

DATA LABEL: PUBLIC



**WEST LOTHIAN COUNCIL**

**SPACES FOR PEOPLE PROGRAMME**

**REPORT BY HEAD OF OPERATIONAL SERVICES**

**A. PURPOSE OF REPORT**

The purpose of the report is to provide the Council with an update on the examination of the Spaces for People Programme undertaken in accordance with the motion approved by Council on 26 January 2021.

**B. RECOMMENDATIONS**

The Council is asked to note the content of the report.

**C. SUMMARY OF IMPLICATIONS**

<b>I Council Values</b>	Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; making best use of our resources; working in partnership
<b>II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)</b>	The delivery of the Spaces for People programme will contribute to improved safety and encourage active travel.
<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>	The project will contribute to outcomes: "We live in resilient, cohesive and safe communities."
<b>VI Resources - (Financial, Staffing and Property)</b>	The council has received grant funding of £818,500 through the Spaces for People funding programme.
<b>VII Consideration at PDSP</b>	None
<b>VIII Other consultations</b>	None

## **D. TERMS OF REPORT**

### **D.1 Background**

On the 28 April 2020, the Scottish Government announced a funding stream called Spaces for People, a new temporary infrastructure programme in Scotland which offers funding and support to local authorities and statutory bodies to make it safer for people who choose to walk, cycle or wheel for essential trips and exercise during the Covid-19 pandemic.

The Spaces for People funding is specifically for temporary measures during the Covid19 health pandemic and cannot be used for permanent road or footway infrastructure changes. The funding and works are additional to the council's own revenue and capital roads programmes.

The timescales for the development of the packages were restrictive and in order to enable a report to Council Executive prior to the recess an on-line public consultation was carried out between 15 and 22 May 2020 allowing all residents and stakeholders to participate and put forward their views and ideas on a range of measures being considered.

Social media postings on the council's Facebook, Twitter pages and website sought to publicise the on-line public consultation. Three posts promoting the Spaces for People consultation were shared on the council's social media channels between 15 and 22 May 2020. The combined reach of these posts was over 34,500 people, with nearly 2,900 people engaging with them in some way. The council received 470 responses from all over West Lothian with 89.7% supporting the introduction of temporary measures.

### **D.2 Council Executive Approval**

On 26 June 2020, the Council Executive approved the following package of temporary measures:

- Package 1 - Localised footway widening at pinch points/parking suspensions
  - Oliphants Bakery, High Street, Linlithgow
  - Tesco Express, east main Street, East Calder
  - Opposite Smithy Brae, Kirknewton
  - Bank Street and Main Street, Mid Calder
  - A71 north side shops, West Calder
  - Back Station Road, Linlithgow
  - Station Road, Kirknewton (incl footway and cycleway widening)
- Package 2 - Loaning Parking and on street parking suspension
  - East Loanings, between St Michael's Wynd and the Four Mary's Pub, and
  - West Loanings, between Lion Well Wynd and New Well Wynd, Linlithgow
  - Opposite Mill Road, on West Main Street, Armadale
- Package 3 - Introduction of walker / cycle friendly zones on rural roads (reduced speed limits to 40mph)
  - Bathgate Hills (includes Linlithgow, Broxburn, Uphall, Ecclesmachan, Dechmont, Bridgend)
  - Faucheldean area (included limited traffic calming)
  - Niddy Road area, Winchburgh
  - Harburn area (includes West Calder, Harburn, Brucefield)
  - Bonnytoun Farm Road, at Oracle, Linlithgow

- Package 4 – Advisory/temporary cycle lanes  
East Main Street (Kilpult roundabout westwards), Broxburn  
Edinburgh Road & St Ninian’s Road, Linlithgow  
Advisory cycle lanes on distributor roads, Livingston  
Advisory cycle lanes, Blackridge
- Package 5 - Introduce temporary 20mph areas within towns and villages  
All urban and rural towns
- Package 6 - Introduce temporary physical distancing signage  
Six urban towns  
Twenty-four rural towns  
Livingston
- Package 7 – Strategic clearance works to widen footpaths and cycle tracks  
Clearance work on the strategic network including NCR75 and other areas to improve accessibility and ensure safety  
Nellburn Path – Lochshot, Livingston
- Package 8 – Public Transport - physical distancing measures at bus stops  
Layby bus stops, Linlithgow (4no.)  
South Bridge Street outside St David’s House, Bathgate (1no.)  
King Street, stops at old train station, Bathgate (3no.)  
East Main Street outside Scotmid, Broxburn (1no.)  
Eastbound at the CIS Centre, Whitburn Cross (1no.)  
Outside the Post Office, West Calder (1no.)  
Tesco Distribution Centre A89, rural Bathgate (1no.)  
Main Street in Kirknewton (1no.)
- Package 9 – Introduce pedestrian phases at controlled crossing points.  
Installing a permanent (24/7) pedestrian phase to controlled pedestrian crossing points to prevent individuals touching existing push buttons at :  
Armadale Cross  
Whitburn Cross  
North/South Bridge in Bathgate  
A89/Whitburn Road junction in Bathgate  
Bathgate Academy/A89 junction  
Greendykes Road/A899 junction in Broxburn  
Almondvale Avenue in Livingston

Each package of measures sought to create a safer environment for pedestrians and cyclist by enabling physical distancing to be achieved and encouraging continuing active travel.

### **D.3 Council Motion**

On 26 January 2021 the Council considered a motion on the Spaces for People programme which identified the following defects being reported numerous times to several elected members:

- a) Constant changes/improvements that have been required since the programme was deemed complete at the last council meeting.
- b) Public petitions being raised.
- c) Constant and continuous irate residents' complaints.
- d) Green signage disintegrating to unsightly and counterproductive support of the message.
- e) Contradictory speed signs that simply confuse rather than advise.
- f) Pavement alterations that frustrate rather than assisting.
- g) Road rage incidents increasing.

Council instructed officers to undertake a full examination of the whole Spaces for People programme, the implementation, installation, costs, complaints, benefits and delivery of intended outcomes, benchmarking, value for money as set out in Appendix 2 to Council Executive 23 June 2020, and to report back to Council on 16 March 2021 to consider its success or failure, identify any lessons to be learned and to provide a full explanation of the main reasons for its introduction in the first place.

### **D.3.1 Constant changes/improvements that have been required**

The Spaces for People programme sought to introduce a series of temporary measures which allowed for flexibility and alterations to be implemented as deemed necessary. Amendments have been made to a number of the measures introduced:

- Drainage improvements have been carried out at the temporary footway widening sections in the High Street in Linlithgow and Main Street in East Calder.
- The temporary footway widening measures at Main Street in Kirknewton were removed during construction in response to on-site restrictions.
- Additional signage was installed to the public footway network in country parks to reinforce the importance of physical distancing.
- Additional signage was provided at the request of Bathgate Thistle.
- A number of schools requested additional physical distancing signage and banners to be installed at schools outwith the public areas. Signage has also been replaced across the school estate following vandalism.
- Two of the temporary bus bays in Bathgate were reduced in size prior to construction in response to concerns raised at the time.
- Minor road marking alterations to the existing box junction at West Main Street/Station Road in Broxburn have been organised as buses stopping at the temporary bus boarder were overhanging the box junction.
- Recently, vandalism and illegal behaviour has resulted in the need to make some changes. Temporary black and white bollards have been illegally removed from locations in Linlithgow and Broxburn. Replacement bollards are being replaced on a reactive basis as the council is notified. Police Scotland have also been notified of these issues and are patrolling the locations when they can.

### **D.3.2 Public petitions being raised**

The Council Executive considered a petition on 15 December 2020. The petition concerned the removal of 20mph speed limits from main roads across West Lothian. The petition was remitted and considered by the Environment Policy Development and Scrutiny Panel (PDSP) on 2 February 2021, link to report - <https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dh%97m%81%8B>. At its meeting, the PDSP discussed community engagement and, as a result, officers undertook an engagement exercise on the Spaces for People programme with community councils, key stakeholders and councillors. This is discussed in Section D5 of this report. The PDSP noted the report on the petition and also noted that, following approval of the motion to Council on 26 of January 2021, a full examination of the whole Spaces for People programme would be undertaken and a report would be submitted to Council on 16 March 2021.

To date the service have been unable to undertake a post implementation traffic survey of the temporary 20mph areas within towns and villages. Following the implementation of the temporary signage, the second wave Covid-19 restrictions, and more recently the winter weather conditions, have had an impact on the volume of traffic across the authority. Survey work is now being arranged for the end of March/April 2021, subject to the relaxation of the Scottish Government's stay at home restrictions and traffic levels returning to previous levels.

Prior to any of the temporary measures being removed officers will undertake further speed and volume data collection surveys as part of an overall monitoring of this package.

### **D.3.3 Constant and continuous irate residents' complaints**

The council has received 199 Stage 1 complaints in relation to the measures introduced under the Spaces for People programme, of which 13 have been escalated to Stage 2 complaints. The majority of the complaints were received following the first two weeks of the agreed measures, as set out in Section D.4.3.

All of the complaints have been considered under the council's Complaint Handling Procedure.

### **D.3.4 Green signage disintegrating to unsightly and counter-productive support of the message**

The provision of the physical distancing signage in towns and villages was one of the first packages of measures to be completed. When these signs were designed, it was envisaged that they would be removed at the end of 2020 when it was anticipated that Covid-19 restrictions may be relaxed. At that point in time it was not envisaged that the country would be placed into further restrictions due to a second wave of Covid-19.

It is considered that the Scottish Governments physical distancing message has been well publicised and the public have been informed with regard to the importance of physical distancing when in public places.

### **D.3.5 Contradictory speed signs that simply confuse rather than advise**

Package 5 has introduced the implementation of temporary 20mph speed limits across the authority road network at the terminal extents of the urban restricted road network i.e. where the existing 30mph permanent speed limits start / finish.

This methodology was adopted to allow existing permanent Traffic Regulations Orders (TRO) for the restricted road network to be easily transferred to create the Temporary Traffic Regulation Orders (TTRO) required for the temporary 20mph speed limits.

Using this approach also made the conversion of the 30mph signage to 20mph signage more straightforward as all the signage site locations are known and documented and the sign poles are in position.

The approach taken also ensured that all 30mph speed limit areas in our towns and villages were covered by the 20mph temporary speed limits. This method was also adopted for the installation of the temporary 40mph speed limits on the rural road network commencing at the de-restricted national speed limits (60mph) signage.

The council has received a number of complaints on the number of repeater signs installed for the temporary 20mph speed limits. Whilst there is no specific requirement to provide repeater signs for speed limits, the council installed over 360 repeater signs across the authority.

These signs have been installed at 500 metre intervals, in order to strike the balance between number of signs to be manufactured and installed and adequately conveying the message to motorists. To erect more repeater signage at more regular intervals, would increase the costs in manufacturing, installing and removing at the end of the temporary period. The cost of doubling the number of signs to be manufactured and installed is estimated to cost a further £20,000.

Officers have also undertaken a recent inspection of all of the temporary road signs installed and have identified a small number of signs where the signage deployed was incorrect. There are also a few locations where the road signs have been damaged due to road traffic accidents or vandalism since they were installed. Works have been undertaken or instructed to replace the signage and road markings, measures are in place to monitor signs for vandalism or accidental damage.

### **D.3.6 Pavement alterations that frustrate rather than assisting.**

A number of issues were raised following the implementation of the footway widening measures. Details of the issues raised and the measures undertaken to address the issues identified are set out below:

- East Calder – Issues with road surface water not draining into the existing road drainage system and impacting on the footway widening installed outside the Tesco store on Main Street was rectified.
- Linlithgow – Temporary drainage was installed at the footway widening measure on the High Street at the Whitten Lane area where ponding occurs during heavy rainfall. Complaints have been raised that parking has been removed on the High Street due to the measures introduced, however the existing waiting restrictions in place are 'No Waiting, Monday to Saturday, 8am to 6pm', and have not been changed as part of the works. During these times, vehicles cannot be parked outside the businesses on the stretch road adjacent to the footway widening measures.

- Mid Calder – Complaints were received in relation to the footway widening measures installed in Bank Street which have resulted in the loss of six parking spaces and a bus stop. Bus operators were consulted at the time and were supportive on the implementation of the bus boarder measures prior to their introduction. The bus operators were also keen to have additional space for passengers to be able access and exit buses. This has been done by using the layby area. Eastbound buses on Bank Street stop on the running carriageway and vehicles are still able to pass a stationary bus at this bus stop. The westbound bus stop remains unchanged and other parking (on-street and an 11 space off street car park) in the Bank Street area remain unchanged.

### **D.3.7 Road rage incidents increasing**

The council has received a few complaints concerning road rage incidents and other illegal driving actions. Incidents of road rage or other illegal driving actions are the remit of Police Scotland, and officers have enquired as to whether there has been an increase of reported incidents as result of the temporary 20mph and 40mph speed limits. Police Scotland have advised that they are not aware of an increase of reported road rage or similar incidents in relation to the temporary 20mph or 40mph speed limits.

### **D.4 Programme Evaluation**

The motion approved by Council instructed officers to carry out a full examination of the whole programme, the implementation, installation, costs, complaints, benefits and delivery of intended outcomes, benchmarking, value for money. Officers were also requested to consider any success, failure and identify any lessons learnt.

#### **D.4.1 Examination of the implementation and installation.**

The timescales for the development of the packages approved by Council Executive on 25 June 2020 were restrictive and an on-line public consultation was carried out between 15 and 22 May 2020 allowing all residents and stakeholders to participate and put forward their views and ideas on a range of measures being considered.

Elected members received notification through the regular elected member briefings issued during May and June 2020. At the same time social media postings on the council's Facebook, Twitter pages and website sought to publicise the on-line public consultation between the 15 and 22 May 2020. These combined posts reached over 34,500 people, with nearly 2,900 people engaging with them in some way.

Following Council Executive, a number of the Spaces for People packages were installed immediately after confirmation of funding by Sustrans, whereas the timescales for the installation of other measures has been impacted by contractor availability as a result of the COVID-19 pandemic. Package 4 – Advisory/Temporary cycle lanes have not been progressed at this stage due to delays in the appointment of contractors, winter weather and difficulties with the contractor sourcing the required quantity of materials from suppliers.

#### **D.4.2 Costs**

The Council's initial funding application of £601,500 was approved by Sustrans on 4 June 2020 and the measures were then advanced. Following further discussions with Sustrans, the grant was subsequently increased to £641,500 to allow "before and after" speed and traffic volume data collection for work packages 3 and 5 to be undertaken.

Upon receipt of the tender returns for packages 1, 2 and 8, being higher than the original budgeted figure, further additional funding was authorised by Sustrans. This took the total grant level to £818,500.

The funding and works for the Spaces for People programme are additional to the council's own revenue and capital roads programmes. To date the council has used £645,000, of the £818,500 funding allocation, implementing and maintaining the approved programme.

#### D.4.3 Complaints

As set out in Section D.3.3 the council received 199 complaints in relation to the packages introduced to date. The total number of complaints, per package is set out below in Table 1.

Table 1 – Complaints per Package.

Package	Description	Stage 1	Stage 2
1, 2 and 8	Footway widening, parking suspension and bus stop measures	160	9
5	20mph speed limits	38	4
6	Physical distancing signage	1	0
	Total	199	13

As set out in Section D.4.1 the works for Package 4 – Advisory/Temporary cycle lanes have not been progressed at this stage. No other packages of work received any formal complaints.

An analysis of the highest volume of complaints is set out below in Table 2.

Table 2 – Package 1,2 and 8 Complaint Timescale

Town	Start date on site	Week 1	Week 2	Week 3	Week 4 onwards	Total
Linlithgow	26 October 2020	96	39	3	0	138
Mid Calder	8 January 2021	14	1	1	0	16
Other	Various dates	3	1	0	2	6
Total		113	41	4	2	160

The majority of complaints raised were raised within the first two weeks of the measures being implemented.



The location of each complaint is set out below in Table 3.

Table 3 – Complaint Location per Package

Ward	Complaint Location	Temporary footway widening, parking suspension and bus stop measures	Temporary 20mph speed limits	Temporary physical distancing signage	Total
1	Bridgend	0	0	1	1
1	Linlithgow	138	1	0	139
1	Linlithgow Bridge	2	0	0	2
2	Broxburn	1	1	0	2
2	Uphall	0	1	0	1
3	Deans	0	1	0	1
4	Murieston	0	1	0	1
5	Kirknewton	1	0	0	1
5	Mid Calder	16	0	0	16
6	Fauldhouse	0	5	0	5
6	West Calder	0	1	0	1
7	Blackburn	0	2	0	2
7	East Whitburn	0	1	0	1
7	Seafield	0	1	0	1
7	Whitburn	1	4	0	5
8	Bathgate	1	3	0	4
9	Armadale	0	13	0	13
9	Blackridge	0	1	0	1
-	Town not assigned	0	2	0	2
	Total	160	38	1	199

As set out in Section D.3.6 the majority of complaints related to Linlithgow and measures relating to the temporary footway widening, parking suspension and bus stop measures.

Whilst the packages have sought introduce temporary measures which make essential travel and exercise safer for those people who choose to walk, cycle and wheel, it is acknowledged that these measures would have consequences for people who use other forms of transport.

#### D.4.4 Benchmarking

The Spaces for People programme has been introduced across the majority of councils in Scotland. The measures in place are comparable to those introduced by neighbouring local authorities:

- City of Edinburgh Council
- Midlothian Council
- Falkirk Council
- North Lanarkshire Council

Of the neighbouring authorities City of Edinburgh Council have recently commenced a public consultation exercise to seek the views of the measures they have introduced to assist in determining if they would be suitable to become permanent. The consultation opened on 22 February 2021 and will close on 21 March 2021, thereafter the council will consider the findings at committee on 22 April 2021. We are not aware of the other council's undertaking any review at this stage.

#### **D.4.5 Value for Money**

The Scottish Government have invested over £38 million across Scotland in the Spaces for People programme in delivering measures in order to make essential travel and exercise safer for those people who choose to walk, cycle or wheel during the COVID-19 pandemic.

The following assessment criteria has been used by Sustran to determine the suitability of each measure at the time of confirming funding award:

- Protecting public health - Providing temporary walking and cycling infrastructure that helps to protect public health. Will the measure enable safe physical distancing for essential journeys and exercise for everyone, in particular where there are space constraints or user safety concerns.
- Essential journeys - Projects should focus on essential journeys including:
  - to and from hospitals and health services.
  - to shops, pharmacies and schools for key workers.
  - for recommended exercise, for example, neighbourhoods and local parks.
- Immediate delivery - Projects should be delivered quickly and provide a visible improvement that has an immediate benefit.

To date Sustrans have yet to publish information on the full range of measures introduced across the country and/or any evaluation of the extent to which the objectives of making essential travel safer have been achieved.

Public Health NHS Lothian participated in the stakeholder consultation (see Appendix 2). They advised that there is compelling evidence to support the public health benefits of measures which reduce vehicle speeds. They also comment on the positive health intervention benefits of measures that encourage physical activity such as cycling and running or walking being embedded into daily routines. They also suggest that the individual traveller gains health benefits from regular physical activity and the wider community is exposed to less air pollution, noise, severance and lower risk of injury to others.

The council ensured that the packages of work for the spaces for people programme were awarded through a competitive tendering process. This ensured that current rates were received for the items of work required and contracts were awarded to the lowest priced contractors that submitted tenders.

#### **D.4.6 Benefits and delivery of intended outcomes**

Each package sought to create a safer environment for pedestrians and cyclists by enabling physical distancing to be achieved and encouraging continuing active travel, and the locations identified also sought to enable safer journeys for those travelling for essential shopping, services and places of work.

The current lockdown situation in terms of peoples' movements and available space is not the norm and as lockdown measures are relaxed there will become space pressures in our towns and villages. Pressure points will arise as people are able to move away from the stay at home guidance and get out and about more. Peoples' perception of available space will also be influenced on their own views of personal safety and risk.

Consideration could now be given to removing all the temporary physical distancing signage when the current restrictions are relaxed as it could be deemed that the physical distancing message has been widely accepted by communities and the signage is no longer required.

Bus stop social distancing measure have allowed for more space to be made available to those using the bus network and has reduced the pressure on narrow footways.

The general reduction in speed limits in towns and villages, along with localised footway widening and removal of parking, have sought to make our town and village centres safer for pedestrian and cyclists where road widths are narrow and restrictive to free movement (and space).

Increasing pedestrian green time for pedestrians and cyclists at key traffic signal / crossing facilities will have reduced the number of users congregating in areas with limited footway width.

## **D.5 Stakeholder Engagement**

In order to inform the evaluation of the programme the service have recently undertaken an engagement exercise to obtain feedback from key stakeholders on the measures and initiatives introduced. Due to available timescales it has not been possible to undertake a wider public consultation on the programme.

- Package 1 - Localised footway widening at pinch points/parking suspensions

The footway widening has not been well received in some areas, although there were responses that they could be made permanent with improvements carried out where there were issues.

- Package 2 - Loading Parking and on street parking suspension

The loading parking suspensions have not generated a high level of comment. The footway parking suspensions in Linlithgow had two stakeholders wanting this measure retained.

- Package 3 - Introduction of walker / cycle friendly zones on rural roads (reduced speed limits to 40mph)

These measures have generally been accepted and are appreciated by some Community Councils. There is support to make these measures permanent however enforcement does remain a concern

- Package 4 – Advisory/temporary cycle lanes

No feedback from stakeholders as the measures have not been introduced yet, however there was a general acceptance that these will be a positive introduction.

- Package 5 - Introduce temporary 20mph areas within towns and villages

These measures have not been supported across a number of the areas where they have been introduced, however there was positive comments that they could be made permanent in certain locations. Lack of enforcement and compliance of these speed limits is a recurring theme.

- Package 6 - Introduce temporary physical distancing signage

There is a large amount of feedback to have these signs removed as the current assumption that the message is received by the public and reminders are no longer required.

- Package 7 – Strategic clearance works to widen footpaths and cycle tracks

As these measures were carried out at specific areas few stakeholders were directly affected however, the general feedback is that this was a good idea and that any future clearance works would be welcomed.

- Package 8 – Public Transport - physical distancing measures at bus stops

There is strong opinion that the temporary bus boarder measures should be removed primarily due to perceived congestion issues. Comments were also received that if they were to be made permanent then improvements would have to be carried out.

- Package 9 – Introduce pedestrian phases at controlled crossing points.

Most of the feedback from the areas affected cited the extra waiting times for vehicles when there are no pedestrians crossing at the crossing points.

Feedback from stakeholders have indicated a mixed response to the programme and it is acknowledged that whilst certain measures have made essential travel and exercise safer for those people who choose to walk, cycle and wheel, there have been consequences for people who use other forms of transport.

A list of the stakeholders consulted and the responses received are set out in Appendices 1 and 2.

## **E. CONCLUSION**

The Spaces for People programme introduced by the Scottish Government and Sustrans was designed to improve health and wellbeing so that everyone who walks, cycles or wheels is able to move around their local area safely while keeping to physical distancing requirements as we transition through and out of the Covid-19 pandemic.

To date Sustrans have yet to publish information on the full range of measures introduced across the country and/or any evaluation of the extent to which the objectives of making essential travel safer have been achieved.

Feedback from stakeholders have indicated a mixed response to the programme and it is acknowledged that whilst certain measures have made essential travel and exercise safer for those people who choose to walk, cycle and wheel, there have been consequences for people who use other forms of transport.

## **F. BACKGROUND REFERENCES**

Council Executive – Active Travel Related Grant Funding 2020/21 - 23 June 2020

### **Appendices**

Appendix 1 – List of Stakeholders  
Appendix 2 – Stakeholder Responses

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**Jim Jack**  
**Head of Operational Services**  
**16 March 2021**

**APPENDIX 1**

**List of Stakeholders and Responses**

<b>Stakeholder</b>	<b>Response</b>
Police Scotland	Yes
Scottish Ambulance Service	No
Scottish Fire and Rescue Service	Yes
Public Health NHS Lothian	Yes
Community Councils (35)	8
Broxburn and Uphall Traders Association	Yes
Cycling Scotland	Yes
Disability West Lothian	No
Enterprising Bathgate	Yes
First Bus	Yes
Freight Transport Association	No
Joint Forum of Community Councils in West Lothian	Yes
Lothian Buses	Yes
One Linlithgow	Yes
Road Haulage Association	No
SPOKES	Yes
West Lothian Taxi Owners Association	No
West Lothian Taxi Owners and Drivers Association	No
Elected Members (33)	10

**APPENDIX 2**

Responses received to the stakeholder engagement.

Respondent	Comments
Police Scotland	<p>Thank you for the opportunity to feedback on the measures introduced in West Lothian as part of the Spaces for People programme. Police Scotland is committed to improving road safety and supportive of any initiative looking to improve road safety and reduce casualties.</p> <p>The measure that potentially has the biggest impact on Police Scotland is the introduction of lower speed limits, primarily the 20 mph limits. The impact being requests/expectation to routinely enforce these limits due to non-compliance.</p> <p>Speed enforcement is a core function of Road Policing officers and that activity is supplemented by the activity of trained Community Officers and the Safety Camera Unit. Enforcement activity is carried out in line with Police Scotland's Standard Operating Procedure. Accordingly, deployment of resources is prioritised to those sites that represent the greatest risk. Routine enforcement, irrespective of the posted speed limit, should only be undertaken where considered necessary and in the interests of casualty reduction. In practice, this means concentrating activity on roads with a history of injury collisions where speed is a factor. At the moment, 20 mph limits are not routinely enforced, unless it meets the previously mentioned criteria. The noted exception is to the enforcement of 20mph limits outside schools.</p> <p>Therefore, going forward, any decision to permanently lower a speed limit to 20 mph should seek to avoid the need for extensive police enforcement. The guidance provides that it should not be set in isolation but be considered as part of a range of measures, including engineering, education and publicity.</p> <p>I hope that this provides a useful context if considering any permanent changes to the current speed limits.</p>
Scottish Fire and Rescue Service	<p>The Scottish Fire and Rescue Service welcome and support the work undertaken by West Lothian Council in its initiatives implemented in the local area in support of objectives towards the national spaces for people (SfP) programme. We have clearly been able to identify tangible benefits that our staff and wider organisation have received from the measures introduced over such a difficult period throughout the pandemic.</p> <p>As an organisation we prioritise the health and wellbeing of our staff and the local communities we serve, with safety as a core value, we strive to maintain high levels of physical and mental health. All of the (SfP) measures introduced have created welcoming, safe, traffic controlled, managed spaces with which has allowed our staff and families to overcome the challenges the pandemic and our altered way of life currently presents, affording behaviours closer to normality and a feeling of comfort. We have seen an increase of staff commuting to their local community fire stations leaving their cars at home, also we have seen a reduction in</p>

Respondent	Comments
	<p>secondary fires involving road/path side vegetation. Staff utilising the bike to work schemes available are encouraged as traffic is lighter and slower providing a safer feel to their commute. Reduced speed limits are a contributing factor being identified.</p> <p>As an open, learning organisation, it is encouraging to work with our partners in achieving shared goals and benefits. Both the SFRS Mental Health Strategy and the Energy and Carbon Strategy, set out keys areas for consideration and improvement and working in partnership with the local authority in this way allows collaborative efforts to assist as has been the result for the SFRS and staff with these (SfP) measures. Moving forward the SFRS will adapt and apply assessment and consideration for the recruitment across the local area for Retained Firefighters who respond from home, identifying boundaries and acceptable travel times accounting for the changes in the road environment.</p>
Public Health NHS Lothian	<p>There is compelling evidence about the public health benefits of reducing speed to save lives and reduce injuries. Car dominated environments discourage active travel and active play among children. Reducing speed limits from 30mph to 20mph is associated with a reduction in fatalities and serious injuries to pedestrians and cyclists. There is good quality evidence that, 'Riders across all cyclist types prefer dedicated cycling facilities and are opposed to high speed traffic'.</p> <p>Embedding physical activity into everyday routines is a vital public health intervention to combat the impacts of sedentarism and physical inactivity. Physical activity, whether cycling, running, or most compellingly walking, is the 'best buy' in public health due to the significant benefits that it offers the population. The individual traveller gains health benefits from regular physical activity and the wider community is exposed to less air pollution, noise, severance and lower risk of injury to others.</p>
Bathgate Community Council	<ul style="list-style-type: none"> <li>• <b>Introduction of temporary 20mph limits in towns and villages.</b> We do not support the introduction of 20 MPH limits in Bathgate and surrounding roads and we believe that they have been ineffective and, in some instances, dangerous. We have reports from local citizens who have been overtaken dangerously by others while they were complying with the limit. We have numerous complaints of slowing of traffic and standstill queues of idling traffic. There was no evidence of these measures helping or encouraging cyclists or pedestrians. We do however support communities that do wish a 20 MPH limit on their roads. The implementation of this measure was chaotic with contradictory signs everywhere.</li> <li>• <b>Introduction of temporary 40mph limits in some rural areas.</b> We do not support the changing of speed limits in rural areas</li> <li>• <b>Introduction of some temporary local footway widening with some removal of limited waiting and parking.</b> We have no experience of this measure</li> </ul>



Respondent	Comments
	<ul style="list-style-type: none"> <li>• <b>Introduction of some temporary bus boarders (formation of additional space for bus passengers).</b> We believe this measure was a waste of money and caused traffic problems. In Bathgate this caused buses to stop in the road to drop off and pick up passengers holding up traffic for considerable periods The numbers of people travelling by public transport has fallen considerably and the extra space was not required or utilised.</li> <li>• <b>Introduction of pedestrian phases at key controlled crossing points.</b> This measure was designed to save people from pressing the crossing button and possibly picking up or spreading the covid virus. Everybody was aware of this danger and took precautions to avoid the virus</li> <li>• <b>Erection of on-street social / physical distancing signs.</b> We were not impressed by these signs in terms of their robustness and the material they were made off. They were flimsy and fell down and crumpled up very quickly. The message was important but the signs failed</li> <li>• <b>A programme of vegetation clearance on key paths.</b> We have no experience of this programme but content that this work should be done on a regular basis anyway</li> <li>• <b>Introduction of temporary cycle lanes (due to be implemented in February).</b> Temporary cycle lanes will be a waste of money; it should be redirected to widening existing footpaths to allow for increasing number of cyclists and walkers to better share this space or to mark separate lanes for these two groups.</li> </ul> <p>Our View is that the programme was rushed into with inadequate consultation and no cognisance of the major changes in public transport use. Over 5,000 people petitioned the council but the council has not answered them yet.</p>
Dechmont Community Council	<ul style="list-style-type: none"> <li>• <b>Introduction of temporary 20mph limits in towns and villages-</b> we would like to see this retained. We appreciate that it is not appropriate for all areas, in particular large towns, but we have requested this limit to be implemented in our village on several occasions and now it is operative we would welcome keeping it in place.</li> </ul> <p>However, the speed restrictions are not observed by everyone and are not enforced by the police. Therefore we need an effective speed reduction infrastructure in place, suggestions include:- ramps/bumps; chicanes at either end of the village to deter drivers from using the village as a thoroughfare (cycling channels could be built into the chicanes); better/larger signage. (We have visible 20pmh signs at either end of the village but we need them throughout the Main Street)</p> <ul style="list-style-type: none"> <li>• <b>Introduction of temporary 40mph limits in some rural areas:-</b> during the current Covid 19 restrictions it is a good idea, as many people are out walking on roads in rural areas.</li> <li>• <b>Introduction of some temporary local footway widening with some removal of limited waiting and parking:-</b> not necessary in Dechmont</li> </ul>

Respondent	Comments
	<ul style="list-style-type: none"> <li>• <b>Introduction of some temporary bus boarders (formation of additional space for bus passengers)</b>- not applicable to Dechmont and not feasible as there is a very limited bus service operating through Dechmont.</li> <li>• <b>Introduction of pedestrian phases at key controlled crossing points</b>- while not applicable to Dechmont it is a welcome addition in other areas.</li> <li>• <b>Erection of on-street social / physical distancing signs</b>:- not necessary in Dechmont and we are not convinced that it is effective anyway.</li> <li>• <b>A programme of vegetation clearance on key paths</b>:- we would like to see this implemented in Dechmont as we have received several complaints about excessive growth on paths which has not been addressed.</li> <li>• <b>Introduction of temporary cycle lanes (due to be implemented in February)</b>:- we would welcome this.</li> </ul>
<p>Ecclesmachan and Threemiletown Community Council</p>	<p>I am writing to provide feedback on the Spaces for People program on behalf of Ecclesmachan and Threemiletown Community Council (ETCC). I hope that these observations are helpful.</p> <p><b>Speed limits</b></p> <p>In our local area the speed limit has been reduced from 30mph to 20mph through Ecclesmachan, and a 40mph limit has been introduced on a number of local unclassified roads. We have generally welcomed the latter change, particularly as we have observed significantly increased numbers of cyclists and pedestrians on a number of these routes, and would hope this change will be maintained.</p> <p>The change to the speed limit in Ecclesmachan has not been beneficial in our view. We note a general low level of compliance with the reduced limit and, indeed, with the flashing 30mph sign no longer in operation, this may even have caused some increased speeds through the village. If lower speed limits are to be effective then they require to be backed up by suitable enforcement, or by amended road architecture, or both.</p> <p>We also note that no change has been made to the 40mph speed limit in Threemiletown (recognising that this did not meet the criteria being used in this program). However, as we have commented before, a reduction of the speed limit, particularly on the B8046, from 40mph to 30mph would reflect the residential village environment (with play area across the road from the houses). The same comment also applies to the southern section of the B8046 in Ecclesmachan.</p> <p><b>Removal of vegetation from footpaths</b></p>

Respondent	Comments
	<p>We have seen no evidence of this having taken place in our area. Indeed the footpath alongside the B8046 between Ecclesmachan and Uphall is very narrow, and in places this has been made worse by overgrown vegetation for some time. In our view this work should be scheduled on a regular basis, though in the longer term we would prefer also to see the footpath widened significantly.</p> <p><b>Footway widenings</b></p> <p>Although no widening of footways took place in our villages, we note that in both Broxburn and Linlithgow these changes have generally been detrimental to traffic flow, particularly where buses are required to stop in the middle of the carriageway.</p> <p>We have no particular comments on other measures introduced within the program.</p> <p>Overall, whilst recognising the unusual and somewhat difficult circumstances under which this program was implemented, we do not believe the expenditure will have provided best value for the community.</p> <p>We hope that these comments are helpful, and we look forward to hearing the outcome of the Council's review.</p>
<p>East Calder and District Community Council</p>	<p>There have not been much response to the survey in East Calder and District Community Council area these plans do not seem to have had the same impact on our area as in other areas of West Lothian as can be seen from the response listed below</p> <p>These are the responses/concerns we have received from the residents from the East Calder &amp; District Community Council area in respect of the Spaces for People Review as can be seen their is not one common area of complaint to the scheme.</p> <p><b>General Comments –</b></p> <p>East Calder residents appear in the main to be happy with the traffic calming. However the 20 mph is more of a problem as it is felt it is not being adhered too and not suitable for every road in built up areas or being enforced.</p> <p><b>Resident Comment -</b></p> <p>I am in favour of the 20mph in the village and the restrictions outside Tesco in Main Street has been a much needed improvement when exiting the car park the risk of turning onto the Main Road has been reduced as previously people parked right to the corner at Tesco entrance which meant visibility was poor and if there was a bus at the bus stop you had no chance.</p> <p>Not sure why the traffic cones were placed on the opposite side of the road as people have lifted them and either placed on pavement or they have been damaged due to being driven over. I personally feel there should be parking restrictions on both sides of</p>

Respondent	Comments
	<p>Main Street – this could be for a period throughout the day maybe 8 am till 7 pm or could residents use the Partnership Centre in the evenings?? I know that some people use either Main Street or the Partnership Centre Car Park as a Park &amp; Ride. Although people parking on pavements, at bus stops, pedestrian crossing (at Scotmid) seriously needs to be addressed. If there was no parked vehicles in Main Street during the day this would allow traffic to flow at the 20mph and pavements safe for people walking or wheelchair users. When Tots Spot is open there is no parking and this leads to irresponsible parents abandoning their cars to either drop off or collect similar to what happens in Main Street, Langton Road and Mansefield for East Calder school drop off and also along at St Paul's Primary.</p> <p>The 20mph needs to be enforced so it is clear to all car users, a flyer or various methods of communication to each household (advert in Newspaper, Konect, Social Media, Community Notice Boards, Laminated lamp post notifications.</p> <p>Whilst walking a find that people adhere to the social distancing however there was an occasion where I was trying to walk along Main Street a van was parked on the pavement and a cyclist also on pavement I had to walk on the road to let the cyclist through wouldn't mind if it had been a child but it was an adult!</p> <p><b>Resident Comments -</b></p> <p>Feel it was an impractical idea with no thought about how large vehicles were supposed to pass each other as one had to try and give way and find space for other to pass and with parked vehicles made it difficult especially with tractor and trailers, buses and lorries probably have similar problems.</p> <p>As a motorist I think that the whole scheme has been rushed with no consideration granted to motorists or residents who have lost the right to park near their property.</p> <p>This seems to be causing more congestion in most of the local villages rather than reducing it.</p> <p>This scheme should be scrapped with a complete rethink actioned, possibly consulting with the individual CCs who know where the pinch points are locally.</p> <p>The 20 mph speed limits are a joke, creating more traffic jams than ever.</p> <p><b>Resident Comments –</b></p> <p>My Initial feeling of the effect of the Spaces for People Scheme, in our village of East Calder,</p>

Respondent	Comments
	<p>The widening of the pavement outside Tesco Store to 2m by a short length (approx. 20m) has only encouraged villagers to park further down the Main Street, plus the row of No Parking cones placed in front of the houses opposite the widened pavement have been discarded by the residents of the main street and the new restriction have been totally ignored by the residents who have no access to off street parking.</p> <p>At the Scotmid Store which has no restrictions from the Scheme has become a free for all with parking even in the bus stop and the zig zags at the pedestrian crossing and often causing a bottleneck obstruction to traffic created by buses stopping to pick up passengers waiting at the bus stop blocking the road because of illegal parking at the bus stop</p> <p>The 20mph speed limit is not being adhered to or enforced therefore there are signs at the entrance to the village which are being ignored, confusion has arisen on the road between East and Mid Calder where the repeater signs are necessary is it 20mph or 30mph?</p> <p>To me it seems the villagers are totally unaware of any restrictions at all they are carrying on as though nothing has changed, I feel if the existing restrictions are remaining then West Lothian Council will need to advertise the restrictions better and look at changes to parking in the main street with a view to yellow lining the street and providing off street parking for the houses in the main street.</p> <p><b>Resident Comments –</b></p> <p>I'd maybe just voice more of a concern again about the 20mph zones. Personally I think lowering the speed from 30mph can actually be more dangerous especially when drivers are trying to overtake cyclists with the appropriate space. Some cyclists are around the 20mph speed already so it means drivers have to accelerate quicker/faster and will take more chances to overtake rather than wait for a safe distance. This is extremely dangerous on bends for instance.</p> <p><b>Resident Comments -</b></p> <p>I do not agree with the footpath widening and removal of parking spaces, as someone who walks a dog between both villages regularly, people can move to the side or cross to another side of the road to pass. I can't see any point in widening a path in mid Calder when there is another path across the road, for this to have been effective you would have had to widen every path in West Lothian which clearly didn't happen so it is a complete waste of money, my concern is also that I run a business in Mid Calder (hairdressers) as if my business is not difficult enough to keep going during this pandemic if and when I can get back to work, my clients not being able to get parked could seriously affect me, my clients to come from other areas in West Lothian so need to bring their car.</p> <p>I also think the give space signs are another waste of money, everyone knows to keep distance it was all over the news months before these signs.</p>

Respondent	Comments
	<p>I do think no parking outside Tesco is good but purely on a safety point to make pulling out of the car park safer, this has nothing to do with Covid restrictions.</p> <p><b>Resident Comments -</b></p> <p>I am emailing with regards to the request for feedback on the Spaces for People scheme in West Lothian.</p> <p>As a pedestrian I can't say I have been affected by any change. As a driver I have no objection to a 20mph limit. That is a decision for people with more information than myself and I am happy to drive at this limit. If the limit is made clear and enforced correctly. My main feedback is related to the rollout of these speed changes which are currently both confusing and potentially dangerous.</p> <p>I initially emailed the council around September last year as there were multiple places where there were 20mph repeater signs after a 30mph terminal sign. In some places one side of the road there was a 30mph terminal sign and the other side was a 20mph sign. At the time I was told that this was due to a shortage in signs.</p> <p>If there were not enough signs, rather than putting them up seemingly at random I would have thought they would have completed stretches of road in a logical fashion to make clear what speed that area was. I suspect most of these issues have now been rectified however when I was on a journey from East Calder to Uphall there are still areas with misleading an incorrect signage.</p> <p>The first area I came across was on the B7015 between East Calder and Mid Calder. The road has 20mph terminal signs however in a 650m stretch of road there are no repeater signs. As there are no traffic calming measures, I believe there should be at least 2 to meet requirements. If there are signs, they are not visible so would not satisfy the requirement.</p> <p>On Pumpherston road there are 20mph repeater signs AND a 30mph repeater sign amongst them. On parts of this road there are traffic calming measures meaning that 20mph repeater signs aren't strictly required. So why are there 20 signs where they aren't required and 20 signs missing where they are. As Pumpherston road used to be a 30 ideally you would have 20 signs in both areas to make it clear to drivers.</p> <p>On one journey having two issues means that it is highly likely there are plenty of areas with similar issues in the area.</p> <p>As a result of poor signage some press have been running stories about how the speed limits are not legally enforceable. This creates 3 kinds of drivers. Drivers obeying the new 20mph limit, drivers that aren't as they don't believe they have to and drivers who are completely confused. The confused drivers can end up slowing up and speeding down constantly due to the mixed messages which is a danger. The greatest danger is when a driver not willing to drive at 20 ends up behind a driver that is. This is causing the</p>

Respondent	Comments
	<p>faster driver to make poor decisions with regards to overtaking. This is happening constantly creating exceptionally dangerous situations and I am surprised there haven't been more accidents however it is only a matter of time.</p> <p>When I originally emailed the Council, they said that it always takes a little time for drivers to settle into the new limits . Which I completely sympathise and agree with. However, if the signs aren't clear and there are mixed messages, how are drivers ever supposed to settle into this new limit.</p> <p>In summary the road sign situation needs to be fixed so that we eliminate the confused driver category and then make sure that the speed limits are enforced to eliminate the dangerous drivers. Even if it is having the press print stories to say that the limits are now legal this may help. At the moment having the mixed messages is making it more dangerous for cyclists and pedestrians. Just a few days ago outside my house a cyclist was almost knocked off their bike because of this exact scenario. They had to swerve and brake to avoid falling. This seems like a complete waste of time and money to achieve the exact opposite of what was intended. As I said at the start, I have no objection to this 20mph limit if it is safer which just now, I don't believe it is.</p> <p>I hope this feedback is helpful to the scheme going forward.</p> <p><b>Resident Comments –</b></p> <p>Introduction of temporary 20 mph limits in towns and villages - Difficult to maintain this and don't understand why implemented, busy watching speedo and seeing where these restrictions start and stop may cause more accidents to happen whilst driving. The speed signs are not obvious and often contradictory as next to other speed notices.</p> <p>Introduction of temporary 40 mph limits in some rural areas - Why are these being put in place for what purpose? Constant changes on speed limits will cause confusion and as above may lead to more accidents.</p> <p>Introduction of temporary local footway widening with some removal of limited waiting and parking - From what I have seen are positive in that reduced the parking outside Tesco (which has been long time needed) however, they are not accessible for wheelchair users or prams as are too high.</p> <p>Introduction of some temporary bus boarders (formation of additional space for bus passengers) - Really nobody is travelling by bus as shops are all closed and work from home being encouraged. This is a unnecessary expense.</p> <p>Introduction of pedestrian phases at key controlled crossing points- Do not understand what this means but do not think necessary as only time there are "cluster" of pedestrians it is when schools are operating and the lollipop person does this job.</p>

Respondent	Comments
	<p>Erection of on-street social/physical distancing signs - Pavements are not wide enough on the main street shops side to allow this. Think we are all aware of the 2metre rule we have been living it for nearly 12 months now. An unnecessary expense.</p> <p>A programme of vegetation clearance on key paths - This should be a business as usual requirement of the Council to do this on a regular basis not just because of COVID.</p> <p>Introduction of temporary cycle lanes (due to be implemented in February) - No doesn't seem to work unless it is the whole distance of the road, pointless just being adhoc, and cyclists seem to prefer riding 2+ abreast anyway. Or speeding at great speeds through the Country Park without any consideration of walkers and others.</p> <p>Hope that is all of some help.</p> <p><b>Resident Comments –</b></p> <p>Waste of money</p>
Kirknewton Community Council	<p>The following is the collation of responses received by Kirknewton Community Council. Some of these points may have been separately intimated, given the confusion on the feedback mechanism. The comments as presented address the itemised points in order. They are collated to avoid duplication, but retain individual comments where more than one issue has been identified.</p> <p><b>General.</b></p> <p>Outwith the numbered items, a general consensus is:</p> <ul style="list-style-type: none"> <li>• The consultation period has been over-compressed. This may simply be a perception based on the miscommunication of the response mechanism, in which case the way in which responses are sought for any consultation must be unambiguous.</li> <li>• West Lothian Council is again seeking Stakeholders views on a timescale that does not allow Community Councils to hold a formal meeting to discuss this particularly important matter and absolutely no time to full consult with residents.</li> <li>• There was no proper consultation with Community Councils prior to the introduction of the various initiatives. This was completely unacceptable to communities throughout West Lothian, and resulted in an extremely poor outcome for all concerned.</li> </ul>



Respondent	Comments
	<ul style="list-style-type: none"> <li>• It is [our] believe that had WLC carried out a comprehensive consultation with local communities that the initiatives would have been done completely differently in a manner which would have been beneficial to WLC and allowed the expenditure received for the Scottish Government to be spent more wisely and efficiently.</li> </ul> <p><b>1. Introduction of temporary 20mph limits in towns and villages.</b></p> <ul style="list-style-type: none"> <li>• The introduction of 20 mph speed limit is very welcome and is something that the Community Council has been requesting for many years which received no support from either WLC or the police due there being no statistics for accidents within the village. The general view is that the 20mph speed limit should be retained at the end of this exercise., since it enhances safety and makes the village more user-friendly for all who walk, cycle or push buggies or shopping bags. We would also recommend that if this is agreed that maximum publicity is given to it and that drivers are made aware that is the legal limit and is enforceable.</li> <li>• The introduction of the 20mph signs was a shambles, and too many people picked up on the inconsistencies, took inevitable liberties, and have become accustomed to continue doing so. An object lesson in the dangers of half-doing something.</li> <li>• There is ambiguity due to inept signage. The mandatory 20mph apparently gives way to an advisory "20's Plenty" in some side roads. Can 20mph be enforced there? And can anyone exiting an <u>advisory</u> 20mph zone be subject to the 20mph speed <u>limit</u> in the absence of appropriate signs at the exit point? Is this a loophole?</li> </ul> <p><b>2. Introduction of temporary 40mph limits in some rural areas.</b></p> <ul style="list-style-type: none"> <li>• This is generally welcomed. In particular it is noted that the Linburn Road from Kirknewton to the A71 is narrow, a bus route, and unsuitable for the default national 60mph speed limit. Likewise the B7031 between the A71 and the A70 is an example of a rural road that suffers from drivers travelling at excessive speeds. The pavement on part of the road is extremely narrow and the speeding drivers makes it extremely dangerous for both pedestrians and cyclists.</li> </ul> <p><b>3. Introduction of some temporary local footway widening with some removal of limited waiting and parking.</b></p> <ul style="list-style-type: none"> <li>• This was NOT done with any proper thought or understanding of the road use by the bus service or anything else to do with ease of movement of vehicles in Kirknewton. The blocking off of the bus stop by the station made no sense. To encourage people to use public transport requires an integrated bus and train service, which is now legally possible. The narrowing of the road in the middle of the village was dangerous because the bus timetable expects 2 double decker buses to pass on the Main Street. Some use of double yellow lines, AFTER consultation, would make the road safer for all.</li> <li>• The introduction of some local widening and some removal of limited waiting and parking was an unmitigated disaster. This could have been avoided by local consultation. On one part of the main street the restrictions were at a junction on a blind bend. After</li> </ul>

Respondent	Comments
	<p>major complaints by residents and WLC elected members it was removed in less than 24 hours. If this had been left in place it would have meant that buses could not pass which meant that Kirknewton could have been one way into and one way out of the village resulting in NO bus service.</p> <ul style="list-style-type: none"> <li>• The footpath widening at Smithy Brae must qualify as the shortest-lived SfP initiative ever! Given the utter waste of money, someone, somewhere 'should be considering their position'.</li> <li>• Some people would like to see a marked crossing into the park by the changing room at Park Terrace.</li> </ul> <p><b>4. Introduction of some temporary bus boarders (formation of additional space for bus passengers).</b></p> <ul style="list-style-type: none"> <li>• This may have been a good idea in principle, but as implemented actually blocked one or more bus stops with a raised kerb. This prevented anyone in a wheelchair to board or alight from the bus. Was this <u>really</u> the intention?</li> <li>• Notwithstanding, improved facilities for boarding are essential going forward to encourage and facilitate bus use.</li> </ul> <p><b>5. Introduction of pedestrian phases at key controlled crossing points.</b></p> <ul style="list-style-type: none"> <li>• Not applicable in Kirknewton</li> <li>• Given the lack of traffic-calming in the village, actually having controlled crossing points at key locations would be welcomed. Or maybe just do the traffic calming?!</li> </ul> <p><b>6. Erection of on-street social / physical distancing signs.</b></p> <ul style="list-style-type: none"> <li>• These are meant well but are distracting to drivers and block some sight lines. They are not well put up and look as if they will become more non-recyclable plastic waste. Other designs and materials might have been better.</li> <li>• Again, these were put up with no consultation and it is my understanding that they are of poor quality and are made of material that cannot be recycled.</li> <li>• The social-distancing signs are hilariously ambiguous. They actually say "<i>Respect each other's space... Don't!</i>" with a graphic that is only understandable in the context of viewing the other side of the sign. A PhD student I know, well experienced in generating surveys, consultation and communication exercises, simply burst out laughing.</li> </ul>

Respondent	Comments
	<p><b>7. A programme of vegetation clearance on key paths.</b></p> <ul style="list-style-type: none"> <li>• This is much welcomed. The path along the road south from the village to the A70 needs regular proper maintenance because it goes through woodland and is part of a good long distance walk. Some of the vegetation beside the Linburn Road and other roads also need attention to encourage people to exercise.</li> <li>• This initiative is welcomed because in the past I have had occasions to contact WLC to have some roadside vegetation cut back as it was blocking pavements causing pedestrians to walk on the busy B7031 which has several blind bends. As stated above, traffic using this road travels at excessive speed. This includes lorries</li> </ul> <p><b>8. Introduction of temporary cycle lanes (due to be implemented in February).</b></p> <ul style="list-style-type: none"> <li>• This is to be welcomed, but <u>with local consultation</u>. Community councils meet monthly, at best, and need time to gather people's views. One of our Community Councillors is actively working and discussing with WLC, Sustrans and Edinburgh City Council on a joined-up approach. Our intention is to use the pavilion in Kirknewton as a transport hub with maps of cycle routes and walks.</li> <li>• There is a cycle lane near the village school but it just ends when there is not enough room on the road for it. Thus it is rendered unsafe for the primary school children it should encourage to cycle.</li> <li>• There are discussions about National Cycle Route 75 which goes through Kirknewton and these need to be worked on with the Local land owner. Dalmahoy Estates might be approachable because of their interest in bridle paths. There is an old route from Boll A Beer on the Lang Wang to Easter Newton Farm which would be safer than the Long Dalmahoy Road for cycles and the increasing number of horse riders.</li> </ul> <p>We trust that these comments prove constructive and will assist in avoiding a similar extremely poor exercise in the future.</p>
<p>Linlithgow and Linlithgow Bridge Community Council</p>	<p>Although the time allowed for the consultation was very short the Community Council is confident that the response from Community Council members (N=12) and from members of the public (N=44) is reflective of the opinion of the Linlithgow and Linlithgow Bridge community. A significant number of people asked for proper public consultation BEFORE any permanent works were undertaken.</p> <p>Apart from the very first question on the temporary 20mph limits in towns and villages the answers to questions are almost unanimous giving a high degree of confidence in the following comments.</p> <p>Introduction of temporary 20mph limits in towns and villages. The question asked by the Community Council was; bearing in mind that the High Street was previously restricted to 20mph should we continue with the 20mph speed limit throughout the built up area? The majority, although by a very small margin, were in favour of reverting back to the speed limits previously. However, several</p>

Respondent	Comments
	<p>people qualified their response with suggestions for 20mph zones; making the 20mph areas more conspicuous by for example rumble strips and and/or different road surfacing and radar -controlled speed indicator signs. Many those responding referred to the lack of enforcement and also the dangers of higher speed overtaking.</p> <p>Introduction of temporary 40mph limits in some rural areas. The question asked by the Community Council were: signs were put up in a number of lanes around Linlithgow and particularly within Beecraigs should the 40mph limits be retained? The Community Council was of the view that the speed limit approaching Hillhouse car park, the visitors centre and Balvormie should be 20mph not 40mph. The majority, by a considerable margin, agreed with retaining the 40mph speed limit.</p> <p>Introduction of some temporary local footway widening with some removal of limited waiting and parking. The Community Council made this question more specific asking – temporary footway widening near Oliphant’s, should it be made more permanent <u>with adequate drainage to prevent flooding?</u> Agreement with this proposition was unanimous. A significant number of people also wished to retain the ban on pavement parking in the High Street (on the loaning). One typical remark received “it is great having pedestrian pavements here at last. The High Street looks and feels so much nicer, and it is so much easier to cross the road to shops on the other side. Please don’t let cars back in fact pedestrian pavement should be continued all the way along rather than allowing them still to be occupied by parked motor traffic in some sections”.</p> <p>Introduction of some temporary bus boarders (formation of additional space for bus passengers). The Community Council believe that the works to increase pedestrian space at bus stops should be removed as the current arrangement holds up traffic and there are no raised curbs for easy boarding. This view was almost unanimously endorsed by responders. One responder queried the location of bus stops particularly at The Cross where bus stops historically facilitated access and egress from the bus garage (now Templars Court). It was suggested that the eastbound Central bus stop should be outside Wilson’s shop where there is already a layby. This would allow a significantly wider pavement outside of café bar 1807.</p> <p>Introduction of pedestrian phases at key controlled crossing points. This question was not responded to as not being relevant to Linlithgow and Linlithgow Bridge.</p> <p>Erection of on-street social / physical distancing signs. The general feeling was that the signs should be taken away sooner rather than later. One respondent summarised the view of many by saying “the Linlithgow community is not stupid!”</p> <p>A programme of vegetation clearance on key paths. No one could identify any vegetation clearance on paths in Linlithgow or Linlithgow Bridge although the Community Council had noted some inadequate hedge trimming within Springfield (leaving a proportion of the existing path underneath the hedge).</p>

Respondent	Comments
	<p>Introduction of temporary cycle lanes (due to be implemented in February). This item drew a very large response largely negative in terms of the introduction of temporary cycle lanes. The general view was that Linlithgow and Linlithgow Bridge need permanent cycle lanes. It is impossible to safely cycle to Linlithgow Academy from many parts of the town. Several people asked for a study to be undertaken. A random selection of quotes is given below.</p> <ul style="list-style-type: none"> <li>• The present Edinburgh Road layout is scary for cycling as you are cycling slowly uphill then you have to move into the main traffic because of the parked cars. Meanwhile motor vehicles come round a blind bend under the railway bridge and you hear them accelerating up to past you just as or just after you have moved out; meanwhile traffic is approaching from the opposite direction.</li> <li>• Let's call for temporary cycle lanes on St Ninians and Edinburgh road, the money has already been allocated so it's not a case of saving funds.</li> <li>• Make Mill Road (from Falkirk Road to Mains Road) and Mains. Road to the Westport one way. It would free up much-needed space for pedestrians and cyclists.</li> <li>• Cycling East on the Edinburgh road through the railway bridge is dangerous as the point here cars catch up with you exactly where the car parking is on the north side of the Edinburgh road. I've almost been knocked off my bike several times by cars and buses who just accelerate and expect you to stop and wait.</li> <li>• Linlithgow has an active travel plan and air quality issues. More should be done to protect pedestrians, disabled vehicles, buggies, elderly, cyclists, et cetera</li> <li>• West Lothian Council should be encouraged to look at the walking and cycling network around Linlithgow and particularly the High Street, as a whole the town is reasonably distributed that most areas are easily accessible by walking and cycling. There was definitely an increase in cycling during the first lockdown probably due to the reduction in traffic and people feeling safer to cycle on the road.</li> <li>• Cycle lanes are useless if people are allowed to park on them so I'd rather see an illegal parking clampdown, but I don't know if that is within the remit of this survey.</li> <li>• As a cyclist/motorcyclist/driver I can't see any net benefit to having on road cycling paths in Linlithgow – I can see benefit in shared use paths in off-road settings but such schemes are not being discussed.</li> </ul> <p>Three well considered and detailed submissions were received as under.</p> <p>1. Let me first clarify what 'Spaces for People' was intended for and highlight that legal advice sought by residents of East Craigs in Edinburgh led to a retraction of the proposed low traffic Neighbourhood scheme under Spaces for People – the fact Edinburgh Council now intend to force their will through under an experimental traffic regulation order is another issue. <a href="https://www.transport.gov.scot/.../success-for-30.../">https://www.transport.gov.scot/.../success-for-30.../</a></p>

Respondent	Comments
	<p>The Spaces for People programme, administered by Sustrans Scotland, offered 100% funding to put in place temporary measures to enable physical distancing while walking, wheeling and cycling.</p> <p>- Introduction of temporary 20mph speed limit in Linlithgow and Linlithgow Bridge. Bearing in mind that the High Street was previously restricted to 20 mph should we continue with the 20mph speed limit throughout the built-up area?</p> <p>No – revert to previous 30mph limit and consider implementing a timed 20mph limit on Preston road coinciding with periods of school activity as it is complete overkill having a long stretch of Preston road much of which has no pavement running directly alongside, set to 20mph at 2am. I would also like the ‘cushions’ replaced that are crumbling and damaging the underside of many small cars without offering any obstruction to larger vehicles or vans and indeed a reconsideration of other traffic calming measures that do no more than increase pollution. The only reason ‘cushions’ are found to offer a 70% reduction in emissions when compared to full width speed bumps (which can increase emissions on a road by 98% according to a study by Imperial College) is that 70% of vehicles don’t need to slow down for them – including my motorcycle (motorcyclists are the most vulnerable road users in the DfT 2018 report).</p> <p>The implementation of 20mph limits has no discernible effect on casualties or accidents and this has been the finding of many non-biased studies, even the most recent comprehensive Gov. study that is heavily weighted to find positive outcomes concedes on P50 “there is insufficient evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas” <a href="https://assets.publishing.service.gov.uk/.../technical...">https://assets.publishing.service.gov.uk/.../technical...</a></p> <p>It’s completely logical that in a collision between a pedestrian and a vehicle, impact speed (not speed limit) has a significant role to play in the outcome and the fact that no reduction in impact or casualty number or severity has been seen in areas where 20mph zones have been imposed indicates that this is not a simple scenario and both the number of collisions and impact speed have not reduced. To better understand some of the reasons behind this (reaction time, distraction etc.) I refer you to an old source that contains some very valid hypotheses to allow you to assess the type of non-speed related considerations that may be used to explain why the observed information does not support the 20mph agenda. <a href="http://www.safespeed.org.uk/killspeed.html">http://www.safespeed.org.uk/killspeed.html</a></p> <p>Pedestrians are able to stop efficiently without an associated ‘braking distance’ so what’s happening (walking being my favoured means of getting around). To understand this I refer you to the table on P10 of the Gov. study into pedestrian accidents. <a href="https://assets.publishing.service.gov.uk/.../pedestrian...">https://assets.publishing.service.gov.uk/.../pedestrian...</a></p> <p>The percentage of accidents where there were no pedestrian related contributory factors were 10% for age group 0-15, 25% for age group 16 to 59 and 33% for age group 60 and over. The vast majority of accidents involving pedestrians may have been avoided had the pedestrian taken action to mitigate the contributory factor (for instance 23% of accidents involved pedestrian alcohol impairment in the 16-59 age group, but the highest contributory factor is simply ‘Failed to look properly’ which is a contributing factor in a staggering 74% of accidents in the 0-15 age group).</p>

Respondent	Comments
	<p>One has to conclude therefore that given limited resources available and the recent decimation of our economic future, a public pedestrian safety campaign may be more effective at reducing collisions and associated casualties – Stop, Look, Listen!!! A message that I've not heard outside my own household for many years.</p> <p>Pollution – I've not seen any study question that CO2 emissions are increased when driving at 20mph but I'd like to consider this view if reliable information exists to try to support it? The IAM advises driving in 2nd gear in 20mph areas, I concur that this is indeed the safest way to drive in these areas though I do try to achieve 4th gear where possible – this alone logically and undeniably results in more engine revolutions per metre travelled, more firing cycles and thus more fuel burnt.</p> <p>NOx and PM10 emissions are very often quoted too – “NOX2 emission factors are higher for petrol vehicles over 20mph drive cycles compared to 30mph drive cycles; for diesel vehicles they are lower” <a href="https://www.parliament.scot/.../Research_evidence_20mph...">https://www.parliament.scot/.../Research_evidence_20mph...</a> . I have never owned a diesel vehicle as it has always been obvious that these were highly polluting, so is the solution to this is problem to ban vehicles with diesel engines from areas of higher concern?</p> <p>Before we discuss PM10 emission factors it's worth understanding what these are – “These emissions consist of particles produced by abrasion from brakes, road wear, tire wear, as well as vehicle induced resuspension of deposited road dust.” (Atmospheric Environment</p> <p>Volume 44, Issue 19, June 2010, Pages 2330-2340)</p> <p>“PM10 emission factors are lower for both petrol and diesel vehicles over 20mph drive cycles compared to 30mph drive cycles; the exception is vehicles with engines over 2.0 litres in size” Compare this to the definition of PM10 emission factors and you can clearly see there can be no direct link to engine size, but there is a massive dependency upon road calming measures – for instance braking for speed bumps and acceleration wear on tyres. Unfortunately this lack of basic understanding of a key topic casts doubt over the validity of this evidence from the Scottish Government. However it's worth also noting their ultimate conclusion given they are also trying to find in favour of 20mph limits as per the current agenda - “It is concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed”</p> <p>- Introduction of temporary 40 mph limits in some rural areas. Signs were put up in a number of lanes around Linlithgow and particularly within Beecraigs. The Community Council was of the view that the speed limit approaching Hillhouse car park, the visitors centre, and Balvormie should be 20mph not 40mph.</p> <p>I strongly object to the fact that the rural speed limits were reduced to 40mph in the first instance, drawing your attention back to the purpose of 'Spaces for People' I believe this was a misuse of funds with an ulterior motive.</p> <p>I do not support any notion that reduction in speed limit along most roads increases safety and my personal experience when I've been forced to use these roads is that it has caused a greater number of longer tailbacks and frustration than I've ever previously encountered. The specific areas where these roads may be considered more dangerous are not navigable at over 40mph thus the roads in question are self-regulating – all this ridiculous speed limit does is limit people from driving at a safe speed on the straight</p>

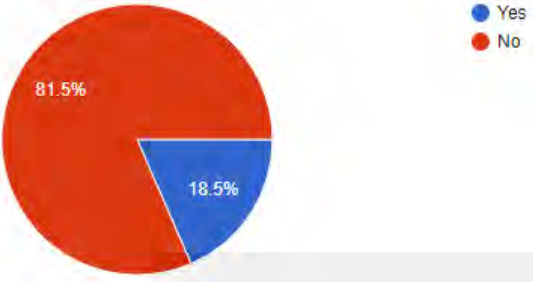
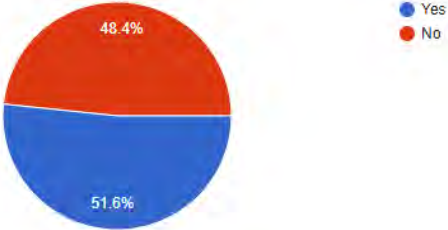
Respondent	Comments
	<p>and wide sections of roads. To be frank, if you don't feel safe with the option that you could drive at up to 60mph if the conditions and situation allow then I suggest there may be another factor restricting your ability to operate a vehicle to the minimum expected standard and you might consider addressing that. For this reason I also don't feel it is necessary to restrict the speed around much of Beecraigs as speed in these areas is also self-regulated due to road conditions and visibility etc. I do think that additional signage around Balvormie could be beneficial and wouldn't strongly object to the imposition of a 40mph limit on the short stretch of road passing the children's play area.</p> <p>- Temporary footway widening near Oliphants. Should it be made more permanent, without flooding of course. Any permanent widening of pavements etc. must be properly consulted and go through proper process – not just 'remain' after the catastrophe that has been 'Spaces for People'. As things stand the temporary measures MUST first be removed whatever the decision as they're not fit for purpose and only designed to remain viable in the short term (and clearly they're not even fit for short term use), at that point there should be a pause and a proper consultation as the full job must be costed, community consulted and impact assessment completed. If approved this work should be prioritised alongside the other strategic initiatives proposed and not just pushed to the front of the queue.</p> <p>- Extra space at bus stops. The Community Council think these should go as the buses hold up traffic and there are no raised curbs for easy boarding.</p> <p>Absolutely comical – whoever thought of this along with all parties involved in implementing it should be ashamed of themselves and measures put in place to ensure they are never allowed to contribute to such a catastrophic decision again. The best bit is that these highly disruptive measures went ahead but pavement seating continued, particularly outside the Four Marys where the tables reduce the effective width of pavement when passing the bus shelter to below a distance where 2 people could pass with space. The other key area where I have had issue is the bike rack outside Costa, with tables and 2 bicycles in place there is no significant space to allow passage, with unused bicycle racks being available just over the street can we please remove this one and restore some common sense to the pavement furniture in this area.</p> <p>- On-street social distancing signs. Community Council say take them away. The signs are themselves reducing available space and causing problems, absolutely get rid of them as soon as possible.</p> <p>- Vegetation clearance on footpaths. The Community Council have seen no evidence of this anywhere in Linlithgow. I've noted some vegetation clearance that I think was carried out by conscientious residents and I would like to commend them for this, but I've been unable to confirm any 'official' clearance of vegetation.</p>

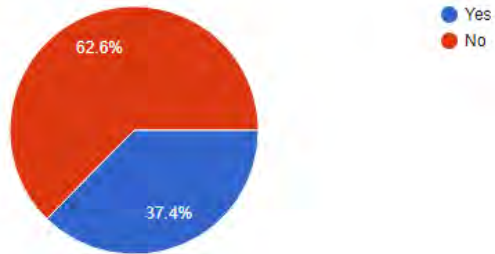
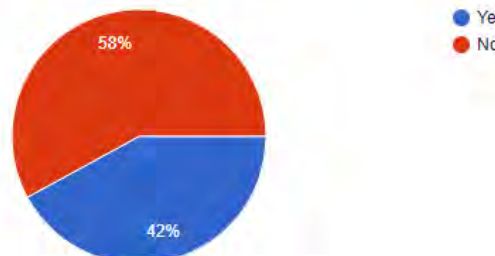


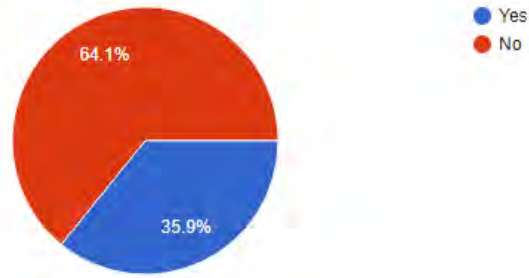
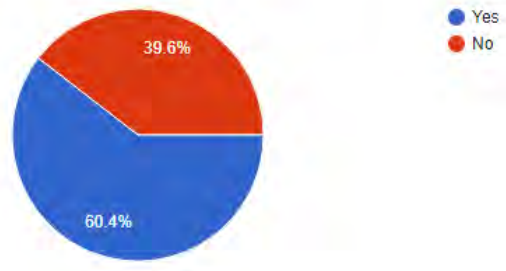
Respondent	Comments
	<p>- Introduction of temporary cycle lanes at Edinburgh Road and St Ninians Road. The Community Council says this was never done, don't do it now, save the money.</p> <p>Not required – as a cyclist/motorcyclist/driver I can't see any net benefit to having on road cycling paths in Linlithgow – I can see benefit in shared use paths etc. in off road settings but such schemes are not being discussed (though may prove more beneficial than permanent pavement widening).</p> <hr/> <p>2. As per LLBCC's Facebook post I'd like to comment on two aspects of the covid-related road/town works:</p> <p>- Widening of the pavement outside Oliphant's - Would really like to see this kept (with the flooding fixed of course). It was a very narrow pavement beforehand and very close to traffic. I have two young children and it's quite unpleasant and nerve-wracking walking along that stretch of pavement when you're so close to the cars.</p> <p>- 20mph limit throughout built up areas - again, please keep. There aren't many pedestrian crossings in the town and there's a lot of traffic, and it would feel much safer for getting anywhere on foot if some cars didn't go so fast.</p> <p>I feel that a lot of people in Linlithgow who drive perhaps don't appreciate what it's like to navigate the town on foot, and things which might mildly inconvenience people by removing a couple of parking spaces or making a car journey through the town 60 seconds slower have a great benefit to those of us who are trying to walk. (I can't drive due to a disability.)</p> <p>Thanks,</p> <hr/> <p>3. Thank you for asking for comments on the Spaces for People temporary active travel infrastructure installed in Linlithgow</p> <p>The pandemic has been a challenging and transformational period in many peoples' lives. I have lived in Avontoun Park since 2004 and this last year I have been working from home. I have spent more time than ever before in our lovely town and have enjoyed walking more than ever.</p> <p>While the town already suffered from poor air quality and congestion on the high street, another perhaps more important issue has arisen since March 2020. Health, obesity and inactivity are a major contributing factor to how seriously cover-19 affects us.</p>

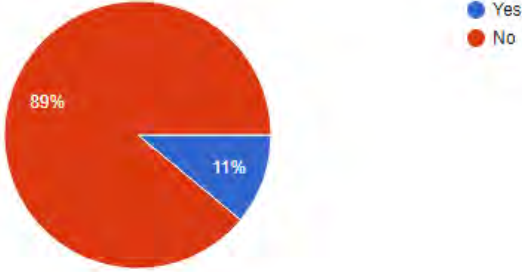
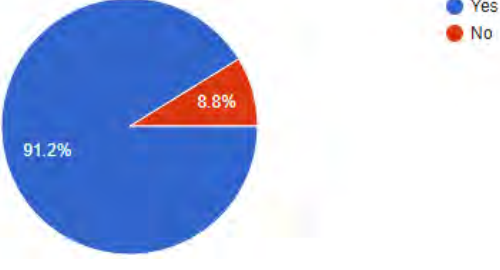
Respondent	Comments
	<p>There is a duty of care on the part of the Council to create an environment and infrastructure that encourages folk to be active. This will increase the health of the population and help us fight Covid-19. A bonus to having a town that encourages us to travel actively is that business prosper when shoppers use other forms of transport besides the car. Over and over again there are examples of how footfall increases when active travel initiatives are implemented.</p> <p>Business owners greatly over estimate how many people travel car to shop and use services on the high street.</p> <p>Here are a few links that might be worth a read:  <a href="https://www.sustrans.org.uk/our-blog/opinion/2020/october/health-benefits-of-creating-spaces-for-people-reach-beyond-covid-19">https://www.sustrans.org.uk/our-blog/opinion/2020/october/health-benefits-of-creating-spaces-for-people-reach-beyond-covid-19</a>  <a href="https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling">https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling</a></p> <p>Looking at the initiatives in Linlithgow. The 20 mph speed reduction has been a game changer - the paths are now far more pleasant to walk along. Not many drivers keep to the new speed limit but anecdotally I'd say the overall traffic speed has reduced with fewer people driving at 40mph.</p> <p>The 20mph signage when you enter the town needs to be more conspicuous, rumble strips and speed limit count down signs need to be added on both the Lanark and Falkirk road to announce the 20 mph zone in Linlithgow. T</p> <p>The 20mph zone creates a better ambience in the town and statistics show a pedestrian have far more chance of survival if hit by a car at 20mph compared to 30mph. It's the first and cheapest step in making Linlithgow a better and safer place to live, giving parents the confidence to allow their children to be independent.</p> <p>I cycle regularly around West Lothian, keeping to quiet lanes. A 40mph speed limit on rural roads should not be increased. Anything over that speed is dangerous for walkers, cyclists and horse riders. The busy roads around Beecraigs should be reduced to 20mph, this area is only going to get busier as more folk enjoy the outdoors</p> <p>The wider pavements on the High street have allowed folk to linger, walk side-by-side and have a more enjoyable, less congested walk along the pathways. I have timed traffic on the street after people worried about congestion from busses stopping side by side. The pedestrian crossings cause a bigger build up of traffic than busses stopping side-by-side (and they are rarely stopped at the buss stop for longer than a minute)</p>

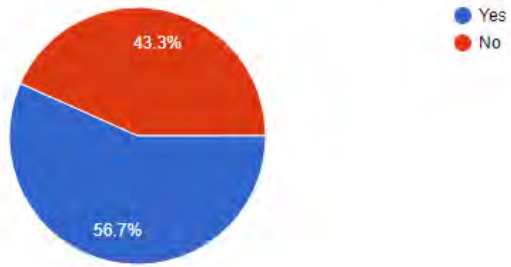
Respondent	Comments
	<p>There is a much bigger problem of drivers parking in bus stops, and also parking in delivery spaces - sort that issue and we'll have a much more free flowing high street.</p> <p>If we think creatively, the extra space at the bus stops could provide a pleasant outside seating area for the Four Marys pub and cafes and bars on the other side of the high street.</p> <p>I agree that social distancing signs can be removed. We all know instruction by now.</p> <p>Rather than thinking about saving money we should be thinking how it can be better spent to encourage folk out doors but also to make the town a more pleasant place to live. Lets call for temporary cycle lanes on St Ninians and Edinburgh Road, the money has already been allocated so its not a case of saving funds.</p> <p>One road which could be improved is Mains road. The paths are narrow, rough and low, and don't provide enough space for folk to pass. A parent with a double buggy or wheelchair user cannot use the path. A parent would never allow their child to walk along the path on their own. What kind of town do we have when pavements are see as too dangerous?</p> <p>Cars passing by on Mains Road alongside the Rugby Club is similar to train passing by when you're on the platform (at least you get a safety announcement on the platform) It's no wonder the path is hardly used - its too dangerous!</p> <p>A wild idea I have is to make Mill road (from Falkirk Road to Mains Road and Mains Road to the West Port a one way street. It would free up much needed space for pedestrians and cyclists and not affect traffic coming into the town. The road would remain two-way for cyclists and pedestrians (taking up one of the lanes.)</p> <p>The temporary active travel measure are once in a generation opportunity to help transform Linlithgow into a more active, more prosperous and closer community.</p>
<p>Seafield Community Council</p>	<p>We took each aspect of the Spaces for People as listed by WLC and asked specific questions about support for each one.</p> <p>We had 92 responses.</p> <p>-----</p>

Respondent	Comments												
	<p>20mph is unpopular and many stated that it causes instances of poor driving. As a Community Council we had already engaged with WLC and police to have improved enforcement of the 30 limit. We would still like to see enforcement of 30mph but feel we cannot support the 20mph.</p> <p>Do you support the temporary 20mph limits in West Lothian?</p> <p>92 responses</p>  <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>18.5%</td></tr><tr><td>No</td><td>81.5%</td></tr></tbody></table> <hr/> <p>There is wider support for 40mph limits in rural areas but this is marginal and I expect it would be subject to which roads were being considered.</p> <p>Do you support the temporary 40mph on some rural roads in West Lothian?</p> <p>91 responses</p>  <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>51.6%</td></tr><tr><td>No</td><td>48.4%</td></tr></tbody></table> <hr/> <p>There is low support for footway widening. This item did not happen in Seafield.</p>	Response	Percentage	Yes	18.5%	No	81.5%	Response	Percentage	Yes	51.6%	No	48.4%
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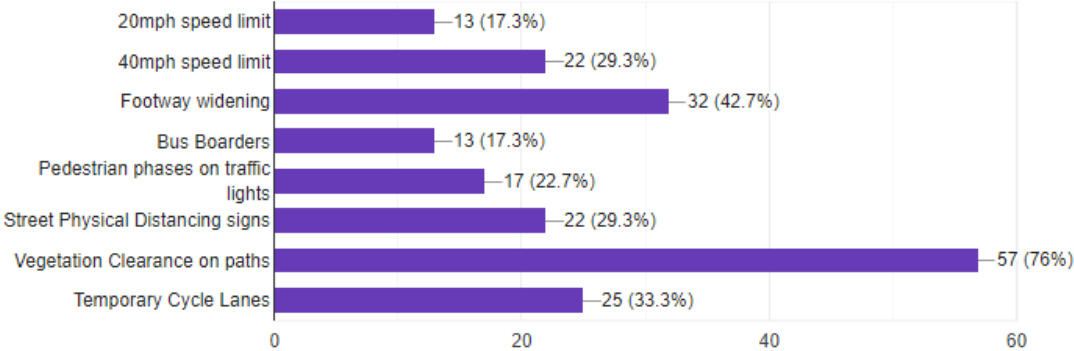
Respondent	Comments												
	<p data-bbox="392 231 1310 287">Do you support footway widening that has taken place in West Lothian? (including parking / waiting space removal)</p> <p data-bbox="392 303 504 327">91 responses</p> <div data-bbox="593 367 1086 622"><table border="1"><caption>Footway widening support</caption><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>37.4%</td></tr><tr><td>No</td><td>62.6%</td></tr></tbody></table></div> <hr data-bbox="392 654 1467 662"/> <p data-bbox="392 710 2072 742">A slight increase in support for bus boarders over the widening but again majority are against. This also did not happen in Seafield.</p> <p data-bbox="392 782 1288 805">Do you support the introduction of Bus Boarders to create extra space for passengers?</p> <p data-bbox="392 821 504 845">88 responses</p> <div data-bbox="593 885 1086 1141"><table border="1"><caption>Bus boarders support</caption><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>42%</td></tr><tr><td>No</td><td>58%</td></tr></tbody></table></div> <hr data-bbox="392 1189 1467 1197"/> <p data-bbox="392 1252 2072 1348">Pedestrian phases on traffic lights did not see huge support. We are not certain if this was introduced on the only set of lights in Seafield. However we have seen some odd sequences at night. Traffic lights switching to red every minute or so. Not sure if a fault or if by design. (?)</p>	Response	Percentage	Yes	37.4%	No	62.6%	Response	Percentage	Yes	42%	No	58%
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Respondent	Comments												
	<p data-bbox="392 231 1310 295">Do you support the introduction of pedestrian phases on certain traffic lights in West Lothian? (this is where the pedestrian lights come on without buttons being pressed)</p> <p data-bbox="392 311 504 335">92 responses</p> <div data-bbox="604 375 1131 654"><table border="1"><caption>Support for pedestrian phases on certain traffic lights in West Lothian</caption><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>35.9%</td></tr><tr><td>No</td><td>64.1%</td></tr></tbody></table></div> <hr data-bbox="392 678 1467 686"/> <p data-bbox="392 774 1803 805">There is greater support for signage. We are not sure it makes any difference but respect the result of the poll.</p> <p data-bbox="392 845 1187 869">Do you support the use of Physical Distancing signs in streets in West Lothian?</p> <p data-bbox="392 885 504 909">91 responses</p> <div data-bbox="593 949 1097 1220"><table border="1"><caption>Support for Physical Distancing signs in streets in West Lothian</caption><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>60.4%</td></tr><tr><td>No</td><td>39.6%</td></tr></tbody></table></div> <hr data-bbox="392 1244 1467 1252"/> <p data-bbox="392 1300 1344 1332">Not many respondents have noticed the clearing of vegetation from paths.</p>	Response	Percentage	Yes	35.9%	No	64.1%	Response	Percentage	Yes	60.4%	No	39.6%
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Respondent	Comments												
	<p data-bbox="387 229 1193 256">Have you noticed the clearance of vegetation from key paths in your area?</p> <p data-bbox="387 272 506 293">91 responses</p>  <table border="1" data-bbox="613 347 1133 619"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>11%</td></tr><tr><td>No</td><td>89%</td></tr></tbody></table> <hr data-bbox="387 699 1469 703"/> <p data-bbox="387 759 2085 858">There is huge support for the clearance of vegetation from paths. We would welcome this as a Community Council. We have raised this already via NETS team and there is a work order for clearance of the Almond path down to the bridge as around a third of this has been overgrown with grass.</p> <p data-bbox="387 906 1173 933">Do you support the clearance of vegetation from key paths in West Lothian?</p> <p data-bbox="387 949 506 970">91 responses</p>  <table border="1" data-bbox="604 1023 1102 1294"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>91.2%</td></tr><tr><td>No</td><td>8.8%</td></tr></tbody></table> <hr data-bbox="387 1342 1469 1347"/>	Response	Percentage	Yes	11%	No	89%	Response	Percentage	Yes	91.2%	No	8.8%
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Yes	11%												
No	89%												
Response	Percentage												
Yes	91.2%												
No	8.8%												

Respondent	Comments						
	<p>There is support for temporary cycle lanes. As a Community Council we would support cycle paths in general too. There are many around our area but some suffer from poor links. The path between Seafield and Oakbank cottages for example is barely passable on foot at the moment. It would be difficult for residents in the cottages to walk to the shop. Discussion has taken place on this between WLC and Easter Breich Wood Community Group and will hopefully result in improvements.</p> <p>Do you support the introduction of temporary cycle lanes within West Lothian? 90 responses</p>  <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>56.7%</td></tr><tr><td>No</td><td>43.3%</td></tr></tbody></table> <hr/> <p>The chart below illustrates the support for any of the temporary changes being made permanent. Only the clearance of vegetation scores high.</p>	Response	Percentage	Yes	56.7%	No	43.3%
Response	Percentage						
Yes	56.7%						
No	43.3%						



Respondent	Comments																											
	<p data-bbox="392 240 1167 268">Do you support any of the above measures being made permanent?</p> <p data-bbox="392 288 517 309">75 responses</p>  <table border="1" data-bbox="409 347 1480 699"> <thead> <tr> <th>Measure</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>20mph speed limit</td> <td>13</td> <td>17.3%</td> </tr> <tr> <td>40mph speed limit</td> <td>22</td> <td>29.3%</td> </tr> <tr> <td>Footway widening</td> <td>32</td> <td>42.7%</td> </tr> <tr> <td>Bus Boarders</td> <td>13</td> <td>17.3%</td> </tr> <tr> <td>Pedestrian phases on traffic lights</td> <td>17</td> <td>22.7%</td> </tr> <tr> <td>Street Physical Distancing signs</td> <td>22</td> <td>29.3%</td> </tr> <tr> <td>Vegetation Clearance on paths</td> <td>57</td> <td>76%</td> </tr> <tr> <td>Temporary Cycle Lanes</td> <td>25</td> <td>33.3%</td> </tr> </tbody> </table> <hr data-bbox="392 783 1473 788"/> <p data-bbox="383 839 2085 938">Below are the responses to the questions where we sought comments. We have not vetted them in the interest of transparency. All comments have been copied as they appeared. Comments relating to dog fouling and parking on pavements appear often. (We are working with WLC on dog fouling already)</p> <p data-bbox="383 978 2085 1042"><b>Would you like to see any additional measures to make it easier for people to travel on foot or bike / buggy / wheelchair? Please give details.</b></p> <p data-bbox="383 1082 2085 1145">Improvements to the path between Seafield and Oakbank. More regular clearing of NCR75. Clearance of the grass that is taking over a third of the almond path. This has already been reported via NETS.</p> <p data-bbox="383 1185 2085 1249">The path widening is not consistent through all villages and is not well done for example in Linlithgow with a buggy you end up on an incline which is not safe.</p> <p data-bbox="383 1289 2085 1385">The repair of pot holes / road surfaces should be a priority as in my opinion this would make the roads safer for cyclists and wheelchair users. Pot holes are a greater risk to these users. Where possible residential areas assessed for car parking spaces to reduce the habit of cars parking on pathways and obstructing wheelchair usage.</p>	Measure	Count	Percentage	20mph speed limit	13	17.3%	40mph speed limit	22	29.3%	Footway widening	32	42.7%	Bus Boarders	13	17.3%	Pedestrian phases on traffic lights	17	22.7%	Street Physical Distancing signs	22	29.3%	Vegetation Clearance on paths	57	76%	Temporary Cycle Lanes	25	33.3%
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Respondent	Comments
	<p>Fixing potholes and uneven paths, more dropped kerbs for wheelchair/disability scooter users instead of having to travel further than an able bodied person to access a dropped kerb</p> <p>Fix the paths and cut back hedges, even widen paths where possible</p> <p>Decent footpaths without holes and dog poo.</p> <p>Better signage and information about off road walking/exercise options.</p> <p>Upgrade existing and new cycle paths with lights etc and to encourage pedestrians and cyclists to use them instead of using main roads.</p> <p>Just keep footpaths clean and cleared</p> <p>The council cannot look after the paths they have already</p> <p>Keep cars off pavements</p> <p>Wider access areas for buggy's/ wheelchairs and better accessible paths to and within walking routes</p> <p>Enforce no parking on pavement laws</p> <p>Nope</p> <p>Yes. Temporary cycle lanes need to be properly constructed and permanent. Drop down kerbs need to be improved for wheelchair use and cars, bins sitting on public paths need to be stopped from doing so for safety of children, people with prams and wheelchair users.</p> <p>Bikes should travel on cycle/footpaths instead of roads as it would be much safer.</p> <p>No vehicle parking on footpaths</p> <p>Not necessary here</p> <p>No parking on kerbs</p>

Respondent	Comments
	<p>No stop wasting tax payers money on stupid schemes</p> <p>Suppose so</p> <p>Cars owners prosecuted for parking half on pavement half on road preventing pedestrians safely passing.</p> <p>Stiffer restrictions and penalties for pavement parking</p> <p>More dog waste bins as it is covering paths</p> <p>Cleaner streets and paths. No dog poop or litter.</p> <p>Identify areas where people walk that has no footpath and add one in. Upgrade footpaths in and out of Seafield. One path available, not wide enough and needs maintenance. I'm sure there are other villages in the same situation.</p> <p><b>Do you have any other comments?</b></p> <p>Bushes on pavement between Seafield and Blackburn make it impossible to walk two abreast.</p> <p>The 20mph is totally pointless. I've lost count of the number of vehicles that overtake me when I do 20mph and intimidate me while I'm driving with small children in the car. It's made the roads much more dangerous and all due respect the police have better things to do than stop drivers going too fast.</p> <p>The 20mph limit is a poorly thought out idea and never enforced. Causes more frustration and poor driving behaviour. Rather than introduce more speed limits, enforcement of the existing limits would be a more efficient and beneficial expenditure. Don't agree with removing parking to allow for widened footpaths as this will reduce accessibility for disabled people when there is already limited parking</p> <p>I really disagree with the 20mph on main roads, its causing a lot of traffic everywhere and dangerous overtaking. I wouldn't be happy with the council saying there's less accidents, this would be the same at 30mph as there is substantially less people on the roads due to lockdown and working from home. I have found it to be a huge waste of money and the council don't want to remove it as it will cost a lot of money. This money could have been put to widening paths, fixing roads and offering better services to people in isolation. I think the council was very sly in speaking to a very small number of people before implementing it,</p>

Respondent	Comments
	<p>they haven't backed it up even when questioned by the press. There's been no planning permission granted or ability to challenge it. If they do want to implement this then it should go through a public vote or at minimum proper planning.</p> <p>20mph limits are just stupid</p> <p>no</p> <p>The 20mph speed limit causes frustration and encourages more dangerous overtaking manoeuvres. I have not seen any evidence of what they are supposed to encourage.</p> <p>Spend more time fixing the roads</p> <p>Money would be better spent on the cycle/pedestrian paths which would be safer for everyone</p> <p>It was bad enough trying to get cars to go 30 through the village. They're still doing more than 30. When I go 20 you get cars overtaking you past islands on the wrong side of the road. There seems to be more traffic on the Starlaw Road and along passed the firestation as people seem to be using that road instead of potentially getting stuck with a car like me doing 20 all the way through Seafield, Blackburn, Whitburn or into Bathgate.</p> <p>I think the new MPH have been a wonderful idea. It's preventing the risk of people being injured, and I really don't get why people are complaining - unless they drive recklessly regardless. Living in the village means the main road is usually filled with people thinking they're better than the 20MPH limit - I think permanently introducing it would put them in their place and keep the road and the paths right next to the main road much safer!! I would love to see it made permanent, don't see a problem with adding an extra couple of minutes on my journey if it's keeping myself and others safe!!!</p> <p>Think the social distance boards are a waste of money. Widening of footpaths not sure reason. Feel money is being wasted by council. Would rather money spent on potholes and clearing paths, so you can walk on paths and roads when we've had bad weather. To spend weeks with snow and never see a gritter has been shameful by West Lothian Council</p> <p>The condition of the roads in West Lothian are an absolute disgrace spend some money on resurfacing them rather than your hate campaign against road users</p> <p>No</p>

Respondent	Comments
	<p>Since the 20 mph zones I have witnessed many frustrated drivers overtaking and almost causing accidents - I can't see how they have been of benefit and feel the monies would have been better spent on traffic calming measures as within other areas within West Lothian.</p> <p>Stop thinking of pedestrians and help motorists be more efficient and green I support 20 miles an hour outside, for example school to community centre in Seafield but not all the way through the village. It seems to me Road users get very frustrated and do daft things like trying to overtake when there is an island coming up.</p> <p>I am a wheelchair user in this community, and drop blown kerbs are atrocious. Especially one coming into Heatherwood at the walk in entrance at the end of the village, and around the Long Island near the school. I am either going to damage my back more, topple my wheelchair or be hit by a car!</p> <p>I totally object to the 20mph restrictions. They have not stopped those who speed through our village extremely dangerously. I, as someone who tries to adhere to the speed limit, personally find I am more distracted while driving at 20mph as it feels so slow I am focusing more on the surrounding areas rather than road. The physical distancing signs are also a gross waste of money as everyone is fully aware of the need to social distance during this pandemic. I also object to the timing of this consultation. The phrase shutting the gate after the horse has bolted comes to mind. I believe the public opinion should have been sought before money was spent unnecessarily.</p> <p>Enforcement of 20mph speed as majority of cars travelling through our village (Seafield) travel way in excess of old 30mph speed.WLC work vans, lorries etc should practice what they preach and stick to the speed restrictions</p> <p>These issues are not necessary in a small village, maybe different in London This whole initiative was imposed on citizens via the back door and is a waste of taxpayers money.</p> <p>The 20mph is an absolute disgrace the money spent on signs would have been better upgrading all the bloody pot holes on the roads</p> <p>Clearance of overgrown vegetation at junctions from all housing estates and roundabouts.</p> <p>I feel the money spent on most of these issues could have been better spent. I am usually positive with things like speed reduction etc but the 20/40mph isn't working</p> <p>If the original 30 limit was enforced, there would have been no need to introduce the reduce measures.</p>

Respondent	Comments
Uphall Community Council	<p>The Community Council invited responses from the community</p> <p><b>20 mph limits</b> :Excellent initiative: should be permanent: save lives. Annoying when driving but benefits outweigh this. Works in Uphall, Dechmont, Brtoxburn but not Bathgate</p> <p>Speed limits not enforced. done quickly and badly. Signage poor, road markings and signage don't tally.Roads busy anyway so difficult to exceed limit although coming from 40mph some don't reduce to 20mph.</p> <p>Waste of time, frustrating for drivers, rarely observed. Waste of time and resources. Brought in without consultation. A cash cow as speed cameras will be introduced to produce more revenue</p> <p>Cause more problems than they solve . Money could have been better spent</p> <p><b>40mph limits</b> :Excellent initiative. Will improve road safety and encourage pedestrians and cyclists.</p> <p>Appropriate for rural roads.</p> <p>Not aware of them: waste of time</p> <p><b>Local footway widening</b> Excellent initiative: safer spaces for pedestrians. Creates more pleasant village environment. Should have public seating spaces, dedicated cycle lanes and green landscaping</p> <p>Makes outings as a family easier.</p> <p>Parking in Uphall is horrendous and taking away some of the bays has improved the flow of traffic</p> <p>Not appropriate and should not stay, Useless, drivers still park there. Not needed in Broxburn and Uphall as never an issue. Paths wide enough: not enough people out walking to justify this spend.</p> <p>Cost a lot of money and is a waste of time. No joined up thinking</p> <p><b>Bus boarders</b></p> <p>Agree with move to make public transport safe and convenient.</p> <p>Should be removed after Covid. Looks messy, some are broken. Looks pointless from an outside perspective of a non bus user. Useless, causes traffic build up. Turns the Main Street in to a long traffic jam. Waste of money. Bus stops currently have enough room for the small number of passengers Money could have been better spent. Uphall and Broxburn have wide enough footpaths.</p>

Respondent	Comments
	<p><b>Pedestrian phases</b> Moves to prioritise pedestrians should be encouraged Crossing point sequencing should be changed to prioritise pedestrian movement. Good idea, reduction in physical contact good. Helpful when out walking.</p> <p>Should be removed post Covid. What is a pedestrian phase? Havent noticed anything.</p> <p>Never seen this. People wont pay attention. Pedestrians will continue to cross where and when they want.</p> <p><b>On street distancing signs</b> AgreeWaste of council funds. Social media campaign would have been better. Everyone knows it, signage makes no difference. "Respect each others space..Dont" sounds silly. Pointless waste of money No one pays attention</p> <p><b>Vegetation clearance on key paths</b> agreed : fair enough. Should be done every year.</p> <p>Improved accessibility in some areas. Brilliant idea, should have been done ages ago. Need to dig back overgrown footpath edges/</p> <p>Needs done on Ecclesmachan Road; Unsafe for children walking from Ecclesmachan to Upjall school</p> <p>Havent seen any difference. Disappointing Made path by St Nicholas primary less attractive as industrial units more noticeable. Council should employ sufficient people to do this anyway</p> <p><b>Cycle lanes</b> :Excellent idea. Should be permanent. Safe infrastructure for cyclists important. Main Street from Dechmont to Broxburn should have a cycle lane. There are already too many cars parked illegally on footpaths. Real opportunity to create a better urban environment safer for cyclists and pedestrians.</p> <p>Havent seen any but a great idea. Should be permanent and more extensive.</p> <p>More planning needed to ensure they are appropriately placed and link all areas of the local community and the local access paths to the canal.</p> <p>Not aware of this. Cyclists wont use them Don't need it. Do need a safer crossing on Loaninghill Rpad.</p> <p>Waste of money Already a cycle path that cyclists don't use.Inappropriate spending by the council. Why? Another initiative being pushed through.</p> <p><b>Community Council comments</b></p>

Respondent	Comments
	<p>One size fits all is wrong approach: should be thought out for each locality.</p> <p>20 MPH and 40 MPH not necessary in many areas Causes traffic problems in some areas.</p> <p>Removal of parking spaces wrong in areas where there are no car parks.</p> <p>Fewer people using buses so extra space not needed.: Cause build up of traffic at certain points. Not many people using buses.</p> <p>Pedestrian phases a good idea</p> <p>Too many social distancing signs and of poor quality, ?Are they necessary ? do they have any impact?</p> <p>Vegetation clearance should be ongoing : helpful but should be happening anyway,</p> <p>Cycle paths only where road width can accommodate and not interfere with car parking. Good when used but often cyclists are on road rather than using cycle lanes</p>
<p>Broxburn and Uphall Traders Association</p>	<p>I am writing on behalf of the Broxburn and Uphall Traders' Association to give our input regarding the recent changes under the Spaces for People programme. This will focus on some of the changes in and around Broxburn and their effects.</p> <p><b>Blanket 20mph over whole town.</b> We do not believe this is acceptable as a blanket approach. We fully understand and support the existing 20mph zones in housing schemes, near schools etc. however we feel that the main arterial routes were fine at 30mph. The 20mph is difficult to Police and for the most part is being ignored anyway causing much frustration on the roads and overtaking etc. where they should not be and thus causing further hazards. It's difficult to tell for sure due to the volume of shops being closed recently but indications are that through traffic is lower but the A89 traffic is not, indicating that more people are avoiding going through the towns and their shopping areas which will probably affect trade when the shops re-open fully.</p> <p><b>Extended Bus Stop Areas.</b> Whilst there were a number of extended boarders already in place on the main road through the towns, the recent installations were at areas negatively affecting traffic flow. So looking at the two at Scotmid (1 eastbound and 1 westbound) these are causing congestion at the Greendykes Road junction, when a Bus stops here now (westbound) the traffic cannot flow at all until the buses (sometimes 2 at the same time) are ready to move on. Given the close proximity of a light controlled pedestrian crossing, the bus stops and the main traffic lights at the junction this is not a good mix. Again I have witnessed many drivers attempting to overtake which</p>



Respondent	Comments
	<p>has resulted in issues and is not a good idea anyway in a pedestrian shopping area irrespective of there being light controlled crossings nearby.</p> <p>Then looking at the one at the Post Office end of the Main Street, again this causes a westbound bus to block the road completely, this presents issues and risk for traffic coming out of Buchan Lane and Station Road as well as any pedestrians trying to cross the street near to this area. The last one in Broxburn (eastbound at the end of the shopping area) simply extends the existing boarding kerb in width, there are no additional traffic issues with this one but it has made use of a valuable and well placed parking space, we hope the temporary tar will be removed soon and this revert back to parking.</p> <p>In Uphall there is a small outcrop beside the bus stop at John Lawson Butchers which is over a single parking slot. Again this being so near to the lights it is causing traffic flow issues, it is also more awkward for a bus as they often cannot exit the bus stop area due to traffic queuing to go through the lights, particularly the lane for turning right.</p> <p>As an aside I'd suggest that the single parking space being there is also a hazard and that this poorly sited parking bay marking should be removed to leave as unmarked carriageway for traffic to flow up to the lights and provide clear entry into the lane &amp; Oatridge Hotel itself. As an aside and not part of the town envelope, many of our members thought it ridiculous that 2 temporary boarding sites had been constructed on the A89 near the Tesco depot at Deans Industrial Estate. The 2 bus stops concerned (1 eastbound and 1 westbound) have a large amount of free open space around them to accommodate a large number of people waiting to board a bus. This construction is seen as waste of time and imposing delays on a main trunk road for no apparent benefit.</p> <p>In short we would be keen to see the changes in and around our towns reversed as soon as possible and would strongly oppose any permanency proposals for these measures.</p>
Cycling Scotland	<p>I am getting in touch regarding the feedback requested from Cycling Scotland on the Spaces for People interventions in West Lothian. Please see our comments below.</p> <p>Cycling Scotland supports the Spaces for People measures West Lothian Council has taken to provide additional space for pedestrians at a time of global pandemic. Given that physical distancing will be Government policy for many months and possibly years, we strongly believe the pavement extensions introduced should be retained. We would hope that in due course, businesses would be able to make use of the additional space for outside seating along the High Street.</p> <p>In particular, we support efforts by the council to prevent cars parking illegally, including along the narrow section between Water Yett and Lion Well Wynd in Linlithgow. Illegal parking like this slows and blocks traffic and creates an additional hazard for people</p>

Respondent	Comments
	<p>cycling or attempting to cross the road. The Scottish Government has passed legislation so that action can be taken against double parking and we anticipate that restrictions on parking, brought in under Spaces for People, will be reviewed and retained.</p> <p>In terms of other Spaces for People work, we understand that cycle lanes are to be added on various streets. Speeding vehicles is an issue in West Lothian as it is across Scotland. Narrowing the street through the addition of cycle lanes can help reduce the speed of traffic and removing parking can help ensure there is sufficient space for vehicles to pass safely, including large vehicles like buses. We would strongly support trialling such schemes as it is vital that there is space separate from traffic for more people to cycle safely. The cycle lanes will require protection through kerbs, wands or other physical separation to prevent parking in the cycle lanes.</p> <p>Finally, West Lothian Council is to be commended for rapidly introducing 20mph speed limits to encourage slower traffic speeds. These should not be removed until a full evaluation has taken place of the impact. The Scottish Government has committed to a 20% cut in traffic levels in its Climate Change Delivery Plan, recognising we face a climate emergency as well as a public health emergency. The Road Safety Framework has committed Scotland to a 20% reduction in the number of people Killed and Seriously Injured while cycling, and a 40% reduction in deaths and serious injuries for people walking or wheeling by 2030. The 20mph speed restrictions helps create a better space for people during a pandemic and potentially offers a key step towards tackling climate change and road safety challenges. The impact therefore should be evaluated carefully.</p>
<p>Enterprising Bathgate</p>	<p>Firstly, the Board of Enterprising Bathgate Ltd would like to state their disappointment at not having been given an opportunity to take part in the original survey undertaken when this initiative was first mooted.</p> <p>Our comments and suggestions in response to the feedback required is largely based on our limited experience of some of the measures which have been implemented in Bathgate, as the Government's Covid advice is to stay at home, but is as follows:-</p> <p><b><u>Introduction of temporary 20mph limits in towns and villages:</u></b> The 20mph speed restrictions being implemented across the board has proved to be unpopular in many in our communities. The Board would comment that introducing a blanket speed limit across areas of varied use and layout was ill advised at best.</p> <p>The Board would prefer to see a proper assessment and review of key areas taking place, which would guide the correct speed restrictions in areas where they are appropriate. This would produce a better outcome in increased safety for pedestrians and drivers and encourage best use of the roadways.</p> <p>Lowering the speed limit on main artery roads leading into town centres served only to increase the potential risk of accidents at many points and increase the danger to drivers and pedestrians.</p>

Respondent	Comments
	<p>The Board would also comment though, that the permanent speed restriction of traffic to 20mph in local housing estates would be a welcome initiative where spaces are used by families and older residents where familiarity may lead to less care and attention to traffic.</p> <p><b><u>Introduction of 40mph limits in rural areas</u></b>; The 40mph speed limits were experienced and appreciated by many people in parts of our local rural routes. During the lockdown periods many more people enjoyed more walks and cycle runs in the Bathgate area and surrounding hills than is normally the case, and it is further noted that these narrow country lanes for the most have no pavements and are also frequently used for the movement of cattle. However, the Board would comment that, once again, our preference would be that no enforced blanket coverage is appropriate on the various roadways and routes which make up our local area. We would encourage a full review of key roads in the area be undertaken, in consultation with rural householders such as farmers, to ascertain which types of restrictions should be put in place in order to achieve a proper outcome in SfP terms.</p> <p><b><u>Introduction of some temporary local footway widening, with some removal of limited waiting time and parking</u></b>: The Board members cannot comment, as no footways have been widened in Bathgate. We believe other villages and towns have had some work undertaken but have no knowledge of the outcomes, other than having heard of complaints that the materials used in widening the pathways also covered up main drainage inlays, causing problems with flooding in certain places. The Board have no constructive suggestions on this item.</p> <p><b><u>Introduction of some temporary bus boarders (formation of additional space for bus passengers)</u></b>: The work undertaken in Bathgate under this item has been obstructive, unsightly and potentially even dangerous. The bollards, which were placed in such a way to increase the standing space for passengers at the bus stances, only served to create a dangerous and unacceptable hazard on main roads. There have been very few people using bus stances during the present restrictions and the money wasted on this initiative could have been better allocated, in our opinion. Buses are forced to stop in the middle of a carriageway which obstructs traffic, which then becomes a hazard at the traffic lights in the main square of the town. Our collective suggestion is that these temporary measures are removed at the earliest opportunity and never replaced. The outcome of this measure will not be a positive one, and it is to be hoped that it is not a tragic one.</p> <p><b><u>Introduction of pedestrian phases at key controlled crossing points</u></b>: This measure serves no positive function in our view. It has been installed at only a few points in the town, and in observing people using the crossings we can comment that few do not press the control buttons, as most people will do, out of habit. The negative outcome of the installation is that in quieter periods, the traffic lights take an inordinate length of time to change and this disrupts traffic flows, albeit a lesser than normal amount due to lockdown. The Board would suggest that if this initiative was to be removed immediately no one would be any the wiser. Another waste of money and resources.</p>

Respondent	Comments
	<p><b><u>Erection of on-street/physical distancing signs:</u></b> The Board were astounded by the lack of quality of these boards. The boards now largely reside on the pavements under the lampposts they were tied to for our canine friends to use as targets on their daily walks. They were uninspiring in both the materials used and in their design/colours. The Board would strongly suggest that these are removed or replaced with more robust notices. Our comment is that this was another waste of funds.</p> <p><b><u>A programme of vegetation clearance on key paths:</u></b> The Board understand this was a programme of removal of certain areas of foliage which may impede cyclists and walkers from enjoying rural pathways around our towns and villages. The Board would support any initiative which makes these activities easier and safer for locals. The Board suggest a permanent policy of clearing more problem or secluded areas which can become overgrown be adopted following this project by SfP. This was a positive move which provides a good outcome which can be extended to meet local needs.</p> <p><b><u>Introduction of temporary cycle lanes (due to be implemented in February):</u></b> Bathgate has a beautiful historic and accessible area which extends in every direction to many of the other towns and villages in West Lothian. The surrounding hills attract many cyclists and walkers, but do not offer many roads which have paved edges or safe verges. There are not many places where additional cycle lanes could be successfully created on these roads. In the town itself, there are no dedicated cycle lanes and no new ones have been created under this initiative. The Board would suggest SfP becoming involved with a new project group working to create a proper pathway from Bathgate to Linlithgow for people to enjoy in safety. It was also noted that, disappointingly, the initiative had not thought fit to re-visit the existing cycle path between Bathgate and Livingston, which is in need of a re-fresh.</p>
First Bus	<p>On the issue of bus borders the concept in many locations is welcome as it avoids delays in and out of stops where we can have to wait for traffic.</p> <p>The layout of the bays could be improved as discussed on a recent west corridor call but the rapid deployment circumstances are understandable but if reverting to long term they might be improved.</p> <p>There are however locations where they are not ideal. Layover or timing points require a chance for a bus to avoid holding up traffic. We have seen aggressively and unsafe evidence of road users unwilling to wait and make manoeuvres that are a risk.</p> <p>Specifically, outlined below are areas where we had lay bye stopping areas for timing points which have potential delays been excluded for social distance for pedestrians</p> <ol style="list-style-type: none"> <li>1. Broxburn no areas from Uphall to Broxburn Library only place with a lay bye is Kilpunt east and westbound</li> <li>2. Although not a timing point Tesco Distribution centre lay byes have been excluded in both directions and have buses stopping to uplift on the main carriageway of a 50mph road</li> <li>3. Bathgate King Street no lay bye east bound</li> </ol>

Respondent	Comments
	<p>4. Bathgate South Bridge street West Bound outside Farmfoods and east bound excluded Council Office (west Bound) is still open but is a hot spot with bollard</p> <p>5. Whitburn Cross stops eastbound have been excluded</p> <p>6. West Calder Eastbound has been excluded West bound ok at the Scotmid</p> <p>Reference the reduced speed limits we are very much against the continuation of these measures. Again we have been subject to poor third party driver behaviours as our staff try to comply with the speed limits. We don't believe that they were needed anyway especially with less traffic on the roads. Further, if they continue the delay in journey times will likely lead to a review of timetables. The prospect of more fleet to maintain frequency is unlikely and would almost certainly be the opposite where customers/voters will have to wait longer for the bus.</p> <p>We don't want that and hope the speed limits are again amended.</p>
<p>Joint Forum of Community Councils in West Lothian</p>	<p><b>Introduction of temporary 20mph limits in towns and villages.</b> We did not support the introduction of 20mph limits in West Lothian without meaningful consultation with the communities affected. We believe that they have been largely ineffective as there has been little or no enforcement. There has been no apparent evidence of these measures helping or encouraging cyclists or pedestrians.</p> <p>We have had reports from our Community Councils of dangerous overtaking happening and long idling queues of traffic. We do however support communities that do wish a 20mph limit on their roads, so they should be removed at the end of the temporary period except where a community supports it being made permanent.</p> <p>The implementation of this measure, in our opinion, was chaotic with contradictory signs everywhere. The Council received a 5,000 plus petition against the introduction of this measure and it was presented to the Council Executive committee but to date the Council has not responded publicly.</p> <p><b>Introduction of temporary 40mph limits in some rural areas.</b> We had reports of this being badly introduced with conflicting and confusing signage.</p> <p><b>Introduction of some temporary local footway widening with some removal of limited waiting and parking.</b> We know of no footpath widening, but some reduced parking measures in Linlithgow has been welcomed.</p> <p><b>Introduction of some temporary bus boarders (formation of additional space for bus passengers).</b></p>

Respondent	Comments
	<p>We believe this measure was a waste of money and caused unnecessary traffic problems. In many towns this caused buses to stop in the road to drop off and pick up passengers holding up traffic for considerable periods. The numbers of people travelling by public transport has fallen considerably and the extra space was not required or indeed utilised. It was not properly planned taking into account traffic flow, and in some cases had to be dismantled when it was found to cause a danger in the way it had been implemented.</p> <p><b>Introduction of pedestrian phases at key controlled crossing points.</b> This measure was designed to save people from pressing the crossing button and possibly picking up or spreading Covid-19. We do not think this was really useful as some people were already aware of this danger and took precautions to avoid touching the button directly or some were unaware of the measure and touched the button anyway.</p> <p><b>Erection of on-street social / physical distancing signs.</b> We felt the signs were a waste of money as they were flimsy and quickly became dislodged or crumpled. We have been told that the material they are made of is not able to be recycled. The message was important, but the signs failed to convey it.</p> <p><b>A programme of vegetation clearance on key paths.</b> We have no experience of this programme but thought this would be done anyway as part and parcel of a routine planned maintenance programme.</p> <p><b>Introduction of temporary cycle lanes (due to be implemented in February).</b> We feel the funds should be redirected to widening existing footpaths to allow for an increasing number of cyclists and walkers to better share this space or to mark separate lanes for these two groups and improve cycleways that do not come into contact with traffic at all. It should also be noted that Edinburgh City has made these types of cycle lane changes and has come under criticism for them being dangerous and not fit for purpose.</p> <p>Our view is that the programme was rushed into with inadequate consultation and no cognisance of the major changes in public transport patterns and Working from Home.</p> <p>Joint Forum of Community Councils in West Lothian</p>
Lothian Buses	Thank you for inviting us to provide feedback on the Spaces for People initiatives put in place by West Lothian Council during the Covid-19 pandemic. I will take each of these measures in turn below:

Respondent	Comments
	<p><b>Introduction of temporary 20mph limits in towns and villages</b></p> <p>We are supportive of reducing speed limits where this enhances the safety of pedestrians and other road users. These measures should be targeted in town/village centres and close to schools where there is likely to be the greatest number of pedestrians, including children, and thus the greatest risk of conflict with vehicles. Feedback from some of our drivers is that on occasion when they have been travelling through 20mph zones, drivers in following vehicles have become frustrated and carried out dangerous manoeuvres to pass the bus. This may be down to an initial lack of acceptance of the new limits by some road users and could settle down over time. However when looking for UK best practice when the 20mph limits were rolled out across Edinburgh five years ago, a clear message was that the character of the road had to look appropriate for the speed limit and different where the speed limit changed for the desired reduction in speed to be achieved. In West Lothian you have had for many years the “gateways” marking where the speed limit changes on the entrance to towns and villages but on Edinburgh Rd in Bathgate the road is wide and its character doesn’t change until around the railway station in the town centre. The introduction of 20mph limits here, then through Armadale and Blackridge, as well as through Whitburn, has resulted in a requirement to alter timetables to provide buses with additional running time. While the average speed of a bus across its route is generally 20mph or less, the ability for bus drivers to travel at 30pmh wherever possible is important as it allows them to help make-up any lost time built-up as they travel along the route. As general traffic levels return to pre-Covid levels, there is a concern that further additional running time will be required across bus routes, and this could result in additional buses/drivers being required to maintain current service levels. Given the outlook is for bus passenger numbers not to return to pre-Covid levels for the foreseeable future, it is critical that we minimise operating costs if there is to be a long term prospect of bus services becoming commercially viable again. With this in mind, we would hope that prior to any of these temporary limits being made permanent there would be a review involving bus operators so that any significant impact on bus journey times can be minimised or mitigated by other measures as was achieved in Edinburgh.</p> <p><b>Introduction of temporary 40mph limits in some rural areas</b></p> <p>As with the introduction of 20mph limits, we are supportive of reducing speed limits in some rural areas, particularly on roads with known accident hotspots, or where there are known pedestrian flows on footways close to the road carriageway, where the safety of all concerned can be enhanced. Unlike 20mph areas, 40mph limits do not have as significant an impact on bus journey times, as our vehicles will generally not be travelling at more than 40mph on the rural West Lothian roads we serve.</p> <p><b>Introduction of some temporary local footway widening with some removal of limited waiting and parking</b></p> <p>We are supportive of this measure in places where this has no adverse impact on carriageway width to the extent that it would be difficult for two large vehicles to pass each other safely. Or where the widening impedes traffic flows, if people park in the carriageway or in bus stops due to limited parking alternatives. An example of this is Mid Calder Bank Street, where the parking on the shop-side of the street has been converted to additional footway. Our drivers have noticed that at this location, more people are</p>

Respondent	Comments
	<p>now parking on the side of the street opposite the shops, often within the bus stop area, making it more difficult for buses to drop-off and uplift passengers.</p> <p><b>Introduction of some temporary bus boarders (formation of additional space for bus passengers)</b></p> <p>Feedback from our drivers highlights agreement that bus boarders do provide more space to allow for social distancing, which reduces the risk of virus transmission. In the City of Edinburgh, bus boarders, or build-outs at bus stops, have been used successfully in a number of locations to allow buses better access to the kerb line, to keep the bus in the traffic running lane to make it easier to merge back after serving the stop or to reduce the amount of kerb space taken up by the bus stop. In West Lothian, we would not be averse to some of these boarders becoming permanent installations, with a review of their locations to ensure that they do not result in the bus stopping in a position which leaves it sitting on a yellow box (example of Broxburn) or blocking an access road (example of Whitburn Cross). Additionally, many drivers said that the boarders were too low and so made it more difficult to board elderly/infirm or wheelchairs, therefore any boarders that were earmarked for permanency should have their design reconsidered to make them more user-friendly. The caveat here is that our preference is not to install Kassel kerbs at bus stops, but to ensure standard kerbs have a height of between 100 &amp; 125mm, as these do not cause damage to the nearside corners of buses when they pull-in, but still allow good accessibility for customers when the wheelchair ramp is deployed. There was some concerns raised about the bus borders outside the Tesco Distribution Centre on the A89 due to the fast speed of the road. At this location, would it be possible to create more passenger waiting area by utilising some of the grass areas behind the existing footways and bus stop shelters, which would allow the laybys to be re-opened to buses?</p> <p><b>Introduction of pedestrian phases at key controlled crossing points</b></p> <p>Where these have been introduced, we have not received any adverse feedback from our drivers suggesting that they are causing delays to traffic.</p> <p><b>Erection of on-street social / physical distancing signs</b></p> <p>We support any reinforcement of the social distancing messaging, particularly at bus stops where it is likely that multiple people will be congregating.</p> <p><b>A programme of vegetation clearance on key paths</b></p> <p>This is a positive initiative which we fully support. Providing good accessible footways may help to encourage active travel, of which using the bus is one element. As part of this, some people may have more confidence to use footways during the hours of darkness if they feel that their personal safety is enhanced by having clearer sightlines of the path ahead and behind them. Additionally, where footways are located by the side of road carriageways, clearing the path will reduce trip hazards and provide more room, thus</p>



Respondent	Comments
	<p>reducing the risk of pedestrians coming into contact with road traffic and if near a bus stop will improve the driver's sightline of waiting passengers.</p> <p><b>Introduction of temporary cycle lanes</b></p> <p>We did not realise that cycle lanes were to be introduced, and with no experience of operating with these measures in place, we are not able to provide any feedback at this time.</p> <p>I hope that this feedback is useful, but if we can be of an further assistance, please do not hesitate to get in touch.</p>
One Linlithgow	<p>As a business organisation One Linlithgow has received both positive and negative comments regarding the initiatives, particularly about the barriers at bus stops meaning buses having to stop on the street rather than pull into the bus stop. Their concern was around congestion on the High Street. Other comments were around parking restrictions and the possible effect on trade, however, given that most businesses have been closed since Christmas Eve, it is difficult to assess whether this has had a negative impact.</p> <p>As a business owner on the High Street my observations are as follows:</p> <ul style="list-style-type: none"> <li>• The initiatives are of benefit to both businesses and the community, although some individuals seem to believe that the temporary footway widening does not apply to them.</li> <li>• On several occasions I have seen workmen remove the temporary bus boarder barriers outside Cafe Bar 1807 in Linlithgow so that they can park their van.</li> <li>• Outside the Kitchenhaus retail unit, car drivers are driving around the end of the bollards and continue to park in the pavement parking spaces. This area has four on- pavement parking places, three of which were occupied on Thursday, meaning social distancing cannot be observed.</li> <li>• The 20mph limit within the town is rarely being adhered to.</li> <li>• Some of the social distancing signs have received graffiti.</li> <li>• The bus stop boarding areas do not appear to have significantly caused congestion, other than drivers having to wait to pass the bus. More congestion has been caused by the clear flouting of parking restrictions, than by the buses.</li> </ul> <p>It would appear that there needs to be some further preventative measures in some areas to ensure the pavement widening initiative is not abused by drivers, thereby allowing the social distancing that is so necessary just now.</p>

Respondent	Comments
SPOKES	<p>This response is based on feedback from consulting our members in West Lothian by email – the email was entirely open-ended, not a questionnaire.</p> <p><b>Overall there was a strong welcome for the measures and a desire for them to be retained after the pandemic.</b></p> <p>Although introduced for reasons relating to the pandemic, they support many other council and government objectives on climate, public health (physical activity), congestion, etc, and retaining them will make a very worthwhile and unexpected contribution to these objectives.</p> <p>Obviously there were suggestions where the schemes could be improved or extended either immediately or even more so when made permanent.</p> <p><b>Car parking / footway widening / cycle lanes</b></p> <p><b>By far the most frequent comment</b> was the problems for cyclists and for pedestrians raised by kerbside and pavement parking.</p> <p>Measures which had removed car parking, such as footway widening in <b>Mid and East Calder</b>, the proposed cycle lanes, and Loanings parking bans in <b>Linlithgow</b>, were in general strongly welcomed and people wanted them not just retained but extended. e.g. <i>“They’ve made it safer and easier to walk and cycle and improved the street environment.”</i> In Kirknewton, whilst footway widening was welcomed, a member felt that the narrower footway sections should have been prioritised.</p> <p>In <b>Linlithgow</b> there were also requests to install a cycle lane in the High Street, by removing sections of car parking where necessary, and using a section of Loanings in places where they are very wide.</p> <p>One member said that in his area there is a lot of pavement cycling due to the absence of cycle lanes, which would require car parking to be removed.</p> <p><b>Speed limits</b></p> <p>Whilst the reduction of speed limits to 20mph and 40mph were welcomed, people felt they were inadequately designed and enforced. For example, there were no 'cycle-friendly road' signs (as in Clackmannanshire) and no 20mph roundels painted on the road in new 20mph areas. Traffic also exceeded the speed limit, especially on the rural roads, rendering them still dangerous and scary, notably the Bathgate Hills road between Dechmont and Linlithgow, and Brucefield to Harburn.</p> <p><b>Livingston</b></p>

Respondent	Comments
	<p>One member felt that, given the extensive cyclepath network, the advisory cycle lane cash would have been better spent on surface and signage improvements. He points out that it is possible to cycle from most housing to almost any workplace within 20 minutes on this network.</p>
<p>Ward 1: Linlithgow - Councillor Tait</p>	<p>Firstly, I appreciate the time pressures the Council was under when implementing measures.</p> <p>In general, in Linlithgow, I think it is fortunate that for much of the time we have been under conditions of lockdown to one extent or another. As you well know Linlithgow suffers badly from a lack of an alternative to the High Street for traffic crossing the town. I think inevitably if things were "normal" there would have been much more serious issues with congestion through the town centre.</p> <p>With regard to comment made by members of the public much of it is what might be expected from the introduction of new measures. I think some of the comment I have seen has not been thought through. For example, when current speed limits (30 mph) were set there were far fewer vehicles on our roads. The effect of the huge increase in vehicle numbers is particularly obvious within housing estates all over West Lothian which, I don't think it is an exaggeration to say, are now "stuffed" with vehicles. To suggest returning speed limits in those places to 30mph is irresponsible. In my own case, Beechwood Residence Association approached me recently to ask if the 20mph signs could be repainted which approach to speed limits I think could well be supported by most similar estates. (Schedule of repainting now agreed for estates at the top of the hill)</p> <p>Speed limit on country roads? Most of my experience of country road driving is traveling to and from Civic Centre via Dechmont. Especially in winter this is a dangerous road and a 40 mph limit, well signposted, could serve to remind drivers of that danger.</p> <p>Introduction of pavement widening? I think this is one of those things that seem like a good idea in theory but not necessarily in practice. The specific measures in Linlithgow at some of the very narrow points of the town's principal through-route have been counter productive in wet weather because of the drainage problems created by the widening. In more general terms the view of most people I have spoken to about social distancing on the High Street is that people don't appear to be following guidance despite the many signs reminding them to do so whether at points where widening has been provided or otherwise.</p> <p>Vegetation clearance? I'm not aware of any action on this point</p> <p>Temporary cycle lanes? Have any been implemented in Linlithgow in February? From a personal point of view, given the volume of traffic on the High Street, I wouldn't think about cycling along it unless very robust measures were taken to separate 2 wheeled vehicles from 4 (and more) wheeled traffic. I would guess only the most dedicated and habitual cyclists would cycle the main through route with or without the introduction of temporary cycle lanes.</p>

Respondent	Comments
<p>Ward 2: Broxburn, Uphall and Winchburgh - Councillor Calder</p>	<p>Thank you for your email and for the opportunity to advise of feedback and comments in consideration of the Spaces for People initiative first introduced a few months ago.</p> <p>It will be of no surprise to you that I do have a few comments/observations of the Scheme of which I would hope be taken into consideration of any intended amendments and especially on behalf of my constituents who have made their feelings fairly clear on the subject.</p> <p>I have noted below and highlighted areas of concern but also where some people have welcomed some change in consideration of their particular area.</p> <ol style="list-style-type: none"> <li>1. Reduction of speed limit from 30mph to 20mph – the feedback and observations are that in general most people are not adhering to the reduction in speed limit and although this may be a Police matter any reasonable person can only conclude that there is not sufficient resource to be able to Police this initiative. Also in most towns and larger villages and because of specific road measures, speed bumps, traffic lights, etc. it is almost impossible for most folks to exceed the speed limit, therefore this reduction is not required. The overall conclusion is that most folks do not agree with this initiative. However, where we have small villages, i.e. Dechmont, Breich, there does seem to be overall agreement that the reduction in the speed limit is welcome. But in general, this initiative is not a 'one size fits all' and clearly is not enforceable or accepted by the Public but most importantly does not do what the Scheme intended, provide 'Spaces for People'.</li> <li>2. Bus Stops – Formation of additional space for bus boarders again this initiative only seems to create frustration with road users and as witnessed at one bus stop is not being adhered to particular in adverse weather I saw people gathered for shelter under the bus stop and no one outside? The creation of the bollards to increase space on the pavement does not prevent 'space' people will do what they do. In addition, this measure was introduced when the Covid guidelines were advising folks NOT to use public transport and the latest stats have revealed that the public transport take up is down by around 50%. Therefore this does not make any sense therefore no difference to the intention of the Scheme.</li> <li>3. Introduction of local footway widening – again this may be the case in other Wards however in our Ward 2 I have seen no evidence of where this initiative was implemented. As an example, the footway from Uphall to Ecclesmachan (which leads to local noted walks) is not fit for purpose currently and does not fit the 'Spaces for People' profile. In addition, the Broxburn to Winchburgh from Greendykes Cottages to the full length of the road to Winchburgh has no footpath at all? In addition, the footpath from Station Road in Broxburn up to the Country Park at Almondell is similar too narrow for any physical distancing, therefore again does not fit the intention of the Scheme.</li> <li>4. Furthermore, I can see no evidence of temporary cycle lanes in Ward 2.</li> </ol>

Respondent	Comments
	<p>5. The key controlled crossing points are useful and do fit the intention as folks do not have to touch, however the signage although useful reminders of our current pandemic only serve to advise the public of the importance of social distancing when the points I have made (above) in some cases make this extremely difficult as there was no provision made?</p> <p>Meanwhile, I think I have covered the most salient points with regard to the introduction of this Scheme and do hope that they are considered on behalf of the Public but if you require further information please let me know.</p>
Ward 3: Livingston North	No comments received.
Ward 4: Livingston South - Councillor Fitzpatrick	No adverse comments to make.
Ward 5: East Livingston and East Calder	No comments received.
Ward 6: Fauldhouse and the Breich Valley	No Comments received.
Ward 7: Whitburn and Blackburn - Councillor Fairbairn	<p>Thank you for the opportunity to respond to the SfP programme. I note the bullet point items for comment, and although not sure what the purpose of officer's report is, I would offer my own general comments first.</p> <ol style="list-style-type: none"> <li>1. I have not heard anyone who is welcoming of this programme. It may have some positive attributes however its implementation has completely overshadowed these and the anger and disbelief in the communities is the only sentiment I receive.</li> <li>2. Your report MUST focus in on Council implementation. I have expressed my view before at full council that the implementation was far from sensitive to the needs of our counties needs or our resident's needs. This appears to be a dictatorial approach to simply getting some funds and spending them come what may. We are not a dictatorship and this ill-conceived approach needs to be addressed not only as feedback on this initiative but as a warning to ourselves for the future.</li> </ol>

Respondent	Comments
	<p>3. The installation itself is riddled with mistakes. I am certain this is because not enough time was given to its planning, how it fits with the actual current needs of our roads and pavements, and because the unintended consequences of just putting signage up are vast as they relate to existing signage, highway code and Police powers to enforce.</p> <p>I could write a lot more however my main concern is the way WLC are now perceived as not “caring” about our residents and rather are quite capable of imposing programmes without any considerations for the people we are here to serve.</p> <p>The bullet points you raise.</p> <ul style="list-style-type: none"> <li>• <i>Introduction of temporary 20mph limits in towns and villages.</i> These have not been installed with any form of consistency and have ignored existing signs, as such we have two 20MPH signs within meters of each other and none for miles in some cases. We also have 20MPH signs leading onto 30MPH roads which I am sure must leave us culpable for negligence.</li> <li>• <i>Introduction of temporary 40mph limits in some rural areas.</i> The report to council from the Torphichan residents says it all. This demonstrates that this has been implemented without due regard for the problems that already exists on our roads.</li> <li>• <i>Introduction of some temporary local footway widening with some removal of limited waiting and parking.</i> This is no less than absolute nonsense. It appears in so few meters of our pavements to make no difference to peoples safety on the majority of our pavements. Joggers are still running onto the road and people are still using their own initiatives to keep safe. The only effect I have seen is to stop passing trade being able to stop to use small shops .Nonsense</li> <li>• <i>Introduction of some temporary bus boarders (formation of additional space for bus passengers).</i> The busses are all running empty</li> <li>• <i>Introduction of pedestrian phases at key controlled crossing points.</i> No comment. I will be interested to see what your report makes of this item .</li> <li>• <i>Erection of on-street social / physical distancing signs.</i> Terrible – these are imposing and suggest our residents need dictatorial signage to remind them how to behave. These treat people with contempt.</li> <li>• <i>A programme of vegetation clearance on key paths</i></li> </ul>

Respondent	Comments
	<p>This should be done in any case.</p> <ul style="list-style-type: none"> <li>• <i>Introduction of temporary cycle lanes (due to be implemented in February).</i></li> </ul> <p>No comment.</p> <p>Once again thank you for the opportunity to comment and look forward to seeing your report.</p>
<p>Ward 7: Whitburn and Blackburn - Councillor Sullivan</p>	<p>I had very few contacts from constituents when the changes were introduced. Since the consultation I have contacted Community Councils for their views.</p> <p>There seemed to be a lot of dislike for the 20mph in Seafield (I'm aware they sent you the results of their survey) which was surprising given they had raised concerns with me about speeding before SfP. On the other hand, Greenrigg CC has said that they have found both the 20mph &amp; 40mph changes have had a very positive reception in the village and have reduced speeding. Again, residents in Greenrigg have long raised concerns about speeding.</p> <p>Whitburn CC provided some anecdotal comments that residents were not keen on the 20 mph however a couple of residents from Whitburn had contacted me to say they did not like the change and thought it caused frustration with drivers and that going at such a low speed was likely to cause more pollution. However I am also aware that some Heartlands residents wanted the 20mph enforced on Polkemmet Rd primarily due to safety concerns for kids. I haven't heard anything from Blackburn CC.</p> <p>For those who raised concerns re the change to 20mph, the reasons were:</p> <ul style="list-style-type: none"> <li>- 20mph caused frustration for drivers which could result in more dangerous driving</li> <li>- modern cars aren't designed to go at such low speeds in low gears (eg 2nd) for prolonged periods/distances (I'd agree)</li> <li>- going at such a low speed could cause more pollution</li> </ul> <p>Not many comments on the other changes. Re the built out bus stops, I think there could be some unintended consequences of exacerbating an existing problem in areas where there is already traffic congestion.</p> <p>More cycle lanes seems to be popular in Seafield but this hasn't been raised with me by any other CCs or individuals.</p> <p>On the whole it seems as though the 20mph speed limit is the issue about which people feel most strongly. I don't think people mind where they have to drive at 20mph for a very short distance but they object over longer distances or through the length of a town. Interesting that Greenrigg and Seafield have such differing views given both have had problems with speeding.</p>

Respondent	Comments
<p>Ward 8: Bathgate - Councillor Boyle</p>	<p>From mostly my Ward experience and from views expressed to me I am of the opinion as show below.</p> <ul style="list-style-type: none"> <li>• <i>Introduction of temporary 20mph limits in towns and villages.</i> That the continued 20mph blanket speed limits are not appropriate but would be welcomed in certain localised areas. In particular in residential housing estates but not main arteries through towns.</li> <li>• <i>Introduction of temporary 40mph limits in some rural areas.</i> That 40mph speed limits are largely ignored and are difficult to enforce. Drivers are required by law to drive at an appropriate speed for the road conditions on any road.</li> <li>• <i>Introduction of some temporary local footway widening with some removal of limited waiting and parking.</i> That where appropriate these measures should be looked at permanently.</li> <li>• <i>Introduction of some temporary bus boarders (formation of additional space for bus passengers).</i> That these measures should be removed as soon as possible. They are considered to be unhelpful, unused and dangerous. Cyclists that are using the road are forced further out when passing stationery busses into moving traffic.</li> <li>• <i>Introduction of pedestrian phases at key controlled crossing points.</i> That these measures should be removed as people are aware of keeping their hands clean and taking precautions. Stationary traffic adds to congestion and pollution.</li> <li>• <i>Erection of on-street social / physical distancing signs.</i> That where these measures may have been helpful in the initial delivery of the safety requirements they are no longer effective and looking tatty in some areas.</li> <li>• <i>A programme of vegetation clearance on key paths.</i> That these measures should be part of regular maintenance anyway.</li> <li>• <i>Introduction of temporary cycle lanes (due to be implemented in February).</i> That there is little knowledge within the general public of what is being proposed and where. It would be difficult to express an opinion at this time. The issue may be physical measures implemented to serve as a temporary measure where a more though out permanent solution would be more acceptable.</li> </ul>



Respondent	Comments
	<p>Given that we have been living with covid19 for many months now we should have a better understanding of where pedestrians and cyclists, in particular, are having problems. The situation has moved on from where Council Officers were second guessing issues may occur. Any changes should not take place without a full and frank consultation with the communities involved. This should be not only with Community groups and Councillors but opened up for public comment. A full and frank discussion.</p>
<p>Ward 8: Bathgate - Councillor Cartmill</p>	<p>Thank you for this opportunity to put forward the plethora of objections from so many organisations and the many angry Constituents (some of whom turned up at my home) to both the speed limit changes and the bus stop extensions.</p> <p>The list of Community Organisations contacting me (all objecting - not one in support) Bathgate Community Council, The 50 plus Network, Enterprising Bathgate, The Falside Action Group, Bathgate Community Development Trust, Guide Dogs (West Lothian) the Bathgate Street Pastors also two local Driving Instructors, a Paramedic, two local Farmers and around 100 or so Constituents.</p> <p>Main objections to the speed limits ( in no particular order) added congestion , added pollution, driver frustration issues , Constituents being late for work , emergency vehicles being held up when on life or death calls , a blanket 40 mph in the Bathgate Hills being highly inappropriate on some roads ( dangerous)confusing signage ( such as at the Starlaw Roundabout) stating 30 on the road marking yet 20 on the road sign - Constituents presenting a 200 signature petition in Falside for speed reduction measures which was thrown out to their disgust and yet the main arterial route through town granted a 20 mph limit: two local driving instructors really angry at the imposition - possibly going to challenge WLC through the courts - I could go on !</p> <p>Main objections to the bus stop extensions ( again in no particular order) why extend when there is rarely more than 6 people waiting for a bus , danger to cyclists who get stuck behind a bus spewing fumes as they now fully block the road ahead ( I've also experienced this personally) dangers to pedestrians crossing roads ( specifically south Bridge Street ) where two opposing stops cause gridlock ; dangers as emergency vehicles get stuck behind these buses blocking the roads ( expressed to me by a paramedic) aesthetically awful for our town centres , unsuitable for guide dogs who are not trained to deal with these bus stop extensions , difficulties for wheelchair users to now access buses due to the camber of these bus stops ( expressed to me by a wheelchair user) again I could list more.</p> <p>In summary I can confidently say ( without any pleasure just sadness and frustration) that in my almost ten years of being on Council no policy before “ Spaces for People” has upset so many in our town or caused such anger and derision ( especially on social media where over 500 people “ liked” a post where Councillors approving these measures were depicted as clowns) - a 5000 signature petition just shows the depth of feeling at this dreadful waste of monies.</p>
<p>Ward 8: Bathgate - Councillor Kennedy</p>	<p><b><i>Spaces for People – Seeking Stakeholders Views</i></b></p> <p>Further to your request for stakeholder views on the Spaces for People project from elected members I include my comments below.</p>

Respondent	Comments
	<p>Generally, it is a major failing both in the original “consultation” and in this stakeholder review that the public and businesses were not properly consulted.</p> <p>Originally a 1-week limited survey resulted in a very small number of responses and yet this has been portrayed and trumpeted by officers, the administration and the executive councillor as a huge success and justification for the process. In the current review no public engagement has been entered into, apparently through time restrictions, which is not a way to gain public acceptance of any venture let alone one as controversial as this. So once again we, as elected members, are derided on media by the public for decisions we were not involved in and the council in general have lost more public goodwill.</p> <p>This outcry has reached a stage where the public are calling for elected members to be removed from office at future elections so the failure to consult, the lack of consideration of public opinion and the treatment of anyone who complains has put the careers of elected members at risk.</p> <p>A petition of some 5000 people was presented however this does not appear to have been considered by officers and indeed the manner in which some of the administration councillors addressed the presenter of the petition was at best very poor. Sadly, no statement from council or its officers has been made to explain. The result is that I have received many comments on this including, for example, one which state;</p> <p>“The administration of the council seems to have their own idea of what is going on, which is in stark contrast to what public opinion actually is. I found the comments from the Labour administration within the council recently quite frankly deplorable. They have attempted to shift blame to whoever suits and made attempts to deny any liability for the disgrace that they have caused to the people of this county.”</p> <p>Given the refusal of officers to consult the public on this I sought responses to educate myself on the feelings of the public and to help allow me to form opinion and comments based on evidence rather than simply on my own experience. My comments therefore are based both on my own experience and the 131 comments I have received in about 1 week.</p> <ul style="list-style-type: none"> <li>• <b>Introduction of temporary 20mph limits in towns and villages.</b> This is the second most unpopular element of the SfP project and the one that caused the most acrimonious of responses.</li> </ul> <p>As I have personally raised on several occasions the implementation was, as described in many comments received, shambolic.</p> <p>It is clear from my own experience, from comments by Police Scotland at committee and from comments received from the public that the introduction of this has led to dangerous and, for some, frightening experiences.</p>

Respondent	Comments
	<p>I have received response from officers that implementation of policies that are unpopular does not justify dangerous driving and equally the fact that they are unpopular should not affect decisions to apply them and while I have sympathy with that point of view, equally, if the lack of communication and education with the public, failure to complete the installation, mixed messaging of signage, installation on wide open roads with no adjacent housing or shopping and traffic congestion including idling and its detrimental effect cause frustration leading to dangerous incidents then the policy needs urgent review and action</p> <p>The implementation of this policy has led to all of the items described at the end of the previous paragraph.</p> <p>Comments received include;</p> <p>A lot of the 20mph zones are in very long wide roads such as Edinburgh Road etc. Going 20mph through these is painfully slow and totally unnecessary</p> <p>Road rage can be very dangerous and these limits will definitely cause more cases</p> <p>These new measures need to be removed quickly and certainly before a serious incident</p> <p>Main concerns for the speed restrictions is the changes in speed limits on single stretches of roads</p> <p>I have experienced aggressive tailgating, lights being flashed and been overtaken when driving in parts of West Lothian</p> <p>In my opinion the programme has created even more impatience and dangerous driving</p> <ul style="list-style-type: none"><li>it is causing more problems and solving none</li><li>causing unnecessary frustration to drivers</li><li>Causing havoc with traffic tailbacks</li></ul> <p>The speed restrictions are yes a danger to traffic as drivers rush into overtaking</p> <ul style="list-style-type: none"><li>It really feels shambolic</li></ul> <p>Police advised that they are well aware of dangerous overtaking and have witnessed it themselves</p>

Respondent	Comments
	<p>Personally I have been informed by officers and the executive councillor that all change of signage has been completed on several occasions whereas, in reality, it has not and conflicting signage remains in place to this day with 30mph signs in 20mph areas, with you are leaving 20mph zone notices in areas where you are not and signage showing 20mph whereas directly below road painting, in much larger font shows, 30mph.</p> <p>I was informed on 16<sup>th</sup> October 2020, by officers, that all 20mph signage in Bathgate was complete and that overall signage in West Lothian would be complete by 27<sup>th</sup> October 2020 – it is not</p> <p>I was informed on 10<sup>th</sup> September 2020, by officers that all signage would be complete by 20<sup>th</sup> September 2020 – It is not</p> <p>I was informed in November by executive councillor that all signage was now complete – It is not.</p> <p>This mixed messaging and incomplete installation means that drivers are unaware of what is correct and leads to frustration and dangerous driving</p> <p>Police have confirmed at committee that, particularly where this mixed messaging occurs that enforcement is almost impossible.</p> <p>In conclusion it is evidently clear that this policy is neither supported by me nor the community who have contacted me and there is concern that it could ultimately lead to a serious incident.</p> <p>While the policy of 20mph zones is generally acceptable in designated residential areas or areas where evidence shows them to be accident hotspots and is properly signed any benefit is lost while this blanket coverage and confusing signage and messaging exists.</p> <ul style="list-style-type: none"> <li>• <i>Introduction of temporary 40mph limits in some rural areas.</i> I received very few comments on this but some walkers in areas without footpaths are supportive but feel it is not observed, monitored or enforced so, in its current form is of little if any benefit. Some also felt that the blanket implementation was unnecessary and detrimental and that each area and road should be assessed and individually speed limited <p>It would, therefore, in my opinion be beneficial to reassess including and particularly with consultation of local residents and walkers to see which areas need and would benefit from reduced speed limits and remove the blanket ill planned coverage.</p> </li> <li>• <i>Introduction of some temporary local footway widening with some removal of limited waiting and parking.</i></li> </ul>

Respondent	Comments
	<p>I again received very few comments on this apart from, I assume, Linlithgow residents where the limited comments were negative with it having detrimental effect on businesses and it having led to flooding and being unsightly</p> <p>Personally, I have no experience of this but note that it did not result in much engagement</p> <ul style="list-style-type: none"> <li>• <i>Introduction of some temporary bus boarders (formation of additional space for bus passengers).</i></li> </ul> <p>This, from comments I have received, is the most concerning and unpopular of all the items and is called for to be removed urgently given that it is seen as being dangerous and causing traffic congestion which was never previously evident.</p> <p>Personally, I am in total agreement with that conclusion and would add that they have become a blight on town centres with signage frames left in place with no message boards on them and left lying about, with the refuge area being used indeed for refuge but that is refuge bins not safety and even used as parking areas on at least one occasion.</p> <p>I have received no supportive comments.</p> <p>They serve no beneficial purpose, are universally condemned and need removed.</p> <p>Comments received include;</p> <p>our towns and villages are probably now less safe than they were</p> <p>with some pulling out to overtake making the whole thing pointless and more dangerous</p> <p>It only served to create a queue of angry drivers behind me</p> <p>the bus stops in Bathgate being cordoned off is absolutely ridiculous and has only added even more frustration to locals</p> <p>I simply cannot understand how this modification to bus stops was approved. It is causing chaos and in the past 8 days I have seen 2 near fatalities</p> <p>Buses are now stopping essentially in the middle of the road resulting in huge tail backs in either direction</p> <p>fewer people than normal are actually using buses, and so there was no need for the additional space</p> <p>The filling in of the lay-bys is in fact causing real issues with busses stopped on the main road</p>

Respondent	Comments
	<p>the tarmacing of bus stops in the town centre is an actual joke</p> <p>I drive through bathgate every night and I've yet to see anybody even standing at a bus stop</p> <p>Causing havoc with traffic tailbacks</p> <p>Bus stops now blocking the main highway</p> <p>Impatient Drivers</p> <p>Traffic Congestion</p> <p>Social distancing space not used</p> <p>Bus stops are monstrosities</p> <p>Bus stops have done nothing but create congestion</p> <p>Overtaking buses makes driving more dangerous</p> <p>Poorly thought out bus stop barriers</p> <p>Bus stops cause dangerous driving</p> <ul style="list-style-type: none"><li>• <i>Introduction of pedestrian phases at key controlled crossing points.</i> Not many comments on this but all are of one subject that there is little if any benefit in this but a lot of obvious frustration as drivers have to stop at crossings when there is not a pedestrian in sight<p>Personally, unless there is overwhelming evidence that crossing buttons lead to increase in infection transmission, then I cannot see any benefit at all and all they do is lead to further frustration to drivers who have already been angered particularly by the bus stops.</p><li>• <i>Erection of on-street social / physical distancing signs.</i></li></li></ul>

Respondent	Comments
	<p>I, like everyone who commented, feel this was a complete and utter waste of money, was of very poor material with useless fixing systems and has now become an eyesore and make our town centres look more like rubbish tips than shopping areas. Lying on the ground they need removed as it is going to be hard enough to restore shopping and make our town look welcoming again without expecting shoppers to look at rubbish attached to lamp posts as they enter towns</p> <ul style="list-style-type: none"> <li>• <i>A programme of vegetation clearance on key paths.</i> I have no comment on this and received no public comments so assume that the public, lie me, have no experience of this</li> <li>• <i>Introduction of temporary cycle lanes (due to be implemented in February)</i> Currently only 2 comments which I would support in that these are welcomed but only in areas where current road widths allow them without causing further congestion and it would be equally if not more beneficial if the marking on existing cycle lanes, which are now almost invisible, were repainted and brought up to standard</li> </ul> <p><b><i>In terms of your organisation or community feedback, the more detail that you can provide on the measures the better, and any suggestions on improvements that may benefit the public would be welcomed at this stage.</i></b></p> <p>Community feedback has been used to develop the comments above and the 3<sup>rd</sup> highest number of comments was on the very failure of public consultation. This has caused real annoyance in the community with comments such as</p> <p><i>A serious omission by WLC not to invite the public in what quite rightly should always have been a publicly involved consultation</i></p> <p><i>WLC are terrible communicators</i></p> <p>Almost unanimously the feedback I have received coincides with my own opinion that there is anger and disappointment in the community due to inadequate consultation, shambolic implementation and ill thought out consequences of this project.</p> <p>With regards suggestions on improvements, the main desire of the public is that the 20mph, the 40mph and the bus boarders by removed urgently. There is within those requests for removal some desire for further engagements as there are some areas that may benefit from the speed changes but a blanket coverage, as has been implemented, defeats any benefit that those areas might gain.</p> <p><b><i>Although the SFP measures are temporary, if you feel that they have been beneficial it would be of interest to us to know which ones you feel worked best and if any should be considered for permanency in the future.</i></b></p>

Respondent	Comments
	<p>I note that you ask for comments on any beneficial outcome from this project but do not ask for any detrimental impact which rather indicates a predetermined desire to find some good and ignore the bad.</p> <p>As noted above the overwhelming content of responses was that this project is an abject failure, that it is a complete waste of money, that it has led to numerous dangerous situations, that it has a detrimental effect on business and should be removed urgently.</p> <p>However, to answer this apparently loaded question on beneficial elements I received 1 comment that there was a noticeable reduction in speed, 1 comment that reduced speeds lead to fewer fatalities and 2 comments that additional cycle lanes be provided where road widths allow.</p> <p>In closing I would stress that this is the most disliked and negatively commented on council policy that I have ever experienced, not only in my 15 years in frontline politics, but in all my life.</p> <p>The lack of engagement, the bad publicity in the way even this consultation, particularly with the knowledge of public opinion, has been handled in telling the public that their views are not wanted, the shambolic implementation of changed speed areas, the failure to complete speed signage, the traffic issues that have resulted, the messaging that appears to blame drivers and the public for the policies abject failure, the poor quality of materials and contractors used and the total disregard of a petition of 5000 of our fellow citizens has angered the public and made this council, and by association its councillors, the laughing stock in our communities.</p> <p>Trust built up over years has been lost and action both physical and in communication needs to be taken urgently to show that council does listen and does not simply impose on and ignore the public.</p>
<p>Ward 9: Armadale and Blackridge - Councillor Borrowman</p>	<p>I'm not out of sympathy with the aims of the SfP measures.</p> <p>It would have helped if:</p> <ul style="list-style-type: none"> <li>• all councils did similar things (I drive through Harthill to get to the motorway, 30mph then into Greenrigg). Can't be helped but for those of us at borders it didn't help comprehension/sympathy.</li> <li>• the roll out of signs had been more consistent (for example, it took a few weeks for the flashing 30 in Blackridge to be covered up)</li> <li>• a member hadn't been able to keep posting photos of new puddles where bus stop/pavement extensions had been built</li> </ul> <p>- the legal status had been clarified.</p>



Respondent	Comments
	<p>SfP has enhanced appetites for speed reduction among some (Torphichen, Drove Road residents) and been resented or ignored among some others.</p> <p>Provided it's done on a location by location basis, I'm not against lower maximum speeds in sensitive urban areas with a bit of exemplary enforcement by Police Scotland.</p> <p>The easy thing would be to rip it all up because it's been a hot topic but I'd prefer retention of speed limits (not sure I have the other measures in my Ward) provided that's subject to situational assessment rather than on a blanket basis.</p>
<p>Ward 9: Armadales and Blackridge - Councillor Sarah King</p>	<ul style="list-style-type: none"> <li>• The change of some urban speed limits from 30mph to 20mph met with a mixed reception. While some constituents welcomed the measures, others questioned whether these were indeed beneficial on roads in Armadale and Blackridge which were already limited at 30mph. Some observed that measures to address road safety might instead have been directed towards the condition of the roads themselves, such as addressing potholes and the overall condition of surfaces.</li> <li>• The change of some rural speed limits to 40mph also met with mixed comments. I received a number of comments about the roads in the Bathgate Hills and surrounding Torphichen particularly. Some constituents felt that in fact these roads would have benefited from a greater reduction in speed limits to reflect the increase in pedestrian traffic along these routes. Others, meanwhile, felt that a greater benefit on rural routes would have been produced by other measures to tackle pedestrian and vehicle safety in the countryside, such as ensuring the verges are sufficiently cut back. The U11 road in the Torphichen area was raised as a particular example where grass was frequently hanging over into the road.</li> <li>• One consequence of the focus given to reducing 30mph to 20mph and 60mph/50mph to 40mph limits is that a number of roads which are currently 40mph were not looked at as part of these measures. I received a number of enquiries from constituents asking why certain roads had not had their speed limits reduced as part of this programme. One road which was frequently raised with me was Cathlaw Lane in the Torphichen area, which has long caused the local community concern. Another was Sibbald's Brae between Armadale and Bathgate which, as a road connecting two communities, is a busy route for pedestrians and traffic alike. In the correspondence I received, there was a sense of dismay that roads on the peripheries of and/or connecting communities had not been given consideration, especially where these roads have narrow footways or no footways at all.</li> </ul>

