Appendix B
Appraisal Summary Table

Proposal Details				
Name and address of authority or organisation promoting the proposal:			Midlothian Council	
Proposal Name:	Midlothian Council Local Transport Strategy	Name of planner:	Rico Nombro, Policy Planning Manager	
Proposal Description:	Development of an integrated package of local transport policies and actions for the period 2007 to 2010.	Estimated Total Public Sector Funding Requirement:	Capital costs/grant: Not yet known	
			Annual revenue support: Not yet known	
			Present Value of Cost to Government: Not yet known	
Funding sought from:	Scottish Executive and SEStran for specific schemes and private developers.	Amount of Application:	The LTS is not an application for funding	

Background information	
Geographic Context:	Midlothian is a small local authority of 355km² adjoining Edinburgh's southern and eastern boundary. The area is framed by the Pentland Hills in the west and the Moorfoot Hills of the Scottish Borders in the south. Only 7% of Midlothian is classed as urban with the majority of these areas generally located in the north. The southern half of Midlothian, by comparison, is predominantly rural.
Social Context:	In 2003, Midlothian had a population of 79,710. The majority of the population lives in or around the main settlements of Penicuik, Bonnyrigg / Lasswade, Mayfield, Loanhead, Dalkeith, Newtongrange and Gorebridge. In contrast with other areas of the Lothians that have experienced considerable growth over the past 20 years, Midlothian's population has remained relatively static. The 2004 based population projections from the Registrar General estimate that the population will decrease between 2004 and 2024. These projections do not however take account of the large amount of committed and planned development in the area, which is in fact likely to result in an increasing population.
Economic Context:	Edinburgh and the Lothians have one of the fastest growing economies in the United Kingdom and this growth is forecast to continue. Much of Midlothian has benefited from this growth and has escaped the high levels of unemployment suffered elsewhere, particularly in other former coalfield areas. The areas economy has moved on from a focus on mining and quarrying and is now gaining a reputation as a hub for the biotechnology and life-sciences industries. Parts of Midlothian are however less well off and experience greater levels of deprivation and the associated social and health issues.

Transport Objectives	
Objective:	Performance against planning objective:
To widen travel choices and make travel by more sustainable modes of transport more attractive than the private car, particularly at peak times.	Actions to improve provision for public transport, expand the cycle network and improve facilities for pedestrians are aimed at encouraging a mode shift away from the private car. Measures such as school and workplace travel plans will particularly target commuters travelling at peak times.
To protect the health of the population.	Measures to improve and expand facilities for cycling and walking and encourage increased levels of cycling and walking through publicity and school and workplace travel plans. Improve local air quality through encouraging a shift away from the private car to public transport, cycling and walking.
To reduce, and where possible, mitigate the effects of the transport system on the built and natural environment	The strategy includes policies and actions to reduce the rate of traffic growth and subsequently contribute to improving local air quality. Reducing car use in the town centres, through smarter choices and parking policies will also contribute to improving the built environment.
To reduce the number of casualties involving death and serious injury and ensure that the design of the transport system improves personal safety and minimises crime	A number of the policies and actions contained within the LTS are aimed at improving road safety, for all road users. The strategy also contains actions aimed at improving safety and security for pedestrians and those travelling on the public transport network.

To stabilise traffic growth in line with national targets and secure more reliable journey times by all modes	Measures to improve the attractiveness of public transport, cycling and walking combined with measures to control car use. Bus priority measures to improve the reliability of public transport and real time information provision will help to secure more reliable journey times by this mode whilst reductions in traffic growth will help to reduce congestion on the road network and the subsequent delays experienced.
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	A prioritised programme of road, footway and lighting maintenance will ensure that the network is maintained appropriately within the available resources.
To improve integration between all modes of transport	Policies to improve the range and types of information available for all modes of transport will improve integration between modes as well as improvements to the pedestrian and cycle networks at new developments. Infrastructure improvements such as park and ride and the promotion of the Waverley Rail line will provide designated high quality interchange points and contribute to a more integrated transport network.
To enhance connections between areas within Midlothian and provide improved links to the rest of Scotland and beyond	Policies to enhance connections by public transport and community transport services, particularly for those who do not already have good access to the public transport network. Enhancements to the cycle network, including joint working to improve cross boundary cycle routes. Continuing to promote the re-opening of the Waverley rail line will enhance connections to the national rail network for many people in Midlothian.
To reduce social exclusion by improving accessibility to jobs, education and services for all and by all modes of transport	Improvements to the public transport including increasing the use of low floor vehicles and construction of raised kerbs at bus stops will enhance accessibility to the public transport network. Increased promotion of the community transport network and review of the system to ensure it is being provided in the most effective manner. Land use planning policies to encourage development in areas that are close to local services and amenities.
Rationale for Selection or Rejection of Proposal:	The preferred strategy was identified after assessment of a number of scenarios ('do minimum / do nothing', 'a focus on reducing congestion', 'a focus on economic growth, regeneration and development', 'a focus on increasing accessibility for all', 'a focus in improving safety', 'a focus on improving the environment' or 'do all'). The 'do all' scenario was found to best meet the transport objectives however it is unlikely that the funds to satisfy this will be available. It was therefore concluded that a balanced combination of scenarios 2 to 6 should form the preferred strategy.
Implementability Appraisal	
Technical:	There are not expected to be any technical difficulties in implementing the measures and activities contained within the LTS.
Operational:	There are not thought to be any factors which might adversely affect the ability to implement the strategy over its lifetime.
Financial:	A number of the elements contained within the LTS are dependent on successful bids to various funding streams. If these bids are unsuccessful, or identified funding streams cease to exist, the future of such schemes will instead be reliant on bids to the internal Midlothian Council Capital budget. There is already significant pressure on the financial resources of the Council and the Council will have to seek alternative sources of funding if all elements of the strategy are to be progressed.
Public:	A draft of the LTS has been made available for public and stakeholder consultation. Results of this consultation process show that there is overall support for the objectives, policies and proposals contained within the strategy. Comments obtained through the consultation process have been taken on board and the strategy amended where appropriate in order to reflect these comments.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Moderate benefit	The strategy encourages a shift away from the private car to more sustainable forms of transport and should contribute to improvements in local air quality and overall carbon dioxide emissions. Walking, cycling, public transport and land use policies in particular should contribute to improving the environment.
Safety:	Major benefit	Policies in the road safety, walking, cycling and powered two wheeler sections will significantly contribute to improving road safety, particularly for vulnerable road users. Policies to improve safety and security on public transport and at interchange points will also contribute to improving overall safety.
Economy:	Major benefit	Policies to reduce traffic growth and congestion will facilitate movement of people and goods both within and through Midlothian and improve the reliability of journeys. Smarter choices and land use policies will also contribute to a less congested and more efficient network. Policies on parking provision in town centres will contribute to reducing traffic growth and also to the re-vitalisation of town centres – by encouraging short term stay for shoppers.
Integration:	Major benefit	The proposals will integrate public transport links, the cycling and walking networks and car travel (through park and ride facilities). Promotion of proposals to re-open the Waverley rail line will provide significantly improved opportunities for integration in the near future. Policies for improvements in information provision will also significantly contribute to a more integrated transport network. The policies and objectives of the LTS are well integrated with other local, regional and national objectives.
Accessibility & Social Inclusion:	Moderate benefit	Public transport, through increased services, more accessible vehicles and concessionary fares, community transport services and walking policies, will all help increase accessibility and reduce social exclusion.