

DATA LABEL: PUBLIC



WEST LOTHIAN COUNCIL

SPACES FOR PEOPLE – FEEDBACK ON ENGAGEMENT WITH COMMUNITIES AND STAKEHOLDERS

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to provide feedback on the engagement undertaken, between 1 December 2021 and 31 January 2022, with communities and stakeholders on the Spaces for People (SfP) programme.

B. RECOMMENDATION

It is recommended that Council notes:

1. That the community and stakeholder engagement was undertaken between 1 December 2021 and 31 January 2022;
2. The contents of the consultation results (Appendix 1);
3. The speed data information which has been carried out during the period of the programme (Appendix 2);
4. The overview of accident data which has been analysed for the period of the programme (Appendix 3);
5. That the temporary 20mph and 40mph speed limits measures will revert back to the permanent (pre-Covid-19) speed limits by mid-July 2022;
6. That the temporary parking restrictions on the Loanings, Linlithgow will expire in 26 April 2022; and
7. That the local temporary widening of footways and the Spaces for People cycle lanes in Blackridge, Broxburn and Linlithgow will be removed when the temporary 20mph and 40 mph speed measures cease.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; and honest, open and accountable.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	The delivery of the Spaces for People Programme has contributed to improved safety and encouraged Active Travel.
III	Implications for Scheme of Delegations to Officers	N/A
IV	Impact on performance	N/A

	and performance Indicators	
V	Relevance to Single Outcome Agreement	The Spaces for People Programme has contributed to outcome: 'We Live in Resilient, Cohesive and Safe Communities'
VI	Resources - (Financial, Staffing and Property)	The council received £818,500 of grant funding through the Spaces for People Programme.
VII	Consideration at PDSP	Environment PDSP considered a petition calling for the removal of 20mph speed limits on main roads across West Lothian on 2 February 2021. This was linked to the Spaces for People programme. The Environment PDSP noted the consultation engagement plan on 17 November 2021
VIII	Other consultations	An online public consultation was conducted between 15 and 22 May 2020 and a stakeholder engagement took place in February 2021.

D. TERMS OF REPORT

D.1 Background

On 28 September 2021, West Lothian Council approved a composite motion on the Spaces for People (SfP) programme. The motion instructed officers to undertake a full and engaging consultation on the SfP programme.

The SfP measures were introduced as a response to the Covid-19 pandemic were approved as temporary measures and it was always the intention that these would be removed as the impacts of the pandemic lessened.

The instruction from Council to engage with communities and stakeholders on their experience of the various SfP measures and to seek views on what they would wish to see moving forwards in terms of speed limits (both urban and rural), reallocation of road space for wider footways, and cycle lanes.

The plan for engagement with communities and stakeholders including the planned question set was presented to the Environment PDSP on 17 November 2021 and the consultation ran between 1 December 2021 and 31 January 2022.

D.2 Summary of Consultation Feedback

A comprehensive consultation report is contained in Appendix 1 and this provides a full breakdown of the consultation returns, and a summary of the response is provided below.

Responses

- A total of 10,261 individuals and organisations responded to the consultation.
- In terms of representation, there was a higher proportion of women (58.6%) responding than men (36.8%) and over half of all respondents were aged between 35 to 54 years. Over 10% identified as having a disability and slightly over 91% identified as white.
- Almost 98% of respondents live in West Lothian, with a small proportion from people living mainly in areas that border the county.
- The largest number of responses came from people living in Livingston (19.1%), followed by Bathgate (16.4%) and Whitburn (12.1%).
- However, when collated on a Ward basis, the highest number of respondents were from Whitburn and Blackburn (16.9%), followed by Bathgate (16.4%) and Armadale and Blackridge (11.3%).
- 97.2% of all respondents lived in a household with one or more vehicle and 69.9% lived in a household with one or more bicycle.

General feedback

- Most respondents felt that the measures did not positively or negatively impact upon how safe they felt when travelling or spending time in West Lothian.
- Most respondents felt that the measures had made their local area worse.

Temporary 20 mph Speed Limits

- Over 95% of respondents were aware of this temporary measure.
- The majority of respondents felt that the temporary 20 mph speed limit did not make them feel any more or any less safe.
- The majority of respondents felt that the temporary 20 mph speed limit did not have a positive wider impact on climate change, air pollution, noise pollution or quality of air.
- When asked about negative impacts of the temporary 20 mph speed limits respondents cited driver behaviours, both drivers taking more risks or drivers ignoring the temporary limit most commonly.
- When asked about positive impacts of the temporary 20 mph speed limits most respondents felt that there were none. Though some felt it made things easier and/or safer for pedestrians and cyclists.
- When asked about the future of the temporary 20 mph limits, most respondents do not want to keep the measure in the current form. Over half of respondents would keep the limit for areas near schools.

Temporary 40mph Speed Limits in Rural Areas

- Over 50% of respondents were aware of this temporary measure.
- The majority of respondents felt that the temporary 40mph speed limit did not make them feel any more or any less safe.
- The majority of respondents felt that the temporary 40mph speed limit had neither a positive or negative wider impact on climate change, air pollution, noise pollution or quality of air.
- When asked about negative impacts of the temporary 40mph speed limits respondents cited driver behaviours, both drivers taking more risks because of frustration at slower speeds or drivers ignoring the temporary limit most commonly.
- When asked about positive impacts of the temporary 40mph speed limits most respondents felt that there were none. Though some felt it made drivers more cautious/less likely to drive unsafely.
- When asked about the future of the temporary 40mph limits, just under half of all respondents do not want to keep the measure in the current form.

Footway widening build outs

- 6.2% of respondents often use this every day.
- 12.4% of respondents occasionally use this at some time during the week.
- When asked about their views on retaining the footway build out measures, 3.4% strongly supported them and 5% supported them, however 16.1% strongly opposed them and 9.9% of respondents opposed retaining the measures.

Advisory cycle lanes

- 6.0% of respondents often use this every day.
- 11.6% of respondents occasionally use this at some time during the week.
- When asked about their views on retaining the advisory cycle lanes, 4.2% strongly supported them and 6.2% supported them, however 16.1% strongly opposed them and 8.7% of respondents opposed retaining the measures.

Specific Measures

- Most respondents were not aware or did not have a neutral view on the specific measures/changes to the infrastructure that had been implemented.
- Where respondents did have a view on the specific measures/changes to the infrastructure, a higher percentage opposed the measures than supported them.
- The lack of a strong position or view on the individual measure/changes is most likely linked to respondents' experience of each of the measures/changes.
- The cycle lane measures were the final SfP measures to be installed and were installed in three towns in May 2021. Baseline data has been collected for all sites and consideration should be given to collecting further data on these measures to determine their usage and success.

D.3 Summary of Speed Data

In addition to the SfP Consultation, officers have commissioned speed data surveys to determine the effectiveness of the temporary 20mph and 40mph speed limits that have been installed. Baseline data was collected in June 2020 at 16 urban sites and 28 rural sites across West Lothian prior to the installation of the new temporary speed limits. Data was collected in both directions of travel at each site location resulting in 32 (20mph) sites and 56 (40mph) sites.

The 20mph sites were located in selected towns and villages, and the 40mph sites were located in the rural road network.

Two sets of traffic collection data surveys were carried out in April 2021 and November 2021 after the baseline data collection. Full details are set out in Appendix 2.

D.4 Summary of Key Accident Data

Information on the average number of fatal, serious and slight accidents has been gathered from the council's accident database for the 5-year period prior to the introduction of the SfP temporary 20mph and 40mph measures.

The information gathered shows that whilst fatal and serious accident data remains constant, there has been a considerable reduction in slight vehicle accidents. It is acknowledged that due to the Covid19 pandemic there were less people driving due to the government restrictions, however during the period that the measures were in place they were continually relaxed and this resulted in traffic volumes increasing. Further information is set out in Appendix 3.

During the first year of the SfP measures being in place the number of slight accidents in West Lothian reduced by 67% from 237 to 79 accidents. From the reported Road accidents, vehicles and casualties tables for the UK published by the Department for Transport, the cost saving to society for a slight road accident is £24,960 resulting in a saving to society of £3,943,680 (at 2020 values).

D.5 Scottish Government's "Programme for Government"

The Scottish Government recently announced its "Programme for Government". This sets out its actions for the coming year and beyond. Of relevance to the Council's planned engagement is the Scottish Government's statement "We will ensure all appropriate roads in built-up areas have a safer speed limit of 20 mph by 2025, forming a task group to plan the most effective route for implementation."

The Scottish Government has commenced work on this action and will be shortly seeking the views of local authorities and interested stakeholders to help shape this legislation.

D.6 Temporary Traffic Regulation Orders

The current SfP Temporary Traffic Regulation Orders (TTROs) were due to expire in January 2022 after maximum permitted 18-month period, however a further 6-month extension was approved by the Scottish Ministers.

The extended TTROs for the temporary 20mph and 40mph speed limits will start expiring from 16 July 2022. Thereafter, the temporary 20mph speed limits will revert back to their permanent (pre-Covid) limits of 30mph (urban) and national speed limits (60mph rural) and the permanent (pre-Covid) speed limit signs and road markings must be in place prior to this date.

The TTROs for the footway loading parking in Linlithgow will expire on the 26 April 2022 after their 18-month maximum period. After this date parking will revert back to permitted parking on the footway in these locations.

The process for removing the temporary 20mph and 40mph speed limits would involve procurement of a contractor in April to ensure that all site infrastructure was in place for the cessation date of the 16 July 2022. An appointed contractor could remove the footway build outs in an estimated two week period and the timescale for removing the cycle lanes would be three weeks.

The process for keeping the temporary SfP 20mph and 40mph speed limits would involve making a new permanent Traffic Regulation Order. If the footway widening was to be kept in place, additional investment would be required to design and install permanent footway and drainage improvements at these locations. As the existing cycle lanes are advisory they could remain on site in their current form.

E. CONCLUSION

The planned community and stakeholder engagement ran between 1 December 2021 and 31 January 2022 and allowed people an opportunity to comment on the impact of the SfP measures within their communities. The consultation feedback, speed and accident data contained within this report provides a comprehensive overview of the SfP programme to allow Council to decide on whether the SfP measures should be retained or removed.

F. BACKGROUND REFERENCES

Environment PDSP report "Spaces for People – Engagement with communities and stakeholders" at:

<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%91r%7F%90>

Road accidents, vehicles and casualties tables for Great Britain published by the Department for Transport at: <https://www.gov.uk/government/statistical-data->

[sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain](#)

Appendices/Attachments: Appendix 1 Consultation Feedback Report
 Appendix 2 Speed Data
 Appendix 3 Accident Data

Contact Person: Graeme Malcolm, Roads & Transportation Manager, email:
Graeme.malcolm@westlothian.gov.uk

Jim Jack
Head of Operational Services
15 March 2021



SPACES FOR PEOPLE PUBLIC CONSULTATION 2021/22

Consultation Results

Consultation

This report provides a summary of the results from the Council's consultation on the temporary road safety measures that were instituted in West Lothian towns and villages in 2020/21.

The purpose of the consultation was to engage with communities and stakeholders on their experience of the various Spaces for People (SfP) measures and to seek views on what they would wish to see moving forwards in terms of speed limits (both urban and rural), reallocation of road space for wider footways, and cycle lanes.

The consultation went live on 1 December 2021 and closed on 31 January.

Consultation Focus

The online survey asked for views on the temporary SfP measures, how they had impacted local people and businesses and how they should be retained.

The West Lothian public were asked to consider 5 measures from the SfP programme:

- ▶ Package 1 – Footway widening measures
- ▶ Package 2 – Footway loading Parking restrictions in Linlithgow
- ▶ Package 3 – 40mph speed limits
- ▶ Package 4 – Cycle lanes
- ▶ Package 5 – 20 mph speed limits

Executive Summary

Responses

- ▶ A total of 10,261 individuals and organisations responded to the consultation.
- ▶ In terms of representation, there was a higher proportion of women (58.6%) responding than men (36.8%) and over half of all respondents were aged between 35 to 54 years. Over 10% identified as having a disability and slightly over 91% identified as white.
- ▶ Almost 98% of respondents live in West Lothian, with a small proportion from people living mainly in areas that border the county.
- ▶ The largest number of responses came from people living in Livingston (19.1%), followed by Bathgate (16.4%) and Whitburn (12.1%).
- ▶ However, when collated on a Ward basis, the highest number of respondents were from Whitburn and Blackburn (16.9%), followed by Bathgate (16.4%) and Armadale and Blackridge (11.3%).
- ▶ 97.2% of all respondents lived in a household with one or more vehicle and 69.9% lived in a household with one or more bicycle.

Spaces for People Measures

General feedback

- ▶ Most respondents felt that the measures did not positively or negatively impact upon how safe they felt when travelling or spending time in West Lothian.
- ▶ Most respondents felt that the measures had made their local area worse.

Temporary 20 mph Speed Limits

- ▶ Over 95% of respondents were aware of this temporary measure.
- ▶ The majority of respondents felt that the temporary 20 mph speed limit did not make them feel any more or any less safe.
- ▶ The majority of respondents felt that the temporary 20 mph speed limit did not have a positive wider impact on climate change, air pollution, noise pollution or quality of air.
- ▶ When asked about negative impacts of the temporary 20 mph speed limits respondents cited driver behaviours, both drivers taking more risks or drivers ignoring the temporary limit most commonly.
- ▶ When asked about positive impacts of the temporary 20 mph speed limits most respondents felt that there were none. Though some felt it made things easier and/or safer for pedestrians and cyclists.
- ▶ When asked about the future of the temporary 20 mph limits, most respondents do not want to keep the measure in the current form. Over half of respondents would keep the limit for areas near schools.

Temporary 40mph Speed Limits in Rural Areas

- ▶ Over 50% of respondents were aware of this temporary measure.
- ▶ The majority of respondents felt that the temporary 40mph speed limit did not make them feel any more or any less safe.
- ▶ The majority of respondents felt that the temporary 40mph speed limit had neither a positive or negative wider impact on climate change, air pollution, noise pollution or quality of air.
- ▶ When asked about negative impacts of the temporary 40mph speed limits respondents cited driver behaviours, both drivers taking more risks because of frustration at slower speeds or drivers ignoring the temporary limit most commonly.
- ▶ When asked about positive impacts of the temporary 40mph speed limits most respondents felt that there were none. Though some felt it made drivers more cautious/less likely to drive unsafely.
- ▶ When asked about the future of the temporary 40mph limits, just under half of all respondents do not want to keep the measure in the current form.

Specific Measures

- ▶ Most respondents were not aware or did not have a neutral view on the specific measures/changes to the infrastructure that had been implemented.
- ▶ Where respondents did have a view on the specific measures/changes to the infrastructure, a higher percentage opposed the measures than supported them.
- ▶ The lack of a strong position or view on the individual measure/changes is most likely linked to respondents' experience of each of the measures/changes.

Survey Response

The council collected information from respondents to help ensure that we received responses from as wide a range of people and organisations as possible. Please note that personal information (individuals' names, full addresses, etc.) were not collected in this survey. The respondent information collected in this survey will be used to promote and/or improve representation in response to future council surveys.

Respondents

A total of **10,261 individuals and organisations** responded to the survey.

Respondent	Total	%
Individuals	10,170	99.1%
Organisations	43	0.4%
Not provided	48	0.5%
Total	10,261	100.0%

Named organisations:

Responses to the survey were received that identified as being from the following organisations (named, as it was submitted in the survey response):

Community Councils:

1. Broxburn Community Council
2. Dechmont Community Council
3. Dedridge Community Council
4. Ecclesmachan and Threemiletown Community Council
5. Greenrigg Community Council
6. Kirknewton Community Council
7. Murieston Community Council
8. Polbeth Community Council

Partner organisations:

9. Police Scotland – J Division – West Lothian

Other organisations:

10. Autobits
11. Blackburn Family Centre
12. BUT A
13. Drain Doctor Plumbing & Drainage
14. First Bus
15. First Scotland East
16. Hyat
17. Maratec Ltd
18. Ray Ramsay Driving School
19. Retaining spaces for People
20. The Village
21. Wazs
22. Wee Molly's Pals Dog Training and Pet Services
23. West Lothian Driving Instructors
24. West Lothian Driving Instructor Association
25. Whitburn and District CDT

Towns / Villages of Respondents

A total of **10,001 postcodes** was provided by respondents and this was used to help the council identify the response rate in towns and villages in (and out with) West Lothian.

Town	Count of Location
Armadale	361
Armadale South	457
Bankton and Murieston	218
Bathgate and Boghall	269
Bathgate East	397
Bathgate West	478
Bathgate, Wester Inch and Inchcross	462
Bellsquarry, Adambrae and Kirkton	244
Blackburn	291
Blackridge, Westfield and Torphichen	287
Blaeberry Hill and East Whitburn	483
Breich Valley	271
Broxburn East	152
Broxburn Kirkhill	191
Broxburn South	162
Carmondean and Eliburn North	174
Craigshill	142
Deans	75
Dedridge East	176
East Calder	308
Fauldhouse	323
Howden	164
Knightsridge	183
Knightsridge and Deans North	154
Ladywell	120
Linlithgow Bridge	275
Linlithgow North	218
Linlithgow South	372
Livingston Village and Eliburn South	222
Mid Calder and Kirknewton	283
Pumpherston and Uphall Station	137
Seafeld	176
Uphall, Dechmont and Ecclesmachan	237
West Calder and Polbeth	348
Whitburn Central	275
Whitburn, Croftmalloch and Greenrigg	430
Winchburgh, Bridgend and Philpstoun	282
Grand Total	9,797

Incomplete postcodes or postcodes out with West Lothian	Count of Council
Incomplete	103
North Lanarkshire Council	29
City of Edinburgh	28
South Lanarkshire	12
Falkirk Council	12
East Lothian Council	6
South Lanarkshire Council	5
Scottish Borders Council	5
Fife Council	4
Grand Total	204

*Postcodes that were incomplete or incorrect (no town/village could be identified)

Where possible, the postcode information was also used to identify the response rate from Ward areas in West Lothian:

Row Labels	Count of Ward
Whitburn and Blackburn	1,655
Bathgate	1,606
Armadale and Blackridge	1,105
Broxburn, Uphall and Winchburgh	1,024
Fauldhouse and Breich Valley	942
Livingston South	922
East Livingston and East Calder	870
Linlithgow	865
Livingston North	808
Grand Total	9,797

Sex

A total of **10,211** responded to the question about sex:

Respondent	Total	%
Man	3,755	36.8%
Woman	5,985	58.6%
Other	14	0.1%
Prefer not to say	457	4.5%
Total	10,211	100.0%

Age

A total of **10,221** responded to the question about age group:

Respondent	Total	%
Under 16	9	0.1%
16-24	605	5.9%
25-34	1,823	17.8%
35-44	2,678	26.2%
45-54	2,546	24.9%
55-59	860	8.4%
60-64	572	5.6%
65-74	632	6.2%
75+	110	1.1%
Prefer not to say	386	3.8%
Total	10,221	100.0%

Disability

A total of **10,204** responded to the question “Do you consider yourself to have a disability”:

Respondent	Total	%
Disability – YES	1,175	11.5%
Disability – NO	9,029	88.5%
Total	10,204	100.0%

Where respondents answered “YES” to having a disability, they were then asked to indicate if they had any of the following conditions:

Respondent	Total	%
A learning disability	115	5.8%
A longstanding illness or other health condition	586	29.6%
A mental health condition	380	19.2%
A physical impairment	324	16.3%
A sensory impairment	105	5.3%
Other condition	81	4.1%
Prefer not to say	392	19.8%
Total	1,983	100.0%

Ethnic Group

A total of **10,249** responded to the question about ethnic group:

Respondent	Total	%
White	9,386	91.6%
Mixed or Multiple Ethnic Groups	48	0.5%
Asian, Asian Scottish or Asian British	127	1.2%
African, Caribbean or Black	43	0.4%
Other ethnic group	25	0.2%
Prefer not to say	620	6.0%
Total	10,249	100.0%

Respondents who identified as “White” were asked for further information. A total of **9,308** responded:

Respondent	Total	%
Scottish	7,478	80.3%
English	340	3.7%
Welsh	24	0.3%
Northern Irish	48	0.5%
British	1,057	11.4%
Irish	39	0.4%
Gypsy Traveller	4	0.0%
Other	318	3.4%
Total	9,308	100.0%

Respondents who identified as “Mixed or Multiple Ethnic groups” were asked for further information. A total of **33** responded (please note that this is listed exactly as provided by the respondent): Aboriginal/White, African Asian, Anglo-Indian, Black African and White British, Black African and European, Black, Asian and White, Brazilian/Scottish, English and Māori, European, Hispanic, Indian/Scottish, Italian/Middle East, Middle Eastern, Mixed (x3), Mixed Norman Viking Origin, Mixed White and Asian, Mixed, prefer not to detail, modern human, Oriental and Caucasian, Pakistani and English, prefer not to say, Scottish Middle Eastern, Turkish Cypriot, White/Asian, White and Black Caribbean, White and South East Asian, White Asian, White European, White/African, White/Asian.

Respondents who identified as “Asian, Asian Scottish or Asian British” were asked for further information. A total of **126** responded:

Respondent	Total	%
Pakistani, Pakistani Scottish or Pakistani British	47	37.3%
Indian, Indian Scottish or Indian British	45	35.7%
Bangladeshi, Bangladeshi Scottish or Bangladeshi British	0	0.0%
Chinese, Chinese Scottish or Chinese British	18	14.3%
Other	16	12.7%
Total	126	100.0%

Respondents who identified as “African, Caribbean or Black Ethnic group or background” were asked for further information. A total of **41** responded:

Respondent	Total	%
African, African Scottish or African British	24	58.5%
Caribbean, Caribbean Scottish or Caribbean British	5	12.2%
Black, Black Scottish or Black British	8	19.5%
Other	4	9.8%
Total	41	100.0%

Respondents who identified as “Other Ethnic group or background” were asked for further information. A total of **23** responded:

Respondent	Total	%
Arab	4	17.4%
Other	19	82.6%
Total	23	100.0%

Household Information

The council collected information from respondents about their household travel habits/preferences.

Cars and Vans in Household

A total of **10,044** responded to the question “Do you have a car/light van in your household”:

Respondent	Total	%
One car / light van	4,022	40.0%
Two cars / light vans	4,555	45.4%
Three+ cars / light vans	1,184	11.8%
No car / light van	283	2.8%
Total	10,044	100.0%

Bicycles

A total of **9,992** responded to the question “Do you have a bicycle in your household”:

Respondent	Total	%
One bicycle	2,081	20.83%
Two or more bicycles	4,906	49.10%
No bicycle	3,005	30.07%
Total	9,992	100.00%

Driving Licence

A total of **10,055** responded to the question “How many people in your household have a driving licence (full or provisional)”:

Respondent	Total	%
No licence	159	1.6%
One licence	2,040	20.3%
Two licences	5,801	57.7%
Three or more licences	2,055	20.4%
Total	10,055	100.0%

Travelling Preferences

A total of **10,057** responded to the question “How do you travel to your nearest...”:

How do you travel to your nearest?	Walk	Bicycle/ e-Bike	Car driver	Car passenger	Bus	Train	Taxi	* Number of responses
Local shop	56.9%	1.5%	39.2%	1.8%	0.4%	0.0%	0.1%	9,895
Shopping centre or supermarket (for main food shop)	3.2%	0.6%	89.2%	5.2%	1.5%	0.0%	0.2%	9,948
GP	31.6%	1.4%	63.4%	2.6%	0.8%	0.1%	0.2%	9,903
Chemist/pharmacy	39.8%	1.6%	55.8%	2.2%	0.5%	0.0%	0.1%	9,882
Publicly accessible green space (e.g. park)	70.8%	3.3%	23.9%	1.6%	0.3%	0.0%	0.0%	9,564
Public transport (e.g. bus stop or train station)	53.6%	0.9%	37.6%	3.1%	2.1%	1.4%	1.3%	8,623
Library	45.3%	1.9%	49.8%	1.7%	1.2%	0.1%	0.1%	5,924
Sports centre	21.1%	3.2%	71.9%	2.5%	1.1%	0.0%	0.1%	7,232
Primary school	59.9%	1.4%	36.7%	0.9%	0.7%	0.0%	0.4%	5,078
Secondary school	34.5%	1.1%	49.9%	1.6%	11.9%	0.1%	0.9%	4,061

* Please note that this question had a “not applicable” option for each location response and these responses have been deducted from percentage calculation.

Spaces for People Measures – General

Safety

A total of **9,763** responded to the question “Compared to before the Spaces for People temporary infrastructure measures were put in your local area, how safe do you feel now while...”:

How safe do you feel now while?	Much less safe	Less safe	Neither	More safe	Much more safe	Don't know	total
Travelling through your local area	14.9%	21.0%	52.5%	6.1%	2.6%	3.0%	9,756
Spending time in your local area	11.3%	15.3%	61.7%	6.1%	2.4%	3.3%	9,703

The Local Area

A total of **9,742 individuals** responded to the question “How have the temporary Spaces for People measures changed your local area ...”:

How have SfP measures changed your local area?	%
It has improved it	8.6%
It has not changed	29.9%
It has made it worse	61.5%

Spaces for People Measures – 20 MPH Speed Limits

Awareness of the 20 mph Speed Limit Measure

A total of **9,335** responded to the question “Have you noticed new lower temporary 20 mph speed limits in West Lothian since 2020?”:

Have you noticed new lower temporary 20 mph speed limits in West Lothian since 2020?	%
Yes	95.2%
No	4.8%

Impact of the 20 mph Speed Limit Measure

A total of **9,330** responded to the question “What type of impact do you feel temporary 20 mph speed limits have had on road safety in your area ...”:

What type of impact do you feel temporary 20 mph speed limits have had on road safety in your area?	Much less safe	Less safe	Neither	More safe	Much more safe	Don't know	Total Number
Pedestrians & people in wheelchairs	18.5%	18.2%	43.2%	11.3%	5.1%	3.7%	9,294
Cyclists	17.6%	17.6%	40.3%	11.6%	4.7%	8.3%	9,240
Children	14.5%	13.7%	44.1%	15.1%	6.2%	6.4%	9,250
Older people	15.2%	14.3%	45.2%	12.9%	5.5%	6.9%	9,262
Drivers	31.9%	29.2%	26.9%	7.1%	3.2%	1.7%	9,305

A total of **9,312** responded to the question “What wider impacts do you feel temporary 20 mph speed limits have on ...”:

What wider impacts do you feel temporary 20 mph speed limits have on?	Very negative	Negative impact	Neither	Positive impact	Very positive impact	Don't know	Total Number
Climate change	26.3%	27.3%	28.9%	8.5%	2.7%	6.3%	9,301
Air pollution	25.4%	24.5%	32.3%	7.8%	2.2%	7.8%	9,296
Noise pollution	21.0%	19.5%	41.6%	9.1%	2.8%	5.9%	9,294
Quality of life	23.7%	25.9%	35.3%	7.2%	3.1%	4.8%	9,287

A total of **9,017** responded to the question “If you think temporary 20 mph limits have negative impacts, what are these?”:

If you think temporary 20 mph limits have negative impacts, what are these?	Agree	Total
Drivers take more risks because of frustration at slower speeds	7,116	78.9%
Drivers ignore them	6,356	70.5%
More air pollution caused by traffic spending longer in towns	5,482	60.8%
My journey by car or bus takes longer	5,377	59.6%
It takes me longer to find a gap in traffic to cross the road	3,421	37.9%
There is no enforcement by Police Scotland	3,170	35.2%
I am less likely to visit the town centre	2,653	29.4%
Other	1,260	14.0%
There are no negative impacts of the 20 mph speed limits	291	3.2%

An additional field was included in this question for respondents to provide further information on any negative impacts of the limits. These **1,260** comments have been analysed and categorised as follows:

Comment Categorisation	Count of Comments
Increased dangerous/ aggressive driving	348
General comment against 20 mph limit	274
Negative environmental impact	148
Drivers ignore 20 mph speed limit	121
Increased congestion	94
Negative impact on car when in 20 mph speed limit areas	69
Cyclists taking more risks/ ignoring 20 mph speed limit	53
Apply 20 mph speed limit in specific locations	48
General comment on 20 mph speed limit	45
Lack of Enforcement by Police Scotland	35
Pedestrians taking more risks in 20 mph speed limit areas	16
Insufficient signage in 20 mph speed limit areas	9
Grand Total	1,260

A total of **6,548** responded to the question “If you think temporary 20 mph limits have positive impacts, what are these?”:

If you think temporary 20 mph limits have positive impacts, what are these?	Agree	Total
There are no positive impacts of the 20 mph speed limits	4,585	70.0%
I find it easier to cross the road	771	11.8%
Drivers less likely to overtake cyclists unsafely as travelling at similar speeds	711	10.9%
Drivers take more notice of other road users	690	10.5%
Other	537	8.2%
I feel more confident when cycling	539	8.2%
Less air pollution as driving is smoother (less stop-start)	454	6.9%
I choose to walk or cycle instead of driving	366	5.6%
I am more likely to visit the town centre	195	3.0%

An additional field was included in this question for respondents to provide further information on any positive impacts of the limits. These **537** comments have been analysed and categorised as follows:

Comment Categorisation	Count of Comments
Roads are safer	124
No benefit around areas with 20 mph speed limit	108
Drivers ignore 20 mph speed limit	60
Apply 20 mph speed limit in specific locations	59
General comment against 20 mph limit	35
Increased dangerous/ aggressive driving	30
No opinion given	20
General comment on 20 mph speed limit	18
Lack of Enforcement by Police Scotland	16
Keep the 20 mph speed limit around residential areas/ schools	14
General comment for 20 mph speed limit	10
Safer driving at lower speed	10
Less noise pollution around areas with 20 mph speed limit	10
Cyclists taking more risks/ ignoring 20 mph speed limit	8
Increased congestion	8
Insufficient signage in 20 mph speed limit areas	3
Negative impact on car when in 20 mph speed limit areas	2
Positive environmental impact	1
Negative environmental impact	1
Grand Total	537

Note: although this field in the survey was provided for positive impacts, some respondents added comments citing what they felt were negative impacts of the measures.

Future of the 20 mph Speed Limit Measure

A total of **9,333** responded to the question “What do you think should be done with temporary 20 mph limits?”:

What do you think should be done with temporary 20 mph limits?	Agree	Total
Do not keep any of the temporary 20 mph limits	5,580	59.8%
Keep some but not all of the temporary 20 mph limits	2,733	29.3%
Keep all the new temporary 20 mph limits and extend them/add more	611	6.5%
Keep all the new temporary 20 mph limits, but don't add any more	409	4.4%

A total of **2,695** responded to the question “Do you think the temporary 20 mph limits should be removed from...?”:

Do you think the temporary 20 mph limits should be removed from?	Agree	Total
Everywhere except around schools	1,571	58.3%
Main routes away from town centres	913	33.9%
Other	211	7.8%

Where respondents answered “**OTHER**”, there was an additional field for them to provide further information. These **211** comments have been analysed and categorised as follows:

Comment Categorisation	Count of Comments
Keep 20 mph speed limit in residential areas/ around schools	141
Remove 20 mph speed limit on main roads	19
Apply 20 mph speed limit in specific locations	15
Lack of Enforcement by Police Scotland	10
Remove 20 mph speed limit in residential areas	6
General comment on 20 mph speed limit	6
Keep 20 mph speed limit on country/ rural roads	3
No opinion given	3
Remove 20 mph speed limit in all areas	2
Apply a phased speed limit into and out of towns	2
Do not remove 20 mph speed limit	2
Remove 20 mph speed limit on country/ rural roads	1
Remove 20 mph speed limit everywhere except rural/ residential areas	1
Total	211

A total of **379** responded to the question “Which additional areas should be included?”

Comment Categorisation	Count of Comments
Keep 20 mph speed limit in residential areas/ around schools	193
Expand the 20 mph speed limit across villages and towns	57
Lack of Enforcement by Police Scotland	47
Apply 20 mph speed limit to specific main roads	29
Apply 20 mph speed limit to specific rural roads	12
Expand the 20 mph speed limit on 30/40 mph roads	11
General comment on 20 mph speed limit	9
Apply 20 mph speed limit to all main roads/ rural areas	9
Improve signage in 20 mph speed limit areas	3
Apply a phased speed limit into and out of towns	3
Apply 20 mph speed limit to all rural roads	2
No opinion given	2
Apply 20 mph speed limit to dangerous/ windy roads	1
Drivers ignore 20 mph speed limit	1
Total	379

Spaces for People Measures – 40 MPH Speed Limits

Awareness of the 40 mph Speed Limit Measure

A total of **8,769** responded to the question “Have you noticed new lower temporary 40mph speed limits in West Lothian since 2020?”:

Have you noticed new lower temporary 40mph speed limits in West Lothian since 2020?	%
Yes	51.1%
No	48.9%

Impacts of the 40 mph Speed Limit Measure

A total of **8,479** responded to the question “What type of impact do you feel temporary 20 mph speed limits have had on road safety in your area ...”:

What type of impact do you feel temporary 40mph speed limits have had on road safety in your area?	Much less safe	Less safe	Neither	More safe	Much more safe	Don't know	Total
Pedestrians & walkers	8.6%	6.4%	42.3%	12.0%	3.3%	27.5%	8,455
Cyclists	8.8%	6.2%	39.1%	12.7%	3.6%	29.6%	8,395
Horse riders	7.6%	5.4%	35.2%	12.7%	3.9%	35.0%	8,367
Drivers	11.4%	10.9%	39.3%	10.1%	3.0%	25.4%	8,426

A total of **8,460** responded to the question “What wider impacts do you feel temporary 40mph speed limits have on ...”:

What wider impacts do you feel temporary 40mph speed limits have on?	Very negative	Negative impact	Neither	Positive impact	Very positive impact	Don't know	Total
Climate change	11.5%	13.4%	37.4%	9.4%	2.4%	25.8%	8,440
Air pollution	11.3%	13.1%	38.9%	7.5%	1.9%	27.3%	8,434
Noise pollution	10.7%	10.5%	42.2%	8.1%	2.0%	26.5%	8,414
Quality of life	11.5%	12.2%	39.3%	8.4%	2.4%	26.1%	8,426

A total of **6,879** responded to the question “If you think temporary 40mph limits in rural areas have negative impacts, what are these?”:

If you think temporary 40mph limits in rural areas have negative impacts, what are these?	Agree	Total
Drivers ignore them	4,187	60.9%
Drivers take more risks because of frustration at slower speeds	4,112	59.8%
There is no enforcement by Police Scotland	2,069	30.1%
My vehicle journey takes longer	2,783	40.5%
There are no negative impacts of 40mph speed limits	908	13.2%
Other	476	6.9%

An additional field was included in this question for respondents to provide further information on any negative impacts of the limits. These **476** comments have been analysed and categorised as follows:

Comment Categorisation	Count of Comments
Individual not aware of the 40 mph speed limit	83
No opinion/ don't know	66
General comment against 40 mph limit	60
Increased dangerous/ aggressive driving	56
General comment on 40 mph speed limit	48
40 mph speed limit should be road specific	46
Drivers ignore 40 mph speed limit	23
Negative environmental impact	23
Council wasting money on this activity	15
Increased congestion	14
Insufficient signage in 40 mph speed limit areas	12
Cyclists taking more risks/ ignoring 40 mph speed limit	6
Apply a 50 mph speed limit	6
Lack of Enforcement by Police Scotland by Police Scotland	5
Pedestrians taking more risks in 40 mph speed limit areas	5
Apply 40 mph speed limit in specific locations	5
Negative impact on car when in 40 mph speed limit areas	3
Total	476

A total of **6,548** responded to the question “If you think temporary 40mph limits have positive impacts, what are these?”:

If you think temporary 40mph limits have positive impacts, what are these?	Agree	Total
There are no positive impacts of the 40mph speed limits	3,064	58.6%
Drivers take more notice of other road users	898	17.2%
Drivers less likely to overtake unsafely	830	15.9%
I find it easier to use the road (e.g. walk, cycle, ride)	633	12.1%
I feel more confident when walking	578	11.0%
I feel more confident when cycling	536	10.2%
I am more likely to visit the countryside more	405	7.7%
Other	353	6.7%
I choose to walk or cycle instead of driving	221	4.2%
I feel more confident when horse riding	147	2.8%

An additional field was included in this question for respondents to provide further information on any positive impacts of the limits. These **353** comments have been analysed and categorised as follows:

Comment Categorisation	Count of Comments
No opinion given	74
Individual not aware of the 40 mph speed limit	55
General comment on 40 mph speed limit	39
Roads are safer	37
No benefit/ positive impact was identified	30
Drivers ignore 40 mph speed limit	21
It is safer driving at lower speeds	20
Increased dangerous/ aggressive driving	15
General comment against 40 mph speed limit	15
Reduce the 40 mph speed limit further	11
It is safer for pedestrians and cyclists	9
General comment supporting 40 mph speed limit	7
Lack of Enforcement by Police Scotland by Police Scotland	7
Apply 40 mph speed limit in specific locations	6
Apply a phased speed limit into and out of towns	2
Insufficient signage in 40 mph speed limit areas	2
Positive environmental impact	2
Increased congestion	1
Total	353

Future of the 40 mph Speed Limit Measure

A total of **8,741** responded to the question “What do you think should be done with temporary 40mph rural limits?”:

What do you think should be done with temporary 40mph rural limits?	Agree	Total
Do not keep any of the temporary 40mph limits	4,127	47.2%
Keep some but not all of the temporary 40mph limits	3,175	36.3%
Keep all the new temporary 40mph limits, but don't add any more	863	9.9%
Keep all the new temporary 40mph limits and extend them/add more	576	6.6%

A total of **2,907** responded to the question “Do you think the temporary 40mph rural limits should be removed from...?”:

Do you think the temporary 40mph rural limits should be removed from?	Agree	Total
Everywhere except near places of interest or small rural settlements	2,330	80.2%
All rural areas	365	12.6%
Other	212	7.3%

Where respondents answered “**OTHER**”, there was an additional field for them to provide further information. These **212** comments have been analysed and categorised as follows:

Comment Categorisation	Count of Comments
Apply 40 mph speed limit in specific locations	70
No opinion given	35
Individual not aware of the 40 mph speed limit	19
Remove 40 mph speed limit on country/ rural roads	18
Keep 40 mph speed limit on rural roads	15
Keep all 40 mph speed limits in place	14
General comment on 40 mph speed limit	9
Remove 40 mph speed limit on main roads	8
Lack of Enforcement by Police Scotland	6
Reduce 40 mph speed limit further	5
Remove 40 mph speed limit everywhere except rural/ residential areas	5
Keep 40 mph speed limit in residential areas	4
Apply national speed limit to roads	2
Remove 40 mph speed limit in residential areas	2
Grand Total	212

A total of **224** responded to the question “Which additional areas should be included?”

Comment Categorisation	Count of Comments
Apply 40 mph speed limit to all rural roads	96
Apply 40 mph speed limit in specific locations	27
Apply 40 mph speed limit to all main roads/ rural areas	17
Expand the 40 mph speed limit across villages and towns	14
General comment on 40 mph speed limit	13
No opinion given	11
Apply 40 mph speed limit to dangerous/ windy roads	11
Lack of Enforcement by Police Scotland	10
Keep 40 mph speed limit in residential areas/ around schools	9
Expand the 40 mph speed limit	7
Apply a phased speed limit into and out of towns	4
Remove 20 mph speed limit in all areas	3
Drivers ignore 40 mph speed limit	1
Reduce the 40 mph speed limit further	1
Grand Total	224

Spaces for People Measures – Other Measures

Impacts of the Measures

A total of **7,830** responded to the question “Below is a list of Spaces for People temporary measures installed across West Lothian. Please select the option which best describes your familiarity with each measure”:

Please select the option which best describes your familiarity with each measure	I often use the road with this type of measure (i.e. nearly every day)	I occasionally use the road with this type of measure (i.e. at some time during each week)	I am aware of the road with this type of measure but I have not personally used it	I am not aware of this type of measure	Total
High Street Linlithgow – Footway Parking suspension at East Loanings (outside No.'s 33-41 and 43 – 57)	6.8%	14.2%	21.9%	57.1%	7,396
High Street Linlithgow – West Loaning parking (outside No.'s 183 – 245)	6.5%	13.5%	21.9%	58.1%	7,337
High Street Linlithgow - footway widening (between Whitten Lane and Oliphant's Bakery)	7.1%	15.4%	22.0%	55.5%	7,340
Main Street West Calder - footway widening (between 9 – 31)	7.4%	13.3%	23.2%	56.1%	7,338
Main Street Mid Calder - footway widening (outside Post Office)	6.5%	13.4%	22.9%	57.2%	7,304
Main Street East Calder - footway widening (outside Tesco Express)	6.9%	12.9%	22.2%	58.1%	7,286
Station Road Kirknewton - footway widening (south of railway station)	3.3%	7.1%	23.0%	66.6%	7,186
A706 St Ninians Road, Linlithgow – cycle lane	4.9%	10.5%	23.1%	61.5%	7,234
B9080 Edinburgh Road, Linlithgow – cycle lane	5.1%	11.4%	22.7%	60.9%	7,249
A899 East Main Street, Broxburn – cycle lane	8.1%	13.6%	22.8%	55.6%	7,245
A89 through Blackridge – cycle lane	5.9%	10.7%	23.1%	60.4%	7,180

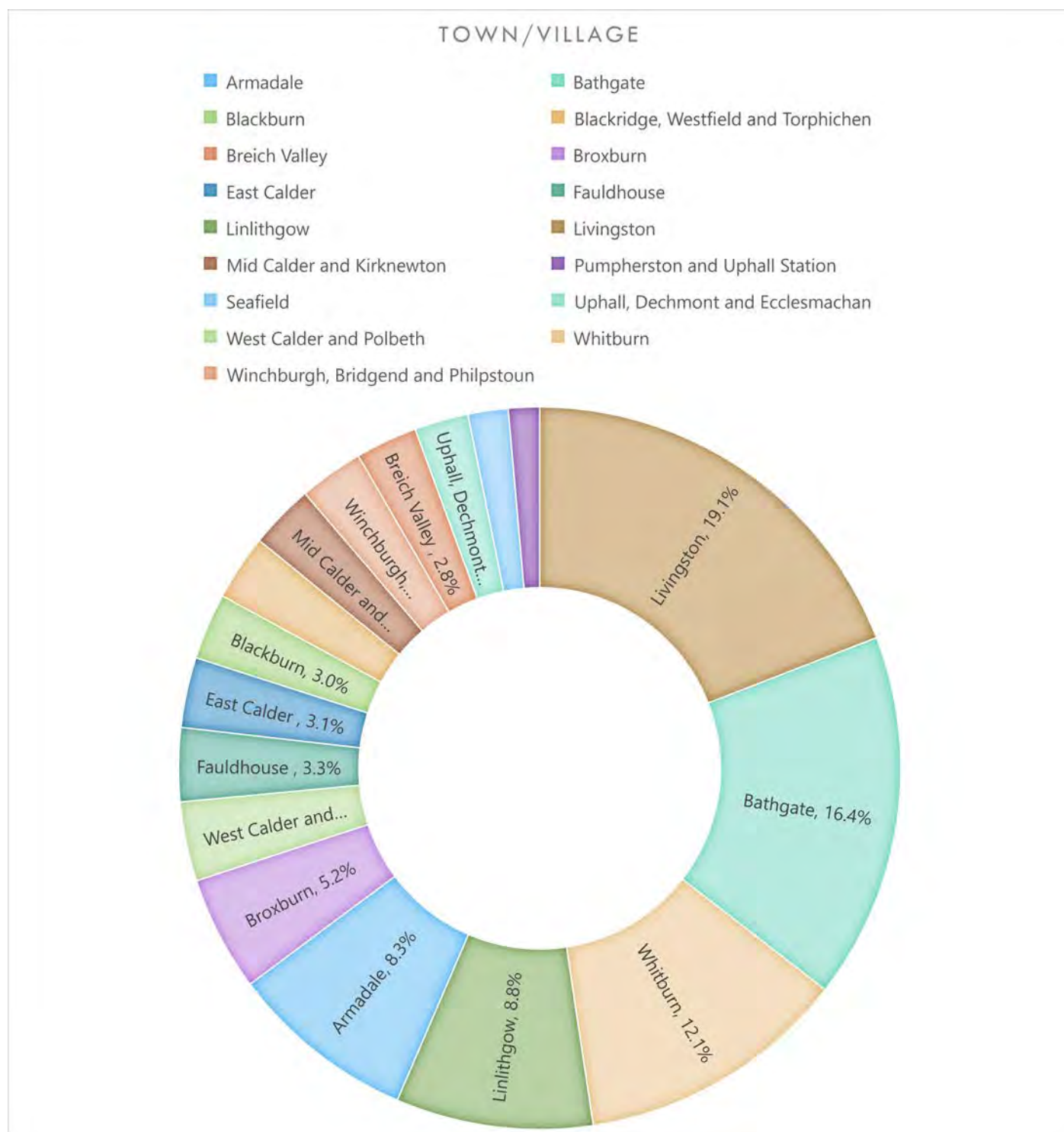
* Please note that this question had a “don’t know” option for each location response and these responses have been deducted from percentage calculation.

A total of **7,657** responded to the question “Please let us know your views on retaining each one (measures)”:

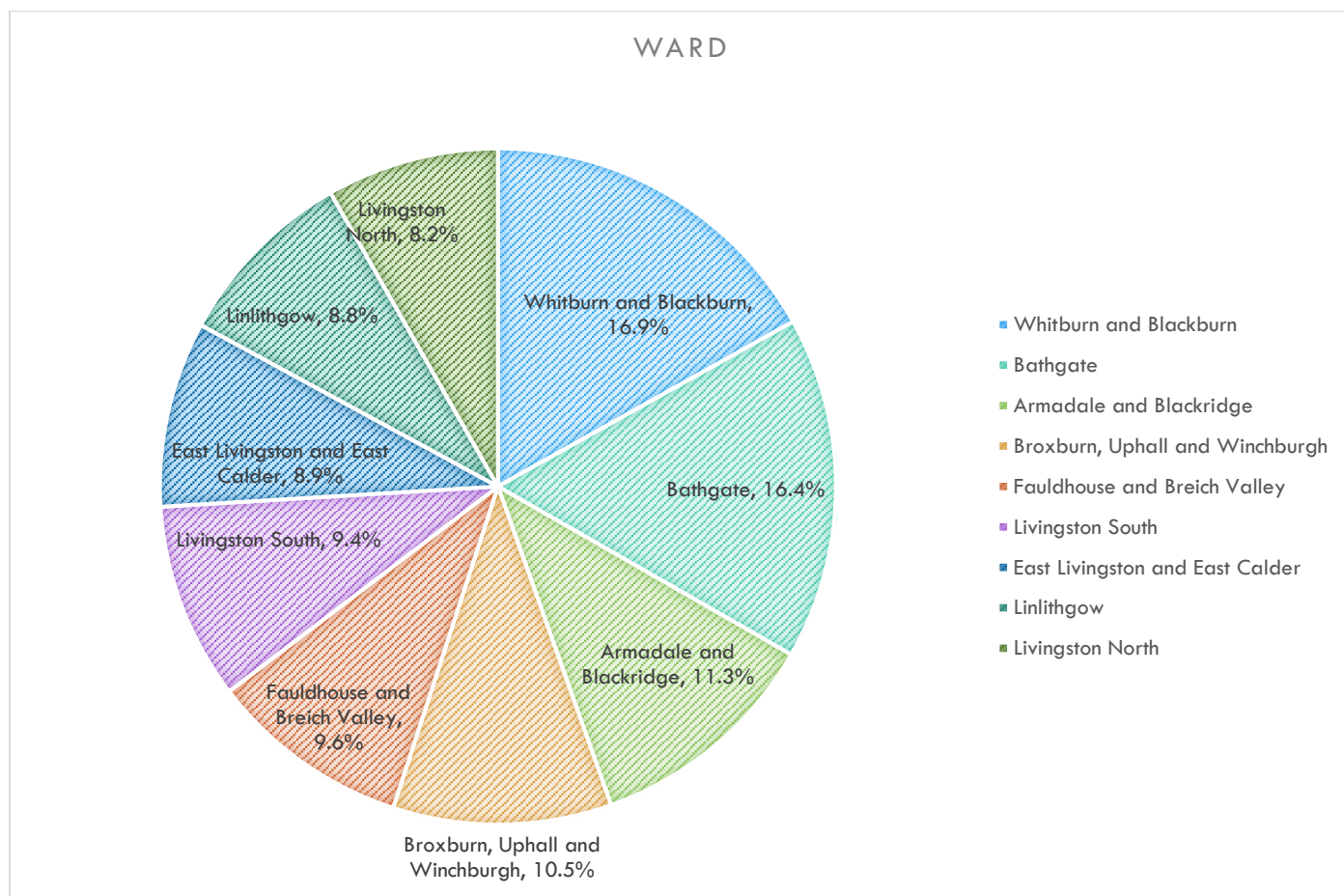
Please let us know your views on retaining each one...	Strongly support	Support	Neutral	Oppose	Strongly Oppose	Don't know	Total
High Street Linlithgow – Footway Parking suspension at East Loanings (outside No.'s 33-41 and 43 – 57)	4.1%	4.4%	18.1%	10.2%	16.0%	47.1%	7,195
High Street Linlithgow – West Loaning parking (outside No.'s 183 – 245)	3.9%	4.5%	18.3%	10.0%	15.5%	47.9%	7,149
High Street Linlithgow - footway widening (between Whitten Lane and Oliphant's Bakery)	4.6%	5.8%	16.8%	10.6%	16.2%	46.0%	7,156
Main Street West Calder - footway widening (between 9 – 31)	2.9%	4.8%	17.3%	10.3%	17.0%	47.7%	7,104
Main Street Mid Calder - footway widening (outside Post Office)	3.1%	5.2%	16.9%	10.7%	16.5%	47.6%	7,075
Main Street East Calder - footway widening (outside Tesco Express)	3.7%	5.1%	16.4%	10.0%	17.0%	47.7%	7,067
Station Road Kirknewton - footway widening (south of railway station)	2.8%	4.2%	17.6%	7.8%	14.0%	53.5%	6,971
A706 St Ninians Road, Linlithgow – cycle lane	4.4%	5.7%	17.8%	8.7%	15.8%	47.7%	7,075
B9080 Edinburgh Road, Linlithgow – cycle lane	4.7%	6.3%	18.0%	8.7%	15.2%	47.1%	7,087
A899 East Main Street, Broxburn – cycle lane	3.9%	6.4%	17.4%	9.2%	17.0%	46.2%	7,074
A89 through Blackridge – cycle lane	3.6%	6.2%	17.3%	8.1%	16.5%	48.2%	7,014

SUMMARY

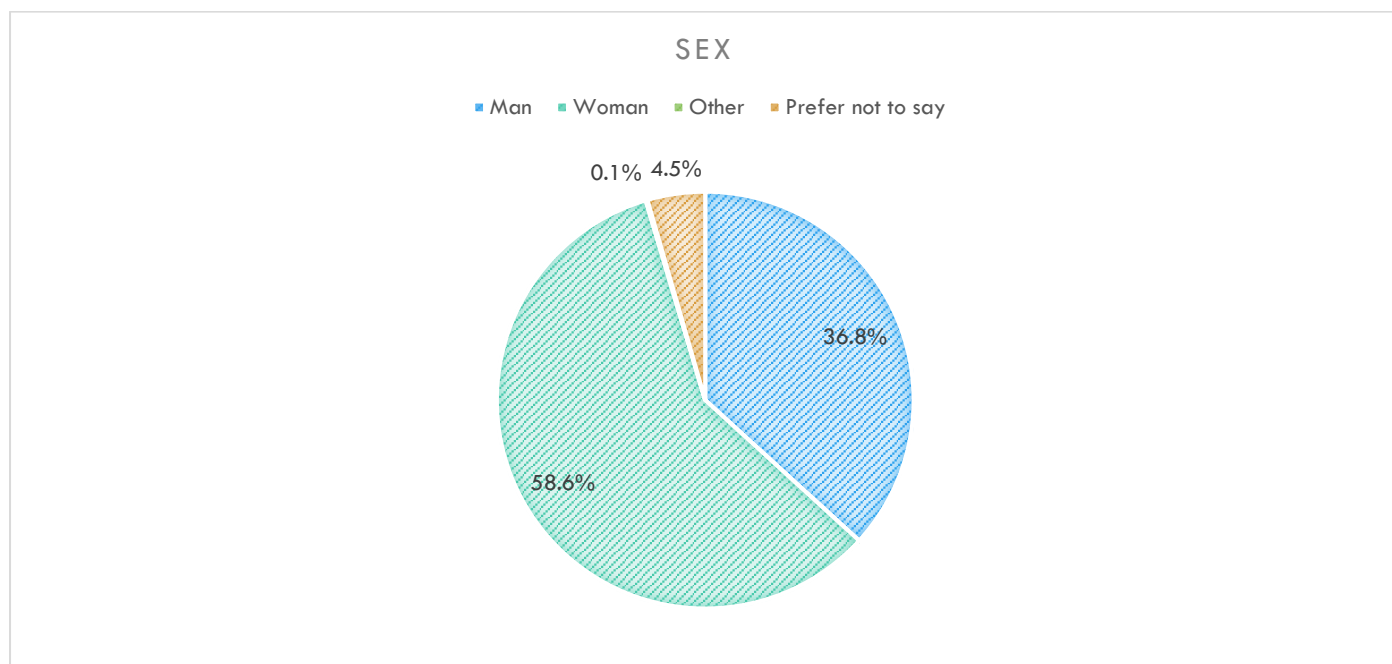
Respondents



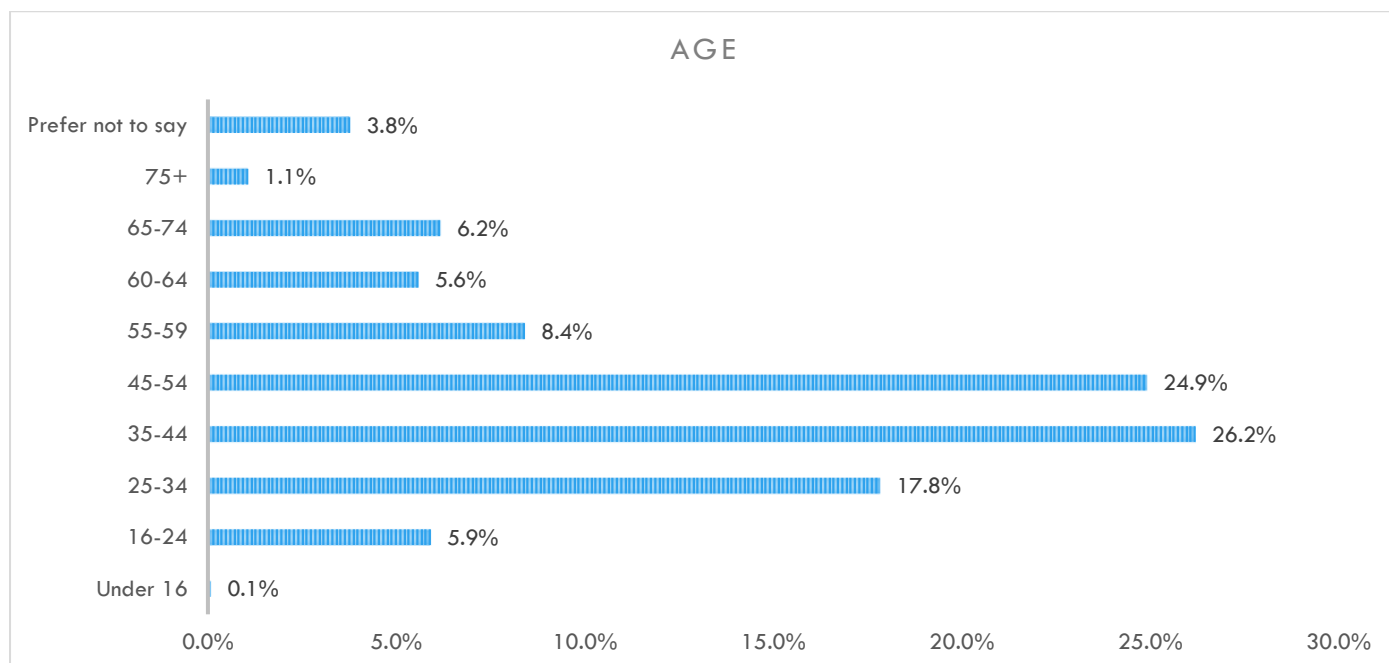
Town: the largest proportion of respondents to the survey by town/village came from Livingston, followed by Bathgate and Whitburn.



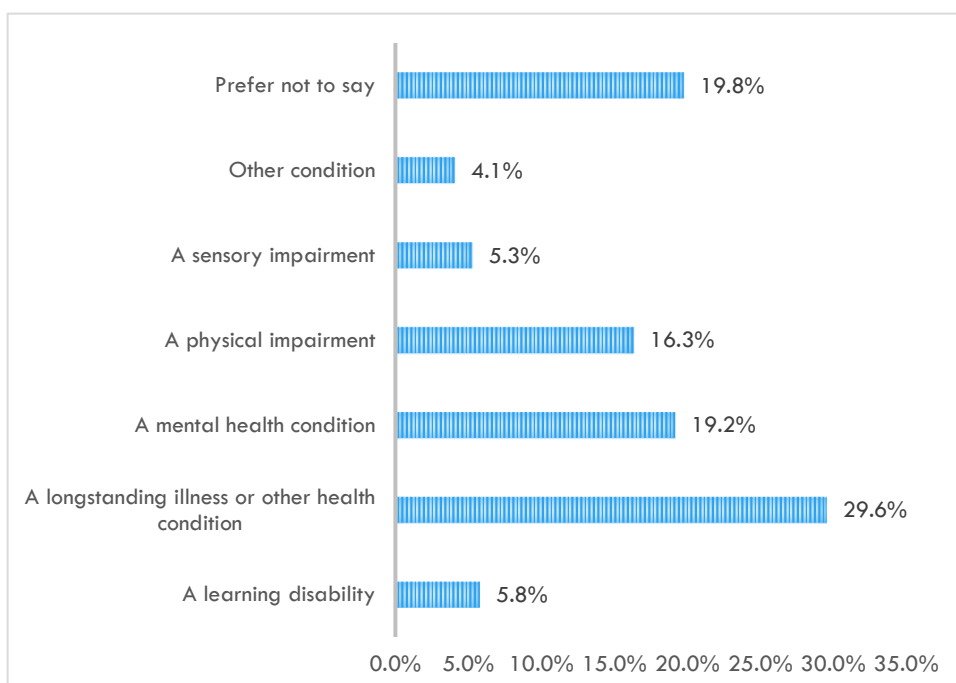
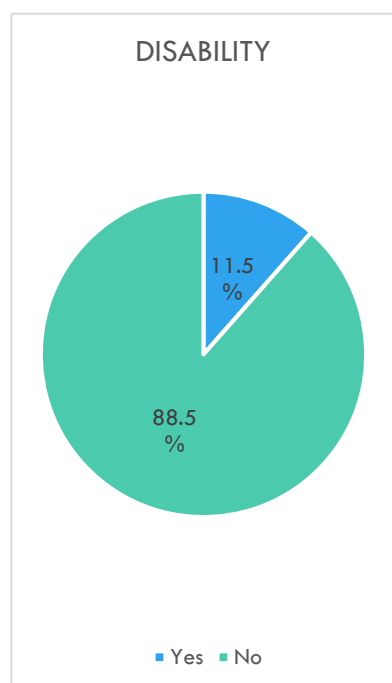
Ward: the largest proportion of respondents to the survey came from Whitburn and Blackburn ward, though there was a good level of response from all Wards.



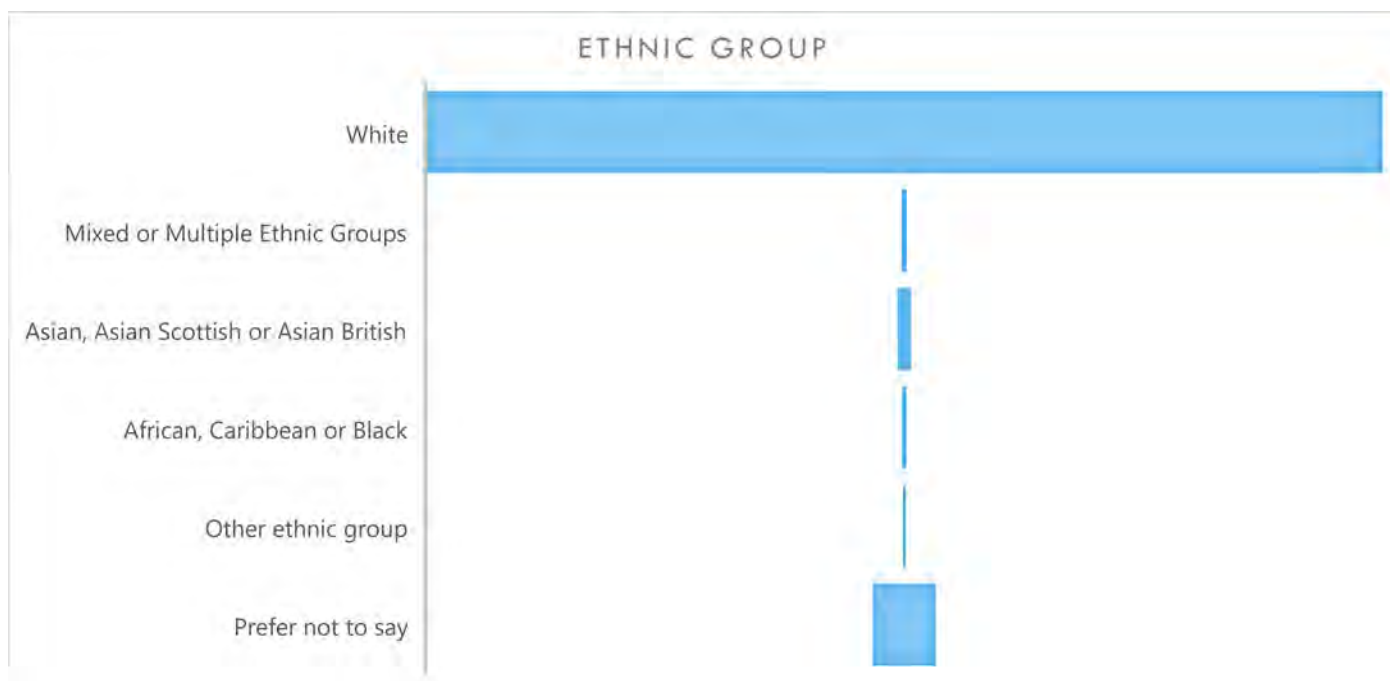
Sex: the largest proportion of respondents to the survey were women.



Age: people aged between 35 to 54 accounted for just over 50 percent of all respondents (who answered this question).

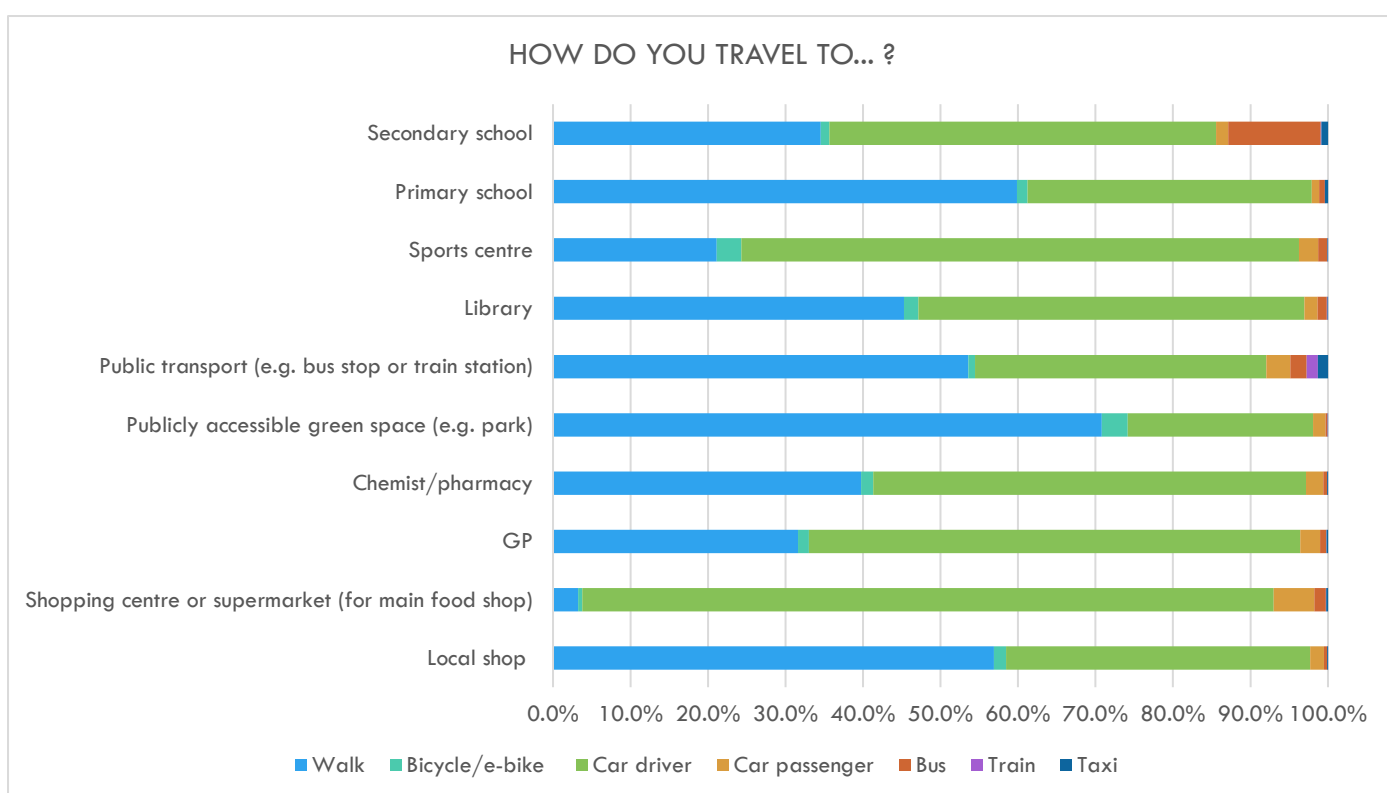


Disability: 11.5% of respondents identified as having a disability, with the largest proportion coming from those who had a longstanding illness or other condition.



Ethnic group/background: at 91.6%, the majority of respondents were white.

Travelling preferences

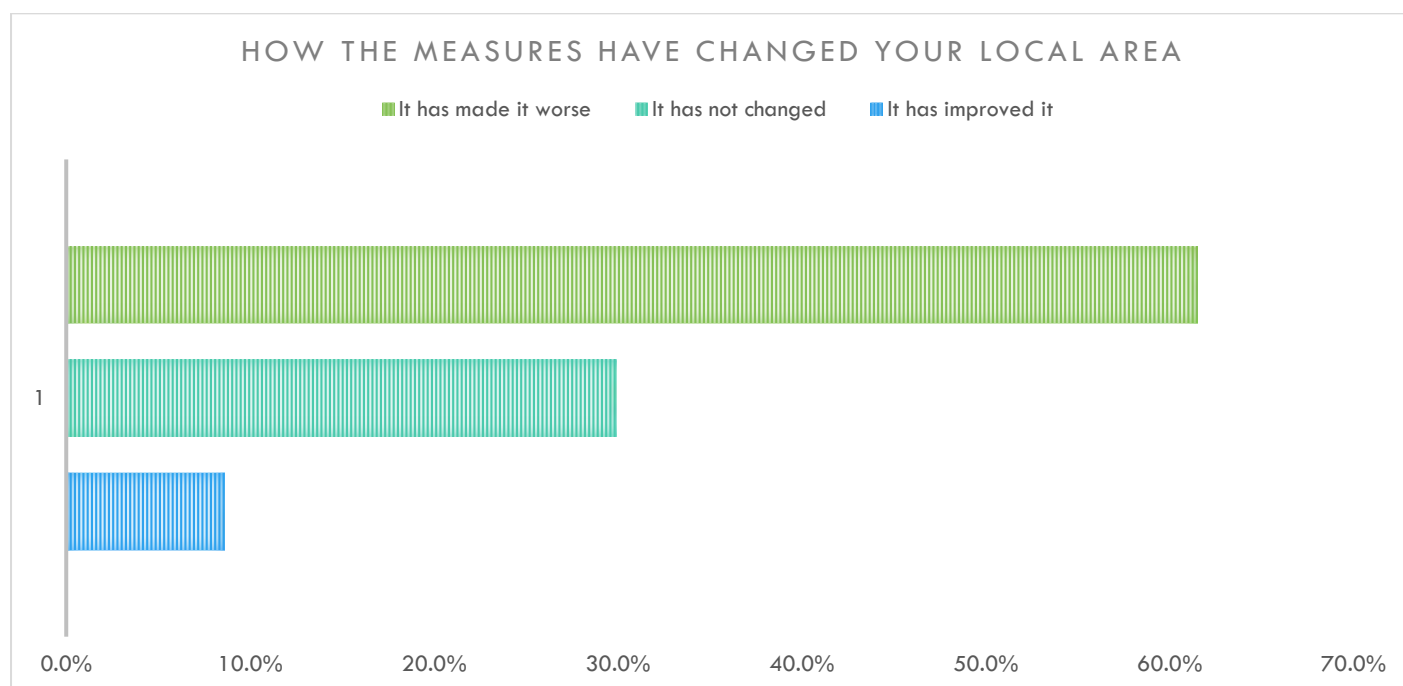


Travel: the majority of respondents either walk or travel by car to different locations in their local area.

Spaces for People Measures

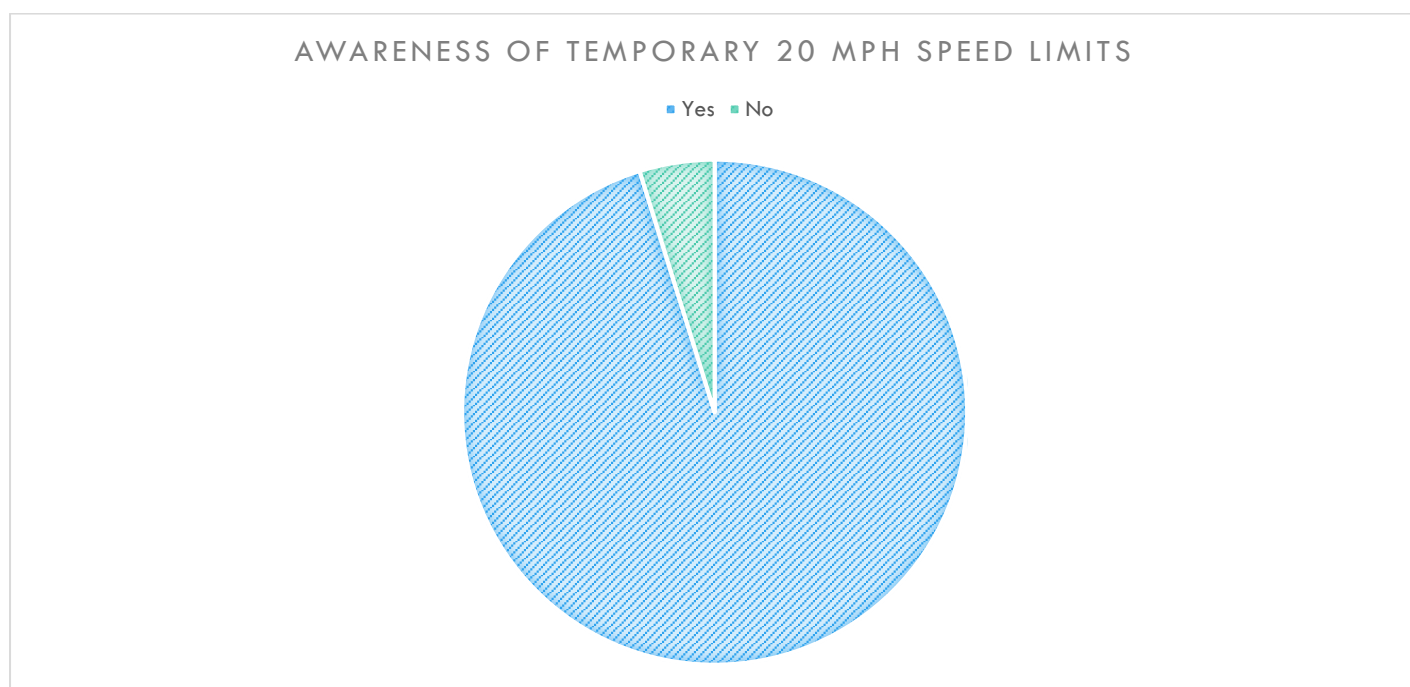


Safety: the majority of respondents felt that the measures did not make them any less safe or any safer.

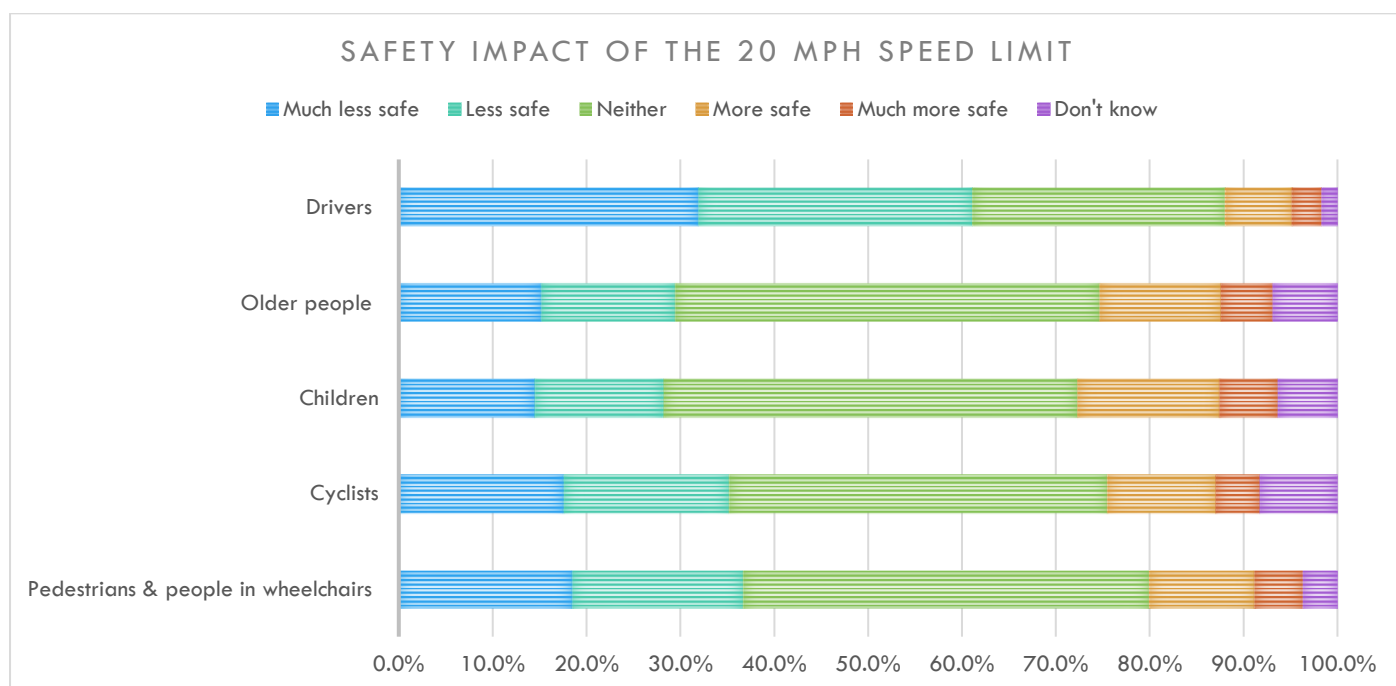


Improvement impact of the 20 mph speed limits: the majority of respondents felt that the measures made their local area worse.

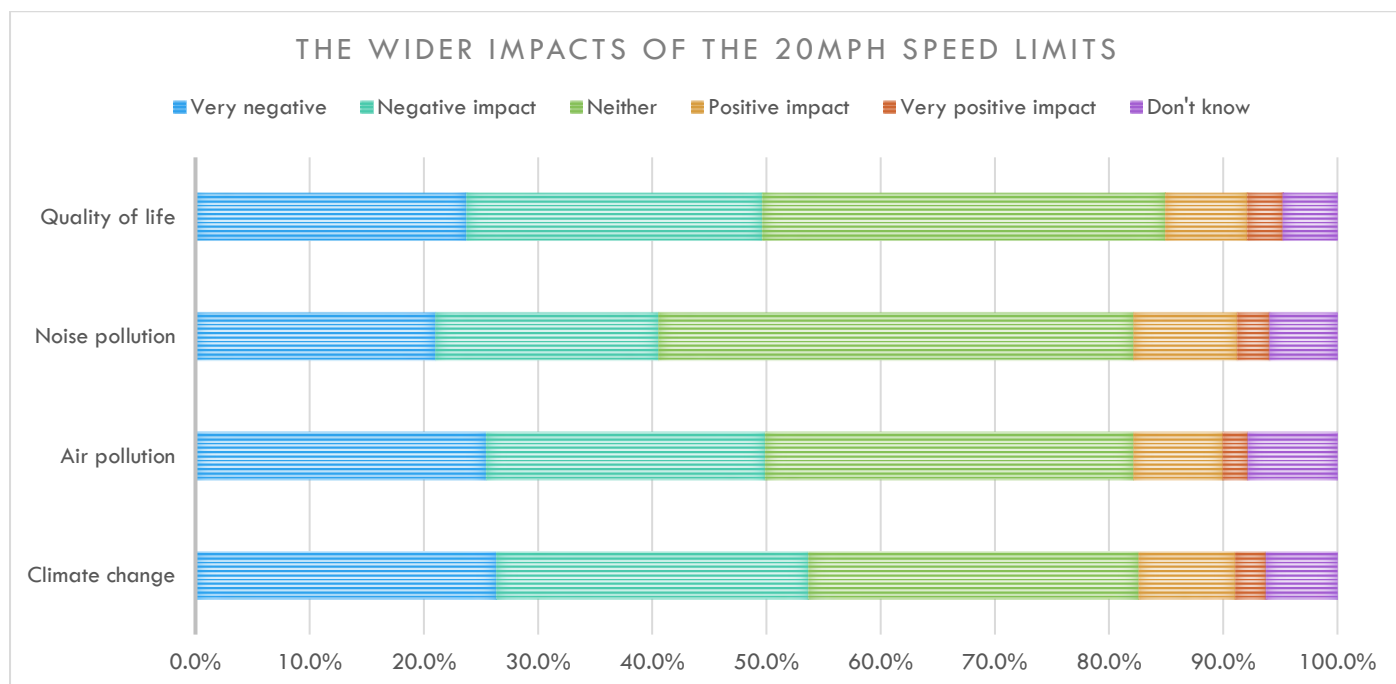
20 mph Speed Limits



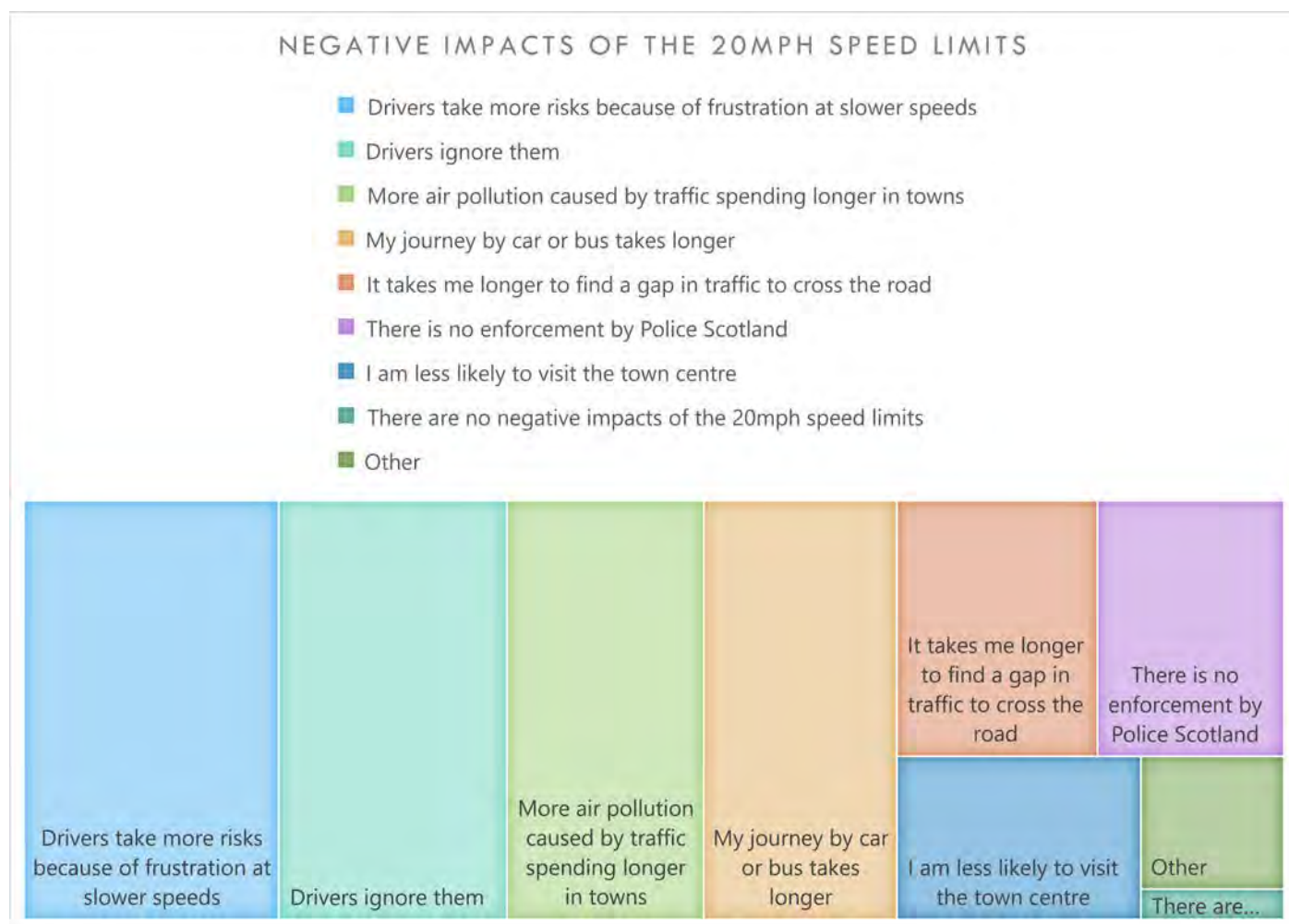
Awareness of the 20 mph speed limits: the majority of respondents were aware of the temporary measure.



Safety impact of the 20 mph speed limits: the majority of respondents felt that the measures had neither a positive or negative impact on how safe people felt.



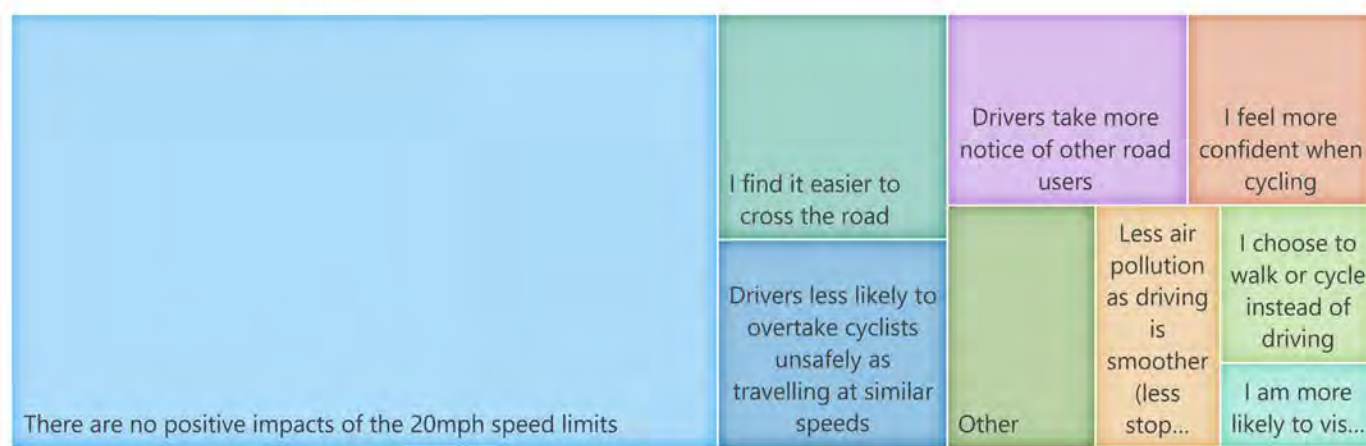
Wider impact of the 20 mph speed limits: the majority of respondents felt that the measures did not have a positive wider impact.



Negative impacts of the 20 mph speed limits: when asked about negative impacts of the 20 mph speed limits a majority of respondents cited driver behaviours, both drivers taking more risks or drivers ignoring the temporary limit.

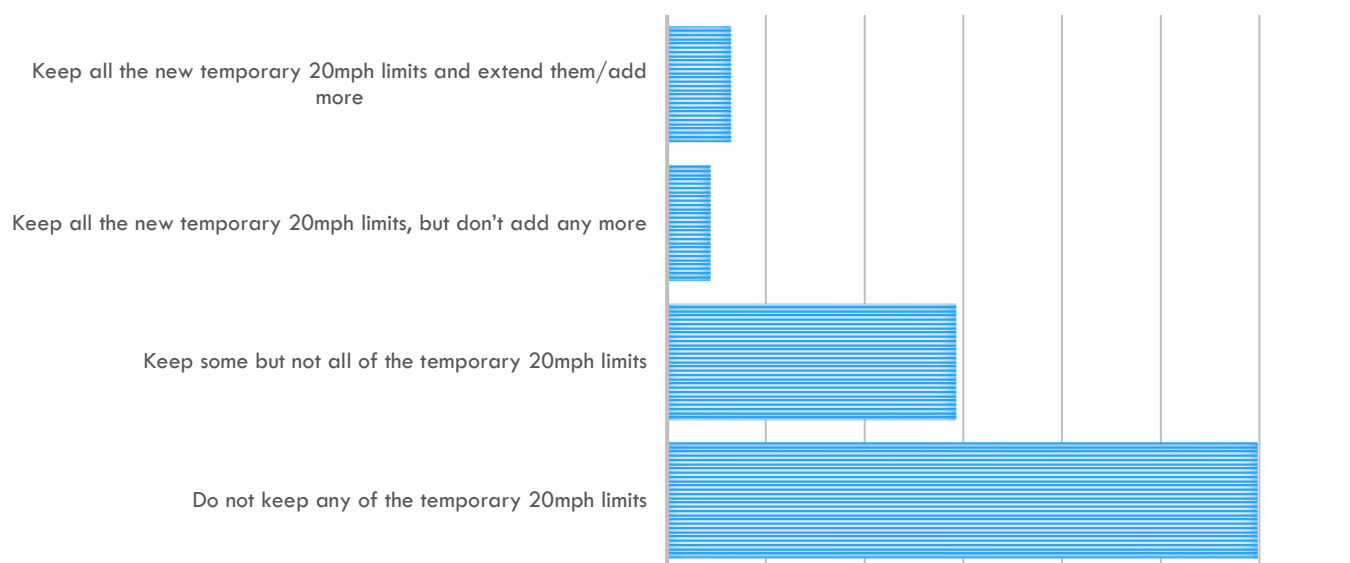
POSITIVE IMPACTS OF THE 20MPH SPEED LIMITS

- ☐ There are no positive impacts of the 20mph speed limits
- ☐ I am more likely to visit the town centre
- ☐ I choose to walk or cycle instead of driving
- ☐ Less air pollution as driving is smoother (less stop-start)
- ☐ I feel more confident when cycling
- ☐ Drivers take more notice of other road users
- ☐ Drivers less likely to overtake cyclists unsafely as travelling at similar speeds
- ☐ I find it easier to cross the road
- ☐ Other



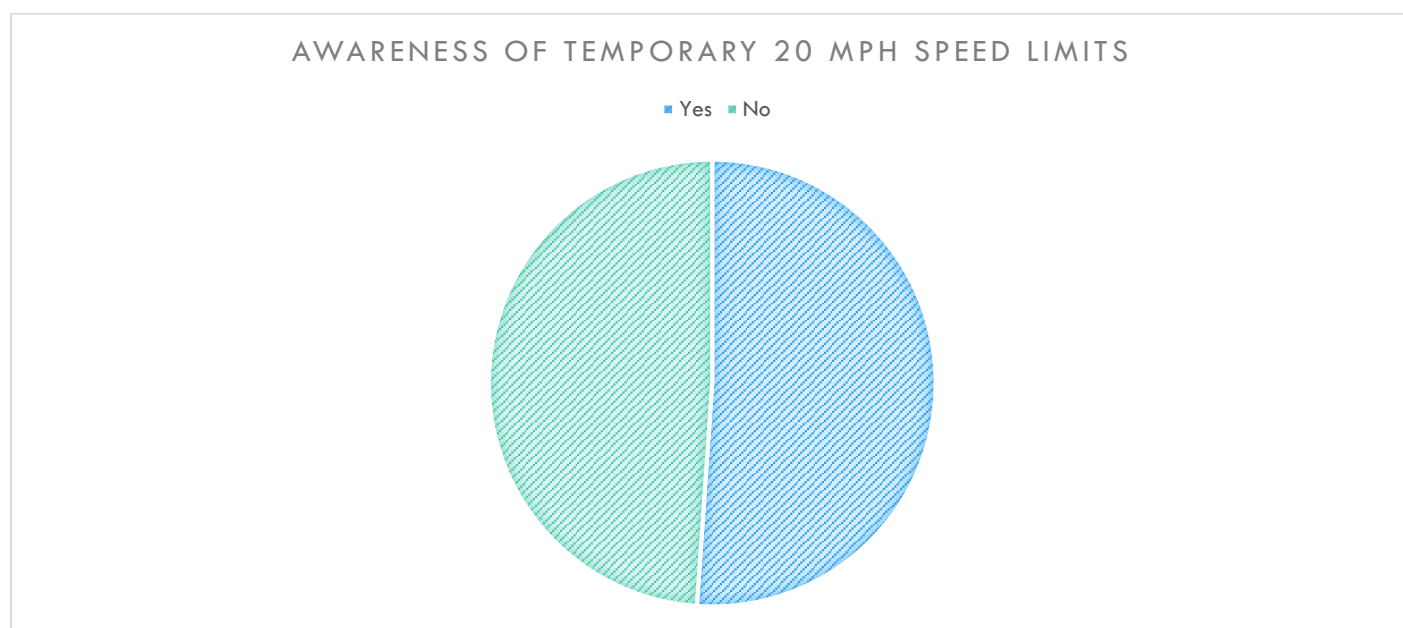
Positive impacts of the 20 mph limits: when asked about positive impacts of the 20 mph speed limits the highest proportion of respondents felt that there were none.

WHAT SHOULD BE DONE WITH TEMPORARY 20 MPH SPEED LIMITS

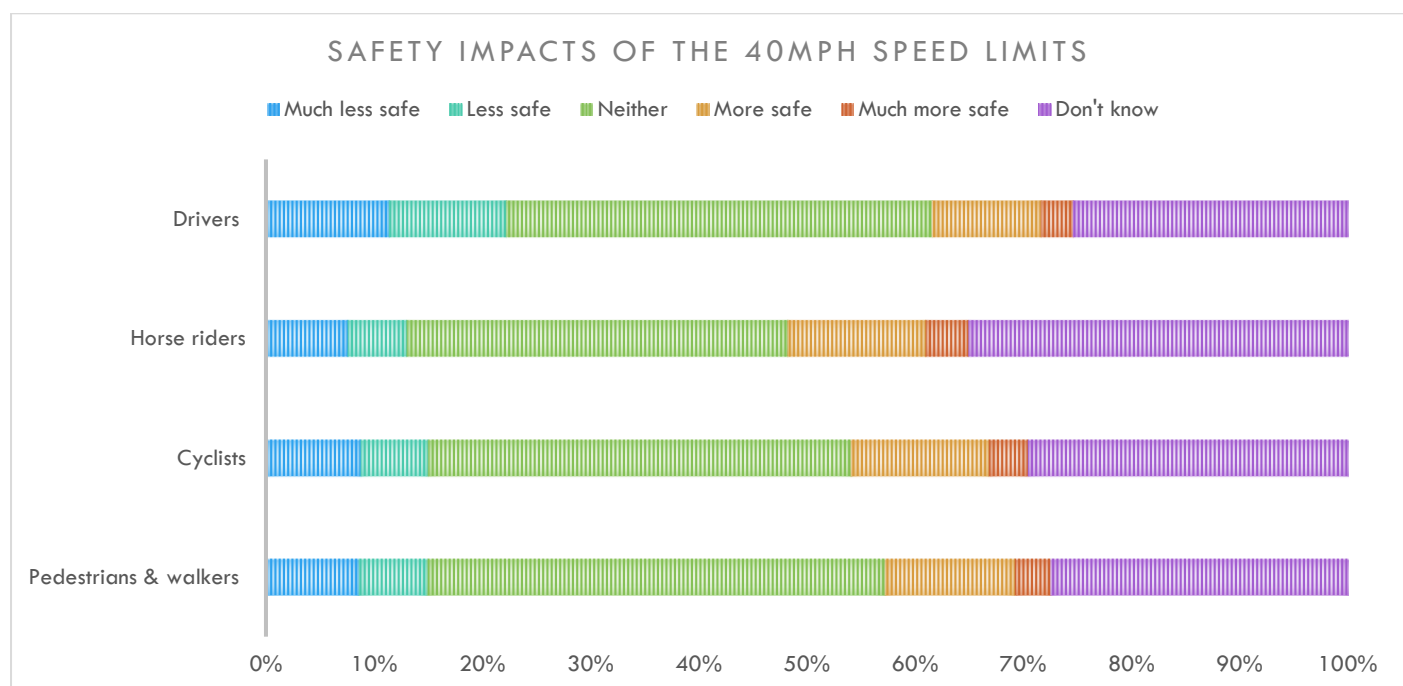


Future of the 20 mph limits: most respondents do not want to keep the measure in the current form.

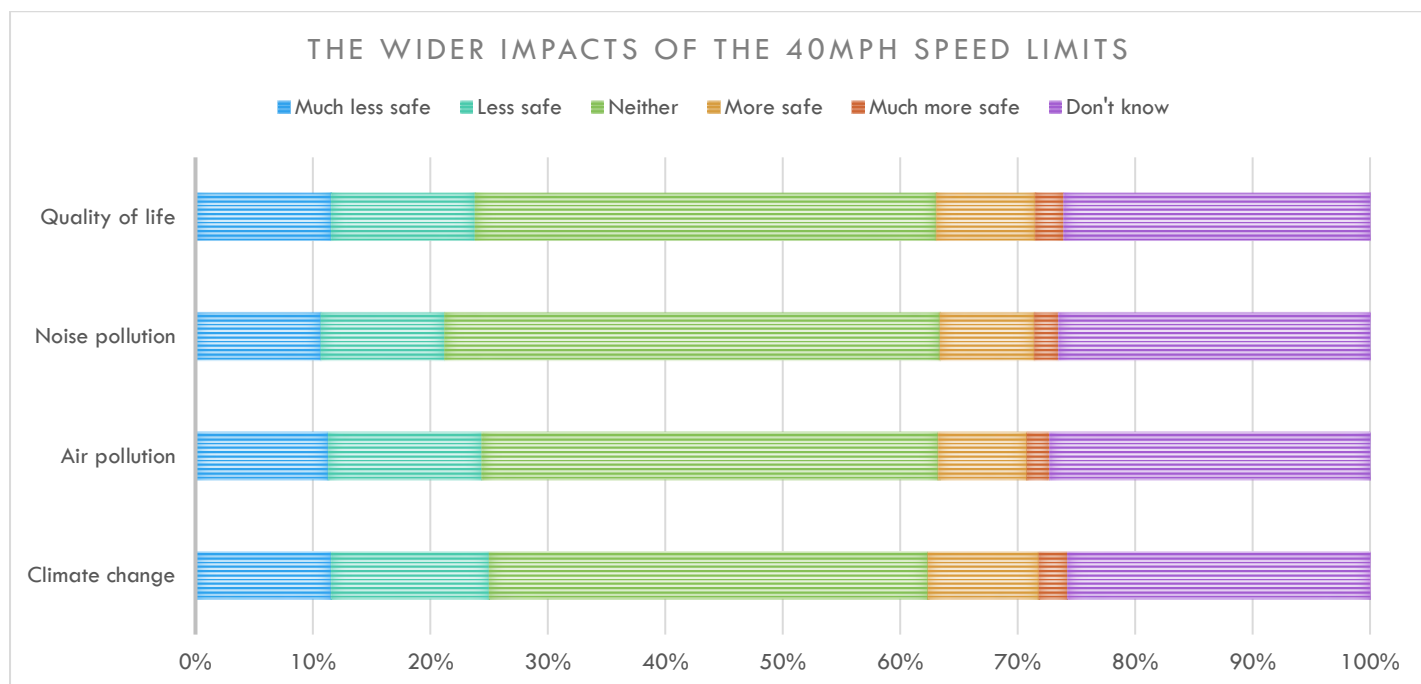
40MPH Speed Limits



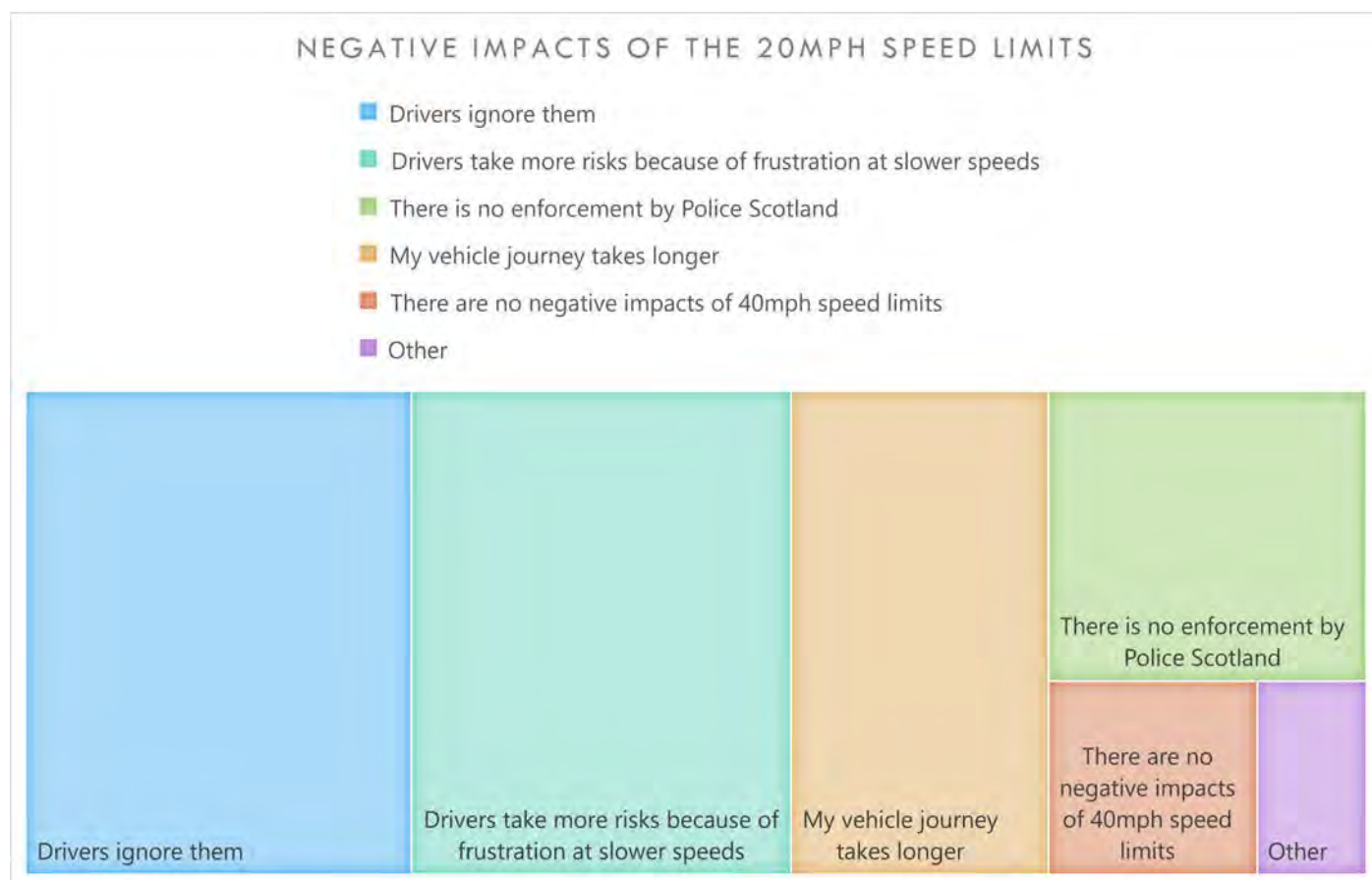
Awareness of the 40 mph speed limits: a slight majority of respondents were aware of the temporary measure.



Safety impact of the 40mph speed limits: the majority of respondents felt that the measures had neither a positive or negative impact on how safe people felt.



Wider impact of the 40mph speed limits: the majority of respondents felt that the measures had neither a positive or negative wider impact on the specific areas considered.



Negative impacts of the 40mph speed limits: when asked about negative impacts of the 20 mph speed limits the highest proportion of respondents cited driver behaviours, both drivers taking more risks or drivers ignoring the temporary limit.

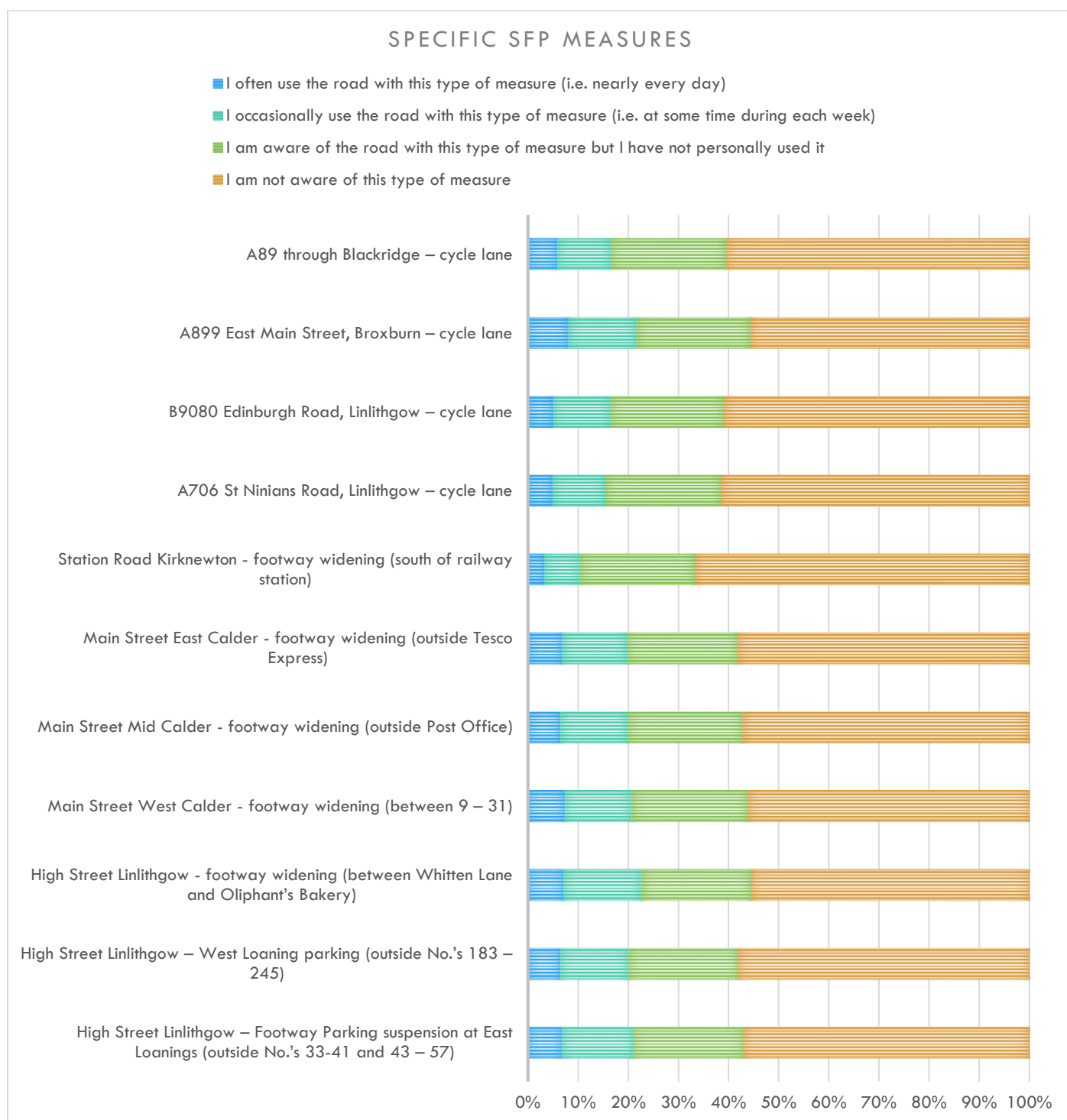
THE WIDER IMPACTS OF THE 20MPH SPEED LIMITS

- There are no positive impacts of the 40mph speed limits
- Drivers take more notice of other road users
- Drivers less likely to overtake unsafely
- I find it easier to use the road (e.g. walk, cycle, ride)
- I feel more confident when walking
- I feel more confident when cycling
- I am more likely to visit the countryside more
- Other
- I choose to walk or cycle instead of driving

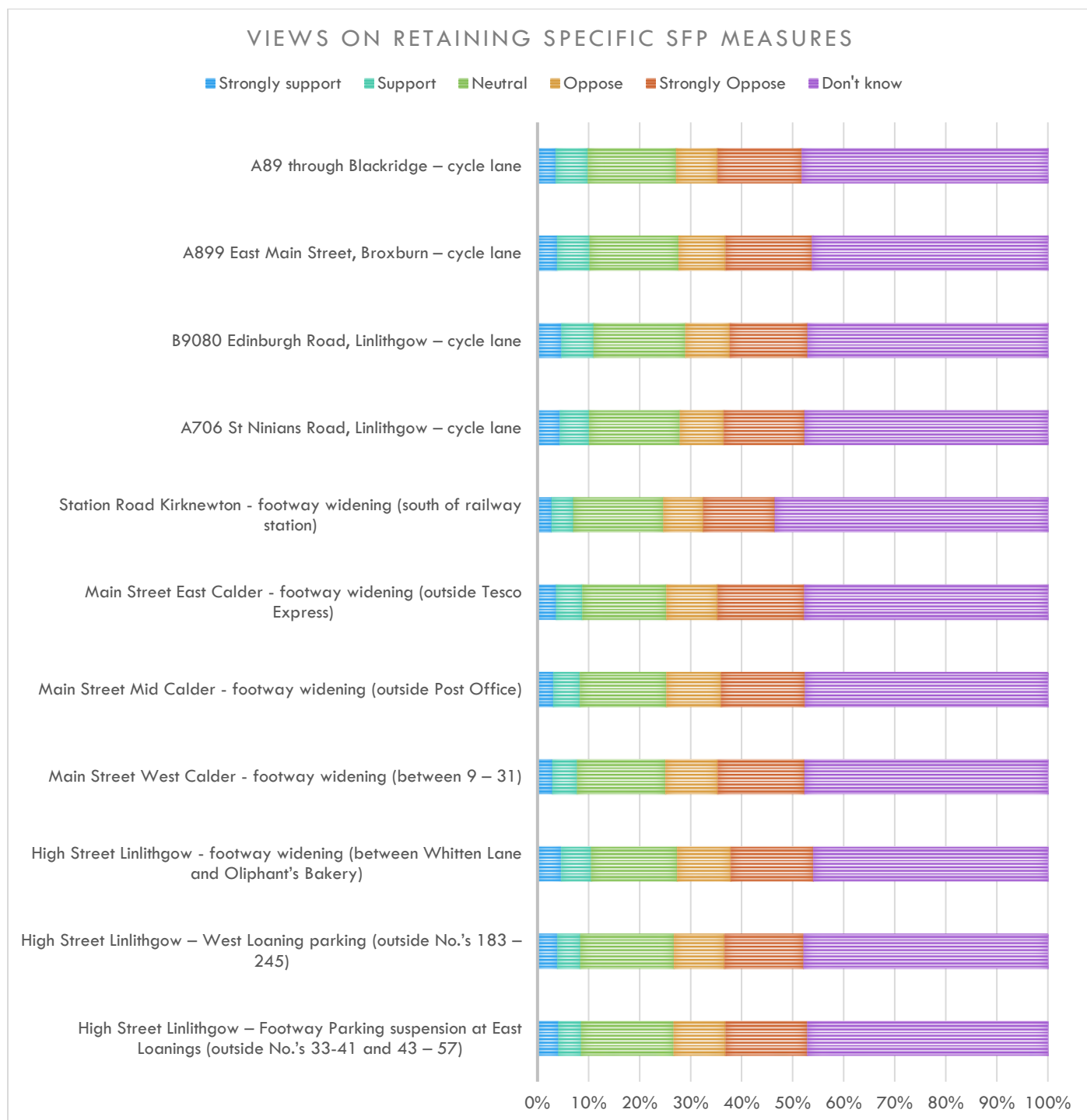


Positive impacts of the 40mph speed limits: most respondents when asked about positive impacts of the 20 mph speed limits felt that there were none.

Specific Spaces for People Measures



Awareness of individual measures: the majority of respondents indicated that they were not are of individual measures or had not personally used it.



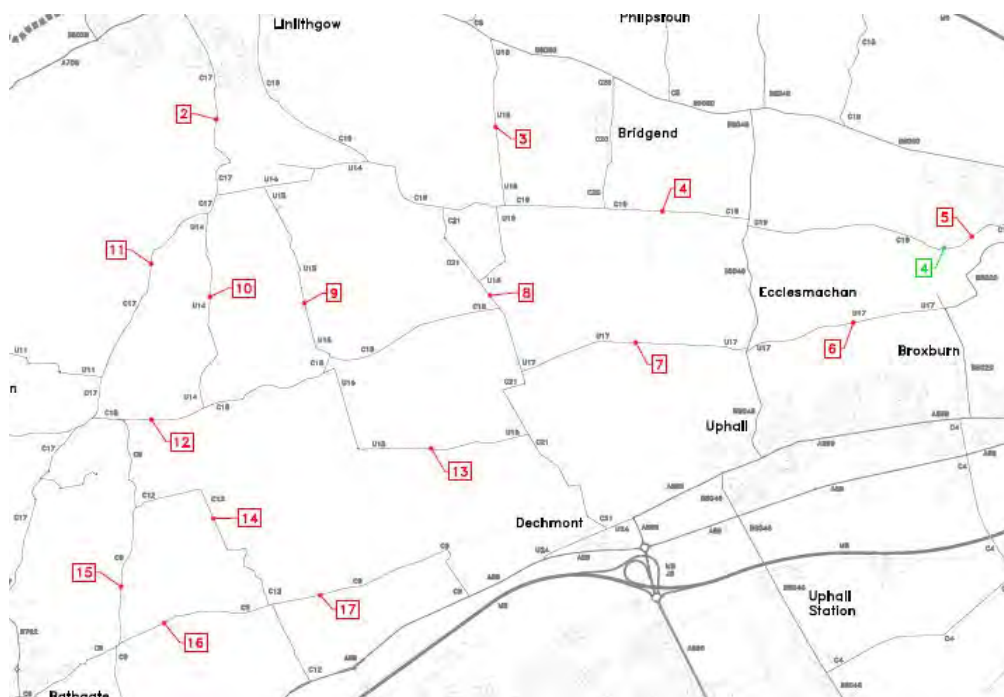
Retaining specific measures: the majority of respondents indicated that they did not have a view on retaining individual measures and/or had a neutral view.

APPENDIX 2 – SPEED DATA (PREPARED INDEPENDENTLY BY Sustrans)

The 16 sites that were surveyed for the temporary 20mph data collection were :

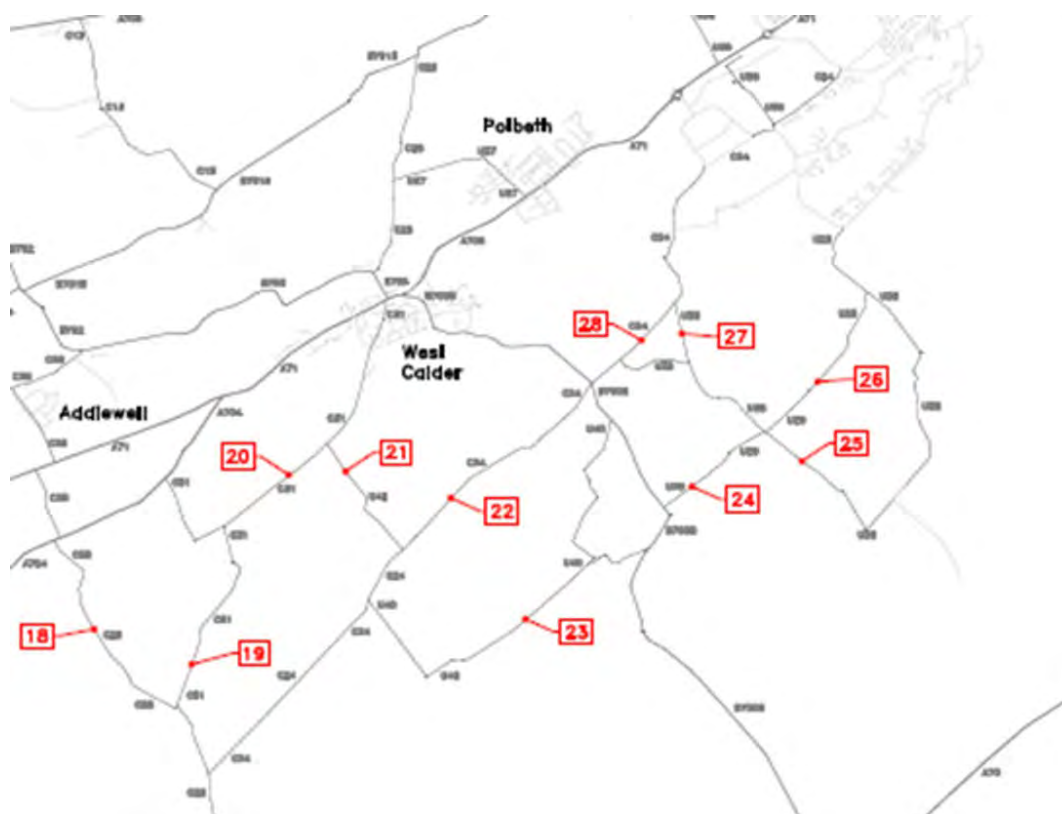
Winchburgh	B9080, Eastbound
Broxburn	A899 East Main Street
Uphall	A899 East Main Street
Bathgate	A89 Edinburgh Road,
Armadale	A89 West Main Street
Whitburn	Blaeberryhill Road
East Whitburn	A705 East Main Street
Blackburn	B792 Bathgate Road
Seafeld	A705 Redhouse Road
Fauldhouse	Lanrigg Road
West Calder	A71
Polbeth	A71
Mid Calder	Calderpark Road
Mid Calder	Langton Road
Kirknewton	Main Street
Armadale	Lower Bathville

The 28 sites that were surveyed for the temporary 40mph data collection are shown on the two maps below.



Bathgate hills rural road network SfP survey locations

Site 1 was installed in Bonnytown Road in Linlithgow which is off the map and is not shown above. Site 4 shown in green was a pedestrian count site.



Harburn and West Calder rural road network SfP survey locations

Baseline June 2020 and April 2021 data

The information provided below is an extract from the analysis carried out independently by Sustrans on behalf of the council.

Baseline and April 2021	40mph	20mph	Baseline and April 2021	40mph	20mph
Sites with an increase	21	0	% site with increase	39%	0%
Sites with a decrease	33	31	% site with decrease	61%	100%
Defective location not included	2	1			
Sites	56	32			

Before the new limits were installed, the 40mph speed project locations had an average speed below 40mph. However, the project still had a positive impact on reducing speeds further. Across the sites, the mean speeds changed on average by -1.5mph, an impactful reduction.

For the 20mph project locations, we saw substantial reductions in the mean traffic speeds. The average decrease in means speed was 11.1 mph.

When accounting for the traffic volume at each site and looking at the average pre and post-implementation speeds, a very similar picture emerges for the 20mph project locations. This result is likely due to the consistency in the traffic volumes and speeds at these sites. However, for the 40mph sites, the speed limit implementation appears to have had a more notable impact than when the volume data is not accounted for. Examining the data at a site level shows that this finding is because sites with more traffic saw bigger speed reduction benefits in general.

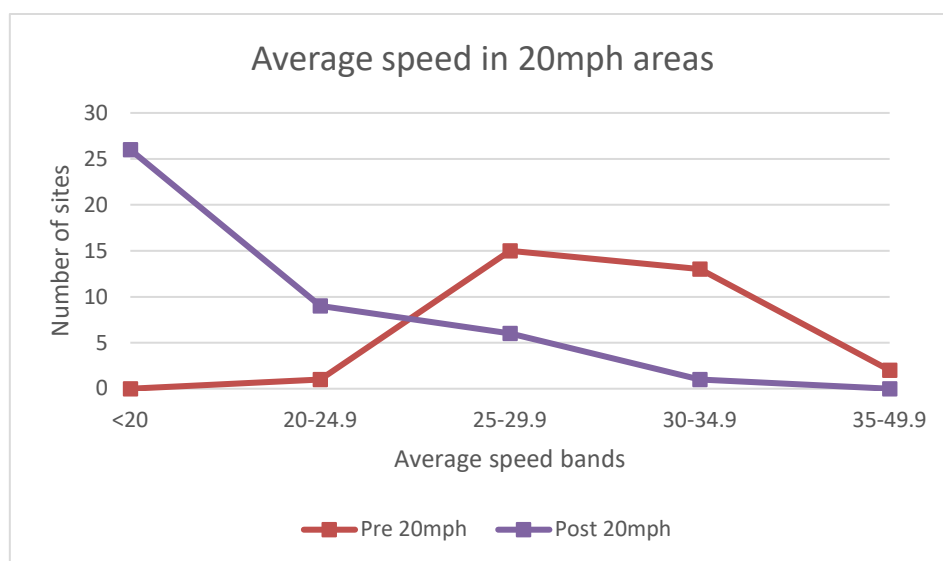
The following tables show average speed, maximum and minimum speed increases and reductions and vehicle percentages travelling before and after the new speed limit introductions.

Baseline and April 2021	40mph	20mph	Accounting for volume	40mph	20mph
Average mean speed before	34.6	30.3	Average speed before	38.3	30.7
Average mean speed after	33.0	20.9	Average speed after	34.6	21.1
Average change in mean speeds	-1.5	-11.1	Average change	-3.8	-11.8
	40mph	20mph			
Max speed reduction	-17.3	-17.9			
Max speed increase	14.4	0.0			
Min speed reduction	-0.3	-4.9			
Min speed increase	0.8	0.0			

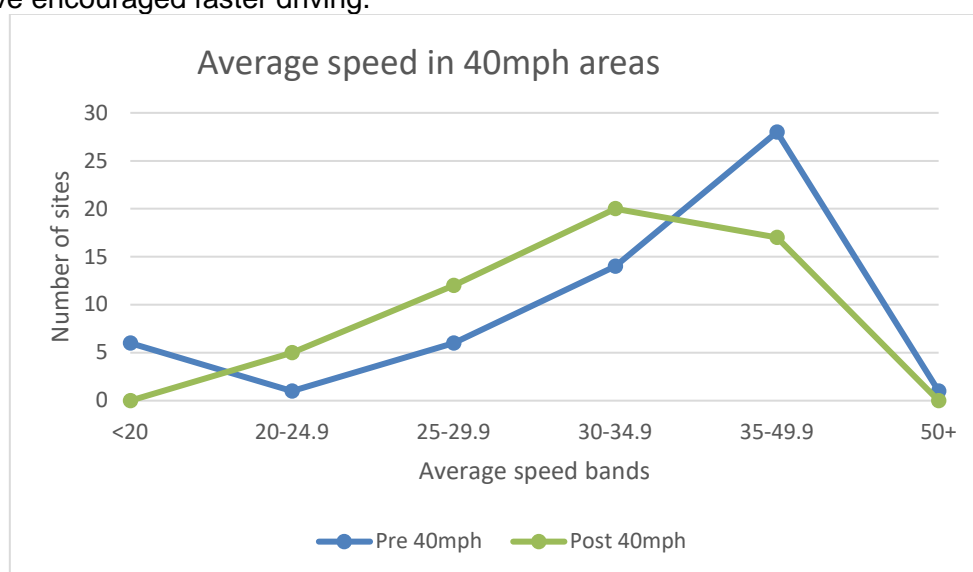
	40mph	20mph		40mph	20mph
Average percentage of traffic travelling over new speed limit: Before	30%	95%	Percentage of traffic travelling > new speed limit: Before	42%	96%
Average percentage of traffic travelling over new speed limit: After	21%	50%	Percentage of traffic speeding: After	25%	46%

Average (mean) speeds

The greater reduction in traffic speeds for all sites occurred where the baseline speeds were higher. This result is most prominent for the 20mph sites.



Only 40mph sites where the baseline average speeds were above 35mph saw a reduction in their average speeds. This suggests that the 40mph limit signs at slower baseline locations may have encouraged faster driving.



Baseline June 2020 and November 2021 data

Baseline and Nov 2021	40mph	20mph	Baseline and Nov 2021	40mph	20mph
Sites with an increase	23	0	%site with increase	41%	0
Sites with a decrease	33	31	%site with decrease	59%	100%
Defective site not included	0	1			
Sites	56	32			

Baseline and Nov 2021	40mph	20mph	Accounting for volume	40mph	20mph
Average mean speed before	34.6	30.3	Average speed before	38.3	30.7
Average mean speed after	32.3	22.9	Average speed after	34.2	22.9
Average change in mean speeds	-2.3	-8.1	Average change	-4.1	7.8

	40mph	20mph
Max speed reduction	-20.0	-12.7
Max speed increase	16.7	0.0
Min speed reduction	-0.1	-3.2
Min speed increase	0.2	0.0

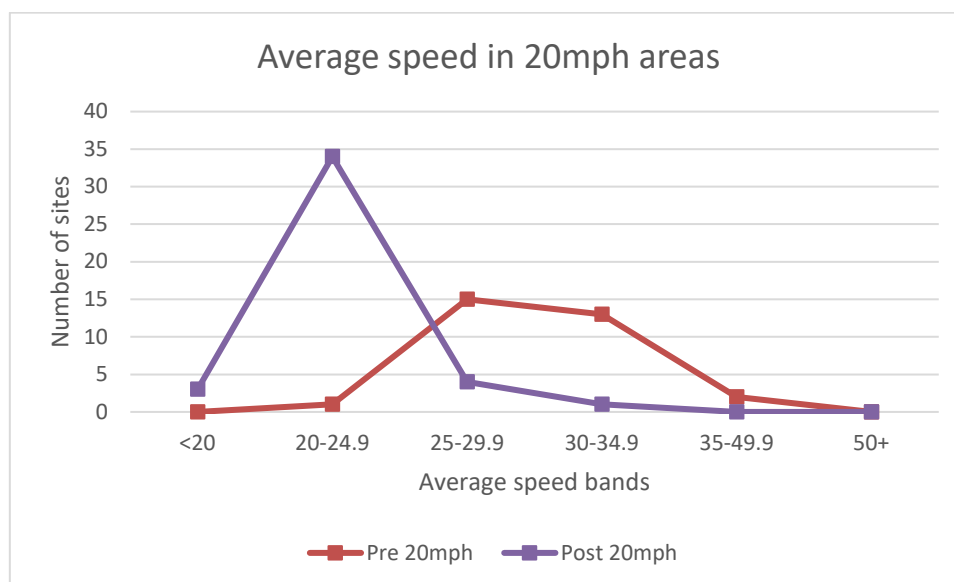
The percentage of traffic speeding at the 40mph project locations has similarly continued to improve with only 16% of traffic speeding (down from 21% at survey 2), demonstrating a trend for an overall speed reduction even as people get more used to the new limits. Although the 20mph sites have seen an increase in people speeding (up to 68% from 50% at survey 2), the figures are still distinctly different from the baseline results (95%).

The same trends are apparent when accounting for the different levels of traffic across the sites, although with slightly higher levels of speeding at the 40mph sites (20%), which suggests that more drivers speed on busier 40mph roads.

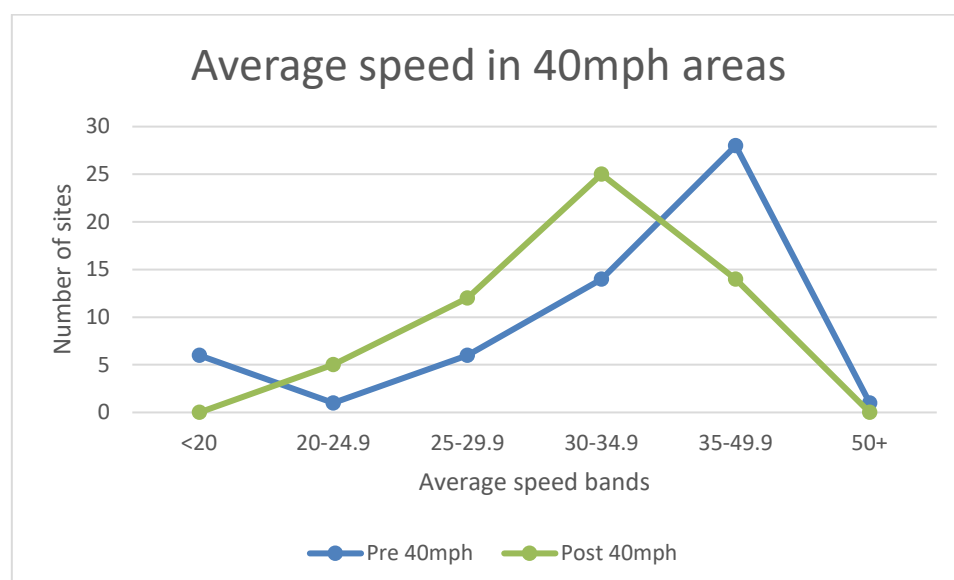
	40mph	20mph			40mph	20mph
Average percentage of traffic travelling over new speed limit: Before	30%	95%		Percentage of traffic travelling > new speed limit: Before	42%	96%
Average percentage of traffic travelling over new speed limit: After	16%	68%		Percentage of traffic speeding: After	20%	68%

Average (mean) speeds

The November 2021 results for the 40mph sites are similar to the April 2021 surveys, demonstrating an overall decrease in speed, with most traffic travelling in the 30-39.4mph range.



Most 20mph sites have moved into the 20-24.9mph bracket, up from the <20mph band at S2. This result aligns with the general trend of a slight increase in speeds across the 20mph sites. However, whilst the S3 data shows a slight increase in speed, most roads remain around the 20-24.9mph speed, which is a marked decrease from the trend in baseline where most traffic was around the 25-34.9mph range.



Comparison to Scottish Borders Council (independently undertaken by Sustrans) :

- West Lothian had a higher starting mean speed across the 20mph project survey locations when compared with the Borders results (30.3 vs 25.4).
- West Lothian had a lower post mean at survey 2 (20.5mph vs 22.2mph), but a similar mean speed at survey 3 (22.9mph).
- Both Local Authority projects found that sites with higher baseline mean speeds had more significant speed reductions, and given that West Lothian started with more locations with higher speeds, this may explain the higher reduction found overall.
- The Borders used some short speed limit buffer zones (30mph) to lead up to the 20 speed limit areas, which differentiates the implementation of the projects.

APPENDIX 3 – ACCIDENT DATA

Accident data has been collected for the following dates.

Council wide 5 year average prior to the SfP 20mph and 40mph speed limits being installed in West Lothian:

5 year average 1/6/2015 to 1/6/2020	Total accidents
Fatal	5
Serious	47
Slight	237
Total	289

Council wide 1 year period from when the SfP 20mph and 40mph speed limits were installed from June 2020:

Annual data 1/6/2020 to 1/6/2021	Total accidents
Fatal*	5
Serious**	43
Slight***	79
Total	127

*For the 5 fatal accidents in the above table, 2 were on the M8 motorway and 3 were on roads which the council is responsible for.

**For the 43 serious accidents in the above table, 4 were on the M8 motorway and 39 were on roads which the council is responsible for.

***For the 79 slight accidents in the above table, 7 were on the M8 motorway, 1 was on the M9 motorway and 71 were on roads which the council is responsible for.