



# ON THE MOVE MIDLOTHIAN

Our Active Travel Strategy for Everyone: 2024 - 2034



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## Foreword

## 1. Introduction

### 1.1. What is active travel and why do we need an Active Travel Strategy?

#### 1.1.1. What is active travel?

“Getting around in a way that makes you physically active”; “walking or cycling to work, school, the shops or the train station”; “the transportation of people or goods by physically active means”. These are a few definitions of active travel found in the literature and the media. Active travel is much more than simply cycling and walking as a means of transport, and here in Midlothian, with our mix of urban, rural and semi-rural environments, it is important to emphasise the many forms and methods of travel and multi-modal journey types, encompassed by this term. **For travel to be ‘active travel’, it does not require the entire journey to be made by physically active means.**

In this strategy we define active travel as:

**“a means of moving around using your own physical effort, when making every-day journeys to school, work and other services, as well as for leisure, sport, health and recreational purposes.”**

Active travel can take the form of walking, wheeling and cycling, which includes the use of wheelchairs, pushchairs, adapted bikes, cargo bikes scooters and skateboards.



Active travel can form part or all of a journey, and includes physically active travel to bus stops, to reach public transport, and any short distance journey such as a walk to reach nearby facilities, or a longer journey regardless of the purpose or final destination.

With a push to decrease the number of journeys by car and other forms of motorised transport, **it is important to recognise how even making small parts of a longer journey ‘active’ can contribute to our aim of reducing total car mileage** and the number of motorised vehicles on the road.

Journey hubs and public transport services will play a vital role in meeting our active travel and sustainable transport targets.

#### 1.1.2. Why do we need a new Active Travel Strategy?



We want to lead the way in providing a **safe, convenient, well-connected and well-maintained active travel network**. We are aware of the challenges ahead, given the current status and condition of our active travel infrastructure, and the barriers that currently exist in preventing people from choosing active forms of travel for their everyday journeys.

Despite these barriers, we are committed to making Midlothian a place where:

**choosing active travel will be an easy, convenient, cheap and realistic option for all.**

**A lot has changed** since the production of our last Active Travel Strategy in 2018. Production of the **National Transport Strategy (NTS2)**, changes in the **Highway Code**, the **National Transport Hierarchy**, and publication of the **4<sup>th</sup> National Planning Framework (NPF4)** all reflect a push to give more priority to active and sustainable transport. Changes in **movement and lifestyle patterns** post-Covid 19; more **flexible working; large housing growth**; growth in economic development areas; commitments to **climate change and biodiversity targets**, and more recent concerns around **the cost of living**, are all factors that emphasise the need for a new Active Travel Strategy here in Midlothian, to reflect and acknowledge changes in policy and demand.

Having an up-to-date active travel strategy, reflective of Midlothian's current needs, is vital to securing funding to deliver projects going forward. With the period covered by the previous ATS now passed, it is important that we build on the successes achieved, and pursue

funding for projects still relevant, but not yet delivered, as well as the delivery of new projects to reflect the changing demand and environment. To ensure that any funding made available to local authorities is spent in the most efficient way, and used to deliver best-practice active travel infrastructure, it is a requirement for all local authorities to have an active travel strategy and action plan in place. This reflects the importance that the Scottish Government are ascribing to active travel in helping Scotland to achieve ambitious transport, climate, biodiversity and air quality targets, as well as the prominence they are giving in ensuring that the aims of the Transport Hierarchy are reflected in all local authority areas.

### **1.1.3. How will the Active Travel Strategy sit alongside other local transport and land-use planning strategies, and incorporate National Policy and best practice design?**

Midlothian Council's Sustainable Transport Team are currently working alongside consultants Stantec to produce a Local Transport Strategy (LTS), whilst officers in the Strategic Planning Team are in the early-stage process of developing Midlothian's next Local Development Plan (MLDP2). Given the importance now being ascribed to active travel in government strategy and policy, production of this Active Travel Strategy will be influential in the writing and shaping of the LTS, and in guiding land use allocation and strategic networks in the LDP. Writing these three key documents at the same time provides us with an excellent and exciting opportunity to ensure that active travel is high on the agenda and prioritised in all aspects of land-use and transport planning going forward, and will



enable close collaboration and communication between teams and council departments, which will help ensure that we can deliver and are striving for the same goals.

Recent publication of NPF4 in February 2023 has allowed us to incorporate and build on National Planning Policy, spatial principles and regional policies in this document, meaning that we are referencing and referring to the most up-to-date best practice guidance/policy within any projects we deliver.

#### 1.1.4. How is the picture changing in terms of priority and investment in active travel and local living?

Ambitious targets to **reduce total km travelled by car by 20% by 2030, and commitments to spend 10% of the total transport budget on active travel** reflects the Scottish Government's commitment to developing a sustainable transport network, with active travel a major component in this modal shift.

In 2017, £39 million was spent on active travel in Scotland, compared to targets of £320 million by 2024/25. With such a big increase in funding availability it is vital that Midlothian Council has a strategy and plan in place to seek and implement this funding. This will allow us to deliver the highest quality infrastructure and well-connected network possible, as well as to support and enable behaviour change.

In their 2030 vision for active travel, Transport Scotland would like to see walking and cycling the most popular choices for everyday journeys, and for communities and places to be shaped around people. This commitment to more sustainable living is further reflected in NPF4, with a focus on the quality of areas, to make places where we live and work sustainable and resilient, with an infrastructure first approach, to make communities great places to live and work in.

## 1.2. Why are we promoting active travel?

The overarching vision of the Scottish Government, set out in 'A more active Scotland' is for 'people to enjoy more active and healthier lives'. Active travel is, however, about much more than health through physical activity, and can take many forms.

Our aim throughout this strategy is to promote the message that: **active travel is not just about walking and cycling, but that all of us, no matter our age or ability, can take part in active travel, however large or small, and benefit in many ways.**

At Midlothian Council we recognise the many benefits that active forms of travel can have, not only to individuals personally, but to communities and the wider environment. Promotion of active travel is a key priority for Midlothian Council as it can:

- **Provide benefits to physical, mental and social health**
- **Provide equal access and reduce inequalities**
- **Reduce carbon emissions and our impact on climate change**



- **Improve air quality**
- **Reduce noise pollution**
- **Provide a less expensive means of travel**
- **Decrease congestion and lead to more vibrant places where people want to spend their time**
- **Create and stimulate economic growth and vibrant communities (Paths for all, 2024).**

The many interlinkages between the positive changes brought about by people taking fewer vehicular journeys, and travelling more actively, emphasises the importance of encouraging and promoting this behaviour change, and incentivising people who already travel actively in their day to day lives to continue doing so.



**Figure 1. A health and well-being ride, along the NCN in Midlothian**

### **1.3. How have we developed the Strategy?**

Development of Midlothian Council's Active Travel Strategy has been the role of the Council's Sustainable Transport Team, with public and stakeholder consultation events helping to shape both

the strategy and action plan. The feedback from stakeholder and public consultation held in 2021, and the resultant report produced by consultants Arcadis helped to establish key priority areas/themes, acting as a case for change, as well as highlight specific problem routes and locations where demand for improved active travel infrastructure is high. Building on feedback from the consultation, we have held workshops within and across council departments to develop a strategy with measurable and achievable targets that we can commit to. Midlothian Council's Sustainable Transport Team also attended Forward Midlothian events in October 2022 and 2023, to learn more about challenges faced by people with disabilities. Completion of the Integrated Impact Assessment Process has allowed us to consider and mitigate any potential impacts to all sectors of the community. More detailed 1-1 meetings with individual community councils has helped to inform the detailed site-specific action plan, with public consultation on the draft strategy and action plan helping to finalise the document.



**Figure 2. Midlothian Council Active Travel Officers at the Forward Midlothian Event in 2022**



With a focus on connectivity and strategic routes, collaboration and communication with neighbouring local authorities has also played a key role in the determination and feasibility of key route planning, to **ensure cross-boundary connections are planned and achievable, and that any connections into neighbouring authorities will produce a cohesive and joined up network.**

The prominence of 'living locally' and '20 minute neighbourhoods' within Scottish Government policy and strategy means that a key focus of formulating the active travel strategy, and delivering projects going forward has also involved building and strengthening relationships between the roads and development planning teams within the council. This will help to ensure that active travel is considered/designed into all new developments going forward.

We are working in collaboration with Sustrans to allow us to make the best possible use of any funding streams, with a Sustrans embedded officer now a key part of the team.

#### **1.4. Where we are since production of the last ATS?**

A lot has changed in Midlothian and surrounding local authority areas since the last ATS was produced in 2018. Our success in meeting specific objectives set out in the 2018 ATS will be reflected on in more detail in the sections that follow.

On a personal level we are witnessing:

- much greater home and hybrid working;
- an increase in online working, shopping and deliveries;

- greater recognition of the climate and biodiversity crisis amongst the population.

On a policy and governmental level we are now seeing:

- greater emphasis and funding being attributed to sustainable and active travel.

On a local developmental level we are currently seeing:

- many of the housing and commercial land allocations set out in the Local Development Plan now built/being delivered
- A change in the character of some Midlothian communities/landscapes
- great opportunities to connect to and expand the existing active travel network.

Many of these changes, particularly with respect to personal movement trends and lifestyles were not predicted and will have impacted (both positively and negatively) on some of the targets set out in the 2018 ATS.

#### **Three key objectives of the 2018 ATS were to:**

- 'Raise awareness of all aspects of active travel and promote walking and cycling as alternative transport modes for short trips and commuting'.
- 'Encourage more people to walk and cycle more often by providing them opportunities to do so'
- 'Increase active travel in schools through a variety of walking and cycling programmes'.

Since the writing of the 2018 ATS a number of events have been held to work towards meeting these objectives, including:



- recent 'Winter-ready' events
- public cycle training sessions
- Bikeability training in schools
- School travel plan production and promotion
- Road safety awareness training in schools
- attendance at Midlothian's Disabled Access Forum
- Go-E bike promotional activities
- staff cycle training sessions
- staff driver awareness courses
- attendance at the Midlothian Outdoor Festival

We plan to build on this engagement and promotional activity going forward, with more detail on what has already been achieved and is planned in the relevant sections that follow.



**Figure. 3 Road Safety awareness and Bikeability training sessions in Midlothian's schools**

Further objectives to 'Increase the availability of active travel infrastructure and develop infrastructure improvements which encourage active travel' along with 'Improving the safety of walking and cycling and reduce the number of yearly walking and cycling casualties' have been delivered through a range of 'Cycling, Walking, Safer Routes' funded projects, and expansion and development of the network through the creation of active travel routes through new housing and developments.

Detail on those completed projects and progress towards others that have not yet been achieved but are actioned in the current plan is included in the local-neighbourhood action plan in Part 2 of this document. Staff from the Sustainable Transport/Active Travel Team are now attending Midlothian's Road Safety forum and feeding in on best practice, and helping to promote infrastructure and behaviour change to reduce road casualties.

The objective to 'Ensure walking and cycling needs are included in new development design' is currently being delivered through a detailed assessment of new housing sites in Midlothian, being undertaken by consultants 'Living Streets'. More detail is included in the following sections on how we will use this assessment to deliver design guidance in new developments, and our aims to use this to ensure that all new developments are designed to best-practice standards in terms of active travel infrastructure, accessibility, and location to services. A move for the Sustainable Transport Team from the Roads Policy Team into the Planning Team also emphasises

progress towards this objective, and how it will be built on further in the new strategy.



**Figure 4. The inclusion and design of active travel infrastructure and links within and around new housing developments is a key aim of the Active Travel Strategy**

Progress towards the objective ‘Maintain, repair and upgrade walking and cycling infrastructure, including routes and facilities’ will be reported on throughout the main document, as well as indicated in the new action plan. Workshops and cross-team meetings have been held to discuss how we can best proportion resources and budgets going forward, to ensure that active travel infrastructure is inspected and maintained to reflect its place at the top of the transport hierarchy. Funding sources have been/are being actively pursued to demonstrate our commitment to routine maintenance of

existing routes, as well as to upgrade routes for wider accessibility and year-round use.

## 1.5. Active Travel Action Plan

Our active travel action plan consists of two key components, both presented in Part 2 of this strategy.

The first component is our **10-year project pipeline**, which takes a more strategic view of active travel infrastructure and behaviour change work which we plan to implement over the next 10 years.

The project pipeline lists:

- key priority routes along strategic routes and corridors
- key junction improvements
- larger infrastructure projects with active travel elements
- key behaviour change projects
- local neighbourhood level infrastructure
- commitments to pursue funding for rural roads and paths

The second component takes a more detailed look at the **local neighbourhood level** element of the 10-year project pipeline, where we have included routes from the previous active travel strategy that have not yet been delivered, along with new routes that have been suggested during consultation events and from the output of site investigations. These routes have been ranked and prioritised using a scoring matrix to help us to categorise different routes for particular funding streams depending on for example, the scale, level of funding required, ability to provide connections to key trip

generators, if they are potential quick wins or more in-depth projects, or more aspirational in nature. The 10-year project pipeline and Action Plan list the potential sources of funding for each programme of delivery. The plan reflects the assumption that funding will increase over the next ten years in line with greater commitments to active travel.

### **1.6. Aims of the ATS**

**The 3 key aims of the Active Travel Strategy 2024 – 2034 are to:**

- **Expand the active travel network and improve its accessibility, safety, connectivity and maintenance.**
- **Promote and enable behaviour change towards uptake in all forms of active travel.**
- **Provide transparent monitoring of the delivery of all projects.**

These are described in detail in Chapter 10, along with their respective objectives and indicators.

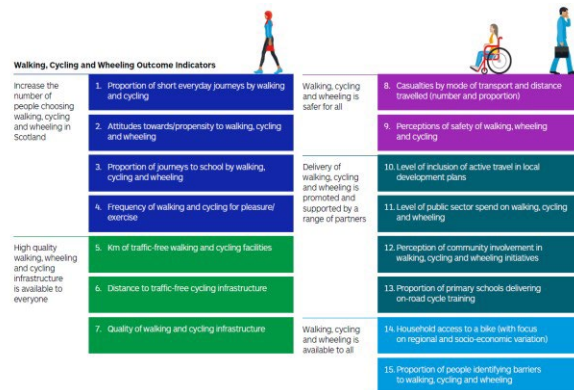
### **1.7. Acknowledging Risks/Uncertainties**

It is acknowledged that changes in circumstances and external drivers could occur during the lifetime of the ATS and Project Pipeline/Route Action Plan. We will continue with internal and external consultation throughout the lifetime of the ATS, and update the documents as required, directed by external drivers and changing priorities.

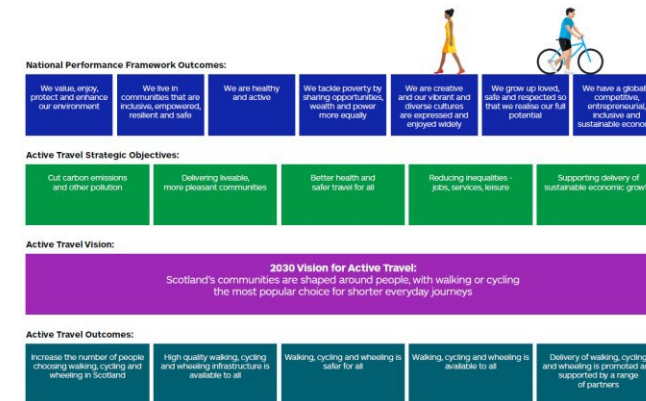
## 2. Policy Context

### 2.1 Transport Targets/policies and the Transport Hierarchy

Active travel features prominently in many of the Scottish Government's long-term planning priorities, and has played an increasingly large role in strategy at all levels in response to both national and international targets. While environmental concerns frame much of the policy discussion on active travel (the transport sector accounts the largest share of Scotland's carbon emissions), many policies favour active travel for its health and wellbeing, cost, and social benefits. Figures 5a. and 5b. broadly illustrate the desired outcomes of active travel policy in Scotland.



**Figure 5a. Desired outcomes of active travel policy in Scotland (Active Travel Framework, 2020)**



**Figure 5b. Desired outcomes of active travel policy in Scotland (Active Travel Framework, 2020)**

#### 2.1.1 International targets

Many of Scotland's active travel policies have their root in internationally agreed goals and targets. The United Nation's Sustainable Development Goals provide an international framework for a global low-carbon future with resilient communities at their heart. Organisations such as the World Health Organisation (WHO) have published reports such as *Walking and Cycling: Latest evidence to support policy-making* (2022) to encourage active travel through government policy.

## 2.2 Scottish targets, policies, and key guidance

The Scottish Government has articulated plans to reach net neutrality by 2045 – an undertaking that will require significant investment in all sectors of the Scottish economy. As of 2017, transport is estimated to make up 37% of Scotland’s carbon emissions – the largest share of any sector in the Scottish economy. The Scottish government’s stated goal is to see a 20% reduction in car kilometres by 2030.

The *National Planning Framework 4 (NPF4)*, *The National Transport Strategy (NTS2)*, and the *Strategic Transport Projects Review 2 (STPR2)* outline the Scottish Government’s main planning priorities, and have all placed a much greater focus on the importance of active travel for strong, healthy communities.

### 2.2.1 National Transport Strategy

The National Transport Strategy is underpinned by four key priorities, all of which have place great importance on active travel:

1. Reduces inequalities through ensuring easy, affordable access for all
2. Takes climate action through meeting net-zero targets and promoting greener choices to adapt to the effects of climate change
3. Helps deliver inclusive economic growth through reliable high-quality infrastructure

4. Improves health and wellbeing through safe and secure infrastructure that encourages people to make healthy travel choices

In terms of prioritising transportation, recent strategies have pointed to the transport hierarchy as a guide to prioritising user modes in transportation projects. This hierarchy is to provide a guideline for prioritisation between user groups in transportation projects, with those walking and wheeling to be considered the highest priority in the planning and development of transportation projects. This is reflected in the complementary investment hierarchy which places the reduction in unsustainable travel as the foremost priority for transportation-related investment.



**Figure 6. Transport Hierarchy and accompanying Investment Hierarchy (National Transport Strategy, 2020)**





Recent strategies have increasingly emphasised a need to better integrate land use and transportation planning. NPF4's spatial principles include reference to local living, compact, urban growth, and rebalanced development to help create sustainable, liveable, and productive places. The creation of a nationwide active travel network to connect these communities is seen as a key priority (National Development #8: National walking, cycling, and wheeling network). Place-based approaches that reduce car dominance should be pursued, with consideration being given to developments that promote local living and reduced car ownership levels.

These priorities have been expanded on in the *Strategic Transport Project Review 2* (STPR2), which breaks these strategies down into objectives at the national and regional levels. The first five objectives cover improvements to active travel infrastructure:

1. Connected neighbourhoods
2. Active freeways and cycle parking hubs
3. Village-town active travel connections
4. Connecting towns by active travel
5. Long-distance active travel network

Similarly, active travel figures prominently under the objectives relating to 'influencing travel choices and behaviour'.

The *Infrastructure Investment Plan for Scotland* (2021) has allocated £550 million over five years (until 2026) for active travel, including £50 million to develop 'active freeways'.

In addition to these core policies, Transport Scotland have prepared a number of design guidance documents to help guide active travel projects across Scotland. Chiefly, *Cycling by Design* (updated in 2021) provides guidance to be used across all roads, streets, and paths to promote cycling as a practical and attractive choice for the everyday and occasional journeys for all people. *Designing Streets* (2010) has also been developed to inform the design of streets and other movement-focused public spaces at the neighbourhood level to encourage a more holistic approach to urban design.

### 2.3 Regional

SEStran is the organisation responsible for providing regional oversight and coordination over transport developments in the Southeast Scotland region. SEStran has published a number of strategic documents outlining priorities for the creation of a coherent regional active travel network. These include the Strategic Cross-Boundary Cycle Development plan (2017) and the Strategic Network Plan (2020).

Improvement of walking and cycling as realistic transportation options, and greater integration between active travel and public transport networks (to encourage multimodal journeys). The Regional Transport Strategy (RTS) advocates for an integrated

approach to land use and transportation planning, adhering to a 20-minute neighbourhood framework.



**Figure 7. The SEStran regional area (SEStran RTS, 2023)**

20-minute neighbourhood or local living frameworks feature prominently in recent strategies



Source: victoriawalks.org.au

**Figure 8. 20 minute neighbourhood framework (SEStran RTS, 2023)**

## 2.4 Local

The *Midlothian Local Development Plan* (LDP, 2017) is the core document governing changes to the built environment in the Midlothian Council area. The current LDP 'Secure active and



sustainable transport options for existing communities and future growth areas, and promote opportunities for walking, cycling and public transport, including links to shared open spaces. The current plan places an emphasis on development of active travel alongside the expansion and protection of the Midlothian Green Network. In early 2024, work began to update the Local Development Plan.

In addition to MLDP2, other planning strategies make reference to active travel. *The Single Midlothian Plan (2023)*, addresses the need for active travel infrastructure to connect communities, and provide a greater range of travel choices – particularly in areas that are not well served by public transport. From the Citizen’s Panel survey in the Single Midlothian Plan:

- 94% of responses want communities better connected with good transport and active travel links, and improved network infrastructure and connectivity;
- 81% of responses would like improved greener travel options;
- 75% want to reduce carbon emissions from businesses and homes

Local Place Plans are being encouraged under reforms to the *Planning (Scotland) Act* in 2019, allowing communities a greater voice in how local places can be shaped.

#### **2.4.1 Shawfair**

The SEStran 2035 RTS highlights Shawfair as one of seven strategic sites across Southeast Scotland. Once developed, the Shawfair area is estimated to accommodate over 4,000, and will contain a town

centre, enterprise area, and public transport connections. Located between the Edinburgh bypass, southeast Edinburgh (particularly the Bioquarter), and East Lothian (adjoining to the Queen Margaret University masterplan area in Musselburgh), Shawfair represents a key strategic connection between communities in Midlothian, and substantial growth areas in neighbouring local authorities. Due to its position within the wider city-region, Shawfair has the potential to be a key hub in the regional active travel network.

## **2.5 Recent Legislative and Policy Changes**

### **2.5.1. Changes to the Highway Code (2023)**

In January 2023, the Highway Code was updated to reflect changes in national policy. These updates include the introduction of a hierarchy of users, where road users who are most vulnerable to harm should be given greater priority. This does not absolve users from behaving responsibly, but does enhance the priority of active travel users – particularly at parallel crossings.

### **2.5.2. Pavement Parking Legislation**

In December 2023, [new legislation came into force](#) allowing councils to pursue bans on pavement parking. Pavement parking bans are currently being implemented in Edinburgh and East Lothian, and Midlothian is currently examining the feasibility of implementing a ban locally.

## 2.6. 20 mph speed limits

Many Council areas across Scotland have been examining the potential to implement 20 mph speed limits within settlements, or in the case of some Council's, council-wide. Midlothian are currently consulting on measures to reduce speeds within towns and villages in Midlothian.

## 2.7 Themes

### 2.7.1. Demographic changes

Midlothian is the fastest growing council area in Scotland by population, seeing a 17% (to 94,680) increase between 2001 and 2021, and anticipated to see a growth of approximately 13.8% by 2028. This is anticipated to be the highest rate of growth in any Scottish Council area.

Midlothian's population growth is boosted by the influx of young families from other parts of Scotland, accommodating a large number of young families. Simultaneously, Scotland as a whole is seeing an aging population with a unique set of needs from their transport infrastructure. Providing high-quality active travel infrastructure suited for the needs of all users, particularly younger and older residents will be a priority under this strategy

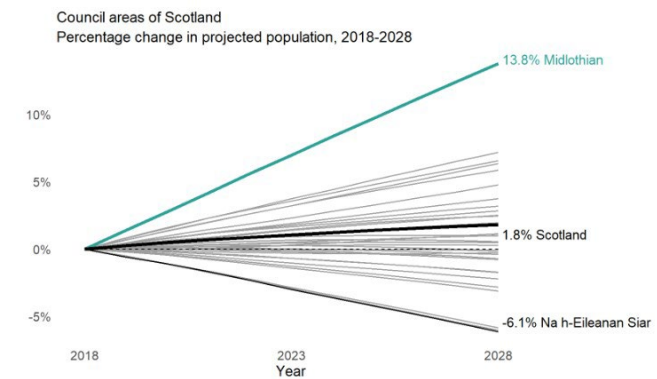


Figure 9. Changes in population (source: NRS)

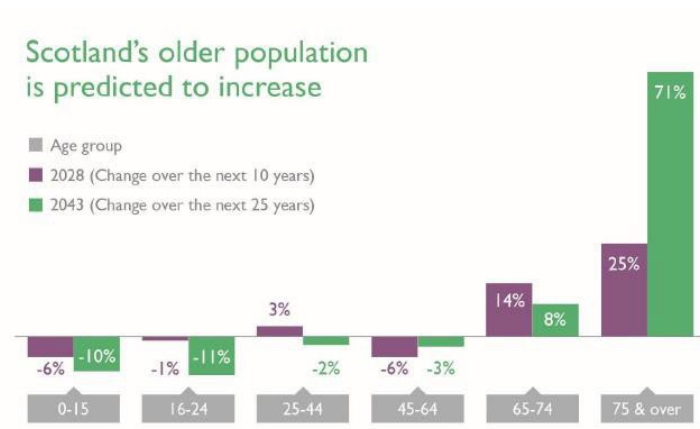


Figure 10. Predicted changes in Scotland's older population

### **2.7.2 Health Policy**

Public Health Scotland advocates for greater uptake in active travel for a number of reasons. Primarily, modal shift will result in a decrease in greenhouse gas emissions, and a reduction in noise and air pollution, but also touts active travel's benefits for a healthier lifestyle, particularly in later years. Healthier lifestyles have also been noted to reduce the economic strains on the national health service.

### **2.7.3 Inequality**

Improving active travel access, particularly in conjunction with improved public transportation provision are viewed as an important way to address inequalities – particularly related to age and income.



### 3. The Current status of active travel

#### 3.1. The current Active Travel network

A map showing the existing active travel network throughout Midlothian, including on-road cycle lanes, shared use cycleway/footpaths, tracks and paths, and the Sustrans National Cycle Network can be found on the Council website at the following link: [Midlothian: Active Travel Map \(mapsinteractive.co.uk\)](https://mapsinteractive.co.uk).



**Figure.11** Midlothian Council's 'Interactive Active Travel Map' displays cycling and walking routes and facilities, as well as detail on the type of infrastructure.

#### 3.2. A case for change: What did you say?

##### 3.2.1. Public Consultation

In December 2021 we held a number of consultation events to establish views on the ease and accessibility of walking, wheeling and cycling in Midlothian. We wanted to know:

- what is good about our active travel network
- where improvements can be made
- how we can support more people to walk, wheel and cycle more often
- the key barriers to active travel in Midlothian

In 2022 and 2023 we also attended the Forward Midlothian event in Dalkeith, hosted by The Midlothian Disabled Access Panel. The results from these consultation events have given us a clear picture of some of the main barriers to active travel, as well as examples of good practice that we aim to build on.

Results from the public survey indicate that those who **choose to travel by car** as their main mode of transport to work or study do so because they feel it is the **quickest option**, and that they **lack alternatives**. **Personal safety** was also cited as a main concern.



some new routes and infrastructure are designed and located to provide options for those who wish to enjoy active travel away from busier roads.

Results around mode of travel by length of journey revealed that for **journeys of less than 2 miles 25% of survey respondents still use the car.** A focus on active travel provision within and around town and village centres and close to key trip generators is required to make leaving the car at home an easier option, as well as a **focus on providing rest stops, bus shelters, dropped kerbs and access for all** to ensure that everyone is able to make these short journeys actively.

The top 5 priority actions for roads and pavements from the public consultation were:

- **Widening of routes**
- **Segregation**
- **Cycling safety**
- **Surface improvements**
- **Network connectivity**

The top 5 priority actions for paths were:

- **Segregated cycling infrastructure**
- **Better linkages**
- **Segregation between cyclists and pedestrians**
- **More direct routes**
- **More on-road cycle lanes**

**Figure 12. Results from the 2021 public consultation, displaying the main reasons for most frequent choice of travel mode (Arcadis, 2022)**

In comparison, people who **choose to walk** do so for the **health and fitness benefits**, and the **enjoyment** aspect.

Similarly those who **cycle as their main mode of transport** cited **health and fitness** as the main reason, along with **cost savings**.

These results suggest a **need to prioritise improving our active travel network so that travelling actively can be done safely along key strategic transport routes, and that design lines and directness of routes are key principles that need to be designed into any new routes, and route improvements.**

**Promoting active travel for its health and fitness benefits and enjoyment levels should also play a key part of any behaviour change initiatives.** Given that enjoyment and health are two of the key reasons cited by current active travel users we must also ensure that

The most popular answers depending on bike usage reveal some interesting differences, but also similarities between those who never cycle, and those who cycle often for transport and leisure (Figure 13).

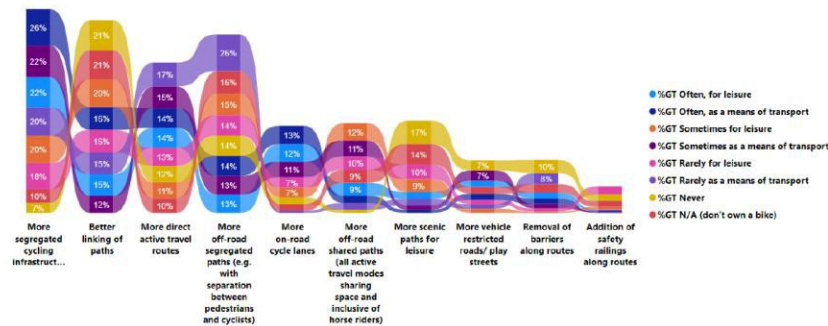


Figure 13. Top priorities for active travel infrastructure depending on respondents frequency/use of active travel (Arcadis, 2022)

### For those who never cycle-

it is **better linking of paths**, more **scenic paths for leisure** and **more off-road segregated paths** that are seen as top priorities.

### For those who cycle often-

**more segregated cycling infrastructure**, **better linking of paths**, and **more direct active travel routes** are considered top priorities.

This suggests that to encourage more people to start travelling by bicycle a focus on linking off-road paths away from the road carriageway, via quieter rural areas and scenic routes is required. A

simultaneous focus on providing well connected, safe and segregated next-to-carriageway routes as well as off-road connections is needed to improve conditions for those who already cycle.

The full public consultation report can be found in the appendix.

### 3.2.2. School Surveys

The results from the **schools survey are very encouraging**, with **73% of pupils who answered the survey walking, cycling or wheeling as their main mode of transport** to school. This reflects the very successful behaviour change and school travel plan work ongoing in the council, which we commit to continue developing.



Figure 14. Cycle and scooter parking provision and walk to school campaigns have been successful in increasing the numbers of children choosing active travel to get to school.



18% of pupils travelled by bus, which is also likely to have incorporated an element of active travel. The feedback from teachers skewed the overall results slightly, with only 16% of teachers walking or cycling as their main mode of transport.

**Quickness of travel** and having **no other alternative**, and 'other' were the three most popular reasons for pupil transport choice, with **health and fitness and enjoyment** being the 4<sup>th</sup> and 5<sup>th</sup> most popular reasons. Quickness and lack of alternatives made up 71% of teachers responses.

Although results are very encouraging there were some **key barriers identified that prevent people from walking and cycling to school**, with the **lack of suitable cycle routes** identified as the main reason from both pupils and teachers. The most frequent barrier identified by **parents was the distance that they live from the school**.

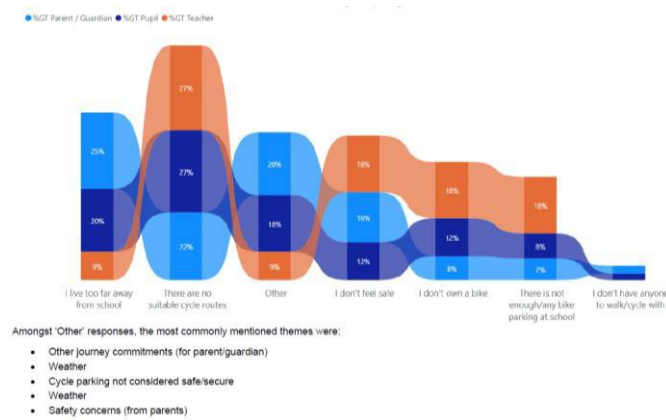


Figure 15. 2021 school survey- Barriers to choosing active travel to school (Arcadis, 2022)

Key improvements suggested to make cycling and walking more attractive included:

- Improvement/creation of on-road and off-road segregated cycling paths
- Safe crossing points
- Better maintenance and surface conditions
- Safer routes more generally

The feedback from the school surveys suggests that **providing the most direct routes for active travel is a requirement** to make these options as quick (if not quicker) than using the private car, and a realistic option for those with time constraints and other commitments.

We will continue our work on improving routes to school, and **build on our already very successful school travel plan work**. Our collaboration with the planning department will help to address distance from school, through advising on designs for local living and 20-minute neighbourhoods.

### 3.2.3. Stakeholder feedback

Feedback from stakeholder consultation has highlighted aspects of the current active travel network considered to be good practice, which we will use to aid our decisions going forward, as well as areas where infrastructure and the wider network can be improved.

**Positive aspects of the current network** included:

- paths within new housing developments



- the use of old railway lines as active travel links



**Figure 16. Examples of active travel provision in Midlothian that were considered a positive aspect in the 2021 stakeholder survey**

**key areas identified for improvements** included:

- maintenance of routes
- shared use paths and lack of segregation
- unprotected road cycling infrastructure
- physical barriers
- lack of cohesiveness
- lack of safe crossing points along some routes

with the following themes identified as key aspects to take forward in the new strategy:

- access for all
- links with public transport and other modes of travel
- improved connectivity, and safety

**Narrow pavements, lack of dropped kerbs, lighting and street clutter** were also highlighted as key barriers both in the stakeholder feedback and the disabled access forum event.

There was also an **emphasis on including leisure and tourism as part of active travel**, not solely commuting- something which we have taken on board and reflected in our new strategy, as well as consideration of the impact of any new routes on horse-riders. Some specific route improvements were also suggested, which have been incorporated into our project pipeline and aspirational route matrix.

The Stakeholder consultation report can be found in the appendix.

### 3.3. Current Active Travel Network Usage

#### 3.3.1. Strava Metro Heatmaps

Strava Metro data is a very useful tool providing Midlothian Council with an insight into active travel trends and route preference- but comes with a number of limitations. The data reveals the most popular routes recorded on the app for walking, running and cycling, as well as the numbers of people recording their activity on the app. It can also be used to assess the most popular days of the week and time of day for activity.

The data acts as a guide as to the most favoured and well-used roads and paths, but only provides a picture of those who choose to record their activity and upload it onto the Strava platform. As discussed in the introduction, active travel is much more than walking, running and cycling for fitness and leisure purposes, and some key everyday



journeys are likely to be missed when looking at data recorded on a platform marketed for fitness purposes. Everyday journeys to shops, bus stops, work and education, for example, are unlikely to all be presented in this dataset. Although the data can reveal the most popular routes, it is not possible for us to identify the reasons for route choices. A route showing up as heavily used on Strava Metro may be used because it is the only quiet and safe option, rather than it being the preferred option.

With these limitations in mind, the data does still reveal some key findings on route choice (Figure 17). It also provides us with a clearer picture of the routes chosen for leisure and fitness purposes, and ones that should be included in any updated maintenance and inspection schedule going forward, as well as those routes that are more heavily utilised for everyday essential journeys (and not necessarily shown here).

Figure 17a. illustrates the **key walking and running routes** recorded on the platform in 2022/23, with the lighter, brighter colours indicating greatest usage. The **Dalkeith to Penicuik NCN196** route and **Roslin to Shawfair multi-user path** are both popular and heavily utilised routes, but there is an equally popular use of the network around the main town centres and areas of population density. Figure 17b. illustrates **key cycling routes** recorded on the platform in 2022/23, with a much more extensive network, covering **many minor and country roads**, as well as **key transport corridors**.

Key popular routes **from Edinburgh into Midlothian** can be seen, including:

**A703 Seafield Moor Road, Gilmerton Road, the Roslin to Shawfair multi-user path, the A701 to Penicuik.**

**National Cycle Network route 1 around Temple and Carrington, and other country roads around Howgate and Middleton** are also popular routes.

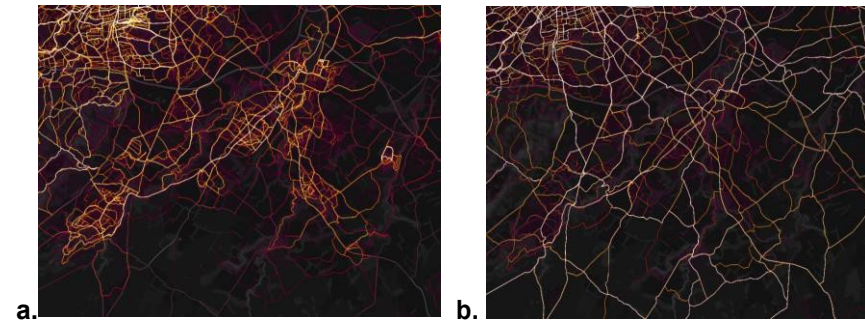


Fig. 17. Midlothian Strava users May 2022 – April 2023. A. Walking/running; b. Cycling

Going forward we will use this data to **feed into the roads and paths inspection and maintenance schedule**, and will use this in support of any funding applications to improve routine and winter maintenance along the most popular and heavily utilised routes.

We will also **look at developing a quiet route network** to improve safety for all users of the roads in **more rural areas**. The data will also be used in support of any funding applications for safe and segregated infrastructure provision along major roads where conditions are currently poor, but are clearly key direct routes for large numbers of active travel users.

### 3.3.2. Strava Metro: Demographics and time of day/week

Strava Metro also provides an indication of changing demographics and users, which we will use to help prioritise behaviour change and marketing campaigns, as well as the types of interventions and improvements to the network we might look to provide going forward. Figure 18a. suggests a decline in users of Strava aged 18-34 in Midlothian, compared to an increase in other age groups. As with the heatmap data, this must be taken with caution as it could indicate a move to recording on another platform, or an increase in app and technology use in older age groups, rather than a true picture of active travel useage. Figure 18b. suggests an increase in e-bike use, which will influence the funding streams we target, and any route planning and infrastructure such as charging provision.



Figure 18. a. Strava Metro users 2020-2023 b. Strava Metro bike users 2020-2023 (Strava Metro, 2023)

Data on the time of day and day of week of activity reveals a clear change in cyclist behaviour patterns post pandemic. Comparison of usage data in 2019 with 2022 displayed in Figures 19, shows a strong commuter trend in cycling activity in 2019, which although still present in 2022, is less pronounced, with the **time periods over**

**which people cycle during the day now wider.** This is suggestive of more flexible working and working from home, but does still emphasise the **requirement for a safe, accessible and well-lit network at the times of day when the roads are likely to be busiest.** Use of the walking and running network is much more evenly spread throughout the day and has been less impacted by the pandemic and flexible working. Volumes by day of the week indicate that the **network is being used consistently throughout the week and weekend.**

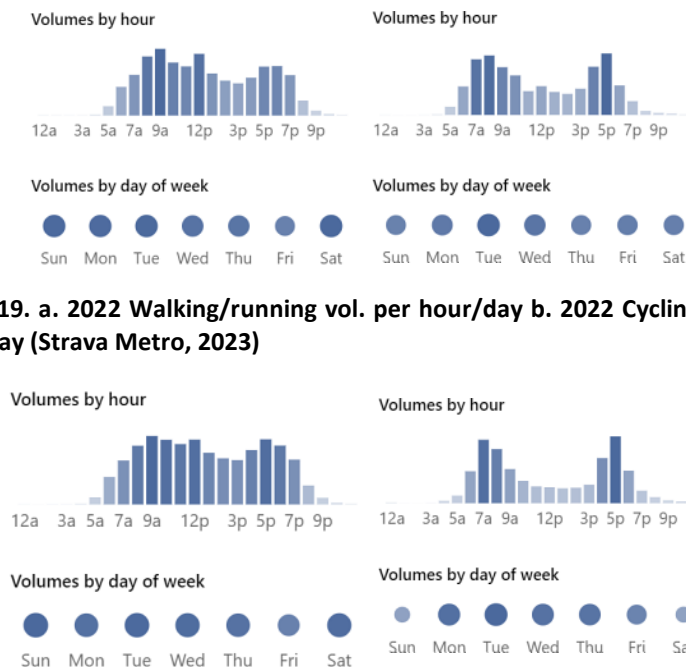


Figure 19. a. 2022 Walking/running vol. per hour/day b. 2022 Cycling vol. per hour/day (Strava Metro, 2023)

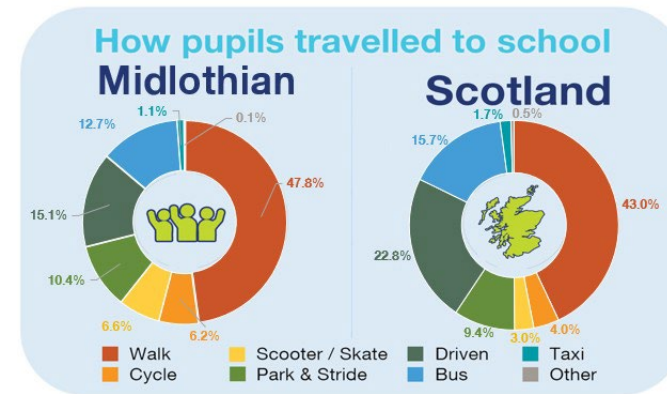
c. 2019 walking/running vol. per hour/day d. 2019 cycling vol. per hour/day (Strava Metro, 2023)

### 3.3.3. Network Planning Tool for Strategic Cycle Network Planning

Another useful tool is the newly developed 'Network Planning Tool Scotland' for strategic cycle network planning. This can be used to examine the cycle-friendliness, gradients, and fastest and quietest routes around Midlothian. The tool is publicly available at the following link: [NPT Scotland](#), and will be used in supporting and developing funding bids to expand our active travel network going forward.

### 3.3.4. Sustrans Hands Up Survey

The Sustrans 'Hands up survey' results from 2022 display a very positive picture of school travel in Midlothian, compared to the national average. 97.3% of state schools participated in the survey, and results presented in Figure 20 show that **over 60% of Midlothian's children either walk, cycle, scoot or skate to school**. The numbers of children being driven to school are much lower than the national average.



**Figure 20. Results from the 2022 Sustrans 'Hands up' survey show higher rates of active travel to school than the national average**

As part of this strategy we are committed to building on these positive results through the continuation of Bikeability training and promotion of active and sustainable travel through school travel plan production and road safety initiatives.



**Figure 21. Walk to school campaigns and cycle and scooter storage facilities**



### 3.3.5. Current Cycling Modal Share

#### Cycling Scotland Monitoring Group

Data provided by the Cycling Scotland Monitoring group shows cycling rates from counters located at Eskbank Road in Dalkeith, and John Street in Penicuik in September 2022. **Cycling contributed 0.56% to total road users**, a slight increase on the same month in the previous year (table 1). It should be noted that the results are taken from a 48-hour period and may be influenced by weather conditions and other external factors. It should also be noted that these counters are located on busy roads where cycling infrastructure may not be conducive/attractive for cycling to all users, and may under-represent the modal share for the local authority more widely.

**Table 1: Cycling Scotland Monitoring Group Cycle Count data: September 2022**

Location	Eskbank Road, Dalkeith	John Street, Penicuik	Midlothian total
Cyclists	119	196	315
All modes	27829	27955	55784
Cycling modal share	0.43%	0.70%	0.56%

**Table 2: Cycling Scotland Monitoring Group Cycle Count data: May 2021- September 2022**

	May-21	Sep-21	May-22	Sep-22
Cyclists	451	265	395	315
All modes	52674	55921	58805	55784
Cycling modal share	0.86%	0.47%	0.67%	0.56%

Installation of three new 24-hour automatic Cycling Scotland cycling counters at Lasswade Road, Gilmerton Road and on the Eskbank to Bonnyrigg section of NCN196 has taken place in May 2023, and will provide additional data on route use and demand, as well as external factors driving usage of the network. Subject to funding we also plan to install cameras to monitor desire lines and movement patterns at key junctions to help guide street layout and infrastructure design.

## 4. Physical Barriers to Active Travel

### 4.1. Active Travel Route Maintenance

Our Active Travel Consultation event in 2021 highlighted route maintenance as a key concern and barrier to participation in active travel, raised by both public and stakeholder groups.

A number of key issues were identified, including poor road and path surface conditions; debris and vegetation overgrowth in cycle lanes and along shared use paths; lack of/limited gritting of active travel routes in winter; and poor/lack of street lighting along some routes.



**Figure 22. Vegetation overgrowth has been highlighted as a key concern for active travel users.**

We are committed to addressing these issues and will seek out all available funding for road and path surface improvements for existing routes where possible. We have highlighted the lack of

funding currently available for existing route maintenance as a key priority to encourage active travel going forward to our largest funding bodies, and will continue to explore all available funding opportunities.

Within the council we have held a number of cross-departmental workshops to identify the potential for pooling of resources, and to discuss how the transport hierarchy can be better reflected in any roads and paths inspection regimes, as well as in the allocation of funding.

Going forward we will make use of all available monitoring data on cyclist and pedestrian usage of the network to feed into the roads and paths inspection and maintenance schedule, so that the parts of the network most popular for active travel are prioritised for maintenance, reflecting the transport hierarchy.

We will also look at key transport corridors and desire lines and ensure that those parts of the network not used as heavily for active travel are maintained to similar levels, to ensure that this is not a barrier to use along these routes. Funding and resource permitting, we aspire to inspect all active travel routes (both on and off-road) on foot or by bicycle.

We will **aim to address all reports of vegetation overgrowth within 2 weeks** of any member of the public reporting these to the contact centre, and **routine sweeping of routes will now be aligned to**



**coincide with routine cutting of vegetation.** All repairs needed to the road and path network will be addressed once reported to the contact centre by members of the public, in addition to planned repairs and maintenance on the updated inspection schedule.



**Figure 22. Examples of work that has recently been undertaken as part of our new late summer ‘Reclaiming our paths and pavements**

**programme’ with teams working together in a collaborative approach to cutting, clearing, sweeping and disposing, to ensure our routes for active travel are fully accessible all year round.**

In collaboration with neighbouring local authorities we will look at the potential to apply for funding and set up forums to support volunteers and community groups to help with maintenance and path improvement works.

Where funding allows, we will commit to pursuing improvements to Street lighting and winter gritting on all main active travel routes.

## **4.2. Road Safety**

Cyclist safety was highlighted as a key priority for roads and paths improvements in the 2021 active travel consultation- with lack of segregation between different types of road users one of the key concerns. For all new active travel schemes we will look at introducing fully segregated routes where possible, but also acknowledge that the nature of some of our roads and spaces will require other forms of improvements to enhance safety, and make the roads and paths more attractive and appealing places for active travel. Traffic calming measures were identified as a key priority action for road safety, and we will work alongside colleagues in the roads department to see these implemented where possible, along with 20mph zones in some of our towns and villages, and other



considerations that emerge from the results of the Midlothian Speed Limit Policy Review in 2023.

Alongside our Roads Safety and Roads Engineer colleagues we will **work to improve routes to schools and key destinations throughout Midlothian as a priority.** We will work with our School Travel Plan Coordinator and Road Safety Officer to prioritise key routes for improvements, where we will monitor desire lines and feedback from public consultation. We will look at **increasing the number of safe crossing points, accessibility, pavement provision and conditions, and full segregation between all users where possible, along the most direct routes.** Similarly we will look at prioritising key junctions where road safety has been flagged as an issue and work alongside road safety colleagues to look at **increasing and improving crossing points and signalisation** where relevant, with other measures considered on an individual basis.

We **will seek input from road safety officers and work alongside roads engineers and those in the roads policy team when advising on any new active travel infrastructure,** as well as on policy and strategy around changes to any existing road design and layout, and other physical infrastructure. In particular we will **work on writing new policy/guidance around guardrail, guardrail removal, cyclist and pedestrian priority crossings, continuous pavements, uncontrolled crossings, and other traffic calming measures.**

In addition to infrastructural and street/road layout and design changes, **behaviour change initiatives will form a key part of our focus and drive to improve road safety,** for active travel users of the network. Active Travel officers are now part of the Midlothian Road Safety Forum, allowing any key active travel concerns to be discussed with Police Community Officers, Roads Police and the Speed Camera Unit, the Fire Service, and Transport Scotland. We will use this forum as an opportunity to collaborate with these services/organisations on road safety campaigns, speed reduction and wider behaviour change initiatives, which are covered in greater detail in the behaviour change section of the strategy. We will lead by example by **promoting and providing driver awareness training on sharing the roads with cyclists to all of our staff,** which will now be incorporated as an essential learning module for all new and existing members of staff at Midlothian Council. Other behaviour change initiatives, discussed in more detail in the behaviour change section include public, school and staff bicycle training and awareness sessions, all of which have a focus on road safety.

Given the rural nature of Midlothian, we have a number of national speed limit country lanes and roads where visibility, gradient, road width, and road condition mean that users need to treat the roads with extra caution, and drive to the conditions. Many of these roads are found in more quiet areas of Midlothian, and are appealing for pedestrians and cyclists, as well as horse riders, who use these for leisure and sporting activities, away from busier built-up areas and

volumes of traffic. We seek to promote these roads as safe spaces for active travel and will **look for funding opportunities to develop a 'green/quiet road network'** of roads, where signage and traffic calming measures, and potential speed limit reduction, will be used to increase driver awareness of the shared nature of these roads, and to make the routes safer spaces for all users.



**Figure 23. Rural roads throughout Midlothian are popular for walking and cycling.**

Many of the aspirational improvements to road and route maintenance highlighted in the route maintenance section, including improved street lighting and road surface conditions will also contribute to improved road safety for users of the active travel network.

### 4.3. Quality/inaccessibility of the active travel environment

Design guidance produced by 'Living Streets' in their assessments of housing sites, discussed in Section 8 will be used to promote best-practice street design, and ensure that all new environments are designed in a way that fully delivers access for all. Feedback from consultation events and engagement with the public and stakeholders has helped us to identify where and how we can improve the existing environment, and engagement in the IIA process throughout development of this strategy and production of the action plan has helped to identify key issues. Physical barriers such as pedestrian guardrail, lack of dropped kerbs, lack of tactile paving and a lack of rest stops have been highlighted and incorporated into our 10-year and local neighbourhood action plan, where we intend to seek funding to address these issues.

We will promote the availability of external funding to community groups and volunteer organisations, and help provide support where possible to ensure that Midlothian residents have the best access and clear guidance on how to get involved. The Sustrans 'Artwork Fund' and 'Paths For All' 'Ian Findlay Fund' are examples of funds that can be applied for by community groups to provide more appealing and quality environments for active travel.

## 5. Other barriers to active travel

### Engagement & Behaviour Change Work

The following barriers have been identified as key aspects limiting the number of journeys made by active travel in Midlothian, and in some cases preventing people from taking part in any form of active travel. **We believe that promoting and encouraging behaviour change is as important, if not more so, than providing the infrastructure to allow change to take place.** In many cases the two complement each other, but the **promotion of behaviour change is a vital component in seeing any funded infrastructure schemes being used effectively to their full potential.** The physical aspects of barriers to active travel are covered elsewhere in the strategy, as well as being presented in the action plan.

#### 5.1. Barriers to walking

##### 5.1.1 Route finding/knowledge of active travel routes

###### Working with the public

The Council produces a range of mapped resources that allow people to find out about local active travel infrastructure and journey times.

We are currently working on updating these maps and publicising the active travel network via a refresh of our website. Interactive consoles around Midlothian have also helped to support more accurate travel planning and sustainable journeys, and we aim to replace and repair these where necessary. **We will continue to provide hard copies of walking and cycling maps on a regular basis to libraries/leisure centres and health centres around Midlothian.**

In addition to the supply of physical maps, the Active Travel team are currently working on the production of a free **'Active Travel App'** that will be made available to the wider Midlothian public. The aim is to offer more accessibility to a breadth of Active Travel information, **allowing users to have flexibility in undertaking journeys through checking the app while out and about in the area.**

We consider promotion and familiarisation of the active travel network to Midlothian residents a key aspect of behaviour change. We will also look to work with developers on active travel packs provided to new residents in new-build housing estates.



### Midlothian Council staff engagement

To encourage and promote healthy working lives, **led walks** will be offered to all council staff at various office locations, encouraging staff to become more active, as well as exposing them to new routes and opportunities for active travel.

**Step count challenges** have proven very successful and will continue to run to promote competition and motivation throughout the workforce- the first step to longer term behavioural change.



**Figure 24. Organised lunchtime walks will be promoted to Midlothian Council staff at a range of locations to suit those working in the office and at home**

#### 5.1.2. Traffic related concerns over safety

### Working with the public

Midlothian Council staff, funded through Transport Scotland funding, will continue to work on schools projects including 'Walk to school week', 'Walking Battle', various road safety activities, 'School Streets', as well as working with Junior Road Safety Officers in schools on 'Park Smart' initiatives. We will also continue to work with Sustrans to promote 'Sustrans Big Walk and Wheel'- the UK's largest inter-school walking, wheeling, scooting and cycling challenge, which aims to inspire pupils to get active during the school run.



**Figure 25. Midlothian Council School Travel Plan and Bikeability officers will continue to lead and promote walk to school, road safety and other active travel campaigns.**

#### 5.1.3. Distance and gradient

### Working with the public

Given the varied terrain and rural nature of some of Midlothian's towns and villages, distance between origin and destination of journeys can prevent people from using active travel. We **consider**

**multi-modal travel to be the key to this barrier** in many cases, where shared transport, journey hubs, improved bus stop/rest stop provision, community owned transport and lift sharing schemes can be implemented and utilised **to allow active travel to make up a component of a longer journey- no matter how large or small.** We will seek funding opportunities to implement and expand these schemes, and will work with SESTran, public transport providers and neighbouring local authorities to promote multi-modal journey provision where possible. Examples include exploring the possibility to expand bikes on bus and supporting free travel for under 22s on public transport.

## 5.2. Barriers to cycling.

### 5.2.1. Costs of owning and maintaining a bike

#### Working with the public

We will continue to deliver 'Dr. Bike' sessions to the public, where free maintenance checks will be offered, along with advice on using the active travel network. We also **aim to work with co-mobility providers to look at installing mobility hubs at key transport interchanges and trip generators**, where bike share schemes could reduce the need to own and maintain your own bicycle and **make using a bike a realistic option for those who cannot afford their own.** We will also continue our work in schools where bicycle maintenance sessions are delivered as part of the Duke of Edinburgh Award.

We will continue our bike loan service, which is provided to all schools across the authority, with 288 beneficiaries since 2023. The

bike library consists of 49 bikes, ranging from balance bikes to 29" bikes for larger children/adults.



**Figure 26. Continuing to deliver free bike maintenance sessions and training will be a key component of the Active Travel Strategy**

#### Midlothian Council staff engagement

We will continue to promote the cycle to work scheme to all council staff, and seek to increase the maximum price of any bike that can be purchased. The Council is currently renewing our Cycle to Work contract, which may open up the opportunity for staff to buy an electric bike through the scheme. The Council currently has two pool bikes that are available for staff to use for business purposes, as well as an electric cargo bike to allow staff to carry and transport heavy items via active travel. Under the staff bike-loan scheme 13 bikes are available for commuting (funded by Cycling Scotland). Staff can borrow a bike for up to two months, free of charge, after which it will go to another member of staff. It is hoped that the initiative will encourage staff to buy their own bike and change their travel



behaviour after the hire period. We plan to continue to offer this service going forward.

Midlothian Council employee Greg explains how he has benefited from the bike loan scheme:

*"I thought the bike hire scheme was great and really beneficial to me. It was really good for cycling to and from work, along with extra exercise out of work. Was great for both my fitness and mental health. I would definitely participate again in the future and plan on getting in touch again after the winter. It's the first time I have cycled a half decent bike and what a difference it makes! A lot easier on the legs and can travel a lot further."*

### 5.2.2. Cycle storage space and security

#### Working with the public

A lack of secure bike parking is a key barrier to both owning a bicycle, and to using a bicycle as part of a journey, where it needs to be stored or left temporarily at a destination. We will promote Cycling Scotland's 'Residential Cycle Storage and Parking Fund', to local communities, and support them in their applications. We will also work with the planning team to update the 'Parking Standards' and ensure that we feed into, and are consulted on, any new

developments to ensure that cycle storage is provided to reflect requirements set out in Cycling by Design.

Where possible, we will seek all funding opportunities to introduce safe, secure and convenient cycle parking facilities at key trip generators, workplaces, and places of education. Cycling Scotland's school storage fund will be utilised going forward to improve shelters within school grounds across the authority. Four schools benefitted in 2023 of having updated or increased storage as a strategy to increase school pupils cycling, and reinforce behaviour change regarding cycling from an early age.



Figure 27. An example of secure bicycle parking at a Midlothian school.

#### Midlothian Council staff engagement

Midlothian Council currently holds Cycling Scotland's "Cycle Friendly Employer" status, valid until February 2024. Lockers are available in

Fairfield and Midlothian Houses on a first-come, first-served basis for storage of clothing and equipment for staff that use active travel to work. Cycle parking facilities currently include an externally-funded covered cycle shelter in the car park behind Midlothian House and rails behind Fairfield House. There are two working showers for staff use. We will continue to seek funding to improve and enhance these facilities and renew our application to improve staff bicycle storage and changing and drying facilities at all sites.

### 5.2.3. Distance and gradient

#### Working with the public

We currently provide a number of maps on our website, and as hard copies in leisure centres and libraries to promote the active travel network in and around Midlothian. We are working on updating these maps to give Midlothian residents access to the most up-to-date knowledge of direct routes to and from key destinations. We will work with **Sustrans** to promote their **Network Planning Tool**, which will allow users to plan journeys based on criteria such as gradient, fastest route, how quiet the route is, cycle friendliness etc. Following the recent end to our collaboration with Bewegen and Goebikes we are committed to pursue future possibilities **for e-bike hire schemes**- helping to reduce the physical demands created by journey distance and hilly terrain, opening up the option to cycle to a greater number of people. Discussions **with public transport providers and options around developing mobility hubs** will also be actively pursued.

#### Midlothian Council staff engagement

All employees at Midlothian Council are currently able to purchase a bike, tax-free, using the **Cycle to Work Scheme**. Going forward we aim to open discussions with the Employment and Rewards team to increase the value of bikes that can be purchased on the scheme to enable purchase of electric bikes, which will help to tackle barriers around distance and gradient that prevent staff from travelling by bicycle. We will continue to **promote national and work-based cycling challenges** such as Cycleschemes 'Cycle to Work' day and Love to Ride's 'Ride it Out' campaigns.

### 5.2.4. Cycling skills, concerns over traffic and perception of safety

#### Working with the public and Midlothian Council staff

We will continue our commitment to encouraging and enabling behaviour change in schools through delivering Bikeability sessions, projects including 'Bike to school week', 'Smoothie Bike', Road Safety activities, School Streets, and work with Junior Road Safety Officers.



Figure 28. Bikeability training will continue to be delivered throughout Midlothian's primary schools.

We plan to continue to deliver public and staff cycle training sessions in collaboration with Cycling Scotland, as well as led rides for adults and families. We will look to collaborate with Police Scotland on their Close Pass campaign as well as seek funding for implementation of quiet routes and infrastructure/signage to increase driver awareness of cyclists using the rural road network.

### Essential Cycling Skills

Meeting outside the MAEDT office, 14-15  
Bogwood Court, Mayfield  
10.00-11.30am on Wednesdays  
Starting 22<sup>nd</sup> February 2023 for 5 sessions



These sessions are for people who want to develop their confidence to ride and move towards using a bike as a mode of transport, supporting an environmentally friendly, healthy lifestyle. You will receive a SCQF levelled certificate for attending.

To book a space contact [diane.wilkie@midlothian.gov.uk](mailto:diane.wilkie@midlothian.gov.uk)

Are you thinking about swapping sitting in traffic to getting active and cycling to work?  
Want to try it out before buying your own bike?



Midlothian Council have a fleet of Ridgeback Speed hybrid bikes available for staff to borrow for an agreed period, free of charge.

This trial period will help you decide whether cycling to work suits you.

All you need to do is get in touch with Diane Wilkie to *organise* your hire, collect your bike, take it home and you can use it for the duration of your hire period.

We have a range of bike sizes and our team are happy to help you choose and adjust the right bike to suit you.

The bike comes with a handy pannier bag and all the accessories you need including secure locks, helmets, lights, reflectors, and repair kits.




**Figure 29. Training sessions will be promoted to council staff and the general public to increase the safety of cycling on the road network.**

## 6. Auditing the Active Travel Network

A high-level baseline audit of the active travel network has been undertaken in developing the active travel action plan, and will be progressed further as the action plan develops and is up-dated. Further, more in –depth auditing of specific aspects and sections of the network has also been delivered as part of the development of guidance around new housing layout, as well as in school travel planning and the development of routes to school.

A detailed audit of the Sustrans National Cycle Network Route 196 will be undertaken using funding from Sustran’s Barrier Removal Fund.

Going forward, as part of this strategy, we are committed to seek funding to allow us the resources to carry out a full audit of the active travel network to bring this in line with inspections of the main road carriageways to fully reflect the change in the transport hierarchy and feed-in to the inspection and maintenance schedule.

## 7. Introduction to Priority Routes/action plan

### 7.1. What is the Action Plan?

Our Active Travel Action Plan is comprised of two parts. The first, a 10-year strategic project pipeline, and the second, a detailed local neighbourhood scale list of priority, planned, and aspirational local and longer distance routes and connections. Together these provide an **ambitious list of priority infrastructure projects that are most needed; most in-demand; and that help to close gaps in, and enhance, our active travel network.** The 10-year project pipeline is our action plan with respect to major strategic routes and network expansion, along with behaviour change and maintenance work. The local neighbourhood action plan looks at each of the main towns/villages in Midlothian, and their surrounding areas, and provides a list of key priority routes and aspirational routes for improvements/network expansion.

The purpose of both parts of the plan is to provide a transparent picture of our aims and aspirations, against which we can monitor progress. The project plan will also help in the preparation of funding applications and has been formulated to allow us to map out interconnecting projects, and ensure joined-up approaches between projects and departments. The project plan and its transparent nature allows it to be viewed by other council departments, local

authorities and key stakeholders, increasing the likelihood and opportunities for collaboration and joined-up route planning across local authority borders and departments. The project plan will also be used to steer future investment, so that resources are available at the right time for the design and build of future schemes, as well as allow funds for maintenance and upkeep of any new and existing routes to be sought.

With the local Transport Strategy and the next Local Development Plan both being prepared in 2024, the Active Travel Action Plan will also directly inform these key pieces of council policy/strategy, helping to ensure that future development complements the existing and planned active travel network, and that sustainable transport and active travel are key drivers in the location and design of new developments. Smaller links in the local neighbourhood action plan will feed directly into the next Local Development Plan, to allow for integration and delivery as part of new development. The projects and work-streams set out in the 10-year project plan will inform the Local Transport Strategy regarding potential changes in future travel/transport habits, and where demand for multi-modal journeys and journey hubs may present. It can also encourage collaboration between transport providers, and local roads and planning teams.



## 7.2. Why were these routes/work-streams chosen?

The strategic routes/work-streams and the more detailed and location specific routes have all been selected to:

- **improve/provide safe and accessible links from key locations to key trip generators and destinations.**
- **cater for areas high/growing in population.**
- **link up with public transport networks and other key transport hubs to allow multi-modal journeys.**

Routes within the local neighbourhood action plan have been prioritised to improve accessibility and ease of short journeys, with a **focus on enabling local-living and to support the 20-minute neighbourhood concept**. Elements of this are reflected in the 10-year strategic project pipeline, where commitments to addressing barriers to active travel (such as provision of cycle parking, dropped kerbs, etc.) will also aid in encouraging the switch away from private car trips to active travel for local journeys.

As discussed in the introduction, we consider active travel to cover **travelling by physical means for a large range of purposes**. This is reflected in both parts of the action plan. We are committed to:

- **expanding and filling gaps in the longer distance strategic network for journeys between settlements and travel to key trip generators**

- **improving accessibility at the neighbourhood scale to improve access to bus stops/public transport to allow multi-modal journeys.**
- **improving local street design and permeability in new developments to encourage local-living.**
- **improving and expanding provision for active travel along rural roads and pathways to improve access to nature and more remote villages.**

## 7.3. How were the routes/work-streams selected?

The strategic routes and work-streams set out in the 10-year project plan, and the more specific routes in the local neighbourhood action plan have been selected based on a range of criteria. This includes:

- **feedback from the community**
- **school and stakeholder events**
- **the location of planned areas of growth**
- **the location of existing and planned key trip generators**
- **to fill gaps in the existing network**
- **to improve/establish cross-boundary routes and connections**

The feedback from our Active Travel Consultation event in 2021 has mostly been used to help develop our 10-year strategic project pipeline and prioritise key work-streams. The survey was used to gather high-level feedback around barriers to active travel, and



priorities for network improvement. Some of the key barriers identified in this consultation included:

- a lack of segregated infrastructure
- a lack of safe crossing points at major junctions
- poor maintenance and route conditions
- the lack of a continuous and cohesive network
- busy and dangerous roads
- physical barriers and poor accessibility along routes
- a lack of cycle parking and bike hire

All of these are reflected in the main work-streams and strategic routes/network that we propose to take forward.

We will **build on what we are already doing well**, through a commitment to **expand our rural off-road routes**, identified as key positive aspects of the current route network. Collaborative working with Development Planning, schools and neighbouring local authorities will also allow us to:

- **prioritise connections to key areas of development**
- ensure a **cohesive network across boundaries**
- enhance **safety and ease of active travel around schools**

The Local Neighbourhood Action Plan looks to prioritise those routes that were set out in the previous Active Travel Strategy, and includes new routes, based on more detailed feedback from the community,

internal audits and site visits, mapping exercises, school engagement and public consultation.

Prioritisation of the routes has been achieved using a scoring matrix described in more detail in the following section, and included in the appendix. The scoring matrix includes key criteria such as: location relative to trip generators; predicted volume of users; potential to improve safety; providing links in an existing network.

#### 7.4. The 10-year project pipeline

The 10-year project pipeline takes a strategic view to active travel infrastructure and behaviour change work, which we plan to implement over the next 10 years, subject to funding. The pipeline identifies:

- key strategic routes and corridors
- key junction improvements
- larger infrastructure projects with active travel elements
- key behaviour change projects
- commitments to pursue funding for rural roads and paths
- local neighbourhood level infrastructure

Local neighbourhood level infrastructure improvements are not identified in detail by location and project type/specifics, but instead it is highlighted that 4-6 of these will be taken forward each year



using Transport Scotland's Cycling Walking Safer Routes funding. The specific detail on these projects and how they have been prioritised is contained within the route prioritisation matrix.

The 10-year project pipeline identifies the following key aspects/work streams...

- An active travel strategic route network (on or next to the main road carriageway)
- Expansion of the long-distance off-road (away from the road carriageway) network
- Major junction improvements
- Rural roads and rural paths programme
- Routes to school
- Shared use paths
- Removal of physical barriers
- Production of design guidance
- Behaviour change work
- Multi-modal journey provision/integration

Specific detail on the above, and the routes that we have selected to take forward for funding as part of the strategic route network, long-distance off-road network and major junction improvements is contained within the Action Plan, along with more in-depth detail on the behaviour change programmes of work, barriers to active travel

that we will aim to address, and the types of provision that we will look to implement for multi-modal journeys.

The Project Pipeline will be kept under review, and we will monitor, evaluate, and report on progress.

## 7.5. Local Neighbourhood Action Plan

This second component of the Action Plan looks at the local neighbourhood level element of the 10-year project pipeline in detail. Here we have used a scoring matrix to assess and prioritise routes for funding, and have included new routes that have been suggested during consultation events and the output of site investigations, along with those from the previous active travel strategy that have not yet been delivered. These neighbourhood-level projects are likely to be funded through the Transport Scotland Cycling, Walking, Safer Routes grant and Active Travel Infrastructure Fund, and the plan reflects the assumption that funding will increase over the next ten years in line with greater commitments to active travel.

The scoring matrix gives points to each route depending on the following factors:

- Proximity to key services and amenities (community centres; places of education; workplace; health services;



retail; e-bike docks; public transport stops/hubs; tourism and leisure attractions)

- Who it will support- pedestrians, wheelers, cyclists
- Intersections/interactions with existing active travel routes
- The potential to provide benefit (personal safety; physical safety; improved accessibility (to existing routes); improved accessibility (new route); commuting route; inclusion of place-making elements; route to school; leisure route; connects residential areas; connects remote areas; potential modal shift)
- Timeline (short term; medium term; long term)
- Area of low SIMD (20% or less)
- Mentioned in the 2021 Active Travel Strategy Consultation (as a minor issue; significant problem; top priority intervention)
- Links to current or planned developments (large scale; medium scale; small scale)
- Accident data recorded on the route (minor; significant)
- Perception of safety

Although not directly used in the scoring of routes, the timing of delivery with other planned or aspirational routes; deliverability (suitable topography; minimal environmental impact; affordability) and the length of the route, have all been noted to help us prioritise schemes in terms of timing, funding windows

and resource availability. Detail on the exact scoring system can be seen in the appendix.

## 8. Design Standards and guidance for active travel

When providing feedback on any new schemes during internal consultation, the Active Travel Team will refer to national guidance provided in **‘Cycling by Design 2021’** (or any newer updated versions as they are released) to ensure best-practice design is followed and implemented.

It will be an expectation that the highest level of service is provided in the design of any new or updated active travel infrastructure schemes, unless solid reasoning against this can be provided as part of the design review process.

We will use Sustrans’ ‘Walking for everyone’ report and Wheels for Wellbeing ‘Guide to Inclusive Cycling 2020’ (and any newer updated versions) to provide further advice on design standards, and will ensure that the Council’s IIA process is followed for any new active travel infrastructure projects.

### 8.1 Development of our own Design Guidance

As the fastest growing Local Authority area in Scotland, it is acknowledged that local population growth and the corresponding demand for new housing will continue to increase in the coming

years, putting pressure on the environment, as well as urban and rural mobility in Midlothian and surrounding areas.

In Midlothian, we consider the correct design and layout of new housing and new areas of development to be the key to ensuring that this **population growth can continue with minimal impacts on congestion, the natural and lived environment, and the economy**, to consolidate and strengthen communities. Through actively encouraging a spatial planning approach, in which active and sustainable travel is aligned with housing, planning, and economic development we can **help alleviate these problems, through making walking, wheeling and cycling the easiest and go-to options of travel.**

In addition to the design and layout of new developments, we also want to ensure that new and existing **developments are linked and permeable**, allowing ease of access by walking, wheeling and cycling, and that the highest level of design, best-practice, and access for all is applied to not only new house building, but to any **new infrastructure** projects, and a **change to any existing development/infrastructure.**

Our commitment to ensure that active travel is designed into all new development at the earliest stages, and to the highest standard, is reflected in the creation of a new Strategic Transport Team within





the council, and the movement of Sustainable and Active Travel Officers into this team.

Going forward, all new planning applications will now be distributed to this team for feedback on best-practice design, in addition to the transport assessment response currently provided to the case officer. **Active Travel officers will act as internal consultants on any new development proposals, and will refer to the most up-to-date best-practice guidance to help ensure that the highest quality active travel routes and accessibility are considered ahead of the private car in new development**, reflective of the new transport hierarchy.

The new Strategic Transport Team are also involved in helping to shape the next local development plan, working closely with the strategic planning team to ensure active travel is incorporated at the earliest plan stage, and that any new developments are close to services and key trip generators to minimise overall journeys made.

In addition to referring to UK and Scottish best-practice guidance on active travel infrastructure and accessibility when consulted, we also aim to produce our own Midlothian Council New Housing Street and Location Design Guidance, which will be submitted/proposed to Council for approval, and used to guide the location of new development as well as distributed to developers at the planning application stage. Alongside consultants 'Living Streets', funded through Sustrans, we have been working on 'Designing and Aligning Midlothian' - a project to produce design guidance that will maximise

the provision and quality of infrastructure and accessibility for travel modes that are the most sustainable. An assessment of five new housing sites and their wider areas has been undertaken, with the production of new design guidance on street design, layout and accessibility the intended outcome.

**The intention is for the new guidance to be used to inform and guide locations within the next local development plan, as well as be used as a guidance document for developers during the development management process, to maximise the quality of active travel provision within and around new sites.**

The outcomes of the project will help ensure that the choice of new housing sites encourages people to walk, cycle, wheel or use public transport, to the greatest extent possible. Our intention is for the design guidance to cover active travel infrastructure and street design directly, as well as give guidance on:

- development location
- accessibility for all disabilities
- best practice design for buses and public transport to allow integration with active travel
- best practice design for traffic control measures such as speed bumps, traffic calming measures, and on-street parking

In addition to the new design guidance, we are currently in discussions and working on new policy with respect to pedestrian guardrail and chicane barriers; cyclist dismount signs; introduction of priority crossings and signage; and layout of other crossing points. We are committed to continuing these conversations and will set up working-groups within the council to formulate a series of policy documents to take to council for approval, which will then be used in the development management process.



**Figure 30. Physical barriers can prevent access for all, and make using active travel a difficult option. We will look at all opportunities to improve access and remove physical barriers where this can be done safely.**

## 8.2. Placemaking in Midlothian

The nature and design of Midlothian's towns, settlements and rural areas means that travel involves longer journeys to work and to access services for some sections of the community. By designing places that support local living, so that they are attractive and liveable spaces, in which people can live, work and socialise, we can decrease those journey times and lengths, and open up the opportunities to travel actively.

The 'Designing and Aligning Midlothian' project looks at the 20-minute neighbourhood concept and assesses how new housing can be designed to ensure services and everyday needs are provided within a 20-minute return walk, or short cycle, without the need to use a car. The outcome of the study will be used to provide guidance on creating better places, where people want to live, access amenities, and do business, reducing the need and distances required to travel, thus making active modes more appealing.

A mix of urban and rural locations have been presented in the study, to provide an assessment of this concept in different locational scenarios, acknowledging the rural nature of areas of Midlothian and the challenge that this presents for placemaking and active travel.

As part of the study a 'place standard tool' has been created and this will be made available going forward and used in guiding new development in the next local development plan. It will help us to



understand what is needed within an area to allow people to move around actively, and how places can be designed to be attractive and pleasant centres, where people feel safe and part of the community, and where cars do not dominate.

In formulating the active travel action plan and more detailed local neighbourhood route network the results of community feedback have been, and will continue to be used to help rank and prioritise schemes to take forward. Community engagement forms a key part of the process and will ensure we take a collaborative approach, listening to the voices of local people. On-going collaboration with the planning and development teams and other key stakeholders, both internally and externally, will be a key part of any active travel work going forward. We are committed to further on-going engagement and will ensure that we maintain open and transparent conversations through the establishment of active travel forums and direct communications with community councils to ensure that communities are at the centre of any decisions we progress.

## 9. Funding

The Active Travel Route Action Plan and 10-year Project Pipeline provide information on secured and potential sources of funding for the range of projects we hope to deliver.

Throughout the lifetime of the strategy/action plan, different external funding sources will be identified, and applications submitted, for both capital and revenue funding.

Some of the key external funding opportunities currently being pursued/utilised include:

- Sustrans- Places for Everyone Fund (from feasibility, through to design and construction)
- Sustrans- Network Fund
- Sustrans- Barrier Removal Fund
- Sustrans- School Cycle and Scooter Parking Grant
- Cycling Scotland- Cycling Friendly Employer Programme
- Cycling Scotland- Residential Cycle Storage and Parking Fund
- Cycling Scotland- Bikeability Scotland
- Paths for All- Smarter Choices, Smarter Places

Direct sources of funding from Transport Scotland include:

- Cycling, Walking, Safer Routes Fund
- Active Travel Infrastructure Fund

For projects of a more recreational nature, or those that link to tourism, we will also look to apply to the following:

- Rural Tourism Infrastructure Fund
- Other sources of cycling tourism funding

## 10. Aims, objectives and indicators

### **Aim 1: Expand the active travel network and improve accessibility, safety, connectivity and maintenance.**

#### Objective:

#### **1.1. Work with planning team and feed into Local Development Plan to ensure safe and accessible active travel connectivity with new developments and support living well locally.**

##### Indicator:

- 1.1.1. Number of project applications that Sustainable Transport Officers have been consulted on.
- 1.1.2. Number of new developments with connections to existing active travel network.
- 1.1.3. Locality of new developments to public and shared transport facilities
- 1.1.4. Presence of sufficient bike parking facilities
- 1.1.5. Connectivity of active travel infrastructure to local shops and services

#### **1.2. Work with relevant teams to identify and prioritise safety and maintenance issues affecting active travel in Midlothian.**

##### Indicator:

- 1.2.1. Integrated core active travel routes within the council's maintenance plans and schedules

1.2.2. To use road condition surveying to influence road maintenance schedules for active travel.

1.2.3. To have an easily accessible means of reporting issues on the active travel network.

#### **1.3. Working with relevant internal and external bodies to enable multi-modal journeys**

##### Indicator:

- 1.3.1. Improved provision of bus shelters
- 1.3.2. Increased cycle parking at transport hubs including bus stops, train stations and park and ride locations.
- 1.3.3. Increased provision of benches
- 1.3.4. Increased options and accessibility for taking bikes on buses
- 1.3.5. Established connections with public and shared transport providers to support delivery of services.

#### **1.4. Follow best practice design guidance to ensure that new active travel infrastructure is accessible for all and supports the transport hierarchy.**

##### Indicator:

- 1.4.1. To have referenced best practice design guidance in all project design work and applications.
- 1.4.2. To have referenced the transport hierarchy in all project work and applications.



1.4.3. Reported engagement with community and stakeholders in regards to design for all project work and applications.

1.4.4. Ensure signage and infrastructure is clear and inclusive (wording for dementia friendly signage, etc.). Could also include tactile paving, dropped kerbs, etc.

**1.5. To seek appropriate funding to deliver projects as established in the action plan.**

Indicator:

1.5.1. To have created an internal database of funding sources.

1.5.2. To have sought funding to cover all aspects of active travel where possible.

**1.6. To utilise existing routes where possible to build new active travel infrastructure and to procure materials that adhere to the Midlothian Climate Change Strategy.**

Indicator:

1.6.1. To have met target proportion of active travel infrastructure projects utilising existing routes.

1.6.2. To have met targets and followed guidance as set out in the Climate Change Strategy with regards to use of materials and contractors.

1.6.3. Sourcing locally

**1.7. Ensure that all major roads infrastructure projects are developed to include elements that support more and safer AT journeys and deliver network connections**

Indicator:

?

**Aim 2: To promote and enable behaviour change towards uptake in all forms of active travel.**

Objective:

**2.1. Work with business and community organisations to promote active travel e.g. cycle to work scheme, e-bike hire scheme, cycle storage, changing facilities, adult skills training.**

Indicator:

2.1.1. Increase in Cycling Friendly employers in Midlothian.

2.1.2. Increased number of employers that have rolled out Cycle to Work Scheme.

2.1.3. Increased number of employees utilising a Cycle to Work Scheme in Midlothian.

2.1.4. Number of businesses and community organisations we have engaged with to promote active travel initiatives.

2.1.5. Numbers of attendees at adult skills training events.

**2.2. Promote and deliver active travel initiatives within Midlothian Council workplaces including driver awareness training, cycle to work scheme, staff bike hire scheme.**

Indicator:

2.2.1. Number of drivers who have completed driver awareness training.

2.2.2. Number of new employees signed up to the Council Cycle to Work Scheme.

2.2.3. Number of new employees who have signed up to staff bike hire scheme.

2.2.4. Pool bikes

2.2.5. Provisions at the council to encourage site visits, etc. to be carried out actively

**2.3. Running community events and activities to promote and make active travel more accessible to all.**

Indicator:

2.3.1. Amount of engagement with community events and activities.

2.3.2. Percentage of people engaged who are more likely to engage in active travel as a result of the event/activity.

**2.4. Continuing to run initiatives within Primary and Secondary schools to promote active travel including Bikeability and led rides.**

Indicator:

2.4.1. Percentage of school children who have completed training

2.4.2. Percentage of children cycling to school

**2.5. Increase availability and accessibility of active travel information online and offline.**

Indicator:

2.5.1. Council website maps and information kept updated and promoted on a regular basis.

2.5.2. Increased number of site visits to Council website pages.

2.5.3. Number of signage projects delivered.

2.5.4. Number of active travel activities and events involving information sharing and attendance.

**2.6 Ensure that transportation and access strategies submitted as part of new planning applications adequately provide for journeys by active travel or public transportation.**

Indicator:

??

**Aim 3: Provide transparent monitoring in the delivery of all projects.**

Objective:

**3.1. Develop an online platform to report progress.**

Indicator:

3.1.1. To produce interim progress reports at scheduled intervals and make any necessary changes.

3.1.2. Developed mapping to be shared publicly

3.1.3. To have a means of reporting online via Council website.

**3.2. To produce interim progress reports at scheduled intervals and make any necessary changes.**

Indicator:

3.2.1. Production of interim progress reports at scheduled intervals.

3.2.2. Production of robust baseline monitoring statistics for project areas.

**3.3. Monitor qualitative as well as quantitative outputs**

Indicator:

3.3.1 Carry out surveys with residents and users to help augment feedback for planned infrastructure improvements.

3.3.2 Measure qualitative outputs against equalities impact assessments, and use feedback from survey forms to inform accessibility measures for future projects.

DRAFT

## Part 2: Midlothian Council Active Travel Project Timeline and Route Action Plan

### 2.1. Active Travel Route Action Plan

Green = funded; Yellow = funding bids in preparation/planned; Blue = part delivered or due to be delivered through new housing schemes

Type of funding/funding source: subject to change to TS direct funding or Active Travel Infrastructure Fund once the PFE programme is phased out

Route reference numbers relate to those ascribed in the 2018-2021 ATS, if not completed

riority	Name/area	Description	Desired type of infrastructure	Funding status	Notes	Type of project/potential funding source:  Sustrans Network, Sustrans PFE, CWSR, Tourism, recreational
1. Very high	RR3a. Roslin to Auchendinny	Creation of a new route to link the Roslin to Shawfair Path (at the end of Manse Road) to NCN196 at Auchendinny. The route is likely to go via Penicuik Road, Oatslie Road, and through the new Bellway housing site at Auchendinny.	Mix of new shared use off-road and fully-segregated infrastructure	Funding required	Topographical and gradient challenges.  If the route is not feasible then route 17 should be promoted in terms of priority	Network or PFE

2. Very high	BL8. A7 Hardengreen Roundabout to Gilmerton Road Roundabout	Connection between Hardengreen Roundabout and Gilmerton Road Roundabout along the A7.	Creation of new fully segregated active travel infrastructure along one or both sides of the A7	Feasibility and design stages funded through Sustrans 0-2 Places for Everyone grant (2023). Construction funded through developer contributions		PFE
3. Very high	BL4. Lasswade Road and Mellville Dykes Road	Creation of segregated infrastructure along Lasswade Road between Gilmerton Station Road and Melville Dykes Road Roundabout (A7). This is currently a pedestrian only path. The route would allow strategic active travel journeys from Bonnyrigg/Dalkeith and the A7 corridor into Edinburgh	Creation of fully segregated active travel infrastructure	Funding required Potential to combine this with route 15 for a large PFE project (24/25?)	Potential topographical challenges and width restrictions.  Section from Gilmerton Station Road to Wadingburn Road could be Delivered alongside route 15	PFE
4. Very high	LB4. A701. Gowkley Moss Roundabout to the Straiton Junction.	Connection between the Seafield Moor Road (A703) junction and the Straiton Junction along the A701	Fully segregated active travel infrastructure	Funded from Straiton to the A701/A703 junction through the Relief Road Project.		City Deal + potentially PFE

5. Very high	LB1. Connection between A702 and Easter Bush Campus via Bush Loan Road				Waiting for outcome of relief road project	
6. Very high	LB3. A703 Easter Bush Campus to the A720 via Hillend and Lothianburn	Connection between the A703/A701 junction, along the A703 to Hillend, and onwards along the A702 to the Lothianburn Junction of the A720. Providing for commuter journeys from Edinburgh to the Easter Bush Campus and Science Park	Fully segregated active travel infrastructure	Funding required  Proposal to submit bid for Sustrans Places for Everyone 0-2 funding 23/24	The A702 and A720 Lothianburn Junction are managed by Transport Scotland	PFE
7. Very high	DS1. A7. Gilmerton Road roundabout to Sherifhall Park and Ride	Connection along the A7 corridor from Gilmerton Road Roundabout to Sherifhall Park and Ride, allowing onward journeys connecting Midlothian to Edinburgh, across the A720.	Fully segregated active travel infrastructure	Feasibility and early stage design funded through Sustrans 0-2 Places for Everyone Grant (2023).	The A720 Sherifhall Roundabout is managed by Transport Scotland	PFE



8. Very high	Millerhill to East Lothian via Old Craighall Road. Millerhill to Shawfair Town Centre.	Connection to link the existing shared use path network at the end of the Shawfair to Roslin path and Millerhill to East Lothian, via Old Craighall Road.  Connections to link Millerhill into the new Shawfair town centre.	A mix of shared use and fully segregated active travel infrastructure	Feasibility and early stage design funded through Sustrans 0-2 Places for Everyone Grant (2023).		PFE
9. Very high	RR4 Roslin or Penicuik to Leadburn	Extension of NCN196 from either Rosewell or Penicuik to the Midlothian/Scottish Borders boundary at Leadburn. This will link into the Scottish Borders extension of their network from Peebles-Eddleston-Leadburn, creating a fully off-road/quiet route from Peebles to Musselburgh.	A mix of shared-use off road paths and quiet rural roads	Discussions underway to apply for Sustrans Network expansion funding 2024/25		Network/tourism
10. Very high	Rosewell to Auchendinny improvements	Resurfacing of NCN196 from Rosewell to Auchendinny to make the entire length of the off-road shared use route from Dalkeith to Penicuik fully accessible year-round	Surface improvements	Funded using Transport Scotland's Cycling, Walking, Safer Routes Grant (2023/24)	Subject to the outcome of public consultation	CWSR, Network

11. Very high	NM6. Newtongrange to Hardengreen Roundabout	Connection between Main Street, Newtongrange and Hardengreen roundabout, via the A7	Fully segregated active travel infrastructure	Feasibility and early-stage design funded through Sustrans 0-2 Places for Everyone Grant (2023).		PFE
12. Very high	B7006 Roslin High Street from the Roslyn Inn to A701/Bilston	Connection between the centre of Roslin to Bilston and the A701 corridor- providing a connecting route for residents of new housing in Roslin and Bilston to Quiet Route 61 and the proposed A701 active travel corridor	Widening of pedestrian only footpath to create a shared use path as a minimum – ideally fully segregated infrastructure	Funding required		Network, PFE, CWSR
13. Very high	BL1. NCN1 connection to NCN196, B6392 and Rosewell Road	Connection between the quiet on-road section of NCN1 near Dalhousie Burn with the B6392 and onwards to connect to NCN196 and Rosewell Road	Mix of off-road shared-use paths and segregated infrastructure	Some of this is likely to be funded through new housing development in the Hopefield area.  Other funding required?		Network

14. Very high	BL5 + BL10. Connection between Melville Dykes Road, Eskbank Road and NCN196	Provision of an off-road/quiet route link through Broomieknowe Golf Course, plus an onward connection to NCN196	Surfacing of existing track (currently track and surfaced road)	Funding required		Network
15. Very high	BL12. Quiet route connecting Wadingburn Road (and onwards to Loanhead/Lasswade Road) to Bonnyrigg	<p>Opening up of Lasswade Viaduct to provide a quiet route connecting Wadingburn Road to Westmill Road, via Kevock Rd.</p> <p>Opening up of Bromieknowe Tunnel to provide a quiet route connecting Westmill Road to Bonnyrigg, and NCN196.</p> <p>Onward connections from Wadingburn Road to the Loanhead to Shawfair path and/or Lasswade Road are also being considered</p>	Mix of off-road shared use paths, quiet roads, and segregated active travel provision	Potential for funding from Highways England for early stage design and feasibility. Proposal to submit a joint bid with Sustrans Places for Everyone funding (2024/25)		PFE, Highways England
16. Very high	Shawfair to NCN1	Link from Newton Village via Shawfair Railway station to NCN1 at the A1 underpass via Whitehill/Cauldcoats Road	Mix of quiet roads and shared use paths	Feasibility and early design stage funded through Sustrans Places for Everyone grant (2023/24)		PFE

17. Ver y high	A701 from Gowkley Moss Roundabout to Peebles Road, Penicuik	Provision of fully segregated active travel infrastructure along the A701 from Gowkley Moss to Penicuik, to link up with the A701 active travel corridor, and replace existing on-road advisory lanes	Fully-segregated active travel infrastructure	Funding required		PFE
18. Ver y high	RR1. Connection between Dryden Farm and A701	Connecting route from the Roslin to Shawfair path across to meet the A701 at Bilston. Surfacing and upgrading of existing path via Langhill Farm.	Shared-use off-road path	Funding required		Network, CWSR
19. Ver y high	RR2. Connection between Manse Road and Penicuik Road, Roslin.	Extension of Quiet Route 61 to Easter Bush Estate. via the former Roslin Institute site and B7006. Surfacing of existing path and creation of new paths. Potential route via the underpass and steps at Main Street and onwards links to the A701	Shared-use, off road path network	Plan to explore opportunities using Sustrans Network Funding or CWSR (24/25)	Some aspects already delivered through new housing.	Network, CWSR
20. Ver y high	RR3c. Roslin to Gowkley Moss Roundabout via the B7003	Creation of new segregated infrastructure to provide a strategic route alternative to	Fully-segregated active travel infrastructure	Funding required		PFE

		off-road shared use path network				
21. High	Lauder Road and Newmills Road to Dalkeith Town Centre	Fully-segregated infrastructure along the length of the A6106 from Dalkeith Town Centre to connect communities of Woodburn, Kippielaw and Easthouses Road	Fully-segregated active travel infrastructure	Funding required  Potential to include this in a 'Dalkeith Connections' funding bid to Sustrans PFE 24/25		PFE
22. High	NM1. Stobhill Road to Bogwood Road/B6482 Suttislea Road	Alternative active travel connection to avoid use of Crawlees Road, which lacks a pavement and is a busy road with national speed limit		Due to be delivered as part of new housing in the area		
23. High	NM4. Connections to Butterfield Road	Connection along the B704 between Butterfield and Cockpen, and Butterfield and the A7, improving links to the industrial estate and NCN1 from Gorebridge	Shared use path or fully segregated	Funding required		Network, CWSR
24. High	Newbattle Abbey Road/Newbattle Road	Connection between Eskbank Toll through Newbattle to Newtongrange. Providing an alternative route to the A7 and access to connecting footpaths and trails.	Widening of pavement to create a shared-use path?	Funding required	Potential width restrictions	CWSR



25. High	LB2 Connections within Bilston and Loanhead	Widening and surfacing of some existing off-road paths; creation of new shared-use pathways through new housing developments- providing key connections to the A701, A703 in Bilston, and avoiding main roads through Loanhead	Mix of widening, surfacing/re-surfacing and new shared use paths	Some funded through developer contributions; some funding required		CWSR
26. High	Links from Shawfair/Millerhill to Dalkeith Country Park	Connections from Shawfair and Millerhill via a crossing/under the A720 Edinburgh Bypass to allow access into Dalkeith Country Park and onward links to East Lothian		Funding required  Some potentially funded through developer contributions?	Potential to achieve some of this through the Newton Wellington Farm slip road to the A68?	Network or PFE, recreational, tourism
27. High	Link from the Shawfair Spine Road to the Edinburgh boundary	Connecting the Shawfair to Roslin path onwards into Shawfair Town Centre, railway station and the Edinburgh City boundary via Millerhill Road	Fully segregated active travel infrastructure	Feasibility and early-stage design funded by Sustrans PFE 0-2 grant (2023/24)		PFE
28. High	D4. Connection between Easthouses Road and Waterfall Park	Widening of existing path from Easthouses Road to Lothian Drive; creation of new link between Lothian Drive and existing cycleway along Wester	Part of the route has been completed- The section from the bottom of Kippielaw to	Funding required for the work not yet completed		CWSR

		Kippielaw Drive; creation of new cycleway between Wester Kippielaw Drive and Waterfall Park.	Easthouses road is not complete.			
29. High	Abbey Road and Lothian Road, Dalkeith	Providing quieter and more direct connection from/to Eskbank train station into the centre of Dalkeith, avoiding busier roads	Shared use paths	Funding required		Network?
30. High	Improvements to NCN1 along the B704- Dundass Street and Cockpen Road, Bonnyrigg, to meet Carrington Road	This is part of NCN1 but there is no provision other than on road cycling. NCN1 continues over the roundabout at the junction with the B6392 to the junction with Carrington Road	Widening of pavements to provide shared use facilities, or fully segregated infrastructure	Funding required.  Potential for Sustrans Network Funding or PFE 24/25		Network/PFE
31. High	Nivens Knowe Road and The Loan, Loanhead	Provision of safe routes from the Loanhead railway path (in the centre of Loanhead) to Bilston and Loanhead Industrial Estates, and onwards to the A701 is required. This is also required for safe routes to school for pupils attending the new Beeslack High School	Widening of pavements to provide shared use facilities, and improved crossing points	Funding for enhanced crossing facilities of side roads being sought from Education. Funding and feasibility required for widening of paths and segregated infrastructure etc.	Width limitations will prevent fully segregated infrastructure?	PFE

32. High	DS1 (part 2). Sheriffhall Park and Ride to the Wisp.	Connection along the A7 between Sheriffhall P&R and The Wisp	Fully segregated active travel provision	Potential for early-stage design and feasibility to be funded through the Bioquarter to Danderhall CEC PFE 0-2 work	Collaboration with CEC required	PFE
33. High	D3. Improved direct connection into Dalkeith Town Centre along Musselburgh Road	Connection between the existing cycleway along Musselburgh Road and Shadepark Drive and onwards into the town centre.	Removal of guard rail and widening of path to create a shared use or fully segregated facility	Funding required		CWSR, Network, PFE
34. High	Dalhousie Road North of Eskbank Train Station (to meet Eskbank Toll)	Direct cycling links are currently lacking from Eskbank Station onwards to Eskbank Toll, Dalkeith and Edinburgh.	Widening of pavements to create shared-use facilities or segregation	Funding required	Width restrictions?	Network/PFE
35. High	Penicuik town centre to NCN196	Improved links to Valleyfield Road and NCN196 from Penicuik town centre required. Links towards Cornbank via Cairnbank Road could also be investigated	Crossing points, signage and shared use paths/full segregation	Funding required  Potential for Sustrans Network funding 24/25?		Network

36. High	NM8. Connections within Easthouses	Improved walking and cycling links within Easthouses, as well as to and from the new Easthouses primary school, and Newbattle High School	New crossing points and shared use pathways	Funded through a mixture of developer contributions for the new Easthouses Primary School, new housing, and CWSR 2023/24		CWSR
37. High	LB6. Straiton. Connection between existing cycleway along Straiton Road and Hillend (LB6)	Creation of a new off-road East-West link between Straiton and Hillend/the Pentland Hills, as an alternative to using busy sections of the A701, Pentland Road and the A702	Shared use or fully segregated remote rural pathway	Funding required	Land ownership?	Recreation, Tourism, CWSR
38. High	Loanhead Railway Path to Straiton Retail Park	Resurfacing of the path connecting QR61 (Loanhead Railway Path) at Straiton Nature Reserve to the retail park	Shared use, remote rural pathway-surfaced to provide year-round accessibility for All segregated	Funding required		Tourism, recreation, Network
39. High	G1. North Middleton to Gorebridge (Gore Glen Primary)	Direct connection between North Middleton and Gorebridge along the A7.	Widening of pedestrian-only pavement to create a shared-use pathway or preferably fully-	Funding required		PFE, CWSR

			walking/cycling infrastructure			
40. High	G2. Connection between Hunterfield Road and Goreglen Country Park-	Upgrading of remote trails to provide improved, safe and accessible access from Gorebridge to the Country Park	widening and surfacing of paths to allow access for all, provision of crossing facilities over main roads	Funding required		Recreation, tourism, CWSR
41. High	Vogrie Country Park West to Gorebridge and East to Edgehead/Ford	Connection between Barleyknowe Road, Gorebridge and Vogrie Country park via B6372, and onwards to the junction with Edgehead and Ford to create improved provision towards Pathhead	Widening and surface improvements of the current pedestrian only path to create a shared-use facility alongside the main carriageway Installation of a new shared-use path where sections of pavement are currently Missing	Funding required	Gradients to reach the top of Gorebridge are steep, before you reach this section of the route	CWSR, PFE, Tourism, recreation



42. High	CP1. A6106 Lauder Road/Cowden Road Roundabout to Cousland	Connection between A6124 and Lauder Road/Cowden Road roundabout along the A6106	Widening of current pedestrian only pavement to allow either shared use or fully segregated active travel infrastructure alongside the main carriageway	Funding required	Potential to link into active travel infrastructure being planned by TS along the A68 to Pathhead (TS feasibility study 24/25)	CWSR, PFE
43. High	BL11. Dobbies Road to Hillhead through King George V Park.	Connecting Hillhead to Dobbies Road via a quiet off-road route and an alternative to the busier main street and town centre.  Provision of a quiet route from/to Polton from NCN1/196	Widening of existing paths to allow shared-use, off-road remote access	Funding required		Network, CWSR, recreation
44. High	LB8. Connection between Bush Loan Road. And Seafield Moor Road.	Surfacing of trails and new provision to allow connections between Bush Loan Road and Seafield Moor Road, avoiding the A701/A703	Fully segregated off-road remote active travel path	Part route potential to be provided through new Beeslack High School.		Network, PFE, CWSR

				Potential for section from Bush Loan Road to be funded as part of QR61 extension (Sustrans Network or PFE 24/25?)		
45. High	LB9. Loanhead to Lasswade via Wading Burn	Off-road connection between the Loanhead Railway Path and Wadingburn Road (via Spittal Gardens/ Hunter Ave. Wading Burn and Wadingburn Lane)- avoiding the busy Wadingburn Road which currently has a very narrow pedestrian only pavement	Fully segregated off-road remote active travel path, incorporating some quiet lanes	Potential to include this as part of route 15 in a funding bid to Sustrans PFE/Highways England 2024/25?	Land ownership	CWSR, PFE, Network
46. Medium	G3. Gorebridge Medical Centre to the A7	Improved, quiet, off-road connections between Gorebridge town centre and health centre to existing multi-user paths and onwards to the A7, Gore Glen Country Park, and Engine Road	Surfacing, widening and upgrading of existing off-road path/trail to create an accessible shared-use path	Funding required		CWSR, recreation, tourism

47. Medium	D2. Easthouses Road to Cowden	Connection between the existing shared-use path along Easthouses Rd and	Quiet route/quiet road link	Funding required	Land ownership?	CWSR
	Road and the A6106	existing shared use path along Cowden Rd. The missing link currently requires cyclists to use the road carriageway	through existing housing estate/ farm.  Crossing facilities to cross the A6106			
49. Medium	Bilston Glen Viaduct to Bilston Glen Industrial Estate	Link from Bilston Glen Viaduct to Bilston Glen Industrial Estate to allow off- road access from the Loanhead Railway Path. Surfacing of existing off-road trails required.	Off-road, remote shared surface path	Funding required		Recreational, tourism, Network
48. Medium	Loanhead to Lasswade- Waddingburn Road	Better provision for direct active travel journeys between Loanhead and Lasswade – currently a narrow, pedestrian only un- lit pavement alongside Waddingburn Road	Widening of the current pedestrian only, narrow pavement next to the carriageway to a shared-use surface with	Funding required	Width restrictions?  Land ownership?	CWSR, PFE

			street-lighting, or fully segregated pedestrian/cycling infrastructure			
50. Medium	G4. Gorebridge Railway Station to Stobhill Primary School	Improved connections for cycling between Gorebridge Town Centre and Stobhill Primary School, where currently pedestrian-only pavements and on-road cycling are available	Widening of pedestrian-only pavements to create shared-use pathways next to the carriage. Widening of existing pedestrian only paths through parkland, and provision of crossing facilities to connect them up	Funding required	Gradient challenges?	CWSR
51. Medium	G6. Gorebridge Primary School to Cockpen	Off-road connection between the A7 at <b>Gorebridge Primary School</b> and the B704	Upgrading and creation of new <b>off-road</b> , remote shared surface path	Funding required?	Potential for some of this to <b>be delivered</b> through the new Redheugh housing development	Network and developer <b>contributions</b>
52.	G7 and G9. New	Improved off-road	Surfacing and	Funding required		CWSR

Medium	Hunterfield Road to Stobhill Road, Gorebridge, and the A7	connection between Stobhill Road, New Hunterfield Road, and the A7, and new active travel links through	upgrading of existing off-road path/trail to an accessible	for part of the route.		
		new housing development from Stobhill Road to New Hunterfield.  Improved facilities along Greenhall Road	shared-use path.  Potential installation of crossing facilities and widening of current pedestrian only path	Part of the route to be completed/progressing as part of new housing development.		
53. Medium	RR3b. Connecting RR3a to A701 and Science park	Crossing facilities and onward connections from Oatslie Road across The Brae, Auchendinny, to meet the existing shared-use path on the A701	Shared-use path or fully-segregated infrastructure next to the carriage and crossing facilities	Funding required	Could be combined with route 1	PFE, Network, CWSR



54. Medium	Edinburgh Road from Dalkeith Main Street to Lugton Brae	Connection required to join Dalkeith's planned new pedestrianised high street to the existing shared use path on Old Dalkeith Road for onward journeys towards Edinburgh	Fully-segregated or shared use path alongside the main carriageway, or alternative use of Old Edinburgh Road as an active travel route and traffic restrictions	Funding required.  Potential to look at this connection as part of a wider 'Dalkeith Connections' project submission to Sustrans PFE fund 23/24 or 24/25	Bridge over the River North Esk and other width restrictions.	PFE
55. Medium	Easthouses Road to Cauden Road, Dalkeith	Easthouses Road leading up to Lauder Road, and then East on Lauder Road to meet Cauden Road (If D2 is not feasible)	Shared-use pathway alongside both carriageways to link into the existing shared use path along Easthouses Road. Crossing points	Funding required		CWSR

56. Medium	BL6. Cockpen Road to NCN196	Improved off-road path/quiet road connection between Cockpen Road and NCN route 1/196	Widening of existing path to allow shared-use for the full length.  Barrier removal	Funding required	Alternative off-road link from the B704 to NCN1/196 avoiding cycling/walking along the busy B704- May not be as great a priority if improvements made to the B704	CWSR
57. Medium	P5, P6, P7 Penicuik- John Street to Beeslack High School	Provision of a mixed off-road/quiet road route to improve travel throughout Penicuik and as an alternative to using the A701.  Connection between St. Kentigern Way & Eskhill. Connection between Loanburn and Eastfield Drive along Cuiken Burn. Connection between Eastfield Industrial Estate and Beeslack High-School via Beeslack Woods.	Widening of existing surfaced pedestrian only off-road paths to allow shared use. Widening and resurfacing of existing off-road unsurfaced path.  Installation of crossing facilities	Funding required		CWSR

58. Medium	A702 Bush Loan Road to Flotterstone	Improving connections from Roslin, Easter Bush, Loanhead etc. to Flotterstone and the Pentland Hills Regional Park	Pavement widening to create shared-use infrastructure alongside the A702 carriageway  Alternative surfacing of pathways through the Bush Estate to allow access for all	Funding required	Owned/managed by Transport Scotland  Width restrictions	Recreational/Tourism
59. Medium	D5. Dalkeith High School campus to Salters Road	Connection between Salters Road and NCN route 1/196	creation of new shared-use active travel infrastructure as part of new development	To be funded/delivered as part of new housing development?	Advantages over the current NCN route? Who will the connection serve?	
60. Medium	Eskbank Toll to the A7 via Lasswade Road	Flatter and shorter route from Eskbank Toll to the A7 than using the un-protected cycle lanes on the B6392. Will provide a direct link into the A7 urbanisation active travel infrastructure	Shared-use or fully segregated pedestrian/cycling infrastructure alongside the carriageway	Funding required  Within the scope of a 'Dalkeith Connections' 24/25 Sustrans PFE bid?		PFE, CWSR

61. Medium	P2. Connection between Rulion Rd and Queensway	Provision of an off-road cycling connection and improved access to Cuiken Primary School, avoiding busier roads	Widening and resurfacing to allow shared-use	Funding required		CWSR, recreation
62. Medium	P3. Cuiken Burn path link to Edinburgh Rd.	Improved active travel connectivity within Penicuik, avoiding main roads	Widening and re-surfacing of existing paths.	Funding required		CWSR
63. Medium	Eskbank Toll to Beccleuch Street	Direct connection between Eskbank Toll (and the A7 if route 60 is funded) to the centre of Dalkeith	Upgrading of pavements to fully-segregated pedestrian/cycling infrastructure along busy road into the town centre	Funding required  Combined with route 60 as part of a 'Dalkeith Connections' 24/25 Sustrans PFE bid?	Width restrictions? Private properties	PFE, CWSR
64. Medium	Edgehead to Whitehill	Footpath or shared use provision to fill in the missing section without a footpath between Whitehill and Edgehead. Shared use provision along the entire length of road would require widening of existing sections of pavement. Potential for Quiet Road status?	New path to replace existing on-road only walking/cycling in places, and widening to shared-use in others. Alternatively look to make this part of a 'Quiet Road' network	Funding required  Would provide better access to Vogrie Country Park	Steep gradients may restrict usage  Quiet rural road already	CWSR, Recreational, tourism

65. Medium	Hillhead- linking Melville Dykes Road to Bonnyrigg	Most direct route from Bonnyrigg for commuting towards Edinburgh, also avoiding the A7. This would link into route number 3 if it proceeds	Next to carriageway fully segregated pedestrian/cycling provision	Funding required	Town centre location at beginning of route- width restrictions along length	CWSR, PFE, Network
66. Medium	Straiton Nature Reserve and QR61 improved accessibility	Converting the stepped access to Straiton Nature Reserve path and connection to QR61 to a ramp	Ramp access	Funding required	Land ownership  Potential development in the vicinity	Recreation, tourism, CWSR, Network
67. Medium	P12 – Penicuik. Connection between Rullion Road and Bellman's Road.	Improved road safety for travel to primary and secondary schools.	Widening of existing path to make a shared-use facility.	Funding required		CWSR
68. Medium	Carlops Road from Bog Road to Penicuik House	Improved access to Penicuik House/Penicuik Estate	Widening of existing pedestrian only pavement alongside the carriageway.		Combine with route 80	CWSR, recreational, tourism

69. Medium	D6. Path along Melville Gate Rd - widening of existing path (currently pedestrian only).	Providing a connection between the shared use path on Old Dalkeith Road and the B6392, and onwards to Edinburgh via the shared use path on Gilmerton Road.	Shared-use path next to the carriageway to link in with the surrounding shared-use path network	Funding required	Provides an alternative to using the Sheriffhall Roundabout to Edinburgh, or the unprotected lanes on the B6392 from Eskbank  The route would require some infrastructure on the missing section of the B6392 at the Melville Castle Entrance	CWSR
70. Medium	NM2. Connection between B6482 Suttislea Road and A7 Murderdean Road	Improved connections between Newtongrange and Mayfield, Newbattle High School, and the existing shared-use path network.  Improved active travel links to the railway station	Widening of existing pedestrian-only paths, upgrading of some existing paths, provision of crossing facilities	Funding required		CWSR



71. Low	NM3. Connection between B704 and the A7 via Butterfield Industrial Estate	Improved active travel provision through Butterfield Industrial Estate, linking the B704 and the A7 and links into Newtongrange Railway Station. Will also provide a connection into new housing at Redheugh	Widening of existing pedestrian only pavement to allow shared-use.  Crossing facilities on the B704	Funding required	This could be combined with route 23 to enable onward connections	CWSR, PFE, Network
72. Low	NM5. Connection between Suttislea Road and B703 Main Street, Newtongrange	Improving links between Mayfield and existing paths around the Newbattle Campus to the centre of Newtongrange, avoiding negotiation of the double roundabouts in Newtongrange	Widening of existing pedestrian only pavements to allow shared-use facilities alongside the main carriageway and through the park	Funding required		CWSR
73. Low	NM7. Mayfield-Connection between Oak Place and B6482	Improving links between north east Mayfield and Easthouses and Newbattle Community Campus, linking into the existing shared-use path network in the area	Widening of existing pedestrian only pavements to allow shared use facilities alongside the main carriageway,	Funding required		CWSR

			and provision of crossing points			
74. Low	LB7. Loanhead-Connection between Park View and Park Avenue	Surfacing of an existing off-road path to provide an off-road link as an alternative route to Bilston Glen Industrial Estate	Surface improvements to provide an off-road remote shared-use path	Funding required		CWSR
75. Low	G5. Barleyknowe Road	Connection between Stobhill Primary and Stobhill Road along Barleyknowe Road	Widening of pedestrian only pavement to provide a shared-use path alongside the carriageway, plus addition of continuous crossings	Funding required		CWSR
76. Low	BL3. Path along Polton Road W and Polton Drive between Cameron Crescent and Dobbie's Road	Improving connectivity in the vicinity of schools and around Polton	Widening of pedestrian only pavement to provide a shared-use path alongside the carriageway, plus addition of continuous crossings	Funding required	If extended to Lasswade and combined with route 3 it would provide a connection from Polton to the Edinburgh boundary	CWSR
77. Low	P11. Connection between Belwood and Glencorse	Resurfacing of existing unsurfaced path for more local connections avoiding	Surfacing of existing path to provide a fully-	Funding required		CWSR, recreation

		the A701	accessible remote off-road rural route			
78. Low	CP3. Path along Edgehead Road between B6372 and Cotty Burn	Similar to route 64, but only the Edgehead end of the route	Widening of existing pedestrian only path	Funding required		CWSR, recreation, tourism
79. Low	Road from Cousland Village Hall to the A6124 (down to and through the traffic signals)	Pavement provision out of the village of Cousland to meet up with existing pavement on the A6124 for safe active travel out of the village and into East Lothian	Pavement or shared-use path to allow for safe active travel on a country road with no current pavement	Funding required		CWSR.
80. Low	P4. Penicuik-Broomhill Road to Carlops Road via Bog Road and Loan Burn.	Improved access to Montgomery Park and existing shared-use paths around the school campus; improved onward connections from NCN196 avoiding the busy A701, improved access along Loan Burn; improved access towards Penicuik Estate	Widening of pavements next to the carriageway to allow shared-use, and re-surfacing of existing paths along the burn	Funding required		CWSR, recreation, tourism
81. Low	BL2. Connection between Polton Road W and Rosewell Road.	Improved connectivity within Polton	Widening and re-surfacing of existing path.	Funding required		CWSR

82. Low	BL7. Cockpen Road, B704 to Hardengreen Roundabout	Improved connections from NCN1 at Cockpen Roundabout to the A7 and onwards to Dalkeith.  Improved connections around new housing	Widening of existing paths next to the main road carriageway.  Provision of crossing facilities.	Part delivered as part of new housing development?  Additional crossing points/continuous crossings/widening required?		CWSR
83. Low	P1. Rullion Road to the A702	Surface improvements to increase accessibility linking Rullion Road and the A702. Improved links to the Pentland Hills- but no direct access point off the A702	Surface improvements to allow access for all along a shared-use off road remote path. Addition of lighting.	Funding required	Crossing point required on the A702? Onward access to the Pentland Hills required?	Recreation, tourism, CWSR
84. Low	P8. Penicuik. Connection between Rullion Road and Mauricewood Road.	Improved, shorter, direct access for all from Mauricewood Road to Rullion Road avoiding longer route incorporating the A701	New shared-use path creation as part of new housing development.	Under construction/to be completed as part of new housing development	Look at provision of signage	CWSR
85. Low	P9. Penicuik. Philip Place to Mauricewood Road	Improved, shorter, direct access for all from Mauricewood Road to Rullion Road avoiding longer route incorporating the A701	New shared-use path creation as part of new housing development.	Under construction/to be completed as part of new housing development	Look at provision of signage	CWSR
86. Low	P10. Penicuik.	Improved connectivity	New shared-use	Under	Look at	CWSR

	Connection between Belwood Road and Mauricewood Road.		path creation as part of new housing development.	construction/to be completed as part of new housing development	provision of signage	
87. Low	P13. Connections around the Mauricewood area of Penicuik	Improved connectivity within new housing, and between Mauricewood Road and Belwood Road to avoid sections of the A701	Shared use paths through new housing developments.  New crossing facilities and access to bus stops	Under construction/to be completed as part of new housing development		CWSR
88. Low	CP2. Pathhead to the A6106 along the A68 -		Fully segregated active travel infrastructure, or widening of existing path to provide a shared-use path next to the main carriageway	N/A	The A68 is managed by Transport Scotland- TS have plans to do a feasibility study looking at active travel infrastructure along this route in 24/25	N/A

89. Low	BL9 S and BL9 N. Cockpen (NCN1) to NCN196, Bonnyrigg and the A7	Improved connectivity between NCN196 and Cockpen, and onwards on NCN1. Quiet road options as an alternative to using the busier surrounding roads.  New links into the A7 active travel corridor	Creation of new shared-use paths to be delivered as part of new housing developments			
90. Low	LB5. Straiton Road, Loanhead to Pentland Road	Provision of new active travel links from the Straiton Junction to Pentland Road, avoiding the main A701 and busy roads around the retail park.	Segregated or shared use active travel paths and crossing facilities	Heavily dependent on development in the area, and progress with the relief road.  Some funding required	Subject to development proposals and relief road progress	Developer contributions, CWSR
		Providing improved access from Straiton to Hillend and Easter Bush				