7.4.2 In particular, on-street parking problems are frequently associated with overflow parking from locations like schools and railway stations. These are some of the main problems in the smaller settlements and require fairly localised solutions to resolve them. This can often be facilitated by simple measures without the requirement for significant investment.
- 7.4.3 These problems can consequently be addressed as 'quick wins' although the priority placed upon them should be proportionate to the level of problem that they create and the strategic importance of the location.

7.5 Off-Street Car Parks

Length of Stay Restrictions

- 7.5.1 The Council could introduce maximum lengths of stay in car parks to encourage turnover and meet policy objectives. For example, a maximum stay of three to four hours in town centre car parks would remove the cars of people parking all day for work and free up more space for people accessing shops with increased turnover.

Charges (Pay and Display)

- 7.5.2 The Council could introduce parking charges in some car parks to achieve the objectives of the Parking Strategy (rather than purely revenue generating). The charging regimes could be set to encourage turnover or a shift to other modes of travel.

7.6 On-Street Parking

Review Length of Stay / Permitted Parking Times

- 7.6.1 As with car parks, the Council could introduce maximum lengths of stay where parking is permitted on street to encourage turnover and meet policy objectives. They could also prohibit parking at certain times of the day (i.e. morning and evening peaks) to free up road space and reduce congestion while still allowing parking at other times (such as overnight for residents or during the evening for restaurants).

Charges (Pay and Display)

- 7.6.2 As with car parks, the Council could introduce parking charges at on-street locations to achieve the objectives of the Parking Strategy (rather than for revenue generating purposes). The charging regimes could be set to encourage turnover or a shift to other modes of travel.

Kerbside Management

- 7.6.3 Kerbside management via booking systems which provide a virtual parking permit to better manage deliveries and ensure less obstruction of the highway are currently being piloted in major cities by a number of providers. This area of technological parking management is developing rapidly, and it is expected that during the period considered by this Parking Strategy that this form of management will become more commonplace.

- 7.6.4 The Council will continue to monitor developments in this area as the technology matures and case studies become available to consider their applicability to West Lothian, alongside the financial case for implementing this type of measure.

7.7 Implementation of Decriminalised Parking Enforcement

- 7.7.1 While an application for DPE powers would cover the whole of West Lothian, if successful, it would be up to the Council to decide which areas enforcement is carried out in and to what extent. The focus could be on the settlements where parking is most problematic and could be monitored and varied over time.
- 7.7.2 Prior to the introduction of DPE the Council would be required to undertake a full review of Traffic Regulation Orders to ensure they are legally enforceable and are aligned to the Parking Strategy objectives.

7.8 TRO Amendments

- 7.8.1 The purpose of this element is to ensure that the TROs which are in place are appropriate and robust and to amend their extent where necessary. In particular, many minor problems can be addressed through the implementation of new or amended waiting restrictions.
- 7.8.2 It is also essential that TROs are legally enforceable to ensure that people cannot exploit loopholes which allow them to park illegally, or which inhibit the ability to penalise illegal parking. This is of fundamental importance prior to implementing a Decriminalised Parking Enforcement regime.

7.9 Residents Parking Permit Schemes

- 7.9.1 A Residents Parking Permit Scheme allows only permit holders to park vehicles in designated streets through the provision of marked parking bays and signs. They are typically employed where there are competing demands for parking between residents and other road users, such as those parking for nearby employment, shops, leisure or informal Park and Ride around train stations.

7.9.2 Normally only residents are allowed a permit (although local business may be eligible) and they require to display on their vehicle. A charge is normally applicable, even if only to cover the cost of administering the scheme.

7.9.3 In line with Parking Policy 7, the Council will not introduce parking permit schemes in residential streets unless there are strong mitigating circumstances, and a business case has been made that proves a scheme is financially viable.

7.10 Controlled Parking Zones

7.10.1 A Controlled Parking Zone (CPZ) can be applied to a group of roads within the zone. The intended purpose of a CPZ is to reduce the clutter that can arise from erecting several signs that would otherwise convey the same information, such as a common time restriction sign adjacent to all the single yellow lines in the zone. A sign indicating the start of a CPZ typically states that there are parking, loading, weight or other restrictions between certain hours of operation.

7.10.2 The CPZ applies to all parking within the zone unless individual parking bays are signed with different restrictions.

7.11 Workplace Parking Licensing Scheme

7.11.1 The Workplace Parking Levy (WPL) allows local authorities to levy an annual parking charge on workplace car parks. It is not a national scheme and allows local authorities the flexibility to decide if they wish to introduce the scheme. The levy would be collected through a licensing scheme, where employers who wish to provide workplace parking for employees would be required to apply to the local authority for a license for each of their car parks. The car park levy may be based on the maximum number of vehicles that the car park can hold with set charges for each of its parking spaces. The scheme may choose to exempt small workplace car parks from payment, although they would still require a license. The scheme has the potential to disincentive the use of private vehicles and therefore reduce transport emissions by promoting other transportation modes.

7.11.2 The Transport (Scotland) Act 2019 states that local authorities may only make a workplace parking licensing scheme if they have a Local Transport Strategy (LTS), and the scheme will directly or indirectly facilitate the achievement of the policies within the strategy. The Council does not currently have an LTS and would not be able create a scheme until they first create an LTS.

7.11.3 The Council will not introduce a Workplace Parking Licensing scheme in West Lothian, unless there are strong mitigating circumstances, and a business case has been made that proves a scheme is financially viable.

7.12 Ban on Pavement Parking

7.12.1 When the ban on pavement parking comes into effect it will apply across West Lothian unless the Council specifically designates exempt areas. These should be carefully considered and provided only in circumstances where they can be fully justified. The Council will require to define and approach to enforcing the ban on pavement parking, whether that be proactive (and targeted towards known problem areas) or reactive to complaints. In practice, the approach is likely to be a mixture of both.

7.13 Framework for Implementation

7.13.1 The delivery of the Parking Strategy is based upon a hierarchical approach to our settlements with extensive measures being applied in our larger towns where parking problems are more acute as previously identified. The overarching solutions proposed for each settlement are shown adjacent along with outline timescales for implementation. The solutions have been grouped under three main categories which include:

- implementation of minor measures to reduce demand for parking, resolve localised difficulties and ensure that Traffic Regulation Orders (TROs) are appropriate and enforceable
- identification and implementation of a strategic hierarchy of parking designation in line with the model defined in Chapter 7

- introduction of enforcement mechanisms which will ensure that the measures implemented through the previous two elements are adhered to

Table 7.1: Tiers of Settlements

Tier 1	Tier 2	Tier 3
Livingston	Broxburn and Uphall	All other settlements
	Linlithgow	
Bathgate and Blackburn	Armadale	
	Whitburn	

7.13.2 Tables 7.2 and 7.3 shows the framework for implementation, as defined below:

- Short term: up to 3 years
- Medium term: 3 to 6 years
- Long term: 6 to 10 years

West Lothian Parking Strategy

Table 7.2: Overarching Framework for Interventions

	Timescale			Capital Funded Scheme	Revenue Funded Scheme	Potential for Scheme Revenue	Indicative Implementation Cost
	2023-2026	2026-2029	2029-2033+				
Bottleneck Removal				●			Medium
Active Travel Infrastructure Enhancements				●			Low
Localised Measures at Problem Areas				●			Medium
Off-Street Car Park Length of Stay Restrictions				●	●		Low
Off-Street Charges (Pay and Display)				●	●	●	High
On-Street Parking Length of Stay Restrictions				●	●		Low
On-Street Parking Charges (Pay and Display)				●	●	●	High
On-Street Parking Kerbside Management					●	●	Medium
Implementation of DPE					●	●	High
TRO Amendments					●		Medium
Monitoring Need for Residents Parking Permit Schemes					●		Low
Monitoring Need for Controlled Parking Zones					●		Low
Monitoring Need for Workplace Parking Licensing Scheme					●		Low
Implementation of Exemptions and Bans on Pavement Parking				●			Medium

Key to implementation costs ranges: Low – up to £25,000; Medium - £25,001 - £250,000; High – over £250,000

Table 7.3: Framework for Interventions by Settlement Tier

	Timescale for Implementation		
	Tier 1	Tier 2	Tier 3
Bottleneck Removal	Medium Term	Medium Term	Long Term
Active Travel Infrastructure Enhancements	Medium Term	Medium Term	Long Term
Localised Measures at Problem Areas	Short Term	Medium Term	Medium Term
Off-Street Car Park Length of Stay Restrictions	Medium Term	Medium Term	-
Off-Street Charges (Pay and Display)	Short Term	Medium Term	-
On-Street Parking Length of Stay Restrictions	Medium Term	Medium Term	-
On-Street Parking Charges (Pay and Display)	Short Term	Medium Term	-
On-Street Parking Kerbside Management	Long Term	Long Term	-
Implementation of DPE	Short Term	Medium Term	Long Term
TRO Amendments	Short Term	Medium Term	Long Term
Monitoring Need for Residents Parking Permit Schemes	Medium Term	Long Term	-
Monitoring Need for Controlled Parking Zones	Medium Term	Long Term	-
Monitoring Need for Workplace Parking Licensing Scheme	Medium Term	Long Term	-
Implementation of Exemptions and Bans on Pavement Parking	Medium Term	Medium Term	Medium Term

Key

Short term: up to 3 years

Medium term: 3 to 6 years

Long term: 6 to 10 years

Consistent Approach

- 7.13.3 The previous paragraphs have explained a number of approaches available to the Council in relation to parking which can be adopted in isolation but, more likely, in parallel. It is important that any measures the Council adopt are consistent and transparent so as to be easily understood by users and maintain equity across the area.

Financial Case

- 7.13.4 A separate financial business case for parking management will be required to consider further the potential introduction of any of the following measures:
- Introduction of DPE
 - Introduction of parking charges (pay and display)
 - Introduction of workplace parking licencing scheme (workplace parking levy)
 - Residents Parking Permit Schemes
- 7.13.5 The business case should consider the financial case for the introduction of these measures with a focus on achieving policy objectives, rather than generating income for the Council. These schemes would only be introduced if they can demonstrate they contribute to economic, social and environmental policy objectives without being a financial burden to the Council.
- 7.13.6 Capital and operating costs should be considered along with likely revenue generated. It is envisaged that any profit made by the Council will be reinvested in the transport network, whether that be parking infrastructure or sustainable travel.
- 7.13.7 Parking charges are likely to be a key tool in encouraging sustainable travel choices but must be applied in a manner which if fair, equitable and transparent while recognising that, for some, car travel is the only viable option.

8 Delivery Plan

8.1 Timescales

- 8.1.1 The interventions set out in Chapter 7 will be taken forward and implemented in accordance with the indicative timescales it defines. This focusses the immediate actions upon the larger settlements with a sliding scale of delivery where the simpler, easier to deliver measures are implemented initially and the more large-scale interventions are implemented over a longer timeframe. Subsequently, the smaller settlements will be the focus for latter attention once the main interventions in the larger settlements have been implemented.
- 8.1.2 It is anticipated that the strategy will be implemented over a period of up to 10 years with the majority of interventions in the larger settlements being scheduled for the initial 3-year period then implemented fully over the period up to 6 years. In the smaller settlements, most interventions will be implemented in the 3-year to 10-year period.

8.2 Funding

- 8.2.1 The measures will be delivered making use of existing Council capital and revenue funding budgets and any additional funding sources that can be identified during the lifetime of the strategy. In addition, to support the implementation of Decriminalised Parking Enforcement (DPE), a business case will be prepared to examine the range of funding options and scenarios that are available to enable a commercially viable scheme to be delivered. This may lead to additional funding sources being identified and / or delivery of a DPE scheme. It is not envisaged that it will create an operating surplus that could assist in implementing other elements of the Parking Strategy. The Council will seek to explore all potential funding opportunities to support delivery of this Strategy.

9 Abbreviations

Abbreviation	Meaning
CPZ	Controlled Parking Zone
DPE	Decriminalised Parking Enforcement
LDP	Local Development Plan
LTS	Local Transport Strategy
NPPG	National Planning Practice Guidance
NTS2	National Transport Strategy 2
PCN	Penalty Charge Notice
RTS	Regional Transport Strategy
SCOTS	Society for Chief Officers of Transport in Scotland
SESPlan	South East Scotland Strategic Development Plan
SESTran	South-East Scotland Transport Partnership
The Council	West Lothian Council
TRO	Traffic Regulation Order
LTS	Local Transport Strategy

APPENDIX 2 – EQUALITY ASSESSMENT



Equality Relevance Assessment

1. Details of proposal		
Policy title	Development of Parking Strategy	
Lead officer	Gordon Brown – Roads and Transportation Service Manager	
Date relevance considered	5 December 2022	
2. Does the council have control over how this policy will be implemented?		
YES	<input checked="" type="checkbox"/>	NO <input type="checkbox"/>
3. Do you have evidence or reason to believe that this policy will, or may potentially:		
General Duties	Impact on equality (Yes or No)	
Reduce or increase discrimination, victimisation or harassment against people covered by the equality protected characteristics?	Yes	
Reduce or increase equality of opportunity between people who share an equality protected characteristic and those who do not?	Yes	
Provide opportunity to improve good relations between those who share an equality protected characteristic and those who do not?	Yes	
4. Equality impact assessment required? (Yes to any of above = full assessment recommended)		
YES	<input checked="" type="checkbox"/>	NO <input type="checkbox"/>
5. Decision rationale		
<p>Implementation of measures and policy recommendations in the Parking Strategy are likely to have an impact on people with protected characteristics, including older people and people with disabilities. Parking availability and enforcement could impact on accessibility to key services for these groups.</p> <p>Furthermore, proposals seek to improve road safety in locations where currently illegal or inappropriate parking creates a hazard, offering benefits to various groups.</p> <p>Introduction of parking charges could have impacts on people on low incomes or in vulnerable situations.</p> <p>A full impact assessment is required.</p>		

- **No assessment required – process ends**
- **Assessment required – continue to next section**

Equality Impact Assessment

1. Details of proposal	
Details of others involved	Gordon Brown – Roads and Transportation Service Manager Stantec UK - Consultant
Date assessment conducted	5 December 2022
2. Aims of the proposed change to council policy or resources	
In order to manage parking demand and behaviour, support local economies and communities and support the transition of drivers to electric vehicles the Council are developing a parking strategy to set out parking policy and measures.	
3. What equality data, research or other evidence has been used to inform this assessment?	
<p>Evidence was collected via an online survey open to the public. The online questionnaire included questions relating to protected characteristics, including age, disability, gender and ethnicity. Accessible options for completing the questionnaire were also made available, including via phone</p> <p>Face-to-face surveys were also undertaken in key locations to gather public opinion and inspect locations.</p> <p>Key stakeholders were invited to workshop sessions, and to complete the online questionnaire; invitees included the following relevant groups and organisations (non-exhaustive):</p> <ul style="list-style-type: none"> • Day care centres • Family centres • Community transport organisations • Alzheimer Scotland • Carers of West Lothian • Disability West Lothian • Lothian Community Transport Services • West Lothian 50+ Network • West Lothian Women's Aid • Disability Forum <p>Parking beat surveys were carried out, and data collected included the number and usage of disabled parking bays in surveyed locations.</p>	
4. Details of consultation and involvement	
Consultation was carried out through an online survey, face to face surveys and workshop sessions, as detailed in Section 3.	
5. Issues identified and 'protected characteristics' impact	
(Covering: age; disability; gender; gender identity; pregnancy and maternity; race; religion or belief and sexual orientation equality)	

Changes to parking availability and enforcement of parking restrictions may affect the distance from their destinations people with protected characteristics can park.

In addition, changes to parking restriction, enforcement and parking related measures may affect the availability of blue badge spaces, disabled bays in public car parks and electric vehicle charging used by some members of protected characteristic groups.

Furthermore, proposals seek to improve road safety in locations where currently illegal or inappropriate parking creates a hazard, offering benefits to various groups.

The changes should overall improve the experience of members of protected groups, with measures intended to increase space availability and remove obstruction of pavement by illegal parking or poor parking behaviour.

Introduction of parking charges could have impacts on people on low incomes or in vulnerable situations. Prior to the introduction of any parking charges, a detailed business case will be prepared, to consider the financial case for the introduction of these measures with a focus on achieving policy objectives, rather than generating income for the Council. These schemes would only be introduced if they can demonstrate they contribute to economic, social and environmental policy objectives. An EqlA will also be prepared and will form a material consideration in the decision-making process.

On this basis, the overall impacts of the parking strategy are expected to be positive for members of protected characteristic groups.

6. What measures are in place to monitor the actual impact following implementation?

The Parking Strategy sets out recommended monitoring, which includes proactive and reactive monitoring by the West Lothian Council Roads and Transportation Service. Queries and complaints received by the Council in particular will provide information on issues encountered by members of the public.

7. Recommendation

- ☒ Implement proposal with no amendments
- ☐ Implement proposal taking account of mitigating actions (as outlined below)
- ☐ Reject proposal due to disproportionate impact on equality

8. Mitigating actions and additional outputs

No mitigation actions required

- **Equality impact assessment completed**

APPENDIX 3 – PRELIMINARY STRATEGIC OUTLINE BUSINESS CASE



West Lothian Parking Strategy

Preliminary Strategic Outline Business Case

On behalf of **West Lothian Council**

Project Ref: 330610067 | Rev: 3 | Date: February 2023

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Document Control Sheet

Project Name: West Lothian Parking Strategy

Project Ref: 330610067

Report Title: Preliminary Strategic Outline Business Case

Doc Ref: 330610067/BC

Date: 13 February 2023

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Approved by:	Adrian Neve	Director – Transport Planning		13.02.2023
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1	12.12.2022	First draft	NB	SW	AN
2	13.02.2023	Final	NB	SW	AN
3	15.02.2023	Final	NB	SW	AN
4	03.04.2023	Post scrutiny amendments	NB	SW	AN

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1 Introduction

1.1 Background

- 1.1.1 Parking is an area of transport policy which has a far-reaching effect, but often goes somewhat unnoticed unless a particular problem occurs.
- 1.1.2 Parking provision and locations can both positively and negatively influence the attractiveness of an area for shoppers, access for people with varying mobility needs, the level of active travel within an area and the visual impression given to visitors. It also has an influence on environmental issues: the level of private car use within an area is linked to parking availability at a journey origin and destination, air quality can be affected by drivers circulating to find parking; parking can act as a severance effect if poorly managed; and the availability of charging infrastructure can affect people's choices for a new vehicle.
- 1.1.3 Inappropriate parking behaviour, or illegal parking behaviour, can cause congestion and adversely affect road safety. In particular, obstruction of the highway or obscured visibility at junctions can cause danger for other road users. Parked vehicles can make it more dangerous for pedestrians to cross roads, particularly for children and in congested areas around schools.
- 1.1.4 For these reasons, a Parking Strategy has been developed by Stantec UK for West Lothian Council (the Council), which examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel; help the management of the road network; and ensure public safety. The Parking Strategy seeks to translate evidence-based issues and create specific interventions that might be delivered by the Council, primarily across the urban areas of West Lothian. It gives guidance and makes recommendations on parking needs, parking management, addresses competing issues and gives clear advice on best practice solutions. It also relates parking to the Council's Corporate Plan and relevant policies.
- 1.1.5 The evidence gathered for the Parking Strategy has been collected during 2022, with on-street parking and Council-owned off-street parking places surveyed in August 2022. Site visits and consultations were also undertaken between May and July 2022. Secondary data analysis and a review of relevant literature has also been undertaken to supplement the findings.

1.2 West Lothian

- 1.2.1 *"West Lothian, formerly a county of East Central Scotland and known as Linlithgowshire, has long been synonymous with industrial progress. The area was at the centre of the world's first oil boom in the Victorian era when underlying oil shale was exploited to literally fuel the Industrial Revolution. Shale extraction and associated industries produced much sought after products including candles, paraffin and engineering lubricants. From the 1840s, extensive deep mining - first ironstone, then coal and shale - as well as foundries, brickworks and railways changed the face of the county. These industries provided mass employment and brought substantial investment to the area.*
- 1.2.2 *However, as markets changed and technology advanced after the First World War, these industries went into terminal decline, leaving behind a legacy of small mining towns and a landscape dramatically altered by its industrial past. Today, this is reflected in the many 'main street' townscapes, traditional miner's rows and the highly distinctive red shale bings, most notably the Five Sisters, a scheduled monument at the heart of West Lothian.*

- 1.2.3 *West Lothian experienced a second major industrial renaissance after the Second World War, the catalyst in this instance being the designation of the small village of Livingston Station as the kernel of the fourth Scottish New Town. It was largely conceived to accommodate the post-war population overspill from Glasgow, attract new industry and provide thousands of people with a better quality of life. “Make it in Livingston” was the simple yet effective advertising slogan adopted by Livingston Development Corporation. The growth of Livingston has radically altered the local landscape and has had a significant social, cultural and economic impact on West Lothian and the Edinburgh city region as a whole.*
- 1.2.4 *In the early 1960s, in an effort to address high levels of unemployment, the British Motor Corporation was incentivised by government to build a major new truck and tractor plant in Bathgate and by the 1970s it employed more than 7,000 people. Regrettably, the plant struggled to remain viable, eventually closing in 1986. Bathgate suffered the loss of a second major employer in the same year when electrical company Plessey left the town. At the time, these events had a devastating impact, both socially and physically, but the area has re-invented itself in the intervening years, first benefitting from inward investment associated with “Silicon Glen” in the 1990s and more recently by diversifying into many different employment sectors.*
- 1.2.5 *It can be seen that West Lothian has actively managed and facilitated change over many decades. It has moved on from its industrial past and built on its post-industrial legacy to re-emerge as a progressive and diverse place for people to live and work.*
- 1.2.6 *West Lothian is strategically located in the Central Belt of Scotland and is well served by a number of motorways and trunk roads and it has direct rail links from twelve rail stations to Edinburgh, Stirling, Glasgow and beyond. West Lothian’s central location and excellent business and labour market connections make the area an important economic hub. 60% of Scotland’s population live within one hour of West Lothian making for easy access to customers and suppliers.”*

Source: The West Lothian Local Development Plan 2018

1.3 Parking Strategy Development

- 1.3.1 The Parking Strategy has been prepared in a manner consistent with the principles set out in the Scottish Transport Appraisal Guidance¹ (STAG) - the Scottish Government’s best practice advice in the development and appraisal of transport projects and strategies.
- 1.3.2 The policies suggested within the strategy have been developed through an evidence-led approach, using data collected through recent surveys of the local area that identify key patterns of parking behaviour such as, capacity, duration of stay, and occupancy of car parks.
- 1.3.3 With the substantial changes in travel behaviour and working patterns that have occurred as a result of the Covid-19 pandemic, the Parking Strategy has been developed during a period of considerable change. While this presents challenges in understanding how long-term travel behaviour might differ from previous patterns, it also presents significant opportunities to influence travel behaviour and instigate positive change that can achieve policy aspirations.

1.4 Business Case

- 1.4.1 This Preliminary Strategic Outline Business Case report is closely linked to the Parking Strategy and has been prepared in accordance with the HM Treasury Five Case Model; the UK public sector best practice approach to developing business cases.

¹ Scottish Transport Appraisal Guidance, Transport Scotland, 2008

- 1.4.2 The guidance states that the Business Case is a working document which must be developed and revisited over the duration of the scheme. This Preliminary Strategic Outline Business Case has been prepared to inform the Parking Strategy and, as it covers a wide range of policy measures, is high-level in nature. The Business Case should be refined and updated as individual schemes are to be taken forward.
- 1.4.3 There are a large range of complex measures available to the Council in terms of managing parking and these are outlined fully in the Parking Strategy. The main identified measures where preparation of a detailed business case is considered to be appropriate are:
- Decriminalised Parking Enforcement
 - Workplace Parking Licensing Act [Noting that the Council has currently no intention of introducing this measure]
 - Parking Charges
 - Residents' Parking Permit Schemes
 - Controlled Parking Zones
- 1.4.4 Using the five-case model, it reviews each option and provides high-level information to inform how each option should be taken through the business case process, with the next stage being a scheme-specific Strategic Outline Business Case.
- 1.4.5 The Parking Strategy identifies Decriminalised Parking Enforcement (DPE) as a measure that the Council is likely to seek to implement in order to effectively implement the Parking Strategy. The other four measures included in the list above are less likely to be taken forwards, particularly at this time, and detailed information such as coverage, charge rates etc. have not been determined. These measures should be considered on a case-by-case basis to address issues in particular locations and evaluated for suitability prior to introduction.
- 1.4.6 On this basis, the Business Case looks at DPE in greater detail, including broad costs, whereas a higher-level review of Workplace Parking Licensing, Parking Charges, Residents' Parking Permit Schemes and Controlled Parking Zones has been undertaken.

2 The Strategic Case

The purpose of the strategic dimension of the business case is to make the case for change and to demonstrate how it provides strategic fit. Demonstrating that the scheme provides synergy and holistic fit with other projects and programmes within the strategic portfolio requires an up-to-date organisational business strategy that references all relevant local, regional and national policies and targets.

2.1 Current Parking Pressure

- 2.1.1 To support the development of the Parking Strategy, both questionnaire surveys and parking beat surveys were undertaken. Key parking challenges that have been identified are summarised in the following section.

Main Town Centres

- 2.1.2 With less enforcement of parking offences taking place since Police Scotland ceased their Traffic Warden Service, more people are parking illegally or inappropriately, which is antisocial and dangerous. This is evidenced via the collection of parking data and through instances reported during recent surveys. For example, despite its reduced ability to undertake parking patrols, Police Scotland fined ten drivers in a one-hour period in Bathgate following a complaint, indicating that illegal parking acts are taking place in focused areas which could be reduced through more comprehensive enforcement of parking and waiting controls.
- 2.1.3 In general, there is a plentiful supply of parking in West Lothian and so the parking issue in West Lothian is not one of an inadequate balance of supply to demand but instead one of inappropriate and under-managed parking places where drivers are attempting to park within closer proximity to town centres, where there are competing demands on the scarce availability of land. Vehicle parking therefore cannot necessarily be accommodated in close proximity to the journey destination.

Livingston, Polbeth and West Calder

- 2.1.4 The questionnaire surveys highlighted that the majority of drivers in Livingston, who responded to the survey, experience issues relating to parking. Issues occur across all location types, generally relating to inappropriate parking, particularly on pavements (49%) and around schools (38%), and cars obstructing the carriageway whilst seeking a parking space (37%).
- 2.1.5 Livingston North Station has had a number of parking issues arise over the years with illegal parking in and around the station car park. Following complaints from the public, Police Scotland has become involved in carrying out regular parking checks. The illegal parking has been noted as creating a danger for pedestrians and other road users with reduced pavement space forcing pedestrians onto the carriageway.
- 2.1.6 Car parking permits were introduced in December of 2018 at St John's Hospital in Livingston reducing the number of parking spaces available for staff, however many staff still chose to drive and park either in the visitors' car park or off site. Despite a number of measures having been introduced to alleviate parking pressures in the area (including a parking agreement with Livingston Football Club, bus shuttle services and proposals for a 65-space multistorey car park), it is expected that parking issues will not be fully resolved, and other options may need to be considered.

Bathgate and Blackburn

- 2.1.7 The questionnaire surveys highlighted that the majority of drivers in Bathgate, who responded to the survey, experience issues relating to parking. Issues relating to parking occur across all location types. 52% of respondents experience issues with inconsiderate pavement parking and 44% with illegal parking on double yellow lines. 46% felt there were problems with drivers parking on school keep clear markings.
- 2.1.8 Bathgate has accessible parking close to the town centre, however despite the car parks located just off the town centre, shoppers still tend to ignore them and park inappropriately on double yellow lines and in bus stops. Inappropriate parking was reported on North Bridge Street, ignoring the double yellow lines and bus lane markings. Shoppers choose to park as close as possible to these shops in the town centre as opposed to the car parks provided, which is a safer option and remains free of charge at the point of use.
- 2.1.9 Inappropriate and illegal parking obstructing the carriageway and pavement was observed on North Bridge Street/Hopetoun Street and Whitburn Road.
- 2.1.10 Peak demand at Mansefield Street car park exceeds capacity, with informal additional parking observed at these times. However, other car parks are underutilised, including Mill Road, which is in close proximity. This appears to be reflective of people's desire to park as close as possible to their destination.

Broxburn and Uphall

- 2.1.11 The questionnaire surveys highlighted that most drivers in Broxburn, who responded to the survey, experience issues relating to parking. Issues occur across all location types. The most prevalent issues related to inappropriate parking on pavements (47%) and illegal parking on double yellow lines and antisocial parking across driveways (both 43%).
- 2.1.12 Broxburn has accessible car parks located near to Main Street, but it was observed that some drivers tended to ignore this and park inappropriately on double yellows and in bus stops, sometimes mounting pavements, causing pedestrians to have limited space to walk.
- 2.1.13 Parking capacity within Broxburn is considered sufficient, but drivers were observed parking as close as possible to their destinations, including obstructing bus stops, making it difficult for the bus to stop and causing congestion particularly at locations on the Main Street around the Post Office.
- 2.1.14 Uphall has no off-street public car parking, but from the surveys undertaken Uphall had parking capacity available for on-street parking throughout the day. Higher short term peaks in demand could occur, as peaks correlate with commonly observed peaks for short term parking and surveys where on an hourly basis. Purposes for such parking would include school pickup and dropoff, lunchtime shopping or dinging, and an evening peak period of activity after office hours.

Linlithgow

- 2.1.15 The questionnaire surveys highlighted that most drivers in Linlithgow, who responded to the survey, experience issues relating to parking, and these occur across all location types. Parking on double yellow lines and pavement parking were highlighted as the biggest issues (57% and 54% respectively), with significant proportions of people also experiencing issues associated with parking in bus stops (52%), single yellow line parking (50%), pavement parking (49%), and school keep clear markings (44%).

- 2.1.16 The SEStrans Park and Ride Strategy identifies the Linlithgow Park and Ride site as having approximate parking utilisation of over 100%. The strategy outlines that the station has a high frequency of trains and is unique in West Lothian for providing direct access to Edinburgh, Glasgow and Stirling. These factors are likely to result in a higher demand for the Park and Ride facilities offered at Linlithgow train station.
- 2.1.17 An Air Quality Management Area is in place in the town due to historically poor measured air quality. In recent years, air quality objectives have been met, and so a detailed assessment is currently being carried out to assess if the existing AQMAs should remain in place.
- 2.1.18 Air quality is negatively affected by the large number of short cross-town journeys made by car, and high volumes of stop-start east-west traffic through the town, which has no practical alternative route. The journey time results through the town partly reflect the problem of commuters parking in and around the high street, narrowing and hence reducing the traffic flow dispersion.
- 2.1.19 Average length of stay varies considerably across the various car parks within Linlithgow. The Blackness Road long stay car park both have average parking durations of over 7 hours, whereas all other car parks have an average of between 2 and 3.5 hours. Due to their proximity to Linlithgow Station, it is likely that the Blackness Road car park is used by commuters travelling by train, whilst other car parks are used by drivers with a purpose in Linlithgow.
- 2.1.20 Peak demand at the Blackness Road car park exceeds capacity with informal additional parking observed at these times. This potential reflects insufficient parking capacity compared to demand for access to Linlithgow Station.

Armadaale

- 2.1.21 The questionnaire surveys highlighted that most drivers in Armadale who responded to the survey experience issues relating to parking and these occur across all location types. Pavement parking was the biggest issue, with 63% of respondents finding this a problem, followed by parking on double yellow lines (48%), parking on school keep clear markings (47%) and parking over driveways (45%).
- 2.1.22 The car park allocated to the train station is free of charge and appears to have high capacity. The peak time for boarding the train was observed between 07:30hrs and 08:30hrs and many of the people appeared to walk to the station or were dropped off by car. Survey respondents reported that parking is not considered to be an issue due to the availability of spaces at the car park and the absence of parking charges.
- 2.1.23 The local centre of Armadale is where the A89 crosses the B8084. This area consisted mainly of shops and amenities such as the doctor's surgery, community centre and leisure centre. The car parks closest to the centre were observed to have substantial residual capacity during a weekday. There was a high incidence of pavement parking outside the health centre / doctor's surgery on North Street.
- 2.1.24 Parking was not reported as a major issue for many, as many people walked to the town centre, but pavement parking has been an issue.

Whitburn

- 2.1.25 The questionnaire surveys highlighted that most drivers in Whitburn, who responded to the survey, experience issues relating to parking, and these occur across all location types. Pavement parking was the biggest issue with 46% of respondents finding this a problem, closely followed by parking on double yellow lines (42%) and parking over driveways (40%).

East Calder

- 2.1.26 The questionnaire surveys highlighted that most drivers in East Calder, who responded to the survey, experience issues relating to parking and these occur across all location types. 37% of drivers identified pavement parking as an issue, whilst double parking and parking on double yellow lines were experienced by 34% and 33% of people respectively.
- 2.1.27 Residents reported that the traffic calming and parking restrictions which have been implemented near Tesco are generally not adhered to. Respondents advised that, in their opinion, the reduction of cars parking on both sides of the road has actually caused cars to speed up as they feel they have more room on the road. The increase in car speed due to congestion reduction was considered by residents to be a hazard for shoppers and the nearby primary school.
- 2.1.28 Another identified issue with parking is the area of road in front of the Scotmid Co-op. Parking was reported on the pavement, double yellow lines, pedestrian crossing zig-zag lines and bus stops by drivers wanting to park as close to the shop as possible. This reduces accessibility on the pavements and creates a dangerous situation on the roads in the centre of town.

Other Settlements

- 2.1.29 Amongst the smaller settlements and rural areas, a large proportion of survey respondents indicated they had problems with pavement parking, parking on double yellow and single yellow lines, across driveways, in bus stops and on school markings. Some of these issues are not indicative of problems local to their dwelling, as no double yellow lines or school markings are present within the settlement, but in those cases it indicates problems with parking which indicate an over-reliance on private car use from the settlement and therefore a necessity to commute or travel elsewhere, and exacerbation of parking issues in larger settlements.
- 2.1.30 In particular, access to rail stations is likely to increase parking demand in larger settlements where stations are not available elsewhere, and thereby increase the pressure on parking in the vicinity of the stations in neighbouring settlements with a station. Travel into Linlithgow from surrounding areas was noted as fitting this profile.

2.2 Future Parking Pressure

- 2.2.1 West Lothian has one of the fastest growing and youngest populations in Scotland, reflecting the area's location, strategic transport connections and attractiveness as a place to invest, live, work, and visit.
- 2.2.2 The extant Local Development Plan states that West Lothian's population is currently in the region of 176,000 and is predicted to increase to 183,000 by 2020, a rise of nearly 4% compared to a projected increase in population for Scotland as a whole of around 3% during the same period. The number of households in West Lothian is also projected to increase with a 17% increase anticipated between 2012 and 2037.

2.3 Parking Strategy Objectives

- 2.3.1 The Parking Strategy objectives have been developed taking into consideration national ambitions, regional goals and local aspirations, as well as extensive consultation with stakeholders and the public, and are outlined below.

- **Objective 1:** Provide and maintain local public parking facilities as part of the wider managed transport network to assist in facilitating fair and affordable access

to services, promoting equality for those living, learning, working, trading and visiting our communities.

- **Objective 2:** Contribute towards delivering carbon net-zero environment within West Lothian by developing and delivering progressive, modern and innovative parking solutions. Solutions must be adaptable to the effects of climate change and help promote cleaner and greener travel choices
- **Objective 3:** Deliver improvements in the format, appropriateness, reliability and efficiency of publicly operated parking facilities in West Lothian using technological innovation as appropriate
- **Objective 4:** Through design, adaptation, and implementation of current and new facilities improve the safety and security of public parking areas and the safety of those communities that use them and the road network around them
- **Objective 5:** As part of a co-ordinated public travel network, including the management and provision of public parking places within West Lothian, enable people to make healthy travel choices and help make our communities great places to live

2.4 Policy Context

- 2.4.1 A full review of relevant national, regional and local policy is included in the Parking Strategy and is summarised in this section.

National Policy

- 2.4.2 The Parking Strategy objectives are closely aligned to the priorities and outcomes of **National Transport Strategy** and will seek to reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing. It will also be delivered in accordance with the sustainable travel hierarchy and sustainable investment hierarchy.
- 2.4.3 The Parking Strategy provides clear guidance on how the Council will prepare for the **Transport (Scotland) Act 2019** and, in particular, the workplace parking licensing scheme and ban on pavement parking.
- 2.4.4 The Parking Strategy follows the design principles contained in the **National Roads Development Guide** and supports **Designing Streets** when considering the design of new streets, specifically integrated parking.
- 2.4.5 The Parking Strategy has been prepared to conform with the requirements of the **Equality Act 2010** and **Inclusive Mobility Guidance** to protect disabled people and prevent disability discrimination.

Regional Policy

- 2.4.6 The Parking Strategy draws on the recommendation in the **SESplan Strategic Development Plan** that parking standards for new development should be used to minimise the generation of additional car traffic.
- 2.4.7 The Parking Strategy has been prepared by taking consideration of the aspirations of the **SEStran Regional Transport Strategy 2015-2025 (RTS)**, including parking standards and recognition that integrating land-use and transport planning is key. The framework for parking standards, town and city centre parking provision and out of town parking policies in the RTS all feed into the Parking Strategy.

- 2.4.8 It takes into consideration the issues and measures outlined in the **SEStran Parking Management Strategy**, mainly that parking is not a standalone issue and is linked to land use planning and that parking availability is a key policy instrument in limiting car trips. The Strategy is tailored to the particular characteristics of West Lothian and acknowledges that parking considerations have changed since 2009, for example, the rise in electric vehicle use and anticipated continuing rise of vehicle miles travelled.
- 2.4.9 The **SEStran Regional Park and Ride Strategic Study** informs the approach to park and ride within the Parking Strategy which is tailored to the particular characteristics and needs of West Lothian. In particular the Parking Strategy will seek to address localised parking issues at existing park and ride sites where there is overspill and excessive parking which impacts on local residential travel networks.

Local Policy

- 2.4.10 In preparing the Parking Strategy consideration has been given to the policies in the **West Lothian Local Development Plan 2018**, namely parking management in towns and villages and parking levels for new developments. **West Lothian Council's Parking Design Standards** can also be used to support the aims and objectives of the Parking Strategy.
- 2.4.11 Where the Parking Strategy seeks to discourage car use it is important that viable alternatives, such as walking and cycling, are provided and these are dealt with and promoted in the **Active Travel Plan for West Lothian 2016-2021**.
- 2.4.12 The Council's **Carbon Management Plan 2015-2020** includes elements which relate to the Parking Strategy, including upgrades to efficiency, encouraging sustainable travel, moving to cleaner power and enabling the switch from fossil fuel-based transport. The Council's approved **Climate Change Strategy 2021-2028** includes an intent to consider the introduction of electric vehicle charging tariffs as part of the development of a wider EV infrastructure plan. The EV infrastructure plan will be used to support future bids to the Electric Vehicle Infrastructure Fund.
- 2.4.13 West Lothian's **Economic Strategy 2010-2020** highlights the need for an integrated transport network which supports the development of skills and businesses within West Lothian.
- 2.4.14 The Council's **Equality and Diversity Framework 2021-2025** aims to mainstream equality to tackle discrimination and to advance equality of opportunity and good relations in the workforce and community.

2.5 Control Measures Value Judgement

- 2.5.1 Each control measure as identified in paragraph 1.4.3 has been judged against the policy compliance and the stated Objectives for the Parking Strategy (and wider policy that this relates to, as outlined in Section 2.4).

Table 2.1: Strategic Case Scheme Scores

	Decriminalised Parking Enforcement	Workplace Parking Licensing	Parking Charges	Residents' Parking Permit Schemes	Controlled Parking Zone
Objective 1	✓✓✓	✓	✓✓	✓	✓✓
Objective 2	✓✓	✓✓	✓✓✓	✓	✓✓
Objective 3	✓✓✓	✓	✓✓✓	✓✓	✓✓
Objective 4	✓✓	✓	✓	✓✓	✓✓
Objective 5	✓✓✓	✓✓	✓✓✓	✓	✓

3 The Economic Case

The purpose of the economic dimension of the business case is to identify the proposal that delivers best public value to society, including wider social and environmental effects. Demonstrating public value requires a wide range of realistic options to be appraised (the long-list), in terms of how well they meet the spending objectives and critical success factors for the scheme; and then a reduced number of possible options (the short-list) to be examined in further detail.

3.1 Options Appraisal

- 3.1.1 For each of the five measures being considered there are four potential broad implementation options:

Do Nothing	Option 1	Option 2	Option 3
	Targeted	Moderate	Widespread

- 3.1.2 For each measure, these options are discussed in the following sections.
- 3.1.3 At this stage, due to the details of the potential schemes being unrefined, it is not possible to quantify benefits or carry out a value for money assessment for each scheme. Instead, a discussion of the potential for revenue streams, non-monetised benefits and costs is given in this chapter.
- 3.1.4 To carry out a value for money assessment, schemes will need to be refined, and specific data collection exercises carried out to inform the next stage of the Business Case process.

3.2 Decriminalised Parking Enforcement

- 3.2.1 The Council is considering the case for applying to take responsibility for the enforcement of parking restrictions within its area. This is done through the implementation of Decriminalised Parking Enforcement (DPE) which enables a local authority to takeover enforcement of parking restrictions from Police Scotland. When enacted the Council would also have the sole responsibility for issuing Penalty Charge Notices (PCNs) to illegally parked vehicles. The Council would also retain the income from penalty charges to finance the ongoing costs of administering the operation, management, enforcement and adjudication of the DPE regime. Any surpluses would be used firstly for the provision and maintenance of off-street parking facilities and secondly for road improvement and public transport purposes in the local authority area.
- 3.2.2 Revenue will be raised from DPE via the payment of Penalty Charge Notices (PCNs). Experience from elsewhere suggests that when parking restrictions are first enforced a high volume of PCNs are issued in the first few months and then this fluctuates as people change their habits. Once a PCN is issued, a person has 28 days to pay but that the fine is reduced by 50% if they pay within 14 days. Of course, there are some people who choose to appeal or not to pay and it is assumed there is no revenue from these.
- 3.2.3 From a review of existing case studies, it can be seen that implementing DPE can facilitate the management of roads, improve network capacity, improve economic viability and opportunity, improve road safety, and assist in the delivery of sustainable transport solutions. It can also contribute to:
- delivering community regeneration by increasing short-stay parking opportunities in town centres and reducing congestion arising from illegally parked vehicles, to enhance

access to shops and businesses and create a sustainable and successful local economy

- a high quality natural and built environment
- assistance in the development of well-connected communities with increased use of sustainable forms of transport
- improving the quality and accessibility of public transport
- meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car
- improved community safety by improving compliance with parking restrictions at pedestrian crossings, schools and junctions where visibility can be restricted by illegally parked vehicles

3.2.4 Based on existing policy, it is recommended that the focus of DPE in West Lothian could be:

- a parking operation that favours shoppers, essential business users and residents, whilst discouraging all day parking for commuters in inappropriate locations
- a parking operation that manages parking at key tourist destinations without discouraging visitors
- a parking operation which is financially sustainable
- a parking operation which focuses on those places with the most acute parking problems

3.2.5 Failure to take on DPE powers will mean the Council cannot enforce parking restrictions within West Lothian and presents a real risk that the Parking Strategy objectives will not be achieved. By taking on the powers, the Council have no obligation to carry out any enforcement; they simply have the option to do so. The implementation of the pavement parking restrictions in Scotland will also place an enforcement responsibility on the Council which will have no feasible enforcement mechanism without taking on DPE powers.

3.2.6 It is recommended that the Council applies for the powers and devises an enforcement regime which is not a financial burden (small profit, cost neutral or profitable). Experience from East Lothian and Midlothian shows this is achievable. It is considered that a targeted enforcement of the main towns experiencing problems or moderate enforcement of all towns may be considered. Widespread enforcement across all settlements would be too onerous and is unlikely to be financially viable (not enough revenue to cover operating costs).

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	No enforcement	Targeted enforcement	Moderate enforcement	Widespread enforcement
Locations	-	Main towns	All towns	All settlements
Recommendation	x	x	✓	✓

3.3 Workplace Parking Licensing

- 3.3.1 A workplace parking licencing scheme offers benefits in terms of reducing the incentive to use private cars and incentivisation of workplaces to encourage staff to more sustainable modes where possible, alongside revenue generation to support public transport or schemes within the local transport strategy.
- 3.3.2 The Transport (Scotland) Act 2019 includes provisions introducing a discretionary power for local authorities to set up workplace parking licensing (WPL) schemes. Each local authority can decide whether they wish to use that power and, if so, to shape proposals to suit local circumstances.
- 3.3.3 Where a WPL scheme is in place, liable employers are required to obtain a licence from the local authority for each workplace parking place provided for use by employees and certain visitors. A charge may be levied for such a licence on the basis of the number of parking places specified in the licence (except for some nationally defined exemptions such as Blue Badge spaces). Local authorities can use WPL revenues only to cover costs associated with operation of the scheme and to support the policies in their local transport strategy.
- 3.3.4 As a measure addressing demand management of travel, progressing the delivery of the WPL regulations and guidance supports existing Scottish Government policy commitments. WPL has the potential to encourage the use of more sustainable travel modes, reducing congestion and tackling climate/air emissions. As the net revenue generated by WPL schemes must be committed to support policies in local transport strategies, this policy is also intended to raise revenue that could be used to improve public or active transport, making it more attractive and thus encouraging individuals to use public transport instead of driving.
- 3.3.5 As a measure addressing demand management of travel, progressing the delivery of the WPL regulations and guidance supports existing Scottish Government policy commitments. WPL has the potential to encourage the use of more sustainable travel modes, reducing congestion and tackling climate/air emissions. As the net revenue generated by WPL schemes must be committed to support policies in local transport strategies, this policy is also intended to raise revenue that could be used to improve public or active transport, making it more attractive and thus encouraging individuals to use public transport instead of driving.
- 3.3.6 Due to the rural nature of West Lothian, it is likely that a large proportion of those driving to work in West Lothian currently have no realistic alternative mode of travel. Whilst the revenue from a WPL would assist in enabling West Lothian Council to better provide for alternative modes, it is unlikely that sufficient public transport connections would be able to be provided to connect the large numbers of small village and hamlets to major employment areas. Therefore, there is a risk that WPL could be perceived to be purely a tax on businesses in West Lothian, penalising them for basing their businesses in this location, risking the potential for businesses to relocate.
- 3.3.7 In order to further consider a WPL, a Local Transport Strategy should be in place, which will identify how sustainable transport connections would be improved, and surveys of private business car parking should be undertaken.

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Businesses with 200+ spaces	Businesses with 100+ spaces	Businesses with 10+ spaces
Recommendation	✓	x	x	x

3.4 Parking Charges

- 3.4.1 Payment for parking is a mature market with a range of suppliers and operation arrangements available to address the particular needs of West Lothian.
- 3.4.2 Depending on the operational arrangement there are different levels of decision making and staff involvement required from the council, although in all scenarios involvement in the appeals process would be required.
- 3.4.3 Payment for parking can provide a balance between parking availability and use of charging to generate funds for maintenance of parking locations and the enforcement of restrictions. If the charging regime is determined by the Council, it can allow for encouragement of particular behaviour and disincentivising of other behaviour. For example, in a town centre shorter stay parking can be offered at a more efficient cost than longer stay parking to encourage a degree of turnover and ensure space availability is higher for visitors and shoppers.
- 3.4.4 As the market is mature and many options and suppliers can be compared, requiring payment for parking allows the Council to select the product and contractual arrangements which best serve its objectives. Implementation of parking charges should therefore be considered alongside the enforcement powers available to the Council and how charging serves the wider strategy rather than implemented in isolation from other measures. Four scenarios are indicated in the table below

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Main town centres	All town centres	All settlement centres
Recommendation	x	✓	✓	x

3.5 Residents Parking Permit Schemes

- 3.5.1 A range of residents' parking permit schemes using differing methodologies are implemented by neighbouring authorities. A residents' parking permit scheme is implemented by a traffic regulation order and generally involves a nominal charge to residents to obtain a permit to park within the designated parking places. Administration of the permits is through bespoke systems, or proprietary software.
- 3.5.2 Such schemes have a mixed record in terms of successfully reducing parking congestion, with incidences of parking congestion being pushed beyond the boundaries of the regulated area, or encouraging inappropriate parking in neighbouring areas.
- 3.5.3 In successful schemes the common characteristic is a clear focus on addressing a well-defined problem and area, avoiding a scope creep and wider displacement of parking as a blanket restriction is imposed. In these cases, the benefits to residents are that space availability and proximity to their dwelling should become more reliable, and this can have subsequent benefits in terms of reducing roaming and circulation of vehicles searching for a space, reducing emissions. The vehicle to door distance being reduced can improve public safety.
- 3.5.4 It is suggested that there is no blanket approach to the provision of residents' parking permit schemes and that these are considered on a case-by-case basis. Separate business cases should be prepared and schemes should only be introduced where they are not financially onerous to the Council, residents and stakeholders. This means that there is likely to be a

modest cost associated with residents' parking permit schemes to cover the costs of infrastructure (signs and lines), maintenance, adaptation, enforcement and administration costs.

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Case-by-case basis	All settlements	All settlement centres
Recommendation	x	✓*	x	x

* While implementation of residents parking zones is recommended, it is only in cases where the situation is appropriate, and in relation to a well defined scheme addressing a particular problem

3.6 Controlled Parking Zones

- 3.6.1 As with Resident Parking Permit Schemes a Controlled Parking Zone (CPZ) limits parking within a defined area, the primary difference between the two types of controls is that it is normal for Residents Parking Permit Schemes to be defined to individual streets or sections of road, whereas a CPZ may extend across an area of a Town or City.
- 3.6.2 The usual deployment of a CPZ is to areas where resident parking permit schemes would result in immediate displacement of the parking problem to adjoining streets and therefore an area-wide control is necessary to manage the level of on-street parking demand. Major attractors such as tourist sites, Hospitals and rail stations in urban areas are examples of cases where a CPZ may provide an effective solution for parking management.
- 3.6.3 Data gathering, consultation and understanding of the needs of residents and businesses is essential for the effective implementation of a CPZ and defining the area in which a CPZ will be needed. Engagement with major attractor operators to understand issues relating to any provided parking associated with their site for both staff and visitors is recommended to assess alternative options to implementation of a CPZ.
- 3.6.4 The edges of a CPZ will have usually signage clearly indicating to drivers they are entering a CPZ, and on individual streets within the area there will be a mixture of markings and signage indicating the areas permitted for parking, hours of parking restriction, the limitations on parking duration and period before a return is permitted. Permission can be sought from Transport Scotland for a CPZ area wide treatment which reduces the need for road markings and signage.
- 3.6.5 Permits for residents are provided so that residents can park reasonably close to their house, and spaces for disabled drivers marked and TROs promoted to make those enforceable.
- 3.6.6 Potential issues can occur with CPZs due to parking displacement on the edges of the zone, and the implementation of the zone should consider the potential impact on surrounding areas and the area across which the parking issue is likely to impact. The purpose of the CPZ should be designed to provide adequate parking for residents of the area and where appropriate access for visitors. The restrictions can be designed to address the particular type of parking behaviour which is causing a problem.
- 3.6.7 It is suggested that there is no blanket approach to the provision of a CPZ and each potential zone is considered on a case-by-case basis dependent on the issue. Separate business cases should be prepared, and schemes should only be introduced where they are not financially onerous to the Council. The level of cost associated with CPZ to cover the costs of

infrastructure (signs and lines) and administration costs will vary depending on the scale of the scheme and if an area wide treatment is implemented.

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Case-by-case basis	All settlements	All settlement centres
Recommendation	x	✓*	x	x

* While implementation of a CPZ is recommended, this recommendation is limited to issues where a CPZ is identified as the appropriate response

3.7 Summary

- 3.7.1 A summary of the potential options and the current recommendations for further assessment, based on the likely economic case for each option, is shown in Table 3.1.

Table 3.1 Summary of Options

Measure	Do Nothing	Option 1 Targeted	Option 2 Moderate	Option 3 Widespread
Decriminalised Parking Enforcement	x	x	✓	✓
Workplace Parking Licensing	✓	x	x	x
Parking Charges	x	✓	✓	x
Residents Parking Permit Schemes	x	✓	x	x
Controlled Parking Zones	x	✓	x	x

4 The Commercial Case

The purpose of the commercial dimension of the business case is to demonstrate that the preferred option will result in a viable procurement and a well-structured deal between the public sector and its service providers. Demonstrating a viable procurement requires an understanding of the marketplace, knowledge of what is realistically achievable by the supply side and research into the procurement routes that will deliver best value to both parties.

4.1 Decriminalised Parking Enforcement

- 4.1.1 It is suggested that DPE should be externally resourced through a formal arrangement and service level agreement with the City of Edinburgh Council. However, as with any delivery plan, the costs, benefits and contractual terms must be fully investigated and compared against other options before any decision is made based on robust financial appraisal and sound judgement.
- 4.1.2 It should also be noted that both East Lothian and Midlothian Council both operate in this manner and that contractual issues will have already been agreed by the two parties and that there should be some efficiency in respect of agreement of the SLA, simply due to that fact that another bolt-on operation has preceded the process that West Lothian Council would follow.
- 4.1.3 While it is suggested that enforcement should be contracted out, some element of control will require to be retained by West Lothian Council staff to deal with over-the counter payments, challenges and appeals and the potential for debt recovery / vehicle removals. Whether this can be undertaken utilising existing or additional staff resources will require to be determined and costed within the business case to fully measure running costs against set-up costs.

4.2 Workplace Parking Licensing

- 4.2.1 The Workplace Parking Licensing Act allows an authority to apply for discretionary powers to set up workplace parking licensing (WPL) schemes. Each local authority can shape proposals to suit local circumstances, and this would allow West Lothian to take on the powers and develop its own approach to the WPL that best fit local circumstances and considered the needs of different settlements.
- 4.2.2 Where a WPL scheme is in place, liable employers are required to obtain a licence from the Local Authority for each workplace parking place provided for use by employees and certain visitors, which would need a registration system and administration by the council. A charge may be levied for such a licence on the basis of the number of parking places specified in the licence, and this funding would allow covering of the costs of operation of the scheme. As WPL revenues can cover costs associated with operation of the scheme and to support the policies in their local transport strategy, some of the WPL approach be designed to fund encouragement of non-car modes.
- 4.2.3 WPL schemes have not yet been widely implemented in the UK. There is currently only one operational scheme, and on this basis it is suggested that the development of a WPL scheme should follow consultation of neighbouring authorities who may be investigating this approach and developing plans for implementation. Liaising with Nottingham City Council, which runs a Workplace Parking Levy scheme, is recommended, as there are likely to be lessons learnt with regards to scheme implementation that could be shared and would be applicable to a similar scheme in West Lothian.

4.3 Parking Charges

- 4.3.1 Payment for parking is a mature market with a range of suppliers and operation arrangements possible for machine supply and maintenance. From the experiences of other Local Authorities in neighbouring and nearby areas of Scotland, the move towards cashless payment should be considered when evaluating competing operators, alongside payment via app or phone.
- 4.3.2 Civil Enforcement Officers (or parking wardens) serving to enforce parking charges can also be employed to undertake other duties such as enforcement of DPE, providing a potential synergy between these two parking management approaches.

4.4 Residents Parking Permit Schemes

- 4.4.1 Example schemes in similar authorities are administered by council staff and a database or registry of permits issued held by the council. There are a variety of methods for production and issue of permits, which could be considered to evaluate which approach would match the scale of implementation and scheme design.
- 4.4.2 The charging for permits requires a system be available to make such payments, and the charges made can cover the costs of administration for the authority.

4.5 Controlled Parking Zones

- 4.5.1 Example schemes in other authorities are administered by council staff and a database or registry of permits issued held by the council. There are a variety of methods for production and issue of permits, which could be considered to evaluate which approach would match the scale of implementation and scheme design.
- 4.5.2 It is recommended in the SEStrans Parking Management Strategy that resident permits within a CPZ should be provided free of charge, which imposes an additional element of cost as a mechanism to assess proof residence is needed to process permit requests. Therefore the only revenue generated for the Council will come from parking enforcement resulting in penalty charge notices and is likely to operate at a cost to the authority.

5 The Financial Case

The purpose of the financial dimension of the business case is to demonstrate the affordability and funding of the preferred option, including the support of stakeholders and customers, as required. Demonstrating the affordability and fundability of the preferred option requires a complete understanding of the capital, revenue and whole life costs of the scheme and of how the Deal will impact upon the balance sheet, revenue and expenditure and pricing arrangements (if any) of the organisation.

5.1 Decriminalised Parking Enforcement

- 5.1.1 The costs associated with DPE are highly dependent on the specifics of scheme operation, and this results in financial projection of the performance of a generic DPE scheme in West Lothian difficult to predict. The approach taken to assess the potential financial performance of a scheme an assessment of other schemes in operation elsewhere over the period 2016 to 2021 has been undertaken to understand whether in principle it should be feasible to develop a cost-neutral DPE operation within West Lothian.
- 5.1.2 Table 5.1 shows a simple assessment of whether parking operations including pay and display and DPE operations have run at a surplus or a loss for authorities as reported by Transport Scotland. Figures for expenditure are not disaggregated between DPE and Pay and Display operations and therefore comparison has been undertaken between the parking schemes as a whole.
- 5.1.3 The overall outlook for DPE operation was that around 80 per cent of authorities operating DPE were operating at a surplus up to the Covid-19 pandemic. The massive disruption of lockdowns and travel restrictions reduced revenue to a very large degree in 2020-2021. Even those schemes operating at a deficit often only operated at a small deficit, and often managed to operate at a surplus in subsequent years. This indicates that even when initial costs are in excess of revenue, refinement of scheme operations over time can improve the revenue/expenditure balance.

Table 5.1 Surplus/deficit of parking in authorities with DPE
[Green is surplus, red is deficit, white is no DPE]

Authority	2016-17	2017-18	2018-19	2019-20	2020-21
Aberdeen City	Green	Green	Green	Green	Green
Angus	Green	Red	Red	Red	Red
Argyll & Bute	Green	Green	Green	Green	Green
City of Edinburgh	Green	Green	Green	Green	Green
Dundee City	Green	Green	Green	Green	Red
East Ayrshire	Green	Green	Green	Green	Red
East Dunbartonshire	Red	Red	Green	Green	Red
East Lothian	Red	Red	Green	Green	Green
East Renfrewshire	Green	Green	Red	Red	Red
Falkirk	Green	Green	Red	Green	Red
Fife	Green	Green	Green	Green	Red
Glasgow City	Green	Green	Green	Green	Green
Highland	Red	Green	Green	Red	Red
Inverclyde	Green	Green	Green	Green	Red
Midlothian	Green	Green	Red	Red	Red
North Lanarkshire	Green	Red	Red	Green	Red
Perth & Kinross	Red	Green	Green	Green	Red
Renfrewshire	Green	Green	Green	Green	Red
South Ayrshire	Green	Green	Green	Green	Green
South Lanarkshire	Red	Green	Green	Green	Red
Stirling	Green	Green	Green	Green	Red

- 5.1.4 There is no single reason a parking operation operated at a surplus and each operation is different both operationally and geographically, but it can be observed that in general urban areas were more resilient during the travel restricted period. Focus on the highest concentration of population and demand correlates with successful financial performance for a DPE operation.
- 5.1.5 The realignment of travel behaviours due to work and living pattern changes over the pandemic period is likely to have significant impact on the revenue and usage patterns of parking across all authorities. Therefore, the retrospective data should be taken as indicative rather than predictive. General trends in terms of population, job and amenity locations will not have entirely changed however and therefore in coming years it is expected that most authorities operating DPE are likely to return to a surplus.
- 5.1.6 Operation of DPE seems generally to operate at a surplus when a sizeable pay and display operation operates alongside DPE. This makes logical sense, as enforcement of DPE will encourage use of off-street car parks to avoid penalty charge notices and conversely a lack of DPE enforcement is likely to undermine pay and display revenue as illegal parking for free is likely to be preferred by some drivers. Areas where pay and display was in operation is shown in Table 5.2:

Table 5.2 Pay and Display operation in place

Authority	2016-17	2017-18	2018-19	2019-20	2020-21
Aberdeen City					
Angus					
Argyll & Bute					
City of Edinburgh					
Dundee City					
East Ayrshire					
East Dunbartonshire					
East Lothian					
East Renfrewshire					
Falkirk					
Fife					
Glasgow City					
Highland					
Inverclyde					
Midlothian					
North Lanarkshire					
Perth & Kinross					
Renfrewshire					
South Ayrshire					
South Lanarkshire					
Stirling					

5.1.7 The next stage of scheme development for the business case for DPE should take lessons from the schemes where a surplus was achieved in comparator authorities. The key lessons and their applicability for West Lothian should be understood to develop a plan for DPE operation which takes a lead from success elsewhere. In summary the themes emerging from the data published by Transport Scotland are:

- DPE operations in isolation are less likely to operate at a surplus, Pay and Display operates synergistically with DPE
- DPE operations which operate at a deficit can improve over time to operate at a surplus
- Urban areas are most likely to operate DPE at a surplus
- Most areas can operate DPE without a deficit, including less urban areas
- The disruption to travel patterns during the pandemic was considerable and previous data is going to be less reliably predictive than pre-pandemic trends

5.1.8 To give an indication of operational cost examples is provided below to give an understanding of the scale of operational costs involved in a DPE scheme on the scale of a likely operation within West Lothian.

Example Operating Costs, Decriminalised Parking Enforcement (West Lothian Council Operated)

- 5.1.9 The cost estimates below are high level estimates provided by the Council based upon assumptions contained within the South Ayrshire Council DPE business case and have not been tested fully for the West Lothian situation. More detailed cost estimates will need to be prepared to inform the Business Case process as the scheme is refined.
- 5.1.10 The assumptions for this set of cost estimates are:
- Operational Management: A car parking supervisor post (1FTE @ £33,000/annum year 1), with costs increasing at 3% per annum
 - Enforcement: 5 wardens + associated overhead operating costs (circa £33,800/warden + overheads), with costs increasing at 3% per annum
 - Ticket processing:
 - costs assumed to be escalating from £7.50 to £8.44 per PCN (increasing at 3% per annum)
 - PCNs will initially be issued at 6,000 per annum (i.e. twice the level issued by police in previous three years) decreasing by 15% after year 2 then stabilising
 - 72% of PCNs paid without contesting (10% at £60, 60% at £30 and 2% at £90)
 - 28% of PCNs will be contested or appealed (recovered at an estimated average rate of £22.68 per PCN)
 - Assumes full operation from day 1 of year 1
- 5.1.11 Operating costs are expected to comprise operational management, enforcement and ticket processing. High level cost estimates are shown in Table 5.3 to 5.4.

Table 5.3 West Lothian Council DPE Operating Costs – Annual and One-off

West Lothian Council Costs (Estimated) ²		
Capital and start up expenditure	One-off cost expected in initial scheme implementation, including signage and road marking	£490,000 (One-off cost)
Operational Management		£33,000 (Annual cost)
Enforcement	Includes enforcement staff, solicitor, digital services, admin and other internal support as required	£169,000 (Annual cost)
Ticket processing		£43,000 (Annual cost)
Total Cost		£490,000 (One-off) £246,000 (Annual)

² Data provided by West Lothian Council – February 2023

Table 5.4 Indicative Ongoing DPE Annual Operating Revenue & Costs Balance Sheet
[cost expected to increase at approximately 3% per annum]

	Total Annual Cost (Estimate)³		
Year	Revenue estimate	Cost estimate	Net cost
Year 1	£193,000	£246,000	£53,000
Year 2	£193,000	£255,000	£62,000
Year 3	£164,000	£256,000	£92,000
Year 4	£164,000	£263,000	£99,000
Year 5	£164,000	£271,000	£107,000
Cumulative 5 year deficit			£413,000

Example Operating Costs, Decriminalised Parking Enforcement Partnership (City of Edinburgh Council operated on behalf of West Lothian Council)

- 5.1.12 The cost estimates below are high level estimates based on schemes that have been implemented in other Local Authorities. More detailed cost estimates will need to be prepared to inform the Business Case process as the scheme is refined.
- 5.1.13 Operating costs are expected to comprise an annual fee paid to the City of Edinburgh Council to undertake DPE enforcement, and direct costs incurred by West Lothian Council to advertise and support the scheme, as well as maintain assets. High level cost estimates are shown in Table 5.5. The estimation within Table 5.5 does not include for initial capital costs – estimated by West Lothian Council to be in the region of £490,000 (shown in Table 5.3).

³ Data provided by West Lothian Council – February 2023

Table 5.5 Annual Operating Costs

West Lothian Council Costs (Estimated)		
City of Edinburgh Payment	An annual fee paid to City of Edinburgh Council to cover the cost of managing providing DPE enforcement in West Lothian. This will be reviewed and may be reduced due to man hours required.	£175,000 (Annual cost)
Adjudication Service	This legally requires West Lothian Council employees to be involved	£2,000 (Annual cost)
Debt Recovery	This legally requires West Lothian Council employees to be involved	£3,000 (Annual cost)
Parking Support	Includes solicitor, digital services, admin and other internal support as required	£35,000 (Annual cost)
Parking Manager	Part-time post to be reviewed after a year. This will deal with enquiries to the council regarding parking policy and individual restrictions. It is envisaged (and past experience in other council areas suggest) that there will be an influx of enquiries when enforcement starts.	£30,000 (Annual cost)
Road Markings and Signs	Maintaining existing to required standard to enforce consistently	£10,000 (Annual cost)
PR/ Media/ Comms		£5,000 (Annual cost)
Total Cost		£260,000 (Annual cost)

- 5.1.14 Under this operating mechanism, it would be prudent for West Lothian Council to agree with the City of Edinburgh Council to apportion surplus or deficit revenue per annum between the authorities.

Comparison of operating models

- 5.1.15 The example costs set out in Tables 5.3 to Table 5.5 are theoretical and derived from different assumptions not specific to a scheme or operating conditions in West Lothian in detailed terms but are indicative that there is an expected operating cost of approximately £250,000-£270,000 for DPE implementation within West Lothian. The initial capital costs of establishing DPE on street would be similar irrespective of the operating model.
- 5.1.16 Table 5.4 provides West Lothian Council's indicative cost to revenue balance and suggests a deficit over 5 years of £413,000. It should be noted that data drawn from Transport Scotland summarised at Table 5.1 indicates that authorities operating under a DPE regime will typically return a surplus after 1-2 years of operation. The West Lothian Council data is therefore anticipated to be pessimistic.
- 5.1.17 The decision as to which operating model to pursue is therefore one of operating management costs and responsibility rather than a judgment on potential operating revenue. A more robust and authority-specific DPE financial projection should be prepared to inform a detailed Business Case for West Lothian.

5.2 Workplace Parking Licensing Act

- 5.2.1 As very limited extant scheme information is available, the financial performance and viability of the WPL scheme implementation is difficult to predict with any certainty. However, as the scheme is fundamentally similar to other permit-issuing schemes such as a residential parking permit, it should be possible to operate on cost-neutral basis. Revenue generation for promotion of sustainable transport is one of the objectives of the act and therefore it is envisaged that a revenue surplus for the costs of scheme operation might be achieved in some locations, although the impact on desirability of business operation within the authority should be considered alongside this to avoid an economic disbenefit for the West Lothian economy.

5.3 Parking Charges

- 5.3.1 Payment for parking is a very mature market with a range of suppliers both operationally and for equipment, and the potential financial impact of different contract offers evaluated to ensure best value for the Council is achieved. Large towns and cities in particular are usually able to operate payment operations profitably, and therefore focussing implementation of parking charges in larger locations in larger settlements would provide a sensible starting point for minimisation of financial risk by imposing charges in the places where demand is highest.

5.4 Residents Parking Permit Schemes

- 5.4.1 Resident parking schemes impose a minimal cost on a Local Authority to operate in addition to other parking restrictions, if DPE and parking payment operations are operating concurrently. However, in isolation, the operation of a scheme would likely be financially inefficient and highly dependent on the specific scheme design. On this basis it is not possible to evaluate the financial viability of a general scheme as a successful scheme should be tailored to a specific local need and form part of an overall strategy.

5.5 Controlled Parking Zones

- 5.5.1 Controlled Parking Zones impose a variable cost on a local authority to operate in addition to other parking restrictions, with considerable synergy in costs if DPE and pay and display parking operations are operating concurrently. The level of the parking issue being addressed, specific restrictions on parking times and times of operation as well as the area being covered all have an impact on the costs of operation. Backroom costs will vary depending on other operations but in general the costs will be proportionally higher for a single scheme or smaller area.
- 5.5.2 In isolation the operation of a scheme would be financially inefficient and highly dependent on the specific scheme design. On this basis it is not possible to evaluate the financial viability of a general scheme as a successful scheme should be tailored to a specific local need and form part of an overall strategy. The financial benefit of a CPZ might come through the enhancement of a local economy and management of access to a key destination, but in isolation will impose both capital and revenue costs for the Council and therefore the accrual of wider benefits should be assessed through a business case prepared for a specific scheme.

6 The Management Case

The purpose of the management dimension of the business case is to demonstrate that robust arrangements are in place for the delivery, monitoring and evaluation of the scheme, including feedback into the organisation's strategic planning cycle. Demonstrating that the preferred option can be successfully delivered requires evidencing that the scheme is being managed in accordance with best practice, subjected to independent assurance and that the necessary arrangements are in place for change and contract management, benefits realisation and risk management.

6.1 Decriminalised Parking Enforcement

- 6.1.1 Ultimate responsibility for the management of DPE will be held by the Council's Roads and Transportation service. The organisational structure and lines of reporting for implementation of DPE would depend on what elements of enforcement and administration are undertaken in-house and which are contracted to an external body.
- 6.1.2 Best practice in the implementation of DPE is that the DPE budget is separated from the wider transport budget, such that performance can be effectively monitored, and spending understood. This is a pattern observed in neighbouring authorities which have DPE in operation, and in discussions with other Local Authorities operating DPE, it was characterised as an essential element of management of a DPE scheme.
- 6.1.3 Responsibility for the key elements of the scheme should be considered when developing the final scheme for implementation:
- Penalty levels – at present, all Local Authorities in Scotland who are operating DPE regimes are using the highest charge level in operation (£60 discounted to £30 if paid within 14 days). Charges should be high enough to deter motorists from parking illegally, to achieve compliance and deliver the objectives of the Parking Strategy. Transport Scotland undertook a consultation on changing the level of Penalty Charge Notices for Parking Enforcement which concluded in October 2021, and an increase in the level of charges would affect the level of revenue from parking enforcement, potentially increasing revenue, although an increased deterrent effect would moderate this increase.
 - Staff resources to be allocated – the envisaged level of staffing would be a parking manager, and other staffing to be determined by the model of DPE undertaken. On the basis that enforcement would be subcontracted, required West Lothian staffing levels will be relatively low, and this may offer greater flexibility in terms of staff activity levels if there are seasonal variations in need for enforcement.
 - Timescales for subcontracted elements – it is suggested that any contracts shall endure for an initial period of five years with an option to extend up to a further five years at the Council's sole discretion. From available information at the time of writing this has typically been the length of contract used elsewhere in Scotland.
 - Clear scope of scheme and enforceable TROs - there is a risk that if a Traffic Regulation Order is not properly made, or its effects not correctly signed and marked, then the Council could be forced to repay all relevant PCN revenue received as a consequence of them being issued illegally.
 - Complaints, appeals and collections – responsibility for this element should be administered locally, as this is likely to be strongly preferred by the public.
- 6.1.4 Procurement of subcontracted elements of DPE would take place through the Council's procurement team and conform with appropriate requirements. The identification of risks to

the Council in terms of performance, financial risk, and public perception should take place before the procurement process begins in order that risks be managed effectively. The transfer of responsibility from Police Scotland to the Council for parking enforcement cannot be reversed. If the Council takes on this responsibility it will retain it, therefore the scheme design and attendant risks should be fully documented before applying for DPE powers.

- 6.1.5 Whether enforcement was undertaken in-house or outsourced there would be a need for the scheme operations to conform with the Council's standards for assurance and auditing. The requirements of this should be understood at the early stages of scheme development such that the responsibilities and record keeping of the operation can meet the required standards.
- 6.1.6 The management of contracts required would be dependent on scheme design and what elements were retained within the Council's operation. There are two distinct types of contract available to procurement bodies:
- **a gross-cost contract** pays the contractor a specified sum to provide a specified service for a specified period. All revenue collected is returned to the funding authority; and
 - **a net-cost contract** is where a contractor provides a specified service for a specified period and retains all of the revenue. The authority pays a subsidy to the contractor if the services are forecast to be unprofitable. If the services are profitable, the contractor will pay the authority a royalty. Under a net-cost contract, the contractor has to forecast both the costs and revenues and the risk on this typically lies with them.
- 6.1.7 Whichever contract type is decided upon, monitoring of contract performance is critical to the success of a DPE scheme, with understanding of performance requirements and the frequency and content of performance indicators developed at an early stage in scheme design. Monitoring will allow adjustment of the enforcement and management of DPE if required, and therefore enable the realisation of benefits to the Council.

6.2 Workplace Parking Licensing Act

- 6.2.1 Workplace parking licencing is not widely implemented, and so there are limited case studies to draw on to understand best practice. It is likely from the operational schemes that the Council would administer the scheme, taking responsibility for scheme enforcement, management and staffing.
- 6.2.2 If this model of parking management is taken forward by the Council, it is recommended that the Council engage with Edinburgh Council, who are developing their strategic business case for a WPL, and with Nottingham Council, who have operated a WPL for some years.
- 6.2.3 Scheme details would have to be developed to conform with assurance and acceptable risk management for the Council, and where possible synergies with other aspects of parking management should be sought.

6.3 Parking Charges

- 6.3.1 The implementation of parking charges is a widespread and well-developed market with a range of potential partners with differing models of contract which for example may or may not include additional functions such as payment by app or phone, financial elements including credit card payments and cash handling.
- 6.3.2 For effective management of parking charges, the key elements required are:

- Understanding the Council appetite for risk and costs, with different models of parking operation having profiles in terms of minimising risk or offering potential additional revenue
- Understanding how systems will interact, e.g., if DPE is in place, will appeals and processing penalties be undertaken through parallel systems or are synergies and efficiencies possible?
- Clear responsibility within the Transportation Service for management of parking charges, whether in-house or for management of a contract
- Regular performance management of the contract to understand value for money and performance against key indicators
- Prior to implementation of parking charges, it is recommended that the available models be evaluated in detail and the financial and management requirements fully understood before scheme procurement takes place. Engagement with other Local Authorities and potential commercial operators would potentially offer additional information which allows the operational design to use best practice.

6.4 Residents Parking Permit Schemes

- 6.4.1 Residents parking permit schemes are operated under a number of different models, mainly dependant on scheme complexity and the implementation or not of DPE. If DPE is in place, management of a residents parking permit scheme would be possible as an extension of the DPE operation, with potentially quite small additional management requirements in terms of issuing and recording permits. If DPE is not present, a scheme would need management by a clear set of responsibilities, budget and record keeping.
- 6.4.2 There are commercial operators providing software support for parking permit schemes, however these are likely to be inappropriate to the scale of any potential scheme which might be implemented in West Lothian.
- 6.4.3 If a residents parking permit scheme is brought forward for consideration by the Council, the scheme design should be clearly defined to address a particular issue in a well-defined area. Residents parking permit schemes are usually most successful when addressing a particular problem where it provides the most appropriate measure, rather than applied generally. The management design of schemes should ensure sufficient understanding of the purpose and how performance will be measured.

6.5 Controlled Parking Zones

- 6.5.1 Controlled Parking Zones are operated under a number of different models, mainly dependant on scheme complexity and the implementation or not of DPE. If DPE is in place, management of a CPZ scheme would be possible as an extension of the DPE operation, the additional management requirements for verifying applications for residential permits and issuing and recording permits. If DPE is not present, a scheme would need management by a clear set of responsibilities, budget and record keeping.
- 6.5.2 The commercial operators providing software support for parking permit schemes are likely to be more relevant to CPZ operation than smaller residents schemes and assessment of the potential options through a specific business case developed for a proposed scheme should be considered before a CPZ is implemented in West Lothian.
- 6.5.3 If a CPZ scheme is brought forward for consideration by the council, the scheme design should be clearly defined to address a particular issue in a well-defined area, designed based on extensive consultation of residents and local businesses.

- 6.5.4 The evidence base for the scheme forms part of the basis for effective scheme design, and regular data collection should be undertaken to understand the effect on the area, the ongoing need for the CPZ and potential issues resulting from parking displacement as an ongoing part of scheme management.

7 Summary and Recommendations

7.1 Summary

- 7.1.1 From the cases considered, the strongest option for short-term implementation within West Lothian is Decriminalised Parking Enforcement (DPE). The other options considered have potentially relevant applications to parking enforcement, but either incur financial or management risk if implemented without clear scheme design and other parking enforcement systems also in place or are less likely to be required to deliver the Parking Strategy objectives (and therefore do not have as strong a strategic case).
- 7.1.2 The relatively mature markets with a large number of case studies, suppliers and potential commercial partners for DPE minimise the risks involved in implementation of DPE. These options can be developed to provide the required risk/control profile that satisfies the requirements of the Council. Scheme options should be developed in further detail to consider the benefits available through different suppliers and scheme options.

7.2 Recommendations

- 7.2.1 The available models for DPE should be further evaluated, prioritising implementation in locations of highest demand.

APPENDIX 4 – NOTICE OF COMPOSITE MOTION AT COUNCIL 14-03-2023

Notice of Composite Motion from Cllr Adamson and Cllr Tom Conn

For the Council meeting on Tuesday 14th March 2023

Item12 – Action on Disabled Parking in West Lothian

Blue badge holders within our communities deserve our respect and understanding where disabled parking bays have been installed. Sadly, there appears to be an increasing number of non-blue badge holders abusing these spaces which forces people with disabilities to face unacceptable difficulties getting access to places and services.

Eliburn Community Council successfully secured grant funding and WLC installed new disabled parking bays to allow blue badge holders to have priority accessible parking. Within hours of these bays being allocated, selfish non-blue badge holders were forcing people with disabilities away from the area. This scenario is repeated throughout the County. This situation is unacceptable and as a caring community we need to act to raise awareness of the difficulties people face when trying to go about their daily business.

The Disabled Persons' Parking Places (Scotland) Act 2009 introduced a duty on local roads authorities to provide designated on-street parking places for qualifying disabled people at their homes on request.

Once parking spaces have been agreed with qualifying applicants that meet the policy criteria and have been provided a parking bay in an advisory capacity, the council must make a permanent Traffic Regulation Order (TRO) to make the agreed parking bay solely for the use of registered blue badge holders. During this process objections are invited in line with procedures set out in the Road Traffic Regulation Act 1984.

Once the legal TRO is made by Legal Services, Police Scotland are the enforcing body responsible for the enforcement of disabled parking bays on the public road network. The Roads Authority has no powers to enforce disabled parking bays.

The last statutory report for period 2021-2022 was approved by Council Executive and then submitted to the Scottish Ministers in June 2022. The next statutory annual report will be submitted in June 2023 containing the 2022-2023 information.

All information in relation to Disabled Persons' Parking Places is detailed on the council's website and is updated annually or when required.

Engagement is carried out with partners through the legal TRO process. This includes statutory consultees, ward members and Disability West Lothian. After the legal TRO process is concluded, the update-to-date disabled parking related information will be made available through the council's website. The council also runs a messaging campaign consisting of pictorials on designated council vehicles.

The service carries out a full audit and customer survey of all on-street disabled persons' parking places every two years. This ensures that all legal disabled parking bays remain fit

for use by approved applicants. Any alterations or parking bay removals are also carried out as required.

Council officers are instructed to continue to highlight the issue and work together with stakeholders to launch a campaign of public awareness.

However, council notes it is for our local communities to show that we respect the rights of people who deserve our support in protecting their parking entitlements without further barriers.

Mover Cllr Alison Adamson

Seconde Cllr Tom Conn

DATA LABEL: OFFICIAL-PUBLIC



COUNCIL EXECUTIVE

REVISION OF OPERATIONAL PRACTICES AT COMMUNITY RECYCLING CENTRES

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

To seek approval to implement proposals to revise opening hours for the council's Community Recycling Centres.

B. RECOMMENDATION

It is recommended that the Council Executive:

1. Notes the contents of the report.
2. Agrees to implement Option 2 and to introduce a booking system to deliver the revised opening hours and associated savings by September 2023.

C. SUMMARY OF IMPLICATIONS

I	Council Values	<ul style="list-style-type: none"> • Focusing on customer needs • Being honest, open and accountable • Making best use of our resources
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>All activities within Recycling & Waste Services ensure the council is compliant with statutory requirements at Scottish, UK and EU level with respect to the collection, handling and processing of household waste.</p> <p>The Refuse Disposal (Amenity) Act 1978 requires that Local Authorities provide sites where a person can dispose of refuse free of charge. The exception to this is refuse generated by business activities. The proposals are all legally compliant with current interpretations of the provision of Civic Amenity sites as deployed by a variety of Scottish Local Authorities.</p> <p>An appraisal of the risks posed by lone working has been undertaken and the proposed hours and working patterns ensure that two operatives are on site during operational hours.</p>
III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance	Reduction in recycling rates of varying degrees due to the drop-in access and capability within

	Indicators	<p>the sites.</p> <p>Potential short-term increase in the volume and cost of managing illegal fly-tipping due to access and capacity issues.</p> <p>Potential for increased complaints due to perceived reductions in the level of service offered.</p>
V	Relevance to Single Outcome Agreement	SOA 8 – We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
VI	Resources - (Financial, Staffing and Property)	<p>Scottish Government revenue grant funding is not sufficient to meet increasing costs and demand for services. Based on budget assumptions, the council faced a significant revenue budget gap of £43.4 million over the five-year period.</p> <p>A budget reduction of £336,000 to be delivered in 2023/24 was approved by Council on 21 February 2023. The proposal will result in a 9.0 FTE reduction in staffing at the CRCs which achieves the required saving.</p>
VII	Consideration at PDSP	Environment and Sustainability Policy Development and Scrutiny Panel 28 March 2023
VIII	Other consultations	<p>HR Services</p> <p>Financial Management Unit</p> <p>Your Council Your Say Public Consultation</p>

D. TERMS OF REPORT

D1 Background

Council, on 21 February 2023, agreed to review the Community Recycling Centre (CRC) Opening Hours to achieve at saving of £336,000 delivered within 2023/24. The proposal provided a 9.0FTE reduction in staffing at the CRCs achieving the required saving.

This was discussed at Environment and Sustainability Policy Development and Scrutiny Panel on 28 March 2023 where officers received comments on the proposed options. Comments are summarised in section D6.

In 2019 under the Transforming Your Council Programme, the five sites moved to reduced opening hours as shown in Table 1. These hours allowed access to both households and businesses who had registered for a pass during the week, and household only access at the weekend.

Table 1: 2019 CRC Opening Hours

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	Hours Per Day						
Oakbank	08:00-14:00		08:00-14:00		08:00-14:00	10:00-16:00	10:00-16:00
Whitburn	08:00-14:00		08:00-14:00		08:00-14:00	10:00-16:00	10:00-16:00
Blackburn		08:00-14:00		08:00-14:00		10:00-16:00	10:00-16:00
Broxburn		08:00-14:00		08:00-14:00		10:00-16:00	10:00-16:00
Linlithgow		08:00-14:00		08:00-14:00		10:00-16:00	10:00-16:00
						Total Hours	132

Following the COVID pandemic in 2020, the sites reopened with full opening hours, as outlined in Table 2, due to a reinstatement of revenue funding.

Table 2: 2020 CRC Opening Hours

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	Hours Per Day						
Oakbank	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Whitburn	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Blackburn	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Broxburn	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Linlithgow	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
						Total Hours	280

Throughout the period of reduced hours in 2019, the service did not experience any reduction in recycling rates, although visits did drop for the year 2020. A summary of the site performance information is shown in Table 3.

Table 3: CRC Service Performance 2018 – 2022

Year	2018	2019	2020	2021	2022
Visits recorded	665,490	556,705	492,662	552,243	540,201
Tonnage handled	23065	22057	20534	23950	21267
Tonnage recycled	12365	11765	3459	6768	10438
Recycling Rate	54.1%	53.3%	16.8% (Impacted by COVID)	28.3%	49.1%*

*Note that data for 2022 has not yet been confirmed and is awaiting verification by SEPA.

It is clear there is still high public demand for the service, however the council must now make difficult decisions with regard to its future financial position.

D2 Data Analysis

In order to understand customer behaviour, data analysis has been conducted to understand the most popular sites and the times at which our customers utilise the sites. Data analysed is the most recent available, from January to December 2022.

Figure 1 shows the Visits per site each year, grouped by the hour in which visits take place. It is clear to see that sites are busiest between 10:00 and 17:00.

Figure 1: Site visits by hour (2022)

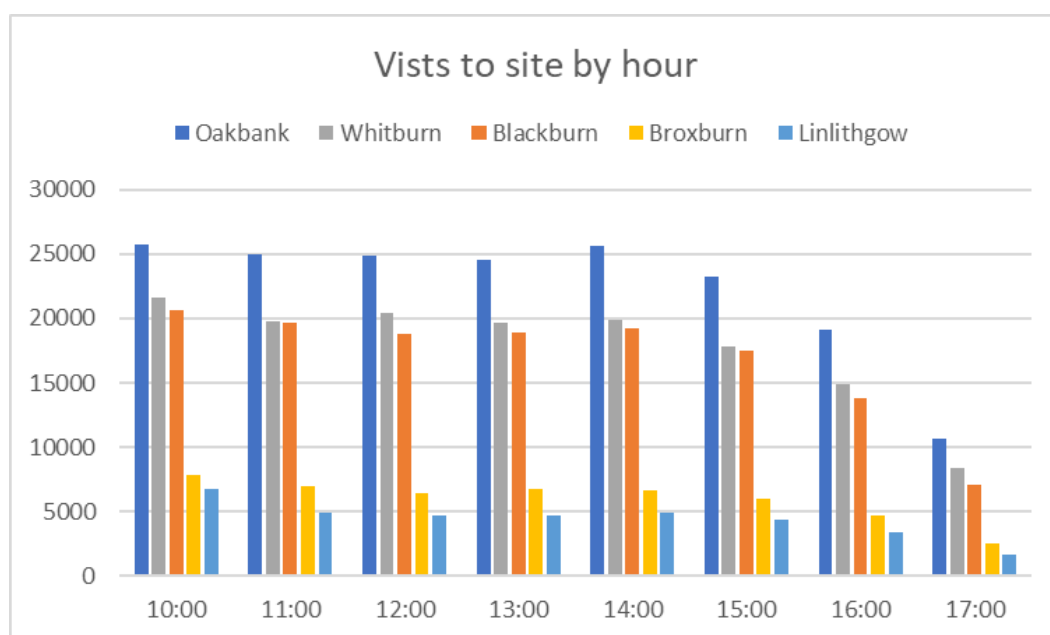
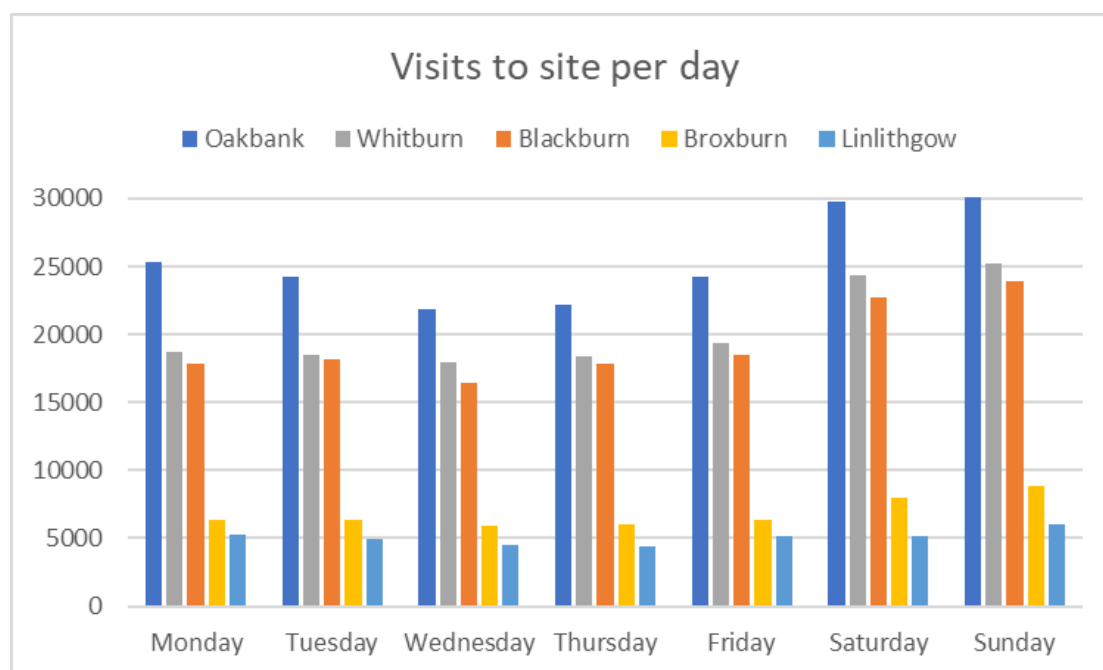


Figure 1 also shows that 85% of visits each year take place at the three busiest sites – Blackburn, Whitburn and Oakbank, despite opening hours being the same at all sites.

Figure 2 explores the utilisation of sites each day. Saturday and Sunday are the busiest days for the CRCs, with midweek (Wednesday and Thursday) being less popular. This makes sense when considering customer behaviour, many of whom will undertake activities at the weekend which create large volumes of waste, such as tidying out cupboards and sheds, or undertaking DIY projects.

Analysis of service data has informed the options presented.

Figure 2: Site visits by day (2022)

D3 Options to deliver the approved savings

In order to deliver the approved savings, options have been prepared. Previous experiences of change within the Community Recycling Centres have been considered and cognisance has been given to the current Cost of Living crisis affecting staff.

Current System

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	Hours Per Day						
Oakbank	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Whitburn	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Blackburn	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Broxburn	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
Linlithgow	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00	10:00-18:00
						Total Hours	280

Option 1 – Reinstate previous changes to opening hours

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	Hours Per Day						
Oakbank	10:00-16:00		10:00-16:00		10:00-16:00	10:00-16:00	10:00-16:00
Whitburn	10:00-16:00		10:00-16:00		10:00-16:00	10:00-16:00	10:00-16:00
Blackburn		10:00-16:00		10:00-16:00		10:00-16:00	10:00-16:00
Broxburn		10:00-16:00		10:00-16:00		10:00-16:00	10:00-16:00
Linlithgow		10:00-16:00		10:00-16:00		10:00-16:00	10:00-16:00
						Total Hours	132

Projected Saving: £352,500
(£282,500 Staffing + £70,000 Reduction in Cross-Border Waste Disposal)

This proposal would see a return to the changes previously implemented, with adjustments during the week to 10:00 – 16:00 instead of 08:00 – 14:00.

From a staffing perspective, this option retains only six of the eighteen full-time staff, and the shift pattern is not desirable for staff requiring six 6-hour days each week.

The proposal would meet the entire £336,000 saving once the cross-border savings outlined in section D4 are added.

Option 2 – Maximise daily opening hours

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	Hours Per Day						
Oakbank	10:00–18:00		10:00–18:00		10:00–18:00	10:00–18:00	10:00–18:00
Whitburn	10:00–18:00		10:00–18:00		10:00–18:00	10:00–18:00	10:00–18:00
Blackburn		10:00–18:00		10:00–18:00		10:00–18:00	10:00–18:00
Broxburn				10:00–18:00		14:00-18:00	10:00–14:00
Linlithgow		10:00–18:00				10:00–14:00	14:00–18:00
						Total Hours	144

Projected Saving: £335,500
(£265,500 Staffing + £70,000 Reduction in Cross-Border Waste Disposal)

This option sees retention of all five sites, with coverage so that at least two sites are open between the hours of 10am and 6pm each weekday maximising customer access on opening days. From a staffing perspective, this option retains eight of the eighteen full-time members of staff and staff would be retained on their existing shift pattern. This option is the most viable in terms of organisational change as it retains skills and knowledge within the workforce, keeps generally consistent hours across the sites leading to easier communication, and means managing waste is easier in the sites due to the longer working day.

The proposal would meet the entire £336,000 saving once the cross-border savings outlined in section D4 are added.

D4 Customer Booking

To ensure customers have guaranteed access and reduced waiting times it is proposed that a booking system would be implemented for all vehicles entering the site, as is currently the case for vans and trailers. This is a common approach being pursued by other neighbouring authorities and will ensure customers can dispose of their waste without waiting in an extensive queue. Further to this, the implementation of a booking system will also support with Waste Management and Traffic Management at each site.

The implementation of the booking system will also prevent commercial businesses and people who live in other Local Authority areas using West Lothian's Recycling Centres to dispose of their waste. This reduction in waste is expected to amount to 586 tonnes per annum, achieving an additional £70,000 in disposal savings. This equates to 11 tonnes per week.

The booking system will bring West Lothian in line with neighbouring authorities who have introduced similar systems to prevent visits from residents outwith their Council areas and control commercial use.

As with vans and trailers, the predominant method of booking will be via the online system, with the ability to call the council's Customer Service Centre being offered to those unable to engage with us online.

Following an agreed option for the Community Recycling Centre opening hours, officers will progress with the implementation of the booking system for all site users. The booking system will be implemented prior to the introduction of the revised opening hours to facilitate advance booking as the service makes the transition to the new opening hours.

D5 Risks

In terms of direct financial risks, the approved savings reduction can be achieved through the adoption of a reduction in opening hours.

However, it should be noted that there are financial risks outwith the direct saving that must be considered. There is a risk that illegal fly tipping could increase, both at the site gates and in the surrounding areas, or through smaller items and bagged material being disposed of as contamination in the blue or green bins as a result of the reduced number of days each facility is open.

All householders, businesses and traders have a legal duty to dispose of their waste and recycling through a registered waste operator. The council estimates that around 80% of fly-tipping is commercial-related, and it is believed that the increase noted to date is likely to be linked to the rising costs of waste disposal for companies. Any additional pressure which may arise through fly tipping would be unbudgeted as it currently stands.

As well as financial risks there is the risk, under some of the proposed scenarios, that the service would be unable to recruit to the new opening hours.

Finally, there is the risk that recycling rates may reduce with the reduction in opening hours.

D6 Comments at PDSP

Comments were received at Environment and Sustainability PDSP on 28 March 2023.

It was noted that staff who are unsuccessful in obtaining a post will look to be redeployed where possible and in line with the council's Managing Organisational Change Policy.

Members raised concerns regarding the opening hours contained within Option 2, and that this would be a disproportionate cut in hours for the Broxburn area.

Members also raised concerns regarding fly-tipping. It was noted that the bulk of fly-tipping in West Lothian is commercial fly-tipping.

Members queried how the booking system would operate, and it was confirmed that this would ensure only West Lothian residents can use the sites. It was also noted that neighbouring Local Authority areas have booking systems in place, and that there have been no complaints regarding the current booking system for Vans and Trailers.

D7 Next Steps

The service will communicate and consult with staff and Trade Unions to implement the option selected. Key to this will be managing the workforce change aspects of the opening pattern which is to be implemented.

Following an approved proposal, Recycling & Waste Services staff will initiate a communication strategy that will include: training and briefing CRC staff, briefing existing CRC staff on the changes to enable them to engage with the site users, providing short information cards for handing out to site users, site signage, website information, social media releases and articles within Bulletin. All of these routes for communication will help to enable the transition to the new opening hours to take place as effectively as possible. It is intended that the new hours will be in place from September 2023 following a period of organisational change.

E Conclusion

The successful delivery of the approved savings measures is dependent on selecting a solution that maximises user access, based on previous usage patterns, and Option 2 is considered to provide the best solution in terms of customer demand and access times. It will also ensure that the service will continue to deliver a safe, efficient and effective CRC provision from its existing sites. The impact of the changes in opening hours will be monitored via existing performance indicators and included in the quarterly performance reports to the Environment and Sustainability PDSP.

F Background References

Environment PDSP Report of 30 October 2018
 Council Executive Report of 15 January 2019
 West Lothian Council Report of 21 February 2023
 Environment and Sustainability Policy Development and Scrutiny Panel of 28 March 2023

Appendices/Attachments: One

Appendix 1: Recycling Centre Site Traffic Data.

Contact Persons: Gillian Wilson, Contracts and Resources Manager, 01506 284703,
Gillian.Wilson2@westlothian.gov.uk

Jim Jack, Head of Operational Services

Date of meeting: 25 April 2023

Appendix 1: Recycling Centre Site Traffic Data

Blackburn - 2022									
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
10:00 - 11:00	2718	3015	2581	2802	2927	3541	3044	20628	2947
11:00 - 12:00	2642	2641	2403	2573	2619	3347	3427	19652	2807
12:00 - 13:00	2370	2499	2226	2549	2319	3217	3617	18797	2685
13:00 - 14:00	2463	2493	2174	2408	2437	3334	3647	18956	2708
14:00 - 15:00	2520	2488	2346	2430	2493	3192	3713	19182	2740
15:00 - 16:00	2249	2234	2033	2255	2503	2932	3255	17461	2494
16:00 - 17:00	1884	1795	1684	1865	2102	2191	2289	13810	1973
17:00 - 18:00	1031	1039	1037	1012	1095	941	930	7085	1012
Total	17877	18204	16484	17894	18495	22695	23922	135571	19367

Whitburn - 2022									
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
10:00 - 11:00	2784	2821	2731	2943	3058	3964	3282	21583	3083
11:00 - 12:00	2526	2412	2429	2486	2630	3797	3544	19824	2832
12:00 - 13:00	2614	2657	2438	2503	2516	3738	3934	20400	2914
13:00 - 14:00	2518	2522	2308	2384	2519	3443	3985	19679	2811
14:00 - 15:00	2549	2485	2550	2383	2628	3376	3920	19891	2842
15:00 - 16:00	2309	2235	2186	2295	2594	2967	3282	17868	2553
16:00 - 17:00	2156	2104	1921	2161	2230	2092	2211	14875	2125
17:00 - 18:00	1218	1269	1438	1216	1188	1016	1024	8369	1196
Total	18674	18505	18001	18371	19363	24393	25182	142489	20356

Broxburn - 2022									
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
10:00 - 11:00	1116	1034	1002	1068	1163	1313	1151	7847	1121
11:00 - 12:00	887	902	822	853	958	1203	1293	6918	988
12:00 - 13:00	893	835	708	805	751	1107	1290	6389	913
13:00 - 14:00	893	878	882	827	806	1125	1373	6784	969
14:00 - 15:00	816	925	773	822	853	1100	1389	6678	954
15:00 - 16:00	773	741	695	677	805	1080	1218	5989	856
16:00 - 17:00	634	638	637	621	678	714	817	4739	677
17:00 - 18:00	379	367	395	349	345	320	353	2508	358
Total	6391	6320	5914	6022	6359	7962	8884	47852	6836

Oakbank - 2022									
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
10:00 - 11:00	3568	3659	3366	3275	3654	4317	3946	25785	3684
11:00 - 12:00	3524	3448	3024	3050	3302	4308	4357	25013	3573
12:00 - 13:00	3488	3298	2994	2988	3149	4289	4634	24840	3549
13:00 - 14:00	3427	3159	3003	2908	3126	4240	4702	24565	3509
14:00 - 15:00	3658	3395	3100	3110	3383	4299	4741	25686	3669
15:00 - 16:00	3199	3123	2729	2866	3238	3882	4213	23250	3321
16:00 - 17:00	2799	2615	2294	2487	2822	2981	3119	19117	2731
17:00 - 18:00	1689	1595	1391	1490	1573	1443	1527	10708	1530
Total	25352	24292	21901	22174	24247	29759	31239	178964	25566

Linlithgow - 2022									
Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
10:00 - 11:00	1008	991	977	857	1104	958	880	6775	968
11:00 - 12:00	743	661	618	606	680	752	841	4901	700
12:00 - 13:00	730	661	543	555	664	681	864	4698	671
13:00 - 14:00	675	679	570	542	668	663	879	4676	668
14:00 - 15:00	711	663	621	568	670	694	965	4892	699
15:00 - 16:00	686	539	554	550	604	680	792	4405	629
16:00 - 17:00	448	439	423	475	517	476	562	3340	477
17:00 - 18:00	238	260	231	259	219	216	215	1638	234
Total	5239	4893	4537	4412	5126	5120	5998	35325	5046

LABEL: PUBLIC



COUNCIL EXECUTIVE

NATIONAL STRATEGY FOR 20MPH : ASSESSMENT RETURN

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to seek approval from the Council Executive for the return of the 20mph assessment form to Transport Scotland. Although the assessment was requested for 31 March 2023 agreement has been sought from Transport Scotland to submit this as early as possible after the Council Executive meeting of 25 April 2023.

B. RECOMMENDATION

It is recommended that the Council Executive note the attached consultancy report and approve the submission of the assessment form to Transport Scotland.

C. SUMMARY OF IMPLICATIONS

I Council Values	<ul style="list-style-type: none"> Focusing on our customers' needs; and Being honest, open and accountable;
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>Policy: The assessment of West Lothian's road network will align with future national policy.</p> <p>Legal: There will be various legal Traffic Regulation Order considerations in the future which will be brought back to the Council Executive.</p> <p>Equality: None.</p>
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)	<p>Financial: None</p> <p>Staffing: None.</p>

Property: None.

VII Consideration at PDSP None.

VIII Other consultations None.

D. TERMS OF REPORT

D1 Background

One of the stated aims of Transport Scotland's National Transport Strategy is to ensure all appropriate roads in built up areas will have a safer speed limit of 20 mph by 2025. Improving safety is particularly important and this will help to deliver the outcomes of Scotland's Road Safety Framework to 2030. The 2030 vision is for Scotland to have the best road safety in the world, with a long-term goal of Vision Zero, where there are zero road fatalities and serious injuries by 2050.

As part of the National strategy for 20 mph, Transport Scotland have been working with SCOTS and COSLA through the 20 mph Task Group to identify the most effective route to implement 20mph speed limits across Scotland. It was recognised to support the decision making process that an assessment of the road network would be required to help identify the number of roads affected and the financial implications for implementation.

On the 4 October 2022 Council Executive approved the appointment of Consultants to carry out the assessment work on the behalf of West Lothian Council. Stantec were appointed on 1 December 2022 as the Consultant.

The road network assessments for changing existing urban speed limits in West Lothian to 20mph speed limits were carried out based on the criteria set by Transport Scotland for all local authorities.

It should be noted that the submission of the assessment does not commit the Council to any expenditure at this stage. The estimated costs are to give Transport Scotland a high-level overview of possible cost implications to implement the a national 20mph speed limit strategy should it proceed in the future.

D2 Assessment Report

The assessment followed six steps as set out by Transport Scotland:

- Step 1 – Assessment of current 20mph speed limit roads which would remain 20mph.
- Step 2 – Assessment of current 20mph speed limit roads which would change to 30mph.
- Step 3 – Assessment of current 30mph speed limit roads which would remain 30mph.
- Step 4 – Assessment of current 30mph speed limit roads that would change to 20mph
- Step 5 – Provide a GIS map of current 20 and 30mph speed limits.
- Step 6 – Provide a GIS map of proposed 20 and 30mph speed limits.

A copy of the final report is provided in Appendix 1.

D3 Returns Form

The returns form gives a high level overall summary of the number of roads which sit under each of the steps 1 to 4 and an overall estimated cost of speed reduction measures likely to be required to meet the assessment based on Transport Scotland's set criteria.

In addition, for each residential area, the form lists the roads assessed and identifies estimated costs for each road to conform to the criteria set for the strategy.

The forms are provided in the report shown in Appendix 1, (Appendix D of that report).

E. CONCLUSION

The assessment of the council's road network for a national 20mph speed limit strategy based on the criteria set by Transport Scotland and the return forms are completed. The Council is requested to note the report and to approve the submission of the return to Transport Scotland.

F. BACKGROUND REFERENCES

Transport Scotland: National Transport Strategy (NTS2) - Second Delivery Plan - 2022-2023 (<https://www.transport.gov.scot/publication/national-transport-strategy-nts2-second-delivery-plan-2022-2023/our-actions-for-2022-2023/>).

Appendices/Attachments:

Appendix 1 – Stantec WLC 20mph Assessment Final Report

Contact Person: Gordon Brown, Roads and Transportation Manager, tel: 01506 282340, e-mail: gordon.brown@westlothian.gov.uk

Jim Jack, Head of Operational Services, Whitehill House, Whitestone Place, Bathgate, West Lothian.

Date: 25 April 2023

APPENDIX 1 – STANTEC WLC 20MPH ASSESSEMENT FINAL REPORT



WLC 20mph Assessment

Technical Report

On behalf of **West Lothian Council**

Project Ref: 330610715 | Rev: 1.3 | Date: April 2023

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU

Office Address:

T: E:

Document Control Sheet

Project Name: WLC 20mph Assessment

Project Ref: 330610715

Report Title: Technical Report

Doc Ref: 1.2

Date: 23/03/2023

	Name	Position	Signature	Date
Prepared by:	S McGinn	Senior Transport Planner	SMcG	01/03/2023
Reviewed by:	R. Mackenzie	Director of Transport Planning	RM	01/03/2023
Approved by:				
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1.1	01/03/2023	Draft – Client Review	SMcG	RM	RM
1.2	23/03/2023	Final	SMcG	RM	RM
1.3	10/04/2023	Final	SMcG	RM	RM

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Appendix E	Buffer Zones and Gateways

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1 Introduction

1.1 Background

- 1.1.1 West Lothian Council (WLC) has commissioned Stantec UK Ltd to undertake a review of existing speed limits within West Lothian and to conduct a Roads Assessment to identify appropriate roads for inclusion as part of the National Strategy for implementation of 20mph speed limits.
- 1.1.2 The National Strategy for 20mph Speed Limits (the National Strategy) aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph, by 2025. The strategy aims to simplify speed limits for drivers by introducing a consistent approach to the introduction of 20mph speed limits. It seeks to reduce perceptions of road danger, encourage people to travel actively for everyday journeys, and provide a more equitable balance between different road users to create more pleasant neighbourhoods.
- 1.1.3 The purpose of this study is to assess the existing road network within West Lothian to identify appropriate roads for implementation of 20mph speed limits, in line with guidance developed through the National 20mph Sub-Group. The National 20mph Sub-Group consists of members from nine Scottish Local Authorities, Police Scotland, Sustrans and Transport Scotland.

1.2 Study Area

- 1.2.1 The study area includes all roads within West Lothian, focussed on settlements within the council area. Figure 1-1 illustrates the general extents of the study area, with major settlements shown, whilst Table 1-1 provides the complete list of settlements that have been assessed.



Figure 1-1 Extents of Study Area

Table 1-1 List of Settlements Assessed

Addiewell (Addiebrownhill)	Ecclesmachan	Phumpherston
Armadaledale	Faucheldeal	Polbeth
Bathgate	Fauldhouse	Seafeld
Bents	Greenrigg	Stoneyburn
Blackburn	Kirknewton	Threemiletown
Blackridge	Linlithgow	Torphichen
Boghall	Linlithgow Bridge	Uphall Station
Breich	Livingston	West Calder
Bridgend	Loganlea (Part of Addiewell)	Westfield
Broxburn / Uphall	Longridge	Whitburn
Dechmont	Mid Calder	Wilkieston
East Calder	Newton / Woodend	Winchburgh
East Whitburn	Philpstoun	

1.3 Project Outcomes

1.3.1 The brief developed by WLC requires that outputs are provided that can be used to create a roadmap to force discussion on 20mph implementation and to comply with the policy position set out in the National Strategy. The National Strategy Road Assessment guidance indicates that the following outputs are required as part of the study:

- Provide a GIS map of the councils existing urban and rural speed limits;
- Provide a GIS map of proposed 20mph and 30mph roads after the assessment;
- Assess the urban road network in line with guidance and place criteria;
- Identify 20mph roads that will remain at 20mph;
- Identify 20mph roads changing to 30mph;
- Identify 30mph roads remaining at 30mph;
- Identify 30mph roads changing to 20mph; and
- Consider and identify requirements for additional physical speed reduction (traffic calming) measures and indicate potential cost implications.

2 Policy Review

2.1 National Transport Strategy 2 (2020)

- 2.1.1 The National Transport Strategy (NTS2) sets out Scotland's transport system aspirations for the next 20 years. The vision outlined in the NTS seeks to provide a sustainable, safe and accessible transport system which reduces inequality, promotes climate action, delivers inclusive economic growth and helps to improve health and well-being. NTS2 has four priorities, each with three associated outcomes as shown in Figure 2-1.



Figure 2-1 National Transport Strategy Priorities and Outcomes

- 2.1.2 Several policies have been developed within the NTS2 which will function as drivers for change and will aid in achieving the priorities and outcomes identified within the Strategy. The 'Sustainable Travel Hierarchy' has been embedded within the strategy to promote active and sustainable transport options in preference to private motor vehicles for the movement of people.

Implementation of the National 20mph Strategy will contribute to achieving the vision outlined in the NTS, namely:

- Reducing inequality by providing a safer and more accessible transport system for those walking, wheeling and cycling
- Improving health and wellbeing by increasing safety and reducing collision occurrence and severity

2.2 National Strategy for 20mph Speed Limits – Road Assessment Guidance (June 2022)

- 2.2.1 A commitment to implement a safer speed limit of 20mph on all appropriate roads by 2025 was included in the 'Scottish Government and Scottish Green Party Shared Policy Programme'.

- 2.2.2 The National Strategy for 20mph Speed Limits seeks to extend 20mph speed limits throughout Scotland to ensure that all appropriate roads, and particularly those in built-up areas, have a safer speed of 20mph by 2025. The strategy aims to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.

2.3 SEStran Regional Transport Strategy 2015 - 2025

- 2.3.1 South-East Scotland Transport Partnership (SEStran) Regional Transport Strategy (RTS) published in 2015 has a vision statement that aims to develop a transport system that promotes economic development, high-quality access to services, minimises environmental impact and contributes to improved health.
- 2.3.2 The RTS has a number of objectives and policies that relate to this project, including:
- Contributing to the achievement of the Scottish Government national targets and obligations on greenhouse gas emissions;
 - Achieving a reduction in the number and severity of collisions
 - Meeting or exceeding all statutory air quality requirements
 - Reducing the impact of transport noise
 - **Policy 19** – Where improvements in accessibility are found to be required, the RTS will seek to support measures which enhance conditions for pedestrians, cyclists and public transport users (including community transport / DRT)
 - **Policy 22** – Support will be given to interventions which reinforce and strengthen the role of Edinburgh city centre and of other town centres, as centres of economic activity, including retailing and tourism
 - **Policy 23** - Affording a higher priority to schemes that improve the accessibility by public transport, walking and cycling of key development areas as identified in Strategic and Local Development Plans will be supported.
 - **Policy 29** – Transport interventions should be designed and operated to minimise their impact on the environment.
 - **Policy 30** - Interventions in the RTS should contribute to the achievement of national and international targets related to local air quality and climate change, through reducing emissions of NOx, CO, Particulates, CO2 and other greenhouse gases.
 - **Policy 33** - Interventions that are cost-effective in reducing accidents will be supported
 - **Policy 34** - There will be a presumption in favour of schemes that lead to greater physical activity, and that facilitate independent travel especially by children.
 - **Policy 36** - There will be support for measures that assist the achievement of local air quality targets.
 - **Policy 37** - In association with new infrastructure, appropriate measures will be supported to minimise the adverse impacts of transport noise.
 - **Policy 38** - Schemes supported in national and other regional strategy and policy documents will be supported in the RTS.

The proposals for reducing speed limits on appropriate roads and built-up areas within West Lothian will contribute to some of the policies in the RTS and enhance conditions for all transport users in terms of conditions and accessibility, safety, and environmental impacts, such as air quality and noise.

2.4 West Lothian Local Development Plan 2018

2.4.1 On 4 September 2018, the Council adopted the West Lothian Local Development Plan (LDP1) in accordance with the Town and Country Planning (Scotland) Act 1997 (as amended) and Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

2.4.2 LDP1 is the first of a new generation of land use plans and has replaced the previous West Lothian Local Plan (2009). The relevant policies related to the implementation of the strategy are as follows:

- **Policy TRAN 1 (Transport Infrastructure)** - The council will co-operate with other agencies in preparing investment programmes to enhance the environment by active travel infrastructure, public transport facilities, traffic and parking management in its towns and villages
- **Policy NRG 1 (Climate Change and Sustainability)** - The reduction of greenhouse gas emissions through a wide range of measures designed to mitigate and adapt to climate change is a strategic over-arching set of principles which will be promoted by having the statutory requirements of The Climate Change (Scotland) Act 2009 enforced in relation to assisting in achieving the Scottish Government's renewable energy targets set out in the Act

2.5 West Lothian Council Climate Change Strategy 2021 – 2028

2.5.1 The council's approved Climate Change Strategy (CCS) sets out West Lothian's intention to act on climate change and provides a framework for how the council aims to reduce emissions. The CCS identifies six outcomes that will help contribute to the council's climate change aims, with the following outcomes relevant to the proposals within this report:

- **Outcome 2 (Transport)** - We encourage sustainable transport and active travel by implementing measures to help people make smarter, sustainable travel choices, supported by low emission transport networks & infrastructure while further reducing our own fleet emissions.
- **Outcome 6 (Embedding Climate Action)** - We embed climate action in our policies and practices across the council and create a culture of sustainability and resource efficiency.

3 TRO Review and GIS Mapping

3.1 Traffic Regulation Order (TRO) Review

3.1.1 WLC provided Stantec with a package of TRO's relating to speed limits within the council area for review. The review process for TROs is as follows:

- TROs catalogued by settlement and six-fold urban / rural classification
- TROs reviewed to determine location of existing speed limits and restrictions
- Superseded and incorrect TROs identified
- Accurate TROs mapped to identify extent of WLC TRO coverage

3.1.2 Outputs from the TRO review (excel spreadsheet with list of inaccurate and superseded orders with comments) are contained within **Appendix A**.

3.2 GIS Mapping Review

3.2.1 Stantec undertook a review of the councils existing urban 20mph and 30mph speed limits as well as the other urban and rural speed limits for the whole of West Lothian. The review was conducted using information proved by WLC, desk studies using the council's asset management video software (Vaisala) and through site visits.

3.2.2 ArcGIS mapping and analytics software was used to map and categorise the existing speed limits on roads within the council area. An extract of the mapping exercise showing existing speed limits in the settlement of East Calder is shown in Figure 3-1, while the full package of existing speed limit mapping is contained within **Appendix B**.

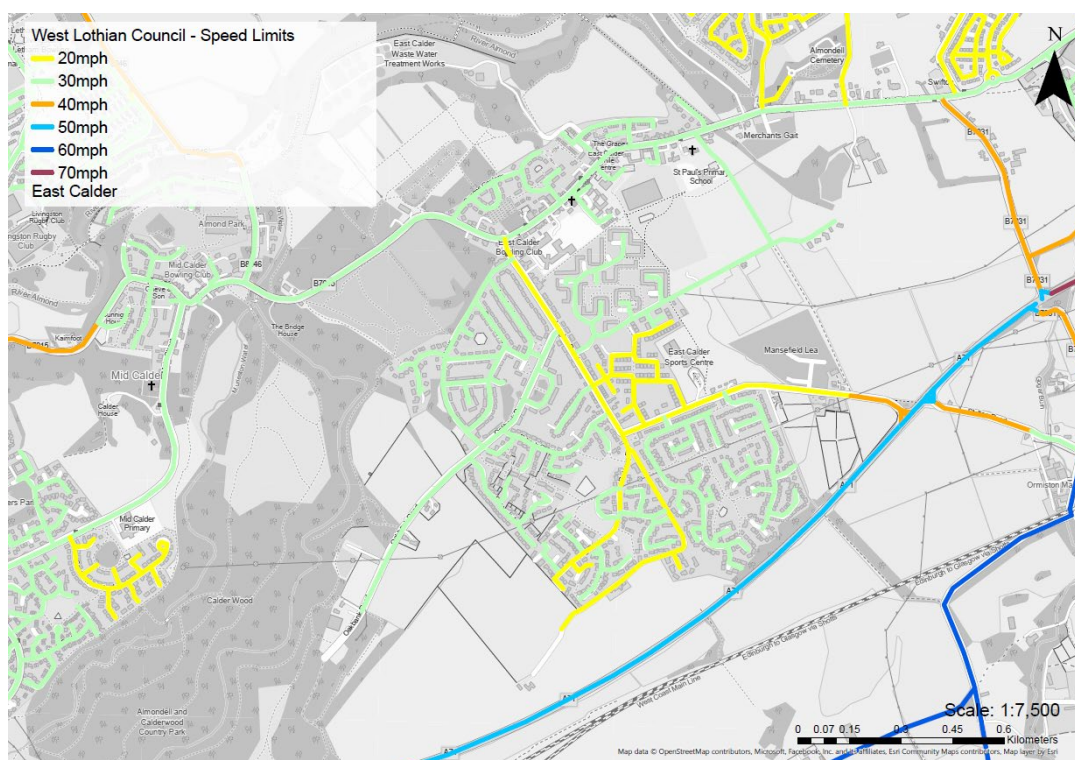


Figure 3-1 Example of Existing Speed Limit Mapping (East Calder)

- 3.2.3 Mapping has also been produced showing the roads that have been identified as ‘appropriate roads’ in built-up areas and are proposed to be reduced to 20mph in line with guidance set out in the National 20mph Strategy. The methodology of the assessment is covered in further detail in subsequent paragraphs.
- 3.2.4 Figure 3-2 shows an extract of proposed speed limit mapping in the settlement of East Calder, while the full package of proposed speed limit mapping is contained in **Appendix C**.

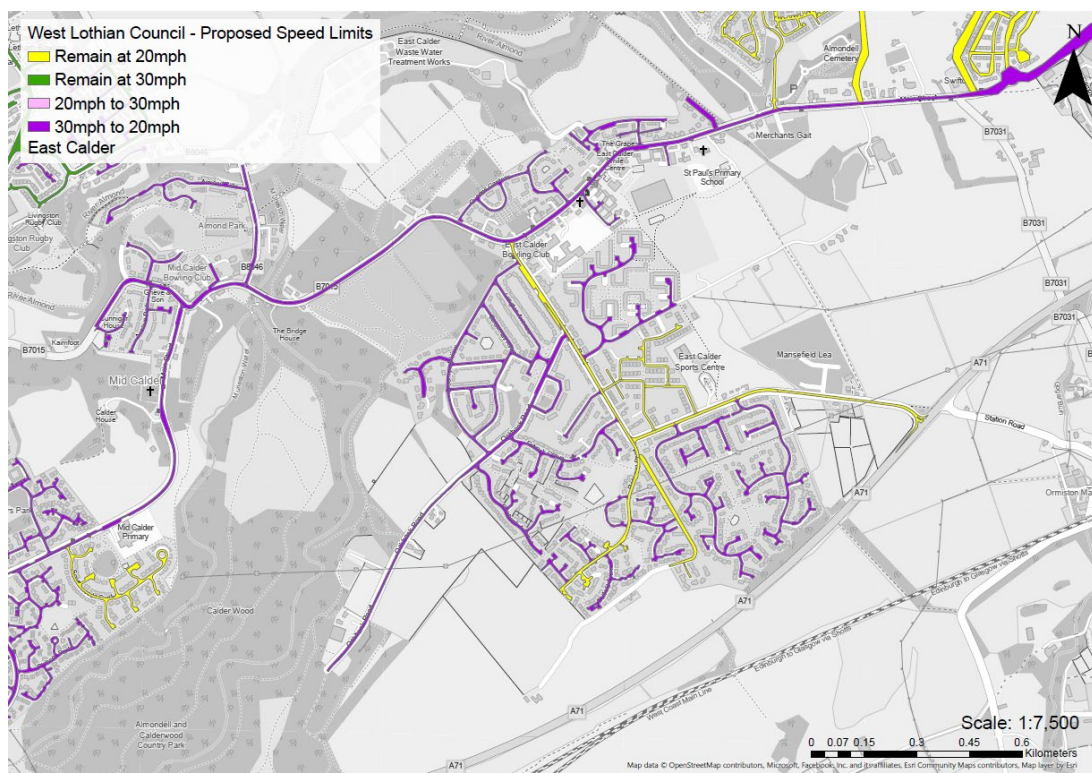


Figure 3-2 Example of Proposed Speed Limit Mapping (East Calder)

4 Speed Limit Assessment Guidance

4.1 General

- 4.1.1 The National 20mph Strategy defines an appropriate road, within the context of the strategy, to be all 30mph roads unless after the road assessment a valid reason is provided as to why they should remain at a speed limit of 30mph.
- 4.1.2 The following sections outline the methodology for identifying and assessing appropriate roads and indicates the overall results of the assessment.

4.2 Place Criteria

- 4.2.1 Part of the assessment process includes an evaluation of roads within West Lothian against a 'Place Criteria', that will aid in indicating which 30mph roads could be considered appropriate for potential reduction to 20mph.
- 4.2.2 The 'Place Criteria' set out by Transport Scotland is as follows:
- Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)?
 - Does the number of residential and / or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400–600m. Other key buildings should also be considered such as a church, shop or school.
 - Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre?
 - Does the composition of road users imply a lower speed of 20mph which will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)?
 - Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits?
- 4.2.3 The results of the Place Criteria assessment undertaken as part of the study are contained in **Appendix D**.

4.3 Road Assessment

- 4.3.1 WLC are required to review existing 20mph and 30mph speed limit roads and indicate which roads are suitable to remain at, or be reduced to, 20mph. As part of the National Strategy, roads with a speed limit of 40mph or greater are considered to be outwith the scope of the assessment process.
- 4.3.2 Transport Scotland have set out a decision making process in the form of a flow chart and an Assessment Return Form which is available in **Appendix D**. The Roads Assessment process is generally outlined in the sections below.

Existing 20mph Speed limits

- 4.3.3 All roads with an existing 20mph speed limit have been assessed against the place criteria covered in 4.2 above. 20mph roads that do not meet the place criteria have been assessed

further considering if speed reduction measures are required, or if there is a requirement to increase the speed limit to 30mph.

- 4.3.4 The results of the Place Criteria assessment undertaken as part of the study are contained in **Appendix D**.

Existing 30mph Speed Limits

- 4.3.5 The National 20mph Strategy makes the presumption that most existing 30mph speed limits in towns and villages will be reduced to 20mph. The Strategy also recognises that not all 30mph roads that meet the place criteria will be appropriate for reduction to a 20mph speed limit; that there are 30mph roads that do not meet the place criteria but are suitable for a 20mph limit; and that there are 30mph roads that will remain at 30mph.
- 4.3.6 All existing 30mph roads within West Lothian have been assessed against the Place Criteria covered in 4.2 above, and evaluated against the decision-making process detailed in **Appendix D**.
- 4.3.7 The Road Assessment indicates that 1,842 roads within the Council's boundary should be retained or reduced to 20mph. The results of the Road Assessment are available in **Appendix D**.

4.4 Buffer Zones and Gateways

- 4.4.1 Given the rural nature of West Lothian, and the prevalence of national speed limit roads on the approach to settlements, it is considered that the introduction of intermediate speed limits (buffer zones) of 40mph and settlement gateways to reinforce the change of speed limit and road character are / may be appropriate.

Buffer Zones

- 4.4.2 Buffer zones are proposed for locations where higher approach speeds (50mph or above) are located at settlement boundaries. The National 20mph Strategy suggests a minimum buffer length of 400m is provided to allow drivers sufficient length of road to adapt their speed in advance of lower settlement speed limits.
- 4.4.3 It is proposed that buffer zones are introduced at 43no. Locations. The outline cost of installing a 'typical' buffer zone is approximately £13,000 per location, which generally consists of the following elements as a minimum:
- 2no. speed limit terminal signs
 - 2no. speed limit roundels (line markings)
 - 3no. count down markers to lower speed limit
- 4.4.4 Based on the number of proposed buffer zones associated with the study, it is estimated that the total cost estimate for buffer zones associated with the study is approximately £600,000.

Gateway Features

- 4.4.5 Gateway features are proposed near the start of speed limits at the edge of settlement boundaries to make it clear to drivers that they should reduce their speed. Gateways can be installed in a variety of layouts, however they generally include the following elements:
- Speed limit terminal signs

- Carriageway narrowing (either visually through the use of line marking or via physical build-outs)
- Colour contrast high friction surfacing
- Speed limit roundel (line markings)

4.4.6 Figure 4-1 provides a visualisation of a typical gateway.



Figure 4-1 Example of a Typical Gateway Feature

- 4.4.7 It is proposed that gateway features are introduced at 97no. Locations. The outline cost of installing a 'typical' gateway feature is approximately £15,000 per location. Based on the number of proposed gateway features associated with the study, it is estimated that the total cost of providing gateway features associated with the study is approximately £1.46m.
- 4.4.8 Cost estimates include appropriate levels of optimism bias (46% from the TAG unit A1-2 scheme costs¹) and a 20% contingency has also been applied to take account of increased construction costs / supplier issues as a result of Brexit and Covid 19.
- 4.4.9 Plans showing the proposed locations of buffer zones and gateway features, and a more detailed breakdown of the cost estimates, are contained in **Appendix E**.

¹ [TAG UNIT A1.2 scheme costs \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

4.5 Wider Speed Reduction Measures

4.5.1 As part of the Road Assessment, consideration has been taken regarding the potential requirements for speed reduction measures to support / encourage adherence to new speed limits and minimise the need for enforcement by Police Scotland. The National Strategy guidance requires that an indication of speed management measures (and associated cost implications) is provided by conducting a RAG rating on roads which may require changes.

4.5.2 The parameters of the RAG rating are as follows:

- Green - 20mph signing only
- Amber - may require speed reduction measures after an evaluation of the sign-only setting
- Red - will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset.

4.5.3 Examples of common speed reductions measures and indicative costs are shown below in Table 4-1.

Table 4-1 Indicative Costs of Speed Reduction Measures

Speed Reduction Measure	Indicative Cost
Gateway Features	£15,000 (per gateway)
Speed Limit Signage Only	£1,800 (based on 600m route length)
Road Layout Markings (Carriageway narrowing and speed limit roundels)	£17,250 (based on 600m route length)
Vehicle Activated Signs	£14,750 (per sign)
Speed Cushions	£40,000 (based on 4no. pairs)
Build-outs/Road Narrowing	£27,500 (based on 1no. pair of buildouts)

4.5.4 Cost estimates include appropriate levels of optimism bias (46% from the TAG unit A1-2 scheme costs²) and a 20% contingency has also been applied to take account of increased construction costs / supplier issues as a result of Brexit and Covid 19.

4.5.5 Based on the RAG rating for appropriate roads assessed within this study and the associated requirements for speed reduction measures, the estimated cost of speed reduction measures associated with the proposal is approximately £6.71m. It is noted that this estimate is based on high-level and approximate cost estimating and will require a detailed costing exercise to be undertaken at a later stage.

4.5.6 The RAG rating for each road assessed within this study has been undertaken as part of the overall assessment process and is provided as part of the Assessment Return Forms in **Appendix D**.

² [TAG UNIT A1.2 scheme costs \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/614442/tag-unit-a1-2-scheme-costs.pdf)

5 Summary and Recommendations

5.1 Summary

- 5.1.1 This report has set out the background and supporting policy for undertaking a Roads Assessment of existing 20mph and 30mph speed limits in West Lothian to identify roads for inclusion as part of the National Strategy for implementation of 20mph speed limits.
- 5.1.2 The Roads assessment has been conducted using the methodology specified in guidance from the National Strategy and presents the following outputs:
- GIS mapping of the councils existing urban and rural speed limits;
 - GIS mapping of proposed 20mph and 30mph roads after the assessment;
 - Assesses the council's urban road network in line with guidance and place criteria;
 - Identifies that 328no. of 20mph roads are proposed to remain at 20mph;
 - Identifies 0no. 20mph roads that are proposed to change to 30mph;
 - Identifies 111no. of 30mph roads are proposed to remain at 30mph;
 - Identifies 1,514no. of 30mph roads are proposed to change to 20mph; and
 - Outlines likely requirements for additional physical speed reduction measures and indicates potential cost implications.

5.2 Recommendations

- 5.2.1 It is recommended that the roads identified for change in this report are taken forward to implementation as part of the National Strategy. To support implementation, it is considered that further studies / plans will be required, including:
- Project Delivery Plan. To consider a phased approach to implementation based on prioritising delivery need (possibly targeted based on existing speed / road traffic collisions)
 - Monitoring and Evaluation Plan. The collection and analysis of speed and collision data will be required pre and post-implementation to measure the effectiveness of existing and new speed limits.
 - Behaviour Change Plan. Consider creation of a behaviour change plan potentially as part of a wider strategic active / sustainable travel plan.

Appendix A TRO Review

TRO Reference	Year TRO Introduced	Speed Limit	TRO Superseded?(Y/N)	Superseded by	Class	Locality	TRO Accurate (Yes/No)	Comments
2001-03-26 TO-00-12 A89 ARMADALE TO BLACKRIDGE (A4003551)[E]	2001	50mph	No	N/A	Other Urban Areas	Armadale	No	Western 50mph sign is there but eastern 50mph sign has been moved further west due to new development
2001-10-26 TO-01-14 A89 BATHGATE TO ARMADALE (A4003068)[W]	2001	40mph	No	N/A	Other Urban Areas	Armadale	No	A98, from Bathgate: Western 40mph sign is there but eastern 40mph sign has been moved further west due to new development A98, from Armadale: signs not there
2002-09-02 PTO-02-09 B708 BATHGATE TO ARMADALE (A4002210)[W]	2002	40mph	Yes	PTO 04 12 SCANNEDincMAP (A4000814)	Other Urban Areas	Armadale	No	Eastern point correct, Western point now 220m further east than junction with Gracies Wynyard
PTO 08 02 - B8084 Arm to Whit (A1591462)	2008	50mph	Yes	PTO 13 06 - B8084 Armadale 40mph (A4837185)	Other Urban Areas	Armadale	No	Now 40mph not 50mph in section - see "PTO 13 06 - B8084 Armadale 40mph (A4837185)" for update
PTO 16 02 - Southdale PS Armadale 20mph (A5927601)	2016	20mph	No	N/A	Education	Armadale	No	Streetview 2021 shows no 20mph signs - road is 30pmh
PTO 19 04 - A89 West Main Street Armadale - 30mph Extension Armadale Academy (A10596778)	2019	20mph	No	N/A	Education	Armadale	No	Part 1 - Area is now 20mph not 30mph Part 2 - Cobines restricted road Part 3 - 50mph road provision is correct
2003-11-17 PTO-03-14 VARIOUS ROADS ARMADALE (A4001334)	2003	20mph	No	N/A	Other Urban Areas	Armadale	Yes	
PTO 04 12 SCANNEDincMAP (A4000814)	2004	40mph	No	N/A	Other Urban Areas	Armadale	Yes	Document outlines movement of sign
PTO 08 04 - A89_Armadale (A1591434)	2008	Schedule 1: 40mph Schedule 2: 60mph	No	N/A	Other Urban Areas	Armadale	Yes	Unsure of church place location
PTO 13 06 - B8084 Armadale 40mph (A4837185)	2013	40mph	No	N/A	Other Urban Areas	Armadale	Yes	
PTO 13 09 Breich Armadale 20mph (A5467293)[1]	2013	20mph	No	N/A	Other Urban Areas	Armadale	Yes	Bathville Business Centre Road only has street view from 2009 so can't see changes Signs on Woodmuir Place have been spun around to face the wrong way
1967-02-20 (A4013181)	1966	40mph	No	N/A	Other Urban Areas	Bathgate	No	East point is now 30mph and west point is 50mph now
1995-05-15 TO-1754 SPEED LIMITS (A4007057)[S]	1995	N/A	No	N/A	Other Urban Areas	Bathgate	No	Entries are deletions from other TROs, no further action required!
2001-03-26 TO-99-26 A89 BOGHALL TO BROXBURN VIADUCT (A4003511)[W]	2001	50mph	No	N/A	Other Urban Areas	Bathgate	No	50mph extends past points in the schedule see PTO 09_01- BoghallBoghead50mphsignedOrder (A1591006)
2001-10-26 TO-01-14 A89 BATHGATE TO ARMADALE (A4003068)[E]	2001	40mph	No	N/A	Other Urban Areas	Bathgate	No	West point the same but East point has moved around 200m to the West. Second part of schedule is outdated too.
2001-11-19 TO-01-20 A800 BALMUIR ROAD BATHGATE AND RACE ROAD BATHGATE (A4002956)	2001	40mph	Yes	PTO 18 02 - A800 Balmuir Rd 30mph (A9010679)	Other Urban Areas	Bathgate	No	Area is now 20mph zone.
2002-09-02 PTO-02-09 B708 BATHGATE TO ARMADALE (A4002210)[E]	2002	40mph	No	N/A	Other Urban Areas	Bathgate	No	East point is the same but West point has moved around 100m East.
PTO 18 02 - A800 Balmuir Rd 30mph (A9010679)	2018	30mph	No	N/A	Other Urban Areas	Bathgate	No	Area is now 20mph zone. National speed limit on A800 245 metres west of Race Road.
PTO_10_02_B792 Torphichen Road (A3996819)	2010	30mph	No	N/A	Other Urban Areas	Bathgate	No	Area is now 20mph zone.
1998-09-01 TO-98-03 B792 BLACKBURN TO BATHGATE (A4005307)[N]	1998	40mph	No	N/A	Other Urban Areas	Bathgate	Yes	
2003-08-01 PTO-03-06 B7002 WHITBURN ROAD BATHGATE (A4001456)	2003	40mph	No	N/A	Other Urban Areas	Bathgate	Yes	
PTO 09_01- BoghallBoghead50mphsignedOrder (A1591006)	2009	50mph	No	N/A	Other Urban Areas	Bathgate	Yes	
PTO 18 02A - A800 Balmuir Road 30mph variation (A9158967)	2018	40mph	No	N/A	Other Urban Areas	Bathgate	No	Area is now 20mph zone. National speed limit on A800 245 metres west of Race Road.
1998-03-02 TO-97-23 A705 SEAFIELD TO BLACKBURN (A4005716)[2]	1998	40mph	No	N/A	Other Urban Areas	Blackburn	No	From 1998 - Current roads and signage do not match up to description (described as 40mph but is now 20mph) Schedule 1 - signs in wrong location and now 20mph not 30mph for the restricted road part. Sechedule 2 - 40mph section is correct
1999-03-01 TO-98-09 A705 EAST WHITBURN TO BLACKBURN (A4005000)[E]	1999	30/40mph	No	N/A	Other Urban Areas	Blackburn	No	
1998-09-01 TO-98-03 B792 BLACKBURN TO BATHGATE (A4005307)[S]	1998	40mph	No	N/A	Other Urban Areas	Blackburn	Yes	
2001-03-26 TO-00-12 A89 ARMADALE TO BLACKRIDGE (A4003551)[W]	2001	50mph	No	N/A	Accessible Rural Areas	Blackridge	Yes	
1971-05-31 40 MPH SPEED LIMIT (A4012658)	1971	40mph	No	N/A	Accessible Rural Areas	Breich	No	Eastern point correct, Western point now 183m further West than junction with Woodmuir Road
PTO 13 09 Breich Armadale 20mph (A5467293)[2]	2013	20mph	No	N/A	Accessible Rural Areas	Breich	Yes	
1968-12-12 50 MPH SPEED LIMIT (A4012918)[E]	1968	50mph	Yes	1997-05-26 TO-97-03 A899 DECHMONT TO UPHALL (A4006236)[E]	Other Urban Areas	Broxburn-Uphall	No	Outdated
1996-12-10 TO-96-01 B8020 BROXBURN B8046 UPHALL & C27 EAST CALDER (A4006772)	1996	40mph	No	N/A	Other Urban Areas	Broxburn-Uphall	No	No speed limit change 45m east of Redcraig Road, and it appears to chane to 20mph somewhere along the road too.
2001-03-26 TO-99-26 A89 BOGHALL TO BROXBURN VIADUCT (A4003511)[E]	2001	50mph	No	N/A	Other Urban Areas	Broxburn-Uphall	No	50mph zone starts before and ends after area mentioned in TRO
1997-04-28 TO-96-11 B8046 B9080 AND U17 BINNY PARK AND THREEMILETOWN (A4006530)	1997	40mph	No	N/A	Other Urban Areas	Broxburn-Uphall	Yes	
1997-05-26 TO-97-03 A899 DECHMONT TO UPHALL (A4006236)[E]	1997	40mph	No	N/A	Other Urban Areas	Broxburn-Uphall	Yes	
PTO 14 08 - Blythe Road 20mph outside schools (A3039356)	2014	20mph	No	N/A	Education	Broxburn-Uphall	Yes	
2001-03-26 TO-00-08 A899 DECHMONT AREA (A4003590)	2001	40mph	No	N/A	Accessible Rural Areas	Dechmont	No	50mph speed limit seems to be in place
1997-05-26 TO-97-03 A899 DECHMONT TO UPHALL (A4006236)[W]	1997	40mph	Yes	2001-03-26 TO-00-08 A899 DECHMONT AREA (A4003590) & 2001-03-26 TO-99-26 A89 BOGHALL TO BROXBURN VIADUCT (A4003511)[C]	Accessible Rural Areas	Dechmont	Yes	
2001-03-26 TO-99-26 A89 BOGHALL TO BROXBURN VIADUCT (A4003511)[C]	2001	50mph	No	N/A	Accessible Rural Areas	Dechmont	Yes	
1968-12-12 50 MPH SPEED LIMIT (A4012918)	1968	50mph	Yes	2001-03-26 TO-99-26 A89 BOGHALL TO BROXBURN VIADUCT (A4003511)[C]	Various	Dechmont-Bathgate-Whitburn	No	TRO on A899 is a 50mph limit when it hits the West Lothian Border, outside West Lothian it is 40mph, is that our concern if outside West Lothian? Section on the A7066 from roundabout outside Pyramid's Business Park to Whitdale roundabout is a national speed limit not 50mph limit.
1993-01-26 TO-1498 LANGTON ROAD AND REDCRAIG ROAD EAST CALDER (A4008019)	1993	40mph	No	N/A	Accessible Small Towns	East Calder	No	Langton Road is 20mph not 40mph
1998-10-21 TO-98-07 PART OF THE B7015 EAST CALDER (A4005231)	1998	30/40/50mph	Yes	PTO 13 03 - 30mph Calderwood (A4068229)	Accessible Small Towns	East Calder	No	None of signs are in correct location and road section is 20mph or 40mph
PTO 13 03 - 30mph Calderwood (A4068229)	2003	Schedule 1: 30mph Schedule 2: 40mph	Schedule 1: Yes Schedule 2: No	PTO 04 20 - Schools20mph (A3999689)	Accessible Small Towns	East Calder	No	Schedule 1 - now 20mph not 30mph and only one of signs in old location Schedule 2 - section is 40mph as described but one of the signs has been moved
2000-07-28 TO-00-05 B7031 & C27 EAST CALDER AND KIRKNEWTON (A4004250)[N]	2000	40mph	No	N/A	Accessible Small Towns	East Calder	Yes	C27 is now called National Cycle Ryte 75 on Google Maps
PTO 17 01 Calderwood 20mph Order with plan (A6339387)	2017	20mph	No	N/A	Accessible Small Towns	East Calder	Yes	Not accessible on google maps - but all roads leading in are 20mph
PTO 04 20 - Schools20mph (A3999689)	2005	20mph	No	N/A	Education	East Calder	Yes	Section is 20mph but one of the speed signs is missing as 20pmh has been extended on road
1975-02-03 40MPH SPEED LIMIT (A4011217)[E]	1975	40mph	No	N/A	Other Urban Areas	East Whitburn	No	Looks to be 20mph road not 40mph
1999-03-01 TO-98-09 A705 EAST WHITBURN TO BLACKBURN (A4005000)[W]	1999	30/40mph	No	N/A	Other Urban Areas	East Whitburn	Yes	
PTO 03 13 - Fauldhouse 20mph (A7900369)	2003	20mph	No	N/A	Accessible Small Towns	Fauldhouse	No	Main street appears to be 30mph, other streets have a lack of signage so hard to tell if 30mph or 20mph at points
PTO_09_06_Hearthlands (A1590926)[3]	2009	30/40/50mph	No	N/A	Accessible Small Towns	Greenrigg	No	Looks like it changes to a 40mph limit rather than 50mph as stated on TRO
2000-07-28 TO-00-05 B7031 & C27 EAST CALDER AND KIRKNEWTON (A4004250)[S]	2000	40mph	No	N/A	Accessible Rural Areas	Kirknewton	Yes	
1995-05-15 TO-1754 SPEED LIMITS (A4007057)[N]	1995	N/A	No	N/A	Other Urban Areas	Linlithgow	Yes	Entries are deletions from other TROs, no further action required!
1995-07-17 TO-1742 B8029 A706 & A803 LINLITHGOW (A4006898)	1995	40mph	Yes	2002-08-15 TO-01-31 VARIOUS ROADS LINLITHGOW (A4002252)	Other Urban Areas	Linlithgow	No	Looks like a 20mph zone not 30mph as stated in TRO for both roads!
1998-11-24 TO-98-19 B9080 EDINBURGH ROAD LINLITHGOW (A4005159)	1998	40mph	Yes	2002-08-15 TO-01-31 VARIOUS ROADS LINLITHGOW (A4002252)	Other Urban Areas	Linlithgow	No	Looks like a 20mph zone not 40mph as stated in the TRO!
PTO 06 01 LinlithgowRRvar07 (A3997897)	2007	40mph	No	N/A	Other Urban Areas	Linlithgow	No	Road has a speed limit of 20mph not 40mph!
2002-08-15 TO-01-31 VARIOUS ROADS LINLITHGOW (A4002252)	2002	20mph	No	N/A	Other Urban Areas	Linlithgow	Yes	Longcroft Gardens appears to be a private road and it is signed as a 15mph zone. All other roads are correct.
PTO_11_01_Linlithgow Preston Road 20mph (A3996277)	2011	20mph	No	N/A	Education	Linlithgow	Yes	
1971-06-30 40 MPH SPEED LIMIT (A4012459)	1971	40mph	Yes	1994-08-15 TO-908 VARIOUS ROADS LIVINGSTON (A4007405)	Other Urban Areas	Livingston	No	Mostly a 30mph zone now.
1971-07-30 40 MPH SPEED LIMIT (A4012424)	1971	40mph	Yes	1999-08-03 TO-99-04 A705 COUSLAND ROAD LIVINGSTON (A4004732)	Other Urban Areas	Livingston	No	Still 40mph zone but zone extends past the area set out in the schedule
1994-08-15 TO-908 VARIOUS ROADS LIVINGSTON (A4007405)	1994	30/40mph	No	N/A	Other Urban Areas	Livingston	No	Deans Rd is a 40mph zone now. Most of Houstoun Rd is now 30mph. Cousland Rd is 40mph. B7015 is 30mph.
1996-01-08 TO-1781 VARIOUS ROADS LIVINGSTON (A4006857)	1996	30/40mph	No	N/A	Other Urban Areas	Livingston	No	B7015 is 30mph now, other schedule outdated too.
1998-03-24 TO-97-20 CENTER ROAD NORTH AND CENTRE INTERCHANGE SLIP ROAD LIVINGSTON (A4005648)	1998	40mph	No	N/A	Other Urban Areas	Livingston	Yes	
1999-08-03 TO-99-04 A705 COUSLAND ROAD LIVINGSTON (A4004732)	1999	40/50mph	Yes	2002-06-03 TO-01-26 KIRKTON NORTH LIVINGSTON (A4002369)	Other Urban Areas	Livingston	No	Outdated
PTO 04 06 - AppletonPkway - 40mph (A4000496)	2005	40mph	Yes	PTO 10_09_Appleton Parkway (A3996667)	Other Urban Areas	Livingston	No	Changest to 30mph about halfway along Appleton Pkwy
PTO-03-02 A899 LIVINGSTON (A4038668)	2003	50mph	No	N/A	Other Urban Areas	Livingston	No	Some slip roads changed to 30mph
2000-08-25 TO-00-11 MURISTON ROAD LIVINGSTON (A4004088)	2000	40mph	No	N/A	Other Urban Areas	Livingston	Yes	
2002-06-03 TO-01-26 KIRKTON NORTH LIVINGSTON (A4002369)	2002	30/40/50mph	No	N/A	Other Urban Areas	Livingston	Yes	
PTO_10_09_Appleton Parkway (A3996667)	2010	40mph	No	N/A	Other Urban Areas	Livingston	Yes	
PTO_11_03_Livingston Deans South 20mph (A3995875)	2011	20mph	No	N/A	Other Urban Areas	Livingston	Yes	
PTO_11_04_Drumshoreland Road 20mph (A3993411)	2011	20mph	No	N/A	Other Urban Areas	Livingston	Yes	
PTO 13 02 - St Kents and St Margarets 20mph (A4235432)	2013	20mph	No	N/A	Education	Livingston/Blackburn	Yes	
1998-02-17 TO-97-17 B8046 PUMPHERSTON ROAD PUMPHERSTON TO MID CALDER (A4005797)	1998	30/40mph	No	N/A	Other Urban Areas	Mid Calder	No	Road is 20mph not 30mph or 40pmh
2002-09-20 PTO-02-01 B7015 MID CALDER (A4002046)	2002	30mph	No	N/A	Other Urban Areas	Mid Calder	No	No 30mph zone, just 20mph till just south of Avenue Park West where it becomes 40mph
1973-03-12 40 MPH SPEED LIMIT (A4011827)	1973	40mph	No	N/A	Accessible Rural Towns	Newton	Yes	
2000-08-15 TO-00-09 A904 BLACKNESS TO QUEENSFERRY (A4004126)	2000	50mph	No	N/A	Accessible Rural Towns	Newton	Yes	
PTO 06 02 A71 WestCalder40mph (A3998526)	2006	40mph	No	N/A	Other Urban Areas	Polbeth	Yes	
1998-03-02 TO-97-23 A705 SEAFIELD TO BLACKBURN (A4005716)[1]	1998	40mph	No	N/A	Accessible Rural Areas	Seafield	No	Road is 20mph not 30mph
1999-02-01 TO-98-17 VARIOUS ROADS LIVINGSTON AREA AND A71 POLBETH TO WILKIESTON (A4005082)	1998	Schedule 1: 40mph Schedule 2: 50mph	Schedule 1: No Schedule 2: Yes	Route A71 superseded by PTO 06 02 A71 WestCalder40mph (A3998526)	Education	Various	No	Schedule 1: Caputhall Road and Carnegie Road are 30mph not 40mph. Other Roads are correct Schedule 2: Route A71 is 50mph. Grange Road is not.
2001-11-01 TO-01-17 VARIOUS ROADS OUTSIDE SCHOOLS (A4003033)	2001	20mph	No	N/A	Education	Various	No	Bathgate: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved Fauldhouse: Accurate Linlithgow: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved Livingston: Carmondean Primary School not accurate (no signage), all others are accurate Mid Calder: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved

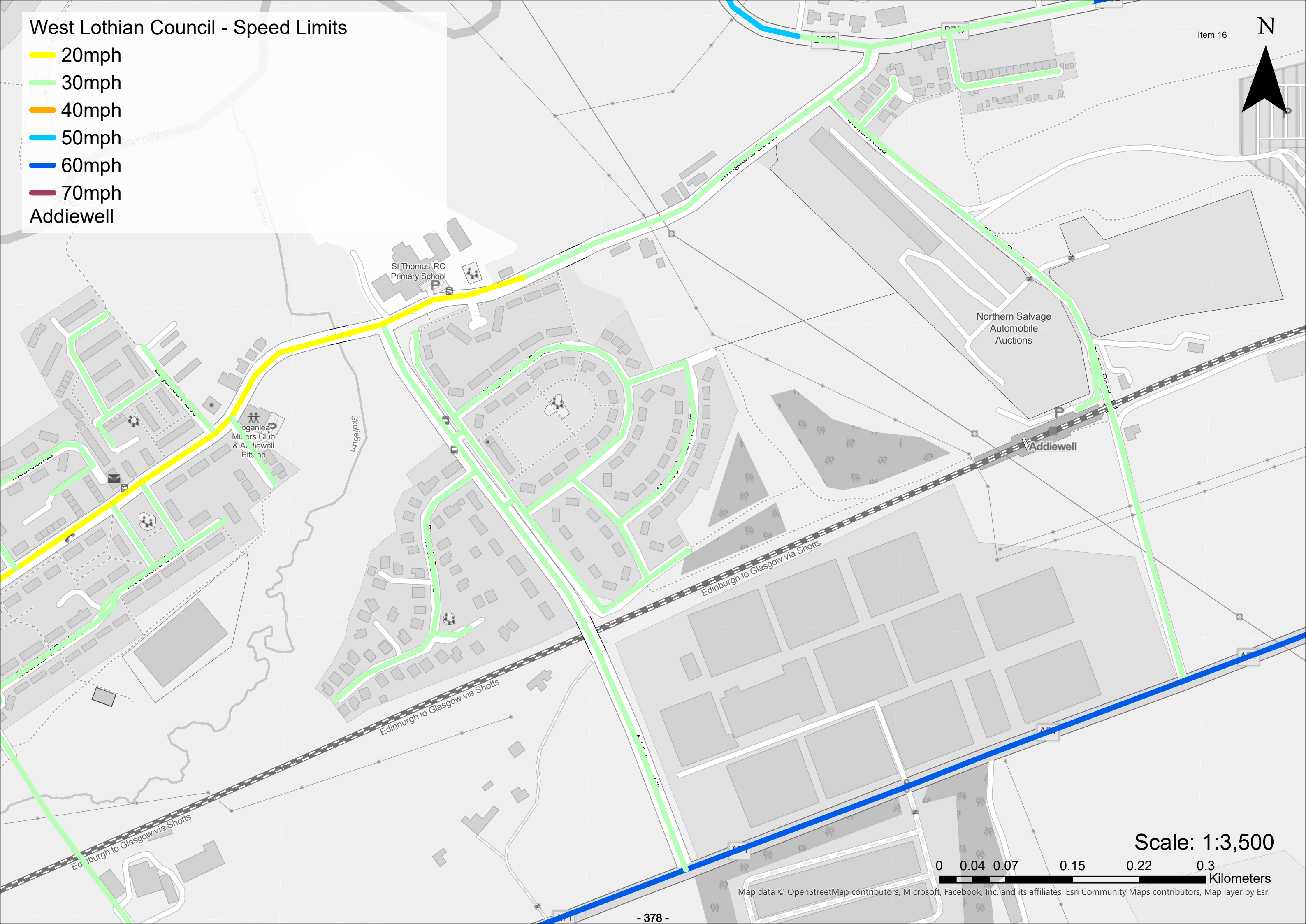
2002-01-26 TO-01-25 VARIOUS ROADS OUTSIDE SCHOOLS (A4002742)	2002	20mph	No	N/A	Education	Various	No	Blackridge: Blackridge Primary School (no signs, not 20mph) East Calder: East Calder Primary School is 20mph but signs are incorrect Pumpherston: Pumpherston Primary School is 20mph but signs are missing Uphall Station: Signs missing on Pumpherston Road OTHERS ARE ACCURATE
2002-09-07 PTO-02-11 VARIOUS ROADS OUTSIDE SCHOOLS (A4002125)	2002	20mph	No	N/A	Education	Various	No	Armadael: No 20mph signage and Manse Avenue not Manse Road Broxburn: Unsure where power station road is OTHERS ARE ACCURATE
PTO 04 07 - 20mphVariation (A4000410)	2005	20mph	No	N/A	Education	Various	No	Livingston: Middlewood Park has no 20mph signage at Meldrum Primary School OTHERS ARE ACCURATE
PTO 05 06 20mphOUTSIDESchoolVAR3_05 (A3999507)	2005	20mph	No	N/A	Education	Various	No	West Calder: A71 No 20mph signage on Eastern side of West Calder High School (only on western side) so road is still 40mph OTHERS ARE ACCURATE
2001-03-01 TO-00-31 VARIOUS ROADS OUTSIDE SCHOOLS (A4003627)	2001	20mph	No	N/A	Education	Various	Yes	Addiewell: Accurate Armadale: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved Blackburn: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved Broxburn: Accurate Greenrig: Accurate, but surrounding roads also 20mph Livingston: Accurate Torphichen: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved Uphall: Accurate West Calder: Accurate Whitburn: Accurate but 20mph exteneded onto surrounding streets as well so some signs have been moved
2003-02-07 PTO-02-13 VARIOUS ROADS OUTSIDE SCHOOLS (A4001773)	2003	20mph	No	N/A	Education	Various	Yes	
2003-06-18 PTO-03-05 VARIOUS ROADS OUTSIDE SCHOOLS (A4001537)	2003	20mph	No	N/A	Education	Various	Yes	
PTO 04 13 20mphOUTSIDESchoolVAR2_05 (A4000248)	2005	20mph	No	N/A	Education	Various	Yes	
1985-12-31 SPEED LIMITS (A4009290)	1985	Deristricted	Yes	1995-05-15 TO-1754 SPEED LIMITS (A4007057)[N]	Various	Various	No	Specifies resticted road not speed limit, also many descriptions are vague Edinbirgh District: Bankhead Road = 30mph, Eastfield Road = 40mph, Riccarton Mains Road = 40mph West Lothian District: Langton Road = 20mph, Addiewell (name incorrect?) = 30mph, Cathlaw = 40mph, Last = 40mph Midlothian District: Barleyknowe Road = 30mph, Blackcot Road = ???,
1997-04-28 TO-96-13 PARTS OF A71 B792 & B8047 (A4006493)	1997	40mph	Yes (only B792)	PTO_10_02_B792 Torphichen Road (A3996819)	Various	Various	No	B792: Bathgate to Ballencrieff Toll now 30mph OTHERS ARE ACCURATE
PTO 12 07 - Various 50mph speed limits (A3508054)	2012	40/50mph	No	N/A	Various	Various	No	B8020: Southern 50mph Sign has been shited north due to new development. OTHERS ARE ACCURATE
Signed Order PTO 20 04 (A16612894)	2020	20mph	No	N/A	Education	Various	No	Bathgate: Simpson Primary School, Leyland Road had school signs in indicated locations but no speed signage so road was still 30mph and Fitzallan Place also had no 20mph signage OTHERS ARE ACCURATE
PTO 18 04 - A71 West Calder High School 20mph (A9561400)	2018	20mph	No	N/A	Education	West Calder	Yes	
PTO 06 04 B8028westfield40mph (A3998722)	2006	40mph	No	N/A	Accessible Rural Areas	Westfield	Yes	
1975-02-03 40MPH SPEED LIMIT (A4011217)[W]	1975	40mph	No	N/A	Other Urban Areas	Whitburn	No	Looks to be 20mph road not 40mph
1988-05-09 A706 WHITBURN (A4009064)	1988	40mph	Yes	2000-03-31 TO-99-22 A706 LONGRIDGE AND DIXON TERRACE WHITBURN (A4004491)	Other Urban Areas	Whitburn	No	Only 40pmh from 262m north of Blaeberryhill Road to 57m south of Blaeberryhill Road, otherwise looks to be a 30mph zone instead of 40mph
2000-03-31 TO-99-22 A706 LONGRIDGE AND DIXON TERRACE WHITBURN (A4004491)	2000	30/40mph	es (only Dixon Terrac	PTO_10_04 Dixon Terrace (A3996783)	Other Urban Areas	Whitburn	No	Dixon Terrace looks to be a 20mph zone not 40mph, rest of TRO is correct
PTO_10_04 Dixon Terrace (A3996783)	2010	30/40mph	No	N/A	Other Urban Areas	Whitburn	No	Looks to be a 20mph zone not 40mph
1998-07-26 TO-98-10 BLAEBERRYHILL ROAD WHITBURN (A4005412)	1998	40mph	No	N/A	Other Urban Areas	Whitburn	Yes	
PTO_09_06 Heartlands (A1590926)[1-2]	2009	30mph	No	N/A	Other Urban Areas	Whitburn	Yes	
PTO_12_02 B7030Wilkieston_50mph (A3993451)	2012	50mph	No	N/A	Accessible Rural Areas	Wilkieston	Yes	
1994-11-21 TO-1743 B9080 WINCHBURUGH (A4007329)	1994	40mph	Yes	Signed Order PTO 22 05 Speed Limits in Winchburgh (A16371130)	Accessible Small Towns	Winchburgh	No	Has been updated and is now 20mph
PTO 15 05 - Winchburgh 30mph (A7494060)	2015	30mph	Yes	Signed Order PTO 22 05 Speed Limits in Winchburgh (A16371130)	Accessible Small Towns	Winchburgh	No	Has been updated and is now 20mph
PTO_08_07 - Winchburgh 40mph (A1591361)	2008	40mph	Yes	Signed Order PTO 22 05 Speed Limits in Winchburgh (A16371130)	Accessible Small Towns	Winchburgh	No	Has been updated and is now 20mph
Signed Order PTO 22 05 Speed Limits in Winchburgh (A16371130)	2022	20/30mph	No	N/A	Accessible Small Towns	Winchburgh	Yes	

Appendix B GIS Mapping – Existing Speed Limits

West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Addiewell

Item 16



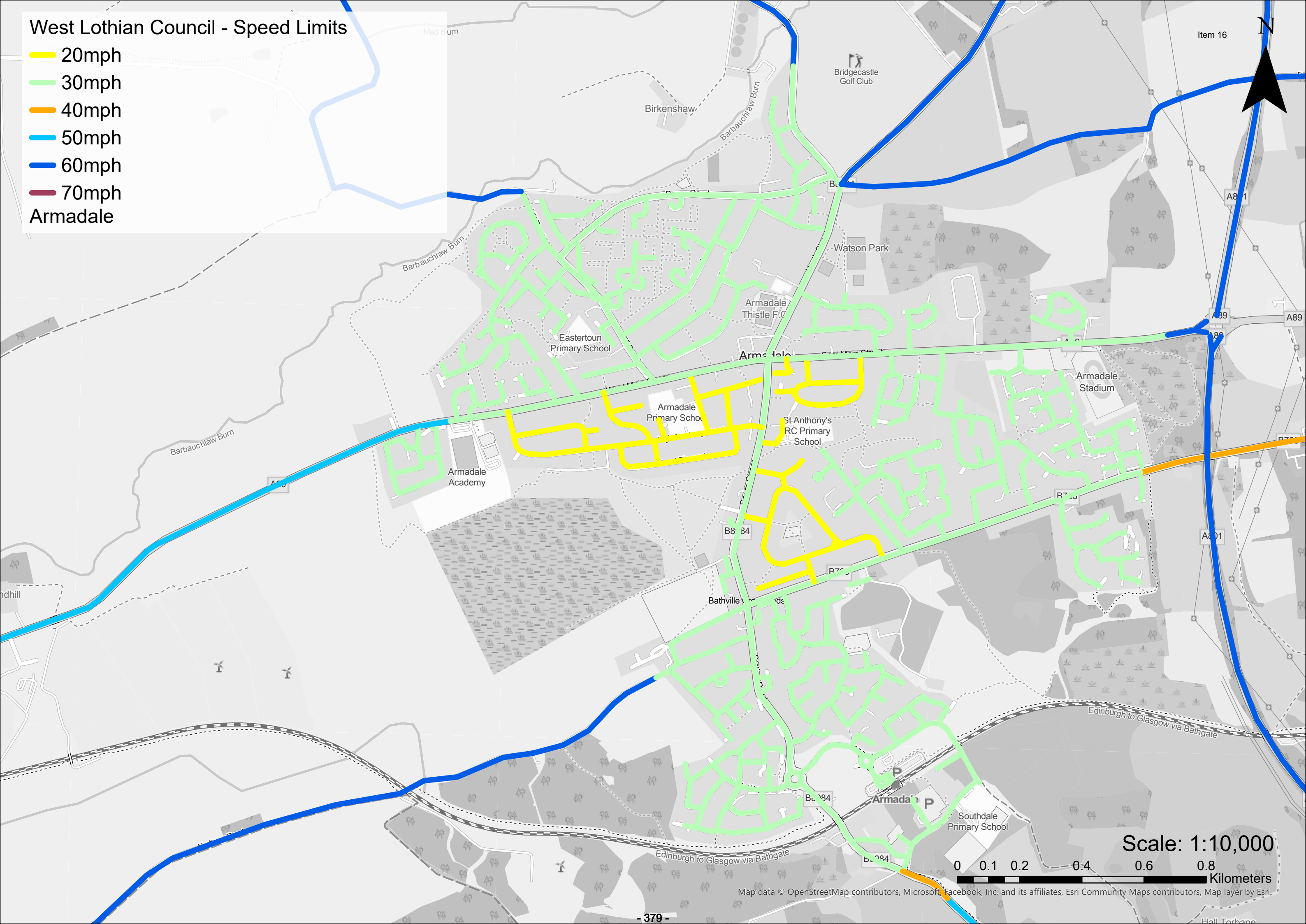
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0 0.04 0.07 0.15 0.22 0.3 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Armadale



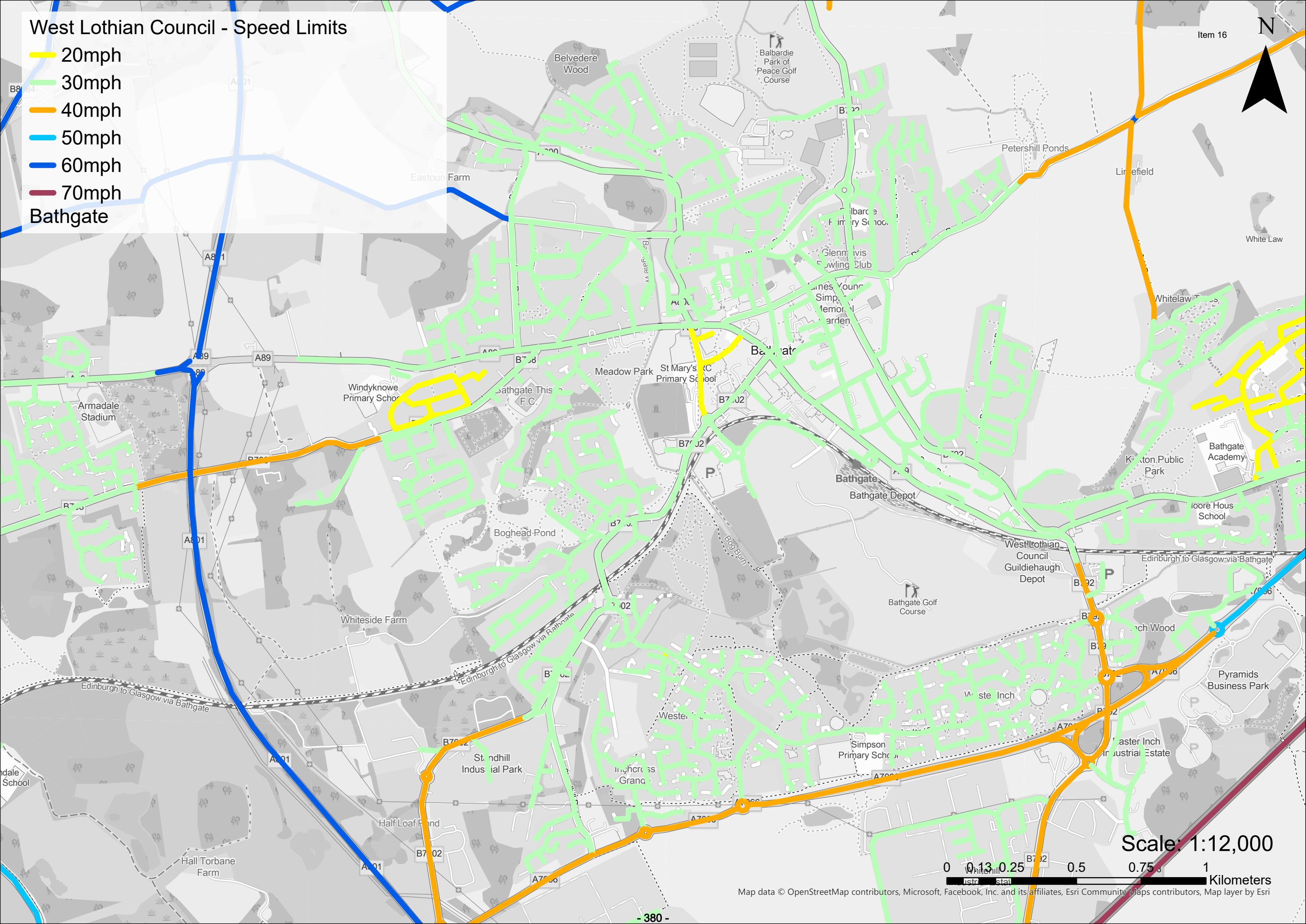
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0 0.1 0.2 0.4 0.6 0.8 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Bathgate



Scale: 1:12,000

0 0.13 0.25 0.5 0.75 1 Kilometers

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West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Bents



Item 16

N

Scale: 1:3,500

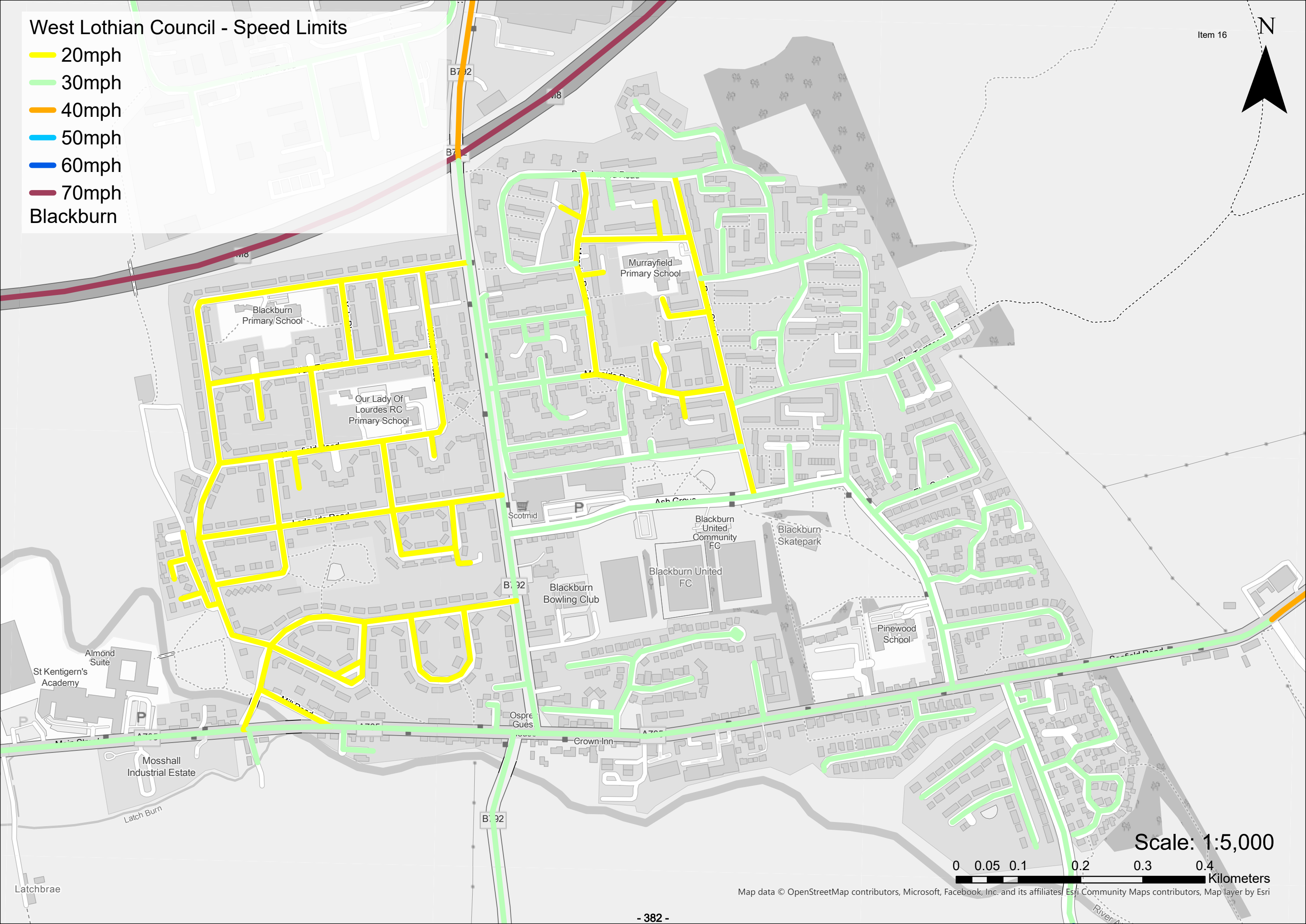
0 0.04 0.07 0.15 0.22 0.3 Kilometers

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West Lothian Council - Speed Limits

 20mph
 30mph
 40mph
 50mph
 60mph
 70mph
 Blackburn

Item 16



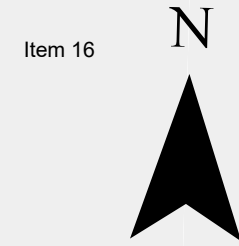
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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Blackridge



Scale: 1:7,000

0 0.07 0.15 0.3 0.45 0.6 Kilometers

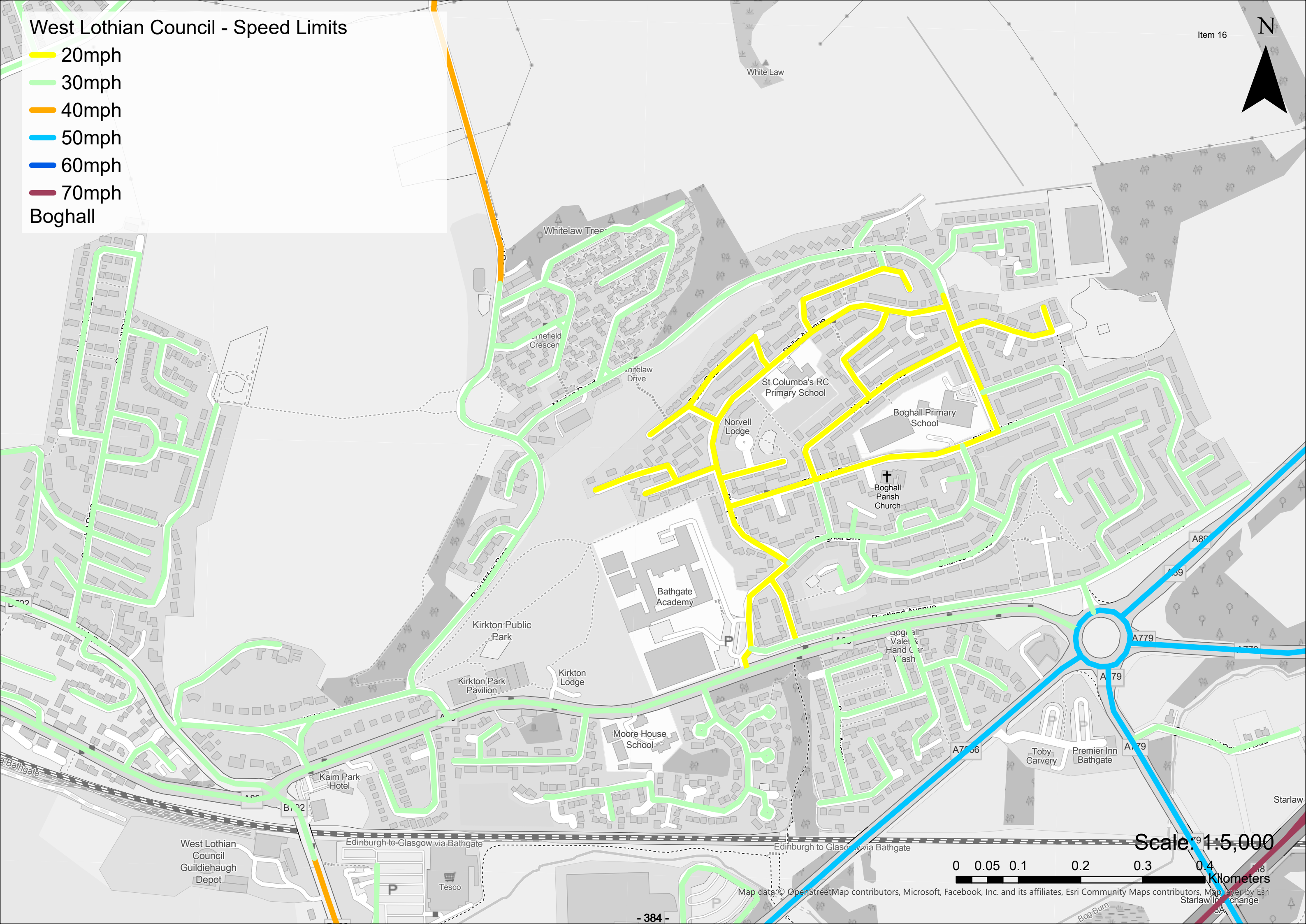
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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Boghall

Item 16

N



Scale: 1:5,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Breich

Item 16









Scale: 1:3,000

0 0.03 0.07 0.13 0.2 0.26 Kilometers

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West Lothian Council - Speed Limits

 20mph
 30mph
 40mph
 50mph
 60mph
 70mph
 Bridgend

Item 16



Bridgend Bing

Haugh Burn

Haugh Bun

Bridgend



Bridgend &
District Golf
Club

Bridgend
Primary School

Gateside

080

Scale: 1:5,000

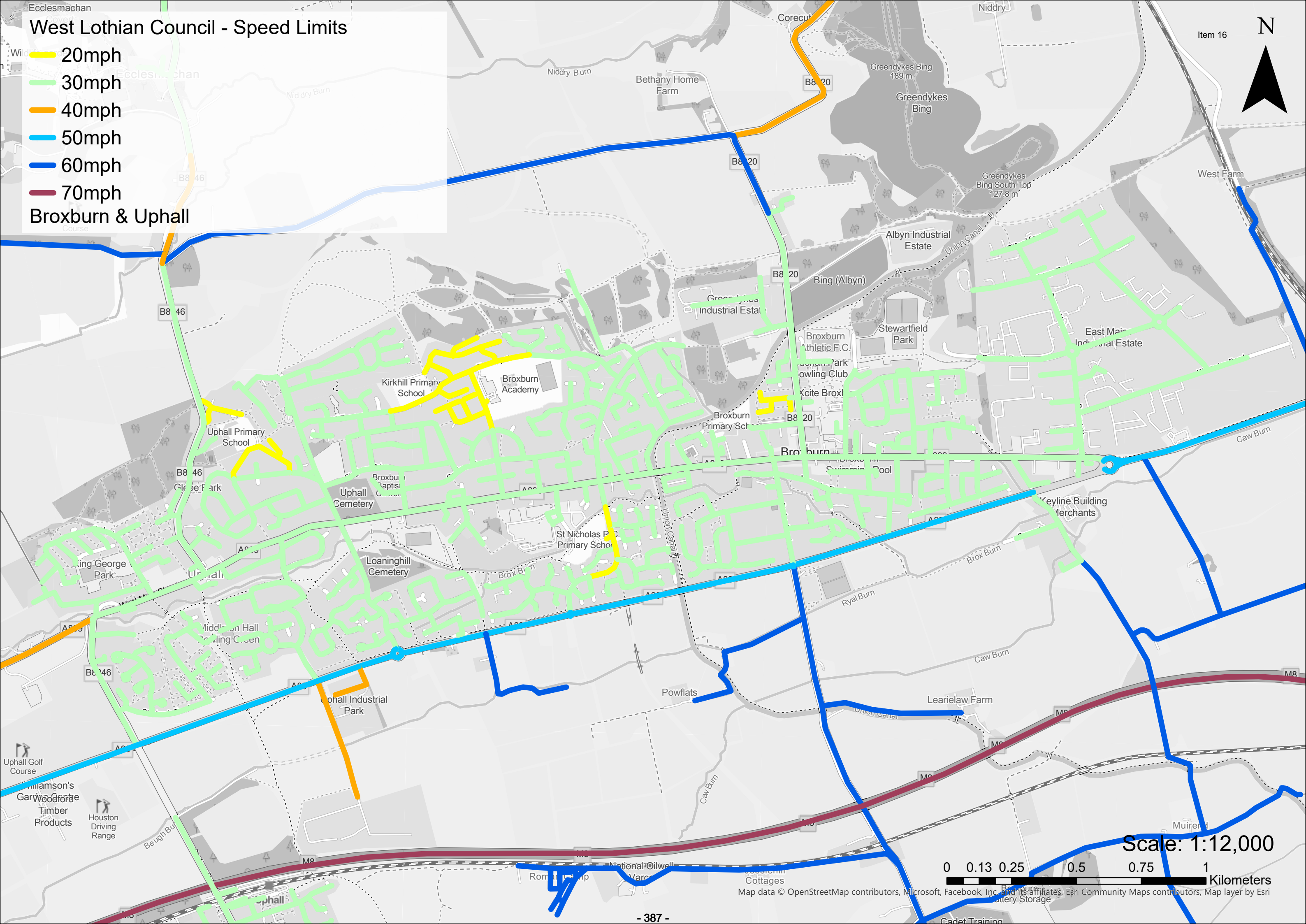
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- 386

West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Broxburn & Uphall



Scale: 1:12,000

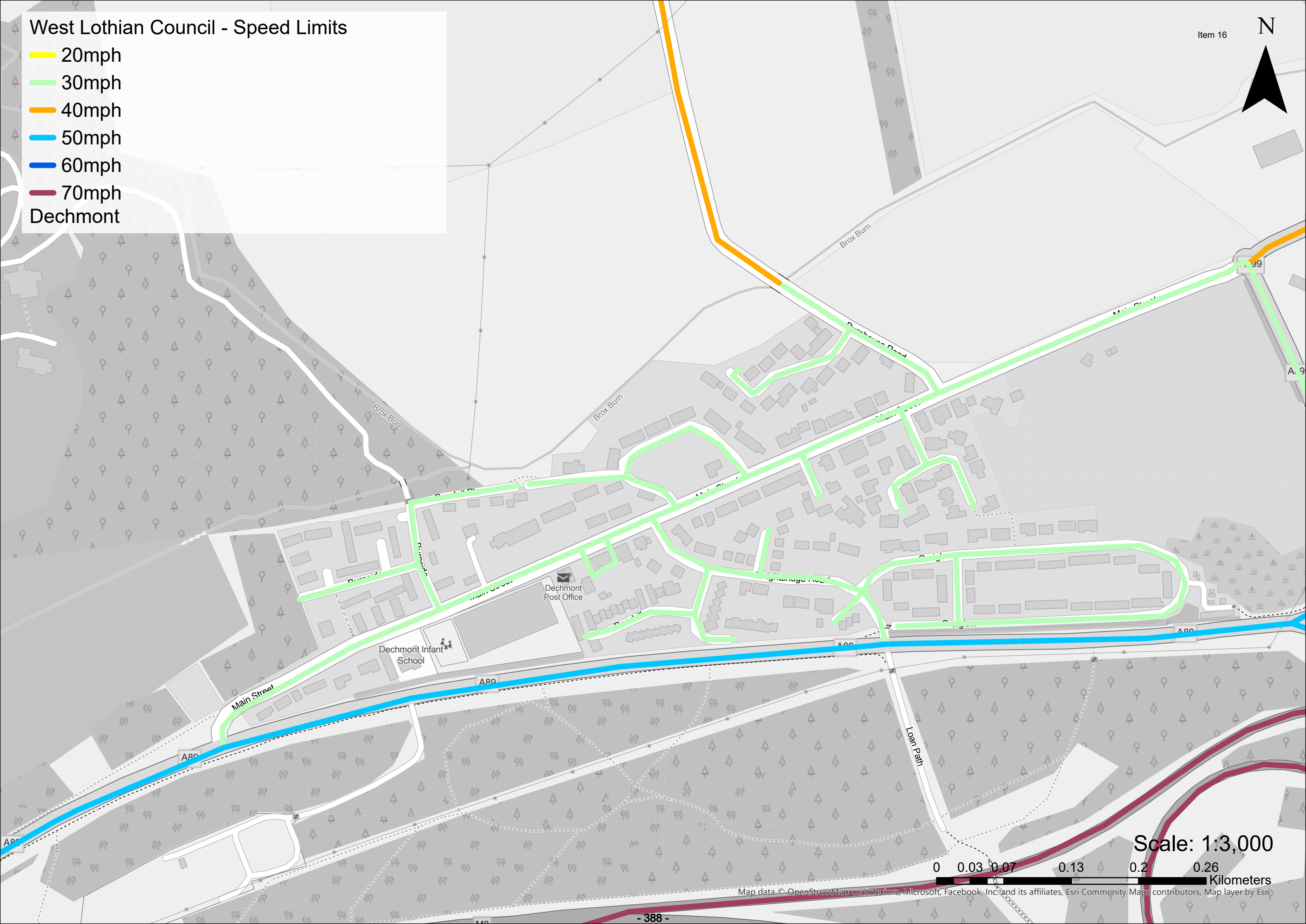
0 0.13 0.25 0.5 0.75 1 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Dechmont

Item 16



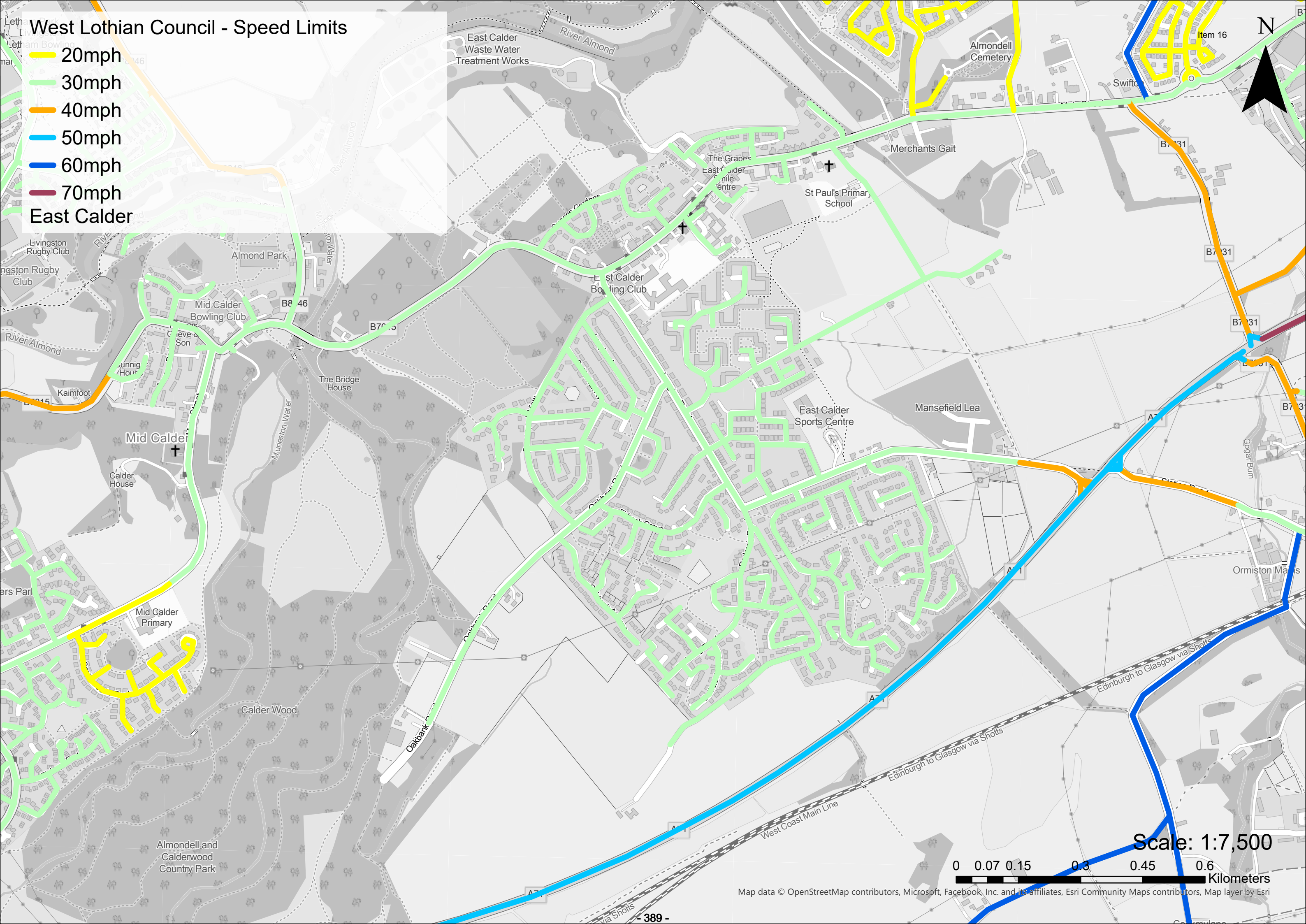
Scale: 1:3,000



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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- East Calder



West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

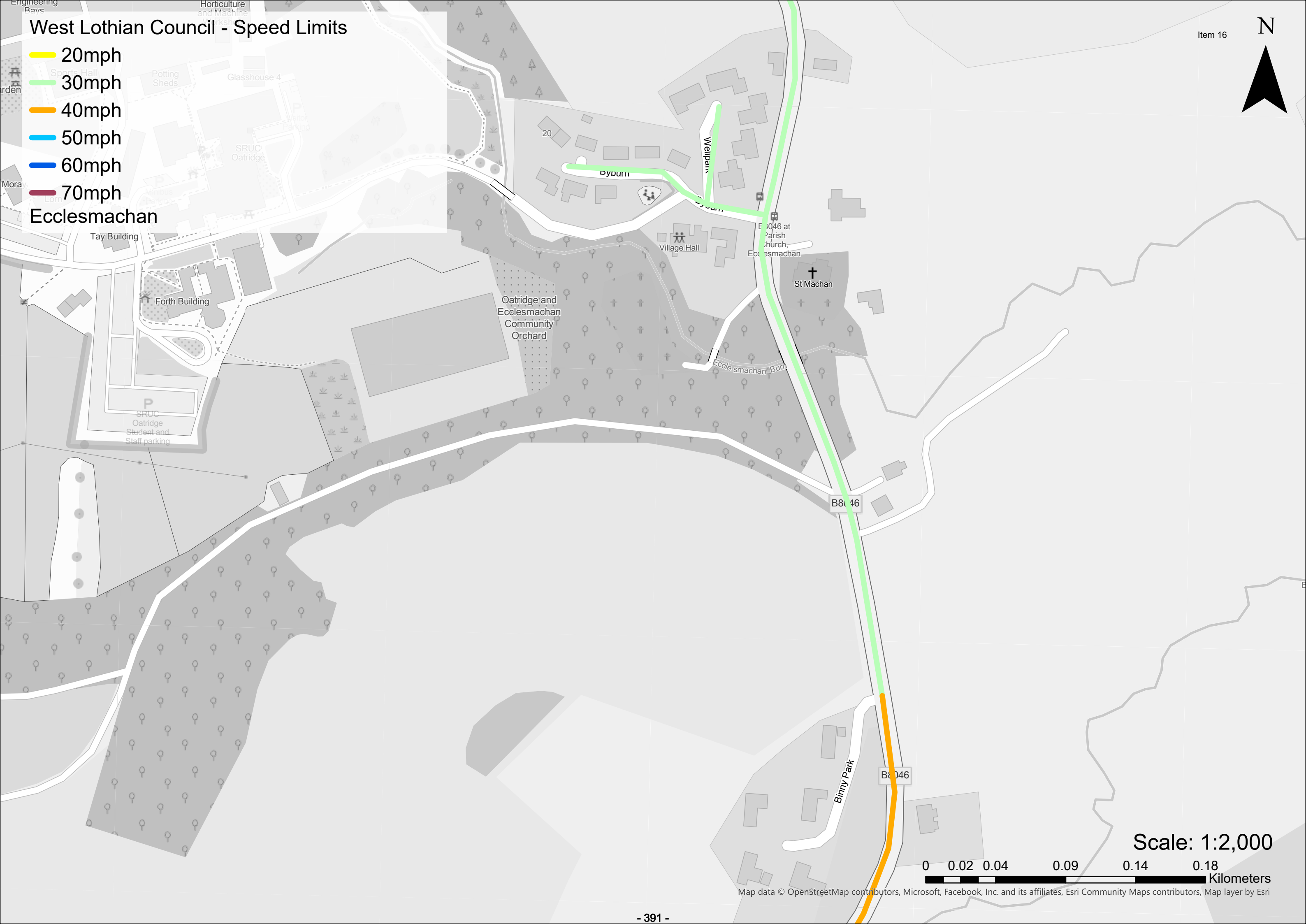
East Whitburn



West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

Ecclesmachan



Item 16

N

Scale: 1:2,000

0 0.02 0.04 0.09 0.14 0.18 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Faucheldean



West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Fauldhouse



Item 16

N

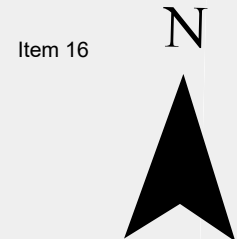
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0 0.07 0.15 0.3 0.45 0.6 Kilometers

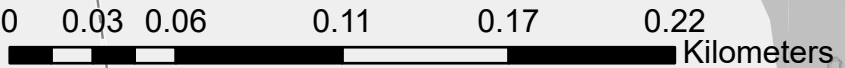
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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Greenrigg



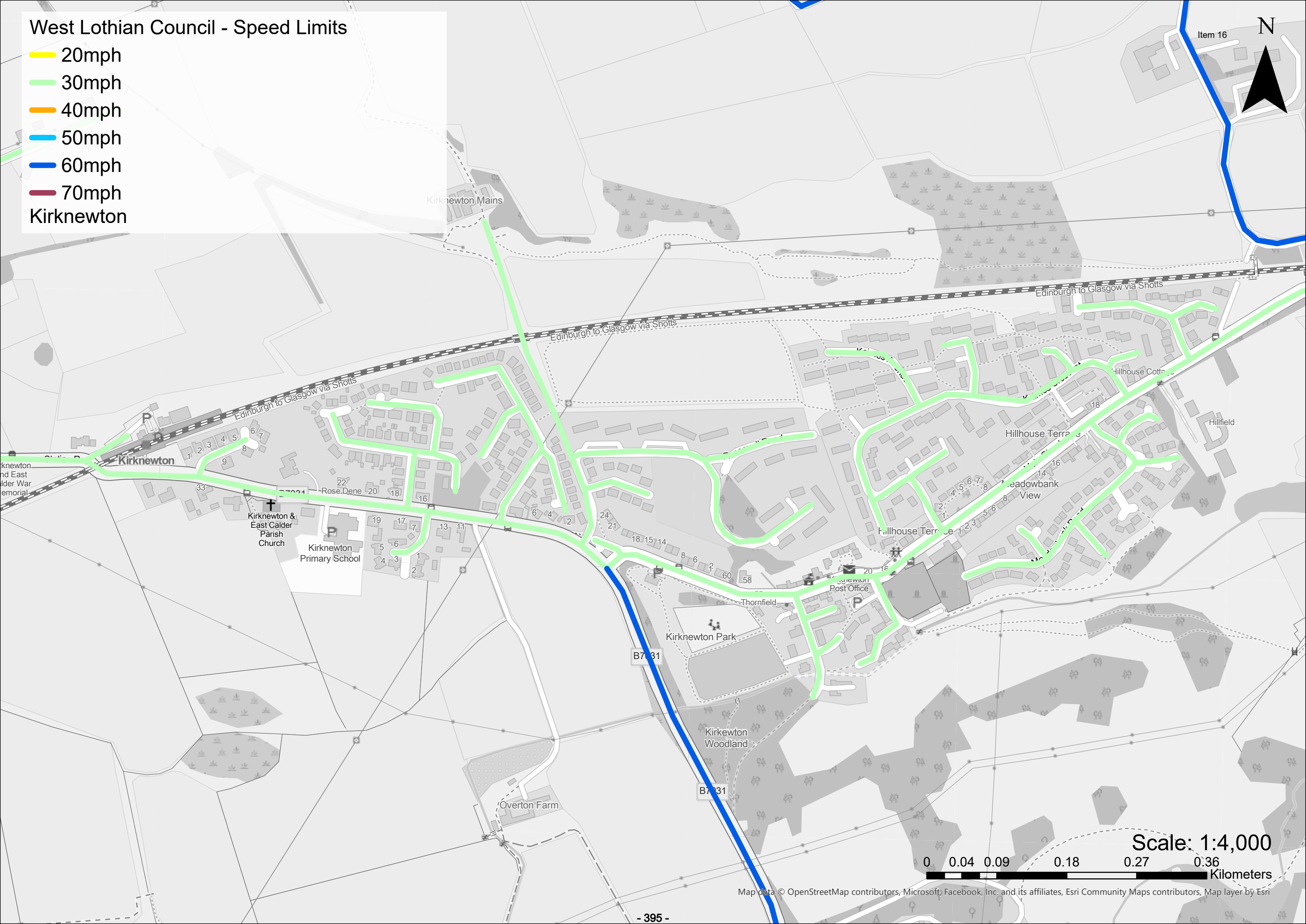
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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Kirknewton



Item 16

N

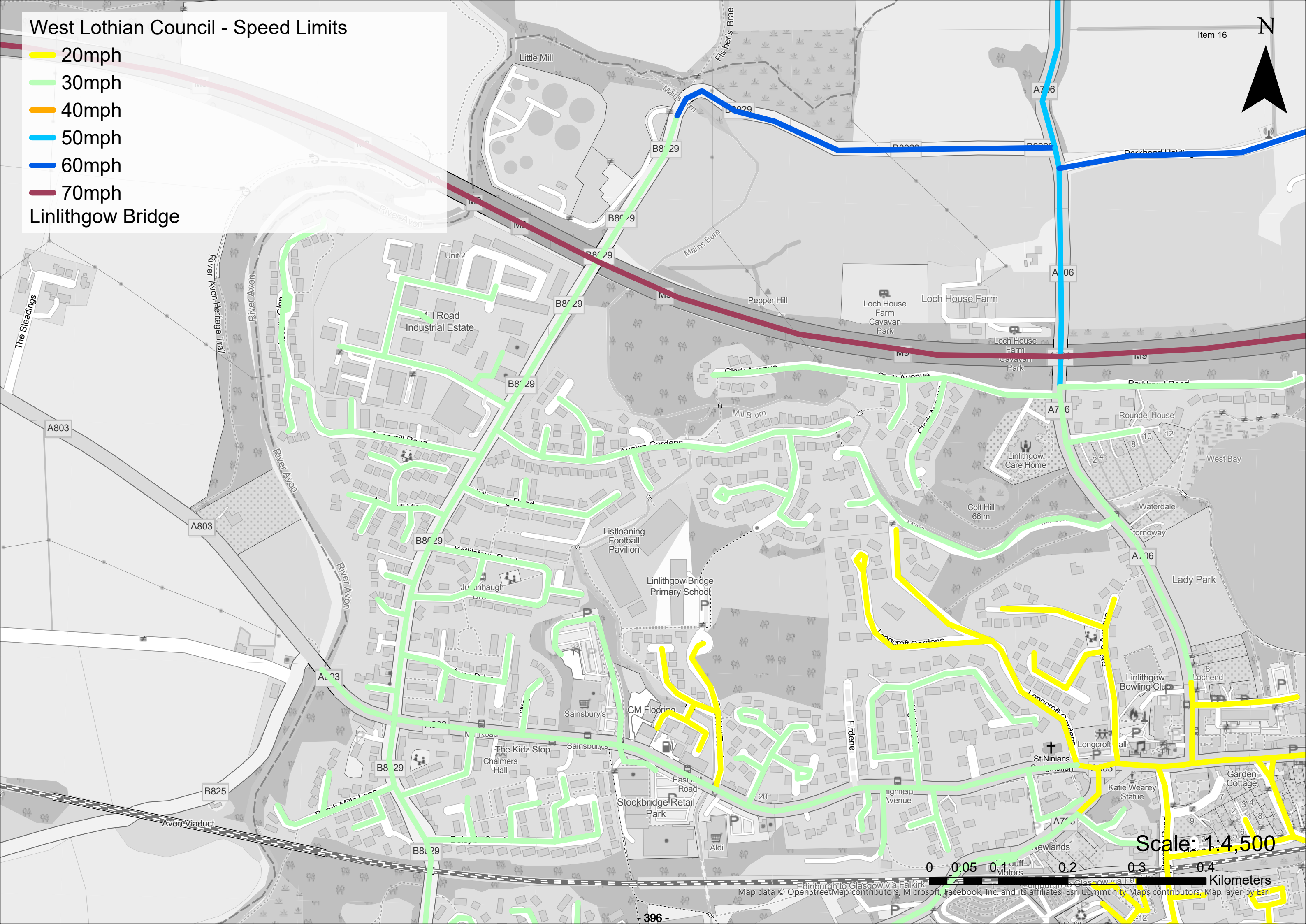
Scale: 1:4,000

0 0.04 0.09 0.18 0.27 0.36 Kilometers

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West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Linlithgow Bridge



Item 16

N

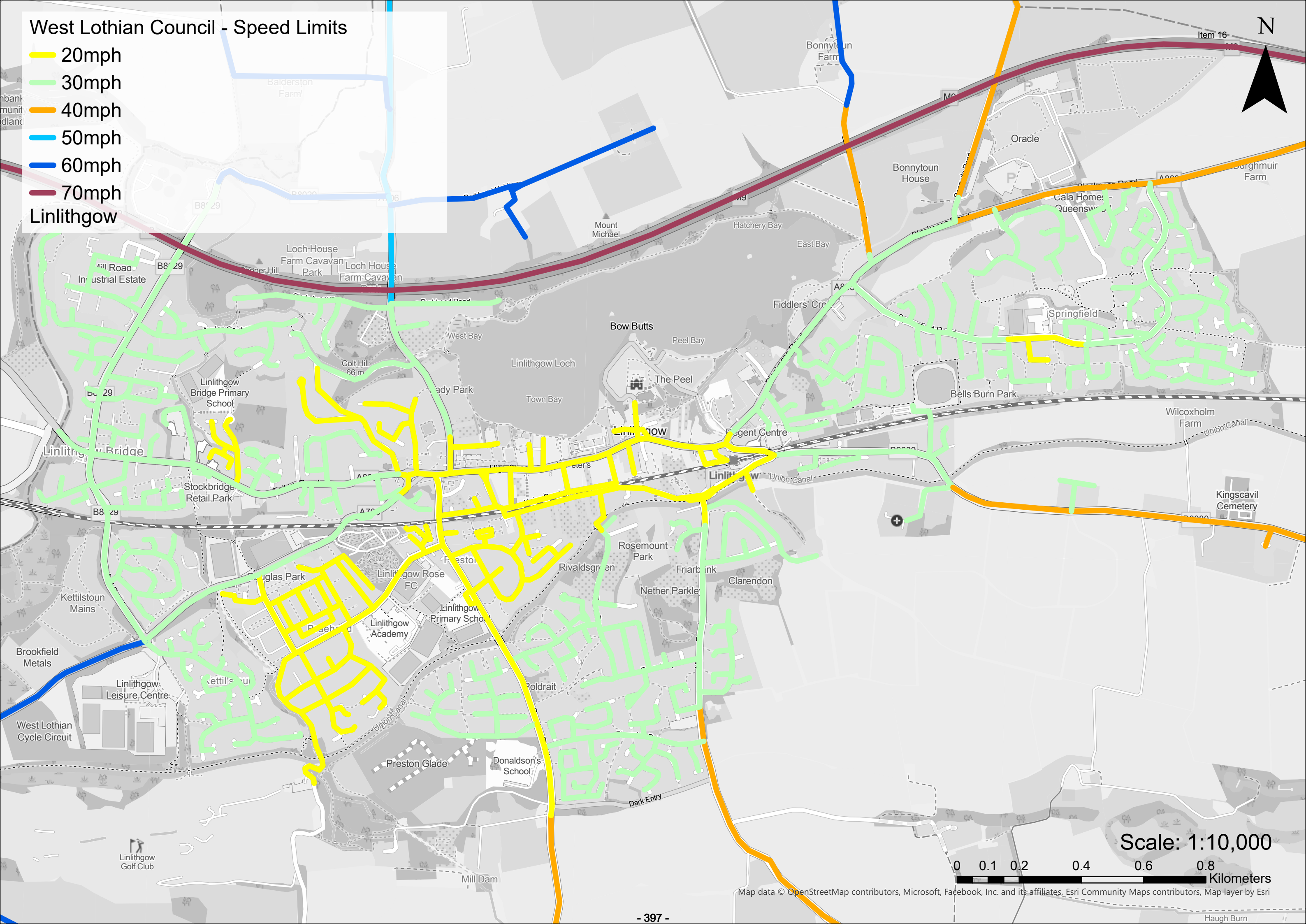
Scale: 1:4,500

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Linlithgow



Scale: 1:10,000

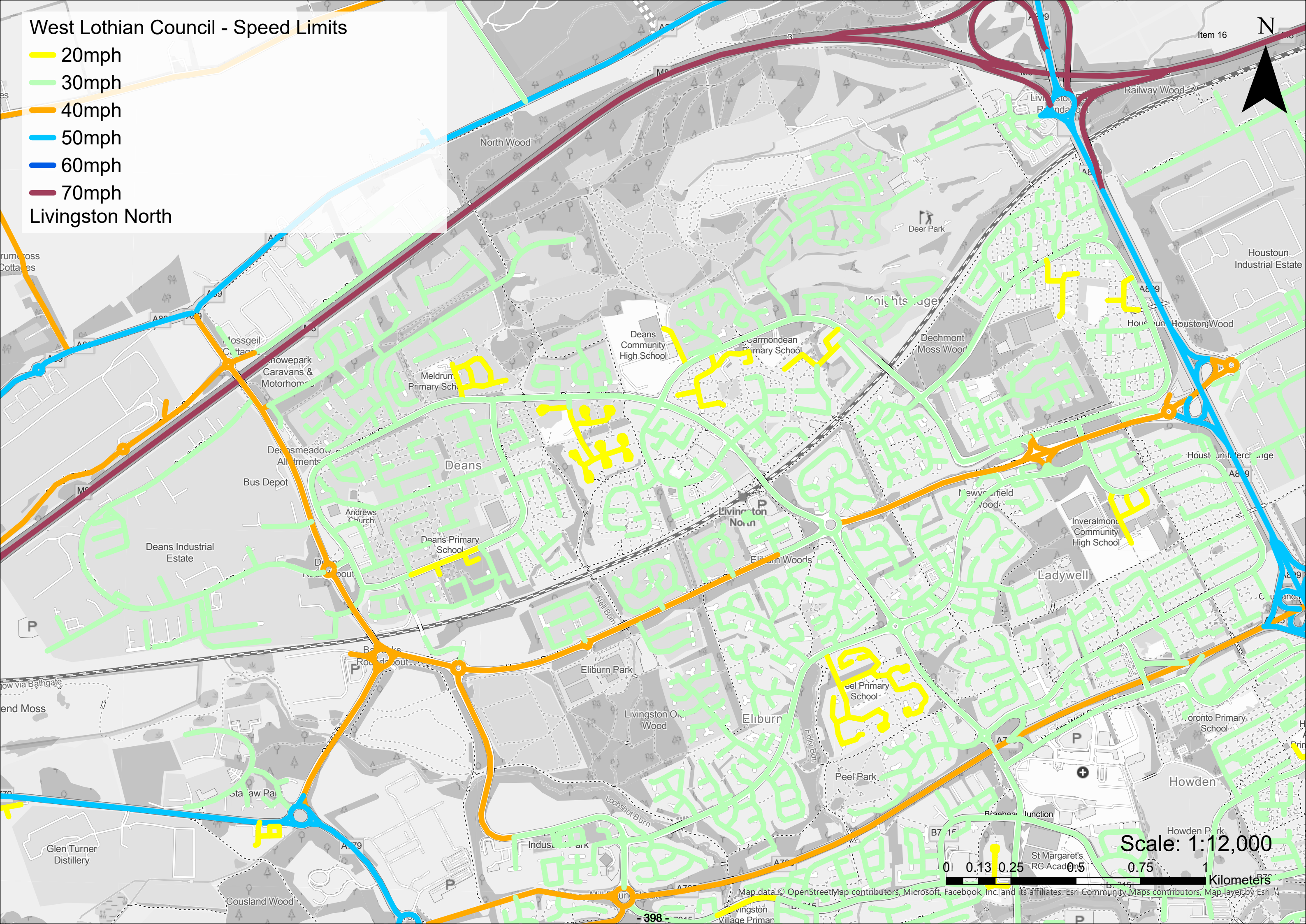
0 0.1 0.2 0.4 0.6 0.8 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

Livingston North



Scale: 1:12,000

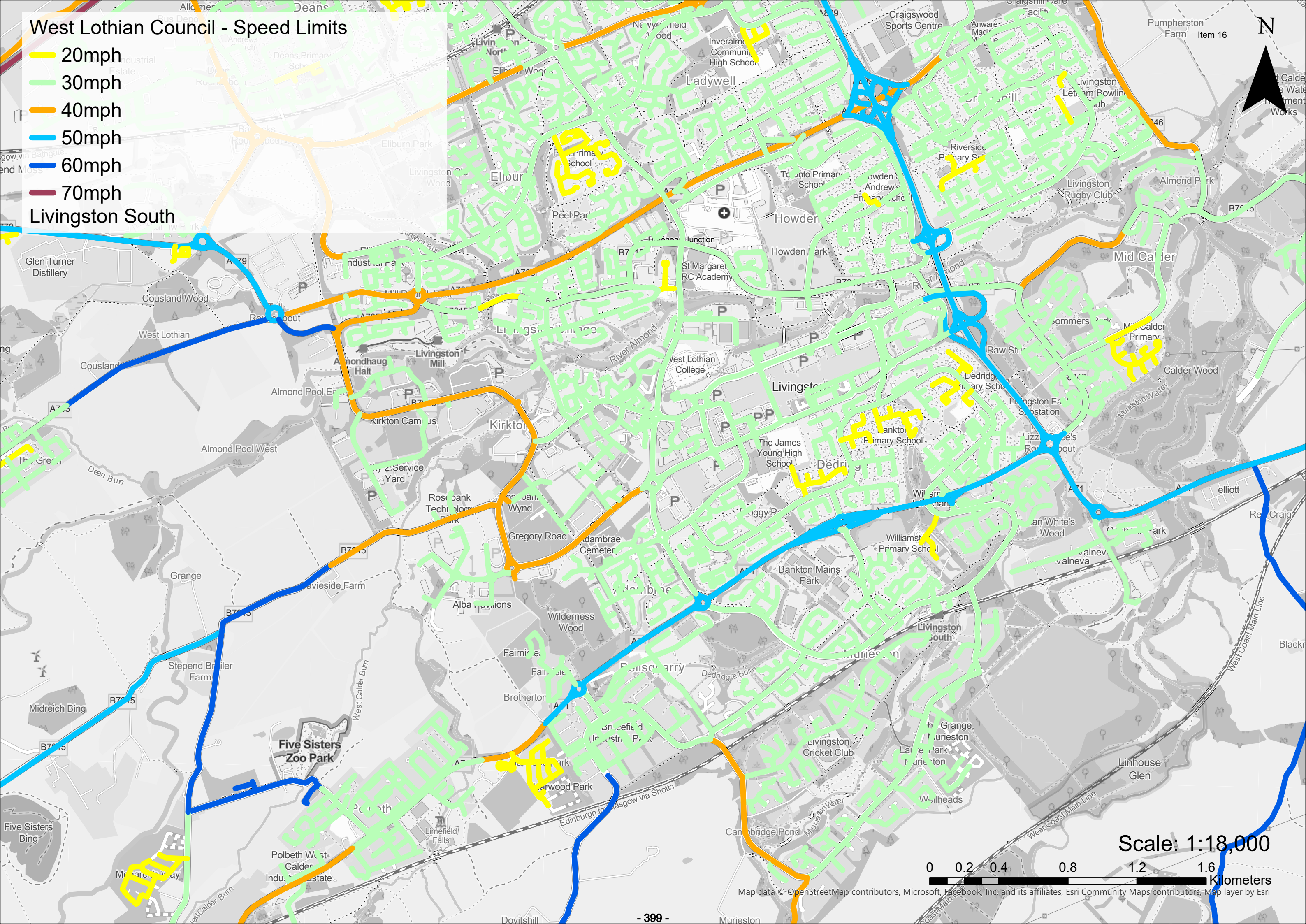
0 0.13 0.25 0.5 0.75 1 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

Livingston South



Scale: 1:18,000

0 0.2 0.4 0.8 1.2 1.6 Kilometers

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West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Livingston

See Livingston North
Image

See Livingston South
Image

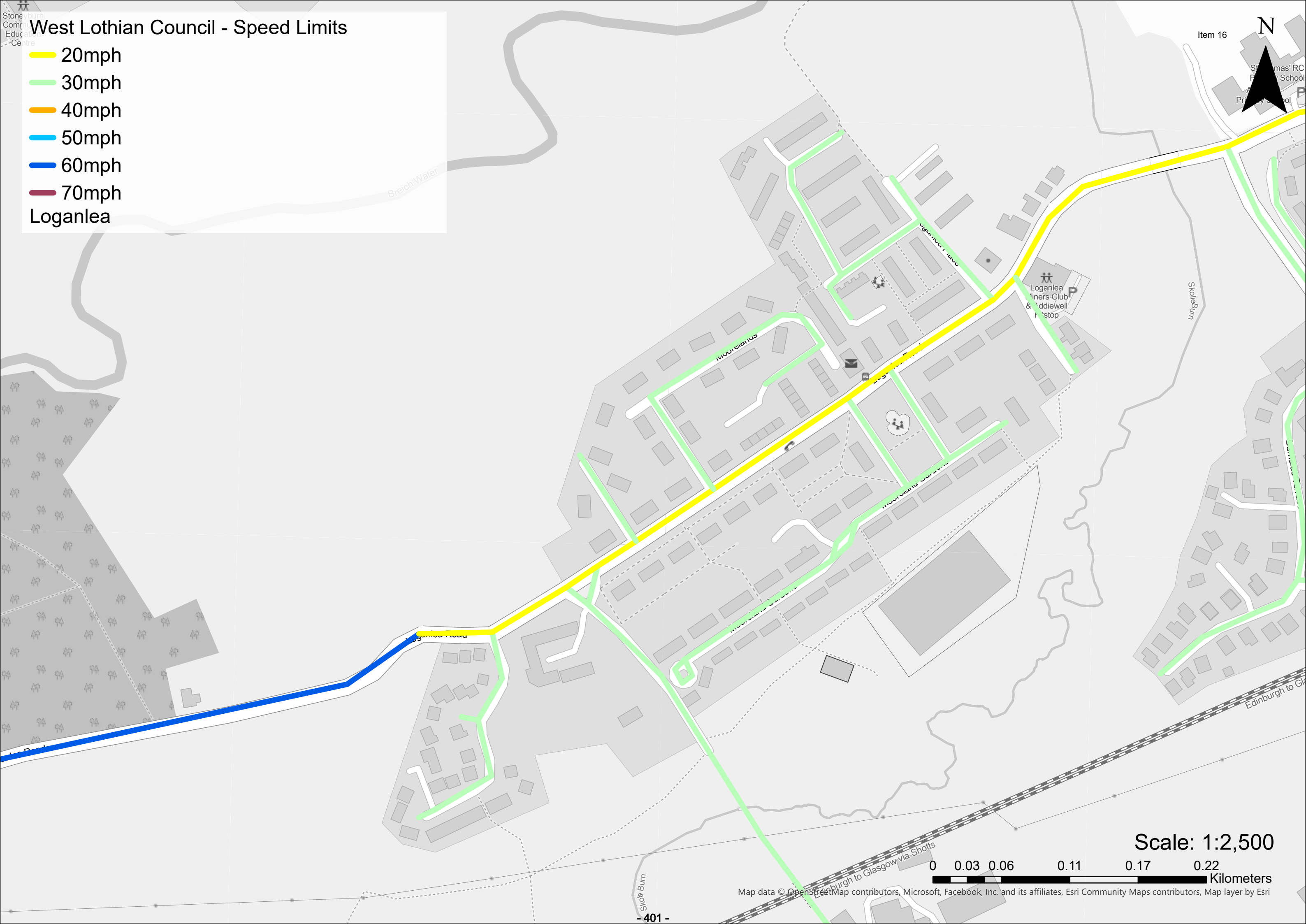
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0 0.2 0.4 0.8 1.2 1.6 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Loganlea



Item 16



St Thomas' RC
Primary School

Loganlea
Miners Club
& Toddiewell
Poststop

Skol Burn

Edinburgh to Glasgow via Shotts

Scale: 1:2,500

0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Longridge



West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Mid Calder



Item 16

Scale: 1:5,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

Newton & Woodend



Scale: 1:2,000



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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Philipstoun



Item 16

N

Scale: 1:2,000

0 0.02 0.04 0.09 0.14 0.18 Kilometers

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West Lothian Council - Speed Limits

— 20mph

30mph

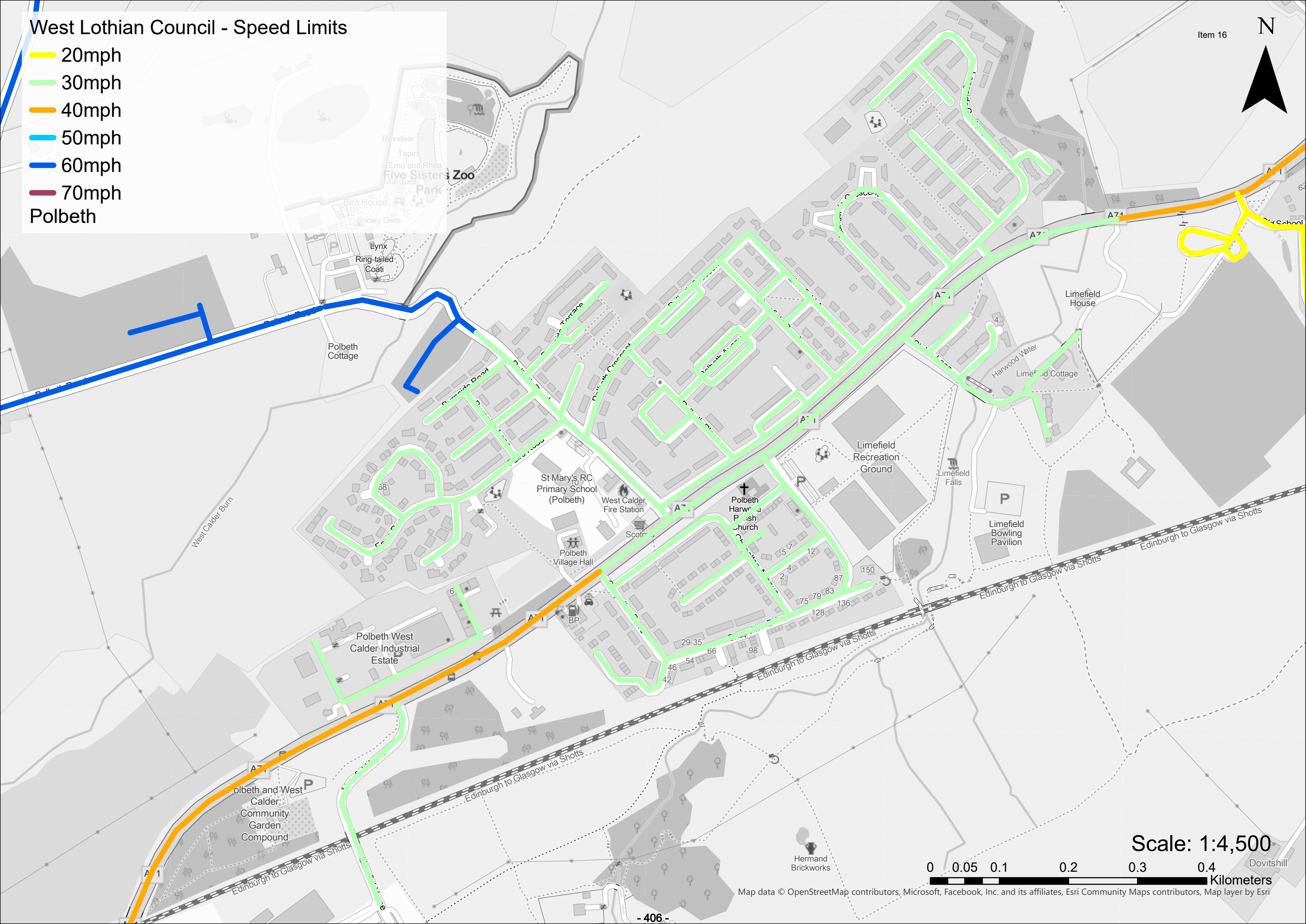
— 40mph

— 50mph

— 60mph

— 70mph

Polbeth



tem 16

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Scale: 1:4,500

A scale bar labeled "Kilometers" with markings at 0, 0.05, 0.1, 0.2, 0.3, and 0.4.

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- 406 -

West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Pumpherston








Scale: 1:3,500

0 0.04 0.07 0.15 0.22 0.3 Kilometers

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West Lothian Council - Speed Limits

 20mph
 30mph
 40mph
 50mph
 60mph
 70mph
 Seafield



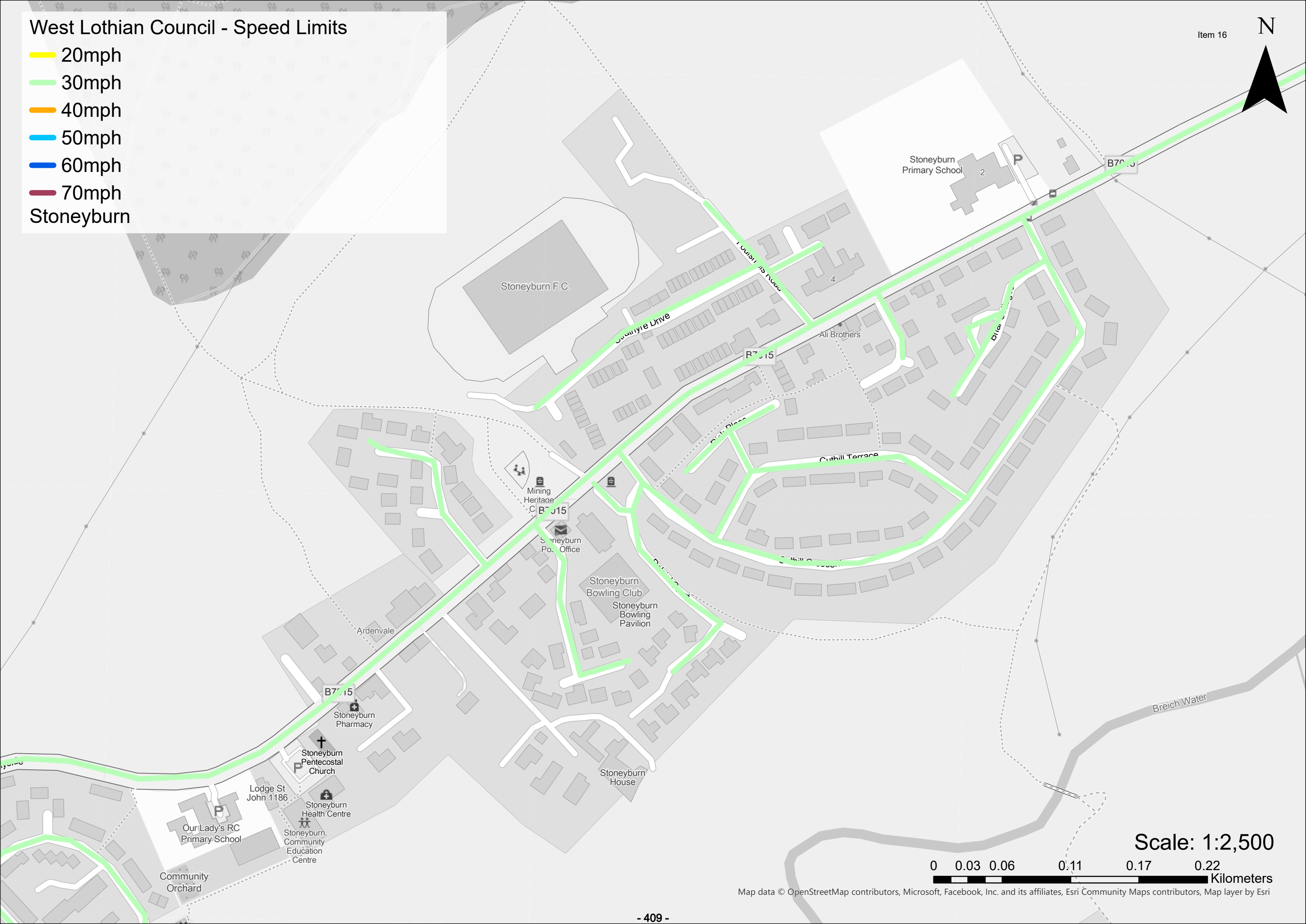
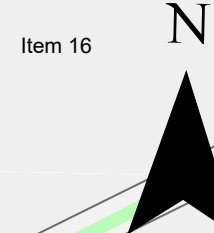
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A scale bar labeled "Kilometers" with markings at 0, 0.04, 0.07, 0.15, 0.22, and 0.3.

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Stoneyburn



Scale: 1:2,500

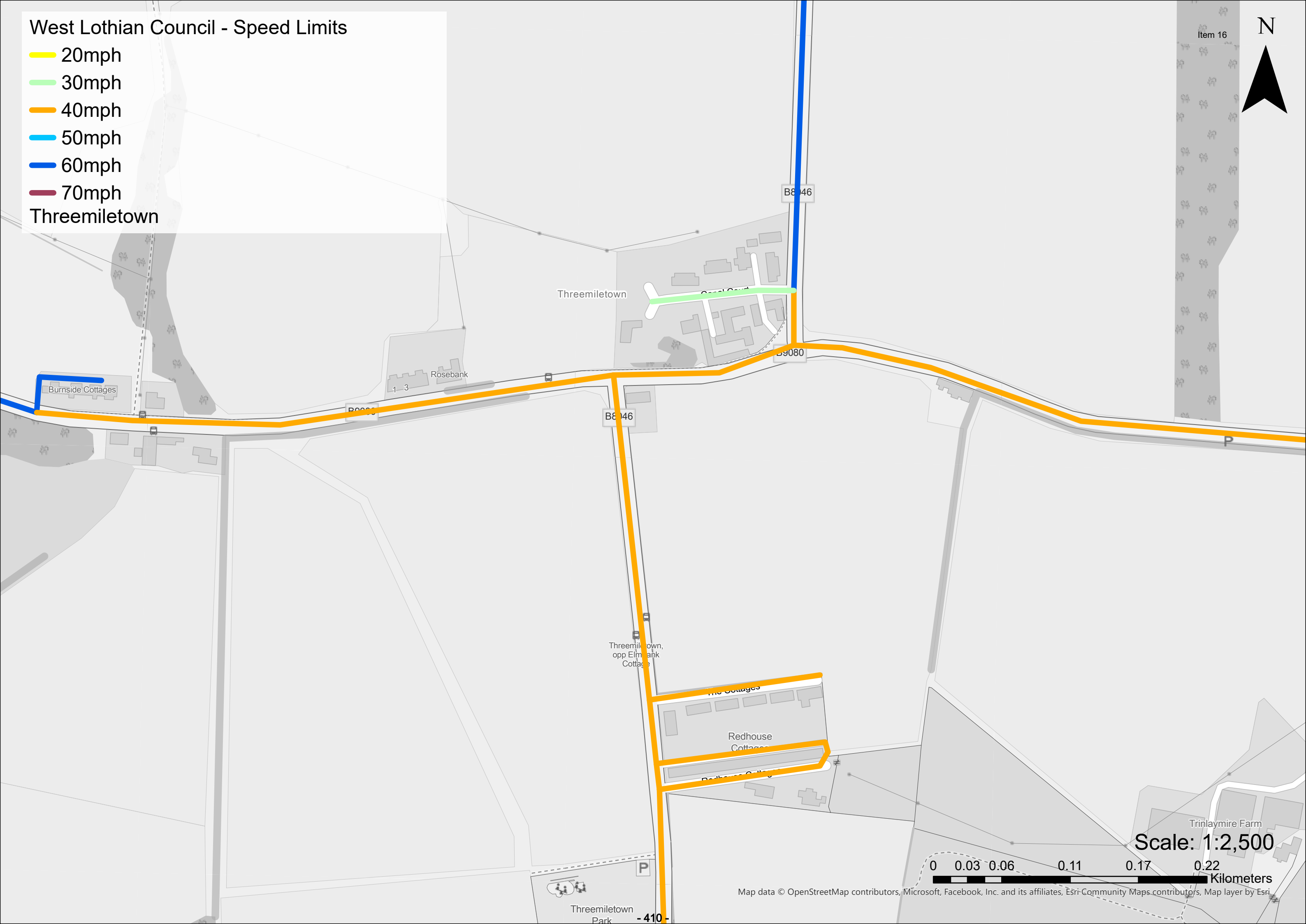
0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

Threemiletown



Item 16

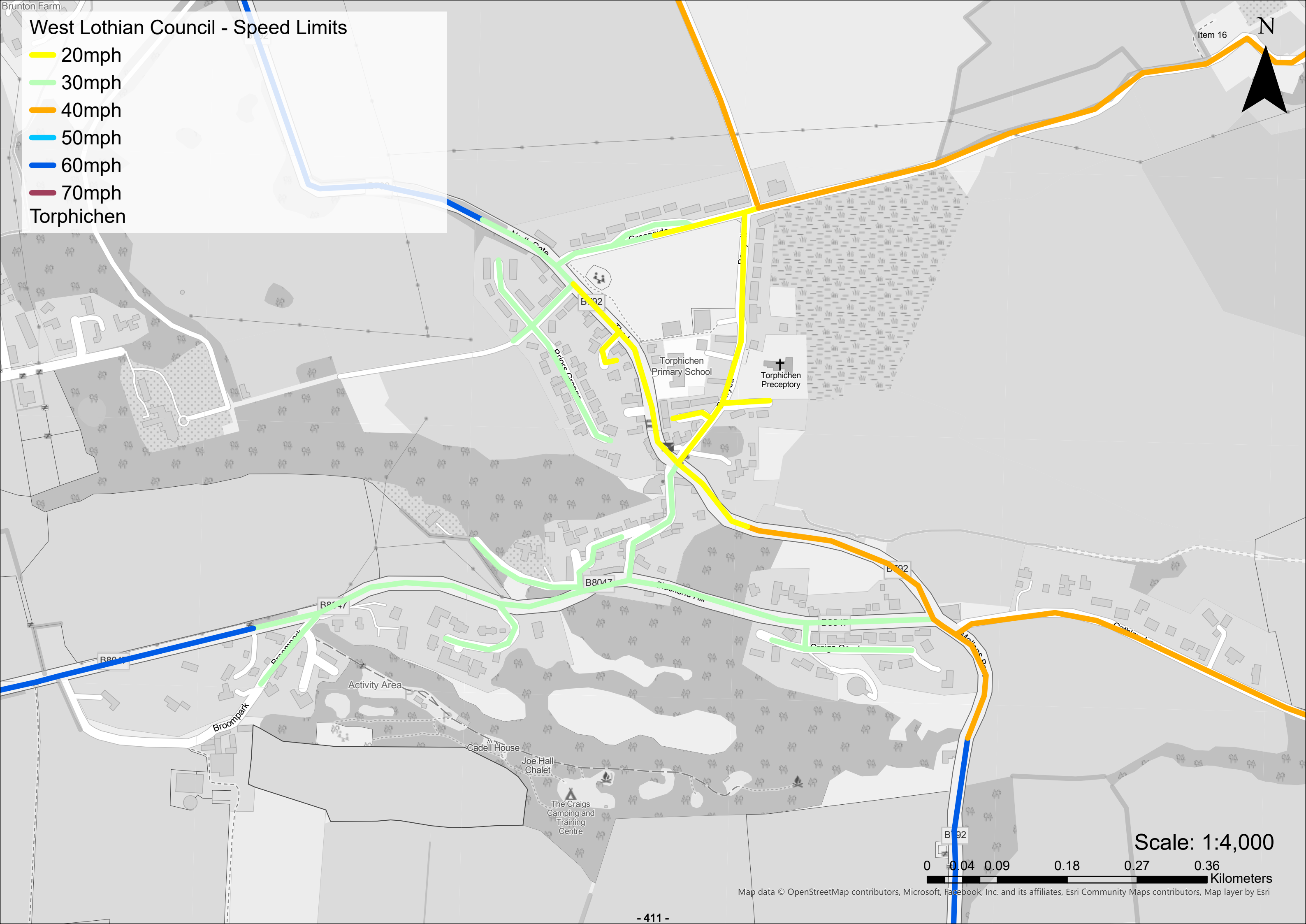
Scale: 1:2,500

0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Torphichen



Scale: 1:4,000

0 0.04 0.09 0.18 0.27 0.36 Kilometers

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West Lothian Council - Speed Limits

— 20mph

30mph

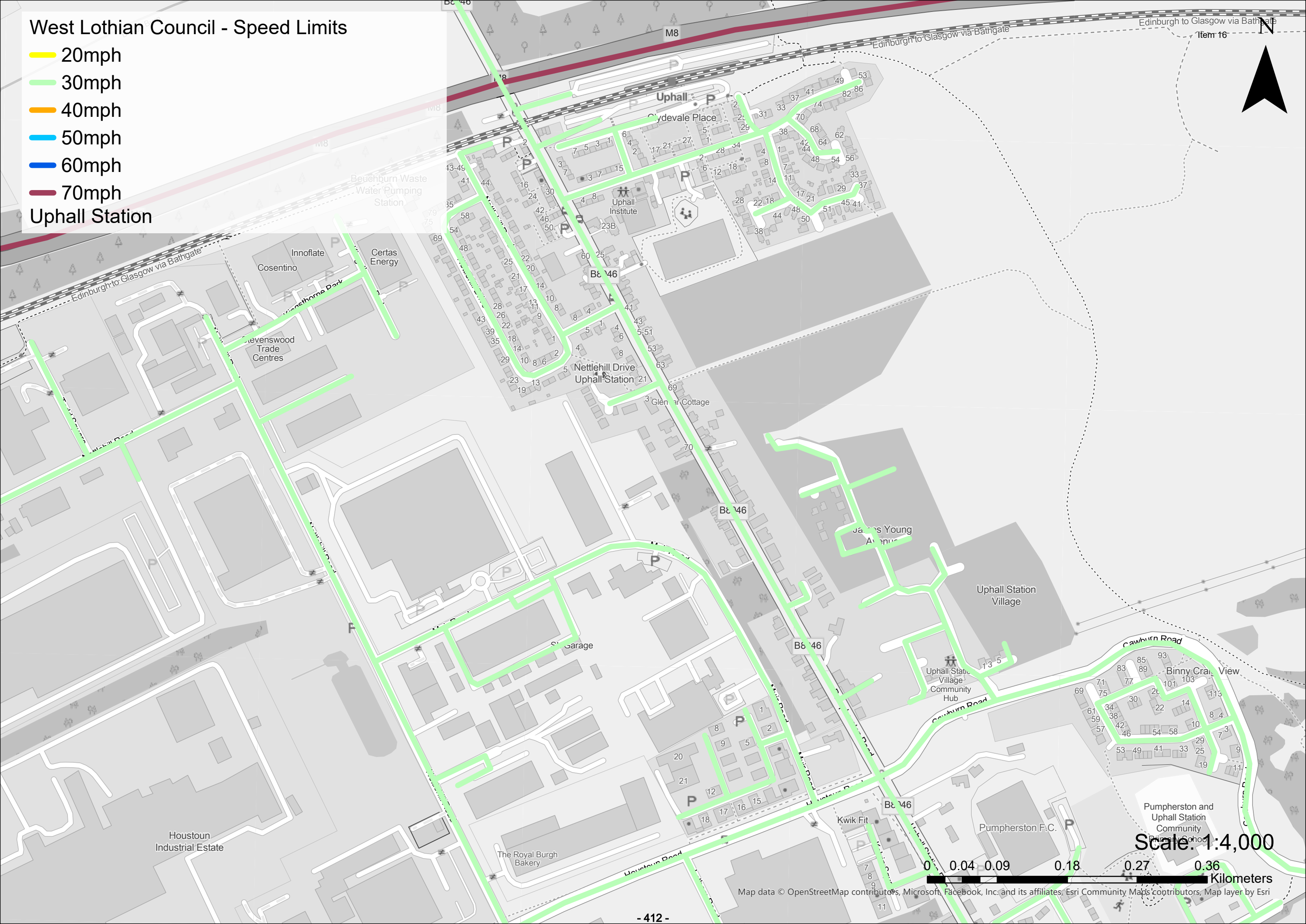
— 40mph

— 50mph

— 60mph

— 70mph

Uphall Station

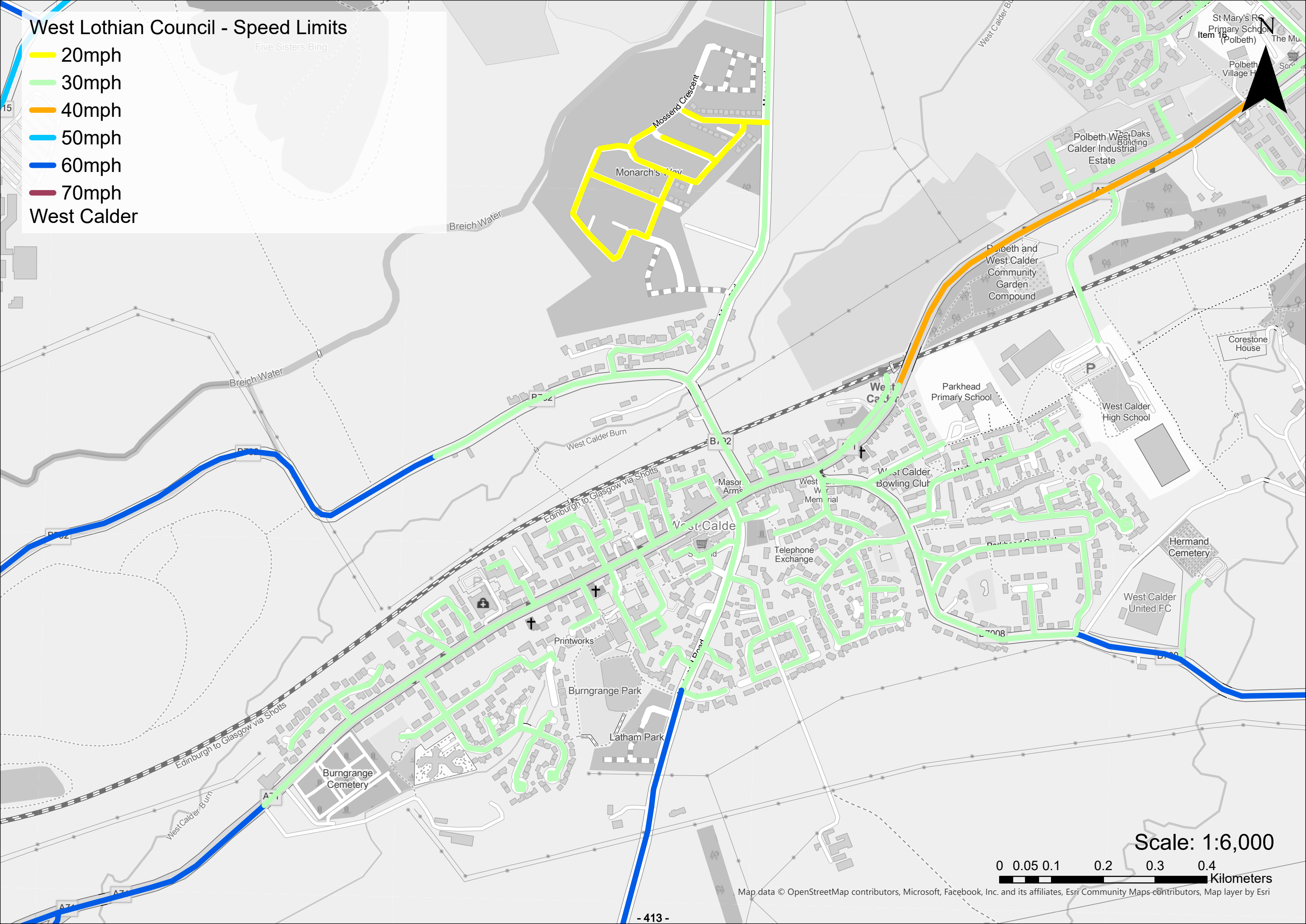


Scale: 1:4,000

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- West Calder



Scale: 1:6,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Westfield



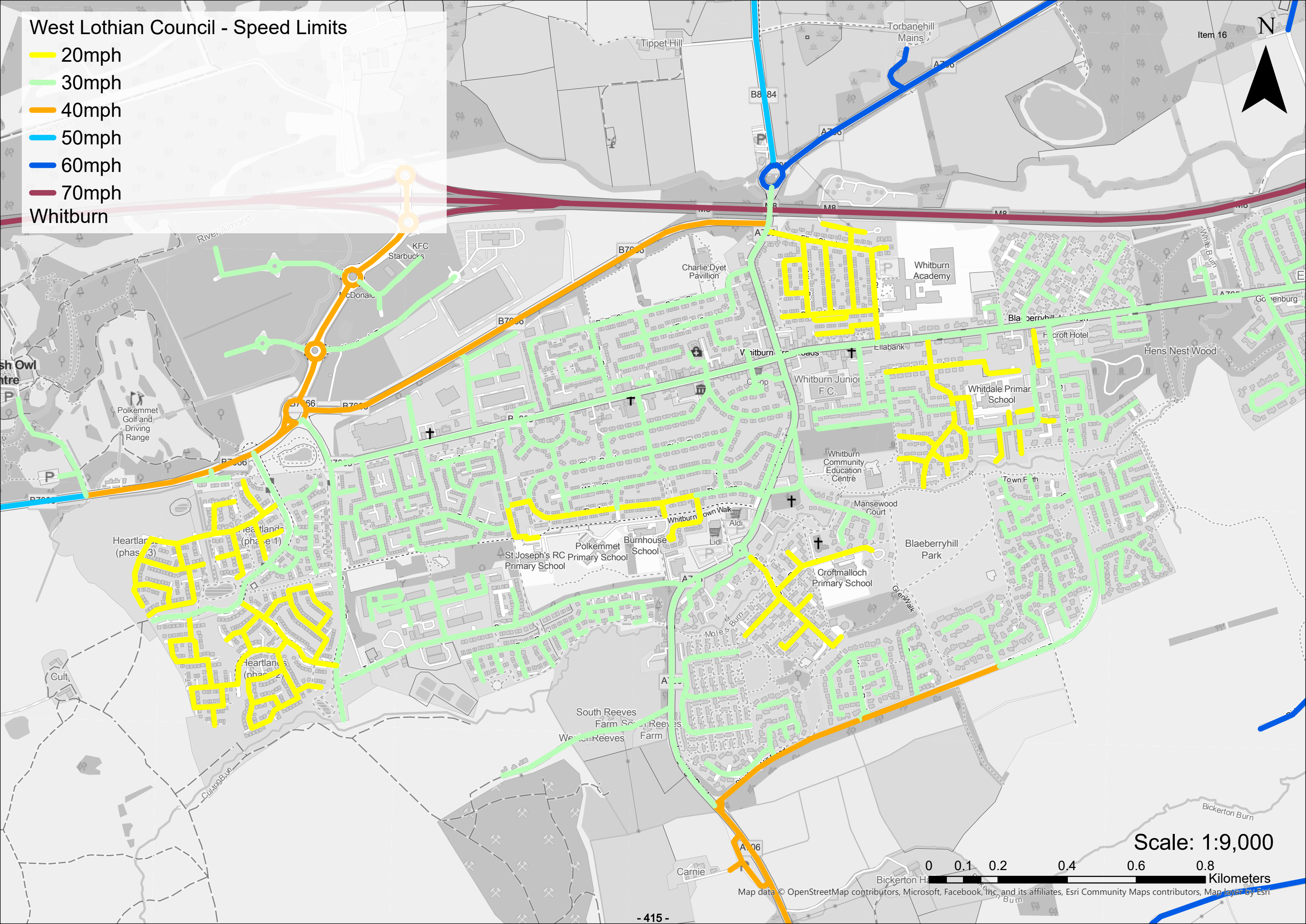
Scale: 1:2,500

0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Whitburn



Scale: 1:9,000

0 0.1 0.2 0.4 0.6 0.8 Kilometers

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West Lothian Council - Speed Limits

- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph
- Wilkieston



Item 16

B7030

B7 30

Angela Elizabeth
Private Nursery

Orchardfield

A71

Wilkieston
Wilkieston

1 3 4 5 6 8

Louis D.ella Avenue

A71

A71

A71

Burnwynd

The Linburn
Centre

Beamish

Springwood

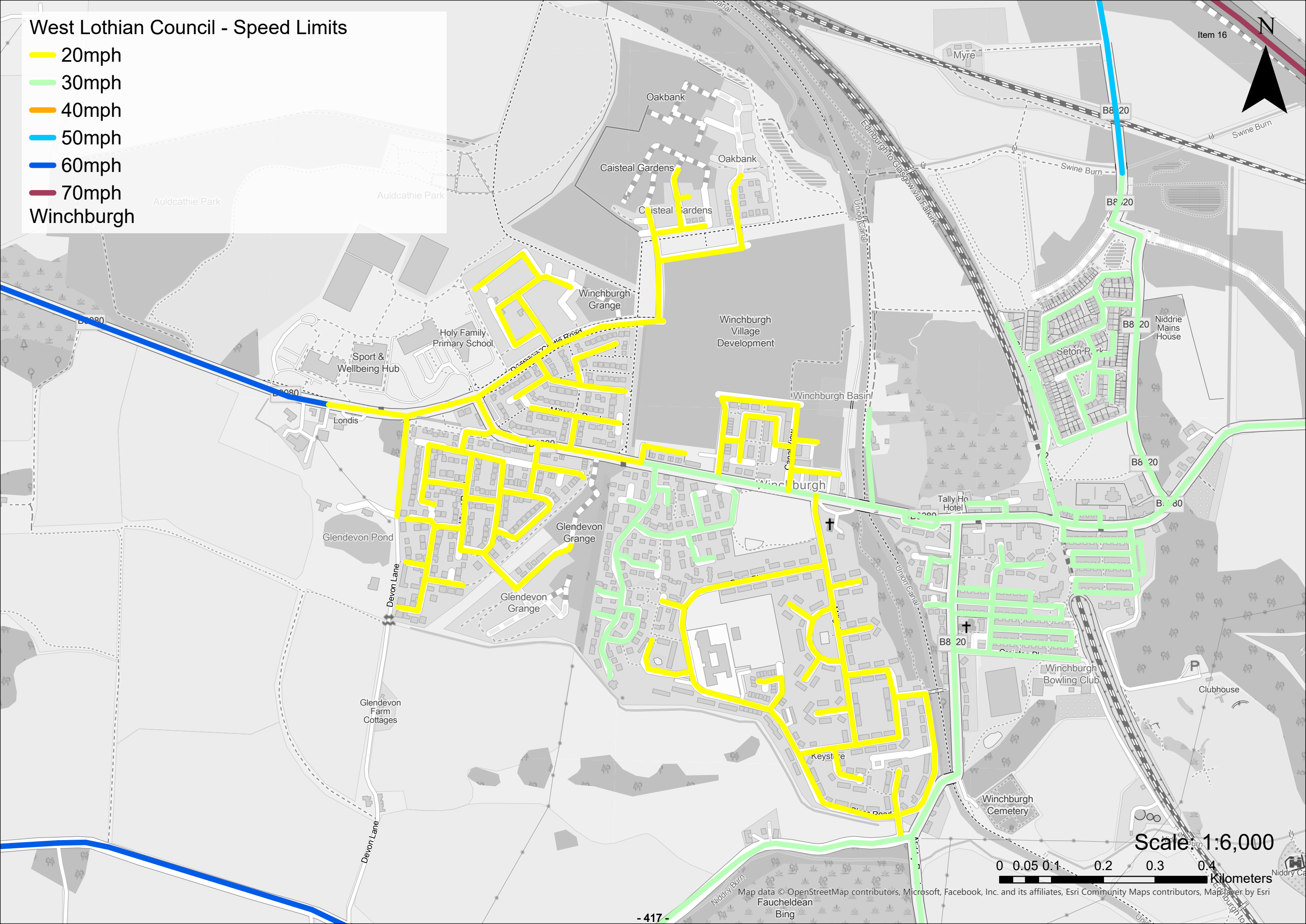
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0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Speed Limits

- 20mph
 - 30mph
 - 40mph
 - 50mph
 - 60mph
 - 70mph
- Winchburgh



Scale: 1:6,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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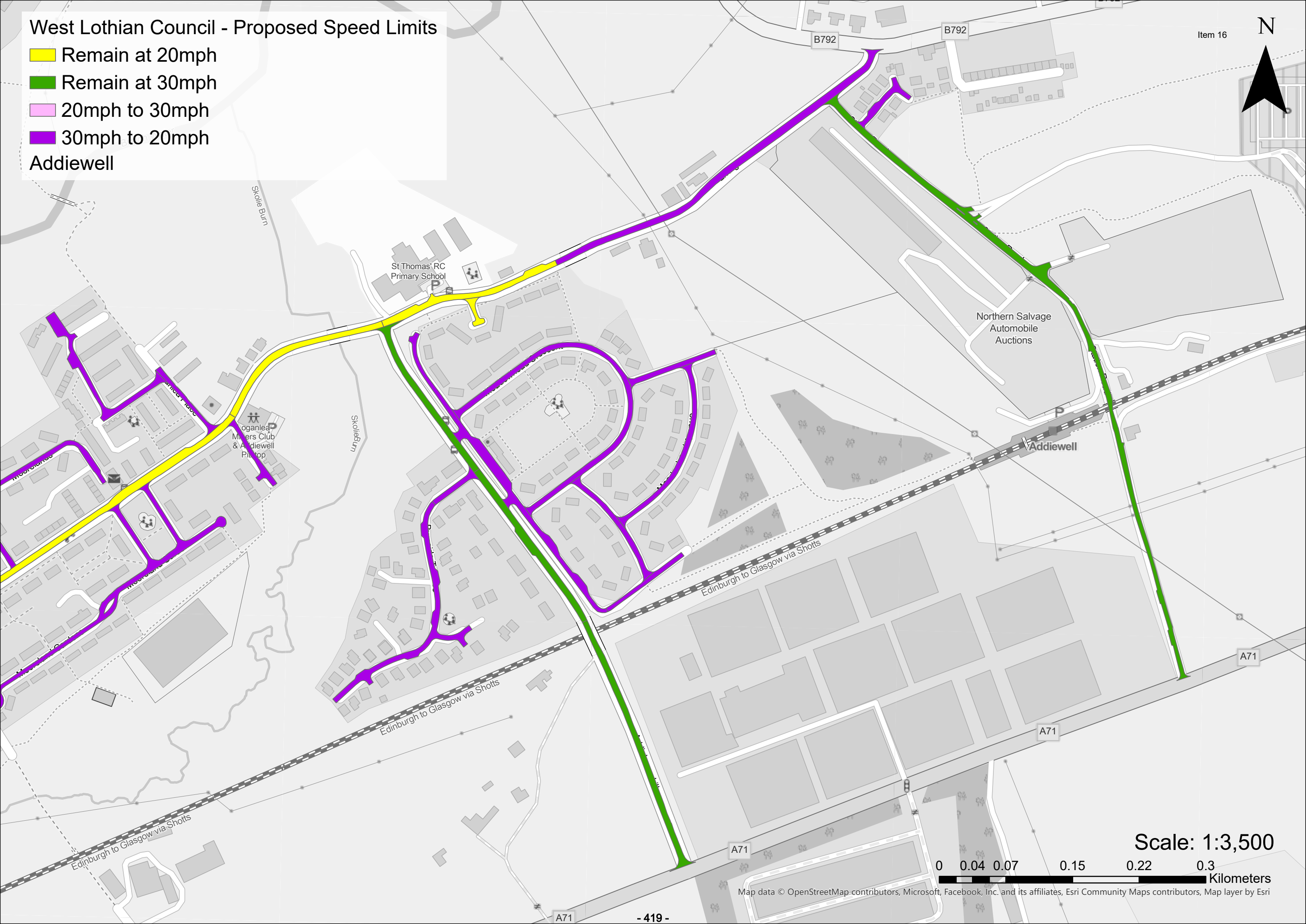
Appendix C GIS Mapping – Proposed Speed Limits

West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Addiewell

Item 16

N



Scale: 1:3,500

0 0.04 0.07 0.15 0.22 0.3 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Armadale



Item 16

N

A801

B8084

A89

A89

A89

B708

A801

A89

B8084

B708

B8084

B8084

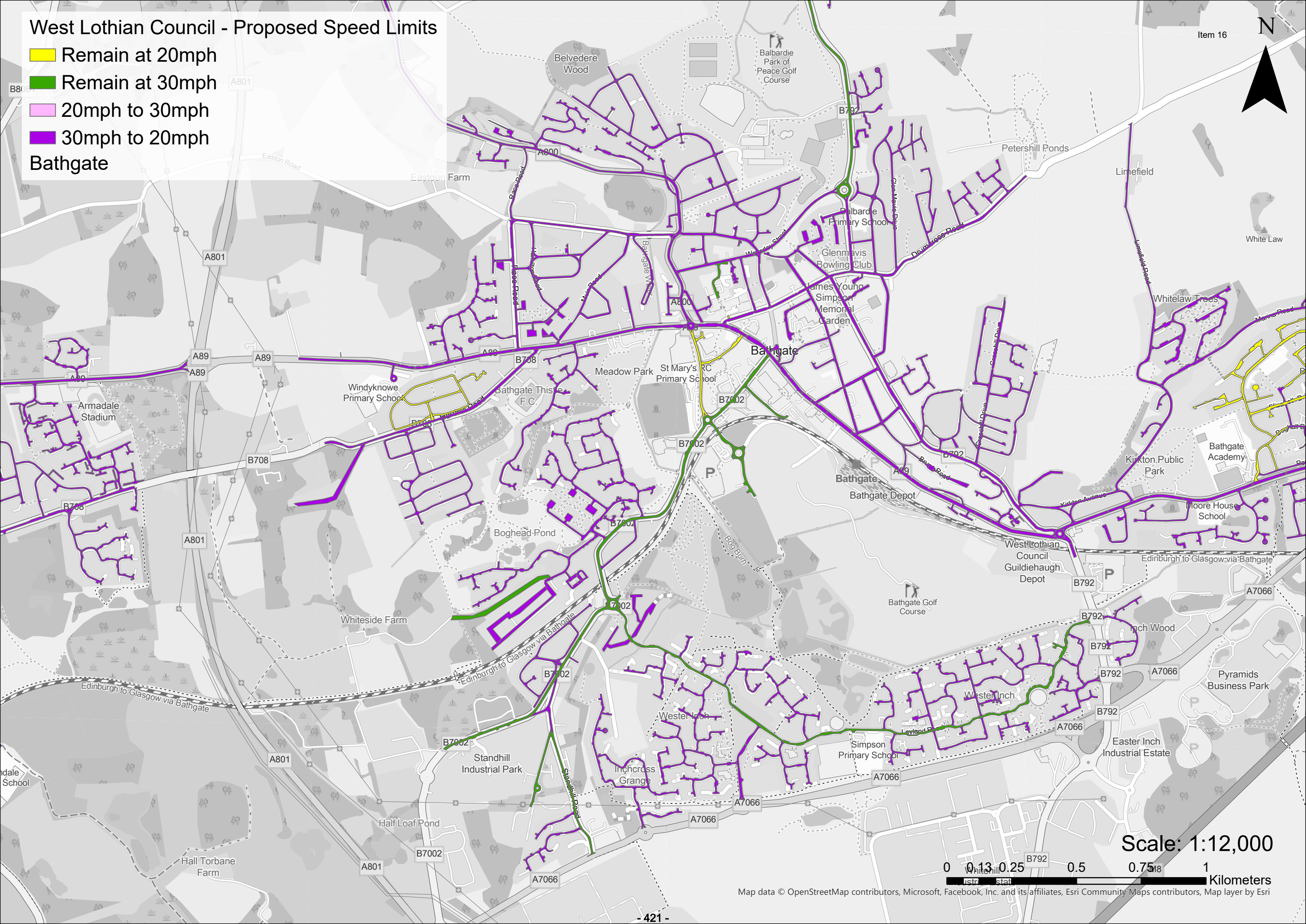
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0 0.1 0.2 0.4 0.6 0.8 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Bathgate



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Bents

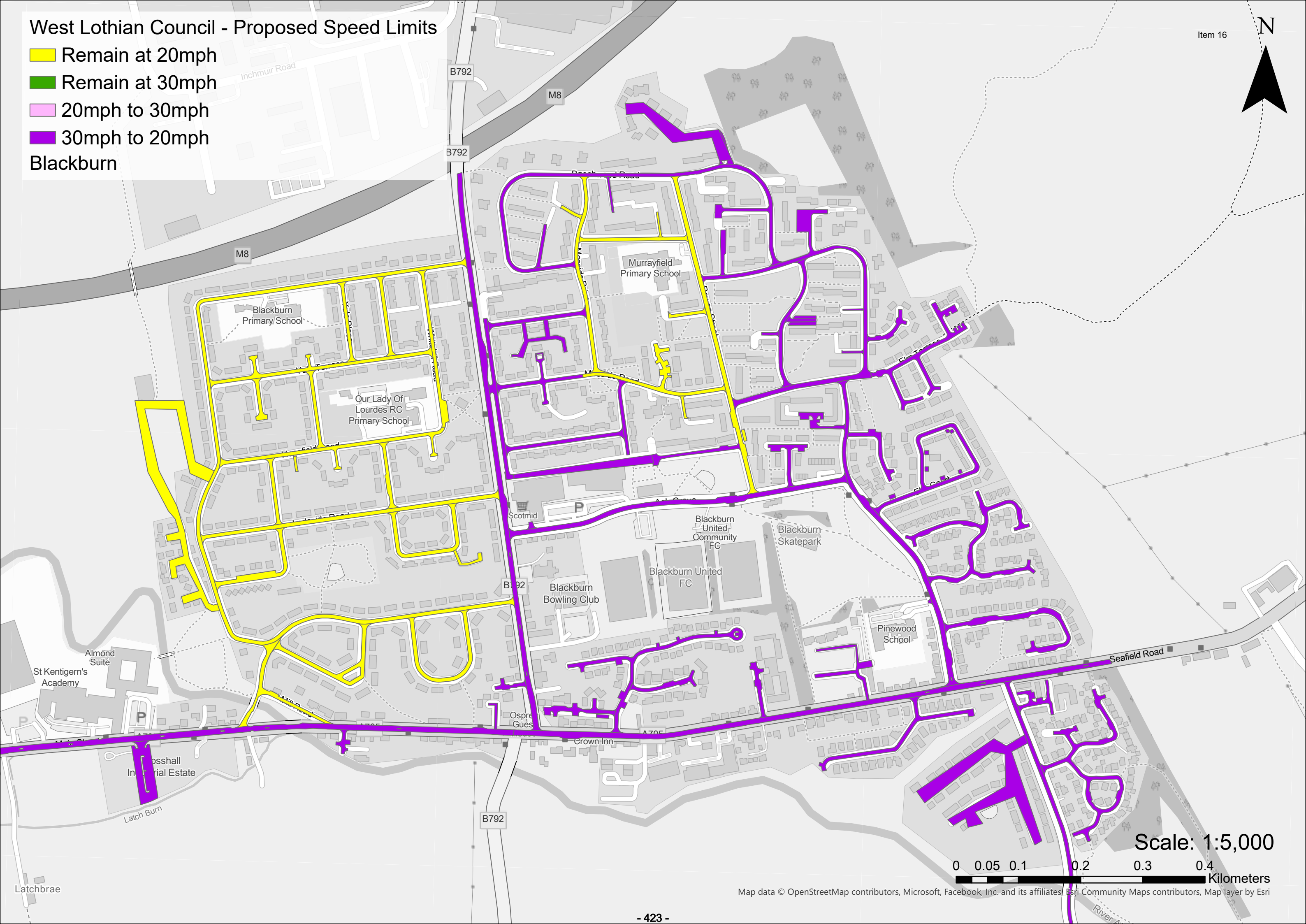


West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Blackburn

Item 16

N



Scale: 1:5,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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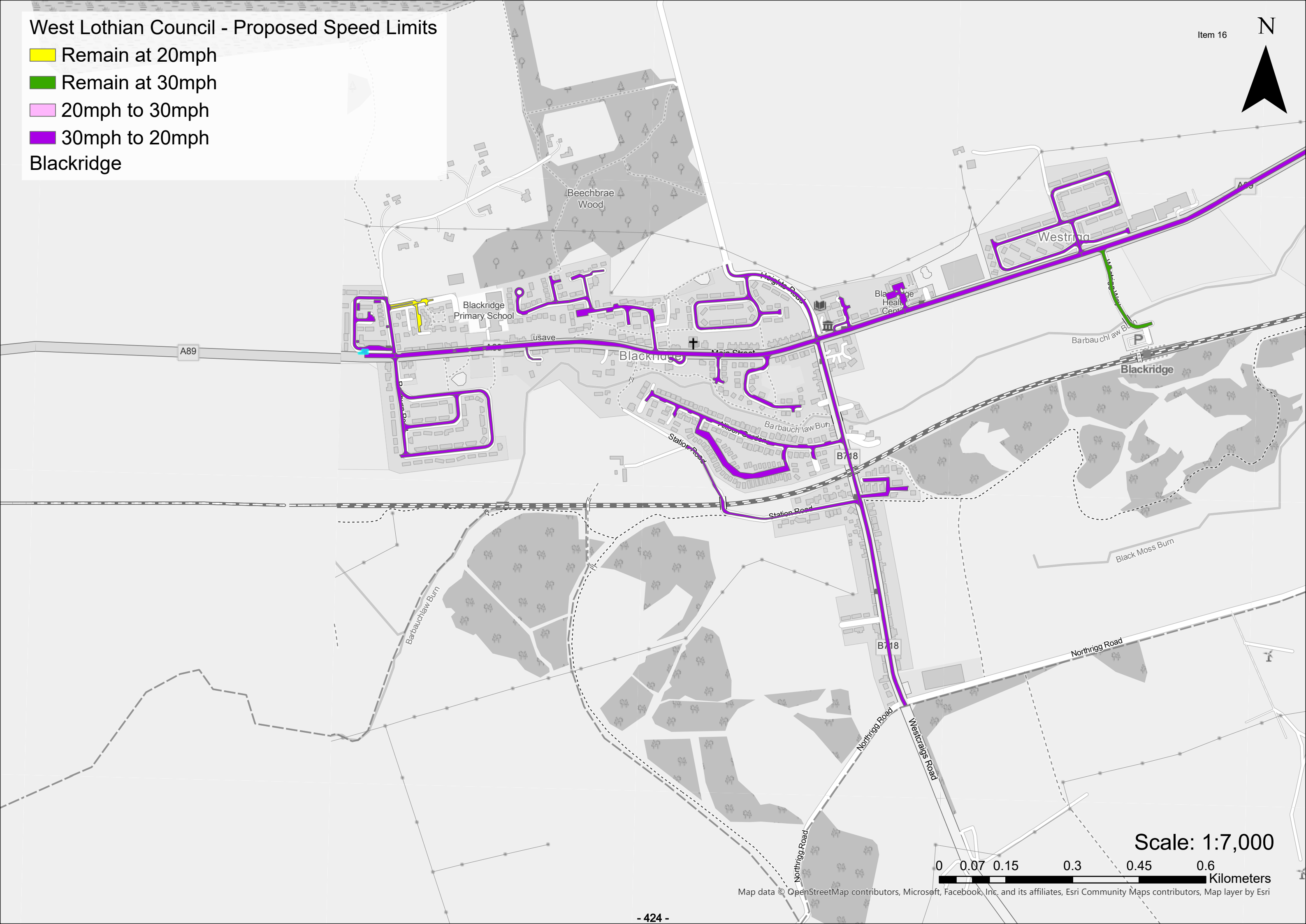
West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Blackridge

Item 16

N



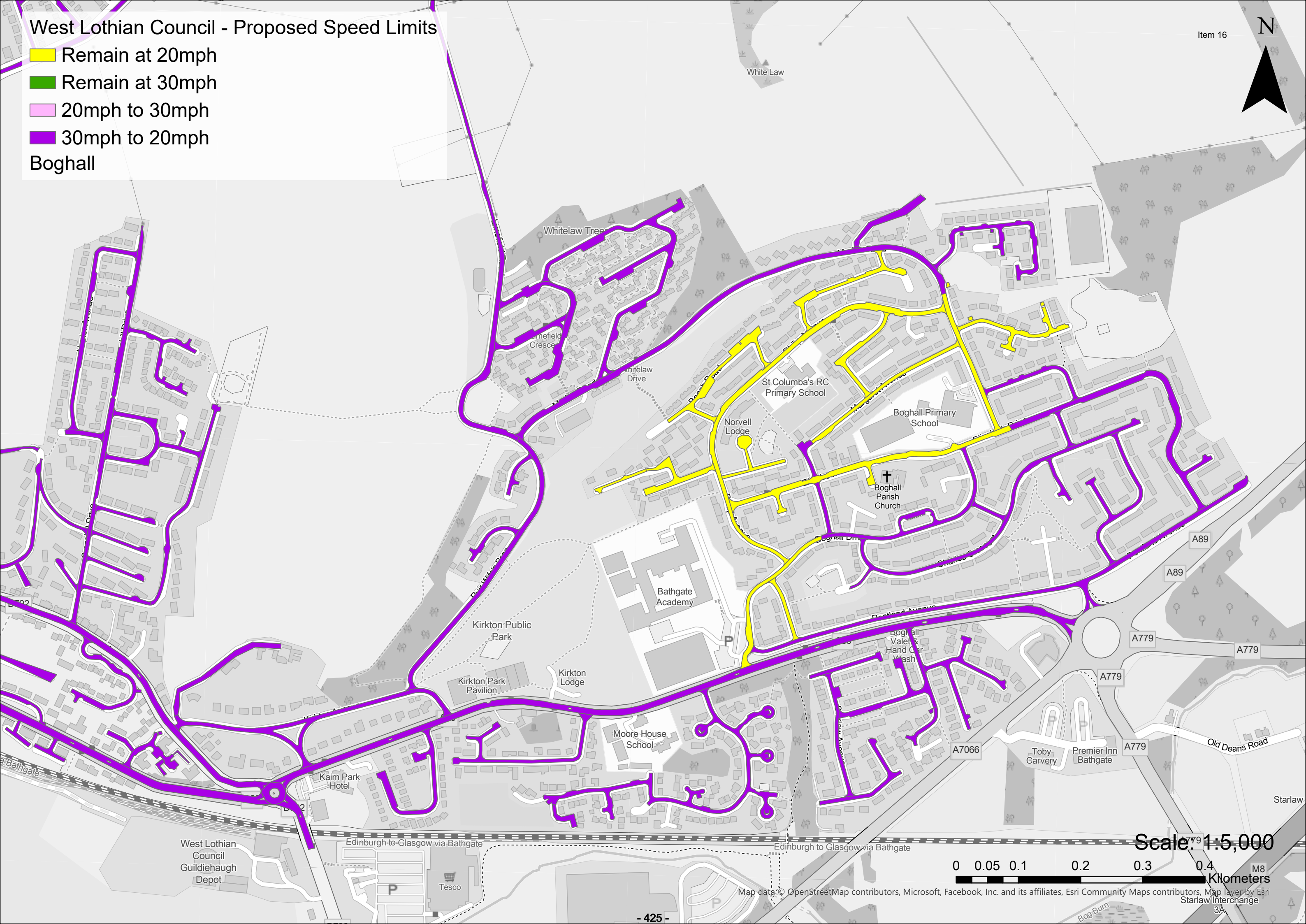
Scale: 1:7,000

0 0.07 0.15 0.3 0.45 0.6 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Boghall



Scale: 1:5,000

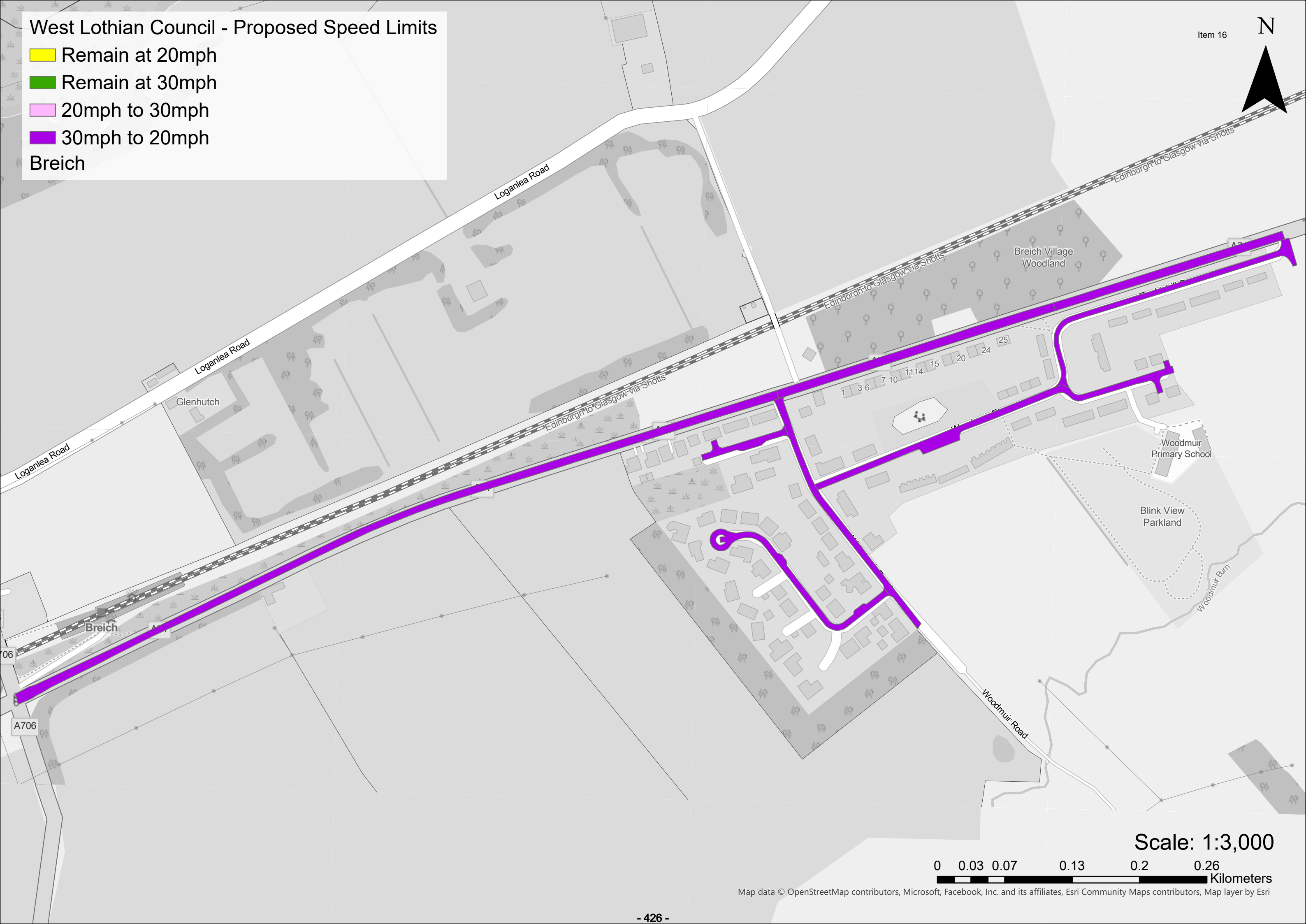
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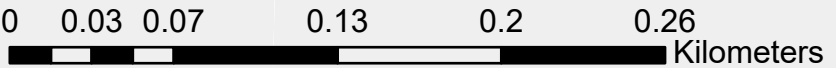
West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Breich



Scale: 1:3,000



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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Bridgend



Item 16

N

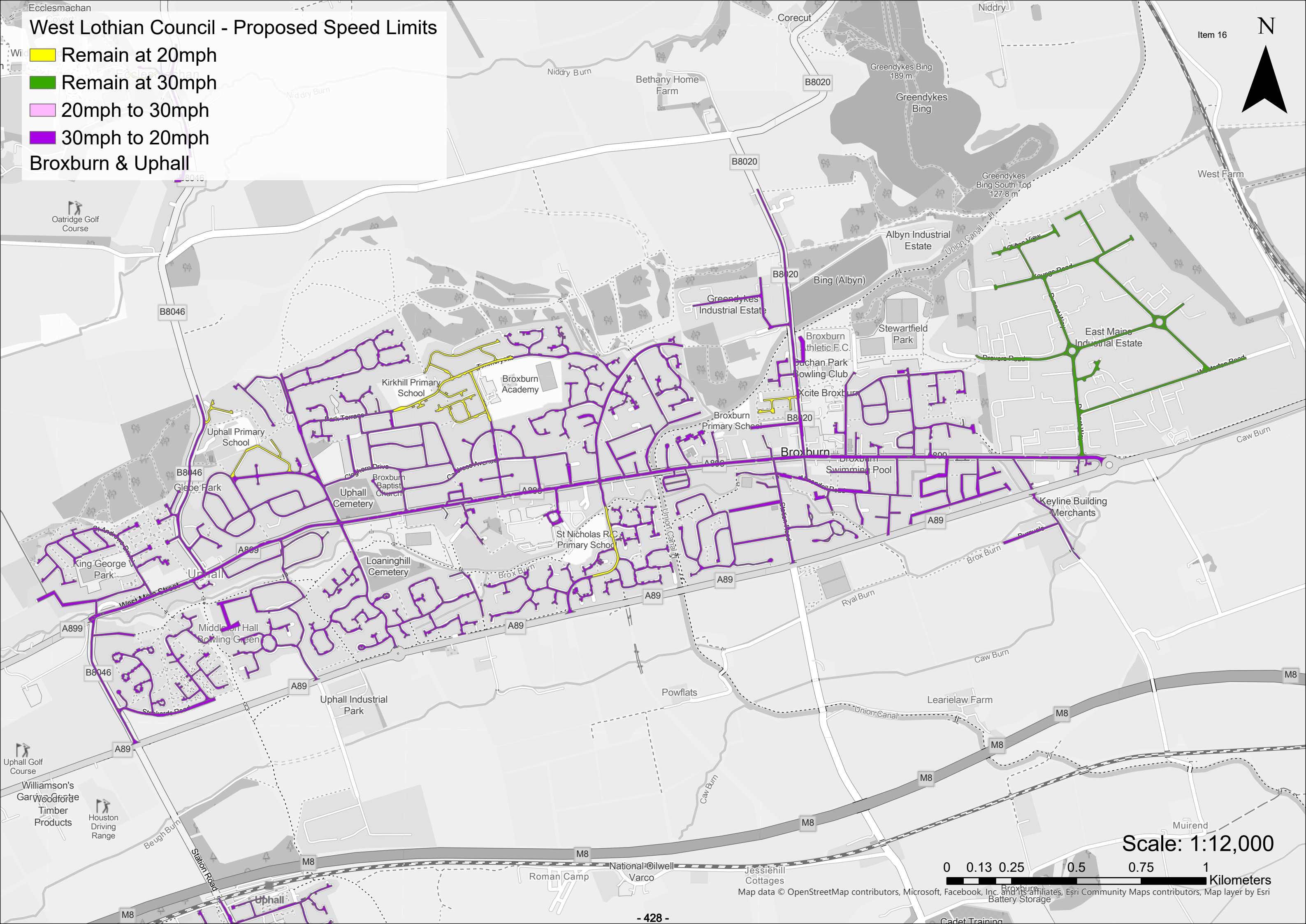
Scale: 1:5,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Broxburn & Uphall



Scale: 1:12,000

0 0.13 0.25 0.5 0.75 1 Kilometers

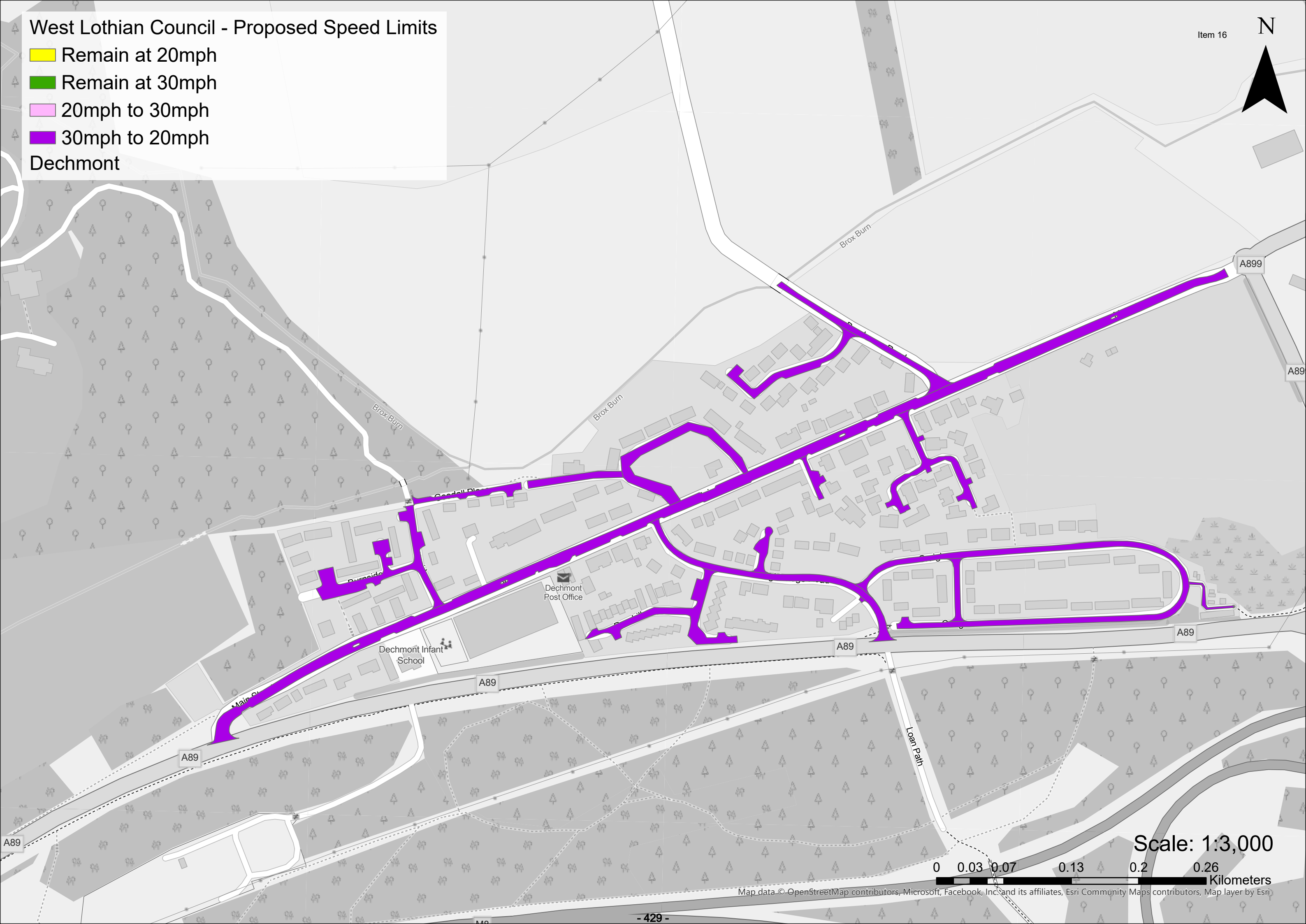
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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Dechmont

Item 16

N



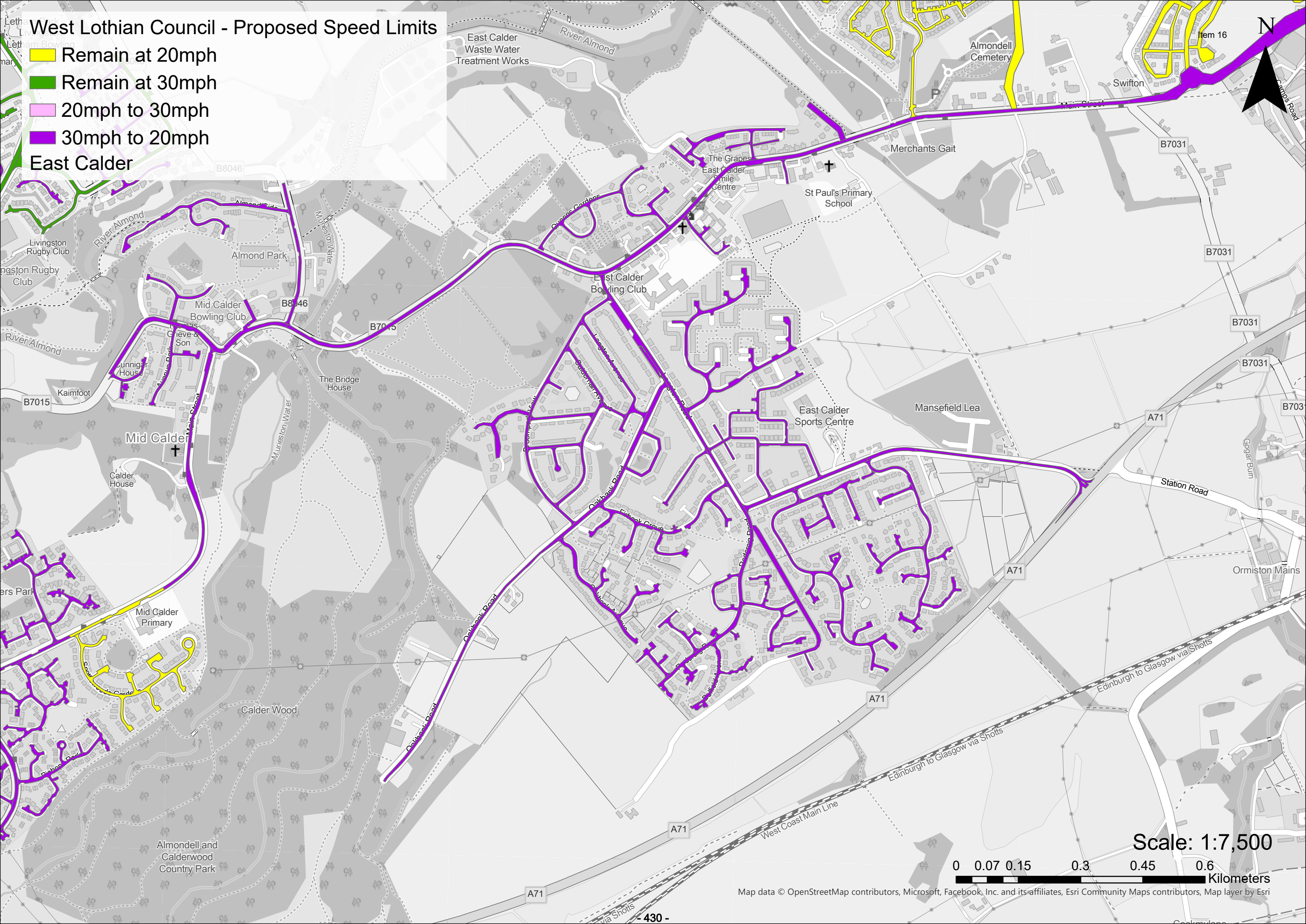
Scale: 1:3,000

0 0.03 0.07 0.13 0.2 0.26 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- East Calder



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

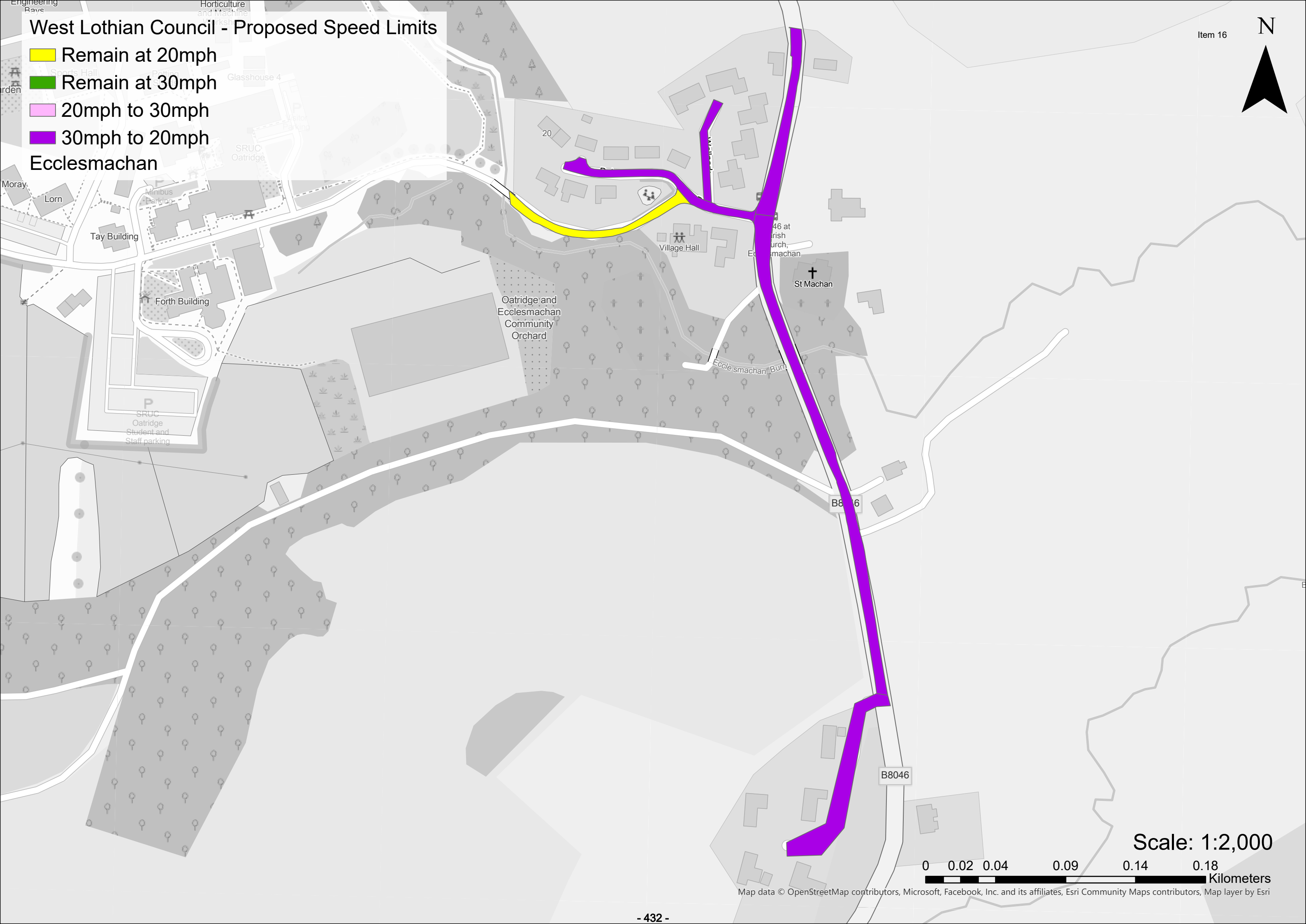
East Whitburn



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Ecclesmachan



Item 16

N

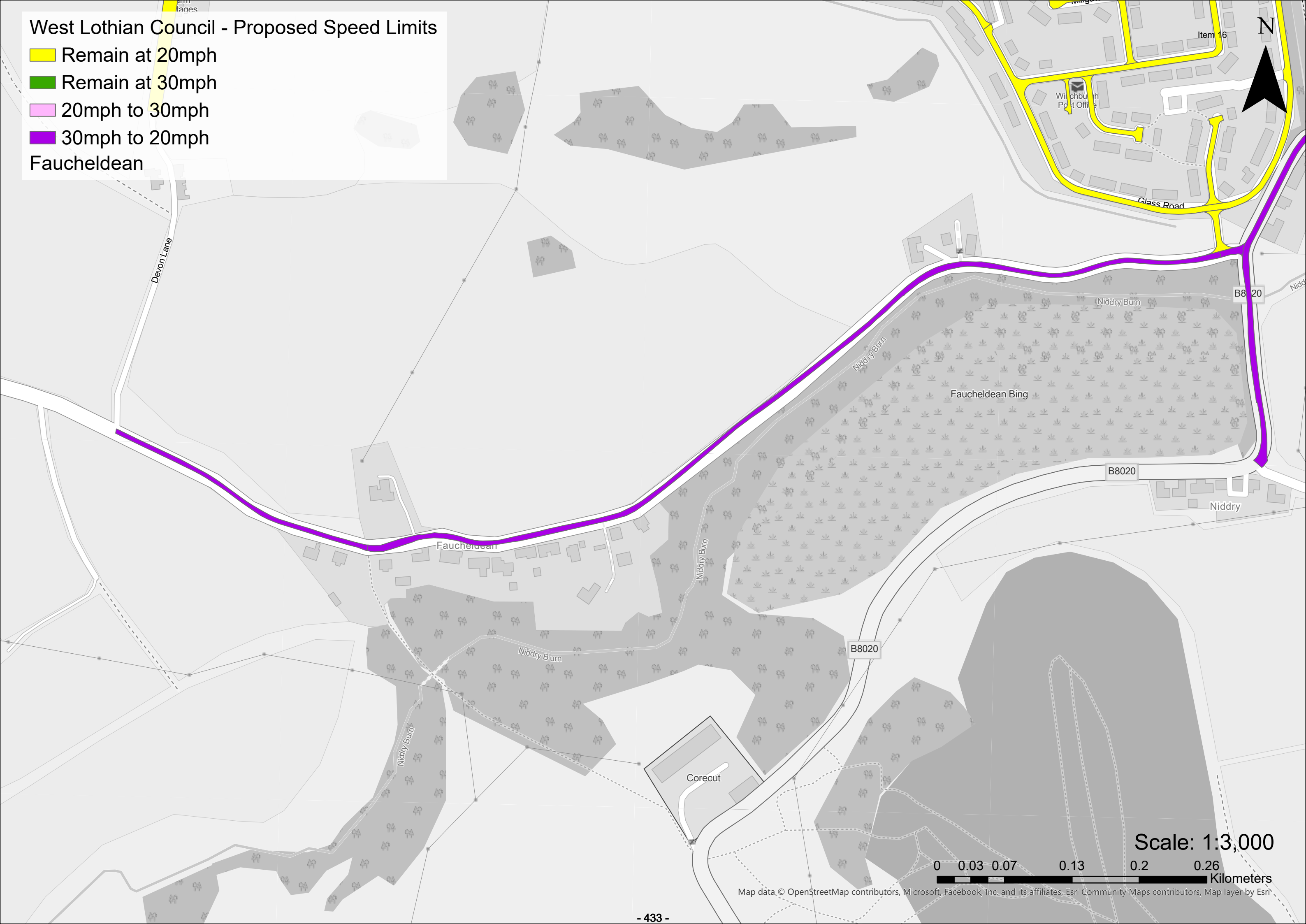
Scale: 1:2,000

0 0.02 0.04 0.09 0.14 0.18 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Faucheldean



Item 16

Witchburn
Post Office

Glass Road

Devon Lane

B8 20

Niddry Burn

Faucheldean Bing

B8020

Niddry

Faucheldean

Niddry Burn

Niddry Burn

B8020

Niddry Burn

Corecut

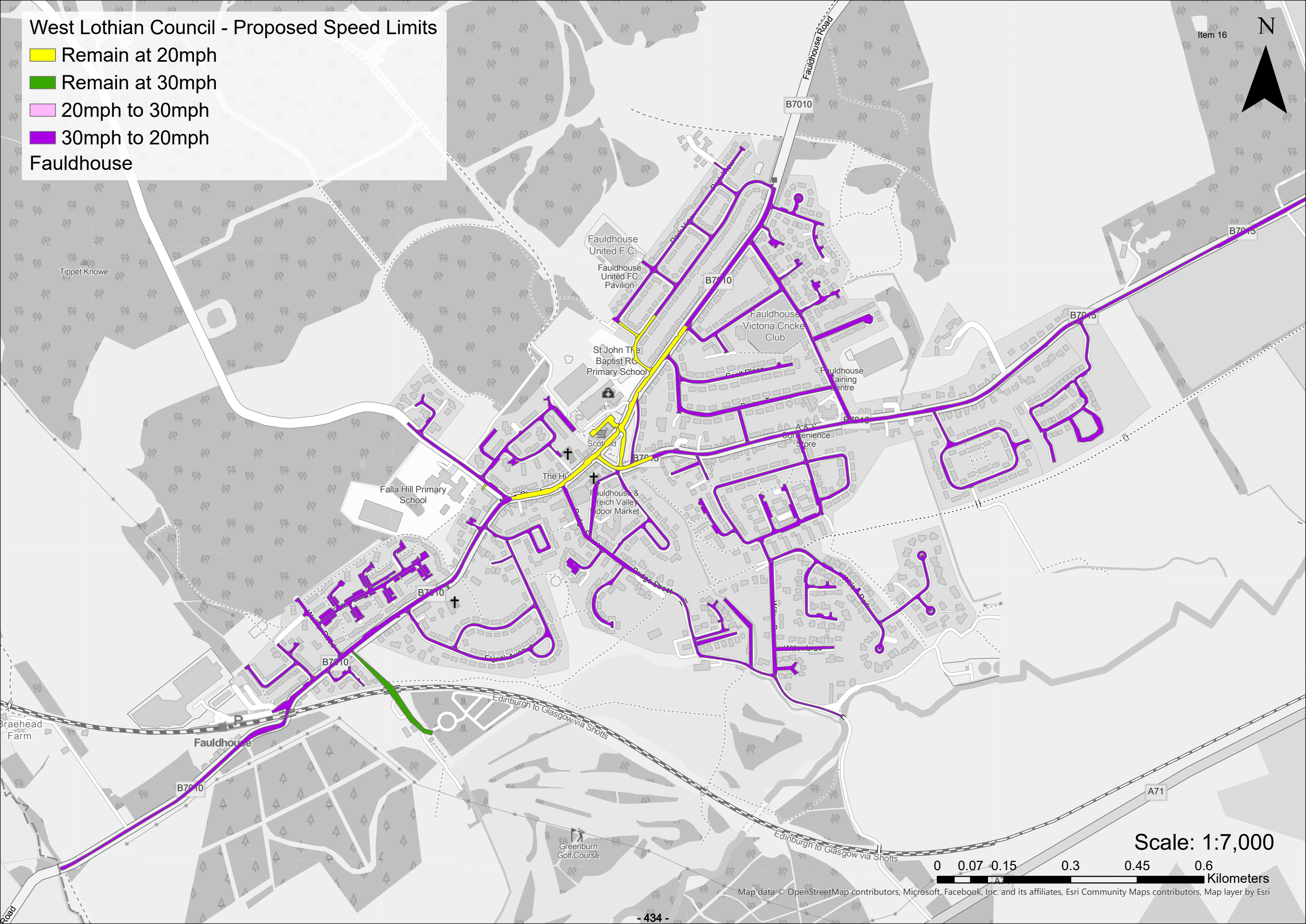
Scale: 1:3,000

0 0.03 0.07 0.13 0.2 0.26 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Fauldhouse



Scale: 1:7,000

0 0.07 0.15 0.3 0.45 0.6 Kilometers

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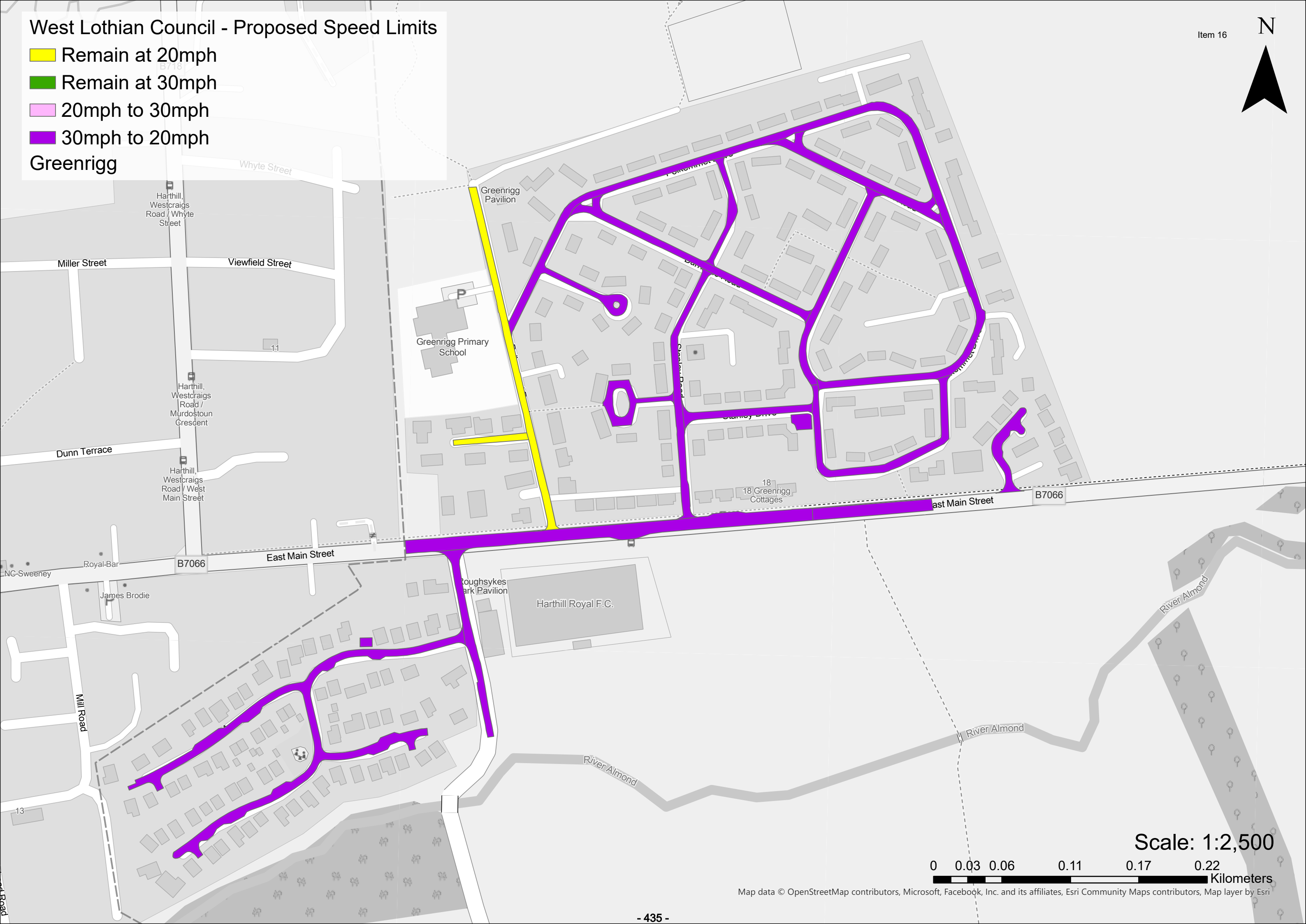
West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

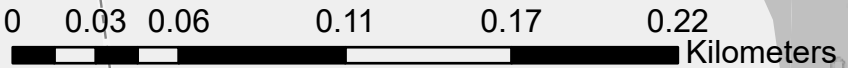
Greenrigg

Item 16

N



Scale: 1:2,500

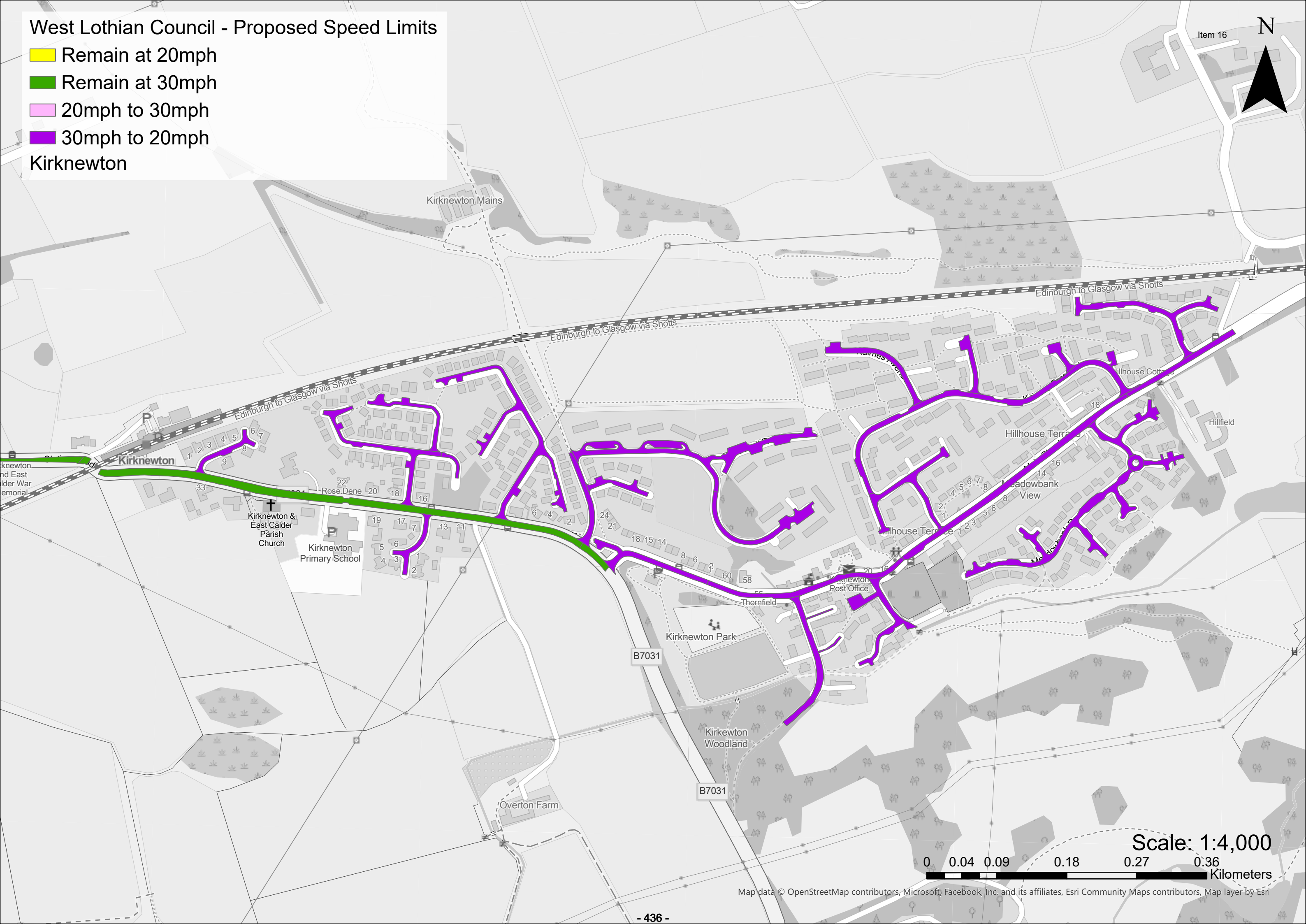


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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Kirknewton



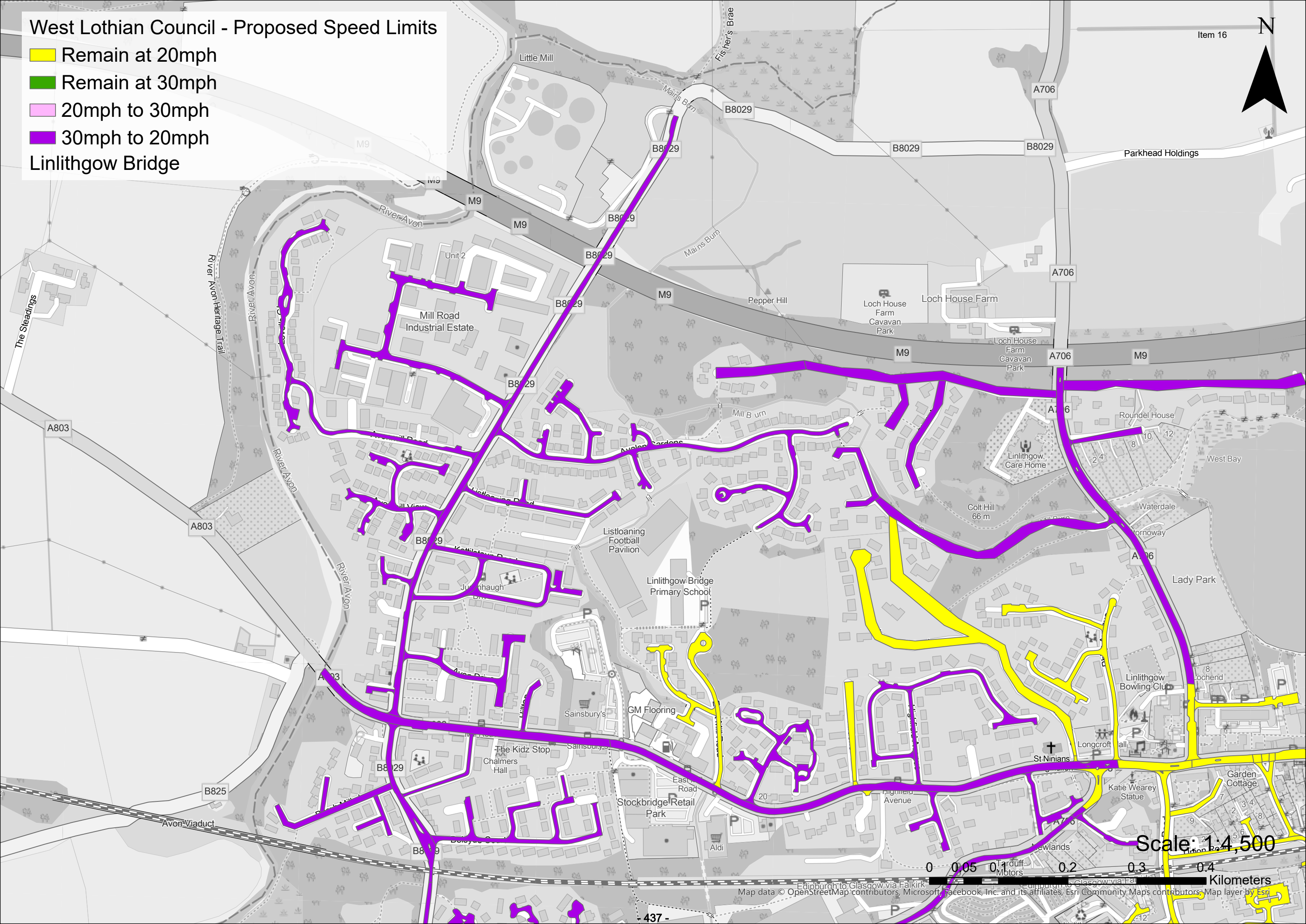
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0 0.04 0.09 0.18 0.27 0.36 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph
- Linlithgow Bridge



Item 16



Scale: 1:4,500

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Linlithgow



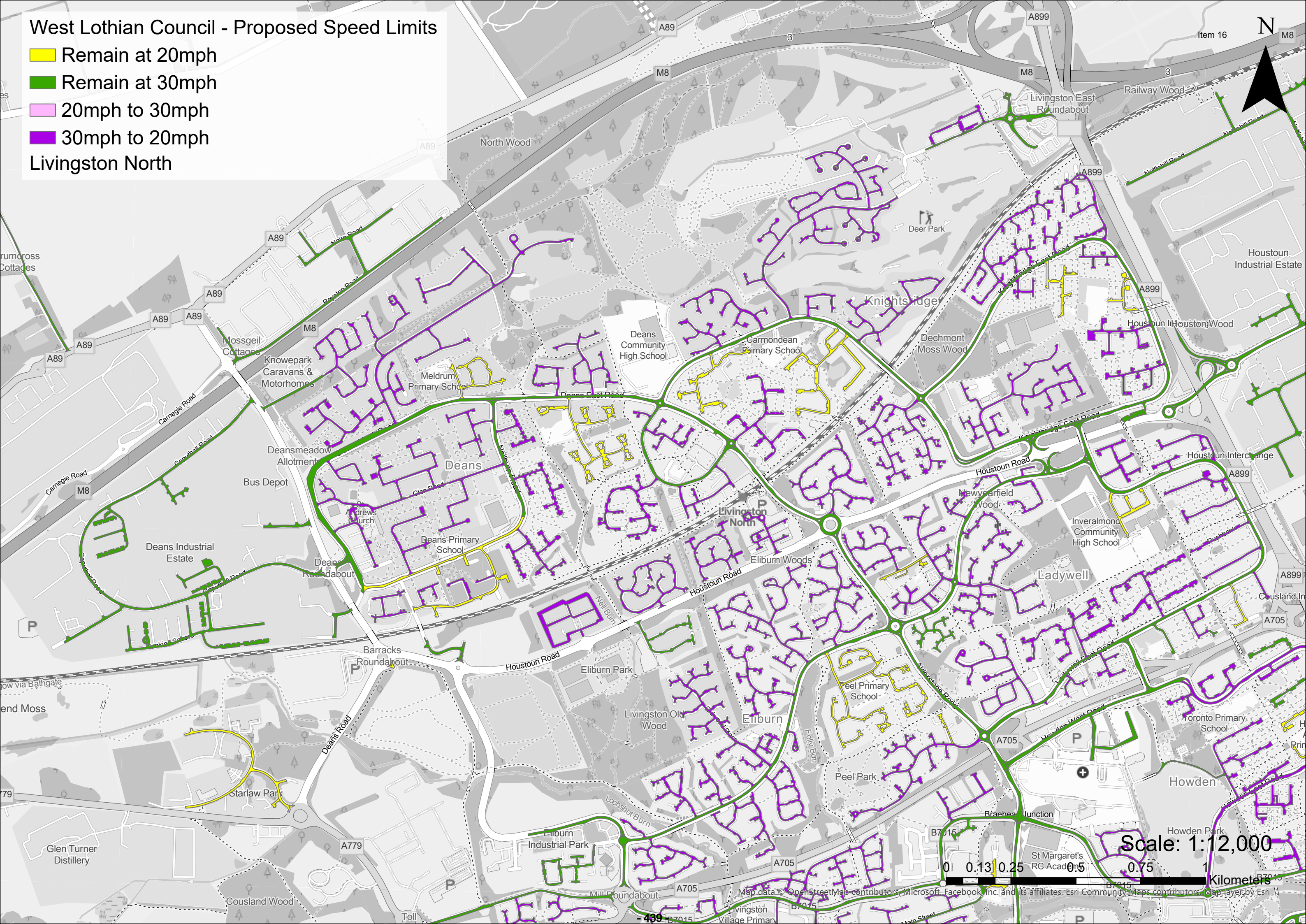
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0 0.1 0.2 0.4 0.6 0.8 Kilometers

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West Lothian Council - Proposed Speed Limits

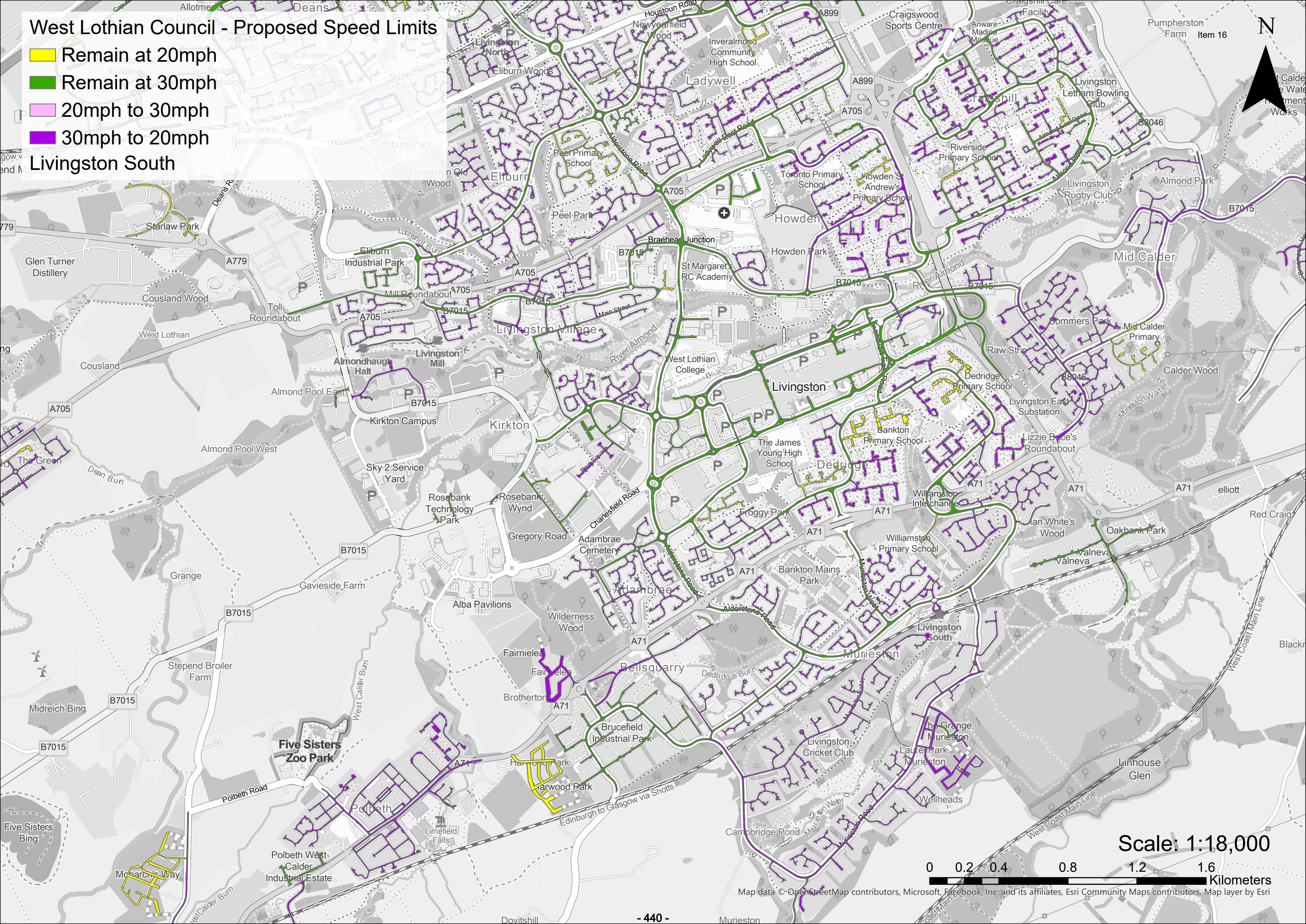
- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Livingston North



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Livingston South



Scale: 1:18,000

0 0.2 0.4 0.8 1.2 1.6 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Livingston

See Livingston North
Image

See Livingston South
Image

Scale: 1:18,000

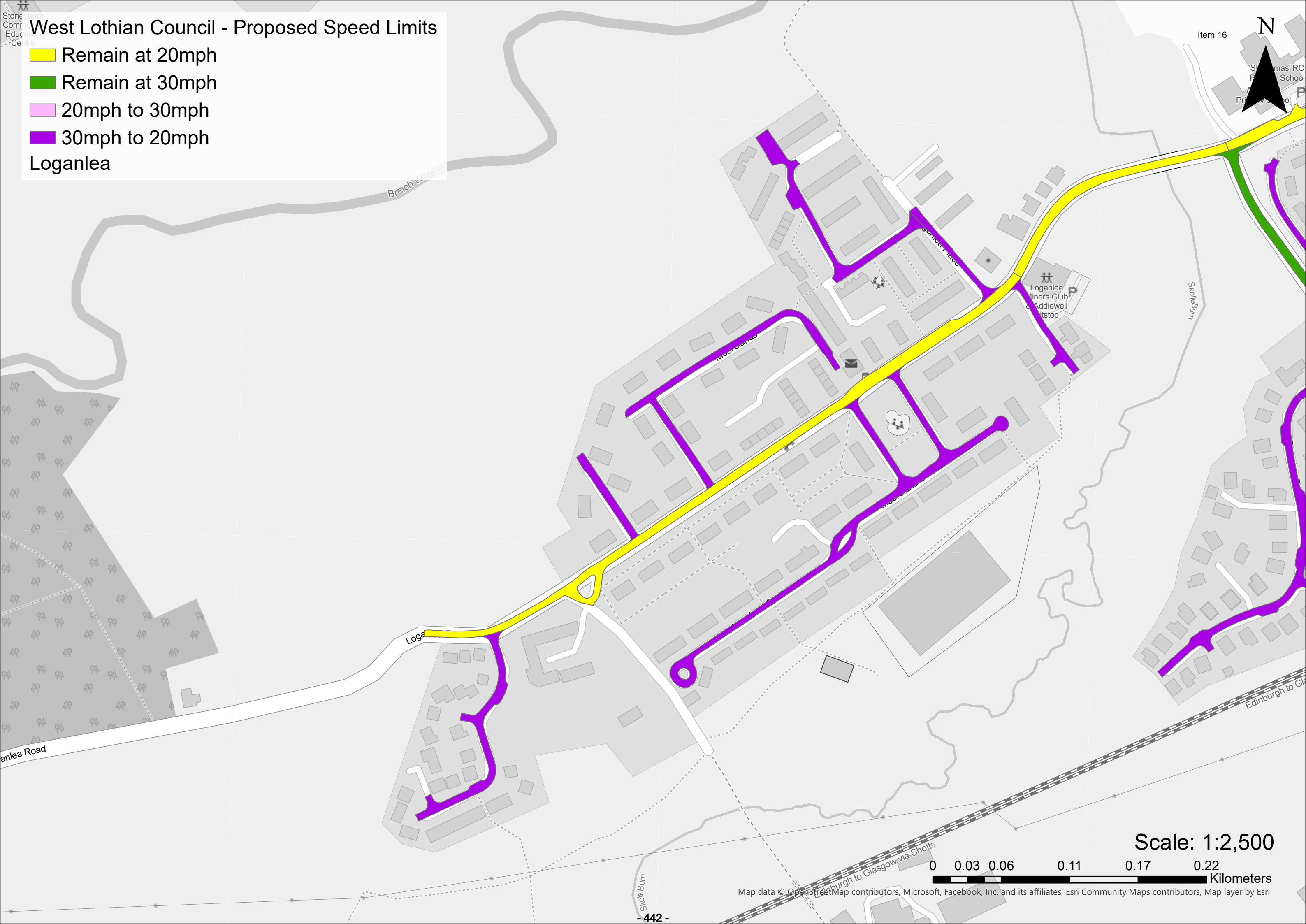
0 0.2 0.4 0.8 1.2 1.6 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Loganlea



Item 16

N

St Thomas' RC
Primary School

Loganlea
Miners Club
& Addiewell
Busstop

Skol Burn

Edinburgh to Glasgow via Shotts

Loganlea Road

Loganlea

Skol Burn

- 442 -

Scale: 1:2,500

0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

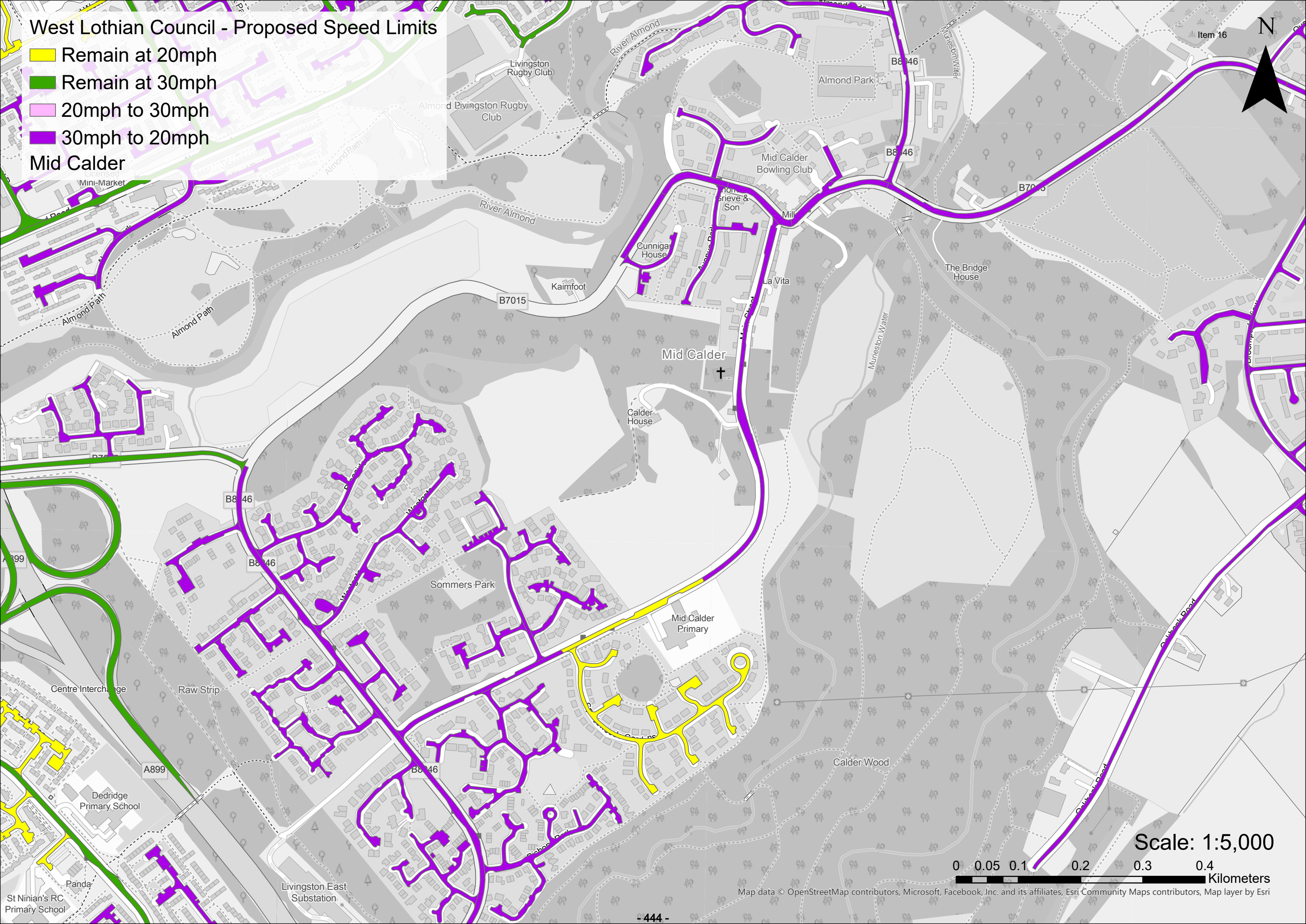
Longridge



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Mid Calder



Item 16

N

Scale: 1:5,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Newton & Woodend



Scale: 1:2,000

0 0.02 0.04 0.09 0.14 0.18 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Philipstoun



Item 16

N

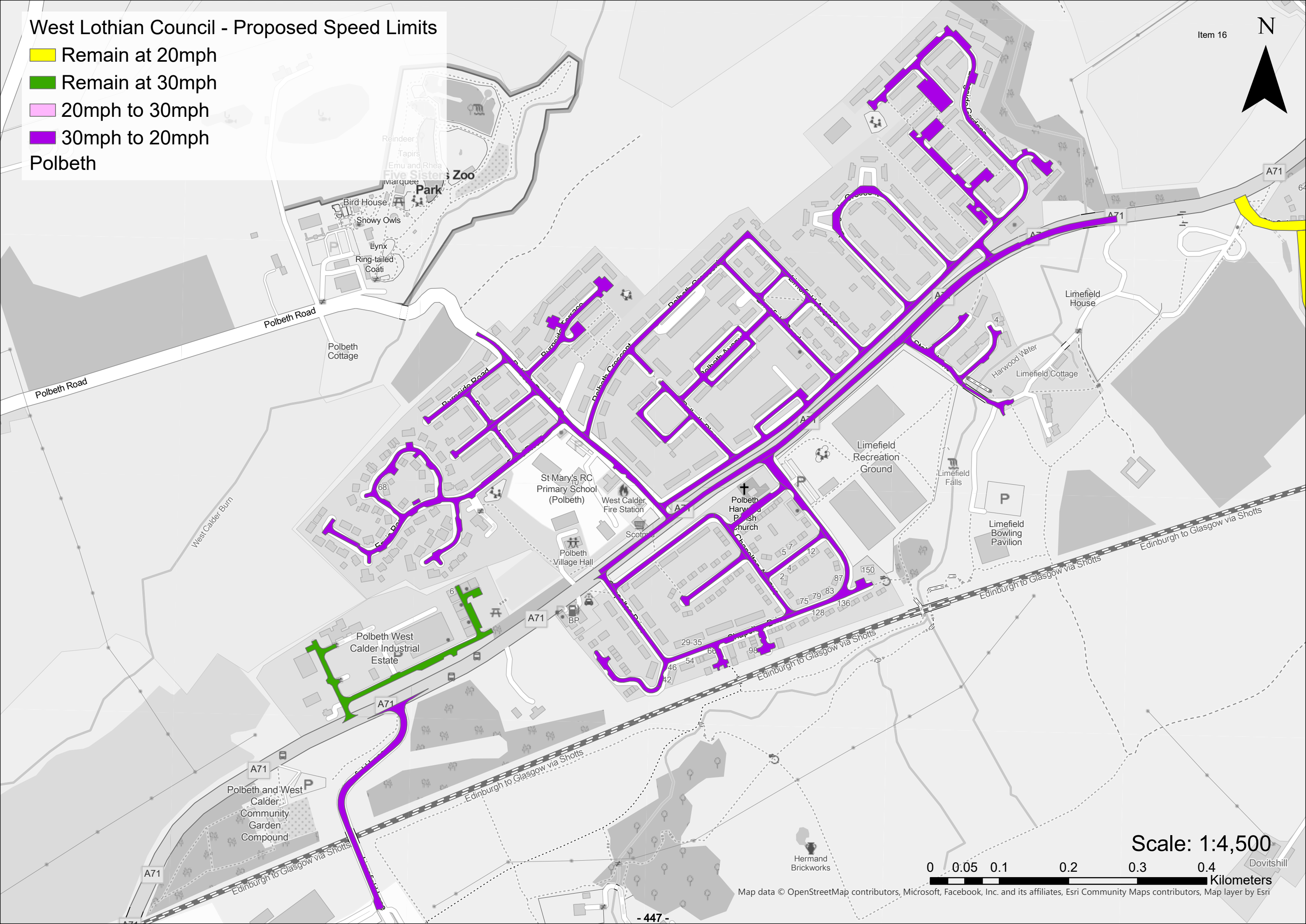
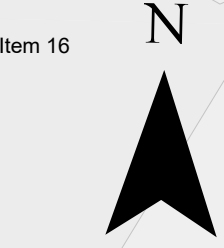
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0 0.02 0.04 0.09 0.14 0.18 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Polbeth



Scale: 1:4,500



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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Pumpherston



Scale: 1:3,500

0 0.04 0.07 0.15 0.22 0.3 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Seafield

Item 16

N



Scale: 1:3,500

0 0.04 0.07 0.15 0.22 0.3 Kilometers

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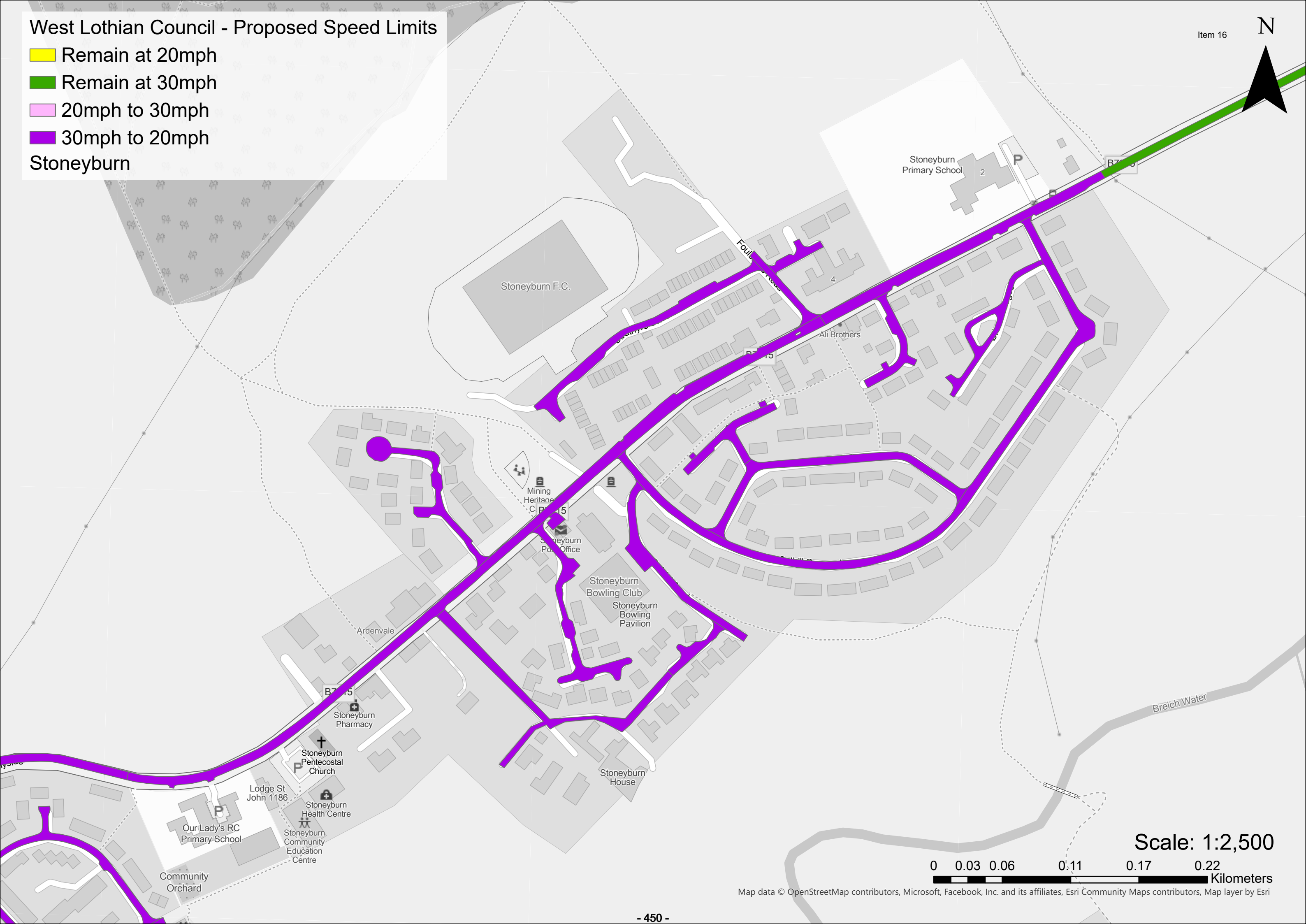
West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Stoneyburn

Item 16

N



Scale: 1:2,500

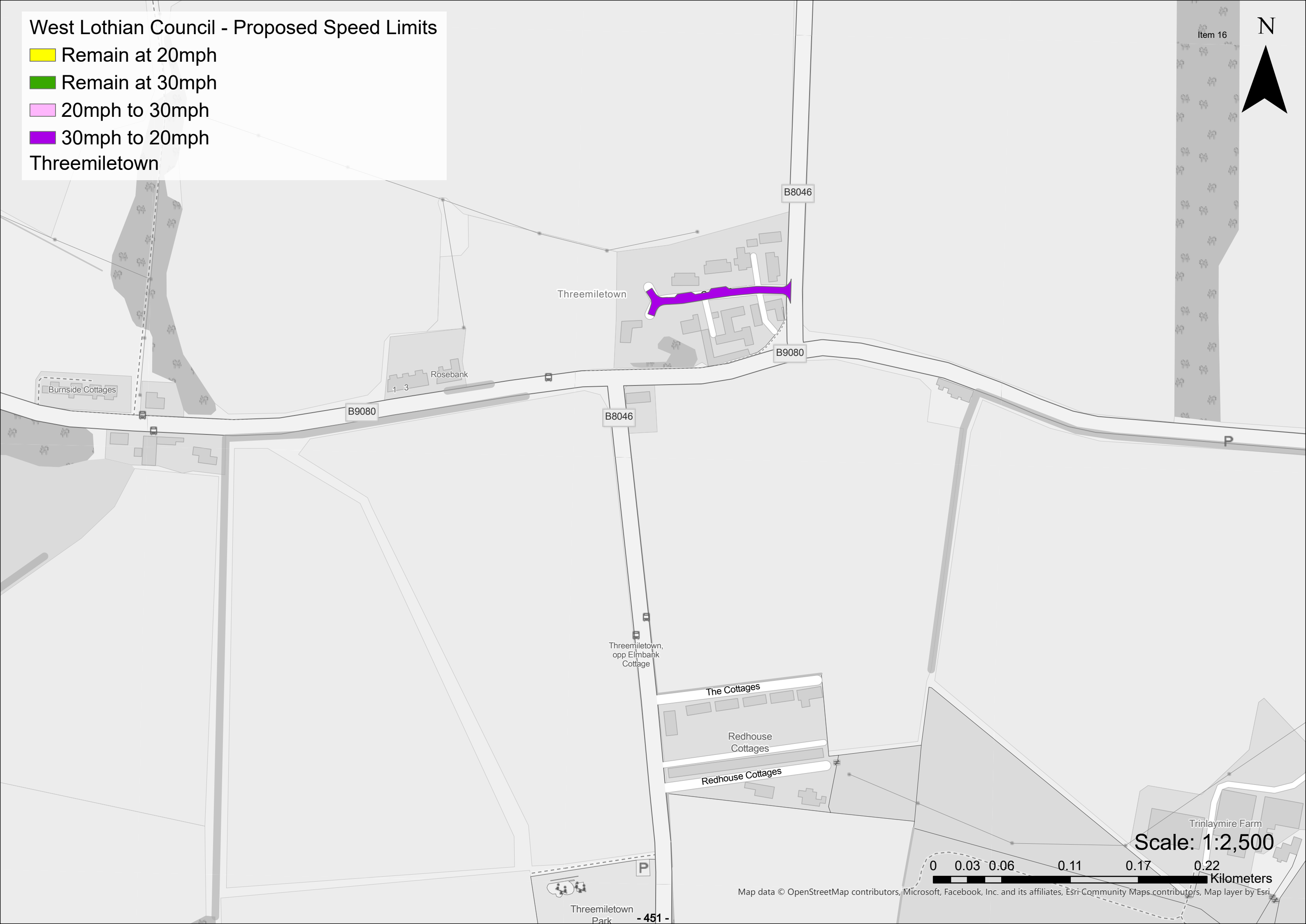
0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Proposed Speed Limits

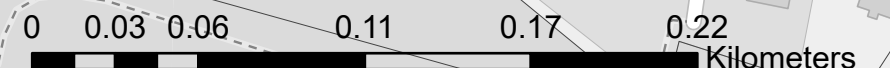
- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Threemiletown

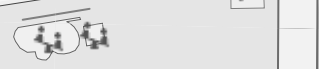


Item 16

Scale: 1:2,500



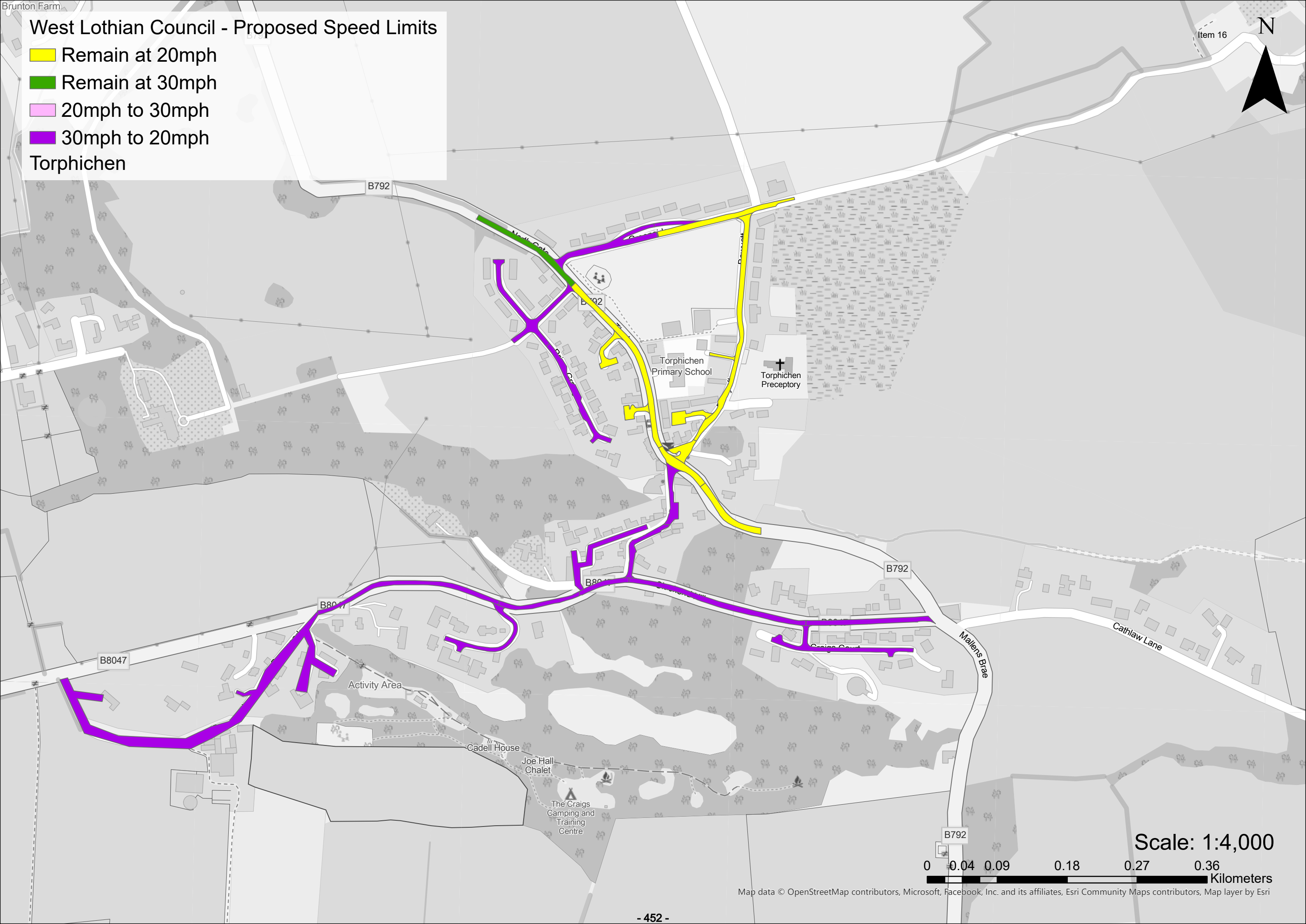
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Threemiletown Park - 451 -

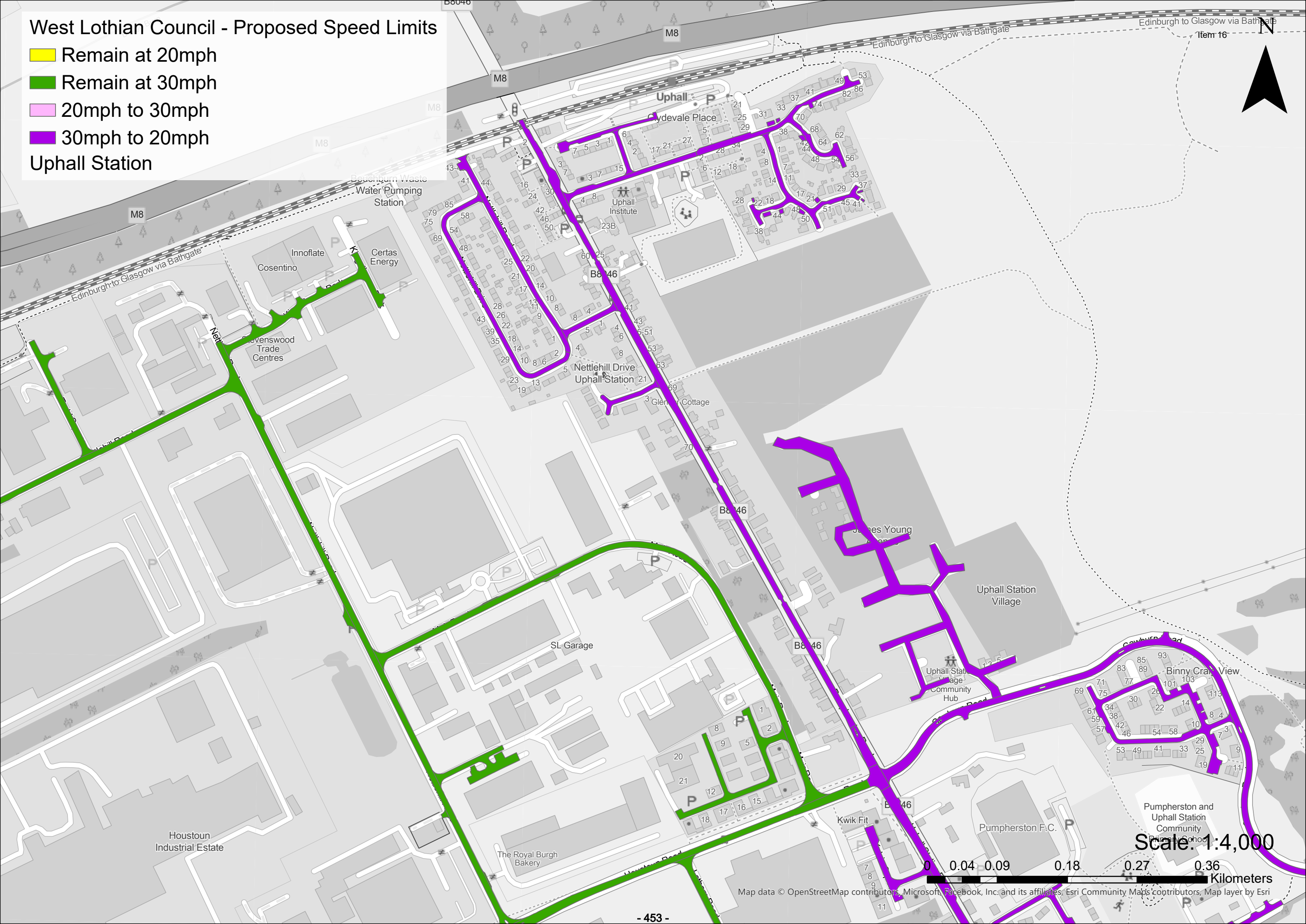
West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Torphichen



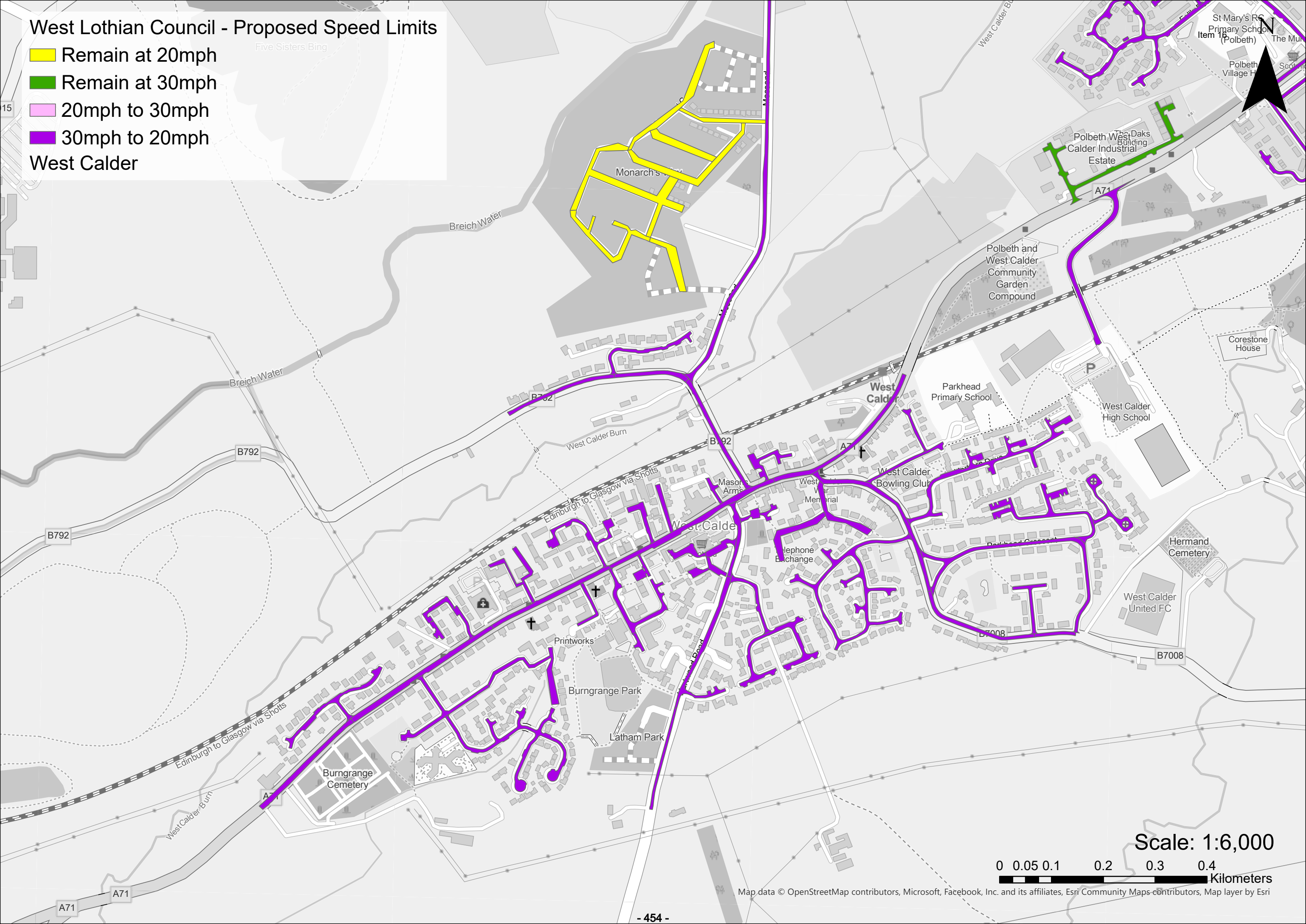
West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Uphall Station



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- West Calder



Scale: 1:6,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Westfield

Item 16

N



Westfield Primary School

South Logie Nursery

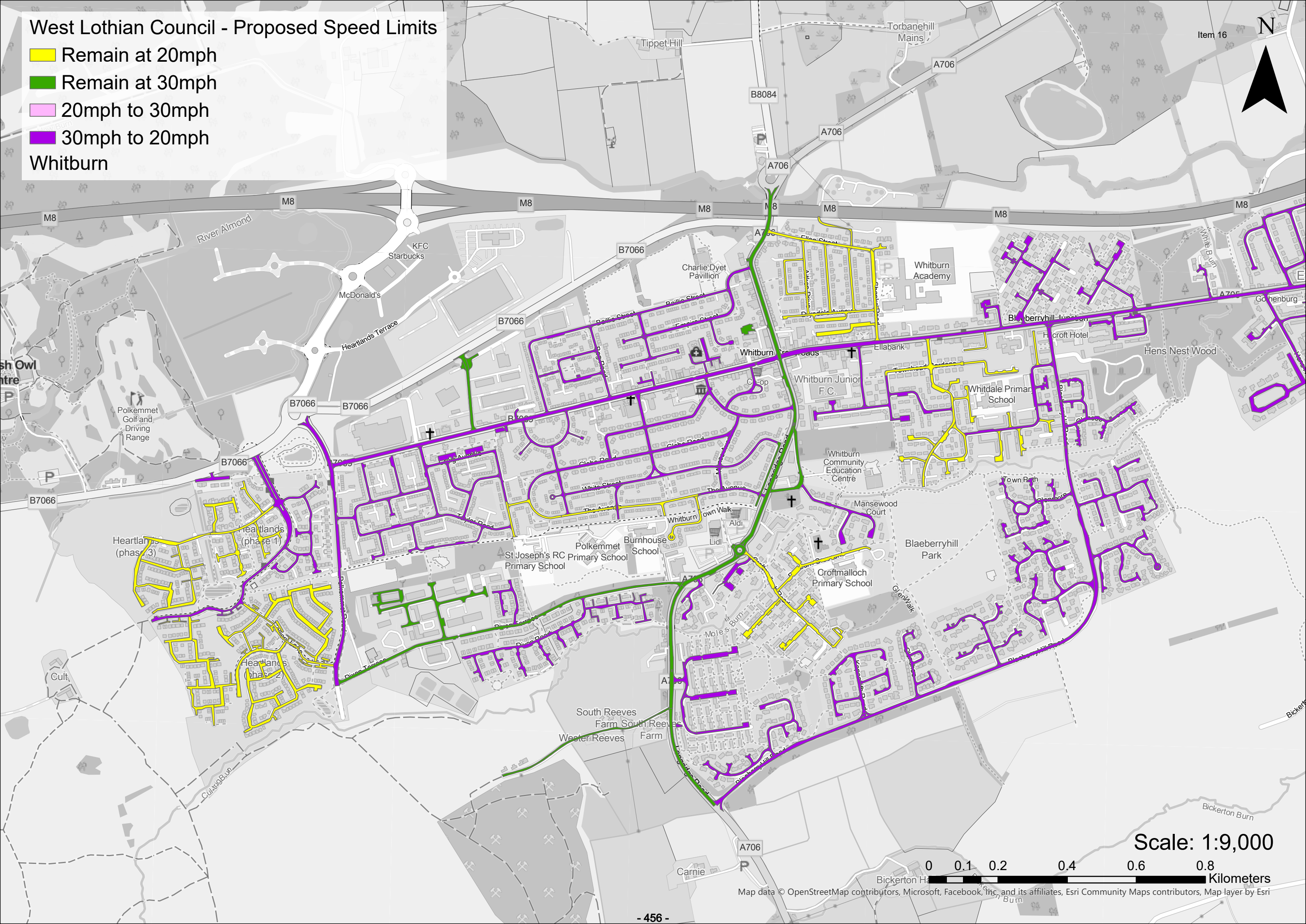
Scale: 1:2,500

0 0.03 0.06 0.11 0.17 0.22 Kilometers

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West Lothian Council - Proposed Speed Limits

- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Whitburn



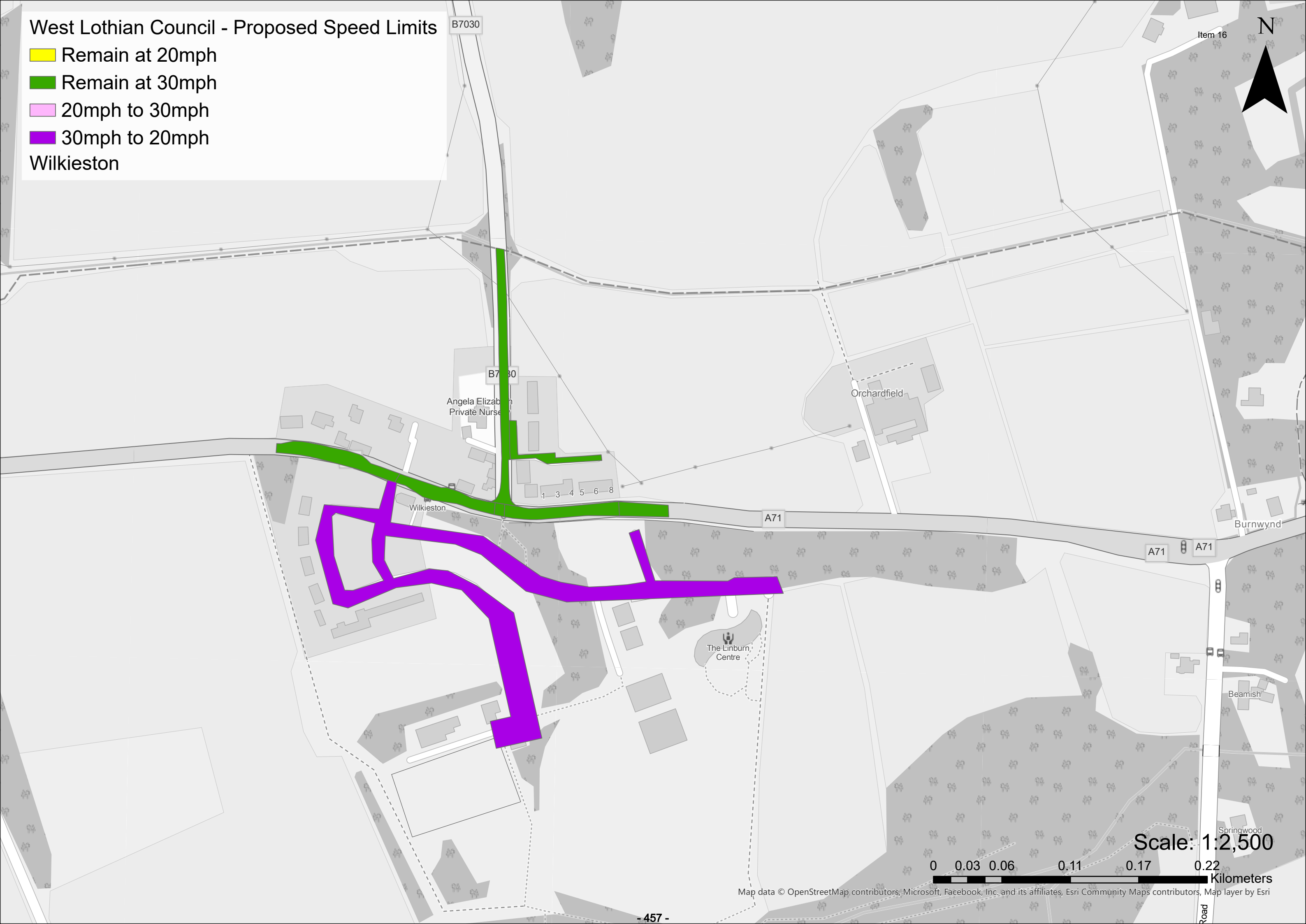
Scale: 1:9,000

0 0.1 0.2 0.4 0.6 0.8 Kilometers

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West Lothian Council - Proposed Speed Limits

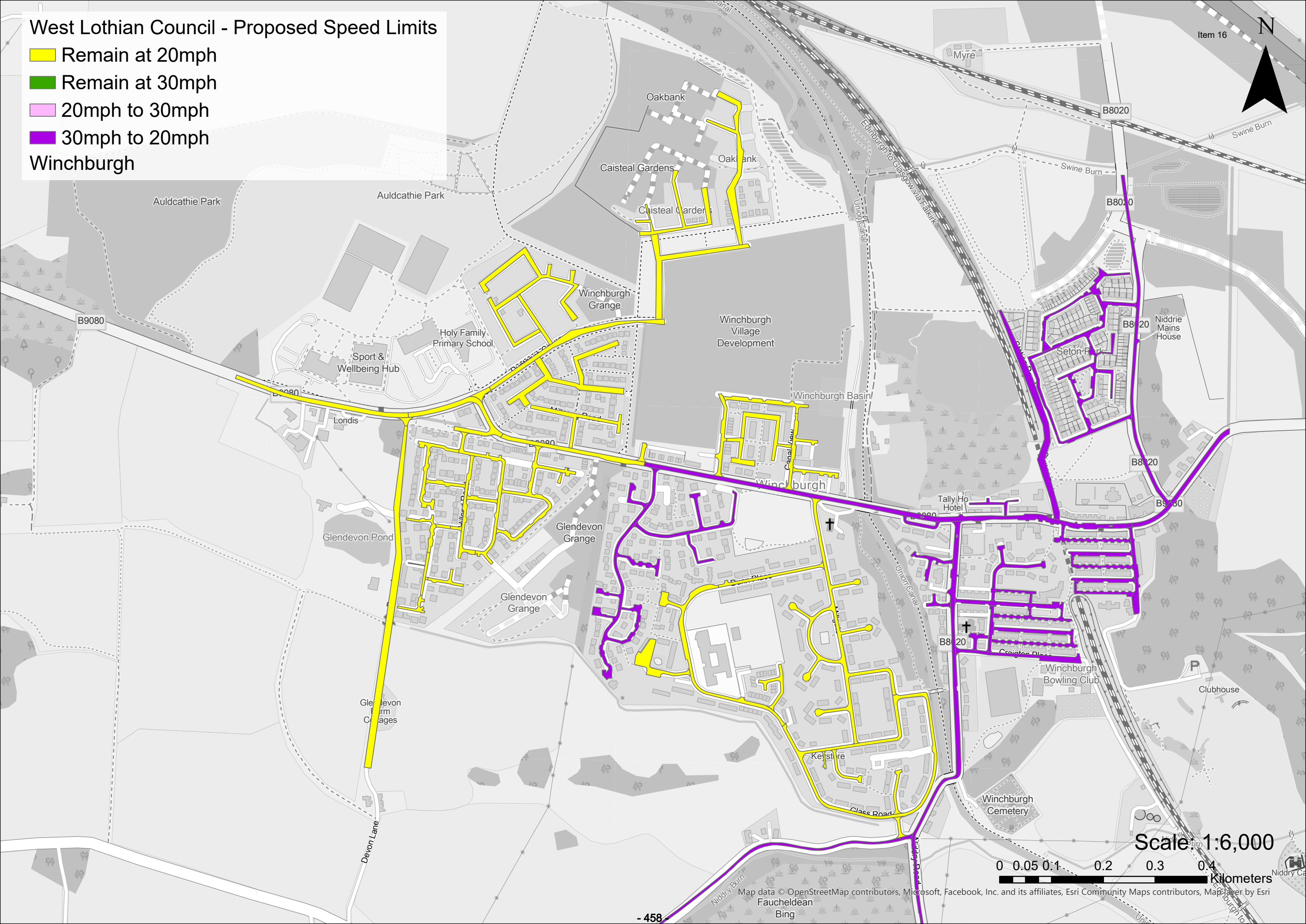
- Remain at 20mph
 - Remain at 30mph
 - 20mph to 30mph
 - 30mph to 20mph
- Wilkieston



West Lothian Council - Proposed Speed Limits

- Remain at 20mph
- Remain at 30mph
- 20mph to 30mph
- 30mph to 20mph

Winchburgh



Scale: 1:6,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

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Appendix D Road Assessment & Place Criteria



Transport Scotland, the national transport agency
Còmhdaill Alba, buidheann nàiseanta na còmhdaill

Name of Road Authority	West Lothian Council
Assessment of 20 mph and 30 mph Roads	

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number	
Section A - 20mph roads remaining at 20mph	328	17%
Section B - 20mph roads increasing to 30mph	0	0%
Section C - 30mph roads remaining at 30mph	111	6%
Section D - 30mph roads changing to 20mph	1514	78%
Total	1953	100%

Estimated Cost of Speed Reduction Measures £6,702,000.00

RAG Rating Key

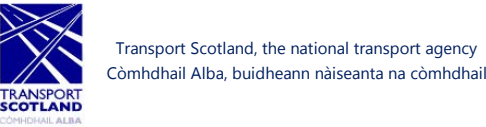
20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Place Criteria - To be applied when assessing the road network

Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph. The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

- a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)**
- b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school.**
- c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.**
- d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)**
- e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.**



Name of Road Authority	West Lothian	Addiewell
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	1
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	2
Section D - 30mph roads changing to 20mph	8

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

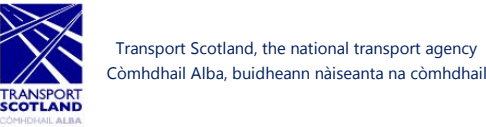
Cost based on 4no. repeater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. speed limit roundels per 600m road length
Cost based on 4no. pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Addiebrownhill			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Burnside View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Church Street			20	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Livingston Street			30	30	Y	Y				Consider retaining speed limit for industrial access road	
Meadowhead Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowhead Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowhead Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowhead Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowhead Loan			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowhead Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowhead Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Total									£18,000.00		



Name of Road Authority	West Lothian	Armadale
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	28
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	1
Section D - 30mph roads changing to 20mph	87

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. repeater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. speed limit roundels per 600m road length
Cost based on 4no. pairs per 600m road length

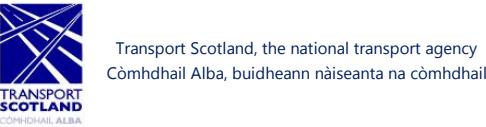
RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Academy Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Anderson Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Angus Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Atlas Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avondale Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Avondale Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Baird Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Baird Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barbauchlaw Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Barlaw Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bathgate Road (A89)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Bathville Business Centre Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birkdale Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birkenshaw Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bluebell Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Boarstone View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridgecastle Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Brown Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burns Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Buttries View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calder Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cameron Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cappers Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cowdenhead Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crichton's Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crocketfield Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dalyell Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Davies Way			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
De Bosco Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dell Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Denholm Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dougans Square			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Drove Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eardly Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eastertoun Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Etna Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ewart Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ferrier Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forrest Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forrester Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
George Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Gillespie Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glen Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenside Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenside Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenwood Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gracies Wynd			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Greig Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hailstones Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hanlins Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harestanes Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harvie Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Heathervale Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

High Academy Grove			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
High Academy Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Honeyman Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
James Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Kerr's Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
King Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Louvain Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lower Bathville			30	30	Y	Y		Signing only	£1,800.00	Consider to remain at 30mph due to distributor road type, with relatively low frontage over length of route.	
Macafee Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Macdonald Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street (A89)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Mallace Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Manse Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Manse View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Marches Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mayfield Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mayfield Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mccallum Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mcneil Crescent			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mill Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Millburn Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Morgan Way			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mount Pleasant			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Murray Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Netherhouses Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
North Street			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Ochilview Square			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Golf Course Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Primrose View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Robertson Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Robertson Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rodger Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Russell Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Shaw Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Shaw Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sibbald View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Street			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Southdale Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Southdale Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sovereign Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Springfield Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Andrew's Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Margaret's Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
St Paul's Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Station Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Tarrareoch Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Temple Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Beeches			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Thomson Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Upper Bathville			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Ure Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Wardrop Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Watson Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Watt Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westermains			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodend Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodhead Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodlands Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wotherspoon Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
									Total	£385,200.00	



Name of Road Authority	West Lothian	Bathgate
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance 20te, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (20te: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (20te: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (20te: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (20te: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	22
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	1
Section D - 30mph roads changing to 20mph	176

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. repeater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. speed limit roundels per 600m road length
Cost based on 4no. pairs per 600m road length

RAG Rating Key

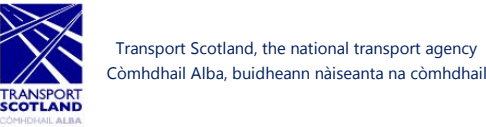
20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/ Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Academy Place			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Academy Street			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ashbank Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Athol Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Athol Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avon Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Balbardie Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Balbardie Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Balbardie Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ballencrieff Mill			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ballencrieff Toll			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Balmuir Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Balmuir Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Barrie Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Belvedere Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Belvedere Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Belvedere Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birniehill Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birniehill Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birniehill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birniehill Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bisset Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Boghead Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridgend Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridgend Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridgend Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridgend Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brown Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bruce Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bruce Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Buchan Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bughtknowes Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burns Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Burnvale Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carlisle Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Castle Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Castle Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapman's Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Church Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Church Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cochrane Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Colinshiel Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Colinshiel Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crosshill Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dalling Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dalling Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Drumcross Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	
Dundas Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Durham Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Durham Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dykeside Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Easton Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	

			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Edinburgh Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Engine Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Factory Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Falside Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Falside Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Falside Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ferguson Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Finlay Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fisher Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fitzallan Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fountainhead Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Galabraes Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gardners Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
George Place			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	
Gideon Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glasgow Road (A89)			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Glebe Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenbare Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glencairn Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenmavis Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gordon Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Haig Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hardhill Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hardhill Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	
Hardhill Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hatfield Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
High Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hill Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillhouse Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hope Park Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hopetoun Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hopetoun Street			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	
Inch wood Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Inchcross			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	
Inchcross Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Inchcross Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Inchmuir Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Irvine Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
James Young Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jardine Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Jarvey Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
King Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	
Kirk Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Kirkton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lang Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lang Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lang Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langfauld Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Leyland Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Lindsay Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Linkston Way			30	30	Y	Y				Consider to remain at 30mph due to distributor road type, with relatively low frontage over length of route.	
Livery Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Lothian Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Malcolm Court			30	20		Y	Green	Signing only	£1,800.00	Local access road	
Mansefield Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Marchwood Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marchwood Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marina Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Marjoribanks Street			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Marjory Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marjory Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marmion Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mavis Bank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mavisbank Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Meadowpark Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowpark Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowpark Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meikle Inch Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Menzies Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Meylea Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mid Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Millburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Millhaugh Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Monkland Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Mosside Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Muir Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Napier Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Newland Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Newlands Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
North Bridge Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
North Bridge Street (A89)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Old Hall Knowe Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Hall Knowe Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Hall Knowe Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Well Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Well Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Owen Stone Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pentland Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Petershill Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Plessey Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Plessey Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Race Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ramsay Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Reid Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Reid Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rendezvous Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Renton Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Robertson Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rosebery Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rosemount Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Russell Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Russell Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Russell Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Russell Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sandilands Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
School Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Scott Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Simpson Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Simpson Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Bridge Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
South Loch Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Mid Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Marys Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Standhill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stevenson Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stuart Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sunnyside Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sutherland Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sylvan Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Glen			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tollbraes Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Torphichen Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Traprain Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Turner Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Union Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Veterans Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Waddell Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wallace Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Waverly Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Weaver Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whiteside			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whiteside Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Windyknowe Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Windyknowe Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Woodhead Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodthorpe Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Wright Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wright Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wright Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Young Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£760,100.00		



Name of Road Authority	West Lothian	Bents
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	20

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

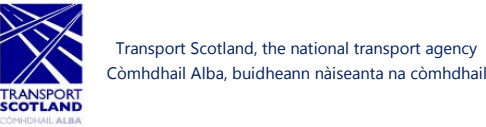
Cost based on 4no. repeater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. speed limit roundels per 600m road length
Cost based on 4no. pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Burnbrae Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnlea Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cannop Crescent			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Crofthead Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Garden City			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gardener Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenview Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenview Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Knowe Park Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lighton Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Meadow Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadow Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadow Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkland Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redcroft Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redcroft Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sunnyside			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
The Sidings			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Wilson Terrace			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£188,800.00		



Name of Road Authority	West Lothian	Blackburn
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	28
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	29

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

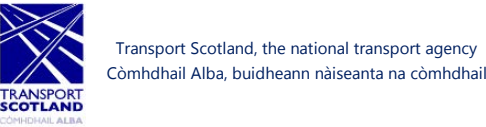
RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Almond Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Almondvale Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ash Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bathgate Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Beechwood Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beechwood Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackburnhall Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackburnhall Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Catherine Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Daisyhill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Daisyhill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Elm Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Elm Grove			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Elm Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Elm Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Farrier Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Graham Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Happy Valley Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hopefield Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hopefield Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hopefield Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ladeside Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ladeside Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ladeside Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ladeside Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Latchburn View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Macdonald Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mosshall Industrial Estate			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mosside Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mosside Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mosside Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murrayfield Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murrayfield Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Neilson Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Pinewood Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Quoilers Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ratray Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redhouse Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redhouse Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Riddochhill Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Riddochhill Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Riddochhill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Riddochhill View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Rowan Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Seafield Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Turf Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Whitehill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Whitehill View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Yule Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Yule Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Total									£286,300.00		



Name of Road Authority	West Lothian	Blackridge
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	2
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	1
Section D - 30mph roads changing to 20mph	32

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

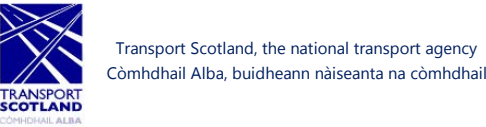
Cost based on 4no. repeater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. speed limit roundels per 600m road length
Cost based on 4no. pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Allison Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bedlomie Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackhill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blairhill View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craig Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craighill View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craiginn Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craiginn Terrace			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Craiglea Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Drummond Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Farquhar Square			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fleming Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Greenhill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harthill Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Heights Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hillside Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillside Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Home Farm Steadings			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langside Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Leishman Court (A89)			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Louburn			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maclean Terrace			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Main Street			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Northrigg View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ogilface Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sunnydale Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sunnydale Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westcraigs Park			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Westcraigs Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Westrigg Way			30	30	Y	N	Green	Signing only	£1,800.00	Local access road leading to rail station	
Whitelaw Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodhill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£246,700.00		



Name of Road Authority	West Lothian	Boghall
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	11
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	2
Section D - 30mph roads changing to 20mph	27

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

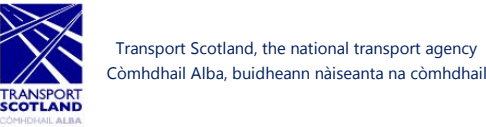
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Alexandra Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Alexandra Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Andrew Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Anne Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ash Grove			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Beech Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Boghall Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Boghall Farm Steadings			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Charles Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Charles Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cherry Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cowan Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Edinburgh Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with relatively low frontage over length of route.	
Edward Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elizabeth Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Elizabeth Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elm Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hardy Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hunter Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Inch Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaim Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton Mains			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Road			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Manse Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Margaret Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Marina Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marina Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Pentland Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Philip Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Puir Wifes Brae			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with relatively low frontage over length of route.	
Starlaw Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Starlaw Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Starlaw Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Starlaw Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whitelaw Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£106,600.00		



Name of Road Authority	West Lothian	Breich
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	6


Speed Reduction Measures Assumptions: Signing Only Cost based on 4no. Repater signs per 600m road length
Road Markings Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Speed Cushions Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Blinkbonny Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Breich Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rashiehill Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rashiehill Terrace (A71)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Strategic Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Woodmuir Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodmuir Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£49,000.00		



Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Name of Road Authority	West Lothian	Bridgend
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	12

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

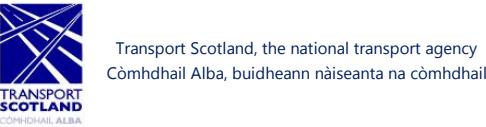
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Auldhill Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Entry			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldhill Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Beech Tree			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willowdean			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodside Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£21,600.00		



Name of Road Authority	West Lothian	Broxburn-Uphall
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	20
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	7
Section D - 30mph roads changing to 20mph	157

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key


20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
A899			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Aitken Orr Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Albyn Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Albyn Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Alexander Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Alexander Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondell Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Arbuckle Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Brook			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Meadows			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birkdale Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blyth Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Brackensbrae			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Bridge Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brocks Way			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Buchan Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Buchan Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Buchan Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnvale			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Byrehope Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cardross Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cardross Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cardross Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carledubs Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carledubs Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Church Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clarkson Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cleghorn Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clifton View			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Craigengar Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craigseaton			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Crossgreen Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Crossgreen Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cunnighar Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cunningham Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Curran Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Curran Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dargai Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Douglas Wynd			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Drovers Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Dunn Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dunnet Way			30	30	Y	N				Consider retaining speed limit for industrial estate road	
East Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
East Mains Mews			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Easter Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ecclesmachan Road (B8046)			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location

Ellis Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Erskine Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fairinsfell			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fergusson Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fernlea			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fivestanks Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fivestanks Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forkneuk Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Freeland Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Galloway Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Galmellon			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Glebe Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glebe Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glebe Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Globe Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Grange Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Greendykes Industrial Estate			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Greendykes Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Hall Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hawthorn Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Henderson Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Henderson Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillview Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillview Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hoban Square			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Holmes Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Holmes Farm Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Holmes Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Holmes Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Holygate Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Houstoun Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Howieson Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hunter Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Johnston Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Johnston Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Joseph Cumming Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Joseph Scott Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Keith Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kelso Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kilpunt Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kilpunt View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkflat Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkhill Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Kirkhill Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkhill Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkhill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkhill Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Laing Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Learilaw View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Liggat Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Liggat Syke			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Linn Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loanfoot Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loanfoot Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loaninghill Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loaninghill Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loaninghill Road			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Long Byres			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Long Byres			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lumsden Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lyarthall			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Lychgate Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Macfarlane Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maclardy Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mauldeth Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maul Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
McCann Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mcintosh Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
McLeod Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Melbourne Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Middleton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Middleton Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Millbank Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Muirfield Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Muirs Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
New Holygate			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Newhouses Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nicol Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nicol Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Mill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parklands			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkwood Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkwood Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Patersons Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Port Buchan			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Poynter's Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Primrose Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Pyothall Court			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Pyothall Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Queens Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Queen's Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rashierig			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rendall Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rosemount Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Saughbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
School Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Simpson Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Scott Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Middleton			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Andrews Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
St John's Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stankards Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Stewartfield Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stewartfield Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Strathbrock Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sutherland Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Thomson Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Thomson Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Timmeryetts			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Union Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Webster Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Burnside			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Holmes Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Holmes Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Main Street (A899)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
West Park Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westerton Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Westhall Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westhall Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whinrig			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Wilson Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wilsonville Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodville Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wyndford Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wyndford Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Youngs Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Total									£456,800.00		



Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Name of Road Authority	West Lothian	Dechmont
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	13

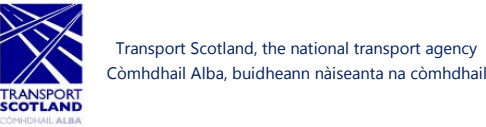
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Afton Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Wood			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnhouse Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnhouse Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Burnside			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craiglaw			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craiglaw Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deerhill			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Goodall Crescent			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Goodall Place			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Knightsridge Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Knightsridge Road			30	20	Y	Y	Amber	Signing only	£1,800.00	Existing speed limit on secondary distributor road	Further evaluation of speed limit compliance/collision history required
Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£61,600.00		



Name of Road Authority	West Lothian	East Calder
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	41
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	40

Speed Reduction Measures Assumptions: Signing Only Cost based on 4no. Repater signs per 600m road length
Road Markings Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Speed Cushions Cost based on 4no. Pairs per 600m road length

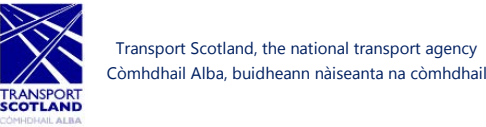
RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Adair Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Adam Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Agnew Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ainslie Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Alder Walk			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Allerdice Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Almond Grove			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Almondell Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Anderson Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Anstruther Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Armstrong Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ashbank Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Badger Walk			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Baird Square			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Balfour Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Baxter Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Beech Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Beech Path			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Beechbank Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Belfield Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blair Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Broompark Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Broompark Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Broompark View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Buchan Square			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calderhall Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calderhall Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calderhall Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calderwood Road			20	20	N	Y	Amber	Signing only	£1,800.00	Existing speed limit on distributor road	Further evaluation of speed limit compliance/collision history required to confirm if further speed reduction measures are required at this location.
Cameron Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Campbell Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Castle Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Daffodil Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Drovers Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fern Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Finlay Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Firbank Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forest Glade			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Henderson Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hoghill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hollybank Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langton Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langton Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langton Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langton Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Langton View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Laurelbank Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limebank Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limekilns Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Linhouse Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Linhouse Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Little Shiel Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Manse Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mansefield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nasmyth Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Nethershiel Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Nethershiel Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Nethershiel Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Oakbank Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Oakbank Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ormiston Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Overshiel Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Overton Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Queens Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Queens Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redcraig Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Renwick Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Walk			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Sandilands Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Seven Wells Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Shiel Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Shiel Path			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Shiel Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Snowdrop Path			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Tumpike Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Total									£199,450.00		



Name of Road Authority	West Lothian	East Whitburn
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	21


Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Almond Square			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barns Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bathgate Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bellalmond Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridge End			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crofters Gate			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crofters Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hens Nest Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lady Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street (A705)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Mains Farm Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mains Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Mill Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redlands Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redmill Cottages			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Redmill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redmill View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Riverbank Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Torbane Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Torbane Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£91,450.00		



Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Name of Road Authority	West Lothian	Ecclesmachan
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	1
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	4

Speed Reduction Measures Assumptions:

Signing Only

Road Markings

Speed Cushions

Cost based on 4no. Repater signs per 600m road length

Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length

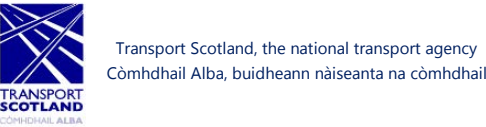
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
B8046			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Binny Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Byburn			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Oatridge College access			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Wellpark			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£24,450.00		



Name of Road Authority	West Lothian	Faucheldean
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	1

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

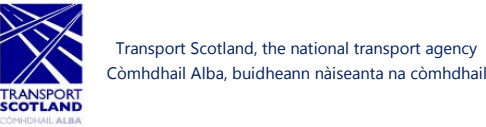
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Winchburgh			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£1,800.00		



Name of Road Authority	West Lothian	Fauldhouse
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	55

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

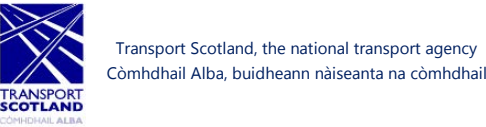
RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Badallan Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barton Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackfaulds Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackfaulds Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braeside Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Breichwater Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridge Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnbrae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Caledonian Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cemetery Road			30	20	Y	N	Green	Signing only	£1,800.00	Local access road	
Church Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Croftfoot Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Earls Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eastfield Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eastfield Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eastfield View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eastwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eldrick Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eldrick Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eldrick View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Falla Hill Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fallas Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glebe Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gowanbrae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Greenburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Greenwell Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harthill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkhill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lanrigg Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lanrigg Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lanrigg Road (B7010)			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Main Street (B7010)			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
McKinnon Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadow Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
North Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ogilvy Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Parade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Portland Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Quarry Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Scott Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sheephousehill (B7015)			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Shotts Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
South Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Thornton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Victoria Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Victoria Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Walker Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Willow Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willow Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willow Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willow Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willow View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£145,350.00		



Name of Road Authority	West Lothian	Greenrigg
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	2
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	11

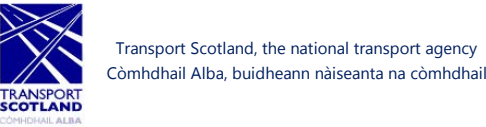
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Baillie Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnbrae Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burns Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dyke Brow			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dyke Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dyke Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East Main Street			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Park Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polkemmet Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polkemmet Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Polkemmet Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Stanley Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stanley Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£38,850.00		



Name of Road Authority	West Lothian Council	Kirknewton
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	1
Section D - 30mph roads changing to 20mph	21

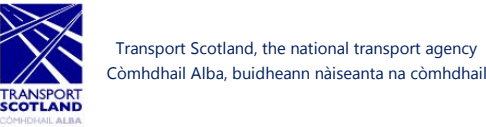
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Braekirk Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braekirk Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Caledonian Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Churchill Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forth View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hallcraigs			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillhouse Terrace			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Hillhouse Wynd			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaimes Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaimes Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaimes Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaimes Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaimes Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Meadowbank Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Terrace			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Roosevelt Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Smithy Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Mews			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Road (B7031			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with relatively low frontage over length of route.	
Whitemoss Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whitemoss Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£84,150.00		



Name of Road Authority	West Lothian Council	Linlithgow Bridge
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	16

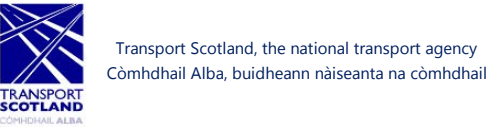
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Avalon Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avon Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avonmill Industrial Estate			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avonmill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avonmill View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braewell Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clark Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Justinhaugh Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Justinhaugh Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kettilstoun Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Listloaning Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Listloaning Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lovells Glen			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mill Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Telford Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Waterside			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£44,250.00		



Name of Road Authority	West Lothian Council	Linlithgow
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	58
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	70

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

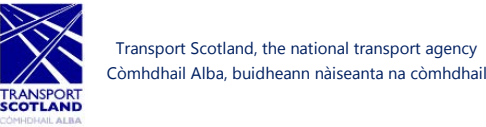
RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Acrcadales			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ashley Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ashley Hall Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avontoun Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Back Station Road (B9080)			30	20	Y	Y	Green	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Bailielands			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barkhill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Baron's Hill Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Baron's Hill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beechwood			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bells Burn Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Belsyde Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackness Road (A803)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Boghall Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bonnytoun Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bonnytoun Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braehead Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Braehead Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Braehead Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Braehead Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Braehead Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Braehead Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Burgess Hill			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burgh Mills Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burghmuir Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Capstan Walk			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Carmelaws			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carse Knowe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clarendon Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clarendon Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deacon's Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deanburn Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deanburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dog Well Wynd			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Douglas Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Douglas Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dovecot Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dyers Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East Mill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Edinburgh Road (B9080)			30	20	N	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Falkirk Road (A803)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	
Firdene			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Friars Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Friars Loan			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Friars Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Golf Course Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Grange Knowe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	

High Street (A803)			20	20	N	Y	Amber	Signing only	£1,800.00	Existing speed limit on distributor road	Further evaluation of speed limit compliance/collision history required to confirm if further speed reduction measures are required at this location.
Highfield Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Highfield Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hilltop			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Huntburn Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jocks Hill Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Kettilstoun Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kettilstoun Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kettilstoun Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kettil'stoun Mains			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kingsfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lade Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Laverock Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lennox Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Linlithgow Brae			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Lion Well Wynd			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Longcroft Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Madderfield Mews			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Maidlands			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street (A803)			20	20	N	Y	Amber	Signing only	£1,800.00	Existing speed limit on distributor road	Further evaluation of speed limit compliance/collision history required to confirm if further speed reduction measures are required at this location.
Mains Road			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Manse Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Market Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Merker Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mill Lade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Millerfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Moray Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Moray Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
New Well Wynd			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Oaktree Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Oatlands Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old School Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkhead Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Philip Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Pilgrims Hill			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Preston Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Preston Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Preston Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Preston Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Preston Road			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Preston Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Prestonfield Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Priory Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Provost Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Regent Square			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Riccarton Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Riccarton Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rivaldsgreen Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rockville Grove			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Royal Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Sheriffs Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Springfield Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Springfield Grange			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Springfield Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
St John's Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
St Magdalenes			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Michael's Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
St Michael's Wynd			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
St Ninian's Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Ninian's Road (A706)			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
St Ninian's Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Stewart Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Strawberry Bank			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Telford View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Templars Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
The Cross			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
The Glebe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Maltings			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
The Vennel			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Union Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Waldie Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Water Yett			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
West Port			20	20	N	Y	Amber	Signing only	£1,800.00	Existing speed limit on distributor road	Further evaluation of speed limit compliance/collision history required to confirm if further speed reduction measures are required at this location.
West Port Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
West View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whitten Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Total									£490,500.00		



Name of Road Authority	West Lothian Council	Livingston
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	29
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	83
Section D - 30mph roads changing to 20mph	392

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Abbotsford Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Adam Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Adambrae Road			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Adelaide Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Alberta Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Albyn Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Aldberrbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Alexander Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Allen Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Aller Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Almond Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almond East			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almond Link Road			30	30	Y	N				Consider to remian at 30mph due to link road type, with low frontage over length of route.	
Almond Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almond South Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Almond West Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondside			30	30	Y	N				Consider retaining speed limit for commercial access road	
Almondvale Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondvale Boulevard			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Almondvale Crescent			30	30	Y	N				Consider retaining speed limit for commercial access	
Almondvale Drive			30	30	Y	N				Consider to remian at 30mph due to link road type, with low frontage over length of route.	
Almondvale East			30	30	Y	N				Consider retaining speed limit for commercial access	
Almondvale North			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondvale Parkway			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondvale Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Almondvale South			30	30	Y	N				Consider retaining speed limit for commercial access	
Almondvale Stadium Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondvale Way			30	30	Y	N				Consider to remian at 30mph due to link road type, with low frontage over length of route.	
Almondvale West			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Almondview			30	30	Y	Y				Consider retaining speed limit for commercial access	
Ambrose Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Anderson Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Appleton Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Appleton Parkway			30	30	Y	Y				Consider retaining speed limit for industrial estate road	
Appleton Place			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Arran			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Arran Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Arrol Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Ash Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Atholl Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bain Square			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Baird Road			30	30	Y	N				Consider retaining speed limit for industrial access road	
Ballantyne Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Balmoral Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bancroft Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

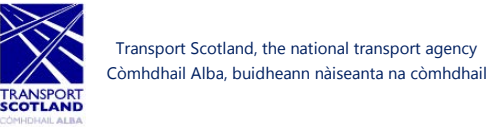
Bankton Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Glade			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Park East			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bankton Wood			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barclay Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barnes Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barrie Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bathgate Road			30	30	Y	Y				Consider retaining speed limit for link road	
Beauly Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beech Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beech Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Beechwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Begbie Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bell Square			30	30	Y	Y				Consider retaining speed limit for industrial estate road	
Bellsquarry South Road			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Beresford Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bervie Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beveridge Square			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birchwood Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Birrell Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bloom Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bloom Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bluebell Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bonaly Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braid Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bramble Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brewster Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Briarbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brisbane Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Broom Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Broomyknowe Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brotherton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brucefield Park East			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Brucefield Park North			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Brucefield Park South			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Brucefield Park West			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Buchanan Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burns Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnsknowe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnvale			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnvale Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bute			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Butlers Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calder Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Caldercruix Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calgary Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cameron Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Camps Rigg			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Canberra Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Caputhall Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Carlyle Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carmondean Centre Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carmondean South			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carnethy Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carrick Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Carron Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Castleview Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cedarbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cedric Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Centre Road North			30	30	Y	N				Consider retaining speed limit for link road	
Charlesfield Lane			30	30	Y	N				Consider retaining speed limit on signle track road	
Chestnut Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chuckethall Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chuckethall Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clarke Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Clement Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clova Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cloverbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clyde Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Coatdyke Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cochrane Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Columbia Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cornfield Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Corston Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craigshill East Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage and no adjacent footways over length of route.	
Craigshill Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craigshill West Road			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage and no adjacent footways over length of route.	
Craigswood			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crathes Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cromarty Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cullen Square			30	30	Y	N				Consider retaining speed limit for industrial access road	
Cunnigar Hill View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Curlew Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cypress Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Darwin Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Davidson Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dawson Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deans East Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Deans North Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deans South			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deanswood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dedridge East Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dedridge North Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dedridge Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Dedridge West Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dee Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deer Park Drive			30	30	Y	N				Consider retaining speed limit for link road	
Deer Park Road			30	30	Y	N				Consider retaining speed limit for commercial access	
Don Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Doon Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Douglas Rise			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dovecote Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Drumcross Cottages			30	30	Y	N	Green	Signing only	£1,800.00	Local access road	
Drumgelloch Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Drummond Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Drumshoreland Road			30	30	Y	Y				Consider retaining speed limit on link road, outside settlement limits	
Duncan Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dunlin Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dunlop Court			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Dunlop Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Dunvegan Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Durward Rise			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Eagles View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East Cairn View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East Glen Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East Kip Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eastcroft Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Easter Bankton			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Easterfield Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eden Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Edmonton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eliburn Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Eliburn South			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elie Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elm Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elmwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elphinstone Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Erskine Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Esk Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Etive Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ettrick Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Everard Rise			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Exmouth Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fairbairn Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fairbairn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fairfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Falcon Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Falconer Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Farm Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fells Rigg			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fergus Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ferguson Way			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fernbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fiddich Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fintry Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fir Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Firth Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Five Sisters View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fleming Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forestbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Forth Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Foxknowe Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fraser Road			30	30	Y	N				Consider retaining speed limit for industrial access road	
Fremantle Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fulmar Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gallacher Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Garbett Road			30	30	Y	Y				Consider retaining speed limit for commercial access	
Garden Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Garry Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gavin Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gelder Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glen Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gleneagles Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Goldpark Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Golf Course Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gordon Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gorsebank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gowanbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Graham Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Granby Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gregory Road			30	30	Y	N				Consider retaining speed limit for commercial access	
Haining Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harburn Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harburn Avenue West			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hardie Road			30	30	Y	N				Consider retaining speed limit for industrial access road	
Harlaw Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Hawk Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Haymarket Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hazel Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Heatherbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Heatherfield Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Herald Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Herd Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Heron Square			30	30	Y	N				Consider retaining speed limit for industrial access road	
Highfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillview Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hobart Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Holly Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hollyhock Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Housepark Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Houstoun Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Howden East			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Howden House			30	30	Y	Y				Consider reatining speed limit for single track road	
Howden South Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Howden West			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Howley Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hunter Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Huntly Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Huron Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Inglewood Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ivanhoe Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jacklin Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jackson Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jones Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jubilee Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Juniper Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jura			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kaims Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Katherine Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kenilworth Rise			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Kenmore Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kestrel Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kilne Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kingfisher Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kingsport Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Kingsthorne Park			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Kirk Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkfield East			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkfield View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkton North Road (B7015)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Kirkton South Road			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Knightsridge East Road			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Knightsridge West Road			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Knowetop			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Labrador Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lady Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ladywell East Road			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Ladywell West			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Ladywood Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lamont Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lanark Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Larbert Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Larchbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Laurel Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lawson Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lenzie Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Letham Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Leven Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Leving Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lime Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Linden Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lindsay Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Linnet Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Linview Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Livingston South Station Access			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lochbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lochshot Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Logan Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Longpark Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lyefield Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lyle Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lyon Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Macmillan Road			30	30	Y	N				Consider retaining speed limit for commercial access	
Main Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mallard Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Manitoba Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mansefield Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Maple Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maplewood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maree Walk			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Marrfield Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Martin Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maukeshill Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Maxwell Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Meadowbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meikle Road			30	30	Y	N				Consider retaining speed limit for commercial access	
Melbourne Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Michaelson Square			30	30	Y	Y				Consider retaining speed limit for commercial access	
Mid Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Millfield			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Moncrieff Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Moriston Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Morlich Walk			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Morrison Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mossbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mowbray Rise			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Muir Road			30	20	Y	N	Green	Signing only	£1,800.00	Local access road	
Muirfield Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Munro Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston East			30	30	Y	N				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Murieston Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston South District Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Vale			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Valley			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murieston West			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Murieston Wood			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murray Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nairn Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Nasmyth Court			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Nasmyth Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Neilson Square			30	30	Y	N				Consider retaining speed limit for industrial access road	
Nellburn			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with low frontage over length of route.	
Nelson Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Netherwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nettlehill Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Nevis Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Newpark Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nicholson Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nicklaus Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nigel Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Norman Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Northpark Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Northwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Oak Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Oakbank Park Road			30	30	Y	N				Consider retaining speed limit for industrial access road	
Oakbank Park Way			30	30	Y	N				Consider retaining speed limit for industrial access road	
Oakwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ogilvie Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old School Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Old School Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Oldwood Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Onslow Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Orchard Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Osprey Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ossian Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Palmer Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Panton Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pentland Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Perth Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Peveril Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pine Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pinebank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pinefield Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pinewood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pirlebank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pitcaple Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Player Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Plover Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Poplar Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Primrose Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pumpherstons Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Quarrywood Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Quebec Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Queen's Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Quentin Rise			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Raeburn Rigg			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ramsay Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rannoch Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ravens Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Ravenswood Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redwing Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Riverside Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Robertson Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Roebuck Square			30	30	Y	N	Green	Signing only	£1,800.00	Local access road	
Rosebank Road			30	30	Y	N				Consider retaining speed limit for commercial access	
Rosebank Way			30	30	Y	N				Consider retaining speed limit for commercial access	
Rosebay Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Roseberry Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rosebery Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rosehill Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ross Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Roths Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rowan Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Roy Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Royston Road			30	30	Y	N				Consider retaining speed limit for industrial access road	
Rushbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rutherford Square			30	30	Y	N				Consider retaining speed limit for industrial access road	
Ryebank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Saint Johns Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Saltcoats Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sarazen Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sarazen Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Scaldaw Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
School House Road			30	30	Y	N				Consider retaining speed limit on link road, outside settlement limits	
Scott Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Scott Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sedgebank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Selm Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Shiel Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sibbald Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Silverbirch Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sinclair Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Skivo Wynd			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Park Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Spey Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Spruce Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
St Andrew's Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Starlaw Road			30	30	Y	Y				Consider retaining speed limit on link road, outside settlement limits	
Stauton Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stevenson Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stewart Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stonebank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sundew Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sunnyside Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sutherland Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Swallow Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Swift Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sycamore Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sydney Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Talisman Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tantallon Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tarbert Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tay Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Taylor Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Telford Square			30	30	Y	N				Consider retaining speed limit for industrial access road	
Templar Rise			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tern Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Teviot Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Thirfield Wynd			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Threipmuir Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Thurston Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Thymbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Todd Square			30	30	Y	N				Consider retaining speed limit for industrial access road	
Torduff Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Toronto Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Torridon Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tweed Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Vancouver Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Vardon Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Victoria Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Village Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ward Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Watson Green			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Waverley Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wellview Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Bankton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Cairn View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Glen Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Kip Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westcroft Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wester Bankton			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westwood Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Whinbank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willow Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Willowbank			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Wood Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodlands Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodrush Glade			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Yew Grove			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Young Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Total									£868,700.00		



Name of Road Authority	West Lothian Council	Loganlea
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	8

Speed Reduction Measures Assumptions: Signing Only Cost based on 4no. Repater signs per 600m road length
Road Markings Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Speed Cushions Cost based on 4no. Pairs per 600m road length


RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Loganlea Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loganlea Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loganlea Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Loganlea Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mooreland Gardens			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Moorelands			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Moorelands Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ross Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£45,300.00		





Transport Scotland, the national transport agency
Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

Name of Road Authority	West Lothian Council	Longridge
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	1
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	9

Speed Reduction Measures Assumptions:

Signing Only

Road Markings

Speed Cushions

Cost based on 4no. Repater signs per 600m road length

Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length

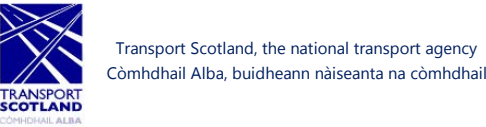
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Curling Pond Lane			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Fauldhouse Road (B7010)			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hillside Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirk Brae			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Main Street (A706)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Northfield Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Northfield Meadows			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Northfield Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rashierigg Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
School Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on link road road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£109,850.00		



Name of Road Authority	West Lothian Council	Mid Calder
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	2
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	28

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions


Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Avenue Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Avenue Park West			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
B7015			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bank Street (B7015)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Beech Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bishops Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braeside Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braeside Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calder House Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calder Park Road (B8046)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Caroline Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Caroline Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Combfoot Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kennedie Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Market Street (B7015)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Maryfield Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ochiltree Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ochiltree Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ochiltree Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pumpherstoun Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on secondary distributor road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Sandiland Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
School Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Sommers Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
South Lodge Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Spottiswoode Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Tennent Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Torphichen Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wallace Mill Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westgate			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£184,050.00		



Transport Scotland, the national transport agency
Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

Name of Road Authority	West Lothian Council	Newton
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	1
Section D - 30mph roads changing to 20mph	2

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions


Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
A904			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with relatively low frontage over length of route.	
Duddingston Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Duddingston Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£3,600.00		



Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Name of Road Authority	West Lothian Council	Philpstoun
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	1
Section D - 30mph roads changing to 20mph	7

Speed Reduction Measures Assumptions:

Signing Only

Road Markings

Speed Cushions

Cost based on 4no. Repater signs per 600m road length

Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length

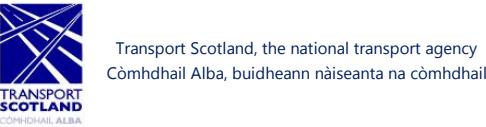
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Cameron Knowe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Church Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fairniehill			30	30	Y	N				Consider retaining speed limit on link road, outside settlement limits	
Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Pardovan Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
The Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wyndford Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£89,000.00		



Name of Road Authority	West Lothian Council	Polbeth
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	2
Section D - 30mph roads changing to 20mph	23

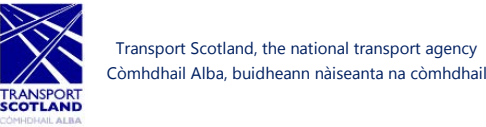
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Burnside Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnside Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Calderburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapelton Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapelton Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapelton Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapelton Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapelton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Chapelton Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ennis Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Ennis Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fell's Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Langside Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Road (A71)			30	30	Y	Y				Consider to remian at 30mph due to strategic road type, with relatively low frontage over length of route.	
Park Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polbeth Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polbeth Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polbeth Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polbeth Industrial Estate			30	30	Y	N				Consider retaining speed limit for industrial access road	
Polbeth Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Polbeth Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£41,400.00		



Name of Road Authority	West Lothian Council	Pumpherstoun
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	1
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	22

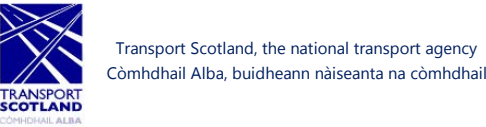
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Binny Craig View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Drumshoreland Avenue			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Drumshoreland Crescent			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Drumshoreland Place			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hamilton Court			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harrymuir Gardens			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harrymuir Crescent			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harrymuir North			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harrymuir Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harrymuir South			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Harrymuir Terrace			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Heaney Avenue			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Heatherwood Park			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Avenue			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Crescent			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Gardens			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Grove			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Park			20	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Letham Place			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Letham Terrace			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
South Village			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Uphall Station Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£79,600.00		



Name of Road Authority	West Lothian Council	Stoneyburn
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	30

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

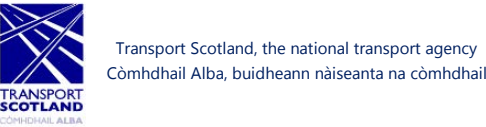
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Auchenhard Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Briar Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnbrae Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnlea Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cannop Crescent			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Crofthead Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cuthill Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cuthill Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dalziel Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dick Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Elizabeth Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Foulshields Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Garden City			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gardener Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenview Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenview Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Knowe Park Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lighton Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Manse Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadow Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadow Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadow Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkland Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redcroft Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redcroft Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Strathyre Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sunnyside			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Wilson Terrace			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£206,800.00		



Name of Road Authority	West Lothian Council	Seafield
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - [FAO Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	1
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	12


Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Almond View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Byreside			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cousland Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cousland Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dean Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Deanburn Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hawthorn Bank			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hawthorn Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Heather Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Heatherwood			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Meadowpark			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Rows			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redhouse Road (A705)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost esitmate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£61,600.00		



Transport Scotland, the national transport agency
Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

Name of Road Authority	West Lothian Council	Threemiletown
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	2

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions


Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Canal Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Redhouse Cottages			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Total									£3,600.00		



Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Name of Road Authority	West Lothian Council	Torphichen
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	2
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	11

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

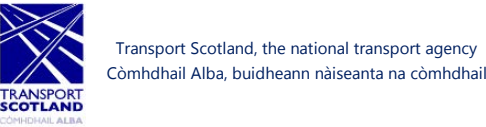
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Bowgett			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Broompark			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craigpark			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Craigs Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Fitzgerald Place			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Greenside			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hall Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
High Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Low Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
North Gate (B792)			30	20	Y	N	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Priors Grange			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Priorscroft			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Loan (B792)			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Total									£99,800.00		



Name of Road Authority	West Lothian Council	Uphall Station
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	4
Section D - 30mph roads changing to 20mph	12

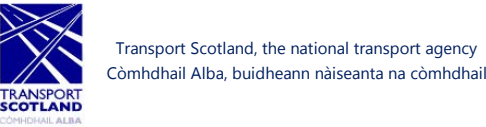
Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Beechwood Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beechwood Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cawburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Clydevale Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Houstoun Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
James Young Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marrfield Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Marrfield Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Muir Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Napier Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Nettlehill Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Nettlehill Road			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Old School Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pumpherstoun Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Station Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Telford Square			30	30	Y	N				Consider retaining speed limit for industrial estate road	
Total									£98,000.00		



Name of Road Authority	West Lothian Council	West Calder
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	7
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	37

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

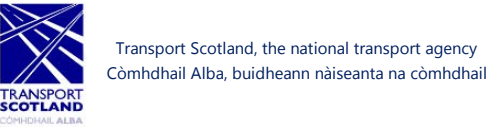
RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Tenants March (B792)			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burngrange Cottages			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Burngrange Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burngrange Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burngrange Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burngrange Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cleuch Brae			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dickson Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
East End			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Glebe Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gloag Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Grant Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harburn Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harburn Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harburn Lane			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Harburn Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on link secondary distributor road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Hartwood Road			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on link road road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
King Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kirkgate			30	20	Y	Y	Red	Introduction of road markings to visually narrow carriageway and speed limit roundels	£17,250.00	Speed reduction on link road road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Learmonth Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Limefield Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Mossend			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mossend Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mossend Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mossend Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mossend Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mossend Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mossend View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mosside Gardens			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mungie Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
North View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Northfield Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkhead Cottages			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkhead Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Parkhead Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Society Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stewart Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
The Glebe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Union Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

West End			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Westmuir Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Westwood View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Young Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£316,550.00		



Name of Road Authority	West Lothian Council	Westfield
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

- Step 1 - 20mph roads remaining at 20mph.** (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads

Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)
- All the above information to be returned to:** roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	7

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

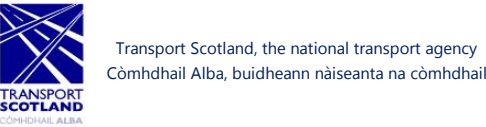
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
B8047			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Kaemuir Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lomond View			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Millburn Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Park View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Strathavon Terrace (B8028)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Strathlogie			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£127,200.00		



Name of Road Authority	West Lothian Council	Whitburn
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot [FAQ Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	44
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	3
Section D - 30mph roads changing to 20mph	85

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length


RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
A705			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Academy View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Aitken Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Allan Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Armadale Road			30	20	Y	N	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Baillie Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bank Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Barracks View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bickerton Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blaeberryhill Road			30	20	N	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on link road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Bog Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bowling Green Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Braefoot			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Bridgend Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Bridgeside Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Broadfaulds Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brown Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Brucefield Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnbrae Terrace			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Burnhouse Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Burnhouse Industrial Estate			30	30	Y	N	Green	Signing only	£1,800.00	Local access road	
Burns Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cairnie Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cedar Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Chestnut Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cleland Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Colliery Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Craig Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Crawford Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Croft Park Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cultrig Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Cults Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cultsykefoot			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dardanelles Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dean Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dick Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dixon Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dixon Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Dixon Terrace			30	30	Y	Y				Consider to remian at 30mph due to distributor road type, with relatively low frontage over length of route.	
Drysdale Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dumback Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
East Cults Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
East Main Street (A705)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Ellen Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Elm Square			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Empire Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Eppiestone Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Fairmont Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Flemington Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	

Gardner Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gareloch Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gateside Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gilchrist Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glebe Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenalmond			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenalmond Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenburn Gardens			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glencoe			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Gleneagles Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenisla Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenmore			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Glenshee			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Griffith Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hare Moss View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hill Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hunter Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Hunter's Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Ireland Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Jubilee Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Katrine Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kepscaith Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kepscaith Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kepscaith Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Kinniburgh Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Lamble Street			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Larbarnum Road			20	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Larch Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Loch Awe Way			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Loch Linnhe Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lomond Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Longridge Road			30	30	Y	Y	Green	Signing only	£1,800.00	Local access road	
Lumsden Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Manse Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Manse Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Mansewood Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Market Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mathers Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
McGregor Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
McLean Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
McLean Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Mcmartin Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Mickel Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Millbank Square			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Moidart Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murraysgate Crescent			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Murraysgate Industrial Estate			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Netherton Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Netherton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
North Reeves Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Norwood Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Norwood Court			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Old Pit Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Park View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Pentland Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Polkemmet Road (B7069)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Raeburn Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rannoch Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rannoch Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Rannoch Walk			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Reveston House Access			30	20	Y	N	Green	Signing only	£1,800.00	Local access road	
Reveston Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rigghouse Road			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Rigghouse View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Shanks Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Spruce Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Stewart Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Sycamore Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
The Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Torrison Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Townhead Gardens			30	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Turnhigh Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Union Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Union Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Weavers Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Welsh Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
West Cults Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
West Main Street			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Whitdale Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
White Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Whitedalehead Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Wood Drive			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Woodmuir Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Total									£465,000.00		



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Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

Name of Road Authority	West Lothian Council	Wkieston
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot - [FAQ Michelle Little](#)

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	0
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	2
Section D - 30mph roads changing to 20mph	2

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

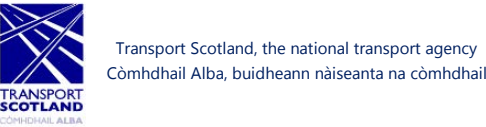
Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Bonnington Road (B7030)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Lindean Terrace (A71)			30	30	Y	Y				Consider to remian at 30mph due to strategic road type, with low frontage over length of route.	
Louis Braille Avenue			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Orchardfield Terrace (A71)			30	30	Y	Y				Consider to remian at 30mph due to strategic road type, with low frontage over length of route.	
Total									£41,800.00		



Name of Road Authority	West Lothian Council	Winchburgh
Assessment of 20 mph and 30 mph Roads		

Following the terms set out in the road assessment guidance note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below, if any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C) Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (overlay initial map to highlight the changes)

All the above information to be returned to: roadsafety@transport.gov.scot **FAO Michelle Little**

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	27
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	0
Section D - 30mph roads changing to 20mph	19

Speed Reduction Measures Assumptions: Signing Only
Road Markings
Speed Cushions

Cost based on 4no. Repater signs per 600m road length
Cost based on 1m wide carriageway hatching and 6no. Speed limit roundels per 600m road length
Cost based on 4no. Pairs per 600m road length

RAG Rating Key

20mph Signing only
May require speed reduction measures after an evaluation of the sign-only setting
Will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

Section E - Road Assessment Form

Road Name	Road Location Start	Road Location End	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
Abercorn Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Auldcathie Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Beatlie Road			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Beaton Drive			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Bennet Wood Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Blackhill Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Canal Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Canal View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Cannon Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Castle Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Castle Terrace			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Church Avenue			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Church View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Craigton Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Devon Lane			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Dunn Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Duntarvie Castle Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Glass Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Glass Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Glass Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Glendevon Farm Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Glendevon Park			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hillend Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hillend Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Hillend View			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Lamond Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Main Street (B9080)			30	20	Y	Y	Red	Installation of speed cushions	£40,000.00	Speed reduction on Distributor Road	Cost estimate is high level and indicative, site specific assessment/investigation is required to confirm accuracy of cost estimate and that speed reduction measures are appropriate at this location
Midhope Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Millcraig Place			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Millcraig Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Miller Street			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Millgate			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Niddry Road (B8020)			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Niddry View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Oakbank Place			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Priestinch Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Queen Mary's Court			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Seton Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Station Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Station View			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Stonebyres Crescent			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Stonebyres Road			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Stonebyres Mews			20	20	N	Y	Green	Signing only	£1,800.00	Local access road	
Sycamore Grove			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tippet Knowes Park			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Tippet Knowes Road			30	20	Y	Y	Green	Signing only	£1,800.00	Local access road	
Total									£159,200.00		

Appendix E Buffer Zones and Gateways



West Lothian Council 20mph Assessment

Speed Limit Gateways
March 2023

National 20mph Assessment

Given the rural nature of West Lothian, and the prevalence of national speed limit roads on the approach to settlements, it is considered that the introduction of intermediate speed limits (buffer zones) of 40mph at settlement gateways to reinforce the change of speed limit and road character are / may be appropriate.

Buffer Zones (40mph limit)

New proposed intermediate speed limits of 40mph have been identified at locations where higher approach speeds (50mph and above) are located at settlement boundaries.

Buffer zones are generally considered to comprise of a minimum buffer length of 400m (600m preferred) and includes the following elements as a minimum:

- 2no. Speed limit terminal signs
- 2no. Speed limit roundels
- 3no. Countdown markers to lower speed limit

Gateways

Gateway features are proposed near the start of speed limits at the edge of settlement boundaries to make it clear to drivers that they should reduce their speed. Gateways can be installed in a variety of layouts, however they generally include the following elements:

- Speed limit terminal signs
- Carriageway narrowing (either visually through the use of line marking or via physical build-outs)
- Colour contrast high friction surfacing
- Speed limit roundel (line markings)

The visualisation below illustrates a typical gateway arrangement.



Monitoring and Evaluation

Traffic speed measurements should be obtained before new speed limits are installed, and these measurements should be repeated at an appropriate time after commencement, to indicate if there has been a change in driver behaviour. Where it is considered that speeds have not sufficiently reduced, further traffic calming features could be considered.

Item 16

West Lothian Council

COST ESTIMATES FOR BUFFER ZONES AND GATEWAYS

WLC 20mph Assessment - Buffer Zones and Gateways - Cost Estimate

Item 161

The cost estimate has been prepared using approximate estimating rates extracted from 'SPON's Civil Engineering and Highway Works Price Book 2019'.

The cost estimate does not include allowances for:

- Statutory approvals/ consents.
- Design and supervision fees
- Value Added Tax (VAT) and inflation, as the date of construction is yet to be established.
- Diversionary works for utilities
- Ground conditions and any associated works
- Drainage requirements
- Temporary traffic management

No formal assessment of risk has been undertaken in preparing the cost estimates due to the limited information available at present.

it should be noted that costs could increase or decrease once more information becomes available and the design process advances. Consequently, the estimates provided should only be used as a broad indication of construction costs for the proposed works.

This is an engineering budget estimate, if specific cost advice is required then it is recommended that a specialist cost consultant is appointed.

	Name	Position	Date
Prepared by	S. Graham	Transport Planner	06/02/2023
Reviewed by	S. McGinn	Senior Transport Planner	06/02/2023
Approved by	S. McGinn	Senior Transport Planner	06/02/2023

Typical Gateway Cost

Item Description	Unit	Price	Quantity	Cost
Terminal Sign	No.	£2,300.00	2	£4,600.00
Speed Limit Roundel	No.	£200.00	1	£200.00
Hatching	m2	£7.50	30	£225.00
High Friction Surfacing	m2	£32.00	75	£2,400.00
Total				£7,425.00
Preliminaries @15%				£1,113.75
Contingencies @20%				£1,485.00
Sub-total (Excl. Optimism Bias)				£10,023.75
Optimism Bias @46%				£4,610.93
Total Construction Cost				£14,634.68




Typical Buffer Zone Cost

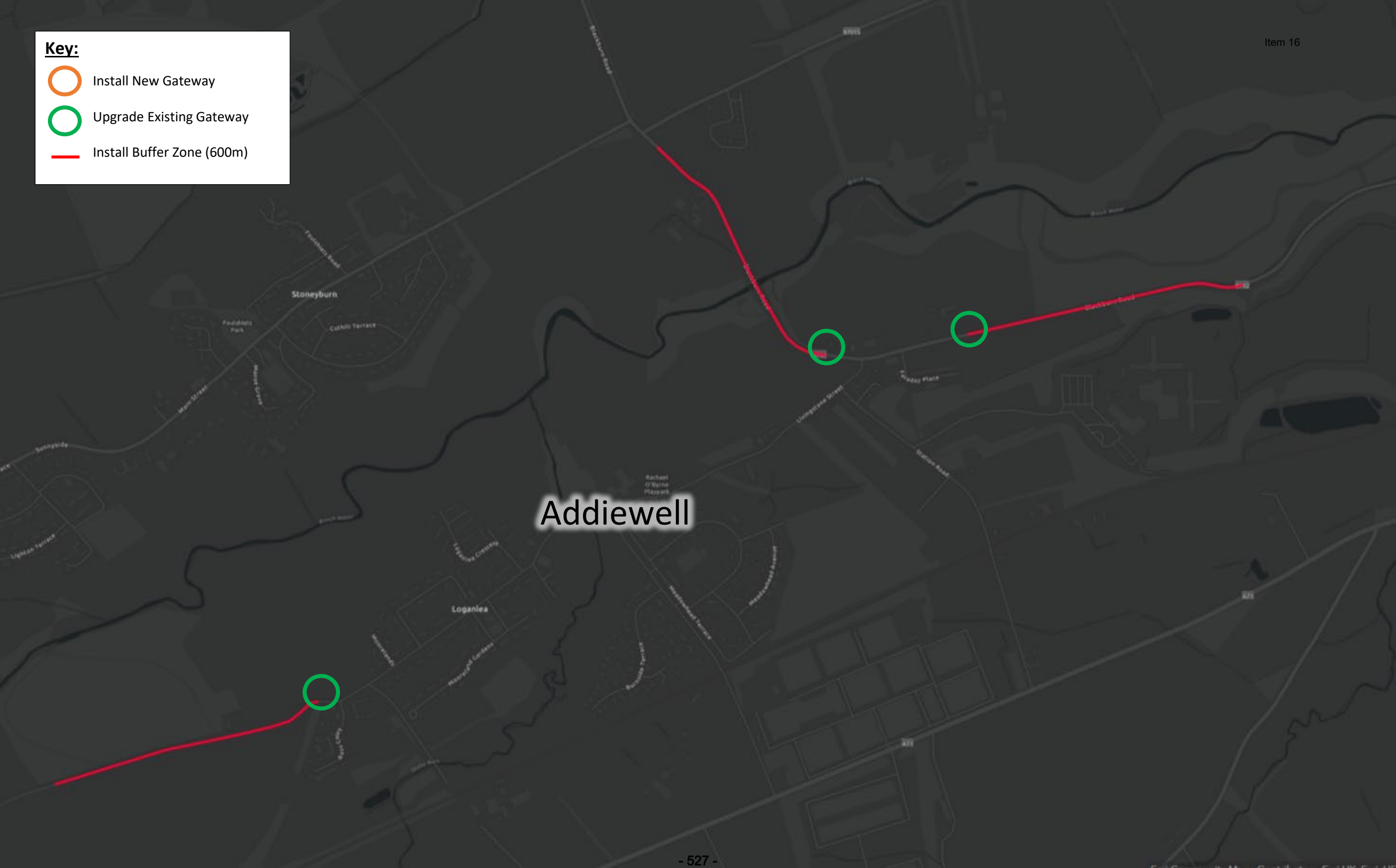
Item Description	Unit	Price	Quantity	Cost
Terminal Sign	No.	£2,300.00	2	£4,600.00
Speed Limit Roundel	No.	£200.00	2	£400.00
Countdown Markers	No.	£520.00	3	£1,560.00
Total				£6,560.00
Preliminaries @15%				£984.00
Contingencies @20%				£1,312.00
Sub-total (Excl. Optimism Bias)				£8,856.00
Optimism Bias @46%				£4,073.76
Total Construction Cost				£12,929.76

West Lothian Council




OVERVIEW OF PROPOSED GATEWAY AND BUFFER ZONE LOCATIONS

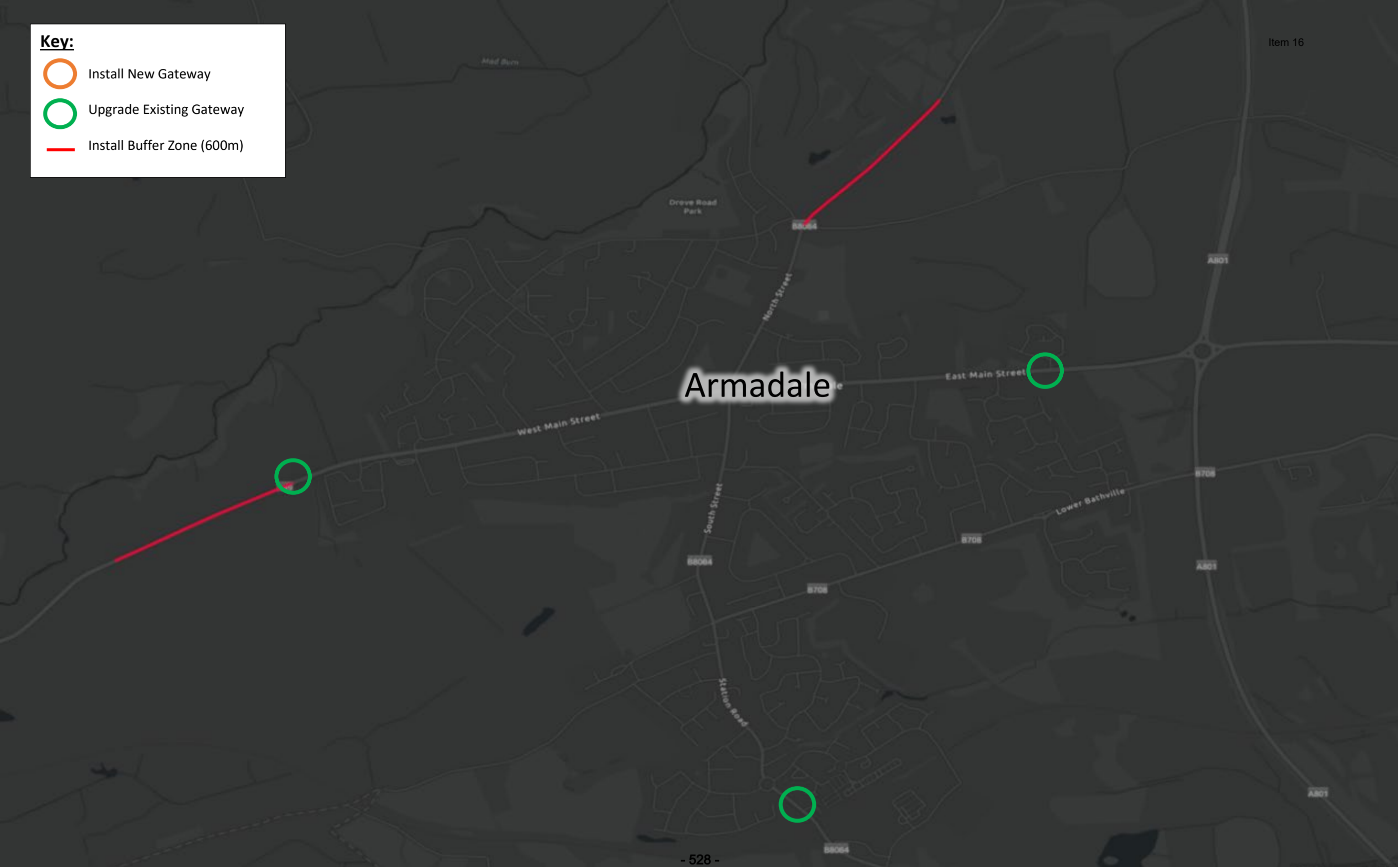
Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Key:



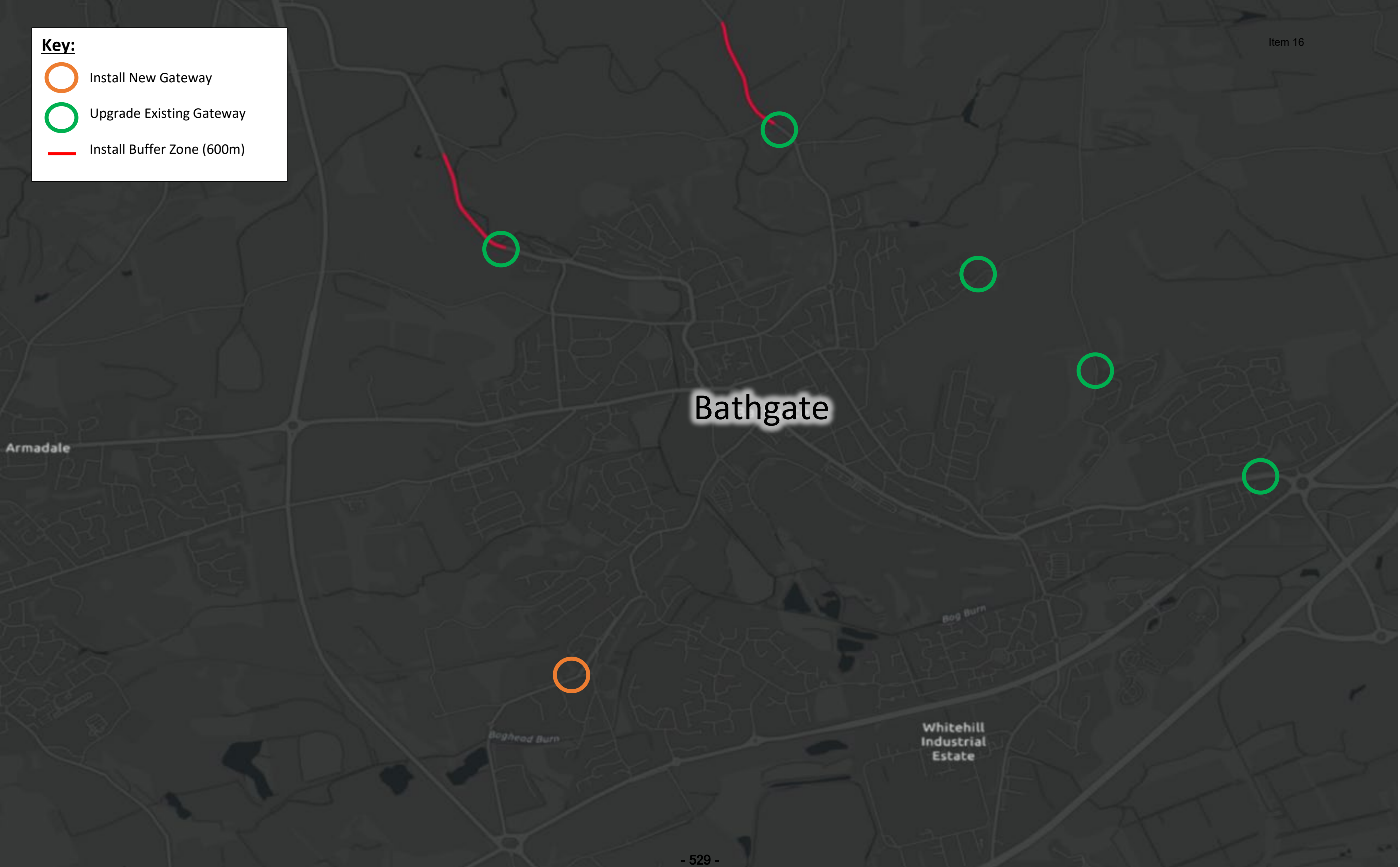
Install New Gateway






Upgrade Existing Gateway

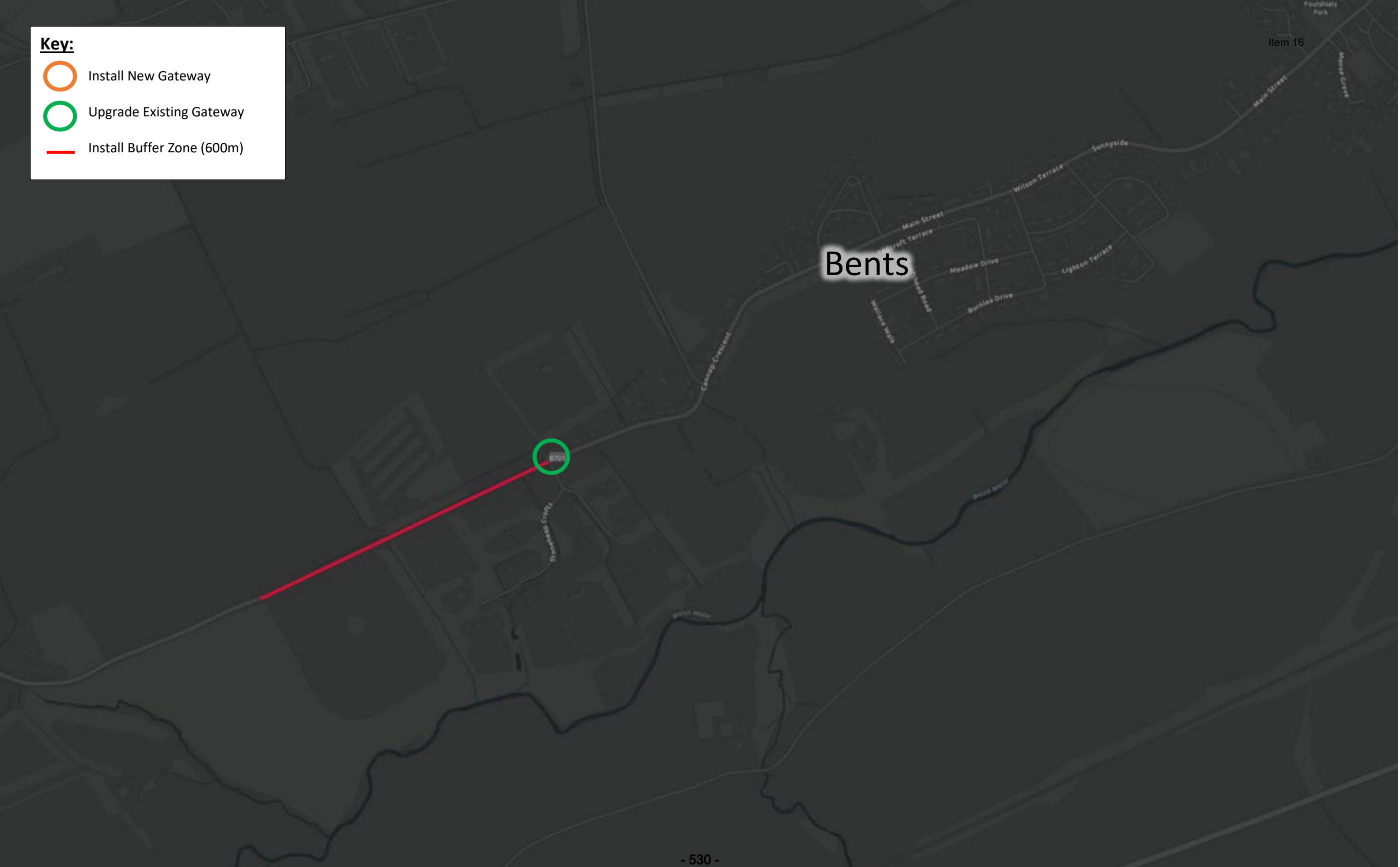


Install Buffer Zone (600m)






Key:

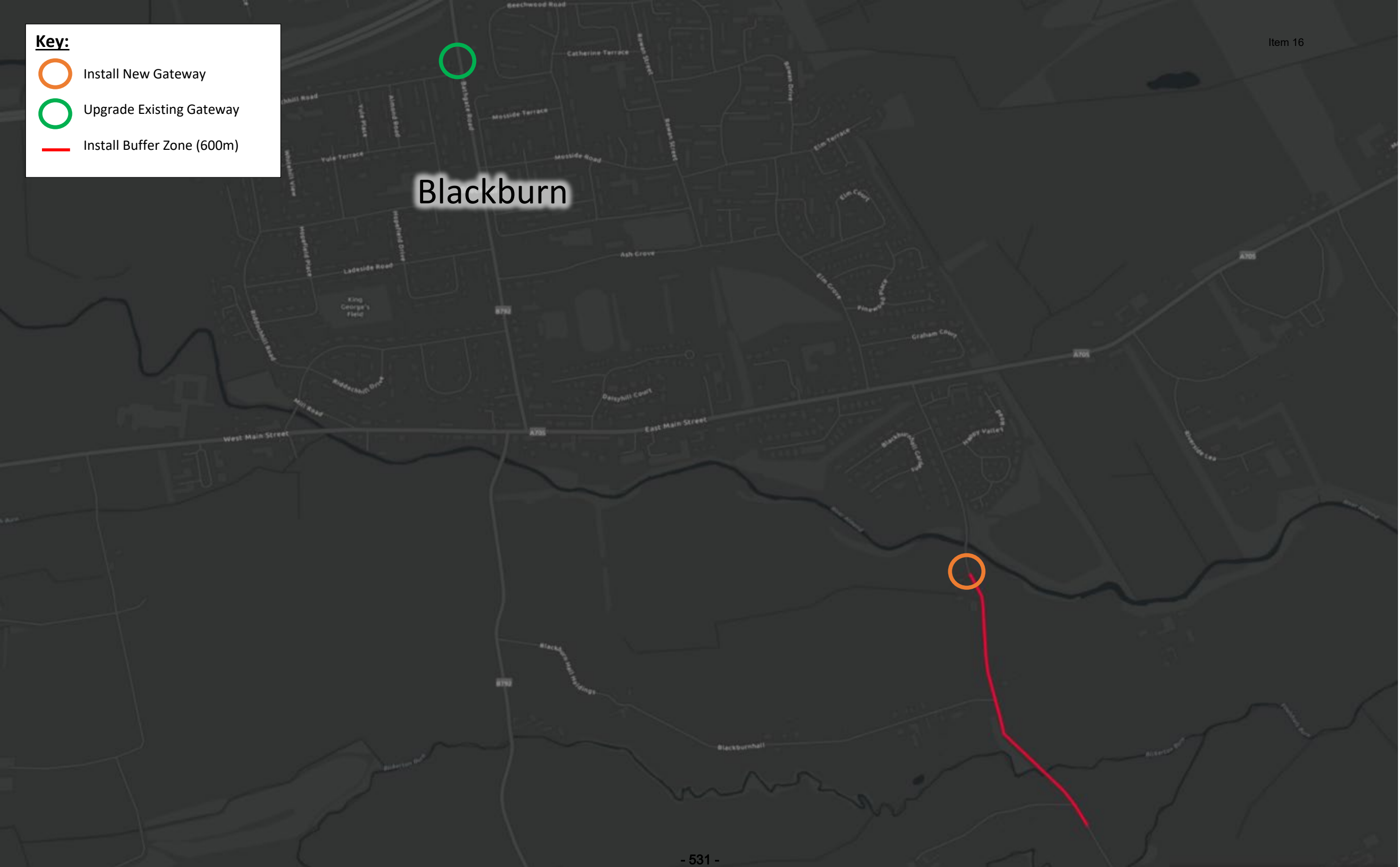
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)






Key:

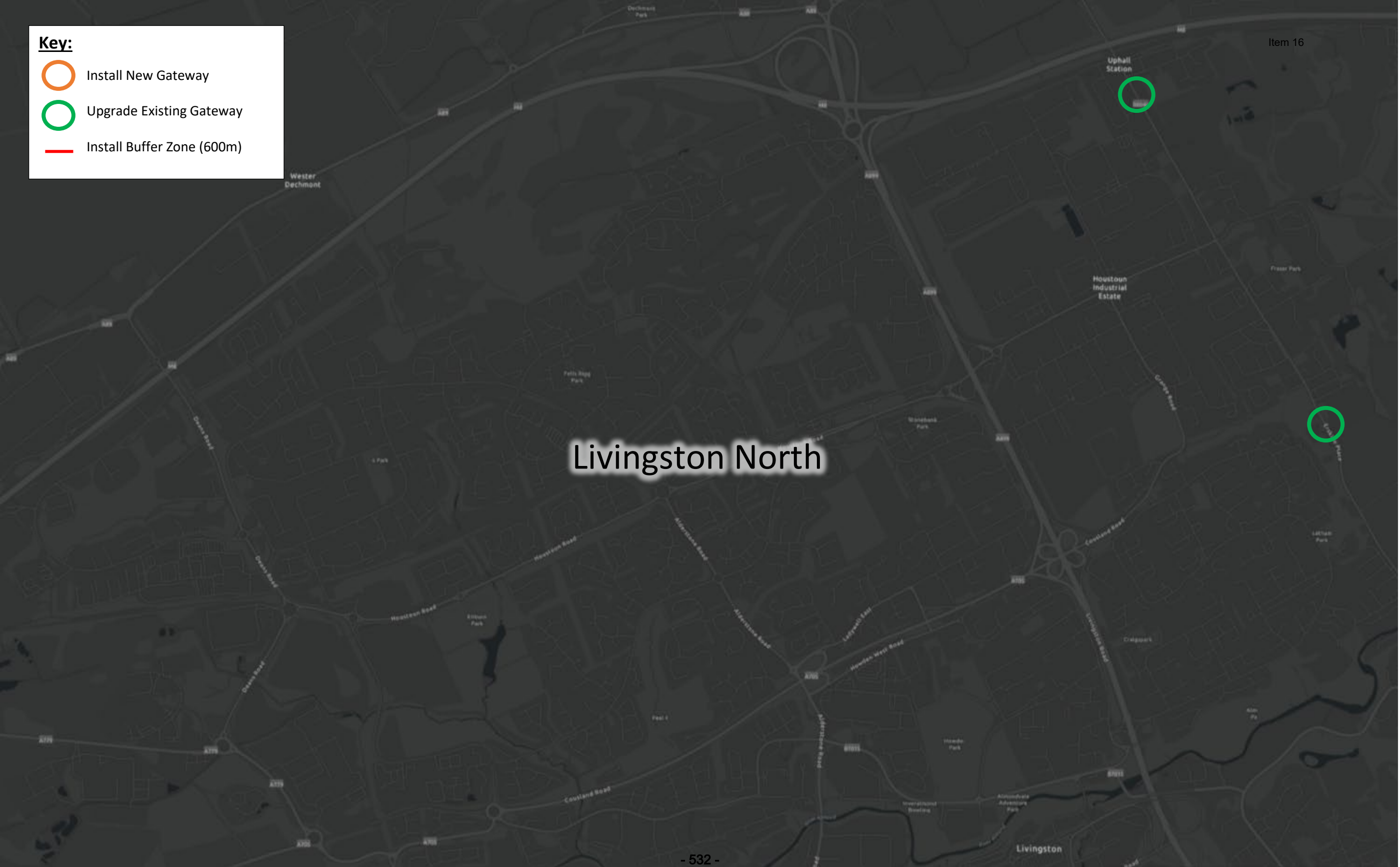
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)

Blackburn



Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Item 16




Livingston North

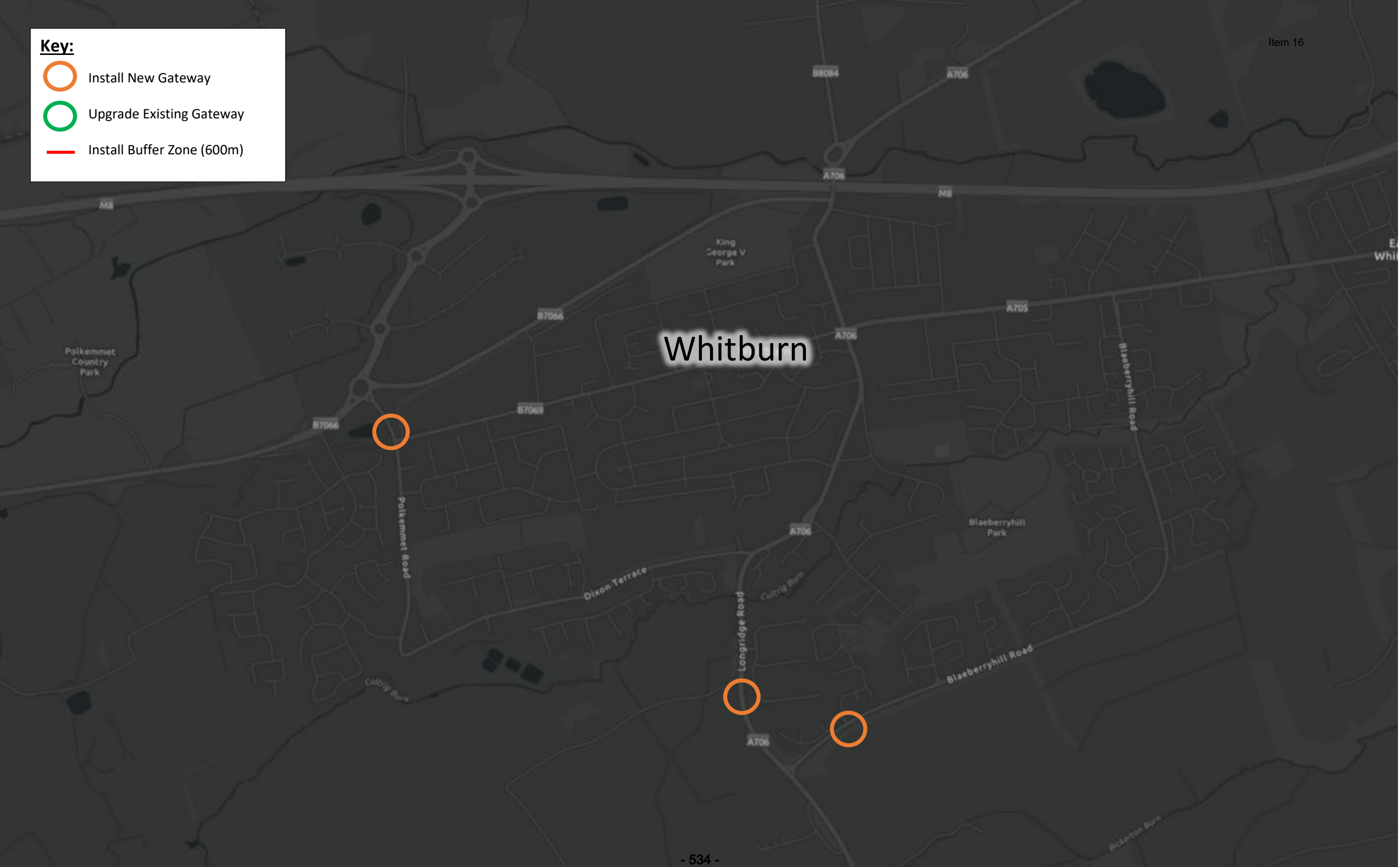
- Key:**
- Install New Gateway
 - Upgrade Existing Gateway
 - Install Buffer Zone (600m)

Livingston South

Item 16




Key:

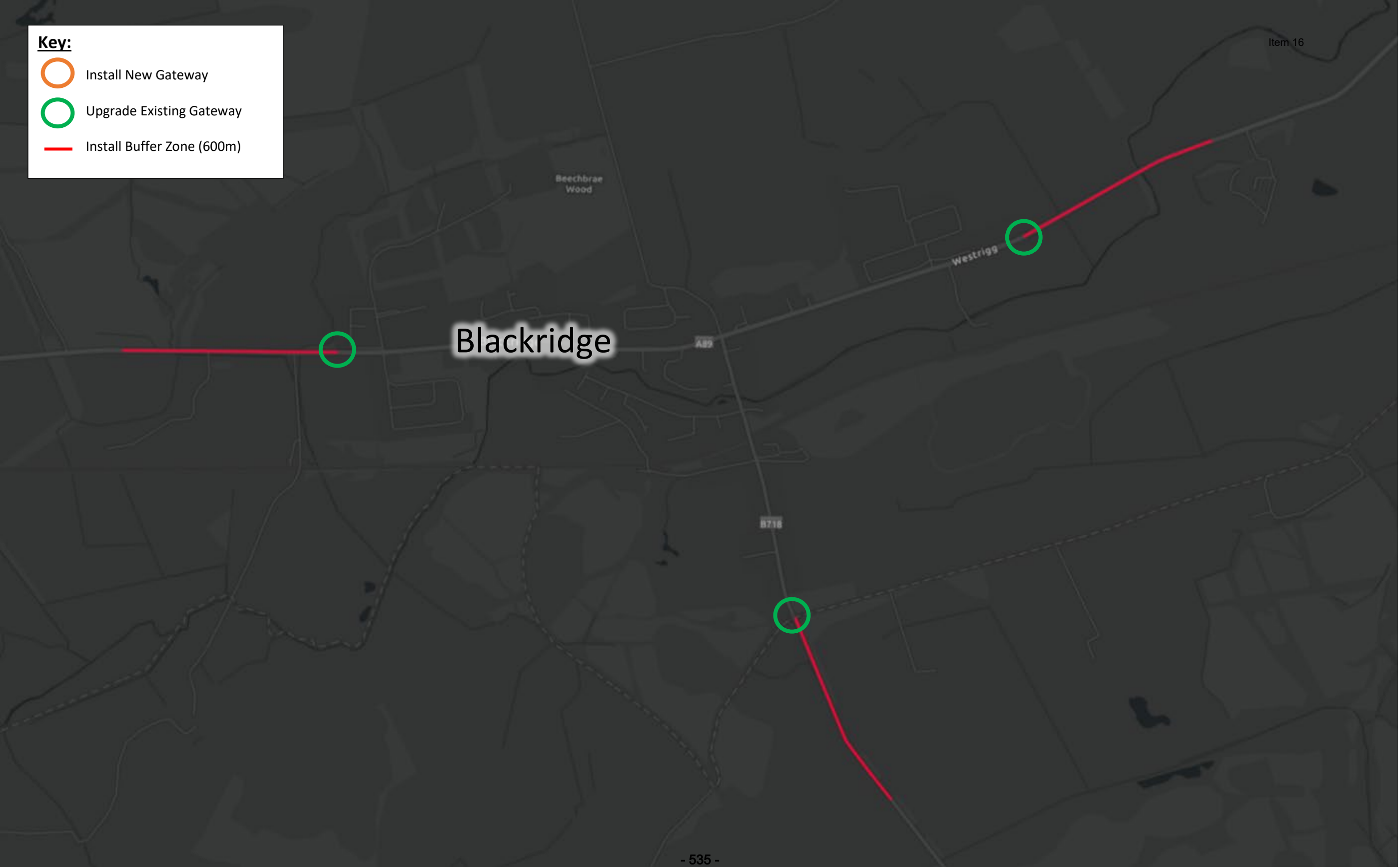
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)






Whitburn

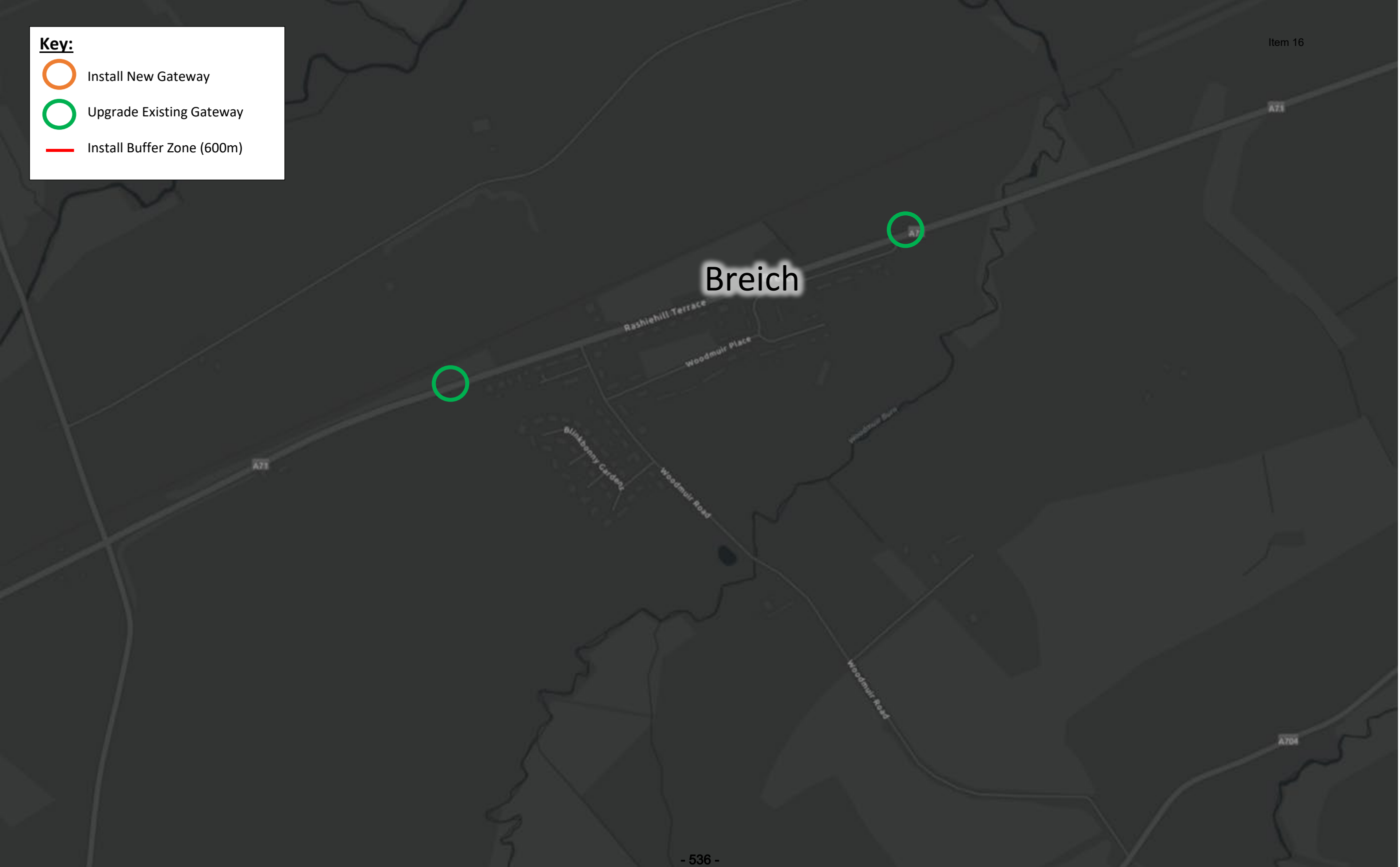
Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)






Key:

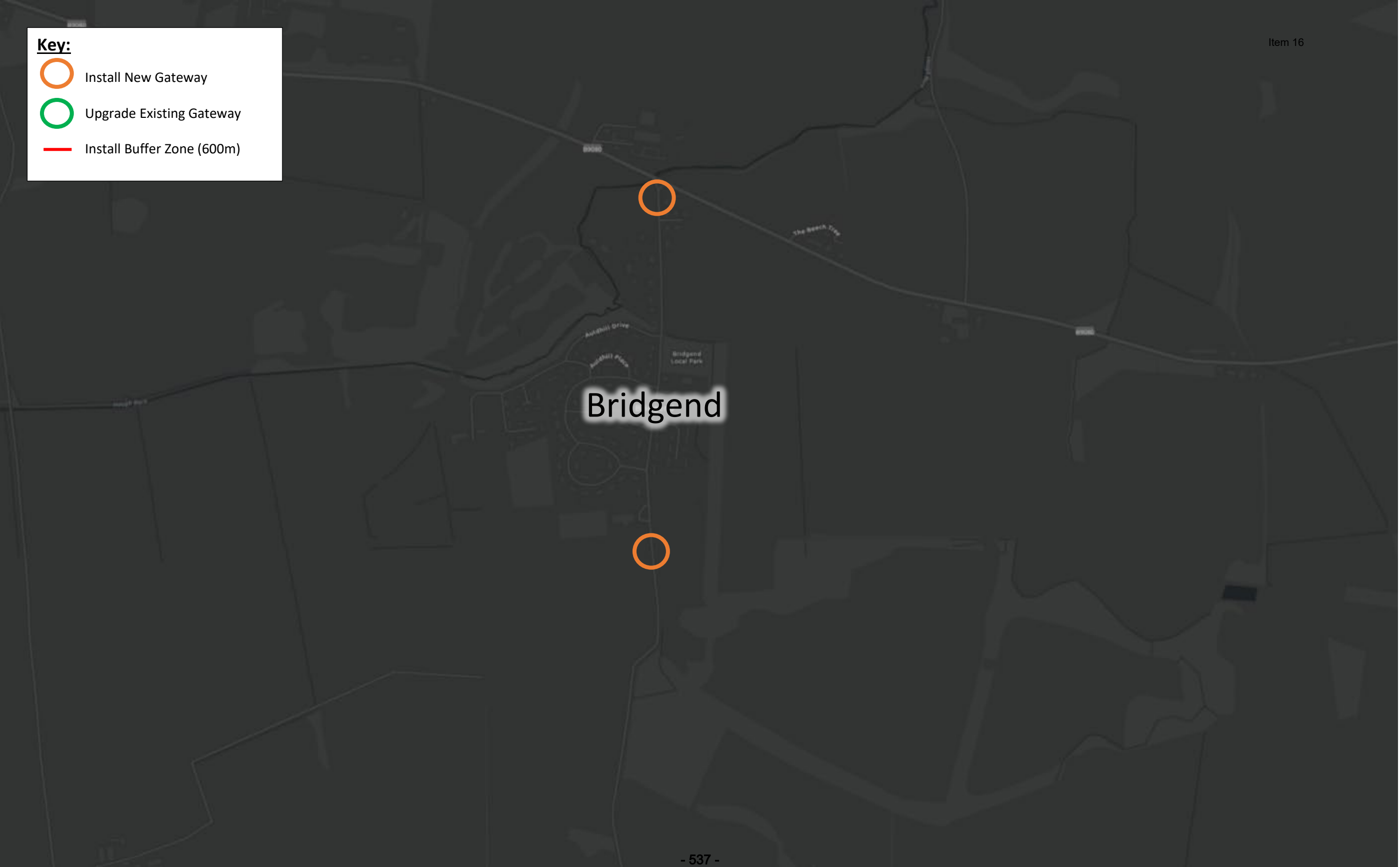
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Breich


Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



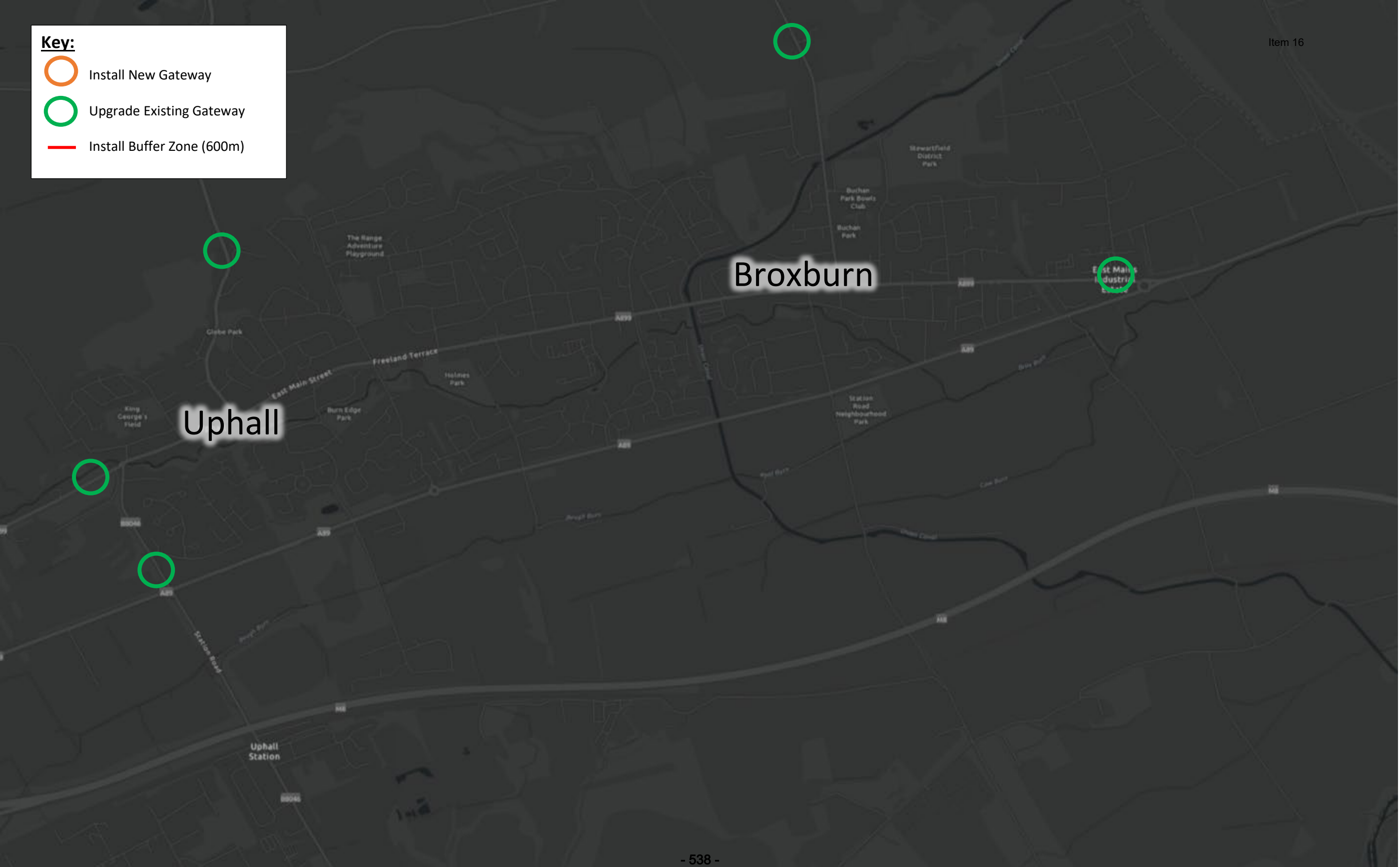
Bridgend

Key:




 Install New Gateway

 Upgrade Existing Gateway

 Install Buffer Zone (600m)






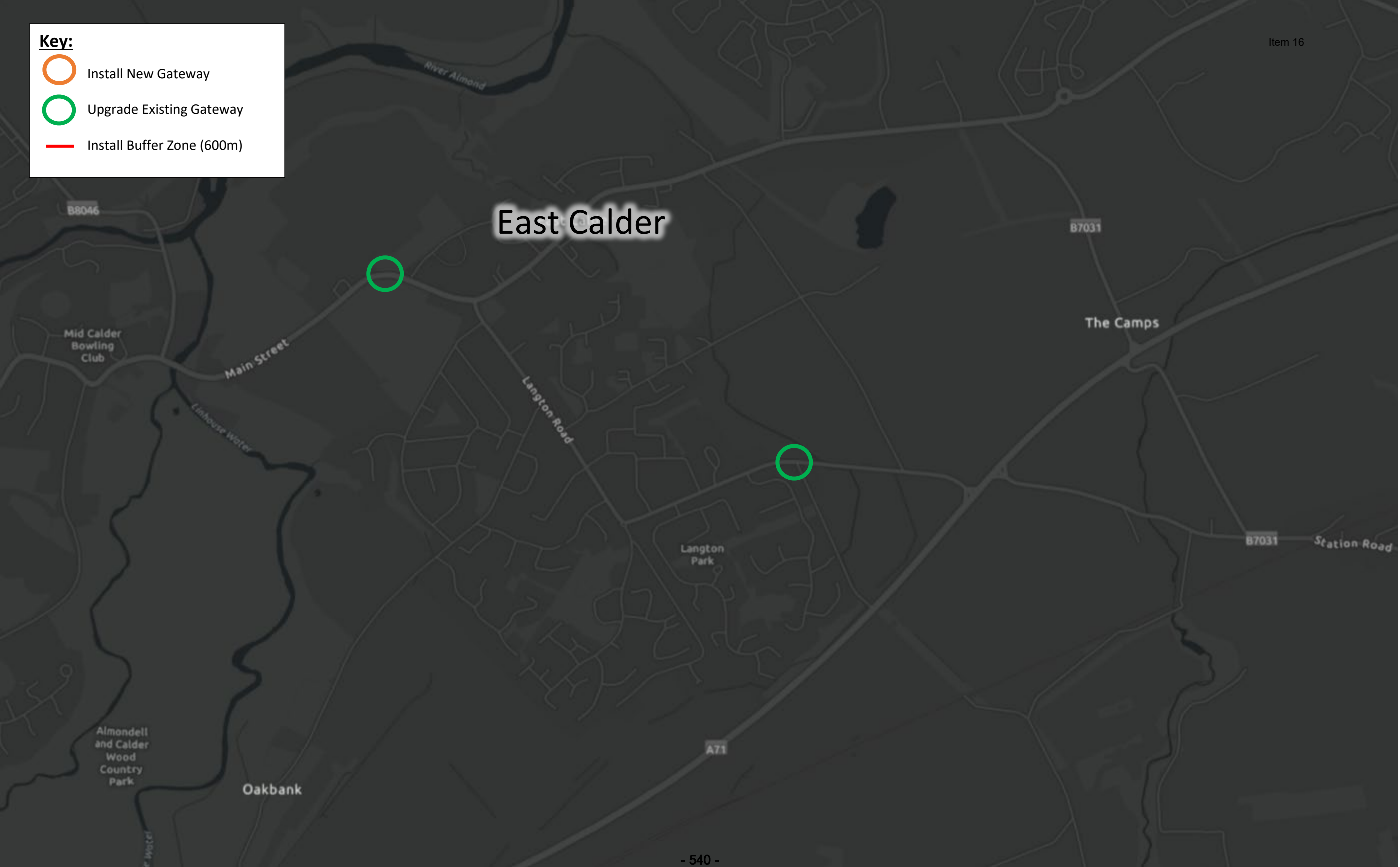
Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)






Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)




Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)


Item 16

East Whitburn

Key:

 Install New Gateway




 Upgrade Existing Gateway

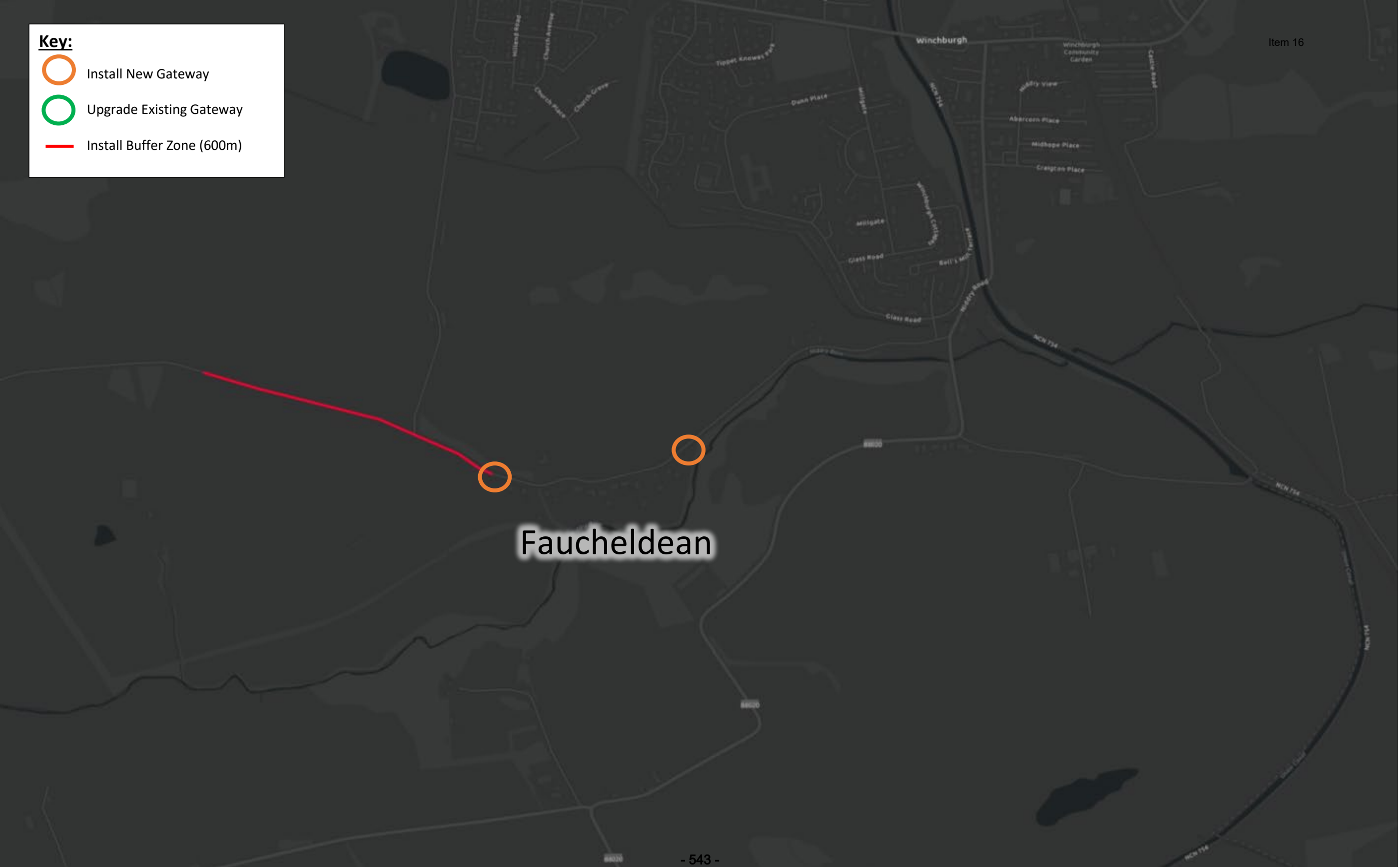
 Install Buffer Zone (600m)

Item 16

Ecclesmachan




Key:

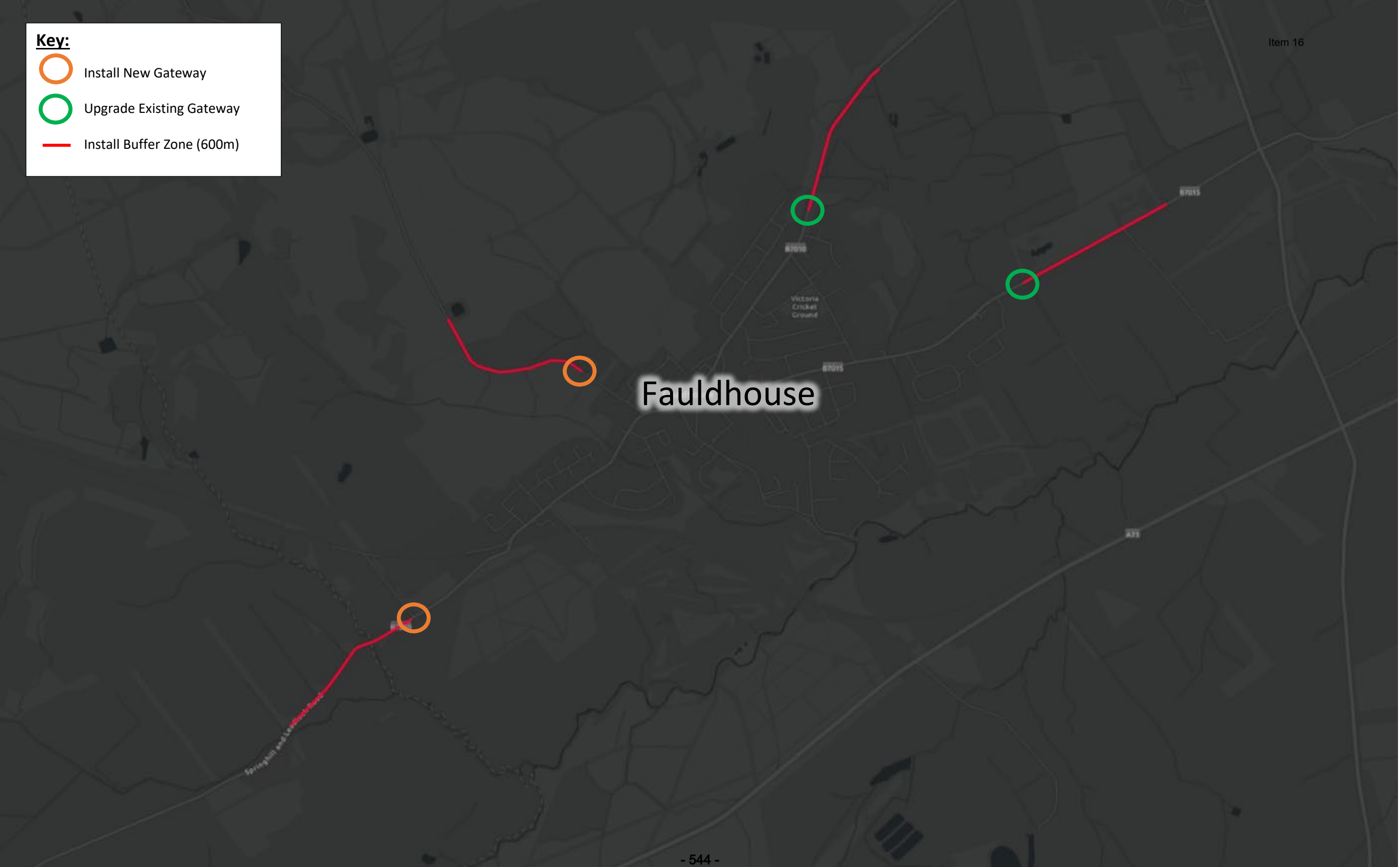
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Faucheldean

Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Fauldhouse

Key:



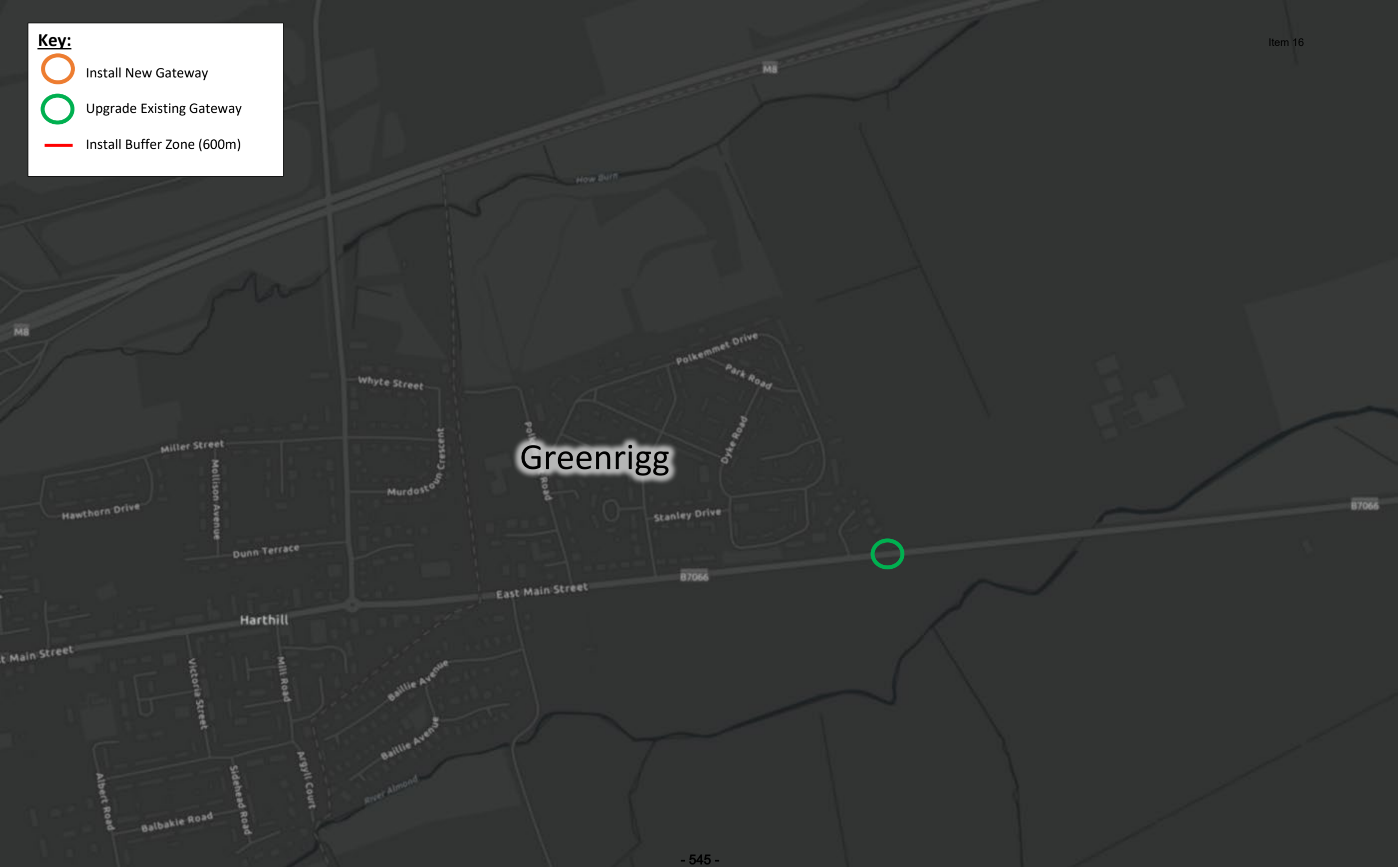
Install New Gateway



Upgrade Existing Gateway




Install Buffer Zone (600m)



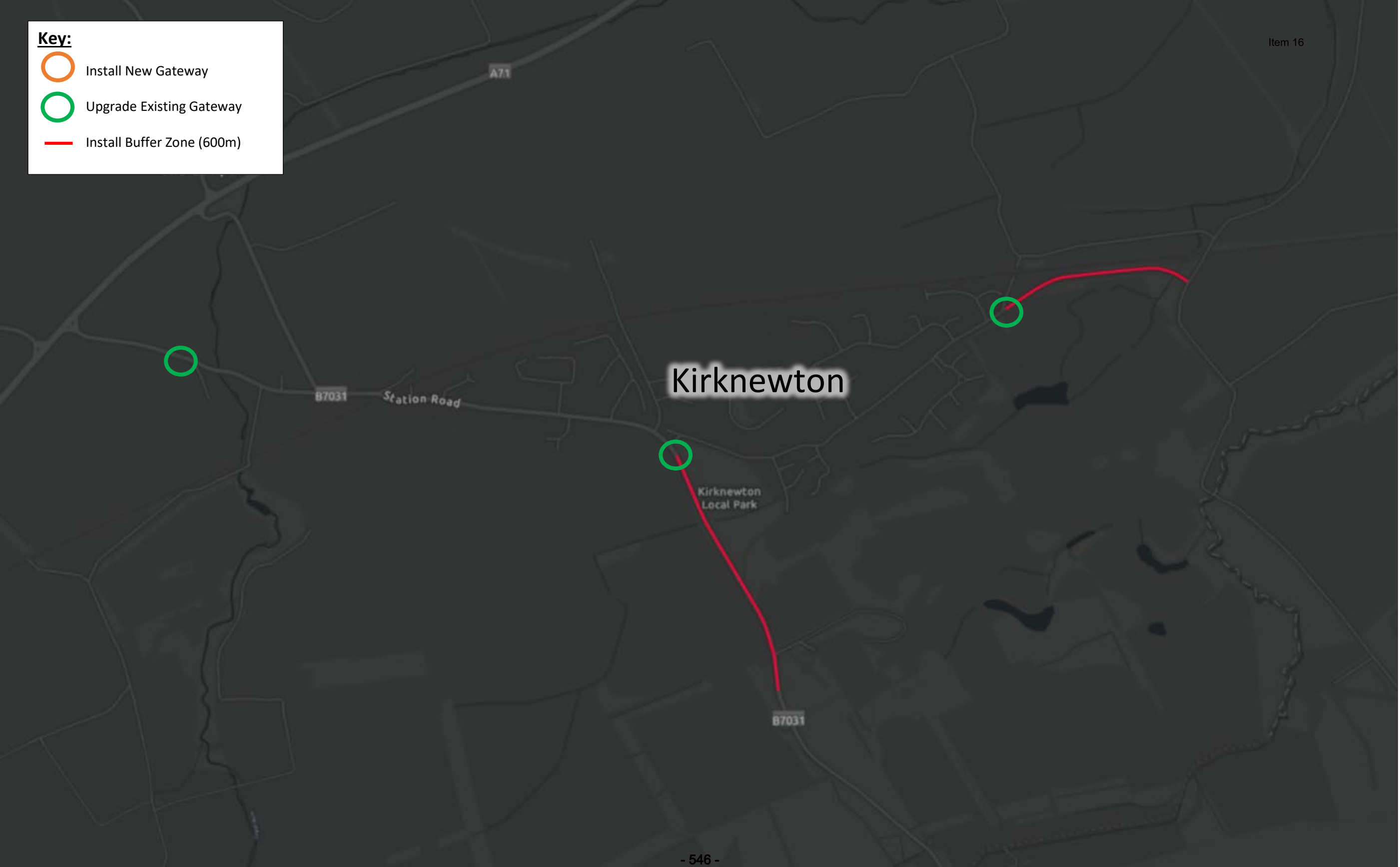
Greenrigg

Key:

 Install New Gateway

 Upgrade Existing Gateway

 Install Buffer Zone (600m)



Kirknewton

B7031




Station Road

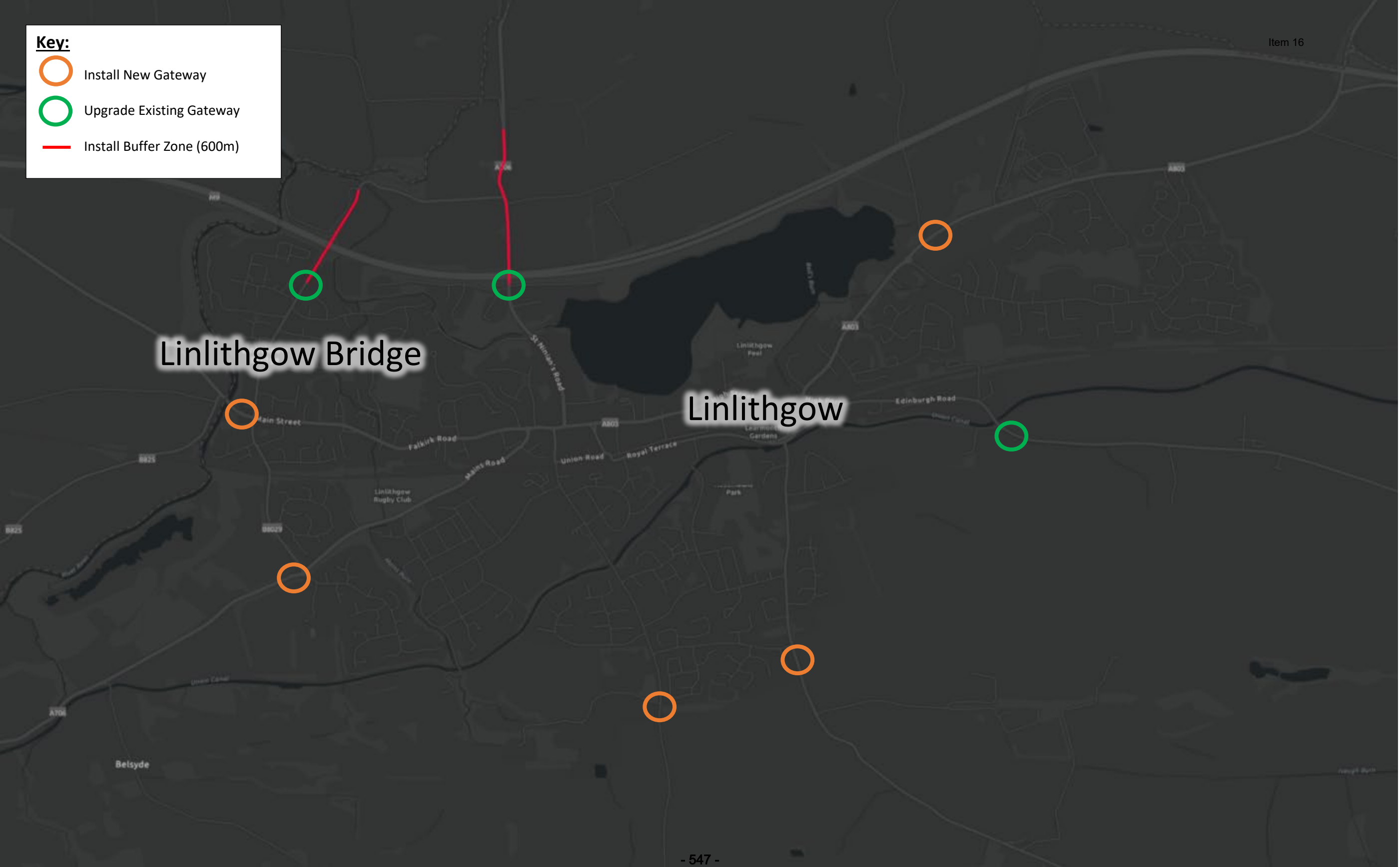
A71

B7031

Kirknewton
Local Park

Key:




-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)

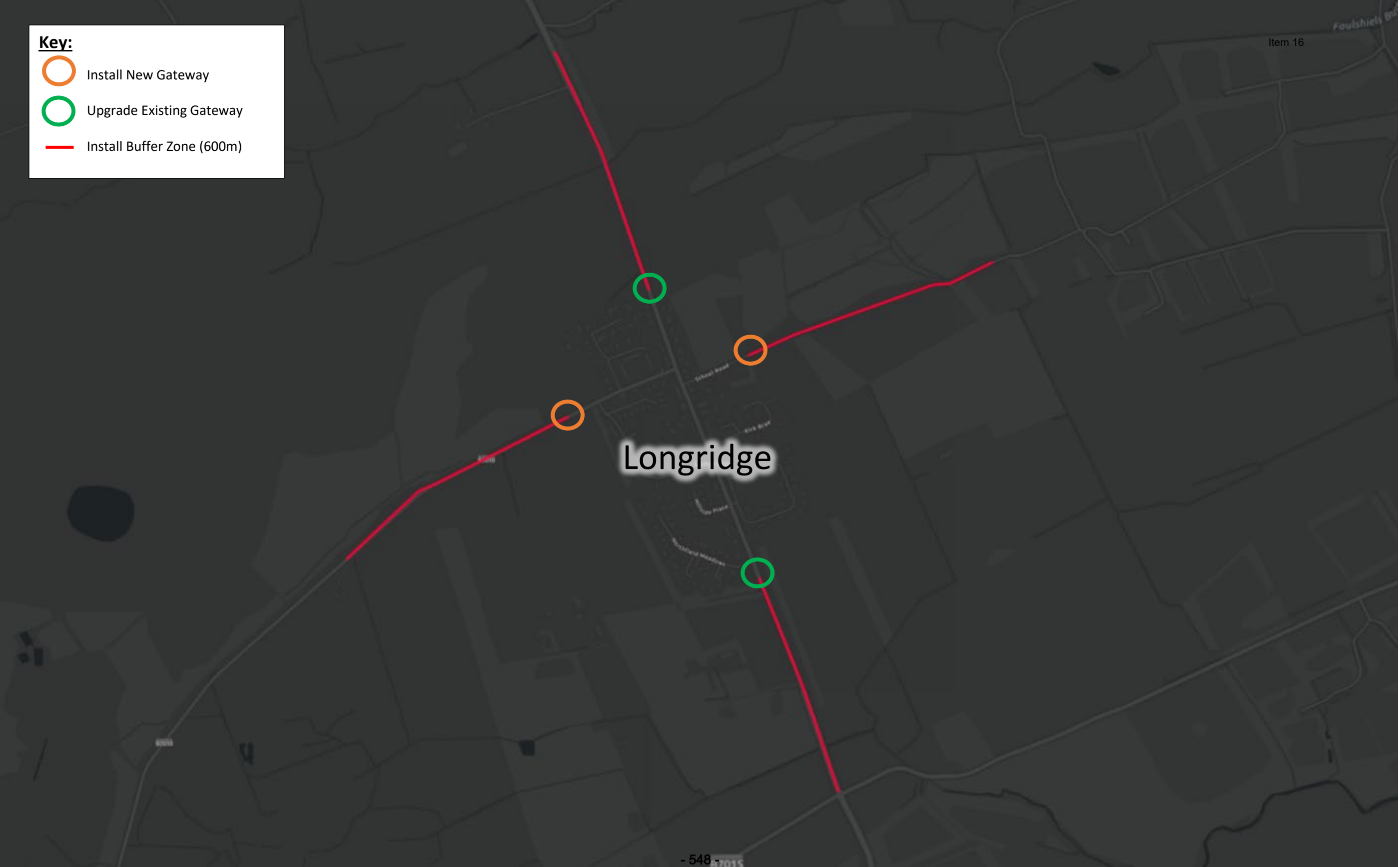


Linlithgow Bridge




Linlithgow

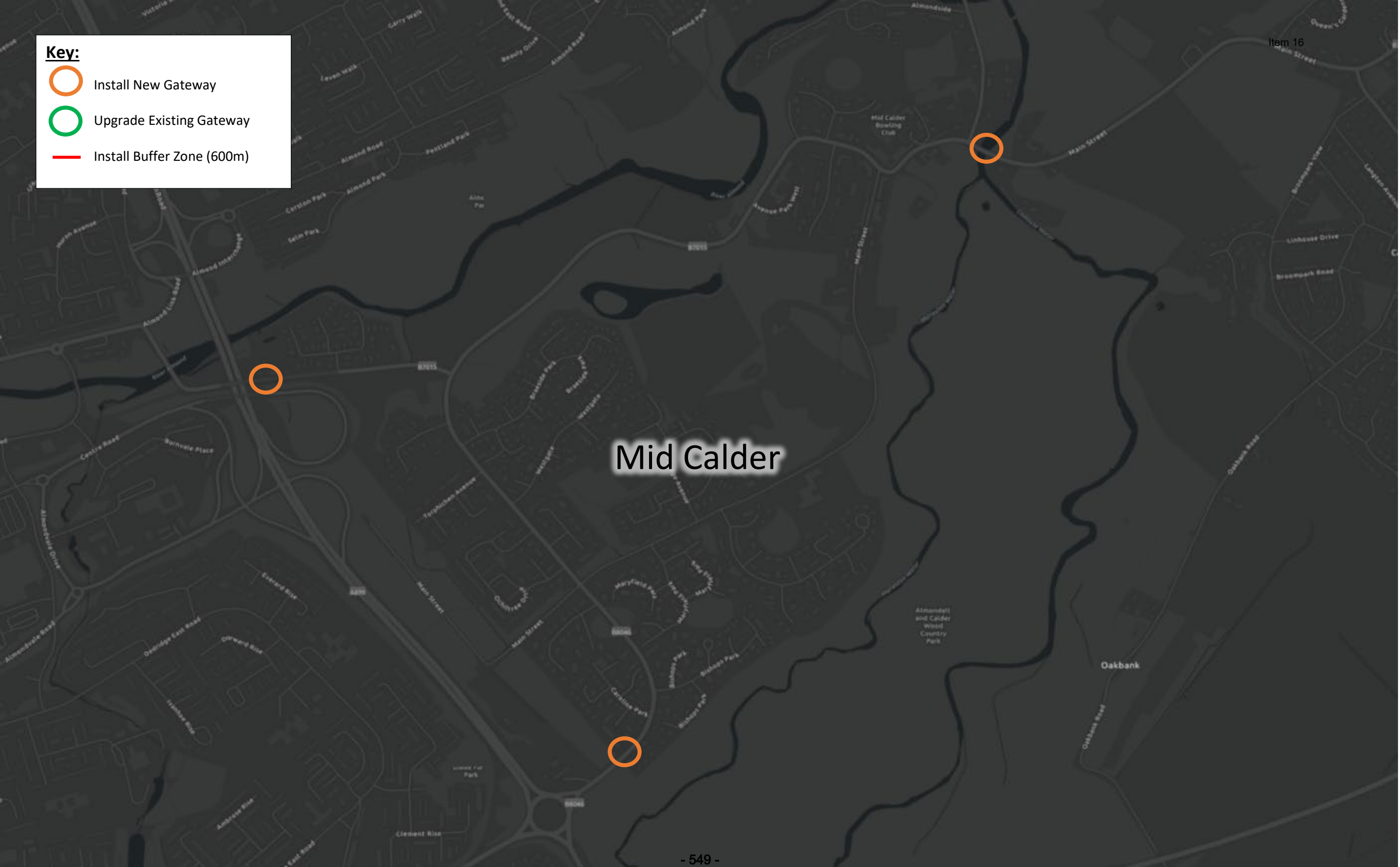
Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)






Key:

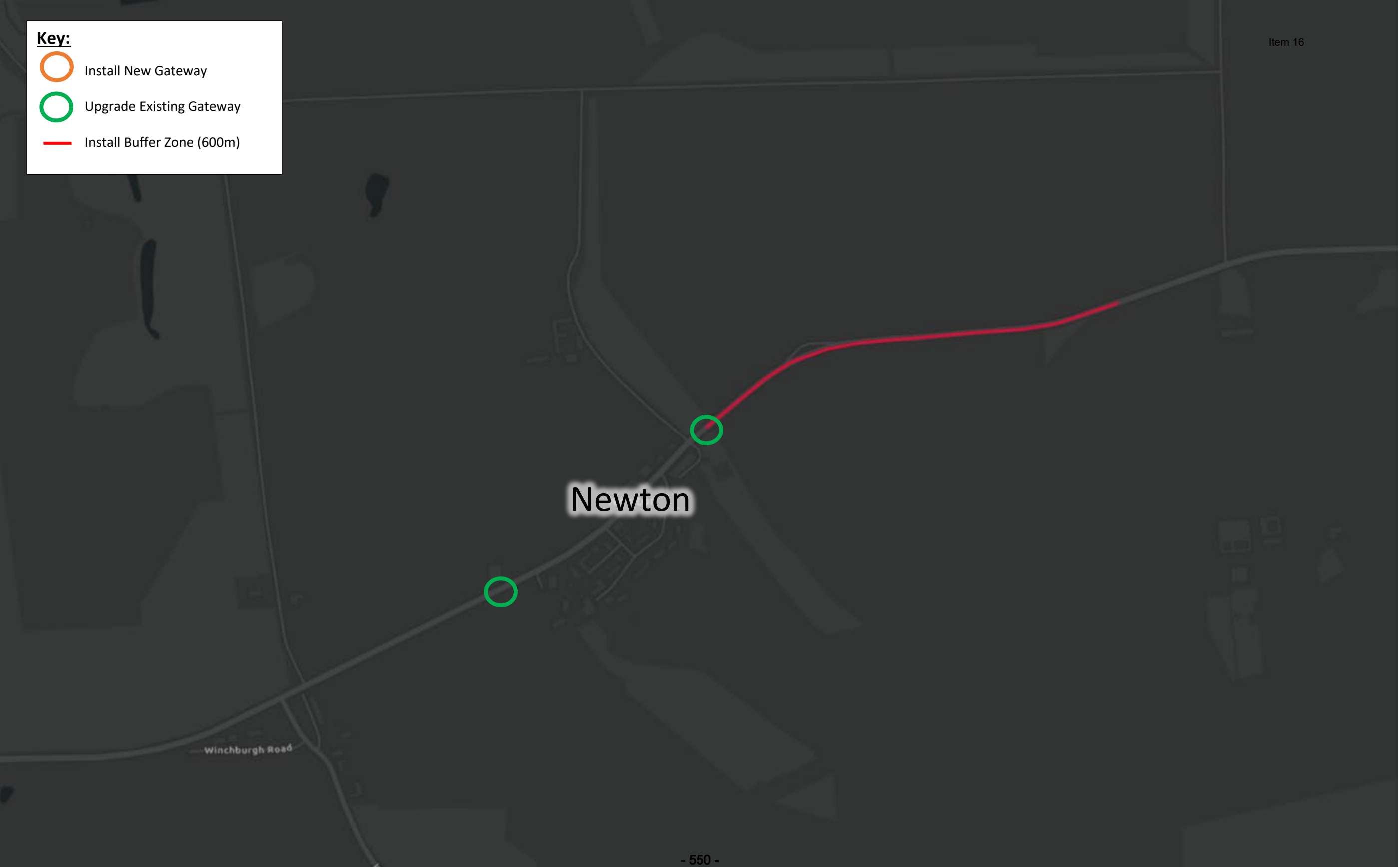
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Mid Calder

Key:




-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)

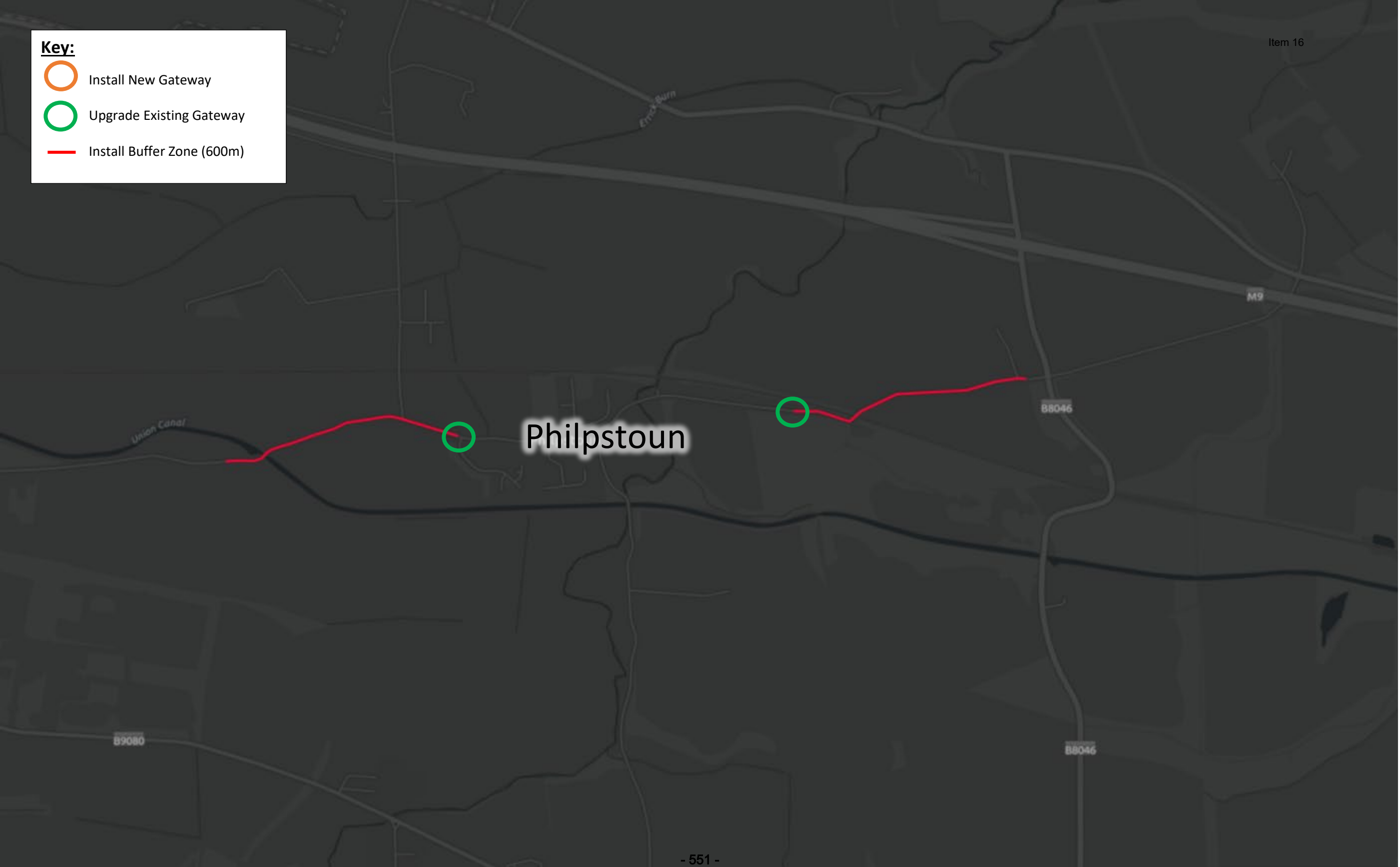


Newton




Winchburgh Road

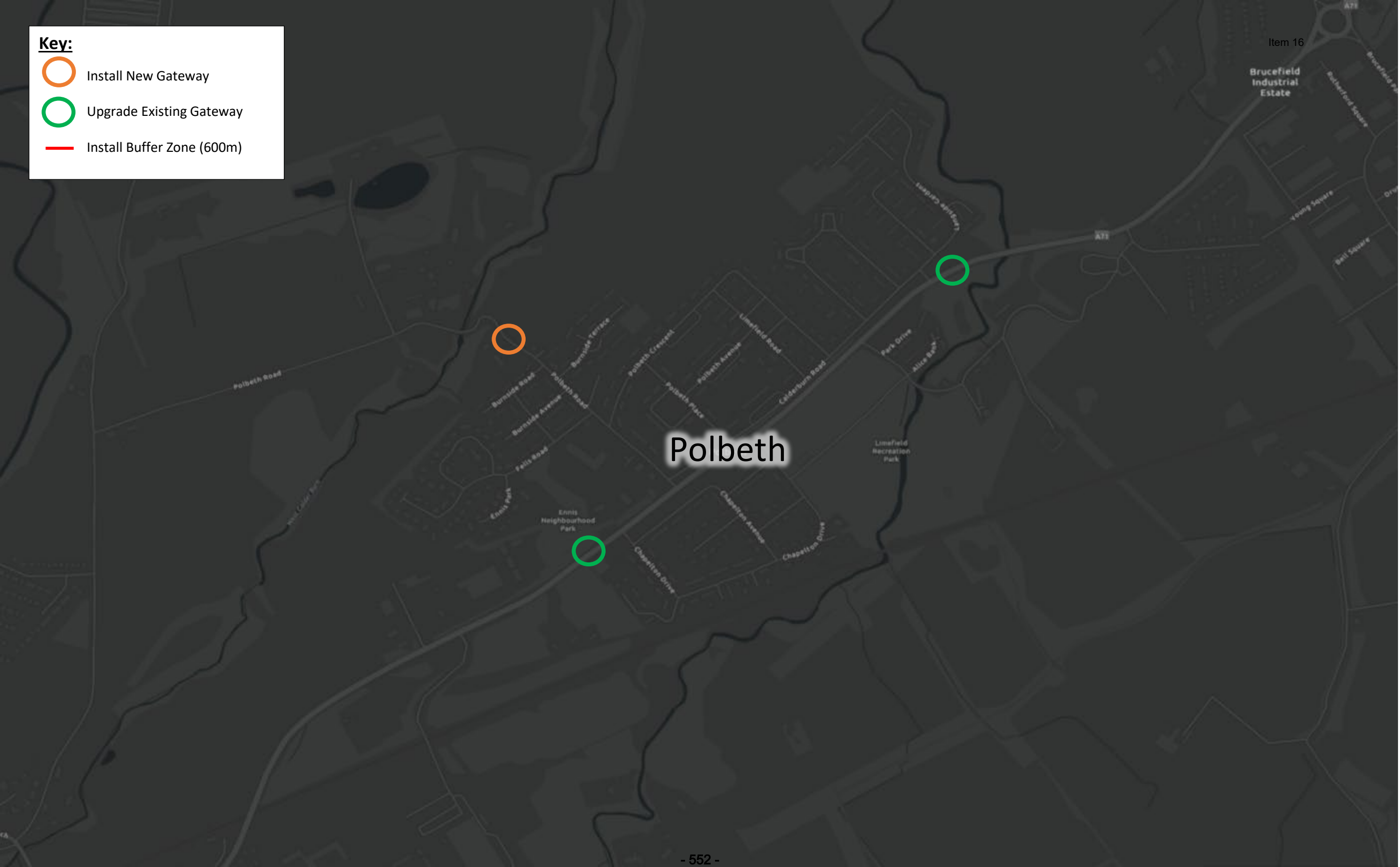
Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)





Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Key:

 Install New Gateway


 Upgrade Existing Gateway

 Install Buffer Zone (600m)

Seafield

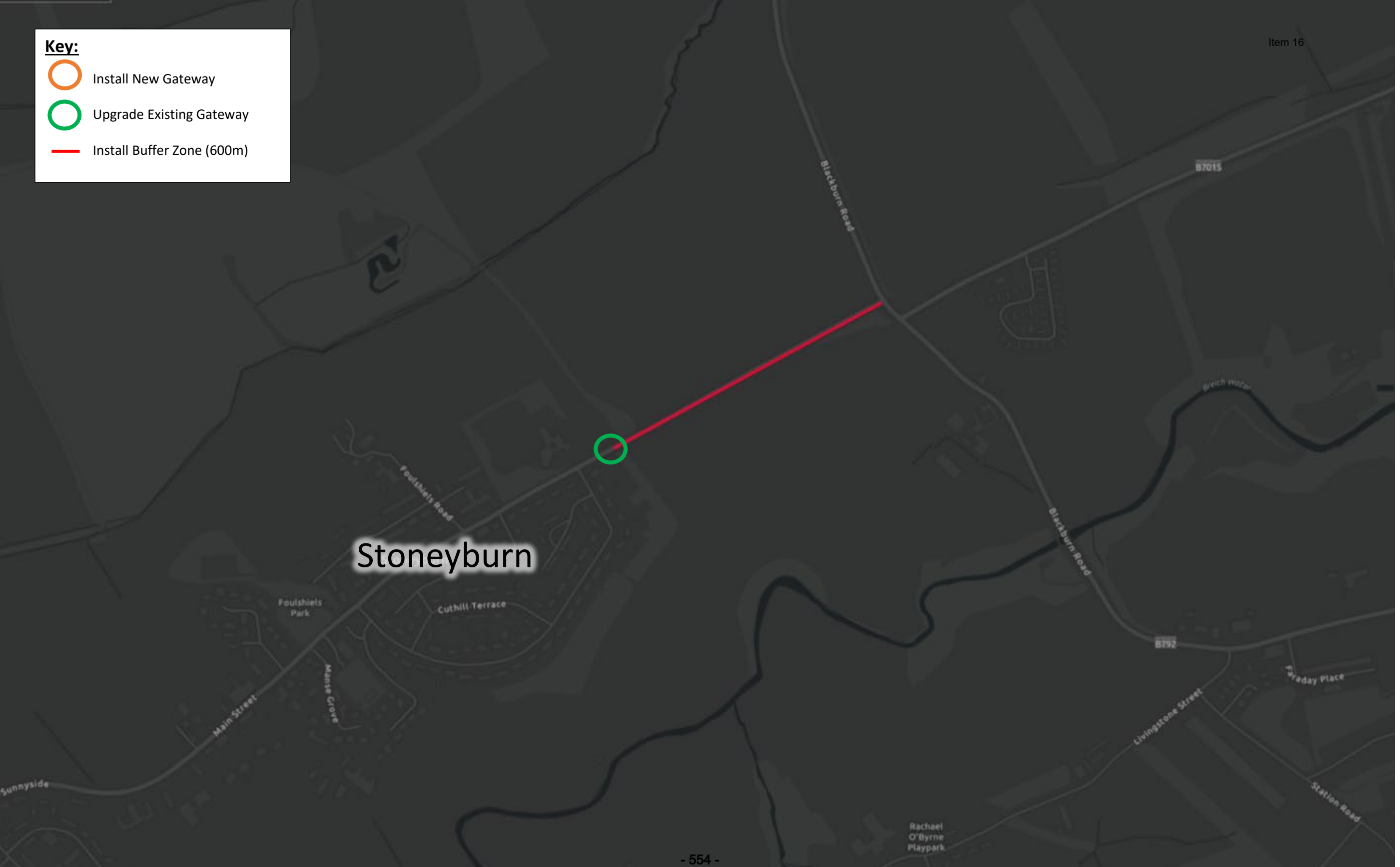
Item 16

Key:

 Install New Gateway

 Upgrade Existing Gateway

 Install Buffer Zone (600m)



Stoneyburn

Key:



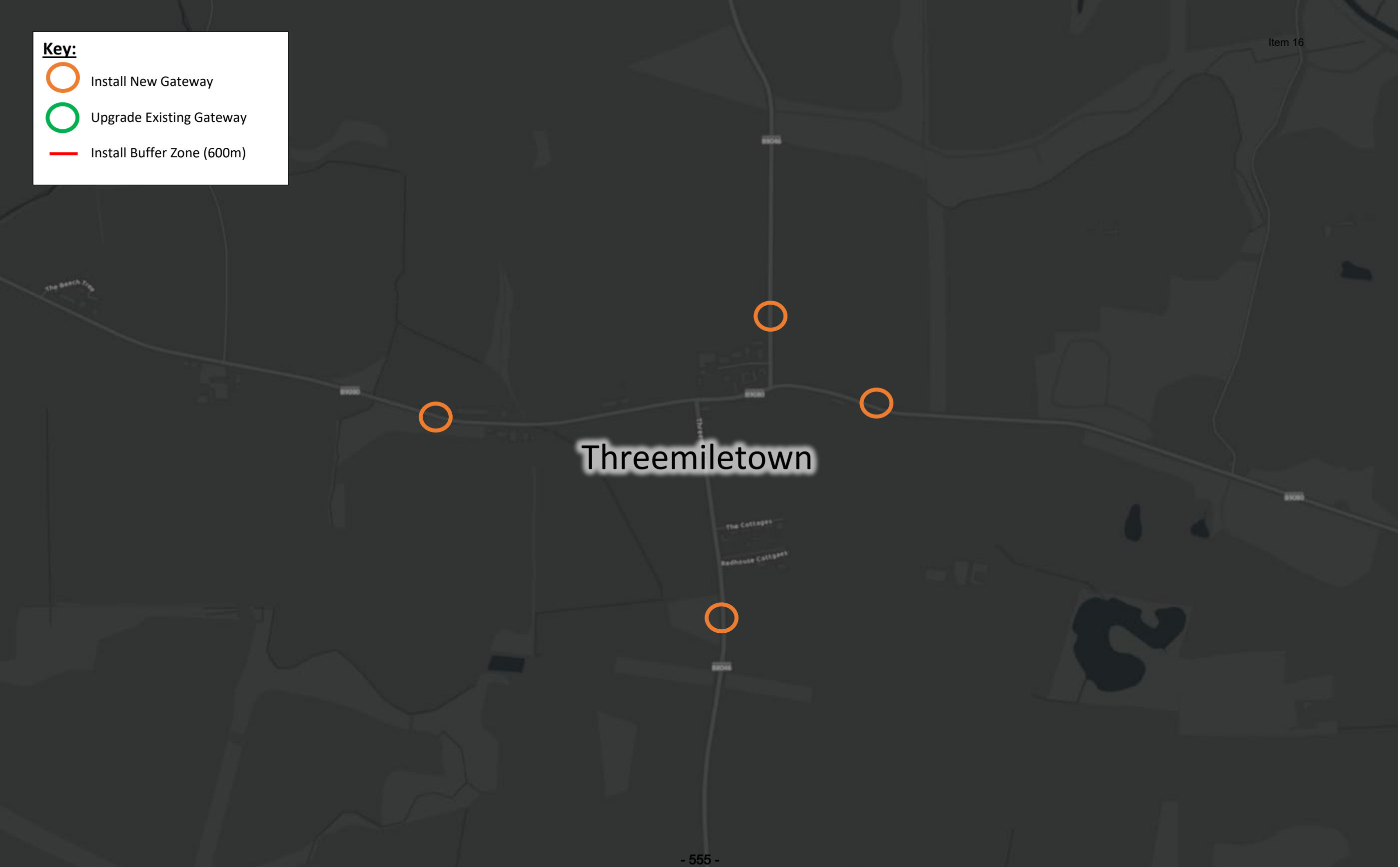
Install New Gateway



Upgrade Existing Gateway



Install Buffer Zone (600m)



Key:



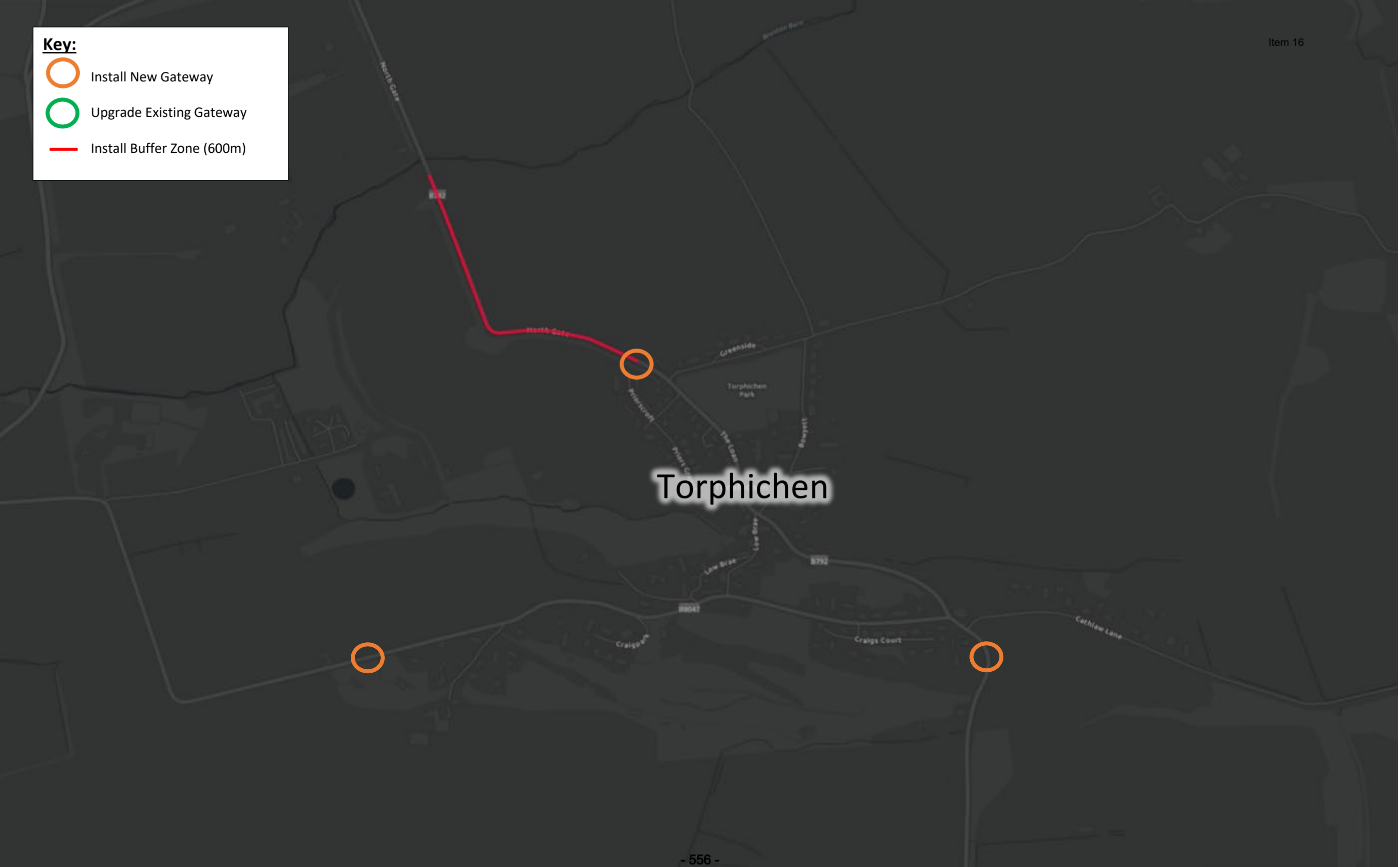
Install New Gateway



Upgrade Existing Gateway




Install Buffer Zone (600m)



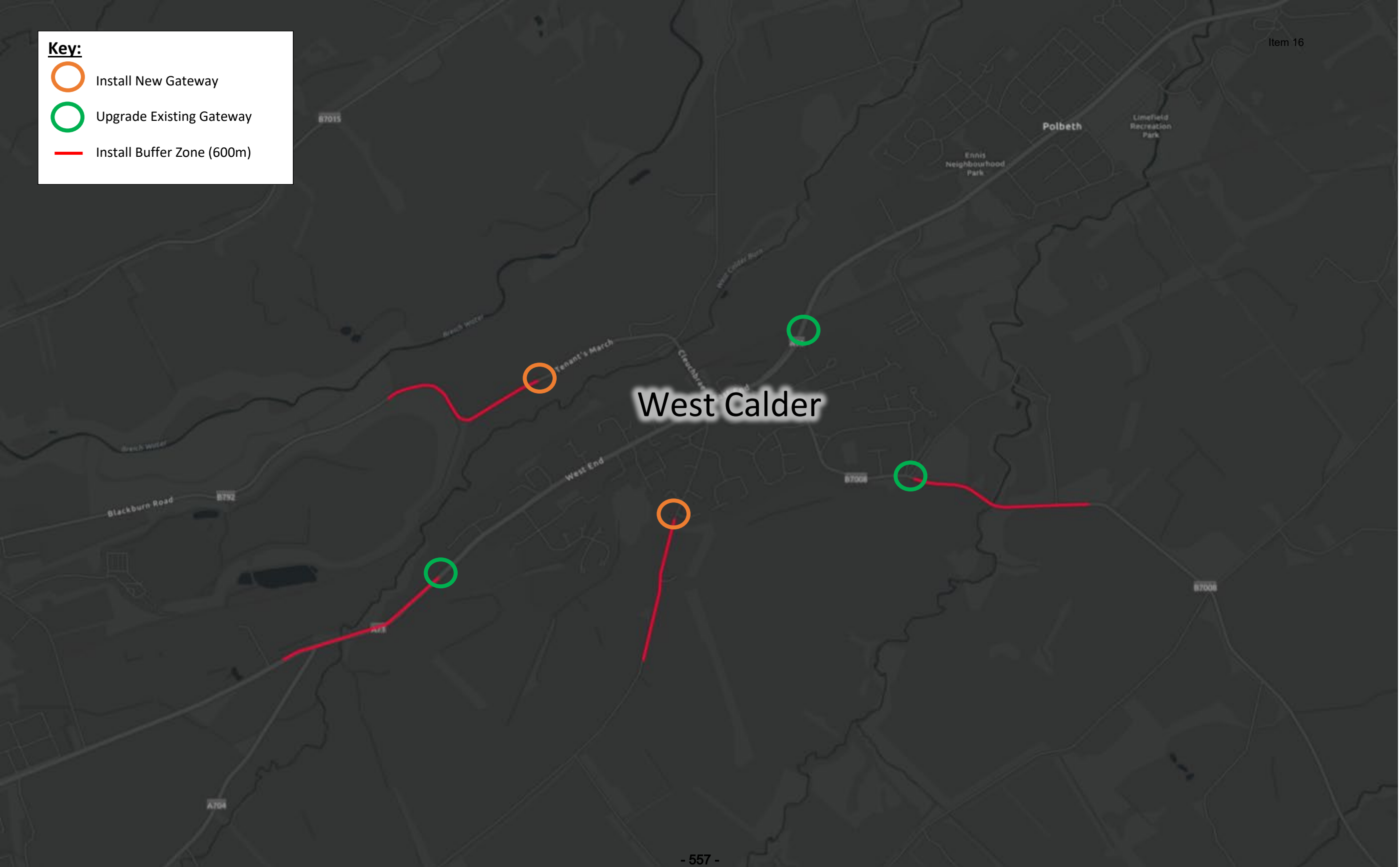
Torphichen

Key:

 Install New Gateway

 Upgrade Existing Gateway

 Install Buffer Zone (600m)



Key:



Install New Gateway






Upgrade Existing Gateway

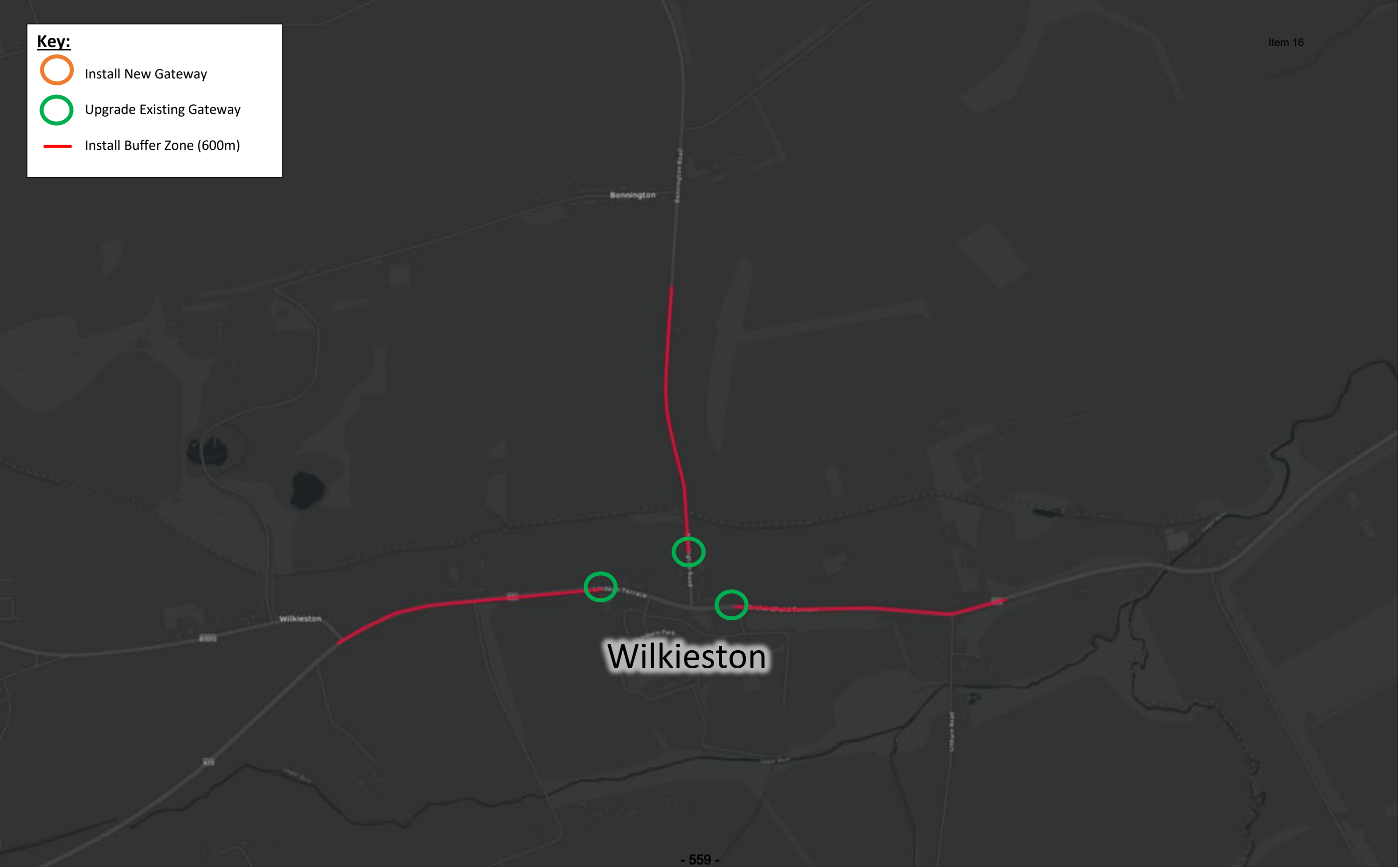


Install Buffer Zone (600m)






Key:

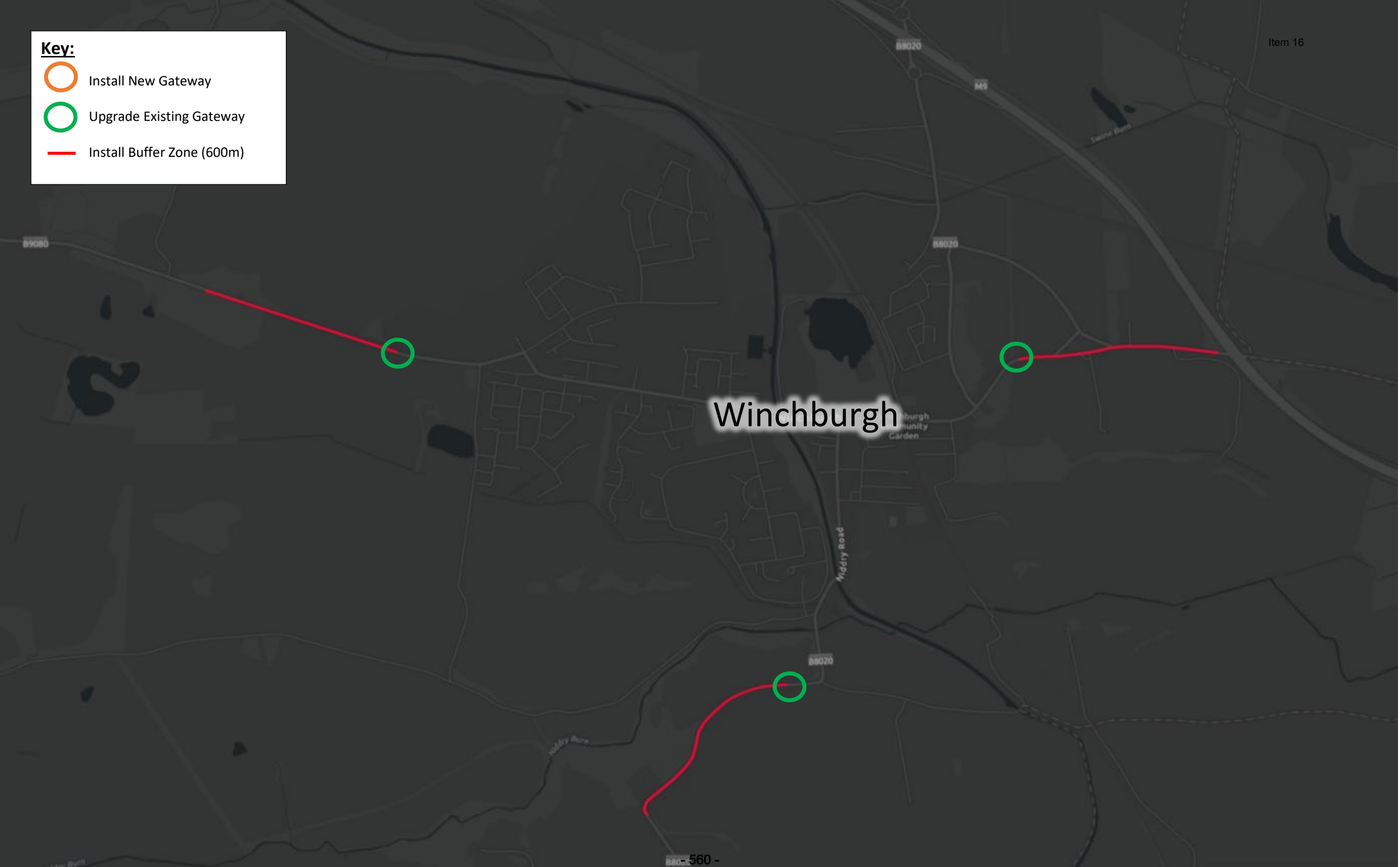
-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Wilkieston

Key:

-  Install New Gateway
-  Upgrade Existing Gateway
-  Install Buffer Zone (600m)



Winchburgh



COUNCIL EXECUTIVE

COUNCILLORS' LOCAL DISBURSEMENT FUND

REPORT BY HEAD OF CORPORATE SERVICES

A. PURPOSE OF REPORT

To advise the Council Executive of expenditure from the Councillors' Local Disbursement Fund for the period 1 April 2022 to 31 March 2023

B. RECOMMENDATION

To note the expenditure from the Councillors' Local Disbursement Fund for the period 1 April 2022 to 31 March 2023

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on our customers' needs; making best use of our resources; and working in partnership
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>The guidelines for the operation of the Local Members' Disbursement Fund were established by the Policy and Resources Committee in 1996</p> <p>New forms and procedures were introduced as a result of the council's implementation of "Following the Public Pound" in October 2005 and were further revised in 2007</p> <p>The name of the Fund was changed in April 2007</p>
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)	The budget for 2022/23 was £98,400.00 divided equally amongst the 33 elected members
VII Consideration at PDSP	Not required
VIII Other consultations	None

D. TERMS OF REPORT

The guidelines for the operation of the Fund include a requirement for a summary report of expenditure from the Fund to be submitted to the Council Executive every six months. This report provides information regarding the year end position for the period 1 April 2022 to 31 March 2023

The budget for the Fund for 2022/23 was £98,400.00 allocated equally to each elected Member. During the reporting period, a Local Government election took place on 5 May 2022. Each member of the Council as at 1 April 2022 was allocated a pro-rated budget up to 4 May 2022, amounting to £277.75. Members elected at the 5 May 2022 election were allocated a pro-rated budget for the remainder of the financial year, amounting to £2,704.06.

During the period 1 April – 4 May 2022, budget allocated to former Councillor Dodds was not expended by the applicant, and no disbursements were made by former Councillor D McGuire. As a result, there is an underspend at year end.

During the reporting period, Cllr Ann Davidson passed away. Cllr Tony Boyle was elected following By Election on 1 December 2022. The late Cllr Davidsons remaining budget of £2,354.06 was allocated to Cllr T Boyle.

Appendix 1 to the report details pro-rated disbursement payments made by Members for the period 1 April 2022 to 4 May 2022. Appendix 2 to the report details disbursements made by Members against the pro-rated budget from 5 May 2022. Members receive regular information about sums they have allocated and the balance remaining for allocation by them. Members can request this information at any time.

In order for a disbursement to come within the guidelines for the scheme there should be some evidence in the application of a benefit to the community rather than a benefit only to an individual

E. CONCLUSION

Reporting the spend from the Fund for the year end ensures compliance with the rules governing the scheme.

F. BACKGROUND REFERENCES

Policy and Resources Committee - 23 April 1996

Policy Partnership & Resources Committee - 20 June 2001, 25 October 2005, 5 December 2006 and 6 February 2007

Appendices/Attachments:

Appendix 1 Summary of Councillors Local Disbursement Fund Spending - 1 April - 4 May 2022

Appendix 2 Summary of Councillors Local Disbursement Fund Spending - 5 May – 31 March 2023

Contact Person: Carol Johnston, Chief Solicitor, 01506 281605 carol.johnston@westlothian.gov.uk

Lesley Henderson

Interim Head of Corporate Services

25 April 2023

APPENDIX 1**COUNCILLORS LOCAL DISBURSEMENT FUND – SPENDING SUMMARY****1 APRIL 2022 TO 4 May 2022**

WARD AND MEMBER	AMOUNT ALLOCATED
Ward 1 – Linlithgow	
Tom Conn	£277.75
Tom Kerr	£277.75
David Tait	£277.75
Ward 2 – Broxburn, Uphall and Winchburgh	
Diane Calder	£277.75
Janet Campbell	£277.75
Angela Doran - Timson	£277.75
Chris Horne	£277.75
Ward 3 – Livingston North	
Alison Adamson	£277.75
Robert de Bold	£277.75
Dominic McGuire	£0.00
Andrew Miller	£277.75
Ward 4 – Livingston South	
Lawrence Fitzpatrick	£277.75
Peter Heggie	£277.75
Maria MacAulay	£277.75
Moir Shemilt	£277.75
Ward 5 – East Livingston and East Calder	
Frank Anderson	£277.75
Carl John	£277.75
Damian Doran - Timson	£277.75
Tom Ullathorne	£277.75

Ward 6 – Fauldhouse and the Breich Valley

David Dodds (budget not expended by applicant)	£0
Pauline Clark	£277.75
Cathy Muldoon	£277.75

Ward 7 – Whitburn and Blackburn

Jim Dickson	£277.75
Bruce Fairbairn	£277.75
George Paul	£277.75
Kirsteen Sullivan	£277.75

Ward 8 - Bathgate

Willie Boyle	£277.75
Harry Cartmill	£277.75
Charles Kennedy	£277.75
John McGinty	£277.75

Ward 9 – Armadale and Blackridge

Stuart Borrowman	£277.75
Sarah King	£277.75
Andrew McGuire	£277.75

Total Pro-Rated Budget for 1 April 2022 to 4 May 2022	£9,165.75
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Amount allocated to 4 May 2022	£8,610.25
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Amount Pro-Rated to Ward 3 Livingston North Members for allocation	£555.50
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COUNCILLORS LOCAL DISBURSEMENT FUND – SPENDING SUMMARY

5 May 2022 to 30 September 2022

WARD AND MEMBER	AMOUNT ALLOCATED
Ward 1 – Linlithgow	
Tom Conn	£2,704.06
Pauline Orr	£2,704.06
Sally Pattle	£2,704.06
Ward 2 – Broxburn, Uphall and Winchburgh	
Tony Boyle	£2,354.06
Diane Calder	£2,704.06
Janet Campbell	£2,704.06
Ann Davidson	£350.00
Angela Doran-Timpson	£2,704.06
Ward 3 – Livingston North	
Alison Adamson	£2,704.06
Robert de Bold	£2,704.06
Anne McMillan	£2,704.06
Andrew Miller	£2,704.06
Ward 4 – Livingston South	
Lawrence Fitzpatrick	£2,704.06
Peter Heggie	£2,704.06
Maria MacAulay	£2,704.06
Moir Shemilt	£2,704.06

Ward 5 – East Livingston and East Calder

Carl John	£2,704.06
Damian Doran - Timson	£2,704.06
Danny Logue	£2,704.06
Veronica Smith	£2,704.06

Ward 6 – Fauldhouse and the Breich Valley

Pauline Clark	£2,704.06
Craig Meek	£2,704.06
Cathy Muldoon	£2,704.06

Ward 7 – Whitburn and Blackburn

Jim Dickson	£2,704.06
Mary Dickson	£2,704.06
George Paul	£2,704.06
Kirsteen Sullivan	£2,704.06

Ward 8 - Bathgate

Willie Boyle	£2,704.06
Harry Cartmill	£2,704.06
Tony Pearson	£2,704.06
Pauline Stafford	£2,704.06

Ward 9 – Armadale and Blackridge

Stuart Borrowman	£2,704.06
Linda Kenna	£2,704.06
Andrew McGuire	£2,704.06

Total Budget allocated 1 April 2022 to 31 March 2023	£98,400.00
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Budget expenditure 1 April 2022 – 4 May 2022	£8,610.25
Budget expenditure 5 May 2022 – 30 September 2023	£89,233.98
Total budget allocated	£97,844.23
Year end budget underspend	£555.77



COUNCIL EXECUTIVE

ST KENTIGERN'S ACADEMY, BLACKBURN – REINFORCED AUTOCLAVED AERATED CONCRETE PANELS AND URGENT REQUIREMENT FOR TEMPORARY ACCOMMODATION

JOINT REPORT BY THE DEPUTE CHIEF EXECUTIVE (EDUCATION AND PLANNING SERVICES) AND HEAD OF FINANCE AND PROPERTY SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to obtain approval for the installation of temporary accommodation following the need to close areas at St Kentigern's Academy where Reinforced Autoclaved Aerated Concrete (RAAC) Panels are situated. This is to allow the school to remain operational and will permit short term measures to be put in place.

B. RECOMMENDATION

It is recommended that Council Executive:

1. Notes the current situation with the RAAC panels and the significant and urgent challenges in maintaining an operational school;
2. Approves the urgent works set out in Section D.2 of this report, including estimated costs of £450,000;
3. Notes that further updates will be provided to Council Executive before the summer recess on the situation at St Kentigern's Academy.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; ; making best use of our resources.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	The Local Government etc (Scotland) Act 1994. Education (Scotland) Act 1980 and related regulations. The Standards in Schools (Scotland) Act 2000. The School Education (Amendment) (Scotland) Act 2002. Procurement Reform (Scotland) Act 2014. Standing Orders for the Regulation of Contracts
III	Implications for Scheme of Delegations to Officers	None.

IV	Impact on performance and performance Indicators	The temporary units will support various performance measures contained in the Corporate Asset Management Strategy and Property Asset Management Plan, including those relating to Compliance, Condition, Suitability, Sufficiency, Sustainability and Accessibility.
V	Relevance to Single Outcome Agreement	Outcomes positively supported include: Our children have the best start in life and are ready to succeed; We are better educated and have access to increased and better-quality learning and employment opportunities; people most at risk are protected and supported to achieve improved life chances; we make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
VI	Resources - (Financial, Staffing and Property)	<p>These works will be funded from the RAAC contingency budget of £5.21 million approved by Council on 21 February 2023 as part of the General Services Capital Plan.</p> <p>These works, will be managed through existing staff resources and supported by funded internal staffing and external technical consultants from within the council's financial resources.</p>
VII	Consideration at PDSP	None.
VIII	Other consultations	Corporate Procurement Unit; Legal Services; Governance Manager

D. TERMS OF REPORT

D.1 Background

In accordance with the Council Executive report approved on 21 June 2022 which provided an update on the position on RAAC roofs in Council Buildings, ongoing inspections have taken place at St Kentigern's Academy

Between November 2022 and the present date, detailed inspections have been undertaken by structural engineers with specialist RAAC knowledge. These have been extensive and complex due to the extent of the areas that required to be surveyed (around 4,300 square meters), and the necessary preparatory works such as asbestos surveys, ceiling removals and reinstatements and access requirements.

In November 2022, following a structural engineer inspection, the full closure of the dining and kitchen areas was necessary. Dining space was reallocated to the assembly hall and a temporary production kitchen set up in the rear playground. Throughout the ongoing detailed inspection process, other spaces have required to be closed following recommendations by the structural engineer relating to the condition of the RAAC panels and other relevant factors. These have primarily been three rooms in CDT, one music classroom, male and female toilets and changing rooms.

The condition of RAAC panels can deteriorate in a short period of time so, in addition to the detailed structural engineer inspections, Property Services staff have undertaken weekly visual inspections for any signs of water ingress, cracking or any significant changes to the panels in general.

Following a regular visual inspection by Property Services staff, further issues were identified with the RAAC planks in the assembly hall. An inspection by external structural engineers was immediately arranged, with a site visit and inspection by the structural engineers occurring on the morning of 13 April 2023.

After considering the results of the visual inspection and taking further cognisance of fresh guidance, the structural engineers provided written advice to the council on 14 April 2023 recommending the closure of the entire RAAC area of the school. Council officers considered this advice and the RAAC section of the school was closed with immediate effect the same day.

D.2 Urgent Works

The RAAC issue has meant that it has been extremely challenging over recent months to maintain the operation of the school and deliver the curriculum. The closure of the whole RAAC area removes vital facilities from the school and it is necessary to take steps to provide the necessary facilities to ensure the school can remain open and deliver the curriculum. Urgent enabling works have been undertaken under delegated authority to keep the school open and in particular to facilitate the imminent exam timetable.

However further works need to be authorised immediately to provide temporary accommodation which can be procured via existing procurement frameworks. Approval is therefore sought to proceed with actions necessary to mobilise temporary accommodation. The costs associated with this will be met from the RAAC contingency capital budget and are noted below:

Item	Capital Cost
1. Secure temporary units, associated services connections and other elements and fees required to mobilise the units for the period up until 31 July 2023.	£450,000

The works set out above will allow time for a longer-term solution to be considered and reported to Council Executive, whilst allowing the school to continue to operate. If approved these works can commence immediately. The works will be procured through a direct award of a contract to Portakabin under the existing Crown Commercial Services Framework. Advice has been received from both the Corporate Procurement Unit and Legal Services that the procurement route proposed is both lawful and in accordance with Standing Orders. The Interim Head of Corporate Services, as Responsible Officer for procurement across the council, has confirmed her agreement.

These works are critical in the short term to enable the school to remain operational in St Kentigern's Academy. If these works do not proceed in the short term then it will significantly affect the ability to deliver the curriculum and statutory education requirements.

E. CONCLUSION

The council has been faced with very challenging circumstances and needs to find the most efficient and timeous way of progressing with urgent works to provide temporary accommodation to ensure continuity of education at St Kentigern's Academy.

Further reports on St Kentigern's Academy will be provided to Council Executive before the summer recess covering both the short term operational response and options for longer term solutions for the school.

F. BACKGROUND REFERENCES

Reinforced Autoclaved Aerated Concrete Roofs - Report to Council Executive 22 June 2021

Reinforced Autoclaved Aerated Concrete Roofs – Report to Council Executive 21 June 2022

Reinforced Autoclaved Aerated Concrete Roofs – Report to Council Executive 20 December 2022

Structural Projects, Learning Estate – Report to Council Executive 7 February 2023

Appendices/Attachments:
None

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Donald Forrest, Head of Finance & Property Services

19 April 2023

DATA LABEL: PUBLIC



COUNCIL EXECUTIVE

LOCAL BUS SERVICES – COMMERCIAL NETWORK CHANGES

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to provide Council Executive with an impact assessment of the upcoming changes in the commercial local bus network and outline the options appraisal and agree contract awards in line with the council's Public Transport Strategy.

B. RECOMMENDATION

It is recommended that Council Executive:

1. Note the upcoming changes in the commercial network;
2. Note the ongoing project workstreams reviewing the current subsidised local bus network and strategies;
3. Note the current capacity limitations within the local bus market;
4. Note the impact of the changes on the subsidised contracts held by McGill's and instruct officers to include the requirements in workstream 1, Local Bus Review project;
5. Instruct officers to include the impact of the removal of early morning, evening and Sunday services in workstream 1, Local Bus Review project;
6. Agree to provide contribution funding to SPT for bus provision continuing a link between Shotts and Whitburn;
7. Agree that a bus link between Blackridge and Bathgate via Armadale should be continued, and to authorise officers to proceed with contract LBS 10 to extend the 21 service in accordance with procurement legislation, Standing Orders for Contracts and the information in Appendix 5;
8. Note the requirements and timescales of registering services with the Traffic Commissioner; and
9. Note that officers will report to Council Executive in May 2023 with the outcome of the tender exercise for bus services within Winchburgh.

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)	The council has a policy of supporting public transport services where resources permit. The Transport (Scotland) Act 1985 states that it is the duty of the council, in exercising their power, to conduct themselves as not to inhibit competition in the commercial market. Local

Government (Scotland) Act 1973, sections 50A to 50C and schedule 7A

III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance Indicators	The council has a target PI for Public Transport of having 90% of residents with access to an hourly or better daytime service Monday to Saturday.
V	Relevance to Single Outcome Agreement	The local bus network contributes to a number of outcomes by connecting communities with services and employment.
VI	Resources - (Financial, Staffing and Property)	The approved local bus budget for 2023/24 is £2.1 million.
VII	Consideration at PDSP	None.
VIII	Other consultations	Financial Management Unit, Corporate Procurement Unit, Governance Manager

D. TERMS OF REPORT

D.1 Background

McGill's Eastern Scottish have submitted registrations to the Office of the Traffic Commissioner which seek to amend their commercial local bus network within West Lothian from Monday 8 May 2023.

These network revisions are in direct response to the ongoing industry-specific, national driver shortage. On this basis, McGill's have concluded they are unable to maintain the level of service currently registered to the expectations of the Traffic Commissioner and therefore need to make these changes to retain stability and passenger confidence in the services they do provide.

These changes will see the largest commercial network change by an operator in a number of years and will impact journey options for passengers. The revised network will largely result in a reduction in very early morning services and evening services as well as Sunday service removal. The changes will also result in a small number of areas no longer having access to a bus service.

Councils do not have any role in regulating the commercial bus network, which represents around 80% of bus journeys within West Lothian. The Transport Act 1985 deregulated bus services in the UK, moving from council-run buses to an open commercial market.

The majority of bus services in Scotland are operated on a commercial basis by private bus companies. Provided that an operator registers a service with the Office of the Traffic Commissioner they can operate any route they wish to any timetable.

The council do however subsidise a small number of services in West Lothian, which represents around 20% of local bus journeys, and hold contracts with operators for these individual services. This commercial network change will also impact the council subsidised contracts held by McGill's.

A summary of the commercial changes is provided in Appendix 1 and the affected subsidised contracts are contained within Appendix 2. Appendices 3, 4 and 5, (referred to in section D.5.3 of this report) contain information about contractor/ service patronage and the results of recent tender exercises.

That information is “exempt information” under legislation relating to council and committee meetings. It concerns the financial and business affairs of someone other than the council, the costs to be incurred by the council and the terms to be proposed under contracts for services. For that reason, those appendices have not been published alongside this report and Appendices 1 and 2. Committee will be requested and advised to consider this report and its appendices in private.

D.2 Local Bus Review – Project Workstreams

On 28 March 2023, the Environment and Sustainability PDSP considered an update report on the Local Bus Subsidised Services Review. The report outlined the next steps and timescales for the project, and advised that 2 separate project workstreams are required in order to progress the long-term requirements of the local bus review and to ensure continuity of service of the subsidised network,:

- Workstream 1 – Realignment of the Commercial and Subsidised Networks;
- Workstream 2 – Review of Strategy and Long-Term Network.

Within Workstream 1, a 6-month extension has been applied to current local bus contracts in order to allow a short-term review and completion of a tender exercise which seeks to realign the subsidised and commercial bus networks; it is expected that new contracts will be in place in October 2023.

Workstream 2 will involve a longer-term strategic project which will review all council funded transport and seek to develop a vision for an effective and efficient supported bus network and transport services.

The upcoming commercial network changes will be reflected within the analysis and recommendations for both work streams, the timelines of which are detailed in the report to Environment and Sustainability PDSP.

D.3 West Lothian Public Transport Strategy

The current West Lothian Transport Strategy was agreed in 2015 and outlines the council's basis of support and prioritisation of funding in relation to public and school transport.

The strategy outlines a primary and secondary network of local bus services which the council will work with operators to achieve however this takes account of both the commercial and subsidised networks and does not solely consider what the council will fund. Full details of the Public Transport Strategy can be found on the council's website at <https://www.westlothian.gov.uk/article/77779/Public-Transport-Strategy>.

In conjunction with the strategy, the council also has a Key Performance Indicator (KPI) which aims to have 90% of residents with access to an hourly or better bus service within 800 metres of their home address, Monday to Saturday from 7am to 7pm. Similarly, this is considered over both the commercial and subsidised network therefore the council has limited influence over the bus mileage across this KPI.

Where commercial network changes reduce or remove access to local bus services, the council can consider funding services, within available resources, to support passenger transport services that meet the requirements of strategy.

In the event of available funding being unable to meet all potential needs, the council will prioritise funding towards those services that provide a transport option for people that would otherwise have no travel choices and to those which deliver larger numbers of journeys per unit of subsidy provided.

D.4 Subsidised Contracts

McGill's Eastern Scottish currently hold 6 contracted services with the council, 5 of which are for additional journeys on commercial services and 1 which is a fully subsidised Sunday service. A list of the services is contained within Appendix 2.

These contracts were designed and tendered in 2016. In 2018, First Bus (prior to transferring to McGill's) had a large commercial network change which required the amendment of the contracts to fit in with the newly designed network. This meant that some contracts were split over multiple journeys and services with amendments to journey times. There were then further amendments made during the COVID period which has further fragmented the contracted journeys from the original tendered purpose.

An analysis of the new McGill's commercial network confirms that the tendered journeys within commercial services do not translate into the new network and therefore the contracts and journeys will cease on 8 May 2023.

As driver resource issues are not unique to McGill's, officers have liaised with the market to understand any ability to respond to gaps in services. This market research has confirmed that given limited resources and the more unsocial hours attributed with these shift requirements, operators are not currently in a position to provide an immediate response.

Given the timings of the contracted journeys and the established market capacity issues, it would not be possible for the council to provide replacement contracts within the immediate term. It is therefore recommended that the journey requirements are included in the Workstream 1, Local Bus Review project for consideration by Council Executive in August 2023.

McGill's have confirmed that, as a standalone service, the LBS 31S service will continue and will not be impacted by the network change. This service will be also be reviewed within Workstream 1.

D.5 Options Appraisal

Although the service is currently reviewing the subsidised network as part of Workstream 1, the upcoming network change by McGill's required officers to complete an impact assessment and options appraisal to consider any requirement for immediate intervention in the network and any resource implications in doing so.

Officers have therefore completed an options appraisal on the McGill's changes for:

- Early morning and evening journeys;
- Sunday services; and
- Areas that will no longer be served.

D.5.1 Early Morning and Evening Journeys

In order to realign resources and improve driver shift patterns, McGill's revised network will remove early morning and evening journeys with services mainly starting after 7am with last journeys approximately between 8pm-9pm across their network.

Discussions with suppliers have confirmed that given limited resources and the more unsocial hours attributed with these shift patterns, other operators are not currently in a position to provide an immediate response to the gaps in the network, even if services were funded by the council.

Furthermore, although it is recognised that early morning and evening journeys provide important connections for passengers, these journeys do not fall within the council's KPI for bus services as they are out-with 7am to 7pm.

Given that there are not sufficient resources within the market to provide these services at this time, it is recommended that the impact of these changes be considered within the Workstream 1 project and included in the ongoing network review for prioritisation against the wider subsidised network. Contract options would then be considered by Council Executive in August 2023 for a contract start date of October 2023.

D.5.2 Sunday Services

As with early morning and evening journeys, it is understood that the removal of Sunday services seeks to realign resources and improve driver shift patterns within the McGill's revised network.

Similarly, discussions with suppliers have confirmed that there are not sufficient resources within the market to provide an immediate response consistently across West Lothian to the removal of Sunday services. It is not favourable to operators to include a Sunday operation within their scheduling that is not part of their own core network, regardless of the funding basis of services.

Although it is recognised that Sunday services provide important connections for passengers, given the resources constraints and considering the requirements of the council's KPI, it is also recommended that the impact of these changes be considered within the workstream 1 project. The impacts would be included in the ongoing network review for prioritisation against the wider subsidised network. Contract options would then be considered by Council Executive in August 2023 for a contract start date of October 2023.

D.5.3 Areas No Longer Served

The network changes implemented by McGill's will remove services completely from the areas of Blackridge and Greenrigg. This would no longer meet the council's KPI of residents having access to bus services within 800 metres.

In line with the Public Transport Strategy, the council will seek to prioritise funding towards those services that provide a transport option for people that would otherwise have no travel choices. Therefore, officers have considered contract options which would reinstate a service for these areas including options which provide a link but not necessarily a 'like for like' service.

Journey information provided by McGill's Eastern Scottish during the consultation period with the council was analysed by officers and a summary can be found in Appendix 3, which has not been published for reasons set out in section D.1.

Greenrigg

Option 1 – Local Bus Provision

Following the notification from McGill's on their upcoming network change, Strathclyde Partnership for Transport (SPT) engaged with the Passenger Transport Service outlining concerns regarding the curtailing of the X22 service which currently provides a cross boundary link between Shotts and Whitburn.

Following their own impact assessment and options appraisal, SPT confirmed that a tender process would be completed which would seek prices on reinstating the cross-boundary link Monday – Saturday from 7am to 7pm.

This contract proposes a mileage-based percentage share of the contract cost between each authority with West Lothian paying 40% of the contract cost and SPT funding 60%.

The tender closed on Thursday 6 April 2023 and the outcome is contained within Appendix 4a, which has not been published for reasons set out in section D.1. Any contract formally awarded will be published on the Council's Contract Register.

Option 2 – Demand Responsive Transport (DRT) Provision

The Passenger Transport Service also completed a tender process to obtain prices for a DRT service which can be used as an alternative to standard bus services where patronage levels are more suited to a demand responsive service.

The tender closed on Tuesday 11 April 2023 and the outcome is contained within Appendix 4b, which has not been published for reasons set out in section D.1. Any contract formally awarded will be published on the Council's Contract Register.

Recommendation

It is recommended that Council Executive agree to provide contribution funding to SPT to award a cross boundary contract to McGill's Eastern Scottish to provide a connection between Shotts and Whitburn on the 23 service.

The contract will be in place until 28 October 2023 and can be met within existing budgetary resources.

Blackridge

Option 1 – Local Bus Provision

The Passenger Transport Service completed a tender process for continuing a local bus connection between Blackridge and Armadale Monday – Saturday from 7am – 7pm.

The tender closed on Tuesday 11 April 2023 and the outcome is contained within Appendix 5a, which has not been published for reasons set out in section D.1. Any contract formally awarded will be published on the Council's Contract Register.

Option 2 – Demand Responsive Provision

The Passenger Transport Service also completed a tender process to obtain prices for a DRT service which can be used as an alternative to standard bus services where patronage levels are more suited to a demand responsive service.

The tender closed on Tuesday 11 April 2023 and the outcome is contained within Appendix 5b, which has not been published for reasons set out in section D.1. Any contract formally awarded will be published on the Council's Contract Register.

Recommendation

Given the passenger numbers noted within the figures provided by McGill's within the Blackridge area and the tender returns over both transport models, it is considered that a local bus provision would be a more appropriate solution within the short term for the Blackridge area.

It is therefore recommended that Council Executive agree to award contract LBS 10 to McGill's Eastern Scottish to extend the 21 service to provide a connection between Blackridge and Bathgate via Armadale.

The contract will be in place until 15 October 2023 and can be met within existing budgetary resources.

D.6 Registration with the Office of the Traffic Commissioner

Any bus service, commercial or subsidised, must be registered with the Traffic Commissioner. Bus operators are required to complete a 28-day confidential consultation period with the local authority and then submit registrations to the Office of the Traffic Commissioner for a minimum of a 6-week period prior to the intended start date of the service.

Where a service is contracted by the council, generally the 28-day consultation period is waived by the authority however the 6-week registration period is still required.

An application can be made to the Traffic Commissioner to grant short notice on a registration where the service commences before the end of the 6-week registration period. The Traffic Commissioner would typically grant short notice where a service would seek to ensure there is no gap in provision for passengers and where there are no competition implications. Each service application is taken on an individual basis therefore it cannot be assumed that short notice applications will be granted.

Should contracts be awarded for the noted services, the council will support an application for short notice registration which would seek to have the service commence on 8 May 2023 without a gap in provision for passengers. Should short notice not be granted, services would require the full 6-week registration period and would commence the first week in June 2023.

D.7 Bus Services in Winchburgh

As part of McGill's network change, the service 600 will be cancelled and in part replaced by the 23 which will provide a service between Whitburn (Heartlands) – Broxburn via Whitburn, East Whitburn, Blackburn, Seafield, Livingston Village, St John's Hospital, Livingston Centre, Craigshill, Pumpherston & Uphall.

This service change will remove the 600 from Winchburgh which currently provides a link to Livingston via Broxburn. The area will retain the service X38 which operates between Stirling and Edinburgh however passengers would require multiple bus changes to access services within the wider West Lothian area.

The current Public Transport Strategy confirms that the council does not necessarily seek to use its financial support to provide service users with a choice of travel destinations or service type, therefore, the continuation of the X38 service falls within the council's KPI for access of bus services. However, the strategy does aim for a secondary network option for Winchburgh which provides a link to Broxburn and Livingston.

D7.1 Developer Funding

As part of West Lothian Council's planning process and application process, a key component in progressing with the development of an area is to consider the impact and subsequent development of public transport links for that area. West Lothian Council's Planning Services therefore make stipulations on developers based on the number of residential units built within a new site, to provide the council with funds to be used to 'help improve bus services/public transport to/from and within the application site'.

In some cases, the funding is used to pump prime a service where a commercial route doesn't exist. Additionally, funding is used to improve public transport infrastructure within the area. The council currently has a Section 75 agreement in place with Winchburgh Developments and is looking to utilise developer funding to deliver a specific Public Transport Strategy for connections within the Winchburgh area.

With the removal of the 600 service, this significant market change has altered the priorities of the strategy agreed with the Council and Winchburgh Developments and therefore officers are exploring the use of the developer funding to re-establish any lost connection to key areas such as Livingston. A tender exercise is currently underway taking account of contract values and procurement timescale requirements. A report will be brought to Council Executive in May 2023 outlining the options for Winchburgh with officer recommendations based on the outcome of the tender exercise.

E. CONCLUSION

McGill's Eastern Scottish have submitted registrations to the Office of the Traffic Commissioner which seek to amend their commercial local bus network within West Lothian from Monday 8 May 2023.

These changes will see the largest commercial network change by an operator in a number of years and will impact journey options for passengers. This network change will also affect subsidised contracts held by McGill's.

Officers have completed an impact assessment and options appraisal which seeks to continue services where there are no other alternatives in line with the council's transport strategy and KPI.

The remaining impacts from the network change are recommended to be included in the ongoing project workstream for the Local Bus Subsidised Contract Review.

F. BACKGROUND REFERENCES

Local Bus Services Review and Tender – Report by Head of Operational Services to Environment and Sustainability PDSP on 28 March 2023

Appendices:

- Appendix 1 – Summary of McGill's Eastern Scottish Commercial Network Changes
- Appendix 2 – McGill's Eastern Scottish Subsidised Contracts
- Appendix 3 – McGill's Patronage Figures – Greenrigg and Blackridge (not published)
- Appendix 4 – Tender Outcome – Greenrigg (not published)
- Appendix 5 – Tender Outcome – Blackridge (not published)

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Jim Jack

Head of Operational Services

25 April 2023

Appendix 1 – Summary of McGill’s Eastern Scottish Commercial Network Change

Service Number	Route Description	Previous Service Level	Summary of Changes	Service Level
21	Bathgate – Livingston South Train Station via Blackburn, Seafield, Kirkton Campus, Livingston Centre & Dedridge West.	<ul style="list-style-type: none"> Monday – Friday, two journeys operated from Whitburn at 05:30 & 05:53, day service from Bathgate operates hourly between 0700 hrs – 2000 hrs. Full route operation from Whitburn at 20:45 & 21:45. Saturday service operated from 0600 – 2200 hrs every 60 minutes. Sunday service operated full route Whitburn - Livingston from 0800 – 2300 hrs every 60 minutes. 	<ul style="list-style-type: none"> Revised route & timetable. Whitburn - Bathgate via Armadale off-peak journeys no longer served on this route. Sunday service cancelled. 	<ul style="list-style-type: none"> Monday – Friday: operates between 0600 hrs – 1800 hrs every 60 minutes. Saturday: operates from 0600 – 1800 hrs every 60 minutes. Sunday; no service.
X22	Livingston Centre – Edinburgh via Dedridge, Mid Calder, East Calder & Wilkieston.	<ul style="list-style-type: none"> Service operated between 0400 and 2200 hrs Monday – Saturday. Before 0700 hrs and after 1700 hrs frequencies are hourly, however throughout the main part of the day, services operate every 30 minutes. On Sundays, service operates between 0700 and 2300 hrs. 	<ul style="list-style-type: none"> Revised route & timetable. Whitburn – Livingston now served by service 23. Shotts & Greenrigg no longer served. Sunday service cancelled. 	<ul style="list-style-type: none"> Monday – Friday: operates between 0600 hrs – 1900 hrs every 30 minutes. Saturday: operates from 0700 – 1900 hrs every 60 minutes. Sunday; no service.

Service Number	Route Description	Previous Service Level	Summary of Changes	Service Level
23	Whitburn (Heartlands) – Broxburn via Whitburn, East Whitburn, Blackburn, Seafield, Livingston Village, St John's Hospital, Livingston Centre, Craigshill, Pumpherston & Uphall.	<ul style="list-style-type: none"> • New service, largely replaces X22 Whitburn Livingston & 600 Livingston - Broxburn 	<ul style="list-style-type: none"> • New service. • Partially replaces X22/600 between Whitburn (Heartlands) & Livingston. 	<ul style="list-style-type: none"> • Monday – Friday: operates between 0600 hrs – 1900 hrs every 30 minutes, reducing to every 60 minutes until 2100 hrs. • Saturday: operates between 0600 hrs – 1900 hrs every 30 minutes, reducing to every 60 minutes until 2100 hrs. • Sunday; no service.
X24	St John's Hospital – Edinburgh via Livingston Centre, Fastlink, Uphall, Broxburn & Newbridge.	<ul style="list-style-type: none"> • Old X24 Service operated Monday – Saturday from 0400 – 1700 hrs every 30 mins, reducing to every 60 minutes until 2100 hrs. • No Sunday Service. 	<ul style="list-style-type: none"> • New service. • Partially replaces X24/X25 	<ul style="list-style-type: none"> • Monday – Friday: operates between 0500 hrs – 1800 hrs every 30 minutes, reducing to every 60 minutes until 2000 hrs. • Saturday: operates between 0600 hrs – 1900 hrs every 30 minutes, reducing to every 60 minutes until 2100 hrs. • Sunday; no service.
25	Armadale – Livingston Centre via, Bathgate, Deans North, Alderstone Road, Livingston Centre, Fastlink, Uphall, Broxburn & Newbridge.	<ul style="list-style-type: none"> • Monday – Saturday, Service operated from 0500 – 1800 hrs every 30 minutes, reducing to every 60 minutes until 2200 hrs. Note that most journeys terminate Livingston 	<ul style="list-style-type: none"> • New service. • Partially replaces X24/X25 • Blackridge no longer served (no links available) 	<ul style="list-style-type: none"> • Monday – Friday: operates between 0600 hrs – 1900 hrs every 30 minutes, reducing to every 60 minutes until 2100 hrs. • Saturday: operates between 0600 hrs – 1900 hrs every 30 minutes,

Service Number	Route Description	Previous Service Level	Summary of Changes	Service Level
		<p>Centre, with final 2 journeys terminating Broxburn.</p> <ul style="list-style-type: none"> • Sunday service operated from 0600 hrs from Deans North and 0900 from Blackridge, every 30 minutes until 2200 hrs. 	<p>through other operators).</p>	<p>reducing to every 60 minutes until 2100 hrs.</p> <ul style="list-style-type: none"> • Sunday; no service.
26	Livingston North Station – Bathgate via Knightsridge, Ladywell, St John’s Hospital, Howden, Livingston Centre, Polbeth, West Calder, Addiewell, Loganlea, Stoneyburn, Bents, Fauldhouse, Whitburn, East Whitburn, J4 M8, Birniehill & Morrison’s, Bathgate.	<ul style="list-style-type: none"> • Monday – Saturday Service operated from 0500 – 2000 hrs every 30 minutes, reducing to every 60 minutes until 2300 hrs. • Sunday service operated 0700 – 2200 hrs every 60 minutes. 	<ul style="list-style-type: none"> • Revised timetable • Sunday service cancelled. 	<ul style="list-style-type: none"> • Monday – Friday: operates between 0600 hrs – 1800 hrs every 30 minutes, reducing to every 60 minutes until 2000 hrs. • Saturday: operates between 0700 hrs – 1800 hrs every 30 minutes, reducing to every 60 minutes until 2000 hrs. • Sunday; no service.
600	Livingston – Kirkliston via St John’s Hospital, Deer Park, Uphall, Broxburn & Winchburgh.	<ul style="list-style-type: none"> • Monday – Saturday Service operated from 0500 – 2100 hrs every 60 minutes. • Sunday service operated 0700 – 2200 hrs every 60 minutes. 	<ul style="list-style-type: none"> • Service cancelled. • No connections between Broxburn & Winchburgh (only am peak and evening journeys available via service 7 operated by E&M Horsburgh). • Winchburgh still has X38 operating East/West 	<ul style="list-style-type: none"> • Service cancelled

Appendix 2 – McGill's Eastern Scottish Subsidised Contracts

Contracts Ending:

Contract No	Route Description	Operator	Total Pax (Apr 22 - Dec 22)	Cost Per Passenger	Monthly Cost (22/23 Rate)	Annualised cost (22/23)
LBS 20S	Fauldhouse - Edinburgh; Edinburgh to Bathgate (Sundays) Labelled as Service 18	McGill's Scotland East	531	£5.90	£348.13	£4,177.56
LBS 21	Fauldhouse to Blackburn; Split over two services: 05:19 & 06:04 journeys from Fauldhouse – Bathgate via Whitburn on Service 26. 05:50 & 0635 journeys from Bathgate – Blackburn on Service 21.	McGill's Scotland East	3758	£3.93	£1,641.13	£19,693.56
LBS 21E	Edinburgh to Fauldhouse: 3 late evening and reverse	McGill's Scotland East	4509	£15.68	£7,857.49	£94,289.88
LBS 26	Fauldhouse to Deans 04:50 & 05:50	McGill's Scotland East	2705	£8.11	£2,436.63	£29,239.56
LBS 26E	Fauldhouse to Deans 19:00, 20:01, 21:01 & 22:01 & reverse (Mon - Sun)	McGill's Scotland East	13617	£6.15	£9,299.68	£111,596.16

Total	£21,583.06	£258,996.72
6 Month Cost	£10,791.53	£129,498.36

Contracts Continuing:

LBS 31S	Bathgate - Livingston via Linlithgow (Sundays)	McGill's Scotland East	5146	£5.05	£3,271.67	£39,260.04
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COUNCIL EXECUTIVE

ST KENTIGERN'S ACADEMY, BLACKBURN – REINFORCED AUTOCLAVED AERATED CONCRETE PANELS – RELOCATION OF CRAFT, DESIGN AND TECHNOLOGY DEPARTMENT WITHIN THE SCHOOL

JOINT REPORT BY THE DEPUTE CHIEF EXECUTIVE (EDUCATION AND PLANNING SERVICES) AND HEAD OF FINANCE AND PROPERTY SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to obtain approval to allow urgent works to enable the relocation of the Craft, Design and Technology (CDT) department following the need to close areas at St Kentigern's Academy where Reinforced Autoclaved Aerated Concrete (RAAC) Panels are situated. This is to allow the school to continue to deliver the curriculum and will permit longer term measures to be considered.

B. RECOMMENDATION

It is recommended that Council Executive:

1. Notes the current situation on the RAAC panels and the challenges in maintaining an operational school;
2. Approves the works set out in Section D.2 of this report including the estimated costs of £800,000 to allow these works to commence immediately;
3. Notes that an update will be provided to Council Executive before the summer recess on longer term options to address the situation at St Kentigern's Academy.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; making best use of our resources.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	The Local Government etc (Scotland) Act 1994. Education (Scotland) Act 1980 and related regulations. The Standards in Schools (Scotland) Act 2000. The School Education (Amendment) (Scotland) Act 2002. Procurement Reform (Scotland) Act 2014. Standing Orders for Regulations of Contracts. The Procurement (Scotland) Regulation 2016. The Public Contracts (Scotland) Regulations 2015.

III	Implications for Scheme of Delegations to Officers	None.
IV	Impact on performance and performance Indicators	The proposed works will enable the relocation of the CDT department and will support various performance measures contained in the Corporate Asset Management Strategy and Property Asset Management Plan, including those relating to Compliance, Condition, Suitability, Sufficiency, Sustainability and Accessibility.
V	Relevance to Single Outcome Agreement	Outcomes positively supported include: Our children have the best start in life and are ready to succeed; We are better educated and have access to increased and better-quality learning and employment opportunities; people most at risk are protected and supported to achieve improved life chances; we make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
VI	Resources - (Financial, Staffing and Property)	<p>The £800,000 works will be funded from the RAAC contingency budget of £5.21 million approved by Council on 21 February 2023 as part of the General Services Capital Plan.</p> <p>These enabling works, will be managed through existing staff resources and supported by funded internal staffing and external technical consultants from Hub South East and will be met from within the council's financial resources.</p>
VII	Consideration at PDSP	None.
VIII	Other consultations	Corporate Procurement Unit; Legal Services; Governance Manager.

D. TERMS OF REPORT

D.1 Background

Following the Council Executive report approved on 21 June 2022, it was noted that ongoing inspections would take place at St Kentigern's Academy

Between November 2022 and the present date, detailed inspections have been undertaken by structural engineers with specialist RAAC knowledge. These have been complex due to the extent of the areas that required to be surveyed (around 4,300 square meters), and the necessary preparatory works such as asbestos surveys, ceiling removals and reinstatements and access requirements.

In November 2022, following a structural engineer inspection, the full closure of the dining and kitchen areas was necessary, with dining space allocated to the assembly hall and a

temporary production kitchen set up in the rear playground. Throughout the detailed inspection process, other spaces have required to have been closed following recommendations by the structural engineer relating to the condition of the RAAC panels and other relevant factors. These have primarily been three rooms in CDT, one music classroom, male and female toilets and changing rooms.

The condition of RAAC panels can deteriorate in a short period of time so, in addition to the detailed structural engineer inspections, Property Services have undertaken weekly visual inspections for any signs of water ingress, cracking or any significant changes to the panels in general.

On 14 April 2023 the Council's external structural engineers provided written advice to the council on 14 April 2023 recommending the closure of the entire RAAC area of the school immediately. The RAAC section of the school was closed with immediate effect the same day.

In order to ensure the school could remain open the procurement of temporary accommodation was authorised under Standing Order 31 and enabling works were completed under delegate authority to address the immediate needs of the school to provide accommodation for the exam timetable and to replace the teaching space no longer accessible in the RAAC area.

Council Executive should also note that this report will be remitted to the Education Executive for its information at its next meeting on 23 May 2023.

D.2 Further Works required to relocate Craft, Design and Technology

The closure of the whole RAAC area removes vital facilities from the school and it is necessary to take steps to provide these facilities to ensure the school can deliver the curriculum. In order to limit the impact on curricular delivery urgent enabling works need to commence as soon as possible. A particular issue is to replace the facilities required to deliver the CDT curricular subjects. An assessment of available accommodation in the non RAAC areas of the school has identified that CDT could be accommodated by repurposing the Almond Suite with the school. This area is formed from an extension built in 1999 to provide general teaching accommodation and the current uses can be accommodated within other areas of the school; the location of the Almond Suite is shown on the plan attached as Appendix A.

Consequently, consent is sought to undertake the urgent works required to repurpose the Almond Suite and move the equipment into this area. These works will include:

- removing internal walls & associated structural works.
- adjustments to the roof lights and roof structure to match the new room configuration.
- installation of new 3 phase power supply and associated asbestos assessment and removal works including replacing the existing distribution board.
- adjusting the lighting and heating and improving the IT connections in the Almond Suite.
- installing necessary ventilation to support the technical uses.
- amending the sprinkler system to conform with the technical uses.
- upgrade the security systems due to the additional high value equipment which is used in CDT.
- removal and reinstallation of the schools existing CDT equipment into the Almond Suite once the works are completed. This element will be completed by the Council's existing framework contractors.

While it has to be recognised that it will be challenging the aim is to have this alternative accommodation in place for the beginning of the new term in August 2023:

Item	Capital Cost
1. Relocation of the Craft Design and Technology (CDT) department to the Almond Suite.	Maximum of £800,000

The works set out above will allow time for a longer-term solution to be considered and reported to Council Executive, whilst allowing the school to continue to operate. If approved these works can commence immediately.

These works are critical in the short term and if these do not proceed it will significantly affect the schools ability to deliver the curriculum and statutory education requirements.

D.3 Procurement

Whilst maintaining compliance with standing orders to ensure the continuity of education at the school with the least amount of disruption requires the most efficient method of procurement to be utilised.

The works will be procured through a direct award of a contract to HUB South East accessed via the Territory Partnership Agreement. Advice has been received from both the Corporate Procurement Unit and Legal Services that the procurement route proposed is both lawful and in accordance with Standing Orders. The Interim Head of Corporate Services, as Responsible Officer for procurement across the council, has confirmed her agreement.

Feasibility work on the longer-term options for addressing the RAAC issues at St Kentigerns have been ongoing through Hub South East Strategic Support Services since January 2023. Given the familiarity of the design team with the school and its services layouts in particular it is recommended that the use of HUB South East and its supply chain to procure and deliver the project for the relocation of the Almond Suite is the most appropriate and best value route to procure and mobilise the necessary works.

E. CONCLUSION

The council has been faced with very challenging circumstances and needs to find the most efficient and timeous way of progressing with urgent works to ensure continuity of education at St Kentigern's Academy.

A further report on St Kentigern's Academy will be provided to Council Executive before the summer recess considering options for the longer term.

F. BACKGROUND REFERENCES

Reinforced Autoclaved Aerated Concrete Roofs - Report to Council Executive 22 June 2021

Reinforced Autoclaved Aerated Concrete Roofs – Report to Council Executive 21 June 2022

Reinforced Autoclaved Aerated Concrete Roofs – Report to Council Executive 20 December 2022

Structural Projects, Learning Estate – Report to Council Executive 7 February 2023

St Kentigern's Academy, Blackburn -- Reinforced Autoclaved Aerated Concrete Roofs - Urgent requirement for temporary accommodation -- Report to Council Executive 19 April 2023

Appendices/Attachments:

Appendix A – Plan showing location of the Almond Suite.

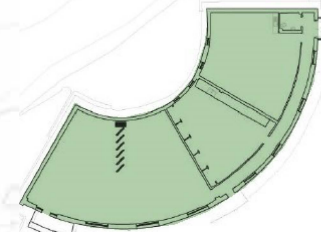
Contact Person: Laura Cameron, Capital Programme and Projects Principal

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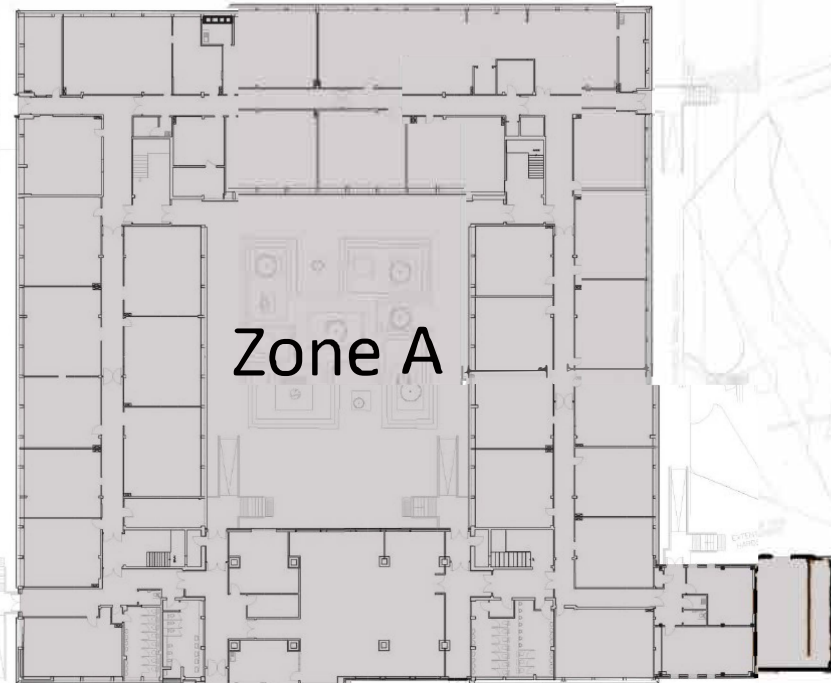
Dr Elaine Cook, Depute Chief Executive (Education and Planning)

Donald Forrest, Head of Finance and Property Services

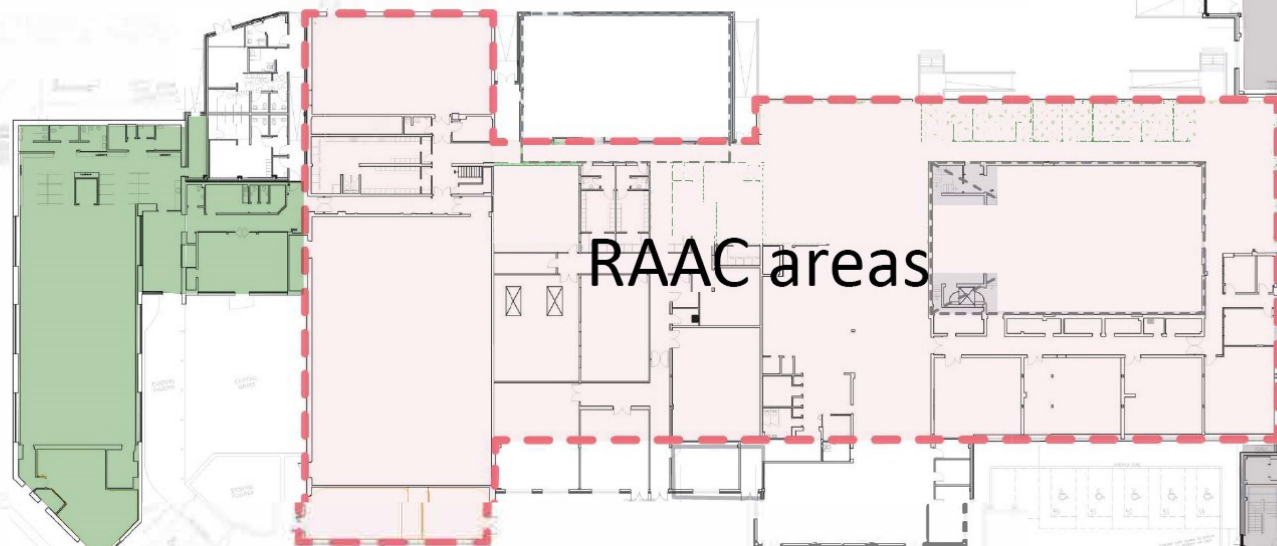
25 April 2023



Almond Suite
to be converted
for use by CDT



Zone A



RAAC areas