

West Lothian LDP2 Evidence Report

Schedule	20. Sustainable Transport
<p>Information required by the Act and NPF4 regarding the issue addressed in this section</p>	<p>Town and Country Planning (Scotland) (Act) 1997, as amended:</p> <ul style="list-style-type: none"> • section 15(5)(a) ‘the principal physical, cultural, economic, social, built heritage and environmental characteristics of the district’ • section 15(5)(d) the infrastructure of the district (including communications, transport and drainage systems) • Regulation 9: Have regard to: any regional transport strategy; and any local transport strategy <p>National Planning Framework 4 (adopted 13 February 2023):</p> <p>Policy 13 Sustainable Transport</p> <ul style="list-style-type: none"> • LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services. • LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities. • LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area’s transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan’s infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required. <p>NPF4 Policy 18 – Infrastructure First</p> <ul style="list-style-type: none"> • LDPs and delivery programmes should be based on an integrated infrastructure first approach. Plans should: be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure; set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities,

	<p>and where, how, when and by whom they will be delivered; and indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.</p> <p>This schedule aims not to repeat the content of other topics covered by the LDP2 Evidence Report. Other schedules which should be read alongside this schedule on Sustainable Transport:</p> <ul style="list-style-type: none"> • 1 - Climate Change • 3 - The Water Environment and Flooding • 4 - Blue and Green Networks • 9 - Health, Wellbeing and Equalities • 17 - Local Living • 18 - Town Centres and Retail Policy • 24 – Digital Infrastructure
<p>Links to Evidence</p>	<ul style="list-style-type: none"> • Scottish Government, National Transport Strategy 2 (NTS2) • Scottish Government, Strategic Transport Projects Review STPR2 • The SESTran Regional Transport Strategy 2035 (RTS) • Edinburgh & South East Scotland City Region Deal • Transport Scotland, Route Map to achieve a 20 per cent reduction in car kilometres by 2030 • West Lothian Council, Climate Change Strategy 2021-2028 • SESPlan Strategic Development Plan 2 (SDP2) • The Interim Regional Spatial Strategy for South East Scotland (iRSS) • The West Lothian Local Development Plan 1 (LDP1) and Transport Appraisal • West Lothian Council, Core Path Plan • West Lothian Council, Active Travel Action Plan 2024-2029 • West Lothian Council, Public Transport Strategy • West Lothian Council, Bus Network Review • West Lothian Council, Road Asset Management Plan
<p>Summary of Evidence</p>	
<p>Purpose, scope and structure of this schedule</p> <p>This schedule focuses on transport infrastructure in West Lothian and,</p> <ol style="list-style-type: none"> 1. sets out a West Lothian transport baseline by presenting evidence of the existing and proposed transport infrastructure and services, their availability, accessibility, capacity and constraints taking cognisance of the NTS2 sustainable travel and investment hierarchies including cross-boundary infrastructure. 2. evaluates whether the West Lothian LDP1 2018 has delivered on its outcomes, and allocations, identifies any lessons learnt for the preparation of the proposed plan and consider the appropriateness of the previous spatial strategy in sustainable transport terms. 	

3. presents evidences of West Lothian’s commitment to produce a transport appraisal and demonstrates that discussions have taken place with Transport Scotland to establish next steps.

This schedule and its evidence are set out in the following sections:

1. National transport strategies and their policy priorities, evidence and data
2. Local / cross boundary strategies and policy priorities, evidence and data
3. Existing transport infrastructure and services in West Lothian and their availability, accessibility, capacity and constraints based on the NTS2 sustainable travel and investment hierarchies including cross-boundary infrastructure.
4. A placed-based approach to reducing car dominance
5. West Lothian’s commitment to carrying out a transport appraisal for LDP2

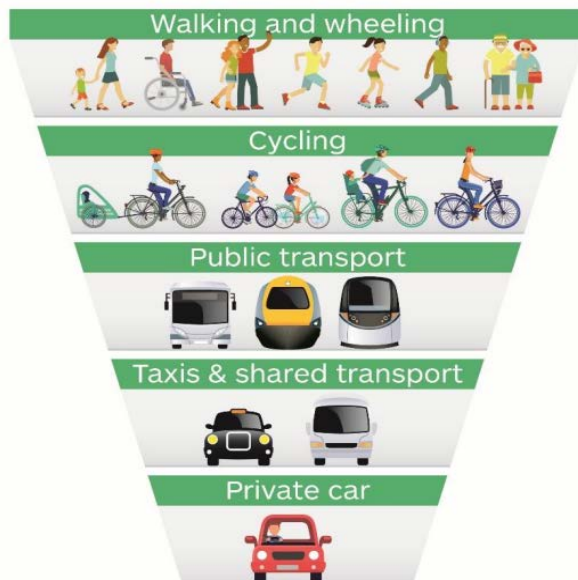
Part 1. National Transport Strategies and Policy Priorities

1.1 The **National Transport Strategy 2** sets out a vision for Scotland’s transport system for the next 20 years. The vision is underpinned by four interconnected priorities:

- Reducing Inequalities
- Taking Climate Action
- Helping Deliver Inclusive Economic Growth, and,
- Improving our Health and Wellbeing.

1.2 The NTS sets out the sustainable travel and sustainable investment hierarchies which should be promoted by development plans.

Prioritising Sustainable Transport



1.3 The **Strategic Transport Projects Review (STPR2)** published in December 2022 details how it will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy 2, aligning with other national plans such as the Climate Change Plan and National Planning Framework 4. STPR2 sets out 45 recommendations which will help inform Scottish

Ministers on a programme of potential transport investment opportunities for the period 2022-2042.

- 1.4 Within the STPR2, West Lothian is located within the Edinburgh and South East Scotland region. STPR2 recommends that a mass transit system for the region would provide more public transport options for cross boundary travel, reducing the need for unnecessary changes between services. This would improve region wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would focus on key corridors of demand as well as where congestion impacts on bus services and where the public transport offer is more limited, including targeting more disadvantaged areas where there can be greater dependence on public transport.
- 1.5 The Scottish Government's Programme for Government 2021-22 sets out a national ambition to reduce car kilometres by 20% by 2030 with the **Route Map to achieve a 20 per cent reduction in car kilometres by 2030** published in January 2022.

Part 2 - Local / Cross Boundary Strategy and Policy Priorities

- 2.1 The **West Lothian's Climate Change Strategy 2021-2028** sets out that emissions from transport amounts to approximately 37% of the total CO2 emissions for the West Lothian area. The strategy sets out that transport is the only major sector where emissions have increased since the council's baseline year and that achieving West Lothian's emissions targets can only be achieved with modal shift away from petrol/diesel car use, and significant improvements in the transport sector.
- 2.2 The Council is committed to supporting the national ambition to reduce car kms target, but there is recognition of the difficulties in West Lothian due to its urban/rural characteristics, the challenges faced in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections via Bathgate Hills, expanding urban developments, ageing population and the extensive strategic road infrastructure within the area.
- 2.3 The **SESTran Regional Transport Strategy 2035 (RTS)** sets out four strategic objectives for transport within south east Scotland. These are:
 - Transitioning to a sustainable, post-carbon transport system
 - Facilitating healthier travel options
 - Transforming public transport connectivity and access across the region, and,
 - Supporting safe, sustainable, and efficient movement of people and freight across the region.
- 2.4 The RTS aims to both reduce the amount of travel by car km and car share mode and to better connecting communities affected by deprivation to a wider range of opportunities.
- 2.5 The RTS highlights that transport demand is closely related to land use planning, connecting people to employment and services. Therefore, planning for transport is an essential part of development planning, ensuring that growth is planned around Sustainable Travel Hierarchy, placemaking, and 20-minute neighbourhoods.
- 2.6 In terms of West Lothian, the RTS highlights that:

- There has been significant population growth within the SEStran region, with an average 7.5% increase between 2009 and 2019.
 - West Lothian has experienced the fourth highest level of growth in the region, at 10%, however the region has seen the highest growth in the elderly population seeing a 34.3% increase.
 - The projected future housing need requirement for West Lothian, as set out by the Minimum All Tenure Housing Land Requirement (MATHLR) in NPF4 would result in an increase of dwellings in the region by 12.4%.
 - Whilst Edinburgh is home to around 45% of the region's jobs, 55% of commuting by residents of the SEStran area is between other local authorities and has a 90%+ car mode share. Therefore, reducing car-based commuting to and from the region's other major settlements and employment centres is a key priority of the regional transport strategy.
 - All local authorities have experienced a growth in their employment rates since 2009, however, the highest growth has been in West Lothian with a 5.1% change.
- 2.7 The Edinburgh and South-East Scotland region have signed the **ESES City Region Deal** with the UK and Scottish Governments, with a value of over £1.5 billion, spread over five themes including £156 million for Transport infrastructure. For Transport, the City Region Deal aims to deliver a package of measures to deliver development in West Edinburgh which includes sustainable transportation measures connecting West Lothian and Edinburgh.
- 2.8 This includes transport and active travel improvements along the A8/A89 corridor between Broxburn and Maybury. This project includes prioritising buses and reduce bus journey times, increase bus capacity, and delivering faster more direct services on the West Lothian South corridor.
- 2.9 The Scottish Government has committed a £20m investment to support the project, with the City of Edinburgh Council (CEC) has committed a further £16m to deliver active travel and public transport infrastructure improvements from Maybury to Newbridge. Contributions from developers will also be sought to mitigate the impact of development; including those contributions received through the West Edinburgh Transport Contribution Zone.
- 2.10 Regional planning policy for West Lothian is set out within the **Interim Regional Spatial Strategy for South East Scotland** (iRSS). Although non-statutory in nature (it does not form part of the development plan and will not have a status in planning decisions), the iRSS's purpose is to guide the development of regional and local planning including the next West Lothian Local Development Plan.
- 2.11 The iRSS supports growth in the Edinburgh City Region whilst protecting and enhancing the regions important environmental and culture assets. The housing and economic growth set out in the previous statutory Strategic Development Plan (SDP) which ceased to have effect in 2023 is reflected in the iRSS but recognises that "further growth and development can only be accommodated sustainably in the region through appropriate sustainable transport interventions".
- 2.12 The iRSS sets out that In West Lothian the spatial strategy is focused on strategic growth corridors along key transport routes, M8, M9 (Winchburgh) and rail corridors (Linlithgow / Bathgate / Livingston South lines to Glasgow and Edinburgh). This allows for containment and promotion of the urbanised area to deliver the core development areas/strategic allocations at East

Broxburn/Winchburgh, Armadale, Livingston and Almond Valley (Calderwood, Gavieside and Mossend) and Heartlands. In terms of transport improvements, the iRSS proposes:

- Enhanced public transport including rail enhancement, the provision of a new rail station at Winchburgh, park & ride facilities at key transport hubs at Broxburn/Uphall and active travel routes across West Lothian to promote sustainable access to local facilities. This includes provision of strategic walking and cycling routes within and through the district and key active travel routes identified in the Council's Active Travel and Core Path Plans.
- Further promote sustainable transport and connectivity, with the opportunity to extend the tram line into West Lothian will be kept under review.
- Improvements to the A801 and M9 junction 3 upgrade which will further assist with economic growth and connectivity.
- Livingston will continue in its role as a strategic town centre providing a mix of retail, residential, leisure and commercial uses whilst promoting the 5 traditional town centres – Armadale, Bathgate, Linlithgow, Whitburn, Broxburn to continue to thrive as town centres.

2.13 The extant local development plan for West Lothian is the adopted **West Lothian Local Development Plan 1 (2018)** which set out to capitalise on the region's excellent transport links, central location and business and labour market connections by promoting development in sustainable locations in order to continue to attract investment and growth.

2.14 At the time of its preparation, LDP 1 was required to comply with the **Approved Strategic Development Plan for Edinburgh and South East Scotland, June 2013 (SDP)** in which West Lothian was identified as a Strategic Development Area with over 22,300 new homes potentially committed. The SDP identified a further requirement of 18,010 additional homes between 2009-2024 to be allocated in the Local Development Plan.

2.15 LDP 1's spatial strategy sought to guide this development to Core Development Areas and other sustainable locations. The plan gave priority to locations that could be accessible by sustainable transport modes such as active travel, public transport and car share, however the plan also recognised that meeting the identified overall level of housing need and economic growth aspirations will have implications for the transport network.

2.16 In terms of transport, one of the key aims of the plan was to "promote development in the most sustainable locations where its impact can be minimised; reducing the need to travel; and prioritising sustainable transport modes" with the LDP1 Vision setting out that "the area will enjoy better transport connectivity with more options for sustainable travel choices and more active travel routes".

2.17 Supplementary Guidance on **Developer Contributions Towards Transport Infrastructure** was published by the council in November 2020 but not subsequently adopted but is still used to collect contributions towards transport infrastructure.

Part 3. Existing and proposed transport infrastructure and services in West Lothian and their availability, accessibility, capacity and constraints

Active Travel

- 3.1 In terms of active travel, data shows that in West Lothian 6.1% of residents currently walk to work and that under 1% use cycling as their main mode of travel, with 62% of households in West Lothian not having access to a bike. (Scottish Household Survey for West Lothian for 2019 and 2021).
- 3.2 The **West Lothian Active Travel Plan 2024-2029 (ATP)** aims to provide more opportunities for active travel by connecting people to the places they wish to go, delivering infrastructure and a culture that enables walking, wheeling, and cycling to be more popular choices for short, everyday journeys.
- 3.3 However, the ATP also sets out there are challenges facing West Lothian in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections.
- 3.4 The ATP sets out a proposed West Lothian Active Travel Route Network Plan (Table 7, Figure 14, and Table 10), accompanied by a Behaviour Change Plan and Delivery Mechanisms through funding and partnership working to increase active travel in the region.
- 3.5 To develop the Active Travel Route Network Plan proposed for West Lothian, the ATP uses various sources of data:
- 3.6 **SEStran's Strategic Network** - a framework for coordinated development of cross boundary active travel routes connecting cities, towns, neighbourhoods, settlements, and public transport hubs in the SEStran region. Key routes identified from this include Livingston internal movements (north to south) and Falkirk to Livingston, Edinburgh and Glasgow.
- 3.7 The **SEStran Strategic Network Cross Boundary Active Travel Report** sets out a series of missing links in the strategic active travel network. For West Lothian these are:
- A71 cycle super highway
 - A89 cycle super highway – westwards extension
 - Union canal Linlithgow, Polmont, Falkirk – surface upgrade would make this viable commuter route
 - Bo'ness to Linlithgow – better signage and route promotion would encourage cycle and ride
- 3.8 The ATP also analyses:
- Current / planned infrastructure - the active travel schemes from the 2016-21 ATP differentiated according to progress, as identified in the Council's Active Travel Plans between 2016-21 in Table 3. Of the 18 active travel infrastructure improvements schemes identified in the ATP, WLC has fully completed five, and made progress with a further seven, but there has been no progress on six. An additional 14 projects not referenced in the 2016-21 ATP, have been progressed in the same period with six of these complete. Additionally, other minor accessibility schemes have been completed or designs are ongoing.
 - Trip Generators / Attractors and Planned Development - key planned employment and housing development sites from the West Lothian Local Development Plan (LDP1).
- 3.9 Data was mapped using:

- The Network Planning Tool (NPT) Scotland - Sustrans and Transport Scotland tool to plan strategic cycle networks in Scotland
- Datashine Scotland Commute Data - mapping of commuting trips by all modes
- Strava Metro Data (including trip data and routes tool) - illustrates the most popular routes, presenting an indication of current demand.

3.10 The ATP route network is as follows:

- Primary routes: These link key trip generators / attractors, likely to attract the highest demand for walking, wheeling, and cycling, and will often be used for commuting trips.
- Secondary routes: These link local centres and local trip generators / attractors. These will generally be connected to the wider primary route network.
- Community Active Travel Networks, within settlements, will also be crucial to support everyday journeys by walking, wheeling, and cycling. West Lothian Council will work in partnership with local communities to develop Community Active Travel Network Plans for some settlements.

3.11 The **West Lothian Local Development Plan 1 (2018)** and **Delivery Programme (2024)** identifies active travel infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan 2013 and the LDP1 spatial strategy.

3.12 At a regional level, the **West Edinburgh Transport Improvement Programme (WETIP)** is to progress the delivery of key public transport and active travel measures identified in the 2016 West Edinburgh Transport Appraisal (WETA) Refresh study. WETIP specifically focuses bus travel on the A89 / A8 corridor (between Broxburn and Maybury) and cross-boundary connectivity between West Lothian and Edinburgh.

3.13 West Lothian is also connected to National Cycle Path 75 between Glasgow with Edinburgh. Within West Lothian it runs from Raiziehill, where the A89 enters the district on its western boundary, eastwards through Armadale, between Bathgate and Blackburn, through Livingston and it leaves West Lothian on a minor road to Balerno near Haggs Farm. The path is 37 km in length in West Lothian. The Union Canal (NCR754) provides connections to Edinburgh and Falkirk.

3.14 West Lothian Council's **Core Path Plan** provides a framework of routes for the purpose of giving the public reasonable access throughout a particular area for walking, cycling, horse riding and other non-motorised activities.

Public Transport - Bus

3.15 At a regional level, the **Regional Transport Strategy** identifies actions to manage cross-boundary public transport accessibility, identifying that the largest commuting movement into the Edinburgh city region in volume terms is from the West Lothian M8 sector. The RTS identifies that bus priority and park-and-ride opportunities should be significantly extended into the Lothians, providing car users with an earlier and easier opportunity to switch to bus, tram or train.

3.16 In addition, the RTS identified that the use of bus for travel between local authorities is limited. The RTS identifies that initiatives to improve regional bus connectivity should be targeted where

car-based travel volumes are high. Park and Ride, and associated town centre measures, should be used to encourage a switch to more sustainable modes early in the journey.

3.17 The **West Edinburgh Transport Improvement Programme (WETIP)** is to progress the delivery of key public transport and active travel measures identified in the 2016 West Edinburgh Transport Appraisal (WETA) Refresh study. WETIP specifically focuses bus travel on the A89 / A8 corridor (between Broxburn and Maybury) and cross-boundary connectivity between West Lothian and Edinburgh.

3.18 The **West Lothian LDP1 and Delivery Programme (2024)** identifies the following bus infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan 2023 and the LDP1 spatial strategy:

- Public transport improvements to the A89
- Public transport improvements to the A71
- Park and ride schemes at east Broxburn, Kirknewton (rail station), Linlithgow (M9), West Calder (Gavieside/Cleugh Brae), Whitburn and Winchburgh
- M8 Rapid Transit/Bus Lane (Action 112) – aspirational
- Provide hard shoulder running on the M8 between Livingston and Edinburgh M9 Bus Lane (Linlithgow and Winchburgh) – aspirational

3.19 At a local level, West Lothian Council works with commercial operators to ensure a viable primary network of scheduled bus services is available, providing direct, inter urban services on the main transport corridors in West Lothian.

3.20 The council in the **West Lothian Passenger Transport Strategy** sets out that it is committed to maintaining a public transport network that provides transport for everyone's day-to-day travel within its geographic boundary and provides connections to neighbouring areas.

3.21 A key council activity is the augmentation of passenger transport services provided by commercial (Lothian Country Buses and First Buses) and voluntary sector operators to provide a comprehensive network. Around 80% of bus journeys in West Lothian are purely commercial, with the council subsidising around 20% of journeys. WLC works with operators to ensure a viable primary network of scheduled bus services is available, providing direct, inter urban services on the main transport corridors in West Lothian. The primary Bus Routes in West Lothian include:

- Bathgate-Livingston.
- Livingston-Edinburgh via A71
- Livingston-Edinburgh via A89
- Whitburn-Livingston
- Falkirk-Linlithgow-Edinburgh

3.22 These routes guarantee a regular service to the intermediate settlements of Blackburn, Bridgend, Broxburn, East Calder, Calderwood, East Whitburn, Mid Calder, Kirknewton, Seafield, Threemiletown, Uphall, Wilkieston and Winchburgh.

3.23 Community Buses across West Lothian provide vital links from residential areas to shopping and healthcare facilities (such as Broxburn and Uphall Town Service 2A/2B) alongside demand responsive transport such as HCL (Handicabs Lothian), accessible transport for elderly people and

people with mobility challenges. Taxibuses provide public transport to areas at times when no bus service is available and services are only run when passengers pre-book their journey in advance.

3.24 The council provides transport services for nearly 6,000 children to secondary and primary schools. There are also direct bus links operated by Citylink (Line 900) from Knightsridge, Deer Park, Livingston to Edinburgh Airport daily. The journey takes approximately 13 minutes.

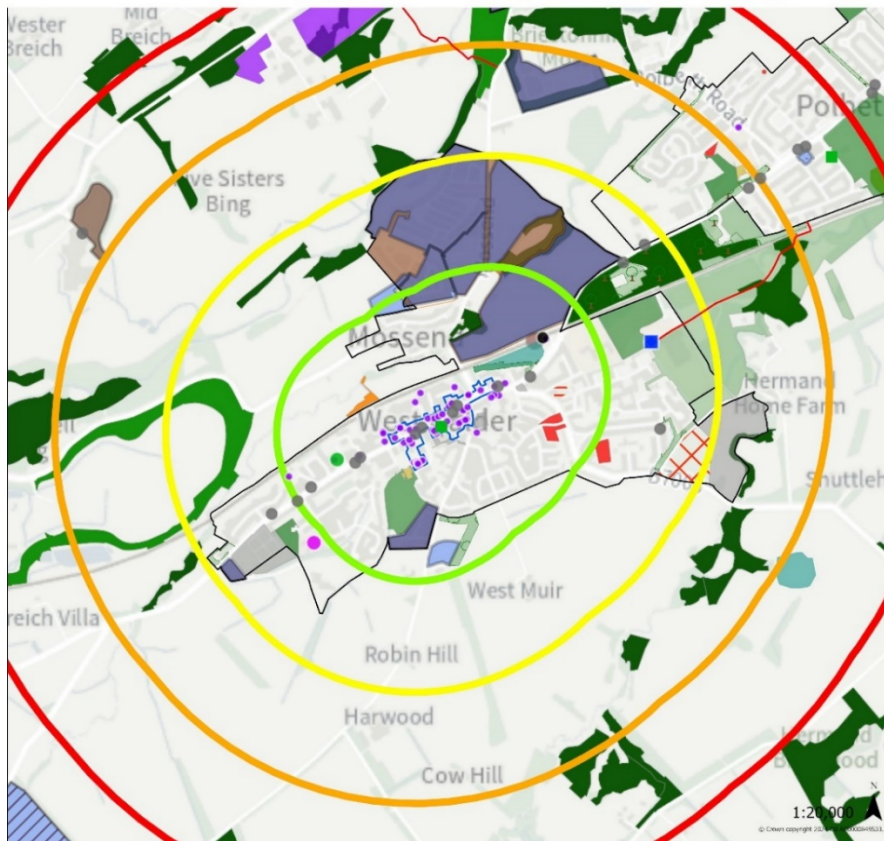
3.25 The Passenger Transport Strategy also identifies a number of measures, subject to funding availability, for a viable secondary network:

- Fauldhouse-Whitburn-Blackburn-Livingston-Broxburn-Winchburgh
- Winchburgh-Broxburn-Uphall Station-Livingston
- Fauldhouse – Bathgate – Livingston via Armadale, Livingston Village and St John’s Hospital.
- Falkirk-Linlithgow-Edinburgh
- Blackridge-Bathgate
- Bathgate-Linlithgow- Livingston
- Linlithgow-Livingston
- Linlithgow-Bo’ness
- Falkirk-Bathgate-Livingston

3.26 These routes would provide a regular service to the intermediate settlements of Avonbridge, Addiewell, Bathville, Bents, Berniehill, Burngrange, Ecclesmachan, Loganlea, Polbeth, Pumpherston, Stoneyburn, Torphichen, Uphall Station, West Calder, Westfield and Whiteside.

3.27 The Passenger Transport Strategy sets out a KPI that 90% of residents should be within 800 metres of a bus stop, with 80% of residents living in semi-urban/town areas are within 600 metres of a bus stop. An analysis of towns and villages within West Lothian for local living/20 minute neighbourhoods has been undertaken. This includes bus stops and railway stations. The outputs from this exercise have been mapped to ascertain what facilities are located within a 400m, 800m, 1200m and 1600m of town and local centres that will be the focal points for Local Living. An example of this for West Calder is shown below:

LDP2 - Local Living (West Calder)



3.28 In terms of bus usage, data from Scotland’s Household Survey 2022 reveals that 67% of households in West Lothian have not used a bus and 57% have not used a train in the last month. With limited budget to intervene in bus provision, West Lothian carried out the **West Lothian Bus Network Review in 2024** to understand where priorities lie for local residents on public transport (see section on engagement).

Public Transport - Rail

3.29 12 railway stations are located within West Lothian running over three principal rail lines. Statistics on station usage are available from the Office of Rail & Road, Estimation of Station Usage 2022-2023 based primarily on ticket sales.

Station Name	Entries and Exits
Livingston North	808,294
Linlithgow	797,512
Bathgate	769,530
Uphall	358,086
Livingston South	205,642
Armadale (West Lothian)	172,918
West Calder	90,460
Kirknewton	39,750
Blackridge	37,282
Fauldhouse	32,740
Addiewell	14,566
Breich	4,484

- 3.30 Rail infrastructure within West Lothian has undergone recent significant investment including the re-opening of the Bathgate to Airdrie line 2011 which and now provides a direct link to Glasgow Queen Street (lower level) and has new stations at Armadale, Bathgate and Blackridge, while the existing stations at Livingston North and Uphall Station have been improved.
- 3.31 The Edinburgh – Glasgow Rail Improvements/ Electrification (EGIP) project is also shortening journey times from Linlithgow, Polmont and Falkirk High to Glasgow and Edinburgh. Improved capacity will be achieved on the route by platform lengthening and the use of longer trains.
- 3.32 The Edinburgh Waverley Western Approaches project, which included 3 infrastructure options including the Almond Chord has been paused. The decision to progress with the Outline Business Case was granted in 2019.
- 3.33 In terms of current national investment in rail within West Lothian, there are no new rail lines or stations recommended from STPR2 but Transport Scotland advise that this does not preclude responding to local opportunities or need, as they arise. Transport Scotland recognise that there may be regional priorities and there remains a path for regional or local rail projects to come forward, subject to a strong business case being developed and suitable funding being available.
- 3.34 The **West Lothian Local Development Plan 1 (2018) and Delivery Programme (2024)** identifies rail infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan 2023 and the LDP1 spatial strategy.

Road

- 3.35 West Lothian is located within Central Scotland is very accessible by road with direct links to the M8 motorway which connects Glasgow and Edinburgh and the M9 for access to Falkirk and Stirling and northwards to Dundee, Aberdeen and the highlands. In West Lothian:
- In 2023, 1.18 billion vehicle miles were travelled on roads in west Lothian (DfT Road Transport Statistics). Following a big decline in 2020 traffic levels have been increasing. However, 2023 levels still remain lower than those in 2016. The overall decrease is entirely due to the decline in traffic levels observed during the pandemic and the number of people home working (West Lothian Council Road Asset Management Plan 2023).
 - There were approximately 612,000 private cars licensed at 31 December 2019.
 - 79% of households in West Lothian had access to one or more cars with car ownership being higher than the average for Scotland (69%). 21% of households in West Lothian do not have access to a car, this is higher than the national average of 19.7%.
 - Currently over half of journeys in West Lothian are made by driving a car or van.
 - Of all people in employment in West Lothian 33% currently work from home. For those not working from home, 76% either travel to work by car, or as a passenger.
 - 54% of journeys under 2km are made by car, compared to a national average of 39% (Scotland's Household Survey 2022).
- 3.36 West Lothian Council is responsible for maintaining an adopted road network consisting of 1060km (659 miles) of carriageways and 1390km of footways. In addition, there are some 594 structure/bridges and 171 traffic signals and pedestrian crossings (Road Asset Management Plan 2023).

3.37 There are a number of important trunk roads which pass through and serve the main population areas of West Lothian and provide cross-boundary and regional connections. These include

- The M8 and M9 motorways.
- The A71 is a key element of West Lothian's east-west road network linking West Lothian to Edinburgh, Lanarkshire and Ayrshire.
- The A89/A8 route is a key cross boundary travel corridor between West Lothian and Edinburgh and terminates at Newbridge. It is an important alternative to the M8.
- The A705 also in part runs parallel to the M8 and westwards through Livingston.
- The A801 provides a link from the M8 to the M9 and connects central West Lothian to Falkirk, Grangemouth and Stirling.
- The A904 runs along the south bank of the River Forth inland from the Queensferry Crossing and the Forth Bridge and provides a key link to the M9.

3.38 At a regional level, the regional level, the **Regional Transport Strategy** identifies that the largest commuting movement into the Edinburgh city region in volume terms is from the West Lothian M8 sector. Around 23% of people travel from West Lothian into Edinburgh on a daily basis for the purpose of work or study, with around 70% travelling by car. (Scotland's Census 2011).

3.39 The RTS identifies that whilst Edinburgh is home to around 45% of the region's jobs, 55% of commuting by residents of the SEStran area is between other local authorities and has a 90%+ car mode share. Therefore, reducing car-based commuting to and from the region's other major settlements and employment centres is a key priority of the regional transport strategy.

3.40 The RTS identifies a number of 'regional corridors' within West Lothian which form the 'building blocks' of regional travel across the area:

- West Lothian North-South: this route connects the M8 at Bathgate with the M9 at Polmont, accessing the Grangemouth area. The RTS identifies that there are no bus, rail or park and ride services on this route and that in terms of vehicle traffic the Avon Gorge is a pinch point for larger vehicles, and there is congestion at A801/A706 roundabout.
- West Lothian South: this travel corridor links west central Scotland, West Lothian, East Central Scotland and Fife. In terms of vehicle traffic there is widespread congestion across the corridor, with the A71, A8, M8, A89 are all affected, however, this route is served by bus services along the A89/A899 and A71 Services to Glasgow, the Airdrie-Bathgate, Shotts and Carstairs railway lines.
- West Lothian North: Linking Falkirk, West Lothian to Edinburgh. The RTS highlights that this corridor is served by regional buses, the Edinburgh-Stirling and the Edinburgh-Falkirk High-Glasgow Queen Street rail lines, and that that in terms of vehicle traffic there is limited congestion around the M9 until approaching Newbridge roundabout.

3.41 The RTS sets out that highest regional travel volumes in Edinburgh and South East Scotland are seen in the West Lothian South, West Lothian North corridors, which, including the Cross Edinburgh, Queensferry and East Coast corridors, account for 60% of all regional travel.

3.42 Data on capacity, including traffic on Trunk, Local Authority and All Roads in West Lothian is available from Transport Scotland statistics and data and will be fed into the proposed plan Transport Appraisal.

SEStran Mobility Hubs Strategic Study

- 3.43 The SEStran Mobility Hubs Strategic Study analyses the potential need and demand for Mobility Hubs. In West Lothian the study identifies one Mobility Hub location in the transport corridor / Linking Hub Livingston – Almondvale Avenue which needs connection to two railway stations – Livingston North and Livingston South. The nearby central Dedridge residential area is considered as deprived and has medium to high potential for Mobility Hubs based on the data analysis.

West Lothian Local Development Plan 1 Transport Appraisal

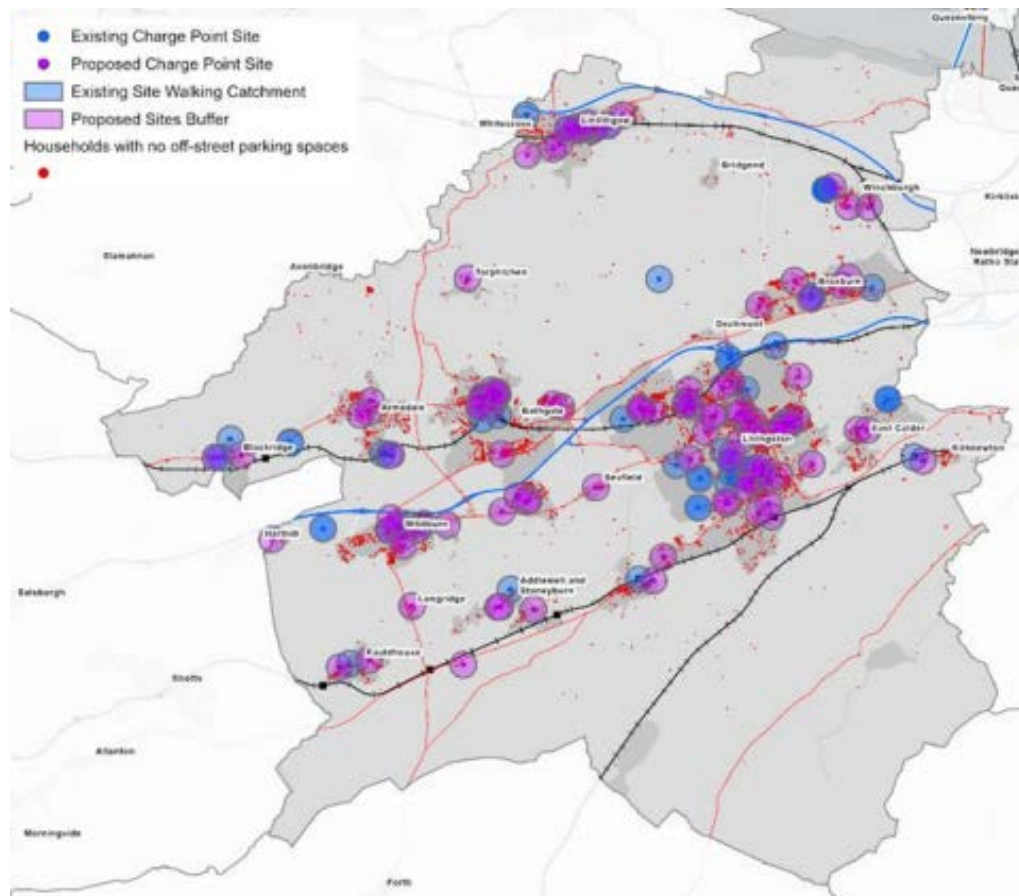
- 3.44 A **Transport Appraisal** was prepared to inform the West Lothian Local Development Plan (LDP 1) which included modelling to show the impact of the proposed developments on road infrastructure. The Transport Appraisal built on traffic modelling prepared to inform the South East Scotland Strategic Development Plan which indicated that the key bottlenecks in the road network are the M8 corridor, the A899 and M8 junction 3, Uphall/Dechmont and the A89/A8 approaches to Newbridge.
- 3.45 The SDP modelling highlighted that “without investment, the wider transport network within West Lothian will reach capacity resulting in congestion and pollution” and that “additional transport infrastructure projects, including the A801 Avon Gorge improvements, a new railway station at Winchburgh, park and ride provision and bus priority on the M8 and other principal road corridors, will be necessary beyond existing committed development for further sustainable development patterns to be achieved”.
- 3.46 The LDP Transport Appraisal provided information on existing and anticipated constraints that the West Lothian LDP will need to address in order to achieve more sustainable development patterns and allow the transport network to function efficiently and also identifies the required interventions.
- 3.47 The **West Lothian Local Development Plan 1 (2018)** and **Delivery Programme (2024)** identified the road infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan 2023 and the LDP1 spatial strategy.

Electric Vehicles & Charging Points

- 3.48 According to the DVLA and UK Department of Transport the number of battery electric vehicles registered in the West Lothian Council area has risen from just over 400 in Spring 2020 to 2140 in Spring 2023.
- 3.49 In 2023 the Council published a **Public Electric Vehicle Infrastructure Plan** to accelerate the deployment of Electric Vehicle Charge Points (EVCPs) across the Council area. To fulfil the demand generated by these additional vehicles, West Lothian will require an estimated 3,900 to 19,500 kW of additional charging capacity.
- 3.50 While some of this will be provided by the private sector independently of this Plan, there will be a continued need for West Lothian Council to be involved in order to ensure EV charging infrastructure is provided in areas where the commercial case for investment is more limited so that all communities in West Lothian can benefit from the switch to EVs.

- 3.51 Based on the current split between private and public sector CPOs in West Lothian and known committed expansion plans, it has been assumed that there will be an approximate 60 / 40% split between private and public CPOs over the lifetime of this strategy.
- 3.52 To meet the above 40% provision target, the plan identifies 148 sites across West Lothian at which it is proposed an additional 294 charging devices could be provided. The sites are located in areas of land known to be in council ownership. This includes council owned car parks, leisure centres, community centres, partnership centres, education centres, and schools. Should all the identified sites be delivered, it is estimated that 67% of households in West Lothian who do not have access to off-street parking would be within a reasonable walk of a charge point location. This compares to a current figure of 23%.
- 3.53 The location of the existing and proposed charge point sites and their associated walk catchments as well as the distribution of houses without access to off-street parking across West Lothian is shown in Figure 4.

Figure 4: Location of existing and proposed charge points and associated walk catchments



Road Safety

- 3.54 The council's **Community Safety Strategy** identifies the need for a road casualty reduction programme utilising Accident Investigation and Prevention techniques (AIP). The AIP programme is the Council's main practical intervention for meeting casualty reduction targets. For 2023/24,

nine sites have been selected and prioritised with an expectation that up to five can be funded for implementation.

Location	Proposals	Estimated Scheme Cost	Estimated Annual Cost Saving to Society ✦
A704 from A71 to A706	Improve surface friction at specific location and seek special authorisation for motorcycle prime markings for bends	£50,000	£892,920
A706 from boundary to Linlithgow	Improve surface friction at specific location and seek special authorisation. Signing and lining improvements.	£20,000	£318,184
A803 Junction with the M9 Linlithgow	Sign alterations, road markings and coloured surfacing. Collaboration with BEAR for junction layout improvements.	£25,000	£318,184
B8084 South Street, Armadale	Pedestrian refuge near Bowling Green Road. Improved road marking layout.	£56,000	£602,093
A71 from West Calder to South Lanarkshire Council boundary	Central hatching to reduce carriageway width throughout rural sections and 50 mph speed limit throughout rural sections.	£60,000	£605,652
Cousland Interchange (A705) near junction with Livingston Road (A899)	Visibility amendments at junction.	£25,000	£93,348
A70 from Edinburgh City Council Boundary to South Lanarkshire County Boundary	Signing and lining improvements and increase surface friction at specific locations.	£60,000	£155,580
A706 from Linlithgow to A801	Increase surface friction at specific locations.	£45,000	£93,348
A801 at junction with A706 – Avon Gorge	Traffic signals. Previously approved external funding to Transport Scotland's Road Safety Improvement Fund	£350,000	£667,884

3.55 New development will need to facilitate safe active travel routes in order to reduce the number of car journeys and make walking and cycling an attractive choice. This will only occur where people can safely meet their daily needs within reasonable walking and cycling distances from their home.

Part 4 – A placed-based approach to reducing car dominance

- 4.1 **Development Planning Guidance** states that Local Development Plans should promote a place-based approach to consider how to reduce car-dominance. The proposed plan will ensure that the spatial strategy considers the type, mix and use of development; promoting local living and 20-minute neighbourhoods; assessing the accessibility of proposals and allocations by sustainable modes; and ensuring accessibility for users of all abilities.
- 4.2 The spatial strategy of **West Lothian's Local Development Plan 1 (2018)** sought to guide development to Core Development Areas and other sustainable locations. The plan gave priority to locations that could be accessible by sustainable transport modes such as active travel, public transport and car share, however the plan also recognised that meeting the identified overall level of housing need and economic growth aspirations will have implications for the transport network.
- 4.3 NPF4 Policy 15 sets out the concept of Local Living, which is a method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods. Evidence on Local Living in West Lothian is set out in the relevant schedule.
- 4.4 **Development Planning Guidance** sets out that there is a dependency between physical and spatial proximity as well as digital access. This transport planning concept (sometimes known as Triple Access Planning encourages the integrating of land use and transport planning along with digital planning. Evidence on broadband infrastructure in West Lothian is set out in the relevant schedule.
- 4.5 **Development Planning Guidance** sets out the following place-based approach to assessing sites for the spatial strategy:
- Sites that are already well served and connected by transport infrastructure should be prioritised ahead of those that require investment. Site allocation should consider proximity to transport nodes and the degree to which sites are served by non-car modes for trip-generating uses and encouraging higher densities in these locations.
 - Sites which are not well served by sustainable modes and cannot be made accessible without significant expenditure should not be allocated for significant trip generating development.

Part 5 - Commitment to a Transport Appraisal

- 5.1 The Council is committed to undertaking a proportionate Transport Appraisal to support and inform the development of the new LDP. Budget has been allocated for this process and is currently being utilised to produce/update a model.
- 5.2 The transport appraisal will:

- provide a cumulative transport appraisal of the impact of the proposed spatial strategy;
- be at a scale and level of detail proportionate to the nature of the issues and proposals being considered, including their funding requirements;
- appraise and identify appropriate multi modal mitigation measures if required, to assist in the delivery of the spatial strategy which will help towards delivering the 20% reduction in car km travelled ambition and target of Net Zero by 2035;
- identify mitigation measures in accordance with the NTS2 sustainable travel and investment hierarchies, their funding and provide information on delivery; and
- inform and align with the SEA Environmental Report and the Delivery Programme

Summary of Stakeholder Engagement

This will summarise the steps taken by the planning authority to seek the views of all relevant stakeholders. This will also summarise the views expressed, and explain how they have been taken account of in the Evidence Report. (hyperlinks to records of engagement may be added where appropriate)

Statements of Agreement / Dispute

This will include statements from stakeholders highlighting their agreement or the areas they dispute.

Summary of Implications for the Proposed Plan

This will cover what the evidence means for the plan, e.g. the spatial strategy, the Delivery Programme or plan preparation.

A Transport Appraisal is required to support the proposed plan.

Based on the evidence, the proposed plan will be required to:

- Support a modal shift away from petrol/diesel car use, reducing transport and travel trips to assist in reduction in emissions and implementing strategic, as well as local, active travel measures to help reduce or change journeys and tie into local living. The proposed plan should follow the National Transport Strategy sustainable travel and sustainable investment hierarchies.
- Address the difficulties in West Lothian due to its urban/rural characteristics, the challenges faced in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections via Bathgate Hills, expanding urban developments, aging population and the extensive strategic road infrastructure within the area.
- Support the regional strategy within the iRSS which focuses strategic growth corridors along key transport routes, M8, M9 (Winchburgh) and rail corridors (Linlithgow / Bathgate / Livingston South lines to Glasgow and Edinburgh) and core development areas/strategic allocations at East Broxburn/Winchburgh, Armadale, Livingston and Almond Valley (Calderwood, Gavieside and Mossend) and Heartlands.
- Deliver enhanced public transport including rail enhancement, the provision of a new rail station at Winchburgh, park & ride facilities at key transport hubs at Broxburn/Uphall and active travel routes across West Lothian to promote sustainable access to local facilities. Improvements to

the A801 and M9 junction 3 upgrade which will further assist with economic growth and connectivity.

- Support Livingston will continue in its role as a strategic town centre providing a mix of retail, residential, leisure and commercial uses whilst promoting the 5 traditional town centres – Armadale, Bathgate, Linlithgow, Whitburn, Broxburn to continue to thrive as town centres.
- Review the allocations and transport proposals associated with LDP1 in respect of the Sustainable Transport Hierarchy, local living, and place based approach.
- Implement the **Public Electric Vehicle Infrastructure Plan** to accelerate the deployment of Electric Vehicle Charge Points (EVCPs) across the Council area. To fulfil the demand generated by these additional vehicles, West Lothian will require an estimated 3,900 to 19,500 kW of additional charging capacity.