LABEL: PUBLIC

West Lothian Council

ENVIRONMENT AND SUSTAINABILITY POLICY DEVELOPMENT AND SCRUTINY PANEL

WEST LOTHIAN PARKING STRATEGY

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to provide the Panel with the completed West Lothian Parking Strategy and supporting documents. These documents highlight the work carried out and provides the information gathered by the appointed consultants for the West Lothian wide parking strategy as requested by Council Executive on 5 February 2019.

B. RECOMMENDATION

It is recommended that the Panel :

1. Notes and considers the attached West Lothian Parking Strategy and documentation;
2. Notes the proposed interventions to be progressed at this time and indicative timescales;
3. Notes the further works to be undertaken in relation to decriminalised parking enforcement; and
4. Notes that the West Lothian Parking Strategy and documentation will be submitted to the Council Executive and that a future report will be reported to the Environment and Sustainability PDSP with the outcome of the detailed investigations recommended in the West Lothian Parking Strategy.

C. SUMMARY OF IMPLICATIONS

I	**Council Values**	• Focusing on our customers' needs; and • Being honest, open and accountable;
II	**Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)**	**Policy**: The parking strategy informs future parking policies. **Legal:** There will be various legal considerations to be considered as the strategy, policies and delivery plans are advanced. **Equality:** An Equality Impact Assessment has been carried out.
III	**Implications for Scheme of Delegations to Officers**	None.

IV	**Impact on performance and performance Indicators**	None.
V	**Relevance to Single Outcome Agreement**	None.
VI	**Resources - (Financial, Staffing and Property)**	**Financial:** Any interventions introduced from the parking strategy will require additional funding to be allocated to allow delivery. **Staffing:** Progression of any interventions will be carried out by Roads and Transportation officers. **Property:** None.
VII	**Consideration at PDSP**	3 September 2019.
VIII	**Other consultations**	Appropriate consultations were carried out as part of the information gathering exercise for the West Lothian wide parking strategy.

D. TERMS OF REPORT

D.1 Background

On 5 February 2019, the Council Executive agreed that car parking charges are not to be introduced in the 5 year period ending 2022/23 and that officers should undertake a wider parking review on that basis.

On the 10 October 2019, approval was granted by the Council Executive to appoint a specialist consultant to commence work on a West Lothian wide parking strategy. The work involved developing a strategy examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel to and to ensure public safety.

The parking strategy development work was delayed in 2020 due to the Covid pandemic, however recommenced in 2022.

The development of parking policies, the rationale and evidence for the measures being considered and the potential mechanisms for enforcement are set out in the parking strategy document.

D.2 Parking Strategy Development

This report provides the completed West Lothian wide parking strategy that has been jointly prepared by the appointed consultants and officers. The West Lothian parking strategy document is provided in Appendix 1.

The strategy has been developed to give guidance and make recommendations on parking needs and parking management. It addresses competing issues and gives clear advice on best practice solutions, providing the policy context for parking related issues in West Lothian.

The strategy reviews national and local policies to ensure that the relevant plans, strategies and standards have been considered. Current parking demands and parking management have been assessed to consider existing conditions and economic impact.

The evidence gathered for the strategy has been collected throughout 2022 with on-street parking and Council owned off-street parking surveyed also. Site visits and consultations were also undertaken in the summer between May and July 2022. This work was originally planned for 2020, however was postponed until traffic conditions and parking arrangements returned to more normal conditions.

An online questionnaire parking survey received 3,309 responses with a further 119 face to face surveys undertaken. The face-to-face surveys provided more detailed information relating to specific parking issues in each area, whilst the online parking survey covered a wider range of topics. The responses are presented for each town and settlement within the strategy.

An Equality Assessment has been carried out which identifies issues regarding the impact on protected characteristics on possible interventions highlighted from the strategy and is provided in Appendix 2.

A preliminary strategic outline business case has been prepared which is closely linked to the parking strategy and is provided in Appendix 3. This business case has been prepared to inform the parking strategy as it covers a wide range of policy measures and is high-level in nature.

D.3 Interventions Highlighted by the Strategy

The strategy describes 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 polices and interventions that could be taken forward for delivery by the Council. Section 7 of the strategy highlights the implementation and interventions raised and it sets out a delivery plan providing anticipated timescales for implementation.

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.

- Bottleneck Removal

  Bottleneck removal involves the removal of known problem areas from the public road network to ensure smooth traffic flow and reduce the occurrence of congestion.

- Active Travel Enhancements

  Active travel enhancements provide improved connections between parking locations and key destinations to increase the willingness of people to park further from their end destination.

- Localised Measures

  Localised measures consider localised circumstances in a given area which are best addressed through tailored interventions in the local area.

- Electronic Kerbside Management

  Electronic kerbside management involves users booking parking spaces via booking systems which provide a virtual parking permit to better manage deliveries and ensure less obstruction on the road network.

- Decriminalised Parking Enforcement

  Decriminalised parking enforcement (DPE) would result in enforcement powers being managed by the Roads Authority and would cover the whole of West Lothian. A suitable regime would be required to be introduced to implement, manage and enforce all parking restrictions in West Lothian and to what extent.

The delivery of the strategy is based upon a hierarchical approach to our towns and settlements with extensive measures being applied in our larger towns where parking problems are more acute. The overarching solutions proposed for each settlement are shown in the strategy with outline timescales for implementation.

D.4 Proposed Interventions

Whilst it will not be possible to introduce all interventions, they should be targeted at the main issues for West Lothian. The following interventions have been identified as the key areas for consideration:

- Introduce a decriminalised parking enforcement regime;
- Introduce on and off-street parking charging (as part of DPE);
- Carry out traffic regulation order amendments (as part of DPE);
- Assess and implement bottleneck removal;
- Address localised measures at problem areas; and
- Assess and implement active travel enhancements.

Indicative cost implications for the interventions are provided in Table 7.2 and deliverable timescales for town and settlement tiers are shown in Table 7.3 of the strategy report.

The introduction of any interventions highlighted in the strategy will require additional funding as there is currently no funding provided to introduce any interventions detailed in the strategy.

The indicative timescales for progressing the above interventions, per the strategy, are set out below:

Intervention	Timescale		
	Tier 1	Tier 2	Tier 3
Introduce a decriminalised parking enforcement regime	Up to 3 years	3 – 6 Years	6 – 10 years
Introduce on and off-street parking charging (as part of DPE)	Up to 3 years	3 – 6 Years	
Carry out traffic regulation order amendments (as part of DPE)	Up to 3 years	3 – 6 Years	6 – 10 years
Assess and implement bottleneck removal	3 – 6 Years	3 – 6 Years	6 – 10 years
Address localised measures at problem areas	Up to 3 years	3 – 6 Years	3 – 6 Years
Assess and implement active travel enhancements	3 – 6 Years	3 – 6 Years	6 – 10 years

D.5 Approved Council Composite Motion

A composite motion was approved by council on the 14 March 2023 and is set out in Appendix 4. This motion highlights the current problems encountered by the public using disabled parking bays in West Lothian.

It highlights the difficulties and challenges faced by users due to inconsiderate and illegal parking by non-disabled blue badge holders and the current enforcement responsibilities.

Should DPE be introduced in the future, the enforcement of disabled parking bays would become the responsibility of the council therefore enforcement levels could be set as considered necessary to deter and prevent this illegal practice occurring.

D.6 Decriminalised Parking Enforcement

Decriminalised parking enforcement (DPE) would result in enforcement powers being managed by the Roads Authority and would cover the whole of West Lothian. Enforcement would include all legal waiting restrictions, loading areas and disabled parking bays on the public road network. Police Scotland's current enforcement responsibilities would be removed.

The introduction of DPE would incorporate the following interventions that have been highlighted in the strategy, however is not reliant on all interventions being introduced.

- Off-street parking considerations by introducing maximum lengths of stay in car parks (pay and display charging) to encourage turnover and meet policy objectives.
- On-street parking by introducing maximum lengths of stay where parking is permitted on-street to also encourage turnover, particularly in town centres and during peak periods.

- Traffic regulation order (TRO) amendments would be required to ensure all waiting restrictions on the public road network (legal orders, signs and road markings) are in an appropriate condition for enforcement. It would also be required to review all restrictions in West Lothian to reflect current on-street parking arrangements.
- Pavement, double and dropped kerb parking ban involves the ban on footway parking in local authorities through the Transport (Scotland) Act 2019. Secondary legislation still has to be published by Transport Scotland and exemptions will require to be assessed across West Lothian.
- Controlled parking zones (CPZ) can be applied to a group of roads within a specified zone. The intended purpose of a CPZ is to reduce the clutter that can arise from erecting numerous signs and road markings that would otherwise convey the same information.
- Residents parking permit scheme (RPPS) allows only permit holders to park vehicles in designated streets through the provision of marked parking bays and signs. A RPPS at Clarendon Road in Linlithgow was trialled in 2012 and subsequently removed in part due to lack of enforcement.

To introduce a DPE regime would take in the region of 2-3 years to implement. It would make a financial deficit initially, however it is difficult to predict due to a considerable level of assumptions made to determine income and expenditure. There still remains a risk that the implementation of a DPE regime in West Lothian would continue to deliver an annual deficit as penalties issued would reduce due to an increase in public compliance with parking restrictions.

There is a formal process to follow and a considerable amount of work involved to implement a DPE regime. Transport Scotland assess new DPE applications from local authorities on behalf of Scottish Ministers and if content, Scottish Statutory Instruments are drafted which will decriminalise parking offences and allow a local authority to take over parking enforcement from Police Scotland.

The costs associated with the introduction and implementation of a DPE regime for West Lothian are shown in the preliminary strategic outline business case in Appendix 3. There are two business cases which are summarised below:

1. DPE is delivered and managed by the council independently. The investment required for DPE is estimated to be in the region of £490,000 for one off initial scheme set up with annual estimated cost implications of £246,000; and

2. DPE is delivered in partnership with a neighbouring Local Authority. The investment required would be in the region of £175,000 annual cost in fees to the partnership authority and around £85,000 annual management costs. This totals £260,000 annually.

These figures are high level estimates that have been based on DPE schemes that have been implemented in other Local Authorities.

Transport Scotland publishes an annual report on income and expenditure for every local authority DPE scheme. The data from Transport Scotland indicates that authorities do not, in the main, operate DPE at a surplus without charging for on-street or off-street parking. Therefore the introduction on and off-street parking charging in West Lothian is likely to be required to support the introduction and operation of DPE.

E. CONCLUSION

The West Lothian Parking Strategy document is a comprehensive document which has gathered information to inform future policy and strategies for parking in West Lothian.

There are a number of interventions detailed in the strategy and summarised in section D.4 of this report which will be taken forward for a more detailed investigation and assessment to determine suitability of delivery.

The delivery of the strategy is based upon a hierarchical approach to our towns and settlements with extensive measures being applied in our larger towns where parking problems are more acute.

Financial implications and funding sources will also require to be explored to ensure a detailed business case and informed decisions can be made to progress the interventions contained within this report.

F. BACKGROUND REFERENCES

Experimental waiting restrictions (with residents permit scheme) on Clarendon Road and Clarendon Crescent (PTO-12-04) Linlithgow – Council Executive update report: https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dd%90m%7C%8A

Review of traffic warden provision and potential for Decriminalised Parking Enforcement – Environment PDSP report: https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dd%93pz%8A

Transport Scotland Decriminalised Parking Enforcement – Local Authorities' Income and Expenditure: 2021 to 2022: https://www.transport.gov.scot/media/52668/decriminalised-parking-enforcement-local-authorities-income-and-expenditure-2021-to-2022.pdf

West Lothian Parking Strategy: Consultancy Brief – Environment PDSP report: https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Dh%90j%82%89

Appendices/Attachments:

Appendix 1 - Parking Strategy for West Lothian.

Appendix 2 – Equality Assessment.

Appendix 3 – Preliminary Strategic Outline Business Case

Appendix 4 – Notice of composite motion at Council 14-03-2023

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28 March 2023

West Lothian Parking Strategy

On behalf of **West Lothian Council**

Project Ref: 330610067 | Rev: 7 | Date: March 2023

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Document Control Sheet

Project Name: **West Lothian Parking Strategy**

Project Ref: **330610067**

Report Title: **West Lothian Parking Strategy**

Doc Ref: **330610067/PS**

Date: **20 March 2023**

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Revision	Date	Description	Prepared	Reviewed	Approved
1	23.09.2022	For review and comment	NB	SW	
2	04.10.2022	For review and comment	NB	SW	
3	16.11.2022	For review and comment	NB	SW	
4	05.12.2022	Final draft	NB	SW	AN
5	18.01.2023	Final report	NB	SW	AN
6	13.02.2023	Final report	NB	SW	AN
7	20.03.2023	Final report	NB	SW	SW

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Executive Summary

Introduction

Parking is an area of transport policy which has a far-reaching effect, but often goes somewhat unnoticed unless a particular problem occurs.

Parking provision and locations can influence the attractiveness of an area for shoppers, access for people with varying mobility needs, the level of active travel within an area and the visual impression given to visitors. It also has an influence on environmental issues: the level of private car use within an area is linked to parking availability, air quality can be affected by drivers circulating to find parking and the availability of charging infrastructure can affect people's choices for a new vehicle.

Inappropriate parking behaviour, or illegal parking behaviour, can cause congestion and adversely affect road safety. In particular, obstruction of the highway or obscured visibility at junctions can cause danger for other drivers. Parked vehicles can make it more dangerous for pedestrians to cross roads, particularly for children and around schools.

For these reasons, it is appropriate for West Lothian Council (the Council) to develop a strategy which examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel to and ensure public safety. The development of parking policies, the rationale and evidence for the measures being considered, and the potential mechanisms for enforcement are set out in this document.

This West Lothian Parking Strategy has been developed by Stantec in collaboration with officers from the Council to give guidance and make recommendations on parking needs, parking management, address competing issues and give clear advice on best practice solutions, providing the policy context for parking related issues in the local authority area.

The Parking Strategy describes the known parking problems and issues in the urban areas. It then identifies objectives which the strategy seeks to deliver, before setting out parking polices which could be set by the Council and interventions that could be taken, before finally setting out a delivery plan to provide timescales for implementation.

The evidence gathered for the Parking Strategy has been collected throughout 2022, with on-street parking and Council-owned off-street parking surveyed in August 2022. Site visits and consultations were also undertaken between May and July 2022. Secondary data analysis and a review of relevant literature has also been undertaken to supplement the findings.

With the substantial changes in travel behaviour and working patterns that have occurred as a result of the Covid-19 pandemic, the Parking Strategy has been developed during a period of considerable change. While this presents challenges in understanding how long-term travel behaviour might differ from previous patterns, it also presents significant opportunities to influence travel behaviour and instigate positive change that can achieve policy aspirations.

Policy Context

This Parking Strategy has been developed within the context of the following relevant national, regional and local policies:

National Policy

- The National Transport Strategy 2
- Transport (Scotland) Act 2019
- Designing Streets and the SCOTS National Roads Development Guide
- Equality Act 2010 and Inclusive Mobility Guidance

Regional Policy

- South East Scotland Strategic Development Plan
- SEStran Regional Transport Strategy 2015-2025
- South East Scotland Regional Transport Partnership Parking Management Strategy
- SEStran Regional Park and Ride Strategic Study

Local Policy

- West Lothian Local Development Plan 2018
- Active Travel Plan for West Lothian 2016-2021: Making Active Connections
- West Lothian's Parking Design Standards
- West Lothian Council Carbon Management Plan 2015-2020
- Climate Change Strategy 2021-2028
- West Lothian Economic Strategy 2010-2020
- West Lothian Council Equality and Diversity Framework 2021-2025

Key Responsibilities

The provision and management of parking in West Lothian is partly the responsibility of the Council, supported by a range of stakeholders in supporting roles. Due to the land-use in many settlements within West Lothian there is often an abundance of private parking which is controlled by private enterprises which are outwith the authority of West Lothian Council.

On-Street Parking

On-street parking, waiting and loading restrictions (Traffic Regulation Orders) are implemented by West Lothian Council and a breach of on-street parking restrictions is currently a criminal offence, enforced by Police Scotland. However, the Police effectively ceased operation of their Traffic Warden Service from February 2014 and, while enforcement remains their responsibility, they typically only act in respect of dangerous or obstructive parking infringements.

Any local authority may apply to the Scottish Ministers for orders decriminalising certain parking offences within their area. The assumed power is known as Decriminalised Parking Enforcement (DPE) and should the Council enact these powers in West Lothian, parking offences would convert from being a criminal offence to become a civil offence, allowing the Council to take over the responsibility for enforcing parking restrictions from Police Scotland.

Off-Street Parking

The Council provides a number of off-street car parks which are available for public use. All are currently free to use, with the exception of The Vennel car park in Linlithgow and electric vehicle charging public charging points.

A tariff for electric vehicle charging points has been introduced to support the long-term sustainability of charging infrastructure in West Lothian and maximise availability of rapid and fast charging facilities.

There is also an abundance of off-street car parks provided by private enterprises such as retailers and business owners. These are either owned and used by private organisations and used as staff car parks, or are attached to shops and services like supermarkets and are for use by their customers. This parking is known as private non-residential parking stock.

Bus and Rail Based Park and Ride

There are no formal bus-based Park and Ride sites in West Lothian. However, residents living in smaller / outlying settlements with poor bus service provision may travel by car to larger settlements to access additional / more frequent services – effectively creating an informal Park and Ride system.

Park and Ride facilities are currently operated at all rail stations in West Lothian

Blue Badge Scheme

The Council can provide a marked disabled persons' parking place on the road near their home. To qualify, a person must be a blue badge holder and have a suitable vehicle registered at their address. However, sometimes the Council may not be able to provide a parking bay because of local planning or traffic considerations.

The Scottish Parliament recently introduced new legislation aimed at making all disabled persons' parking bays enforceable by the police. A legal Consolidation Traffic Regulation Order for all disabled parking bays presently enforceable by the Police in West Lothian has been prepared.

Parking in New Developments

The Council is responsible for setting relevant parking standards for new developments in line with local development guidelines and in accordance with national and regional policy, such as Designing Streets and the National Roads Development Guide.

Parking at Schools

The Council is responsible for introducing parking restrictions around schools and these are typically in the form of Traffic Regulation Orders for double yellow lines and School Keep Clear markings. Where these parking restrictions are in place, it is currently the responsibility of the Police to enforce these.

Parking on Private Land

Industrial estates, business parks and retail parks are examples of areas where parking issues may sometimes occur, however these are typically private land.

Parking issues on private land are outside the Council's control, however the Council assists through liaison with landowners and the police where appropriate.

The Council can introduce Traffic Regulation Orders to control the right of passage and safety on public roads within areas of private land where parking issues may spill over onto the public highway. Additionally, the Council can influence new development and require travel plans to be implemented at these.

Electric Vehicle Charging

The Council owns a total of 32 public charge points at seventeen locations across the area. In addition to those owned by the Council, there are a number of other charge points operated by other operators, including at Bathgate, Uphall and West Calder railway stations. All of the Council owned facilities are currently free to use.

The Council is currently preparing an Electric Vehicle Infrastructure Strategy, to support the uptake of electric vehicles within West Lothian.

Need for Management

As policy has moved from a 'predict and provide' approach to one based on the achievement of wider objectives, the management of parking has become a more important part of national policy. It is becoming accepted that the unlimited growth of car use cannot be tolerated, as the costs of providing the necessary road and parking space would be unacceptable in financial, environmental and social terms.

Parking provision being appropriate for the scale of demand is therefore important not only for economic wellbeing and quality of life but links to the overall transport strategy for West Lothian and the influencing of modal choice and consequent impacts on health and wellbeing.

While limiting car trips in some circumstances is desirable, it is also the case that for many settlements in West Lothian the ability to access key amenities is most feasible by private car. The policy approach in this document is therefore not opposed to car travel, but intended to enable car travel in ways that are most beneficial to residents and businesses in West Lothian, without undue impact on the environment, place setting and community life.

It is recommended that the largest towns are subject to the strongest parking management measures, whilst the smallest settlements are subject to fewest parking management measures.

Existing Situation, Future Growth & Key Parking Issues

The accessibility of West Lothian, by road and rail, is one of its key assets. It is well served by three railway lines and a number of major roads including two motorways - the M8 and M9. East-west connectivity is generally good by walking, bicycle, rail, bus and road. These corridors provide significant connections between communities across the area. However, connectivity for all modes of transport is less effective on a north-south axis, between the areas north of the Bathgate Hills and the main centres of population and employment around Bathgate, Livingston and Uphall/Broxburn.

The strategic and local road network is subject to some constraints and experiences capacity problems in various key locations at peak times. There is, however, a continuing need to curb transport related greenhouse gas emissions and address increasingly poor air quality issues by reducing single occupancy car trips and promoting the use of sustainable forms of transport.

Demographics, Car Ownership and Travel Patterns

West Lothian has one of the fastest growing and youngest populations in Scotland, reflecting the area's location and attractiveness as a place to invest, live, work, and visit.

Population growth is closely linked to housing supply and significant new developments within West Lothian are planned, notably in Winchburgh, along with new houses being built north of East Calder, at the Calderwood development.

The 2011 Census data shows that West Lothian overall has a higher percentage of car ownership, a higher population density per square kilometre and a higher average population per household than the SEStran and Scottish averages. However, within the settlements in West Lothian, car ownership varies with the larger urban areas generally having a lower ratio of vehicle to households than smaller villages and more rural areas.

Current and Future Travel to Work

2011 Census Travel to Work data indicates a higher proportion of residents of West Lothian drive to work than in the wider SEStran area and the national average. There is also a lower proportion of people who work at home, though these statistics are now relatively historic and do not reflect changes in travel habits as a result of the Covid-19 pandemic.

Most of the parking demand associated with employment is related to those who both live and work in West Lothian. It may be that some of these trips are short enough that there are realistic alternatives to car use.

It is difficult to predict what impact the Covid-19 outbreak will have on travel behaviour in the medium and longer term. Across the UK, congestion has reduced in comparison to pre-Covid-19 times[1], but there is evidence that this is now increasing.

It is likely that some people will choose to travel less (i.e. working from home). For those who do continue to travel, it will be important to encourage them to use active travel and public transport, rather than reverting to driving, and more stringent parking controls and charges can contribute to this. However, it has to be acknowledged that, for some, car travel will be the only viable choice and they should still be catered for. A fair, equitable and balanced approach is required.

Overview of Existing Parking Issues

Data relating to parking practices and issues has been collected via questionnaire surveys, interviews with the public, stakeholder workshops and on-site parking beat surveys.

Stakeholder workshops provided the opportunity for in-depth conversations and feedback to be provided by a range of key stakeholders, including employers, the voluntary sector, health and social care operators, local councillors, the emergency services, equality forums and transport operators.

Parking beat surveys were undertaken at a number of locations across West Lothian, including the Council owned car parks and on-street parking areas that are frequently utilised (for example on high streets). The results indicated a variety of demand patterns in the different settlements surveys, with some settlements indicating particular uses such as employment, school journeys and shopping trips as being more prevalent.

In total, 4,152 vehicles were observed during car park surveys, and 10,121 observations made of vehicles parking on designated streets selected for survey. In general, an average of 50% of surveyed on-street parking capacity is available throughout the day across West Lothian and an average of 35% of public car parking spaces are available across West Lothian.

There is indication within the data that there is a strong preference for parking locations closest to destinations such as high streets or stations, with car parks showing marked differences in usage patterns between locations dependent on the walk distances to possible destinations.

As there has been less enforcement of parking offences since Police Scotland ceased their Traffic Warden Service, increased numbers of people are parking in unsafe areas and there have been increases in antisocial and dangerous behaviour.

This indicates that lack of enforcement is a factor in parking behaviour within West Lothian. Parking behaviour which has a negative impact on the residents and economy of West Lothian would likely be less prevalent if enforcement was more frequently encountered and expected.

[1] https://www.tomtom.com/en_gb/traffic-index/united-kingdom-country-traffic/

In general, there is a plentiful supply of parking in West Lothian and so it is not an issue of supply but instead drivers attempting to park within closer proximity to town centres, where there are competing demands on the scarce availability of land and parking therefore cannot necessarily be accommodated in close proximity.

The online questionnaire parking survey received 3,309 responses, with a further 119 face to face surveys undertaken. The face-to-face surveys provide more detailed information relating to specific parking issues in each area, whilst the online parking survey covered a wider range of topics.

The surveys indicated a broad range of parking issues were experienced but the most frequently experienced were inappropriate pavement parking and inappropriate parking around schools.

The areas where most respondents reported difficulty parking were around their workplaces and accessing healthcare, followed by accessing shopping, although the results varied by settlement and the problem profile indicated some issues were much more frequently experienced in certain areas. Particular issues associated with cars blocking roads, double parking or parking around schools varying greatly depending on location.

Strategy Objectives

Objectives

Considering the problems identified during the baseline analysis and to remain consistent with the NTS2, five objectives have been identified for this parking strategy which are:

- **Objective 1:** Provide and maintain local public parking facilities as part of the wider managed transport network to assist in facilitating fair and affordable access to services, promoting equality for those living, learning, working, trading and visiting our communities.

- **Objective 2:** Contribute towards delivering carbon net-zero environment within West Lothian by developing and delivering progressive, modern and innovative parking solutions. Solutions must be adaptable to the effects of climate change and help promote cleaner and greener travel choices

- **Objective 3:** Deliver improvements in the format, appropriateness, reliability and efficiency of publicly operated parking facilities in West Lothian using technological innovation as appropriate

- **Objective 4:** Through design, adaptation, and implementation of current and new facilities improve the safety and security of public parking areas and the safety of those communities that use them and the road network around them

- **Objective 5:** As part of a co-ordinated public travel network, including the management and provision of public parking places within West Lothian, enable people to make healthy travel choices and help make our communities great places to live

Monitoring and Evaluation

Both proactive and reactive monitoring is required to support the Parking Strategy and allow it to react and adapt to issues as they occur.

In order to fully understand the existing problems, issues and possible solutions to the control and management of parking within town centres, problem areas should be identified and monitored on a regular basis.

Complaints from members of public, Councillors, shopkeepers, business users etc. should be the subject of a triage review on receipt by the Council. Those that are deemed to be of most probable risk to safety; negative impact on network operation; or impact on mobility by walking, cycling or public transport should be investigated at the earliest practicable opportunity and monitored – reflecting the Council's available staff and funding resources.

Complaints should be recorded in a systematic manner with a record of the considerations of the initial appraisal and the outcome of that appraisal and the possible implications on staff and financial resources. Problems should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

Outcomes

The following outcomes have been identified to monitor and evaluate against:

- Visible reduction in inappropriate parking at known 'hotspots' (as determined through anecdotal site observations and spot-checks)
- Increased turnover of vehicles in town centre locations / on-street town centre locations (as determined through parking surveys at targeted locations)
- Perception of availability of parking spaces in town centres to access retail (as determined through anecdotal site observations and spot-checks)
- An increase in positive public perception of parking in West Lothian (measured through a reduction in the number of complaints received from members of public, Councillors, shopkeepers, business users etc.)

Parking Policy

The Parking Strategy sets out recommendations which the Council might wish to adopt as its overarching parking policy for the whole of West Lothian in relation to:

- Parking supply
- Parking management
- Enforcement
- Charges
- Waiting and Loading Restrictions
- Resident's Parking Permit Schemes
- Parking Standards for New Developments
- Blue Badges
- Parking at Schools
- Park and Ride
- Electric Vehicles
- Car Clubs
- Signage
- Pavement Parking
- Controlled Parking Zones (CPZs)
- Retail Parks
- Industrial Estates
- Workplace Parking
- Cycle Parking
- Motorcycle Parking
- HGV Parking

Strategy Implementation & Interventions

A number of interventions that the Council might choose to take forwards have been identified:

- Demand Management Measures
- Bottleneck Removal
- Active Travel Infrastructure Enhancements
- Localised Measures at Problem Areas
- Off-Street Car Park Length of Stay Restrictions
- Off-Street Car Park Charges (Pay and Display)
- On-Street Parking Length of Stay Restrictions
- On-Street Parking Charges (Pay and Display)
- On-Street Parking Kerbside Management
- Implementation of Decriminalised Parking Enforcement
- TRO Amendments
- Residents Parking Permit Schemes
- Controlled Parking Zones
- Workplace Parking Licensing Scheme
- Ban on Pavement Parking

The delivery of the Parking Strategy is based upon a hierarchical approach to our settlements with extensive measures being applied in our larger towns where parking problems are more acute as previously identified.

The framework for implementation is shown on the following page.

Framework for Interventions

	Timescale			Captial Funded Scheme	Revenue Funded Scheme	Potential for Scheme Revenue	Indicative Implementation Cost
	2023-2026	2026-2029	2029-2033+				
Bottleneck Removal				●			Medium
Active Travel Infrastructure Enhancements				●			Low
Localised Measures at Problem Areas				●			Medium
Off-Street Car Park Length of Stay Restrictions				●	●		Low
Off-Street Charges (Pay and Display)				●	●	●	High
On-Street Parking Length of Stay Restrictions				●	●		Low
On-Street Parking Charges (Pay and Display)				●	●	●	High
On-Street Parking Kerbside Management					●	●	Medium
Implementation of DPE					●	●	High
TRO Amendments					●		Medium
Monitoring Need for Residents Parking Permit Schemes					●		Low
Monitoring Need for Controlled Parking Zones					●		Low
Monitoring Need for Workplace Parking Licensing Scheme					●		Low
Implementation of Exemptions and Bans on Pavement Parking				●			Medium

Key to implementation costs ranges: Low – up to £25,000; Medium - £25,001 - £250,000; High – over £250,000

Delivery Plan

Timescales

The interventions will be taken forward and implemented in accordance with the indicative timescales it defines. This focusses the immediate actions upon the larger settlements with a sliding scale of delivery where the simpler, easier to deliver measures are implemented initially and the more large-scale interventions are implemented over a longer timeframe. Subsequently, the smaller settlements will be the focus for latter attention once the main interventions in the larger settlements have been implemented.

It is anticipated that the strategy will be implemented over a period of up to 10 years with the majority of interventions in the larger settlements being scheduled for the initial 3-year period then implemented fully over the period up to 6 years. In the smaller settlements, most interventions will be implemented in the 3-year to 10-year period.

Funding

The measures will be delivered making use of existing Council capital and revenue funding budgets and any additional funding sources that can be identified during the lifetime of the strategy. In addition, to support the implementation of Decriminalised Parking Enforcement, a business case will be prepared to evaluate the range of funding options and scenarios that are available to enable a commercially viable scheme to be delivered. This may lead to additional funding sources being identified and / or delivery of a DPE scheme. It is not envisaged that it will create an operating surplus that could assist in implementing other elements of the Parking Strategy. The Council will seek to explore all potential funding opportunities to support delivery of this Strategy.

1 Introduction

1.1 Overview

1.1.1 Parking is an area of transport policy which has a far-reaching effect, but often goes somewhat unnoticed unless a particular problem occurs.

1.1.2 Parking provision and locations can influence the attractiveness of an area for shoppers, access for people with varying mobility needs, the level of active travel within an area and the visual impression given to visitors. It also has an influence on environmental issues: the level of private car use within an area is linked to parking availability, air quality can be affected by drivers circulating to find parking and the availability of charging infrastructure can affect people's choices for a new vehicle.

1.1.3 Inappropriate parking behaviour, or illegal parking behaviour, can cause congestion and adversely affect road safety. In particular, obstruction of the highway or obscured visibility at junctions can cause danger for other drivers. Parked vehicles can make it more dangerous for pedestrians to cross roads, particularly for children and around schools.

1.1.4 For these reasons, it is appropriate for West Lothian Council (the Council) to develop a strategy which examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel and ensure public safety. The development of parking policies, the rationale and evidence for the measures being considered, and the potential mechanisms for enforcement are set out in this document.

1.2 Purpose of the Parking Strategy

1.2.1 Currently, congestion is evident in the town centres of Bathgate and Linlithgow particularly during the peak periods. There have been on-street parking issues also identified causing potential parking related problems in Armadale, Broxburn/Uphall, Livingston and Whitburn.

1.2.2 Parking is being currently addressed through kerbside traffic management, but it is becoming more and more apparent that a holistic approach is necessary.

1.2.3 The Council has identified that a strategic parking management policy should be a principal tool in meeting the Council's aspiration of providing a vibrant sustainable future that considers environmental goals and economic wellbeing in balancing the needs of stakeholders.

1.2.4 This West Lothian Parking Strategy has been developed by Stantec in collaboration with officers from the Council to give guidance and make recommendations on parking needs, parking management, address competing issues and give clear advice on best practice solutions, providing the policy context for parking related issues in the local authority area.

1.2.5 The Parking Strategy seeks to translate evidence-based issues and create specific interventions that will be delivered, primarily across the urban areas of West Lothian.

1.2.6 The evidence gathered for the Parking Strategy has been collected throughout 2022, with on-street parking and Council-owned off-street parking surveyed in August 2022. Site visits and consultations were also undertaken between May and July 2022. Secondary data analysis and a review of relevant literature has also been undertaken to supplement the findings.

1.2.7 The Parking Strategy describes the known parking problems and issues in the urban areas. It then identifies objectives which the strategy seeks to deliver, before setting out parking polices which could be set by the Council and interventions that could be taken, before finally setting out a delivery plan to provide timescales for implementation.

1.3 Strategy Development

1.3.1 The Parking Strategy has been prepared in a manner consistent with the principles set out in the Scottish Transport Appraisal Guidance[2] - the Scottish Government's best practice advice in the development and appraisal of transport projects and strategies.

1.3.2 The policies developed are formulated by an evidence-led approach and recent surveys of the local area that identify key patterns of parking behaviour such as, capacity, duration of stay, occupancy of car park across standard weekdays and on a Saturday.

1.3.3 With the substantial changes in travel behaviour and working patterns that have occurred as a result of the Covid-19 pandemic, the Parking Strategy has been developed during a period of considerable change. While this presents challenges in understanding how long-term travel behaviour might differ from previous patterns, it also presents significant opportunities to influence travel behaviour and instigate positive change that can achieve policy aspirations.

[2] Scottish Transport Appraisal Guidance, Transport Scotland, 2008

2 Policy Context

This Parking Strategy has been developed within the context of relevant national, regional and local policy.

2.1 National Policy

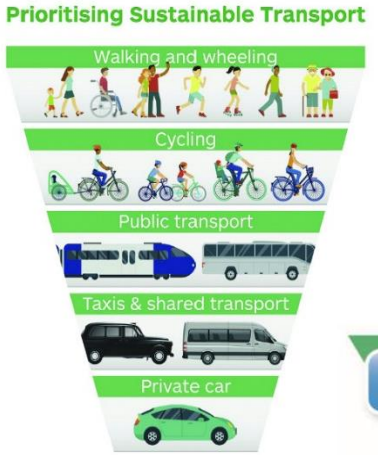
The National Transport Strategy (NTS2)

2.1.1 With the publication of the National Transport Strategy 2 (NTS 2) by Transport Scotland in February 2020, there is a new vision for transport in Scotland. NTS2 has four priorities, each with three associated outcomes as shown in Figure 2.1.

Figure 2.1: National Transport Strategy Priorities and Outcomes

2.1.2 NTS2 introduced the sustainable travel hierarchy and sustainable investment hierarchy which clearly shows that providing for the private car should be the last priority in decision making and determining how future investment decisions should be made.

2.1.3 The Parking Strategy objectives are closely aligned to the priorities and outcomes of NTS2 and will seek to reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing. It will also be delivered in accordance with the sustainable travel hierarchy and sustainable investment hierarchy.



◄ Figure 2.2: The Sustainable Travel Hierarchy

▼ Figure 2.3: The Sustainable Investment Hierarchy

Transport (Scotland) Act 2019[3]

2.1.4 NTS2 references the Transport (Scotland) Act 2019 which enables local authorities to introduce schemes under which a charge may be levied for employers providing workplace parking places.

2.1.5 As part of the Transport (Scotland) Act 2019 there will be a ban on pavement parking. This is an important piece of legislation which will allow for ease of passage for pedestrians, especially those who have mobility impairments, or those with pushchairs who are currently impeded by inconsiderate parking and forced onto carriageways with oncoming traffic.

2.1.6 The Parking Strategy provides clear guidance on how the Council will prepare for the Transport (Scotland) Act 2019 and, in particular, the workplace parking licensing scheme and ban on pavement parking.

Designing Streets[4] and the SCOTS National Roads Development Guide[5]

2.1.7 Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles. It was launched by the Scottish Government to support the placemaking agenda. It raises the importance of street design issues from that of guidance and advice to policy.

2.1.8 The National Roads Development Guide supports Designing Streets and expands on its principles to clarify the circumstances in which it can be used. The documents suggest that place should be considered before movement and introduce the street design hierarchy.

Figure 2.4: Street Design Hierarchy

[3] http://www.legislation.gov.uk/asp/2019/17/contents/enacted

[4] https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2010/03/designing-streets-policy-statement-scotland/documents/0096540-pdf/0096540-pdf/govscot%3Adocument/0096540.pdf

[5] http://www.scotsnet.org.uk/documents/national-roads-development-guide.pdf

2.1.9 Both documents apply a user hierarchy to the design process, similar to NTS2, with pedestrians being prioritised at the top, followed by cyclists, public transport users and motor traffic users last. The key consideration is that integrated parking should be provided which is accommodated by a variety of means to provide flexibility and lessen visual impact.

2.1.10 The National Roads Development Guide supports Designing Streets. The design principles within this have been followed when considering the design of new streets, specifically integrated parking.

Equality Act 2010 and Inclusive Mobility Guidance[6]

2.1.11 The Equality Act 2010 aims to protect disabled people and prevent disability discrimination. It provides legal rights for disabled people, including in the area of access to goods, services and facilities including larger private clubs and land-based transport services.

2.1.12 The Inclusive Mobility document comprises the guidelines for inclusive access provision to meet the requirements not only of the disabled, but also of many other people – *"people with small children, people carrying heavy shopping or luggage, people with temporary accident injuries and older people can all benefit from good design of the pedestrian and transport environment".*

2.1.13 The Parking Strategy has been prepared to ensure it conforms with the requirements of the Equality Act 2010 and Inclusive Mobility Guidance to protect disabled people and prevent disability discrimination.

2.2 Regional Policy

South East Scotland Strategic Development Plan (SESplan)[7]

2.2.1 The Strategic Development Plan sets out a spatial strategy which recognises existing development commitments and promotes a sustainable pattern of growth. The strategy is supported by a framework for delivery which will promote and secure economic growth and the delivery of housing in the most sustainable locations; and promote the development of strategic transport and infrastructure networks to support that growth and to meet the needs of communities. The Plan reflects the ambitions and commitment of six Local Authorities, including West Lothian Council, to realise the potential of the area and ensure it continues to play a leading role in a national context.

2.2.2 The SDP states that Local Planning Authorities, in collaboration with Transport Scotland and SEStran, should support and promote the development of a sustainable transport network. Their LDPs should ensure that new development minimises the generation of additional car traffic, including through the application of car parking standards.

2.2.3 The Parking Strategy draws on the recommendation in the SESplan SDP that parking standards for new development should be used to minimise the generation of additional car traffic.

SEStran Regional Transport Strategy 2015-2025[8]

2.2.4 The SEStran Regional Transport Strategy 2015-2025 (RTS) which was approved by Scottish Ministers in July 2015 and presents a realistic strategic approach to developing transport in the SEStran area, taking into account the current capabilities and potential resources of Local Authorities and other stakeholders.

[6] http://www.legislation.gov.uk/ukpga/2010/15/contents

[7] https://www.sesplan.gov.uk/assets/files/docs/290813/SESplan%20Strategic%20Development%20Plan%20Approved%2027%20June%202013.pdf

[8] https://sestran.gov.uk/wp-content/uploads/2017/01/SEStran_Regional_Transport_Strategy_Refresh_2015_as_published.pdf

2.2.5 The RTS includes a policy framework on parking standards and a recognition that integrating land-use and transport planning is key to developing sustainable employment and residential locations in the medium and long term. There are three parking relevant policies:

- *Policy 9: A consistent framework for parking standards for new development will be promoted across the region in line with our Regional Parking Standards, to ensure that comparable developments have similar parking standards*
- *Policy 10: Town and city centre parking provision (including areas on the edge of centres) will favour shoppers, essential business users and residents. Commuter parking in town or city centres will be discouraged with decriminalised parking control where viable and the provision of Park and Ride (see the SEStran Park and Ride Strategy).*
- *Policy 11: The efficient use of parking provision at major employment and essential service centres out with town and city centres (e.g. hospitals, areas around business parks) will be supported. This will be in line with the SEStran Parking Management Strategy.*

2.2.6 The Parking Strategy has been prepared taking consideration of the aspirations of the SEStran RTS, including parking standards and recognition that integrating land-use and transport planning is key. The framework for parking standards, town and city centre parking provision and out of town parking policies in the RTS all feed into the Parking Strategy.

2.2.7 A draft update to the SEStran RTS has been prepared and was published for consultation in November 2021. Once adopted, this will provide an updated strategy, developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the pandemic. The draft Strategy highlights issues across the SEStran region associated with parking, including car park overspill, lack of enforcement, lack of available parking and displacement of parking where high parking charges are introduced. These factors have been considered in the preparation of this Parking Strategy.

South East Scotland Regional Transport Partnership (SEStran) Parking Management Strategy[9]

2.2.8 The South East Scotland Regional Transport Partnership (SEStran) Parking Management Strategy was published in 2009 and, although somewhat dated, many of the issues covered are still pertinent today. The Strategy states that:

'Parking is no longer a standalone issue, but had become a key aspect of both transport and land use planning. It must be integrated with all aspects of urban policy now that it is to be managed at levels below 'unfettered demand'. This is necessary in order to promote and to support:

- *Lifestyles that are less car-dependent;*
- *Transport provision that is more socially inclusive;*
- *Development that is more sustainable in terms of energy and pollution; and*
- *Settlements which are more attractive and user-friendly.*

[9] https://sestran.gov.uk/wp-content/uploads/2017/01/Parking-Management-Strategy.pdf

Control over the availability of parking spaces is a key policy instrument in limiting car trips, and for the time being is the most widely available and readily accepted method of doing so. Even without control over private parking, strict control over public parking could have a major impact on travel choices. In most circumstances parking control is regarded as easier to implement and more appropriate than other measures such as road user charging.'

2.2.9 The Parking Strategy has been prepared taking consideration of the issues and measures outlined in the SEStran Parking Management Strategy, mainly that parking is not a standalone issue and is linked to land use planning and that parking availability is a key policy instrument in limiting car trips. The Parking Strategy is tailored to the particular characteristics of West Lothian and acknowledges that parking considerations have changed since 2009, for example, the rise in electric vehicle use and continuing rise of vehicle miles travelled (post-recession).

SEStran Regional Park and Ride Strategic Study[10]

2.2.10 The SEStran Regional Park and Ride Strategic Study is an update to the previous SEStran Park and Ride Strategy of 2009 and presents an evidence-based review of current Park and Ride provision within the SEStran region. This strategic study helps to inform future investment priorities for enhancement of Park and Ride facilities, as an essential part of a more sustainable transport network and shape the development of the next Regional Transport Strategy (RTS). It is not a strategy in itself but provides contextual analysis which will form the baseline from which to develop and plan delivery through the RTS.

2.2.11 The Park and Ride Strategy sets out the key considerations for ongoing planning and delivery of Park and Rides with the primary focus on the provision of sites which are accessible and attractive for cross-boundary travel. It suggests that priority should also be given to addressing localised parking issues at existing Park and Ride sites where there is evidence of overspill and excessive parking which impact on local residential networks.

2.2.12 The Park and Ride Strategy concludes that while rail-based Park and Ride is more likely to be attractive for strategic commuter travel, the existing infrastructure is limited in terms of reserve car parking capacity and service frequency. Bus-based Park and Ride sites have shown mixed fortunes in terms of use and popularity.

2.2.13 The Park and Ride Strategy notes the importance of multi-modal Park and Ride access and the provision and role of mobility hubs.

2.2.14 The SEStran Regional Park and Ride Strategic Study informs the approach to Park and Ride within the Parking Strategy which is tailored to the particular characteristics and needs of West Lothian. In particular the Parking Strategy will seek to address localised parking issues at existing Park and Ride sites where there is overspill and excessive parking which impact on local residential networks.

[10] https://sestran.gov.uk/wp-content/uploads/2020/05/SEStran-Park-and-Ride-Strategic-Study-Final-Report.pdf

2.3 Local Policy

West Lothian Local Development Plan 2018[11]

2.3.1 On 4 September 2018, the Council adopted the West Lothian Local Development Plan (LDP1) in accordance with the Town and Country Planning (Scotland) Act 1997 (as amended) and Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

2.3.2 LDP1 is the first of a new generation of land use plans and has replaced the previous West Lothian Local Plan (2009).

2.3.3 LDPs are intended to provide the vision and land use strategy for how communities will grow and develop in the future and also to provide certainty for communities and prospective investors by clearly illustrating where and how new development should take place. It also identifies those parts of West Lothian that should be protected from development.

2.3.4 The relevant policies for this Parking Strategy contained within the LDP are:

- **Policy Tran 1 (Transport Infrastructure)**

  The council will co-operate with other agencies in preparing investment programmes to enhance the environment by active travel infrastructure, public transport facilities, traffic and parking management in its towns and villages.

  Parking levels for development shall conform to the council's adopted standards

- **Policy Des 1 (Design Principles)**

  When assessing development proposals, the developer will be required to ensure that:

  c. the proposed development is accessible for all, provides suitable access and parking, encourages active travel and has no adverse implications for public safety;

- **Policy Emp 1 (Safeguarding and Developing Existing Employment Land)**

  The expansion, conversion or re-development of land and premises within these areas will be supported, as will proposals for new development embracing the same use classes, i.e. 4, 5 and 6, subject to the following criteria being satisfied:

  c. the transport implications of the proposal are capable of being effectively managed; and

- **Policy Hou 6 (Residential Care and Supported Accommodation)**

  Proposals for residential care facilities and supported accommodation will generally be permitted where:

  d. the proposal is capable of accommodating sufficient parking to meet the requirements of residents, staff and visitors;

- **Policy Env 14 (Pentland Hills Regional Park – Further Protection)**

  Public car parks will only be provided on the periphery of the park and must relate to recreation opportunities. They must be designed to integrate with the landscape and character of the location.

[11] https://www.westlothian.gov.uk/LDP

2.3.5 The Transport Appraisal and Modelling 2014[12] report was produced to inform the West Lothian Strategic Development Plan. This exercise was undertaken to help inform decision making by analysing the impact that new developments would have on the area. It examines parking impacts at rail stations and town centres of proposed new developments in West Lothian and scores the impact out of five depending on the modelled results.

2.3.6 In preparing the Parking Strategy consideration has been given to the policies in the West Lothian Local Development Plan 2018, namely parking management in towns and villages and parking levels for new developments.

Active Travel Plan for West Lothian 2016-2021: Making Active Connections[13]

2.3.7 The Active Travel Plan for West Lothian 2016-2021: Making Active Connections is a plan to link people to places by active travel. It's not just about physical connections however - it is also a framework for mainstreaming active travel in West Lothian and creating a culture where active travel becomes the norm for suitable trips.

2.3.8 The Active Travel Plan seeks to provide a policy framework which will inform and influence the development of policy and projects within the Council and by external partners. It aims to understand the spatial needs of communities, and tackle barriers to increased levels of active travel with all the benefits this brings to health, the environment and the economy.

2.3.9 Where the Parking Strategy seeks to discourage car use it is important that viable alternatives, such as walking and cycling, are provided and these are dealt with and promoted in the Active Travel Plan for West Lothian 2016-2021.

West Lothian's Parking Design Standards[14]

2.3.10 The Council has prepared parking design standards to achieve consistency with objectives set out in Scottish Planning Policy Guidelines and the Scottish Executive guide to Transport Assessments that include the concept of maximum parking standards. The Council recognise that a key goal of integrated transport policy is to promote the creation of sustainable patterns of development through joint consideration of transport, land use, economic development, social justice and the environment.

2.3.11 Constraining car parking for new developments can help focus attention on the overall travel context of the development, including providing for travel by public transport, on foot and by cycle. Scottish Planning Policy sets out Government policy on the integration of land use and transport planning.

2.3.12 The Council's parking design standards support the aims and objectives of the Parking Strategy.

[12] Transport appraisal and modelling, West Lothian Council, 2014

[13] https://www.westlothian.gov.uk/media/12492/West-Lothian-Active-Travel-Plan-2016-21-Making-Active-Connections/pdf/West_Lothian_Active_Travel_Plan_2016-212.pdf?m=635981217631570000

[14] https://coins.westlothian.gov.uk/coins/viewSelectedDocument.asp?c=e%97%9Db%8Ep%7E%8A and https://www.westlothian.gov.uk/media/3908/Land-Use-Parking-Requirements/pdf/Parking-Standards.pdf

West Lothian Council Carbon Management Plan 2015-2020[15]

2.3.13 The key elements of the Council's Carbon Management Plan which relate to the parking strategy are:

- The desire to provide an Upgrade to Efficiency, in the sense of allowing transport to operate with lower carbon impact.
- Building better as development of infrastructure is required to support development in a sustainable way, and not encourage excessive use of carbon-intensive modes of travel.
- Moving to clean power, with the provision of electric charging infrastructure being key to enabling this for private vehicular transport.
- Expansion of transportation alternatives, with electric charging infrastructure being available to enable switching from fossil fuel-based transport.

Climate Change Strategy 2021-2028[16]

2.3.14 The Council's approved Climate Change Strategy 2021-28 (CCS) includes an intent to consider the introduction of electric vehicle charging tariffs as part of the development of a wider EV infrastructure plan.

2.3.15 Funding has been received from the Scottish Government to develop the plan in collaboration with Transport Scotland, Scottish Futures Trust and others with a deadline for completion in December 2022.

2.3.16 The EV infrastructure plan will be used to support future bids to the Electric Vehicle Infrastructure Fund, and Local Authorities have been advised that continued grant funding will be dependent on tariffs being in place.

[15] https://www.westlothian.gov.uk/media/10480/West-Lothian-Council-Carbon-Management-Plan-2015-20/pdf/Carbon_Management_Plan_2015-2020.pdf

[16] https://www.westlothian.gov.uk/media/52423/Climate-Change-Strategy-2021-2028/pdf/WLC_Climate_Change_Strategy_2021-28_FINAL.pdf

West Lothian Economic Strategy 2010-2020[17]

2.3.17 West Lothian's Economic Strategy 2010-2020 highlights the need for an integrated transport network which supports the development of skills and businesses within West Lothian.

2.3.18 The need for infrastructure to support economic development and entrepreneurship within West Lothian was linked with the growth and value of businesses, which should be supported by Council policy.

2.3.19 The monitoring of progress against the strategy was measured by:

- VAT/PAYE business stock and survival rates.
- Companies supported by Business Gateway and other initiatives.
- Median earnings levels for the workforce.
- Proportion of working age adults in work.
- Percentage of school leavers achieving a positive destination.
- Retail occupancy levels in town centres.

West Lothian Council Equality and Diversity Framework 2021-2025[18]

2.3.20 The stated purpose of the framework is mainstreaming equality to tackle discrimination and to advance equality of opportunity and good relations in the workforce and community.

2.3.21 The objective in mainstreaming equality is to integrate an equality and human rights perspective into the everyday work of the Council, involving managers and policy makers across all Council services, as well as equality specialists and community planning partners to ensure that equality, diversity and inclusion is at the heart of everything done by the Council.

[17] https://www.westlothian.gov.uk/media/4212/Economic-Strategy-2010-2020/pdf/economicstrategy201020.pdf?m=635404940337830000

[18] https://www.westlothian.gov.uk/media/49021/Equality-Mainstreaming-and-Equality-Outcomes-Framework-2021-2025/pdf/Equality-Mainstreaming-and-Equality-Outcomes-Framework-2021-2025.pdf?m=637575321553170000

3 Key Responsibilities

3.1 Introduction

The provision and management of parking in West Lothian is partly the responsibility of the Council, supported by a range of stakeholders in supporting roles. Due to the land-use in many settlements within West Lothian there is often an abundance of private parking which is controlled by private enterprises which are outwith the authority of West Lothian Council.

3.2 Parking Management Responsibility

On-Street Parking

3.2.1 On-street parking, waiting and loading restrictions (Traffic Regulation Orders) are implemented by West Lothian Council and a breach of on-street parking restrictions is currently a criminal offence, enforced by Police Scotland. However, the Police effectively ceased operation of their Traffic Warden Service from February 2014 and, while enforcement remains their responsibility, they typically only act in respect of dangerous or obstructive parking infringements.

3.2.2 Any local authority may apply to the Scottish Ministers for orders decriminalising certain parking offences within their area and many have, including the City of Edinburgh Council. West Lothian Council has the option to apply to the Scottish Government to assume powers to decriminalise the enforcement of parking restrictions. The assumed power is known as Decriminalised Parking Enforcement (DPE) and should the Council enact these powers in West Lothian, parking offences would convert from being a criminal offence to become a civil offence, allowing the Council to take over the responsibility for enforcing parking restrictions from Police Scotland.

3.2.3 Without going through the formal process, due to Police Scotland focusing on other criminal prosecutions enforcement of parking in the area would essentially not exist, and this could lead to problems and difficulties arising.

3.2.4 With the Scottish Government passing the Transport (Scotland) Act 2019, which introduces measures to encourage ‘responsible parking’, there is now an expectation for local authorities to enforce the pavement parking ban but without enacting the DPE scheme, the mechanism for enforcement would require additional enforcement activity by the Council and thereby add to budgetary and resource pressure in carrying out these duties.

Off-Street Parking

3.2.5 The Council provides a number of off-street car parks which are available for public use. All are currently free to use, with the exception of The Vennel car park in Linlithgow, and a Council Executive decision made in 2019 effectively ruled out the introduction of car parking charges in West Lothian until after 2022/23.

3.2.6 Alongside the public car parks there is an abundance of off-street car parks provided by private enterprises such as retailers and business owners. These are either owned and used by private organisations, and used as staff car parks, or are attached to shops and services like supermarkets and are for use by their customers. This parking is known as private non-residential parking stock.

Bus Based Park and Ride

3.2.7 At the time of preparing the Parking Strategy, there were no formal bus-based Park and Ride sites in West Lothian, although there are bus ‘fastlink’ sites along the A899 which provide parking for commuters wanting to access buses into Edinburgh.

3.2.8 The Fastlink sites were installed around 2007 and their initial intention was to provide mini park and ride sites along the A899 in Livingston complete with electronic timetable display (prior to the use of real time information). Their objective was to encourage modal shift from the car and promote quicker bus service links into the town Centre, Edinburgh and further afield. Due to the sites becoming targets of vandalism in recent years, larger shelters have been replaced with smaller ones, which have less panels to maintain.

3.2.9 In addition to the Fastlink sites, residents living in smaller / outlying settlements with poor bus service provision may travel by car to larger settlements to access additional / more frequent services – effectively creating an informal Park and Ride system.

3.2.10 A number of Park and Ride Sites have been put forward for consideration through the development control process, however, none have yet to come to fruition. Site location and requirement for future development are some factors which have meant these have yet to be implemented.

Rail Based Park and Ride

3.2.11 Park and Ride facilities are currently operated at all rail stations in West Lothian as summarised below[19]:

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	West Lothian Council	329 spaces (no charge) + 6 cycle spaces
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

Blue Badge Scheme

3.2.12 The Council can provide a marked disabled persons' parking place on the road near their home. To qualify, a person must be a blue badge holder and have a suitable vehicle registered at their address. However, sometimes the Council may not be able to provide a parking bay because of local planning or traffic considerations.

[19] https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/

3.2.13 The Scottish Parliament recently introduced new legislation aimed at making all disabled persons' parking bays enforceable by the police. A legal Consolidation Traffic Regulation Order for all disabled parking bays presently enforceable by the Police in West Lothian has been prepared.

Parking in New Developments

3.2.14 The Council is responsible for setting relevant parking standards for new developments in line with local development guidelines and in accordance with national and regional policy, such as Designing Streets and the National Roads Development Guide.

Parking at Schools

3.2.15 The Council is responsible for introducing parking restrictions around schools and these are typically in the form of Traffic Regulation Orders for double yellow lines and School Keep Clear markings. Where these parking restrictions are in place, it is currently the responsibility of the Police to enforce these as well as parking on pedestrian crossing zig zags, which are often located close to schools. As a result of enacting DPE the Council would assume the power to enforce these road markings on streets around schools and could take on the enforcement of some other traffic offences which would be transferred to the Council. This would reduce pressure on Police resources and transfer the management and enforcement to the Council.

Industrial Estates / Business Parks

3.2.16 As well as introducing Traffic Regulation Orders to control the right of passage and safety on public roads within or close to industrial estates and business parks, the Council can influence new industrial activities and encourage employers to prepare Staff Travel Plans to reduce the impact on public roads.

3.2.17 Staff Travel Plans can reduce the pressure for on-street parking and create more space for customer or suppliers to use as well as encouraging take up of active travel opportunities, such as cycling and walking, or public transport use.

3.2.18 During times of year where higher levels of activity occur, seasonality of traffic on the road network can cause congestion and parking problems.

3.2.19 Parking issues on private land are outside the Council's control, however the Council will assist through liaison with landowners and the police where appropriate.

Retail Parks

3.2.20 While the car parks for retail units are generally privately maintained and operated, the Council typically has control over the access roads that lead to the car parks and responsibility for managing them. This has to be done effectively so as to ensure that safe access and egress can be achieved.

3.2.21 Parking issues on private land are outside the Council's control, however the Council will assist through liaison with landowners and the police where appropriate.

Electric Vehicle Charging

3.2.22 The Council owns a total of 32 public charge points at seventeen locations across the area. In addition to those owned by the Council, there are a number of other charge points operated by other operators, including at Bathgate, Uphall and West Calder railway stations.

3.2.23 Capital funding for public charge points has until recently been provided by Transport Scotland through their Local Authority Installation Programme and the network itself is currently operated by ChargePlace Scotland. All of the Council owned facilities are currently free to use at the time of writing, but will be charged for from February 2023 as approved by Council Executive in December 2022.

3.2.24 The Council is currently preparing an Electric Vehicle Infrastructure Strategy, to support the uptake of electric vehicles within West Lothian.

3.3 Need for Management

Importance of Parking Management

3.3.1 As outlined previous in Chapter 2, parking is a transport and land use planning issue that must be managed to promote healthy living, reduce car dependency, make transport provision socially inclusive, encourage sustainable development and make West Lothian more attractive and user-friendly.

3.3.2 As policy has moved from a 'predict and provide' approach to one based on the achievement of wider objectives, the management of parking has become a more important part of national policy. It is becoming accepted that the unlimited growth of car use cannot be tolerated, as the costs of providing the necessary road and parking space would be unacceptable in financial, environmental and social terms.

3.3.3 Parking provision being appropriate for the scale of demand is therefore important not only for economic wellbeing and quality of life but links to the overall transport strategy for West Lothian and the influencing of modal choice and consequent impacts on health and wellbeing.

3.3.4 While limiting car trips in some circumstances is desirable, it is also the case that for many settlements in West Lothian the ability to access key amenities is most feasible by private car. The policy approach in this document is therefore not opposed to car travel, but intended to enable car travel in ways that are most beneficial to residents and businesses in West Lothian, without undue impact on the environment, place setting and community life.

Economic Impact of Parking Controls

3.3.5 The control of the availability of parking places for different kinds of user is important for the economic wellbeing of town centres in West Lothian. It is generally accepted that the economic vitality of a town centre is helped by the availability of short-stay parking spaces for business, delivery and shopping use and that long stay commuter parking should be relocated or limited to actively promote more sustainable travel choices. This also improves the social wellbeing of the community, enabling more activity in local centres and thereby also contributing to the local economy and the vitality of local businesses and activities.

In towns where a large contribution to the local economy is made by visitors, then medium stay provision outside the main business district may serve this need without disadvantaging the day-to-day running of the town centre or congesting its streets.

Considerations

3.3.6 The Parking Management Strategy outlines considerations, and measures, for tackling the following:

- Supply has a significant mismatch with demand
- Long stay commuter parking detrimentally impacts shops and business
- Lack of control over private car parks
- Long stay parking overspills into residential areas
- Car parks located within a town centre, which encourage traffic within town centres and take up limited space
- Location and quality of car parks
- Resistance to introduction of parking charges

- Lack of private residential provision
- Confusing and inconsistent restrictions/signs
- Inappropriate and illegal parking

Hierarchical Approach

3.3.7 The SEStran Parking Management Strategy suggests that a consistent approach across the SEStran area should be taken to: reduce the amount of confusion currently experienced by drivers confronted by many subtly different restrictions, increase the degree of compliance with restrictions, and help manage parking in locations where no controls exist.

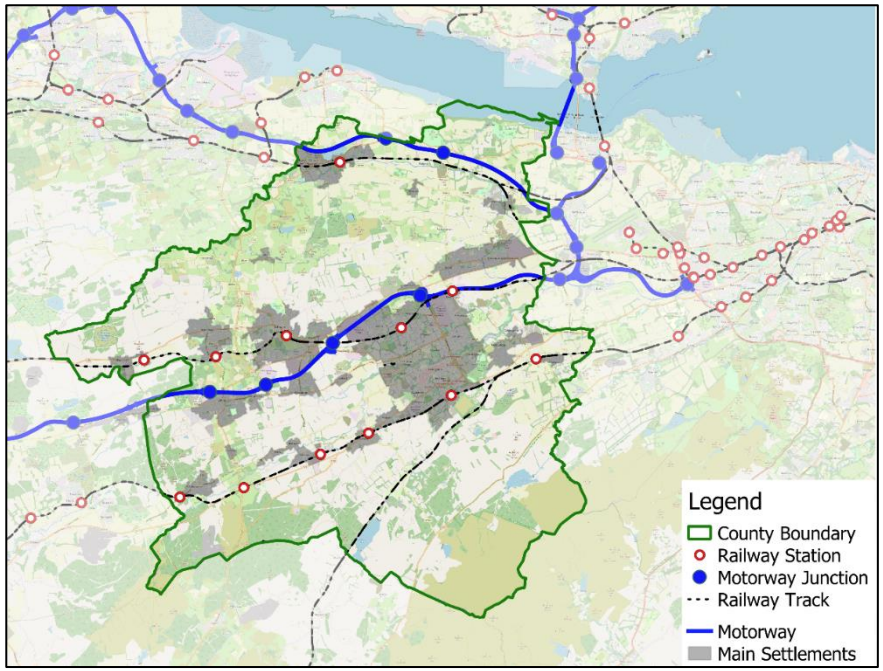
3.3.8 It advocates a simple three tier hierarchy of parking demand, and hence the degree of parking management required, based on the size of each town/settlement. The largest towns fall under tier 1, and it is recommended that these are subject to the strongest parking management measures; the smallest settlements are included under tier 3, and subject to fewest parking management measures. Further details as to how settlements within West Lothian have been classified within the hierarchy are set out in Section 4.4.

4 Existing Situation, Future Growth & Key Parking Issues

4.1 Area Overview

4.1.1 The accessibility of West Lothian, by road and rail, is one of its key assets and as shown in Figure 4.1, it is well served by three railway lines and a number of major roads including two motorways - the M8 and M9. East-west connectivity is generally good by walking, bicycle, rail, bus and road. These corridors provide significant connections between communities across the area. However, connectivity for all modes of transport is less effective on a north-south axis, between the areas north of the Bathgate Hills and the main centres of population and employment around Bathgate, Livingston and Uphall/Broxburn.

Figure 4.1: Study Area Overview



4.1.2 The strategic and local road network is subject to some constraints and experiences capacity problems in various key locations at peak times. There is, however, a continuing need to curb transport related greenhouse gas emissions and address increasingly poor air quality issues by reducing single occupancy car trips and promoting the use of sustainable forms of transport.

4.2 Demographics, Car Ownership and Travel Patterns

Current and Future Population

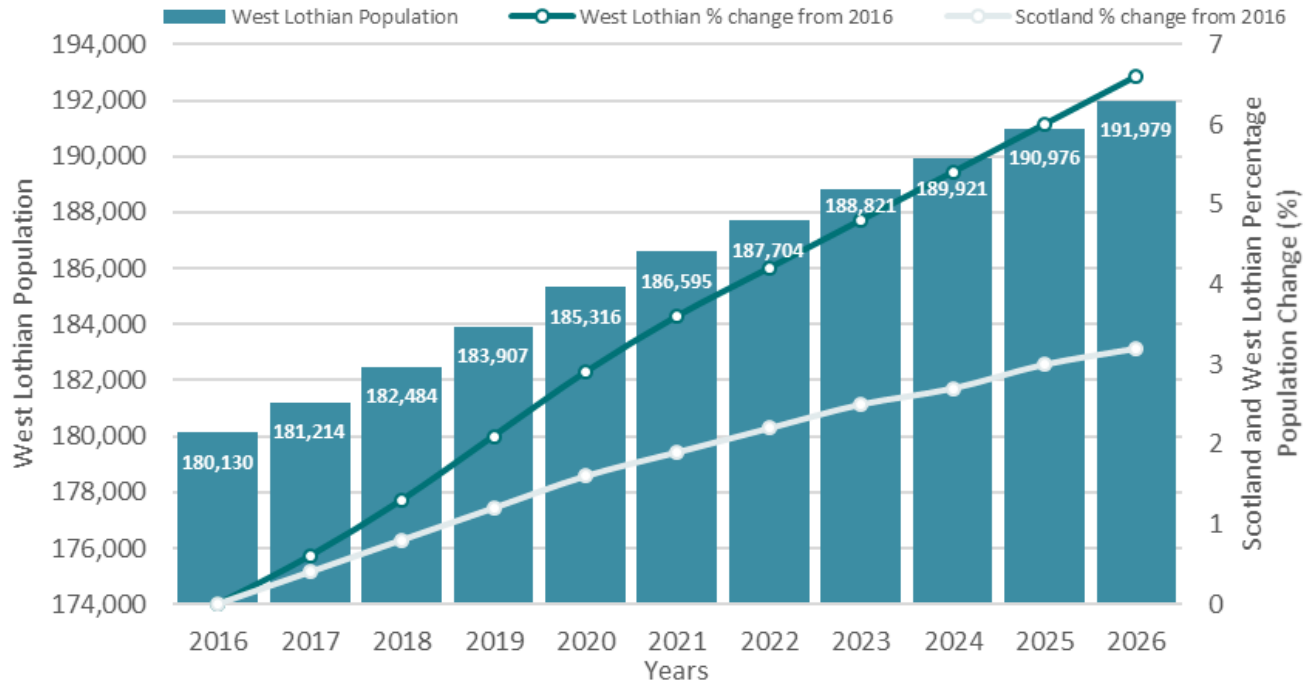
4.2.1 West Lothian has one of the fastest growing and youngest populations in Scotland, reflecting the area's location and attractiveness as a place to invest, live, work, and visit.

4.2.2 The population of West Lothian was approximately 183,820 in 2020, and the number of households in West Lothian is projected to increase by 17% between 2012 and 2037[20].

4.2.3 The percentage increase in population between 1998 and 2020 in West Lothian was the second highest of all council areas in Scotland; the rate of increase between 2018 and 2028 is expected to be the fifth highest.[21]

4.2.4 Population growth is closely linked to housing supply and significant new developments within West Lothian are planned, notably in Winchburgh, along with new houses being built north of East Calder, at the Calderwood development.

Figure 4.2: Population Projections



[20] West Lothian Council Local Development Plan 2018

[21] National Records of Scotland, West Lothian Council Area Profile

4.2.5 The current development plans for West Lothian consist of the Proposed Strategic Development Plan (SDP) for South East Scotland (SESplan) published in 2016 and the West Lothian Local Development Plan (LDP) adopted in 2018. West Lothian has a housing land supply target of 7,249 between 2019 and 2024.

This includes the following planned development:

- The expansion of Winchburgh to accommodate over 3,000 homes, three new schools and additional employment land
- New homes situated at Calderwood (north of East Calder)
- Growth of Armadale and Bathgate's Wester Inch area

4.2.6 Along with the major housing developments, the SDP indicates major employment expansions in Broxburn and Livingston Enterprise areas along with the expansion of Heartlands Business Park in Whitburn.

4.2.7 West Lothian's Local Development Plan provides further detail on plans with land allocation by settlement areas

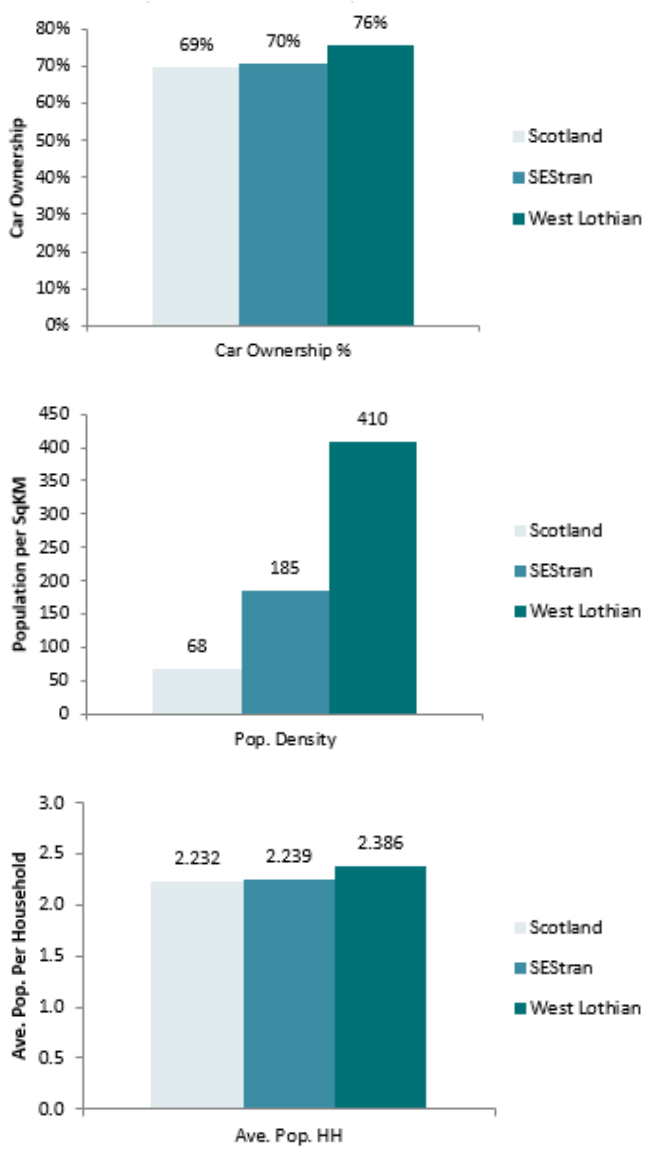
Household Composition and Car Ownership

4.2.8 The 2011 Census data shows that West Lothian has a higher percentage of car ownership, a higher population density per square kilometre and a higher average population per household than the SEStran and Scottish averages, as shown in Figure 4.3.

4.2.9 The high car ownership in West Lothian, compared to the SEStran area and Scotland as a whole, combined with the high population density, means that parking pressure is more likely to occur.

4.2.10 West Lothian's Parking Design Standards details the parking standards for new developments and seeks to control the number of new spaces that will be provided to reduce car dependency.

Figure 4.3: Demographics and Car Ownerships

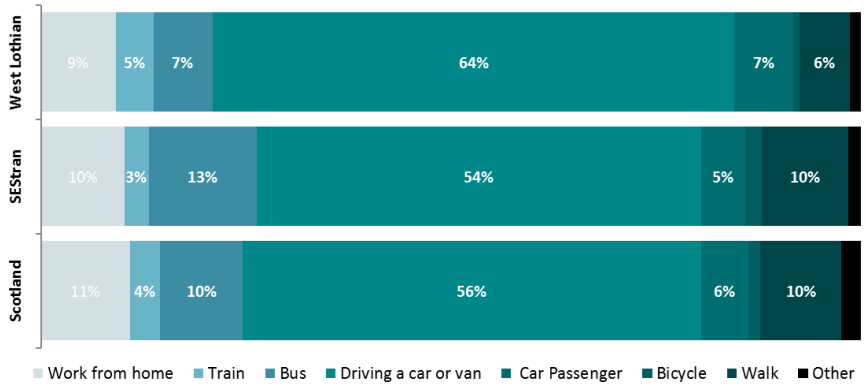


4.2.11 Within the settlements in West Lothian, car ownership varies. In general, the larger urban areas, with the notable exception of Bathgate, have a lower ratio of vehicles to households. This is influenced by population density, competition for land, as well as the availability of alternative travel options for the residents. Settlements with access to a train station tend to have lower vehicle to household ratios, as alternatives to the private car become more viable.

Current and Future Travel to Work

Figure 4.4 presents information from the 2011 Census Travel to Work. This data is now quite historic and does not reflect recent and future changes associated with the Covid-19 outbreak, including a likely long-term increase in people working from home.

Figure 4.4: 2011 Census Travel to Work Mode Share Data



4.2.12 Figure 4.4 shows the following:

- The proportion of people driving to work in West Lothian (64%) is larger than the SEStran (54%) and national average (56%)
- Compared to Scotland (11%) and SEStran (10%), West Lothian (9%) has a lower percentage of people working from home
- West Lothian has a lower percentage that walk to work (6%) compared to SEStran (10%) and Scotland (10%)
- West Lothian has a lower percentage that use public transport (12%) compared with SEStran (16%) and Scotland (14%)

4.2.13 Overall West Lothian has a higher proportion of people that drive their private vehicle, with fewer using public transport and active travel (walking and cycling) than in SEStran or nationally.

4.2.14 Around half of the those who live in West Lothian and travel to work are employed within West Lothian (49%)[22] with over a fifth (22%) travelling to employment in Edinburgh. Around 9% each mainly work at / from home or have no fixed place of work. Relatively small numbers (2%) travel to Falkirk, Glasgow City, and North Lanarkshire.

4.2.15 Around two-thirds of those who travel to jobs in West Lothian also live in the local authority area. Around 9% travel from Edinburgh for employment, with 6% each from North Lanarkshire and Falkirk and 3% each from South Lanarkshire and Fife.

4.2.16 It can be seen that most of the parking demand associated with employment is related to those who both live and work in West Lothian. It may be that some of these trips are short enough that there are realistic alternatives to car use.

22 https://regioncommute.datashine.org.uk/#mode=allflows&direction=from&la=S12000040&zoom=10&lon=-3.6711&lat=55.9492

The 'New' Normal

4.2.17 It is difficult to predict what impact the Covid-19 outbreak will have on travel behaviour in the medium and longer term. Across the UK, congestion has reduced in comparison to pre-Covid-19 times[23], but there is evidence that this is now increasing.

4.2.18 It is likely that some people will choose to travel less (i.e. working from home). For those who do continue to travel, it will be important to encourage them to use active travel and public transport, rather than reverting to driving, and more stringent parking controls and charges can contribute to this. However, it has to be acknowledged that, for some, car travel will be the only viable choice and they should still be catered for. A fair, equitable and balanced approach is required.

4.3 Transport Network

4.3.1 Transport and land-use planning are interrelated, and the extent of their integration has a significant influence on where people choose to live and work, where they shop and whether they are able to access services such as health and education. It also has important social aspects and its availability, or absence, influences the social make-up of communities, the ease and quality of social interactions, and people's health and quality of life.

4.3.2 To address network constraints, The Local Development Plan identifies a number of transport interventions as follows:

- The continued safeguard of western slip roads at Junction 3 on the M9 at Linlithgow
- A new four-way junction at Duntarvie near Winchburgh.
- 'Missing link' between the M8 and M9 via the A801, across the Avon Gorge into Falkirk
- An additional motorway junction on the M8 at Polkemmet, Whitburn (Junction 4a), which opened in September 2013.
- Constraints accessing the motorway network at Newbridge.

A71 Corridor

- West Calder Station Park & Ride
- Gavieside Link Road and Almond Bridge to Toll Roundabout, Livingston
- Charlesfield Road improvements and link to the A71 at Polbeth
- East Calder - Distributor Link and improvements
- Kirknewton Station Park & Ride
- Wilkieston Northern Bypass
- Linhouse distributor road

A801 Corridor

- Dualling of the section of A801 from Junction 4 on the M8 to the Boghead Roundabout, Bathgate
- A new Avon Gorge crossing
- The removal of through traffic from existing routes associated with the A801

A89/A8

- Improvements to public transport in the previously identified Core Development Areas of Winchburgh and East Calder

[23] https://www.tomtom.com/en_gb/traffic-index/united-kingdom-country-traffic/

- The requirement for a Park and Ride site at Broxburn
- Public transport improvements at Newbridge Roundabout.

4.4 Overview of Existing Parking Issues

4.4.1 West Lothian has been split into 19 different areas for consideration within this Parking Strategy, reflecting the diverse characteristics of the area.

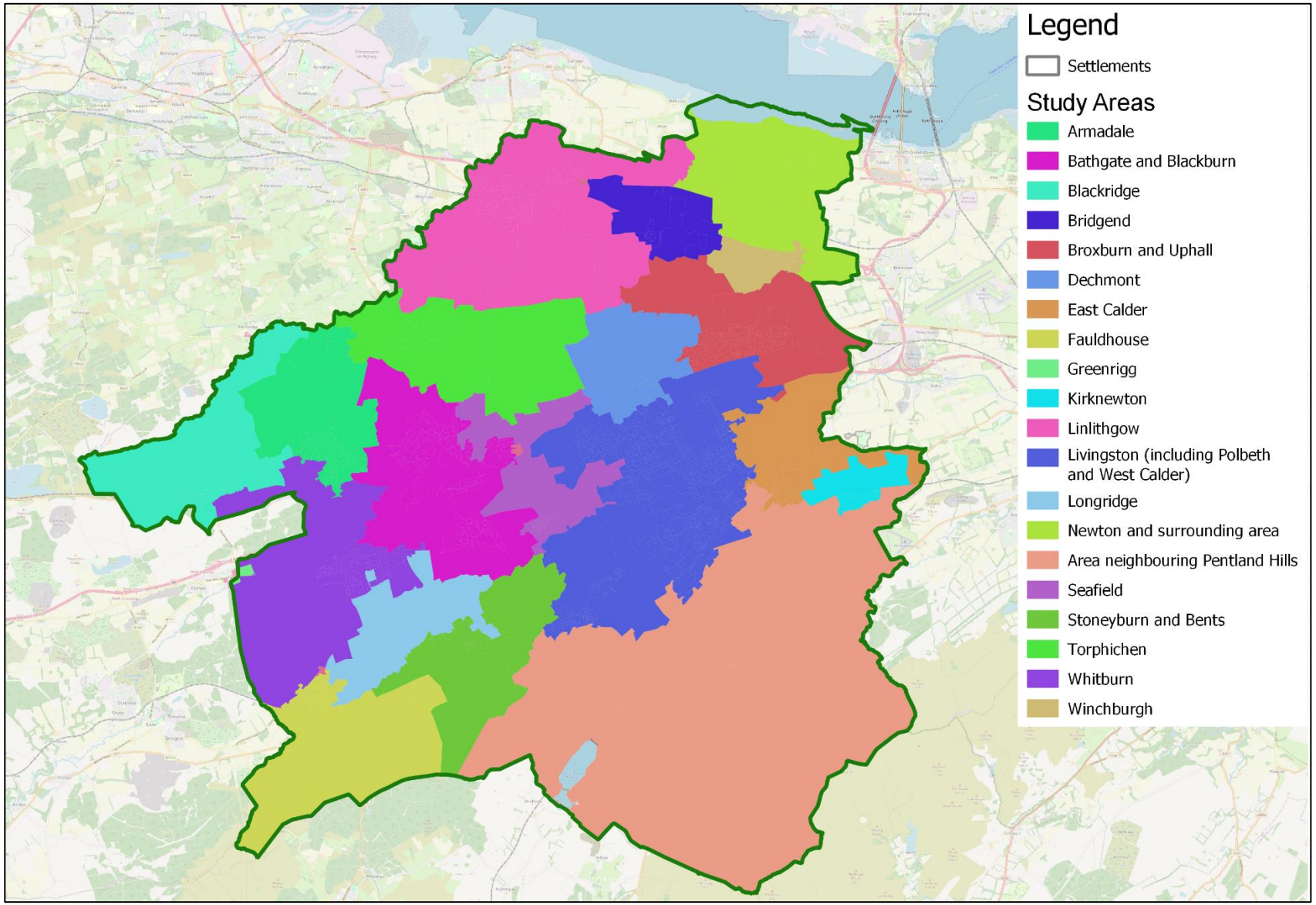
4.4.2 Livingston and Bathgate are both considered to be Tier 1 towns. Tier 2 comprises Broxburn, Linlithgow, Armadale and Whitburn, and the remaining settlements/regions are classed as Tier 3, as shown below. Figure 4.5 maps the various settlement areas alongside main urban areas.

Tier 1	Tier 2	Tier 3
Livingston (including Polbeth and West Calder) Bathgate and Blackburn	Broxburn and Uphall Linlithgow Armadale Whitburn	East Calder Fauldhouse Stoneyburn and Bents Kirknewton Winchburgh Blackridge Longridge Bridgend Seafield Dechmont Harthill Area Neighbouring Pentland Hills Torphichen Newton and Surrounding Area

4.4.3 Data relating to parking practices and issues has been collected via questionnaire surveys, interviews with the public, stakeholder workshops and on-site parking beat surveys.

4.4.4 Stakeholder workshops provided the opportunity for in-depth conversations and feedback to be provided by a range of key stakeholders, including employers, the voluntary sector, health and social care operators, local councillors, the emergency services, equality forums and transport operators.

Figure 4.5: Study Settlements



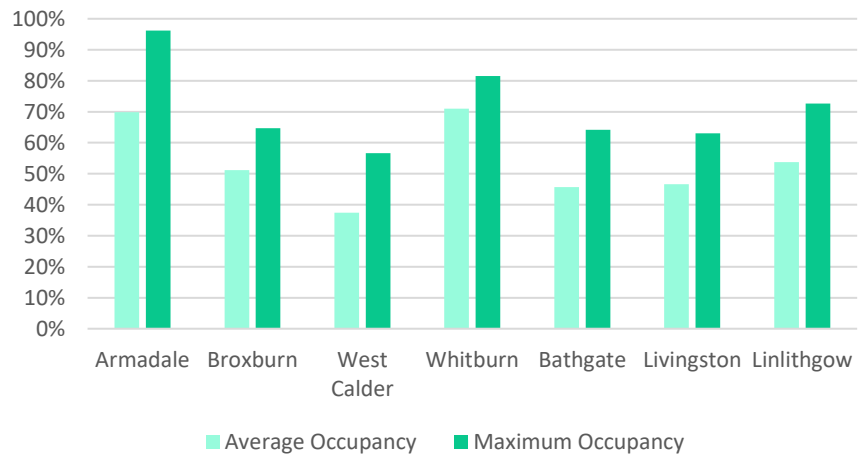
4.5 Parking Beat Surveys

4.5.1 Parking beat surveys were undertaken at locations shown in Figure 4.6. The locations include the Council owned car parks and on-street parking areas that are frequently utilised (for example on high streets). The results indicated a variety of demand patterns in the different settlements surveys, with some settlements indicating particular uses such as employment, school journeys and shopping trips as being more prevalent.

4.5.2 In total, 4,152 vehicles were observed during car park surveys, and 10,121 observations made of vehicles parking on designated streets selected for survey.

4.5.3 The survey information is summarised for each settlement in the following sections, providing greater detail in observations and specific characteristics. In general, an average of 50% of surveyed on-street parking capacity is available throughout the day across West Lothian and an average of 35% of public car parking spaces are available across West Lothian.

Figure 4.6: Off-Street Parking Utilisation Summary



4.5.4 There is indication within the data that there is a strong preference for parking locations closest to destinations such as high streets or stations, with car parks showing marked differences in usage patterns between locations dependent on the walk distances to possible destinations.

4.5.5 This corresponds with information gathered through online and in-person surveys about drivers of parking behaviour within West Lothian.

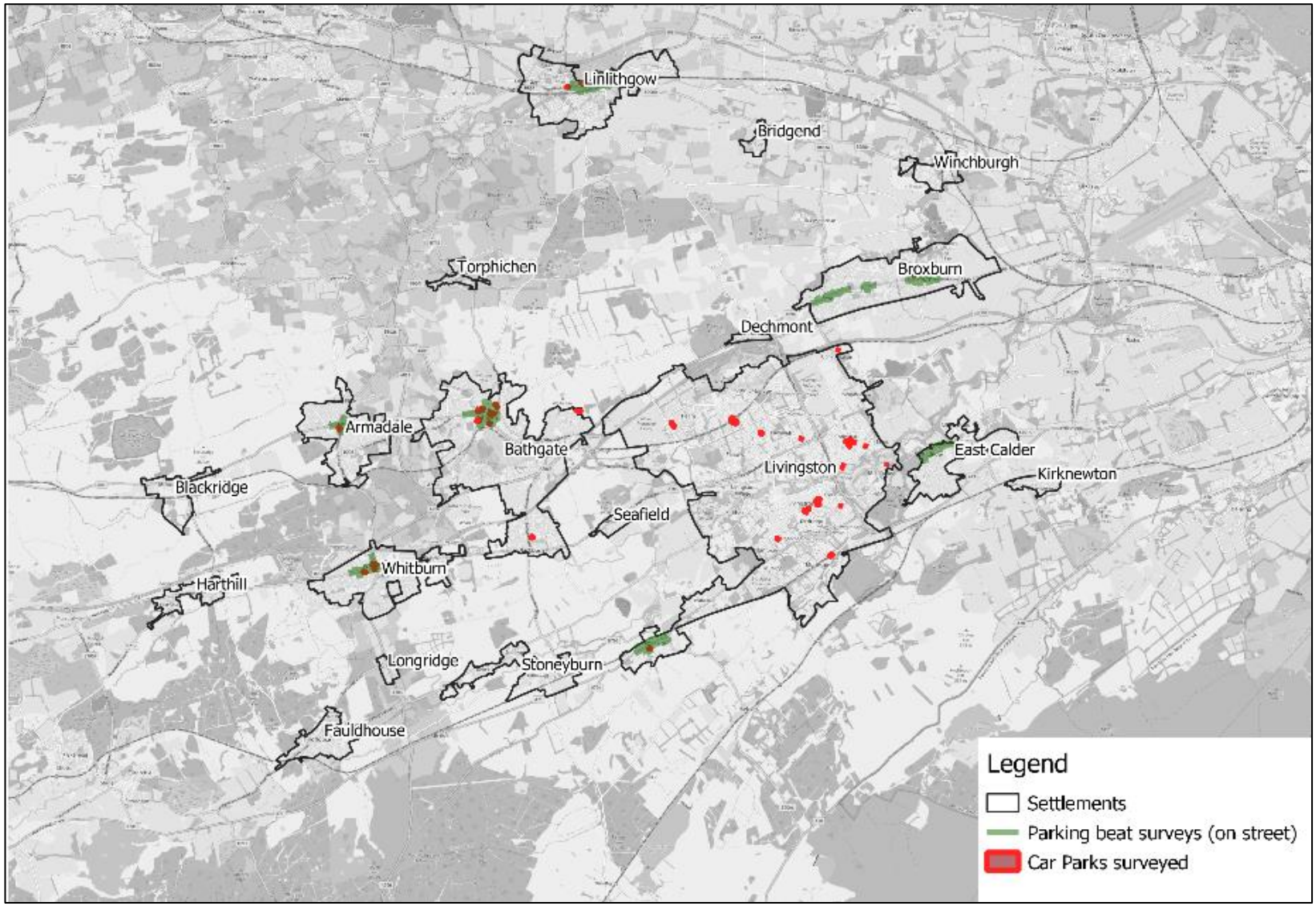
Main Town Centres

4.5.6 As there has been less enforcement of parking offences since Police Scotland reduced their Traffic Warden Service, increased numbers of people are parking in unsafe areas and there have been increases in antisocial and dangerous behaviour. This is evidenced via the collection of parking data and instances reported; for example, Police Scotland fined ten drivers in a one-hour period in Bathgate following a complaint.

4.5.7 This indicates that lack of enforcement is a factor in parking behaviour within West Lothian. Parking behaviour which has a negative impact on the residents and economy of West Lothian would likely be less prevalent if enforcement was more frequently encountered and expected.

4.5.8 In general, there is a plentiful supply of parking in West Lothian and so it is not an issue of supply but instead drivers attempting to park within closer proximity to town centres, where there are competing demands on the scarce availability of land and parking therefore cannot necessarily be accommodated in close proximity.

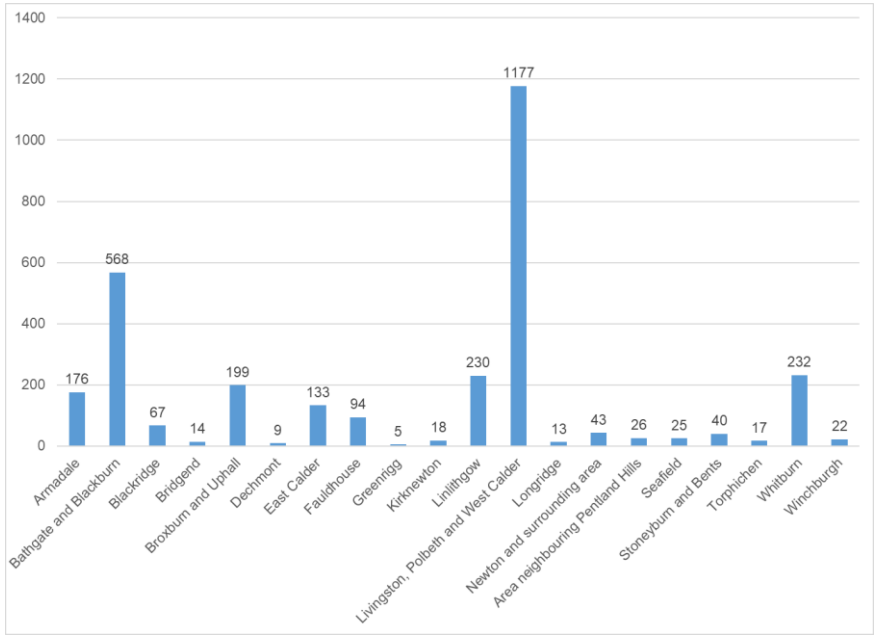
Figure 4.7: Parking Beat Survey Locations



4.6 Questionnaire Parking Survey

4.6.1 The online questionnaire parking survey received 3,309 responses, with a further 119 face to face surveys undertaken. The face-to-face surveys provide more detailed information relating to specific parking issues in each area, whilst the online parking survey covered a wider range of topics. The geographic spread of response to the online survey is summaries in Figure 4.8.

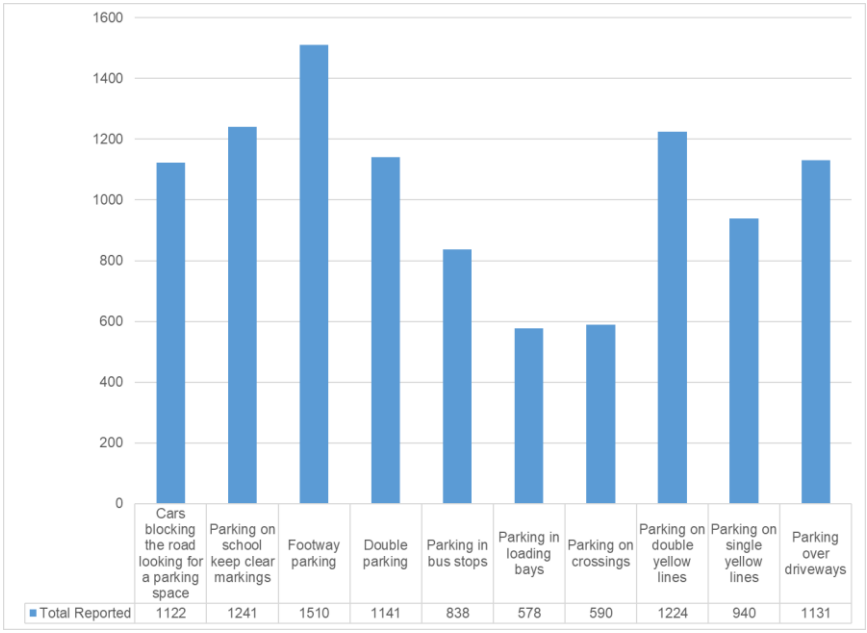
Figure 4.8: Online Survey Respondents by Town



4.6.2 The overall picture forming from responses to the online questionnaire is summaries by Figure 4.9. This shows that there was a broad range of parking issues were experienced but the most frequently experienced were inappropriate pavement parking and inappropriate parking around schools.

4.6.3 The areas where most respondents reported difficulty parking were around their workplaces and accessing healthcare, followed by accessing shopping, although the results varied by settlement and the problem profile indicated some issues were much more frequently experienced in certain areas.

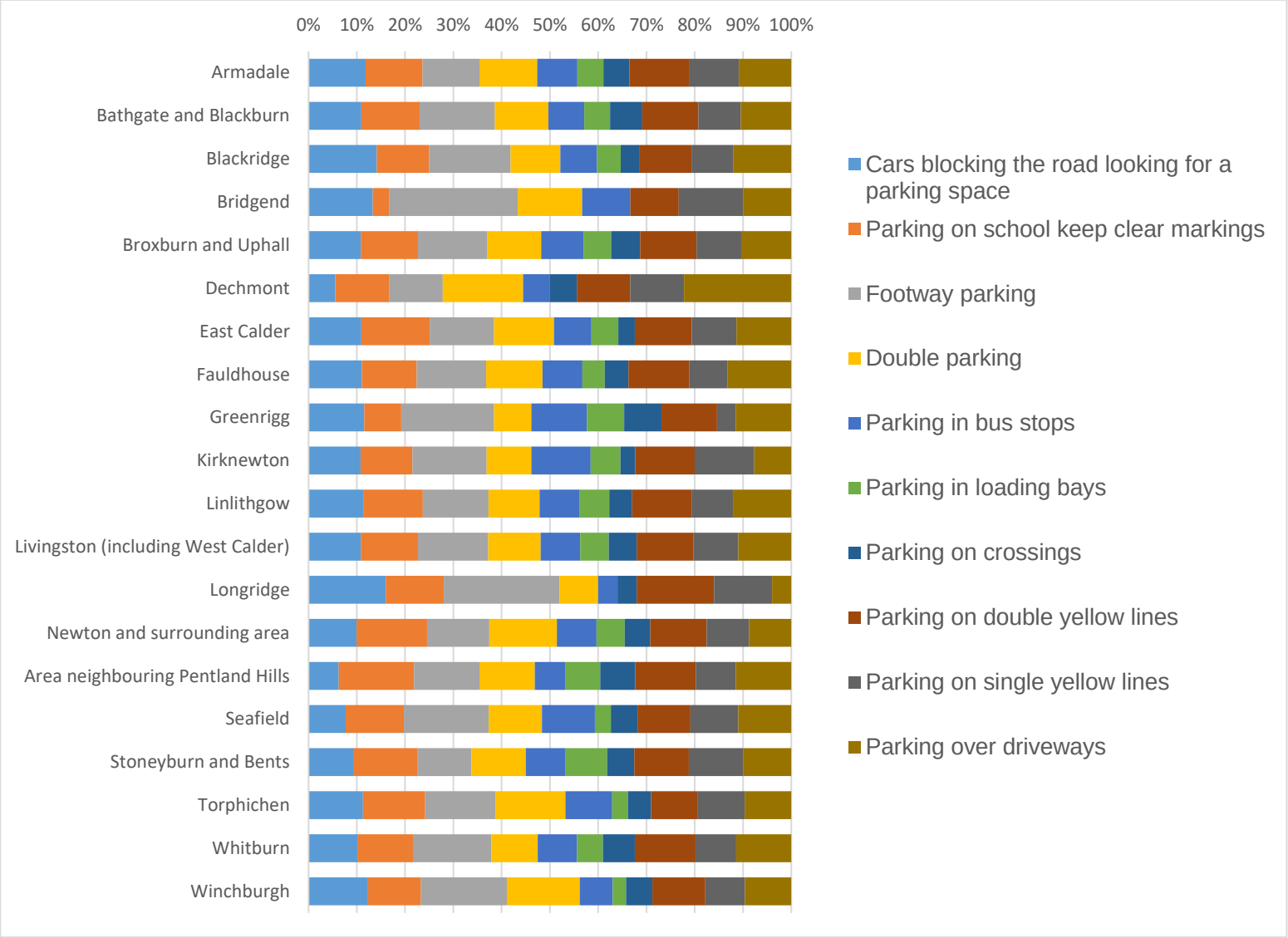
Figure 4.9: Online Survey Reported Parking Issues



4.6.4 As can be observed in Figure 4.10, particular issues associated with cars blocking roads, double parking or parking around schools varying greatly depending on location.

4.6.5 This variation in the problem profiles indicates a need for responses to consider the needs of each particular settlement and study area in responding to parking need. Some locations may require more parking supply in particular locations or better direction of drivers to existing parking locations. Other locations would potentially benefit from greater enforcement of existing restrictions such as double yellow lines and school parking restrictions.

Figure 4.10: Online Survey Study Area Parking Issue by Respondents' Area



4.6.6 The in-person surveys, summarised in Figure 4.11, shows a similar range of problems experienced to the online surveys. Double parking, parking on double-yellow lines and parking in bus stops are all noted as prominent issues.

4.6.7 The respondents to the in-person survey indicated that priority was given to safety and security when parking, with space availability a lesser concern, as shown in Figure 4.12. This may reflect a situation where parking space availability is not overly constrained but appropriate parking locations are more limited.

Figure 4.11: In-Person Survey Parking Issue Profiles

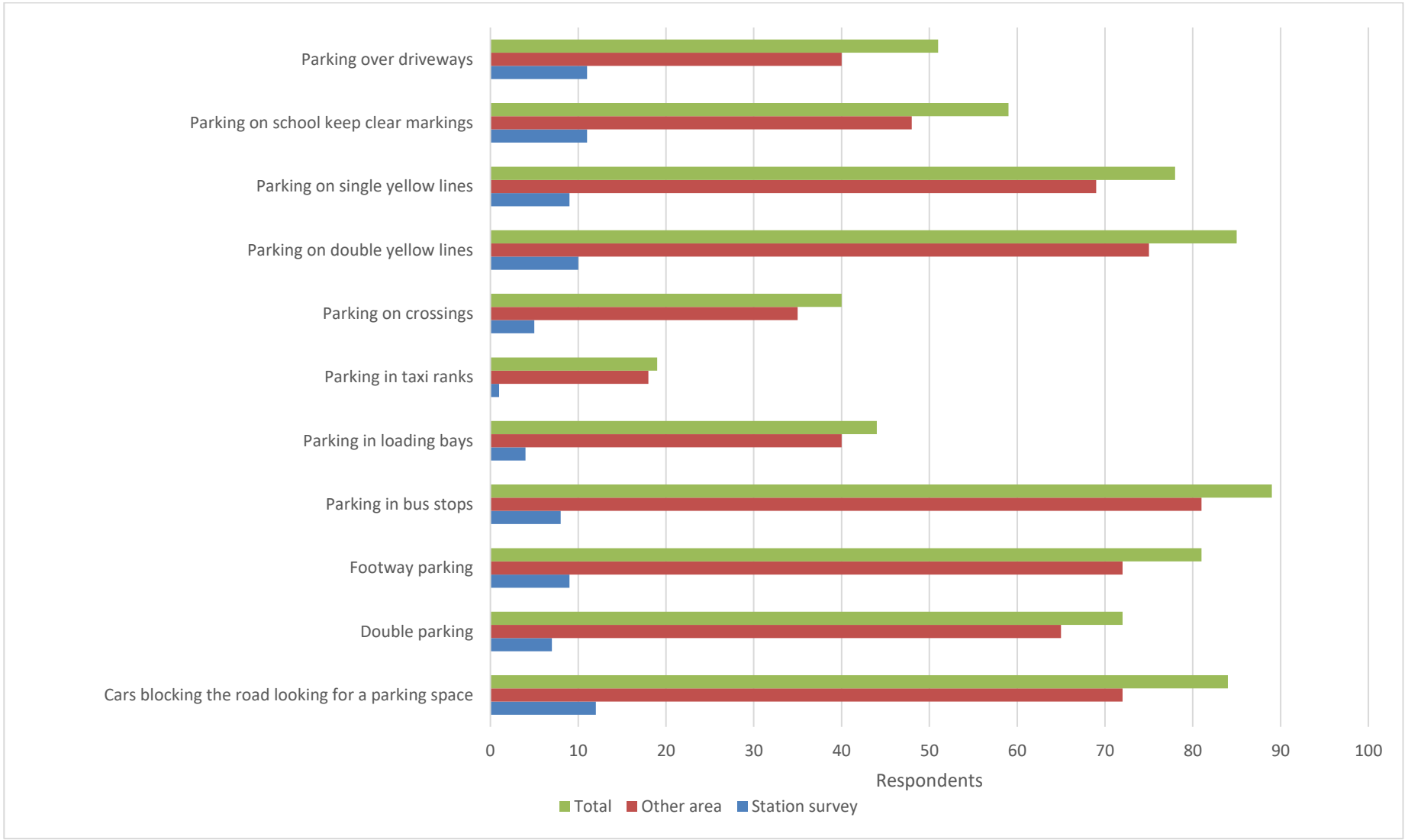
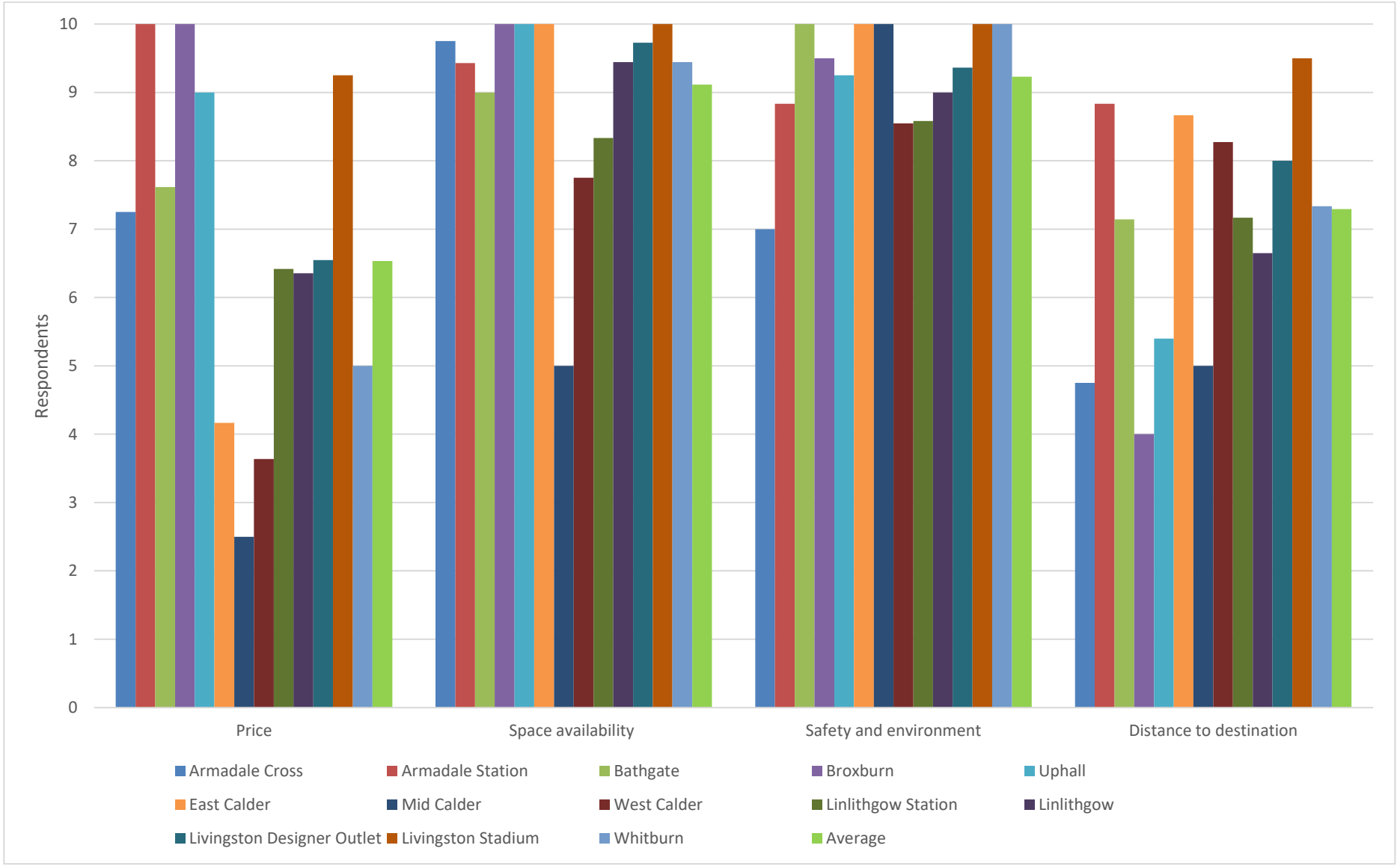


Figure 4.12: In-Person Survey Priorities for Respondents



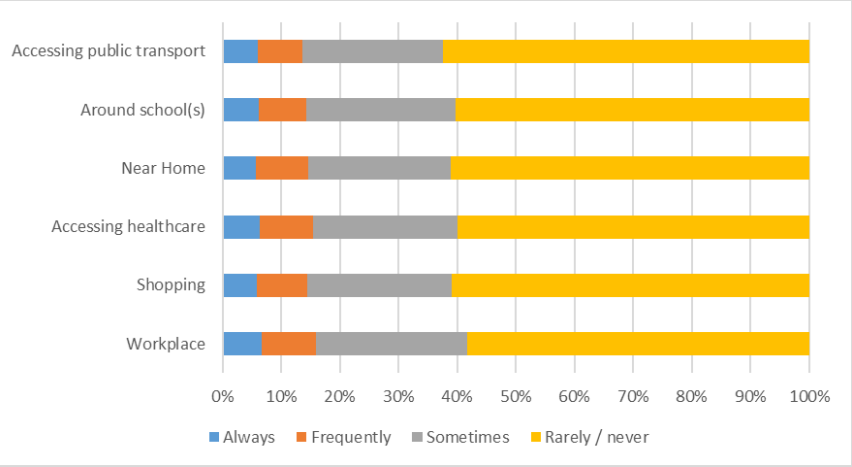
4.7 Livingston, Polbeth and West Calder

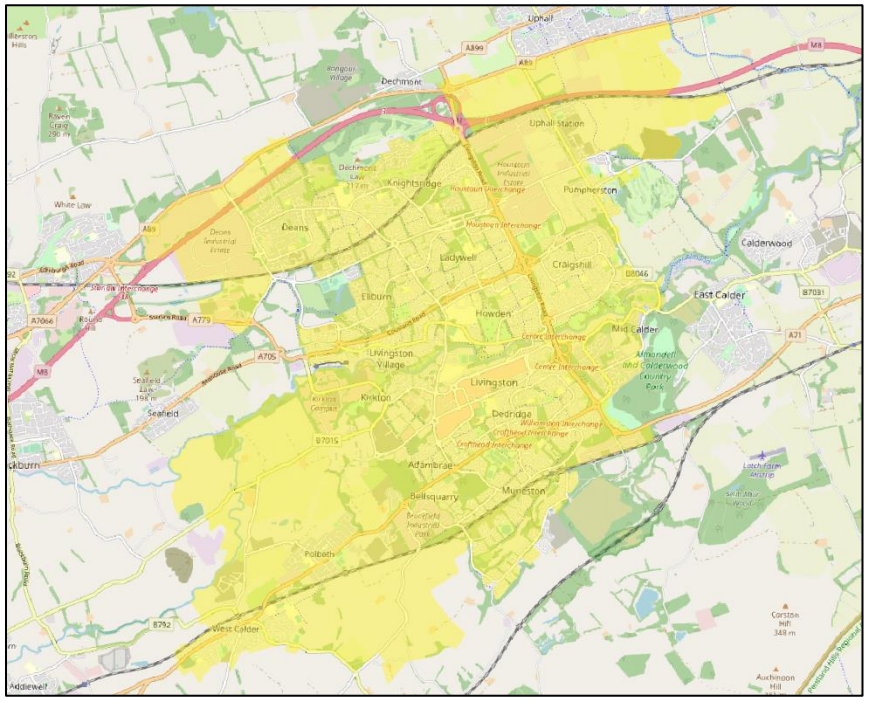
Livingston and Polbeth

4.7.1 Livingston is the largest town in West Lothian and is situated approximately fifteen miles (25 km) west of Edinburgh and thirty miles (48 km) east of Glasgow. It was built around a collection of small villages: Livingston Village, Bellsquarry and Livingston Station (now part of Deans). It has a number of residential areas and industrial estates.

4.7.2 The questionnaire surveys highlighted that the majority of drivers in Livingston experience issues relating to parking. Issues occur across all location types, generally relating to inappropriate parking, particularly on pavements (49%) and around schools (38%), and cars obstructing the carriageway whilst seeking a parking space (37%).

Figure 4.13: Experience of Difficulty Parking by Location Type within Livingston, Polbeth and West Calder





4.7.3 Livingston North Station has had a number of parking issues arise over the years with illegal parking in and around the station car park. Following complaints from the public, Police Scotland have become involved in carrying out regular parking checks. The illegal parking has been noted as creating a danger for pedestrians and other road users with reduced pavement space forcing pedestrians onto the carriageway.

4.7.4 Car parking permits were introduced in December of 2018 at St John's Hospital in Livingston reducing the number of parking spaces available for staff, however many staff still chose to drive and park either in the visitor's car park or off site. Despite a number of measures having been introduced to alleviate parking pressures in the area (including a parking agreement with Livingston Football Club, bus shuttle services and proposals for a 65-space multistorey car park), it is expected that parking issues will not be fully resolved, and other options may need to be considered.

Off-Street Parking

4.7.5 Surveys of off-street car parks identified the following trends:

- 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.

- Average length of stay varies considerably across the various car parks within Livingston. Parking at railway stations is generally for a longer duration than elsewhere, at an average of 7.6 hours at Livingston North, and 5.3 hours at Livingston South. Duration of stay is shortest at smaller car parks away from the town centre. Those parking in town centre car parks typically park for between 3 and 6 hours.

- Peak demand at certain car parks exceeds capacity with informal additional parking observed at these times. However, many car parks are underutilised, including some of those in relatively close proximity to the town centre. This appears to be reflective of people's desire to park as close as possible to their destination.

Figure 4.14: Off-Street Parking Utilisation and Duration of Stay within Livingston and Polbeth

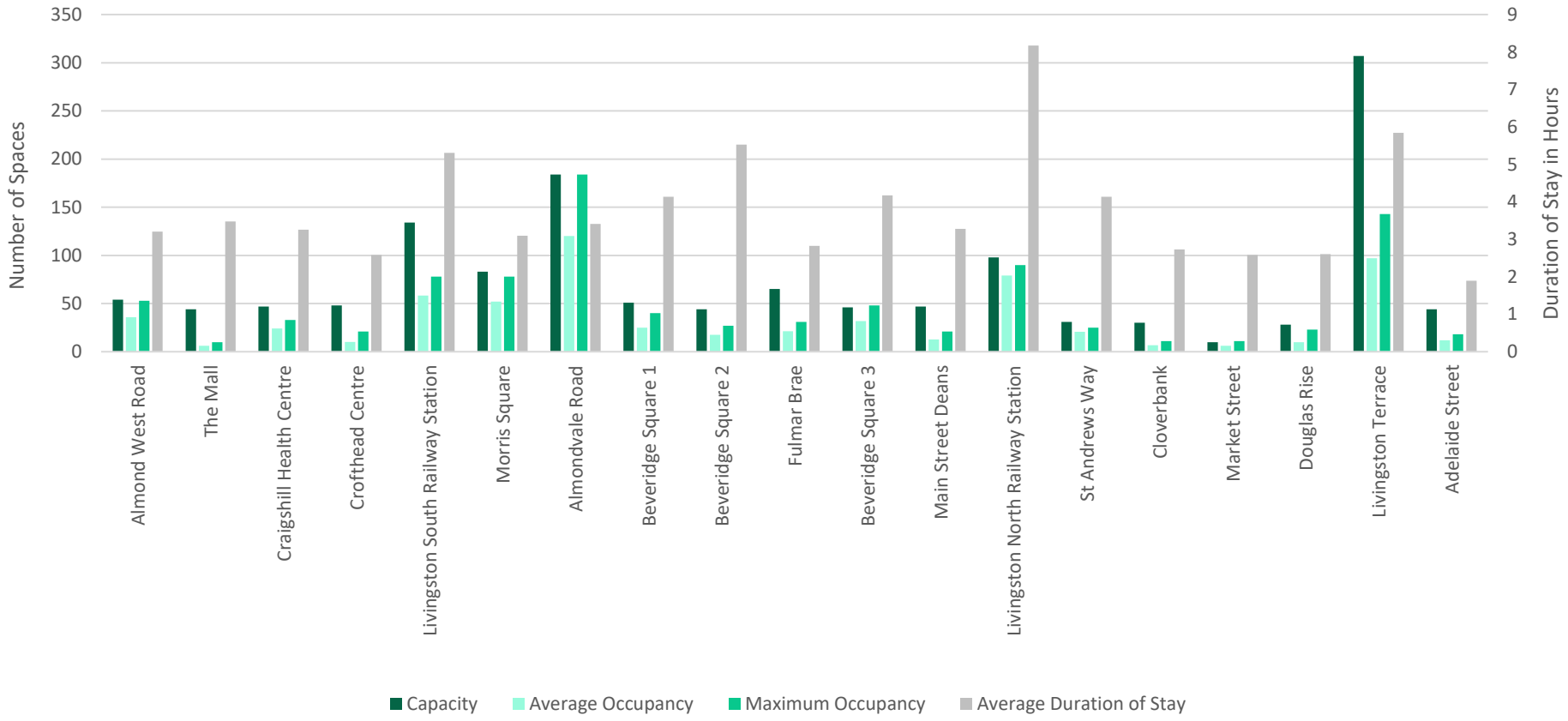
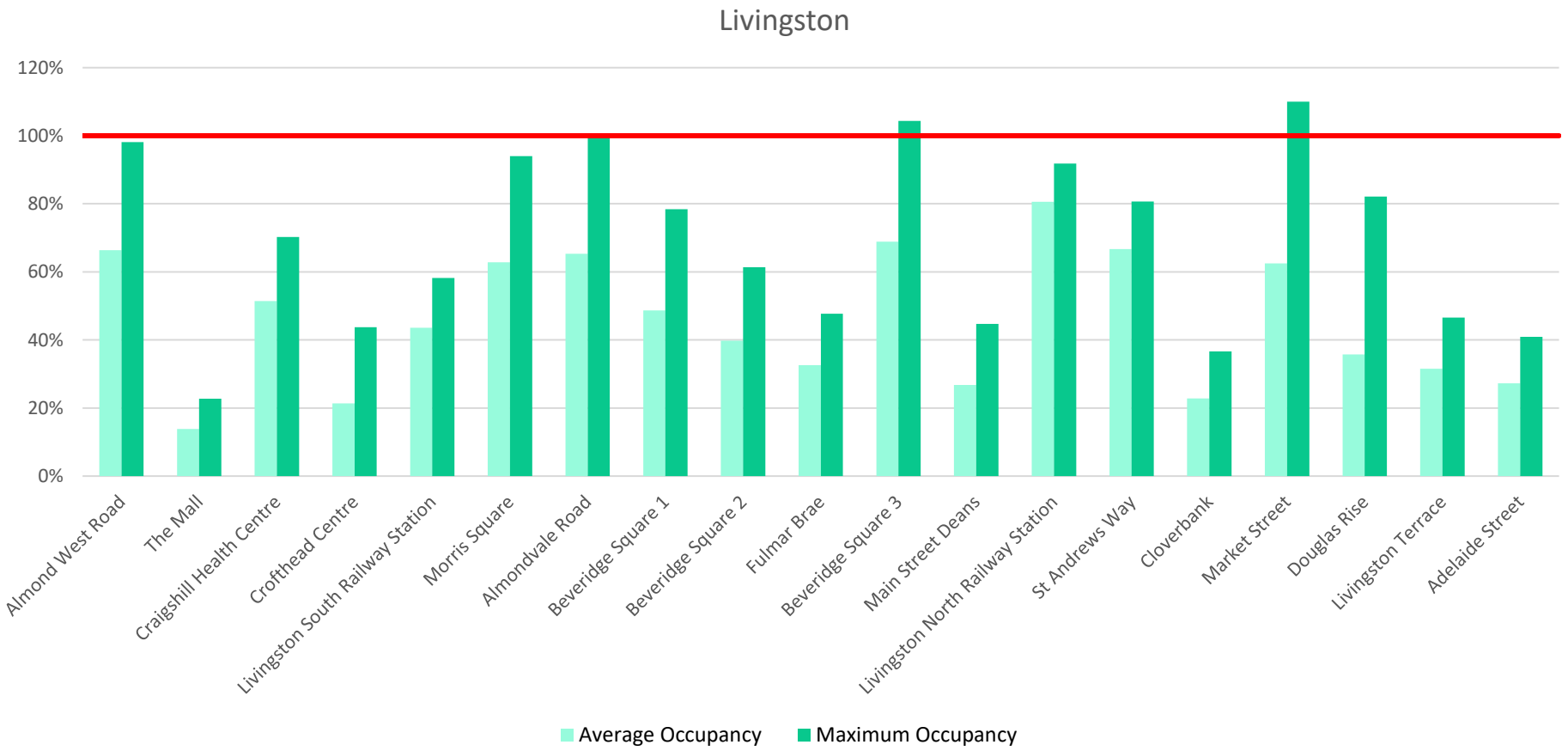


Figure 4.15: Off-Street Parking Utilisation % within Livingston and Polbeth



West Calder

4.7.6 West Calder also lies within the wider Livingston area. The high street in West Calder has very little parking provision but there are public and private car parks in close proximity, which are reported to be underutilised.

4.7.7 Parking problems were noted as primarily relating to inappropriate parking on Main Street including parking in bus stops, pavement parking, parking on double yellow lines and parking along the Spaces for People measures near to the bike shop. The inappropriate parking on Main Street creates dangerous situations on the road as it narrows the passing space for traffic. This is especially problematic when HGVs or lorries need to travel through town and cause congestion.

Off-Street Parking

4.7.8 Off-street car park space demand was notably lower in West Calder, with 29% of spaces being used on average during the surveyed period. This was the joint lowest level of demand for off-street parking spaces observed although it is higher than the observed demand for on-street spaces, indicating that off-street spaces were slightly more desirable than on-street spaces in West Calder. The average duration of stay was longer than in Livingston town and the longest of any observed location at five hours and twenty five minutes. This indicates that the parking demand includes a higher proportion of parking for employment and commuting which may relate to the railway station being within walking distance for many users.

4.7.9 A peak of car park utilisation occurs after 5pm indicating local shopping or visiting after work is also a component of parking behaviour in West Calder. Demand is fairly stable throughout the day after 9am. The maximum occupancy was 73% and this indicates that users would usually be able to find a space in West Calder without need to wait or roam to a great extent.

Off-Street Parking

4.7.10 Surveys of off-street car parks identified the following trends:

- A total of 53 off-street spaces were surveyed with the maximum observed occupancy of 30 vehicles, 57% of capacity. This shows that there is significant parking capacity to meet demand in the area.
- Peak demand is higher in the northern part of Dixon Street car park, likely because this is closer in proximity to facilities on Main Street than the southern part of the car park.
- Parking durations in the southern part of Dixon Street car park are significantly longer than the northern part (5.8 hours in comparison to 3.5 hours). This is due to a larger proportion of users of the southern part of the car park arriving early in the morning and staying for prolonged periods. These users are likely to be employees within West Calder.

Figure 4.16: Off-Street Parking Utilisation and Duration of Stay within West Calder

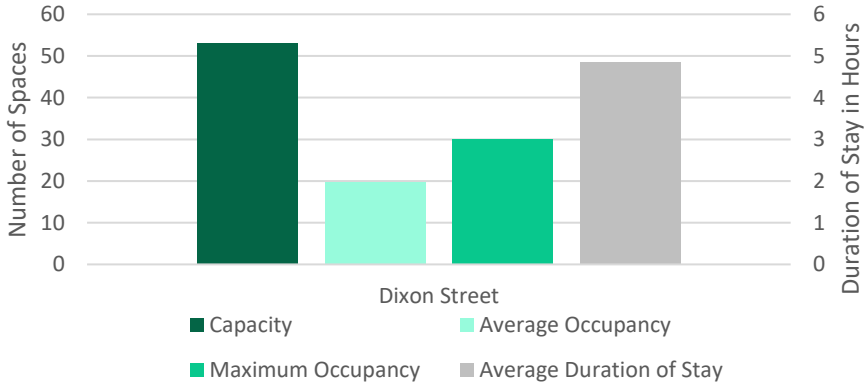
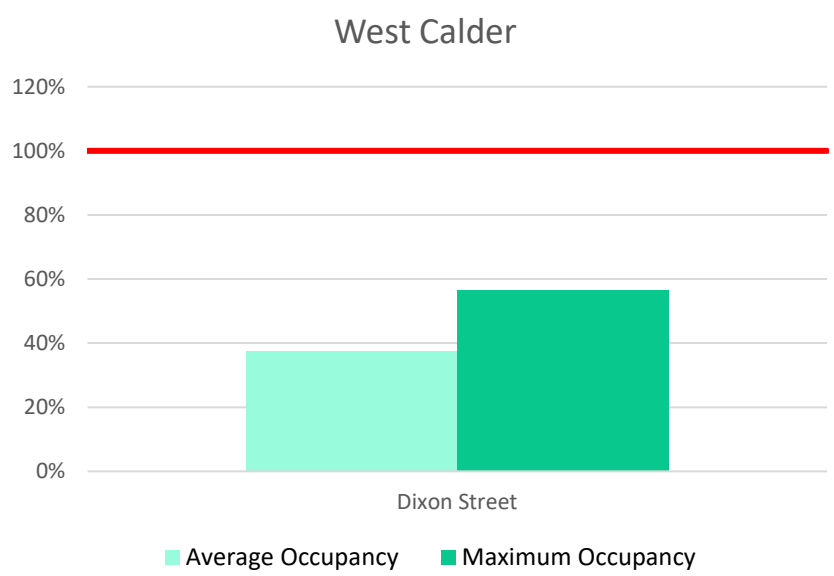


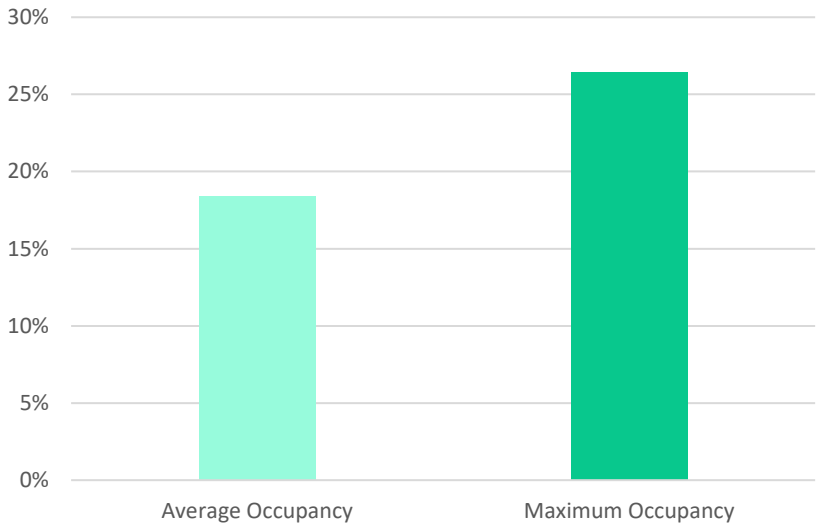
Figure 4.17: Off-Street Parking Utilisation % within West Calder

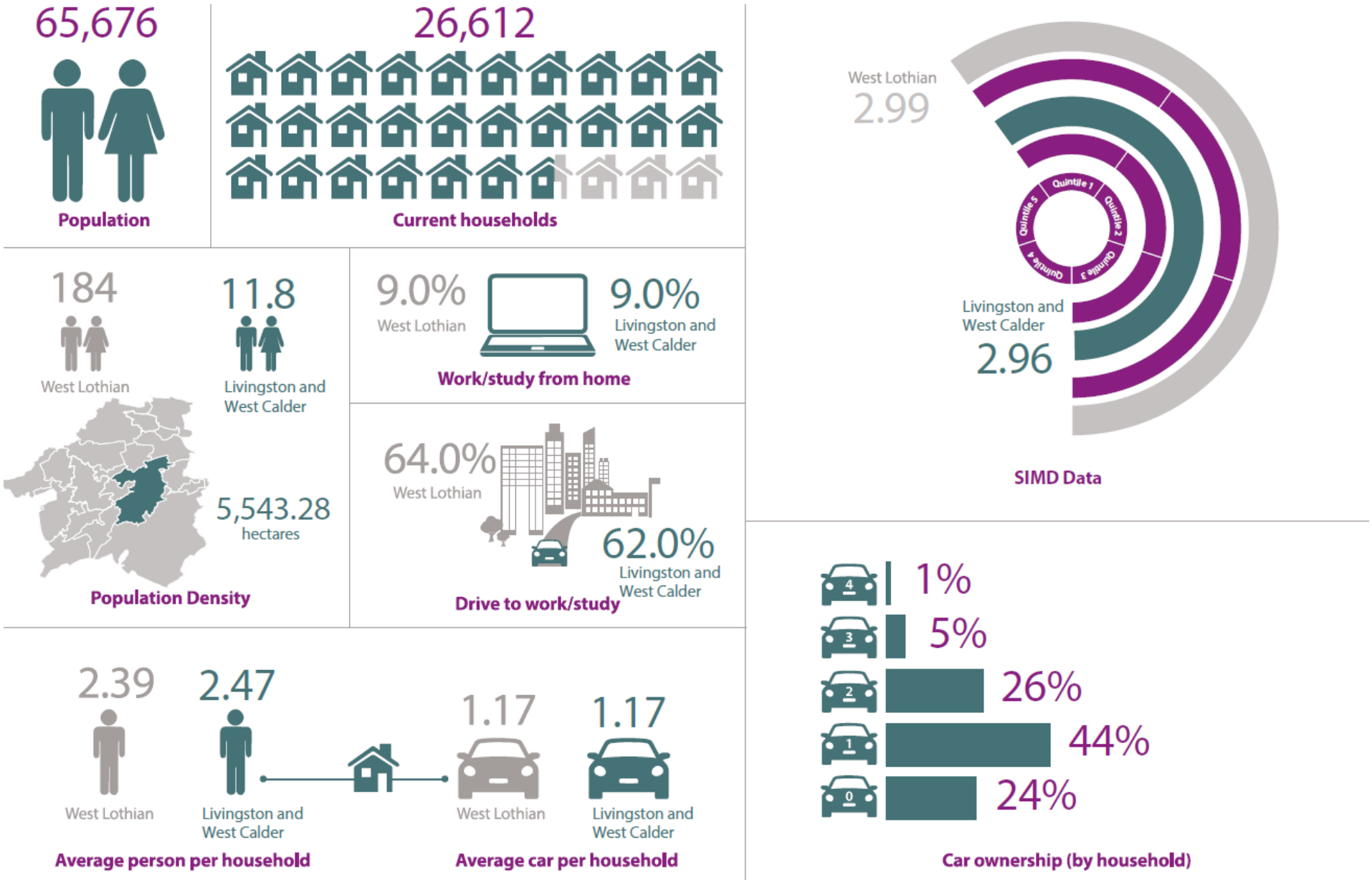


On-Street Parking

4.7.11 On-street surveys undertaken in West Calder indicated a high proportion of local on-street parking capacity is generally available. Demand for parking in this location peaked around 2pm, and nearly 40% of vehicles were present for an hour or less, indicating a high rate of arrival and departure with less than a third of vehicles present for over three hours. This suggests that on-street car parking is typically used by those making short trips into West Calder, for example for shopping.

Figure 4.18: On-Street Parking Utilisation within West Calder



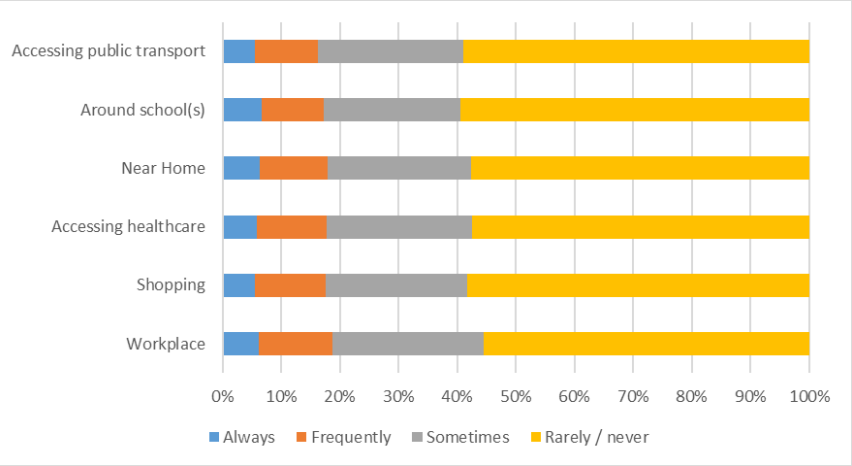

65,676
Population
26,612
Current households
184
West Lothian
11.8
Livingston and West Calder
5,543.28
hectares
Population Density
9.0%
West Lothian
9.0%
Livingston and West Calder
Work/study from home
64.0%
West Lothian
62.0%
Livingston and West Calder
Drive to work/study
West Lothian
2.99
Livingston and West Calder
2.96
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
2.39
West Lothian
2.47
Livingston and West Calder
Average person per household
1.17
West Lothian
1.17
Livingston and West Calder
Average car per household
4
1%
3
5%
2
26%
1
44%
0
24%
Car ownership (by household)

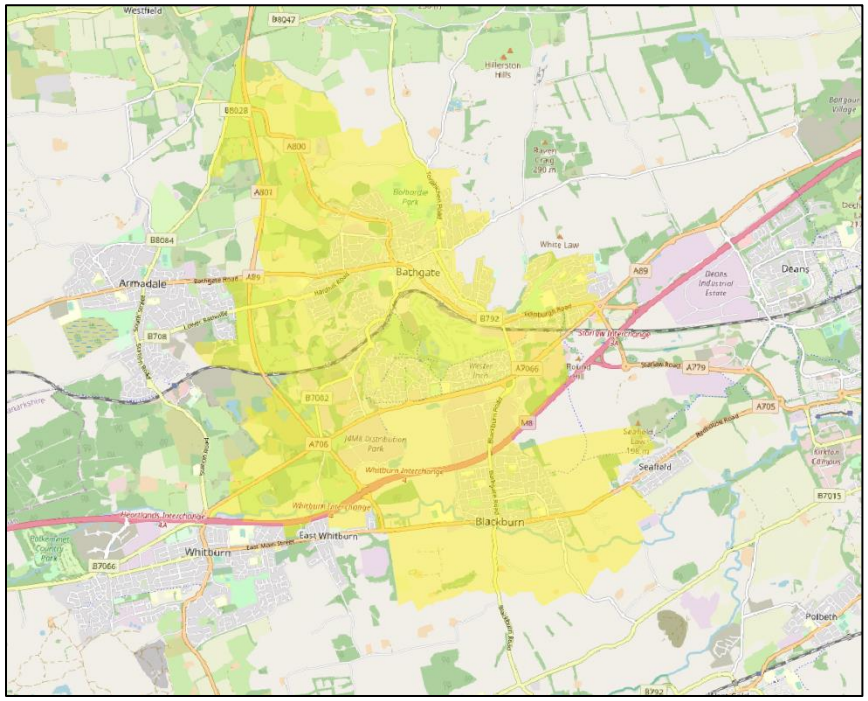
4.8 Bathgate and Blackburn

4.8.1 Bathgate is the second largest town within West Lothian, situated 5 miles (8 km) west of Livingston and adjacent to the M8 motorway. Blackburn is a small town situated to the south of Bathgate, Together, the towns are former mining and industrial settlements, which developed rapidly during the industrial revolution. Following the decline of heavy industry in the 20th Century. the towns have developed manufacturing industries, technology industry and serve as regional commuter towns within the Scottish Central Belt.

4.8.2 The questionnaire surveys highlighted that the majority of drivers in Bathgate experience issues relating to parking. Issues relating to parking occur across all location types. 52% of respondents experience issues with pavement parking and 44% with parking on double yellow lines. 46% felt there were problems parking on school keep clear markings.

Figure 4.19: Experience of Difficulty Parking by Location Type within Bathgate and Blackburn





4.8.3 Bathgate has accessible parking close to the town centre, however despite the car parks located just off the town centre, shoppers still tend to ignore them and park inappropriately on double yellow lines and in bus stops. Inappropriate parking was reported on North Bridge Street, ignoring the double yellow lines and bus lane markings. Shoppers choose to park as close as possible to these shops in the town centre as opposed to the car parks provided, which is a safer option.

4.8.4 Inappropriate illegal parking obstructing the carriageway and pavement was observed on North Bridge Street/Hopetoun Street and Whitburn Road.

Off-Street Parking

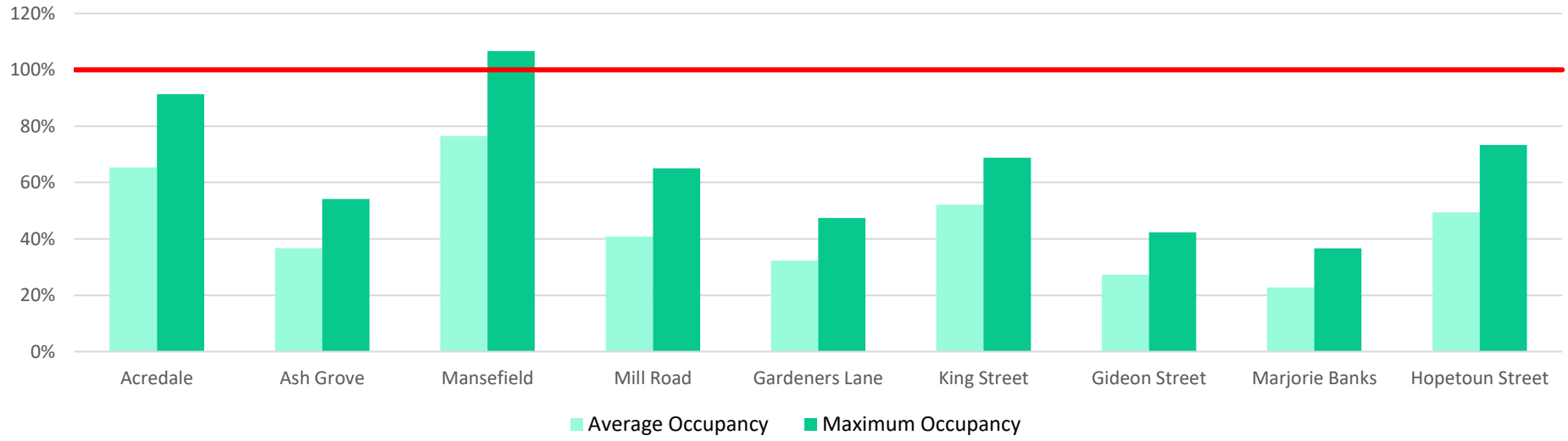
4.8.5 Surveys of off-street car parks identified the following trends:

- A total of 697 off-street spaces were surveyed with the maximum observed occupancy of 447 vehicles, 64% of capacity. This shows that there is significant parking capacity to meet demand in the area.
- Demand is highest in the Acredale car park, likely reflective of its central location and easy access to facilities within Bathgate. Despite this, even at peak times, there is still capacity available within the car park.
- Average length of stay across all car parks is generally between 3 and 4.5 hours.
- Peak demand at Mansefield Street car park exceeds capacity, with informal additional parking observed at these times. However, other car parks are underutilised, including Mill Road, which is in close proximity. This appears to be reflective of people's desire to park as close as possible to their destination.

4.8.6 Parking complaints records and anecdotal data also indicate that there are occasionally issues with abuse of disabled parking provision at Acredale car park.

Figure 4.20: Off-Street Parking Utilisation and Duration of Stay within Bathgate

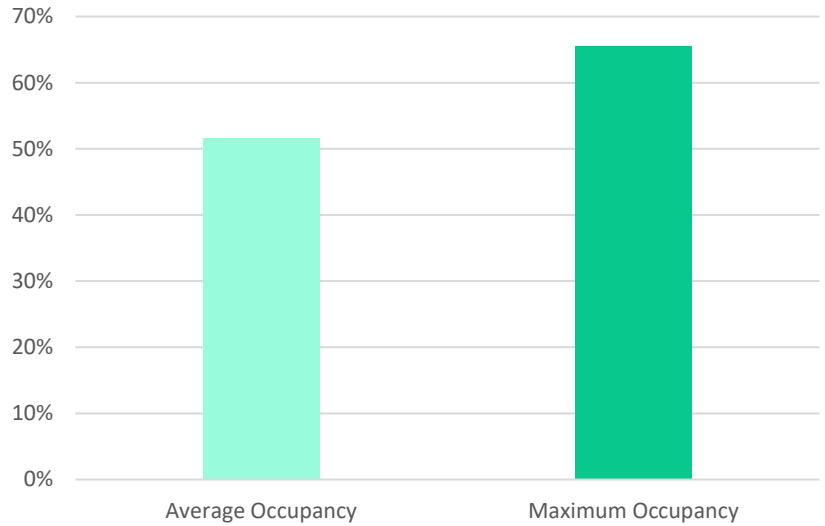
Figure 4.21: Off-Street Parking Utilisation % within Bathgate

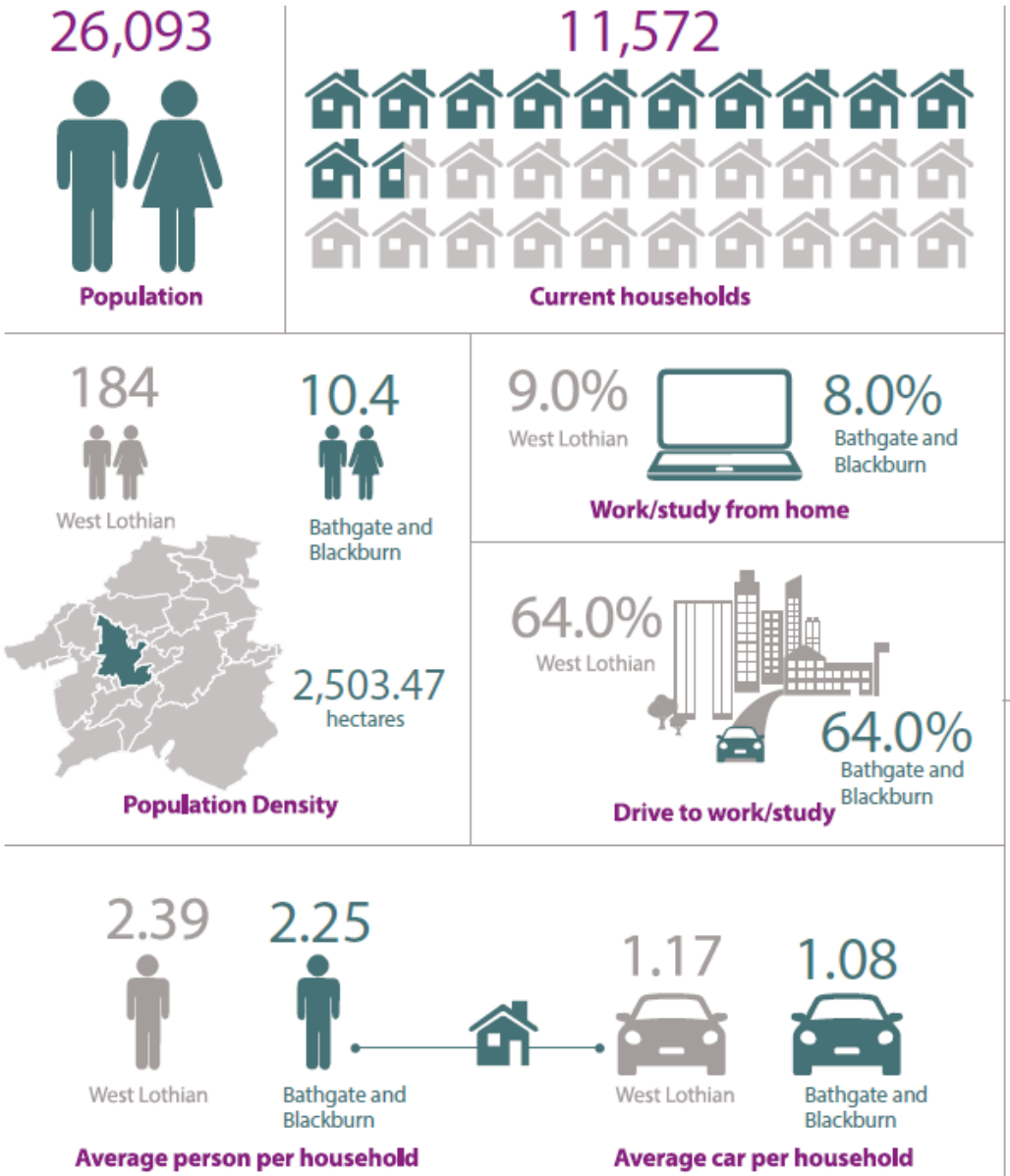


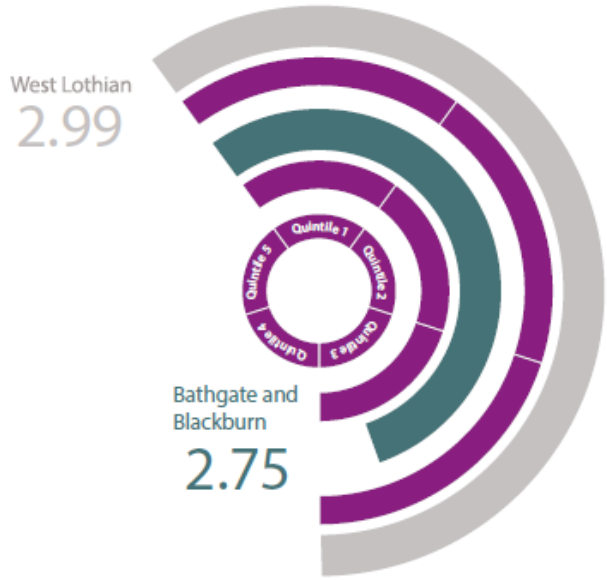
On-Street Parking

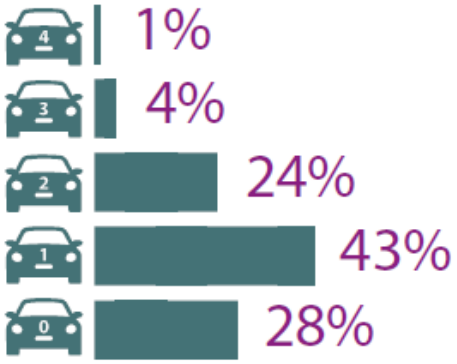
4.8.7 On-street parking was relatively congested in Bathgate, with the lowest average and minimum capacity of surveyed locations. Demand was highest between 10am and 3pm, without notable drops in demand during this period. Although some of the on-street parking demand is likely to be associated with particular destinations such as schools and places of business, this indicates that the demand is unlikely to be driven by a single activity in this location. The rate of arrival and departure during the day was relatively high, with 36% of vehicles present for an hour or less. The average length of stay is 3 hours and 10 minutes.

Figure 4.22: On-Street Parking Utilisation within Bathgate




26,093
Population
11,572
Current households
184
West Lothian
10.4
Bathgate and Blackburn
2,503.47
hectares
Population Density
9.0%
West Lothian
8.0%
Bathgate and Blackburn
Work/study from home
64.0%
West Lothian
64.0%
Bathgate and Blackburn
Drive to work/study
2.39
West Lothian
2.25
Bathgate and Blackburn
Average person per household
1.17
West Lothian
1.08
Bathgate and Blackburn
Average car per household


West Lothian
2.99
Quintile 5
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Bathgate and Blackburn
2.75
SIMD Data

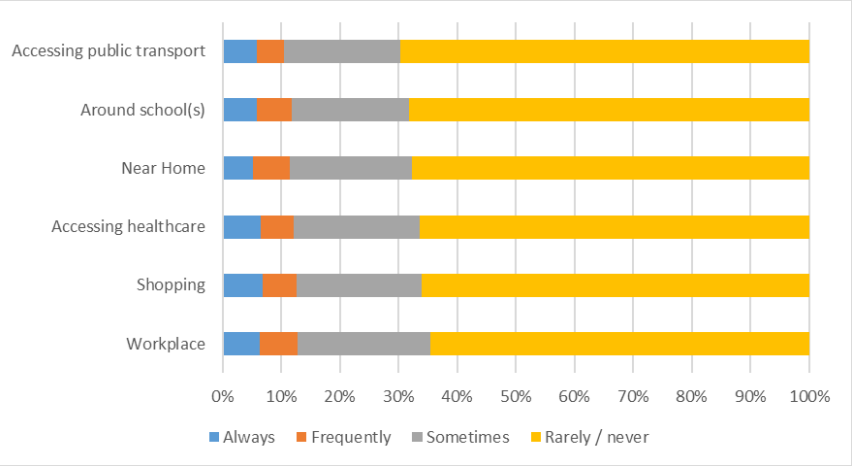

4
1%
3
4%
2
24%
1
43%
0
28%
Car ownership (by household)

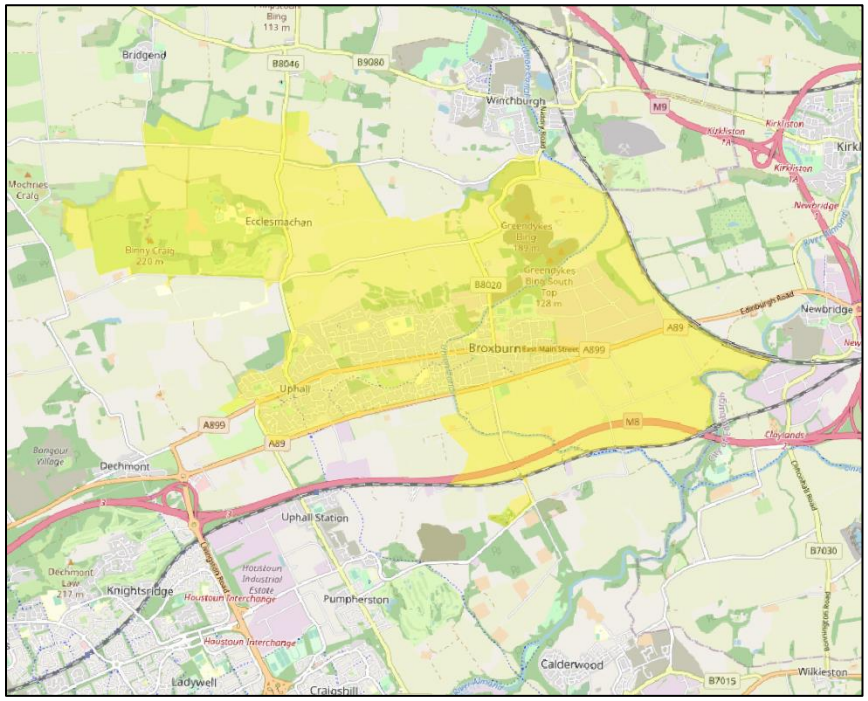
4.9 Broxburn and Uphall

4.9.1 Broxburn is located on the A89 road, 12 miles (19 km) from Edinburgh, and 5 miles (8.0 km) to the north of Livingston. Broxburn developed during the industrial revolution and has continued to have a primarily industrial employment base. Broxburn now has two separate industrial areas (the Greendykes Industrial Estate and the East Mains Industrial Estate) which provide employment for local people. The village of Uphall is also considered within the wider Broxburn area.

4.9.2 The questionnaire surveys highlighted that most drivers in Broxburn experience issues relating to parking. Issues occur across all location types. The most prevalent issues related to parking on pavements (47%) and parking on double yellow lines and across driveways (both 43%).

Figure 4.23: Experience of Difficulty Parking by Location Type within Broxburn and Uphall





4.9.3 Broxburn has accessible car parks located near to Main Street, but it was observed that some drivers tended to ignore this and park inappropriately on double yellows and in bus stops, sometimes mounting pavements, causing pedestrians to have limited space to walk.

4.9.4 Parking capacity within Broxburn is considered sufficient, but drivers were observed parking as close as possible to their destinations, including obstructing bus stops, making it difficult for the bus to stop and causing congestion particularly at locations on the Main Street around the Post Office. Parking complaints records also indicate that there are issues with insufficient disabled parking provision, and that taxi ranks are often used informally for parking.

Off-Street Parking

4.9.5 Surveys of off-street car parks identified the following trends:

- A total of 99 off-street spaces were surveyed with the maximum observed occupancy of 64 vehicles, 65% of capacity. This shows that there is significant parking capacity to meet demand in the area.
- Average parking duration is around 3.7 hours, though nearly 25% of car park users park for 7 hours or more, indicating that it is used by both employees within Broxburn and those making short trips to the town centre.

Figure 4.24: Off-Street Parking Utilisation and Duration of Stay within Broxburn

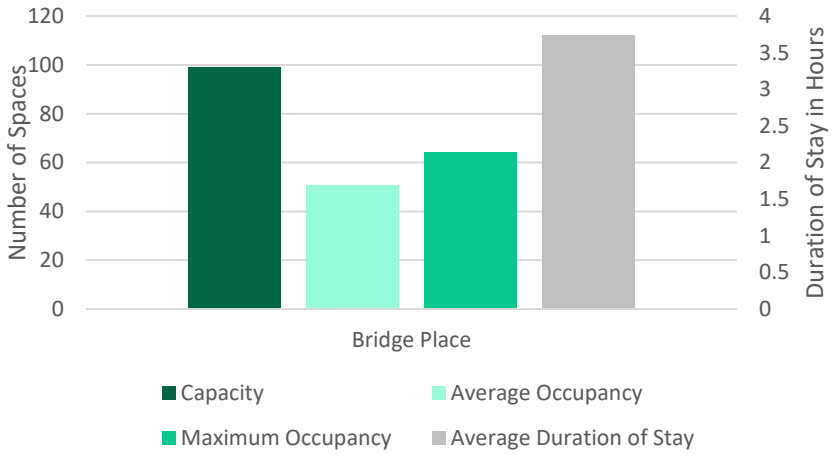
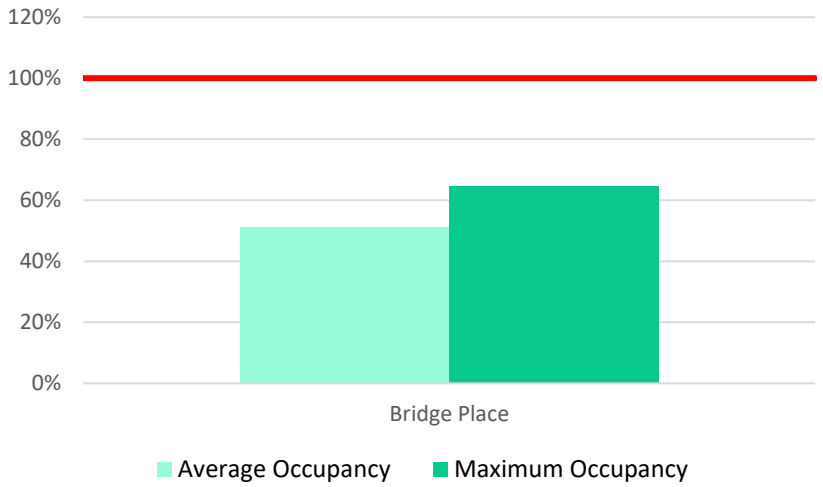


Figure 4.25: Off-Street Parking Utilisation % within Broxburn



On-Street Parking

4.9.6 The surveys of on-street parking in Broxburn and Uphall indicated that there was substantial parking capacity available. The focus of demand was proximity to East Main Street, with Broxburn experiencing a higher level of average demand for available spaces. Demand was fairly consistent across the surveyed period with an increase in demand after 9am, coinciding with the opening times of many shops. There were no notable peaks or troughs during the day and a fairly high rate of arrivals and departures. In Uphall, the surveys indicated that a higher number of people stayed for the entire surveyed period of 12 hours, at nearly 9% of all vehicles parked in this location.

4.9.7 Parking demand for on-street spaces is geographically focussed and destination walking distance from parking spaces appears to be a key driver of parking location choice in Broxburn.

4.9.8 On-street parking is typically available within both Uphall and Broxburn, with under half of surveyed spaces occupied at peak times.

Figure 4.26: On-Street Parking Utilisation within Broxburn

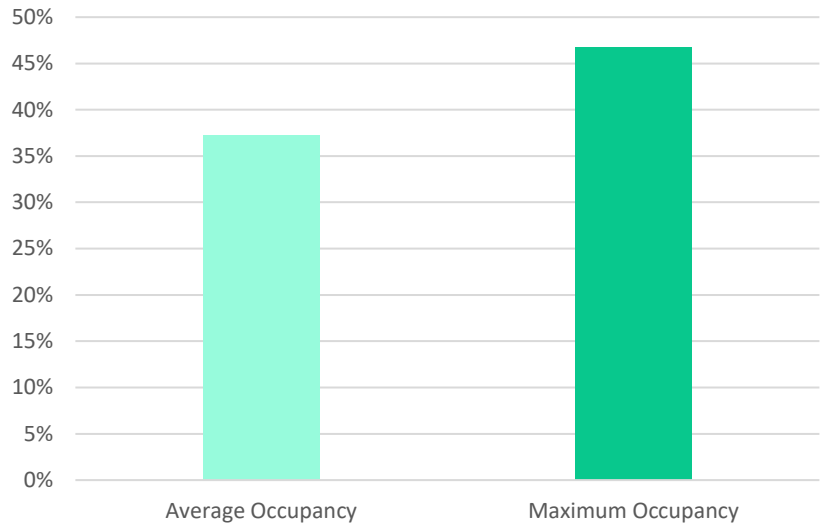
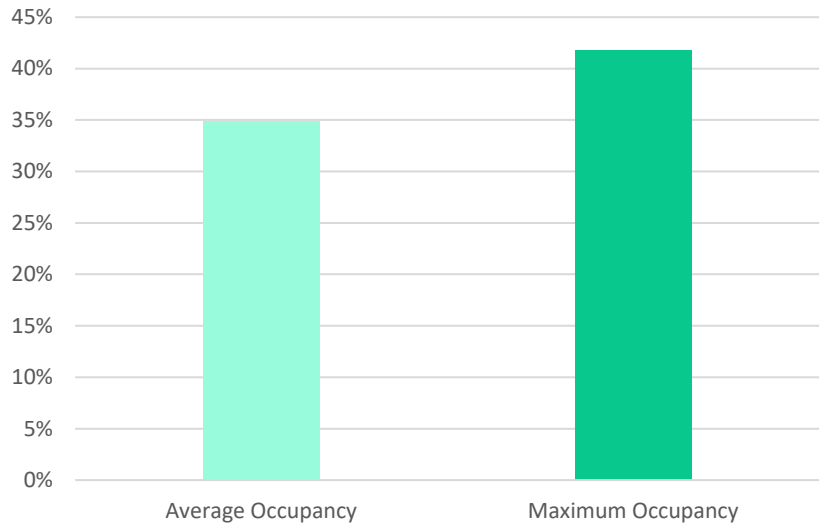
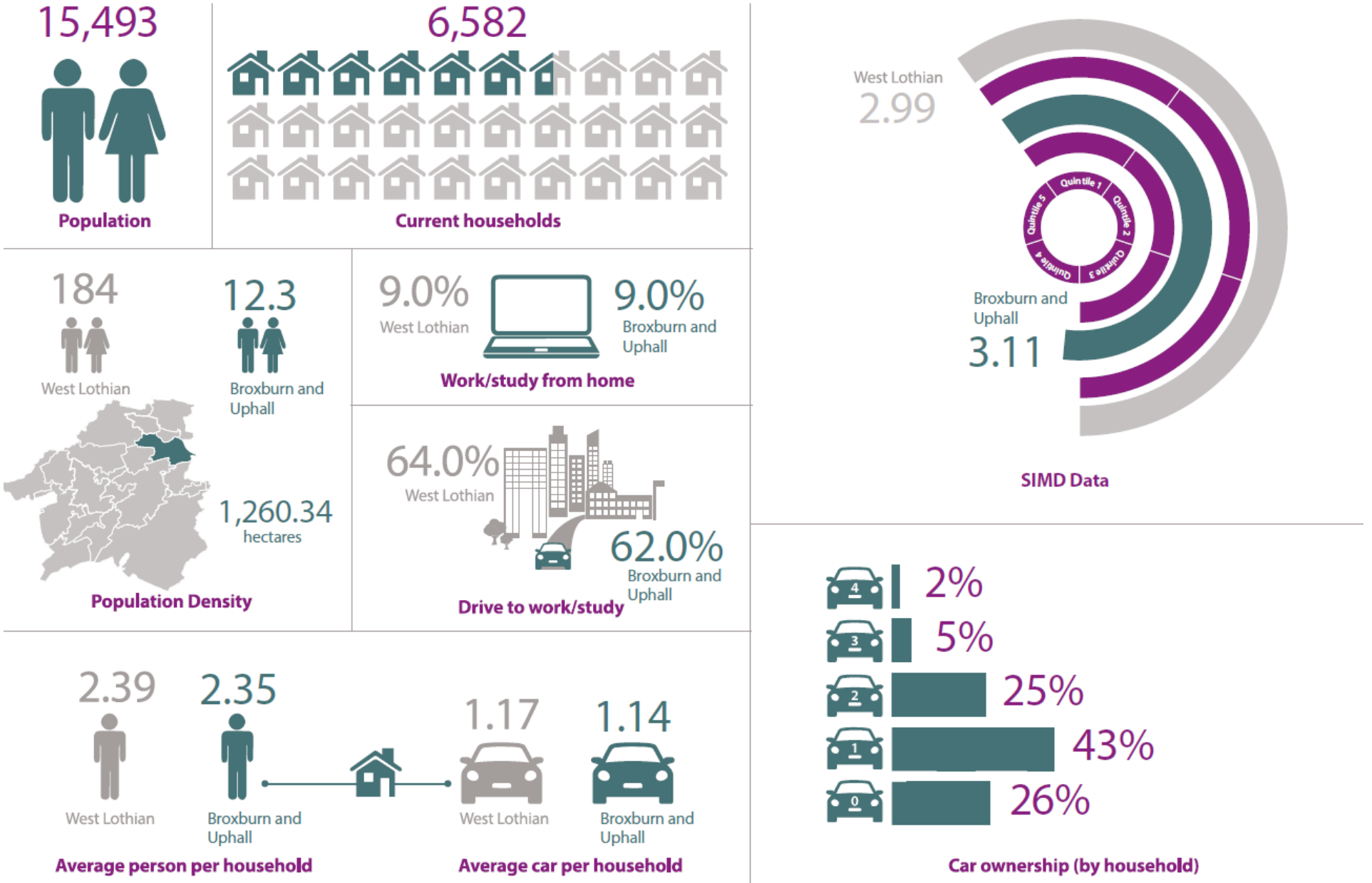


Figure 4.27: On-Street Parking Utilisation within Uphall



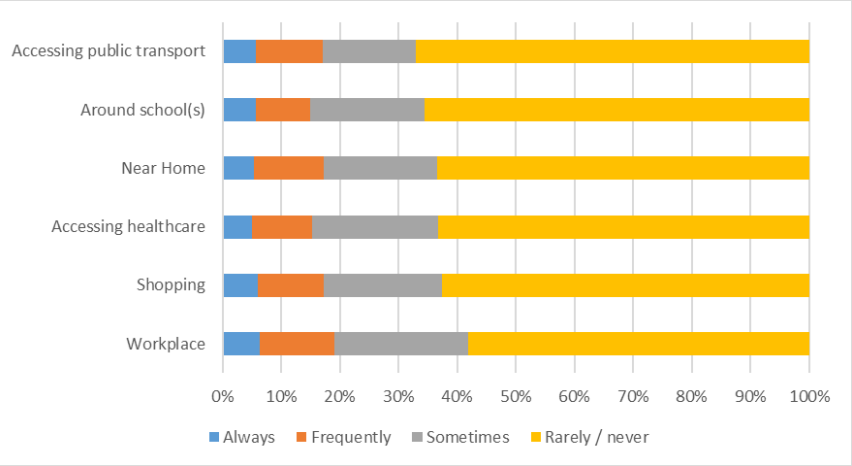

15,493
Population
6,582
Current households
184
West Lothian
12.3
Broxburn and Uphall
1,260.34
hectares
Population Density
9.0%
West Lothian
9.0%
Broxburn and Uphall
Work/study from home
64.0%
West Lothian
62.0%
Broxburn and Uphall
Drive to work/study
West Lothian
2.99
Broxburn and Uphall
3.11
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
2.39
West Lothian
2.35
Broxburn and Uphall
Average person per household
1.17
West Lothian
1.14
Broxburn and Uphall
Average car per household
4
2%
3
5%
2
25%
1
43%
0
26%
Car ownership (by household)

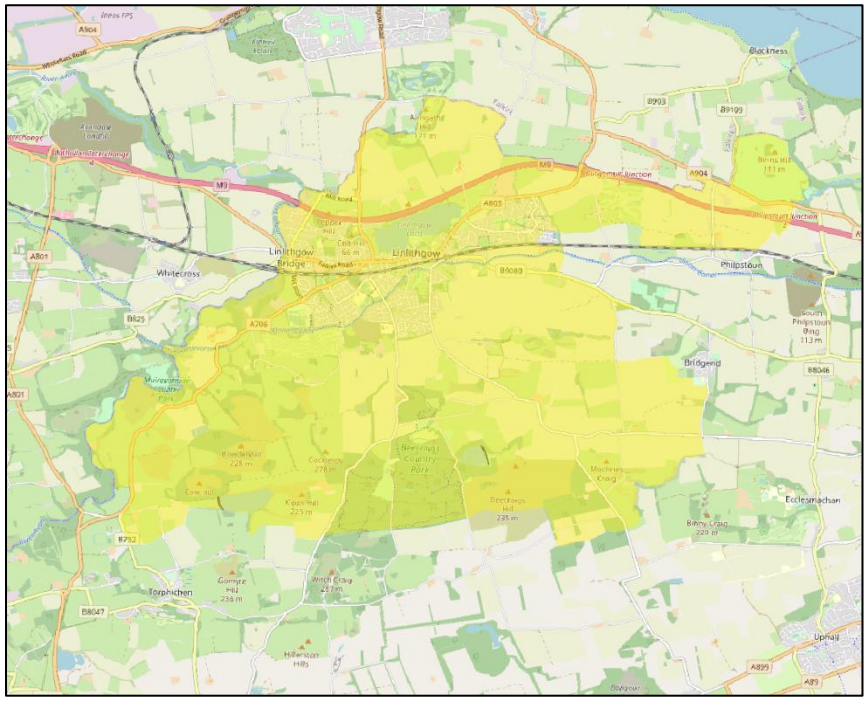
4.10 Linlithgow

4.10.1 Linlithgow lies in the Central Belt on a historic route between Edinburgh and Falkirk beside Linlithgow Loch. The town is situated approximately 20 miles (32 km) west of Edinburgh and 5 miles (8 km) north of Livingston. Linlithgow formerly had an industrial character but in the later 20th century the local economy has shifted to hospitality, heritage and tourism services.

4.10.2 The questionnaire surveys highlighted that most drivers in Linlithgow experience issues relating to parking, and these occur across all location types. Parking on double yellow lines and pavement parking were highlighted as the biggest issues (57% and 54% respectively), with significant proportions of people also experiencing issues associated with parking in bus stops (52%), single yellow line parking (50%), pavement parking (49%), and school keep clear markings (44%).

Figure 4.28: Experience of Difficulty Parking by Location Type within Linlithgow





4.10.3 The SEStrans Park and Ride Strategy[24] identifies the Linlithgow Park and Ride site as having approximate parking utilisation of over 100%. The strategy outlines that the station has a high frequency of trains and is unique in providing direct access to Edinburgh, Glasgow and Stirling. These factors are likely to result in a higher demand for the Park and Ride facilities offered at Linlithgow train station.

4.10.4 An Air Quality Management Area is in place in the town due to historically poor measured air quality. In recent years, air quality objectives have been met, and so a detailed assessment is currently being carried out to assess if the existing AQMAs should remain in place.

[24] SEStran Park and Ride Strategy, SEStran, March 2010

4.10.5 Air quality is negatively affected by the large number of short cross-town journeys made by car, and high volumes of stop-start east-west traffic through the town, which has no practical alternative route. The journey time results through the town partly reflect the problem of commuters parking in and around the high street, narrowing and hence reducing the traffic flow dispersion.

Off-Street Parking

4.10.6 Surveys of off-street car parks identified the following trends:

- A total of 293 off-street spaces were surveyed with the maximum observed occupancy of 213 vehicles, 73% of capacity. This shows that there is significant parking capacity to meet demand in the area.
- Demand is highest in the Blackness Road car park located to the east of the short stay shopping centre car park, indicating high levels of usage for public transport access particularly driving demand within Linlithgow.
- Average length of stay varies considerably across the various car parks within Linlithgow. The Blackness Road long stay car park has average parking durations of over 7 hours, whereas all other car parks have an average of between 2 and 3.5 hours. Due to its proximity to Linlithgow Station, it is likely that the Blackness Road car park is used by commuters travelling by train, whilst other car parks are used by drivers with a purpose in Linlithgow.
- Peak demand at the Blackness Road car park exceeds capacity with informal additional parking observed at these times. This potential reflects insufficient parking capacity compared to demand for access to Linlithgow Station.
- The Linlithgow Sports Club car park is also used by commuters, with a footpath leading to the rail station. This location also provides parking for the Sports Club and West Lothian County Cricket Association and has electric vehicle charge points.

Figure 4.29: Off-Street Parking Utilisation and Duration of Stay within Linlithgow

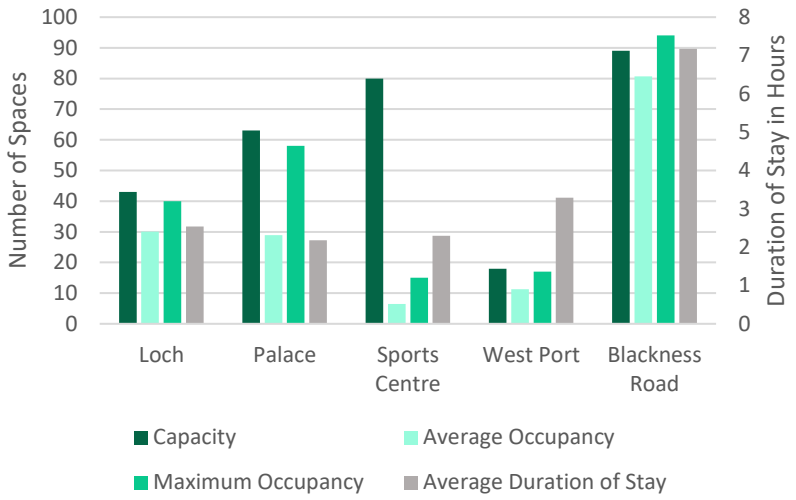
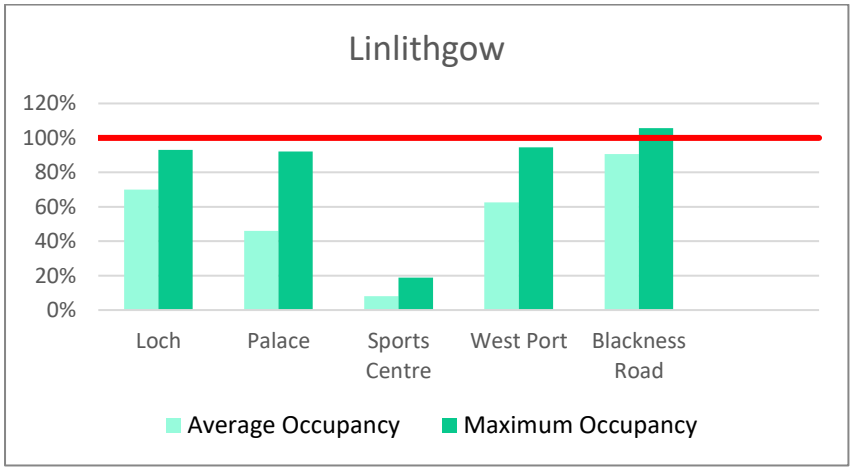


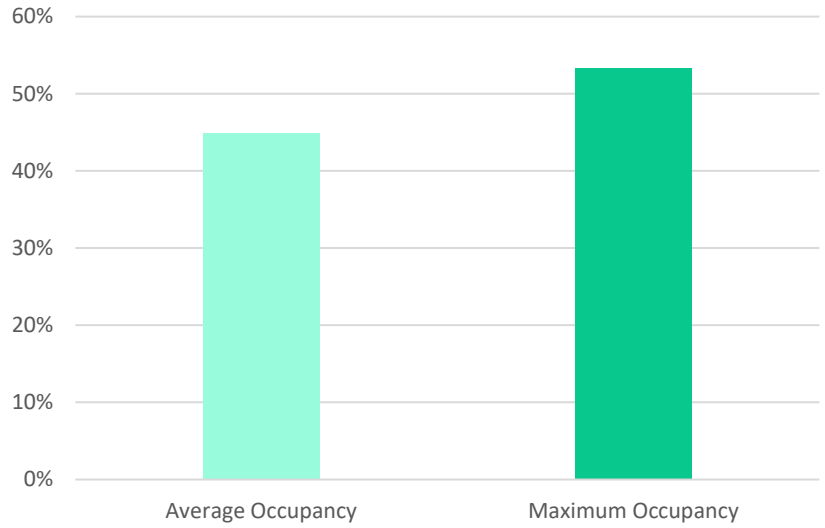
Figure 4.30: Off-Street Parking Utilisation % within Linlithgow

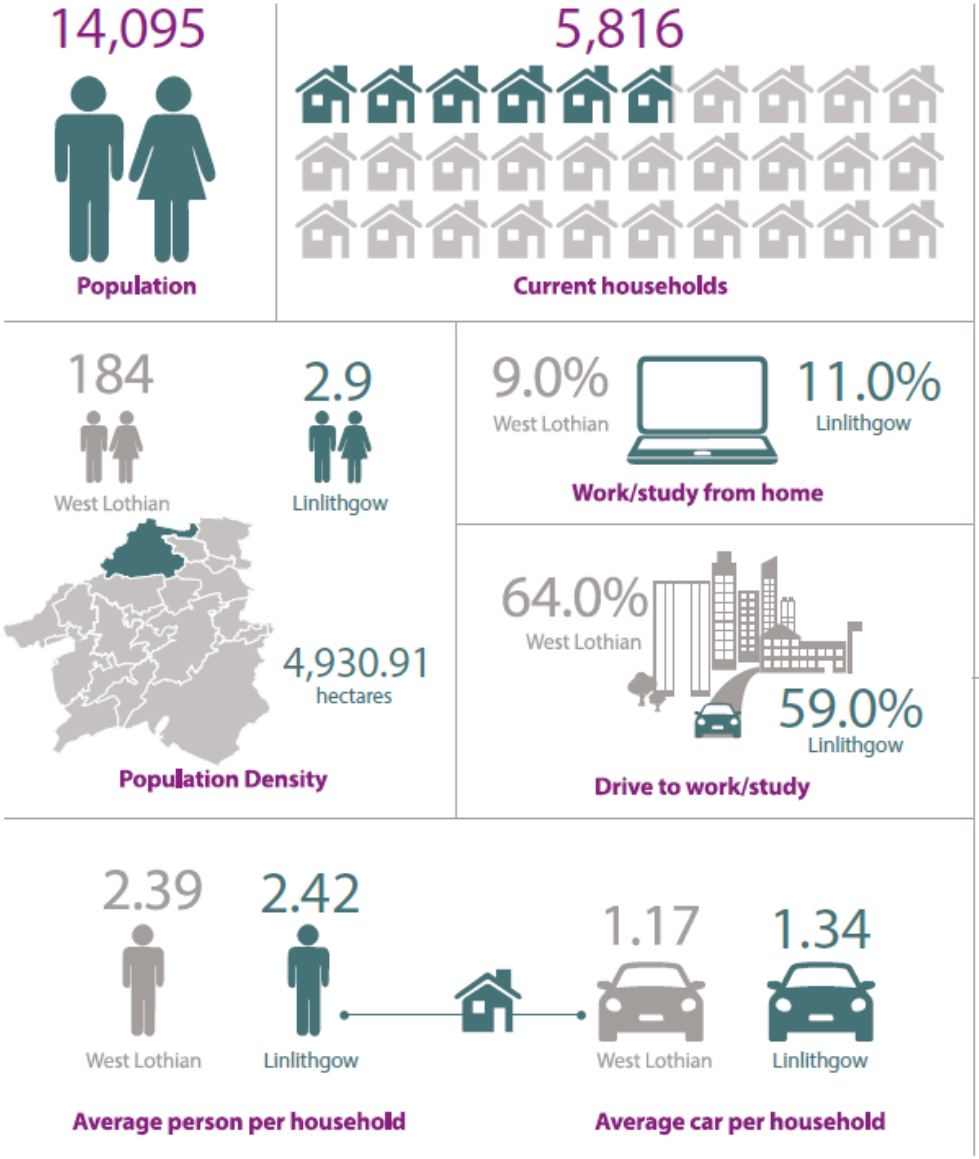


On-Street Parking

4.10.7 On-street surveys undertaken in Linlithgow indicated a relatively high level of local on-street parking capacity available, with an average proportion of 45% of on-street spaces occupied. The maximum on-street demand occupied 53% of all available spaces indicating there is a reasonable level of demand for spaces at particular times. Demand remained fairly high between 9am and 6pm, and 41% of vehicles stayed for an hour or less, indicating that the on-street demand experiences a high level of turnover. This also indicates uses such as shopping or short visits make up a significant element of on-street demand.

Figure 4.31: On-Street Parking Utilisation within Linlithgow




14,095
Population
5,816
Current households
184
West Lothian
2.9
Linlithgow
Population Density
4,930.91
hectares
9.0%
West Lothian
11.0%
Linlithgow
Work/study from home
64.0%
West Lothian
59.0%
Linlithgow
Drive to work/study
2.39
West Lothian
2.42
Linlithgow
Average person per household
1.17
West Lothian
1.34
Linlithgow
Average car per household
West Lothian
2.99
Linlithgow
4.38
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
2%
6%
33%
43%
16%
Car ownership (by household)

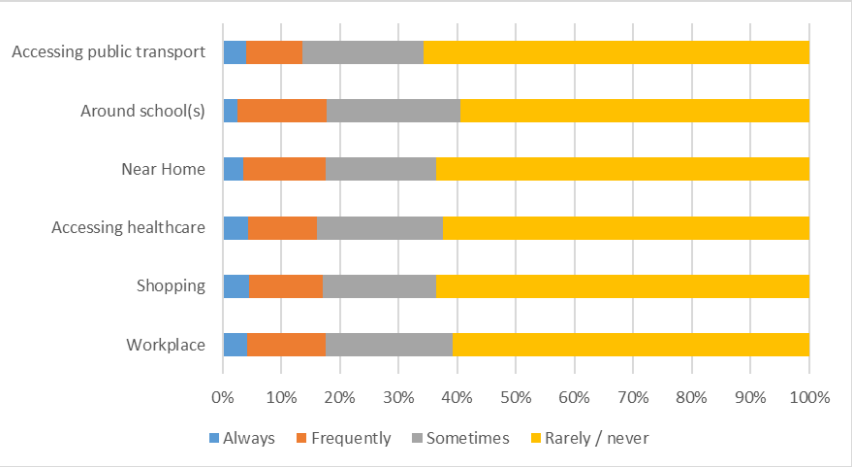
4.11 Armadale

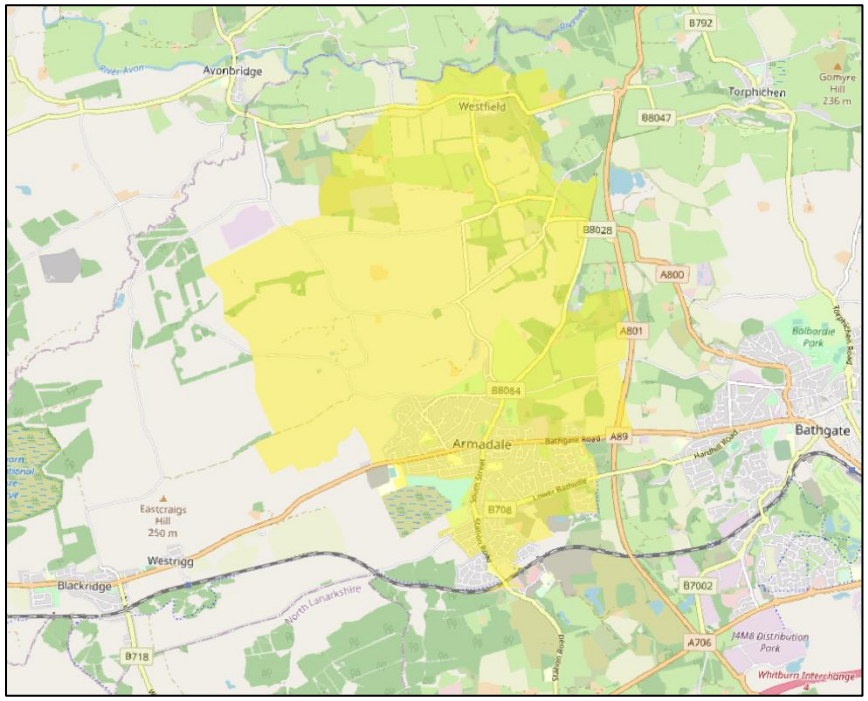
4.11.1 Armadale is a small town of located in the southwest of West Lothian. Mineral resources drove Armadale's expansion in the late 19th century as a mining and industrial town. By the 1950s, Armadale enjoyed a more diverse industrial structure than many of its neighbouring towns. Today, the local economy relies heavily upon the town's industrial estates.

4.11.2 Armadale is situated at the historic crossroads of what were once the main routes from Edinburgh to Glasgow and Bo'ness to Lanark. The M8 motorway is close by and the recent opening of the Airdrie-Bathgate railway line means that it now benefits from four trains an hour to and from Helensburgh and Edinburgh.

4.11.3 The questionnaire surveys highlighted that most drivers in Armadale experience issues relating to parking and these occur across all location types. Pavement parking was the biggest issue, with 63% of respondents finding this a problem, followed by parking on double yellow lines (48%), parking on school keep clear markings (47%) and parking over driveways (45%).

Figure 4.32: Experience of Difficulty Parking by Location Type within Armadale





4.11.4 The car park allocated to the train station is free of charge and appears to have high capacity. The peak time for boarding the train was observed between 7:30 and 8:30 and many of the people appeared to walk to the station or were dropped off by car. Survey respondents reported that parking is not considered to be an issue due to the availability of spaces at the car park and the lack of charge to park.

4.11.5 The local centre of Armadale is where the A89 crosses the B8084. This area consisted mainly of shops and amenities such as the doctor's surgery, community centre and leisure centre. The local car parks to the centre were observed to have substantial residual capacity during a weekday. There was a high incidence of pavement parking outside the health centre / doctor's surgery on North Street.

4.11.6 Parking was not reported as a major issue for many as many people walked to the town centre but pavement parking has been an issue.

Off-Street Parking

4.11.7 Surveys of off-street car parks identified the following trends:

- A total of 26 off-street spaces were surveyed with the maximum observed occupancy of 25 vehicles, 96% of capacity. This shows that parking demand is approximately level with parking capacity in Armadale.
- Average parking duration is 3.7 hours, and more than 50% of users park for two hours or less. Only 19% of users park for 7 hours or more, indicating that the car park is not heavily used by those working in Armadale.
- The surveys observed that peak demand almost reach capacity; it is considered likely that on occasion this does occur.

Figure 4.33: Off-Street Parking Utilisation and Duration of Stay within Armadale

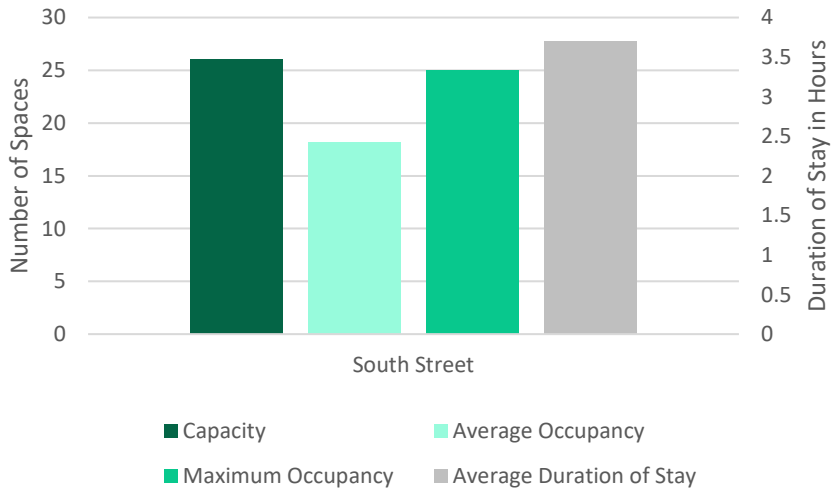
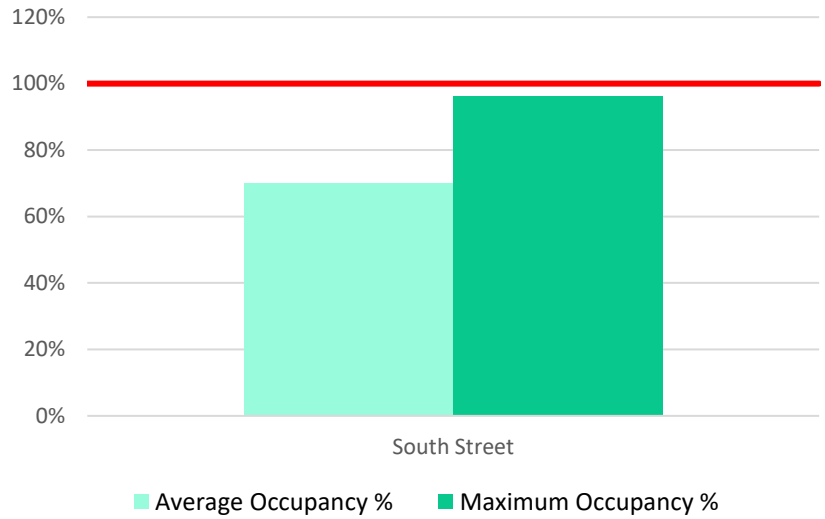


Figure 4.34: Off-Street Parking Utilisation % within Armadale



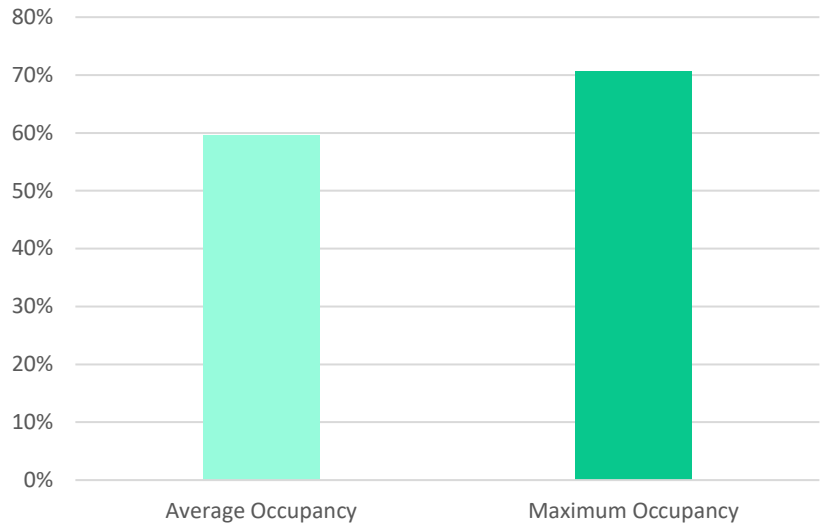
On-Street Parking

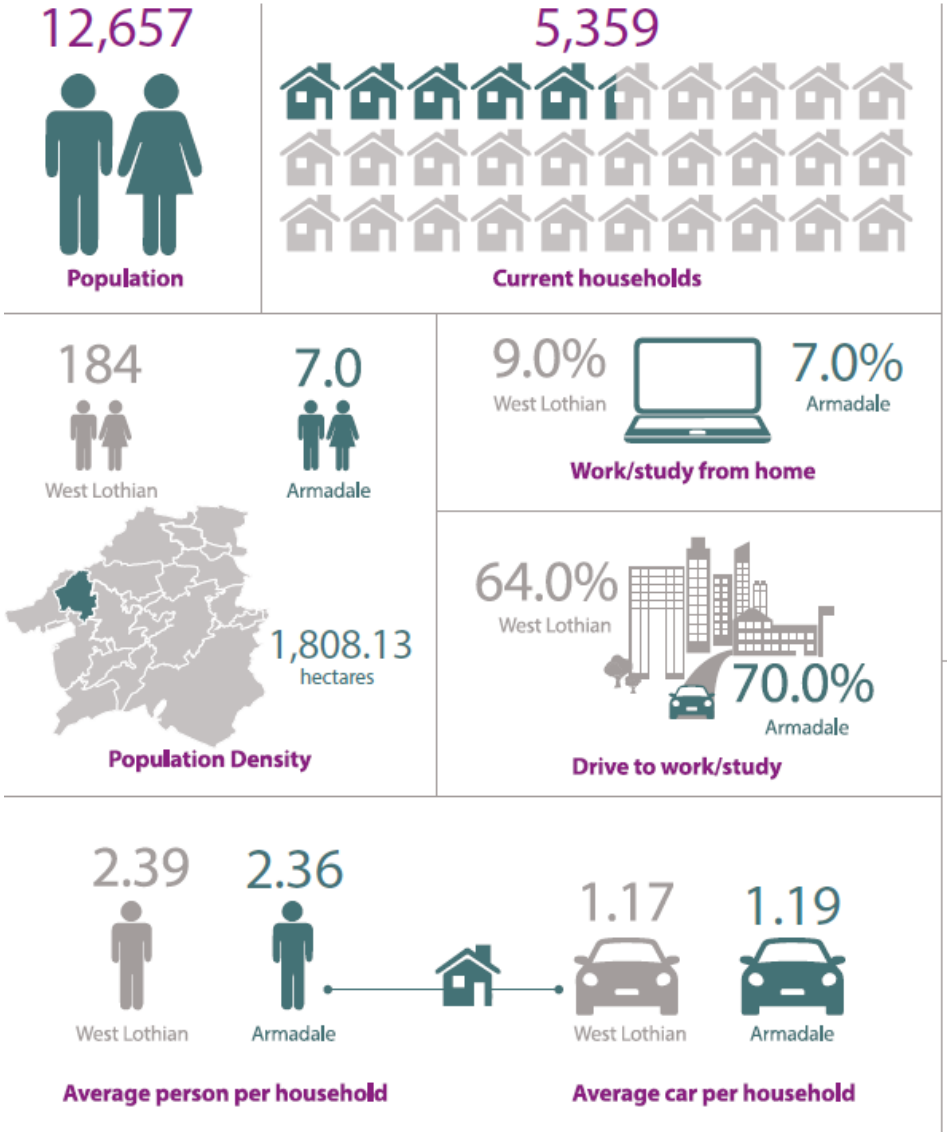
4.11.8 The high average occupation of on-street spaces is not geographically focussed, with high demand observed across all areas, between 9am and 5pm. The parking profile is likely to include mostly non-employment users, as 46% of vehicles were present for an hour or less.

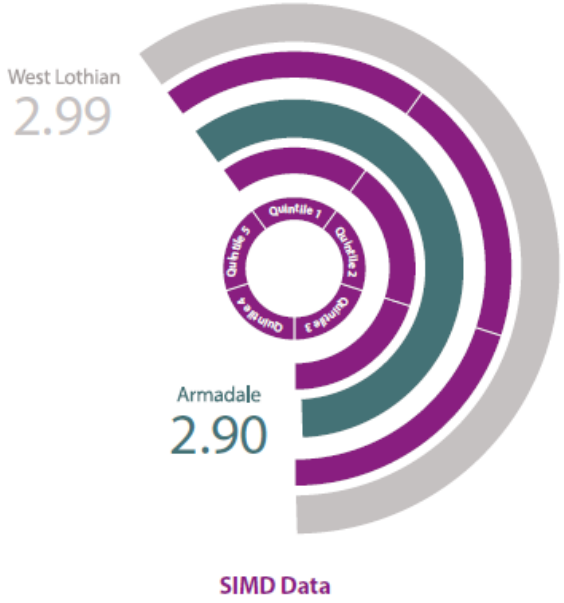
4.11.9 Only 14% of vehicles were present for seven hours or more, likely those using on-street parking for employment or commuting.

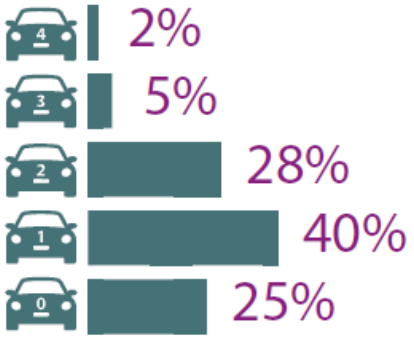
4.11.10 Anecdotally, there can be issued associated with on-street parking in the vicinity of the primary school in Armadale at school drop-off and collection times.

Figure 4.35: On-Street Parking Utilisation within Armadale




12,657
Population
5,359
Current households
184
West Lothian
7.0
Armadale
1,808.13
hectares
Population Density
9.0%
West Lothian
7.0%
Armadale
Work/study from home
64.0%
West Lothian
70.0%
Armadale
Drive to work/study
2.39
West Lothian
2.36
Armadale
Average person per household
1.17
West Lothian
1.19
Armadale
Average car per household


West Lothian
2.99
Armadale
2.90
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data

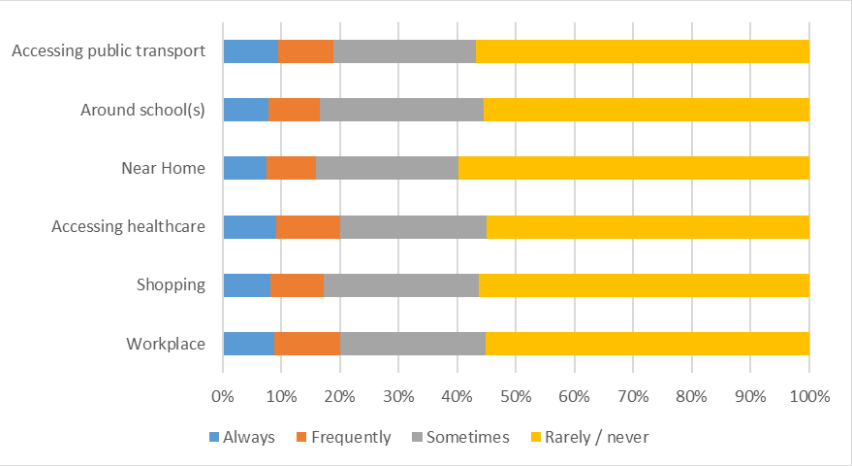

2%
5%
28%
40%
25%
Car ownership (by household)

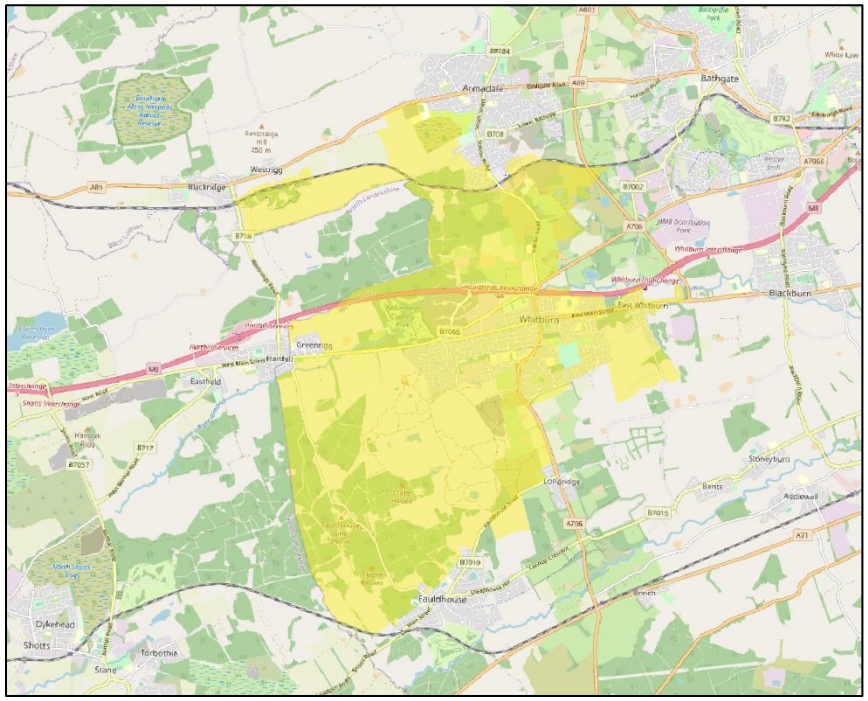
4.12 Whitburn

4.12.1 Whitburn is located halfway between Glasgow and Edinburgh two largest cities, about 23 miles (37 km) east of Glasgow and 22 miles (35 km) west of Edinburgh. The nearest major towns are Bathgate, 4 miles (6 km) and Livingston, 6 miles (9.7 km). Whitburn's economy was formerly focussed on coal mining and manufacturing. Following the decline of these industries, the former colliery has begun redevelopment and anew business park has been developed with space for retail and leisure. The town has benefitted from the opening of the M8 junction 4a providing improved transport connections.

4.12.2 The questionnaire surveys highlighted that most drivers in Whitburn experience issues relating to parking, and these occur across all location types. Pavement parking was the biggest issue with 46% of respondents finding this a problem, closely followed by parking on double yellow lines (42%) and parking over driveways (40%).

Figure 4.36: Experience of Difficulty Parking by Location Type within Whitburn





Off-Street Parking

4.12.3 Surveys of off-street car parks identified the following trends:

- A total of 103 off-street spaces were surveyed with the maximum observed occupancy of 84 vehicles, 82% of capacity. This shows that there is available parking capacity to meet demand in the area.

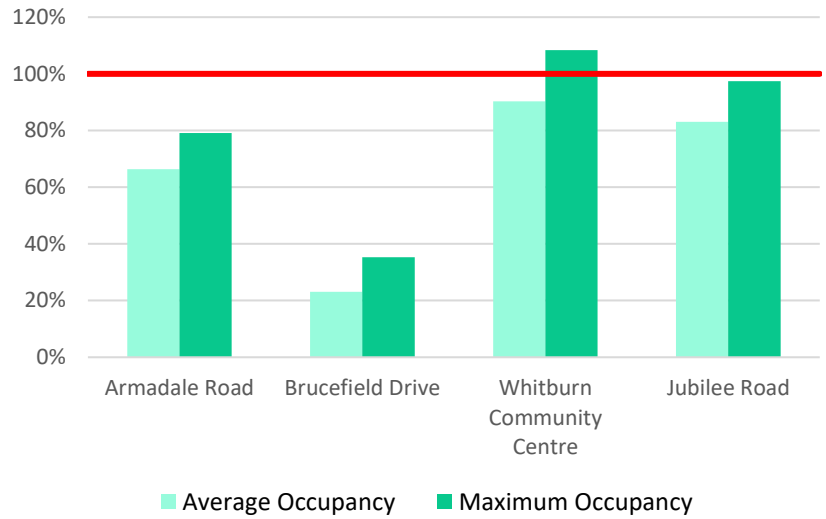
- Demand is highest in the Jubilee Road car park with vehicles parking for just over 2 hours on average. This is a significantly lower average parking duration than for other car parks in Whitburn. Given the car park's location adjacent to the Xcite leisure facility, it is considered that the majority of users of the car park are likely to be users of Xcite. Available capacity at this car park is very limited at times, with peak demand reaching 97%, and demand above 85% for half of the day.

- Average length of stay at other car parks in Whitburn is between 3.5 and 5 hours. Approximately a third of people using Brucefield Drive and Armadale Road car parks park for 7 hours or more, indicating that these are well used by people working in Whitburn.

- Peak demand at the Whitburn Community Centre car park exceeds capacity for the majority of the day, with informal parking occurring. Proximity to destination is anticipated to be a key factor in this, alongside the relative ease with which drivers are able to find space to park outwith the formal parking spaces.

Figure 4.37: Off-Street Parking Utilisation and Duration of Stay within Whitburn

Figure 4.38: Off-Street Parking Utilisation % within Whitburn

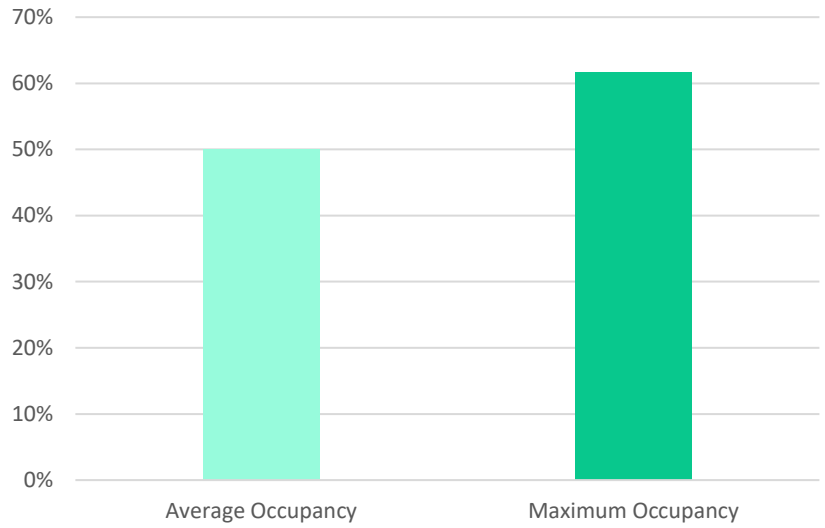


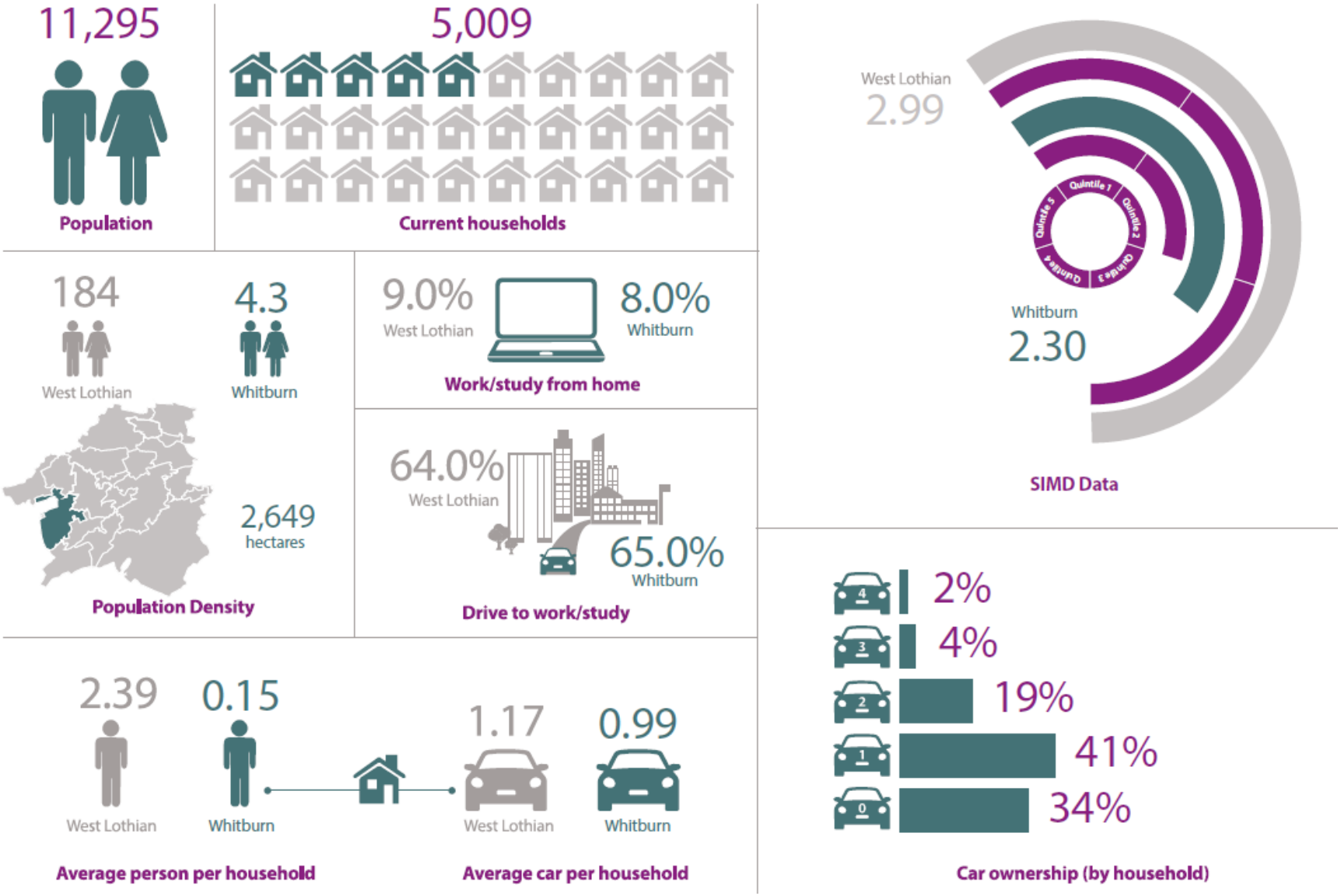
-

On-Street Parking

4.12.4 On-street parking surveys indicated that there was a relatively high demand for on-street parking in this location, with the second highest peak demand for on-street parking of surveyed locations. The demand did not display notable peaks or troughs throughout the day, staying around the same level after 9am. Of note in this location was the very high rate of arrival and departure relative to other locations, with 68% of vehicles present for an hour or less.

Figure 4.39: On-Street Parking Utilisation within Whitburn



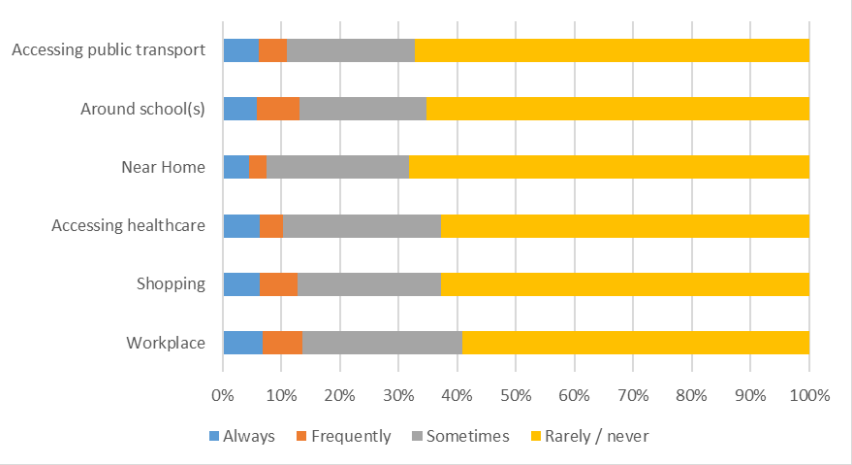

11,295
Population
5,009
Current households
184
West Lothian
4.3
Whitburn
2,649
hectares
Population Density
9.0%
West Lothian
8.0%
Whitburn
Work/study from home
64.0%
West Lothian
65.0%
Whitburn
Drive to work/study
2.39
West Lothian
0.15
Whitburn
1.17
West Lothian
0.99
Whitburn
Average person per household
Average car per household
West Lothian
2.99
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
Whitburn
2.30
SIMD Data
2%
4%
19%
41%
34%
Car ownership (by household)

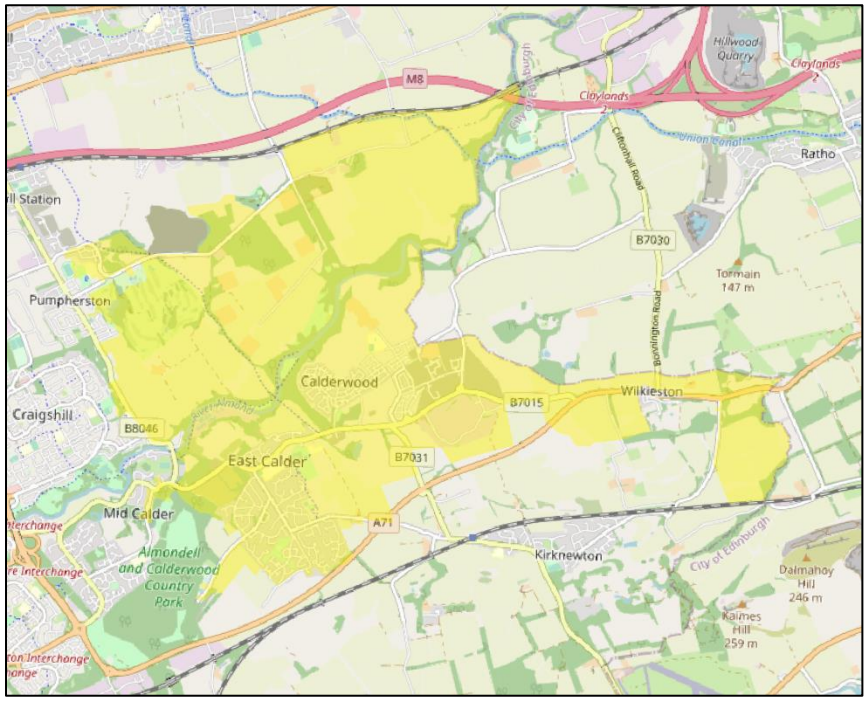
4.13 East Calder

4.13.1 East Calder is a village located about a mile east of Mid Calder and two miles east of Livingston. East Calder grew rapidly in the early 21st-century driven by commuting to Livingston, Edinburgh and Glasgow. The variety and quality of transport links by road and rail continue to provide strong connections via the M8 motorway, the A89 and A71 roads, and the Edinburgh – Glasgow railway line at Kirknewton.

4.13.2 The questionnaire surveys highlighted that most drivers in East Calder experience issues relating to parking and these occur across all location types. 37% of drivers identified pavement parking as an issue, whilst double parking and parking on double yellow lines were experienced by 34% and 33% of people respectively.

Figure 4.40: Experience of Difficulty Parking by Location Type within East Calder





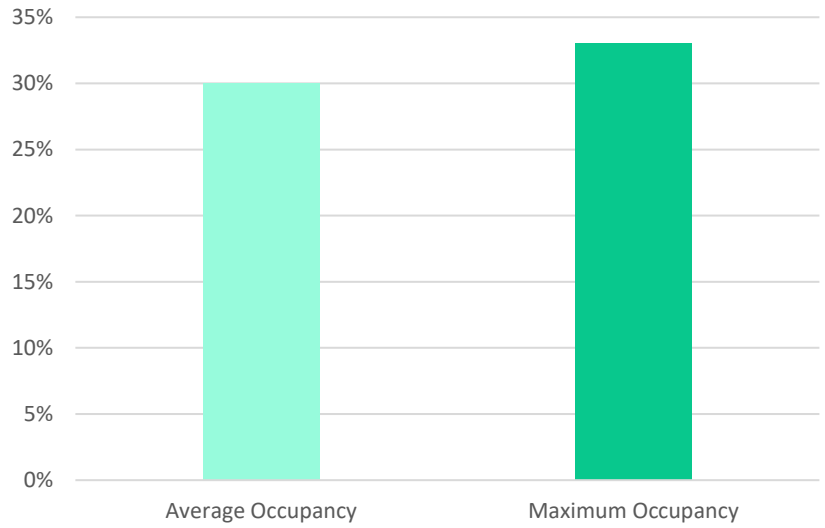
4.13.3 Residents reported that the traffic calming and parking restrictions which have been implemented near Tesco are generally not adhered to. The reduction of cars parking on both sides of the road has actually caused cars to speed up as they feel they have more room on the road. The increase in car speed due to congestion reduction was considered by residents to be a hazard for shoppers and the nearby primary school.

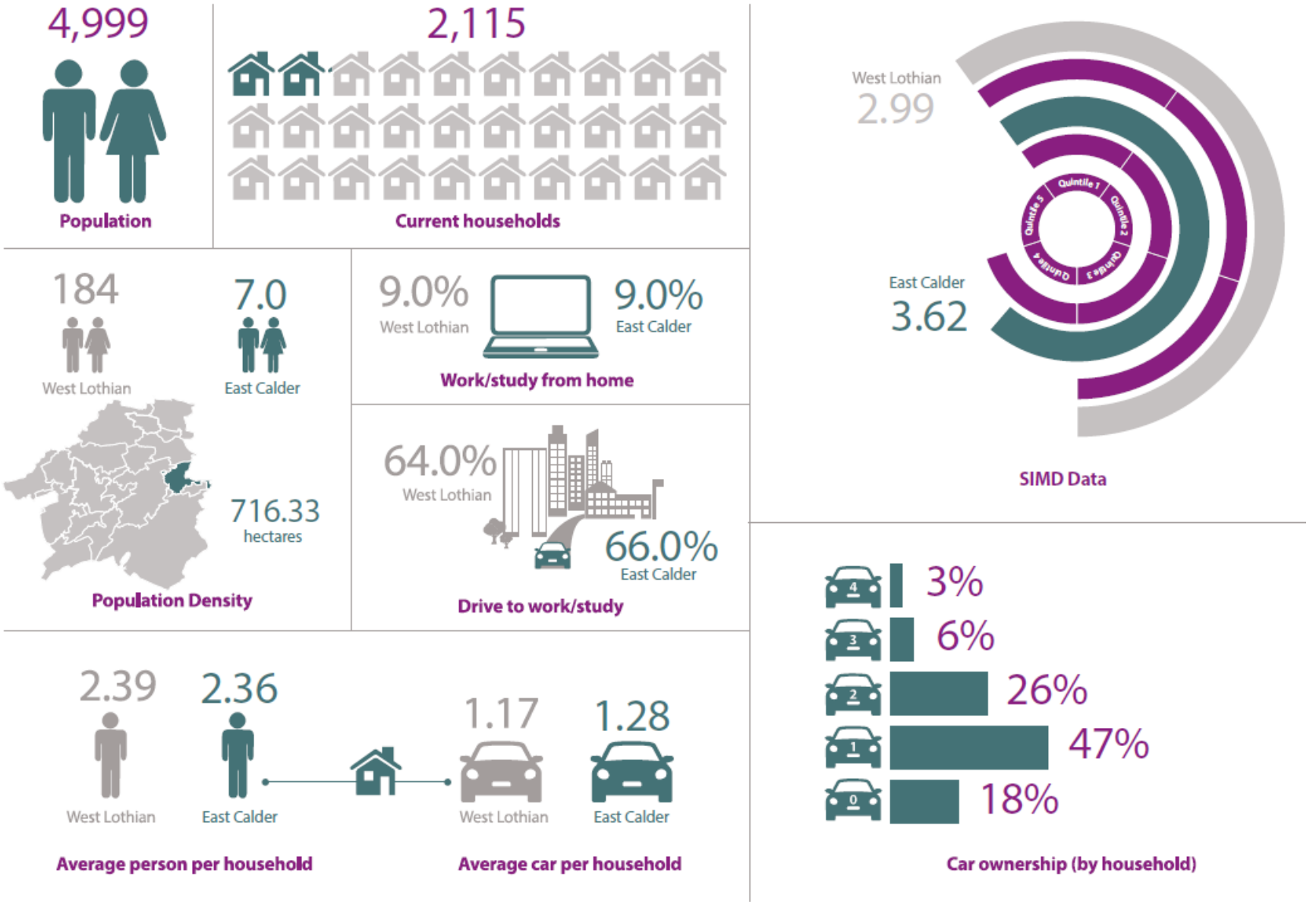
4.13.4 Another identified issue with parking is the area of road in front of the Scotmid Co-op. Parking was reported on the pavement, double yellow lines, pedestrian crossing zig-zag lines and bus stops by drivers wanting to park as close to the shop as possible. This reduces accessibility on the pavements and creates a dangerous situation on the roads in the centre of town.

On-Street Parking

4.13.5 On-street surveys undertaken in East Calder indicated a high proportion of local on-street parking capacity is generally available. Demand for parking in this location remained around 30% of capacity for the survey period and nearly 40% of vehicles were present for an hour or less, indicating a high rate of arrival and departure with only around a third of vehicles present for over three hours. This suggests that on-street car parking is typically used by those making short trips into East Calder, for example for shopping.

Figure 4.41: On-Street Parking Utilisation within East Calder




4,999
Population
2,115
Current households
184
West Lothian
7.0
East Calder
Population Density
716.33
hectares
9.0%
West Lothian
9.0%
East Calder
Work/study from home
64.0%
West Lothian
66.0%
East Calder
Drive to work/study
2.39
West Lothian
2.36
East Calder
Average person per household
1.17
West Lothian
1.28
East Calder
Average car per household
West Lothian
2.99
East Calder
3.62
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
3%
6%
26%
47%
18%
Car ownership (by household)

4.14 Fauldhouse

4.14.1 Fauldhouse is a village about halfway between Glasgow and Edinburgh. The nearest towns to Fauldhouse are Whitburn and Livingston. Other neighbouring villages include Longridge, Shotts and Stoneyburn. Fauldhouse was formerly a mining focussed community, developing rapidly in the industrial revolution era. The local economy has since shifted and leisure and tourism attractions have developed within the vicinity of the village. As there is little local industry in Fauldhouse, many residents commute to Livingston, Bathgate, Whitburn, Edinburgh and Glasgow, enabled by the good local transport connections via road and rail.

4.14.2 The questionnaire surveys highlighted that most drivers in Fauldhouse experience issues relating to parking, and these occur across all location types. Cars blocking roads looking for parking spaces was identified as an issue by 39% of respondents, with 38% finding parking on school keep clear markings an issue. 36% also believed that pavement parking was a problem.

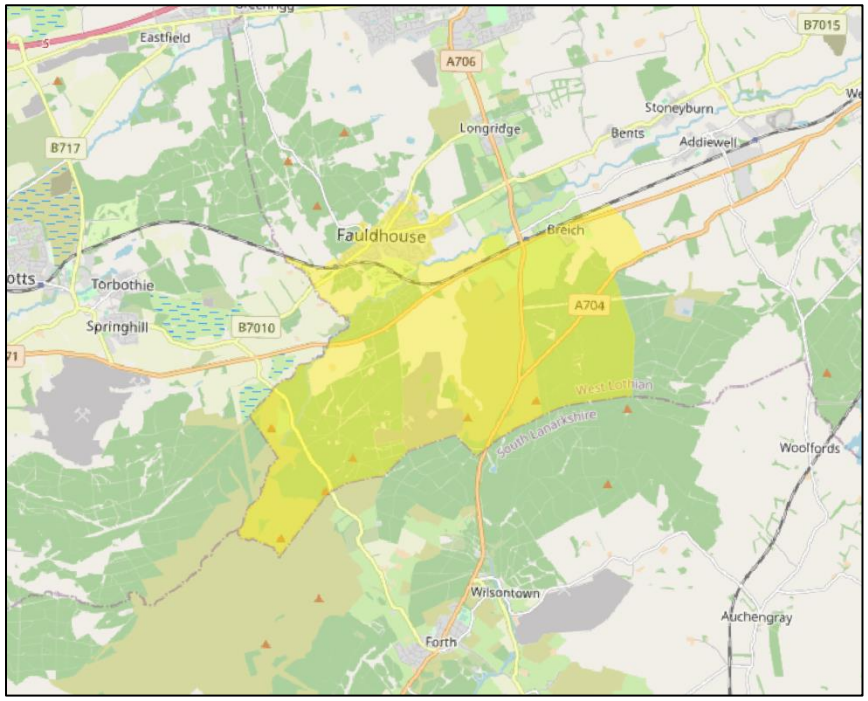
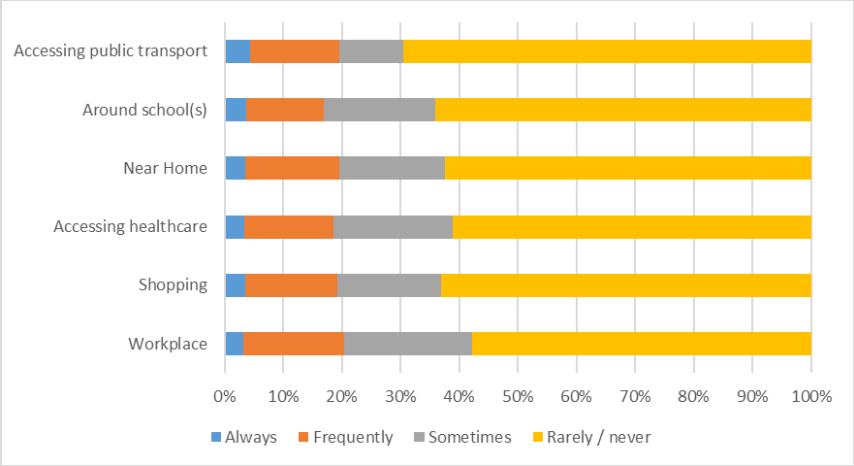
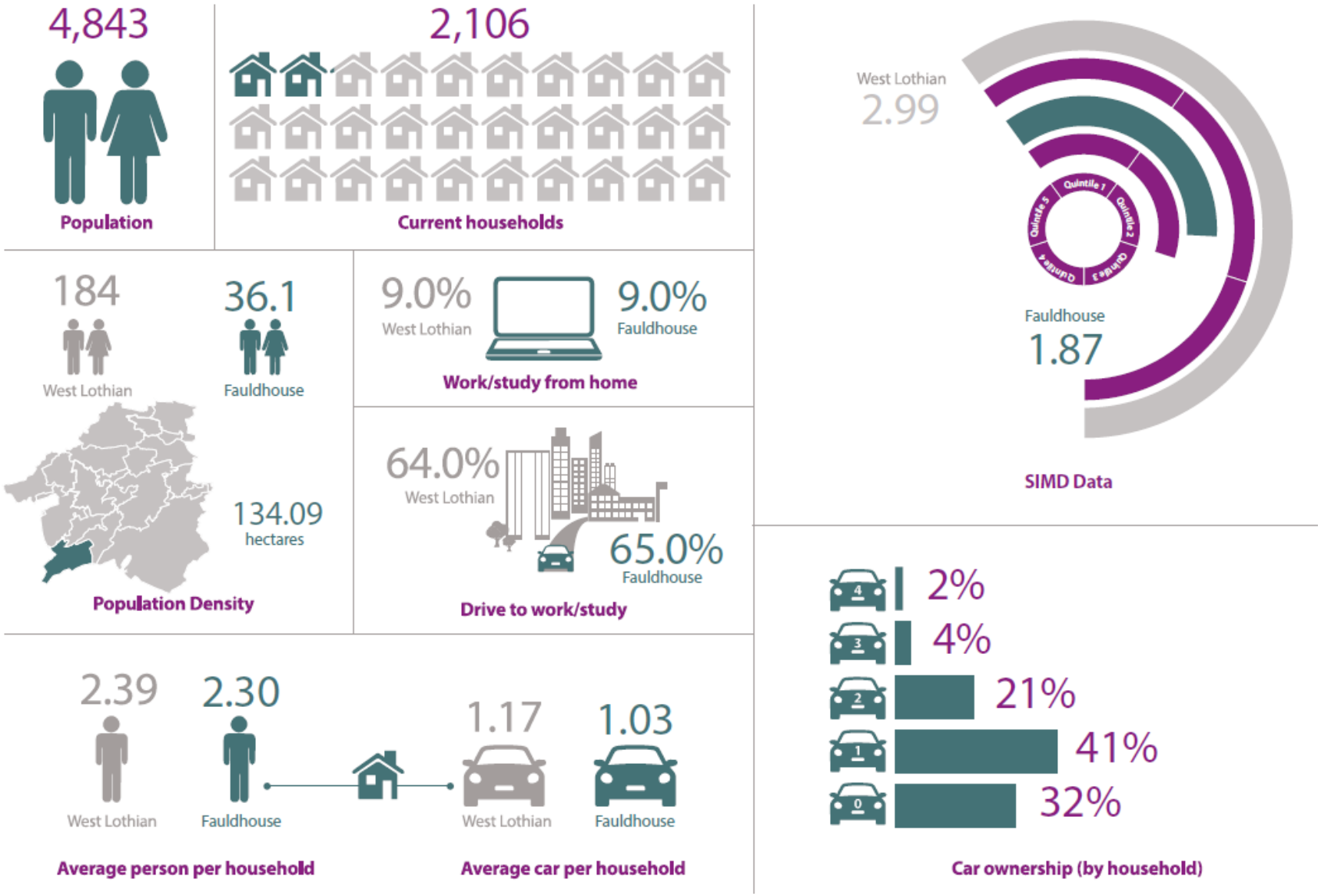


Figure 4.42: Experience of Difficulty Parking by Location Type within Fauldhouse




4,843
Population
2,106
Current households
West Lothian
2.99
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
Fauldhouse
1.87
SIMD Data
184
West Lothian
36.1
Fauldhouse
Population Density
134.09
hectares
9.0%
West Lothian
9.0%
Fauldhouse
Work/study from home
64.0%
West Lothian
65.0%
Fauldhouse
Drive to work/study
2%
4%
21%
41%
32%
Car ownership (by household)
2.39
West Lothian
2.30
Fauldhouse
Average person per household
1.17
West Lothian
1.03
Fauldhouse
Average car per household

4.15 Stoneyburn and Bents

4.15.1 Stoneyburn and Bents are situated approximately 4 miles from Bathgate to the north and 5 from Livingston to the east. They also approximately 14 miles (22 km) from Edinburgh and 18 miles (29 km) from Glasgow. Stoneyburn is also 2 miles away from junction 4 of the M8. The villages are located on the B7015 to Fauldhouse and Livingston.

4.15.2 The questionnaire surveys highlighted that most drivers in Stoneyburn and Bents experience issues relating to parking and these occur across all location types. 48% of drivers identified parking on school keep clear markings as an issue, whilst pavement parking and double parking were experienced by 40% and 38% of people respectively.

4.15.3 Anecdotally, it is reported that there can be issues associated with parking at the shops on Main Street.

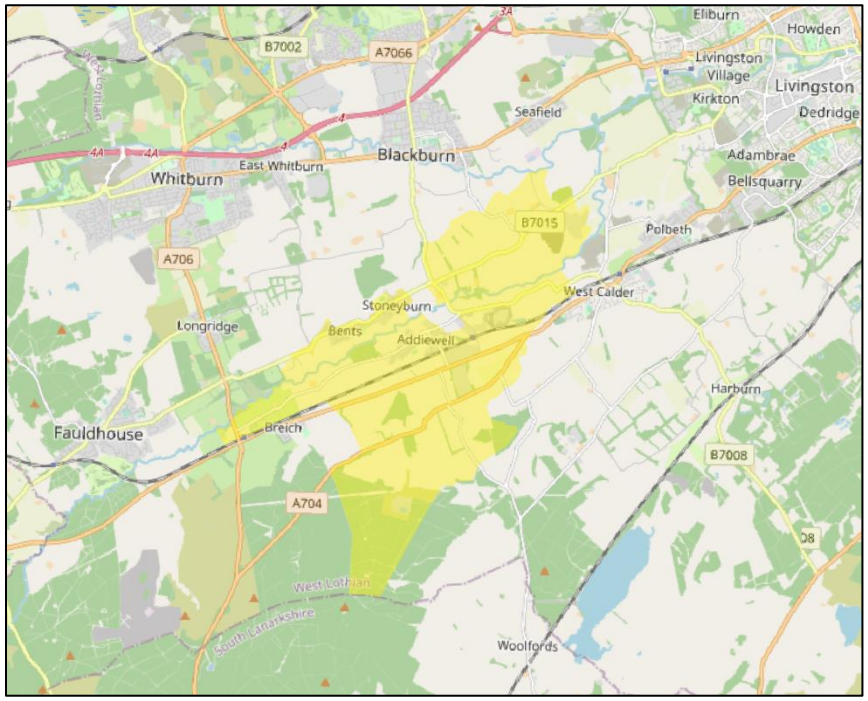
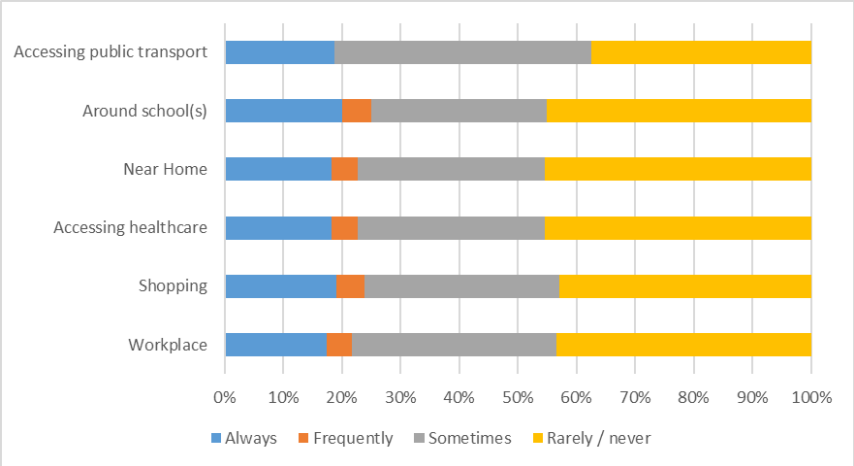
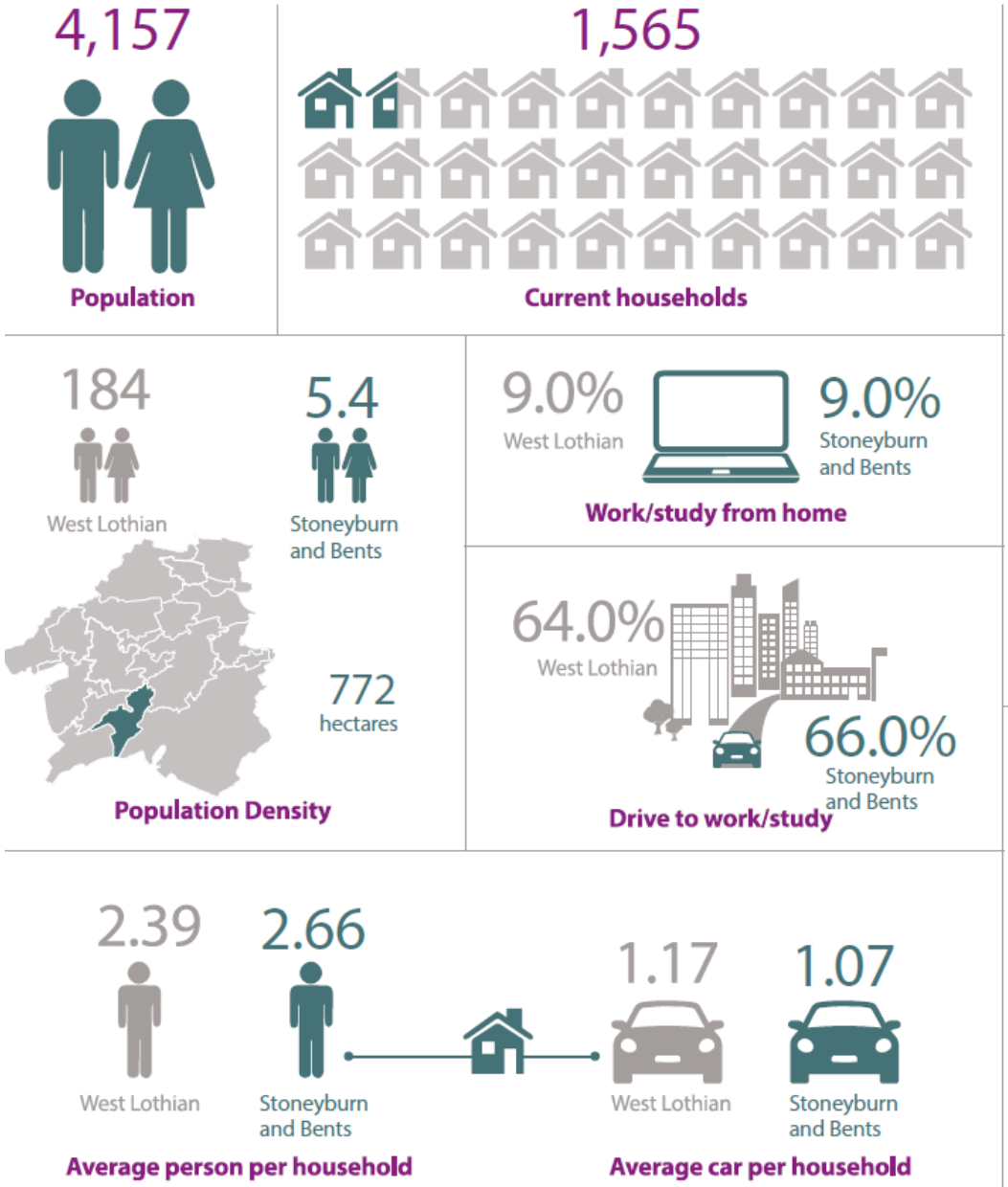
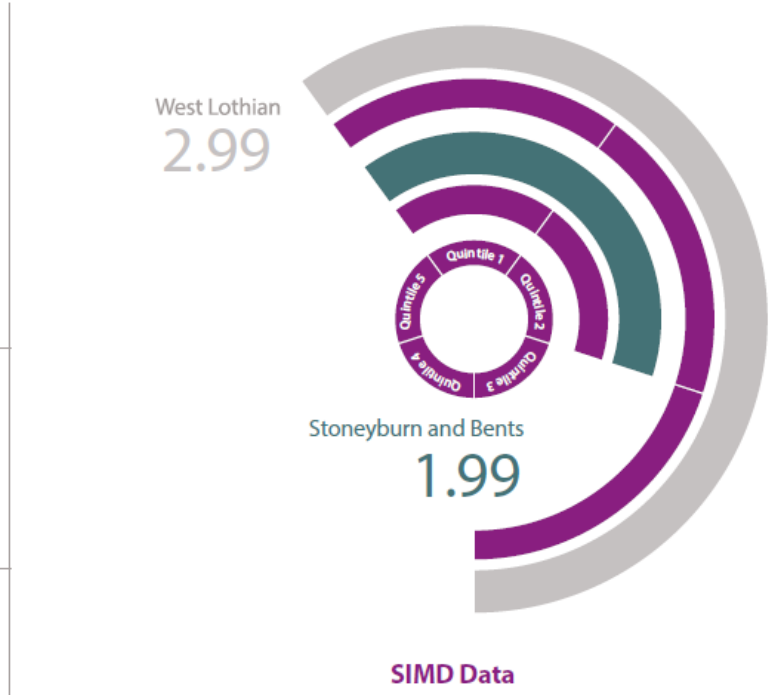
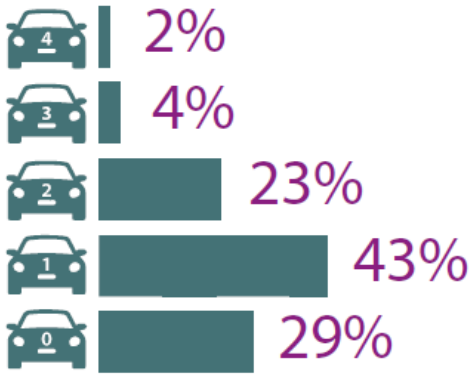


Figure 4.43: Experience of Difficulty Parking by Location Type within Stoneyburn and Bents




4,157
Population
1,565
Current households
184
West Lothian
5.4
Stoneyburn and Bents
772
hectares
Population Density
9.0%
West Lothian
9.0%
Stoneyburn and Bents
Work/study from home
64.0%
West Lothian
66.0%
Stoneyburn and Bents
Drive to work/study
2.39
West Lothian
2.66
Stoneyburn and Bents
Average person per household
1.17
West Lothian
1.07
Stoneyburn and Bents
Average car per household


West Lothian
2.99
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
Stoneyburn and Bents
1.99
SIMD Data


4
2%
3
4%
2
23%
1
43%
0
29%
Car ownership (by household)

4.16 Kirknewton

4.16.1 Kirknewton is a village which lies south of the A71 from Edinburgh to Livingston and north of the A70, the high-level road that runs along the north side of the Pentland Hills from Edinburgh to Carnwath and Lanark. Much of the village stands back from the B7031, which links the two main "A" roads. A formerly mining focussed area, Kirknewton is primarily a residential village with residents travelling to nearby large settlements. Locally there are leisure and tourism activities which take advantage of the attractive countryside of the nearby Pentland Hills area.

4.16.2 The questionnaire surveys highlighted that most drivers in Kirknewton experience issues relating to parking and these occur across all location types. Pavement parking and parking on double yellow lines were the single biggest issues, identified by 39% of respondents. 33% also found parking over driveways and parking in bus stops to be issues.

4.16.3 Anecdotally, it is reported that there can be issues associated with parking at the shops on Main Street.

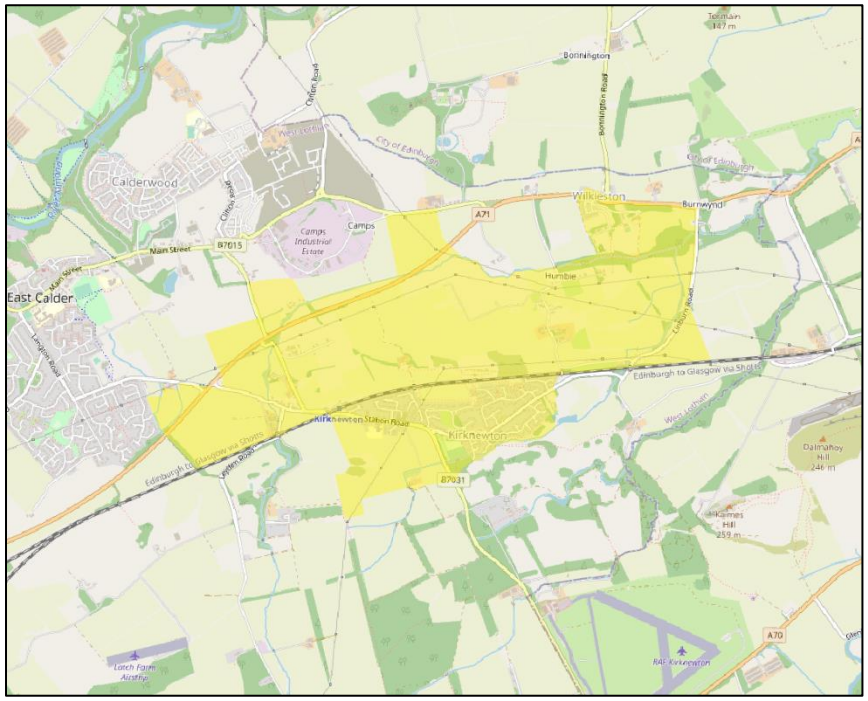
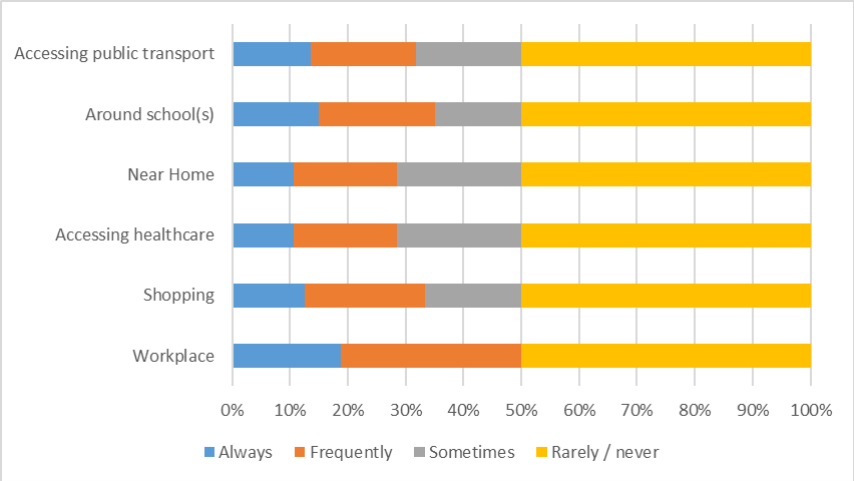
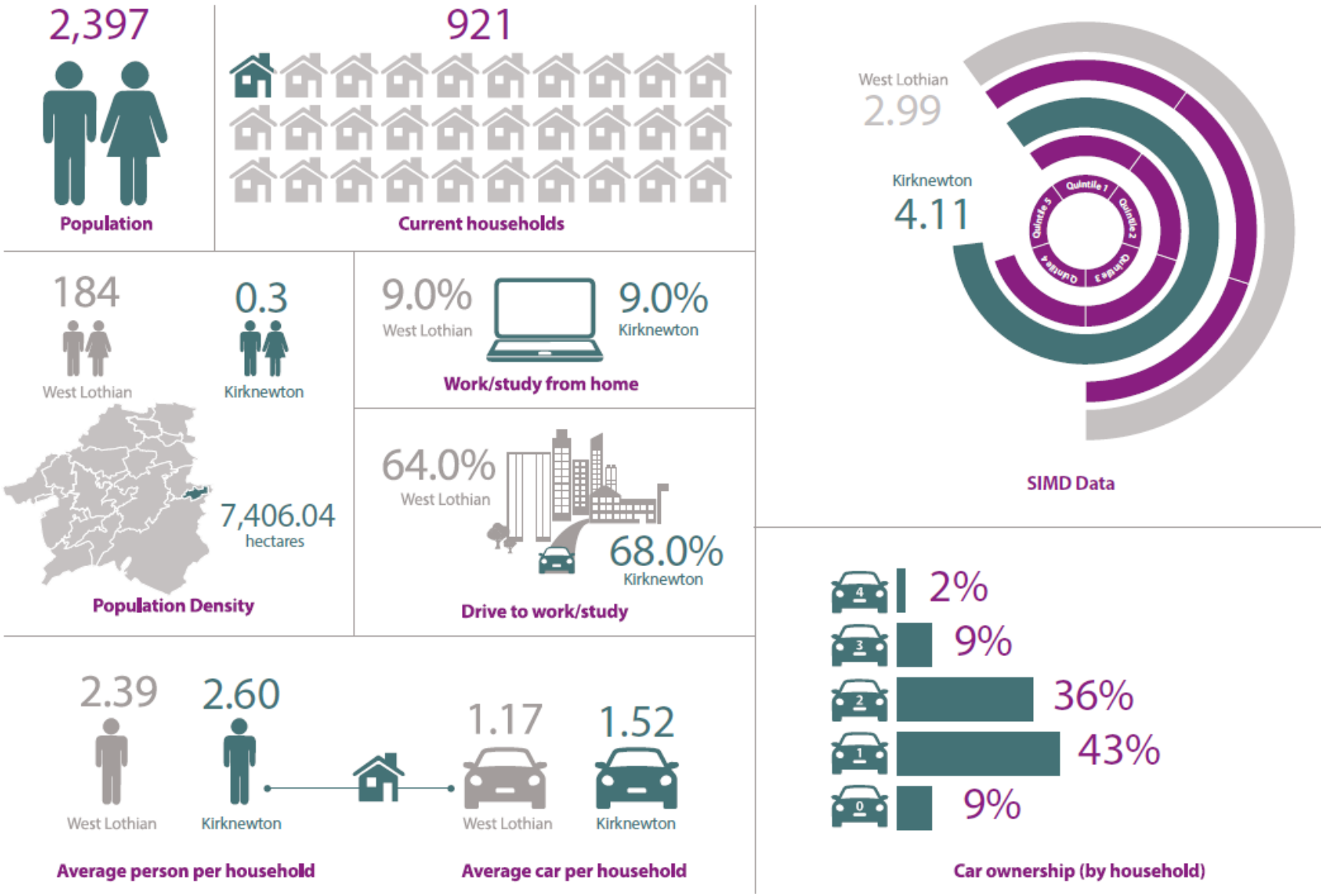


Figure 4.44: Experience of Difficulty Parking by Location Type within Kirknewton




2,397
Population
921
Current households
West Lothian
2.99
Kirknewton
4.11
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
184
West Lothian
0.3
Kirknewton
7,406.04
hectares
Population Density
9.0%
West Lothian
9.0%
Kirknewton
Work/study from home
64.0%
West Lothian
68.0%
Kirknewton
Drive to work/study
2.39
West Lothian
2.60
Kirknewton
Average person per household
1.17
West Lothian
1.52
Kirknewton
Average car per household
4
2%
3
9%
2
36%
1
43%
0
9%
Car ownership (by household)

4.17 Winchburgh

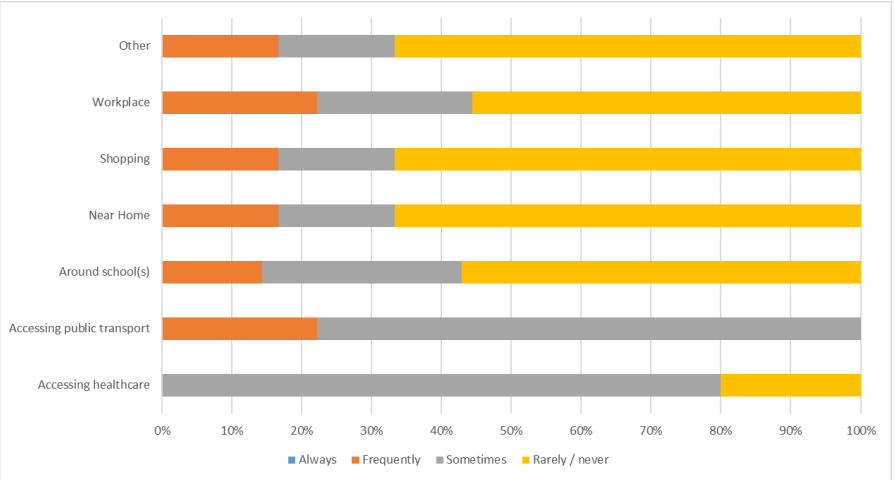
4.17.1 Winchburgh is a historic village located approximately one mile south of the M9 and approximately two miles west of the M90. The village is well connected by both road travel and public transport, with a half-hourly bus service to Edinburgh.

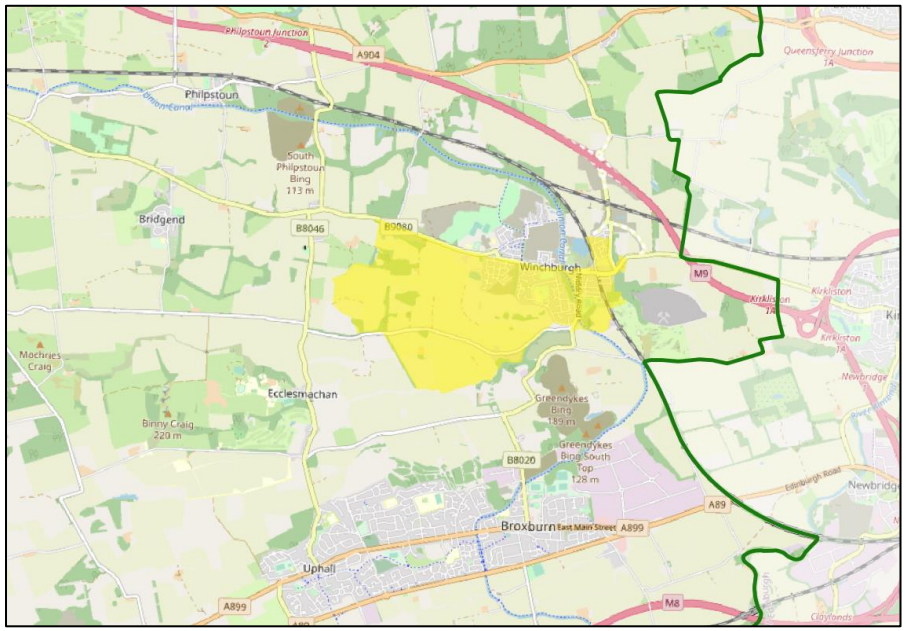
4.17.2 The nearest rail stations are some distance away requiring rail journeys to interchange via another mode, thereby encouraging car use in order to access rail services and contributing to parking demand around nearby stations. Planning permission has been granted for a new station as part of the full Winchburgh masterplan which will help to alleviate this issue and thereby improve public transport access.

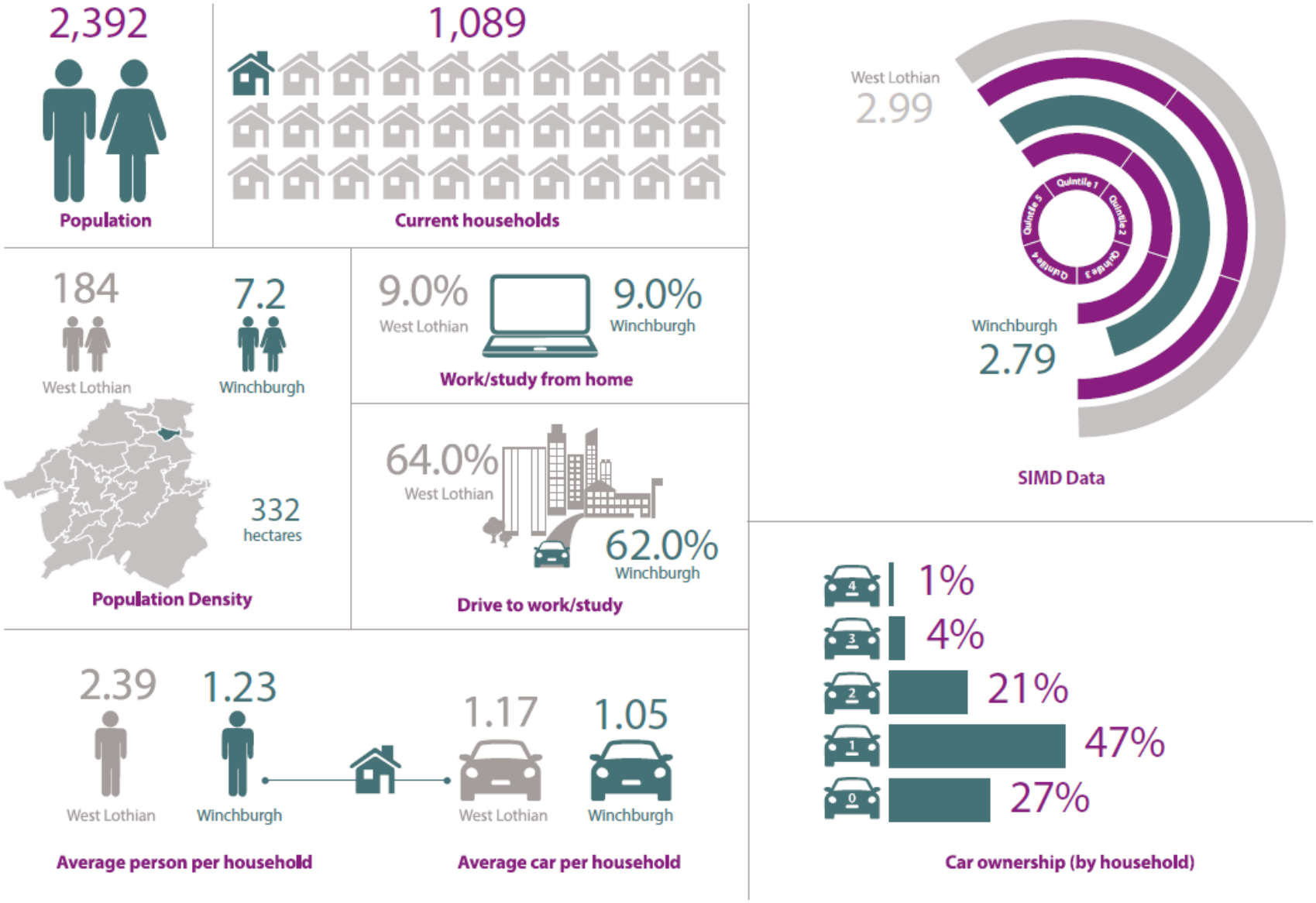
4.17.3 The Winchburgh masterplan will enable delivery of 3,800 houses, a mixed use centre, primary and secondary schools. The development will also include provision of a new motorway junction to serve the expanded village.

4.17.4 The questionnaire surveys highlighted that most the most prominent parking issues for people living in Winchburgh are around healthcare and accessing public transport. However, these problems are experienced less often than in other settlements, with approximately nine per cent of respondents reporting frequent problems and 36 per cent of residents experiencing only occasional problems.

Figure 4.45: Experience of Difficulty Parking by Location Type within Winchburgh





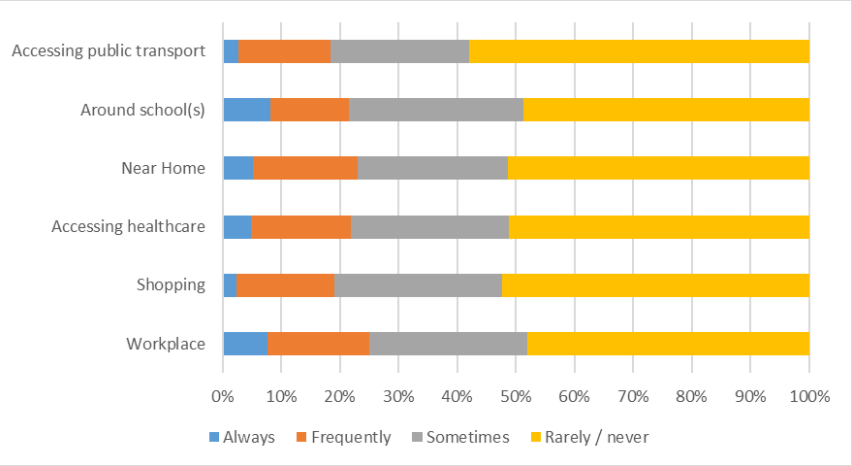

2,392
Population
1,089
Current households
184
West Lothian
7.2
Winchburgh
Population Density
332
hectares
9.0%
West Lothian
9.0%
Winchburgh
Work/study from home
64.0%
West Lothian
62.0%
Winchburgh
Drive to work/study
2.39
West Lothian
1.23
Winchburgh
Average person per household
1.17
West Lothian
1.05
Winchburgh
Average car per household
West Lothian
2.99
Winchburgh
2.79
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
1%
4%
21%
47%
27%
Car ownership (by household)

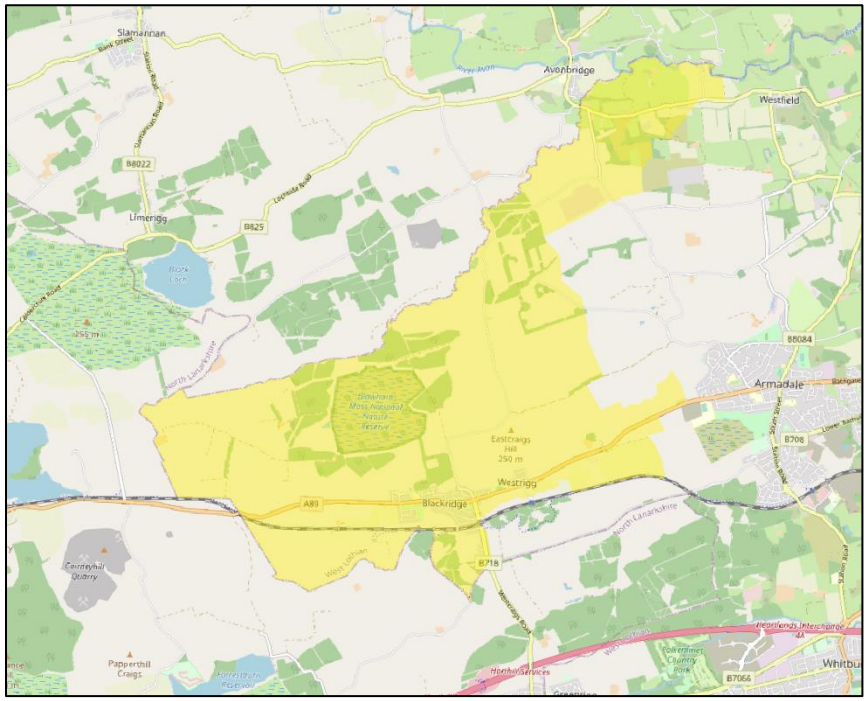
4.18 Blackridge

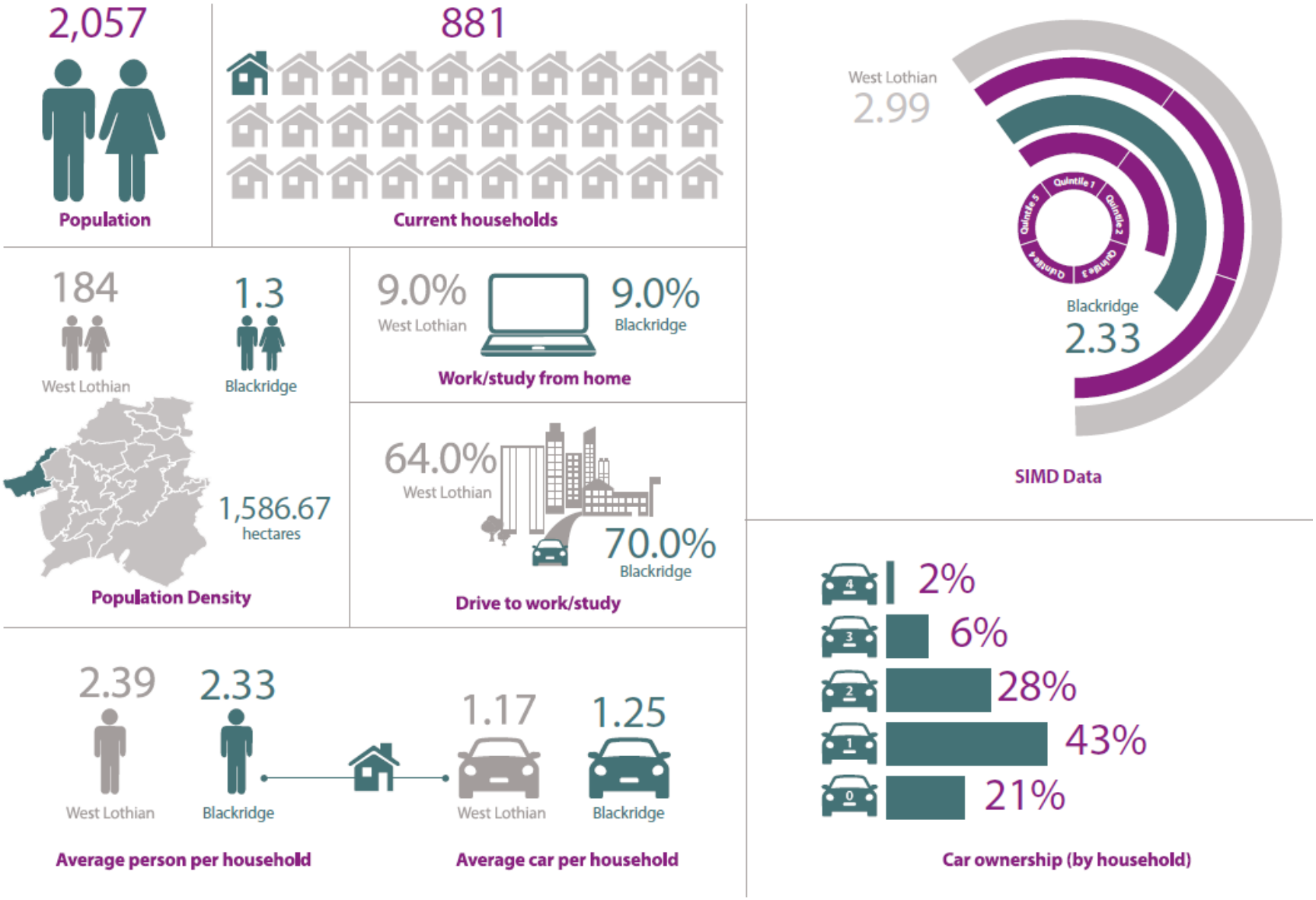
4.18.1 Blackridge developed around the development of railway allowing exploitation of local coal reserves in the late 19th century and in the 20th century switched to a residential character supplying workers for surrounding industrial towns with particularly close links to Bathgate. In 2010, a new Blackridge railway station was opened on the site of Westrigg colliery offering a rail link to both Glasgow and Edinburgh and the town has good transport links to Edinburgh and Glasgow via the nearby M8 junction 4a at Whitburn.

4.18.2 The questionnaire surveys highlighted that most drivers in Blackridge experience issues relating to parking, and these occur across all location types. Pavement parking and parking on double yellow lines were the single biggest issues, identified by 51% and 49% of respondents respectively. Double parking was also a big issue, at 43%.

Figure 4.46: Experience of Difficulty Parking by Location Type within Blackridge






2,057
Population
881
Current households
West Lothian
2.99
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
Blackridge
2.33
SIMD Data
184
West Lothian
1.3
Blackridge
1,586.67
hectares
Population Density
9.0%
West Lothian
9.0%
Blackridge
Work/study from home
64.0%
West Lothian
70.0%
Blackridge
Drive to work/study
2.39
West Lothian
2.33
Blackridge
Average person per household
1.17
West Lothian
1.25
Blackridge
Average car per household
4
2%
3
6%
2
28%
1
43%
0
21%
Car ownership (by household)

4.19 Longridge

4.19.1 Longridge is a village located approximately one mile south of Whitburn and one mile east of Fauldhouse, approximately equidistant from the M8 and the A71, providing strong east-west road transport links to major settlements. Some light industrial activities are present within the village and the areas surrounding the settlement are primarily agricultural. The nearest railway connections are available at Breich, Fauldhouse and Addiewell stations, providing connections to Edinburgh and Glasgow.

4.19.2 The questionnaire surveys highlighted that most drivers in Longridge experience issues relating to parking, and these occur across all location types. Parking on single yellow lines and pavement parking were the most prevalent issues, with 54% and 46% of respondents identifying these respectively. Parking over driveways and parking on school keep clear markings were also identified as issues by 38% of respondents. Given the limited facilities and employment in Longridge, it is likely that a large proportion of drivers experience these issues when travelling to other settlements in West Lothian, rather than directly within Longridge.

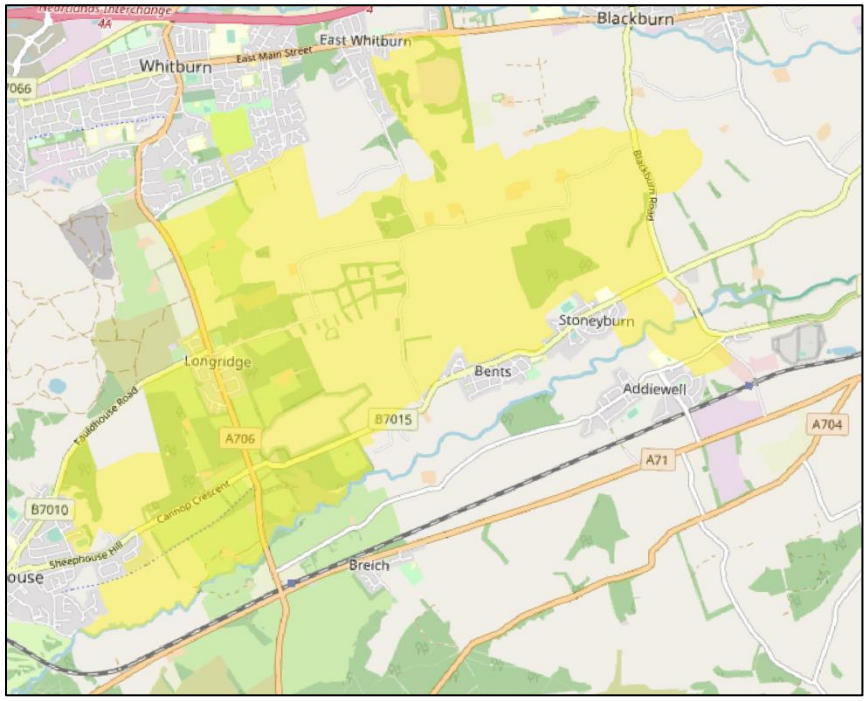
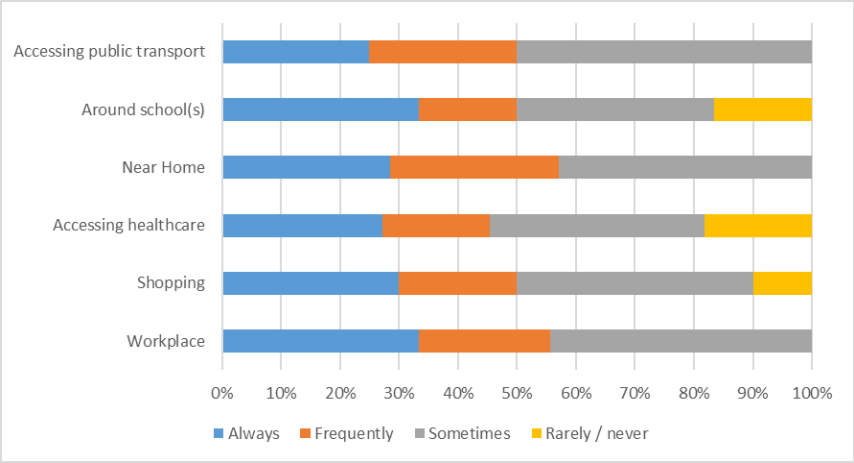
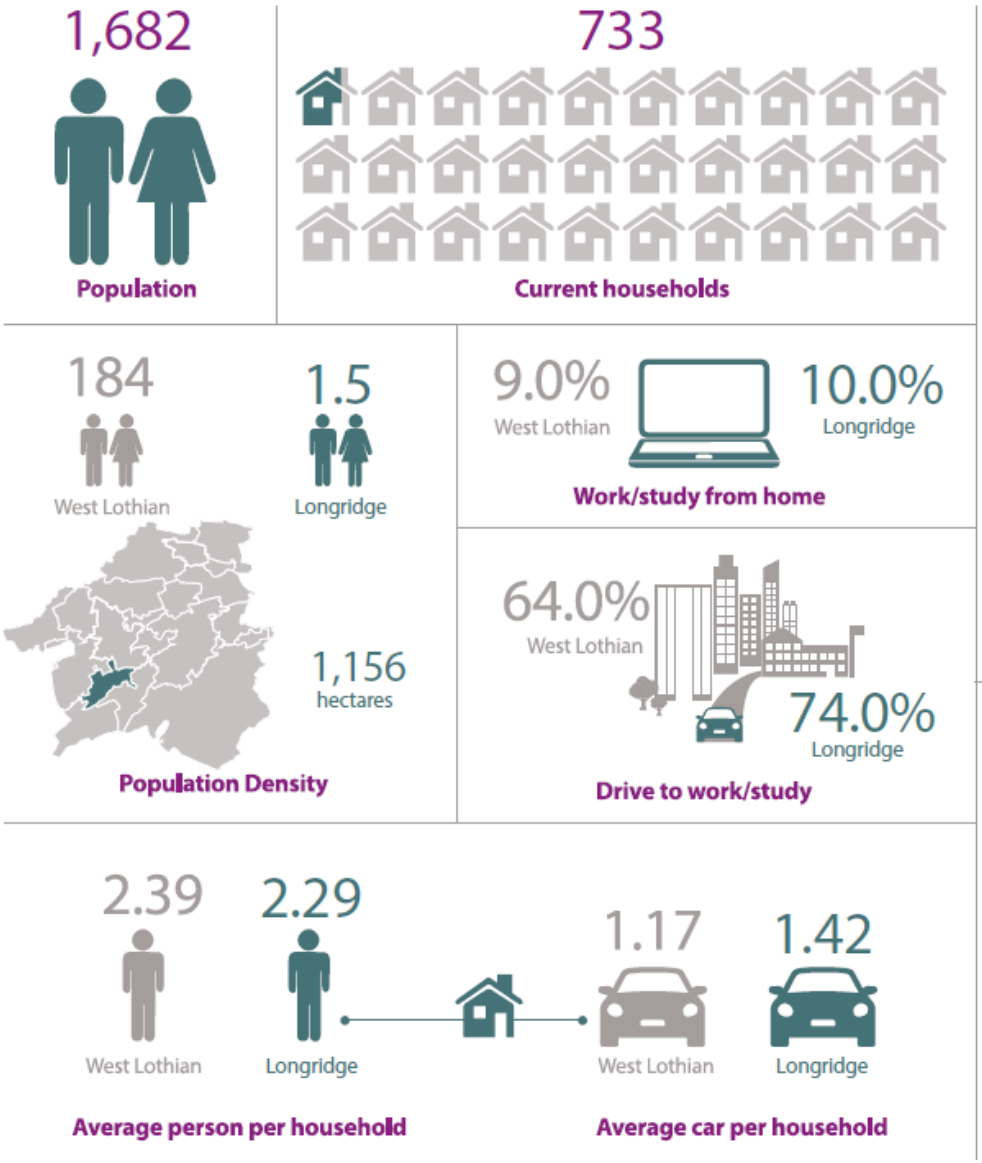
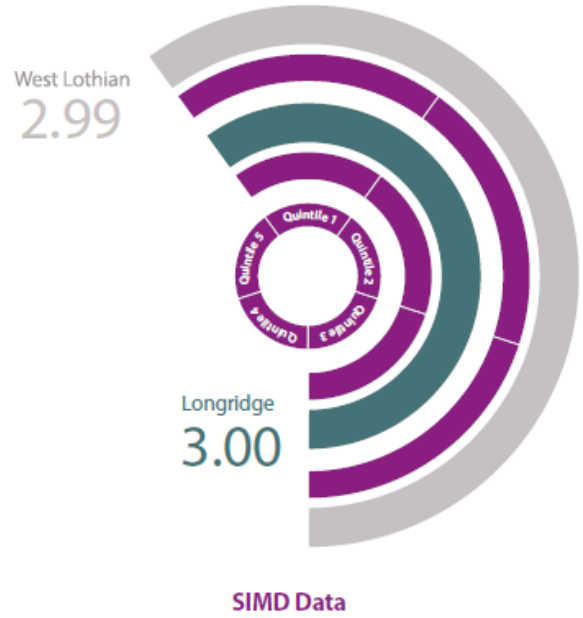
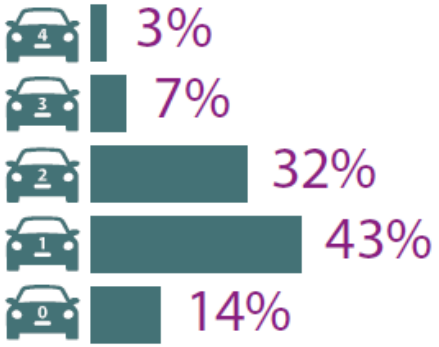


Figure 4.47: Experience of Difficulty Parking by Location Type within Longridge




1,682
Population
733
Current households
184
West Lothian
1.5
Longridge
1,156
hectares
Population Density
9.0%
West Lothian
10.0%
Longridge
Work/study from home
64.0%
West Lothian
74.0%
Longridge
Drive to work/study
2.39
West Lothian
2.29
Longridge
Average person per household
1.17
West Lothian
1.42
Longridge
Average car per household


West Lothian
2.99
Longridge
3.00
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data

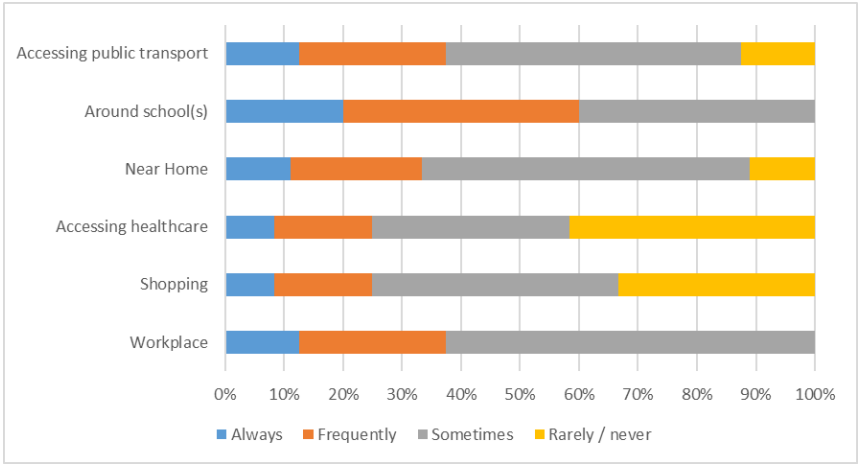

4
3%
3
7%
2
32%
1
43%
0
14%
Car ownership (by household)

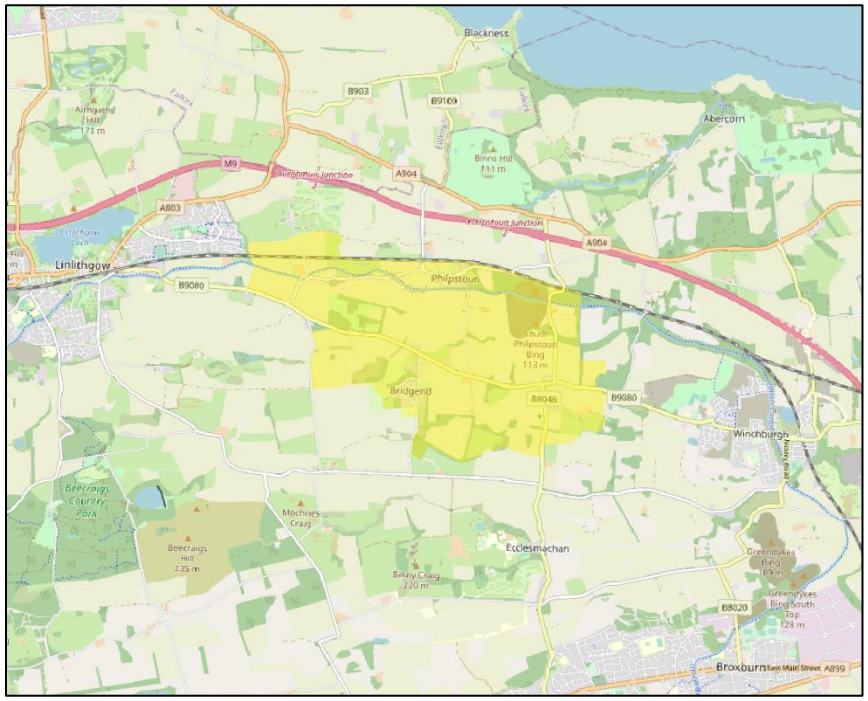
4.20 Bridgend

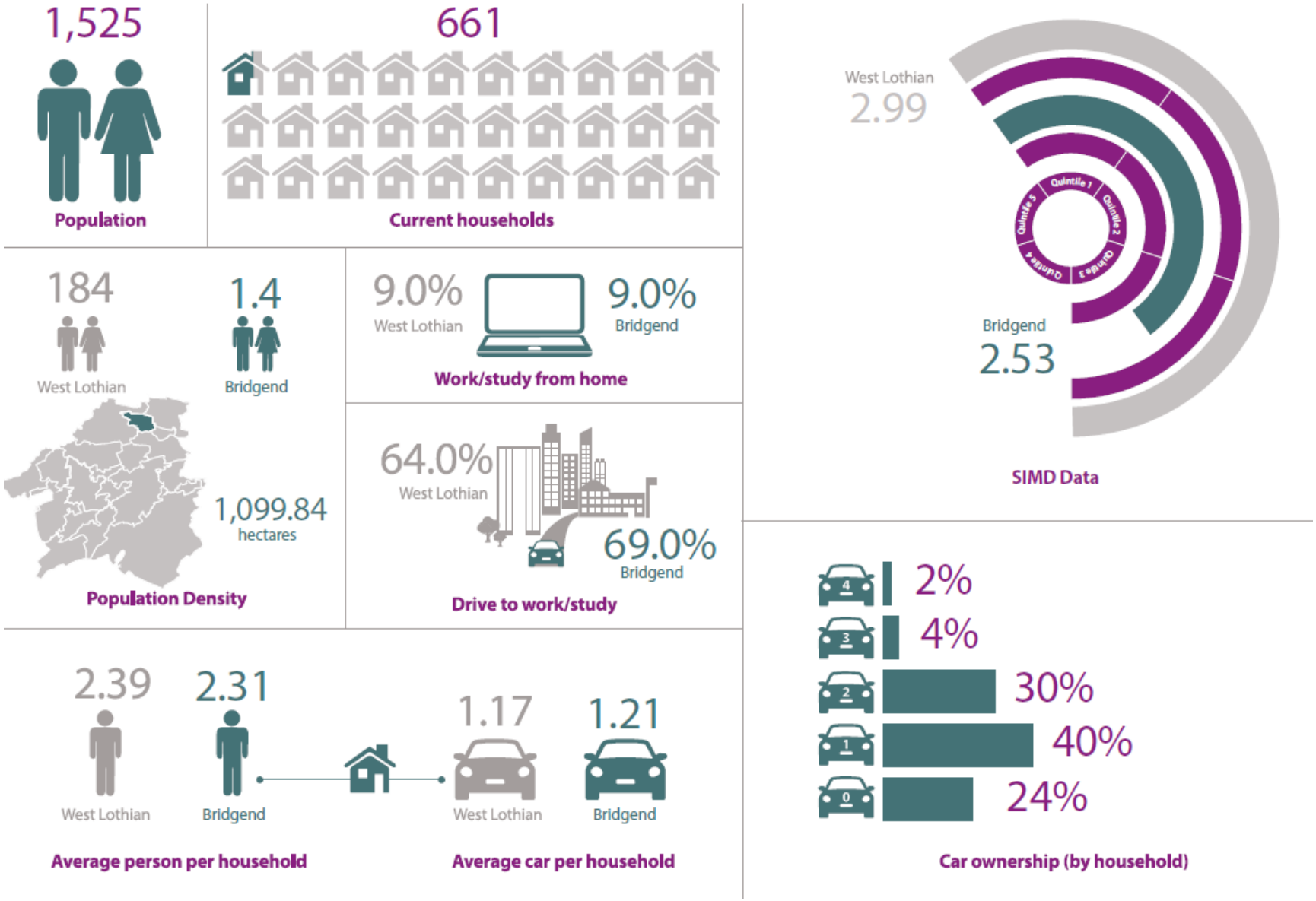
4.20.1 Bridgend is a village located approximately 2.5 miles east of Linlithgow, 9 miles to the west of Edinburgh. The nearest railway connection is at Linlithgow, providing connections to Glasgow and Edinburgh. The area is primarily agricultural, with some leisure destinations providing attractions for visitors to the area. The primary employment destinations are Linlithgow and Edinburgh.

4.20.2 The questionnaire surveys highlighted that most drivers in Bridgend experience issues relating to parking, and these occur across all location types. A large proportion (71%) of respondents stated that there were issued with double parking, as well as parking in bus stops and pavement parking (both 57%).

Figure 4.48: Experience of Difficulty Parking by Location Type within Bridgend





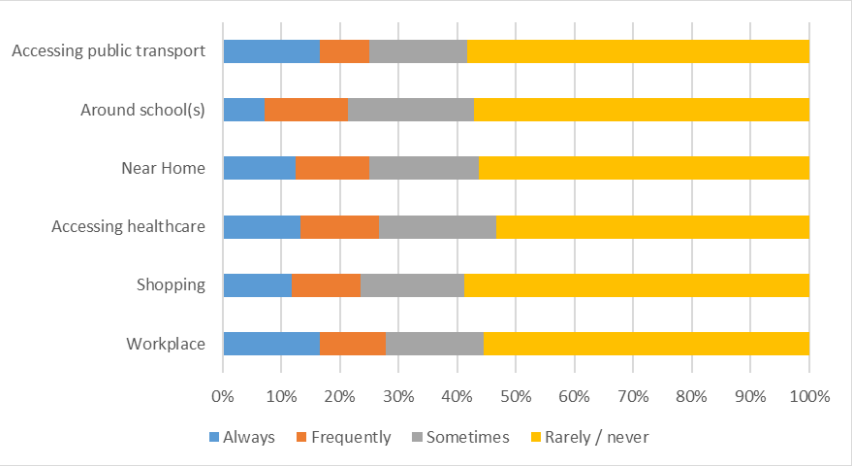

1,525
Population
661
Current households
West Lothian
2.99
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
Bridgend
2.53
SIMD Data
184
West Lothian
1.4
Bridgend
1,099.84
hectares
Population Density
9.0%
West Lothian
9.0%
Bridgend
Work/study from home
64.0%
West Lothian
69.0%
Bridgend
Drive to work/study
2.39
West Lothian
2.31
Bridgend
Average person per household
1.17
West Lothian
1.21
Bridgend
Average car per household
4
2%
3
4%
2
30%
1
40%
0
24%
Car ownership (by household)

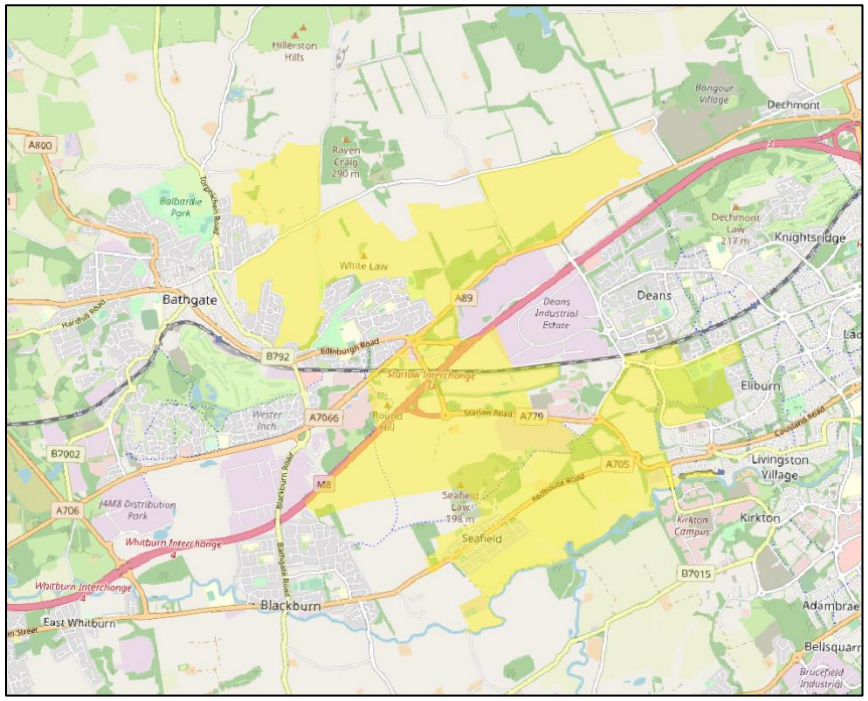
4.21 Seafield

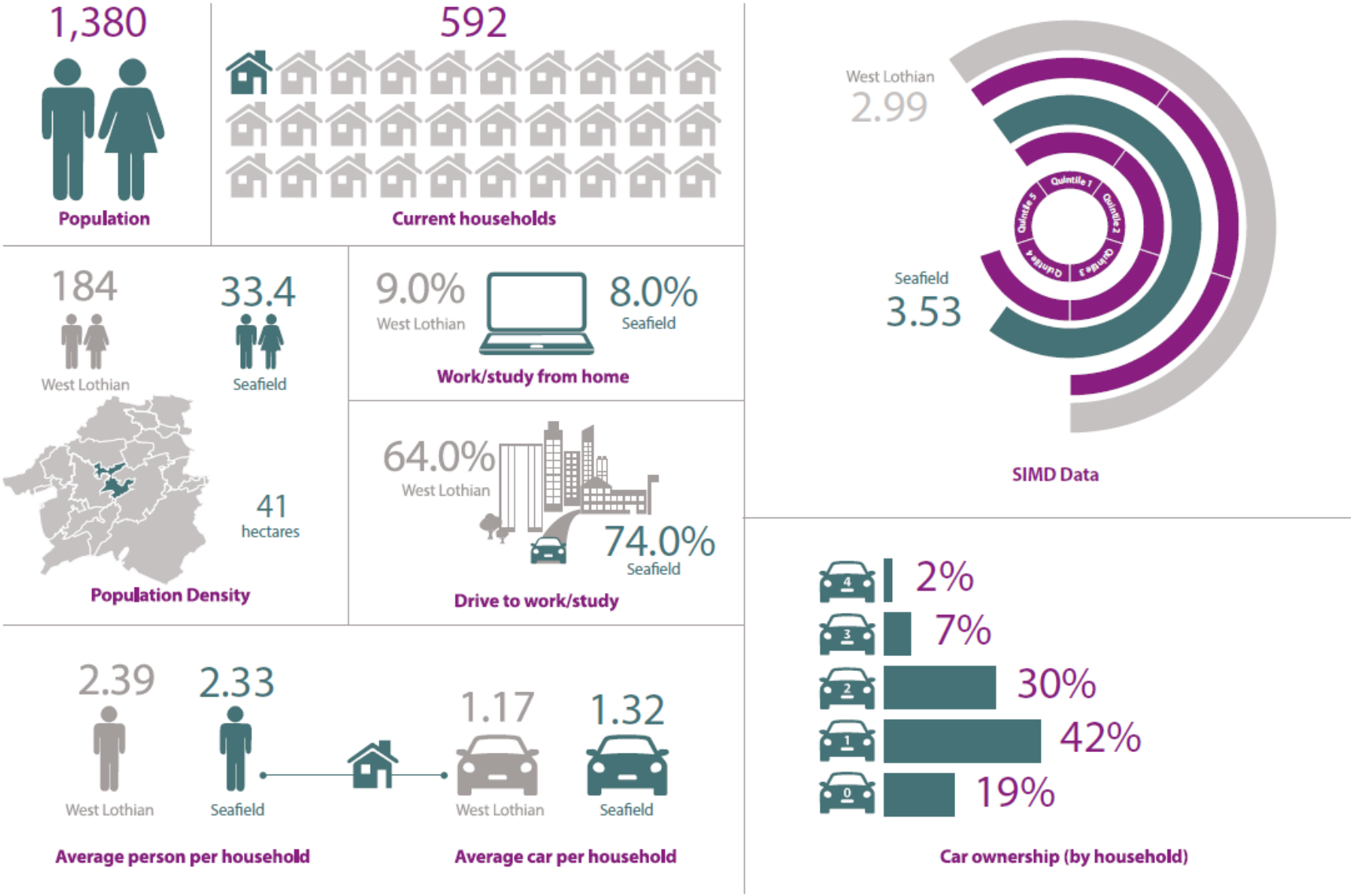
4.21.1 Seafield is a village located between Livingston and Blackburn, along the A705. The area has primarily served to provide workers to surrounding industries, formerly mining and more recently manufacturing and technology industries. The village has good connections to a number of industrial areas in the surrounding towns and has available rail connections at 3 stations within approximately 2 miles, linking to Edinburgh and Glasgow.

4.21.2 The questionnaire surveys highlighted that most drivers in Seafield experience issues relating to parking, and these occur across all location types. Pavement parking and parking over driveways were issued most identified, at 52% and 44% of respondents respectively. 36% also said there were issues with parking on school keep clear markings.

Figure 4.49: Experience of Difficulty Parking by Location Type within Seafield






1,380
Population
592
Current households
184
West Lothian
33.4
Seafield
Population Density
41
hectares
9.0%
West Lothian
8.0%
Seafield
Work/study from home
64.0%
West Lothian
74.0%
Seafield
Drive to work/study
2.39
West Lothian
2.33
Seafield
Average person per household
1.17
West Lothian
1.32
Seafield
Average car per household
West Lothian
2.99
Seafield
3.53
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
2%
7%
30%
42%
19%
Car ownership (by household)

4.22 Dechmont

4.22.1 Dechmont is a small village located approximately one mile north of Livingston and a mile to the west of Uphall. The primary employment destination is Livingston and the area has strong road transport connections to nearby settlements via the A899, and Glasgow and Edinburgh via the M8 motorway, with junction 3 approximately a mile to the south of the village.

4.22.2 The questionnaire surveys highlighted that most drivers in Dechmont experience issues relating to parking and these occur across all location types. Pavement parking was by far the biggest issue identified, with 44% of respondents noting this. Other notable issues were drivers blocking the road looking for a space, parking over driveways and parking on single yellow lines, each identified by 22% of respondents. Given the limited facilities and employment in Dechmont, it is likely that a large proportion of drivers experience these issues when travelling to other settlements in West Lothian, rather than directly within Dechmont.

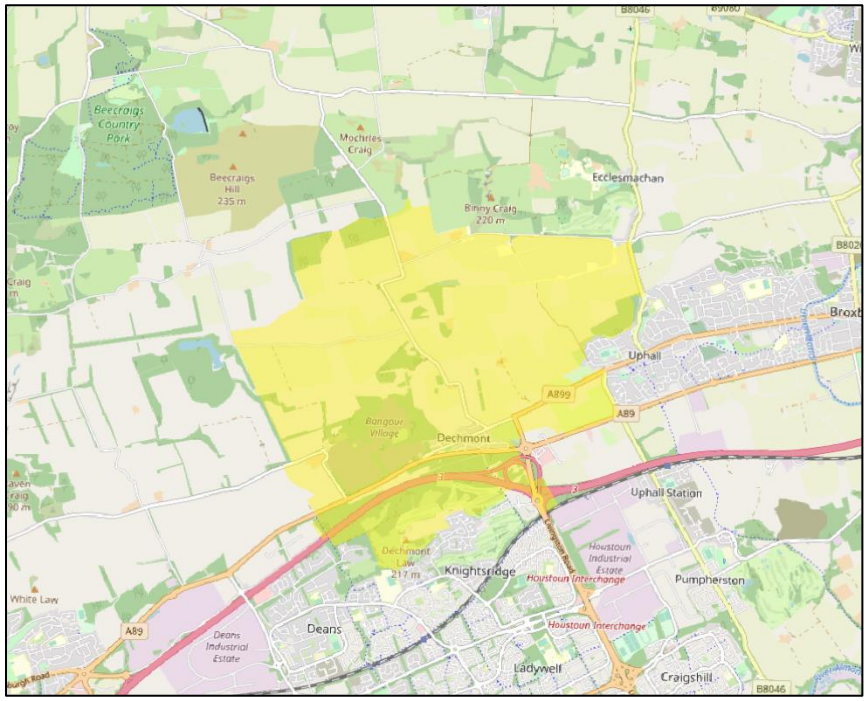
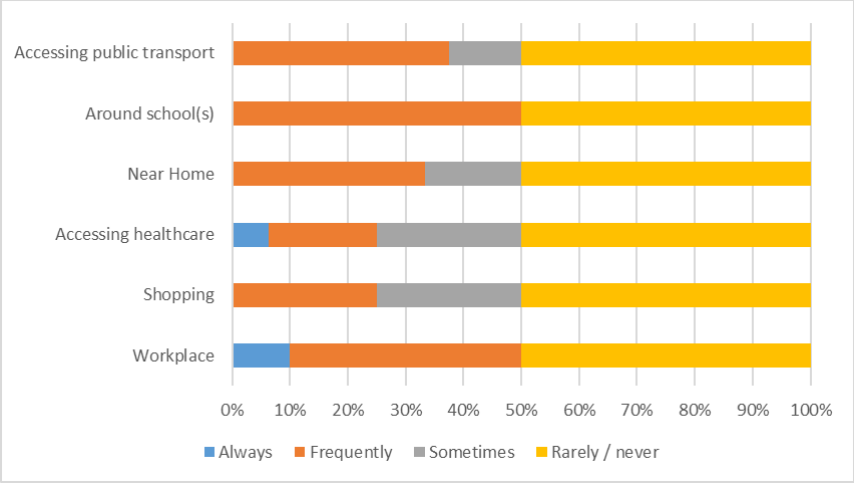
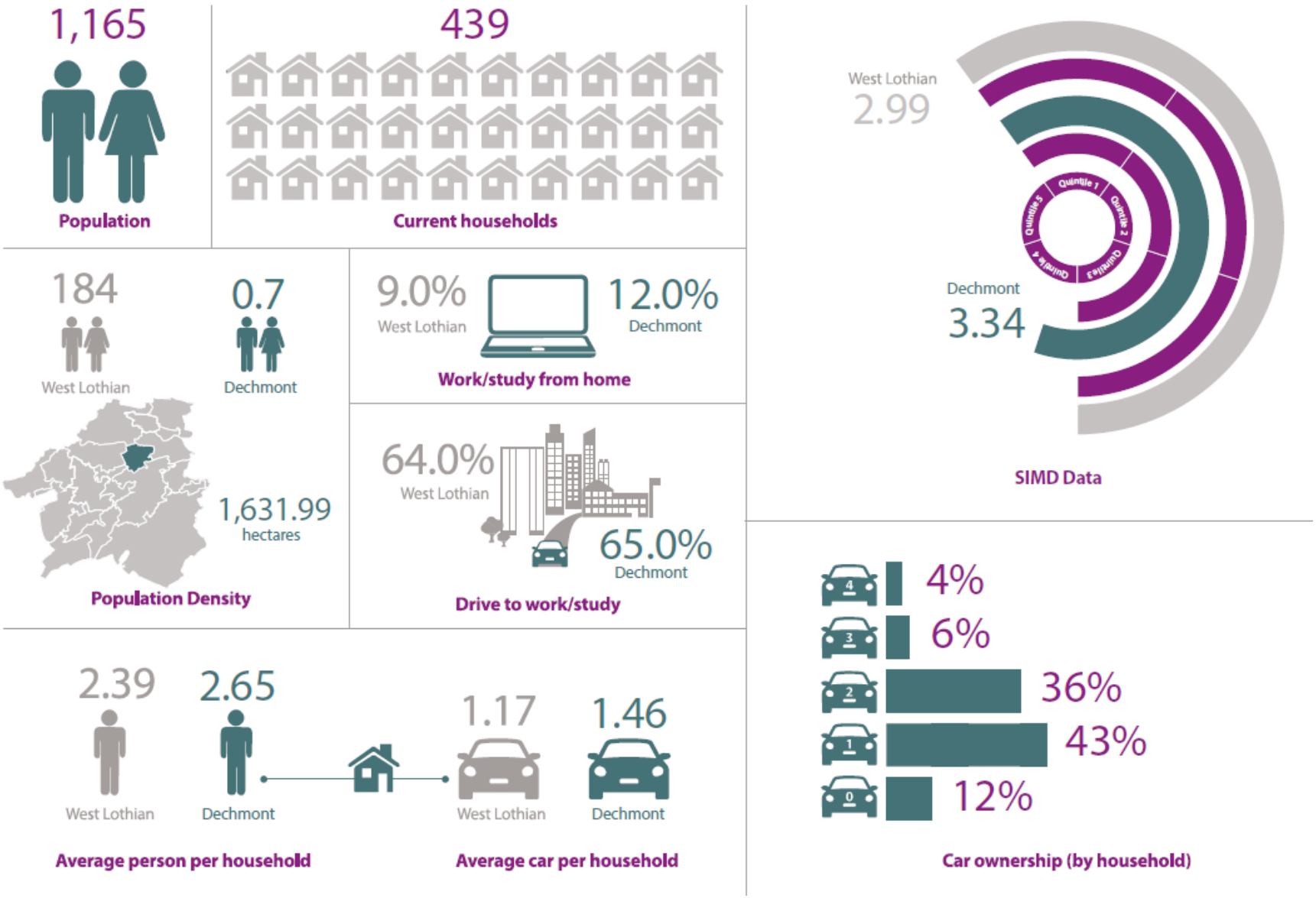


Figure 4.50: Experience of Difficulty Parking by Location Type within Dechmont




1,165
Population
439
Current households
184
West Lothian
0.7
Dechmont
1,631.99
hectares
Population Density
9.0%
West Lothian
12.0%
Dechmont
Work/study from home
64.0%
West Lothian
65.0%
Dechmont
Drive to work/study
West Lothian
2.99
Dechmont
3.34
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
2.39
West Lothian
2.65
Dechmont
Average person per household
1.17
West Lothian
1.46
Dechmont
Average car per household
4%
6%
36%
43%
12%
Car ownership (by household)

4.23 Greenrigg

4.23.1 Greenrigg is a rural village at the western edge of West Lothian. It is adjacent to Harthill, which is split between West Lothian and neighbouring North Lanarkshire. . It is located approximate halfway between Glasgow, 21 miles (34 kilometres) to the west, and Edinburgh, 25 miles (40 km) to the east. The nearest town in West Lothian is Whitburn. The closest major towns are Bathgate, 6 miles (9.7 km) away, and Livingston, 10 miles (16 km) away. The proximity of the M8 motorway enables easy access to Edinburgh and Glasgow, alongside other local destinations such as Livingston and Bathgate. The nearest rail connections are Blackridge approximately 2 miles to the north, and Fauldhouse, approximately 3 miles to the south.

4.23.2 The questionnaire surveys highlighted that most drivers in Greenrigg experience issues relating to parking, and these occur across all location types. Pavement parking was the single biggest issue identified by 60% of respondents. Other inappropriate parking was identified, as well as cars blocking the road looking for a parking space.

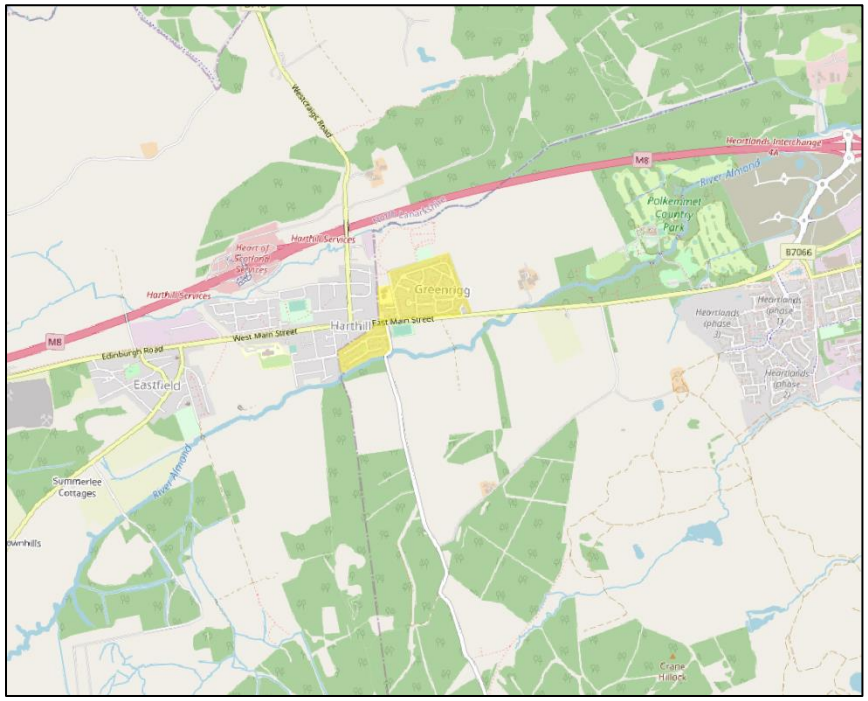
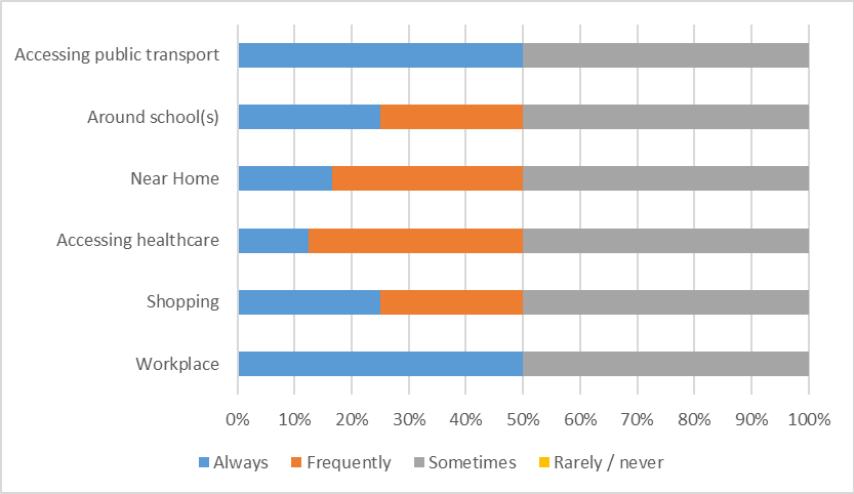
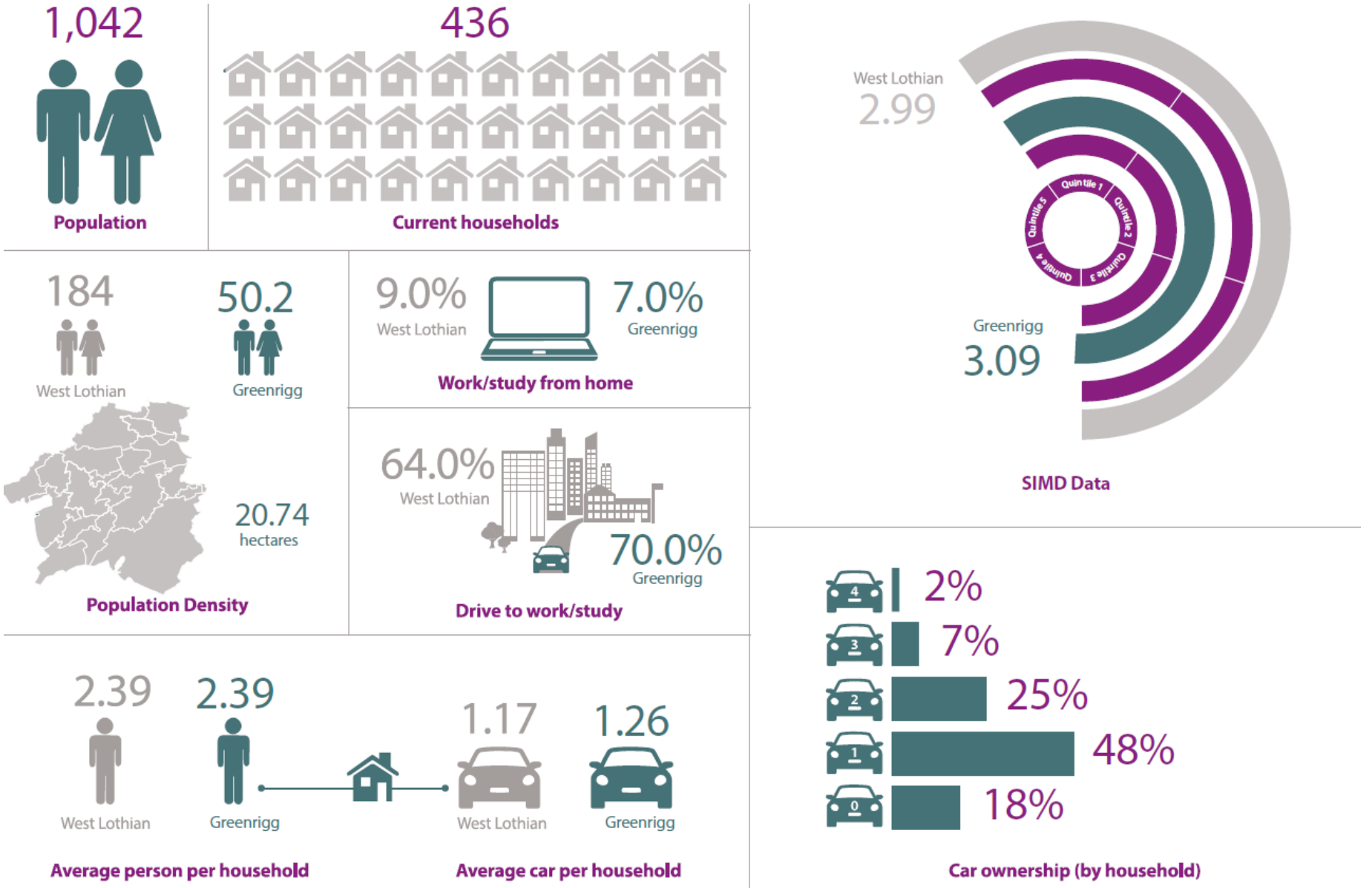


Figure 4.51: Experience of Difficulty Parking by Location Type within Greenrigg




1,042
Population
436
Current households
184
West Lothian
50.2
Greenrigg
Population Density
20.74
hectares
9.0%
West Lothian
7.0%
Greenrigg
Work/study from home
64.0%
West Lothian
70.0%
Greenrigg
Drive to work/study
2.39
West Lothian
2.39
Greenrigg
Average person per household
1.17
West Lothian
1.26
Greenrigg
Average car per household
West Lothian
2.99
Greenrigg
3.09
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
4
2%
3
7%
2
25%
1
48%
0
18%
Car ownership (by household)

4.24 Area Neighbouring Pentland Hills

4.24.1 The area between Livingston and the Pentland Hills regional park is a sparsely populated rural area, with leisure attractions and primarily agricultural employment. The main transport connections are the A70 road to Edinburgh, approximately 10 miles away, and railway stations at Livingston South and West Calder, with the nearest station dependant on location within the area.

4.24.2 The questionnaire surveys highlighted that most drivers in the Pentland Hills experience issues relating to parking, and these occur across all location types. Pavement parking and double parking were the single biggest issues, identified by 38% and 35% of respondents respectively.

4.24.3 Given the limited facilities and employment in this area, it is likely that a large proportion of drivers experience these issues when travelling to other settlements in West Lothian, rather than directly within the area neighbouring the Pentland Hills.

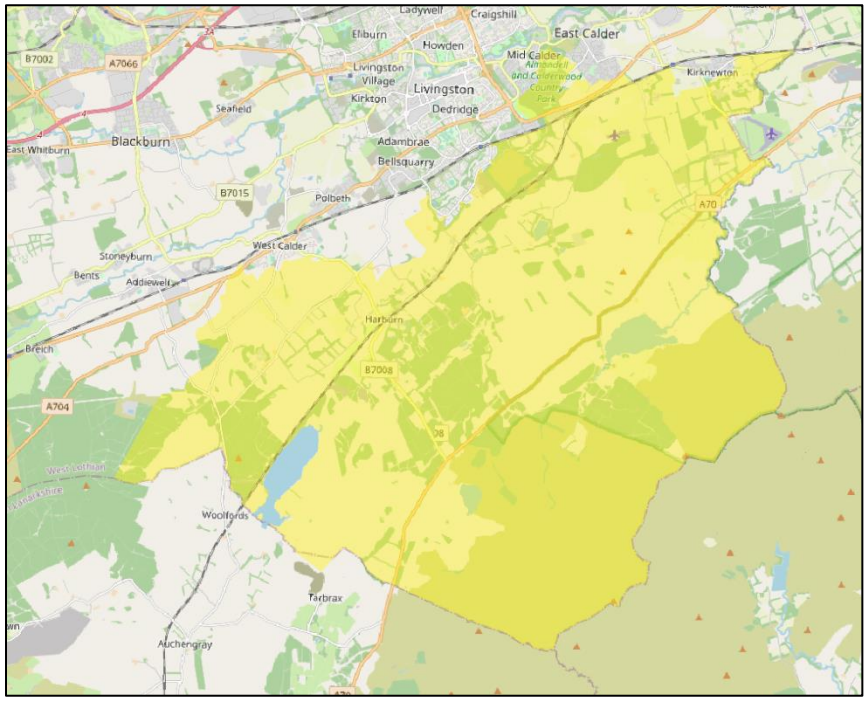
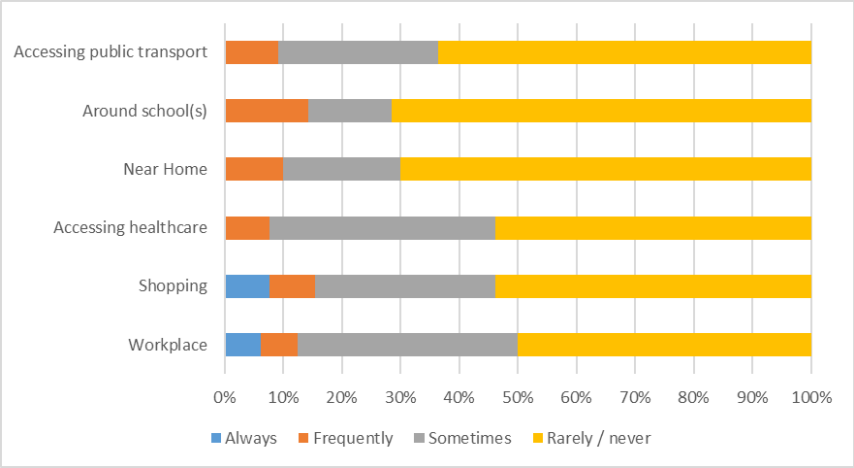
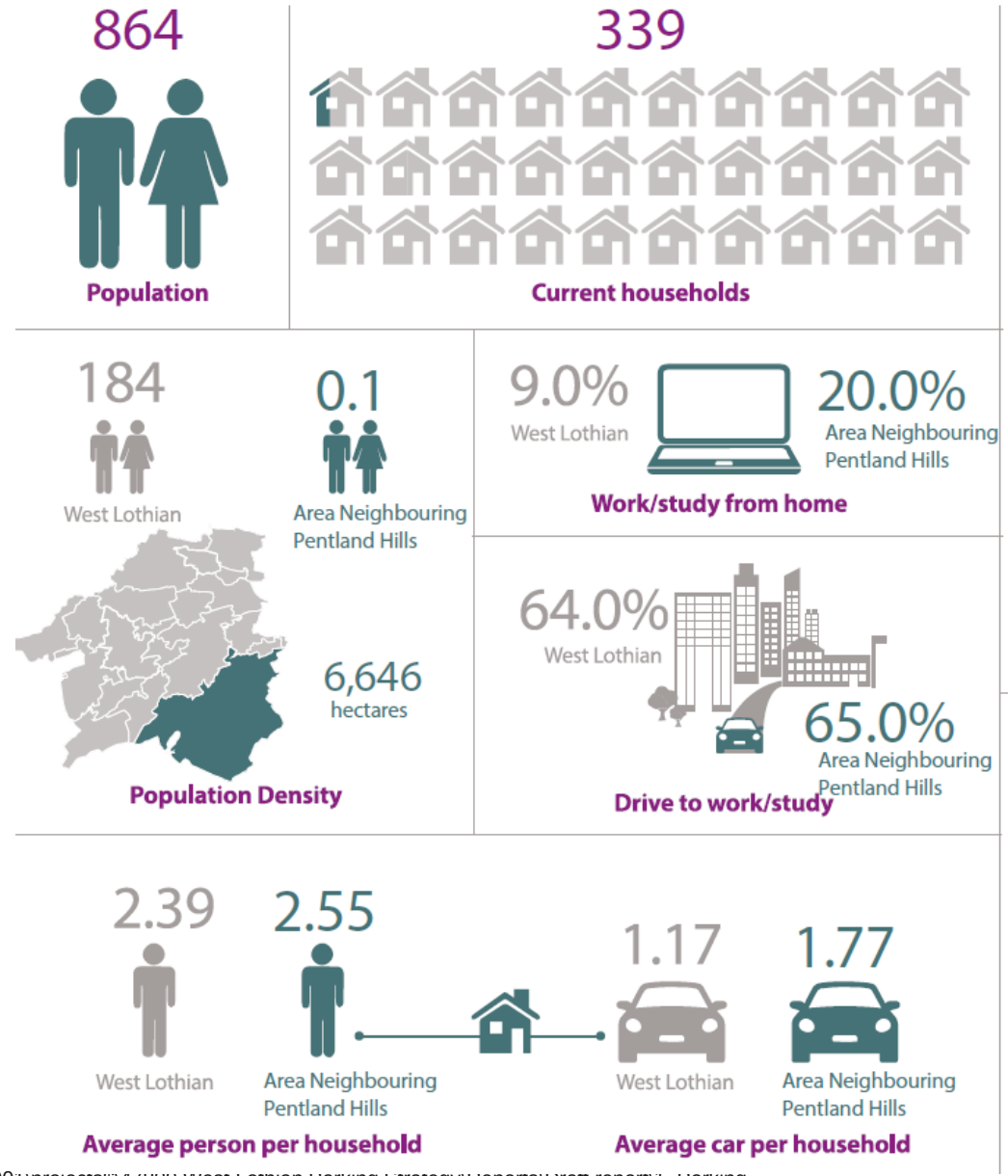
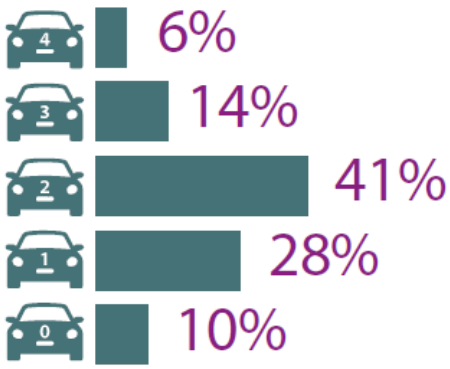


Figure 4.52: Experience of Difficulty Parking by Location Type within Area Neighbouring Pentland Hills




864
Population
339
Current households
184
West Lothian
0.1
Area Neighbouring Pentland Hills
6,646
hectares
Population Density
9.0%
West Lothian
20.0%
Area Neighbouring Pentland Hills
Work/study from home
64.0%
West Lothian
65.0%
Area Neighbouring Pentland Hills
Drive to work/study
2.39
West Lothian
2.55
Area Neighbouring Pentland Hills
Average person per household
1.17
West Lothian
1.77
Area Neighbouring Pentland Hills
Average car per household

West Lothian
2.99
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
Area Neighbouring Pentland Hills
3.00
SIMD Data


4
6%
3
14%
2
41%
1
28%
0
10%
Car ownership (by household)

4.25 Torphichen

4.25.1 Torphichen is a small village located north of Bathgate. The village is approximately 18 miles (20 km) west of Edinburgh, 7 miles (11 km) south-east of Falkirk and 4 miles (6 km) south-west of Linlithgow. Other than the limited tourism and hospitality, many of the residents work in the agricultural sector, in nearby farms or are commuters to larger towns such as Bathgate, Falkirk, Linlithgow and Edinburgh. The village is located approximately 4 miles from the M9 to the north and the M8 to the south, providing connections to larger settlements, although the local transport network is limited and the closest railway station is Bathgate, approximately 3 miles to the south.

4.25.2 The questionnaire surveys highlighted that most drivers in Torphichen experience issues relating to parking, and these occur across all location types. The most common location to experience an issue was near respondents' workplaces; this likely reflects the fact that many residents commute by car to towns with higher parking pressures, and therefore struggle to park for work. Pavement parking and parking on both single and double yellow lines were the single biggest issues identified by respondents from Torphichen (each 41%).

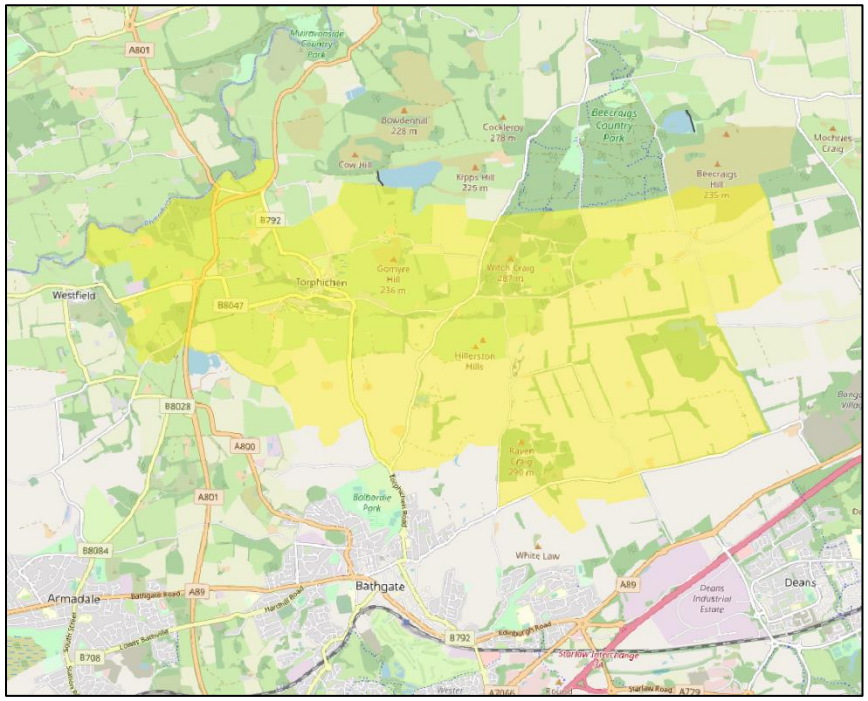
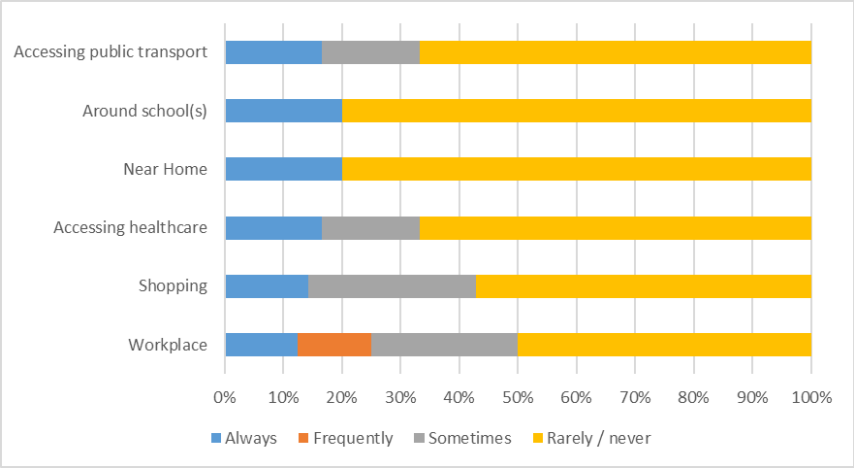
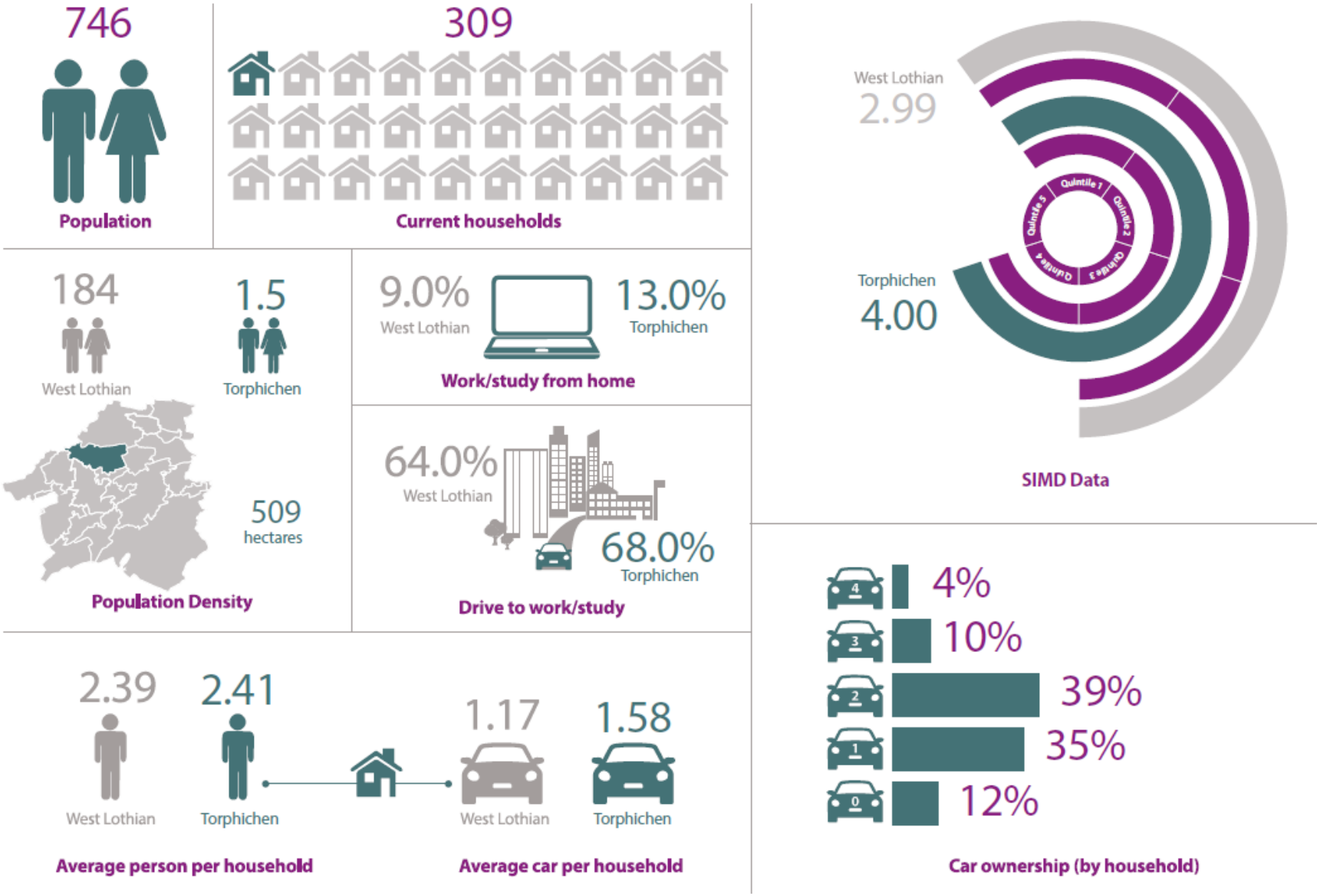


Figure 4.53: Experience of Difficulty Parking by Location Type within Torphichen



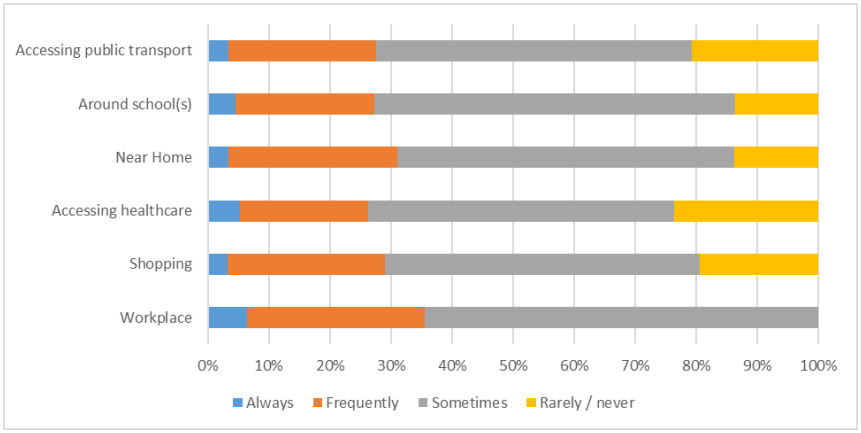

746
Population
309
Current households
184
West Lothian
1.5
Torphichen
509
hectares
Population Density
9.0%
West Lothian
13.0%
Torphichen
Work/study from home
64.0%
West Lothian
68.0%
Torphichen
Drive to work/study
2.39
West Lothian
2.41
Torphichen
Average person per household
1.17
West Lothian
1.58
Torphichen
Average car per household
West Lothian
2.99
Torphichen
4.00
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data
4
4%
3
10%
2
39%
1
35%
0
12%
Car ownership (by household)

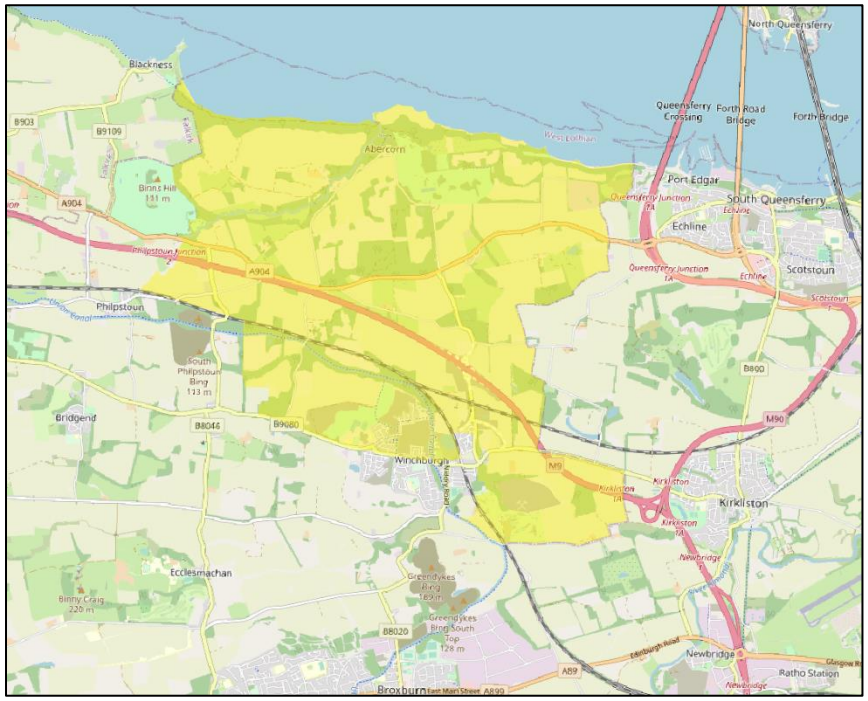
4.26 Newton and Surrounding Area

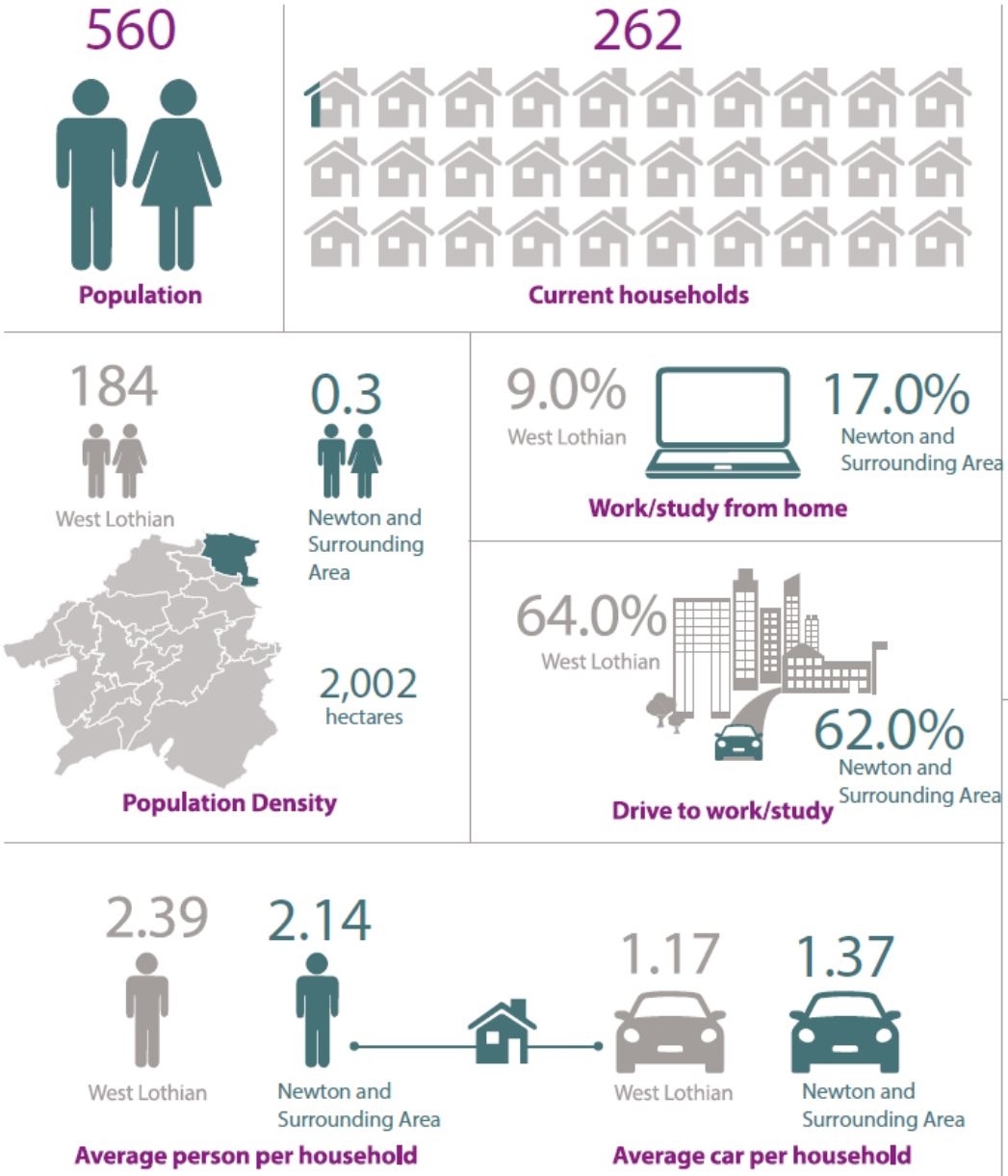
4.26.1 This area is located to the north of Winchburgh and to the west of South Queensferry. The area is mostly agricultural, lightly populated and has some tourist attractions nearby. The transport connections available are limited, with west-facing junctions onto the M9 and a nearby junction onto the M90/A90 into Edinburgh. There are no railway stations within the area, with the nearest station being located in Linlithgow, approximately 5 miles to the west.

4.26.2 The questionnaire surveys highlighted that most drivers in the area experience issues relating to parking, and these occur across all location types. Pavement parking was the single biggest issue, identified by 56% of respondents, with 40% identifying problems with parking on school keep clear markings and on double yellow lines.

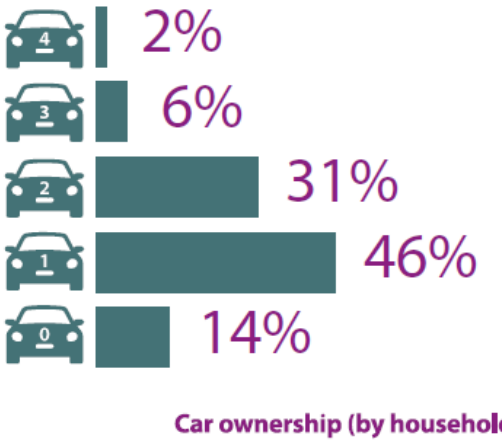
Figure 4.54: Experience of Difficulty Parking by Location Type within Newton and surrounding area






560
Population
262
Current households
184
West Lothian
0.3
Newton and Surrounding Area
2,002
hectares
Population Density
9.0%
West Lothian
17.0%
Newton and Surrounding Area
Work/study from home
64.0%
West Lothian
62.0%
Newton and Surrounding Area
Drive to work/study
2.39
West Lothian
2.14
Newton and Surrounding Area
Average person per household
1.17
West Lothian
1.37
Newton and Surrounding Area
Average car per household

West Lothian
2.99
Newton and Surrounding Area
4.00
Quintile 1
Quintile 2
Quintile 3
Quintile 4
Quintile 5
SIMD Data


4
2%
3
6%
2
31%
1
46%
0
14%
Car ownership (by household)

4.27 Summary of Parking Problems

4.27.1 The parking problems in each of the settlements are summarised in Table 4.1

Table 4.1: Summary of Parking Problems by Settlement

	Parking Proximity to Destination	Footway Parking	Parking Obstructing the Carriageway	School Parking	Parking in Bus Stops	Parking over Driveways	Parking on Yellow Lines	Access to Public Transport	Healthcare Parking
Livingston, Polbeth and West Calder		•	•	•		•			
Bathgate and Blackburn	•	•		•		•	•		•
Broxburn and Uphall	•	•	•			•	•		•
Linlithgow	•	•			•		•	•	•
Armadale		•					•		
Whitburn		•					•		
East Calder	•	•		•			•		•
Fauldhouse	•	•	•	•	•	•	•	•	•
Stoneyburn and Bents		•					•		
Kirknewton		•					•		
Winchburgh		•							
Blackridge		•	•				•		•
Longridge		•					•		
Bridgend		•					•		
Seafield		•	•	•		•	•		•
Dechmont		•					•		
Greenrigg		•					•		
Area Neighbouring Pentland Hills		•	•						•
Torphichen		•					•		
Newton and Surrounding Area		•		•	•		•		

5 Strategy Objectives

5.1 Objectives

5.1.1 Considering the problems identified during the baseline analysis and to remain consistent with the NTS2, five objectives have been identified for this parking strategy which are:

Objective 1: Provide and maintain local public parking facilities as part of the wider managed transport network to assist in facilitating fair and affordable access to services, promoting equality for those living, learning, working, trading and visiting our communities.

Objective 2: Contribute towards delivering carbon net-zero environment within West Lothian by developing and delivering progressive, modern and innovative parking solutions. Solutions must be adaptable to the effects of climate change and help promote cleaner and greener travel choices

Objective 3: Deliver improvements in the format, appropriateness, reliability and efficiency of publicly operated parking facilities in West Lothian using technological innovation as appropriate

Objective 4: Through design, adaptation, and implementation of current and new facilities improve the safety and security of public parking areas and the safety of those communities that use them and the road network around them

Objective 5: As part of a co-ordinated public travel network, including the management and provision of public parking places within West Lothian, enable people to make healthy travel choices and help make our communities great places to live

5.2 Monitoring and Evaluation

5.2.1 Both proactive and reactive monitoring is required to support the Parking Strategy and allow it to react and adapt to issues as they occur.

5.2.2 Towns and villages have been defined as Tier 1, Tier 2, or Tier 3, depending on their size and economic vitality. Livingston and Bathgate and Blackburn are both categorised as Tier 1 towns. Broxburn, Linlithgow, Armadale and Whitburn are Tier 2 towns, and the remaining settlements have been classed as Tier 3.

Proactive Monitoring and Reporting

In order to fully understand the existing problems, issues and possible solutions to the control and management of parking within town centres, problem areas should be identified and monitored on a regular basis.

Tier 1: Site investigation to be undertaken on an annual basis with car parking beat surveys commissioned to support monitoring regime

Tier 2: Site investigation undertaken once per two-year period. Car parking beat survey commissioned if required

Tier 3: Site investigation on an annual basis of known parking ‘hotspots’.

Reactive Monitoring and Reporting

Complaints from members of public, Councillors, shopkeepers, business users etc. should be the subject of a triage review on receipt by the Council. Those that are deemed to be of most probable risk to safety; negative impact on network operation; or impact on mobility by walking, cycling or public transport should be investigated at the earliest practicable opportunity and monitored – reflecting the Council's available staff and funding resources.

Tiers 1, 2 and 3: Complaints should be recorded in a systematic manner with a record of the considerations of the initial appraisal and the outcome of that appraisal and the possible implications on staff and financial resources. Problems should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

5.3 Outcomes

5.3.1 The following outcomes have been identified to monitor and evaluate against.

- Visible reduction in inappropriate parking at known 'hotspots' (as determined through anecdotal site observations and spot-checks)
- Increased turnover of vehicles in town centre locations / on-street town centre locations (as determined through parking surveys at targeted locations)
- Perception of availability of parking spaces in town centres to access retail (as determined through anecdotal site observations and spot-checks)
- An increase in positive public perception of parking in West Lothian (measured through a reduction in the number of complaints received from members of public, Councillors, shopkeepers, business users etc.)

6 Parking Policy

6.1 Introduction

6.1.1 This chapter sets out recommendations which the Council might wish to adopt as its overarching parking policy for the whole of West Lothian in relation to topics such as on and off-street parking provision, short stay and long stay parking, parking charges, residents parking permits, waiting and loading restrictions, enforcement, 'School Streets', cycle parking, motorcycle parking, Park and Ride parking, HGV parking, car club parking and disabled blue badge parking.

6.1.2 At the heart of the polices is consideration of the expectation that West Lothian is subject to significant development proposals which will lead to further pressures on parking in towns and villages and underlines the need for a comprehensive, coherent and strategic approach to parking.

6.2 Parking Supply

6.2.1 The management of parking supply is essential to ensuring it is being used in the appropriate manner and that there is adequate parking capacity available in towns and villages. The Council will apply a hierarchical approach to parking supply management which seeks to maximise the efficient use of existing parking provision first and foremost before considering the supply of additional parking capacity.

6.2.2 To achieve this, the Council will consider parking demand in the area, then seek to ensure that adequate enforcement of the existing parking restrictions is in place. This will be extremely difficult and challenging for the Council to effectively implement without taking on the responsibilities of Decriminalised Parking Enforcement. If problems with parking cannot be resolved by adequate enforcement, the Council will be required to seek to apply parking management strategies to alter the balance of parking supply in the area. In the case of off-street parking provision this could involve:

- alterations to or introduction of waiting restriction in car parks
- increasing the turnover of parking spaces, where required
- the application of parking charges to generate increased turnover where required

6.2.3 With regard to on-street this can be managed by:

- altering the balance between parking and loading in relation to areas with no waiting
- removing and / or amending existing waiting restrictions
- physical interventions to create more or less formalised parking spaces
- increasing the turnover of parking spaces, where required
- the introduction of parking charges to generate increased turnover, where required

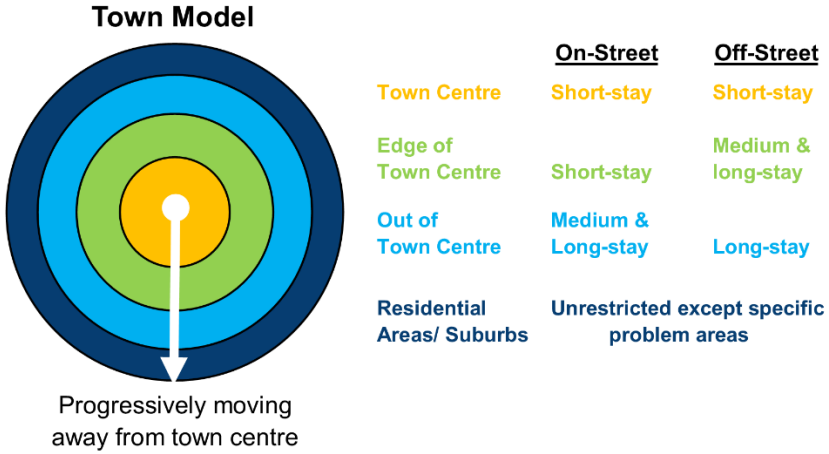
6.2.4 If these parking management techniques are unsuccessful in resolving parking problems, then the Council will consider whether additional parking provision should be created. This would most likely be achieved through new or expanded car parks although, in some instances, there may be scope to increase on-street parking supply as well.

Parking Policy 1: The Council will apply a hierarchical approach to parking supply starting with parking management and increasing parking provision if other measures fail to resolve the problem.

6.3 Parking Management

6.3.1 The Council have identified the need to ensure that parking is adequately catered for in town and village centres and that it functions in accordance with the role assigned to it. In general, on-street parking will be for the purposes of short-stay parking, especially in town centres, for example up to three hours as it is essential that people have easy access to shops and services to maintain the economic vitality of towns.

6.3.2 Where there is insufficient on-street car parking to cater for all shoppers and other visitors to town centres there will also be a need to designate off-street parking provision to short-stay parking as well. This will be assessed on a town-by-town basis, taking into account parking demand and provision. Medium and long-stay parking will also be accommodated in off-street car parks but these are more likely to be at the edge of or out of the town centre as commuter parking delivers less economic activity to town centres. Overall, the adjacent parking hierarchy model will be applied to parking in our towns wherever possible.



Parking Policy 2: The Council will implement a parking management hierarchy in towns.

6.4 Enforcement

6.4.1 As outlined earlier, the Council is considering the case for applying to take responsibility for the enforcement of parking restrictions within its area. This is done through the implementation of Decriminalised Parking Enforcement (DPE) which enables a local authority to takeover enforcement of parking restrictions from Police Scotland. When enacted the Council would also have the sole responsibility for issuing Penalty Charge Notices (PCNs) to illegally parked vehicles. The Council would also retain the income from penalty charges to finance the ongoing costs of administering the operation, management, enforcement and adjudication of the DPE regime. Any surpluses would be used firstly for the provision and maintenance of off-street parking facilities and secondly for road improvement and public transport purposes in the local authority area.

6.4.2 It has been highlighted that a lack of enforcement of existing parking restrictions is a major problem which affects numerous settlements across West Lothian. The need for effective enforcement has therefore been identified as a key requirement to the resolution of parking problems in our settlements. Through ongoing engagement, it has become apparent that Police Scotland do not have sufficient resources available to deliver the level of enforcement required to resolve these issues.

6.4.3 The Council will consider preparing a Business Case and developing the necessary statutory documents to enable the implementation of DPE in the area.

Parking Policy 3: The Council will prepare a Business Case to implement Decriminalised Parking Enforcement (DPE) in West Lothian. If the Business Case demonstrates DPE can be sustainably implemented then the Council will seek to implement DPE.

6.5 Charges

6.5.1 The Council currently leases The Vennel car park in Linlithgow to a private operator that charges and manages the car park, but will keep this situation under review and may consider implementing this arrangement in other appropriate locations in the future. The supplementary Business Case found that charging for car parking would be relatively straightforward to implement due to mature technology and robust market for suppliers and contractors and that the introduction of charges should be kept under review as a policy option.

6.5.2 There is no intention to introduce charging in any of the other Council owned off-street car parks or for on-street parking at this time. In the event that DPE is implemented in West Lothian, it will be funded through the Penalty Charge Notices (PCNs) collected as a result of illegal parking. Any surplus income generated through these means will be allocated to schemes to improve public transport and active travel provision, to further enhance the delivery of DPE, provide better management of our parking capacity and only where no alternative provision can be made, for increased parking capacity.

6.5.3 Where appropriate, and in line with the parking management hierarchy, the Council may seek to designated car parks as short-, medium- or long-term stay. This would be controlled through PCNs for exceeding the maximum stay.

Parking Policy 4: The Council do not intend to introduce charging for off-street car parks or for on-street parking at this time. However, this situation will be kept under review to identify if the introduction of charges may be appropriate in the future. If charges are introduced, an accessible and easy to use payment system will be used, which could include pay-by-phone, pay-by-app and contactless payment as well as traditional cash/card payment.

6.6 Waiting and Loading Restrictions

6.6.1 There are a number of waiting restrictions within West Lothian in locations where inappropriate parking has an impact on road safety and congestion.

6.6.2 Where issues are caused by parking too close to junctions or obstructing the safe operation of the road network, additional waiting restrictions may be needed. The enforcement of parking restrictions is currently the responsibility of the police and therefore the resources available to enforce restrictions are not directly under Council control. The potential introduction of DPE would allow for direct enforcement by the Council, leading to greater effectiveness of enforcement of current restrictions.

Parking Policy 5: The Council will monitor the need for additional waiting and loading restrictions in locations where inappropriate parking causes an impact on residents or businesses and the safety of highway users

6.7 Resident's Parking Permit Schemes

6.7.1 Currently there are no Residents Parking Permit Schemes in place in West Lothian.

6.7.2 The surveying of issues encountered by residents of West Lothian has highlighted that some residents are being affected adversely by parking and that in the future this could be exacerbated by increased demand for parking, changes to town centre car parks, changes to on-street restrictions or the enforcement of parking regulations.

6.7.3 The Council will therefore continue to examine the case for the introduction of new Resident Parking Schemes in areas where residents parking is affected by commuters and other competing short-stay and long-stay parking demands. Each situation will be reviewed on a case-by-case basis and the needs of all users taken into consideration when determining whether to introduce a scheme, including public demand and viability of the scheme through a business case analysis. The Council will approach these schemes with caution to ensure that residents and other key stakeholders are not inadvertently impacted in seeking to resolve a perceived problem.

6.7.4 As the Council incurs administrative costs for the processing of applications and issuing of permits it is likely that a small charge for this service would be part of any future schemes.

Parking Policy 6: The Council will not introduce parking permit schemes in residential streets unless there are strong mitigating circumstances, and a business case has been made that proves a scheme is financially viable.

6.8 Parking Standards for New Developments

6.8.1 In accordance with national planning policy (Scottish Planning Policy Document addendum to NPPG17 'Transport and Planning Maximum Parking Standards') there is a requirement to apply maximum parking standards to new developments. Scottish Government policy and guidance 'Designing Streets' has drastically changed street design and some of the previous standards used by local authorities are now considered inappropriate.

6.8.2 With this in mind the Council have produced 'West Lothian Council Land Use Parking Requirements' which seeks to provide policy and guidance, specific to West Lothian, taking into account urban and rural environments, road safety and encouragement of sustainable/green modes of transport.

6.8.3 SEStran (South East of Scotland Transport Partnership) have also published parking standards, based largely on accessibility and these have also been taken into consideration.

6.8.4 The Council complies with both the national and regional parking standards as defined in Scottish Planning Policy and the SEStran Regional Transport Strategy respectively and will continue to do so. The Council also has its own specific parking standards which were updated in 2011. These are applied for local developments which do not meet the requirements of the regional or national standards.

6.8.5 The standards seek to strike a balance between parking capacity and provision for sustainable modes, to encourage cycling. There is a need for appropriate parking associated with development to avoid road safety concerns caused by migration of overflow parking into surrounding areas. Road safety issues are particularly relevant in areas where parking enforcement is not regular.

Parking Policy 7: The Council will apply its own local parking standards, and review these regularly to ensure they adapt to changing transport conditions and national and regional policy.

6.9 Blue Badges

6.9.1 The Disabled Persons' Parking Places (Scotland) Act 2009 requires local authorities to identify all existing advisory disabled street parking places and, for those still needed, to promote Traffic Regulation Orders (TROs) to allow appropriate enforcement by Police Scotland. For those that are no longer required then the Act requires the local authority to remove any road markings or sign posts and removal from the legal TRO. In relation to disabled off-street parking, local authorities are required to promote a TRO covering the disabled persons' parking places in its own public car parks. The Act also requires each local authority to contact and seek to negotiate arrangements with owners of, or person having an interest in, private car parks including supermarkets and out of town retail centres. Securing an arrangement enables the local authority to promote an order to make the disabled persons' parking places in private car parks enforceable. In addition, individuals or organisations holding a disabled persons' badge can apply to the local authority for a disabled persons' street parking place. Under current legislation blue badge holders are able to park on yellow lines as long as they do not park on "no loading at any time" restrictions or cause obstructions.

6.9.2 The Council is still in the process of taking forward measures to comply with its statutory requirements under the Act and will continue to do so during the lifetime of this strategy. In particular, the Council will seek to promote TROs to ensure all advisory disabled parking places are enforceable to maintain consistency with proposals to enhance enforcement of parking restrictions in West Lothian. The Council will also undertake ongoing reviews of disabled parking provision in our town centres to ensure it is sufficient, appropriately located and is meeting the needs of users.

6.9.3 The West Lothian Council Land Use Parking Requirements specifies that whilst private spaces are not required to be enforceable, it is recommended that they are marked with statutory markings to enable a Traffic Regulation Order to be made at any time thereafter.

Parking Policy 8: The Council will continue to undertake measures to ensure compliance with the Disabled Persons' Parking Places (Scotland) Act 2009 and will continually review the provision of Blue Badge parking in our town centres.

6.10 Parking at Schools

6.10.1 The Council will introduce measures to manage the roads surrounding schools and always make safety the primary consideration. Traditionally, the School Keep Clear road markings have been an advisory road marking that were laid expecting to discourage inappropriate parking but there is still significant non-compliance. Zigzags at schools marked "School Keep Clear" are now legally enforceable if accompanied by a sign and included in a legal TRO.

6.10.2 The Council will seek to implement School Streets where appropriate. A School Street is a road outside a school that has a temporary restriction on access by motorised traffic at school drop-off and pick-up times. The restriction prevents entry by most vehicles, including through-traffic, whilst still allowing access exempt vehicles, such as residents and businesses within the School Street zone, blue badge holders, emergency vehicles, public transport vehicle and postal vehicles. Further exemptions can be considered.

6.10.3 School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle and active travel to school for families and lead to a better environment for everyone.

6.10.4 School Streets are sometimes challenging to enforce but if camera enforcement is allowed as in England and Wales, camera enforcement could be a viable strategy to ensure enforcement is expected and parking behaviour is changed.

Parking Policy 9: The Council will promote Traffic Regulation Orders to allow enforcement to take place around schools.

Parking Policy 10: School streets will only be trialled if other parking measures are exhausted, unless camera enforcement becomes available

6.11 Park and Ride

6.11.1 The Council will work with ScotRail to develop more sustainable travel patterns by ensuring that adequate Park & Ride provision is available at stations wherever possible, taking into account demand at the station and their accessibility by walking and cycling. More widely, the Council will also explore opportunities to increase Park & Ride provision at new or existing sites to cater for journeys into Edinburgh and also, potentially, into our major town centres by public transport. The justification for implementing Park & Ride will be based upon:

- The need to provide access to a town centre without increasing the parking supply available within the centre itself
- Enabling the amount of parking in a town centre to be reduced to accommodate other developments
- Removing long-stay parking and commuters from town centres

- Reducing traffic on roads leading to the town centre and relieving congestion

Parking Policy 11: The Council will support additional appropriate Park & Ride provision, wherever possible.

6.11.2 The Council will also endeavour to ensure that Park & Ride car parks are used for this purpose and not by commuters to nearby employers or other such inappropriate uses. To do this the Council will seek to implement a system of car park charges which are refundable when users purchase a ticket for travel. ScotRail are already rolling out this policy across other station car parks where misuse by non-train users has been identified and the Council will work with them to deliver a similar system in West Lothian.

Parking Policy 12: The Council will endeavour to ensure Park & Ride car parks are used solely for this purpose and not used for long-stay parking by non-travellers or other purposes.

6.11.3 The Council will seek to ensure that public transport is not delayed or hindered by illegal parking in our towns or villages through a combination of reviewing existing restrictions and the implementation of more rigorous enforcement through decriminalised parking enforcement. This could also include working with bus partnership organisations.

Parking Policy 13: The Council will continue to give priority to public transport by ensuring that it is not hindered by illegal parking.

6.12 Electric Vehicles

6.12.1 Electric vehicles represent an increasingly realistic option in terms of future car ownership and travel. They have the potential to contribute substantially to an overall reduction in CO_2 emissions, improved air quality and delivering sustainable development. While parking capacity is not affected directly by drivers transferring to electric vehicles, parking infrastructure serves a vital role in enabling this transfer and deliver environmental benefits.

6.12.2 The Council will support the implementation of infrastructure to encourage the use of electric vehicles including provision of public charging points. The Council owns a total of 32 public charge points at seventeen locations. There are also charge points operated by other operators including at Bathgate, Uphall and West Calder railway stations.

6.12.3 West Lothian and the Council are committed to extending charging facilities across Council property, monitor the Development Management application register, encourage private developers to consider the issue in pre-planning application process and promote through the community planning partnership.

6.12.4 As the uptake of electric vehicles and the number and use of Council-owned facilities has increased, so have the costs of operating and maintaining the network under a free-to-charge model. In order to continue to develop charging infrastructure, a more sustainable financing model is being implemented via tariffs for charging which will reduce barriers to private sector investment.

6.12.5 The intent of the charging protocol currently being developed by the Council is that tariffs will maximise availability of rapid and fast charging facilities while encouraging good driver behaviour. An overstay charge applied on rapid and fast chargers is triggered when the maximum stay and grace periods have expired in order to encourage drivers to use charging infrastructure in a responsible manner which benefits all users.

Parking Policy 14: The Council will continue to support the provision of electric vehicle charging points across West Lothian.

6.13 Car Club

6.13.1 Car clubs provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer.

6.13.2 Currently within West Lothian, car clubs options are limited, although Enterprise acquired City Car Club in April 2015 and has since been operating a car club as part of the Enterprise CarShare network. There is only one car club location in West Lothian, situated in Livingston.

Parking Policy 15: The Council will work with private operators to investigate the provision of Car Club parking spaces across West Lothian.

6.14 Signage

6.14.1 The Council will raise awareness of parking provision in our town centres through provision of appropriate information and directional signage. This will help to direct people to the most appropriate car park for them depending on whether they intend to park for a short-stay, medium-stay or long-stay. It will also reduce 'searching time' where traffic causes severance, noise, pollution and congestion whilst driving around our town centres looking for parking spaces. Primarily this will involve improvements to street signage and road markings.

Parking Policy 16: The Council will consider signage to guide drivers to appropriate parking spaces in our towns.

6.15 Pavement Parking

6.15.1 The Scottish Parliament has passed legislation to introduce new national regulations to tackle problems caused by drivers parking on pavements, at dropped kerbs and double parking of vehicles. The Bill is designed primarily to enable freedom of movement for all pedestrians, maintaining their safety, cut down damage to footways, reduce the blockage of passage of emergency and service vehicles and to provide clarity for road users, the police and parking attendants.

6.15.2 Guidance on the implementation of the bill, application for exemptions from the pavement parking ban are in development at the time of development of this document.

Parking Policy 17: The Council will implement appropriate measures and exemptions associated with pavement parking, in line with the Transport (Scotland) Act 2019.

6.16 Controlled Parking Zones (CPZs)

6.16.1 These require that all roads are covered either with waiting restrictions or parking places. Generally, waiting restrictions cover roads and junctions where parking is dangerous or the carriageway must remain unobstructed. Parking places are normally time limited and can be free or charged. Signs are provided at the entry and exit of CPZs to inform drivers of its extent and hours of operation. CPZs help give priority to residents and local businesses who must display a parking permit or voucher. They are most appropriate in areas with various competing demands for parking and where it outstrips supply. The main aim is to discourage commuter and long-stay parking. In West Lothian, the application of CPZs will be considered where these competing demands exist and a structured approach to parking management is required. Comprehensive enforcement is critical if CPZs are to operate effectively and the introduction of DPE will be a fundamental requirement prior to any CPZs being considered for investigation.

6.16.2 The use of Controlled Parking Zones offers advantages in comparison to Resident Parking Schemes as it allows spaces in the area to be used by both residents and non-residents.

Parking Policy 18: The Council will continuously review the need to introduce Controlled Parking Zones in West Lothian.

6.17 Retail Parks

6.17.1 While most parking in retail parks is privately managed, the access roads and surrounding highway may be affected adversely by parking issues around such locations. In such situations the landowner and other partners such as the police will be engaged as appropriate to address the issues and need for restrictions identified.

Parking Policy 19: The Council will consider introducing appropriate restrictions on the access roads associated with retail parks to control road space in the vicinity of retail parks to ensure that safe passage is available for all road users.

6.18 Industrial Estates

6.18.1 As with retail parks, the regulation of roads and parking within industrial estates is usually the responsibility of the landowner. Involvement of the landowner and other partners including the police may identify issues which require regulation of parking on nearby roads.

Parking Policy 20: Through the planning application process, West Lothian Council will influence the location and design of new industrial activities to ensure they are suitably located and to avoid negative impacts on parking. The Council will also encourage employers to prepare staff travel plans to reduce the impact on public roads.

Parking Policy 21: For existing estates, Traffic Regulation Orders will be considered to control the right of passage and safety on public roads. The focus will be on controlling road space in the vicinity of industrial estates to ensure that safe passage is available for all road users.

6.19 Workplace Parking

6.19.1 Workplace parking is generally privately managed, though as for other private land uses which general parking demand, access roads and surrounding highway may be adversely affected by related parking issues. To avoid this, the consideration of parking capacity for proposed development will be managed through the planning process, both to ensure that parking provision is sufficient and to encourage employees to use other modes and active travel when this is appropriate.

6.19.2 Additionally, where required, the Council will work with landowners and the police to address issues and identify any restrictions required.

Parking Policy 22: Through the planning application process, West Lothian Council will consider and influence proposals for employment to avoid negative impacts on parking. The Council will also encourage employers to prepare staff travel plans to reduce the impact on public roads.

Parking Policy 23: For existing employment areas, Traffic Regulation Orders will be considered to control the right of passage and safety on public roads. The focus will be on controlling road space in the vicinity to ensure that safe passage is available for all road users.

6.20 Cycle Parking

6.20.1 Installing cycle parking is key to encouraging and allowing the public to use bikes for more of the everyday journeys they make. Promoting active travel has many benefits in the community and our towns and cities, including better health, lower emissions and air pollution. Introducing cycle parking also compliments new initiatives around car parking in the local authority area and will help provide the public with an alternative mode of transport to the private car.

Parking Policy 24: Cycle parking will be installed in the close vicinity of key public buildings, including schools, health centres and community centres.

6.21 Motorcycle Parking

The Council will provide designated space for motorcycles at no charge. There are few existing standards for motorcycle parking, however the Council will supply facilities in line with SEStran Parking Standards which states:

"Residential cycle and motorcycle parking should consist of designated spaces with appropriate stands for cycles to be locked to. Provision should be covered and secure. At non-residential locations covered provision is less important but facilities should still be appropriate and secure. Good visibility and lighting will usually be sufficient to ensure security".

Parking Policy 25: West Lothian Council will provide designated space for motorcycles in line with SEStran Parking Standards.

6.22 HGV Parking

6.22.1 The SEStran Freight Action Plan explains that a number of Local Authorities raised concern about inappropriate HGV parking relating to littering, noise pollution from vehicle movement and refrigerated trailers running generators all night plus importantly that of driver and vehicle security.

6.22.2 Although there are no dedicated HGV parking facilities in West Lothian which provide food and driver washroom facilities, drivers can pass through the area in a relatively short period meaning there may be limited demand. Some of the large industrial estates in the area may provide a function in terms of overnight parking but there are currently no service stations installed or required.

Parking Policy 26: Although there are no specific plans for providing dedicated facilities for HGV parking, the Council will consider any low-cost initiatives for utilising existing public parking areas within towns during the night time hours for Heavy Goods Vehicle parking.

7 Strategy Implementation & Interventions

7.1 Demand Management Measures

7.1.1 Demand management measures involve implementation of locally specific measures intended to encourage modal shift from cars to walking, cycling and public transport. This helps to reduce demand for parking and the pressure on the available parking facilities.

7.1.2 It is considered that demand management measures can be made in the short term across the settlements; this is more of an ongoing process and opportunities should be taken whenever they arise to facilitate modal shift. In particular, the development management process is a means through which sustainable travel can be encouraged on a continuous basis as proposals are brought forward and implemented.

7.2 Bottleneck Removal

7.2.1 Localised bottlenecks can be removed from the network to ensure smooth traffic flow and reduce the occurrence of congestion. In some instances, this may necessitate reducing or moving parking provision where it is creating problems on the carriageway. In addition, clearways can be used to ensure unhindered access into settlement centres.

7.3 Active Travel Infrastructure Enhancements

7.3.1 Good active travel connections between parking locations and key destinations (such as town centres) can increase the willingness of people to park further from their end destination. In order to alleviate parking pressures in town centres, where parking capacity is reached, improved walking connections could be provided.

7.3.2 Furthermore, improving active travel links between residential areas and public transport stops and also between destinations and public transport stops, can provide a better door to door public transport journey and encourage people to make a switch away from travel by car, reducing environmental impacts and alleviating pressure on parking. Improved active travel access to bus stops and railway stations will therefore be considered.

7.4 Localised Measures at Problem Areas

7.4.1 Many parking problems are caused by localised circumstances in a given area and they are best addressed through tailored interventions in the local area.

7.4.2 In particular, on-street parking problems are frequently associated with overflow parking from locations like schools and railway stations. These are some of the main problems in the smaller settlements and require fairly localised solutions to resolve them. This can often be facilitated by simple measures without the requirement for significant investment.

7.4.3 These problems can consequently be addressed as ‘quick wins’ although the priority placed upon them should be proportionate to the level of problem that they create and the strategic importance of the location.

7.5 Off-Street Car Parks

Length of Stay Restrictions

7.5.1 The Council could introduce maximum lengths of stay in car parks to encourage turnover and meet policy objectives. For example, a maximum stay of three to four hours in town centre car parks would remove the cars of people parking all day for work and free up more space for people accessing shops with increased turnover.

Charges (Pay and Display)

7.5.2 The Council could introduce parking charges in some car parks to achieve the objectives of the Parking Strategy (rather than purely revenue generating). The charging regimes could be set to encourage turnover or a shift to other modes of travel.

7.6 On-Street Parking

Review Length of Stay / Permitted Parking Times

7.6.1 As with car parks, the Council could introduce maximum lengths of stay where parking is permitted on street to encourage turnover and meet policy objectives. They could also prohibit parking at certain times of the day (i.e. morning and evening peaks) to free up road space and reduce congestion while still allowing parking at other times (such as overnight for residents or during the evening for restaurants).

Charges (Pay and Display)

7.6.2 As with car parks, the Council could introduce parking charges at on-street locations to achieve the objectives of the Parking Strategy (rather than for revenue generating purposes). The charging regimes could be set to encourage turnover or a shift to other modes of travel.

Kerbside Management

7.6.3 Kerbside management via booking systems which provide a virtual parking permit to better manage deliveries and ensure less obstruction of the highway are currently being piloted in major cities by a number of providers. This area of technological parking management is developing rapidly, and it is expected that during the period considered by this Parking Strategy that this form of management will become more commonplace.

7.6.4 The Council will continue to monitor developments in this area as the technology matures and case studies become available to consider their applicability to West Lothian, alongside the financial case for implementing this type of measure.

7.7 Implementation of Decriminalised Parking Enforcement

7.7.1 While an application for DPE powers would cover the whole of West Lothian, if successful, it would be up to the Council to decide which areas enforcement is carried out in and to what extent. The focus could be on the settlements where parking is most problematic and could be monitored and varied over time.

7.7.2 Prior to the introduction of DPE the Council would be required to undertake a full review of Traffic Regulation Orders to ensure they are legally enforceable and are aligned to the Parking Strategy objectives.

7.8 TRO Amendments

7.8.1 The purpose of this element is to ensure that the TROs which are in place are appropriate and robust and to amend their extent where necessary. In particular, many minor problems can be addressed through the implementation of new or amended waiting restrictions.

7.8.2 It is also essential that TROs are legally enforceable to ensure that people cannot exploit loopholes which allow them to park illegally, or which inhibit the ability to penalise illegal parking. This is of fundamental importance prior to implementing a Decriminalised Parking Enforcement regime.

7.9 Residents Parking Permit Schemes

7.9.1 A Residents Parking Permit Scheme allows only permit holders to park vehicles in designated streets through the provision of marked parking bays and signs. They are typically employed where there are competing demands for parking between residents and other road users, such as those parking for nearby employment, shops, leisure or informal Park and Ride around train stations.

7.9.2 Normally only residents are allowed a permit (although local business may be eligible) and they require to display on their vehicle. A charge is normally applicable, even if only to cover the cost of administering the scheme.

7.9.3 In line with Parking Policy 7, the Council will not introduce parking permit schemes in residential streets unless there are strong mitigating circumstances, and a business case has been made that proves a scheme is financially viable.

7.10 Controlled Parking Zones

7.10.1 A Controlled Parking Zone (CPZ) can be applied to a group of roads within the zone. The intended purpose of a CPZ is to reduce the clutter that can arise from erecting several signs that would otherwise convey the same information, such as a common time restriction sign adjacent to all the single yellow lines in the zone. A sign indicating the start of a CPZ typically states that there are parking, loading, weight or other restrictions between certain hours of operation.

7.10.2 The CPZ applies to all parking within the zone unless individual parking bays are signed with different restrictions.

7.11 Workplace Parking Licensing Scheme

7.11.1 The Workplace Parking Levy (WPL) allows local authorities to levy an annual parking charge on workplace car parks. It is not a national scheme and allows local authorities the flexibility to decide if they wish to introduce the scheme. The levy would be collected through a licensing scheme, where employers who wish to provide workplace parking for employees would be required to apply to the local authority for a license for each of their car parks. The car park levy may be based on the maximum number of vehicles that the car park can hold with set charges for each of its parking spaces. The scheme may choose to exempt small workplace car parks from payment, although they would still require a license. The scheme has the potential to disincentive the use of private vehicles and therefore reduce transport emissions by promoting other transportation modes.

7.11.2 The Transport (Scotland) Act 2019 states that local authorities may only make a workplace parking licensing scheme if they have a Local Transport Strategy (LTS), and the scheme will directly or indirectly facilitate the achievement of the policies within the strategy. The Council does not currently have an LTS and would not be able create a scheme until they first create an LTS.

7.11.3 The Council will not introduce a Workplace Parking Licensing scheme in West Lothian, unless there are strong mitigating circumstances, and a business case has been made that proves a scheme is financially viable.

7.12 Ban on Pavement Parking

7.12.1 When the ban on pavement parking comes into effect it will apply across West Lothian unless the Council specifically designates exempt areas. These should be carefully considered and provided only in circumstances where they can be fully justified. The Council will require to define and approach to enforcing the ban on pavement parking, whether that be proactive (and targeted towards known problem areas) or reactive to complaints. In practice, the approach is likely to be a mixture of both.

7.13 Framework for Implementation

7.13.1 The delivery of the Parking Strategy is based upon a hierarchical approach to our settlements with extensive measures being applied in our larger towns where parking problems are more acute as previously identified. The overarching solutions proposed for each settlement are shown adjacent along with outline timescales for implementation. The solutions have been grouped under three main categories which include:

- implementation of minor measures to reduce demand for parking, resolve localised difficulties and ensure that Traffic Regulation Orders (TROs) are appropriate and enforceable
- identification and implementation of a strategic hierarchy of parking designation in line with the model defined in Chapter 7

- introduction of enforcement mechanisms which will ensure that the measures implemented through the previous two elements are adhered to

Table 7.1: Tiers of Settlements

Tier 1	Tier 2	Tier 3
Livingston	Broxburn and Uphall	All other settlements
	Linlithgow	
Bathgate and Blackburn	Armadale	
	Whitburn	

7.13.2 Tables 7.2 and 7.3 shows the framework for implementation, as defined below:

- Short term: up to 3 years
- Medium term: 3 to 6 years
- Long term: 6 to 10 years

Table 7.2: Overarching Framework for Interventions

	Timescale			Captial Funded Scheme	Revenue Funded Scheme	Potential for Scheme Revenue	Indicative Implementation Cost
	2023-2026	2026-2029	2029-2033+				
Bottleneck Removal				●			Medium
Active Travel Infrastructure Enhancements				●			Low
Localised Measures at Problem Areas				●			Medium
Off-Street Car Park Length of Stay Restrictions				●	●		Low
Off-Street Charges (Pay and Display)				●	●	●	High
On-Street Parking Length of Stay Restrictions				●	●		Low
On-Street Parking Charges (Pay and Display)				●	●	●	High
On-Street Parking Kerbside Management					●	●	Medium
Implementation of DPE					●	●	High
TRO Amendments					●		Medium
Monitoring Need for Residents Parking Permit Schemes					●		Low
Monitoring Need for Controlled Parking Zones					●		Low
Monitoring Need for Workplace Parking Licensing Scheme					●		Low
Implementation of Exemptions and Bans on Pavement Parking				●			Medium

Key to implementation costs ranges: Low – up to £25,000; Medium - £25,001 - £250,000; High – over £250,000

Table 7.3: Framework for Interventions by Settlement Tier

	Timescale for Implementation		
	Tier 1	Tier 2	Tier 3
Bottleneck Removal	Medium Term	Medium Term	Long Term
Active Travel Infrastructure Enhancements	Medium Term	Medium Term	Long Term
Localised Measures at Problem Areas	Short Term	Medium Term	Medium Term
Off-Street Car Park Length of Stay Restrictions	Medium Term	Medium Term	-
Off-Street Charges (Pay and Display)	Short Term	Medium Term	-
On-Street Parking Length of Stay Restrictions	Medium Term	Medium Term	-
On-Street Parking Charges (Pay and Display)	Short Term	Medium Term	-
On-Street Parking Kerbside Management	Long Term	Long Term	-
Implementation of DPE	Short Term	Medium Term	Long Term
TRO Amendments	Short Term	Medium Term	Long Term
Monitoring Need for Residents Parking Permit Schemes	Medium Term	Long Term	-
Monitoring Need for Controlled Parking Zones	Medium Term	Long Term	-
Monitoring Need for Workplace Parking Licensing Scheme	Medium Term	Long Term	-
Implementation of Exemptions and Bans on Pavement Parking	Medium Term	Medium Term	Medium Term

Key

Short term: up to 3 years

Medium term: 3 to 6 years

Long term: 6 to 10 years

Consistent Approach

7.13.3 The previous paragraphs have explained a number of approaches available to the Council in relation to parking which can be adopted in isolation but, more likely, in parallel. It is important that any measures the Council adopt are consistent and transparent so as to be easily understood by users and maintain equity across the area.

Financial Case

7.13.4 A separate financial business case for parking management will be required to consider further the potential introduction of any of the following measures:

- Introduction of DPE
- Introduction of parking charges (pay and display)
- Introduction of workplace parking licencing scheme (workplace parking levy)
- Residents Parking Permit Schemes

7.13.5 The business case should consider the financial case for the introduction of these measures with a focus on achieving policy objectives, rather than generating income for the Council. These schemes would only be introduced if they can demonstrate they contribute to economic, social and environmental policy objectives without being a financial burden to the Council.

7.13.6 Capital and operating costs should be considered along with likely revenue generated. It is envisaged that any profit made by the Council will be reinvested in the transport network, whether that be parking infrastructure or sustainable travel.

7.13.7 Parking charges are likely to be a key tool in encouraging sustainable travel choices but must be applied in a manner which if fair, equitable and transparent while recognising that, for some, car travel is the only viable option.

8 Delivery Plan

8.1 Timescales

8.1.1 The interventions set out in Chapter 7 will be taken forward and implemented in accordance with the indicative timescales it defines. This focusses the immediate actions upon the larger settlements with a sliding scale of delivery where the simpler, easier to deliver measures are implemented initially and the more large-scale interventions are implemented over a longer timeframe. Subsequently, the smaller settlements will be the focus for latter attention once the main interventions in the larger settlements have been implemented.

8.1.2 It is anticipated that the strategy will be implemented over a period of up to 10 years with the majority of interventions in the larger settlements being scheduled for the initial 3-year period then implemented fully over the period up to 6 years. In the smaller settlements, most interventions will be implemented in the 3-year to 10-year period.

8.2 Funding

8.2.1 The measures will be delivered making use of existing Council capital and revenue funding budgets and any additional funding sources that can be identified during the lifetime of the strategy. In addition, to support the implementation of Decriminalised Parking Enforcement (DPE), a business case will be prepared to examine the range of funding options and scenarios that are available to enable a commercially viable scheme to be delivered. This may lead to additional funding sources being identified and / or delivery of a DPE scheme. It is not envisaged that it will create an operating surplus that could assist in implementing other elements of the Parking Strategy. The Council will seek to explore all potential funding opportunities to support delivery of this Strategy.

9 Abbreviations

Abbreviation	Meaning
CPZ	Controlled Parking Zone
DPE	Decriminalised Parking Enforcement
LDP	Local Development Plan
LTS	Local Transport Strategy
NPPG	National Planning Practice Guidance
NTS2	National Transport Strategy 2
PCN	Penalty Charge Notice
RTS	Regional Transport Strategy
SCOTS	Society for Chief Officers of Transport in Scotland
SESPlan	South East Scotland Strategic Development Plan
SESTran	South-East Scotland Transport Partnership
The Council	West Lothian Council
TRO	Traffic Regulation Order
LTS	Local Transport Strategy

West Lothian Council

Equality Relevance Assessment

1. Details of proposal	
Policy title	Development of Parking Strategy
Lead officer	Gordon Brown – Roads and Transportation Service Manager
Date relevance considered	5 December 2022

2. Does the council have control over how this policy will be implemented?			
YES	✓	**NO**	

3. Do you have evidence or reason to believe that this policy will, or may potentially:	
General Duties	**Impact on equality (Yes or No)**
Reduce or increase discrimination, victimisation or harassment against people covered by the equality protected characteristics?	Yes
Reduce or increase equality of opportunity between people who share an equality protected characteristic and those who do not?	Yes
Provide opportunity to improve good relations between those who share an equality protected characteristic and those who do not?	Yes

4. Equality impact assessment required? (**Yes** to any of above = full assessment recommended)			
YES	X	**NO**	

5. Decision rationale

Implementation of measures and policy recommendations in the Parking Strategy are likely to have an impact on people with protected characteristics, including older people and people with disabilities. Parking availability and enforcement could impact on accessibility to key services for these groups.
Furthermore, proposals seek to improve road safety in locations where currently illegal or inappropriate parking creates a hazard, offering benefits to various groups.
Introduction of parking charges could have impacts on people on low incomes or in vulnerable situations.

A full impact assessment is required.

- **No assessment required – process ends**
- **Assessment required – continue to next section**

Equality Impact Assessment

1. Details of proposal	
Details of others involved	Gordon Brown – Roads and Transportation Service Manager Stantec UK - Consultant
Date assessment conducted	5 December 2022

2. Aims of the proposed change to council policy or resources

In order to manage parking demand and behaviour, support local economies and communities and support the transition of drivers to electric vehicles the Council are developing a parking strategy to set out parking policy and measures.

3. What equality data, research or other evidence has been used to inform this assessment?

Evidence was collected via an online survey open to the public. The online questionnaire included questions relating to protected characteristics, including age, disability, gender and ethnicity. Accessible options for completing the questionnaire were also made available, including via phone

Face-to-face surveys were also undertaken in key locations to gather public opinion and inspect locations.

Key stakeholders were invited to workshop sessions, and to complete the online questionnaire; invitees included the following relevant groups and organisations (non-exhaustive):

- Day care centres
- Family centres
- Community transport organisations
- Alzheimer Scotland
- Carers of West Lothian
- Disability West Lothian
- Lothian Community Transport Services
- West Lothian 50+ Network
- West Lothian Women's Aid
- Disability Forum

Parking beat surveys were carried out, and data collected included the number and usage of disabled parking bays in surveyed locations.

4. Details of consultation and involvement

Consultation was carried out through an online survey, face to face surveys and workshop sessions, as detailed in Section 3.

5. Issues identified and 'protected characteristics' impact

(Covering: age; disability; gender; gender identity; pregnancy and maternity; race; religion or belief and sexual orientation equality)

Changes to parking availability and enforcement of parking restrictions may affect the distance from their destinations people with protected characteristics can park.

In addition, changes to parking restriction, enforcement and parking related measures may affect the availability of blue badge spaces, disabled bays in public car parks and electric vehicle charging used by some members of protected characteristic groups.

Furthermore, proposals seek to improve road safety in locations where currently illegal or inappropriate parking creates a hazard, offering benefits to various groups.

The changes should overall improve the experience of members of protected groups, with measures intended to increase space availability and remove obstruction of pavement by illegal parking or poor parking behaviour.

Introduction of parking charges could have impacts on people on low incomes or in vulnerable situations. Prior to the introduction of any parking charges, a detailed business case will be prepared, to consider the financial case for the introduction of these measures with a focus on achieving policy objectives, rather than generating income for the Council. These schemes would only be introduced if they can demonstrate they contribute to economic, social and environmental policy objectives. An EqIA will also be prepared and will form a material consideration in the decision-making process.

On this basis, the overall impacts of the parking strategy are expected to be positive for members of protected characteristic groups.

6. What measures are in place to monitor the actual impact following implementation?
The Parking Strategy sets out recommended monitoring, which includes proactive and reactive monitoring by the West Lothian Council Roads and Transportation Service. Queries and complaints received by the Council in particular will provide information on issues encountered by members of the public.
7. Recommendation
■ Implement proposal with no amendments ☐ Implement proposal taking account of mitigating actions (as outlined below) ☐ Reject proposal due to disproportionate impact on equality
8. Mitigating actions and additional outputs
No mitigation actions required

- **Equality impact assessment completed**

West Lothian Parking Strategy

Preliminary Strategic Outline Business Case

On behalf of **West Lothian Council**

Project Ref: 330610067 | Rev: 3 | Date: February 2023

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Document Control Sheet

Project Name: **West Lothian Parking Strategy**

Project Ref: **330610067**

Report Title: **Preliminary Strategic Outline Business Case**

Doc Ref: **330610067/BC**

Date: **13 February 2023**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1	12.12.2022	First draft	NB	SW	AN
2	13.02.2023	Final	NB	SW	AN
3	15.02.2023	Final	NB	SW	AN

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1 Introduction

1.1 Background

1.1.1 Parking is an area of transport policy which has a far-reaching effect, but often goes somewhat unnoticed unless a particular problem occurs.

1.1.2 Parking provision and locations can both positively and negatively influence the attractiveness of an area for shoppers, access for people with varying mobility needs, the level of active travel within an area and the visual impression given to visitors. It also has an influence on environmental issues: the level of private car use within an area is linked to parking availability at a journey origin and destination, air quality can be affected by drivers circulating to find parking; parking can act as a severance effect if poorly managed; and the availability of charging infrastructure can affect people's choices for a new vehicle.

1.1.3 Inappropriate parking behaviour, or illegal parking behaviour, can cause congestion and adversely affect road safety. In particular, obstruction of the highway or obscured visibility at junctions can cause danger for other road users. Parked vehicles can make it more dangerous for pedestrians to cross roads, particularly for children and in congested areas around schools.

1.1.4 For these reasons, a Parking Strategy has been developed by Stantec UK for West Lothian Council (the Council), which examines the potential ways in which parking can be best managed within West Lothian to support economic development, enable access to places people want to travel; help the management of the road network; and ensure public safety. The Parking Strategy seeks to translate evidence-based issues and create specific interventions that might be delivered by the Council, primarily across the urban areas of West Lothian. It gives guidance and makes recommendations on parking needs, parking management, addresses competing issues and gives clear advice on best practice solutions. It also relates parking to the Council's Corporate Plan and relevant policies.

1.1.5 The evidence gathered for the Parking Strategy has been collected during 2022, with on-street parking and Council-owned off-street parking places surveyed in August 2022. Site visits and consultations were also undertaken between May and July 2022. Secondary data analysis and a review of relevant literature has also been undertaken to supplement the findings.

1.2 West Lothian

1.2.1 "West Lothian, formerly a county of East Central Scotland and known as Linlithgowshire, has long been synonymous with industrial progress. The area was at the centre of the world's first oil boom in the Victorian era when underlying oil shale was exploited to literally fuel the Industrial Revolution. Shale extraction and associated industries produced much sought after products including candles, paraffin and engineering lubricants. From the 1840s, extensive deep mining - first ironstone, then coal and shale - as well as foundries, brickworks and railways changed the face of the county. These industries provided mass employment and brought substantial investment to the area.

1.2.2 However, as markets changed and technology advanced after the First World War, these industries went into terminal decline, leaving behind a legacy of small mining towns and a landscape dramatically altered by its industrial past. Today, this is reflected in the many 'main street' townscapes, traditional miner's rows and the highly distinctive red shale bings, most notably the Five Sisters, a scheduled monument at the heart of West Lothian.

1.2.3 West Lothian experienced a second major industrial renaissance after the Second World War, the catalyst in this instance being the designation of the small village of Livingston Station as the kernel of the fourth Scottish New Town. It was largely conceived to accommodate the post-war population overspill from Glasgow, attract new industry and provide thousands of people with a better quality of life. "Make it in Livingston" was the simple yet effective advertising slogan adopted by Livingston Development Corporation. The growth of Livingston has radically altered the local landscape and has had a significant social, cultural and economic impact on West Lothian and the Edinburgh city region as a whole.

1.2.4 In the early 1960s, in an effort to address high levels of unemployment, the British Motor Corporation was incentivised by government to build a major new truck and tractor plant in Bathgate and by the 1970s it employed more than 7,000 people. Regrettably, the plant struggled to remain viable, eventually closing in 1986. Bathgate suffered the loss of a second major employer in the same year when electrical company Plessey left the town. At the time, these events had a devastating impact, both socially and physically, but the area has re-invented itself in the intervening years, first benefitting from inward investment associated with "Silicon Glen" in the 1990s and more recently by diversifying into many different employment sectors.

1.2.5 It can be seen that West Lothian has actively managed and facilitated change over many decades. It has moved on from its industrial past and built on its post-industrial legacy to re-emerge as a progressive and diverse place for people to live and work.

1.2.6 West Lothian is strategically located in the Central Belt of Scotland and is well served by a number of motorways and trunk roads and it has direct rail links from twelve rail stations to Edinburgh, Stirling, Glasgow and beyond. West Lothian's central location and excellent business and labour market connections make the area an important economic hub. 60% of Scotland's population live within one hour of West Lothian making for easy access to customers and suppliers."

Source: The West Lothian Local Development Plan 2018

1.3 Parking Strategy Development

1.3.1 The Parking Strategy has been prepared in a manner consistent with the principles set out in the Scottish Transport Appraisal Guidance[1] (STAG) - the Scottish Government's best practice advice in the development and appraisal of transport projects and strategies.

1.3.2 The policies suggested within the strategy have been developed through an evidence-led approach, using data collected through recent surveys of the local area that identify key patterns of parking behaviour such as, capacity, duration of stay, and occupancy of car parks.

1.3.3 With the substantial changes in travel behaviour and working patterns that have occurred as a result of the Covid-19 pandemic, the Parking Strategy has been developed during a period of considerable change. While this presents challenges in understanding how long-term travel behaviour might differ from previous patterns, it also presents significant opportunities to influence travel behaviour and instigate positive change that can achieve policy aspirations.

1.4 Business Case

1.4.1 This Preliminary Strategic Outline Business Case report is closely linked to the Parking Strategy and has been prepared in accordance with the HM Treasury Five Case Model; the UK public sector best practice approach to developing business cases.

1 Scottish Transport Appraisal Guidance, Transport Scotland, 2008

1.4.2 The guidance states that the Business Case is a working document which must be developed and revisited over the duration of the scheme. This Preliminary Strategic Outline Business Case has been prepared to inform the Parking Strategy and, as it covers a wide range of policy measures, is high-level in nature. The Business Case should be refined and updated as individual schemes are to be taken forward.

1.4.3 There are a large range of complex measures available to the Council in terms of managing parking and these are outlined fully in the Parking Strategy. The main identified measures where preparation of a detailed business case is considered to be appropriate are:

- Decriminalised Parking Enforcement
- Workplace Parking Licensing Act [Noting that the Council has currently no intention of introducing this measure]
- Parking Charges
- Residents' Parking Permit Schemes
- Controlled Parking Zones

1.4.4 Using the five-case model, it reviews each option and provides high-level information to inform how each option should be taken through the business case process, with the next stage being a scheme-specific Strategic Outline Business Case.

1.4.5 The Parking Strategy identifies Decriminalised Parking Enforcement (DPE) as a measure that the Council is likely to seek to implement in order to effectively implement the Parking Strategy. The other four measures included in the list above are less likely to be taken forwards, particularly at this time, and detailed information such as coverage, charge rates etc. have not been determined. These measures should be considered on a case-by-case basis to address issues in particular locations and evaluated for suitability prior to introduction.

1.4.6 On this basis, the Business Case looks at DPE in greater detail, including broad costs, whereas a higher-level review of Workplace Parking Licensing, Parking Charges, Residents' Parking Permit Schemes and Controlled Parking Zones has been undertaken.

2 The Strategic Case

The purpose of the strategic dimension of the business case is to make the case for change and to demonstrate how it provides strategic fit. Demonstrating that the scheme provides synergy and holistic fit with other projects and programmes within the strategic portfolio requires an up-to-date organisational business strategy that references all relevant local, regional and national policies and targets.

2.1 Current Parking Pressure

2.1.1 To support the development of the Parking Strategy, both questionnaire surveys and parking beat surveys were undertaken. Key parking challenges that have been identified are summarise in the following section.

Main Town Centres

2.1.2 With less enforcement of parking offences taking place since Police Scotland ceased their Traffic Warden Service, more people are parking illegally or inappropriately, which is antisocial and dangerous. This is evidenced via the collection of parking data and through instances reported during recent surveys. For example, despite its reduced ability to undertake parking patrols, Police Scotland fined ten drivers in a one-hour period in Bathgate following a complaint, indicating that illegal parking acts are taking place in focused areas which could be reduced through more comprehensive enforcement of parking and waiting controls.

2.1.3 In general, there is a plentiful supply of parking in West Lothian and so the parking issue in West Lothian is not one of an inadequate balance of supply to demand but instead one of inappropriate and under-managed parking places where drivers are attempting to park within closer proximity to town centres, where there are competing demands on the scarce availability of land. Vehicle parking therefore cannot necessarily be accommodated in close proximity to the journey destination.

Livingston, Polbeth and West Calder

2.1.4 The questionnaire surveys highlighted that the majority of drivers in Livingston, who responded to the survey, experience issues relating to parking. Issues occur across all location types, generally relating to inappropriate parking, particularly on pavements (49%) and around schools (38%), and cars obstructing the carriageway whilst seeking a parking space (37%).

2.1.5 Livingston North Station has had a number of parking issues arise over the years with illegal parking in and around the station car park. Following complaints from the public, Police Scotland has become involved in carrying out regular parking checks. The illegal parking has been noted as creating a danger for pedestrians and other road users with reduced pavement space forcing pedestrians onto the carriageway.

2.1.6 Car parking permits were introduced in December of 2018 at St John's Hospital in Livingston reducing the number of parking spaces available for staff, however many staff still chose to drive and park either in the visitors' car park or off site. Despite a number of measures having been introduced to alleviate parking pressures in the area (including a parking agreement with Livingston Football Club, bus shuttle services and proposals for a 65-space multistorey car park), it is expected that parking issues will not be fully resolved, and other options may need to be considered.

Bathgate and Blackburn

2.1.7 The questionnaire surveys highlighted that the majority of drivers in Bathgate, who responded to the survey, experience issues relating to parking. Issues relating to parking occur across all location types. 52% of respondents experience issues with inconsiderate pavement parking and 44% with illegal parking on double yellow lines. 46% felt there were problems with drivers parking on school keep clear markings.

2.1.8 Bathgate has accessible parking close to the town centre, however despite the car parks located just off the town centre, shoppers still tend to ignore them and park inappropriately on double yellow lines and in bus stops. Inappropriate parking was reported on North Bridge Street, ignoring the double yellow lines and bus lane markings. Shoppers choose to park as close as possible to these shops in the town centre as opposed to the car parks provided, which is a safer option and remains free of charge at the point of use.

2.1.9 Inappropriate and illegal parking obstructing the carriageway and pavement was observed on North Bridge Street/Hopetoun Street and Whitburn Road.

2.1.10 Peak demand at Mansefield Street car park exceeds capacity, with informal additional parking observed at these times. However, other car parks are underutilised, including Mill Road, which is in close proximity. This appears to be reflective of people's desire to park as close as possible to their destination.

Broxburn and Uphall

2.1.11 The questionnaire surveys highlighted that most drivers in Broxburn, who responded to the survey, experience issues relating to parking. Issues occur across all location types. The most prevalent issues related to inappropriate parking on pavements (47%) and illegal parking on double yellow lines and antisocial parking across driveways (both 43%).

2.1.12 Broxburn has accessible car parks located near to Main Street, but it was observed that some drivers tended to ignore this and park inappropriately on double yellows and in bus stops, sometimes mounting pavements, causing pedestrians to have limited space to walk.

2.1.13 Parking capacity within Broxburn is considered sufficient, but drivers were observed parking as close as possible to their destinations, including obstructing bus stops, making it difficult for the bus to stop and causing congestion particularly at locations on the Main Street around the Post Office.

Linlithgow

2.1.14 The questionnaire surveys highlighted that most drivers in Linlithgow, who responded to the survey, experience issues relating to parking, and these occur across all location types. Parking on double yellow lines and pavement parking were highlighted as the biggest issues (57% and 54% respectively), with significant proportions of people also experiencing issues associated with parking in bus stops (52%), single yellow line parking (50%), pavement parking (49%), and school keep clear markings (44%).

2.1.15 The SEStrans Park and Ride Strategy identifies the Linlithgow Park and Ride site as having approximate parking utilisation of over 100%. The strategy outlines that the station has a high frequency of trains and is unique in West Lothian for providing direct access to Edinburgh, Glasgow and Stirling. These factors are likely to result in a higher demand for the Park and Ride facilities offered at Linlithgow train station.

2.1.16 An Air Quality Management Area is in place in the town due to historically poor measured air quality. In recent years, air quality objectives have been met, and so a detailed assessment is currently being carried out to assess if the existing AQMAs should remain in place.

2.1.17 Air quality is negatively affected by the large number of short cross-town journeys made by car, and high volumes of stop-start east-west traffic through the town, which has no practical alternative route. The journey time results through the town partly reflect the problem of commuters parking in and around the high street, narrowing and hence reducing the traffic flow dispersion.

2.1.18 Average length of stay varies considerably across the various car parks within Linlithgow. The Regent Square car parks both have average parking durations of over 7 hours, whereas all other car parks have an average of between 2 and 3.5 hours. Due to their proximity to Linlithgow Station, it is likely that the Regent Square car parks are used by commuters travelling by train, whilst other car parks are used by drivers with a purpose in Linlithgow.

2.1.19 Peak demand at both Regent Square car parks exceeds capacity with informal additional parking observed at these times. This potentially reflects insufficient parking capacity compared to demand for access to Linlithgow Station.

Armadale

2.1.20 The questionnaire surveys highlighted that most drivers in Armadale who responded to the survey experience issues relating to parking and these occur across all location types. Pavement parking was the biggest issue, with 63% of respondents finding this a problem, followed by parking on double yellow lines (48%), parking on school keep clear markings (47%) and parking over driveways (45%).

2.1.21 The car park allocated to the train station is free of charge and appears to have high capacity. The peak time for boarding the train was observed between 07:30hrs and 08:30hrs and many of the people appeared to walk to the station or were dropped off by car. Survey respondents reported that parking is not considered to be an issue due to the availability of spaces at the car park and the absence of parking charges.

2.1.22 The local centre of Armadale is where the A89 crosses the B8084. This area consisted mainly of shops and amenities such as the doctor's surgery, community centre and leisure centre. The car parks closest to the centre were observed to have substantial residual capacity during a weekday. There was a high incidence of pavement parking outside the health centre / doctor's surgery on North Street.

2.1.23 Parking was not reported as a major issue for many, as many people walked to the town centre, but pavement parking has been an issue.

Whitburn

2.1.24 The questionnaire surveys highlighted that most drivers in Whitburn, who responded to the survey, experience issues relating to parking, and these occur across all location types. Pavement parking was the biggest issue with 46% of respondents finding this a problem, closely followed by parking on double yellow lines (42%) and parking over driveways (40%).

East Calder

2.1.25 The questionnaire surveys highlighted that most drivers in East Calder, who responded to the survey, experience issues relating to parking and these occur across all location types. 37% of drivers identified pavement parking as an issue, whilst double parking and parking on double yellow lines were experienced by 34% and 33% of people respectively.

2.1.26 Residents reported that the traffic calming and parking restrictions which have been implemented near Tesco are generally not adhered to. Respondents advised that, in their opinion, the reduction of cars parking on both sides of the road has actually caused cars to speed up as they feel they have more room on the road. The increase in car speed due to congestion reduction was considered by residents to be a hazard for shoppers and the nearby primary school.

2.1.27 Another identified issue with parking is the area of road in front of the Scotmid Co-op. Parking was reported on the pavement, double yellow lines, pedestrian crossing zig-zag lines and bus stops by drivers wanting to park as close to the shop as possible. This reduces accessibility on the pavements and creates a dangerous situation on the roads in the centre of town.

Other Settlements

2.1.28 Amongst the smaller settlements and rural areas, a large proportion of survey respondents indicated they had problems with pavement parking, parking on double yellow and single yellow lines, across driveways, in bus stops and on school markings. Some of these issues are not indicative of problems local to their dwelling, as no double yellow lines or school markings are present within the settlement, but in those cases it indicates problems with parking which indicate an over-reliance on private car use from the settlement and therefore a necessity to commute or travel elsewhere, and exacerbation of parking issues in larger settlements.

2.1.29 In particular, access to rail stations is likely to increase parking demand in larger settlements where stations are not available elsewhere, and thereby increase the pressure on parking in the vicinity of the stations in neighbouring settlements with a station. Travel into Linlithgow from surrounding areas was noted as fitting this profile.

2.2 Future Parking Pressure

2.2.1 West Lothian has one of the fastest growing and youngest populations in Scotland, reflecting the area's location, strategic transport connections and attractiveness as a place to invest, live, work, and visit.

2.2.2 The extant Local Development Plan states that West Lothian's population is currently in the region of 176,000 and is predicted to increase to 183,000 by 2020, a rise of nearly 4% compared to a projected increase in population for Scotland as a whole of around 3% during the same period. The number of households in West Lothian is also projected to increase with a 17% increase anticipated between 2012 and 2037.

2.3 Parking Strategy Objectives

2.3.1 The Parking Strategy objectives have been developed taking into consideration national ambitions, regional goals and local aspirations, as well as extensive consultation with stakeholders and the public, and are outlined below.

- **Objective 1:** Provide and maintain local public parking facilities as part of the wider managed transport network to assist in facilitating fair and affordable access to services, promoting equality for those living, learning, working, trading and visiting our communities.

- **Objective 2:** Contribute towards delivering carbon net-zero environment within West Lothian by developing and delivering progressive, modern and innovative parking solutions. Solutions must be adaptable to the effects of climate change and help promote cleaner and greener travel choices

- **Objective 3:** Deliver improvements in the format, appropriateness, reliability and efficiency of publicly operated parking facilities in West Lothian using technological innovation as appropriate

- **Objective 4:** Through design, adaptation, and implementation of current and new facilities improve the safety and security of public parking areas and the safety of those communities that use them and the road network around them

- **Objective 5:** As part of a co-ordinated public travel network, including the management and provision of public parking places within West Lothian, enable people to make healthy travel choices and help make our communities great places to live

2.4 Policy Context

2.4.1 A full review of relevant national, regional and local policy is included in the Parking Strategy and is summarised in this section.

National Policy

2.4.2 The Parking Strategy objectives are closely aligned to the priorities and outcomes of **National Transport Strategy** and will seek to reduces inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing. It will also be delivered in accordance with the sustainable travel hierarchy and sustainable investment hierarchy.

2.4.3 The Parking Strategy provides clear guidance on how the Council will prepare for the **Transport (Scotland) Act 2019** and, in particularly the workplace parking licensing scheme and ban on pavement parking.

2.4.4 The Parking Strategy follows the design principles contained in the **National Roads Development Guide** and supports **Designing Streets** when considering the design of new streets, specifically integrated parking.

2.4.5 The Parking Strategy has been prepared to conform with the requirements of the **Equality Act 2010** and **Inclusive Mobility Guidance** to protect disabled people and prevent disability discrimination.

Regional Policy

2.4.6 The Parking Strategy draws on the recommendation in the **SESplan Strategic Development Plan** that parking standards for new development should be used to minimise the generation of additional car traffic.

2.4.7 The Parking Strategy has been prepared by taking consideration of the aspirations of the **SEStran Regional Transport Strategy 2015-2025 (RTS)**, including parking standards and recognition that integrating land-use and transport planning is key. The framework for parking standards, town and city centre parking provision and out of town parking policies in the RTS all feed into the Parking Strategy.

2.4.8 It takes into consideration the issues and measures outlined in the **SEStran Parking Management Strategy**, mainly that parking is not a standalone issue and is linked to land use planning and that parking availability is a key policy instrument in limiting car trips. The Strategy is tailored to the particular characteristics of West Lothian and acknowledges that parking considerations have changed since 2009, for example, the rise in electric vehicle use and anticipated continuing rise of vehicle miles travelled.

2.4.9 The **SEStran Regional Park and Ride Strategic Study** informs the approach to park and ride within the Parking Strategy which is tailored to the particular characteristics and needs of West Lothian. In particular the Parking Strategy will seek to address localised parking issues at existing park and ride sites where there is overspill and excessive parking which impacts on local residential travel networks.

Local Policy

2.4.10 In preparing the Parking Strategy consideration has been given to the policies in the **West Lothian Local Development Plan 2018**, namely parking management in towns and villages and parking levels for new developments. **West Lothian Council's Parking Design Standards** can also be used to support the aims and objectives of the Parking Strategy.

2.4.11 Where the Parking Strategy seeks to discourage car use it is important that viable alternatives, such as walking and cycling, are provided and these are dealt with and promoted in the **Active Travel Plan for West Lothian 2016-2021**.

2.4.12 The Council's **Carbon Management Plan 2015-2020** includes elements which relate to the Parking Strategy, including upgrades to efficiency, encouraging sustainable travel, moving to cleaner power and enabling the switch from fossil fuel-based transport. The Council's approved **Climate Change Strategy 2021-2028** includes an intent to consider the introduction of electric vehicle charging tariffs as part of the development of a wider EV infrastructure plan. The EV infrastructure plan will be used to support future bids to the Electric Vehicle Infrastructure Fund.

2.4.13 West Lothian's **Economic Strategy 2010-2020** highlights the need for an integrated transport network which supports the development of skills and businesses within West Lothian.

2.4.14 The Council's **Equality and Diversity Framework 2021-2025** aims to mainstream equality to tackle discrimination and to advance equality of opportunity and good relations in the workforce and community.

2.5 Control Measures Value Judgement

2.5.1 Each control measure as identified in paragraph 1.4.3 has been judged has been judged against the policy compliance and the stated Objectives for the Parking Strategy (and wider policy that this relates to, as outlined in Section 2.4).

Table 2.1: Strategic Case Scheme Scores

	Decriminalised Parking Enforcement	Workplace Parking Licensing	Parking Charges	Residents' Parking Permit Schemes	Controlled Parking Zone
Objective 1	✓✓✓	✓	✓✓	✓	✓✓
Objective 2	✓✓	✓✓	✓✓✓	✓	✓✓
Objective 3	✓✓✓	✓	✓✓✓	✓✓	✓✓
Objective 4	✓✓	✓	✓	✓✓	✓✓
Objective 5	✓✓✓	✓✓	✓✓✓	✓	✓

3 The Economic Case

The purpose of the economic dimension of the business case is to identify the proposal that delivers best public value to society, including wider social and environmental effects. Demonstrating public value requires a wide range of realistic options to be appraised (the long-list), in terms of how well they meet the spending objectives and critical success factors for the scheme; and then a reduced number of possible options (the short-list) to be examined in further detail.

3.1 Options Appraisal

3.1.1 For each of the five measures being considered there are four potential broad implementation options:

Do Nothing	Option 1	Option 2	Option 3
	Targeted	Moderate	Widespread

3.1.2 For each measure, these options are discussed in the following sections.

3.1.3 At this stage, due to the details of the potential schemes being unrefined, it is not possible to quantify benefits or carry out a value for money assessment for each scheme. Instead, a discussion of the potential for revenue streams, non-monetised benefits and costs is given in this chapter.

3.1.4 To carry out a value for money assessment, schemes will need to be refined, and specific data collection exercises carried out to inform the next stage of the Business Case process.

3.2 Decriminalised Parking Enforcement

3.2.1 Revenue will be raised from DPE via the payment of Penalty Charge Notices (PCNs). Experience from elsewhere suggests that when parking restrictions are first enforced a high volume of PCNs are issued in the first few months and then this fluctuates as people change their habits. Once a PCN is issued, a person has 28 days to pay but that the fine is reduced by 50% if they pay within 14 days. Of course, there are some people who choose to appeal or not to pay and it is assumed there is no revenue from these.

3.2.2 From a review of existing case studies, it can be seen that implementing DPE can facilitate the management of roads, improve network capacity, improve economic viability and opportunity, improve road safety, and assist in the delivery of sustainable transport solutions. It can also contribute to:

- delivering community regeneration by increasing short-stay parking opportunities in town centres and reducing congestion arising from illegally parked vehicles, to enhance access to shops and businesses and create a sustainable and successful local economy
- a high quality natural and built environment
- assistance in the development of well-connected communities with increased use of sustainable forms of transport
- improving the quality and accessibility of public transport

- meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car
- improved community safety by improving compliance with parking restrictions at pedestrian crossings, schools and junctions where visibility can be restricted by illegally parked vehicles

3.2.3 Based on existing policy, it is recommended that the focus of DPE in West Lothian could be:

- a parking operation that favours shoppers, essential business users and residents, whilst discouraging all day parking for commuters in inappropriate locations
- a parking operation that manages parking at key tourist destinations without discouraging visitors
- a parking operation which is financially sustainable
- a parking operation which focuses on those places with the most acute parking problems

3.2.4 Failure to take on DPE powers will mean the Council cannot enforce parking restrictions within West Lothian and presents a real risk that the Parking Strategy objectives will not be achieved. By taking on the powers, the Council have no obligation to carry out any enforcement; they simply have the option to do so. The implementation of the pavement parking restrictions in Scotland will also place an enforcement responsibility on the Council which will have no feasible enforcement mechanism without taking on DPE powers.

3.2.5 It is recommended that the Council applies for the powers and devises an enforcement regime which is not a financial burden (small profit, cost neutral or profitable). Experience from East Lothian and Midlothian shows this is achievable. It is considered that a targeted enforcement of the main towns experiencing problems or moderate enforcement of all towns may be considered. Widespread enforcement across all settlements would be too onerous and is unlikely to be financially viable (not enough revenue to cover operating costs).

	Do Nothing	**Option 1**	**Option 2**	**Option 3**
Scale of Measure	No enforcement	Targeted enforcement	Moderate enforcement	Widespread enforcement
Locations	-	Main towns	All towns	All settlements
Recommendation	×	×	✓	✓

3.3 Workplace Parking Licensing

3.3.1 A workplace parking licencing scheme offers benefits in terms of reducing the incentive to use private cars and incentivisation of workplaces to encourage staff to more sustainable modes where possible, alongside revenue generation to support public transport or schemes within the local transport strategy.

3.3.2 The Transport (Scotland) Act 2019 includes provisions introducing a discretionary power for local authorities to set up workplace parking licensing (WPL) schemes. Each local authority can decide whether they wish to use that power and, if so, to shape proposals to suit local circumstances.

3.3.3 Where a WPL scheme is in place, liable employers are required to obtain a licence from the local authority for each workplace parking place provided for use by employees and certain visitors. A charge may be levied for such a licence on the basis of the number of parking places specified in the licence (except for some nationally defined exemptions such as Blue Badge spaces). Local authorities can use WPL revenues only to cover costs associated with operation of the scheme and to support the policies in their local transport strategy.

3.3.4 As a measure addressing demand management of travel, progressing the delivery of the WPL regulations and guidance supports existing Scottish Government policy commitments. WPL has the potential to encourage the use of more sustainable travel modes, reducing congestion and tackling climate/air emissions. As the net revenue generated by WPL schemes must be committed to support policies in local transport strategies, this policy is also intended to raise revenue that could be used to improve public or active transport, making it more attractive and thus encouraging individuals to use public transport instead of driving.

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3.3.6 Due to the rural nature of West Lothian, it is likely that a large proportion of those driving to work in West Lothian currently have no realistic alternative mode of travel. Whilst the revenue from a WPL would assist in enabling West Lothian Council to better provide for alternative modes, it is unlikely that sufficient public transport connections would be able to be provided to connect the large numbers of small village and hamlets to major employment areas. Therefore, there is a risk that WPL could be perceived to be purely a tax on businesses in West Lothian, penalising them for basing their businesses in this location, risking the potential for businesses to relocate.

3.3.7 In order to further consider a WPL, a Local Transport Strategy should be in place, which will identify how sustainable transport connections would be improved, and surveys of private business car parking should be undertaken.

	Do Nothing	**Option 1**	**Option 2**	**Option 3**
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Businesses with 200+ spaces	Businesses with 100+ spaces	Businesses with 10+ spaces
Recommendation	✓	×	×	×

3.4 Parking Charges

3.4.1 Payment for parking is a mature market with a range of suppliers and operation arrangements available to address the particular needs of West Lothian.

3.4.2 Depending on the operational arrangement there are different levels of decision making and staff involvement required from the council, although in all scenarios involvement in the appeals process would be required.

3.4.3 Payment for parking can provide a balance between parking availability and use of charging to generate funds for maintenance of parking locations and the enforcement of restrictions. If the charging regime is determined by the Council, it can allow for encouragement of particular behaviour and disincentivising of other behaviour. For example, in a town centre shorter stay parking can be offered at a more efficient cost than longer stay parking to encourage a degree of turnover and ensure space availability is higher for visitors and shoppers.

3.4.4 As the market is mature and many options and suppliers can be compared, requiring payment for parking allows the Council to select the product and contractual arrangements which best serve its objectives. Implementation of parking charges should therefore be considered alongside the enforcement powers available to the Council and how charging serves the wider strategy rather than implemented in isolation from other measures. Four scenarios are indicated in the table below

	Do Nothing	**Option 1**	**Option 2**	**Option 3**
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Main town centres	All town centres	All settlement centres
Recommendation	×	✓	✓	×

3.5 Residents Parking Permit Schemes

3.5.1 A range of residents' parking permit schemes using differing methodologies are implemented by neighbouring authorities. A residents' parking permit scheme is implemented by a traffic regulation order and generally involves a nominal charge to residents to obtain a permit to park within the designated parking places. Administration of the permits is through bespoke systems, or proprietary software.

3.5.2 Such schemes have a mixed record in terms of successfully reducing parking congestion, with incidences of parking congestion being pushed beyond the boundaries of the regulated area, or encouraging inappropriate parking in neighbouring areas.

3.5.3 In successful schemes the common characteristic is a clear focus on addressing a well-defined problem and area, avoiding a scope creep and wider displacement of parking as a blanket restriction is imposed. In these cases, the benefits to residents are that space availability and proximity to their dwelling should become more reliable, and this can have subsequent benefits in terms of reducing roaming and circulation of vehicles searching for a space, reducing emissions. The vehicle to door distance being reduced can improve public safety.

3.5.4 It is suggested that there is no blanket approach to the provision of residents' parking permit schemes and that these are considered on a case-by-case basis. Separate business cases should be prepared and schemes should only be introduced where they are not financially onerous to the Council, residents and stakeholders. This means that there is likely to be a

modest cost associated with residents' parking permit schemes to cover the costs of infrastructure (signs and lines), maintenance, adaptation, enforcement and administration costs.

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Case-by-case basis	All settlements	All settlement centres
Recommendation	×	✓*	×	×

* While implementation of residents parking zones is recommended, it is only in cases where the situation is appropriate, and in relation to a well defined scheme addressing a particular problem

3.6 Controlled Parking Zones

3.6.1 As with Resident Parking Permit Schemes a Controlled Parking Zone (CPZ) limits parking within a defined area, the primary difference between the two types of controls is that it is normal for Residents Parking Permit Schemes to be defined to individual streets or sections of road, whereas a CPZ may extend across an area of a Town or City.

3.6.2 The usual deployment of a CPZ is to areas where resident parking permit schemes would result in immediate displacement of the parking problem to adjoining streets and therefore an area-wide control is necessary to manage the level of on-street parking demand. Major attractors such as tourist sites, Hospitals and rail stations in urban areas are examples of cases where a CPZ may provide an effective solution for parking management.

3.6.3 Data gathering, consultation and understanding of the needs of residents and businesses is essential for the effective implementation of a CPZ and defining the area in which a CPZ will be needed. Engagement with major attractor operators to understand issues relating to any provided parking associated with their site for both staff and visitors is recommended to assess alternative options to implementation of a CPZ.

3.6.4 The edges of a CPZ will have usually signage clearly indicating to drivers they are entering a CPZ, and on individual streets within the area there will be a mixture of markings and signage indicating the areas permitted for parking, hours of parking restriction, the limitations on parking duration and period before a return is permitted. Permission can be sought from Transport Scotland for a CPZ area wide treatment which reduces the need for road markings and signage.

3.6.5 Permits for residents are provided so that residents can park reasonably close to their house, and spaces for disabled drivers marked and TROs promoted to make those enforceable.

3.6.6 Potential issues can occur with CPZs due to parking displacement on the edges of the zone, and the implementation of the zone should consider the potential impact on surrounding areas and the area across which the parking issue is likely to impact. The purpose of the CPZ should be designed to provide adequate parking for residents of the area and where appropriate access for visitors. The restrictions can be designed to address the particular type of parking behaviour which is causing a problem.

3.6.7 It is suggested that there is no blanket approach to the provision of a CPZ and each potential zone is considered on a case-by-case basis dependent on the issue. Separate business cases should be prepared, and schemes should only be introduced where they are not financially onerous to the Council. The level of cost associated with CPZ to cover the costs of

infrastructure (signs and lines) and administration costs will vary depending on the scale of the scheme and if an area wide treatment is implemented.

	Do Nothing	Option 1	Option 2	Option 3
Scale of Measure	None	Targeted introduction	Moderate introduction	Widespread introduction
Locations	None	Case-by-case basis	All settlements	All settlement centres
Recommendation	×	✓*	×	×

* While implementation of a CPZ is recommended, this recommendation is limited to issues where a CPZ is identified as the appropriate response

3.7 Summary

3.7.1 A summary of the potential options and the current recommendations for further assessment, based on the likely economic case for each option, is shown in Table 3.1.

Table 3.1 Summary of Options

Measure	Do Nothing	Option 1 Targeted	Option 2 Moderate	Option 3 Widespread
Decriminalised Parking Enforcement	×	×	✓	✓
Workplace Parking Licensing	✓	×	×	×
Parking Charges	×	✓	✓	×
Residents Parking Permit Schemes	×	✓	×	×
Controlled Parking Zones	×	✓	×	×

4 The Commercial Case

The purpose of the commercial dimension of the business case is to demonstrate that the preferred option will result in a viable procurement and a well-structured deal between the public sector and its service providers. Demonstrating a viable procurement requires an understanding of the marketplace, knowledge of what is realistically achievable by the supply side and research into the procurement routes that will deliver best value to both parties.

4.1 Decriminalised Parking Enforcement

4.1.1 It is suggested that DPE should be externally resourced through a formal arrangement and service level agreement with the City of Edinburgh Council. However, as with any delivery plan, the costs, benefits and contractual terms must be fully investigated and compared against other options before any decision is made based on robust financial appraisal and sound judgement.

4.1.2 It should also be noted that both East Lothian and Midlothian Council both operate in this manner and that contractual issues will have already been agreed by the two parties and that there should be some efficiency in respect of agreement of the SLA, simply due to that fact that another bolt-on operation has preceded the process that West Lothian Council would follow.

4.1.3 While it is suggested that enforcement should be contracted out, some element of control will require to be retained by West Lothian Council staff to deal with over-the counter payments, challenges and appeals and the potential for debt recovery / vehicle removals. Whether this can be undertaken utilising existing or additional staff resources will require to be determined and costed within the business case to fully measure running costs against set-up costs.

4.2 Workplace Parking Licensing

4.2.1 The Workplace Parking Licensing Act allows an authority to apply for discretionary powers to set up workplace parking licensing (WPL) schemes. Each local authority can shape proposals to suit local circumstances, and this would allow West Lothian to take on the powers and develop its own approach to the WPL that best fit local circumstances and considered the needs of different settlements.

4.2.2 Where a WPL scheme is in place, liable employers are required to obtain a licence from the Local Authority for each workplace parking place provided for use by employees and certain visitors, which would need a registration system and administration by the council. A charge may be levied for such a licence on the basis of the number of parking places specified in the licence, and this funding would allow covering of the costs of operation of the scheme. As WPL revenues can cover costs associated with operation of the scheme and to support the policies in their local transport strategy, some of the WPL approach be designed to fund encouragement of non-car modes.

4.2.3 WPL schemes have not yet been widely implemented in the UK. There is currently only one operational scheme, and on this basis it is suggested that the development of a WPL scheme should follow consultation of neighbouring authorities who may be investigating this approach and developing plans for implementation. Liaising with Nottingham City Council, which runs a Workplace Parking Levy scheme, is recommended, as there are likely to be lessons learnt with regards to scheme implementation that could be shared and would be applicable to a similar scheme in West Lothian.

4.3 Parking Charges

4.3.1 Payment for parking is a mature market with a range of suppliers and operation arrangements possible for machine supply and maintenance. From the experiences of other Local Authorities in neighbouring and nearby areas of Scotland, the move towards cashless payment should be considered when evaluating competing operators, alongside payment via app or phone.

4.3.2 Civil Enforcement Officers (or parking wardens) serving to enforce parking charges can also be employed to undertake other duties such as enforcement of DPE, providing a potential synergy between these two parking management approaches.

4.4 Residents Parking Permit Schemes

4.4.1 Example schemes in similar authorities are administered by council staff and a database or registry of permits issued held by the council. There are a variety of methods for production and issue of permits, which could be considered to evaluate which approach would match the scale of implementation and scheme design.

4.4.2 The charging for permits requires a system be available to make such payments, and the charges made can cover the costs of administration for the authority.

4.5 Controlled Parking Zones

4.5.1 Example schemes in other authorities are administered by council staff and a database or registry of permits issued held by the council. There are a variety of methods for production and issue of permits, which could be considered to evaluate which approach would match the scale of implementation and scheme design.

4.5.2 It is recommended in the SEStrans Parking Management Strategy that resident permits within a CPZ should be provided free of charge, which imposes an additional element of cost as a mechanism to assess proof residence is needed to process permit requests. Therefore the only revenue generated for the Council will come from parking enforcement resulting in penalty charge notices and is likely to operate at a cost to the authority.

5 The Financial Case

The purpose of the financial dimension of the business case is to demonstrate the affordability and funding of the preferred option, including the support of stakeholders and customers, as required. Demonstrating the affordability and fundability of the preferred option requires a complete understanding of the capital, revenue and whole life costs of the scheme and of how the Deal will impact upon the balance sheet, revenue and expenditure and pricing arrangements (if any) of the organisation.

5.1 Decriminalised Parking Enforcement

5.1.1 The costs associated with DPE are highly dependent on the specifics of scheme operation, and this results in financial projection of the performance of a generic DPE scheme in West Lothian difficult to predict. The approach taken to assess the potential financial performance of a scheme an assessment of other schemes in operation elsewhere over the period 2016 to 2021 has been undertaken to understand whether in principle it should be feasible to develop a cost-neutral DPE operation within West Lothian.

5.1.2 Table 5.1 shows a simple assessment of whether parking operations including pay and display and DPE operations have run at a surplus or a loss for authorities as reported by Transport Scotland. Figures for expenditure are not disaggregated between DPE and Pay and Display operations and therefore comparison has been undertaken between the parking schemes as a whole.

5.1.3 The overall outlook for DPE operation was that around 80 per cent of authorities operating DPE were operating at a surplus up to the Covid-19 pandemic. The massive disruption of lockdowns and travel restrictions reduced revenue to a very large degree in 2020-2021. Even those schemes operating at a deficit often only operated at a small deficit, and often managed to operate at a surplus in subsequent years. This indicates that even when initial costs are in excess of revenue, refinement of scheme operations over time can improve the revenue/expenditure balance.

Table 5.1 Surplus/deficit of parking in authorities with DPE
[Green is surplus, red is deficit, white is no DPE]

Authority	2016-17	2017-18	2018-19	2019-20	2020-21
Aberdeen City					
Angus					
Argyll & Bute					
City of Edinburgh					
Dundee City					
East Ayrshire					
East Dunbartonshire					
East Lothian					
East Renfrewshire					
Falkirk					
Fife					
Glasgow City					
Highland					
Inverclyde					
Midlothian					
North Lanarkshire					
Perth & Kinross					
Renfrewshire					
South Ayrshire					
South Lanarkshire					
Stirling					

5.1.4 There is no single reason a parking operation operated at a surplus and each operation is different both operationally and geographically, but it can be observed that in general urban areas were more resilient during the travel restricted period. Focus on the highest concentration of population and demand correlates with successful financial performance for a DPE operation.

5.1.5 The realignment of travel behaviours due to work and living pattern changes over the pandemic period is likely to have significant impact on the revenue and usage patterns of parking across all authorities. Therefore, the retrospective data should be taken as indicative rather than predictive. General trends in terms of population, job and amenity locations will not have entirely changed however and therefore in coming years it is expected that most authorities operating DPE are likely to return to a surplus.

5.1.6 Operation of DPE seems generally to operate at a surplus when a sizeable pay and display operation operates alongside DPE. This makes logical sense, as enforcement of DPE will encourage use of off-street car parks to avoid penalty charge notices and conversely a lack of DPE enforcement is likely to undermine pay and display revenue as illegal parking for free is likely to be preferred by some drivers. Areas where pay and display was in operation is shown in Table 5.2:

Table 5.2 Pay and Display operation in place

Authority	2016-17	2017-18	2018-19	2019-20	2020-21
Aberdeen City					
Angus					
Argyll & Bute					
City of Edinburgh					
Dundee City					
East Ayrshire					
East Dunbartonshire					
East Lothian					
East Renfrewshire					
Falkirk					
Fife					
Glasgow City					
Highland					
Inverclyde					
Midlothian					
North Lanarkshire					
Perth & Kinross					
Renfrewshire					
South Ayrshire					
South Lanarkshire					
Stirling					

5.1.7 The next stage of scheme development for the business case for DPE should take lessons from the schemes where a surplus was achieved in comparator authorities. The key lessons and their applicability for West Lothian should be understood to develop a plan for DPE operation which takes a lead from success elsewhere. In summary the themes emerging from the data published by Transport Scotland are:

- DPE operations in isolation are less likely to operate at a surplus, Pay and Display operates synergistically with DPE
- DPE operations which operate at a deficit can improve over time to operate at a surplus
- Urban areas are most likely to operate DPE at a surplus
- Most areas can operate DPE without a deficit, including less urban areas
- The disruption to travel patterns during the pandemic was considerable and previous data is going to be less reliably predictive than pre-pandemic trends

5.1.8 To give an indication of operational cost examples is provided below to give an understanding of the scale of operational costs involved in a DPE scheme on the scale of a likely operation within West Lothian.

Example Operating Costs, Decriminalised Parking Enforcement (West Lothian Council Operated)

5.1.9 The cost estimates below are high level estimates provided by the Council based upon assumptions contained within the South Ayrshire Council DPE business case and have not been tested fully for the West Lothian situation. More detailed cost estimates will need to be prepared to inform the Business Case process as the scheme is refined.

5.1.10 The assumptions for this set of cost estimates are:

- Operational Management: A car parking supervisor post (1FTE @ £33,000/annum year 1), with costs increasing at 3% per annum
- Enforcement: 5 wardens + associated overhead operating costs (circa £33,800/warden + overheads), with costs increasing at 3% per annum
- Ticket processing:
  - costs assumed to be escalating from £7.50 to £8.44 per PCN (increasing at 3% per annum
  - PCNs will initially be issued at 6,000 per annum (i.e. twice the level issued by police in previous three years) decreasing by 15% after year 2 then stabilising
  - 72% of PCNs paid without contesting (10% at £60, 60% at £30 and 2% at £90)
  - 28% of PCNs will be contested or appealed (recovered at an estimated average rate of £22.68 per PCN)
  - Assumes full operation from day 1 of year 1

5.1.11 Operating costs are expected to comprise operational management, enforcement and ticket processing. High level cost estimates are shown in Table 5.3 to 5.4.

Table 5.3 West Lothian Council DPE Operating Costs – Annual and One-off

West Lothian Council Costs (Estimated)[2]		
Capital and start up expenditure	One-off cost expected in initial scheme implementation, including signage and road marking	£490,000 (One-off cost)
Operational Management		£33,000 (Annual cost)
Enforcement	Includes enforcement staff, solicitor, digital services, admin and other internal support as required	£169,000 (Annual cost)
Ticket processing		£43,000 (Annual cost)
	Total Cost	£490,000 (One-off) £246,000 (Annual)

[2] Data provided by West Lothian Council – February 2023

Table 5.4 Indicative Ongoing DPE Annual Operating Revenue & Costs Balance Sheet
[cost expected to increase at approximately 3% per annum]

	Total Annual Cost (Estimate)[3]		
Year	**Revenue estimate**	**Cost estimate**	**Net cost**
Year 1	£193,000	£246,000	£53,000
Year 2	£193,000	£255,000	£62,000
Year 3	£164,000	£256,000	£92,000
Year 4	£164,000	£263,000	£99,000
Year 5	£164,000	£271,000	£107,000
		Cumulative 5 year deficit	**£413,000**

Example Operating Costs, Decriminalised Parking Enforcement Partnership (City of Edinburgh Council operated on behalf of West Lothian Council)

5.1.12 The cost estimates below are high level estimates based on schemes that have been implemented in other Local Authorities. More detailed cost estimates will need to be prepared to inform the Business Case process as the scheme is refined.

5.1.13 Operating costs are expected to comprise an annual fee paid to the City of Edinburgh Council to undertake DPE enforcement, and direct costs incurred by West Lothian Council to advertise and support the scheme, as well as maintain assets. High level cost estimates are shown in Table 5.5. Th estimation within Table 5.5 does not include for initial capital costs – estimated by West Lothian Council to be in the region of £490,000 (shown in Table 5.3).

[3] Data provided by West Lothian Council – February 2023

Table 5.5 Annual Operating Costs

West Lothian Council Costs (Estimated)		
City of Edinburgh Payment	An annual fee paid to City of Edinburgh Council to cover the cost of managing providing DPE enforcement in West Lothian. This will be reviewed and may be reduced due to man hours required.	£175,000 (Annual cost)
Adjudication Service	This legally requires West Lothian Council employees to be involved	£2,000 (Annual cost)
Debt Recovery	This legally requires West Lothian Council employees to be involved	£3,000 (Annual cost)
Parking Support	Includes solicitor, digital services, admin and other internal support as required	£35,000 (Annual cost)
Parking Manager	Part-time post to be reviewed after a year. This will deal with enquiries to the council regarding parking policy and individual restrictions. It is envisaged (and past experience in other council areas suggest) that there will be an influx of enquiries when enforcement starts.	£30,000 (Annual cost)
Road Markings and Signs	Maintaining existing to required standard to enforce consistently	£10,000 (Annual cost)
PR/ Media/ Comms		£5,000 (Annual cost)
	Total Cost	£260,000 (Annual cost)

5.1.14 Under this operating mechanism, it would be prudent for West Lothian Council to agree with the City of Edinburgh Council to apportion surplus or deficit revenue per annum between the authorities.

Comparison of operating models

5.1.15 The example costs set out in Tables 5.3 to Table 5.5 are theoretical and derived from different assumptions not specific to a scheme or operating conditions in West Lothian in detailed terms but are indicative that there is an expected operating cost of approximately £250,000-£270,000 for DPE implementation within West Lothian. The initial capital costs of establishing DPE on street would be similar irrespective of the operating model.

5.1.16 Table 5.4 provides West Lothian Council's indicative cost to revenue balance and suggests a deficit over 5 years of £413,000. It should be noted that data drawn from Transport Scotland summarised at Table 5.1 indicates that authorities operating under a DPE regime will typically return a surplus after 1-2 years of operation. The West Lothian Council data is therefore anticipated to be pessimistic.

5.1.17 The decision as to which operating model to pursue is therefore one of operating management costs and responsibility rather than a judgment on potential operating revenue. A more robust and authority-specific DPE financial projection should be prepared to inform a detailed Business Case for West Lothian.

5.2 Workplace Parking Licensing Act

5.2.1 As very limited extant scheme information is available, the financial performance and viability of the WPL scheme implementation is difficult to predict with any certainty. However, as the scheme is fundamentally similar to other permit-issuing schemes such as a residential parking permit, it should be possible to operate on cost-neutral basis. Revenue generation for promotion of sustainable transport is one of the objectives of the act and therefore it is envisaged that a revenue surplus for the costs of scheme operation might be achieved in some locations, although the impact on desirability of business operation within the authority should be considered alongside this to avoid an economic disbenefit for the West Lothian economy.

5.3 Parking Charges

5.3.1 Payment for parking is a very mature market with a range of suppliers both operationally and for equipment, and the potential financial impact of different contract offers evaluated to ensure best value for the Council is achieved. Large towns and cities in particular are usually able to operate payment operations profitably, and therefore focussing implementation of parking charges in larger locations in larger settlements would provide a sensible starting point for minimisation of financial risk by imposing charges in the places where demand is highest.

5.4 Residents Parking Permit Schemes

5.4.1 Resident parking schemes impose a minimal cost on a Local Authority to operate in addition to other parking restrictions, if DPE and parking payment operations are operating concurrently. However, in isolation, the operation of a scheme would likely be financially inefficient and highly dependent on the specific scheme design. On this basis it is not possible to evaluate the financial viability of a general scheme as a successful scheme should be tailored to a specific local need and form part of an overall strategy.

5.5 Controlled Parking Zones

5.5.1 Controlled Parking Zones impose a variable cost on a local authority to operate in addition to other parking restrictions, with considerable synergy in costs if DPE and pay and display parking operations are operating concurrently. The level of the parking issue being addressed, specific restrictions on parking times and times of operation as well as the area being covered all have an impact on the costs of operation. Backroom costs will vary depending on other operations but in general the costs will be proportionally higher for a single scheme or smaller area.

5.5.2 In isolation the operation of a scheme would be financially inefficient and highly dependent on the specific scheme design. On this basis it is not possible to evaluate the financial viability of a general scheme as a successful scheme should be tailored to a specific local need and form part of an overall strategy. The financial benefit of a CPZ might come through the enhancement of a local economy and management of access to a key destination, but in isolation will impose both capital and revenue costs for the Council and therefore the accrual of wider benefits should be assessed through a business case prepared for a specific scheme.

6 The Management Case

The purpose of the management dimension of the business case is to demonstrate that robust arrangements are in place for the delivery, monitoring and evaluation of the scheme, including feedback into the organisation's strategic planning cycle. Demonstrating that the preferred option can be successfully delivered requires evidencing that the scheme is being managed in accordance with best practice, subjected to independent assurance and that the necessary arrangements are in place for change and contract management, benefits realisation and risk management.

6.1 Decriminalised Parking Enforcement

6.1.1 Ultimate responsibility for the management of DPE will be held by the Council's Roads and Transportation service. The organisational structure and lines of reporting for implementation of DPE would depend on what elements of enforcement and administration are undertaken in-house and which are contracted to an external body.

6.1.2 Best practice in the implementation of DPE is that the DPE budget is separated from the wider transport budget, such that performance can be effectively monitored, and spending understood. This is a pattern observed in neighbouring authorities which have DPE in operation, and in discussions with other Local Authorities operating DPE, it was characterised as an essential element of management of a DPE scheme.

6.1.3 Responsibility for the key elements of the scheme should be considered when developing the final scheme for implementation:

- Penalty levels – at present, all Local Authorities in Scotland who are operating DPE regimes are using the highest charge level in operation (£60 discounted to £30 if paid within 14 days). Charges should be high enough to deter motorists from parking illegally, to achieve compliance and deliver the objectives of the Parking Strategy. Transport Scotland undertook a consultation on changing the level of Penalty Charge Notices for Parking Enforcement which concluded in October 2021, and an increase in the level of charges would affect the level of revenue from parking enforcement, potentially increasing revenue, although an increased deterrent effect would moderate this increase.

- Staff resources to be allocated – the envisaged level of staffing would be a parking manager, and other staffing to be determined by the model of DPE undertaken. On the basis that enforcement would be subcontracted, required West Lothian staffing levels will be relatively low, and this may offer greater flexibility in terms of staff activity levels if there are seasonal variations in need for enforcement.

- Timescales for subcontracted elements – it is suggested that any contracts shall endure for an initial period of five years with an option to extend up to a further five years at the Council's sole discretion. From available information at the time of writing this has typically been the length of contract used elsewhere in Scotland.

- Clear scope of scheme and enforceable TROs - there is a risk that if a Traffic Regulation Order is not properly made, or its effects not correctly signed and marked, then the Council could be forced to repay all relevant PCN revenue received as a consequence of them being issued illegally.

- Complaints, appeals and collections – responsibility for this element should be administered locally, as this is likely to be strongly preferred by the public.

6.1.4 Procurement of subcontracted elements of DPE would take place through the Council's procurement team and conform with appropriate requirements. The identification of risks to

the Council in terms of performance, financial risk, and public perception should take place before the procurement process begins in order that risks be managed effectively. The transfer of responsibility from Police Scotland to the Council for parking enforcement cannot be reversed. If the Council takes on this responsibility it will retain it, therefore the scheme design and attendant risks should be fully documented before applying for DPE powers.

6.1.5 Whether enforcement was undertaken in-house or outsourced there would be a need for the scheme operations to conform with the Council's standards for assurance and auditing. The requirements of this should be understood at the early stages of scheme development such that the responsibilities and record keeping of the operation can meet the required standards.

6.1.6 The management of contracts required would be dependent on scheme design and what elements were retained within the Council's operation. There are two distinct types of contract available to procurement bodies:

- **a gross-cost contract** pays the contractor a specified sum to provide a specified service for a specified period. All revenue collected is returned to the funding authority; and

- **a net-cost contract** is where a contractor provides a specified service for a specified period and retains all of the revenue. The authority pays a subsidy to the contractor if the services are forecast to be unprofitable. If the services are profitable, the contractor will pay the authority a royalty. Under a net-cost contract, the contractor has to forecast both the costs and revenues and the risk on this typically lies with them.

6.1.7 Whichever contract type is decided upon, monitoring of contract performance is critical to the success of a DPE scheme, with understanding of performance requirements and the frequency and content of performance indicators developed at an early stage in scheme design. Monitoring will allow adjustment of the enforcement and management of DPE if required, and therefore enable the realisation of benefits to the Council.

6.2 Workplace Parking Licensing Act

6.2.1 Workplace parking licencing is not widely implemented, and so there are limited case studies to draw on to understand best practice. It is likely from the operational schemes that the Council would administer the scheme, taking responsibility for scheme enforcement, management and staffing.

6.2.2 If this model of parking management is taken forward by the Council, it is recommended that the Council engage with Edinburgh Council, who are developing their strategic business case for a WPL, and with Nottingham Council, who have operated a WPL for some years.

6.2.3 Scheme details would have to be developed to conform with assurance and acceptable risk management for the Council, and where possible synergies with other aspects of parking management should be sought.

6.3 Parking Charges

6.3.1 The implementation of parking charges is a widespread and well-developed market with a range of potential partners with differing models of contract which for example may or may not include additional functions such as payment by app or phone, financial elements including credit card payments and cash handling.

6.3.2 For effective management of parking charges, the key elements required are:

- Understanding the Council appetite for risk and costs, with different models of parking operation having profiles in terms of minimising risk or offering potential additional revenue

- Understanding how systems will interact, e.g., if DPE is in place, will appeals and processing penalties be undertaken through parallel systems or are synergies and efficiencies possible?

- Clear responsibility within the Transportation Service for management of parking charges, whether in-house or for management of a contract

- Regular performance management of the contract to understand value for money and performance against key indicators

- Prior to implementation of parking charges, it is recommended that the available models be evaluated in detail and the financial and management requirements fully understood before scheme procurement takes place. Engagement with other Local Authorities and potential commercial operators would potentially offer additional information which allows the operational design to use best practice.

6.4 Residents Parking Permit Schemes

6.4.1 Residents parking permit schemes are operated under a number of different models, mainly dependant on scheme complexity and the implementation or not of DPE. If DPE is in place, management of a residents parking permit scheme would be possible as an extension of the DPE operation, with potentially quite small additional management requirements in terms of issuing and recording permits. If DPE is not present, a scheme would need management by a clear set of responsibilities, budget and record keeping.

6.4.2 There are commercial operators providing software support for parking permit schemes, however these are likely to be inappropriate to the scale of any potential scheme which might be implemented in West Lothian.

6.4.3 If a residents parking permit scheme is brought forward for consideration by the Council, the scheme design should be clearly defined to address a particular issue in a well-defined area. Residents parking permit schemes are usually most successful when addressing a particular problem where it provides the most appropriate measure, rather than applied generally. The management design of schemes should ensure sufficient understanding of the purpose and how performance will be measured.

6.5 Controlled Parking Zones

6.5.1 Controlled Parking Zones are operated under a number of different models, mainly dependant on scheme complexity and the implementation or not of DPE. If DPE is in place, management of a CPZ scheme would be possible as an extension of the DPE operation, the additional management requirements for verifying applications for residential permits and issuing and recording permits. If DPE is not present, a scheme would need management by a clear set of responsibilities, budget and record keeping.

6.5.2 The commercial operators providing software support for parking permit schemes are likely to be more relevant to CPZ operation than smaller residents schemes and assessment of the potential options through a specific business case developed for a proposed scheme should be considered before a CPZ is implemented in West Lothian.

6.5.3 If a CPZ scheme is brought forward for consideration by the council, the scheme design should be clearly defined to address a particular issue in a well-defined area, designed based on extensive consultation of residents and local businesses.

6.5.4 The evidence base for the scheme forms part of the basis for effective scheme design, and regular data collection should be undertaken to understand the effect on the area, the ongoing need for the CPZ and potential issues resulting from parking displacement as an ongoing part of scheme management.

7 Summary and Recommendations

7.1 Summary

7.1.1 From the cases considered, the strongest option for short-term implementation within West Lothian is Decriminalised Parking Enforcement (DPE). The other options considered have potentially relevant applications to parking enforcement, but either incur financial or management risk if implemented without clear scheme design and other parking enforcement systems also in place or are less likely to be required to deliver the Parking Strategy objectives (and therefore do not have as strong a strategic case).

7.1.2 The relatively mature markets with a large number of case studies, suppliers and potential commercial partners for DPE minimise the risks involved in implementation of DPE. These options can be developed to provide the required risk/control profile that satisfies the requirements of the Council. Scheme options should be developed in further detail to consider the benefits available through different suppliers and scheme options.

7.2 Recommendations

7.2.1 The available models for DPE should be further evaluated, prioritising implementation in locations of highest demand.

Notice of Composite Motion from Cllr Adamson and Cllr Tom Conn

For the Council meeting on Tuesday 14th March 2023

Item12 – Action on Disabled Parking in West Lothian

Blue badge holders within our communities deserve our respect and understanding where disabled parking bays have been installed. Sadly, there appears to be an increasing number of non-blue badge holders abusing these spaces which forces people with disabilities to face unacceptable difficulties getting access to places and services.

Eliburn Community Council successfully secured grant funding and WLC installed new disabled parking bays to allow blue badge holders to have priority accessible parking. Within hours of these bays being allocated, selfish non-blue badge holders were forcing people with disabilities away from the area. This scenario is repeated throughout the County. This situation is unacceptable and as a caring community we need to act to raise awareness of the difficulties people face when trying to go about their daily business.

The Disabled Persons' Parking Places (Scotland) Act 2009 introduced a duty on local roads authorities to provide designated on-street parking places for qualifying disabled people at their homes on request.

Once parking spaces have been agreed with qualifying applicants that meet the policy criteria and have been provided a parking bay in an advisory capacity, the council must make a permanent Traffic Regulation Order (TRO) to make the agreed parking bay solely for the use of registered blue badge holders. During this process objections are invited in line with procedures set out in the Road Traffic Regulation Act 1984.

Once the legal TRO is made by Legal Services, Police Scotland are the enforcing body responsible for the enforcement of disabled parking bays on the public road network. The Roads Authority has no powers to enforce disabled parking bays.

The last statutory report for period 2021-2022 was approved by Council Executive and then submitted to the Scottish Ministers in June 2022. The next statutory annual report will be submitted in June 2023 containing the 2022-2023 information.

All information in relation to Disabled Persons' Parking Places is detailed on the council's website and is updated annually or when required.

Engagement is carried out with partners through the legal TRO process. This includes statutory consultees, ward members and Disability West Lothian. After the legal TRO process is concluded, the update-to-date disabled parking related information will be made available through the council's website. The council also runs a messaging campaign consisting of pictorials on designated council vehicles.

The service carries out a full audit and customer survey of all on-street disabled persons' parking places every two years. This ensures that all legal disabled parking bays remain fit

for use by approved applicants. Any alterations or parking bay removals are also carried out as required.

Council officers are instructed to continue to highlight the issue and work together with stakeholders to launch a campaign of public awareness.

However, council notes it is for our local communities to show that we respect the rights of people who deserve our support in protecting their parking entitlements without further barriers.

Mover Cllr Alison Adamson

Seconde Cllr Tom Conn