

5 • A transport strategy for Midlothian

Introduction

5.1 The vision and objectives for transport in Midlothian have been defined through analysis of the current situation, problems and opportunities and through consultation with communities and stakeholders. The transport objectives are provided in detail in Chapter 4. This chapter provides details of Midlothian Council's preferred Strategy for transport for the period 2007 to 2010.

Option and scenario testing

5.2 The Scottish Transport Appraisal Guidance calls for an objective-led approach that considers all the options for a given set of problems and/or constraints. The Strategy therefore needs to demonstrate that it has considered alternative broad options for progressing the Strategy as a whole and meeting the objectives. It is important that broad Strategy scenarios are tested strategically in order that the Council and stakeholders can have confidence in the final Strategy.

5.3 The LTS alternatives can be defined as the range of rational choices open to Midlothian for delivering the objectives of the LTS. The alternatives should be compared with each other, where possible, and with a 'do-nothing' scenario, which is an alternative in itself. These 'strategic scenarios' have emerged from an appreciation of the Scottish Transport Appraisal Guidance requirement to consider the full range of options, from do minimum through to all possible interventions, and an understanding of the key issues identified for the area. They are:

- congestion on the road network and Midlothian's interface with Edinburgh;
- economic growth, regeneration and development;
- accessibility to jobs, education and services;
- road safety; and
- environment

5.4 Six scenario alternatives have been considered, which reflect changes in the emphasis of the Strategy rather than fundamentally different approaches:

- **Alternative one – do nothing / do minimum:** whereby current programmes and investment would be ongoing, yet there would be no further targeted intervention in the transport system for Midlothian. Under this scenario it is likely that traffic levels would continue to

increase, resulting in increased congestion on the road network. The significant level of new housing development that is planned for the area will simply exacerbate the current situation. Increasing traffic volumes will also lead to worsening local air quality, increased noise pollution and impact on the efficiency of the local economy.

- **Alternative two - focus on reducing congestion:** whereby the focus would be on reducing congestion on the local road network and encouraging a shift from the private car to public transport, cycling and walking by improving the attractiveness of these modes. Such an approach would improve journey times and journey reliability and would also contribute to improving local air quality and the health of the population.
- **Alternative three - focus on economic growth, regeneration and development:** whereby the focus would be on the key growth areas and revitalisation of the key town centres. This approach would aim to encourage investment into the region to regenerate the town centres and create employment. This alternative would also necessitate dealing with congestion, particularly on the routes linking to Edinburgh and the rest of Scotland, in order to achieve this. There would be areas of Midlothian, particularly those in the south which would benefit less from this approach as improvements would likely be focussed on the areas closest to Edinburgh and the key towns in Midlothian.
- **Alternative four - focus on increasing accessibility for all:** whereby focus would be on access to key services with a concentration on access for the socially excluded (those on low wages, the young, the elderly, those with mobility impairments and those without access to a car). This approach would not deal with increasing traffic levels but would significantly improve the quality of life and health of the population. This strategy option would also contribute to alternative three by increasing access to employment opportunities.
- **Alternative five - focus on improving safety:** whereby the focus would be on reducing the number and seriousness of road accidents and improving perceptions of safety and security when travelling. Such an approach would significantly improve the health and quality of life of the population in Midlothian but would not deal with the problems of increasing traffic and congestion

– in contrast, congested roads tend to be safer roads as traffic is not moving at great speed.

- **Alternative six - focus on improving the environment:** by focussing on measures to reduce greenhouse gases, reducing vehicular mileage and increasing walking and cycling. This strategy option would necessitate dealing with traffic growth by reducing the number of vehicles on the road network. The results would be improvements to local air quality, reductions in noise pollution and improvements to the health and general quality of life of the population.

- **Alternative seven - do all:** addressing the five preceding scenarios. This would combine the positive and negative points of the above scenarios but would provide a comprehensive package of solutions that would address all of the key issues in Midlothian.

5.5 These alternatives are presented below in matrix format. It is useful to test each of the scenarios against each of the objectives that have been generated for the strategy. This testing is presented in Table 5.1 below.

Table 5.1 Fit between scenarios and transport objectives

✓ - Supports ✗ - Conflicts ○ - Neutral	1	2	3	4	5	6	7
	Do minimum/ do nothing	Reduce congestion	Economic growth	Improve Accessibility	Improve safety	Improve environment	Do all
Transport objectives							
To widen travel choices and make travel by sustainable modes of transport more attractive than the car, particularly at peak times.	✗✗✗	✓✓✓	✓✓	○	✓✓✓	✓✓	✓✓✓
To protect the health of the population.	✗✗✗	✓✓	✓	✓✓	✓✓✓	✓	✓✓✓
To reduce and, where possible, mitigate, the effects of the transport system on the built and natural environment.	✗✗✗	✓	✗✗	○	✓✓✓	✗	✓✓✓
To reduce the number of casualties involving death, serious and slight injury and ensure that the design of the transport system improves personal safety and minimises crime .	✗✗✗	✗✗	✓✓	✓✓✓	○	✓	✓✓✓
To stabilise traffic growth in line with national targets and secure more reliable journey times by all modes.	✗✗✗	✓✓✓	✓✓	○	✓✓✓	○	✓✓✓
To ensure that transport networks are managed, maintained and improved so as to provide the quality of infrastructure that will meet the needs of all users.	✗✗✗	○	✓✓	✓	✓✓	○	✓✓✓
To improve integration between all modes of transport.	✗✗✗	○	✓✓	✓	✓✓	✓✓✓	✓✓✓
To enhance connections between areas of Midlothian and provide improved links to the rest of Scotland.	✗✗✗	✓	✓✓✓	○	✓	✓✓	✓✓✓
To reduce social exclusion by improving accessibility to jobs, education and services for all and by all modes of transport.	✗✗✗	○	✓✓	○	✗✗	✓✓✓	✓✓✓



5.6 The 'do all' scenario clearly best fits the objectives that have been developed for the strategy. From this scenario testing, it is also concluded that doing nothing is not an option and that some action is required. It is however unlikely that the funds will be available to satisfy this 'do all' scenario and it is therefore concluded that the strategy should consist of a balanced combination of scenarios 2, 3, 4, 5 and 6.

The principal components of Midlothian's preferred transport strategy

5.7 There is a range of policy interventions that can be utilised to address the transport problems and issues highlighted in Chapter 3 and thereby work towards achieving the transport objectives. In developing this LTS, Midlothian Council has considered all the opportunities and sifted these into an integrated package of solutions which will best deliver positive change. The specific policies are detailed in the following sections and the contribution that these make to the objectives is summarised in Table 5.2. The strategy helps the Council to identify the specific measures that are needed to be implemented on the ground which are described in the Implementation Plan in Chapter 6.

5.8 The strategy is made up of a series of sub-strategies covering the different modes of travel and some issues relevant to all modes:

- walking;
- cycling;
- public transport;
- community transport;
- smarter choices;
- information provision;
- powered two wheelers (motorcycles and scooters);
- car travel, traffic and parking;
- freight;
- equestrians;
- road safety;
- maintenance; and
- land use planning.

5.9 Many of the policies in each sub-strategy are complimentary to each other. Table 5.2 shows the contribution that each strategy element makes to meeting the objectives of the LTS.

Table 5.2 Policy toolbox

Strategy	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
Walking	■	■	■	■	■	□	■	□	□
Cycling	■	■	■	■	■	□	■	■	□
Public transport	■	■	□	□	■	□	■	■	■
Voluntary & community transport		■			■		■	■	■
Smarter choices	■	■	■		■		□	□	□
Information provision	■	□	□	□	■		■	■	■
Powered two wheelers	□	□	□	■	■		■	□	□
Car travel, traffic and parking	■	□	□		■	□	■	□	■
Freight transport		■	■	■		■	■	□	
Equestrians		□		■					
Road safety	□	■		■		□	□		□
Network management & maintenance	■	■	■	■	■	■	□	□	□
Land use planning	■	■	■	■	■	□	■	■	■

■ = strong contribution to objective □ = partial contribution to objective

Walking

Introduction

5.10 Increasing the levels of walking can bring benefits for individuals and wider communities including improved personal health, reduced social exclusion, lower traffic levels and congestion and better local air quality. Encouraging more journeys to be made on foot will be achieved through improving the quality of the walking environment, particularly in relation to road safety and personal security, and widening choice in terms of making walking a realistic alternative to using other modes. Public consultation has shown that these issues are important to those who live, work and visit Midlothian.¹

5.11 By encouraging walking there is significant potential to contribute to stabilising traffic growth and encouraging people to use alternatives to the private car, particularly on short trips.

Strategy interventions

5.12 Midlothian Council will pursue the following interventions relating to walking in order to work towards achievement of the overall transport objectives.

W1 Maintain the existing network of roads and footways.

5.13 It must be a priority to make sure that current Council assets are well maintained. Poor footway condition, overhanging vegetation, and lack of signing can make walking unpleasant for some and impossible for others. In addition, pedestrian infrastructure such as lighting, CCTV and crossing facilities must function properly if walking is to be an attractive option.

W2 Improve pedestrian links.

5.14 Improvements to pedestrian links will take a number of forms and include, where appropriate, new pedestrian crossing facilities, construction of new footways, improvements to the road layout where

pedestrian visibility problems occur and provision of safe crossing points close to local amenities. Improvements to pedestrian links will also be achieved through implementation of our cycling policies, which will expand off-road paths available to both cyclists and pedestrians.

5.15 Improvements to the pedestrian infrastructure will be identified through a combination of Road Safety Audits (where applicable), consultation with communities and other stakeholders and through the Travel Plan process.

5.16 The Council will continue to work to overcome physical barriers preventing people with mobility impairments from gaining access to the transport network. In relation to walking, Midlothian Council will continue to promote accessible facilities at pedestrian crossings such as tactile paving, drop kerbs and audible crossing alerts.

W3 Ensure that all new developments are planned and developed to be easily accessible on foot.

5.17 Effective land use policies are key to reducing traffic volumes and promoting greater use of public transport, walking and cycling. The Local Plan policies aim to increase the choice of transport modes available to Midlothian residents by ensuring that there are viable alternatives to the private car and by incorporating good access arrangements into all new developments. It will be essential for suitable routes for walking to be established and maintained at all new developments, with new off-site infrastructure where necessary.

5.18 The Local Plan outlines plans for new communities at Shawfair and Redheugh / Prestonholm in the future. As with all new developments, the provision of suitable pedestrian links and infrastructure is fundamental to the design of these new communities.

5.19 The Council will also ensure that excellent pedestrian facilities are intrinsic to the design of all new transport interchanges.



¹ Questionnaire survey, November 2005



W4 Ensure that safety considerations are taken into account in the planning and design of all new pedestrian facilities and in the design of all new developments.

5.20 Between 2002 and 2005, the Midlothian Community Safety Partnership¹ received £300,000 from the Scottish Executive to support and deliver a range of community safety initiatives. The Council allocated £20,000 for the implementation of CCTV equipment and £5,000 for upgraded street lighting. The Community Safety Partnership will continue to identify areas where improvements to safety can be made and seek available funding to deliver real improvements.

W5 Improve personal security for pedestrians.

5.21 The Council will work closely with Lothian and Borders Police to ensure that good design and planning, training, education, public relations, road safety audits and community consultation are adopted to minimise the perceptions and reality of street crime.

5.22 Encouraging more people to walk is as much about reducing the fear of crime and enhancing road safety. Both of these issues are covered in more detail when considering road safety and street lighting.

5.23 An issue that has been brought to the attention of Midlothian Council is the use of off-road walking and cycle paths by powered two wheelers. This is

prohibited and the Council will work with the police to address this issue in order to ensure pedestrian safety on these routes.

W6 Continue to review and monitor the need to provide CCTV cameras.

5.24 Fear of crime is a key deterrent to walking in particular, whilst very significant concerns over safety are a major factor in discouraging people from walking or allowing their children to walk to school. The young, elderly and those with mobility or learning difficulties are generally most affected.

5.25 CCTV cameras are currently in place in Penicuik, Dalkeith, Loanhead, Bonnyrigg and Danderhall town centres. These are permanent CCTV installations controlled by the Council. The Police also provide additional temporary CCTV where required. Through the Midlothian Community Safety Partnership the Council will continue to review the need for CCTV provision in other areas.

W7 Encourage walking from an early age by improving the safety of pedestrian routes to schools.

5.26 Road safety education is provided at all schools by Lothian and Borders Police and this will continue throughout the life of the LTS. In addition, through the Scottish Executive 'Kerbcraft' programme, the Council will continue to provide road safety education to young children, delivered by the Council's Child Pedestrian Training co-ordinator. This post is funded until the end of March 2007. The Council's School Travel Plan co-ordinator will also continue to work with schools to identify areas surrounding schools where pedestrian routes need to be improved and raise awareness amongst young people of the contribution walking can make to individual health and the environment.

¹ The Community Safety Partnership brings together key public and voluntary sector agencies, which share a vision of a safer Midlothian. The group has executive representation from Midlothian Council, Lothian and Borders Police, NHS Lothian and the Leader of the Council. Its role is to review performance, identify current and future challenges and explore / recommend actions or proposals for development of effective partnership working to the Community Safety Partnership.

Table 5.3 Walking strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
W1 Maintenance of pedestrian infrastructure	■	■	■	□		■			■
W2 Improve pedestrian links	■	■	■	■	□	■	■	■	■
W3 New developments are easily accessible on foot	■	■	■	□			■	□	■
W4 Consider pedestrian safety at the planning stage		■		■		□			□
W5 Improve personal security for pedestrians				■		□			
W6 Review need for CCTV	□	■		■		□	□		
W7 Improve pedestrian safety to schools	■	■		■		□			
W8 Promote the benefits of walking	□	■	□						
W9 Develop a Core Paths Plan	□	■	□						

■ = strong contribution to objective □ = partial contribution to objective

W8 Promote the benefits of walking to the wider community.

5.27 The Council is a member of the National TravelWise Association and will continue to actively promote sustainable transport on a regional basis. The Council will continue to support awareness raising events such as 'Walk to School Day' and 'Bike Week'. The opening of new footway and cycleway facilities will continue to be promoted through the local press.

5.28 The Council will also work with NHS Lothian and schools to publicise walking as a means of improving health (all schools in Scotland have been set the target by the Scottish Executive of becoming 'Health Promoting Schools' by 2007). Physical inactivity constitutes one of the most widespread health detriments in Scotland. Seventy two per cent of women and 59% of men are not active enough for health. Even among children, 27% of boys and 40% of girls are not active enough to meet recommended guidelines for good health¹ The LTS can contribute

to improvements in the health of the population by promoting physical activity through walking.

W9 Develop a Core Paths Plan.

5.29 Section 17 of the Land Reform Act requires that local authorities develop a Core Paths Plan that will provide a network of paths or routes "sufficient for the purpose of giving the public reasonable access throughout their area".

5.30 The Council is currently in the process of developing a Core Paths Plan to identify a network of routes that can be used for the purpose of providing access throughout the area. This is due for completion in early 2008. With regards the link between the Core Paths Plan and the LTS, the Council will ensure that there is consistency in the provision and signage of walking routes, pedestrian infrastructure and signage.

Contribution to transport objectives

5.31 Table 5.3 above shows how each of these strategy interventions contributes to the transport objectives that have been set.

1 Scottish Health Survey, 1998



Cycling

Introduction

5.32 Cycling is a low cost, environmentally friendly, and healthy form of transport which can offer a cheap, alternative to travel by car or public transport, particularly for shorter journeys. The role of cycling in reducing congestion and stabilising traffic growth is widely recognised, as well as its importance in contributing to improving the local environment and improving the health of the population.

5.33 The Council's aim is to continue to provide safe, secure and high quality cycling facilities that will encourage cycling in preference to using a car, to make cycling safer and more attractive for commuting and leisure purposes.

5.34 Consultation has highlighted a desire for a network of cycle routes across Midlothian linked with cycle routes in other local authority areas, particularly Edinburgh. There is evidence that such improvements would help to encourage more people to cycle to work, with approximately 70% of respondents to a recent questionnaire ranking this factor as being of high priority. Discussions with community and stakeholder

representatives also highlighted a desire to see improved signing and publicity of new and existing routes.

5.35 An increase in cycling facilities in the built-up area, including secure cycle parking, and the further provision of cycle tracks and routes between communities will increase travel choices for Midlothian residents. In addition it will be important to provide relevant information on these facilities and to promote them in order to encourage more people to use them.

5.36 Midlothian Council has already made significant progress in improving cycling facilities during the life of its first LTS. A review of the cycling network carried out by Cycling Scotland in April 2005 found provision of cycle infrastructure in Midlothian to be good, however it highlighted that improvements could be made in the promotion and provision of information on cycling. This is now a key focus area for Midlothian Council.

Strategy interventions

5.37 Midlothian Council will pursue the following interventions relating to cycling in order to work towards achievement of our overall transport objectives.

C1 Improve, extend and maintain the cycle network.

5.38 The Council intends to provide more cycle lanes, advanced stop lines at junctions and improved cycle parking facilities at key locations and in town centres. Further provision and enhancement of cycle lanes and off-road cycle tracks, including National Cycle Route sections within Midlothian, will contribute to enhancing the safety of cyclists and encourage more use of this mode as a means of transport.

5.39 In recent years, Midlothian Council has proactively engaged with neighbouring local authorities and SEStran to discuss improvements to cross-boundary cycle routes. This dialogue will be maintained in order to deliver real improvements to the cycle network in general and to create safe, high quality and attractive routes for cyclists who commute from Midlothian to neighbouring local authorities. SEStran have also committed to funding a number of new cycle schemes over the period of this LTS.

C2 Ensure that all new developments are planned and developed to be easily accessible by bicycle.

5.40 As with walking, local plan policies aim to ensure that viable alternatives to the private car are provided at all new developments. In terms of cycling this entails incorporation of safe cycle routes into and around the development and the provision of secure cycle parking facilities.

5.41 The Council will ensure that all new transport interchange locations provide cycle facilities, particularly cycle parking, to allow interchange between the different forms of transport. This will include the provision of cycle facilities at any new park and ride sites that are developed and all new rail stations in the future. The Council will also encourage employers at existing and new workplaces to provide cycle parking,

shower, changing and locker facilities for cyclists, where practical, in order to encourage more people to cycle to work.

C3 Ensure that safety considerations are taken into account in the design of all new cycling facilities and the safety of cyclists is considered in all new developments.

5.42 The Council will continue to carry out road safety audits as part of the design process for new transport proposals, such as junction improvements, and will ensure that the needs of cyclists are given appropriate consideration.

C4 Improve the safety of children cycling to school and encourage cycling from a young age.

5.43 This is something the Council is already doing through the School Travel Plan programme and the Safer Routes to Schools initiative. The Council's School Travel Plan co-ordinator will continue to work with schools in Midlothian to identify areas surrounding schools where cycling routes could be improved and raise awareness among young people of the contribution cycling can make to individual health and the environment.



C5 Further raise public awareness of cycling facilities and promote the benefits of cycling.

5.44 Currently, the Lothian Cycle Campaign, Spokes, provides a comprehensive and regularly updated map of the cycle routes within Midlothian. The Council will improve its own provision of information on the cycle network through increased publicity of new cycle improvements and interchange opportunities and increased provision of information through the local press and the Council's own website.

C6 Monitor the volume of cyclists using key off-road cycle routes.

5.45 In order to obtain a better understanding about cycle patterns and the volume of cyclists in Midlothian, the Council will monitor cyclists using key off-road cycle paths through the installation of cycle counters.

C7 Provide opportunities for increased participation and involvement of local cycle interest groups.

5.46 Sustrans, Spokes, and the Cycle Touring Club are the main local interest groups in Midlothian and together they have now set up a cycle forum. The Council will maintain a dialogue with this forum to allow for exchange of ideas and discussion of areas of priority and appropriate solutions for cyclists.

Contribution to transport objectives

Table 5.4 Cycling strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
C1 Improve, extend and maintain the cycle network	■	■		□	□	■	■	■	■
C2 New developments are accessible by bicycle	■	■	■		□			□	■
C3 Consider safety in design of all new facilities	□	■		■					
C4 Improve safety of children cycling to school	□	■		■					
C5 Raising awareness and promotion of cycling	□	■	□		□		■		
C6 Monitor volume of cyclists on cycle paths	□	□	□	□		■		□	
C7 Increase participation of cycle interest groups		□	□				□		

■ = strong contribution to objective □ = partial contribution to objective



Public transport

Introduction

5.47 Public transport services provide access to jobs, education, health and other facilities, especially for those without access to a car and as such are vital to maintain our economy and communities. As our desire to travel continues to increase, our road networks are becoming increasingly unable to cope with the demands placed upon them. Whilst increasing road capacity is justified and feasible in some cases, it is public transport which offers the only sustainable solution to the growing demand for travel.

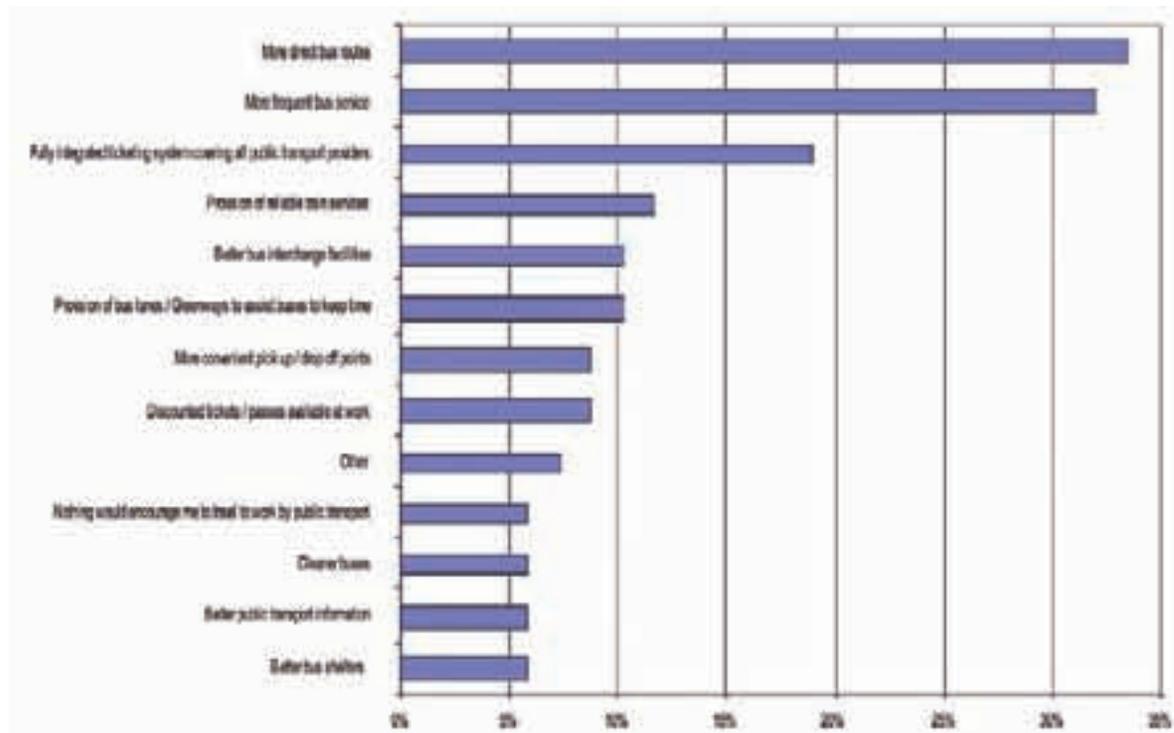
5.48 The quality of public transport in Midlothian has improved in recent years and it is the Council's intention to continue to raise the standard of provision to make using public transport more pleasant and convenient for existing users and to encourage a greater proportion of journeys to be made by bus and train and less by private car.

5.49 Enhancing public transport services will bring about many positive outcomes including:

- reducing social exclusion by improving accessibility to key services and facilities for those who do not have access to a car;
- reducing congestion by making public transport journeys quicker and more reliable and hence more attractive to car users;
- improving the local environment by encouraging a shift away from the private car;
- improving choice in the way people travel;
- improving the overall journey experience for existing and new passengers; and
- supporting and enhancing local economies.

5.50 Public consultation has highlighted a strong desire to see improvements to, and expansion of, public transport services in Midlothian - in a stakeholder questionnaire 'more direct bus services' was ranked highest amongst a range of improvements that would encourage public transport use (see Figure 5.1). Particular emphasis was given by consultees to the need to improve east / west public transport links across the local authority area as it is recognised that north / south links are already generally good. Public transport links from Midlothian to the large and expanding employment areas in the west of Edinburgh

Figure 5.1 Responses to the question, “which of the following would most encourage you to use public transport on your journey to work”.



are also a priority in improving access to employment opportunities for Midlothian residents. This is identified as a priority in the adopted and emerging Midlothian Local Plans.

5.51 The consultation process also highlighted a desire to see improved integration between public transport services and other modes, and also between different public transport services.

5.52 The Council's policies to enhance and improve public transport provision across Midlothian are outlined below:

Strategy interventions

5.53 The Council will pursue the following interventions relating to public transport in order to work towards achievement of the overall transport objectives.

PT1 Expand the coverage of the public transport network.

5.54 The Council is always looking for opportunities to improve accessibility by expanding the coverage of the bus network. There are a number of ways this can be achieved, although all can have significant

cost implications. Particular focus will be placed on connecting those who do not already have good access to the public transport network. The opportunities open to the Council are:

- Through the provision of commercial services to large new development areas. Where a new development is not large enough to support a service commercially, the Council will explore the possibility of providing a subsidised service. Alternatively, developer contributions may be sought to subsidise new services.
- Through the utilisation of spare vehicles during the inter-peak period when they are not required by the bus company. In such cases, the council may be able to provide an inter-peak service for a small subsidy to the operator.
- New and improved service provision through funding from the Scottish Executive Bus Route Development Grant (BRDG) and other schemes. Five projects are already up and running in Midlothian as a result of the BRDG which provides pump prime funding for the first three years of operation with the intention that following this, the services will be able to run commercially.

PT2 Introduce bus priority measures at key junctions to improve public transport journey times and reliability.

5.55 Whilst bus lanes are effective at improving bus service reliability, they can only be provided where there is sufficient road space. Indeed, it is often where they are most needed that they are most difficult to provide. Where implementing bus lanes is not possible, the Council will consider introducing Selective Vehicle Detection (SVD) systems to give buses priority at signal controlled junctions. This approach has the advantage that it does not require the removal of road space from general traffic.

5.56 In addition, the Council will also investigate the potential for using SVD technology to assist buses by relocating traffic queues away from junctions and providing advanced stop lines ahead of general traffic queues to allow buses to jump the queuing traffic. This approach has the advantage of not requiring road capacity where it is at a premium, close to junctions, but removes a significant cause of delays to buses.

5.57 The Council is already making progress in this area through the implementation of bus priority and junction improvements on the A701 as part of a package of improvements that have been funded through the Cities Growth Fund and SEStran and as recommended in the A701 Multi Modal Study.

5.58 The technology used to operate SVD will also enable Real Time Information to be introduced for all those services that are fitted with this technology (for more information on Real Time Information see the section on information provision in this chapter).

PT3 Ensure that all Council contracted services are operated with low floor vehicles.

5.59 The Council is able to specify the use of low floor vehicles on all its contracted services and will do so on all new tenders. However, the Council has limited influence over what vehicles are operated on commercial bus services. The Disability Discrimination Act (DDA) requires all bus services to be fully accessible by 2015 but the Council would like to see widespread use of such vehicles well before this. Through the close working relationship already established with local operators, Midlothian Council will

encourage operators to introduce low floor vehicles on commercially operated services within the area where they are not already in place.

PT4 Continue to phase in DDA-compliant bus stops, constructed with raised kerbs.

5.60 The Council wishes to work with bus operators to maximise the benefits of investment in a low-floor bus fleet by providing raised kerbs at bus stops to allow level boarding. There are over 500 bus stops in Midlothian and work on improving DDA compliance has so far been limited by budget constraints. However, over the course of this LTS, funding will be sought through COSLA and others to advance the upgrade of bus stops. This is a high priority for the Council. All new bus stops on local authority roads will be DDA compliant and the Council will liaise with the Trunk Road authorities to encourage a similar policy on trunk roads in Midlothian.



PT5 Continue to work closely with public transport operators to represent the interests of Midlothian residents.

5.61 The Council has no control over commercially operated services however already has a close working relationship with the various transport operators in the area. The Council will continue to

maintain a close dialogue with the transport operators in order to ensure the views of Midlothian residents are represented and Council objectives are met.

PT6 Promote the development of Park and Ride sites

5.62 Across the UK Park and Ride has been demonstrated to be successful in encouraging people to consider alternatives to the private car. This is particularly true for commuters and in towns and cities with a congested core. In order to be viable, the Park and Ride sites must be linked to centres by frequent, reliable and attractive bus services which take advantage of priority measures over general traffic. Such measures have already been introduced in recent years in Edinburgh.

5.63 In the first LTS in 2001, the Council stated that they would consider Park and Ride in locations which would benefit community residents. The Council is now committed to developing Park and Ride facilities in

locations that will offer real benefits to local residents travelling from Midlothian into Edinburgh. Construction of a Park and Ride facility near Sheriffhall commenced in August 2006, the first stage of which has been funded by the Scottish Executive. SEStran have also committed funding for the extension of the facility in the future. Funding has also been awarded from SEStran for an additional park and ride facility on the A702 at Lothianburn. In addition, the City of Edinburgh Council are constructing a new park and ride at Straiton and all new stations on the Waverley rail line will provide park and ride facilities.

5.64 Construction of the new A68 Dalkeith by-pass has also commenced and it is estimated that this will remove over 10,000 vehicles a day from the current route through Dalkeith town centre. This scheme will also contribute to diverting additional traffic created by the new Park and Ride away from the town centre and is due for completion at the end of 2008.

PT7 Review the Council’s existing programme of public transport subsidy

5.65 How and where subsidy is being spent on socially-desirable bus services will be reviewed to ensure that it is achieving maximum value for money in terms of working towards the transport objectives and meeting public needs. The Council currently has an annual budget of £175,000 (2006/07) to spend in supporting bus services in the area and it is important to ensure that this is spent in the most effective way on a yearly basis.

5.66 Currently, services are subsidised when they are deemed to provide a socially necessary public transport link that is not provided by any other service, but are unable to generate enough revenue to operate commercially. Without Council support, these services would be unable to operate and their withdrawal would contribute to increasing the incidences of social exclusion for people with no alternative means of travel.

PT8 Continue to promote and support the re-introduction of rail services to Midlothian.

5.67 Midlothian Council, in partnership with Scottish Borders Council and City of Edinburgh Council will continue to support and drive forward the proposals to re-open the Waverley rail line from Edinburgh to the Scottish Borders via Midlothian. In July 2006 the Bill to re-instate the Waverley Rail line was granted Royal Assent and has been approved for construction. The

rail line is forecast to bring significant economic, social and environmental benefits to Midlothian, Edinburgh and the Scottish Borders as highlighted below.

Table 5.5 Forecast benefits of re-instating the Waverley Rail Link

Economic	<ul style="list-style-type: none"> • Increased access to jobs across Edinburgh, Midlothian and the Borders by 2015. • £285m injection into the three regions over the next 30 years, rising to £305m based on additional new housing directly due to the new rail line. • 360 full time jobs for up to 5 years linked to the construction of houses attributable to the new rail line. • Encouraging further development, increased business development opportunities, inward investment and public sector relocation.
Transport	<ul style="list-style-type: none"> • The new rail line will serve a population base close to 200,000 people in Midlothian and the Borders who currently have no direct access to a railway line. • Reducing reliance on the car, in turn helping to reduce congestion and accidents on the A7 and A68. At present 22,000 commute to Edinburgh from Midlothian and the Scottish Borders.
Housing and Social	<ul style="list-style-type: none"> • More than £130m investment in housing in the Borders and Midlothian. • Providing realistic housing opportunities for people living and working in Midlothian and 1,100 in the Scottish Borders as a direct result of the new rail line. • Further new developments will also benefit from the rail link such as new communities proposed for Shawfair in Midlothian (3,500 homes) and south of the terminus at Tweedbank in the Scottish Borders. • Making local communities more socially inclusive, by retaining young and attracting new people of all ages to work and live in the area around the line.
Environmental	<ul style="list-style-type: none"> • Cutting car journeys by more than 750,000 per year and reducing vehicle pollutants into the environment by less congestion and traffic. • Providing a safe alternative to the car. • Relieving pressure on the Green Belt area of Edinburgh.
Tourism	<ul style="list-style-type: none"> • Acting as a catalyst for increased tourism in Edinburgh, Midlothian and the Scottish Borders.



5.68 The Midlothian Local Plan is also safeguarding the Millerhill to Loanhead rail route for the potential future re-instatement of rail services.

5.69 The re-introduction of rail services in Midlothian contributes to a number of the transport objectives that have been set in this LTS. The re-introduction of rail services will also directly contribute to meeting a number of the planning objectives (see Chapter 4), in particular to facilitate economic growth whilst improving the efficiency and sustainability of the local economy.

PT9 Ensure that all new rail stations are planned and designed so that they provide easy interchange between bus services, cycling and walking.

5.70 New rail stations will be designed so that they are accessible by bus and act as formal interchanges between bus and rail; this includes provision of proper facilities such as waiting areas, information and security. The Council will also ensure that the rail stations are easily accessible on foot and by bike and that there is appropriate secure cycle parking facilities provided.

5.71 The Council will ensure that excellent access to stations is provided for pedestrians, cyclists and car users and will discuss opportunities for improved bus-rail interchange with bus operators.

PT10 Tackle crime and the fear of crime over the whole public transport journey, for both passengers and staff.

5.72 The Council is committed to working in partnership with transport operators, the police and the public to tackle the issue of crime and safety. The aim is to design out crime and fear of crime on the transport network through:

- further investment in bus stop infrastructure, including shelters, seating and lighting;
- working with operators to promote CCTV improvements on vehicles;
- provision of CCTV facilities at all new rail stations;
- enhancing pedestrian and cycle routes, including enhanced lighting to bus stops and any future rail stations; and
- maintain our transport infrastructure and invest in new street lighting.

PT11 Continue to support the national concessionary fares scheme.

5.73 Until recently, the Council has run a concessionary fares scheme, providing free bus travel to those aged 60 and over and for people with mobility difficulties on journeys within Midlothian. This scheme has now been replaced by a national concessionary fares scheme run by the Scottish Executive which provides extended benefits. Elderly and disabled people are now entitled to free bus travel across Scotland and have been issued with replacement passes. Midlothian Council strongly supports this new scheme and will

continue to provide support to the Scottish Executive in ensuring it is administered effectively.

PT12 Midlothian Council will continue to monitor and regulate the application for, and operation of, taxi and private hire licenses and ensure appropriate taxi facilities in town centres.

5.74 Taxis play an important role in the transport network, providing an individual door to door transport service. Taxi provision is particularly important for people with mobility difficulties who often rely on them as a primary means of transport. There has been a significant growth in the number of taxis and private hire vehicles operating in Midlothian in recent years (21% since 2001) resulting from an increase in demand. Taxi operators are required to apply to the Council for a permit to operate in Midlothian.

5.75 Facilities for taxis will be improved as part of future town centre regeneration programmes.

PT13 Continue to promote the use of public transport services as a viable alternative to the private car.

5.76 The Council will continue to promote the health and environmental benefits associated with using public transport services instead of the private car, focussing particularly on the opportunities for mode shift on the journey to work. In addition, the Council aims to highlight the impact that reducing the distances that people travel can have on local communities e.g. by increasing patronage and the viability of local services. This is covered in more detail in the 'Smarter Choices' section of this chapter.

Contribution to transport objectives

Table 5.6 Public transport strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
PT1 Expand the public transport network	■	■	□	□	□		■	■	■
PT2 Bus priority measures	■	■	□		■	□		■	□
PT3 Low floor vehicles	■				■				■
PT4 Upgrade of bus stops with raised kerbs	■				■				■
PT5 Represent the interests of Midlothian residents				□		■		□	□
PT6 Develop Park and Ride facilities	■	■	□	□	■	■	■	■	□
PT7 Review existing public transport subsidy	□						□	□	■
PT8 Re-introduce rail services in Midlothian	■	■	■	□	■		■	■	■
PT9 Interchange facilities at all new rail stations				□			■		■
PT10 Tackle crime and fear of crime	■			■		■			■
PT11 Support national concessionary fares scheme		□	□						□
PT12 Monitor and regulate taxi licenses							■		■
PT13 Promote public transport use	■	■	■		□		■		

■ = strong contribution to objective □ = partial contribution to objective

Community transport

Introduction

5.77 Community transport services form an integral part of the transport network in Midlothian. Such services include the independently provided Handicabs Dial-a-Ride and Dial-a-Bus services and Lothian Community Transport Services (LCTS) and the Council provided Ring-and-Go service. Together they provide individual and group travel for the elderly and mobility impaired and for those with limited or no access to the public transport network. Community transport services provide much more than just a transport service, for some they are the only link to the outside world and are therefore vital in reducing social exclusion.

5.78 There are already a number of community transport schemes operating in Midlothian, and the Council aims to continue to provide and support these services so that all people within the community are able to access the services they need.

Strategy interventions

5.79 The Council will pursue the following interventions relating to community and voluntary transport in order to work towards achievement of the overall transport objectives.

CT1 Continue to support and monitor the existing community and voluntary transport network.

5.80 The community and voluntary transport networks are vital to ensure that all people in the

community are able to gain access to the services that they require, when they require. The Council will review the need to expand the network to other voluntary transport service providers such as the Women's Royal Voluntary Service who already provide voluntary transport services across a number of local authority areas in Scotland.

CT2 Continue to support and administer a Taxicard scheme

5.81 Taxicard is an important service providing discounted taxi journeys to those who are unable to use public transport services. The existing scheme currently helps to reduce social exclusion by giving people with mobility difficulties the means by which to access the services they require. The current scheme provides a discount on taxi journeys for registered users.



CT3 Review the way in which community transport services are provided in Midlothian.

5.82 In conjunction with the community transport operators and in consultation with community transport users and its own social work department, the Council will explore the opportunities for providing a single control centre and booking service for all community transport operators. This approach would improve the operation of community and voluntary transport services and provide more clarity for users.

Table 5.7 Community transport strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
CT1 Existing community transport network								■	■
CT2 Support Taxicard scheme							■		■
CT3 Review provision of services								■	■

■ = strong contribution to objective ■ = partial contribution to objective

Smarter Choices

Introduction

5.83 The Council recognises that, in isolation, management of its existing road networks and the addition of strategic new infrastructure cannot reduce congestion. Such 'hard measures' need to be accompanied by a range of 'softer measures'¹ which will be aimed at reducing the demand to travel, or which try to reduce the demands on private car travel.

5.84 A key focus of this LTS is to encourage a greater proportion of journeys to be made using more sustainable and healthy modes of travel than the private car, without restricting the ability of people to access jobs, education and services. A commitment to modal shift is represented at a national level in the policies of the Scottish Executive and highlighted in the National Transport Strategy. Policies that encourage unrestricted growth in car use will lead to worsening congestion and air pollution at a local level as well as contributing to global climate change. In order to halt this decline in the environment, national, regional and local policies need to focus on reducing this growth in traffic and changing the way in which people travel.

5.85 The way in which people travel today very often occurs out of habit or due to a lack of awareness or poor availability of information about alternative travel options. Research in recent years has however shown that softer measures can be effective (and cost effective) in changing attitudes and behaviour if applied consistently.²

5.86 Travel behaviour change is a key element of this LTS and Midlothian Council will support mode shift by encouraging individuals, businesses and schools to think about the way in which they travel and by improving public transport, cycling and walking facilities.

Strategy interventions

5.87 The Council will pursue the following interventions relating to travel behaviour change,

in order to work towards achievement of the overall transport objectives.

SC1 To require Travel Plans as a condition of major planning consents.

5.88 The Midlothian Local Plan already states that proposals for all new major travel generating developments that require a Transport Assessment, including phases of major development areas, must be accompanied by a Travel Plan. These should set out what provisions or measures shall be taken to provide for, and encourage the use of, alternative forms of travel to the private car.

5.89 The Council will continue to include Travel Plans as a condition of development consent for all developments that require a Transport Assessment and, where appropriate, encourage annual monitoring of their impacts.

SC2 Work with SEStran, the Council's Economic Development department and the Midlothian Chamber of Commerce to encourage the development of travel plans amongst employers in Midlothian

5.90 The development of workplace travel plans are intended to encourage businesses and employees to think about the best way of making a journey. Encouraging employers to develop a travel plan is a means of formalising a strategy for encouraging the use of public transport, cycling and walking for commuter and business trips and introducing more flexible working practices to reduce the need to travel.

5.91 Figure 3.9 in Chapter 3 of this strategy shows that 57% of Midlothian residents travel to work by private car. When looking at those who commute to work in Midlothian from elsewhere, this figure rises to 82%. There is clearly scope for employers in Midlothian to contribute to facilitating a reduction in the proportion of commuter trips made by car.

5.92 The Scottish Executive has provided funding to each of the Regional Transport Partnerships to employ at least one Travel Plan Co-ordinator over a two year period. Midlothian Council will work closely with the SEStran Travel Co-ordinator to encourage the development of workplace travel plans at existing employment locations.

¹ Softer measures are measures that do not involve new infrastructure and instead revolve around techniques for influencing people's travel behaviour towards more sustainable options such as school, workplace and individualised travel planning, travel awareness campaigns and marketing strategies.

² 'Smarter Choices – Changing the Way we Travel', Department of Transport, 2004

SC3 To develop and implement a Travel Plan for Midlothian Council offices.

5.93 In order to encourage other employers to develop Travel Plans, Midlothian Council will lead by example in developing a travel plan for its own staff. Currently, the council employs approximately 12% of the workforce in Midlothian and this will be a big step towards encouraging mode shift. The development of a Travel Plan will address issues such as:

- promotion of sustainable forms of transport for the journey to work;
- business travel;
- the use of council fleet vehicles and conversion to LPG (Liquid Petroleum Gas) vehicles;
- car sharing;
- management of car parking facilities; and
- home working / tele-conferencing / video-conferencing

SC4 Continue to encourage all schools, both primary and secondary, to develop a School Travel Plan.

5.94 Midlothian Council has had a School Travel Plan Co-ordinator in post since 2004 who has been working with both primary and secondary schools across Midlothian in encouraging them to develop School Travel Plans. All schools within Midlothian have been approached and encouraged to develop a travel plan with almost half of all schools now having one in final or draft form. The focus for the period of this LTS will be on expanding this programme and encouraging involvement from the remaining schools, in particular secondary schools. Monitoring the effects of those that have already been developed will also be particularly important.

SC5 Continue to raise public awareness of why a change in travel behaviour is needed and of relevant sustainable transport initiatives.

5.95 With rising levels of congestion and air pollution it is becoming increasingly important to raise awareness of why a change in travel behaviour is needed and the benefits of public transport, cycling and walking. It is also important to ensure that people are aware of the infrastructure and facilities available to them, so they can make an informed choice in the way they travel. In many cases people will use their car, even for short trips, because they are not aware of the alternative options that are available to them.

5.96 The Council will remain an active member of the National TravelWise



Association and continue to promote awareness raising initiatives such as 'Bike Week' and 'Walk to School Day' through a variety of media, including the Council's own website and local press. Services such as the SEStran car share initiative 'Tripshare' (www.tripsharesestran.com) will also be promoted to residents and employees in Midlothian (see also policy CA1 on page 60).

5.97 The Council will also continue to promote the new SEStran car share initiative 'Tripshare' (www.tripsharesestran.com) to residents and employees in Midlothian via their website and other relevant transport publicity. Tripshare is a regional service that matches car drivers with passengers and provides a wide range of car sharing opportunities aimed at reducing the volume of car traffic and the resulting congestion and pollution impacts (see also policy CA1 on page 60).

Contribution to transport objectives

Table 5.8 Smarter choices strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
SC1 To require Travel Plans for major developments	■	■	■		■		□		
SC2 Encourage development of workplace travel plans	■	■	■		■		□		
SC3 Develop a Travel Plan for Council offices	■	■	■		■		□		
SC4 Encourage all schools to develop a Travel Plan	■	■	■		■		□		
SC5 Promote awareness raising events	■	■	■		■		□		

■ = strong contribution to objective □ = partial contribution to objective

Information provision

Introduction

5.98 Information provision is an essential element of the transport network by making people aware of the options that are available to them in planning and undertaking their journeys and in promoting and maximising the benefits of new transport initiatives and infrastructure.

5.101 Figure 5.2 shows responses to a recent consultation on the types of public transport information which passengers find most useful and would like to see provided. Bus stop timetables are seen as most useful followed by provision of an area wide booklet and a Midlothian Travelmap. In addition, seventy-two per cent of respondents either agreed or strongly agreed that real time information should be provided at bus stops to provide detailed information on the expected arrival times of buses.

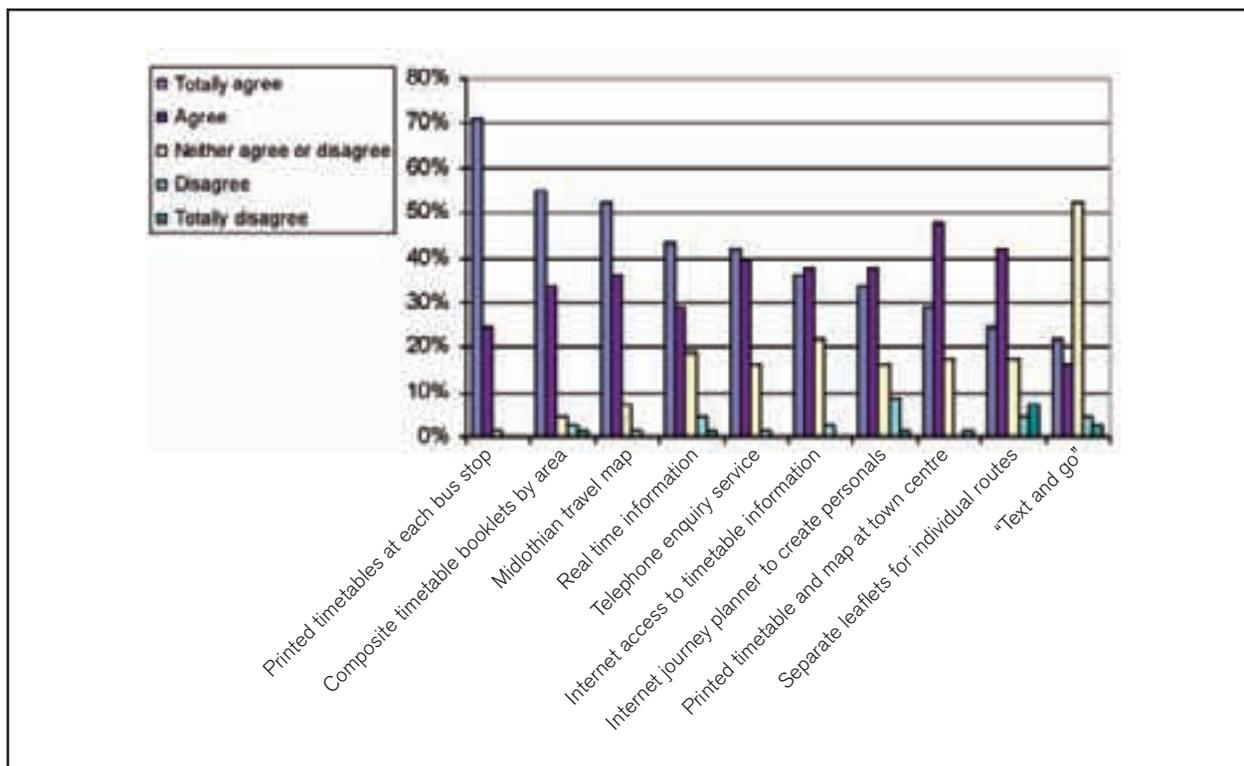


Figure 5.2 Preferred forms of public transport information

5.99 Encouraging people to use buses as an alternative to the car also requires a step-change in the quality of the journey experience. Whilst journey speed and reliability are clearly important, the onboard experience and conditions at the bus stops, waiting areas and interchanges must be of the highest quality. Further, journeys must be convenient, interchange easy and information simple and readily available.

5.100 Good quality information provision is essential if an efficient, effective and integrated transport network is to be provided in Midlothian. The Council is committed to providing good quality information for all modes of transport in order for people to plan and undertake journeys with minimal difficulty.

Strategy interventions

IP1 Develop a Bus Information Strategy for Midlothian.

5.102 Under Sections 33 and 34 of the Transport (Scotland) Act 2001, local authorities are required to develop and implement a strategy to define what local bus information should be made available to the public in their area. The strategy will also cover the way in which this information should be made available to the public. The overarching aim of this strategy will be to ensure that appropriate and accurate bus information is available and accessible to all members of the travelling public, thus making travelling by bus easier.

IP2 Introduce Real Time Information at priority bus stops within Midlothian.

5.103 When reliability is poor or services infrequent, passengers are particularly reliant on information. Even when reliability is improved, providing Real Time Information (RTI) to passengers at stops, in the workplace and elsewhere enhances further the perception of reliability and reduces wait times for those who can access the information before travelling. Bus stops in Midlothian will be prioritised and, in the first phase of implementation, RTI implemented at those with the highest volume of passengers in order to deliver an effective scheme within the resources available.

5.104 The Council will endeavour to expand RTI further by approaching large commercial trip generators to explore the possibility of such organisations funding RTI units at the stops adjacent to their premises in order to benefit their employees and their customers.

5.105 The technology used to provide RTI is the same as that used for bus priority using Selective Vehicle Detection (SVD). For more information on SVD see the section on public transport earlier in this chapter. The Council will introduce a system using the same technology to that currently used in Edinburgh. This will enable full integration between the two areas. SEStran will fund and deliver both the SVD and RTI schemes during the lifetime of this LTS.

IP3 Continue to invest in providing printed public transport information.

5.106 Midlothian Council will continue to produce and distribute the 'Midlothian Travelmap' illustrating the routes of public transport services in Midlothian. Currently the Council prints and disseminates 12,000 copies of the map in winter and 15,000 copies in the summer. In addition to printed copies, the Council will also make this map available on the council website.



5.107 A series of area public transport information booklets that will provide a single source of public transport information for all operators serving a particular area will also be launched. Such booklets will provide timetables for all scheduled services, community transport services and other information where appropriate. It is anticipated that these information

booklets will form a useful local area guide and will complement the timetable and other information provided by the operators. The Council will also continue to promote the range of independently provided online journey planning and journey information tools that are available, such as:

- TravelineScotland;
- Transport Direct; and
- Traffic Scotland.

5.108 In the past, the Council has run information sessions for Council staff and the general public on how to use the Traveline and Transport Direct websites and these will be continued, if funding allows.

IP4 Increase awareness of the voluntary and community transport options that are available.

5.109 Currently, Midlothian Council does not publicise the community transport services that are available to residents in Midlothian. The introduction of area-wide transport information booklets will be used to publicise the community transport services that are available.

5.110 The Council aims to ensure that people are aware of the travel opportunities that are available to them. Particular focus should be on hard to reach groups including the elderly and people with mobility difficulties.

IP5 Ensure that new infrastructure and schemes are publicised effectively to make sure that take up of them is maximised.



5.111 Continue to promote new schemes as they are introduced to capitalise on these and ensure that Midlothian residents are fully aware of the new options available to them. This will be particularly relevant for new walking and cycling facilities and new Park and Ride facilities. During the planning and construction phases, the Council will focus on informing the public on activities and the objectives of the planned intervention. On opening of new schemes, appropriate signage coupled with a widespread marketing campaign will be used to ensure that the scheme is a success and take up maximised.

IP6 Review and amend existing signage provision and ensure that it remains fit for purpose.

5.112 In particular, Midlothian Council will ensure that all new Park and Ride sites are appropriately signed in order to increase awareness of the facilities and allow easy access and use of the sites. Provision of appropriate signage will also need to be considered as part of the re-opening of the Waverley Rail Line and other developments that will be large trip generators and affect the flow of traffic on the network. The Council will also ensure that all new cycle routes are appropriately signed.

5.113 In its provision of road signage, Midlothian Council will continue to follow 'The Traffic Signs Regulations and General Directions 2002'.

Contribution to transport objectives

Table 5.9 information strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
IP1 Develop a Bus Information Strategy	■				□		■	□	□
IP2 Introduce Real Time Information	■	□	□				■		□
IP3 Printed public transport information	□	□	□				■	□	□
IP4 Increase awareness of community transport	■							□	■
IP5 Publicity of new infrastructure and schemes	■	□	□				■	■	□
IP6 Road / town centre / cycle route signage				■			■	□	

■ = strong contribution to objective □ = partial contribution to objective

Powered two-wheelers

Introduction

5.114 As identified in the first LTS, the Council recognises the contribution that mopeds, scooters and motorcycles (powered two-wheelers) can make towards reducing traffic congestion and pollution. Powered two-wheelers (PTWs) can offer practical and flexible personal transport for those who do not have access to a car and can provide a low-cost means of transport where public transport is limited and walking and cycling are impractical. PTW users are vulnerable road users as, due to a lack of protection, road accidents involving motorcyclists tend to result in more serious casualties. Safety considerations must, therefore, be taken into account when undertaking any work that may affect PTW users.

5.115 The Council recognises the benefits of working in partnership with local motorcycling representative groups where areas of mutual interest such as road design, road maintenance, use of bus or high occupancy vehicle lanes, parking facilities and charges and rider training can be discussed.

Strategy interventions

5.116 Midlothian Council will pursue the following interventions relating to powered two-wheelers in order to work towards achievement of the overall transport objectives.

TW1 **Ensure that the needs of PTW users are taken into consideration in the design and maintenance of transport infrastructure.**

5.117 Particular regard will be given to junction design, sight-lines, traffic calming, parking and the location of street furniture, together with speedy action to remedy potholes and inconsistencies in the road surface which can present hazards to PTW users.

TW2 **Encourage adequate provision of parking for powered two-wheelers at new development and where possible, provide secure parking spaces where there is an identified need.**

5.118 There is currently free parking provision for motorcycles in Dalkeith and Penicuik town centres. The Council will consult with local interest groups in order to identify and assess additional needs. The Council will also ensure developers provide secure parking facilities for powered two wheelers and encourage provision of appropriate changing and locker facilities.

5.119 In relation to new developments, the Council will encourage developers to allocate five powered two wheeler spaces for every 100 car parking spaces.

TW3 **Use road safety education, speed reduction measures and accident investigation and prevention measures to reduce the number of motorcycle casualties.**

5.120 Motorcyclist safety is a real issue in both urban and rural areas. The number of powered two wheelers on our roads has seen a dramatic rise in recent years, and this is reflected in a rise in motorcycle casualties. Between 1994 and 1998 a total of 57 motorcyclists were killed or injured on Midlothian roads. From 1999 to 2003 this had risen to 86. This growth is linked to a growth in powered two wheeler use nationally.

5.121 Lothian and Borders Police operate a motorcycle training programme called 'Bikesafe'. The Council supports this initiative and encourages motorcyclists to make use of this facility. The local road safety unit¹ is also in the process of developing a motorcycle safety education programme.

1 The Dalkeith Road Safety Unit.

Contribution to transport objectives

Table 5.10 Powered two wheeler strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
TW1 Ensure needs of PTW users are considered	■	□	□	■					
TW2 Provide parking facilities for PTWs	■	□	□	■				□	■
TW3 Implement road safety measure				■					

■ = strong contribution to objective □ = partial contribution to objective



Car travel, traffic and parking

Introduction

5.122 This section of the strategy deals with a range of issues relating to travel by private car and general traffic, including:

- travel by private car;
- traffic management;
- road traffic reduction;
- road user charging; and
- parking provision and control.

Travel by private car

5.123 While this LTS sets out proposals for improving public transport, cycling and walking facilities and encouraging mode shift away from the private car, Midlothian Council recognises that private car remains an important part of the transport network. This is particularly the case for those in rural areas that are not well served by public transport, for people who find it difficult to use public transport services and for journeys which involve heavy shopping or luggage. In such instances, the car remains an essential mode of transport.

5.124 Through the LTS, the Council wishes to accommodate the car for those journeys where alternative travel is limited, but at the same time, reduce car use at the most congested times of day and for those journeys for which there are reasonable alternatives.

Strategy interventions

CA1 Promote the SEStran car sharing initiative Tripshare and its benefits

5.125 Car sharing can allow people to benefit from the convenience of travelling by car, whilst helping to alleviate some of the problems of congestion and pollution. A car sharing database has been launched by SEStran and is available at www.tripsharesestran.com. This is a national database of car sharers that matches drivers with passengers and provides a wide range of car sharing opportunities. Midlothian Council will promote this initiative to residents and employees within Midlothian via their website and other relevant transport publicity (see also the Smarter Choices section of this strategy).

CA2 Provide appropriate interchange points between the private car and other forms of transport.

5.126 The Council recognises that travelling by public transport, cycling or walking for the whole journey may not be a practical option, particularly for those in rural areas. It is therefore the intention of the Council to provide appropriate facilities on the transport network, to allow people to park their car and undertake the remainder of their journey on public transport, taking advantage of bus priority measures. Park and Ride facilities at Sheriffhall, Lothianburn, Straiton and all new stations on the Waverley line will provide these benefits for Midlothian residents travelling into Edinburgh. Although the Park and Ride sites will not reduce congestion on the Midlothian road network (as the bus based sites are located adjacent to the border with the City of Edinburgh), the Council recognises the importance of these facilities in the context of the regional transport network.

5.127 For more details on the Council's policies for park and ride, see policy PT6.

Traffic management

5.128 Midlothian Council aims to manage traffic movements so that the network is used efficiently in order to minimise delay, whilst ensuring road safety policies and to stabilise journey times. The consultation process has shown that congestion is one of the top priorities for people in Midlothian and there is a real concern that, with the volume of new development that is being planned, congestion will worsen in the coming years. Particular areas of concern for increasing congestion are focussed around the key corridors leading into Edinburgh (the A68, A7, A701 and A702) and specifically the A720 Sheriffhall roundabout.

5.129 An objective of this LTS is to stabilise traffic growth in line with national targets and secure more reliable journey times by all modes. The policies outlined below are designed to contribute to achieving this objective. The Council's approach to this will be provided in more detail in the Road Traffic Reduction Report which is provided in Appendix C.

Strategy interventions

5.130 In order to tackle congestion and manage traffic on the network, the Council will:

TM1 Continue to monitor existing levels of traffic growth



5.131 Monitoring will be based on data extracted from Automatic Traffic Counters (ATCs) placed at key locations on the road network. Emphasis will be placed on understanding current levels of traffic and trends over time with a view to better understanding how traffic levels may change in the future and the implications for traffic congestion.

TM2 Identify ways to reduce the demand for travel by private motor vehicle (see also smarter choices)

5.132 Many of the policies set out in this LTS are intended to work towards reducing demand for travel, especially by private car. The Council's target is to slow the rate of growth in the future. These policies comprise a package of investment in services, infrastructure, and demand management tools, such as Travel Plans.

5.133 The package of measures that will be used to reduce traffic growth are identified in the Road Traffic Reduction Report which sets the target of reducing the rate of traffic growth to 25% in rural areas, 15% in Dalkeith, 10% in Penicuik and 15% in Bonnyrigg and Lasswade during the life of the strategy. These measures include:

- improved bus service provision;
- park and ride facilities;
- improved information provision;
- improved cycle and pedestrian facilities;
- safer routes to schools initiatives;
- travel plans;
- traffic calming measures;
- speed limits;
- greater control over town centre parking; and
- development of rail services.

5.134 It is important that any new infrastructure measures that are aimed at relieving congestion are teamed with a package of softer measures aimed at encouraging people to shift away from the private car to public transport, cycling and walking.

5.135 Reducing the number of single occupancy vehicles will also contribute to reducing the rate of traffic growth. As stated in policy SC5, the Council will promote car sharing through the SEStran Tripshare initiative (www.tripsharesestran.com).

5.136 During the last LTS period, the City of Edinburgh Council brought forward proposals for a congestion charging scheme. These proposals were subsequently rejected by the public in a referendum in 2005. Congestion charging will however remain an option that may have to be re-considered in the future, should congestion levels continue to increase.

TM3 Relieve congestion at identified pinch points on the road network.

5.137 Where such pinch points occur on the trunk road network, the Council will highlight this to the Scottish Executive and press for improvements where appropriate. Where congestion occurs on the local road network, the Council will explore opportunities to relieve this, either through infrastructure improvements or softer measures.

5.138 A particular pinch point identified in the previous LTS, and which is still a priority for the Council, is the Sheriffhall roundabout. The Council has particular concerns about the level of congestion on the approaches to this junction, particularly at peak times. New developments at Shawfair and elsewhere are likely to put increasing pressure on this junction in the future. The Council will continue to lobby the Scottish Executive for grade separation of this important point on the trunk road network.

Parking provision and control

5.139 Midlothian Council does not currently charge for parking anywhere within the local authority area and does not apply any time restrictions in any of the Council owned car parks. As a result of this policy, the town centres are used extensively as informal park and ride sites by commuters utilising good bus links from the town centres into Edinburgh and by people working in Midlothian who are able to park for free all day. People wishing to use the local shops therefore often find it difficult to find short stay parking spaces within the town centres. This pattern is having a detrimental effect on the viability of local shops and on the local economy and this was highlighted by business representatives during the consultation process. A study commissioned in 2004 to examine the parking situation in the towns of Bonnyrigg and Dalkeith concluded that the key difficulties for town centres are:

- there is a high incidence of long-stay car parking throughout the day on weekdays;
- there is no differentiation between short and long stay car parks; and

- there is significant unrestricted on-street parking within the town centres as well as extensive illegal parking which increases traffic congestion and reduces road safety.

Strategy interventions

5.140 The Council has identified that some form of parking control is essential if there is to be provision of readily available short-term parking spaces for shoppers and those carrying out business in the town centre. In Dalkeith in particular, the parking situation is one of the most crucial problems facing the town centre if it is to maintain its market share and not decline further.

5.141 There is, in general, a plentiful supply of parking provision in town centres and the issue requiring resolution is not so much the lack of spaces, but the way they are used.

P1 Control the use of parking stock in major town centres.

5.142 A number of options are available to control the overall amount of parking and the types of journeys for which parking is prioritised. These include:

- managing the total amount of parking available;
- managing the share of parking available for long and short stay users; and
- using charging mechanisms to control demand and length of stay in different locations.

5.143 The Council will review the parking issues and needs in each of the town centres and will identify the most appropriate solutions for each location in a parking strategy for Midlothian to be developed in 2007/08.

5.144 The parking strategy will take into account the anticipated effects that the new park and ride sites planned at Sheriffhall, Straiton and Lothianburn will have on town centre parking. Once the new park and ride sites are established, the Council will monitor the effects of these new facilities on town centre parking and re-assess the parking regime.

P2 Continue to provide appropriate disabled parking facilities

5.145 The Council already has in place a policy on provision of disabled parking in residential areas and will continue to implement this and provide uncontrolled



spaces for Blue Badge holders in residential areas. In town centres, the Council will continue to meet and discuss the requirements for disabled parking bays with the Local Access Panel.

Contribution to transport objectives

Table 5.11 Car travel, traffic and parking strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
Car travel									
CA1 Promote TripshareSEStran	☐	■	■		■			☐	■
CA2 Provide appropriate interchange points	■	☐	☐	☐	☐	■	■	■	■
Traffic management and calming									
TM1 Monitor traffic levels	☐	☐	☐		■	☐		☐	
TM2 Identify ways to reduce demand for travel	■	■	■		■	■		■	
TM3 Relieve congestion at identified pinch points			■		■			■	☐
Parking provision and control									
P1 Control parking in town centres	■	☐	☐		■				
P2 Disabled parking facilities				☐					■

■ = strong contribution to objective ☐ = partial contribution to objective

Freight transport

Introduction

5.146 The movement of heavy goods vehicles (HGVs) provides a vital service to the local economy. However, conflict between the economic benefits of freight and the disturbance and environmental damage caused by the movement of goods is a major issue for local authorities. The Scottish Executive has developed a Freight Action Plan as part of its National Transport Strategy with the aim of ensuring that freight and logistics are recognised in national and policy frameworks and the needs of the freight user are taken into account in the development of transport policies. The National Transport Strategy was published in December 2006.

Strategy interventions

5.147 Midlothian Council is committed to working in partnership with the freight industry in order to ensure effective provision for freight transport in the light of the National Freight Action Plan. Much of the freight within Midlothian is not confined to Midlothian but also passes through other local authority areas. With this in mind, the Council will:



F1 Liaise with neighbouring authorities and the SEStran RTP in order to provide a consistent approach to freight transport.

5.148 This approach will assist in providing a regional approach to freight issues such as the provision of overnight parking facilities on the strategic road network – an issue high on the agenda of freight transport representatives and highlighted during the consultation process. The Council also supports the principle of Freight Quality Partnerships between the freight transport industry, business, local communities and local government. However, it considers that these partnerships need to be established and operated at a regional level.

F2 Evaluate the need to implement designated heavy goods routes within the local authority and produce a heavy goods route map for distribution to freight companies.

5.149 This will help reduce personal injuries as well as to reduce unnecessary freight mileage and reduce congestion, noise, accidents and emissions from heavy goods vehicles, as well as assisting local businesses to improve the efficiency of distribution. Recommended routes will focus on freight travelling through the local authority and will focus on the key road network, avoiding built up and residential areas where possible.

F3 Consult with representatives of the freight transport industry to ensure that their views are represented when considering changes to the transport network that may impact on freight movements.

5.150 It is important that the impact of any measures that may affect the movement of freight and the freight transport industry in Midlothian are discussed with freight industry representatives. This will contribute to ensuring that the freight industry is not adversely affected and that the industry's needs are fully considered

in the design of any new proposals.

F4 Continue to implement appropriate measures to discourage HGVs from unsuitable routes.

5.151 In order to enhance the safety of pedestrians and other road users, it is necessary, in some instances, to prevent heavy goods vehicles from using certain roads. This can be achieved through the implementation of prohibition plates, which do not impact on the movement of other road traffic, or other traffic calming measures.

Contribution to transport objectives

Table 5.12 Freight strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
F1 Joint working with SEStran RTP		■	□	■				■	
F2 Recommended routes for heavy goods traffic		■	■	■		■		■	
F3 Consultation with freight representatives		■	□	■		■			
F4 Traffic calming		■	□	■					

■ = strong contribution to objective □ = partial contribution to objective



Equestrians

Introduction

5.152 The number of horse riders and horses based in Midlothian has been steadily rising for a number of years and there are currently an estimated 1,500 horses in Midlothian.¹ The Council's Road Safety Action Plan identifies horse riders as being vulnerable road users. The number of accidents involving horseriders in Midlothian is not considered to be high, however due to the elevated and relatively unprotected position of a horserider, and the likelihood of horses being unsettled by nearby traffic, accidents involving this group could result in serious injury.

5.153 Midlothian Council aims to improve safety for all road users and ensure equal access to the transport network for all.

Strategy interventions

5.154 Midlothian Council will pursue the following policies relating to equestrians in order to work towards achievement of the overall transport objectives.

E1 Ensure the design of new road schemes take account of the needs of equestrians.

5.155 A number of improvements have been implemented in recent years to improve the transport network for equestrians, including new signing on routes used by equestrians and the design of footbridges to include high parapets (with horse riders in mind). The Council will continue to review the needs of equestrians, in consultation with the British Horse Society, and will provide suitable crossing facilities and signage (both for equestrians and to warn drivers about equestrians) where appropriate.

5.156 Midlothian Council will continue to consult with the British Horse Society during design of new road schemes and prior to issue of the new five-year programme of works and maintenance.

E2 Provide equestrians with appropriate access to the transport network.

5.157 Work in conjunction with those in the Council developing the Core Paths Plan to ensure that horse riders are provided with access to the path network where appropriate. The Core Paths Plan will identify a network of paths across Midlothian suitable for public access and will incorporate path networks for walkers, cyclists, horse-riders and others.

1 British Horse Society

Contribution to transport objectives

Table 5.13 Equestrian strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
E1 Consider equestrians in design of road schemes				■		□			
E2 Ensure appropriate access		□		■		□			■

■ = strong contribution to objective □ = partial contribution to objective



Road safety

Introduction

5.158 Midlothian Council's statutory duties and responsibilities in the promotion of Road Safety are contained within the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988. Midlothian Council shares responsibility for road safety with the Chief Constable of Lothian and Borders Police.

5.159 The Council published its revised Road Safety Plan in August 2006 with the principle aims of:

- raising awareness of the scale of death and injury on Midlothian roads;
- encouraging community responsibility and action;
- encouraging social inclusion;
- reducing the number of road casualties in line with Government targets; and
- setting out policies and procedures to enable the above.

5.160 Using data collected by Lothian and Borders Police, Midlothian Council's Road Safety Team investigate accident cluster sites on the road network to identify common causal factors and recommend remedial engineering measures where appropriate. These include:

- new road layouts – additional lanes, slip lanes, re-alignment, new junctions;
- roundabouts;
- traffic signals – new sets of signals, changing timings, adding right turn filters etc;
- pedestrian crossings – zebra, puffin, toucan, refuge islands;
- road markings and signs;
- anti-skid surfacing;
- new footways and footway widening;
- cycleways / cycle lanes; and
- traffic calming – speed humps, speed cushions, raised tables, chicanes, one-way sections, designated parking, flashing speed signs, road narrowing, build outs etc.

5.161 All new road schemes and other developments are subject to a Road Safety Audit which aims to eradicate road safety concerns during the design process.

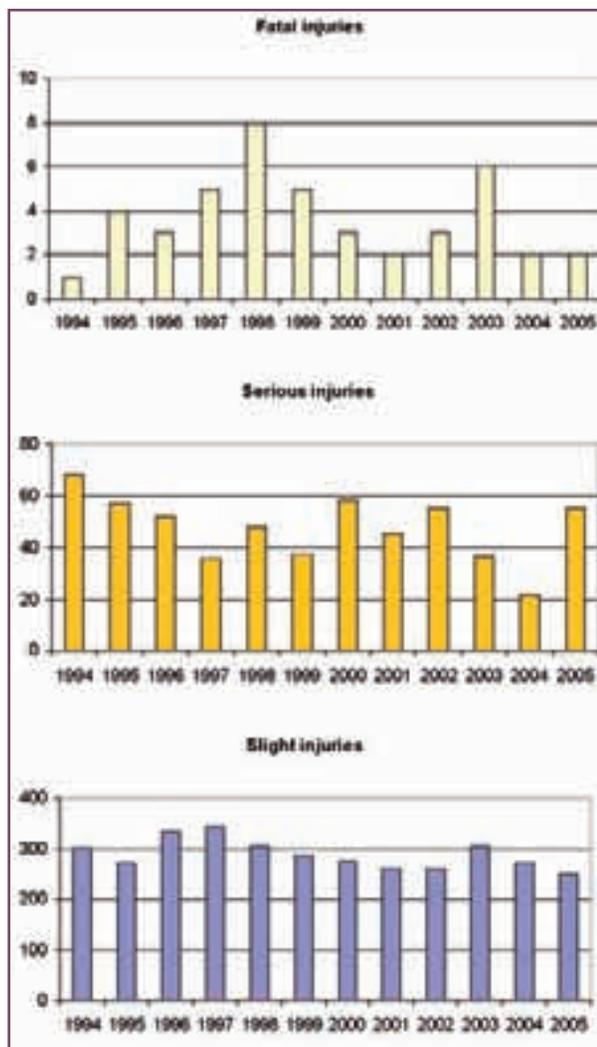


Figure 5.3 Road accident trends

Strategy interventions

5.162 In order to achieve these aims, Midlothian Council will:

RS1 Continue to improve road safety through a combination of road user education, traffic engineering and enforcement.

5.163 More detailed information on the Council's policies and programmes for road safety are detailed in the Road Safety Plan which was published in August 2006 and is available on the Council's website¹.

¹ www.midlothian.gov.uk

RS2 Implement traffic calming schemes where they will improve safety and provide local benefits.

5.164 Successful traffic calming schemes help to promote road safety and can help to improve local communities by removing some of the adverse impacts of vehicles.

5.165 The consultation process highlighted that in some cases, traffic calmed roads, particularly speed bumps, can hinder the response times of emergency vehicles, particularly where these roads are the key access roads. The Council will consider all road users when considering implementation of traffic calming measures and will continue to consult relevant key stakeholders on all traffic calming measures.

Contribution to transport objectives

Table 5.14 Road safety strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
RS1 Improve road safety	☐	■		■		☐	☐		☐
RS2 Traffic calming measures				■					

■ = strong contribution to objective ☐ = partial contribution to objective



Maintenance

Introduction

5.166 Midlothian Council, as Roads Authority for the area, is responsible for the maintenance of 250 bridges, culverts and other structures, and approximately 634km of roads and footways. The Council is also responsible for maintaining over 14,000 street lighting units, including traffic signals, illuminated bollards and CCTV systems in Danderhall, Loanhead, Bonnyrigg, Penicuik and Dalkeith town centres. The road network is an essential asset and it is therefore vital that it is managed and maintained appropriately so that it remains fit for purpose.

5.167 The Council is not responsible for the maintenance of the trunk road network which includes the A68, A702 and A720 (including the Sheriffhall roundabout). This falls under the responsibility of the Scottish Executive.

5.168 In addition to road infrastructure, the Council is also responsible for over 500 bus stops in the area.

5.169 Midlothian Council will pursue the following interventions relating to maintenance in order to work towards achievement of our overall transport objectives.

Roads

M1 Continue a programme of resurfacing in order to reduce the maintenance backlog.

5.170 All Midlothian Council roads are inspected and assessed for maintenance on an annual basis. The road network condition is measured using machine based technology and thereafter the Council prioritises routes and produces a 5 year programme of maintenance. Consultation with community councils and interest groups is carried out bi-annually to identify areas of specific concern for inclusion in the annual programme.

M2 Implement an Asset Management Plan.

5.171 An Asset Management Plan will ensure that the Council allocates resources in the most cost effective manner and to the benefit of all those who use the transport network. Everything that is owned by the Council will be included in this plan, the key elements of which will:

- determine and clearly describe the extent of the asset managed;
- describe how the asset condition is assessed;
- set out as far as possible what the condition of the asset is;
- describe the process setting out a maintenance hierarchy and prioritising schemes for funding allocation;
- declare the Council's objectives for asset condition; and
- set out a programme of work to achieve the Council's objectives.

5.172 All 32 local authorities in Scotland have signed up to a bid to the Efficient Government Fund for funding to develop an Asset Management System. The success of this bid will result in a common measuring system across all local authorities and will include all assets of the road infrastructure in Midlothian.



M3 Continue to recycle and reuse materials used in the construction and maintenance of the road and footway network.

5.173 Currently the Council crushes road arisings and concrete materials to be recycled and reused with as little as possible being sent to landfill. In the past year, the Council has recycled approximately 4,000 tonnes of planings excavations with less than 500 tonnes of arisings being sent to landfill.

5.174 The Council will continue to explore new materials and technologies for recycling to enhance the proportion of materials it is able to recycle.

Structures

5.175 There are 250 bridges in the Midlothian area for which the Council has direct responsibility, many of which are over 100 years old. In order to ensure that these structures remain fit for purpose, Midlothian Council will:

M4 Continue a programme of regular inspections, in accordance with national standards, to identify necessary maintenance of the Council's bridge stock.

5.176 After identifying any maintenance or structural defects, a rolling programme of preventative, corrective and routine maintenance works will be prepared and executed within the available annual capital and revenue budgets. Priority will be given to those structures on identified key strategic routes.

M5 Continue to implement a programme of improvements to reduce the number of bridges with restrictions on them.

5.177 Where it is necessary to maintain heavy vehicle access in the meantime, HGVs will be re-routed to avoid weak bridges by using designated routes already identified as suitable for abnormal roads.

Street lighting

5.178 Lighting plays a particularly important role in:

- **Road safety:** Improvement to street lighting is one of the methods used to bring about a reduction in road accidents.
- **Crime reduction:** Improved lighting results in an increase in pedestrian activity, which in turn raises the public's feeling of security and discourages criminal activity.
- **Environment:** Poor lighting systems have an adverse effect on the environment with light pollution being observed in several forms, such as sky glow and light trespass.
- **Walking, cycling and public transport:** Improved lighting on walking and cycling routes encourages the use of these routes and associated public transport services.
- **Sustainability:** Energy efficient light sources and more efficient luminaires are becoming viable for street lighting installation. The use of such technology reduces energy usage and therefore the emissions of greenhouse gases such as carbon dioxide.

5.179 In relation to lighting facilities, Midlothian Council will:

M6 Continue to enhance the standard of public lighting through the installation of white lighting, to replace existing obsolete low pressure sodium lighting.

5.180 Provision of white lighting provides a more energy efficient lighting source which also brings safety benefits as it allows better clarity and definition of colours compared to sodium lighting.

M7 Continue to ensure that lighting installations operate correctly without danger to members of the public.

5.181 The Council will continue to undertake lighting column testing on a five-yearly basis to ensure the safety of all lighting installations.

M8 In conservation areas, ensure that new lighting installations complement the architecture and character of the area, with equipment selected where possible to reflect the historical background.

5.182 The Council wishes to ensure that the quality of the historical environment in Midlothian remains of a high standard through appropriate development in its conservation areas. There are 20 designated and one proposed Conservation Areas in Midlothian.

M9 Continue to improve lighting in conjunction with the implementation of any new road safety schemes.

5.183 Such schemes may include introduction of new 20 mile per hour zones or the introduction of new traffic signals. In such cases suitable lighting is essential in order to maximise the road safety benefits of these schemes for both vehicles and pedestrians.

M10 Continue to upgrade the lighting network by replacing the parts of the network currently provided by external energy providers.

5.184 Replacement of this 'fifth core' cabling network for lighting services will bring the network fully under the control of Midlothian Council. This will in turn provide benefits in terms of increased efficiency in the maintenance and operation of lighting systems.

M11 Continue to recycle all street lighting lamps and columns.

5.185 Currently, Midlothian Council recycles all street lighting lamps and concrete and steel columns and will continue to do so throughout the lifetime of this strategy. In addition, when the Waste Electrical and Electronic Equipment (WEEE) Regulations come into force in the next year, the Council will consider how best to deal with recycling of cabling and lanterns which are not currently recycled.

Winter maintenance

5.186 The winter maintenance strategy of Midlothian Council is largely based on the document 'Well-Maintained Highways: Code of Practice for Highways Maintenance Management'. The primary objective of this strategy is to ensure, as far as practicable, the safe passage of all those entitled to be on the public road.

5.187 Consultation is carried out biennially with all Community Councils and elected members to ascertain their concerns and the needs that the winter maintenance service will be required to meet. As it is not possible to treat all areas simultaneously when snow falls, or ice forms, the Council will:

M12 Continue to operate a system of priority routes for winter maintenance with emphasis on the most heavily trafficked routes including bus routes. The system currently in place seeks to optimise the effectiveness of the service within the available resources.

5.188 The winter maintenance policy is relayed to Midlothian's community through the local press prior to the onset of each winter period. In addition, information detailing the service contact numbers and inviting comment is available on the Council's website.

M13 At the end of the winter maintenance period, review the performance of the service and include any changes or enhancements to the service in the procedures for the following winter season.

5.189 Comparison of the winter maintenance service is made with performance indicators included in the document 'Well-Maintained Highways: Code of Practice for Highways Maintenance Management' and the Association for Public Service Excellence (APSE) performance network. These are non-statutory indicators and the Council is committed to reviewing the effectiveness of these performance indicators.



Contribution to transport objectives

Table 5.15 Road maintenance strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
Road maintenance									
M1 Resurfacing of roads and footpaths			▣	■		■			■
M2 Develop an Asset Management Plan						■			
M3 Recycling of materials for maintenance and construction			■			■			
Structures									
M4 Regular inspections of bridge stock				■		■			
M5 Continue the programme of bridge improvements				■		■			
Street lighting									
M6 Installation of white lighting			■	■		■			
M7 Ensure lighting installations operate safely				■		■			
M8 Conservation areas			■						
M9 In conjunction with new 20mph zones			■	■		■			
M10 Replace externally provided lighting network						■			
M11 Recycling of street lighting materials			■			■			
Winter maintenance									
M12 System of priority routes				■		■			
M13 Review performance				■		■			

■ = strong contribution to objective ▣ = partial contribution to objective

Land use planning and development control

Introduction

5.190 The transport policies outlined in this LTS are complimentary to those in the adopted and emerging Midlothian Local Plans. For example, both documents aim to increase the choice of transport modes available to Midlothian residents by ensuring that there are attractive and viable alternatives to the private car.

5.191 The Council's policies for land use and development control in this strategy and in the Local Plan will contribute significantly to achieving a number of the Council's transport objectives.

5.192 Proposals for large new travel generating developments are already required to be accompanied by a Transport Assessment and a Travel Plan setting out the measures that will be taken to encourage the use of alternatives to the car. Major travel-generating developments will also only be permitted in locations where they are well located in relation to existing or proposed public transport services and are accessible by safe and direct routes for pedestrians and cyclists.

Strategy interventions

5.193 The LTS supports and complements the policies of the adopted and emerging Local Plans by seeking to:

LU1 Encourage development on brownfield land in areas that are close to local services and amenities and discourage development elsewhere.

5.194 The LTS reinforces the policies of the adopted and emerging Midlothian Local Plans to ensure that new developments are planned in areas that are in close proximity to local services and amenities in order to reduce the need to travel longer distances.

LU2 Ensure that all proposals for major developments, including phases of a major development areas, are accompanied by a Transport Assessment and a Travel Plan. (see also SC1)

5.195 As identified in the 'Smarter Choices' section of this chapter, travel plans should set out what provisions or measures shall be taken to provide for, and encourage the use of, alternative forms of travel to

the private car. A Travel Plan should contain a package of measures and initiatives that aim to reduce the number of car journeys made, by providing people with greater choice. A travel plan can address commuter journeys, business travel, fleet management, visitor trips and deliveries and can therefore make a real impact in encouraging more sustainable forms of travel to new sites.

LU3 Midlothian Council will seek opportunities to obtain developer funding to enable improvements to the surrounding transport network to be made. (see also PT5)

5.196 Where new development impacts on the transport network, developer contributions are required to address these impacts and are brought forward through the planning process. This requirement is enshrined in the adopted and emerging Local Plans.

LU4 Ensure new developments are located in areas which are well served by public transport.

5.197 The LTS supports the policies outlined in the adopted and emerging Midlothian Local Plans to ensure that new developments are planned in areas that are either already well served by existing or proposed public transport, cycling and walking links or where developer funding can be utilised to provide them.

LU5 Continue to apply the Council's own parking standards¹ at all new developments and apply national maximum parking standards where developments cross the relevant size threshold.

5.198 Parking standards can be used to restrict the number of parking spaces at new developments, and are dependent on the size of the development. This is a useful tool in encouraging people to choose alternative forms of transport to access the new site. The Council will also review and update the local parking standards in association with East Lothian and Scottish Borders Council's to ensure that they remain appropriate to local needs.

¹ Developed in conjunction with East Lothian and Scottish Borders Councils.

LU6 Ensure cyclists and pedestrians are provided for in the design of all new developments (see also C2).

5.199 Provision for cyclists and pedestrians at new developments should include provision of secure parking facilities and adequate links to the cycle and walking networks. Such measures help to encourage more journeys on foot and by bike by making them easier and more attractive and will contribute to reducing trips to the site by private car.

LU7 Ensure that transport infrastructure does not adversely impact on areas designated for their biodiversity, scenic or historical importance or on water quality. Where impact is unavoidable, consider how these impacts can be mitigated.

5.200 A Strategic Environmental Assessment (SEA) has been carried out in conjunction with the preparation of this LTS to assess the impact that the strategy is likely to have on the local environment. The SEA Environmental Report identifies any significant environmental impacts resulting from the strategy and where appropriate, proposes suitable mitigation measures.

Contribution to transport objectives

Table 5.16 Land use strategy interventions

Intervention	Transport Objectives								
	1	2	3	4	5	6	7	8	9
	Widen travel choices	Protect health	Reduce effects on environment	Reduce casualties and minimise crime	Stabilise traffic growth	Manage, maintain and improve transport network	Improve integration	Enhance connection	Reduce social exclusion
LU1 Accessible development	■	■			■		■		■
LU2 TAs & Travel Plans for new developments	■	■		□	■		■		□
LU3 Developer funding for transport improvements	■	□			□	■	□		■
LU4 New developments served by public transport	■	■		□	■		■	■	■
LU5 Parking standards	■	■			■				
LU6 Ensure provision for pedestrians and cyclists	■	■		□	□		□		■
LU7 Limit impacts of the transport network			■						

■ = strong contribution to objective □ = partial contribution to objective