



Photograph taken by Isabelle Gall, Dechmont.

The Village of Dechmont West Lothian

Local Place Plan

2024 – 2034

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What is a Local Place Plan?

A Local Place Plan (LPP) is a community-led plan introduced by The Planning (Scotland) Act 2019 to encourage communities to be more active participants in planning for their futures.

Local Place Plans offer communities the opportunity to set out proposals for the development and use of land in their local area, thereby expressing their aspirations for the future of their community.

Local Place Plans,

“have a statutory role in shaping the planning process. They will require to be taken account of by the council when it is preparing the next LDP and the council will have to demonstrate how LPPs have influenced the process.”

Source: <https://www.westlothian.gov.uk/article/74184/Local-Place-Plans-LPPs-Guidance>



Photograph taken by Steven Mackie, Dechmont.

Introduction

This Local Place Plan (LPP) has been produced by Dechmont Community Council (DCC). It is the view of DCC that there is strong support for this Local Place Plan. Extensive engagement has been carried out by DCC to ascertain the views of the community. Consultation on the LPP has been a long-standing item on the DCC monthly meeting agenda. The content of the LPP has been discussed and agreed at monthly meetings, this includes matters relating to local land use, the Bangour development, and our green spaces. All members of the community have an open invitation to DCC meetings whereby they can discuss their views and opinions and state their aspirations for the future of the village. Members of the community regularly attend DCC meetings. The Dechmont LPP has been written incorporating feedback from residents, Community Councillors and Local Councillors.

Dechmont Community Council is an eligible 'Community Body' under the Town & Country Planning (Local Place Plans) (Scotland) Regulations which came into force on 22nd January 2022.

Our LPP presents our community aspirations for land-use in Dechmont. We have placed a specific focus on our vital green spaces and the benefits of these spaces to residents and visitors. Central to our plans is a desire to preserve our village heritage and historical links to Bangour for future generations.

We have sought to identify and discuss the physical infrastructure, transport links and local services which have been identified by residents as key to local needs. We have also identified features of the village which are considered to enhance wellbeing.

This plan was developed through community consultation, and with regard to:

- (i) The West Lothian Local Development Plan 2018 (LDP1) which is the Local Development Plan for the land to which this Local Place Plan relates.
- (ii) National Planning Framework 4 (NPF4) approved by the Scottish Parliament on 11th January 2023 and adopted and brought into force on 13th February 2023.

Dechmont Community Council presents this Local Place Plan in order to assist West Lothian Council in identifying the Community's wishes for the future of Dechmont.

The community must be consulted and included in decision making going forward.

Sarah MacDonald

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Our Village Heritage

The History of Dechmont

By Sybil Cavanagh - Former West Lothian Council Local History Librarian 1990-2016

The earliest mention of Dechmont is found in a document of 1336. The spelling varied wildly: Deghmethe, Dechmete, Dechment, Dychment and Dichmont, and eventually Dechmont from about 1600. The meaning of the name is 'good hill' – probably meaning a good viewpoint, and referring of course to Dechmont Law.

The name Dechmont was originally associated with an area to the west of the present village. This area comprised Dechmont Law and the estate of Dechmont with its mansion house on what has now become Woodlands Park, Deans. There was no settlement on the site of what is now Dechmont village until the early decades of the nineteenth century. Dechmont estate was an agricultural landscape, with a few farms – (Dechmont, Over and Nether Dechmont), farm cottages, and not much else.

Adjoining Dechmont estate to the north, was the estate of Bangour. Lying in the fertile lands of central Scotland, on a major route linking the capital, Edinburgh, with Glasgow and Stirling, Dechmont and Bangour were not remote from the centre of life in the old days. They were valuable lands, lying in an accessible position, close enough to the capital to make them desirable properties, and linked to east and west by an early main road.

Dechmont Estate and its Owners

The Dechmont estate was not a large one, but would certainly have boasted some sort of castle or tower house from about 1600. No details of it are known, and by the start of the nineteenth century, the mansion house was a modest affair, more of a large farmhouse than a country house, with large farm steadings built close by in the form of a square courtyard. It stood where Woodlands Park in Deans now stands.

At the beginning of the nineteenth century, the Dechmont estate was owned by John Hamilton of Pencaitland in East Lothian. In 1802, he put up for sale some of his land in East Lothian, Lanarkshire and West Lothian, with a view to use the money from their sale to buy land 'as near to Pencaitland as can be got'. In other words, he hoped to rationalise his landholdings around his main residence at Pencaitland. He describes the land for sale as 'the lands and barony of Dechmont'. There is no mention of Dechmont being a barony in the Register of the Great Seal; perhaps it was a barony, or perhaps he was just talking up the price!

A barony, incidentally, was land held direct of the Crown, with a 'caput' on it – a castle or mansion house. Possession of both the land and the caput gave the right to call yourself the Baron of ---. Until 1747, barons had the right to hold courts and administer justice in their baronies, and could also sell their title and these privileges along with their land. The lost farm name of Caputhall near the Royston roundabout at Deans does not seem to have any connection with Dechmont's caput; it's believed to mean a 'capped or peaked farmhouse'.

The new owner of Dechmont estate was one James Campbell, about whom nothing is known at the moment. In 1815, it was presumably this James Campbell who advertised the sale of all the stock of the barony – two or three hundred head of fine cattle and thirty horses – sold by public roup (auction) at Meikle Dechmont.

A dishonest publican?

At about this same time, a Dechmont man was in trouble with the law. James Hamilton, who kept a changehouse (a small public house for travellers) at Dechmont, was imprisoned in the Tolbooth in Edinburgh, 'charged with stealing and pilfering from the carts of the Glasgow and Edinburgh carriers'. At his trial in July 1811, various carters gave evidence that Hamilton habitually helped himself from the goods that they were transporting: in one case when three puncheons (large barrels) of rum arrived at Leith from Glasgow, two gallons were found to be missing. Hamilton had bored into the cask with a gimlet, drained the rum into a can and plugged up the hole, disguising it with dirt. On another occasion, he opened a carrier's box with a hammer and chisel and stole two shirts and a pair of grey breeches; and another time, he stole a parcel of tea from each of several tea chests. The carters, who seem to have permitted, if not colluded in the thefts, were in the habit of drinking heavily on their long, cold journeys. One of their regular stops was Armadale Inn, and the next was Hamilton's house at Dechmont Park. The journey from Armadale to Dechmont took six hours, as they travelled at only two and a half miles an hour; in fact, the whole journey from Glasgow to Edinburgh took 'two nights and a day'. Despite plenty of evidence from eyewitnesses, the charge against Hamilton was found Not Proven and he was set free.

William Wilson of Dechmont

Dechmont estate passed from James Campbell to William Wilson in 1821. This first Wilson died in 1824 at Dechmont, and two months later, his son, William Wilson junior, advertised the estate and mansion house for let: 'The Lands and Barony of Meikle Dechmont, consisting of 595 acres 2 rood, 31 falls Scotch or thereby... The Mansion-House of Dechmont, consisting of dining-room, parlour, four bed-rooms, two light closets, kitchen, dairy, etc., etc., etc... The house being new and in perfect repair, is well calculated for a genteel family summer residence.' The convenient location of the estate was emphasised, with 'the Glasgow road running through it', and being less than three miles from the Union Canal at 'Brocksburn'.

Later, Wilson came to live at Dechmont House, and laid out money on improving the pasturage and drainage of the estate. The day to day work of the estate was carried out by the farmer of Dechmont farm, but Wilson took an active interest in it, and enjoyed the shooting, especially woodcock. He sold off some of his land to the north of the Edinburgh-Glasgow road in 1838, but must have acquired other ground, as by 1853 the estate had increased to just over 700 acres. Wilson was one of the shareholders of the Edinburgh and Bathgate Railway company which opened the railway line from the capital to Bathgate via Uphall in 1849. The nearness of the mansion house to Livingston Station was to his advantage for moving goods in and out of his estate.

Wilson of Dechmont was active in public life in the mid nineteenth century. For example, he was the Presbytery elder to the General Assembly of the Church of Scotland in 1846; and in 1847 he was one of the gentry and landowners of Linlithgowshire who attended a meeting in Linlithgow to raise funds for the starving poor of the Highlands and Islands in the wake of the potato famine, and he was one of the most active men in Linlithgowshire politics, always in support of the Conservative side. In 1847 he voted for George Dundas of Dundas as the Tory MP for Linlithgowshire. The number of electors at this general election was so small that they all fitted on the hustings, a platform erected in front of the Linlithgow Townhouse (the Burgh Halls); and the vote was taken by a public show of hands – which was hardly necessary, as there was no other candidate!

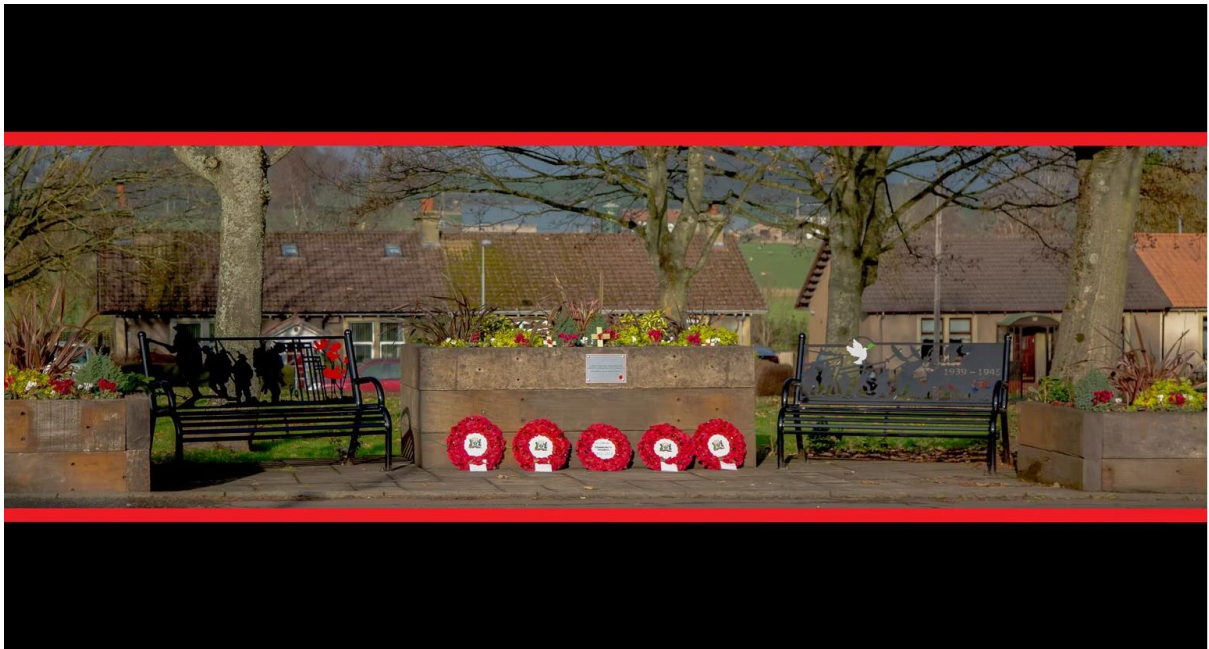
Another change of ownership

William Wilson, elderly and widowed, moved to another of his properties, and let Dechmont House to William Campbell, the resident engineer on the Edinburgh and Bathgate Railway. Here, in February 1849, Campbell's wife gave birth, but the child only lived a day. The Scotsman of 14 Feb 1849 carries both the birth notice and the death notice of this infant daughter.

William Wilson senior died about 1850 and the Dechmont estate was inherited by his son, the third William Wilson. He and his wife were among the attendees of the grand Linlithgow and Stirlingshire Hunt Ball in County Hall, Linlithgow (the rear portion of the Burgh Halls) in 1852, attended by 200 of the great and the good of the county. The young laird put Dechmont estate up for sale for in 1853; it did not sell so he advertised it again in 1856, and again, reducing the price by £1,000 to £27,000 the following year. The 711-acre estate formed a 'compact and desirable property', and brought in an income of over £1,200 a year – enough for a gentleman to live very comfortably. The good roads and the railway added to its attractions. The estate was mostly pasture, and the woods were 'in a very thriving condition'. The mansion house had fine gardens and 'tastefully laid out grounds' and 'the views are varied and commanding'.

The most famous Scot

William Wilson eventually succeeded in selling Dechmont estate in 1860, and the buyer was James Watson, who had been a physician in Bath and was a shareholder in the North British Railway Company. Watson did not keep it for long, but put it up for sale again a few years later. This was the point at which James [Paraffin] Young tried to persuade his good friend David Livingstone to buy the estate. Young looked after Livingstone's business affairs and his family while he was on his missionary travels in Africa, and thought that Dechmont would be a suitable home base for the most famous Scot of his day when he was home on furlough – close to the capital and close to Young himself at Limefield House, Polbeth. However, Livingstone never got round to buying a home in Scotland, and Dechmont estate was sold instead in 1864 to Edward Meldrum.

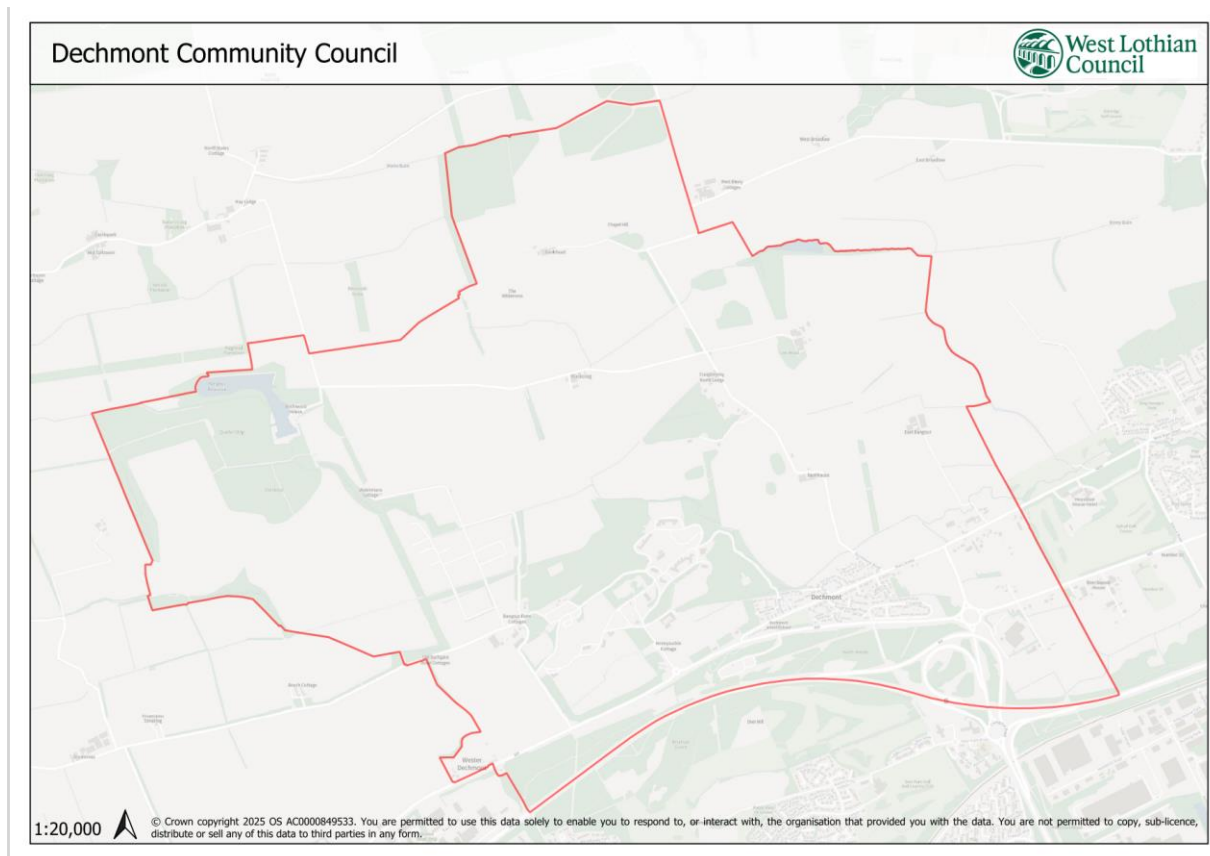


Photograph taken by Steven Mackie, Dechmont.

The Boundaries of Dechmont

The boundary of the Dechmont Local Place Plan mirrors the boundary of Dechmont Community Council. The Dechmont Community Council boundary is recognised by West Lothian Council, as per the map below.

The duration of the Dechmont Local Place Plan is 10 years (2024 – 2034).



New boundary map approved at a special meeting of West Lothian Council on 20th May 2025. This map will come into effect for the community council elections on 16th October 2025.

Requests and Comments for the West Lothian Local Development Plan 2

Overview

Local Development Plans (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.

LDP's identify the supporting infrastructure required for growth and set out detailed policies and proposals which are the basis for decision making on future planning applications. LDP 1 looks forward for planned developments for the next 10 years and provides an indication of where further developments can take place over the next 20 years.

Prior to 13th February 2023, the development plan for West Lothian was comprised of the Strategic Development Plan and LDP 1. However since that date, National Planning Framework 4 (NPF4) has been adopted and this replaces the SDP as a constituent element of the development plan.

The Development Plan has legal status in decision making on planning applications together with the relevant statutory Supplementary Guidance (SG) which explains in greater detail how planning policies will be implemented.

The relationship between Local Place Plans and the Local Development Plan can be summarised as follows;

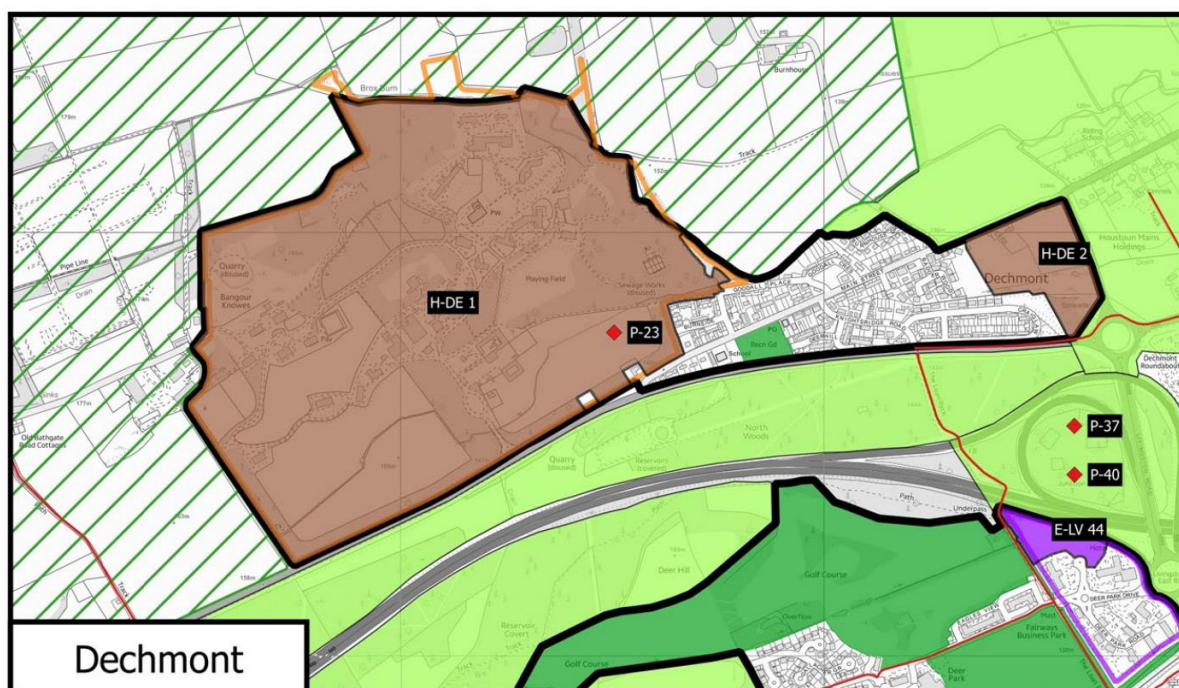


Source: <https://www.westlothian.gov.uk/article/74184/Local-Place-Plans-LPPs-Guidance>

The purpose of this section of the Dechmont Local Place Plan is to provide commentary, suggestions and opinions on the current Dechmont allocations in LDP1 to summarise our aspirations for LDP2.

Current Dechmont Allocations:

Designation references used below are based on the West Lothian Council Local Development Plan 2018 (LDP1), as per the map below.



Source: https://www.westlothian.gov.uk/media/20154/Map-5-Villages/pdf/LDP2018_Map_5_as_printed_web.pdf

Allocation H-DE1

Site H-DE1 refers to the Bangour Village Hospital site, as shown below.

Dechmont & Bangour										
Site Ref	HLA Ref	Status	Site Name	Area (Ha)	Capacity	Planning	Transportation	Education	Flood Risk	Other
H-DE 1	S/5	Carried forward from WLLP	Bangour Village Hospital	87	550	Site to be the subject of a masterplan	Access from the A89 but with opportunities for pedestrian and cycle links into Goodall Place and Burnside in Dechmont. Transport appraisal required.	Catchment Area Schools St Nicholas Primary St Margaret's Academy Dechmont Infant Primary Broxburn Academy Kirkhill Primary.	The site is susceptible to flooding. Flood Risk Assessment required to assess the flood risk from the Brox Burn, and tributaries.	

The Coal Authority has indicated that the site is located in an area with a coal/mining legacy and an assessment and or investigation may be required

The site falls within the safeguarding zone of Edinburgh Airport and this imposes a number of restrictions which require to be observed

The site may embrace, or be adjacent to land affected by contamination, and an assessment, investigation and or remediation may be required

The site encompasses the structures and grounds of the former Bangour Village Hospital, and includes within it a number of category A-listed buildings

A conservation and management plan shall be prepared for the listed buildings on the site

Historic Environment Scotland require to be engaged at an early juncture

The site has archaeological potential and an assessment and or investigation will be required

The site may be susceptible to noise from traffic and aircraft and a noise survey may be required

There is record of protected species being present and a biodiversity assessment of the site will be required. Refer to the council's planning guidance Planning for Nature: Development Management and Wildlife.

Presence of Japanese knotweed requires to be addressed

Good existing woodland network to base green infrastructure on

Potential for pedestrian/cycle links to Dechmont

Limited capacity at Newbridge waste water treatment works and early discussion with Scottish Water require

Requirement to accommodate a buffer strip of 6m between the development and the Dechmont Burn/Brox Burn

Consideration should be given to any culverted watercourses within/nearby the site which presents opportunity for habitat restoration

Source: LDP1 at page 174.

The Bangour Village Hospital site has been allocated for housing for over a decade since the closure of the hospital. The deteriorating condition of a large number of listed buildings is a cause for concern locally.

Planning consent has now been granted for the Bangour Hospital Site and construction work has started, with some homes already occupied.

Dechmont Community Council continues to actively engage with both West Lothian Council and the developers of the site to achieve the best outcome for Dechmont village.

There are concerns about the development in the following areas;

1. At present there is no firm plan for the school which is in LDP as requirement P-23.

No	LOCATION	PROPOSAL
Dechmont (and Bangour)		
P-23	Former Bangour Village Hospital	New primary school

Source: LDP1 at page 282.

2. Vital services including doctors, dentists and wider health care needs are already at capacity locally. The Bangour development will add to this pressure with no clear plan for how these needs will be met.
3. The number of trees which have been taken down across the site is far in excess of expectations.
4. Transport links for the site are a concern. There is a lack of parking available at Uphall Train Station and there are no direct bus connections from Dechmont Village to Uphall Train Station.

Allocation H-DE2

Site H-DE2 refers to a housing allocation on Dechmont Main Street. This allocation is the subject of a current planning application.

Dechmont & Bangour										
Site Ref	HLA Ref	Status	Site Name	Area (Ha)	Capacity	Planning	Transportation	Education	Flood Risk	Other
H-DE 2		New allocation	Main Street	6.2	120	Identified as a site for housing	Access from Main Street only	Catchment Area Schools St Nicholas Primary St Margaret's Academy Dechmont Infant Primary Broxburn Academy Kirkhill Primary	Parts of site subject to Pluvial flooding Flood Risk Assessment required which assesses the flood risk from the Beugh Burn tributary	The Coal Authority has indicated that the site is located in an area with a coal/mining legacy and an assessment and or investigation may be required The site falls within the safeguarding zone of Edinburgh Airport and this imposes a number of restrictions which require to be observed The site may have archaeological potential and an assessment and or investigation may be required The site is located close to a Major Accident Hazard Pipeline operated by National Grid Gas plc and appropriate consultation with the operator and the Health and Safety Executive will be necessary The site may be susceptible to noise from traffic on roundabout to the south and a noise assessment may be required Existing small woodland in south corner of the site near the roundabout to be retained for wider green infrastructure benefits. The area is also naturally wet and an obvious location for SUDS within site. Limited capacity at Newbridge waste water treatment works and early discussion with Scottish Water required There is a culvert below the roundabout adjacent to this site and a former curling pond at roundabout junction. A stand off is required The site depends on a culverted watercourse to drain surface water effectively The developer will be required to assess the condition of the receiving culverted watercourse and may be required to invest in its upgrading if it is considered necessary by the council Requirement to accommodate a buffer strip of 6m between the development and the burn Requirement to accommodate a landscaped no build zone of between 30m and 40m depth along the eastern boundary of the site with the A899.

Source: LDP1 at page 175.

Dechmont Infant School

Dechmont infant school is currently in a mothballed state following a recent decision made by West Lothian Council. The future of Dechmont Infant School is of great importance to local residents.

The community should be consulted about the future of the school before any decisions are made.

It is of note that the school stands on land bequeathed to the village by a Col. Hardy.



Photograph taken by Alan Wilson, Dechmont

Our Green Spaces

Dechmont Community Council consulted extensively with residents in relation to the proposed Burnhouse development, the ongoing Bangour Village Hospital development and the recently re-submitted Main Street development.

It was abundantly clear during these extensive consultations that local residents place great value on the green space around them.

Dechmont Park

Dechmont Community Council specifically requests that the greenspace asset which is Dechmont play park be retained for community use. The play park is well-used by local children and the wider park area is well-used by locals for walking as well as dog walkers.

Dechmont Park is part of the 'Centenary Fields Project'.

The Centenary Fields project, a partnership between 'Fields in Trust' and 'The Royal British Legion' aims to protect green spaces across the UK in memory of those who died during World War I.

Launched in 2014 to mark the centenary of the war, the project seeks to create a lasting legacy by safeguarding sites such as war memorials, parks, and recreation grounds with historical links to WW1. Dechmont Park is recognised as part of this commemorative project.





Park photographs taken by Gillian Anderson, Dechmont.

The North Wood

The North Wood is a 35-hectare (87-acre) site situated between Dechmont and Livingston bound by the A89 road to the north and the M8 to the south. The Woodland Trust owns the site, which they purchased in 1996.

Following a recent re-alignment of community council boundaries, the North Wood area is now within the boundary of Dechmont Community Council.

North Wood is made up of around 60% broadleaves and 40% conifers, although this is changing as the Woodland Trust gradually replaces conifers with native trees. Dechmont Community Council respectfully requests that there is community consultation before any significant tree felling or other work is carried out in the North Wood.

There are several entrances to the wood, with the main ones off the Loan and Nellburn path at either end of the site. These lit tarmac routes lead to the A89 and over the motorway and into the northern areas of Livingston. Most entrances have no barriers, although some leading from the A89 have gaps of approximately 1.2 metres.

The site has a path network of around 4.9km (3.5 miles), including surfaced trails and mown grass paths suitable for walkers, cyclists and horses. Paths are mainly linear although there are some circular routes, particularly towards the eastern end. Some paths can be muddy at times and steep in places, especially towards the A89. Paths link directly onto the Greenway network in Livingston, giving access to long-distance routes.

Paths need maintained to enable residents and visitors to use them safely.

It is noted that the North Wood Management Plan is currently under review. Dechmont Community Council intends to engage in this review process to represent the views of the community.

Key messages;

1. The number of housing allocations in the current LDP1 (see sections below) for a village as small as Dechmont means we feel that we are already beyond the maximum capacity that a small village can sustain without losing its unique identity. **For that reason we strongly request that no additional housing allocations are proposed for the village of Dechmont.**
2. Dechmont Community Council recognises the importance of the communal green spaces in and around the Bangour Hospital development, and we would seek engagement in the use of these spaces as the development progresses, and following completion of the development.
3. **Dechmont Community Council through this Local Place Plan supports the retention of all existing green spaces within our community boundary.**

West Lothian Council should proactively establish new planting/biodiversity sites and maintain all current green areas and support the countryside belts.

Population and Community Identity

The Dechmont population number within LDP1 is inaccurate and we request that this number is updated in the preparation of LDP2.

DECHMONT & BANGOUR

Population in 2013		716	(NRS 2013 Mid Year Estimates)
HOUSING			
LDP Site Ref	Location	Site Size (Ha)	Capacity
H-DE 1	Bangour Village Hospital <i>Master plan required</i>	87	550
H-DE 2	Main Street	6.2	120
OTHER DEVELOPMENTS			
LDP Site Ref	Location	Site Capacity (Ha)	Proposal
P-23	Former Bangour Village Hospital		New primary school

Source: LDP1 at page 84.

The unique community identity of Dechmont needs to be valued and nurtured in decisions about the future of the village. Dechmont residents feel a strong connection to the village, its features and its people.

Many residents have a long association with the village, with some families residing in the village for decades. New residents are warmly welcomed to start their own 'Dechmont story' and to contribute to village life.

Involving residents in decision making about the future of the village is empowering for our community and is strongly supported by Dechmont Community Council.

Housing Land Allocations

The housing land allocations for Dechmont village are inaccurate. For example, site H-DE1 Bangour Village Hospital has had planning consent approved for 998 units. We request that these figures are updated for LDP2.

Summary of housing land allocations

Settlement	Total allocations
Total number of units for Addiewell & Loganlea	65
Total number of units for Armadale	2,083
Total number of units for Bathgate	1,699
Total number of units for Blackburn	134
Total number of units for Blackridge	337
Total number of units for Breich	118
Total number of units for Bridgehouse & Bridegcastle	0
Total number of units for Bridgend	205
Total number of units for Broxburn	2,297
Total number of units for Burnside	0
Total number of units for Dechmont & Bangour	670
Total number of units for East Calder	3,148

Source: LDP1 at page 260.

Commentary on National Planning Framework 4

Within the context of Dechmont village, we support NPF4, Appendix D, which provides the definition 'Six Qualities of Successful Places'.

NPF4, Annex D – Six Qualities of Successful Places

1. Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Designing for:

- **lifelong wellbeing** through ensuring spaces, routes and buildings feel safe and welcoming e.g. through passive surveillance and use of physical safety measures.
- **healthy and active lifestyles**, through the creation of walkable neighbourhoods, food growing opportunities and access to nature and greenspace
- **accessibility and inclusion** for everyone regardless of gender, sexual orientation, age, ability and culture
- **social connectivity** and creating a sense of belonging and identity within the community
- **environmentally positive places** with improved air quality, reactivating derelict and brownfield land, removing known hazards and good use of green and blue infrastructure.

2. Pleasant: Supporting attractive natural and built spaces

Designing for:

- **positive social interactions** including quality of public realm, civic spaces, streets and ensuring a lively and inclusive experience

Dechmont Community Council recognises the importance of the village shop/Post Office as a place to carry out banking, cash withdrawal (there is no cash machine in the village), delivery and pick up of parcels etc.



Photograph taken by Alan Wilson, Dechmont

- **protection** from the elements to create attractive and welcoming surroundings, including provision for shade and shelter, mitigating against noise, air, light pollution and undesirable features, as well as ensuring climate resilience, including flood prevention and mitigation against rising sea levels
- **connecting with nature** including natural landscape, existing landforms and features, biodiversity and eco-systems, integrating blue and green infrastructure and visual connection
- **variety and quality** of play and recreation spaces for people of all ages and abilities
- **enjoyment**, enabling people to feel at ease, spend more time outdoors and take inspiration from their surroundings.

3. Connected: Supporting well connected networks that make moving around easy and reduce car dependency.

Designing for:

- **active travel** by encouraging more walking, wheeling and cycling together with reliable, accessible, public transport and shared transport hubs that allow for simple modal shifts
- **connectivity** including strategic cycle routes, local cycle routes, footpaths, pavements, active travel networks, desire lines, destinations, permeability, accessibility and catering for different needs and abilities
- **convenient connections** including local and regional interconnection, infrastructure, sustainable travel, interchange between public transport and active travel and supporting easy modal shifts in transport
- **pedestrian experience** including safe crossing, pedestrian priority, reduced vehicular speed and noise, inclusive design and surfaces, assistive technology, reduced street clutter, catering for suitable vehicular parking and management of loading/unloading and deliveries and refuse collections.

Dechmont Community Council notes that there is no longer a bus service to Livingston, and in particular St. John's Hospital. Residents would need to walk along to the Riding School in order to catch a bus to Livingston. This is not possible for many residents due to the distance. Those with mobility issues also state that this is impossible for some due to the fact that the single pavement does not have lowered kerbs. This issue results in residents who need to go to St. John's Hospital having to use a taxi, or other means, which can be prohibitively expensive. Some residents take a car to St. John's as there is no bus service, resulting in further congestion in the hospital car park. Dechmont Community Council are actively seeking improvements to the bus service in Dechmont and would welcome any constructive engagement in this regard.

4. Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted into designs to reinforce identity.

Designing for:

- **scale** including density, building heights, massing, orientation, building lines and legibility
- **built form** including mix of typologies, types, uses, sizes and tenures

- **sense of place** including design influences, architectural styles, choice of materials and finishes, detailing, landscape design, active frontages and cultural context.

5. Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience and integrating nature positive biodiversity solutions.

Designing for:

- **transition to net-zero** including energy/carbon efficient solutions, retrofitting, reuse and repurposing and sharing of existing infrastructure and resources
- **climate resilience and nature recovery** including incorporating blue and green infrastructure, integrating nature positive biodiversity solutions
- **active local economy** including opportunities for local jobs and training, work spaces, enabling working from home, supporting community enterprise and third sector
- **community and local living** including access to local services and facilities, education, community growing and healthy food options, play and recreation and digital connectivity.

6. Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can meet the changing needs and accommodate different uses over time.

Designing for:

- **quality and function**, ensuring fitness for purpose, design for high quality and durability
- **longevity and resilience** including recognising the role of user centred design to cater for changing needs over time and to respond to social, economic and environmental priorities
- **long-term maintenance** including effective engagement, clarity of rights and responsibilities, community ownership/stewardship, continuous upkeep and improvements.

Traffic Calming Proposals

The information provided below was produced by Dechmont Community Council following a traffic consultation survey of Dechmont residents.

The traffic consultation survey took place between 31st August and 26th September 2021.

Appendix A:

Dechmont Road Traffic Calming

Traffic Calming Proposals and Community Consultation Findings

Dechmont Community Council

Final Version, February 2022

Dechmont road traffic calming

Traffic calming proposals and community consultation findings

Dechmont Community Council

Final version, February 2022

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1. Introduction

1.1 Report purpose

This report outlines community consultation and engagement activities undertaken by Dechmont Community Council to inform and request feedback on possible traffic calming options for the village of Dechmont. This report provides details of the consultation methodology, feedback received and proposed next steps.

1.2 Village size and location

Dechmont is a village in West Lothian of c300 houses and 1,000 residents. The now closed Bangour Village Hospital, a site of approximately 960 acres, is located to the west of Dechmont. A main trunk road, the A89, runs almost parallel to the village.

1.3 The issue

A major development of the site of the former Bangour Village Hospital is underway, led by the construction company Ambassador Group. Up to 1,000 new homes are expected to be built on the 960 acre site in the coming years. Dechmont residents have raised concerns about the likely impact of the development on traffic volume and traffic speed in the village.

Residents have also long-expressed concerns about current levels of traffic in the village, particularly speeding traffic and the use of the village as a 'rat run' to avoid the A89.

Dechmont Community Council (DCC) feels that additional traffic from an expected 1,000 homes at the Bangour Village Hospital site, coupled with current speeding traffic and 'rat running' concerns could lead to a significant loss in the quality of life of village residents.

To address current issues and to help 'future proof' Dechmont against the expected increase in the volume of vehicles travelling through the village following construction of new homes at Bangour, DCC would like to see the installation of appropriate traffic calming measures. Discussions will take place with West Lothian Council and the Ambassador Group on the best ways to achieve this.

2. Dechmont Community Council ideas for traffic calming

2.1 Traffic calming objectives

DCC identified potential traffic calming measures for Dechmont to create a safer environment for village residents, pedestrians and cyclists principally by:

- ensuring all drivers travelling in the village observe the speed limit
- reducing the number of vehicles using the village as a 'rat run'

The traffic calming measures would provide the additional benefits of reducing traffic noise and vibration in the village, and help to preserve Dechmont's rural feel.

The traffic calming measures identified by DCC will ensure the retention of access for buses and emergency vehicles, and that the commercial viability of the Dechmont post office, shop and café is not threatened.

DCC carried out a community consultation around these proposals, with findings presented in this report.

DCC will use the results of the findings to finalise its proposals and requests around traffic calming prior to holding discussions with West Lothian Council and the property company, the Ambassador Group. DCC aims to agree a set of securing traffic calming measures in the village that are appropriate now, and will remain sufficient and appropriate following the completion of the nearby Bangour Village housing development.

2.2 Researching traffic calming ideas for Dechmont

In order to identify appropriate traffic calming measures that would meet the above objectives, DCC:

- consulted design guidelines
- undertook site visits to other villages in West Lothian to observe examples of traffic calming good practice
- consulted with councillors from the Broxburn, Uphall and Winchburgh ward in West Lothian
- consulted with other local Community Councils in West Lothian
- reviewed findings of two traffic speed surveys in Dechmont carried out West Lothian Council in 2021

2.3 Traffic calming proposals

DCC identified four traffic calming options that may be suitable for Dechmont:

2.3.1 The retention of a permanent 20mph speed limit

The speed limit throughout the village was reduced from 30mph to 20mph in spring 2020 as part of the Spaces for People programme, a temporary infrastructure programme designed to make it safer for people to walk, cycle or wheel for essential trips and exercise during the Covid-19 pandemic. The reduction from 30mph is only a temporary measure. Several side streets in Dechmont, e.g., Burnside and Craighlaw, already had advisory 20mph speed limits in place prior to 2020. The stretch of road on Main Street near the school was also a designated 20mph zone at certain times of the day. The retention of the 20mph limit would ensure consistency across the village and be a more appropriate speed for this overwhelmingly residential community.

2.3.2 Introducing restrictions on HGV access

Reducing the number of HGVs driving through Dechmont will have the effect of reducing noise and vibration on the village's residential roads. Many HGVs appear to use Main Street as a 'rat run' to avoid the A89 when travelling to/from Uphall, Broxburn and Linlithgow. HGV access would still be retained for deliveries and other essential business.

2.3.3 Installation of speed humps or speed tables

The installation of appropriate speed humps and tables would help ensure all drivers using the village observed the speed limit. The results of the West Lothian Council speed surveys in March and May 2021 indicate that the vast majority of traffic is not observing the village's 20mph speed limit.

The installation of appropriate road humps and/or road tables must slow vehicle speeds. What could be installed may differ depending on the type of road but DCC believes that all speed humps must be built to a height and width that drivers cannot avoid.

2.3.4 Installation of road narrowings/build outs

A road narrowing or 'build out' installed at the east (Uphall) end of Dechmont would mean that only one vehicle at a time would be able to pass. Priority could be given either to traffic leaving or entering the village. The road would still need to be wide enough retain access for buses and emergency vehicles. Combined with road humps, a vehicle narrowing/built out could mean vehicles could not race to beat others through the road narrowing.

A road narrowing at the west end of the village could potentially be more challenging, given the proximity of the A89 to the entrance to the village.

3. 2021 community consultation planning

3.1 Methodology

Having identified these four potential options for reducing and calming traffic in Dechmont, DCC arranged a community consultation to ask Dechmont residents for their views.

An online survey using was created and print copies of the survey were made available from Dechmont Post Office and shop for anyone unable to complete the survey online.

The survey aimed to reach residents of Dechmont village and people living and working in the immediate vicinity of the village, e.g., the riding stables and businesses and homes at Houstoun Mains.

Posters advertising the survey were placed in the village community noticeboard, at all village bus stops and shelters, and in the windows of the Post Office/shop and café. Flyers promoting the survey were delivered to every home in the village. Public information sessions and in-person events were not held due to the Covid restrictions in place at the time.

In addition to asking residents to complete the survey, the poster and flyer reminded residents of other ways they could reach out to DCC and give their opinions – by email, via the website and via the DCC Twitter account.

The survey opened on 31 August 2021 and closed on 26 September 2021.

A copy of the survey is provided in the appendix.

3.2 Number of responses

There were 129 survey responses - 122 online and 17 in print.

There were no duplicate submissions, i.e., no one completed the form online and submitted a paper copy of the survey.

There was one spoiled survey with ineligible responses.

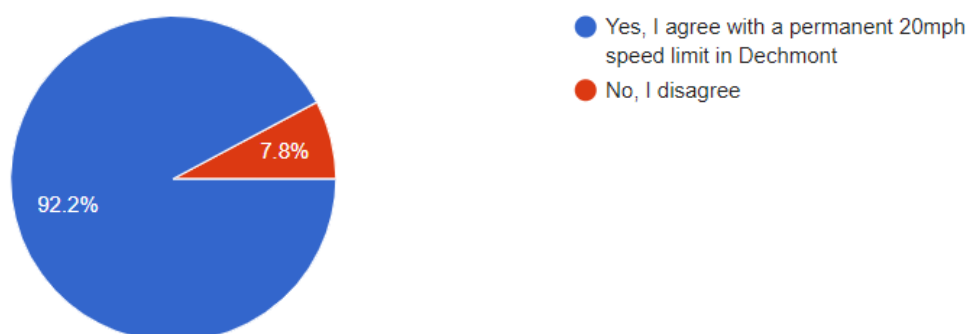
Total responses (129) minus ineligible responses (1) = 128 valid responses. Based on data available to DCC, there are c1,000 residents in Dechmont, giving a response rate of c12.8%.

Responses were received from more than one third of homes in the village (110 different addresses)

4. Main consultation findings

Survey findings are based on an analysis of 128 responses

4.1 Feedback on the proposed retention of a permanent 20mph speed limit

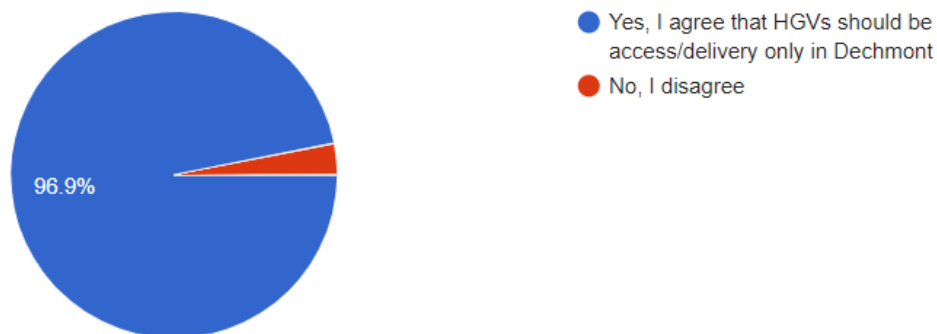


More than 92% of respondents agreed with the idea of permanently retaining the 20mph limit through the village. Survey comments on the 20mph limit – and speeding in general - included:

- “Additional 20MPH signs on road and vertical posts.”
- “We have 20 mph speed limit, but how many people adhere to this”
- “The 20mph signs are barely visible, need big 20 on the actual road and more prominent signs.”
- “Flashing 20 mph signs at the uphall/dechmont end of the road might help to slow traffic too.”
- “I think that the main street should revert to 30 mph with side roads staying at 20 mph. There should still be a 20 mph speed limit at the school during starting and finishing school hours. There has been a recent study which showed that when speed limits are too low cars cannot get out of lower gears and so therefore actually produce higher levels of CO2 from cars.”
- “Both 20mph and 30mpj are blatantly ignored - even by local traders/taxis/business. If you stick to 20mph - overtaking at bollards is more than a one off occurrence.”
- “Enforce the 20mph limit. Stop overtaking around bollards.”
- “I'm also in agreement with the 20 mph but many people don't drive at 30 so I'm not sure how 20 will be enforced.”
- “a 20mph speed limit might be seen to be beneficial, it does however require driving in a lower gear, and thus incurs higher levels of CO emission.”
- “The 20MPH limit appears to be totally ignored. I have witnessed, on many occasions, cars, vans etc at speeds which appear to be in excess of 30 and up to 40. It doesn't help that the road through the village is straight. EFFECTIVE Traffic calming measures are long overdue.”
- “I've seen local residents doing 40mph coming through Main Street and 30-35 on knightridge road so not much chance of sorting this out. Craig law is 20 and locals speed along there”
- “Living on the Main Street I notice that most of the traffic do not keep to the 20 mph speed limit.”

- “As many speed reducing measures as possible, as boy racers use it as a short cut - folk forget there is a school there”
- “Vehicles traffic are travelling at excessive speeds at present especially after dark from the Uphall to Bathgate direction, before the speed bumps situated after the post office.”
- “traffic entering the village from the Bathgate end frequently do so too fast round the corner causing a danger when crossing the road (I've had a few close shaves)
- “Delivery drivers speed in Knightsridge Road and into Knightsridge Court”
- “It annoys me when I'm travelling through Dechmont pre or post work and either I struggle to get out of my driveway or someone from out of Dechmont is sitting too close behind me as they are travelling over 20mph.”
- “The speed and noise of usually boy racers going up the back way to Linlithgow can make our evenings a misery.”
- “the boy racers at night cause a problem due to the speed, supped up exhausts and handbrake turns to go up the road to Linlithgow.”
- “The worst culprits for speeding are the farmers in their tractors.”
- “Flashing 20 mph signs at the uphall/dechmont end of the road might help to slow traffic too.”

4.2 Feedback on the idea of introducing restrictions on HGV access

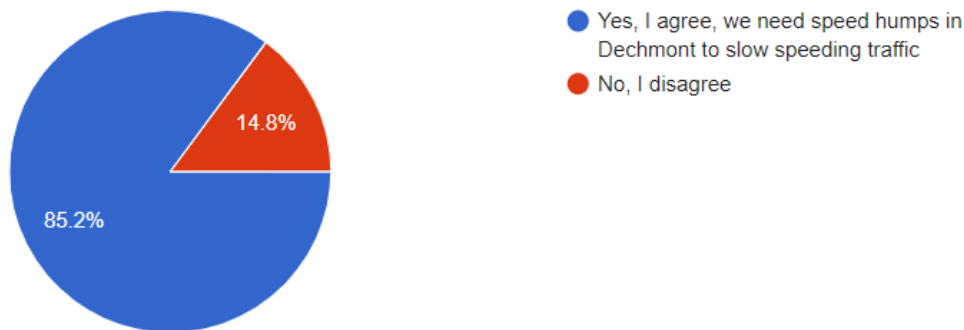


Almost 97% of respondents agreed with DCC’s idea to introduce restrictions on HGV access to the village. Specific survey comments included:

- “The shaking of our house when HGVs and busses which are usually empty pass by is worrying and annoying. “
- “Signage directing HGVs around Dechmont was erected years ago but is just advisory - need to be made mandatory.”
- “The HGV lorries that come through the village should be stopped as they cause the most shaking of the house. I have even noticed a M&S lorry coming through at about 1 am in the morning.”
- “The blue sign 'Unsuitable For HGV's' is not observed and many large vehicles and articulated lorries continue to use the Burnhouse Rd to Linlithgow route. The sign used to be on a lamppost in the middle of the T Junction but was removed and never put back. It was reasonably effective before hand although still ignored by many trucks, even tour buses.”
- “HGV learners could be asked not to use Dechmont Main Street”
- “HGVs, busses, and farm vehicles all speed through the village”

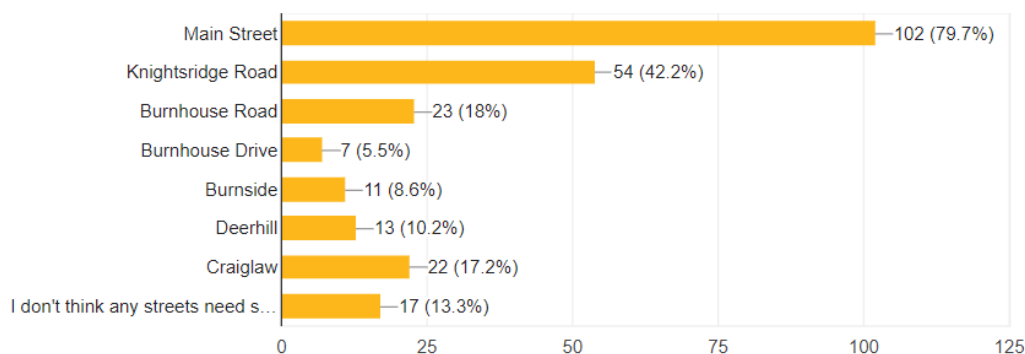
- “I fully support DCC in its attempt to mitigate some of the issues associated with traffic travelling above the speed limit in the village, and to limit the volume of traffic choosing to use the Main St as a 'rat run', particularly commercial vehicles including HGVs. The development of the new Bangour village will inevitably lead to a significant increase in construction traffic during the build phase and car journeys at the house completion stage.”
- “sadly I saw few times Tesco HGVs from depot driving through Main Street.”

4.3 Feedback on ideas around the installation of speed humps or speed tables



Over 85% of respondents agreed that speed humps/tables should be installed at points throughout the village in places where drivers tended to speed.

Respondents were asked to select which streets they thought should have speed humps/tables installed, and could select as many as liked. Main Street was the most popular with almost 80%, followed by Knightsridge Road at 42%, with Burnhouse Road 18% just edging out Craiglaw (17%) into third place.

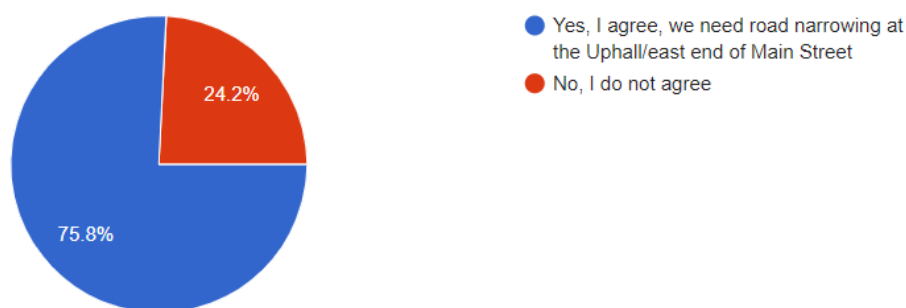


Comments on speed humps/tables included:

- “Speedbumps should be the full width of the road and of significant height to really slow down all traffic”
- “Speed humps currently in place are pointless, can drive over them without even feeling them.”
- “Put full width speed bumps at both entrances to village on Main Street.””
- “The current speed bumps on the main street larger cars and vans can straddle therefore not a bump.”
- “Perhaps there should be speed bumps at the Bangour (West) entrance to Dechmont as you cannot narrow the road there as it would cause problems for people leaving Dechmont and joining the A89.”

- “Regarding speed humps/bumps ... These may slow traffic, however there are many such installations in W. Lothian where they are damaged and/or badly installed. According to an RAC report, many shock absorber failures are actually due to speed bumps”
- “Speed bumps already Main Street making no difference still speeding”
- “Speed bumps would be great but I'm concerned about the noise of vans etc going over them outside residents homes.”
- “As for speed bumps then they would have to be ones that cover the whole road as the ones in place just now are useless.”
- “Speed bumps do very little as the boy racers only speed before and after them.”
- “Need speed bump as your turn corner on end of Craiglawn, accident waiting to happen.”
- “skip lorries that don't slow down going over the bumps - so I'm not sure how effective they are for those vehicles.”
- “I think Burnhouse Drive would benefit from speed bumps too”
- “Speed humps and restricted access for the HGVs would help”
- “Dechmont already has a lot of traffic calming measures. We run the risk of making Dechmont ugly if we clutter it too much with islands, paint, signs, humps, chicanes and so on.”
- “There are already speed humps outside the school and these are very effective. Due to the other traffic calming measures already in place along the main street with central bollards/crossing points and bus stops this slows traffic down along the main street. I do think that Knightsbridge road would benefit from them as a lot of people do come along main street and cut through to get to A89. Any speed humps would need to properly built and maintained to ensure they do not drop and cause damage to cars and slow down emergency vehicles”
- “I hesitate about speed humps, thinking about ambulance patients being rocked about by them (or not getting to hospital soon enough) AND will they really deter the determined speedster?”

4.4 Feedback on ideas around installation of road narrowings/build outs

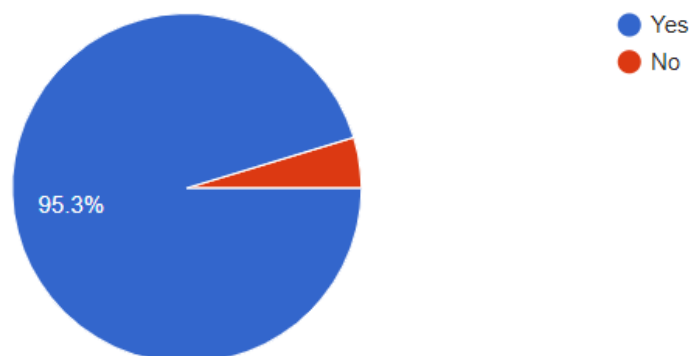


The survey only asked for views on the installation of road narrowings/build outs at the east entrance to the village. **Again, a large majority of respondents, almost 76%,** were in favour of this. Survey comments mentioning road narrowing:

- “Road narrowing should be employed at all entrances to the village not just from Uphall”
- “Not too sure about road narrowing at east end - a lot of traffic comes through from the west!”
- “Road narrowing at west end of Main Street also. Speed camera also!”

- “The road narrowing would also be a good idea at the west end aswell”
- “I do not think more speed bumps/narrowing of road would be beneficial, as those like myself you live in the Dechmont village but also commute to work daily would be hit by these daily.”
- “Road narrowing would have more impact and be more of a deterrent than bumps.”
- “Would like to see the road narrowing thing at both ends of Main Street, to slow traffic and protect the school”
- “Narrowing entrance to Dechmont Uphall end”
- “We already have road narrowing at the east end of the village street, they're called 'bus boarders'”
- “I appreciate there may be safety issues about this but perhaps consideration of a gateway at the Bathgate end too.”
- “I don't think this would make a huge impact and may actually cause problems at rush hour with traffic backing up to the small roundabout and also the large Dechmont/Dobbies roundabout as a lot of cars come over the hill road and then turn left out of Dechmont. With the current proposal they would have right of way over anyone coming into Dechmont. A lot of cars only come into that end of Dechmont to then go over the hill road so don't actually come along the main road all the way. “

4.5 Survey respondents



Over 95% of survey respondents lived Dechmont. In their responses, non-residents who replied to the survey stated that they had relatives in the village they visited regularly, or used community facilities, e.g., Dechmont Memorial Hall, on a regular basis.

5. Additional community feedback

In addition to responding to the four specific questions from DCC, residents raised a number of other traffic-related concerns and issues. These are grouped and noted below. A full list of additional anonymised comments from survey respondents is available in the appendix to this report.

5.1 Alternative speeding deterrents or ways to slow traffic

- "I'm all for speed cameras too (perhaps financial penalty would help - can't have too many ways to encourage folks to slow down."
- "Occasional Police presence and speed traps would help deter the amount of drivers doing dangerous speeds through the village"
- "Electronic /digital speed signs They do make drivers aware"
- "Happy/sad face speed signs at the Uphall entrance to the village would be a useful addition"
- "Add a zebra crossing near shop/bus stop"
- "Press for the council to re paint the lines on roads and possibly re Inforce the message of the speed limit by painting the speed limit on the road at access to and from Dechmont."
- "Would an electronic speed display help at all?"
- "In addition to the proposals listed there is also the option of speed monitoring signs that display the drivers current speed and encourage them to slow down."
- "Occasional police with cameras"
- "get police to stand at bottom with there speed guns like they used to do would make a bit of a difference"
- "Fake policeman with camera as they do in North of Scotland"
- "Unmanned traffic light would be beneficial"
- "Having speed cameras set up in Main Street would help."
- "Speed registering digital signs"
- "I would like to see speed camaras on Dechmont Main St as I constantly see speeding cars"
- "One other way to slow traffic is to install a couple of pelean crossings."
- "Random checks by police on traffic speeds. Perhaps put zebra crossing in situ, in soe areas and traffic lights."

5.2 A89 / Knightsridge Road

- "I'm extremely concerned about vehicles currently using Knightsridge Road as a means of jumping a queue of traffic on the A89 in a morning. Some days I can hear cars going past my house and I fear this really will become a nightmare when traffic increases. It's pointless politely asking people not to do it, they will only think of their own needs and no one likes to be held up in a traffic queue."
- "As a result of the new builds, are calming measures (reduced speed) being taken on the A89 planned going past Dechmont."
- "The road from Dobbies roundabout to Deans / Tesco distrubution centre is really unsafe and people tend to speed and overtake. On more than one occassion, I have began to turn right after exting Dobbies roundabout, in to the Knightridge road and had to pull in as some idiot driver has tried to overtake at that moment. There has even been someone dying at this section of road in recent years due to the inherent 'unsafe' layout / speed zone for this section of road. I think the installation of a speed camera, near to the opening / turn in for Knightsridge road would help to reduce speed and possible future accidents."

- “Tesco HGV traffic travelling along the A89 is particularly significant in quantity and noise as a result. Rerouting Tesco HGV's along the M8 towards junction 3a, as opposed to allowing them off at J3 and driving past Dechmont as a result, would definitely help. The noise causes significant disruption at night - a problem that hasn't occurred up until recent years. The A89 is also attracts speeders and dangerous driving.”
- “The A89 running parallel to Dechmont despite having a 50mph limit is already very busy with vehicles especially motorcycles using it like a race track and driving at very high speed. This stretch also needs to be slowed as calming measures in the village itself will push traffic onto the A89 (which is good) but lead to much more traffic on the A89”
- “Once the new houses are built my only option for walking my dogs and experiencing woodland countryside locally will be in the North Wood area which requires crossing the A89 on foot. This is already a fraught dangerous experience. Please look at possible measures which could be taken to make crossing the A89 between Dechmont and the North Wood area safer in a way which accommodates old and young dogs, pushchairs, bicycles, wheelchairs and anyone else who can't manage stairs.”
- “Given the certain increase in traffic on the A89 from the Bangour development I feel the junction at the end of Knightsridge Road and A89 would either have to be closed or have traffic lights installed. Turning left to Bathgate is hazardous at the moment at "peak" times. Also the road is already being used as a "rat run" at certain times of the day.”
- “To be able to safely join the A89 at the west end of village would require either traffic lights or yet another roundabout. Either would also slow down traffic on A89.”
- “Traffic calming needs to be directed towards the A89 where heavy trunk lorries flow in convoy all night.”
- “Knightsridge Road to be one way traffic”

5.3 Not just Main Street that is a rat run

- “There has been no consideration to vehicles using Burnhouse Road / Knightsbridge Road as a 'rat run'”

5.4 Parking issues and visibility

- “No consideration given to the issues of parked cars on the Main Street limiting drivers views when leaving Knightsbridge Road, Goodall Crescent etc”
- “Parking blocks line of sight to Main Street when exiting Goodall Cres.”

5.5 Cycling

- “the creation of a cycle lane on the Main Street”
- “The law about cycling on pavements should be enforced.”

5.6 Specific issues at Craiglaw

- “A one way system in Craiglaw, this has been raised previously with no success. There is a small park , which no one uses!!! next to garages in Craiglaw and most of the garages are in disrepair, this would be an ideal place for parking as the parking in Craiglaw is an issue.”
- “On way system in Craiglaw and the grass areas in front of Craiglaw on motorway side , there really should be parking spaces as the parking in Craiglaw is a huge issue . This has be asked if West Lothian Council previously but with no success!!”
- “introducing a one way system round Craiglaw as they are parking speeding where they like no emergency services would get through half the time make car park end Craiglaw at garages half the garages need taken down”

- “Need speed bump as your turn corner on end of Craiglaw, accident waiting to happen.”

5.7 Specific issues at Goodall Place/Crescent

- “The road at Goodall place , which I am aware is a private road but is in real disrepair and is a huge health and safety risk.”
- “the entrance to Goodall place there is a passing place. This is used daily by dog walkers to park making it tight to access, the other week the bin lorry could not access the road or should emergency services need to access would have difficulty maneuvering the corner and the entrance - a passing place no parking sign is required.”

5.8 The west end entrance to Dechmont (closing off access)

- “Shut of west bond junction to traffic with buses only. It's dangerous and would solve traffic issues.”
- “Closing the Bathgate end and having it as a turning point for buses would stop the rat race which is only going to get significantly worse when bangour building is complete.”
- “I wish it was closed at the A89 end as this would stop the rat run situation. Bus lane like they have in Kirkliston with camera installed to catch people abusing it.”
- “Many years ago I lived near the small village of Hermiston. Bypassing Hermiston and making it residents only access (and deliveries) was the making of the village. Perhaps some lessons could be learnt from visiting there. Of course there was no village shop to consider in Hermiston.”

5.9 A mini roundabout proposal

- “The T junction at Main Street and Burnhouse Rd is dangerous owing to slow traffic coming out of Burnhouse Rd and speeding traffic coming into and out of Dechmont Main St. A roundabout there would make drivers slow down. It could be a button roundabout with no centre bollard to allow for farm traffic to turn easily.”

5.10 Café, shop and Post Office

- “Cafe and shop rely heavily on passing trade and it would close without it”
- “it's also important for the survival of the shop/cafe that all form of possible users/drivers have access.”
- “Reducing passing traffic would obviously have a negative effect on Dechmonts shop and Post Office.”

6. West Lothian Council traffic speed surveys in Dechmont

West Lothian Council conducted two traffic speed surveys over two seven-day periods 2021: 17-23 March and 6-12 May.

On both occasions traffic travelling in both directions on Main Street was monitored:

- March survey monitored traffic between Badger Wood and Goodall Crescent
- May survey monitored traffic passing Dechmont Park.

Data from both surveys was provided to Dechmont Community Council.

6.1 Traffic speed

In the March survey, the mean speed of traffic over the seven days was 35.1mph.

In the May survey, the mean speed of traffic was 34.1mph. Data also showed that 71.2% of drivers did not obey the 20mph speed limit.

The speed limit in Dechmont at the time of both surveys was 20mph.

6.2 Additional information uncovered in the data

Incidences of high traffic speeds in the village were recorded in both surveys, e.g., in the March survey, there were two incidences of vehicles travelling at 55-60mph on Main Street between the hours of 4:00-5:00pm.

6.3 DCC views on the speed surveys

The survey results support the concerns of DCC and the wider community and reflects what they have observed over many years: drivers are persistently breaking the village speed limit and it is clear that speed restriction and traffic calming measures are required to help improve driver compliance.

7. Summary and next steps

The traffic consultation survey took place between 31 August and 26 September 2021.

Survey respondents were asked for their views on four potential traffic calming options for Dechmont:

- The retention of a permanent 20mph speed limit – 92.2% agreed
- Introducing restrictions on HGV access – 96.9% agreed
- Installation of speed humps or speed tables – 85.2% agreed
- Installation of road narrowings/build outs – 75.8% agreed

95.3% of respondents lived in Dechmont.

DCC will use this feedback in its ongoing discussions with West Lothian Council and the Ambassador Group to identify and install appropriate traffic calming options to address current traffic-related concerns as well as ‘future proof’ the village against the increase in vehicles from the new Bangour site.

Appendices

Appendix 1. Dechmont Traffic Survey

Dechmont Community Council – Traffic Survey

Please take this survey ONLINE if you can: follow the link at dechmontcommunitycouncil.com

900 homes will eventually be built at Bangour – this could lead to a huge increase in Dechmont traffic.

Complete this survey to help Dechmont Community Council secure traffic calming measures that could:

- create safer spaces for walkers/cyclists
- make sure everyone keeps to the speed limit
- reduce the numbers of vans, lorries and cars using Dechmont as a 'rat run'
- keep supporting the post office, shop and café
- retain access for buses and emergency services
- reduce traffic noise
- keep Dechmont's rural feel



Tell us what you think, not just based on what traffic is like now, but also think about what it might look like when Bangour is finished.

SURVEY QUESTIONS

Q1. Do you live in Dechmont? Yes ☐ No ☐

Q2. Speed limit: the speed limit in Dechmont is 20mph, but this is temporary. Dechmont CC would like this to be permanent. Do you agree?

- ☐ Yes, I agree with a permanent 20mph speed limit in Dechmont
☐ No, I disagree

Q3. HGVs: Dechmont CC would like HGVs to be 'access/delivery only' in Dechmont. This means that you will still receive deliveries, but HGVs could not use the village as a rat run/cut through. Do you agree?

- ☐ Yes, I agree that HGVs should be access/delivery only in Dechmont
☐ No, I disagree

Q4. Speed humps: Dechmont CC would like speed humps installed in Dechmont in places where traffic tends to speed. Here is an example of what a speed hump looks like. Do you agree?

- ☐ Yes, I agree, we need speed humps in Dechmont to slow speeding traffic
- ☐ No, I disagree



Q5. What street(s) would benefit from speed humps? Tick as many boxes as you like

- | | |
|---|-----------------------------------|
| <input type="checkbox"/> Main Street | <input type="checkbox"/> Burnside |
| <input type="checkbox"/> Knightsridge Road | <input type="checkbox"/> Deerhill |
| <input type="checkbox"/> Burnhouse Road | <input type="checkbox"/> Craiglaw |
| <input type="checkbox"/> Burnhouse Drive | |
| <input type="checkbox"/> I don't think any streets need speed humps | |

Q6. Road narrowing: Dechmont CC would like the road to be narrowed at the Uphall entrance to Main Street so that traffic entering Dechmont has to slow down. Vehicles leaving Dechmont would have priority.



Here is an example of what road narrowing looks like. Do you agree?

- ☐ Yes, I agree, we need road narrowing at the Uphall/east end of Main Street
- ☐ No, I do not agree

Q7: Do you have any other points you would like to make about traffic and traffic calming in Dechmont?

Your contact details: We need your name and address to make your comments count. Dechmont Community Council will never share your personal information with any third parties.

Name (required): _____

Address (required): _____

Tel number (optional): _____

Email (optional): _____

Please leave your completed survey in the dedicated box inside the Post Office

Organised by Dechmont Community Council
Please complete and submit by 26 September

Appendix 2. Additional survey comments

'Any other comments' from the traffic survey – all comments are anonymised/

#1	I have ticked all boxes re the speed humps in each but I'm unsure of the level traffic in other streets. In my opinion it is probably best that all streets are done
#2	Delivery drivers speed in Knightsridge Road and into Knightsridge Court
#3	I agree with speed bumps on the Main Street (don't necessarily disagree with them elsewhere, just feel it's up to people who are affected in those streets should comment) but there's one outside our house which generates a lot of noise from lorries, tractors (often in the middle of the night), and empty skip lorries that don't slow down going over the bumps - so I'm not sure how effective they are for those vehicles. Also, traffic entering the village from the Bathgate end frequently do so too fast round the corner causing a danger when crossing the road (I've had a few close shaves) then have to break to cross the speed bumps then speed up once over them - so again I'm not sure they're effective for slowing cars either other than at the point they're crossed. I'm all for speed cameras too (perhaps financial penalty would help - can't have too many ways to encourage folks to slow down.
#4	I'm also in agreement with the 20 mph but many people don't drive at 30 so I'm not sure how 20 will be enforced.
#5	I appreciate there may be safety issues about this but perhaps consideration of a gateway at the Bathgate end too.
#6	Vehicles traffic are travelling at excessive speeds at present especially after dark from the Uphall to Bathgate direction, before the speed bumps situated after the post office.
#7	You wont get all the options - prioritise when you go t the Council
#8	Hgvs, busses, and farm vehicles all speed through the village as well as cars so anything to reduce the amount of traffic and speed would be very worth while. Living on main street I can vouch for the amount of hgvs and farm vehicles that regularly speed past my front door. The noise of the traffic is also a factor faster vehicles are noisier than slow one's. Would love it to be cars and buses only.
#9	I'm extremely concerned about vehicles currently using Knightsridge Road as a means of jumping a queue of traffic on the A89 in a morning. Some days I can hear cars going past my house and I fear this really will become a nightmare when traffic increases. It's pointless politely asking people not to do it, they will only think of their own needs and no one likes to be held up in a traffic queue.
#10	As a result of the new builds, are calming measures (reduced speed) being taken on the A89 planned going past Dechmont.
#11	Road narrowing should be employed at all entrances to the village not just from Uphall
#12	There has been no consideration to vehicles using Burnhouse Road / Knightsbridge Road as a 'rat run'
#13	No consideration given to the issues of parked cars on the Main Street limiting drivers views when leaving Knightsbridge Road, Goodall Crescent etc

#14	The road from Dobbies roundabout to Deans / Tesco distribution centre is really unsafe and people tend to speed and overtake. On more than one occasion, I have began to turn right after exiting Dobbies roundabout, in to the Knightbridge road and had to pull in as some idiot driver has tried to overtake at that moment. There has even been someone dying at this section of road in recent years due to the inherent 'unsafe' layout / speed zone for this section of road. I think the installation of a speed camera, near to the opening / turn in for Knightbridge road would help to reduce speed and possible future accidents.
#15	Occasional Police presence and speed traps would help deter the amount of drivers doing dangerous speeds through the village
#16	Road narrowing at west end of Main Street also. Speed camera also
#17	Electronic /digital speed signs They do make drivers aware
#18	The road narrowing would also be a good idea at the west end aswell
#19	Less cars and more public transport trying to get to hospital a night mare.
#20	Happy/sad face speed signs at the Uphall entrance to the village would be a useful addition
#21	Speed of the buses can also be a problem on Main Street
#22	Add a zebra crossing near shop/bus stop
#23	Something needs done now before development is complete. The beautiful village will end up a town & lose its village feel
#24	the creation of a cycle lane on the Main Street
#25	I think Burnhouse Drive would benefit from speed bumps too
#26	Press for the council to re paint the lines on roads and possibly re enforce the message of the speed limit by painting the speed limit on the road at access to and from Dechmont.
#27	Tesco HGV traffic travelling along the A89 is particularly significant in quantity and noise as a result. Rerouting Tesco HGV's along the M8 towards junction 3a, as opposed to allowing them off at J3 and driving past Dechmont as a result, would definitely help. The noise causes significant disruption at night - a problem that hasn't occurred up until recent years. The A89 is also attracts speeders and dangerous driving.
#28	I do not think more speed bumps/narrowing of road would be beneficial, as those like myself you live in the Dechmont village but also commute to work daily would be hit by these daily.
#29	Unfortunately I honestly do not know how to tackle the additional traffic, espesh those who race through at night. It annoys me when I'm travelling through Dechmont pre or post work and either I struggle to get out of my driveway or someone from out of Dechmont is sitting too close behind me as they are travelling over 20mph.
#30	Would an electronic speed display help at all?
#31	There is too much unnecessary through traffic and the measures proposed are needed to discourage this traffic. In addition to the proposals listed there is also the option of speed monitoring signs that display the drivers current speed and encourage them to slow down.

#32	I fully support DCC in its attempt to mitigate some of the issues associated with traffic travelling above the speed limit in the village, and to limit the volume of traffic choosing to use the Main St as a 'rat run', particularly commercial vehicles including HGVs. The development of the new Bangour village will inevitably lead to a significant increase in construction traffic during the build phase and car journeys at the house completion stage.
#33	Whereas a 20mph speed limit might be seen to be beneficial, it does however require driving in a lower gear, and thus incurs higher levels of CO emission.
#34	Regarding speed humps/bumps ... These may slow traffic, however there are many such installations in W. Lothian where they are damaged and/or badly installed. According to an RAC report, many shock absorber failures are actually due to speed bumps. Faulty shock absorbers can lead to accidents.
#35	Also, might it be possible to track down and apprehend the individuals (unknown) driving around at reckless speeds on electric motorcycles? Saw two last night on knightsridge road. No helmets, one had a passenger!!
#36	Bangour mortuary road should remain closed to traffic.
#37	My concerned is about the junction at the Bathgate end of Dechmont. This is a bad junction as it is. Are there any plans to make this safer as development means more traffic using the Bathgate road will make it worse. Traffic lights or roundabout?
#38	Occasional police with cameras
#39	The 20MPH limit appears to be totally ignored. I have witnessed, on many occasions, cars, vans etc at speeds which appear to be in excess of 30 and up to 40. It doesn't help that the road through the village is straight. EFFECTIVE Traffic calming measures are long overdue.
#40	As many speed reducing measures as possible, as boy racers use it as a short cut - folk forget there is a school there
#41	I would like to see proper infrastructure planning/improvement taking place.
#42	A one way system in Craighlaw, this has been raised previously with no success. There is a small park , which no one uses!!! next to garages in Craighlaw and most of the garages are in disrepair, this would be an ideal place for parking as the parking in Craighlaw is an issue.
#43	The road at Goodall place , which I am aware is a private road but is in real disrepair and is a huge health and safety risk.
#44	It would be good for Dechmont Community Council to address these issues.
#45	On an other note it would also be very helpful for residents in Goodall Place to be a little more accepting of their neighbours!!! We are all residents of Dechmont and should be accepted as such!!! Being abusive to professionals just trying to do their job is unacceptable and not very neighbourly, as I am sure you will agree!!!
#46	We all want Dechmont Village to be a close community with everyone looking out for each other and a great place to live, Bangour Village houses will change this , but hopefully for the better as the world is made up of many different people , who should be accepted and welcomed for who they are , as we are all human beings with a right to be accepted!!!

#47	On way system in Craiglaw and the grass areas in front of Craiglaw on motorway side , there really should be parking spaces as the parking in Craiglaw is a huge issue . This has be asked if West Lothian Council previously but with no success!!
#48	Speed bumps already Main Street making no difference still speeding also I've had a lot damage done to my car with speed bumps springs going all the time think narrow roads all way through like Uphall station has get police to stand at bottom with there speed guns like they used to do would make a bit of a difference also I have noticed it's a lot of residents of Dechmont that are actually speeding also introducing a one way system round Craiglaw as they are parking speeding where they like no emergency services would get through half the time make car park end Craiglaw at garages half the garages need taken down
#49	Shut of west bond junction to traffic with buses only. It's dangerous and would solve traffic issues. As for speeding I've seen local residents doing 40mph coming through Main Street and 30-35 on knightridge road so not much chance of sorting this out. Craig law is 20 and locals speed along there and there is a lot more kids playing here than every before
#50	Living on the Main Street I notice that most of the traffic do not keep to the 20 mph speed limit. Not too sure about road narrowing at east end - a lot of traffic comes through from the west! However seems a good idea.
#51	The speed and noise of usually boy racers going up the back way to Linlithgow can make our evenings a misery. The shaking of our house when HGVs and busses which are usually empty pass by is worrying and annoying.
#52	Additional 20MPH signs on road and vertical posts.
#53	I stay on the main road, and find the speeding vehicles intrude on daily life due to the noise and the bungalow shaking. I am a late bedder and find the boy racers at night cause a problem due to the speed, supped up exhausts and handbrake turns to go up the road to Linlithgow. The HGV lorries that come through the village should be stopped as they cause the most shaking of the house. I have even noticed a M&S lorry coming through at about 1 am in the morning. I also think something needs to be done about all the empty double decker busses, I am sure single decker ones would be less intrusive..
#54	We have 20 mph speed limit,but how many people adhere to this,speed bumps needed
#55	Speedbumps should be the full width of the road and of significant height to really slow down all traffic
#56	Fake policeman with camera as they do in North of Scotland
#57	Parking blocks line of sight to Main Street when exiting Goodall Cres.
#58	The A89 running parallel to Dechmont despite having a 50mph limit is already very busy with vehicles especially motorcycles using it like a race track and driving at very high speed. This stretch also needs to be slowed as calming measures in the village itself will push traffic onto the A89 (which is good) but lead to much more traffic on the A89

#59	The 20mph signs are barely visible, need big 20 on the actual road and more prominent signs. Closing the Bathgate end and having it as a turning point for buses would stop the rat race which is only going to get significantly worse when bangour building is complete. Speed humps currently in place are pointless, can drive over them without even feeling them. Road narrowing would have more impact and be more of a deterrent than bumps.
#60	I agree everything possible should be done to reduce speed within Dechmont. Reducing the "rat run", along with the building of 900 new houses, will inevitably increase traffic on the already very busy A89 passing Dechmont. Once the new houses are built my only option for walking my dogs and experiencing woodland countryside locally will be in the North Wood area which requires crossing the A89 on foot. This is already a fraught dangerous experience. Please look at possible measures which could be taken to make crossing the A89 between Dechmont and the North Wood area safer in a way which accommodates old and young dogs, pushchairs, bicycles, wheelchairs and anyone else who can't manage stairs.
#61	Would like to see the road narrowing thing at both ends of Main Street, to slow traffic and protect the school
#62	Unmanned traffic light would be beneficial
#63	Put full width speed bumps at both entrances to village on Main Street. Signage directing HGV's around Dechmont was erected years ago but is just advisory - need to be made mandatory..
#64	Speed humps and restricted access for the HGVs would help, sadly I saw few times Tesco HGVs from depot driving through Main Street.
#65	Having speed cameras set up in Main Street would help. The worst culprits for speeding are the farmers in their tractors.
#66	Flashing 20 mph signs at the uphall/dechmont end of the road might help to slow traffic too.
#67	Speed registering digital signs
#68	While I do not live in Dechmont, I regularly use the Community Hall and I have family members who live in the village.
#69	The current speed bumps on the main street larger cars and vans can straddle therefore not a bump. The hill down to Burnside is used by dog walkers and drive down and up at speed.
#70	There is more children and animals (cats) residing in the area now. In addition, at the entrance to Goodall place there is a passing place. This is used daily by dog walkers to park making it tight to access, the other week the bin lorry could not access the road or should emergency services need to access would have difficulty maneuvering the corner and the entrance - a passing place no parking sign is required.
#71	Speed limits
#72	I think that the main street should revert to 30 mph with side roads staying at 20 mph. There should still be a 20 mph speed limit at the school during starting and finishing school hours. There has been a recent study which showed that when speed limits are too low cars cannot get out of lower gears and so therefore actually produce higher levels of CO2 from cars. Also people cannot

	learn to drive effectively as they are unable to get out of low gears to drive safely.
#73	Speed humps
#74	There are already speed humps outside the school and these are very effective. Due to the other traffic calming measures already in place along the main street with central bollards/crossing points and bus stops this slows traffic down along the main street. I do think that Knightsridge road would benefit from them as a lot of people do come along main street and cut through to get to A89. Any speed humps would need to properly built and maintained to ensure they do not drop and cause damage to cars and slow down emergency vehicles (reference the ones around Broxburn Academy which appear to be brick humps, very steep sides and large drops especially at the edges with areas which are very dangerous to drive over)
#75	Narrowing entrance to Dechmont Uphall end
#76	I don't think this would make a huge impact and may actually cause problems at rush hour with traffic backing up to the small roundabout and also the large Dechmont/Dobbies roundabout as a lot of cars come over the hill road and then turn left out of Dechmont. With the current proposal they would have right of way over anyone coming into Dechmont. A lot of cars only come into that end of Dechmont to then go over the hill road so don't actually come along the main road all the way.
#77	I think if you were looking at reducing traffic from the new Bangour site coming into Dechmont then it is more likely to come from the Bangour end so perhaps consideration needs to be given to how to reduce extra traffic cutting through from that end. There is already the bend as you enter the village and the speed bumps at the school. Perhaps there should be speed bumps at the Bangour (West) entrance to Dechmont as you cannot narrow the road there as it would cause problems for people leaving Dechmont and joining the A89.
#78	The T junction at Main Street and Burnhouse Rd is dangerous owing to slow traffic coming out of Burnhouse Rd and speeding traffic coming into and out of Dechmont Main St. A roundabout there would make drivers slow down. It could be a button roundabout with no centre bollard to allow for farm traffic to turn easily.
#79	The blue sign 'Unsuitable For HGV's' is not observed and many large vehicles and articulated lorries continue to use the Burnhouse Rd to Linlithgow route. The sign used to be on a lamppost in the middle of the T Junction but was removed and never put back. It was reasonably effective before hand although still ignored by many trucks, even tour buses.
#80	Speed bumps would be great but I'm concerned about the noise of vans etc going over them outside residents homes.
#81	I would like to see speed camaras on Dechmont Main St as I constantly see speeding cars. As for speed bumps then they would have to be ones that cover the whole road as the ones in place just now are useless. One other way to slow traffic is to install a couple of pelecan crossings.

#82	I wish it was closed at the A89 end as this would stop the rat run situation. Bus lane like they have in Kirkliston with camera installed to catch people abusing it. Speed bumps do very little as the boy racers only speed before and after them.
#83	A morning and evening rat run already exists between Dechmont/ Livingstonn and Linlithgow M8 and M9 users
#84	Given the certain increase in traffic on the A89 from the Bangour development I feel the junction at the end of Knightsridge Road and A89 would either have to be closed or have traffic lights installed. Turning left to Bathgate is hazardous at the moment at "peak" times. Also the road is already being used as a "rat run" at certain times of the day.
#85	To be able to safely join the A89 at the west end of village would require either traffic lights or yet another roundabout. Either would also slow down traffic on A89. Many years ago I lived near the small village of Hermiston. Bypassing Hermiston and making it residents only access (and deliveries) was the making of the village. Perhaps some lessons could be learnt from visiting there. Of course there was no village shop to consider in Hermiston. Reducing passing traffic would obviously have a negative effect on Dechmonts shop and Post Office.
#86	I live outside Dechmont but attend the Art group weekly in the Community hall. Excess traffic in a village like Dechmont will change it's whole outlook. Excess traffic will split your village in two with a motorway down the centre breaking your community spirit. Excess traffic means excess fumes leaving your children exposed when attending their school which is situated on the main road. But narrowing of the roads will make it difficult for people like me to attend things in your village if there's no place to safely park.
#87	Traffic calming needs to be directed towards the A89 where heavy trunk lorries flow in convoy all night.
#88	The road to Linlithgow tends to bring traffic through dechmont.
#89	I feel that Dechmont already has a lot of traffic calming measures. We run the risk of making Dechmont ugly if we clutter it too much with islands, paint, signs, humps, chicanes and so on. Having had to regularly drive through chicanes in Wallyford, these caused terrible traffic jams and pollution and made it difficult for anybody (on wheels or on foot) to move! We once had a child run across the road in front of our car, rather than wait to safely cross. In the past, we had the General and Psychiatric hospitals, a 30mph limit, a better bus service and a florist. My husband was struck by a car as a boy crossing the road to the shop when the traffic from the A89 was diverted through Dechmont and I am sadly aware of a child being killed at the Infant School. So, I do appreciate the need for traffic safety measures. There is a balance to be struck though, between being 'cut off' and losing out on customers, an improved bus service and movement within Dechmont being unnecessarily difficult. We need to appreciate that these are fellow human beings who want to live in our area and there will be opportunities to share their facilities, make friends and be welcoming. It's not all negative.

#90	Several: I hesitate about speed humps, thinking about ambulance patients being rocked about by them (or not getting to hospital soon enough) AND will they really deter the determined speedster?; We already have road narrowing at the east end of the village street, they're called 'bus boarders'• and combine with crossing islands, OR if the narrowing is suggested for the mini-roundabout, that would be extremely dangerous; Will any of what's being suggested stop people going round the wrong side of crossing-place islands to avoid waiting or overtake vehicles keeping to the speed limit?
#91	Knightsridge Road to be one way traffic
#92	HGV learners could be asked not to use Dechmont Main Street. Cafe and shop rely heavily on passing trade and it would close without it, so no other restrictions on vehicles please, HGV learners don't use either cafe or shop!
#93	Turning right out of Burnhouse Road could prove difficult when traffic is busy. The law about cycling on pavements should be enforced.
#94	Stop cycling on pavements
#95	But drivers don't know how to drive at 20mph
#96	Need speed bump as your turn corner on end of Craiglawn, accident waiting to happen. Something needs to be done. Speeding on Main Street especially in the morning. Stop cars parking on sidewalks.
#97	Whilst I agree with most points, it's also important for the survival of the shop/cafe that all form of possible users/drivers have access.
#98	PartOwner and visit Dechmont 3-4 times per week. Both 20mph and 30mpj are blatantly ignored - even by local traders/taxis/business. If you stick to 20mph - overtaking at bollards is more than a one off occurrence.
#99	Enforce the 20mph limit. Stop overtaking around bollards.
#100	Random checks by police on traffic speeds. Perhaps put zebra crossing in situ, in soe areas and traffic lights.
#101	If all of above was implemented the drive through Dechmont would be considerably safer for residents and visitors stopping.

Appendix B: Information Notice



Information Notice: Dechmont Local Place Plan

From Gillian Anderson <[REDACTED]>

Date Sun 20/07/2025 09:11

To [REDACTED]
<[REDACTED]>

 2 attachments (4 MB)

Dechmont Local Place Plan.pdf; Appendix A Dechmont Traffic Survey.pdf;

Circulation: All Ward Councillors

Good morning,

I am contacting you on behalf of Dechmont Community Council.

Dechmont Community Council are currently in the process of preparing our Local Place Plan for the village of Dechmont. As part of that process (and in compliance with Section 4 of the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021) we are required to send each local authority Councillor for our Local Place Plan area the information noted below.

1. Proposed Local Place Plan

The proposed final draft of the Dechmont Community Council Local Place Plan is attached for your consideration.

2. Brief description of the content and purpose of the proposed Local Place Plan

The proposed Local Place Plan covers the area of Dechmont and presents our community aspirations for land-use in Dechmont. We have placed a specific focus on our vital green spaces and the benefits of these spaces to residents and visitors. Central to our plans is a desire to preserve our village heritage and historical links to Bangour for future generations.

We have sought to identify and discuss the physical infrastructure, transport links and local services which have been identified by residents as key to local needs. We have also identified features of the village which are considered to enhance wellbeing.

The key aim of the Dechmont Local Place Plan is to provide commentary, suggestions and opinions on the current Dechmont allocations in West Lothian Local Development Plan 1 to summarise our aspirations for the second iteration of the plan.

3. Information as to how and to whom any representations on the content of the proposed Local Place Plan should be made and the date by which they should be made

If you have comments on our proposed Local Place Plan, please submit them via email to Gillian Anderson, [REDACTED]

The deadline for comments is 30.07.25.

We are also sending Information Notices to our adjoining (active) Community Councils as required by the Local Place Plan Regulations.

Please let us know if you have any queries.

Kind regards,
Gillian Anderson
On behalf of Dechmont Community Council