

# BROXBURN AND UPHALL TOWN CENTRE Public Realm Design Framework

West Lothian Council  
August 2009



UPHALL AND BROXBURN TOWN CENTRE  
**Public Realm Design Framework**

**August 2009**

West Lothian Council

<b>1.0 Introduction</b>	<b>1</b>	<b>5.0 Design Guidelines</b>	<b>27</b>
1.1 Purpose of the Report	1	5.1 Planning Application Requirements	28
1.2 History and Background	2	5.2 Enhance Accessibility/ Connectivity	28
1.3 Successful Town Centres	3	5.3 Respect for the Traditional Urban Structure	28
1.4 Public Realm	4	5.4 Public Realm Landscape	28
1.5 Broxburn & Uphall	5	5.5 Scale and Massing	29
<b>2.0 Place Analysis</b>	<b>7</b>	5.6 Elevations	29
2.1 Description	7	5.7 Materials	29
2.2 Local Plan Context	8	5.8 Adaptability	30
2.3 Planning & Development	10	5.9 Energy Efficiency	30
2.4 Strategic and Local Movement	11	5.10 Shopfront Improvements	30
2.5 Assessment of Town Centre Strengths Weaknesses	12	5.11 Gateways	33
2.6 Key Opportunities for Public Realm Strategy	14		
<b>3.0 Town Centre Vision and Objectives</b>	<b>17</b>	<b>6.0 Public Realm</b>	<b>35</b>
3.1 Vision & Objectives	17	6.1 Introduction	35
3.2 Community Consultations	19	6.2 Guidance for the Application of Elements	35
<b>4.0 Key Design Principles</b>	<b>21</b>	6.3 Surfacing Guidelines	35
4.1 Introduction	21	6.4 Furniture Guidelines	36
4.2 Broxburn Town Centre	22	6.5 Town Centre Gateways: Banners and Signage	37
4.3 Uphall Town Centre	24	6.6 Pedestrian and Cycling Linkages	38
		6.7 Lighting	38
		6.8 Cycle Provision	39
		<b>7.0 Action Plan</b>	<b>41</b>

# Introduction

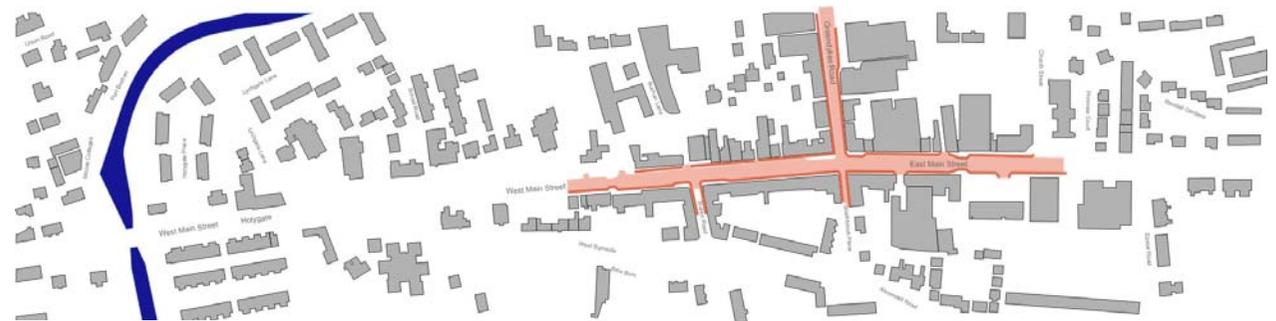


## 1.1 Purpose of the Report

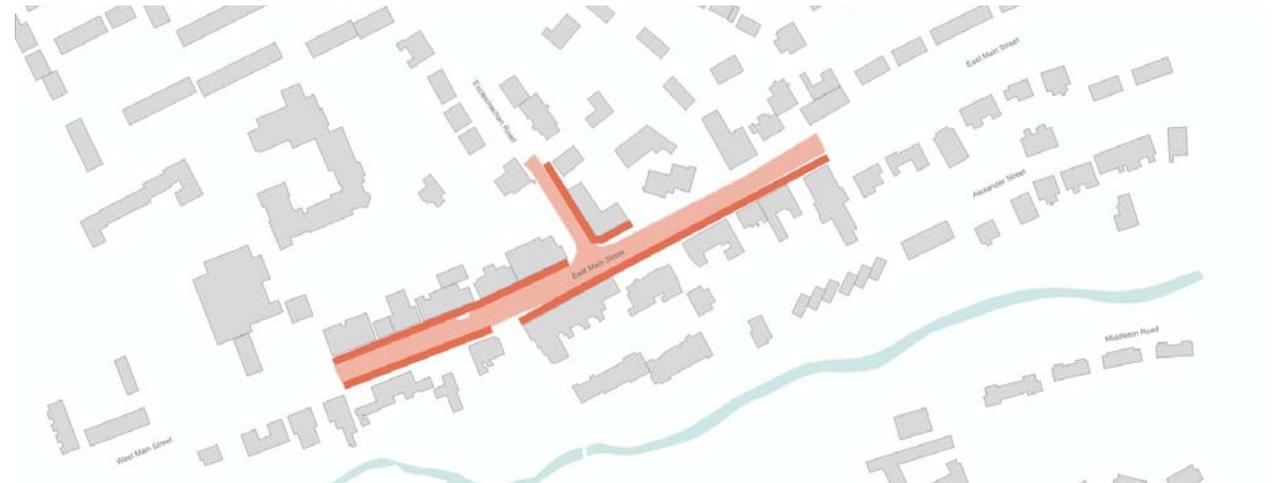
West Lothian Council are seeking to promote and facilitate urban regeneration and investment in the districts town centres and is developing with local stakeholders and community interests public realm strategies for physical improvement.

A study of Broxburn Town Centre and Uphall Town Centres has been completed that includes an assessment of the potential for improvements in the town that will help to support town centre vitality, increase the opportunity for town centre retailers and enhance place quality. The intent has been to establish through consultation, a clear vision and strategy for the public realm and from this to develop a project based strategy and design framework that supports local plan and locality planning.

The Public Realm Design Framework will establish a clear framework for public realm investment and will be promoted within the Council as Supplementary Planning Guidance.



Broxburn Town Centre Core



Uphall Town Centre Core

# Introduction

## 1.2 History and Background

Broxburn sits in the centre of West Lothian north of the M8 Motorway and along the line of the old main road from Edinburgh to Glasgow and includes the once distinct settlements of Broxburn to the east and Uphall to the west. The two component parts have very different origins. Uphall is ancient, while Broxburn dates back only to the 1800s.

The origins of Uphall are best seen today by taking a short stroll uphill from the traffic lights in its centre along the road to Ecclesmachan. On the right is the church of Strathbrock St Nicholas. This is an ancient church, whose nave dates in part back to the 1100s. The name Strathbrock has only been attached to the parish quite recently, but the name itself is an ancient one, meaning valley of the badgers, the same origin as the Brox Burn that flows through it.

The discovery of coal, iron and shale oil in the area in the 1850's-1860's resulted in an increase in population and the creation of gigantic waste 'bings' which surround the area. By 1901 the Broxburn Shale Oil Company employed almost 2000 workers and built 600 houses in the area to support their workforce.

By the 1950's the shale mines and oil works began to close and the final closures occurred under BP in 1962. However it was at this time the need for industrial development was required and this demand was met by the development of Greendykes Industrial Estate and the East Mains Industrial Estate.



Historical image of Uphall Main Street



Historical image of Broxburn

# Introduction

## 1.3 Successful Town Centres

Successful town centres are a result of a number of complex and interrelating aspects – environmental and service quality, mix and diversity, activity and vibrancy, adaptability, accessibility, etc. It is useful to look at national planning guidance where many of these key attributes have been explained and form key policy objectives.

### **Scottish Planning Policy 8**

SPP8 identifies town centres as places which provide a diverse and sustainable mix of activities and land uses which create an identity that signals their function and wider role. One of the key policy objectives contained in SPP8, especially relevant to this report is the need “to improve the physical quality of our town centre environments”. This means promoting good quality design, protecting and enhancing existing quality, supporting the creation of town centres which are safe, inclusive and attractive for everyone and which promote sustainable management of water and energy.

### **Planning Advice Note 59: Improving Town Centres (1999)**

PAN 59 identifies the general qualities of successful and popular town centres. These centres:

Include a range of facilities focused in a relatively small area (a critical mass of attractions) and make best use of the already considerable investment in the built environment. These attractions include a mix of shops (particularly specialised shops providing choice and variety) as well as a wide range of financial, professional and government services together with cultural, entertainment and leisure facilities. There are therefore considerable opportunities to combine shopping trips with other activities. The existence of a thriving local resident population can be a positive force for change and the maintenance of quality.

Are highly accessible by a range of types of transport (and in addition make best use of their traditional focus as nodes for public transport), have sufficient good quality short stay car parking close to shops, have good transport linkages within the centre and have efficient arrangements for delivery of goods

Have an attractive amenity in terms of built environment and townscape, streets and public spaces are considered clean and safe and have a sense of local identity and character; all of which greatly enhances the attraction of the centre in which the shopping or leisure experience take place; and, in the future, will be those which have the vision and mechanisms in place to build on these assets, overcome problems, adapt to market and consumer needs, and secure appropriate and necessary improvements

### **Designing Streets: Consultation Draft**

Designing Streets is intended to be a companion document to “Designing Places” and aims to apply the principles of good design contained in that policy to both new and wherever possible, existing streets. The intended outcome is streets that are better designed to accommodate the needs of pedestrians, cyclists and public transport users, as well as contributing to the quality of the built environment and place-making.

Designing Streets refocuses on the place-making function, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways. Designing Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new streets, but it is also applicable to existing streets subject to re-design.

# Introduction

## 1.4 The Public Realm

The term 'public realm' often means different things to different people or disciplines.

The appearance, character and quality of the public realm are composed of streetscape and landscape elements (both hard and soft) and treatments directly within the space and by buildings and landscaping that frame and enclose the space. Public realm recognises the total extent of open space connecting building form and facades, place qualities public use and activity regardless of whether this is public or privately owned

The public realm is shaped by the actions of a range of people and disciplines. As such, designing, creating, managing and maintaining the public realm is rarely a straightforward process, and achieving a high quality of public realm requires commitment from all parties working in collaboration around a shared vision and goal.

Use of the public realm inevitably involves a wide range of differing groups of people, particularly within a town centre location. These groups often referred to as stakeholders, includes everyone with an interest in the quality and success of the town centre. Shared needs and requirements between stakeholders often arise which needs to be carefully managed from the outset. This should be addressed through town centre management and creation of a public realm which is fit for purpose, functions effectively and which strengthens the sense of quality and enjoyment.

Small towns across Scotland have over the last decade witnessed significant challenges as a result of changing patterns of retailing and planning system that has done little to support traditional local centre. In recent years Scottish Planning Policy and Planning Guidance has sought to address this and give greater recognition to urban design, sustainable places and address the importance of urban design and design quality in planning decisions.

Small towns are a key element of the economic, social and historical tapestry of Scotland. There are 262 with a population of between 2,000 and 20,000 inhabitants which constitute around a third of the Scottish population. These are important urban places and are likely to become more important as we seek to find ways to promote more sustainable living and address the key challenges of climate change. Small towns and local centres are also vital to local economies as key locations supporting enterprise local services, transport interchange and a range of civic functions.

Experience over recent years and from similar sized towns elsewhere suggests that the traditional market town qualities are under threat. The Federation of Small Business in Scotland notes that:

- Specialised stores including butchers, bakers, fishmongers and newsagents selling confectionery, tobacco and newspapers closed at the rate of 50 per week between 1997-2002
- General stores have been closing at the rate of one per day and 13,000 independent newsagents closed between 1995 and 2004 and 8,600 independent grocery stores closed between 2000-2005 (25% decline)
- Wholesalers which underpin the vital retail infrastructure for local stores have closed at the rate of six per week over the last two years and over a five-year period VAT registrations for small-scale food manufacturers fell by almost 12%

# Introduction

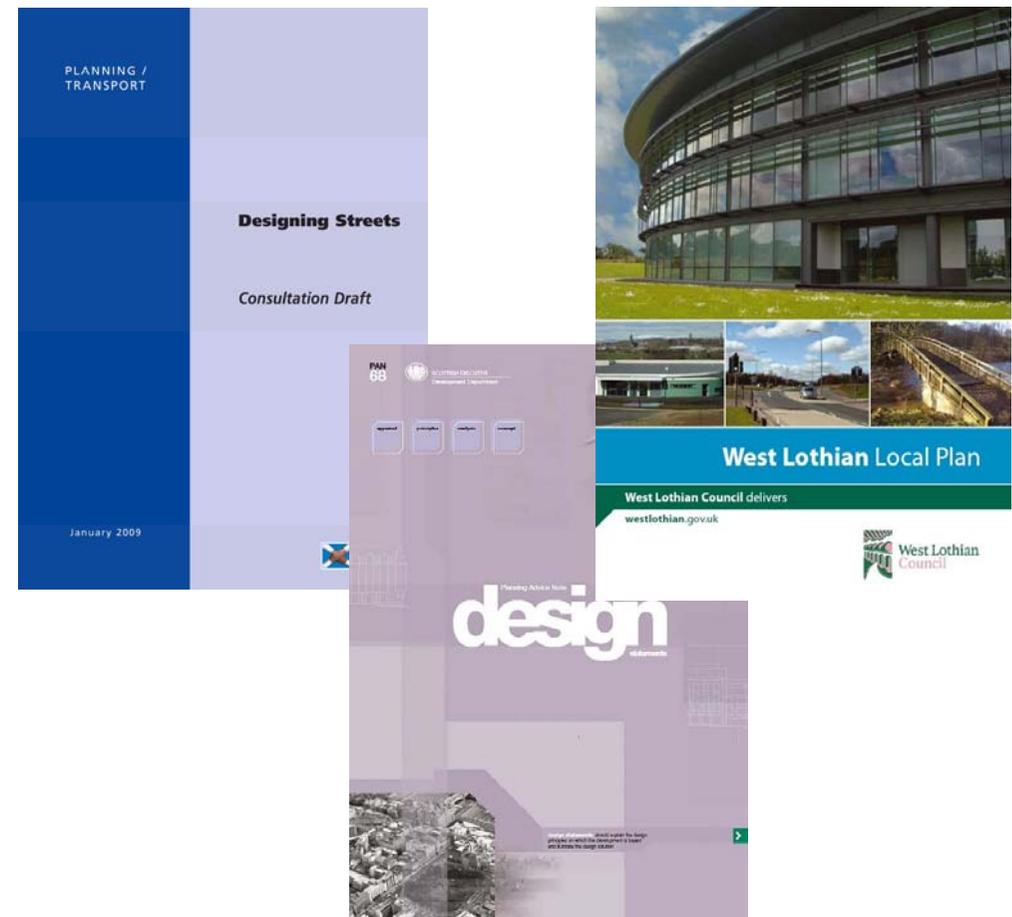
Confronting these challenges requires positive action by Councils, planners, local stakeholders, retailers and all those with a commitment to their local town. Positive action, when supported by positive planning and concerted local action has been demonstrated to work. Key lessons learnt include:

- Creating a strong sense of local ownership and active participation in the future planning of town centres
- Creating strong local representative organisations working together to provide leadership and provide champions for the town centre
- Building the quality of place and ensuring that all decisions are aligned with the vision and development objectives of the centre
- Enhancing the town centre offer and quality of the visitor experience
- Building on the distinctive qualities and strengths of the town centre.

## 1.5 Broxburn and Uphall

Broxburn and Uphall today are busy local centres but changes in town centre retailing, delivery of services and competition from larger regional shopping centres have created significant challenges for smaller towns.

Small towns across the country are increasingly recognising their need to compete and create a distinctive local appeal that brings people back into local town centres and encourages activity and spend. Critical to this process is developing with all the key stakeholders a shared vision and a clear strategy that ensures all interests are working together within a common shared understanding.





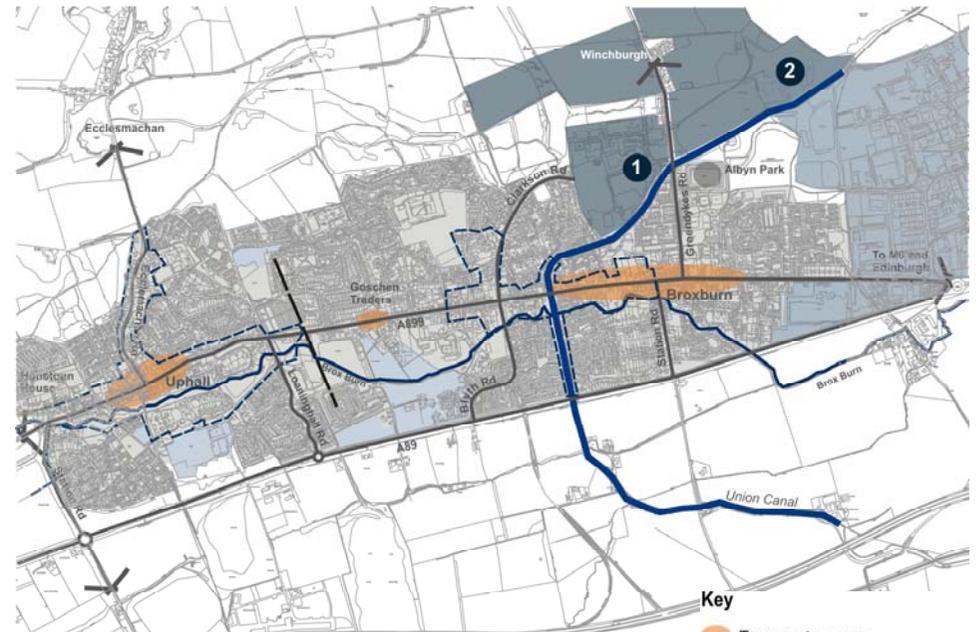
# Place Analysis

## 2.1 Description

Today, Broxburn and Uphall are busy centres serving a local and wide district catchment straddling the A899 with both centres subdividing the main arterial road into high street section referred to as East Main Street and West Main Street. As the towns have grown Broxburn's West Main Street has blended seamlessly into Uphall's East Main Street before becoming Uphall's West Main Street west of the junction with the road to Ecclesmachan. The core of Broxburn lies along its East Main Street, flanked by shops housed in stone buildings, many dating back to the late 1800s. The attractive Green Tree Tavern is rather older, dating back to around 1800 and probably built to service the traffic on the Edinburgh to Glasgow Road. Broxburn is also home to a number of imposing and attractive churches. The most striking is the Church of St John Cantius & St Nicholas, framed by its hedged approach.

The local economy is supported by light industries and has two separate industrial areas, the Greendykes Industrial Estate and the East Main Industrial Estate, which provide employment for local people. The largest employers are Campbell's Prime Meat Limited, Glenmorangie and Broxburn Bottlers Limited (part of Ian McLeod Distillers Ltd.). The headquarters of Kwik-Fit, the automotive repair company are also located in Broxburn. Notable buildings in Uphall include The Oatridge Hotel, The Dovehill Arms, Houston House Hotel. The largest employer in the town is Arnold Clark. In 2006 a steering group started in Uphall with aim of Uphall becoming a Fairtrade Village and this was achieved in early 2007 (Further details in Section 4.3)

The population of Broxburn is roughly 8,500 with the smaller town of Uphall now totalling some 4,500.



Context

- Key**
- Town centre cores
  - Conservation areas
  - Housing allocation/ new housing
  - Core development areas
  - Developments
    1. Former Candleworks- potential supermarket development
    2. Albyn- potential supermarket
  - Industrial area

# Place Analysis

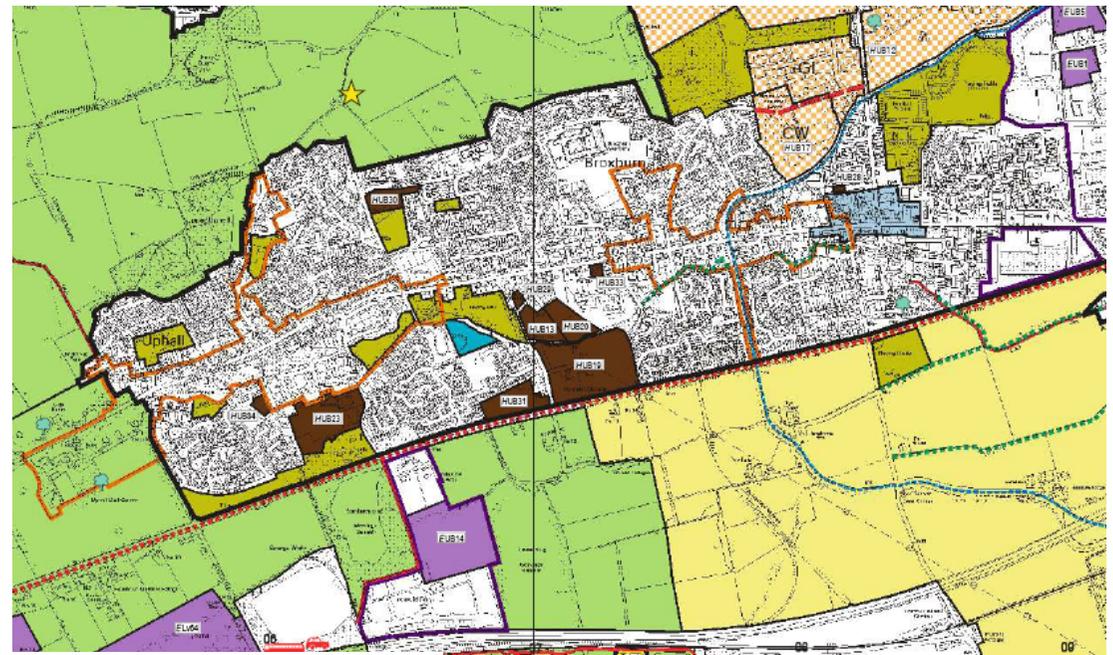
## 2.2 Local Plan Context

The Edinburgh and Lothians Structure Plan 2015 (E&LSP) identifies a number of town centres that provide a range of facilities and services, and which also benefit from being the focus of community and public transport.

Policy RET5 requires the town centre boundaries be defined through local plans or other initiatives and the vitality and vibrancy of centres should be kept under review, improvements introduced, and new developments be well integrated into the local townscape. Local Plans should also make appropriate provisions for new local shopping facilities in areas of planning growth, which includes Broxburn/Uphall.

The local plan strategy aims to:

- Sustain the vitality of local centres and encourage retail and community facilities commensurate with their status
- Resist retail development outwith Livingston, Bathgate and other centres identified in the structure plan, and shown on the proposals map, where these would detrimentally affect the identified town centre
- Improve the physical environment of existing centres, through the Council integrating its own programmes of action with those of agencies, developers, traders and local communities with whom it works in partnership
- Promote new retailing provision in the key areas of major planned growth in West Lothian, identified in the Local Plan, but commensurate with supporting the existing nearby centres



Local Plan Extract

# Place Analysis

The recently adopted West Lothian Local Plan identifies Uphall and part of Broxburn as Conservation Areas. A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. All buildings within a conservation area are protected from demolition and designation automatically protects trees.

The Edinburgh and Lothians Structure Plan 2015 (E&LSP) identifies 3 Core Development Areas (CDA), which will be the focus of new development in West Lothian over the structure plan period and beyond. The CDAs are Armadale, Livingston & the Almond Valley, and Winchburgh/ East Broxburn/ Uphall.

Policy HOU 3 of the Structure Plan identifies the scale of development required in the CDAs as follows:

Armadale	1,000 – 2,000
Livingston & Almond Valley	3,000 – 5,000
Winchburgh/East Broxburn/Uphall	3,000 – 5,000



View of Uphall from the east of the town

# Place Analysis

## 2.3 Planning and Development

The West Lothian Local Plan allocates the following sites in East Broxburn for mixed use which will be primarily for residential development. The combined sites shall accommodate approximately 2,050 residential units. The boundary of the mixed use areas can be seen on the Proposals Maps of the West Lothian Local Plan.

- Albyn
- Candleworks
- Greendykes Industrial Estate
- Greendykes Road East
- Greendykes Road West
- West Wood

Other relevant Local Plan policies which are relevant include Policies HER 17— 20 (Conservation Area) and Policy 1MP 15, which promotes high standards of design.

The council have also prepared Supplementary Planning Guidance for CDA developer contributions for towns and village centre improvements. As a result, contributions are required from developers who are building new residential areas for Broxburn/Uphall. The contributions will help create additional facilities and improve the appearance of the town centre close to where the major housing growth is to take place

This document is to be promoted as SPG to provide a development management framework for new development proposals in the town centre and also provide a project plan for investment in the town centres

### Locality Plan

Locality Planning is being developed across West Lothian within each multi-member ward. This process involves partner agencies from the public, private and voluntary sectors working together with communities to jointly plan local services.

Locality planning has a particular focus on addressing the key priorities within a local area and seeking to coordinate service delivery, spatial planning, and local initiatives, that:

- Support the delivery of the Council's Single Outcome Agreement
- Engage with and facilitate the involvement of communities in identifying and addressing local priorities
- Provide a focus for Action on local priorities
- Encourage integrated service delivery

Broxburn and Uphall are well served by a number of community centres including the Old Town Centre, Strathbrock Community Education Centre, Broxburn Family and Community Development Centre and Uphall Community Centre. There are

sports and health facilities publicly available, including a sports centre, library, swimming pool and bowling clubs.

A Locality Planning Officer has worked with local groups and local stakeholders to provide support and encourage dialogue and local participation on town centre and other local issues. Closer engagement of stakeholders with the Council and community action and participation through groups such as Retailer and Trader Groups are an important element of this work.

A proposal for a war memorial for Broxburn and Uphall has been well advanced by a Working Group with a public vote selecting a preferred design of a standing soldier. The finalised location for the memorial has been determined at Strathbrock.



Image of proposed War Memorial

# Place Analysis

## 2.4 Strategic Local Movement

Broxburn and Uphall have been bypassed twice, first by the A89 as early as the 1920s and later by the M8. Uphall Station, which lies on the Edinburgh to Bathgate Railway line, serves the towns and there is a regular service to Edinburgh, however there is no direct service to Glasgow. As part of the new Airdrie Bathgate Rail Link Project Uphall Station has now been upgraded and will include an additional platform to the north of the existing railway, ramps and an extended car park. Station facilities include:

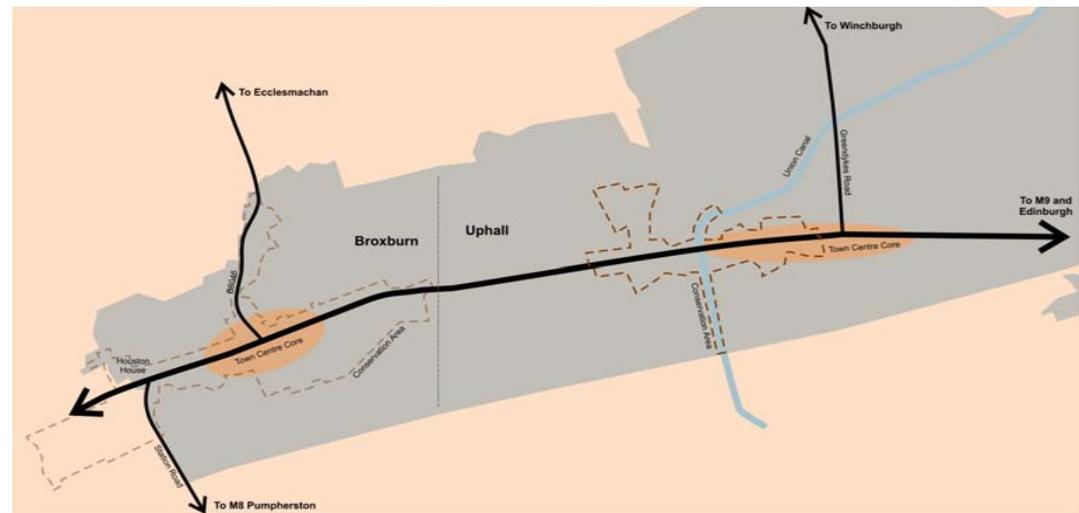
- 2 platforms, and ramps
- Waiting shelters on each platform
- Self service ticket machines and information via a call point
- 24 hour CCTV for both station and car park
- 275 car-parking spaces (of which 20 will be for people with disabilities) increased from 154 at the existing station

### Car Parking

On-street parking is well provided for in the both Broxburn and Uphall and parking is also available in other areas such as the Greendykes Car Park, Lidl Shopping Centre, Strathbrock Community Education Centre. On-street parking is restricted to 45 minutes with no return for 2 hours.

### Bus Connections

Broxburn and Uphall has regular links to Edinburgh, Livingston, Linlithgow and Edinburgh Airport. Operators serving the town include, First, E&M Horsburgh, Passenger Travel and Nordi Travel.



Strategic local movement

### Canal and Cycle Path

The Union Canal and towpath also pass through Broxburn. The path to this contour canal is very flat and avoids all roads and forms a very important part of wider path networks. East bound the path takes you to Ratho and into Edinburgh, while westbound it takes you to Linlithgow and Falkirk. At Falkirk, it connects with the Forth-Clyde Canal to Glasgow.

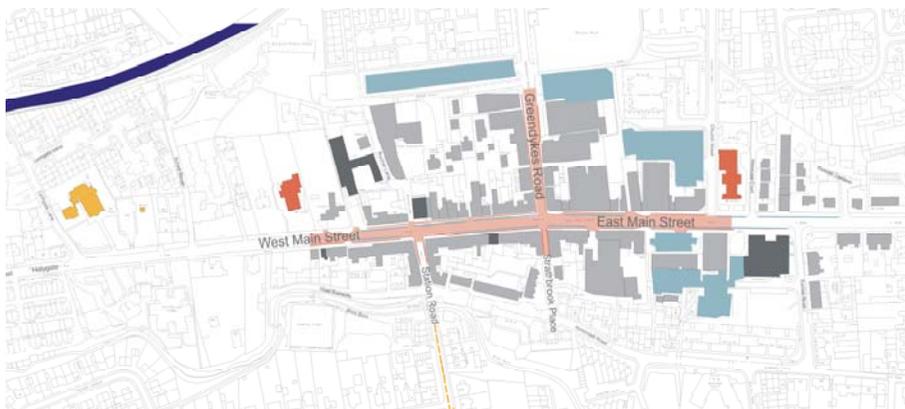
# Place Analysis

## 2.5 Assessment of Town Strengths and Weaknesses

### Strengths:

#### *Broxburn*

- There is good parking provision with a number of car parks located within a 5 min walk of the town centre
- There is a good range of independent shops and national retailers
- There are a number of community facilities including Library and Community Museum and Swimming Pool centrally located
- The town is 'book-ended' by two high quality churches on the west and east
- The canal is a major asset and potentially brings in visitors
- The footways are of reasonable quality



#### *Uphall*

- The town centre contains some distinctive buildings and a sense of townscape character
- The junction at Ecclesmachan Road creates a clearly legible centre
- There are some good quality independent shops
- Mature trees in gardens provide a sense of quality environment



# Place Analysis

## Weaknesses:

### Broxburn

- There is a limited sense of welcome and town centre identity from the West (Uphall) the East and from Greendykes Road (Winchburgh)
- Argyll Court shopping centre is set back from the road breaking the rhythm of the street
- There are some low quality frontages- use of shutters and boarding does not give a sense of welcome
- Linearity of the street and busyness of the road encourages people to drive through without stopping
- Lack of appropriate signage to indicate location of off road parking

### Uphall

- Sense of welcome and arrival particularly from the east/ Broxburn is limited
- There is limited on street parking and lack of clearly signed off street parking
- Areas of the public realm are cluttered with street furniture
- Pedestrian connections are limited across the busy East Main Street- issues of pedestrian safety?
- There are some boarded up shops and poor quality shop frontages



# Place Analysis

## 2.6 Key Opportunities for Public Realm Strategy

### Broxburn:

**Key Theme: Building on the vibrancy and sense of place**

Opportunities to create:

- A more distinctive and vibrant town centre environment
- A place where visitors stop and access local facilities

How can this be achieved?

- Create clusters of activity to break up the linearity of the experience, e.g. Greendykes Road
- Improve the sense of welcome and arrival through the use of better signage and shop front improvements
- Consider the use of banners to strengthen dead spaces and define the town centre core



# Place Analysis

## Uphall

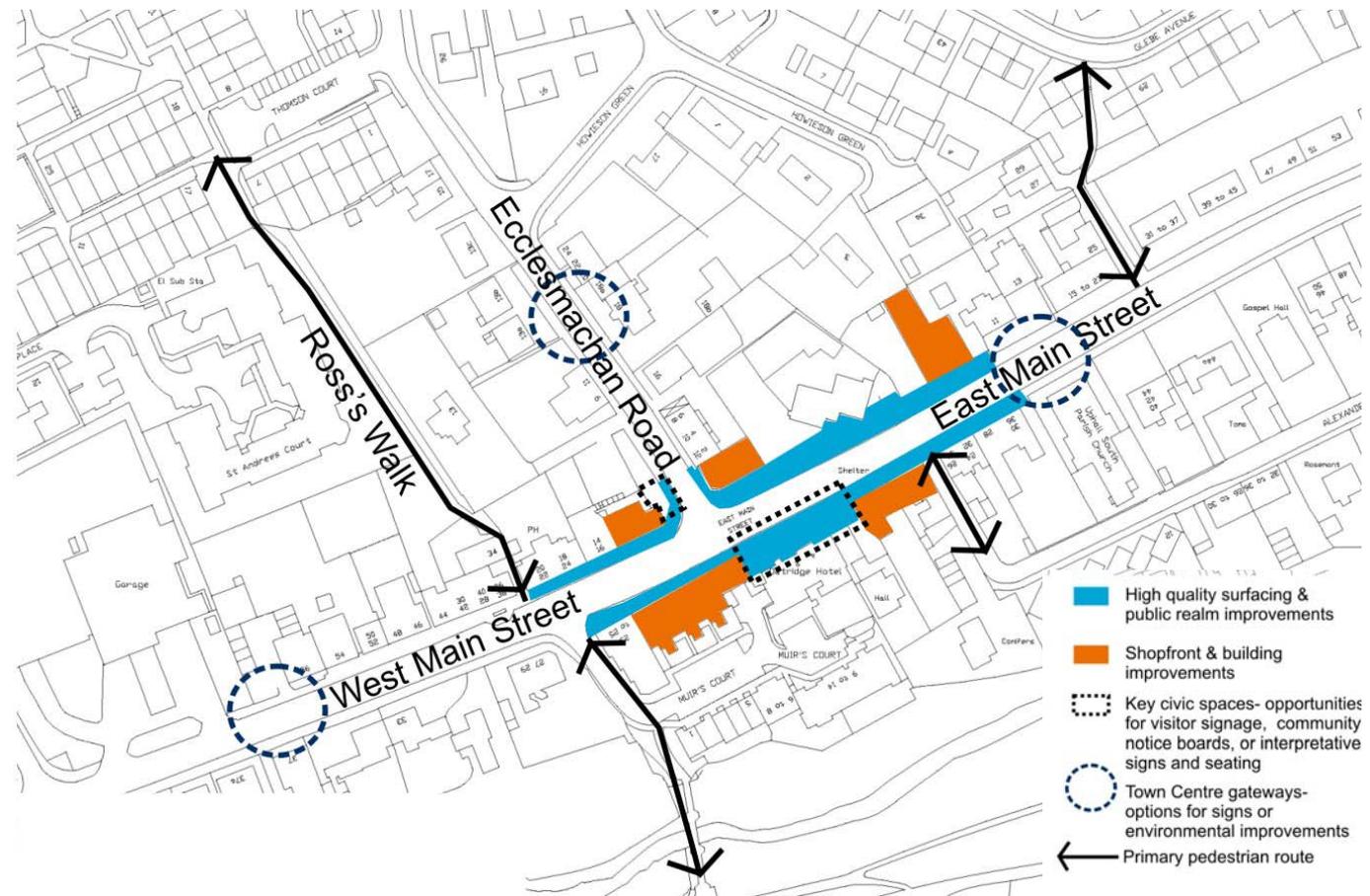
**Key Theme: Building on the heritage character**

Opportunities to create:

- A quality heritage centre and visitor destination
- An improved sense of welcome and arrival

How can this be achieved?

- Remove clutter and develop a quality public realm
- Build upon the distinctive key buildings and promote improved shop fronts in a traditional style
- Build upon the sense of quality environment through seasonal planting displays
- Improve linkages to the canal





BRICK PLACE

EAST MAIN STREET

Semi-Chem

Semi-Chem

Semi-Chem

Semi-Chem

Semi-Chem

53

BANK OF SCOTLAND

SCOTMID

# Town Centre Vision and Objectives

# 3

## 3.1 Vision and Objectives

The delivery of the successful regeneration of Broxburn/Uphall Town Centres will require:

- **A clear vision**
- **Full support**
- **Appropriate resources**
- **Strength of commitment to deliver**

A review of the existing situation indicates that the above have been lacking at key points of time in past periods of the Town's development. A series of valid, but ad hoc, decisions have resulted in an eclectic mix of changes and developments, which have led to a weakening of distinctiveness and competitiveness of place. Broxburn developed rapidly during the shale mining boom with expansion continuing through the 1920s with public sector house building. More recently, there has been a substantial amount of private residential development. Local opinion suggests that recent growth has not always been to the benefit of the community:

If place-making is to have a role, it must be focused to create:

- **Legibility**
- **Distinctiveness**
- **Appropriate and durable quality**

Overall, quality of design needs to be framed within a clearly understood set of principles. These need to be established and understood early in the process. Six key qualities are widely considered vital to the success and sustainability of development, it will be important to keep these in the fore in planning for Broxburn and Uphall's future town centre:

- **Sense of Identity**  
Protecting the special qualities of the Town
- **Ease of Movement**  
Making circulation direct, safe and interesting
- **Safe and Pleasant Spaces**  
Ensuring spaces are appealing to users
- **Sense of Welcome**  
Ensuring places feel clean, safe and inviting
- **Adaptability**  
Support diverse activity and allow for change
- **Good Use of Resources**  
Ensure resources are well used

Overall, The Vision for Broxburn and Uphall is to build on the vibrancy, enhance the sense of place and create a quality environment for residents, workers and visitors. Based on the above and detailed discussions with the council we believe that development and other initiatives within the town centre should be designed with the following in mind:

# Town Centre Vision and Objectives

## Perceptions & Image

- Create a welcoming and attractive first impression
- Portray a positive, inviting and high quality image
- Encourage diverse mix of uses and activities

## Connected & Accessible

- Encourage a safe and comfortable pedestrian environment
- Improve legibility of the public space network through town-  
scape improvements

## Maintain & Enhance Quality

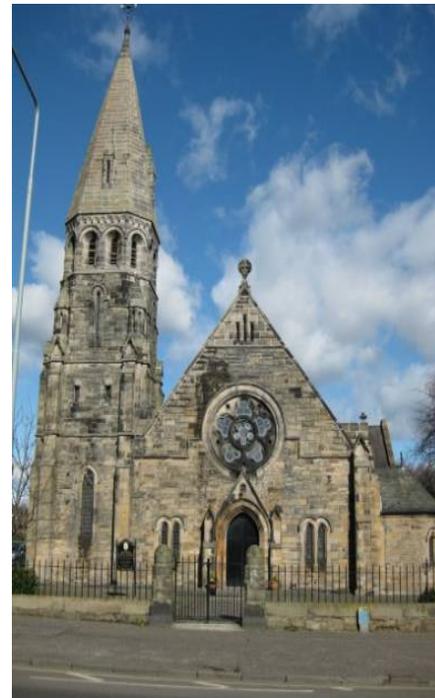
- Allow for efficient and effective maintenance and management  
of public realm
- Preserve and enhance Conservation areas and attractive  
buildings
- Replace or improve unattractive or poorly maintained buildings

## Safety

- Ensure that the public space network is, and is perceived to  
be, safe, secure and inviting
- Deter crime and anti-social behaviour where possible where  
possible through passive means
- Allow for ease of movement through safe and convenient pe-  
destrian crossings
- Provide high level of security to business premises

## Functionality

- Provide for adaptable and flexible use of space and  
accommodation
- Create functional public realm for all users, resolving  
conflicting demands through practical and sustainable  
design measures



Attractive local buildings



View of Broxburn Town Centre from  
the west



# Town Centre Vision and Objectives

## 3.2 Community Consultations

Consultations recorded the key issues identified by elected members and council stakeholders, responses received from members of the local community on the day of the consultation event, a consultation exercise undertaken with local schools and any completed questionnaires returned to the Council and forwarded to Ironside Farrar.

The consultations raised a wide range of issues from the general to the more specific. Certain issues were raised more frequently than others, highlighting those problems felt most strongly. The Consultation Report can be found in Appendix 1 with a summary of the feedback documented below.

Consultations involved the following:

- Meeting with Elected Members 22.04.2009
- Meeting with Council Stakeholders 22.04.2009
- Public Consultation held 16.05.09
- Distribution of Questionnaires
- Visits to local primary & secondary schools



Community Consultation Event



### *Key Summary Points for Broxburn*

- All consultees keen to see improvements in Broxburn
- Main improvements sought for Broxburn include:
- More and easier parking and improved signage to current parking
- Improvements to pavement and street furniture
- Creation of better signs and town gateways
- Improved condition of buildings in the town centre and shop front improvements— recognising the areas covered by Conservation Area Status
- Roller shutters and boarded up buildings
- Play space for the town centre

### *Key Summary Points for Uphall:*

- All consultees keen to see improvements in Uphall
- Main improvements sought for Uphall include:
- Parking improvements and improved signage to current parking and pedestrian links back to town centre
- Improvements to the conditions of buildings in the town centre recognising it's Conservation Area status
- Roller shutters and boarded up buildings
- Improvements to pavement and street furniture



XII  
XI  
X  
IX  
VIII  
VII  
VI  
V  
IV  
III  
II  
I  
1984

# 4

# Key Design Principles

## 4.1 Introduction

The Place Analysis identified a number of issues, which helped frame the key design principles that should steer future planning decisions and shape public realm interventions. The principles build upon the core principles of Designing Places and the objectives previously set out and specifically relate to Broxburn and Uphall.

Planning applications for Town Centre development should be accompanied by a design statement which addresses each of the following.

Key design principles for the town centre regeneration of Broxburn and Uphall include:

### *Broxburn*

1. Strengthen the definition of the Town Centre Core
2. Improve Circulation and Movement in the Town Centre Core
3. Improve Quality of Pedestrian Linkages
4. Create a Quality Streetscape/ Better Pavements and Quality Furniture
5. Strengthen the Sense of Arrival

### *Uphall*

6. Build on the Heritage Conservation Character of the Conservation Area
7. Develop its Fair Trade Status
8. Create a Quality Streetscape/ Better Pavements and Quality Furniture



Broxburn Town Centre



Broxburn Town Centre



Uphall Town Centre



Uphall Town Centre

# Key Design Principles

## 4.2 Broxburn Town Centre

### Strengthen the Definition of the Town Centre Core

Successful town centres present a positive image and naturally define the central core as the area with the highest intensity of use and activity. Broxburn offers a clearly defined centre focussed on the Greendykes Road / Main Street junction and improvements to this core area in terms of quality, legibility and image need addressing alongside town gateways.

The core area plays an important role in shaping resident and visitor perceptions about the town and creating an attractive and welcoming town centre image. The centre has an assemblage of worthy if not noteworthy buildings and a cluster of retail and local facilities. The key design intent should be to make this key junction area a more appealing environment for visitors and shoppers and reduce wherever possible the impact of vehicular movements.

Broxburn's centre should be capable of expressing the appeal and attraction of the town and not be dominated by the functional aspect of the road junction. Reducing clutter, improving footways, addressing building facades, environment and air quality management should all form important considerations in this regard.

### Improve Circulation and Movement in the Town Centre Core

A high level of pedestrian permeability is essential for the success of Town Centres. Successful urban centres are, above all, places for people; places which are easy to understand; comfortable to move around; and attractive to frequent. Good streets should provide pedestrians with enough space to move around, with pavements of an adequate width and avoiding clutter (such as light columns, litter bins and bollards). In addition, they should also help people to understand where they are in the town.

A more accessible and inclusive Town Centre must avoid barriers which would impede the movement of people using wheelchairs, those who may be visually impaired and others who can be disabled by their environments, including those pushing prams or pushchairs. Advice contained within Planning Advice Note 78 'Inclusive Design' should be followed and community accessibility groups consulted.

### Improve Quality of Pedestrian Linkages

Broxburn has a good walk-in/ cycle-in catchment to its town centre but just as importantly has a range of community facilities and attractions close to but on the edge of the centre. Pedestrian links are critical between the centre and facilities such as Strathbrock Community Education Centre, Union Canal, Library, Buchan Park, Broxburn Academy, primary schools, employment sites and future edge of centre retailing/supermarket sites.

Broxburn & Uphall have a major asset with the canal and cycle network close by and connections to these areas and others should be enhanced. In the United Kingdom the average cycling journey is 3 km, with a threshold of about 5km beyond which bicycle use falls off. Ease of movement for cyclist (safer crossings / routing) should also be addressed. Cycling provides excellent exercise and improves accessibility and the canal connections are an important asset.

# Key Design Principles

## Create a Quality Streetscape/ Better Pavements and Quality Furniture

Public realm quality is important in expressing the quality and standing of a town. Broxburn is an important local centre and the public realm in the centre needs to express Broxburn's place in the town centre hierarchy and deliver the standard (visual and functional) that allows it to compete with other centres.

Public realm improvements in Broxburn have focussed on establishing a 'fit-for purpose' streetscape that can service the centre in terms of activity (movement/ parking/ safety). Developing the streetscape quality would best be achieved by securing greater consistency of treatment across the centre, investing in a continuity of pavement materials, reducing unnecessary clutter and developing a simple distinctive palette of street furniture across the centre.

## Strengthen the Sense of Arrival

Broxburn needs to build on its strengths and heritage and express these with confidence such that it can communicate its particular qualities and in so doing express a sense of welcome to both residents and visitors. The sense of arrival is important in this regard and prepares the visitor for their arrival in the town. This is particularly important in towns with an extended linear form.

Gateways have become a mechanism that support this objective but critically need to be closely linked to other elements (such as signage / parking / town centre displays) too be most effective. Good signage at the threshold to the town announces the town, expresses the town's civic pride and allows the visitor time to consider their visit. Gateways and signage can be important in supporting local visits, increasing footfall and supporting local businesses.



Illustration of close naming



Attractive Civic Square



Attractive banners and entrance signage

# Key Design Principles

## 4.3 Uphall Town Centre

### **Build on the Heritage Character of the Conservation Area**

Uphall is a very old village centre defined by a collection of noteworthy buildings and building assemblages that go a very substantial way to define its appeal, character and place quality. Designated a Conservation Area it is the collection of buildings around the key Ecclesmachan Road junction and the landscape setting created by the Brock Burn and grounds of the Houston House Hotel that are the positive elements that define its character.

The conservation value of this urban and landscape setting should be the foundation for investment ensuring that all other elements of public realm, town centre streetscape and shopfront and building conservation build on and are complementary to this heritage. Focus should be given to the careful maintenance of the built environment and investment in public realm (including traffic and pedestrian management) should respect the quality of the urban heritage by ensuring all works are designed and built with reference to the Conservation Area designation and using quality materials.

The provision of new pavements, street furniture and signs presents an opportunity to reinforce the historic character of the conservation area pro-

vided these are limited and carefully sited. The Conservation Area strategy at its effects public realm should promote investment in building conservation, enhance shopfront and building façade, reduce clutter and wherever possible minimise the impact of traffic/engineering design requirements on the setting of building and townscape quality.

### **Fairtrade Village Status**

Uphall is a 'Fairtrade Town'. Established in 2007 following committed involvement of a local Working Group the fair-trade commitment brings a distinctive edge to local retailing and shows a level of participation by local businesses.

Local businesses operate within an informal support structure and are keen to champion Uphall recognising the need to develop a distinctive offer and high levels of service quality if they are to compete and succeed. Fair trade linked to conservation area quality, shopfrontages and presentation of goods offers a collection of local initiatives and retailer measures that would offer complimentary support with better quality public realm and streetscape.

### **Create Quality Streetscape/ Better Pavements and Quality Furniture**

A key to the success of many town centres, whether measured in terms of retail spend or number of visitors, is the quality of its environment. Uphall needs to continue to build on place quality both in terms of any new works but also in terms of the maintenance and condition of its current assets and building fabric. The quality of built environment argues for better quality, natural materials which will offer longer term quality and durability, limited street furniture (palette and use) and ensuring all design interventions compliment urban place-quality and are typically understated, high quality and timeless.

A balance needs to be secured within Uphall between the introduction of new elements (signs/hanging baskets/ lighting / public realm space) and minimising clutter. Clutter in the public realm is frequently associated with roads signs and regulation with streets often dominated by uncoordinated elements. Adopting Conservation Area signage and street marking when road signs and marking are re-newed would be advised.

# Key Design Principles

Points of arrival to a town centre can be important to creating first impressions and help create a sense of welcome. Simple signage perhaps highlighting the conservation area and fair-trade themes would be the appropriate response for Uphall.

Building condition, building facades and shop fronts are important elements of quality in Uphall. Investment in the built fabric of the town will be important and in terms of public realm the quality of shopfronts is particularly important. Where evidence or guidance for shop fronts is taken from neighbouring buildings, care should be taken to avoid repetition. If the shop forms part of a uniform row, it is likely that the shop fronts would have been the same. However, if the street is made up of diverse buildings of differing periods and styles, variety is needed between shop fronts to ensure interest, as the character of historic areas often derives from irregularity.



Key pedestrian route— Uphall



Attractive new pavement



Illustration of new seating area



Attractive local building



Shopfront expressing sense of welcome



# Design Guidelines

# 5

## 5.0 Design Guidelines

Public realm is closely linked to streets, which in Broxburn and Uphall are typically linear and closely related to street and building line. This is particularly evidenced in Broxburn but perhaps less so in Uphall.

The design guidelines set a framework of guidance that has been shaped by the townscape analysis, consultations and understanding of trends and potential for change within the two town centres. Within both Broxburn and Uphall the scope for major physical change is limited (e.g. major road/street improvements, new squares, major town centre re-development etc) and the focus needs to be towards a suite of measures that seek to facilitate investment in buildings, enhancement of shop fronts, signage, street furniture and the development of appropriate town centre gateways.

The following two sections of the report will focus on these areas providing a design framework that will assist the co-ordination and consistent delivery of higher quality public realm improvements and support bids for funding.



Oatridge Hotel— Uphall



Approach to Uphall from the west



Broxburn Town Centre



Dovehill Arms—Uphall

# Design Guidelines

## 5.1 Planning Application Requirements

A Design and Accessibility Statement must accompany all planning applications (note: not all for all planning applications e.g. signage or change of use for development within Broxburn/ Uphall (in line with the advice set out in PAN 68). This must clearly set out the design concept, explain how it contributes positively to the surrounding context and how it addresses the key principles set out in the previous chapter and the design guidance within this report.

The Council is seeking to support and make more transparent issues of quality in planning and design that affect Broxburn and Uphall. Early dialogue based on the principles of this Design Guide will be encouraged and are intended to assist all development interests better understand requirements and the local interpretation of best practice guidance

## 5.2 Enhance Accessibility / Connectivity

- Development proposals and Design Statements must demonstrate how they will enhance the appearance, function, safety and

accessibility of all public rights of way directly adjacent to the site.

- Development must not obstruct any public right of way, either physically or visually or compromise public accessibility.
- The West Lothian Access Committee must be consulted early in the design process where the development proposal is likely to impact upon public realm accessibility.

## 5.3 Respect for the Traditional Urban Structure

- The principal public façade of a building should face onto the principal adjoining public space – this will usually be a street, but in some cases such as ‘backland’ development this may be a lane or vennels.
- Buildings must wherever possible provide continuous street frontage and contribute positively to the quality of the street.
- Buildings should follow the established building line along the street frontage.
- Set backs from the established building line will be allowed where this contributes to the articulation of the building, and/or where this

results in usable, safe and attractive public space.

## 5.4 Public Realm Landscape

- Public realm must be completed to add quality and positively contribute to safe public use and movement. Materials shall reflect/ be benchmarked against the best quality materials in the local area and be of no lesser quality.
- Design of public realm elements should avoid unnecessary contrived details (levels/ walls/ retained structures/ furniture) and seek to create simple quality spaces that are fit-for-purpose, of quality materials and are readily maintained.
- Soft landscape should at the design stage recognise future maintenance needs and higher quality finishes (semi-mature trees and native ground cover/ or limited high density native planting) may be a better option than standard shrubs

# Design Guidelines

- Private car parking must be located and be secondary to pedestrian access and movement typically to the centre or rear of a block away from the public realm frontage.
- Where frontages allow public realm works to be carried out, opportunities should be investigated for the incorporation of secondary civic space that share a common palette of materials and detailing.
- Locate street furniture with thought for its use and opportunity taken to rationalise existing furniture and signage to avoid clutter or barriers to movement

## 5.5 Scale and Massing

- The scale and massing of development should be composed to maintain and strengthen the prevailing order, hierarchy and rhythm of the traditional streetscape.
- Building heights should respect the existing eaves and ridge heights of adjacent buildings, unless the location is appropriate for the creation of a landmark building or strengthening a key public space node through a taller corner building or feature elevation.

## 5.6 Elevations

- A building's principal public façade should include a clear, legible main entrance and include windows/ fenestration that ensures the main public facade creates opportunities for the overlooking of public space and good surveillance of street activity.
- Blank featureless elevations and facades lacking windows that are visible from the public realm should not be permitted.
- Glazed openings, side and bay windows (set back from the public footpath) will be encouraged where appropriate to the surrounding streetscape context, since these offer good levels of passive surveillance.
- The composition of street frontage elevations should be subdivided, through setbacks or vertical design elements, to continue the predominant rhythm of narrow fronted traditional high street plots – this should be done regardless of the type of use and does not necessarily prevent larger internal floor spaces.

## 5.7 Materials

- Use quality materials which demonstrate an understanding of historic material use and local referencing
- Quality of design is a material consideration in planning and the selection and approval of materials is a key element in securing design quality. Material palettes and samples should be discussed at the earliest stage with planning officers.
- Ensure high quality streetscape design, street furniture and materials in accord with the Public Realm Design Guide.
- Design detailing of windows, entrances, roof -profiles and eaves all impact significantly on building quality and should be discussed early in the design process with planning officers.

# Design Guidelines

## 5.8 Adaptability

- Development proposals should demonstrate the level of adaptability of the accommodation provided. Consideration should be given to feasible alternative future uses during the design process.
- Development proposals should not compromise the adaptability of use of adjacent public spaces.

## 5.9 Energy Efficiency

- All development applications shall indicate how the development addresses environmental performance (climate change/ energy efficiency/ material recycling/ waste management) and accords with planning policy and guidance.
- Hard surfaces must address Sustainable Urban Drainage and provide porous surfaces and reduce surface water flow into public sewers in accord with current guidelines and best practice
- Streets and spaces should be designed to make maintenance as easy as possible

## 5.10 Shop Fronts Improvements

*The aim of this section relating specifically to shop front alterations/ improvements is to establish a strong and attractive shop front theme for the Town Centre. Previous consultation exercise undertaken by the Council advised that continuing shop front improvements would help enhance the character of the town. Various permissions may be required for a shop front or replacement as follows:*

### Planning permission

*Where a proposal is considered to affect the character or external appearance of the shop front and enclosing buildings (will include awnings, canopies, roller shutters and other fixtures e.g. alarms*

### Advertisement Consent

For the replacement of signs and adverts on a property located within an Area of Special Advertisement Control and within a Conservation Area. Advertisement Consent also required for new signs outwith these areas

### Listed Building Consent

In addition the Planning Permission and Advertisement Consent where the shop-front forms part of a Listed Building (internal and external works)

### Building Warrant

For most building works to ensure that they conform to the Building Regulations in terms of structural stability, heat insulation, fire protection, day

lighting etc. A building warrant is no guarantee a planning permission will be granted

### General Design

- Traditional shop front 'stall risers'– the part of the elevation filling the area between the shop window and the pavement – and cills should be treated simply in flat timber or render and coloured to match the rest of the shop front. The stallrisers should not be made into features through tiling, panelling or painting in contrasting colours.
- The corporate styles of multiple stores should be adjusted to suit local circumstances.
- Recessed doors should be retained if they survive.
- Traditional features such as pilasters, surrounds, stall risers and cornices should be retained if they survive.
- Where a shop occupies more than one building, any replacement of the shop front should take account of the individual buildings and should not be designed as a unified whole extending across both façades.

# Design Guidelines

## *Fascias*

- Deep, “dropped” fascias should not be used and the opportunity should be taken to return enlarged fascias to their original depth.

## *Materials*

- Where new work is required, traditional materials should be used. Aluminium, tiles, mirrors, PVC, laminates etc. are not generally appropriate.
- The use of plastic for any element of a shop front is very rarely appropriate.

## *Colours*

In certain locations, usually heritage areas, careful selection of colour is important. Restrained shades of maroon, dark green, black, blue, brown and grey are more suitable, whilst lighter colours tend to appear intrusive and also quickly look dirty and need more frequent maintenance.

## *Access*

The general principles are that steps should be avoided where possible, with ramps provided to shop floor level. Ramps, entrance areas and shop floors should have a non-slip surface. Tactile paving can be used to denote a change in level or steps, with handrails protecting level changes. When alterations are being made to a shop front,

the opportunity is available to improve access for all, with special consideration for those with disabilities and parents with prams.

## *Signage*

Signs should be considered as an integral element of the design of a shop front and not added as an afterthought. A well designed shop sign can provide individuality and identity without being discordant in the surroundings.

- Hand painted signs are preferred, but high quality applied lettering of a non-plastic or reflective material can also be effective.
- The use of plastic fascia signs in conservation areas or on listed buildings is rarely appropriate.
- Plastic individual letters should be avoided.
- Where a fascia board exists, lettering should be applied flush to the board and be no higher than four fifths of the height of the fascia board.
- Lettering should be limited to the minimum information relating to the shop and its service. Lettering should not be applied to any sub-fascia or other parts of the façade.
- Sponsored fascia signs are rarely appropriate unless they conform to the standards identified above.

- Hanging signs can be effective but projecting box signs, whether illuminated or not, should be avoided.

## *Hanging & Projecting Signage*

In a conservation area traditional hanging signs can enhance the character and interest of historic areas. Especially attractive are symbols denoting the trade of the shop, such as a butchers, barbers pole, a tea pot denoting a café. Hanging boards are also an established part of traditional streets.

## *Security*

- The Council should encourage, where appropriate, the comprehensive design of a shopfront to include security features.
- Security measures, where necessary and approved, should be integrated into the original design of the shopfront rather than stuck on.
- Flat roller shutters which cover the windows when closed, external boxes to contain roller shutters when open, alarm boxes, gates and grilles are unsympathetic and add an unattractive air to the street scene

# Design Guidelines

- Alarm boxes should be fixed in inconspicuous positions on the façade
- The use of solid steel roller shutters, especially if left with a bare galvanized finish, creates a depressing and hostile appearance. Police advice and other research confirms that solid shutters create more problems than they solve, creating an environment that deters public from an area and removing the natural deterrent of activity, thus encouraging the problems they seek to deter
- An open mesh grille behind the glass is the preferred means of security. Where considered acceptable, external shutters should be of an open grille type.
- Where additional protection measures are proposed to shop fronts, the council should consider the transparency of these measures to enable the window display to be seen, and the ability for light to diffuse through them onto the street to be essential requirements.

## *Awnings and Canopies*

- Frilled pelmets around the base of the awnings and gaudy combinations of primary colours should not generally be accepted within a Conservation Area

- Where canopies are required, only retractable blinds of a traditional canvas type without advertisements should be used. Curved “Dutch” canopies are not generally appropriate as they provide minimal shading and shelter.

## *Window advertisements*

- Covering the shop window with signs and advertisements does little for the street scene as a whole and such clutter should be avoided.
- An imaginative or even simple yet effective window display is always better than a profusion of signs and bills posted behind the glass.

## *Illumination*

- Internally illuminated box signs applied to the fascia and projecting in front of the main plane of the shop front are not attractive elements in a traditional street scene and should be avoided.
- Where illumination is necessary it should, where possible, be in the form of well-designed down lights illuminating a fascia board.

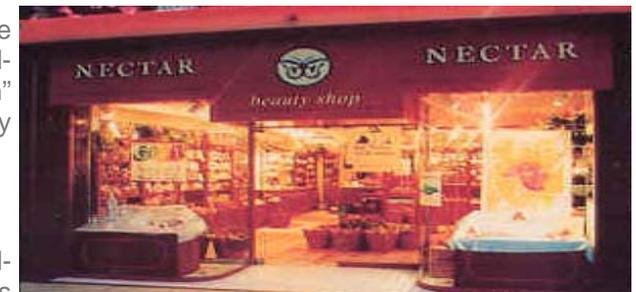


Illustration of attractive shop frontage



Shopfront with innovative signage



Shopfront expressing



Shopfront expressing sense of welcome

# Design Guidelines

## 5.11 Gateways

Gateways are the main entrance points to a town and are usually related to road or rail. Corridors are the main routes for environmental, transportation and recreational links. Internally they provide key movement routes connecting a town's communities with retail, employment and recreational areas. Gateways can have a role to play in assisting regeneration and physical renewal. Critically these areas affect the perception and image of the town and require a level of investment in order to provide users with a better experience. In terms of the economic regeneration some major investment opportunities are found where these corridors meet.

The overall principles focus on the following:

- Concentrate investment and environmental improvement on a limited number of key gateways and only on primary routes
- Main gateways need to create a sense of arrival and high quality profile and image for the town
- Where a junction of corridors meet, this should be a focal point for investment

The main gateways of Broxburn/ Uphall present good opportunities to create a sense of arrival and a high quality profile and image for the towns. The key gateways are:

- Approaches to Broxburn from the east and west
- Approach to Broxburn from Winchburgh
- Entrances to Uphall from east and west

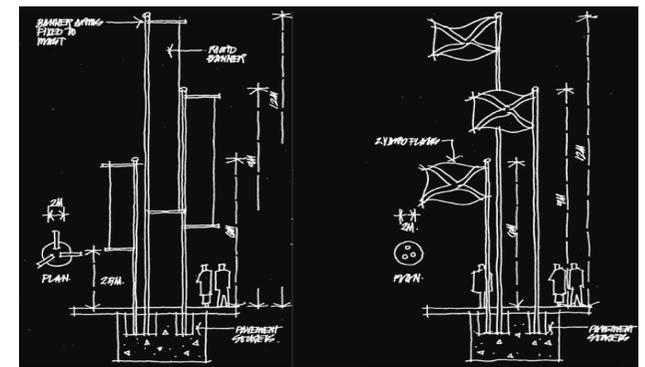
The sense of arrival at all existing town arrival points is weak. Town signage where these exist should be replaced with gateways. Gateway features incorporating signs are appropriate for Broxburn with simpler signage for Uphall. The Broxburn gateways could appropriately involve floral displays, banners and/or public art along with welcome signage.



Gateway to Broxburn requiring improvements



Example of small town gateway



Example of banners as gateway features



DRINKER'S PARADISE

TeaROOTZ



# Public Realm

# 6

## 6.1 Introduction

Quality of public realm is an important element in defining quality of place. This section of the report provides guidance on how to improve the quality of the public realm through the application of a limited range of high quality materials and street furniture. During the design process, it is important to consider the appropriateness of the elements for the specific area, the role it is intended to fulfil and the future maintenance requirement.

This section is divided into:

1. General guidance for application of elements
2. Surfacing guidelines
3. Street furniture guidelines
4. Planting guidelines
5. Town centre gateways
6. Pedestrian and cycling linkages
7. Lighting
8. Cycle Provision

## 6.2 Guidance for Application of Elements

The following general guidelines are proposed for the location of street furniture and other design elements in order to achieve easy, uncluttered pedestrian movement; set appropriate quality standards; and comply with the Disability Discrimination Act.

### Footway Widths

A minimum of 2.0m should be provided for all footways. Where high level of footfall is envisaged, the appropriate width should be fully considered. Typically in high footfall areas within the town centre core, a minimum of 3m should be provided as a clear space, devoid of street furniture, or other clutter.

### Location of Street Furniture

Street furniture, poles and other elements should be carefully sited to minimise clutter and maximise pedestrian accessibility. Use within defined area outwith the main pedestrian circulation is recommended to retain a clear area for pedestrian movement.

## 6.3 Surfacing Guidelines

Consideration of a combination of large and small scale paving units should be used to provide contrast and interest. Surfacing materials should be durable and appropriate. Different surfacing quality is appropriate for different areas of the Broxburn and Uphall town centres.

### Application Hierarchy

#### High Quality

Natural stone pavement materials are a first preference material in town centres and Conservation Areas. Where either extent or cost make such investment not possible a combination of natural stone and natural stone substitutes and/or high quality concrete products is acceptable. All central town centre areas; areas of high footfall; and external to significant public buildings or listed buildings should use high quality materials.

Typical location – External to Civic Spaces  
External to Listed Buildings  
High footfall locations and main streets

# Public Realm

## 6.3 Surfacing Guidelines Cont.

### Moderate Quality

Use of concrete/ flexible bound surfacing outwith the town centre core areas where higher cost materials and finishes are not essential to maintain place quality, support function, and support townscape character.

Typical location – Secondary areas and street connections  
Vennels and incidental public realm space  
Lower footfall locations

## 6.4 Street Furniture Guidelines

Street furniture within the town centre cores should comprise a single simple palette of materials, consistently applied and that can improve place quality and each town's visual appearance. Furniture should be selected to combine robustness and functionality with comfort and quality appearance.

Care should be taken in the location of street furniture to prevent creating additional clutter and barriers to accessibility within the streetscape.

### Furniture Specification

- Typical guidelines for furniture provision within the town centre cores include:
- Benches with arm-rests and backs for comfort. Combined stainless steel/ hardwood are appropriate for comfort and durability
- Use of bollards should be minimised where possible
- Cycle racks should be provided outwith the main pedestrian area. A classic stainless steel 'hoop' style is appropriate
- Standard low maintenance polycarbonate litter bins that are low cost and replaceable at low cost when they are shabby/ no longer fit-for-purpose are preferred. Agreement on standard units should follow consultation with West Lothian Council's Operational Services

### Planting Guidelines

Planting is a useful element for spatial definition and for the creation of more attractive sheltered places. Trees located in the town centre cores in good condition should be retained, and poorer quality specimens should be considered for removal. Additional planting should be provided where required to compliment the existing good quality tree stock.

Different planting is appropriate for different areas within the town centre cores. The following provides general guidance:

### Planting within the town centre core

- Good quality street trees should be used with a clear stem to add character but retain views
- Limited shrub planting should be used as this often screens views and is of an inappropriate scale. Shrub and ground covers require higher maintenance and may collect litter. Limited use of ground cover planting is appropriate

### Planting adjacent to footpaths

- Use of street trees with a clear stem is appropriate to allow views through
- Ground cover planting rather than large shrubs is more appropriate to retain views



# Public Realm

## Planting specification

Proposed new planting should be ornamental and architectural in form. Typical guidelines include:

### Street trees

New trees should be planted in defined avenues or in single species groups for impact. These should be columnar in form with a maximum mature canopy width of 5m and a minimum clear stem of 2.2m. Use only root balled or container grown specimens and plant at a minimum of 18-20cm girth size.

Typical street trees, which may be used include: *Pyrus calleryana* 'Chanticleer', *Tilia cordata* 'Greenspire'

### Groundcover planting

Some Typical groundcover planting species which may be used include: *Genista lydia*, *Skimmia japonica* 'Rubella'; *Hedera helix* spp. *Pachysandra terminallis*; The selection should seek to maximise amenity, planting success and minimise maintenance.

## 6.5 Town Centre Gateways: Banners and Signage

Development proposals could provide town centre gateway banners and signage as a mechanism to create additional impact, colour and introduce elements of public art into the streetscape.

Banners and/or similar related signage is considered appropriate for Broxburn where the streetscape offers very limited opportunity for creating visual interest and impact but would be inappropriate in Uphall where urban conservation and building facades currently provide the character and definition to urban form.

Banners where used need to be either integrated with lighting columns or developed as stand-alone elements. Banners can be effective in reinforcing gateways and signalling specific events and summer festival periods.



Examples of town centre banners



Banners support events and marketing

# Public Realm

## 6.6 Pedestrian and cycling Linkages

Development proposals should include environmental improvements, which better define key pedestrian linkages and accesses including:

### Improved access to the Union Canal from Broxburn town centre

Environmental improvements should include the provision of seating and lighting along the town centre to Union Canal route.

### Improved Access linking new development out-with Town Centre

Local environmental improvements that improve amenity on routes that connect the Town Centre to new developments outwith the centre (e.g. new supermarkets)

### Improved access to Brox Burn from Broxburn town centre

Environmental improvements should include the provision of additional seating signage and possibly lighting along the town centre to Brox Burn route.

## Improved access connecting car parks and Main Street

Local environmental improvements that improve amenity on routes that connect the main arrival points by car, off-street car parks and local facilities. The intent would be to ensure a simple circular of pedestrian routes within each of the four quadrants that service West and East Main Street. This would include links to Buchan Lane, Strathbrook Place and Church Street.

## 6.7 Lighting

By designing places that are well lit for pedestrians and cyclists, places are made safer, but care should be taken to avoid unnecessary light pollution. Through a combination of all available sources a desirable level of lighting can be produced.

Development proposals should include lighting provision from overhead street lamps, preferably mounted on buildings to avoid street clutter, as well as from uplighters and feature lights.



Potential to secure cycle links to the CDA areas and Transport Interchanges



Example of energy efficient street light

# Public Realm

## 6.8 Cycle Provision

Criteria for designing cycle networks include access, safety, continuity, directness and comfort. They should be fit for purpose, well light and DDA compliant. The provision of well designed cycle parking facilities will encourage their use by cyclists. There are many types of cycle parking fixtures available, though not all meet the following requirements:

### Security:

The frame and if possible both wheels should be able to lock to the parking fixture. For short term use, the parking area should be in clear view of passers by with natural surveillance. Cycle racks that only support a cycle by the front wheel are not satisfactory.

### Convenience:

Facilities should be sited as near as possible to user destinations e.g. near entrances of shops, the library, in car parks at closest point to the centre, and other locations such as schools or places of employment. This is particularly important for short term use.



Secure cycle frame



Illustrations of secure cycle racks



# Action Plan

## 7.0 Introduction

The Public Realm Design Guide has been developed to provide a clear way forward in the development and implementation of a series of projects to improve Broxburn and Uphall town centres. The Action Plan seeks to balance aspiration and pragmatism and offer a 'shopping-list' of potential projects capable of contributing to place quality.

The Public Realm Design Guide has been developed to provide a clear way forward in the development and implementation of a series of projects to improve Broxburn and Uphall town centres. The Action Plan seeks to balance aspiration and pragmatism and offer a 'shopping-list' of potential projects capable of contributing to place quality.

The Action Plan sets out the low, medium and high priority projects that will work towards achieving the vision and objects of the Town Centre Design Guide. Project outcomes are linked to the objectives as set out in Section. Overall the Action Plan has been developed to reflect local ambitions set in the preceding sections of this report and from feedback from community consultations. The list addresses a breadth of projects each of which could make a contribution but it is not intended that the list is definitive (nor that all projects require completion) rather it offers a framework to provide a mechanism for further design development and prioritisation.



## Action Plan

Ref No.	Potential Project	Project Description	Partners	Provisional Budget	Priority	Project Outcome
B&U 01	Strengthening Town Centre	Reinforce the defined town centre core for Broxburn and for Uphall. Enhancement should focus on the each of the town's core central area and consider new surfacing, seating, and visitor information	WLC Design approach to be reviewed through consultation	£400,000 Variable dependent upon funds	High	Enhance quality of environment and build upon village distinctiveness
B&U 02	Shop front scheme	Improve shop fronts by offering a grant support for the cost of Shopfront Upgrading	WLC / Retailers Build upon the quality of shop frontage	£20,000- £30,000 Long term programme	High	Enhance quality of environment
B&U 03	Town centre gateways	Provide new signage and/or banners at entrances to the village	WLC Detailed locations for both Broxburn & Uphall to be agreed and approved WLC Roads	£60,000 Variable dependent upon funds	High	Improved sense of welcome to the village and build upon village distinctiveness
B&U 04	New street pavements	Provide new street paving using high quality natural stone surfacing to define the village centre of Broxburn & Uphall	WLC Address local surfaces as required East and West Main Street – Uphall Greendykes Road Strathbrook Place, Station Road – Broxburn.	Variable To be agreed See B&U 01	Medium	Enhance quality of environment.  Improve mobility

# Action Plan

Ref No.	Potential Project	Project Description	Partners	Provisional Budget	Priority	Project Outcome
B&U 05	Improve access and connections – Uphall	Environmental improvements for key pedestrian linkages (e.g. Ross'es Walk) and strengthen connections to Canal	WLC Final scope to be agreed through further consultations	£40,000	Medium	Potential S75 contribution from edge-of-centre retail development
B&U 06	Improve access and connections – Broxburn	Improve access and circulation around village core to include: Access to Canal Connections to Bridge Place Access to Brox Burn	WLC Final scope to be agreed through further consultations	£40,000	Medium	Potential S75 contribution from edge-of-centre retail development
B&U 07	Improved access to available parking – Broxburn	Improved access through car parks and Church Street Improved connections from rear car parks to East Mains Street	WLC	£45,000	Medium	Scope of works variable
B&U 08	Streetscape Enhancements	De-clutter street environment by removing redundant pieces of furniture	WLC Implement to ensure common street furniture elements as required	£10,000	Medium	Enhance quality of environment. To be coordinated with other streetscape work
B&U 09	Building enhancement and conservation	Encourage and facilitate investment in building facades and building conservation	WLC / Private Protect heritage value of important local buildings	Variable Allocation of monies on annual basis if funding allows.	Medium	Raise quality of built environment

## Action Plan

Ref No.	Potential Project	Project Description	Partners	Provisional Budget	Priority	Project Outcome
B&U 10	Public and community facilities – Signage	Upgrading of signs to key community and public facilities e.g. Museum, swimming pool, library, etc. Signage should also be used to promote Fairtrade shops in the town	WLC Better quality signs to express contemporary service levels	£10,000	Medium	Potential for sponsorship or contribution from development sector
B&U 11	Provide either a central finger post sign to facilities or a town centre map	Provide within civic space a orientation signage and / or interpretation panel potentially including key businesses	WLC Signage to express a sense of welcome	£15,000	Medium – High	Potential in Broxburn but limited application given size to Uphall
B&U 12	Undertake Public Realm cleansing to improve image	Cleaning of public realm spaces. Removal of litter, graffiti, chewing gum, etc.	WLC	£5,000 - £10,000	Medium – High	Raise quality of environment and improve image
B&U 13	Encourage national and independent retailers to develop and support community programmes	Help to facilitate local events and local initiatives	Private Sector Potential developer contribution	TBA	Medium – High	Help community interests promote Broxburn / Uphall – supporting national and independent retailers
B&U 14	Develop through Community Council / Retailer Groups local initiatives with local sponsorship, development funding and / or S75 monies	Other town examples include: Bags for life Free trade promotions Local fair day Town website Retail sponsorship Increased use of Canal	Various	TBA	Medium	Connects various community interests and promotes Broxburn / Uphall

## Action Plan

Ref No.	Potential Project	Project Description	Partners	Provisional Budget	Priority	Project Outcome
B&U 15	Develop within the civic space location for Christmas tree / Carol services / Christmas light event	See Civic Space B&U 01	WLC	Included above	Medium – High	Create a focus for any local seasonal event
B&U 16	Extend provision for hanging baskets and floral displays for seasonal decoration (i.e. Broxburn/Uphall in Bloom for the summer, Christmas trees in the winter)	Create more of an impact and colour within the central core based on seasonal displays	WLC / Private Sector / Community	£15,000 Annual Maintenance cost	Medium	Add interest and distinctive visual quality
B&U 17	Celebrating village qualities, culture and heritage through banners, public art, memorials etc	Banners, public art and memorials and murals could link to the village's past, builds secondary features and helps to connect local people and visitors to the town.	WLC / Local community groups Final locations to be determined. For public art, murals locations could include the Museum and / or swimming pool.	TBA Variable dependent upon funds	Low – Medium	Add community interest and distinctive visual quality.  Potential contribution through S75 contributions  New War Memorial Project for Broxburn & Uphall included in B&U17.
B&U 18	Review lighting of civic /non-residential buildings for floodlighting or colour wash treatment	Colour wash now available within architectural flood lighting.	Owners potentially supported by CDA/ S75 monies	TBA	Low-Medium	Existing main buildings floodlit.