

Draft Paper
Finalised West Lothian Local Plan **2005**

A71 Corridor Study

Developer Contributions
Supplementary Guidance Note
20 June 2006

INTRODUCTION

1. West Lothian is seen as a place that will continue to prosper and as a place to live and work. The Edinburgh and Lothians Structure Plan 2025 (E&LSP) identifies a need for substantial housing allocation to meet the demand throughout the structure plan area. Through the identification of Core Development Areas (CDA's) a significant share of this development is planned for West Lothian.
2. The scale of growth is shown below:

25,000 house in the West Lothian Local Plan 2005
12,000 in three CDA's
5,000 houses in the Livingston and Almond Valley CDA.

Within the Livingston and Almond Valley CDA there are two major allocations at Calderwood and a West Livingston/Mossend. There are also employment allocations in these areas and this leads to substantial mixed use development. Both these development proposals will impact on transport demand along the A71 corridor and given the scale of development proposed the council undertook a number of studies to identify sustainable transport solution on the A71 corridor these are discussed below.

3. The E&LSP and Scottish Planning Policy 17 and Planning Advice Note 75 both titled "Planning For Transport" identify the requirements to secure development which is sustainable, provides high quality public transport access to encourage modal shift and also facilitates movement by public transport including interchange facilities.

BACKGROUND

4. There is a current requirement within the finalised E&LSP to safeguard the A71 Upgrade from Hermiston to East Calder. This requirement is identified in table 5.1 and is safeguarded by structure plan policy TRAN 1.
5. This safeguard is taken forward in the Finalised West Lothian Local Plan 2005 (WLLP05) and is safeguarded by policy TRAN 30 in the local plan and indicated on proposals map 2. However, this safeguard is subject to review, pending the findings of a study into transport issues on the A71 corridor.
6. A number of studies have been commissioned by West Lothian Council to assess and address transportation issues raised by the proposed development within the area. The studies carried out to date are the West Lothian Sustainable Transport Study and the A71 Corridor Study. The studies also reviewed the requirement to safeguard the A71 upgrade identified in 4 above.

WEST LOTHIAN SUSTAINABLE TRANSPORT STUDY

7. This study was undertaken by consultants on behalf of West Lothian Council and undertook a very detailed assessment of the sustainable transport needs of West Lothian and identified three main packages which were considered important in improving and maintaining sustainable travel both within and to and from West Lothian. One key package assessed was the provision of infrastructure associated

with the Core Development Areas (CDA) identified in the local plan. These requirements are identified in the CDA action plan table 7.1. In addition, the study identified A71 bus priority as a scheme of significant strategic benefit.

8. The CDA related key infrastructure requirements in relation to movements that go along or impact on the A71 corridor are identified below:

West Calder Station Park & Ride
Gavieside Link to Toll Roundabout, Livingston
East Calder - Distributor Link and improvements
Kirknewton Station Park & Ride
West Calder Northern Bypass

These elements of infrastructure are key to both the development of the CDA areas and to the delivery of longer term sustainable development. This not an exhaustive list of all the transport infrastructure required in association with the Winchburgh/East Broxburn CDA. The key requirements for infrastructure are detailed in the CDA Action plan (appendix 7.1 of the Finalised West Lothian Local Plan 2005 (FWLLP2005).

A71 CORRIDOR STUDY

9. The A71 corridor study was undertaken by consultants WSP on behalf of West Lothian Council and City of Edinburgh Council. The study was commissioned to examine future travel demand in the A71 corridor between West Calder and Hermiston and make recommendations on how that demand can be catered for sustainably, in line with regional and local transport objectives.
10. The study included the preferred development strategy identified in the WLLP05 in particular allowing for the impacts of the West Livingston/Mossend and Calderwood development proposals.
11. The study identified a comprehensive set of options that were considered and assessed. Package 1 which consisted of online bus priority and service enhancement was considered to be the package best suited to meet future travel demands on the A71 corridor. The package of works within West Lothian is identified and listed below:
 - (a) Bus lane and bus priority at the A71/Kirknewton/East Calder junction.
 - (b) Eastbound bus lane from above to the junction of the A71 with the B7031.
 - (c) New traffic light layout with bus priority at the A71/B7031 junction.
 - (d) Eastbound bus lane on the A71 between the B7031 and the B7015.
 - (e) New roundabout at the junction of the A71/B7015.
 - (f) Wilkieston north west bypass to B7030.
12. Enterprise and Development Committee endorsed the measures in package 1 on 30 August 2005. These improvements are highlighted and safeguarded within the local plan and this guidance note supplements the local plan and specifies how it is anticipated that these improvements and the additional infrastructure needed will be implemented.
13. Schemes (a) to (f) set out in paragraph 11 above will be pedestrian and cycle friendly and are to be fully integrated with existing on-road and off-road routes along the corridor.

WEST LOTHIAN LOCAL PLAN REQUIREMENTS

14. The key requirements for infrastructure are detailed in the CDA Action Plan (appendix 7.1 of the local plan). In addition, policy TRAN 4 identifies the requirement for developers to implement either an appropriate part or all of the identified improvements in, proportion to the potential impact of their development on the surrounding road network. TRAN 22 specifically extends this requirement to the studies and initiatives linked to enhancing sustainable transport options for travelling on the A71 corridor between Livingston and Edinburgh and safeguards the schemes identified in the A71 corridor study.

DEVELOPER CONTRIBUTIONS

15. Appendix 7.1 of the WLLP05 has already identified the key elements of infrastructure which are needed to support the two developments at West Livingston/Mossend and Calderwood. These key infrastructure requirements have been tested as part of the overall development strategy and are directly linked to each CDA area and are considered necessary to enable the identified scale of development to progress.
16. The main purpose of this paper is to indicate more clearly how the sustainable improvements on the A71 identified by the A71 Corridor Study will be linked to and implemented as part of the CDA development strategy. Appendix 1 identifies relevant elements of the A71 bus improvements, an approximate cost for each section and how it is envisaged that the infrastructure will be delivered. The costs identified in Appendix one are indicative.
17. The detailed information from the Transport Assessments that will be undertaken in support of the planning applications will be used to assess the potential impact of the development on the transport network on the A71. In all cases, where contributions are sought from developers they will be sought in accordance with Scottish Executive guidance contained in circular 12/1996 "Planning Agreements. This is made clear in paragraph 7.10 of the local plan.
18. The council has secured funding from SESTRAN to enable more detailed study work to be undertaken for the projects listed in paragraph 8 above, allowing them to be developed fully and more accurate cost estimates to be obtained. This work will be undertaken by West Lothian Council. The council will fully engage the prospective developers of the CDA areas to enable workable solutions to be delivered.

SUMMARY

19. Reference has been made to various traffic modelling work undertaken by West Lothian Council in support of its development strategy. This modelling work clearly identifies the key infrastructure needed to deliver the development proposals.
20. These CDA infrastructure requirements have also been assessed as part of a West Lothian Wide Sustainable Transport study and are identified as key requirements to deliver the overall sustainable transport strategy.
21. The local plan clearly identifies the key infrastructure that is considered necessary to deliver the Calderwood and West Livingston/Mossend CDA.
22. The A71 Corridor Study identifies and gives indicative costs for various measures which are considered necessary to improve public transport accessibility along the A71 corridor. This study follows on from recommendations within the West Lothian

Sustainable Transport Study which identified A71 bus priority as a scheme of significant strategic benefit.

23. Appendix one indicates the indicative costs involved in providing the bus priority improvements within West Lothian on the A71 corridor. Appendix one also shows infrastructure that is to be fully provided by the developers and indicates where a contribution will be required which will be linked to the scale of impact on the A71 corridor.

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Appendix 1: A71 CORRIDOR STUDY SCHEMES

PROPOSED SCHEME	ANTICIPATED COSTS *	CDA DEVELOPER	DEVELOPER REQUIREMENT**
Bus lane and bus priority at the A71/Kirknewton/East Calder junction.	£350,000	Calderwood Gavieside	Contribution to costs
Eastbound bus lane from above to the junction of the A71 with the B7031	£600,000	Calderwood Gavieside	Contribution to costs
New traffic light layout with bus priority at the A71/B7031 junction.	£500,000	Calderwood	100% funding. Requirement to access the CDA development area.
Eastbound bus lane on the A71 between the B7031 and the B7015	£2,760,000	Calderwood Gavieside	Contribution to costs
New roundabout at the junction of the A71/B7015	£500,000	Calderwood	100% funding. Requirement to access the CDA development area.
Wilkieston north west bypass to B7030	£1,700,000	Calderwood	100% funding. Requirement to remove congestion from Wilkieston associated with Calderwood CDA.

* These costs are estimated at 2002 prices.

** In all cases, where contributions are sought from developers they will be sought in accordance with Scottish Executive guidance (see Chapter 7, paragraph 7.10) of the local plan. The contribution will be in proportion to the impact of the development on the surrounding road network.

Legal agreements will be required to secure the contributions and the agreement will include appropriate mechanisms to deal with the situation where a shared cost scheme cannot be implemented because there are insufficient funding contributions from the developers and the public sector

