



## **COUNCIL EXECUTIVE**

### **SUPPLEMENTARY PLANNING GUIDANCE – A71 DEVELOPER CONTRIBUTIONS**

#### **JOINT REPORT BY HEAD OF PLANNING AND ECONOMIC DEVELOPMENT AND HEAD OF OPERATIONAL SERVICES**

##### **A. PURPOSE OF REPORT**

The purpose of this report is to seek approval of the supplementary planning guidance (SPG) for A71 developer contributions.

##### **B. RECOMMENDATION**

It is recommended that the Council Executive approve the A71 SPG developer contributions document.

##### **C. SUMMARY OF IMPLICATIONS**

###### **I Council Values**

- focusing on our customers' needs;
- being honest, open and accountable;
- making best use of our resources; and
- working in partnership.

###### **II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)**

The implementation of the adopted West Lothian Local Plan (WLLP) will require substantial funding for infrastructure and substantial developer contributions. It is a key requirement of the WLLP and the approved Strategic Development Plan (SDP), that development should not proceed beyond existing infrastructure capacity and that planning permission should not be granted until relevant infrastructure is provided or committed. Policy 9 of the SDP refers.

Policy IMP17 of the WLLP indicates that planning agreements (Section 75s) will be entered into where appropriate and that developer contributions will be sought in accordance with circular 12/1996 – Planning Agreements (this circular has been replaced by circular 2/2012).

Key relevant WLLP policies are: TRAN 4 which requires developers to contribute towards the costs of infrastructure to support development and also TRAN 21 specifically identifies the need for such contributions to the A71 corridor.

Developer contributions may also be obtained through section 69 agreements under the Local Government (Scotland) Act 1973.

<b>III Implications for Scheme of Delegations to Officers</b>	None.
<b>IV Impact on performance and performance Indicators</b>	None.
<b>V Relevance to Single Outcome Agreement</b>	Outcome 4 – We live in resilient, cohesive and safe communities. Outcome 8 – We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
<b>VI Resources - (Financial, Staffing and Property)</b>	Residential developers will be required to make payments in accordance with the SPG.  The terms of the SPG will ensure that developer contributions towards the A71 are at a level commensurate with the impact of the new development as part of the Livingston and Almond Valley CDA.
<b>VII Consideration at PDSP</b>	A previous report was submitted to this PDSP in December 2012 to endorse draft SPG and requesting approval for consultation with interested parties.
<b>VIII Other consultations</b>	Consultations were carried out with the development industry which had links with the Livingston and Almond Valley CDA. A list of those consulted is included in Appendix One.

## **D. TERMS OF REPORT**

### **D1 Background**

West Lothian Council adopted the West Lothian Local Plan (WLLP) on 13 January 2009. The plan proposes major housing growth and, as a consequence, a number of community infrastructure and transportation projects are required to support the local plan strategy. Developer contributions towards transportation improvements to the A71 are required to support the development plan strategy.

Supplementary Planning Guidance (SPG), for contributions towards the A71 dates from June 2006 and was approved by the council's Policy Partnership and Resources Committee on 20 June 2006. The SPG identified the requirement for developer contributions to implement the A71 bus priority measures and seeks contributions commensurate with the impact of new development.

Contributions are secured through either Section 75 or Section 69 Agreements. The SPG applied to residential areas within the Livingston & Almond Valley CDA.

The council's Development and Transport Policy Development Scrutiny Panel (PDSP) noted the terms of a revised SPG on 13 December 2012. The SPG of 2006 was amended to incorporate new priorities for public transport provision along the A71. Consultation was carried out in May 2013. A summary of the consultation responses received is attached as Appendix two.

The revised SPG is set out in Appendix Three to this report and explains why developer contributions are required, sets out how these are to be provided and specifies the council's policy on securing developer contributions towards the cost of the required works. The revised SPG now specifically targets developer contributions to deliver and to mitigate the impacts on the A71 in West Lothian. This is where the greatest impact arising from development will be and delivery of these schemes has the greatest benefit in influencing future modal share thus reducing car based transport along the A71 and into Edinburgh itself.

### **D2 Proposed Revised Supplementary Planning Guidance**

There are signs of a recovery in the private sector housing market as the rate of house building in West Lothian is now starting to increase. The credit crunch has created a difficulty for developers in being able to raise finance to forward fund major infrastructure. The level of developer contributions towards the A71 improvements requires a phased introduction of these measures as funding accumulates through developer contributions.

Part of the overall costs for the A71 improvements was originally to be funded through the South East Scotland Transport Partnership (SEStran) Capital Programme. However, SEStran has ceased to be a funding body and as such an opportunity for funding is no longer available.

These factors will affect the delivery of the whole package of measures along the route. Therefore, it is considered that a clear priority in the delivery of the remaining public transport elements of the A71 corridor study must be made.

The A71 study, informing the 2006 SPG, has been reviewed and the key element to improve public transport in the short to medium term is the section of bus lane from the B7015 towards the B7030 at Wilkieston. It is proposed that the developer contributions secured through the SPG should be targeted towards this section of bus lane first whilst funding is sought for the remaining parts of the scheme.

To continue to support the development strategy of the WLLP, and the emerging strategy through the West Lothian Local Development plan (LDP) which will in time replace the WLLP, the need to secure developer contributions to implement public transport improvements to the A71 remains. A copy of the proposed updated SPG is attached as Appendix Two.

The SPG proposes that where a contribution to infrastructure is considered to be appropriate, the amount of contribution will be based on a unit rate per property and secured through a legal agreement.

## **E. CONCLUSION**

The revised SPG sets out a strategy for securing the developer contributions required towards the A71 public transport improvements which will support housing growth in West Lothian. The key principles of developer contributions remain unchanged between the 2006 SPG and the draft 2014 SPG.

The SPG identifies how developer contribution costs are shared for transportation infrastructure costs on the A71 that are to be part funded jointly by the Livingston and Almond Valley CDA developers.

The SPG also identifies how costs are shared for infrastructure that is fully funded by the Calderwood CDA developer only.

The revised SPG now sets priorities for the delivery of the public transport infrastructure on the A71 corridor, the initial elements of which will be funded by the developer contributions.

## **F. BACKGROUND REFERENCES**

Strategic Development Plan 2024.

West Lothian Local Plan 2009.

SG Circular 2/2012 - Planning Agreements.

Appendices/Attachments: Three

Appendix One Revised A71 Supplementary Planning Guidance consultation list.

Appendix Two: Summary of comments from revised Supplementary Planning Guidance consultations

Appendix Three: A71 Supplementary Planning Guidance 2014

## A71 SPG CONSULTATION – LIST OF CONSULTEES

<b>NAME</b>	<b>COMPANY</b>
Ian Drummond	Stirling Developments
Martin Hall	Davidson & Robertson
Norman Kidd	Walker Group (Scotland) Ltd
Iain McGouldrick	Persimmon Homes East Scotland
David Bell/Ben Cole	Fouin & Bell
Rick Finc	Rick Finc Associates
David Leslie	City of Edinburgh Council
Blair Melville	Homes for Scotland

## APPENDIX 2

Developer comments received following consultations on the revised SPG in May 2013

Developer	Comments	WLC Response
Walker Group	<p><u>Bus Priority Contributions</u> Suggested flows on A71 were calculated wrongly thus giving too high a contribution</p> <p><u>Shared infrastructure costs.</u> Wrong costs worked out.</p> <p><u>General comment</u> Why a 2002 base year for costs? We are now 12 years on cannot a more up to date figure be used. How can you secure infrastructure costs under circular 2/2012 when SEStran no longer a funding body? Why are WLC continuing with the study outcomes when the other partner, CEC, has no intention of following through with these improvements?</p>	<p>Traffic flows on A71 for each development were taken from the transport assessments (TA) submitted by each developer. The Gavieside TA of May 2011 figure 5.1 advises of 9% of trips on the A71. The Nov 2011 TA for 200 units gives in/out flows for AM + PM. Multiplying this up to 2200 units with 9% of the site flows on A71 gives 648 trips as used in the calculations. Calderwood TA Table 10.3 2800 units generates 1387 trips on the A71.</p> <p>Appendix 2 of the revised SPG states a cost for B7015 signals at £61,600 this is wrong. The costs are worked out at £300,000 this is the correct cost. Appendix 1 also states £300,000 therefore there is no need to change the unit costs for this junction.</p> <p>The first Section 75 was started 4 years ago and it is inappropriate to change the estimated costs at this stage.</p> <p>The developer contributions can still be collected as the development still has an impact on the network. The monies collected will still be used for bus lane provision on the A71, to assist the development within West Lothian. Implementation would have to be phased and the SPG sets the priorities for this.</p>
Stirling Developments	<p>The SPG only covers recovery of costs on A71, a further SPG should be written for the other infrastructure costs.</p> <p>Can costs be provided for the different transport interventions</p>	<p>A section 75 will be agreed with each developer within the CDA and these will contain developer contributions for the appropriate infrastructure improvements.</p> <p>The costs shown are indicative and are a best estimate of the costs involved in constructing proposals that the council would like introduced. They are based on plans included in the TA submitted at planning stage.</p>

	<p>Can you clarify what provision will be made if the costs which WLC have estimated are below the actual costs of the works?</p> <p>Please confirm that WLC retain ownership over all land to facilitate these works.</p> <p>Not sure how the Calderwood trips have been calculated?</p> <p>WLC states that A71 from B7015 to Wilkieston is a priority location to introduce an eastbound bus lane but this section does not appear on the specific measures. Will you seek separate funding for this measure?</p>	<p>As the developers have been unable to agree cost sharing for the traffic interventions it will be up to the developer that requires the improvement to pay for the works. The council will be able to give over any monies collected to date for the particular improvement.</p> <p>It is not the council's intention to require third party land to build any improvements.</p> <p>Table 10.3 from the TA shows A71 west of East Calder traffic lights total 2 way flow both AM and PM as 1387 trips.</p> <p>Section 39 of the document stated that there was a revised location emphasis on improvements to bus journey times on A71 and highlighted the section from B7015 to Wilkieston.</p> <p>Section 40 should have stated this in item (a). However, due to a typing error the resulting item indicates the wrong section of the A71. The emphasis of the change is that the improvements are between the B7015 and B7030 junctions.</p>
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**A71 Corridor Study  
Developer Contributions  
Supplementary Planning Guidance  
16 September 2014**

## INTRODUCTION

1. West Lothian is seen as a place that will continue to prosper and as a place to live and work. The Strategic Development Plan for Edinburgh and South East Scotland (SESplan) (SDP) identifies a need for substantial housing allocations to meet the demand across the SESplan area. Through the identification of Core Development Areas (CDA's) a significant share of this development is planned for West Lothian.
2. The scale of growth is shown below:

25,000 houses in the adopted West Lothian Local Plan;  
12,000 in three CDA's; and  
5,000 houses in the Livingston and Almond Valley CDA.

Further land allocations will be required to accommodate the requirements of the SDP established through supplementary planning guidance on housing.

Within the Livingston and Almond Valley CDA there are two major allocations at Calderwood and at West Livingston/Mossend. There are also employment allocations in these areas and this leads to substantial mixed use development. The development proposals at Calderwood and West Livingston/Mossend will impact on transport demand along the A71 corridor and given the scale of development proposed the council undertook a number of studies to identify sustainable transport solutions on the A71 corridor. These are discussed below at paragraphs 7-14.

The scale of housing and employment development identified within the Livingston and Almond Valley CDA is as follows:

<b>Core Development Area Allocation</b>	<b>Housing</b>	<b>Employment Land (ha)</b>
Calderwood	2800	20
West Livingston/Mossend (Gavieside)	2200	40
<b>Total</b>	<b>5000</b>	<b>60</b>

3. Scottish Planning Policy (SPP) and Planning Advice Note: PAN 75 – Planning for Transport identify the requirements to secure development which is sustainable, provides high quality public transport access to encourage modal shift and also facilitates movement by public transport including interchange facilities.

## BACKGROUND

4. There is a current requirement within the approved SDP to safeguard the A71 Upgrade from Hermiston to East Calder. This requirement is identified as Item 94 of the Action Programme and is safeguarded by SDP policy 9.

5. This safeguard is included in the adopted West Lothian Local Plan (WLLP) and is safeguarded by policy TRAN 30 in the WLLP and indicated on proposals map 2. However, the City of Edinburgh Council has noted this safeguard is subject to review, pending the findings of a study into transport issues on the A71 corridor.
6. A number of studies have been commissioned by West Lothian Council to assess and address transportation issues raised by proposed developments within the area. The studies carried out to date are the West Lothian Sustainable Transport Study and the A71 Corridor Study. The studies also reviewed the requirement to safeguard the A71 upgrade identified in paragraph 4 above.

### **WEST LOTHIAN SUSTAINABLE TRANSPORT STUDY**

7. This study was undertaken by consultants on behalf of West Lothian Council and provided a very detailed assessment of the sustainable transport needs of West Lothian. It was published in November 2005. The study identified three main packages which were considered important in improving and maintaining sustainable travel both within and to and from West Lothian. One key package assessed was the provision of infrastructure associated with the Core Development Areas (CDAs) identified in the WLLP. These requirements are identified in the CDA action plan table 7.1, set out in the WLLP. In addition, the study identified A71 bus priority as a scheme of significant strategic benefit.
8. The CDA related key infrastructure requirements in relation to movements that go along or impact on the A71 corridor are identified below:

West Calder Station Park & Ride  
Gavieside Link to Toll Roundabout, Livingston  
East Calder - Distributor Link and improvements  
Kirknewton Station Park & Ride  
Wilkieston Northern Bypass

These elements of infrastructure are key to both the development of the CDA areas and to the delivery of longer term sustainable development. This is not an exhaustive list of the entire transport infrastructure required in association with the Livingston and Almond Valley CDA. The key requirements for infrastructure are detailed in the CDA Action plan appendix 7.1 of the adopted WLLP.

### **A71 CORRIDOR STUDY**

9. The A71 Corridor Study was undertaken by consultants WSP on behalf of West Lothian Council and the City of Edinburgh Council and was published in June 2005. The study was commissioned to examine future travel demand in the A71 corridor between West Calder and Hermiston and make recommendations on how that demand could be catered for sustainably, in line with regional and local transport objectives.
10. The study included the preferred development strategy that is contained in the adopted WLLP in particular allowing for the impacts of the West Livingston/Mossend and Calderwood development proposals.

11. The study identified a comprehensive set of options that were considered and assessed. Package 1 which consisted of online bus priority and service enhancement was considered to be the package best suited to meet future travel demands on the A71 corridor. The package of works within West Lothian is identified and listed below:

- (a) Bus lane and bus priority at the A71/Kirknewton/East Calder junction.
- (b) Eastbound bus lane from above to the junction of the A71 with the B7031.
- (c) New traffic light layout with bus priority at the A71/B7031 junction.
- (d) Eastbound bus lane on the A71 between the B7031 and the B7015.
- (e) New roundabout at the junction of the A71/B7015.
- (f) Wilkieston north west bypass to B7030.

The package of works within the City of Edinburgh is identified and listed below:

- (g) Eastbound bus lane between the entrance to the Dalmahoy Hotel and Addiston Mains. (Proposed widening on the north side).
  - (h) Widen the A71 between west of Curriehill Road and Heriot-Watt north gate on the south side to create third lane (eastbound bus lane).
  - (i) Junction improvements at Curriehill Road/A71 junction including splitter islands new kerbing, resurfacing, signage etc
  - (j) Various road improvements between Wilkieston and Curriehill Road/ including resurfacing kerbing drainage, footways markings and signage.
12. The council's Enterprise and Development Committee endorsed the measures in package 1 on 30 August 2005. These improvements are highlighted and safeguarded within the WLLP and this guidance note supplements the WLLP and specifies how it is anticipated that these improvements and the additional infrastructure needed will be implemented.
13. Schemes (a) to (j) set out in paragraph 11 above will be pedestrian and cycle friendly and are to be fully integrated with existing on-road and off-road routes along the corridor.

## **WEST LOTHIAN LOCAL PLAN REQUIREMENTS**

14. The key requirements for infrastructure are detailed in the CDA Action Plan appendix 7.1 of the WLLP. In addition, policy TRAN 4 of the WLLP identifies the requirement for developers to implement either an appropriate part or all of the identified improvements in proportion to the potential impact of their development on the surrounding road network. TRAN 21 specifically extends this requirement to the studies and initiatives linked to enhancing sustainable transport options for travelling on the A71 corridor between Livingston and Edinburgh and safeguards the schemes identified in the A71 corridor study.

## **UPDATE**

15. Since the SPG prepared in 2006, there have been a number of factors which now affect how the detailed delivery of the identified schemes will be made. First of all the need to contribute to the schemes was challenged by some developers as part of the public local inquiry into the finalised West Lothian Local Plan and it was not until 2009 following consideration of the Reporters' recommendations that the local plan was adopted and the funding of these measures through the SPG were endorsed in the WLLP.
16. Furthermore, a major factor in the delivery of shared transport infrastructure has been the reluctance by different developers within Core Development Areas (CDAs) to join together to develop comprehensive master plans and agree the timing, phasing and costs of the shared infrastructure. This has meant that the need to carry out this transportation master planning element has at times rested with the council.
17. The 2006 SPG identified SEStran as a contributor to the wider A71 public transport scheme in its role as the Regional Transport Partnership. However, SEStran are no longer a funding body and whilst they continue to have a role in supporting wider cross border infrastructure it will be for West Lothian Council and the City of Edinburgh Council to identify alternative funding sources to enable the implementation of the entire scheme.

#### **DEVELOPMENT APPLICATIONS – Livingston and Almond Valley CDA**

18. Within the Livingston and Almond Valley CDA it has not been possible to achieve a single developer master plan for the entire area. Public Transport improvements along the entire A71 corridor are to be partly funded by developers within the Livingston and Almond Valley CDA, whilst some key junction improvements are to be fully funded by all the developers of the Calderwood CDA. How these costs are to be divided between these developers is detailed in this SPG.
19. The Almondell part of the Calderwood CDA has planning approval for mixed use development (0524/P/09 refers) and a phase 1 of the development (0749/FUL/10). It should be noted that most of the Raw Holdings part of the Calderwood CDA is not within application 0524/P/09 but the traffic impacts of all 2800 units within the Calderwood CDA have been included within the transport assessment undertaken. Planning consent has been granted for part of the Raw Holdings allocation, these being 0081/FUL/12 and 0823/FUL/13. Both these applications are subject to a Section 75 Agreement.
20. The transport assessment submitted with the Almondell planning application identified a change to the proposed junction improvements outlined in the A71 Corridor Study. The assessment identified that a signalised junction on the A71/B7015 would be more appropriate than the roundabout proposed in the Corridor Study. Furthermore the proposed roundabout and part time signals at the staggered A71/B7031 junction have been replaced with a signalised junction.

21. Therefore, the planning applications and supporting transport assessment for the applications referred to in section 19 provide that the measures set out below for the A71 which are to be fully funded and delivered by the development of the Calderwood CDA:
- a new traffic signal controlled junction with bus priority at the A71/B7031 junction;
  - a new traffic signal controlled junction with bus priority at the A71/B7015; and
  - the Wilkieston north west bypass to B7030.
22. The West Livingston/Mossend CDA does not have an overall agreed master plan but there are currently two planning applications for around 208 houses at the Mossend part of this CDA which the council is minded to grant (0349/FUL/11 and 0337/P/13 refer). The legal agreements for these two applications have yet to be signed but the agreed Heads of Terms include developer contributions to the A71 bus priority proposals contained in this SPG.
23. The primary benefit from the A71 public transport improvements is commuter journeys to work. In the absence of identified development of the business areas and to ensure the earliest possible delivery of the measures all costs associated with the A71 have been shared between the housing allocations based on the number of units.

## **DEVELOPER CONTRIBUTIONS**

24. Appendix 7.1 of the WLLP has already identified the key elements of infrastructure which are needed to support the developments at West Livingston/Mossend and Calderwood. These key infrastructure requirements have been tested as part of the overall development strategy and are directly linked to each CDA area and are considered necessary to enable the identified scale of development to progress.
25. The main purpose of this revised SPG is to indicate more clearly how the sustainable improvements on the A71 identified by the A71 Corridor Study will be linked to and implemented as part of the CDA development strategy. Appendix 1 identifies relevant elements of the A71 bus improvements, an approximate cost for each section and how it is identified that the infrastructure will be delivered. The costs identified in the Appendix are indicative, but have been used as a basis for assessing shared contributions.
26. In all cases, where contributions are sought from developers they will be sought in accordance with Scottish Government guidance contained in Circular 3/2012 "Planning Agreements". Paragraph 7.10 of the WLLP provides further guidance. Appendix 2 details how these costs have been calculated.

## **Calderwood**

27. The detailed information from the transport assessments in support of the planning applications for Calderwood was used to assess the potential impact of the development on the transport network on the A71.

28. Stirling Developments Ltd has accepted that as the largest developer within the Calderwood CDA they will be responsible for providing and forward funding the junction improvements onto the A71 and also the Wilkieston Bypass. These are necessary to accommodate the impact of the Calderwood CDA. Planning conditions attached to the planning approval in principle for the Calderwood development indicate trigger points when infrastructure and junction improvements are required. However, as not all of the Calderwood developers are discussing how the costs for each of the improvements will be shared, it is has been left to the council to take appropriate contributions from the remaining Calderwood developers towards the three key elements of shared infrastructure. Each housing developer's contribution is based on a percentage of their housing development in relation to the total scale of housing proposed for the whole of the Calderwood CDA. The council will collect each developer's contribution based on a housing unit cost and reimburse Stirling Developments Ltd after construction of each of the following works.
29. The Calderwood CDA developer contributions for the A71 improvements are:
- A71 / B7031 signalisation £215 per housing unit based on 1<sup>st</sup> quarter 2002 prices
  - A71 / B7015 signalisation £107 per housing unit based on 1<sup>st</sup> quarter 2002 prices
  - Wilkieston bypass north west section £607 per housing unit based on 1<sup>st</sup> quarter 2002 prices.
30. It should be noted that the assessment of the value of contributions from other Calderwood developers has been based on indicative costs for the proposed junction improvements identified as part of the transport assessments for the A71/B7015 junction and the A71/B7031 junctions. The indicative costs at 2002 prices are contained in Appendix 1 and in the event that the CDA developers make contributions in advance of the final costs of the signals being known and the actual cost of the signals is less than the indicative cost set out in this SPG (with indexation from first quarter 2002 applied) those developers shall be entitled to a part refund from the council for any overpayment made.

### **Gavieside/Mossend and Calderwood**

31. The remaining improvements on the A71, which are not fully developer funded but require contributions to the overall cost, are the provision of bus priority along the A71 between the junctions most heavily affected by the developments. These schemes are also identified in Appendix One. From transport assessments undertaken for Mossend and Calderwood it has been possible to allocate how these costs should be shared between the Livingston and Almond Valley CDA developments.
32. These bus priority measure costs are to be met by both the Calderwood and West Livingston/Mossend CDA developers as well as West Lothian and the City of Edinburgh councils. The developer contributions account for around 40% of the total cost. The contributions are:

- Bus priority contributions from Calderwood CDA (items a, b & d from A71 Corridor Study) £350.72 per housing unit based on 1<sup>st</sup> quarter 2002 prices.
- Bus priority contributions from Gavieside/Mossend CDA (items a, b & d from A71 Corridor Study) £208.54 per housing unit based on 1<sup>st</sup> quarter 2002 prices.

### **A71 CORRIDOR PUBLIC TRANSPORT PRIORITIES**

33. Some progress on the items within the A71 Study has already been made. The service improvements on the Edinburgh to Glasgow via Shotts line have been implemented increasing peak hour services and improving passenger capacity on the route.
34. In addition the council has already introduced a road improvement scheme at the junction of the A71/Linburn Road. The introduction of the traffic signals and the intelligent traffic signal system greatly reduces delay to public transport access for the route 28 bus when accessing the A71.
35. In accordance with the West Lothian Local Plan the levels of impact identified in the Transport Assessment undertaken for both Calderwood and West Livingston/Mossend have now been used to calculate the relative developer contributions to the required infrastructure and this is more fully explained in Appendix Two.
36. However, given the current economic climate and the financial constraints affecting the development industry it is considered that a clear priority in the delivery of the remaining public transport elements of the A71 corridor must be made.
37. The balance of funding for the provision of the bus lanes along the A71 was previously expected to be secured by the West Lothian and the City of Edinburgh councils from SEStran. However, SEStran has ceased to be a funding body and therefore this opportunity for funding is no longer available. This is another factor which will affect the delivery and timing of the whole package of measures.
38. As stated above it is considered vital that clear priorities are established to implement the elements of the public transport strategy in the most beneficial order. There are two key bus routes that serve the Calderwood area and access the A71. These are the No.27 and No.28 routes. These routes are part of the Route 27/28 Quality Bus Partnership and measures should initially benefit these routes.
39. The No.27 route accesses the A71 from the B7015 and the section of the A71 from the B7015 to Wilkieston is a priority location to introduce measures to improve public transport journey times.

40. The existing bus routes very rarely use the A71 between Lizzie Bryce and the B7015. Therefore, in the medium to long term it is unlikely that there will be a bus from Livingston to Edinburgh directly via the A71 that will be at a frequency or have sufficient demand to make this route worthwhile. It is therefore proposed that the council reallocates monies for the formation of bus lanes on the A71, collected or intended to be collected under Section 75 agreements following the 2006 SPG, to a proposed bus lane on the A71 between the B7015 and the B7030 and further, that a strategy regarding implementation of bus priority measures should now be considered with the following priorities:-
- (a) Eastbound bus lane on the A71 between the B7015 and the B7030;
  - (b) Bus lane and bus priority (north/south) at the Kirknewton/East Calder junction (C27);
  - (c) Widen the A71 between west of Curriehill Road and Heriot-Watt north gate on the south side to create third lane (eastbound bus lane);
  - (d) Bus lane and bus priority on the A71 from the Kirknewton/East Calder junction (C27) to the B7031;
  - (e) Eastbound bus lane between the entrance to the Dalmahoy Hotel and Addiston Mains. (Proposed widening on the north side); and
  - (f) Bus lane and bus priority (eastbound) at the Kirknewton/East Calder junction (C27).
41. It can be seen that there are two City of Edinburgh Council (CEC) sections within this list of priorities. As discussed earlier at officer level the CEC priorities have shifted with greater emphasis being placed on increased park and ride provision at Hermiston. However, given that contributions are required to the wider package of measures from both local authorities, it is consider appropriate that they continue to be identified in the priority list.
42. The key benefit to both authorities in relation to the overall impact on the A71 corridor would be the delivery of the measures (a) and (b) from the priority list above. These schemes provide the best opportunity to influence public transport use at the earliest stages of the development reducing car based trips into Edinburgh.
43. It is proposed that the developer funding contributions should be targeted at schemes (a) and (b). Discussions between West Lothian Council and the City of Edinburgh Council on how the remaining sections of the study proposals can be funded will continue.

## SUMMARY

44. Reference has been made to various pieces of traffic modelling work undertaken by West Lothian Council in support of its development strategy set out in the WLLP. This modelling work clearly identifies the key infrastructure needed to deliver the development proposals.
45. These CDA infrastructure requirements have also been assessed as part of a West Lothian wide Sustainable Transport Study and are identified as key requirements to deliver the overall sustainable transport strategy.
46. The approved WLLP clearly identifies the key infrastructure that is considered necessary to deliver the Calderwood and West Livingston/Mossend CDA's.
47. The A71 Corridor Study identifies and gives indicative costs for various measures which are considered necessary to improve public transport and junction accessibility along the A71 corridor. This Study follows on from recommendations within the West Lothian Sustainable Transport Study which identified A71 bus priority as a scheme of significant strategic benefit.
48. Appendix 1 indicates the indicative costs involved in providing the bus priority improvements within West Lothian on the A71 corridor. It also shows the infrastructure requirements that are to be fully provided by developers and indicates where a contribution will be required which will be linked to the scale of impact on the A71 corridor. All contribution levels are to be indexed link.
49. Due to the lack of a master plan covering either the whole of the West Livingston/Mossend and Calderwood CDAs it has fallen on the council to estimate a pro rata cost contribution from each of the different developers. Any monies obtained will be paid to the developer who is required to carry out each junction improvement when the appropriate trigger point has been reached. The easiest way to set a contribution level has been to base the cost on a per house unit level and Appendix Two outlines how these costs have been calculated.
50. This SPG is proposing that the developer funding identified based on the original SPG and detailed earlier, should be used to implement, as a matter of priority, the two key schemes that benefit sustainable transport use.
51. In relation to the schemes within the city of Edinburgh discussions with officers indicate that priorities in relation to public transport improvements have changed. The strategy is now to seek to build on the success of Hermiston Park and Ride, seeking to reduce the ongoing traffic movements into Edinburgh City Centre. As part of the development of Hermiston Park and Ride a number of road and public transport improvements were implemented which helped improve journey times from Heriot-Watt to the city bypass.

52. Therefore, it is considered that the strategy of concentrating developer contributions to deliver increased bus based patronage from West Lothian is the key way forward to support the ongoing development within West Lothian. In addition it is considered that the measures identified within West Lothian should be prioritised in terms of delivery and funding.

**Appendix 1: A71 CORRIDOR STUDY SCHEMES**

<b>PROPOSED SCHEME</b>	<b>ANTICIPATED COSTS *</b>	<b>CDA DEVELOPER</b>	<b>DEVELOPER REQUIREMENT **</b>
Bus lane and bus priority at the A71/Kirknewton/East Calder junction	£350,000	Calderwood and West Livingston/Mossend	Contribution to costs. Cost sharing identified in Appendix 2.
Eastbound bus lane from above to the junction of the A71 with the B7030	£600,000	Calderwood and West Livingston/Mossend	Contribution to costs. Cost sharing identified in Appendix 2.
New traffic light layout with bus priority at the A71/B7031 junction	£602,000	Calderwood	100% funding. Requirement to access the CDA development area. Cost sharing between Calderwood developers identified in Appendix 2.
Eastbound bus lane on the A71 between the B7031 and the B7015	£2,760,000	Calderwood and West Livingston/Mossend	Contribution to costs. Cost sharing identified in Appendix 2.
New traffic light layout with bus priority at the junction of the A71/B7015	£300,000	Calderwood	100% funding. Requirement to access the CDA development area. Cost sharing between Calderwood developers identified in Appendix 2.
Wilkieston north west bypass to B7030	£1,700,000	Calderwood	100% funding. Requirement to access the CDA development area. Cost sharing between Calderwood developers identified in Appendix 2.

\* These costs are estimated at 2002 prices.

\*\* In all cases, where contributions are sought from developers they will be sought in accordance with Scottish Government guidance (see Chapter 7, paragraph 7.10) of the WLLP. The contribution will be in proportion to the impact of the development on the surrounding road network.

Legal agreements will be required to secure the contributions and the agreement will include appropriate mechanisms to deal with the situation where a shared cost scheme cannot be implemented because there are insufficient funding contributions from the developers and the public sector.

## Appendix 2

### Livingston and Almond Valley CDA Shared Costs

#### Bus Priority Contributions for A71 (Excludes Junctions)

The total trips on A71 to the west of B7031 junction using 2-way AM and PM peak flows.

Base traffic ATC 2007	3,205 trips (61.1%)
Calderwood	1,387 trips (26.5%)
Gavieside	648 trips (12.4%)
Total	5,240 trips

From the A71 Corridor Study appendix the feasibility cost for the proposed bus priority measures on the A71 is £3,710,000. Taking the above trips and calculating the scheme cost on a pro-rata basis means:-

Base Traffic	£2,269,116
Calderwood	£982,017
West Livingston/Mossend	£458,794

To apportion the costs for each developer it is easier to work out a rate per house:-

Calderwood	2800 units	<b>£350.72 per unit</b>
West Livingston/Mossend	2200 units	<b>£208.54 per unit</b>

### Calderwood CDA Shared Infrastructure Costs

Stirling Developments Ltd will forward fund and construct the shared infrastructure. However, the following levels of contribution will be secured from other developers in the Calderwood CDA area and repaid to Stirling Developments Ltd by the council upon completion of the infrastructure.

#### Wilkieston Bypass

Estimated cost at £1,700,000 all for Calderwood with 2800 units.  
 $1700000/2800 = \mathbf{£607 \text{ per unit}}$

#### Traffic Signals at B7015 junction

Estimated cost at £61,600 all for Calderwood with 2800 units  
 $300000/2800 = \mathbf{£107 \text{ per unit}}$

#### Signalisation and Road Realignment at B7031 Junction

Estimated cost at £602,000 all for Calderwood with 2800 units  
 $602000/2800 = \mathbf{£215 \text{ per unit}}$