

Topic Schedule	22. Sustainable Transport Infrastructure
Information required by the Act and NPF4 regarding the issue addressed in this section	<p>Town and Country Planning (Scotland) (Act) 1997, as amended:</p> <ul style="list-style-type: none"> • section 15(5)(a) ‘the principal physical, cultural, economic, social, built heritage and environmental characteristics of the district’ • section 15(5)(d) the infrastructure of the district (including communications, transport and drainage systems) • Regulation 9: Have regard to: any regional transport strategy; and any local transport strategy. <p>National Planning Framework 4 (adopted 13 February 2023):</p> <p>Policy 13 Sustainable Transport</p> <ul style="list-style-type: none"> • LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services. • LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20-minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities. • LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area’s transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan’s infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required. <p>NPF4 Policy 18 – Infrastructure First</p> <ul style="list-style-type: none"> • LDPs and delivery programmes should be based on an integrated infrastructure first approach. Plans should: be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure; set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure

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	<p>priorities, and where, how, when and by whom they will be delivered; and indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.</p> <p>This Topic Schedule aims not to repeat the content of other topics covered by the LDP2 Evidence Report. Other Topic Schedules which should be read alongside this Topic Schedule on Sustainable Transport:</p> <ul style="list-style-type: none"> • 01 - Climate Change • 03 - The Water Environment and Flood Risk • 08 - Health, Wellbeing and Inequalities • 16 - Town Centres and Retail Policy • 25 - Local Living and Community Infrastructure • 26 - Blue and Green Networks and Open Space • 28 - Digital Infrastructure
<p>Links to Evidence referenced in this topic schedule</p>	<p><u>WLC 019 Edinburgh City Mobility Plan</u> <u>WLC 021 Interim Regional Spatial Strategy for South East Scotland (iRSS)</u> <u>WLC 024 Mobility Hubs Guidance</u> <u>WLC 029 Edinburgh & South East Scotland City Region Deal website</u> <u>WLC 103 Sustainable Travel to Stations Strategy</u> <u>WLC 116 Climate Change (Scotland) Act 2019</u> <u>WLC 139 Infrastructure Investment Plan for Scotland 2021-22 to 2025-26</u> <u>WLC 142 Local Development Planning Guidance</u> <u>WLC 147 National Transport Strategy 2 (NTS2)</u> <u>WLC 179 Strategic Transport Projects Review (STPR2)</u> <u>WLC 191 Update to the Scottish Climate Change Plan 2018-32</u> <u>WLC 224 Strategic Development Plan 1 information</u> <u>WLC 225 Strategic Development Plan 2 (SDP2)</u> <u>WLC 226 Regional Bus Strategy - Case for Change</u> <u>WLC 227 Regional Transport Strategy 2035 (RTS)</u> <u>WLC 228 Mobility Hubs Strategic Study</u> <u>WLC 247 Route Map to achieve a 20 percent reduction in car kilometres by 2030</u> <u>WLC 248 Scottish Transport Statistics 2024</u> <u>WLC 249 STPR2: Initial Appraisal: Case for Change – Edinburgh and South East Scotland Region</u> <u>WLC 284 Bus Network Review</u> <u>WLC 285 Climate Change Strategy</u> <u>WLC 289 Community Safety Strategy</u> <u>WLC 295 Core Path Plan</u> <u>WLC 321 LDP2 – Local Living Mapping</u> <u>WLC 322 LDP1 Delivery Programme 2024</u> <u>WLC 323 LDP1 Transport Appraisal update</u> <u>WLC 324 LDP1 Transport Appraisal</u> <u>WLC 329 West Lothian Local Development Plan 1 (LDP1)</u></p>

[WLC 348 Parking Strategy](#)
[WLC 355 Public Electric Vehicle Infrastructure Plan](#)
[WLC 357 Public Transport Strategy](#)
[WLC 360 Road Asset Management Plan](#)
[WLC 373 Supplementary Guidance - Developer Contributions Towards Transport Infrastructure](#)
[WLC 391 Active Travel Action Plan 2024-2029](#)
[WLC 433 Estimates of Station Usage](#)
[WLC 460 Scottish Household Survey \(SHS\) for 2019](#)
[WLC 461 Scottish Household Survey \(SHS\) for 2021](#)
[WLC 462 Scottish Household Survey \(SHS\) for 2022](#)
[WLC 463 Transport Scotland Rail Statistics, 2023](#)
[WLCXX Scotland's Climate Change Plan: 2026-2040](#)
[WLCXX Achieving Car Use Reduction in Scotland: A Renewed Policy Statement](#)

Summary of Evidence

Purpose, scope and structure of this Topic Schedule

This Topic Schedule focuses on transport infrastructure in West Lothian. This Topic Schedule and its evidence are set out in the following sections:

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

Part 1. Transport Strategies and Policy Priorities

- 1.1 The Climate Change (Scotland) Act 2019 (**WLC 116**) sets out a pathway to meeting Scotland's emissions reduction targets over the period to 2032.
- 1.2 The Scottish Climate Change Plan 2018-32, updated in 2021 (**WLC 191**) sets out the Scottish Government's proposals and policies for meeting its climate change targets, including from transport, and identifies how Scotland could deliver its target of 75% by 2030 (compared with 1990) and to net zero by 2045.
- 1.3 In April 2024 the Scottish Government accepted, following a report from the Climate Change Committee that this target was out of reach. A new Scottish Climate Change Plan was published in [March 2026](#).
- 1.4 The National Transport Strategy 2 (**WLC 147**) sets out a vision for Scotland's transport system for the next 20 years. The vision is underpinned by four interconnected priorities, Reducing

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

- 1.5 The NTS **(WLC 147)** sets out the sustainable travel and sustainable investment hierarchies which should be promoted by development plans. LDPs should adhere to the NTS2 and associated Delivery Plan and embedded within policy making should be the sustainable travel and sustainable investment hierarchies.
- 1.6 The sustainable travel hierarchy promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people, with the sustainable investment hierarchy ensuring transport options maintain and safely operate existing assets, taking due consideration of the need to adapt to the impacts of climate change.
- 1.7 National Transport Strategy 2 states; “Planning and development have a major influence on our transport system. We will continue to work collaboratively to ensure that, when planning decisions are made, as a priority they will consider the impacts on transport.” Transport accessibility should be a key consideration in determining the locations for development. NTS2 details “transport accessibility will influence the location and design of future development. Transport will help planning and development and also ensure our communities are sustainable.”

Prioritising Sustainable Transport

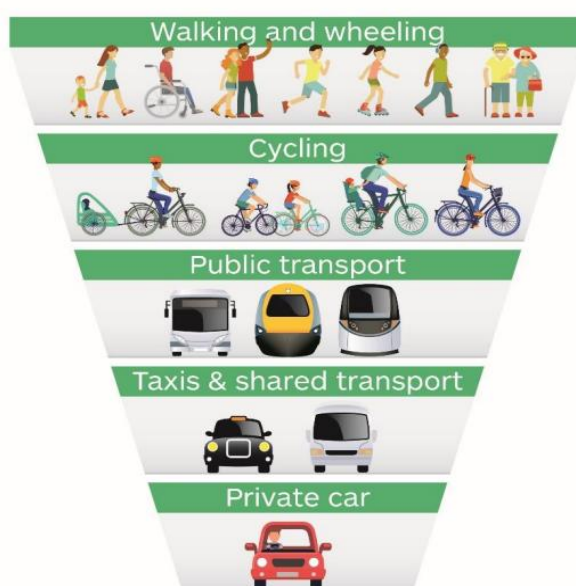


Figure 46. The Sustainable Travel Hierarchy. Source: Scottish Government, National Transport Strategy 2 **(WLC 147)**.

- 1.8 Transport Scotland’s Route Map to achieve a 20 per cent reduction in car kilometres by 2030 **(WLC 247)** was published in January 2022. The route map sets out ways to achieve 4 key behaviour changes; reducing the need to travel, living well locally, switching modes and combining trips or sharing journeys.

1.9 The Scottish Government have confirmed that it will conduct a review of the 20% by 2030 target for car use reduction on receipt of forthcoming Climate Change Committee advice, and informed by other relevant evidence, to develop a new, longer-term target. The Government remains steadfastly committed to reducing car use across Scotland in a way which is fair and supports a just transition to net zero emissions by 2045. A renewed policy statement on car use reduction was published in June 2025 which further sets out the policy position. All authorities should produce a plan which will work towards an ambition to reduce car use.



Figure 47. Diagram of sustainable travel behaviours. Source: Transport Scotland’s Route Map (WLC 247).

1.10 The Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 (WLC 139) currently sets out how the Scottish government will be enabling the transition to net zero emissions and environmental sustainability, including funding to decarbonise transport & active travel. It is expected that a new IIP will be published to replace this plan in 2026.

1.11 The Strategic Transport Projects Review 2 (STPR2) published in December 2022 (WLC 179) details how it will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy 2 (WLC 147), aligning with other national plans such as the Climate Change Plan (WLC 191) and National Planning Framework 4. It sets out 45 recommendations which will help inform Scottish Ministers on a programme of potential transport investment opportunities for the period 2022-2042. STPR2 involved conducting an evidence-based review of the performance of Scotland’s strategic transport network across walking, wheeling, cycling, bus, ferry, rail and the trunk road network.

1.12 STPR2 (WLC 179) was developed out of ‘case for change’ documents developed at regional level, and the Case for Change – Edinburgh and South East Scotland Region, 2021 (WLC 249), sets out evidence on transport issues and opportunities in the area. Evidence from the case for change is set out in Part 2.

1.13 STPR2 recommendations 1 and 3 – 10 are applicable across the whole of Scotland with the aim to encourage a behaviour change to more sustainable modes of travel. Recommendations 21 –

23, 25 – 28 and 30 - 38 are also relevant to decarbonise transport, improve public transport and increase safety and resilience on the network.

- 1.14 In relation to rail freight and Recommendation 44, it is important to incorporate rail freight in land use planning decisions, ensuring that holistic and robust consideration is given to the potential for strategic rail freight sites, whether it is an expansion of an original site or the future development of a new one.
- 1.15 The following recommendations are applicable to multiple regions, but will have a particular benefit to the Edinburgh and South East Region:
- (2) Active Freeway and Cycle Parking Hubs
 - (17) Edinburgh / Glasgow - Perth / Dundee Rail Corridor Enhancements
 - (43) Major Stations Masterplan
 - (44) Rail Freight Terminals and Facilities
 - (45) High Speed and Cross Border Rail Enhancements
 - The following are specific to the Edinburgh and South East Region:
 - (12) Edinburgh and South East Scotland Mass Transit
- 1.16 The recommendations set out in STPR2 are reflected in the national developments set out in NPF4.
- 1.17 Recommendation 12 of STPR2 / NPF4 National Development 6: Urban Mass/Rapid Transit Networks sets out that a mass transit system for the Edinburgh and South East Scotland region would provide more public transport options for cross boundary travel, reducing the need for unnecessary changes between services. This would improve region wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would focus on key corridors of demand as well as where congestion impacts on bus services and where the public transport offer is more limited, including targeting more disadvantaged areas where there can be greater dependence on public transport.
- 1.18 In relation to STPR2 Recommendation 12/NPF4 National Development 6 Edinburgh and South East Scotland Mass Transit Transport Scotland is not aware of any current proposals for the tram to extend in to West Lothian.
- 1.19 NPF4 National Development 8: National Walking, Cycling and Wheeling Network aligns with STPR2 recommendation 2 – 5 and will significantly support modal shift and deliver multiple outcomes including the commitment to a 20% reduction in car kilometres by 2030, associated emissions reduction, health and air quality improvement.
- 1.20 NPF4 National Development 18 – High Speed Rail aligns with STPR2 Recommendation 45, which is for Transport Scotland to continue working with the Department for Transport to identify potential enhancements of the Anglo Scottish Routes. Transport Scotland is taking stock of the recent announcement from the UK Government regarding HS2 and what this means for Scotland and West Lothian.

Regional Transport Strategy

1.21 West Lothian Council is part of the South East of Scotland Transport Partnership (SEStran). The SEStran Regional Transport Strategy 2035 (RTS - **WLC 227**) sets out four strategic objectives for transport within south east Scotland. These are transitioning to a sustainable, post-carbon transport system, facilitating healthier travel options, transforming public transport connectivity and access across the region, and, supporting safe, sustainable, and efficient movement of people and freight across the region.

1.22 In terms of West Lothian, the RTS highlights that:

- There has been significant population growth within the SEStran region, with an average 7.5% increase between 2009 and 2019. West Lothian has experienced the fourth highest level of growth in the region, at 10%, however the region has seen the highest growth in the elderly population seeing a 34.3% increase.
- The projected future housing need requirement for West Lothian, as set out by the Minimum All Tenure Housing Land Requirement (MATHLR) in NPF4 would result in an increase of dwellings in the region by 12.4%.
- Whilst Edinburgh is home to around 45% of the region’s jobs, 55% of commuting by residents of the SEStran area is between other local authorities and has a 90%+ car mode share. Therefore, reducing car-based commuting to and from the region’s other major settlements and employment centres is a key priority of the regional transport strategy.
- All local authorities have experienced a growth in their employment rates since 2009, however, the highest growth has been in West Lothian with a 5.1% change.

1.23 The RTS aims to both reduce the amount of travel by car km and car share mode and to better connecting communities affected by deprivation to a wider range of opportunities. The RTS highlights that transport demand is closely related to land use planning, connecting people to employment and services. Therefore, planning for transport is an essential part of development planning, ensuring that growth is planned around Sustainable Travel Hierarchy, placemaking, and 20-minute neighbourhoods.

SEStran Regional Bus Strategy - Case for Change

1.24 The SEStran Regional Bus Strategy - Case for Change (**WLC 226**) was published in August 2024, and sets out an of the current situation of the bus network in the region and what is needed to achieve the vision that is presented in the RTS. Data from the case for change is set out in part 2: bus of this Topic Schedule.

SEStran Mobility Hubs Strategic Study

1.25 Mobility hubs are facilities where various types of transport and, potentially, other services interconnect. The SEStrans Mobility Hubs Strategic Study (**WLC 228**) analyses the potential need and demand for Mobility Hubs. In West Lothian the study identifies one Mobility Hub location in the transport corridor / Linking Hub Livingston – Almondvale Avenue which needs connection to two railway stations – Livingston North and Livingston South. The nearby central Dedridge residential area is considered as deprived and has medium to high potential for Mobility Hubs based on the data analysis. CoMoUK Mobility Hubs Guidance (**WLC 024**) introduces the concept and benefits of mobility hubs and provides advice on tailoring hubs to local scenarios.

City Region Deal

- 1.26 The Edinburgh and South-East Scotland region have signed the ESES City Region Deal (**WLC 029**) with the UK and Scottish Governments, with a value of over £1.5 billion, spread over five themes including £156 million for Transport infrastructure.
- 1.27 For Transport, the City Region Deal aims to deliver a package of measures to deliver development in West Edinburgh which includes sustainable transportation measures connecting West Lothian and Edinburgh. This includes transport and active travel improvements along the A8/A89 corridor between Broxburn and Maybury. This project includes prioritising buses and reduce bus journey times, increase bus capacity, and delivering faster more direct services on the West Lothian South corridor.
- 1.28 The Scottish Government has committed a £20m investment to support the project, with the City of Edinburgh Council (CEC) has committed a further £16m to deliver active travel and public transport infrastructure improvements from Maybury to Newbridge. Contributions from developers will also be sought to mitigate the impact of development; including those contributions received through the West Edinburgh Transport Contribution Zone.

Workforce Mobility Project

- 1.29 The council (planning, public transport and economic development) have an initiated a Workforce mobility Project as part of City Deal to analyse the use of bus travel to support access to employment. The data and evidence from this project will inform the proposed plan.

Interim Regional Spatial Strategy

- 1.30 Regional planning policy for West Lothian is set out within the Interim Regional Spatial Strategy for South East Scotland (iRSS – **WLC 021**). Although non-statutory in nature (it does not form part of the development plan and will not have a status in planning decisions), the iRSS’s purpose is to guide the development of regional and local planning including the next West Lothian Local Development Plan.
- 1.31 The iRSS supports growth in the Edinburgh City Region whilst protecting and enhancing the regions important environmental and culture assets. The housing and economic growth set out in the previous statutory Strategic Development Plan (**WLC 225**) which ceased to have effect in 2023 is reflected in the iRSS but recognises that “further growth and development can only be accommodated sustainably in the region through appropriate sustainable transport interventions”.
- 1.32 The iRSS sets out that in West Lothian the spatial strategy is focused on strategic growth corridors along key transport routes, M8, M9 (Winchburgh) and rail corridors (Linlithgow / Bathgate / Livingston South lines to Glasgow and Edinburgh). This allows for containment and promotion of the urbanised area to deliver the core development areas/strategic allocations at East Broxburn/Winchburgh, Armadale, Livingston and Almond Valley (Calderwood, Gavieside and Mossend) and Heartlands. In terms of transport improvements, the iRSS proposes:

- Enhanced public transport including rail enhancement, the provision of a new rail station at Winchburgh, park & ride facilities at key transport hubs at Broxburn/Uphall and active travel routes across West Lothian to promote sustainable access to local facilities. This includes provision of strategic walking and cycling routes within and through the district and key active travel routes identified in the Council’s Active Travel and Core Path Plans.
- Further promote sustainable transport and connectivity, with the opportunity to extend the tram line into West Lothian will be kept under review.
- Improvements to the A801 and M9 junction 3 upgrade which will further assist with economic growth and connectivity.

1.33 Livingston will continue in its role as a strategic town centre providing a mix of retail, residential, leisure and commercial uses whilst promoting the 5 traditional town centres – Armadale, Bathgate, Linlithgow, Whitburn, Broxburn to continue to thrive as town centres.

Edinburgh City Mobility Plan

1.34 The Edinburgh City Mobility Plan 2021-2030 (**WLC 019**) replaces Edinburgh’s Local Transport Strategy 2014-2019. It has been prepared alongside the City Plan 2030 to help Edinburgh connect through a safer and more inclusive carbon neutral transport system. The City Mobility Implementation Plan sets out the following cross-boundary actions:

- Enhance and expand bus/mass rapid transit network – actions 8, 9 & 10 including strengthen a new Edinburgh Bus Alliance and coordination with neighbouring alliances and local authorities.
- Support improvements to rail – action 21 including engaging with Transport Scotland, Network Rail and rail operators to support agreement of options which optimise local, regional and national services to deliver enhanced regional connectivity
- Expand existing and create new regional interchanges – actions 21, 23, 24 & 26 including With regional partners, complete study to define regional Park & Ride/ Choose requirements for expansion of existing and creation of new sites, Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services and work with operators to identify preferred locations, and develop an Implementation Plan in conjunction with operators, regional partners and Transport Scotland to enhance interchange between rail, tram, bus and active travel, between radial and orbital bus services, and across the city centre.
- Deliver integrated, flexible and smart ticketing across public transport network – action 28
- Expand demand responsive transport (DRT) and develop Mobility as a Service system (MaaS) – action 61 to review success of SEStran’s GoSEStran app pilot and support enhancements to regional/national MAAS technologies.

1.35 Details of cross boundary engagement on transport evidence are set out in the Engagement section.

1.36 West Lothian’s Climate Change Strategy 2021-2028 (**WLC 285**) sets out that emissions from transport amounts to approximately 37% of the total CO2 emissions for the West Lothian area.

The strategy sets out that transport is the only major sector where emissions have increased since the council's baseline year and that achieving West Lothian's emissions targets can only be achieved with modal shift away from petrol/diesel car use, and significant improvements in the transport sector.

- 1.37 The Council is committed to supporting the national ambition to reduce car kms target, but there is recognition of the difficulties in West Lothian due to its urban/rural characteristics, the challenges faced in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections via Bathgate Hills, expanding urban developments, ageing population and the extensive strategic road infrastructure within the area.

West Lothian Local Development Plan 1

- 1.38 The extant local development plan for West Lothian is the adopted West Lothian Local Development Plan 1 (**WLC 329**) which set out to capitalise on the region's excellent transport links, central location and business and labour market connections by promoting development in sustainable locations in order to continue to attract investment and growth.
- 1.39 At the time of its preparation, LDP 1 was required to comply with the Approved Strategic Development Plan for Edinburgh and South East Scotland, June 2013 (SDP – **WLC 224**) in which West Lothian was identified as a Strategic Development Area with over 22,300 new homes potentially committed. The SDP identified a further requirement of 18,010 additional homes between 2009-2024 to be allocated in the Local Development Plan.
- 1.40 LDP 1's spatial strategy sought to guide this development to Core Development Areas and other sustainable locations. The plan gave priority to locations that could be accessible by sustainable transport modes such as active travel, public transport and car share, however the plan also recognised that meeting the identified overall level of housing need and economic growth aspirations will have implications for the transport network.
- 1.41 In terms of transport, one of the key aims of the plan was to "promote development in the most sustainable locations where its impact can be minimised; reducing the need to travel; and prioritising sustainable transport modes" with the LDP1 Vision setting out that "the area will enjoy better transport connectivity with more options for sustainable travel choices and more active travel routes".
- 1.42 Supplementary Guidance on Developer Contributions Towards Transport Infrastructure (**WLC 373**) was published by the council in November 2020 but was not subsequently adopted but is still used to collect contributions towards transport infrastructure.
- 1.43 A Transport Appraisal, 2014 (**WLC 324**), was prepared to inform the Main Issues Stage of the West Lothian Local Development Plan (LDP 1) which included modelling to show the impact of the proposed developments on road infrastructure. In moving the LDP forward to Proposed Plan stage, further modelling was undertaken in 2015 (**WLC 323**), specifically in relation to Linlithgow.

- 1.44 The Transport Appraisal built on traffic modelling prepared to inform the South East Scotland Strategic Development Plan which indicated that the key bottlenecks in the road network were the M8 corridor, the A899 and M8 junction 3, Uphall/Dechmont and, the A89/A8 approaches to Newbridge.
- 1.45 The SDP (**WLC 224**) modelling highlighted that “without investment, the wider transport network within West Lothian will reach capacity resulting in congestion and pollution” and that “additional transport infrastructure projects, including the A801 Avon Gorge improvements, a new railway station at Winchburgh, park and ride provision and bus priority on the M8 and other principal road corridors, will be necessary beyond existing committed development for further sustainable development patterns to be achieved”.
- 1.46 The LDP 1 Transport Appraisal (**WLC 323, WLC 324**) provided information on existing and anticipated constraints that the West Lothian LDP will need to address in order to achieve more sustainable development patterns and allow the transport network to function efficiently and also identifies the required interventions.
- 1.47 The preferred development strategy for LDP1 identified locations where there is capacity on the existing network or where there are major medium and long term strategic transport proposals which are identified in the previous development plan (Edinburgh & the Lothians Structure Plan 2005) and the West Lothian Local Plan, 2009 and the Regional Transport Strategy, 2006 produced by SEStran.
- 1.48 Key strategic and local road and other transportation constraints and proposed interventions for West Lothian RE identified in the Transport Appraisal were set out in Appendix 1 to the report, an example is set out below.

Table 69. Example of transportation constraints and proposed interventions for West Lothian, as identified in the Transport Appraisal (**WLC 324**).

Strategic Transport Corridors (ie. trunk roads and main district distributor roads throughout West Lothian)	Constraints	Short term interventions	Medium term interventions	Long term interventions
M9	Newbridge (Junction 1) A8, A89, M9 slips and M9 link slips	Bus lanes/hard-shoulder running for buses on the approaches to Newbridge roundabout.	Park and ride sites at Winchburgh and Winchburgh rail station	Bus lanes/hard-shoulder running for buses on the M9
M8	Link volumes Capacity constraints at Junction 1 (Hermiston)	Park and ride at Heartlands, Whitburn at new junction 4a.		Bus lanes/hard-shoulder running for buses on the M8 junction 3 to Newbridge roundabout. Livingston Park and Ride adjacent to junction 3.

1.49 The West Lothian Local Development Plan 1, 2018 (**WLC 329**), and Action Programme, now converted to the Delivery Programme, 2024 (**WLC 322**), identified the road infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan (**WLC 225**) and the LDP1 spatial strategy.

Part 2. Existing and proposed transport infrastructure and services in West Lothian and their availability, accessibility, capacity and constraints

Active travel

- 2.1 In terms of active travel, [Scottish Household Survey data](#) shows that in West Lothian 6.1% of residents walk to work and that under 1% use cycling as their main mode of travel, with 62% of households in West Lothian not having access to a bike. (West Lothian for [2019 \(WLC 460\)](#) and [2021 \(WLC 461\)](#))
- 2.2 West Lothian Council’s Core Path Plan (**WLC 295**) provides a framework of routes for the purpose of giving the public reasonable access throughout a particular area for walking, cycling, horse riding and other non-motorised activities.
- 2.3 West Lothian is also connected to National Cycle Path 75 between Glasgow with Edinburgh. Within West Lothian it runs from Raiziehill, where the A89 enters the district on its western boundary, eastwards through Armadale, between Bathgate and Blackburn, through Livingston and it leaves West Lothian on a minor road to Balerno near Haggis Farm. The path is 37 km in length in West Lothian. The Union Canal (NCR754) provides connections to Edinburgh and Falkirk.
- 2.4 The West Lothian Active Travel Plan 2024-2029 (ATP - **WLC 391**) aims to provide more opportunities for active travel in West Lothian by connecting people to the places they wish to go, delivering infrastructure and a culture that enables walking, wheeling, and cycling to be more popular choices for short, everyday journeys.
- 2.5 However, the ATP also sets out there are challenges facing West Lothian in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections.
- 2.6 The ATP sets out a proposed West Lothian Active Travel Route Network Plan (Table 7, Figure 14, and Table 10), accompanied by a Behaviour Change Plan and Delivery Mechanisms through funding and partnership working to increase active travel in the region. To develop the Active Travel Route Network Plan proposed for West Lothian, the ATP uses various sources of data:
- SEStran’s Strategic Network - a framework for coordinated development of cross boundary active travel routes connecting cities, towns, neighbourhoods, settlements, and public transport hubs in the SEStran region. Key routes identified from this include Livingston internal movements (north to south) and Falkirk to Livingston, Edinburgh and Glasgow.

- The SEStran Strategic Network Cross Boundary Active Travel Report sets out a series of missing links in the strategic active travel network. For West Lothian these are:
 - A71 cycle super highway
 - A89 cycle super highway – westwards extension
 - Union canal Linlithgow, Polmont, Falkirk – surface upgrade would make this viable commuter route
 - Bo'ness to Linlithgow – better signage and route promotion would encourage cycle and ride

2.7 The ATP also analyses:

- Current / planned infrastructure - the active travel schemes from the 2016-21 ATP differentiated according to progress, as identified in the Council's Active Travel Plans between 2016-21 in Table 3. Of the 18 active travel infrastructure improvements schemes identified in the ATP, WLC has fully completed five, and made progress with a further seven, but there has been no progress on six. An additional 14 projects not referenced in the 2016-21 ATP, have been progressed in the same period with six of these complete. Additionally, other minor accessibility schemes have been completed or designs are ongoing.
- Trip Generators / Attractors and Planned Development - key planned employment and housing development sites from the West Lothian Local Development Plan (LDP1).

2.8 Data was mapped using:

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

2.9 The ATP route network is as follows:

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

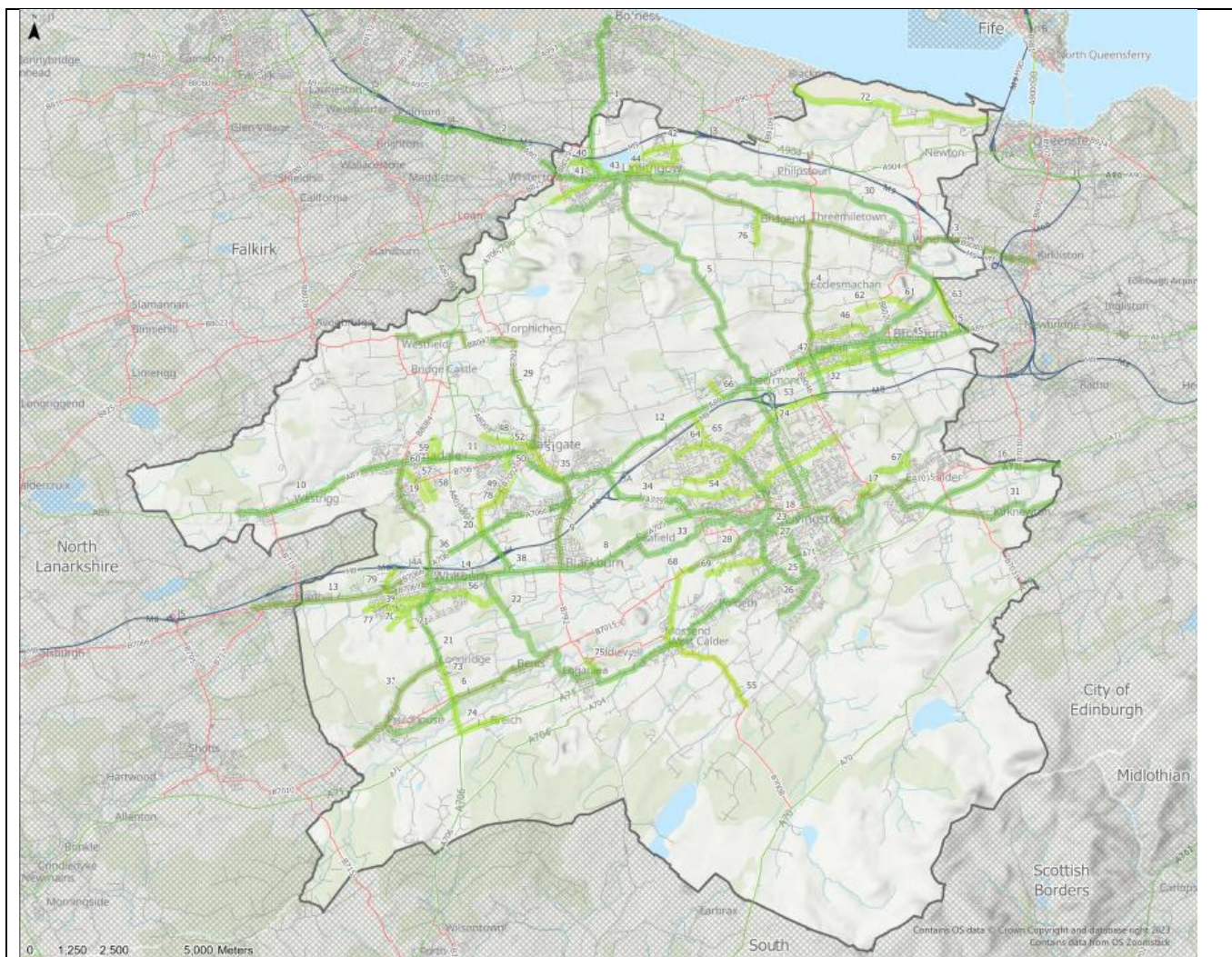


Figure 48. Proposed West Lothian Active Travel Route Network Plan.

2.10 At a regional level, the West Edinburgh Transport Improvement Programme (*WETIP*) is to progress the delivery of key active travel measures identified in the 2016 West Edinburgh Transport Appraisal (*WETA*) Refresh study. *WETIP* specifically focuses on cross-boundary connectivity between West Lothian and Edinburgh.

Public Transport - Bus

2.11 In terms of bus usage, data from [Scotland’s Household Survey 2022 \(WLC 462\)](#) reveals that 67% of households in West Lothian have not used a bus and 57% have not used a train in the last month. With limited budget to intervene in bus provision, West Lothian carried out the West Lothian Bus Network Review (**WLC 284**) in 2024 to understand where priorities lie for local residents on public transport (see section on engagement).

2.12 A key council activity is the augmentation of passenger transport services provided by commercial (Lothian Country Buses) and voluntary sector operators to provide a comprehensive network. Around 80% of bus journeys in West Lothian are purely commercial, with the council subsidising around 20% of journeys. WLC works with operators to ensure a viable primary network of

scheduled bus services is available, providing direct, inter urban services on the main transport corridors in West Lothian

- 2.13 The primary Bus Routes in West Lothian include Bathgate-Livingston, Livingston-Edinburgh via A71, Livingston-Edinburgh via A89, Whitburn-Livingston, and Falkirk-Linlithgow-Edinburgh. These routes guarantee a regular service to the intermediate settlements of Blackburn, Bridgend, Broxburn, East Calder, Calderwood, East Whitburn, Mid Calder, Kirknewton, Seafield, Threemiletown, Uphall, Wilkieston and Winchburgh. Analysis of the bus services to West Lothian’s settlements (Annex 8) has revealed a number of gaps in services and missing links to communities which the plan will need to address.
- 2.14 Community Buses across West Lothian provide vital links from residential areas to shopping and healthcare facilities (such as Broxburn and Uphall Town Service 2A/2B) alongside demand responsive transport such as HCL (Handicabs Lothian), accessible transport for elderly people and people with mobility challenges. Taxibuses provide public transport to areas at times when no bus service is available and services are only run when passengers pre-book their journey in advance.
- 2.15 The council provides transport services for nearly 6,000 children to secondary and primary schools. There are also direct bus links operated by Citylink (Line 900) from Knightsridge, Deer Park, Livingston to Edinburgh Airport daily. The journey takes approximately 13 minutes.
- 2.16 The Public Transport Strategy (**WLC 357**) also identifies a number of measures, subject to funding availability, for a viable secondary network:
- Fauldhouse-Whitburn-Blackburn-Livingston-Broxburn-Winchburgh
 - Winchburgh-Broxburn-Uphall Station-Livingston
 - Fauldhouse – Bathgate – Livingston via Armadale, Livingston Village and St John’s Hospital.
 - Falkirk-Linlithgow-Edinburgh
 - Blackridge-Bathgate
 - Bathgate-Linlithgow- Livingston
 - Linlithgow-Livingston
 - Linlithgow-Bo’ness
 - Falkirk-Bathgate-Livingston
- 2.17 These routes would provide a regular service to the intermediate settlements of Avonbridge, Addiewell, Bathville, Bents, Berniehill, Burngrange, Ecclesmachan, Loganlea, Polbeth, Pumpherston, Stoneyburn, Torphichen, Uphall Station, West Calder, Westfield and Whiteside.
- 2.18 A gap in service provision has been identified for Newton and Phipstoun in the Public Transport Strategy (**WLC 357**) which will need to be addressed by the proposed plan.
- 2.19 At a regional level, the SEStran Regional Transport Strategy (**WLC 227**) identifies actions to manage cross-boundary public transport accessibility, identifying that the largest commuting movement into the Edinburgh city region in volume terms is from the West Lothian M8 sector. The RTS identifies that bus priority and park-and-ride opportunities should be significantly

extended into the Lothians, providing car users with an earlier and easier opportunity to switch to bus, tram or train.

- 2.20 In addition, the RTS identified that the use of bus for travel between local authorities is limited. The RTS identifies that initiatives to improve regional bus connectivity should be targeted where car-based travel volumes are high. Park and Ride, and associated town centre measures, should be used to encourage a switch to more sustainable modes early in the journey.
- 2.21 The SESTran Regional Bus Strategy – Case for Change (**WLC 226**) sets out that the West Lothian network appears quite sparse and very much focussed on the main east-west corridors (A71, M8/A89 and M9), and often as part of longer distance routes. Connections are limited outwith these corridors.
- 2.22 A service every 10-12 minutes is often regarded as ‘turn-up-and-go’, i.e. the user does not have to plan to be at the bus stop at a certain time to catch a bus. Only 4% of West Lothian residents benefit from a ‘turn-up-and-go’ bus service.
- 2.23 In terms of access to Edinburgh by bus, in West Lothian there is no direct access along the A71 / rail corridor west of Livingston (West Calder etc.) and indeed large parts of western Livingston itself and Uphall Station. Whilst the larger settlements are served in part by ‘corridor’ services, some such as Blackburn, Blackridge and Torphichen do not have direct connections. Rail provides an additional direct connection from Blackridge, Uphall Station, West Calder, Addiewell and Fauldhouse.
- 2.24 The West Edinburgh Transport Improvement Programme (*WETIP*) is to progress the delivery of key public transport and active travel measures identified in the 2016 West Edinburgh Transport Appraisal (WETA) Refresh study. WETIP specifically focuses bus travel on the A89 / A8 corridor (between Broxburn and Maybury) and cross-boundary connectivity between West Lothian and Edinburgh.
- 2.25 The West Lothian LDP1 (**WLC 329**) and Delivery Programme 2024 (**WLC 322**) identifies the following bus infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan (**WLC 225**) and the LDP1 spatial strategy:
- Public transport improvements to the A89
 - Public transport improvements to the A71
 - Park and ride schemes at east Broxburn, Kirknewton (rail station), Linlithgow (M9), West Calder (Gavieside/Cleugh Brae), Whitburn and Winchburgh
 - M8 Rapid Transit/Bus Lane (Action 112) – aspirational
 - Provide hard shoulder running on the M8 between Livingston and Edinburgh M9 Bus Lane (Linlithgow and Winchburgh) – aspirational
- 2.26 At a local level, West Lothian Council works with commercial operators to ensure a viable primary network of scheduled bus services is available, providing direct, inter urban services on the main transport corridors in West Lothian.

- 2.27 The council in the West Lothian Public Transport Strategy (**WLC 357**) sets out that it is committed to maintaining a public transport network that provides transport for everyone’s day-to-day travel within its geographic boundary and provides connections to neighbouring areas.
- 2.28 The Public Transport Strategy sets out a KPI that 90% of residents should be within 800 metres of a bus stop, with 80% of residents living in semi-urban/town areas are within 600 metres of a bus stop. An analysis of towns and villages within West Lothian for local living/20-minute neighbourhoods has been undertaken (**WLC 321**). This includes bus stops and railway stations.
- 2.29 The outputs from this exercise have been mapped to ascertain what facilities are located within a 400m, 800m, 1200m and 1600m of town and local centres that will be the focal points for Local Living. An example of this for West Calder is shown below:

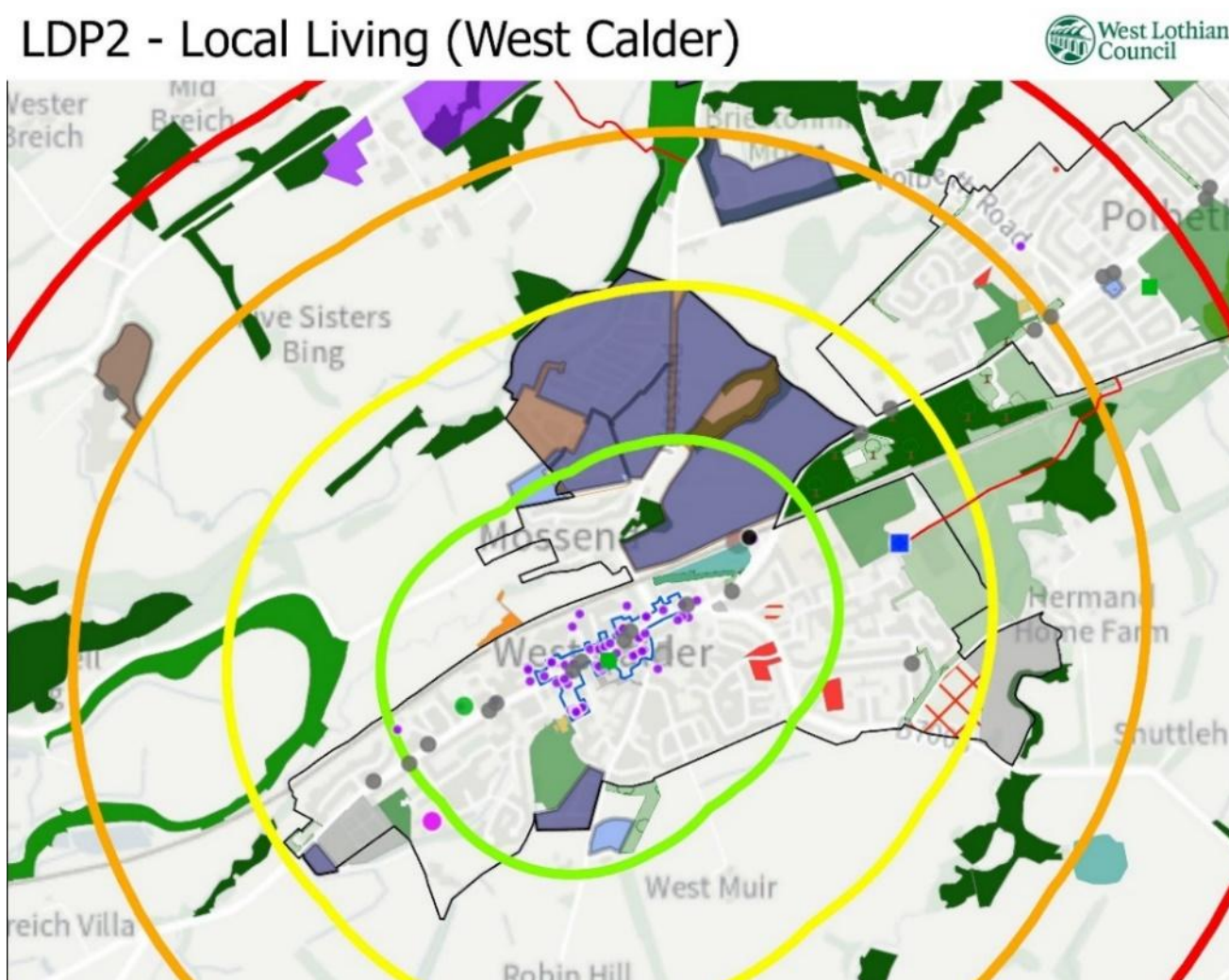


Figure 49. Local Living analysis of West Calder with 400m, 800m, 1200m and 1600m buffers.

Public Transport - Rail

- 2.30 12 railway stations are located within West Lothian running over three principal rail lines. Statistics on station usage are available from the Office of Rail & Road, Estimation of Station Usage 2022-2023 based primarily on ticket sales (**WLC 433**).

- 2.31 Rail infrastructure within West Lothian has undergone recent significant investment including the re-opening of the Bathgate to Airdrie line 2011 which and now provides a direct link to Glasgow Queen Street (lower level) and has new stations at Armadale, Bathgate and Blackridge, while the existing stations at Livingston North and Uphall Station have been improved.
- 2.32 The Edinburgh – Glasgow Rail Improvements/ Electrification (EGIP) project is also shortening journey times from Linlithgow, Polmont and Falkirk High to Glasgow and Edinburgh. Improved capacity will be achieved on the route by platform lengthening and the use of longer trains.
- 2.33 The Edinburgh Waverley Western Approaches project, which included 3 infrastructure options including the Almond Chord has been paused. The decision to progress with the Outline Business Case was granted in 2019.
- 2.34 In terms of current national investment in rail within West Lothian, there are no new rail lines or stations recommended from STPR2 but Transport Scotland advise that this does not preclude responding to local opportunities or need, as they arise. Transport Scotland recognise that there may be regional priorities and there remains a path for regional or local rail projects to come forward, subject to a strong business case being developed and suitable funding being available.
- 2.35 The West Lothian Local Development Plan 1 (**WLC 329**) and Delivery Programme 2024 (**WLC 322**) identifies rail infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan (**WLC 225**) and the LDP1 spatial strategy.
- 2.36 Scotland’s Railway Sustainable Travel to Stations Strategy, 2023 (**WLC 103**), and guide for local authorities, the rail business, and other involved parties’ aims to grow the number of journeys passengers make to, and from, local neighbourhoods to the railway station by healthy and sustainable modes of transport: walking, wheeling, cycling, on-demand transport and the bus.
- 2.37 The strategy makes the following recommendations:
- All proposals for stations, housing developments, and other big trip generators such as hospitals and higher education must ensure that the STtS strategy has been a material consideration in their planning.
 - A station must be viewed as a key component in a community, and not as a remote facility separate from its neighbours. This must be recognised throughout state funding bodies, and particularly planning principles, both at regional and local authority levels and within the private sector.
 - The potential for RTPs to act as the focal point for discussions between rail and bus operators, assisting in the regional planning of better integration between the two public transport modes, should be explored.
- 2.38 Network Rail have advised that they wish to collaborate with WLC on active and sustainable accessibility at, and to, stations. Particularly Bathgate, Blackridge, and the potential station at Winchburgh, for which a business case and planning application is proceeding.

Table 70. [Transport Scotland Rail Statistics, 2023](#) (**WLC 463**)

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

Road Travel

2.39 West Lothian is located within Central Scotland is very accessible by road with direct links to the M8 motorway which connects Glasgow and Edinburgh and the M9 for access to Falkirk and Stirling and northwards to Dundee, Aberdeen and the highlands.

2.40 In West Lothian, there were approximately 612,000 private cars licensed at 31 December 2019.

- 79% of households in West Lothian had access to one or more cars with car ownership being higher than the average for Scotland (69%).
- 21% of households in West Lothian do not have access to a car, this is higher than the national average of 19.7%.
- Currently over half of journeys in West Lothian are made by driving a car or van. Of all people in employment in West Lothian 33% currently work from home. For those not working from home, 76% either travel to work by car, or as a passenger. 54% of journeys under 2km are made by car, compared to a national average of 39% ([Scotland’s Household Survey 2022](#)) (WLC 462)

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

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

2.42 West Lothian Council is responsible for maintaining an adopted road network consisting of 1060km (659 miles) of carriageways and 1390km of footways. In addition, there are some 594

structure/bridges and 171 traffic signals and pedestrian crossings (Road Asset Management Plan 2023 **(WLC 360)**).

2.43 In terms of journey miles, Scottish Transport Statistics 2024 **(WLC 248)** show West Lothian is the 10th highest region in Scotland for vehicle miles (million vehicle km).

Table 71. Traffic by Council and vehicle type, 2023 (million vehicle kilometres).

Council	Cars and taxis	Light goods vehicles	Heavy Goods Vehicles	All motor vehicles
Total: all Scotland	35,372.20	9,488.91	2,431.00	48,018.20
Glasgow, City of	2,766.54	624.05	124.82	3,570.60
North Lanarkshire	2,498.23	664.03	171.91	3,384.24
Edinburgh, City of	2,337.65	547.92	95.97	3,039.51
Fife	2,303.68	576.4	111.62	3,035.63
Aberdeenshire	2,289.18	691.14	154.91	3,177.61
Highland	2,165.39	677.58	169.52	3,083.65
South Lanarkshire	1,950.77	590.79	273.61	2,842.80
Perth & Kinross	1,769.65	520.37	193.65	2,515.03
Dumfries & Galloway	1,447.34	481.37	296.28	2,253.88
West Lothian	1,392.09	379.83	100.46	1,897.86

2.44 Scottish Transport Statistics 2024 **(WLC 248)** show the annual traffic on both trunk roads in council areas for West Lothian. Following a big decline in 2020 due to the Covid-19 pandemic traffic levels have been increasing and have now reached their highest level in terms of the trunk road network. Local Authority Roads have now reached the 2017 levels.

Table 72. West Lothian Trunk Roads million vehicle km/s

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
675	671	688	693	724	724	730	753	756	561	648	723	758

Table 73. West Lothian Local Authority Roads million vehicle km/s

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2024
1,024	1,028	1,028	1,063	1,079	1,111	1,154	1,173	1,174	948	1,063	1,133	1,154

2.45 In terms of capacity and constraints of the road network in West Lothian, The STPR2: Initial Appraisal: Case for Change – Edinburgh and South East Region **(WLC 249)** uses INRIX Roadway Analytics to provide modelling for STPR2.

2.46 The ESES Case for Change shows the highest traffic volumes on the Trunk Road network within the ESES region are on the key approaches to Edinburgh and on the A720 City of Edinburgh Bypass. In West Lothian.

2.47 The M8 immediately west of the A720 shows the highest AADT of approximately 70,000 trips reflecting the volume of traffic it carries in providing a direct link for trips travelling east to west and west to east within the central belt.

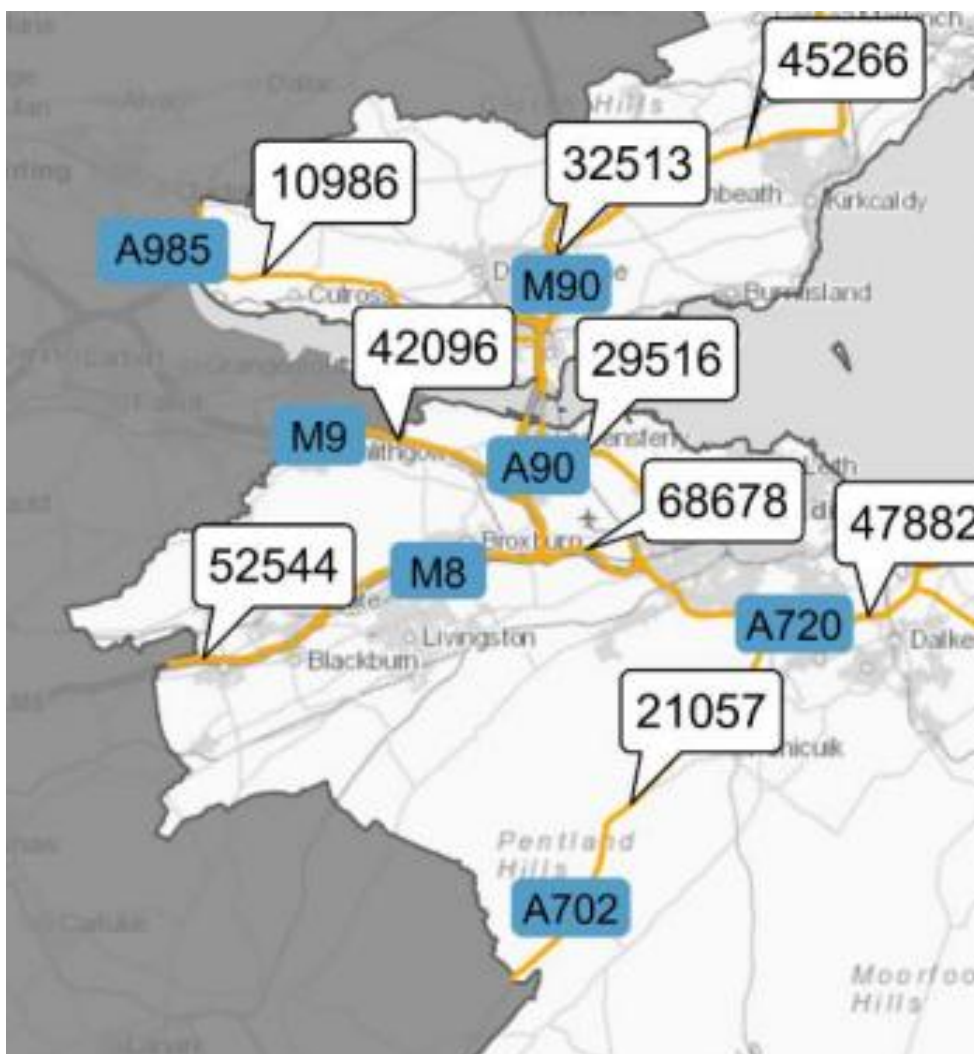


Figure 50. Trunk road network volumes. Source: Transport Scotland, ESES Case for Change (WLC 249)

2.48 In terms of journey times for West Lothian there are some areas where road-based journey times are slow and/or where journey times can be highly variable.

- During the AM peak, the slowest routes are the M8 eastbound (30kph) and the M9 southbound to M8 Junction 2 (30kph)
- During the PM peak, slowest speeds are observed on the M8 westbound on approach to Junction 2 (10kph).

2.49 Figure 33 of the ESES Case for Change also shows road congestion points around the Edinburgh boundary. This results in congestion points on the Trunk Road network at key locations that include the A720 City Bypass, M90 approach to the Queensferry Crossing and Forth Bridge;

M8/M9 approaches at Newbridge as well as local road corridors connecting with the Trunk Road network in West Lothian such as the A8 and A89 and at Livingston.

2.50 In terms of journey time reliability, INRIX based journey times shows that the M8 between J4a and Hermiston Gait can vary between 15 and 129 minutes.

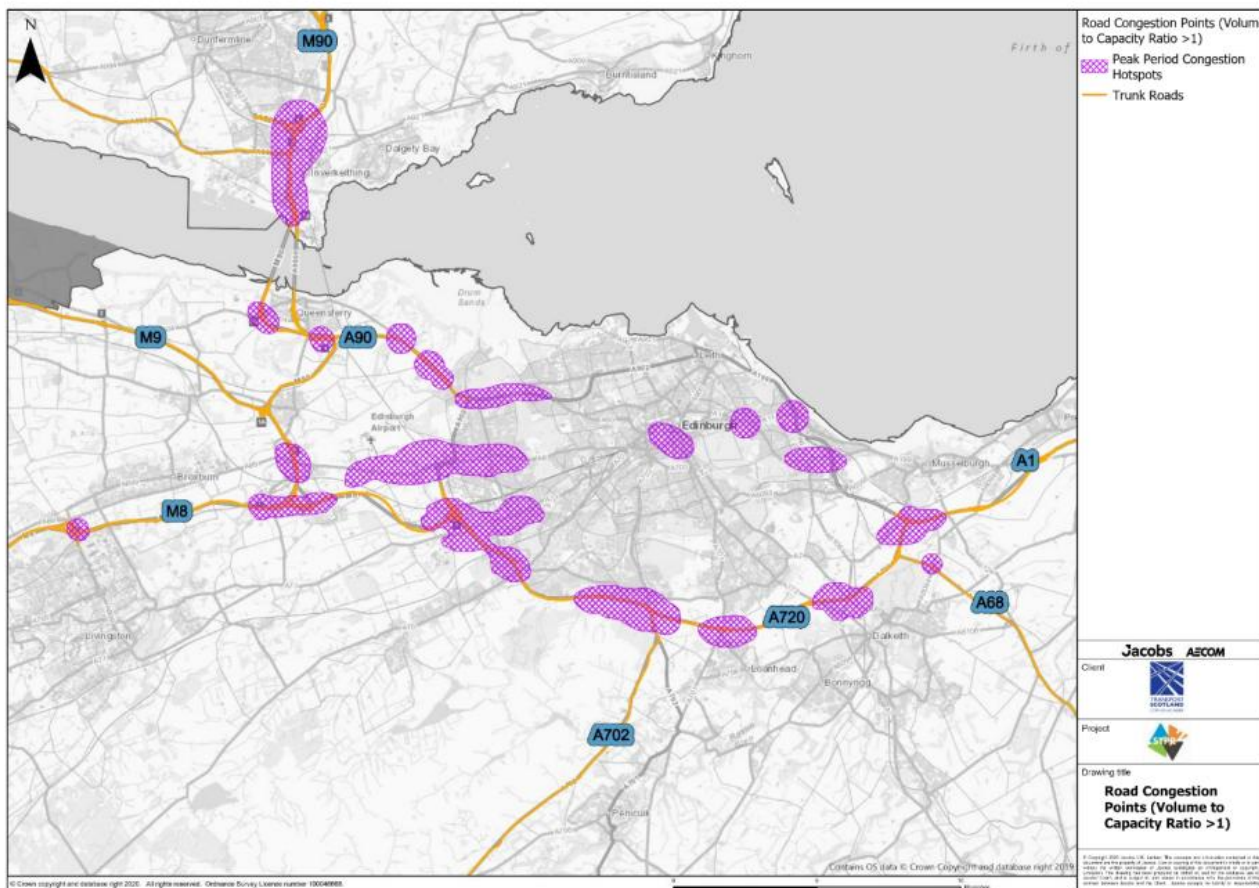


Figure 51. Road congestion points (Volume to capacity ratio >1) (WLC 249)

2.51 Further data is also available from Transport Scotland (Drakewell) including average speeds and % of HGV traffic.

Table 74. A sample of point data for trunk and local roads.

Site ID: 000000000296 (Deerpark, M8 Livingston)						
	ADT	Average Speed	Speed 85%	% HGV	Coverage	
2025	24,717	63.4	73.9	13.30%	32.50%	
2024	25,315	64.6	73.9	13.30%	100.00%	
2023	24,803	63.9	73.9	13.00%	100.00%	
2022	23,876	65.5	74.4	13.90%	95.70%	
2021	20,722	64.7	73.9	14.60%	100.00%	
Site ID: 0000ATC00314 (between East and Mid Calder)						

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	ADT	Average Speed	Speed 85%	% HGV	Coverage
2025	9,752	32.8	38.4	7.70%	32.60%
2024	9,239	32.9	38.9	7.50%	100.00%
2023	8,516	34.6	39.5	7.70%	100.00%
2022	7,850	34.1	38.9	7.90%	100.00%
2021	7,750	33.4	38.9	8.00%	78.80%

2.52 The Edinburgh and South East Scotland Regional Transport Strategy (**WLC 227**) also identifies that the largest commuting movement into the Edinburgh city region in volume terms is from the West Lothian M8 sector. Around 23% of people travel from West Lothian into Edinburgh on a daily basis for the purpose of work or study, with around 70% travelling by car. (Scotland's Census 2011).

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

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

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

2.55 Currently, the West Lothian Local Development Plan 1 (**WLC 329**) and Delivery Programme 2024 (**WLC 322**) identifies road infrastructure improvements to support the housing and other growth identified in the Strategic Development Plan (**WLC 225**) and the LDP1 spatial strategy.

2.56 One key road infrastructure action identified in the Delivery Programme is the M9-J3 Westbound on and Eastbound off slip roads. This action was identified to improve local road infrastructure in relation to Linlithgow High Street and the impact of new development.

2.57 The council approach to reducing the impact of road travel on West Lothian is set out in Part 3, a place-based approach to reducing road dominance.

Electric Vehicles

2.58 According to the DVLA and UK Department of Transport the number of battery electric vehicles registered in the West Lothian Council area has risen from just over 400 in Spring 2020 to 2140 in Spring 2023.

2.59 In 2023 the Council published a Public Electric Vehicle Infrastructure Plan (**WLC 355**) to accelerate the deployment of Electric Vehicle Charge Points (EVCPs) across the Council area. To fulfil the demand generated by these additional vehicles, West Lothian will require an estimated 3,900 to 19,500 kW of additional charging capacity.

2.60 While some of this will be provided by the private sector independently of this Plan, there will be a continued need for West Lothian Council to be involved in order to ensure EV charging infrastructure is provided in areas where the commercial case for investment is more limited so that all communities in West Lothian can benefit from the switch to EVs.

2.61 Based on the current split between private and public sector CPOs in West Lothian and known committed expansion plans, it has been assumed that there will be an approximate 60 / 40% split between private and public CPOs over the lifetime of this strategy.

2.62 To meet the above 40% provision target, the plan identifies 148 sites across West Lothian at which it is proposed an additional 294 charging devices could be provided. The sites are located in areas of land known to be in council ownership. This includes council owned car parks, leisure centres, community centres, partnership centres, education centres, and schools. Should all the identified sites be delivered, it is estimated that 67% of households in West Lothian who do not have access to off-street parking would be within a reasonable walk of a charge point location. This compares to a current figure of 23%.

2.63 The location of the existing and proposed charge point sites and their associated walk catchments as well as the distribution of houses without access to off-street parking across West Lothian is shown in Figure 54.

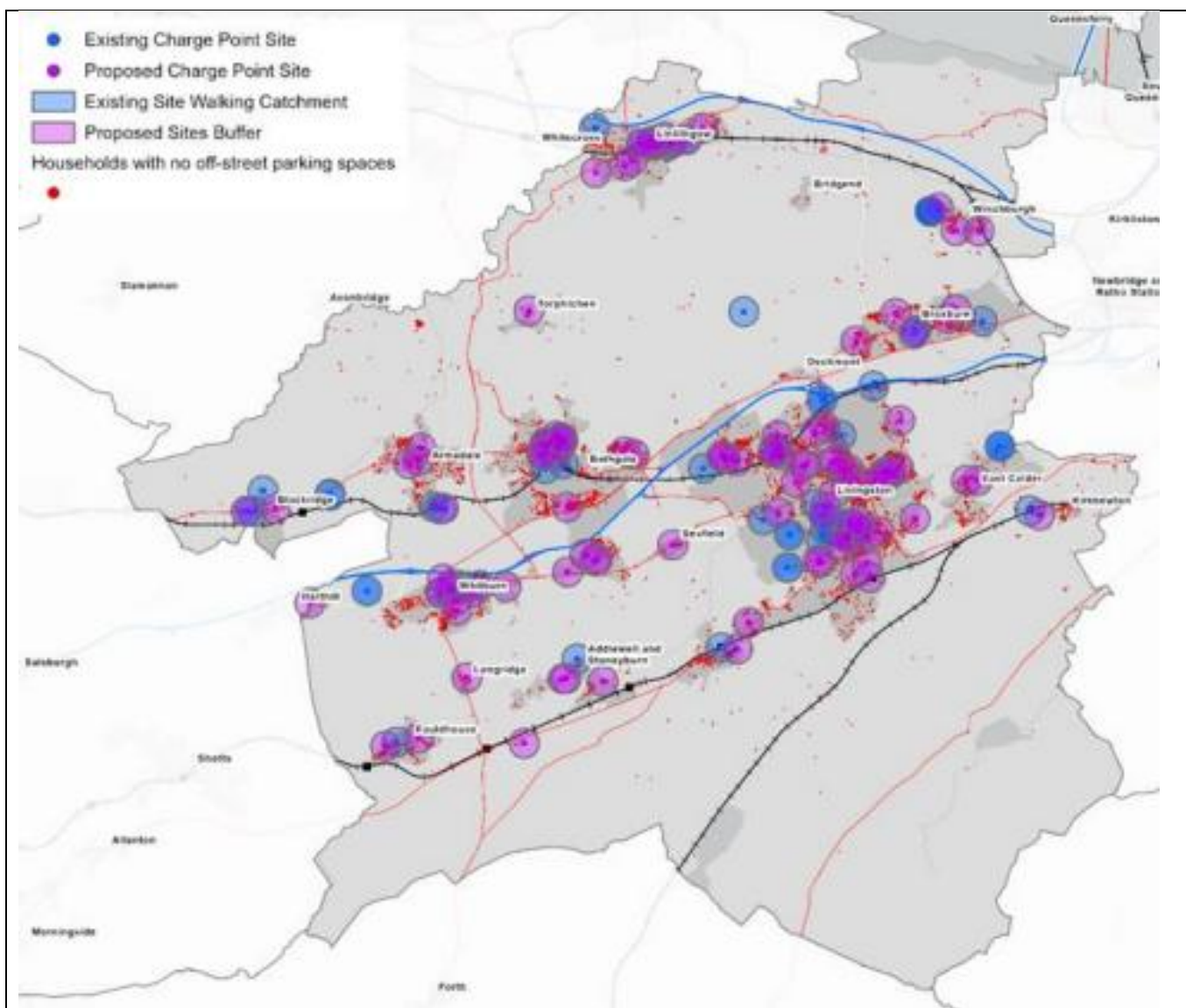


Figure 52. Location of existing and proposed charge points and associated walk catchments.

Parking Strategy and Park and Rides

2.64 The council’s Parking Strategy (**WLC 348**) was approved in April 2023. The strategy sets out the known parking problems and issues in the urban areas of West Lothian. It then identifies the objectives the strategy seeks to deliver, before setting out parking policies and interventions that could be taken forward for delivery by the Council.

2.65 The key interventions, summarised below, involve the implementation of strategic and locally specific measures intended to encourage modal shift from cars to walking, cycling and public transport, which helps to reduce demand for parking and the pressure on the available parking facilities and include:

- Bottleneck Removal
- Active Travel Enhancements
- Localised Measures

- Electronic Kerbside Management
- Decriminalised Parking Enforcement

2.66 The council’s parking strategy sets out the following statistics on car parking spaces and utilisation. For example:

- Livingston, Polbeth and West Calder - A total of 1,648 off-street spaces were surveyed with the maximum observed occupancy of 1,029 vehicles, 62% of capacity. This shows that there is significant parking capacity to meet demand in the area. Demand is highest in the Almondvale Road and Livingston North Park & Ride car parks, indicating high levels of usage for shopping and public transport access respectively.

Table 75. Park and Ride facilities at all rail stations in West Lothian.

Station	Car Park Operator	Spaces
Addiewell Station	ScotRail	12 spaces (no charge) + 6 cycle spaces
Armadale Station	Scotrail	187 spaces (no charge) + 30 cycle spaces
Bathgate Station	ScotRail	570 spaces (no charge) + 30 cycle spaces

Blackridge Station	ScotRail	49 spaces (no charge) + 20 cycle spaces
Fauldhouse Station	ScotRail	9 spaces (no charge) + 6 cycle spaces
Kirknewton Station	ScotRail	33 spaces (no charge) + 18 cycle spaces
Linlithgow Station	ScotRail	Back Station Road (west) 54 spaces (no charge) + Edinburgh Road (east) 49 spaces (no charge) + 38 cycle spaces
Livingston North Station	Scotrail West Lothian Council	6 cycle spaces southern car park 227 spaces (no charge) northern car park 102 spaces (no charge)
Livingston South Station	West Lothian Council	125 spaces (no charge) + 8 cycle spaces
Uphall Station	ScotRail	282 spaces (no charge) + 10 cycle spaces
West Calder Station	ScotRail	25 spaces (no charge) + 8 cycle spaces

Road Safety

2.67 The council’s Community Safety Strategy (**WLC 289**) identifies the need for a road casualty reduction programme utilising Accident Investigation and Prevention techniques (AIP). The AIP programme is the Council’s main practical intervention for meeting casualty reduction targets. For 2023/24, nine sites have been selected and prioritised with an expectation that up to five can be funded for implementation.

Table 76. Sites selected for council’s AIP programme.

Location	Proposals	Estimated Scheme Cost	Estimated Annual Cost Saving to Society ²
A704 from A71 to A706	Improve surface friction at specific location and seek special authorisation for motorcycle prime markings for bends	£50,000	£892,920

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

Part 3 – A place-based approach to reducing car dominance

- 3.1 Development Planning Guidance (**WLC 142**) states that Local Development Plans should promote a place-based approach to consider how to reduce car-dominance. The proposed plan will ensure that the spatial strategy considers the type, mix and use of development; promoting local living and 20-minute neighbourhoods; assessing the accessibility of proposals and allocations by sustainable modes; and ensuring accessibility for users of all abilities.
- 3.2 NPF4 Policy 15 sets out the concept of Local Living, which is a method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods. Evidence on Local Living in West Lothian is set out in Topic Schedule 25.
- 3.3 Development Planning Guidance sets out that there is a dependency between physical and spatial proximity as well as digital access. This transport planning concept (sometimes known as Triple Access Planning encourages the integrating of land use and transport planning along with digital planning. Evidence on broadband infrastructure in West Lothian is set out in Topic Schedule 28 – Digital Infrastructure.

3.4 Development Planning Guidance sets out the following place-based approach to assessing sites for the spatial strategy:

- Sites that are already well served and connected by transport infrastructure should be prioritised ahead of those that require investment.
- Site allocation should consider proximity to transport nodes and the degree to which sites are served by non-car modes for trip-generating uses and encouraging higher densities in these locations.
- Sites which are not well served by sustainable modes and cannot be made accessible without significant expenditure should not be allocated for significant trip generating development.

Part 4 - Commitment to a Transport Appraisal

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

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

4.2 Transport Scotland has confirmed that the transport appraisal required to accompany LDP2 is classified as a Low-Level Appraisal. This classification reflects the nature of the land sources identified to deliver the iLHLR, the majority are drawn from the existing HLA '25 supply or from sites within established settlement boundaries. No material impact on the trunk road network is anticipated.

4.3 The sites identified to contribute to the iLHLR are not expected to generate trip patterns requiring strategic trunk road intervention beyond what has already been assessed and committed under LDP1. Where individual sites require transport assessments, these will be addressed through the development management process in the normal way.

4.4 Several sites identified within HLA'25 can specifically support the delivery of planned strategic transport infrastructure, contributing to the active travel, public transport, and road network improvements already identified within the Council's Delivery Programme. The iLHLR therefore supports, rather than undermines, the strategic transport investment already committed for West Lothian.

Summary of Implications for the Proposed Plan

A Transport Appraisal is required to support the proposed plan.

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

- 1 Support a modal shift away from petrol/diesel car use, reducing transport and travel trips to assist in reduction in emissions and implementing strategic, as well as local, active travel measures to help reduce or change journeys and tie into local living. The proposed plan should follow the National Transport Strategy sustainable travel, sustainable investment hierarchies and STPR2.
- 2 Support the regional strategy within the iRSS which focuses strategic growth corridors along key transport routes, M8, M9 (Winchburgh) and rail corridors (Linlithgow / Bathgate / Livingston South lines to Glasgow and Edinburgh) and core development areas/strategic allocations at East Broxburn/Winchburgh, Armadale, Livingston and Almond Valley (Calderwood, Gavieside and Mossend) and Heartlands.
- 3 Address the difficulties in West Lothian due to its urban/rural characteristics, the challenges faced in promoting active travel and connectivity for everyday journeys due to its substantial rural landscape, including the difficulty in proving north-south connections via Bathgate Hills, expanding urban developments, aging population and the extensive strategic road infrastructure within the area.
- 4 Deliver enhanced public transport including rail enhancement, the provision of a new rail station at Winchburgh, park & ride facilities at key transport hubs at Broxburn/Uphall and active travel routes across West Lothian to promote sustainable access to local facilities. Consider improvements to the A801 and M9 junction 3 upgrade which will further assist with economic growth and connectivity.
- 5 Support Livingston will continue in its role as a strategic town centre providing a mix of retail, residential, leisure and commercial uses whilst promoting the 5 traditional town centres – Armadale, Bathgate, Linlithgow, Whitburn, Broxburn to continue to thrive as town centres.
- 6 Review the allocations and transport proposals associated with LDP1 in respect of the Sustainable Transport Hierarchy, local living, and place based approach.
- 7 Develop a policy on developer contributions towards sustainable transport infrastructure.
- 8 Implement the **Public Electric Vehicle Infrastructure Plan** to accelerate the deployment of Electric Vehicle Charge Points (EVCPs) across the Council area. To fulfil the demand generated by these additional vehicles, West Lothian will require an estimated 3,900 to 19,500 kW of additional charging capacity.

Summary of Stakeholder Engagement

The Participation Statement sets out the engagement carried out during the preparation of the Evidence Report. The following sets out the steps taken by the planning authority to seek the views of all relevant stakeholders on this Topic Schedule.

Pre-engagement (2023-2024)

Prior to the preparation of draft Evidence Report Topic Schedules, the council carried out the following pre-engagement activities:

- Transport Scotland – engagement on transport evidence, reporting and collation of datasets
- WLC Transport Team – engagement on transport evidence, reporting and collation of datasets
- WLC climate Team – engagement on climate change evidence, reporting and collation of datasets.
- LDP co-ordination group (a cross service co-ordination group set up to support the delivery of the ER and LDP)

Cross boundary engagement

- **Workforce Mobility Project** – a project aligned with the City Region Deal has been initiated to look at mobility both within and cross boundary to West Lothian focusing on access to employment.
- **City of Edinburgh Council** – engagement has begun to align the outcomes of LDP2 with the implementation plan of the City Mobility Plan.

Formal engagement on draft Evidence Report (January – February 2025)

Formal engagement on the draft Evidence Report Topic Schedules and background papers was carried out between 7th January and 28th February 2025. The Key Agencies, stakeholders, community councils and members of the public were invited to submit their support, raise disputes and other evidence/comments prior to the Topic Schedules being finalised.

9 responses were received to the engagement. These were as follows:

- Key Agencies – Transport Scotland, Scottish Water
- Stakeholders – SESTran, Network Rail, Homes for Scotland,
- Community Councils – Joint Forum of West Lothian Community Councils, LLBCC, Kirknewton Community Council
- House builders – Stirling Developments, WDL
- Members of public – one member of the public

In summary: responses to the engagement (including Transport Scotland) provided comments, additional evidence sources and suggested some minor revisions to the Topic Schedule. Reference has been added to:

- Scotland’s Railway ‘Sustainable Travel to Stations Strategy (2023) and partnership working to ensure sustainable travel to stations,
- National documents detailed within the Local Development Planning Guidance on p55 on rail, cycling, active travel in Part 1.
- Reference to Scottish Government commitment to reduction in car km.
- Reference to STPR2 in relation to national outcomes, and NPF4 national developments in Part 1.
- CoMoUk guidance.
- Part 1 update to include information detailed on any local active travel/public transport/EV or parking strategy which was in Part 2.
- Information on park and ride sites added.

- Maps added.
- Further data from the Case for Change – Edinburgh and South East Scotland Region and Inrix added.

A summary of all responses, the changes made to the Topic Schedule and any remaining disputes is set out the **Evidence Report Topic Schedules Summary of Engagement**.

Public at Large engagement (February 2025)

The council consulted the ‘public at large’ via a citizen’s panel survey in February 2025. 500+ number of responses were received to this survey. In summary:

- Most people in West Lothian need to use a car for most journeys, with 73% of people surveying using a car or van to get to work.
- Responders asked for more reliable, frequent, and affordable bus and train services, with many comments highlighting late or infrequent buses, and lack of direct routes to major destinations. People also asked for more connections to key areas such as shopping centres, train stations, and schools.
- Responders asked for dedicated cycle lanes, safer walking routes, better road lighting, and improved pavements, and traffic-free zones, especially in town centres and around schools.
- Several comments focused on improving accessibility for people with disabilities, including better transport options for those with mobility challenges and the need for improved public transport services in less accessible areas. There were also comments regarding inclusive transport solutions that cater to different age groups and economic backgrounds.
- Several people proposed parking charges, better enforcement of parking regulations, and the prohibition of parking on busy streets, particularly in town centres and around schools. There were also suggestions for more park-and-ride options.

Further engagement comments to be added post April 2026 engagement period.

Statements of Agreement / Dispute

- To be completed