

EDINBURGH ROAD IN BATHGATE
PROPOSED ALTERATION TO WAITING AND LOADING RESTRICTIONS

STATEMENT OF REASONS

To allow a dedicated cycle track along Blackburn Road, Edinburgh Road and King Street to be used solely by cyclists, a traffic regulation order is required. The traffic regulation will alter the existing waiting and loading restrictions by prohibiting waiting (and loading where indicated) at all times along the entire length of the route. This will allow cyclists an off-road facility, providing a safer cycling route whilst maintaining the footways for pedestrian use. The traffic regulation order will aid the delivery of the Edinburgh Road segregated two-way cycle track project to help encourage active travel. The project is being progressed using a grant award from Transport Scotland's Active Travel Infrastructure Fund.

SCHEDULE

Lengths of road over which alterations to waiting and loading restrictions are required are as shown in attached plans TRO-ER-1 to TRO-ER-5 inclusive and as follows:

Lengths of road where No Waiting at Any Time restrictions are proposed

Edinburgh Road (south side)

- (a) From the south circumference point of Guildiehaugh Roundabout, westwards then north-westwards for a distance of 369 metres or thereby, then extending southwards for a further distance of 9 metres or thereby into the east kerbline of Castle Place.
- (b) From a point 9 metres or thereby into the west kerbline of Castle Place, northwards then extending north-westwards for a further distance of 58 metres or thereby, then extending southwards for a further distance of 9 metres or thereby into the east kerbline of Marjory Court.
- (c) From a point 9 metres or thereby into the west kerbline of Marjory Court, northwards then extending north-westwards for a further distance of 366 metres or thereby to the east kerb tangent of the access into Bathgate Station.
- (d) From the west kerb tangent of the access into Bathgate Train Station, north-westwards for a distance of 142 metres or thereby, then extending southwards for a further distance of 5 metres or thereby into the east kerbline of the access to Bathgate Golf Club.
- (e) From a point 5 metres or thereby into the west kerbline of the access to Bathgate Golf Club, northwards then extending north-westwards for a further distance of 8 metres or thereby, then extending southwards for a further distance of 5 metres or thereby into the east kerbline of the entrance into BP service station.
- (f) From a point 5 metres or thereby into the west kerbline of the entrance into BP service station, northwards then extending north-westwards for a further distance of 26 metres or thereby, then extending southwards for a further distance of 5 metres or thereby into the east kerbline of the exit from BP service station.

Edinburgh Road (north side)

- (a) From the west circumference point of Guildiehaugh Roundabout, southwards then north-westwards for a distance of 225 metres or thereby, then extending northwards for a further distance of 11 metres or thereby into the east kerbline of Lindsay Gardens.
- (b) From a point 11 metres or thereby into the west kerbline of Lindsay Gardens, southwards then extending north-westwards for a further distance of 138 metres or thereby to east side of the access into Stuart Court.
- (c) From a point 7 metres or thereby south-eastwards of the western access into Stuart Terrace, north-westwards for a distance of 11 metres or thereby into the east kerbline of the western access into Stuart Terrace.
- (d) From a point 11 metres or thereby north-westwards of the western access into Stuart Terrace, south-eastwards for a distance of 15 metres or thereby into the west kerbline of the western access into Stuart Terrace.
- (e) From a point 9 metres or thereby south-eastwards from projected east kerbline of Rosebery Crescent, south-eastwards for a distance of 35 metres or thereby.

Lengths of road where No Waiting at Any Time restrictions are proposed to replace the existing No Waiting Mon-Sat 9am-5pm restrictions

Edinburgh Road (south side)

- (a) From a point 5 metres or thereby into the west kerbline of the exit from BP service station, northwards then extending north-westwards for a further distance of 24 metres or thereby, then extending southwards for a further distance of 5 metres or thereby into the east kerbline of the access to Turpie & Co.
- (b) From a point 5 metres or thereby into the west kerbline of the access to Turpie & Co., northwards then extending north-westwards for a further distance of 30 metres or thereby, then extending southwards for a further distance of 5 metres or thereby into the east kerbline of the access to The Original Factory Shop.

King Street (south side)

- (a) From a point 5 metres or thereby into the west kerbline of the access to The Original Factory Shop, northwards then extending north-westwards for a further distance of 79 metres or thereby to the east kerb tangent of the entrance into King Street car park.

Lengths of road where No Waiting and Loading at Any Time restrictions are proposed to replace the existing No Waiting Mon-Sat 9am-5pm restrictions

King Street (south side)

- (a) From a point 3 metres or thereby into the west kerbline of the entrance into King Street car park, north-westwards for a distance of 32 metres or thereby, then extending southwards for a further distance of 3 metres or thereby into the east kerbline of the exit from King Street car park.

King Street (north side)

- (a) From a point 45 metres or thereby north-westwards from projected west kerblines of Academy Street, north-westwards for a distance of 49 metres or thereby.