

Midlothian Active Travel Strategy

2018 - 2021



Midlothian



December 2018

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Introduction

Situated south of Edinburgh in the south-eastern part of Scotland, Midlothian offers great opportunities for people wishing to explore the outdoors by active modes of transport. Walking and cycling are the best ways of enjoying the landscape in Midlothian, a landscape shaped by glaciers and rivers over the past 2 million years. Today, valleys carved by rivers since the last glacial period dominate Midlothian's landscape, most notably the North Esk and South Esk, which converge to form the River Esk northeast of Dalkeith. The heritage, scenery and history of Midlothian can be enjoyed on over 220 miles of paths linking towns with rural areas and a variety of historic attractions and settlements.

With a current population of approximately 88,000, Midlothian has seen an increase in population and housing in recent years. Midlothian is therefore an evolving area with a growing population and economy, and providing a sustainable transport network should be at the heart of this growth. This constitutes an opportunity to collaborate with developers on creating new walking and cycling paths which integrate with the existing network. Midlothian has great potential to be developed as an attractive place where walking and cycling are the normal choices of travel.



Active travel generally encompasses cycling and walking, but also other 'active' modes of travel such as scooting. It provides a real alternative for short, local car journeys and commuting. Creating active travel infrastructure is key for providing an alternative for those wishing to walk or cycle locally. In order to increase opportunities, campaigns promoting the use of paths have to accompany infrastructure development.

Midlothian Council is promoting and encouraging walking and cycling, however, there is not currently a strategy available to coordinate these initiatives and activities. The purpose of this strategy is to provide a framework of objectives for investment, to identify the improvements required to deliver a comprehensive and well-connected network and to guide future active travel infrastructure and promotional initiatives.

The strategy also aims to encourage and enable safer walking and cycling environments in Midlothian. Creating suitable environments for walking and cycling can improve the health and wellbeing of our community and lead to numerous benefits. This document sets out how Midlothian Council plans to achieve its goals for providing a safe and accessible environment for walking and cycling.

'Our vision is to create a safe and convenient environment for walking and cycling in Midlothian, promoting an active travel culture where there are safe and convenient walking and cycling choices for all Midlothian residents and visitors, with active travel being the normal choice for everyday journeys'

Policy Context

This section summarises key policies which set the context for the development of Midlothian's Active Travel Strategy. These national, regional and local documents provide a framework to work towards achieving strategic aims and increasing active travel levels in the council area. Encouraging walking and cycling helps achieve the aims of a number of national, regional and local policies, and the strategy will aim to work towards supporting these policies.

<i>NATIONAL POLICY</i>	
Cycling Action Plan for Scotland (CAPS) (2013) • Sets out a vision to increase everyday journeys travelled by bike in Scotland, with a target of 10% to be achieved by 2020 • Promotes partnership working, setting out 19 actions on how to achieve this vision • Presents a series of case studies with a focus on infrastructure, integration and road safety	Let's Get Scotland Walking - National Walking Strategy (2014) • Aims to create a culture of walking with better walking environments and to enable easy, convenient independent mobility for everyone in Scotland. • Seeks to encourage everyday walking, either for recreation, health or walking to work
A long term vision for active travel in Scotland 2030 (2014) • Sets out an ideal outlook on how Scotland could look if more people were using walking and cycling for short, everyday journeys • Presents the benefits of active travel, along with insights into future infrastructure and planning, and how Scotland could be exemplar in terms of changing behaviour and creating an active travel culture.	National Transport Strategy (2016) • Identifies three key strategic outcomes, including tackling congestion and improving journey times and connections, reducing emissions and tackling climate change, as well as providing better quality services and value for money or alternative to car use. • Scottish Government is promoting new practices that deliver efficiencies by optimising the wider benefits that can be delivered from transport, especially walking and cycling.

<i>REGIONAL POLICY</i>	
SEStran Regional Transport Strategy 2015-2025 refresh (2015)	
• Encourages the promotion of active travel, particularly the use of awareness campaigns to increase use of sustainable transport, as well as cross-boundary active travel measures. • Objectives to promote more sustainable travel, to contribute to the reduction of greenhouse gases, to increase the proportion of walking and cycling trips by 5%, to contribute to meeting national air quality targets and reduce the impact of transport noise	
<i>LOCAL POLICY</i>	
Midlothian Transport Strategy (2007)	Midlothian Core Paths Plan (2009)
The strategy lists 16 key walking and cycling interventions, which include: • maintaining the existing network of roads and footways • improving pedestrian links • improving, extending and maintaining the cycle network • ensuring that all new developments are planned and developed to be easily accessible on foot and by bike • improving personal security for pedestrians and improve safety on the streets • improving safety generally and of children cycling to school and encourage cycling from an early age • encourage walking from an early age by improving safety of pedestrian routes to school • promote the benefits of walking and cycling to the wider community • provide opportunities for increased participation and involvement of local cycle interest groups	• The Core Paths Plan was produced by Midlothian Council in collaboration with the public, landowners, statutory agencies and the Midlothian Access Forum in order to fulfil the obligations of the Land Reform (Scotland) Act 2003 which introduced this new duty for Scottish Councils. • It shows a system of paths “sufficient for the purpose of giving the public reasonable access throughout the area”, and are anything from a tarmac path to a grassy field margin, are signposted and subject to protection through the planning system wherever possible and amended only in exceptional circumstances. • Core paths cater to a wide range of users including walkers, cyclists and horse riders, however, not all core paths are suitable for each type of user.

<i>LOCAL POLICY</i>	
Single Midlothian Plan (2016)	Midlothian Tourism Action Plan (2016)
• The plan sets out a number of priorities and actions for Midlothian, including outcomes for sustainable growth. • Aims to promote and develop sustainable travel and transport that benefits our health and environment, including implementing the council's adopted travel plan by reducing the adverse impacts of travel within Midlothian, most particularly car travel, by 31 march 2017. • Develop travel plan measures which benefits joint working, SEStran, public transport operators and support staff in active travel	• The plan sets out priorities to promote and encourage tourism in Midlothian, including cycle tourism. • Key actions for the action plan include encouraging local attractions, food and drink providers to become cycle friendly; exploring opportunities for improved marketing and branding of existing routes; supporting collaboration between neighbouring towns/villages for improved connectivity and route development; help improve the perception of cycling in Midlothian by increasing digital information availability.
Midlothian Local Development Plan (2017)	Midlothian Council Travel Plan (2017)
• Aims to promote the development of an active travel network within and between Midlothian's communities, safeguard former railway lines that could be redeveloped as active travel routes and provide policy support for potential cross-boundary connections with neighbouring authority areas. • Policy TRAN 1 which relates to sustainable transport, seeks to promote the development of an active travel network and give priority to walking, cycling and public transport initiatives. • Policy TRAN 2 referring to transport network interventions aims to tackle cycling and walking issues through infrastructure improvements to complement the Borders Railway. • Aims to promote active travel by connecting places for recreational and daily travel by walking and cycling	• Aims to reduce the adverse impacts of travel, particularly car travel, associated with the activities undertaken by Midlothian Council in the provision of its services. • Aims to promote and improve access and facilities which support and encourage those accessing Midlothian Council services to do so by remote means, on foot, by bicycle and by public transport. • The objectives set include a journey to work target of 10% by foot (from 6%), 4% by bicycle (from 3%), 12% by public transport (from 10%), 10% by car (passenger) (from 8%) and 65% by car (driver) (from 69%).

LOCAL POLICY

Midlothian Green Network Supplementary Guidance (2018)

- The purpose of the guidance is to safeguard and promote green space links between and wildlife corridors in and around new and existing developments.
- The guidance provides specific functions in support of active travel routes, sustainable water management, habitats and connections between habitats, and improving the quality of place for residents and visitors

The benefits of active travel

Being active can bring a great number of benefits both for the individual and for the community as a whole. Walking and cycling are easy, low-cost and pleasant ways of commuting, visiting local facilities and enjoying a day out.

Research shows that increased active travel levels can help promote health, environmental, economic and social benefits. The council recognises active travel as an easy and convenient way of building physical activity into one's daily routine. Some of the benefits of active travel are presented here, classified into three main categories.





Health

NHS data suggests that increasing overall levels of physical activity through walking and cycling can reduce the risk of coronary heart disease, stroke, certain types of cancer and type 2 diabetes, as well as keeping the musculoskeletal system healthy.

Evidence from research also suggests a link between obesity levels and travel behaviour in adults, indicating that countries with highest levels of active travel have the lowest levels of obesity.¹ Walking and cycling can also promote mental wellbeing, studies showing that physical activity can overcome depression and anxiety. Many people are experiencing busy working schedules and find it difficult to include physical activity into their daily routines. Walking and cycling are great ways of doing just that, whether commuting, shopping or visiting local facilities.



Economic

At the individual level, walking and cycling are low-cost alternatives to motorised transport modes, especially car use. Walking is the most

popular leisure activity in Scotland and research shows that over 50% of overseas visitors went for a walk in the countryside. Midlothian has a wide range of countryside paths and parks linked to local tourist attractions.

On a local level, walking and cycling can benefit the economy in urban areas due to increased levels of walking leading to increased footfall in local retail shops. Active travel can bring a major contribution for local town centres, supporting the local economy in a cleaner, quieter and environmentally-friendly way.

A study of the use of the local path network in Dunkeld and Birnam, Perthshire, showed that the estimated income generated by the local path network supported up to 15 FTE jobs.² Cycling to work has also been found to be linked with reduced absenteeism and increased productivity.



Environmental & Social

Walking and cycling are pollution-free modes of transport. Increasing levels of walking and cycling through reducing car use, especially for commuting, would translate in a decrease of greenhouse gas emissions thus improving local air quality levels. Walking and cycling

require less road space per traveller compared to other modes of transport, thus reducing congestion and noise levels.

Walking and cycling can provide an opportunity for social interaction. Joining a local walking or cycling club can be fun and allows for a better appreciation of the local rural and urban environments. Research shows that people who cycle are regarded to be the most satisfied transport users.³

***‘Walking or cycling to work can
save you money and bring
amazing health benefits’***

Overview of active travel in Midlothian



Out and About Midlothian

The council-led 'Out and About Midlothian' initiative, funded by Paths for All through the 'Smarter Choices, Smarter Places' programme, aims to encourage walking and cycling in Midlothian.

For 2015/16, the project focused on towns linked to the new Borders Railway. A series of walking and cycling maps were produced to provide an overview of walking and cycling paths. These cover the areas of Danderhall, Dalkeith, Bonnyrigg, Eskbank, Newtongrange, Mayfield and Gorebridge.

The maps are available electronically on the council's website, and paper copies were also distributed to local libraries, railway stations and council offices, as well as at local events held in 2016. Free bike lights and pedometers were also distributed with the aim of increase cycle safety and encourage people to keep track of their daily steps, calories burnt and distance travelled. A new series of similar walking and cycling maps were produced in 2017 for Penicuik, Loanhead, Roslin and Rosewell areas.

The Borders Railway opened up new opportunities for people in Midlothian to travel to Edinburgh and the Scottish Borders. Having been

reopened in 2015, the new railway stations at Shawfair, Eskbank, Newtongrange and Gorebridge provide an alternative of travelling in the area.

Interactive touch-screen consoles have been installed at the four Midlothian railway stations and one console in Dalkeith Library. The consoles allow users to access local maps, visitor information and live travel information. The maps include walking and cycling paths, health walks, as well as countryside walks and cycles throughout the county.

Out and about Midlothian

Midlothian Council undertook baseline and follow-up surveys aimed to explore users' travel patterns at Shawfair, Eskbank, Newtongrange and Gorebridge railway stations. As well as providing data regarding travel modes used to get to the railway station from home, the survey allowed participants to contribute with feedback by providing general comments or suggestions, as well as state any issues they might have encountered when travelling to the stations.

Promotional campaigns encouraging walking and cycling ran throughout 2016, 2017 and 2018, with the aim of increasing active

travel levels to and from the stations. The campaigns included events, route promotion, as well as bus and station advertising.

The latest follow-up survey in 2017 found that the number of people using active travel modes to travel to the railway station has increased. Cycling levels increased for Eskbank station (+4.4%), Newtongrange (+2.9%) and Gorebridge (+5.8%), while walking levels increased by 11% for Eskbank station and 5.9% for Newtongrange station. Car journey showed a decrease of 8.4% and 6.1% for Eskbank and Newtongrange, respectively.

Walking Festival

2017 marked the 10th anniversary of Midlothian's Walking Festival, held annually in August and organised by Midlothian Council's Ranger Service. The festival caters for people of all ages and offers free led walks, nordic walking and canicross.

There are usually about 20 walks spanning over four days, led by volunteers and rangers. In 2017 the festival was held between 11-14 August and included three full days of cycling activities in Bonnyrigg, Dalkeith and Penicuik. It was the most successful festival since its inception, with over 640 people taking part in 29 events. Midlothian Council is

planning on developing the festival into something bigger over the following years, with more outdoor activities which include walking and cycling.



Community groups supporting and promoting active travel in Midlothian

Gorebridge Community Development Trust's Going Green for Gorebridge will work in Gorebridge and Midlothian to reduce local carbon emissions by helping people make greener travel choices. The project will focus on swapping car journeys for walking and cycling, in particular for travel to Gorebridge railway station. The project will also improve and develop a local path network that links to schools, shops, health centre, work places and public transport stops



Midlothian Cycling Club is a local bike club which covers all aspects of cycling including mountain bike, cross and road cycling. The club also hosts active kids sessions and is dedicated to encouraging the next generation of cyclists by developing their skills and confidence. Regular local rides are held mid-week and during weekends, with longer rides over the summer.



Penicuik Cycling and Penicuik First ran a very successful week-long programme of cycling activities in Penicuik in September 2016. This was part of European Mobility week 2016 and funding was secured by Penicuik First. RUTS and 3Sixty Display Team delivered various aspects of the event. Penicuik First and Penicuik Cycling will continue to create more similar events in Penicuik and encourage people to get on their bikes.



Edinburgh College Students' Association (ECSA) is a charity representing over 19,000 students from more than 100 countries attending Edinburgh College. Active travel is one of their priority objectives for 2018/19, which involves engaging with students through cycling and walking events, campaigns, and training in order to help reduce their travel-related carbon emissions. Edinburgh College have a campus in Midlothian located in Eskbank.



Workplace Engagement

Midlothian Council is a Cycle Friendly Employer recognised by an award from Cycling Scotland and carries out in-house training with all Council HGV and PSV drivers to make them aware of cyclists whilst driving. The current fleet of HGV vehicles is due to be modified to include an audible warning when turning left and all new HGV and PSV vehicles will be fitted with radar to detect cyclists.

The Council holds monthly led walks and cycles for staff and recently won a bid to increase cycle parking and gear storage at its headquarters in Dalkeith. A pilot project focused on Midlothian Council staff commenced in 2017, with the aim of increasing staff walking and cycling levels to work. The project provides frequent bike repair sessions, personalised travel planning, cycling skills workshops and travel packs to raise awareness of available active travel routes and increase cycling confidence. It is hoped that the initiative will expand to other organisations in Midlothian in 2018.



New development travel packs

With an increasing number of new housing developments across Midlothian, it is important that new residents are aware of all sustainable transport options within their area. The aim of the pack is to reduce car trips in favour of walking, cycling and public transport. Each pack contains:

- Leaflet showing walking, cycling and public transport information and map for the area
- Local walking and cycling map covering the wider area
- Bus and/or rail timetables relating to the services available in the area
- Link to survey and feedback form

The project will gather information about new residents' previous and current travel habits, including main mode of transport for short trips, shopping, work and education. Through the survey we will also be able to find out if the pack supported travel mode shifts to sustainable transport and allow residents to provide feedback regarding walking, cycling and public transport in Midlothian. The results of the campaign, along with future active travel statistics will allow the council to decide whether similar projects are worth implementing in the future.

Midlothian Access Forum is an independent body established under the Land Reform (Scotland) Act 2003. The forum provides advice, promotes access and helps with producing the Core Paths Plan. The forum appoints representatives from recreational user groups, land-owning organisations and government bodies to help provide balance when dealing with access related matters.

School engagement

Travel plans

Each Midlothian school has a travel plan which aims to encourage pupils and staff to walk, cycle or scoot more often. Midlothian currently has 17 Cycle Friendly Primary Schools, 1 SEN Cycle Friendly School and 4 Cycle Friendly Secondary Schools with cycle clubs established at the schools.

Also in 2014, Midlothian achieved 87% on-road Bikeability training figures, compared to 63% in 2013. The on-road training is carried out with primary 6 children and is undertaken by a member of staff or volunteer. The Scottish average for this type of training is 38%. The new Newbattle High School will have extensive connecting cycle routes and cycle facilities.

Bikeability

Bikeability is a cycling scheme that aims to give pupils the confidence to cycle safely on the road, and to encourage them to continue doing so as adults.

Bikeability Scotland is managed by Cycling Scotland, the national organisation for cycling promotion. Seventeen Midlothian primary schools have delivered the scheme so far, and the aim is to encourage more schools to get involved.



Annual inter-school walk

Midlothian Council holds an annual inter-school walk during Walk to School week every May, when pupils accompanied by school and council staff, walk to their neighbouring schools in order to promote walking as an alternative travel mode.

This is also a good opportunity for pupils to get to know their local area. The Council also supports the initiative by offering school wall charts, stickers and posters to promote the event.



Beeslack High-School Cycling Festival

Beeslack High School in Penicuik had a successful bid for funding from the Commonwealth Games Legacy Fund for a cycle track and skills areas within its grounds. The work was completed in 2015 and was officially opened on 8 June 2015.



The high-school grounds also host the annual Midlothian Bike Festival for primary school pupils, with the aim of promoting cycling, increasing pupils' understanding of using gears, brakes and riding a course, as well as providing the opportunity to compete in the sport of cycling. The latest festival saw over 250 pupils attend in 2017.

Road safety

Road crash statistics

During the past five years there has been an overall decrease in walking and cycling casualties, even though the number of cyclists on the road has generally increased. Between 2012 and 2016 there have been an average of 4.5 KSI accidents per year involving cyclists or pedestrians, a 28% decrease from the previous five year period when there were an average of 6.3 per year.

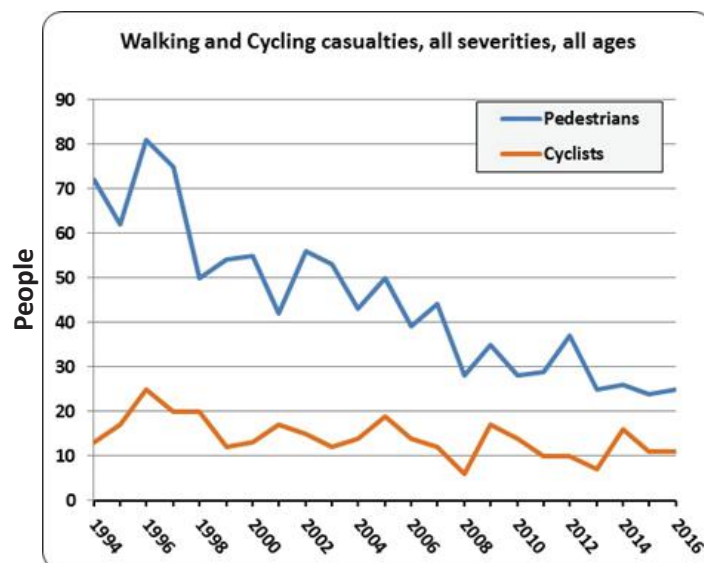


Fig. 1 Walking and cycling casualties, all severities, all ages, 1994-2016

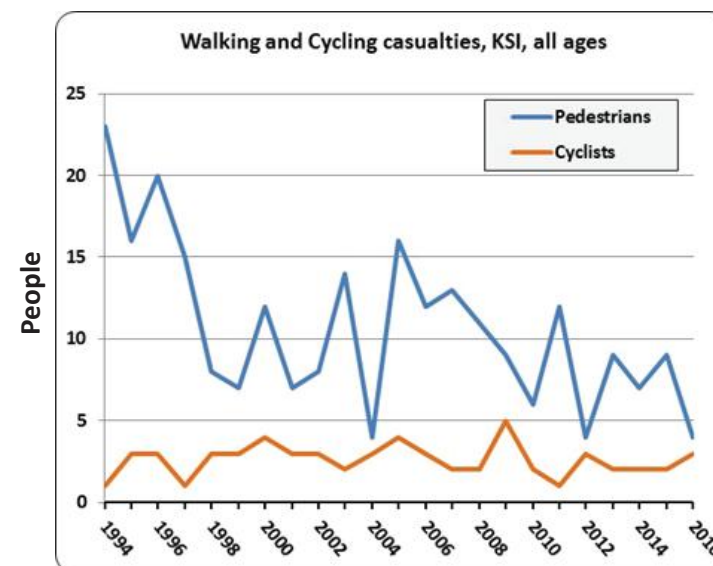


Fig. 2 Walking and cycling casualties, killed or seriously injured, all ages, 1994-2016

Pedestrians, cyclists and horse riders are recognised as 'vulnerable' road users and one of the key issues which deter potential cyclists from using the roads is road safety.

Safety on the road is one of our top priorities in terms of active travel. During the last few years, the council has implemented a series of measures in an effort to reduce road casualties in Midlothian.

Road safety measures

Physical

Midlothian Council has implemented a series of physical measures to make cycling safer and increase driver awareness. Cycle lanes, toucan crossings, zebra crossings with parallel cyclist crossing and advance stop lines have been introduced and it is proposed to increase these facilities when funds are available and if the traffic signal installation is appropriate to accommodate these.

There are currently on-road cycle lanes along the A701 in Penicuik, Milton Bridge, Bilston and Straiton, the B6392 from Eskbank to Melville Castle entrance, and in Shawfair/Danderhall along the A7. Advance stop lines have been introduced at a number of traffic light installations in Bonnyrigg, Penicuik, Loanhead, Straiton and Auchendinny.

Speed reduction

High-speed traffic presents a safety hazard to cyclists. This was addressed on a number of routes in Bonnyrigg, Penicuik, Loanhead, Gorebridge, Dalkeith and Milton Bridge. There are currently 20mph zones in most towns and some villages, most of which are situated outside primary schools and nurseries in order to increase road safety in these areas. Reduced speeds can improve safety for all users. Midlothian Council is committed to implementing traffic calming at

locations where accidents and vehicle speeds are a cause for concern.

Other walking and cycling safety measures

Four of Midlothian Council's refuse collection vehicles were fitted with the Cyclear system. The system includes a 'cycle disk' at the back of the lorry which illuminates when the vehicle is turning left. An audible warning is followed, announcing the driver's intention. A third safety measure involves sensors which detect cyclists or pedestrians moving from the rear of the vehicle to the front left side.



All new council HGV and PSV vehicles will be fitted with the system. Midlothian was the first local authority to implement such a system, with the aim of increasing cyclists' and drivers' awareness and providing a safety measure designed to avoid accidents. Additionally, in-house cyclist awareness training is provided to all HGV and PSV drivers.



Road safety at schools

Kerbcraft

Kerbcraft is a child pedestrian training scheme developed in Glasgow by Professor James Thomson at the University of Strathclyde. Kerbcraft uses practical training methods for pupils to improve their kerbside skills and raise their awareness of traffic, with parent volunteers acting as trainers for the activity. The training is conducted with small groups of children and helps develop their observational skills and decision-making process. The training consists of three phases, which are:

1. Finding a safe place to cross
2. Crossing between parked cars
3. Crossing at junctions

Midlothian Council has been promoting the initiative in order to increase awareness and safety among children. An annual co-ordinator training day also takes place around February each year.

Park Smart and JRSOs (Junior Road Safety Officers)

Bonnyrigg, Cornbank, Cuiken, Lasswade, Newtongrange, Paradykes, St. David's and St. Matthew's Tynewater Primary Schools all held

successful Park Smart campaigns during 2016/2017, in order to address issues of parking on zig-zag lines. Junior Road Safety Officers (JRSOs) from Bonnyrigg Primary School also organised a banner design competition to discourage school gate parking with a personalised message.

The Council has also recently purchased banners to discourage parking on these lines, such as the one shown in the image below.



Give Me Cycle Space

The 'Give everyone cycle space' ran by Cycling Scotland was launched in 2010 and was aimed at drivers, parents and children, and promoted a safety consideration message of giving enough space to cyclists when overtaking. The campaign was supported in Midlothian through local school based activities, complemented by Bikeability Scotland cycle training.

Give me cycle space.



Safe Routes to School

Midlothian Council is working closely with primary schools in order to promote walking and cycling to school and road safety. All schools produce a travel plan every second year and are consulted about road safety in their area.

One recent project promoting road safety at school involved installing polyurethane bollards resembling children in uniform at Mayfield Primary School. The aim of this initiative is to raise drivers' awareness and improve safety at the junction of Stone Avenue, Stone Crescent, Sycamore Road and Beechgrove Road. The majority of schools have a 'Safe Routes to School' leaflet distributed and shows recommended

pupil routes to the school, as well as the location of controlled crossings and crossing guides.

The latest leaflet (Fig. 3) was produced for Paradykes Primary School and features a comprehensive map showing the length of time it would take for pupils and parents to travel actively to school.

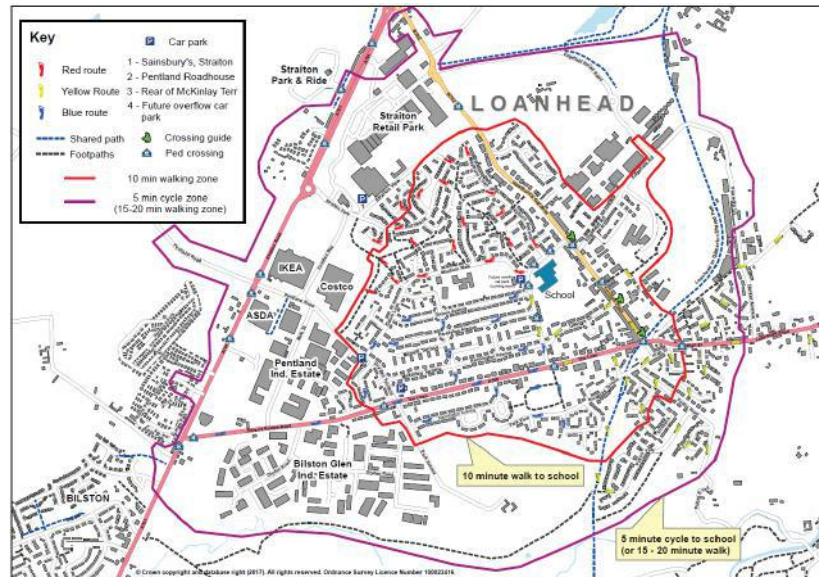


Fig. 3 Paradykes Primary School travel map

Cycle training

Midlothian Council successfully bid for the services of two I-Bike officers from Sustrans. The I-Bike initiative commenced in 2015

with an initial focus on the Newbattle and Lasswade High School clusters. The I-Bike officers integrated with the High Schools and several feeder primary schools to raise the profile of cycling in the schools. Main activities include led rides and walks, bicycle maintenance sessions, Bikeability Scotland training and 'learn to ride' sessions.

During 2017-18 the project focused on Dalkeith and Penicuik High-School clusters, with support offered to some of the schools from the previous year. The success of the project can be measured by the overall increase in active travel to school and decrease in driven figures.

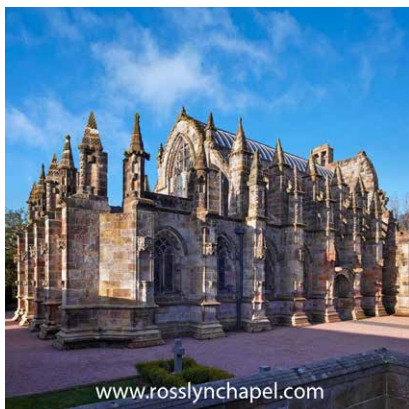
The Council's aim is to continue to seek match-funding for the initiative so that more schools across Midlothian can benefit from the tailored active travel activities.



Walking and cycling tourism

Research by Sustrans shows that tourism and leisure cycling on the National Cycle Network contribute over £650m to the UK economy annually,⁴ while data from Visit Scotland shows that walking holidays contribute up to £1.26b to the Scottish economy alone.⁵

Midlothian has great potential in becoming an attractive cycling and walking tourism destination, especially after the re-opening of the Borders Railway. The Scottish Tourism Economic Assessment Monitor (STEAM) showed an overall increase of 6.8% in visitor spend for the first half of 2016, compared to the same period in 2015 when the railway was not operational.



Rosslyn Chapel and The National Mining Museum Scotland have become the first two visitor attractions in the Lothians to achieve the Cyclists Welcome award from Visit Scotland.

Recently, the Paper Mill restaurant in Lasswade has become the first restaurant in the Edinburgh & Lothians area to gain the Cyclists Welcome Award from Visit Scotland.

Midlothian Tourism Forum has also recently published its second edition of 'Cycle Midlothian!' leaflet, detailing cafes, restaurants, visitor attractions and cycle shops, cycle engineers and hirers who are keen to attract more visitors and customers who use bicycles. The potential to build on existing programmes and initiatives can lead to significant investment.

Horse riding

Horse riding is a popular activity in Midlothian. There are a variety of bridleways that can be explored across Midlothian, with different routes offering an opportunity to explore local countryside, historic and natural sites. For more information regarding all the main bridleways please visit

https://www.midlothian.gov.uk/info/200226/walking_and_cycling/438/horse_riding

It is important that vulnerable road users such as pedestrians, cyclists and equestrians share paths responsibly. The 'Code of conduct for horse riders and cyclists' created by The British Horse Society provides a good overview of guidelines that should be taken into consideration when sharing paths with equestrian users.

Funding

Most of the funding allocated to active travel in Midlothian is external. During 2016-2017, Midlothian Council committed approximately £480,000 for walking and cycling infrastructure and promotion. The main sources of funding for active travel initiatives were from Sustrans' Community Links programme, Cycling, Walking and Safer Streets (CWSS), Support Plus from Cycling Scotland and Smarter Choices, Smarter Places programmes, the latter both funded by the Scottish Government.

Sources of additional and match-funding included SEStran, the regional transport partnership for south-east Scotland, and developer contributions. The Council is determined to continue bidding for grant and match-funding in order to improve infrastructure and promote the benefits relating to active travel.

Infrastructure

Research shows that investment in active travel infrastructure has positive impacts for people and the places where they live. The growth of the cycling and walking network will create a safer and more accessible active travel environment in Midlothian.

Midlothian has a variety of urban and rural routes suitable for walking and cycling. However, there are topographic, financial, land ownership and road network constraints which form a barrier to planning new infrastructure.

This strategy will aim to provide a framework of solutions to address the need for new and improved active travel infrastructure and to overcome some of the barriers to walking and cycling.



Active travel infrastructure in Midlothian

Core paths (*paths or adopted minor roads, or pavements, with restricted or regulated access for motorised vehicles; cater to all users*)

The Land Reform (Scotland) Act 2003 provided statutory access rights to most land in Scotland for walkers, cyclists and horse riders. The Midlothian Core Paths Plan came into effect as a consequence of the Act and provides an overview of all core paths in Midlothian.

Although not all core paths are suitable for all user groups, these provide for people of all abilities. All core paths are signposted accordingly in Midlothian. The council's Core Paths Plan and associated maps can be found on the council's dedicated active travel page at www.midlothian.gov.uk/walking-and-cycling.

Multi-user paths (*designated for walking, cycling, horse-riding and other non-motorised access*) and **Cycleways** (*designated for walking and cycling access*)

Midlothian has a wide range of walking and cycling paths connecting local towns with the countryside and neighbouring local authorities. There are currently four segregated multi-user paths and cycleways

that cross into adjoining local authority areas, with planning permission from Midlothian Council for another cross-border route from Roslin to Peebles.

There are an increasing number of multi-user paths within Midlothian with examples at Gilmerton Road, Cowden, Lugton Brae, the Bush, Milton Bridge, Easthouses Road, Dalhousie Road, Eskbank and Hopefield, Bonnyrigg. Many larger new developments have multi-user paths, increasing the overall length of segregated walking and cycling facilities as part of the active travel network. All cycleways are signposted accordingly in Midlothian. Local walking and cycling maps can be found on the council's dedicated active travel page at www.midlothian.gov.uk/walking-and-cycling.

On-road cycle lanes

There are currently approximately 15 kilometres of on-road cycle lanes in Midlothian, including the A701 from Penicuik, the A7 from Sheriffhall Roundabout to the City of Edinburgh boundary and Eskbank Roundabout to Elginhaugh.

Quiet routes

Similar to the 'QuietRoutes' initiative in Edinburgh, a network of quiet routes will be developed in order to provide an alternative for walking

and cycling around Midlothian. The aim is to signpost and map routes which can be used by users of all abilities in order to avoid major roads with heavy traffic within the county. The routes will follow existing paths within the walking and cycling network, as well as roads with speed limits of maximum 30mph.

Cycle parking

Cycle parking is currently available in every Midlothian town centre, at every school and leisure centre. Covered cycle parking is also available at every railway station in Midlothian. The aim is to increase the number of bicycle parking spaces in town centres and at local facilities.



Cross-border network

Existing cross-border routes

NCN Route 1 - Newcastle to Edinburgh (Coast to Castles) (25km)

The Coast to Castles route passes through Midlothian on quiet roads from the Borders via the Granites, northwards towards Middleton, Temple, Carrington and Bonnyrigg. The route becomes mainly off-road in Bonnyrigg and continues towards Dalkeith campus. The route then continues towards Whitecraig in East Lothian and connects into Musselburgh and Edinburgh.

NCN Route 196 - Penicuik to East Lothian via Dalkeith (16km)

A 16km cycleway (mostly segregated) begins at Valleyfield in Penicuik and extends eastwards through Auchendinny, Roslin Glen, Rosewell, Bonnyrigg, Eskbank and Dalkeith. The route also connects to Haddington via the Pencaitland cycleway. Part of the former route from Hardengreen to Sheriffhall has been severed by the Borders Railway, and an alternative route via Eskbank/Newbattle is in place.

Eskbank to Gilmerton (3.5km)

A combination of on-road cycle lanes along Melville Road and segregated cycleway along Gilmerton Road connects with the existing cycleway along Gilmerton Road in Edinburgh.

Roslin to Shawfair (7km)

A 3.5km segregated cycleway begins at Roslin and extends northwards via Loanhead to Gilmerton. The path was recently extended to Shawfair using a disused railway line, thus completing an important commuter and leisure link.

Cross-border network development

Midlothian shares council borders with Edinburgh, East Lothian and Scottish Borders councils. Within the SEStran area, Midlothian has one of the highest percentage of cross-border cycle commuting at 1.3% of cross-border modeshare (same as East Lothian).

A 2015 strategic report by SEStran assessed cross-boundary cycling routes with neighbouring local authorities. The main findings of the assessment concluded that gaps and barriers exist mainly between Midlothian and Edinburgh. These include Sheriffhall roundabout, poor connectivity between Bonnyrigg and Edinburgh, lack of connectivity to Bush Estate, incomplete provision along A701 and lack of connectivity with the Scottish Borders.

Other measures set out in the report have been resolved, such as the extension of the aforementioned Roslin to Shawfair path which

ended abruptly at Lasswade Road.

Midlothian Council has taken into consideration the recommendations of the report by SEStran. Many of the recommended changes to the infrastructure reflect the council's aims to provide a better connected cycling network with bordering local authorities.



Development control and active travel

Well-designed streets within new housing developments can provide a more inclusive environment for pedestrians and cyclists. Walking and cycling should be encouraged in all new developments through the design of the network, provision of cycle parking and filtered permeability.

All new developments in Midlothian are based on the policy statement for street design in Scotland, 'Designing Streets'.⁶ The document promotes a design-led method to planning streets, rather than a standard-based approach. Walking and cycling are therefore key parts of the design process.



The Council has its own safeguarded routes and development aspirations that want to be achieved. In terms of active travel, the Council aims to abide by several key considerations when consulted regarding new streets layouts, such as:

- Street user hierarchy should consider pedestrians first and private motor vehicles last
- Street design should be inclusive, providing for all people regardless of age or ability
- Design should be used to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the local context and deliver safe streets for all
- Street furniture should be located for maximum benefit and to reduce pedestrian obstruction
- Street design should provide good connectivity for all modes of movement and for all groups
- Junctions should be designed with the considerations of the needs of pedestrians first
- Street layouts should be configured to allow walkable access to local amenities for all street users
- Streets should allow for and encourage social interaction
- Street patterns should be fully integrated with surrounding networks to provide flexibility and accommodate changes in built and social environments (Designing Streets guide)

In terms of linking existing paths, a design exercise takes place before new developments are approved. This allows planners to verify the feasibility of linking into the existing network. New development sites can provide new through routes for pedestrians and cyclists and can address missing links between communities.

Many new developments provide the opportunity of linking future paths with newly built ones, as is the case, for example, with the cycleway along the Bonnyrigg by-pass which ends as you exit the urban extent towards Rosewell.



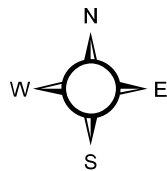
Midlothian Council will continue to investigate and where possible provide dedicated off-road walking and cycling paths. However, prioritisation is required in terms of infrastructure connections within the county.

Strategic active travel maps have been created for each town in order to outline and provide a better understanding of proposed and potential paths. Many of the aspirational paths shown on the map are already existing core paths and therefore pedestrians, cyclists and horse-riders can access them. However, some may not be suitable for cycling or horse-riding at the moment due to terrain or path width. Cycling and horse-riding on these paths is the responsibility of individual users and means respecting each other's rights and sharing responsibly.

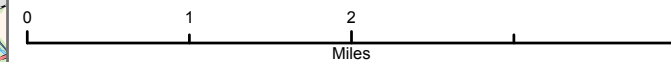
The strategic paths shown on the following maps are colour-coded based on their priority level (short-term up to 2021, medium-term up to 2028 and long-term thereafter). These indicative timescales reflect decisions made through internal, stakeholder and public consultations. The paths marked as 'proposed' are either consented or under construction, while 'MUP' stands for 'multi-user path' and caters for all non-motorised users which includes walking, cycling and horse-riding.

Legend

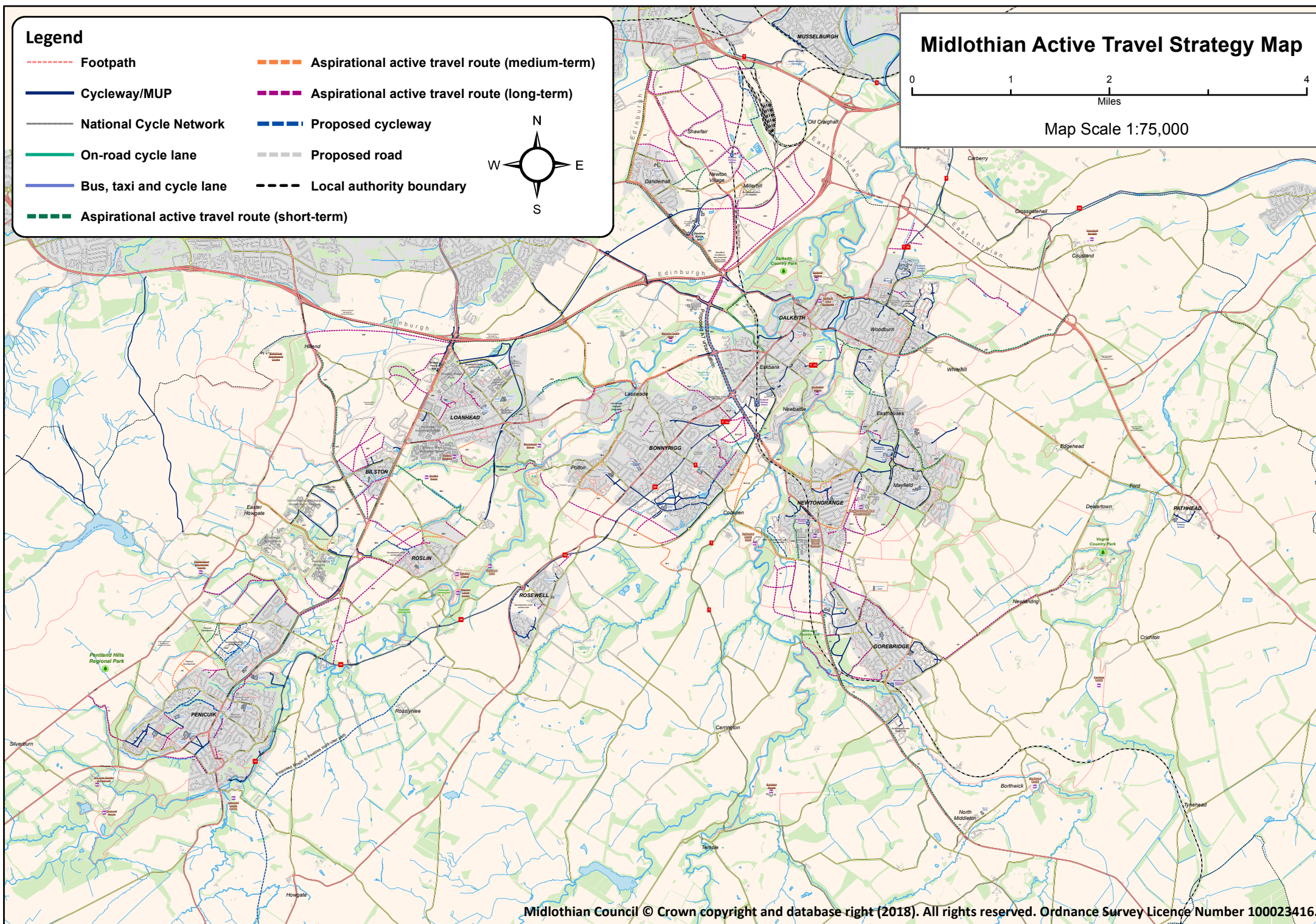
- | | |
|--|--|
| ----- Footpath | ----- Aspirational active travel route (medium-term) |
| ——— Cycleway/MUP | ----- Aspirational active travel route (long-term) |
| ——— National Cycle Network | - - - - Proposed cycleway |
| ——— On-road cycle lane | - - - - Proposed road |
| ——— Bus, taxi and cycle lane | - - - - Local authority boundary |
| - - - - Aspirational active travel route (short-term) | |

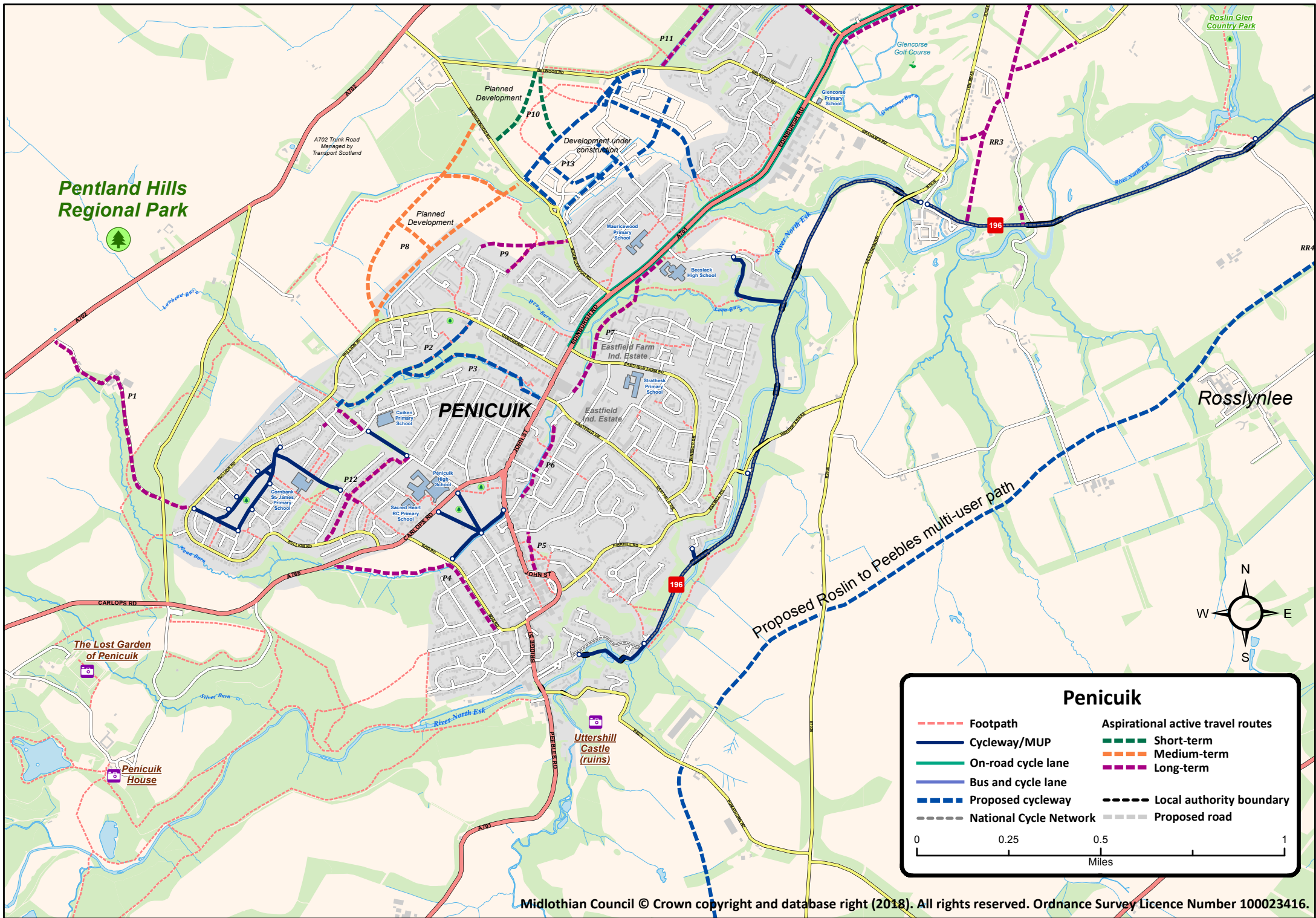


Midlothian Active Travel Strategy Map



Map Scale 1:75,000

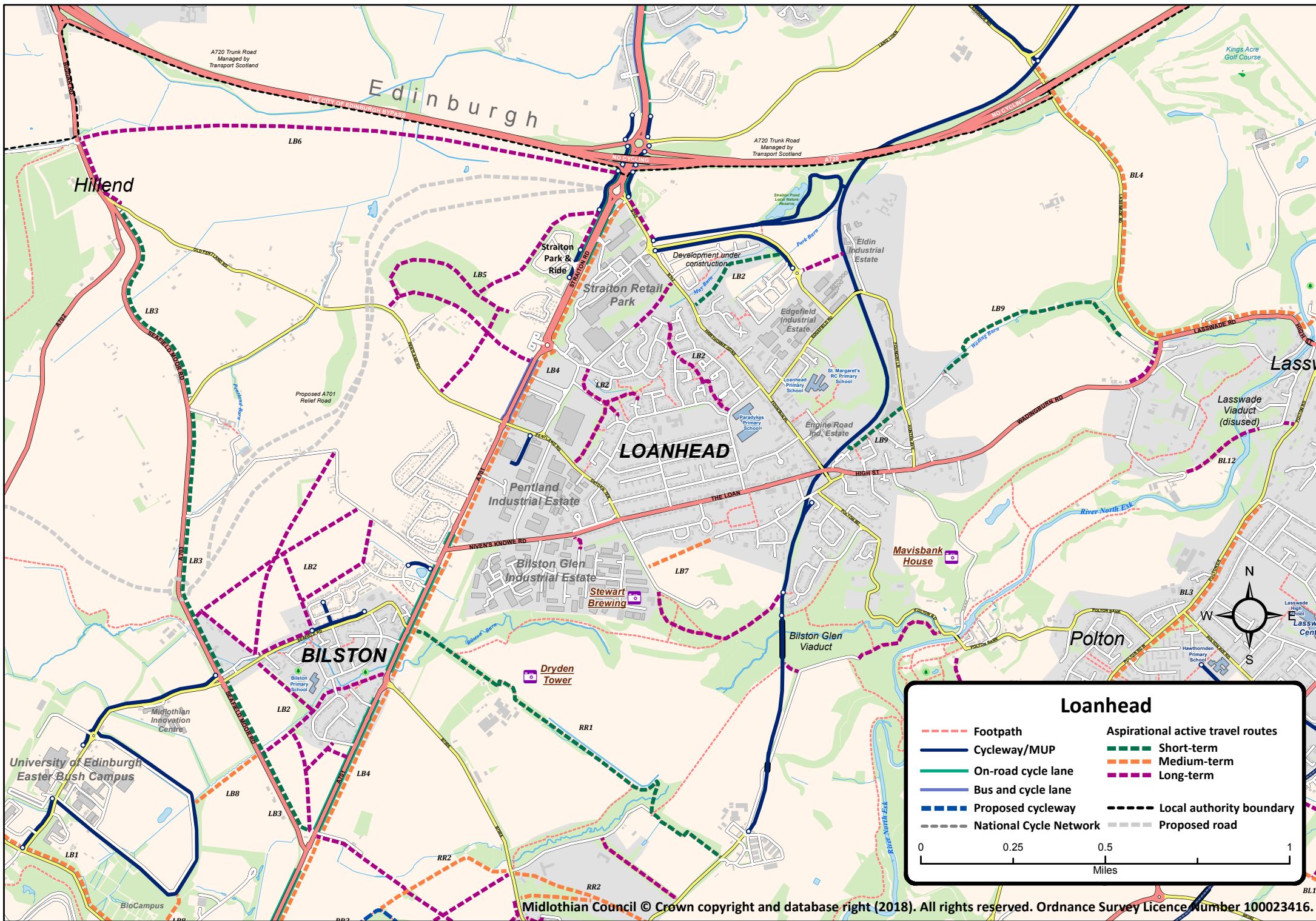




Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
PENICUIK	Connection between Rullion Road and A702 (P1)	Off-road track, unsurfaced, suitable for rambling and mountain biking	Re-surfacing and signing	Improved connectivity between Penicuik and the A702	Long-term
	Connection between Rulion Road and Queensway via Cuiken Terrace and Brunstane Gardens (P2)	Pedestrian-only path, partly surfaced	Widening and re-surfacing (as required) of existing paths	Improved cycling connectivity and increased road safety	Medium-term
	Cuiken Burn path link to Edinburgh Road (P3)	Pedestrian-only path, partly surfaced	Widening and re-surfacing (as required) of existing paths	Improved cycling connectivity and increased road safety	Short-term
	Connection between Broomhill Road and Carlops Road via Bog Road and along Loan Burn (P4)	Pedestrian-only path, surfaced along Bog Road, unsurfaced along Cuiken Burn	Widening and re-surfacing (as required) of existing paths	Improved connectivity within Penicuik	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
PENICUIK	Connection between St. Kentigern Way and Eskhill (P5)	Pedestrian-only path, surfaced	Widening of existing path	Improved connectivity within Penicuik town centre; increased road safety	Short-term
	Connection between Loanburn and Eastfield Drive along Cuiken Burn (P6)	Pedestrian-only path, surfaced	Widening of existing path	Improved connectivity and increased road safety	Short-term
	Connection between Eastfield Industrial Estate and Beeslack High-School via Beeslack Woods (P7)	Pedestrian-only path, unsurfaced	Widening and re-surfacing of existing path	Improved connectivity within Penicuik; increased road safety	Short-term
	Connection between Rulion Road and Mauricewood Rd. (P8)	None	New cycleway creation via new housing development	Improved connectivity within Penicuik; increased road safety	Medium-term
	Connection between Charles St./Philip Pl. and Mauricewood Rd. (P9)	Unsurfaced path	New cycleway creation via new housing development	Improved connectivity and increased road safety	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
PENICUIK	Connection between Belwood Road and Mauricewood Road development (P10)	None	New cycleway via housing development	Improved connectivity	Short-term
	Connection between Belwood Road and Glencorse (P11)	Unsurfaced path/track	Re-surfacing of existing path	Improved connectivity and increased road safety for cyclists	Long-term
	Connection between Rullion Road and Bellman's Road (P12)	Pedestrian-only path, surfaced	Widening of existing path	Improved connectivity and increased road safety for cyclists	Long-term
	Connections around Mauricewood area (P13)	None	New paths via housing development	Improved connectivity and increased road safety for cyclists	Short-term

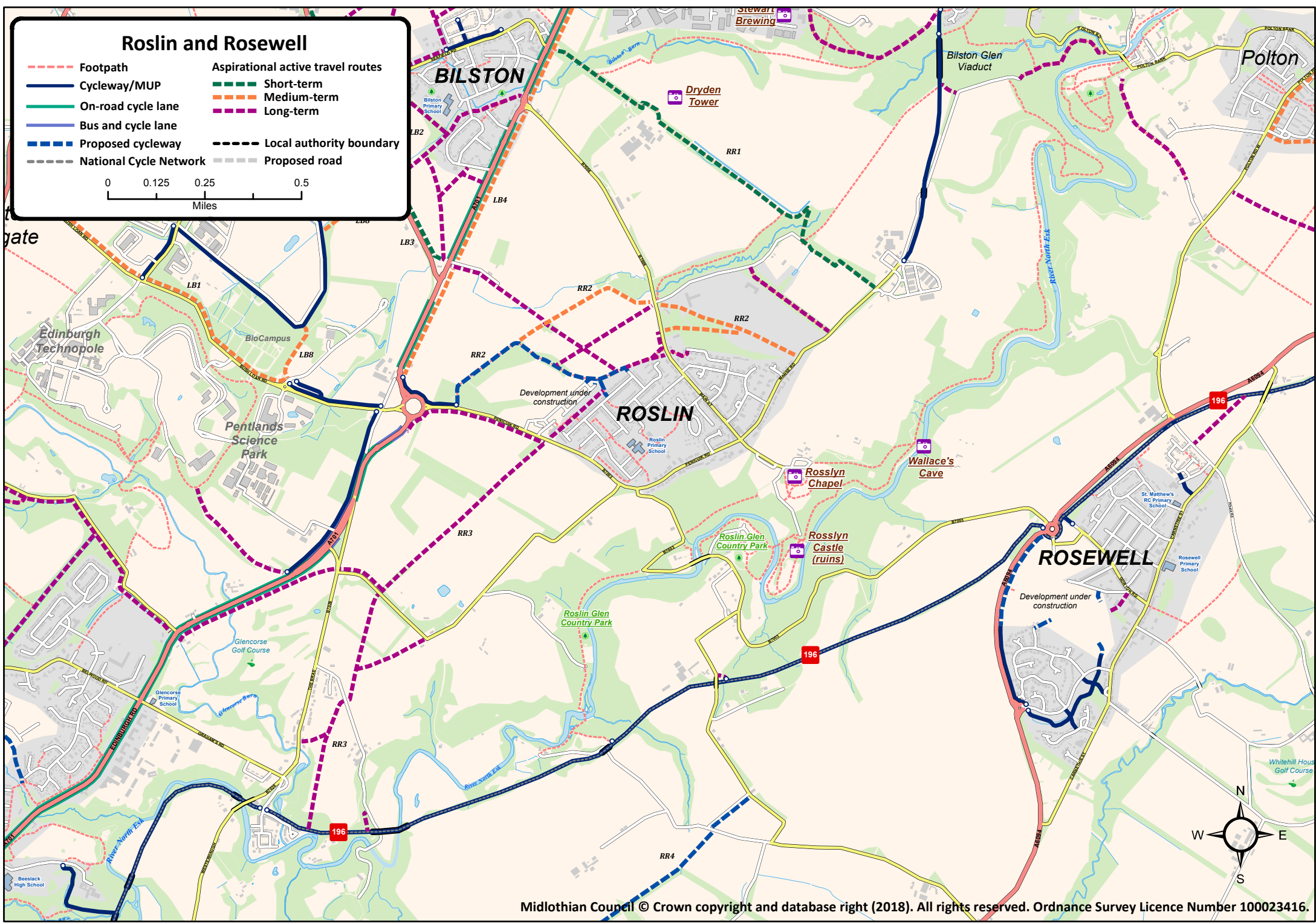
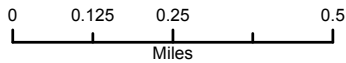


Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
LOANHEAD	Connection between A702 and Easter Bush Campus via Bush Loan Road (LB1)	On-road cycling, narrow pedestrian footway	Widening and re-surfacing of existing path	Active travel-friendly path; increased road safety for pedestrians and cyclists	Medium-term
	Connections within Bilston and Loanhead (LB2)	A range of surfaced and unsurfaced paths	Widening and re-surfacing (as required) of existing paths; new path creation via new housing development	Improved connectivity for active travel within Bilston and Loanhead; increased road safety	Short-term and long-term
	Connection between Seafeld Moor Rd/A703/A701 junction and Hillend (LB3)	Pedestrian-only path; on-road cycling only	Change of path status to 'core path'	Improved connectivity for active travel; increased road safety	Short-term
	Connection between Seafeld Moor Road/A701 junction and Straiton Road/B702 junction (LB4)	On-road cycling using a limited combination of cycle lanes and bus lanes along A701	Re-purposing of existing road layout along the A701 once relief road is in place, providing segregated cycle infrastructure	Increased road safety	Medium-term

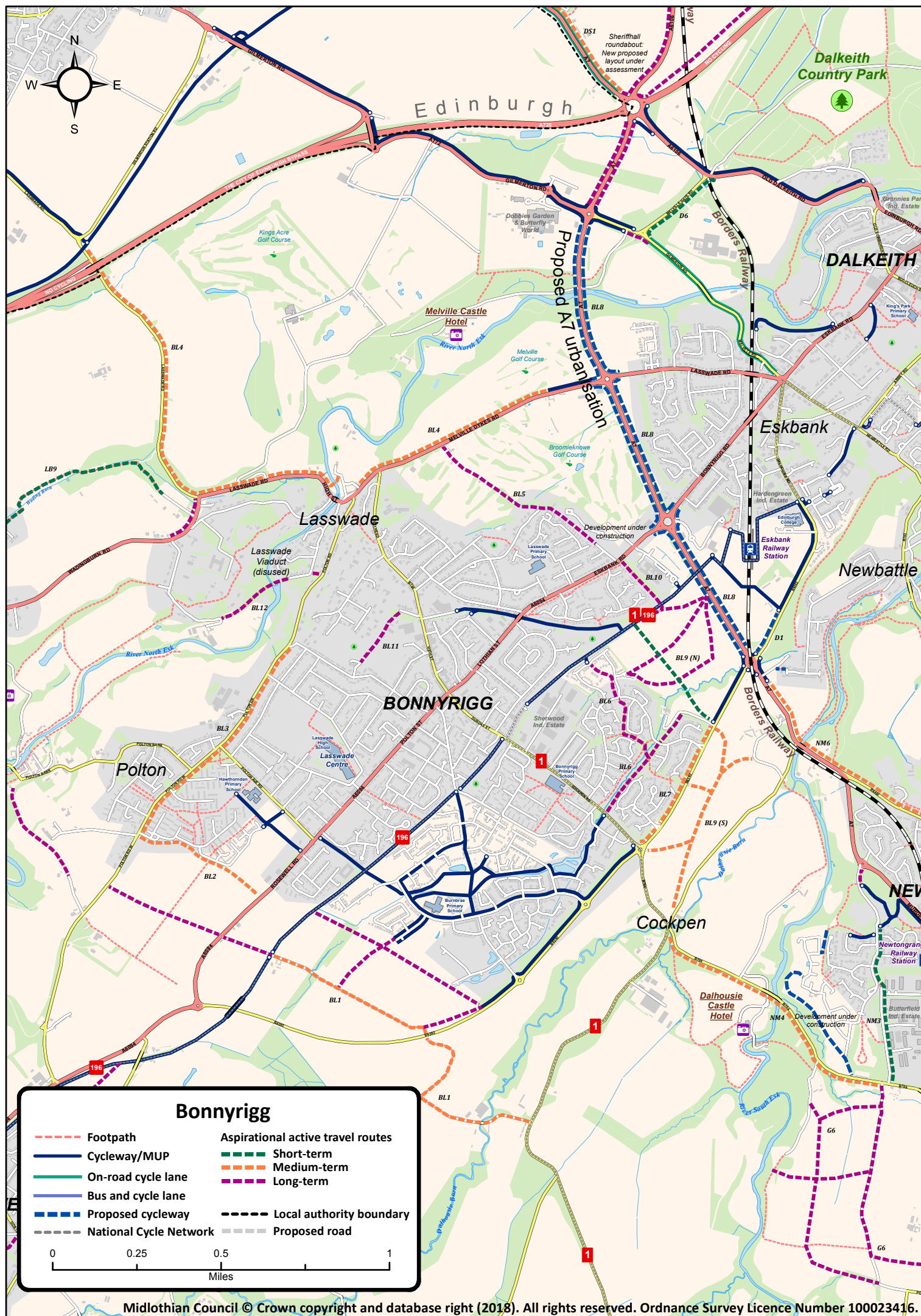
Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
LOANHEAD	Connections between existing cycleway along Straiton Rd. and Pentland Rd. (LB5)	None	New active travel infrastructure via development sites	Improved connectivity	Long-term
	Connection between existing cycleway along Straiton Road and Hillend (LB6)	None	New active travel connection	Improved connectivity and access to Midlothian Snowsports Centre and Pentland Hills Regional Park	Long-term
	Connection between Park View and Park Avenue (LB7)	Unsurfaced path/track along playing field	Surfacing of path	Improved connectivity to Bilston Glen Industrial Estate	Medium-term
	Connection between Bush Loan Ro. and Seafield Moor Rd. (LB8)	None	New cycleway	Active travel-friendly path	Medium-term
	Connection between Loanhead Path and Wadingburn Road via Hunter Ave. and along Wading Burn (LB9)	Unsurfaced path along Wading Burn; surfaced, pedestrian-only path up to Hunter Avenue	Widening of existing footpath and surfacing of path along Wading Burn	Improved connectivity between Loanhead and Lasswade, avoiding walking or cycling along Wadingburn Rd.	Short-term

Roslin and Rosewell

- Footpath
- Cycleway/MUP
- On-road cycle lane
- Bus and cycle lane
- Proposed cycleway
- National Cycle Network
- Aspirational active travel routes
 - Short-term
 - Medium-term
 - Long-term
- Local authority boundary
- Proposed road



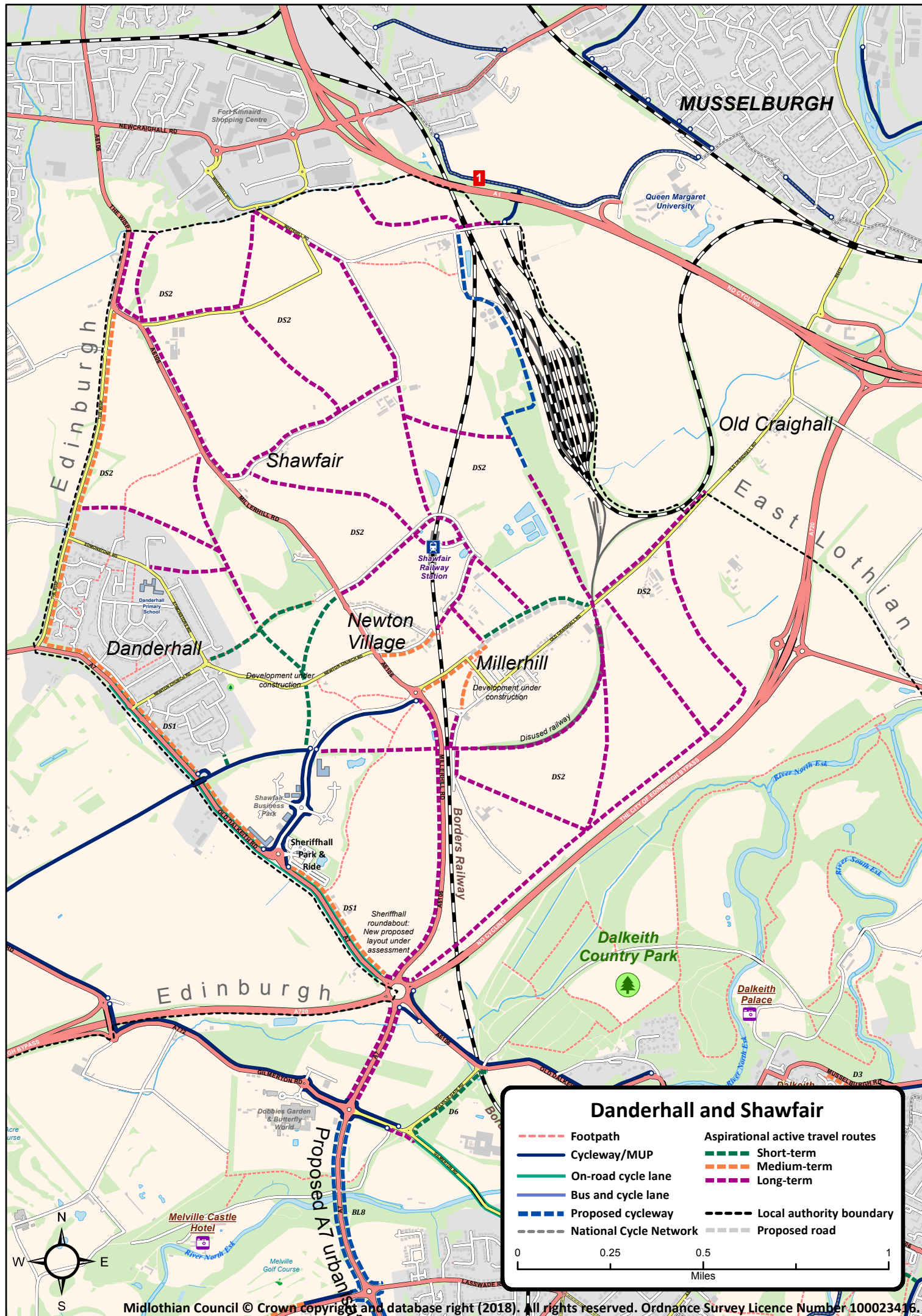
Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
ROSLIN AND ROSEWELL	Connection between Dryden Farm and A701 (RR1)	Unsurfaced path via Langhill Farm	Surfacing of existing path	Improved connectivity	Short-term
	Connection between Manse Road and Penicuik Road via former Roslin Institute site and B7006 (RR2)	Unsurfaced path between B7006 and Penicuik Road; no path between Manse Road and B7006	Surfacing of existing path and creation of new path	Improved connectivity between the Loanhead Railway Path and Easter Bush Campus, ultimately linking the campus and adjacent science and technology parks with Edinburgh and Shawfair via new Gilmerton link	Medium-term
	Connection between Penicuik Road and Auchendinny (RR3)	None	Creation of segregated active travel infrastructure via new development site	Improved connectivity between Gilmerton and Penicuik	Long-term
	Connection between Roslin and Peebles (RR4)	None	Creation of segregated active travel link	Improved connectivity to Scottish Borders	Long-term



Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
BONNYRIGG	Connection between Rosewell Road and NCN1 near Dalhousie Burn (BL1)	None	Creation of segregated active travel infrastructure to link A6094 Rosewell Road, NCN route 196 and B6392 with the existing on-road NCN route 1 (to be done through new housing development in the Hopefield area).	Improved connectivity within Bonnyrigg and between NCN route 1 and Bonnyrigg; increased road safety	Medium-term
	Connection between Polton Road W and Rosewell Road (BL2)	Pedestrian-only path, partly surfaced	Widening and re-surfacing (as required) of existing path	Improved connectivity within Bonnyrigg and to Polton	Medium-term
	Path along Polton Road W and Polton Drive between Cameron Crescent and Dobbie's Road (BL3)	Pedestrian-only path, partly surfaced	Widening and re-surfacing (as required) of existing path	Improved connectivity within Bonnyrigg; increased road safety	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
BONNYRIGG	Path along Lasswade Road between Gilmer-ton Station Road and Melville Dykes Road rdbt (A7) (BL4)	Pedestrian-only path	Widening of existing path	Improved cycling connectivity between Lasswade town centre, Edinburgh & Eskbank; increased road safety	Medium-term
	Connection between Melville Dykes Rd. and Eskbank Rd. through Broomieknowe Golf Course (BL5)	Track and surfaced road	Surfacing of existing track	Improved cycling connectivity between Melville Dykes Road and Eskbank Road	Long-term
	Path between Cockpen Road and NCN route 1/196 path (BL6)	Pedestrian-only path	Widening of existing path	Improved cycling connectivity between Cockpen Road and NCN route 1 and 196; increased road safety	Long-term
	Path between B704 (Cockpen Road)/B6392 rdbt and A7 Hardengreen rdbt (BL7)	Pedestrian-only path	Widening of existing path	Improved connectivity between Bonnyrigg and Eskbank; increased road safety	Medium-term

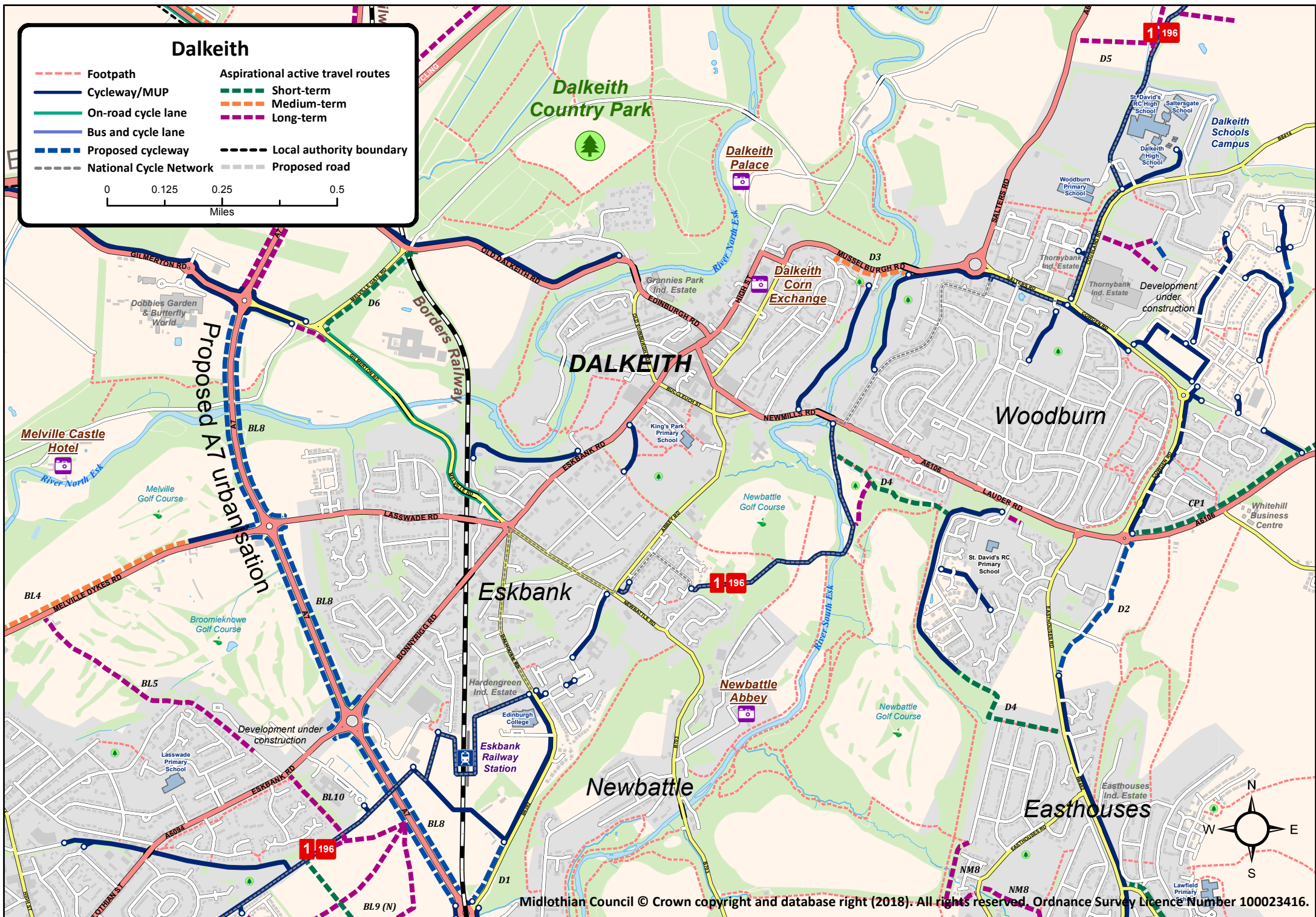
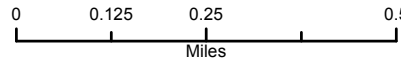
Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
BONNYRIGG	Connection between Hardengreen rdbt and Gilmerton Road rdbt along the A7 (BL8)	A combination of surfaced/unsurfaced pedestrian-only paths; on-road cycling only	Creation of new active travel infrastructure and bus lay-bys along both sides of the A7	Improved connectivity between Bonnyrigg, Eskbank and Edinburgh	Short-term
	Connection between Cockpen and NCN route 1/196 (BL9 S + BL9 N)	None	Creation of new active travel infrastructure pending new housing development	Improved connectivity between Cockpen, Bonnyrigg and NCN route 1/196	Short-term (BL9 N) Medium-term (BL9 S)
	Path between Eskbank Road and NCN route 1/196 (BL10)	Unsurfaced grassy path	Surfacing of existing path	Improved connectivity between Eskbank Road and NCN route 1/196	Long-term
	Connection between Dobbie's Road and Park Road through King George V Park (BL11)	None	Linking Lower Broomieknowe to existing path and widening of existing path within the park	Improved connectivity within Bonnyrigg	Long-term
	Lasswade Viaduct connecting Kevock Rd. and Westmill Rd. (BL12)	None (disused viaduct)	Viaduct restoration and creation of multi-user link	Improved connectivity between Lasswade and Polton/Loanhead	Long-term



Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
DANDERHALL AND SHAWFAIR	Connection along the A7 between Gilmerton Road roundabout and The Wisp (DS1)	None from Gilmerton Road roundabout to Sherriffhall roundabout; pedestrian-only path and cycle lanes from Sherriffhall roundabout to new link	Creation of new active travel infrastructure from Gilmerton Road roundabout to Sherriffhall roundabout; widening of existing path from Sherriffhall roundabout to new link	Improved connectivity between Bonnyrigg, Dalkeith and: Edinburgh, Sherriffhall P&R, Danderhall and Shawfair	Medium-term
	Connections within the Shawfair area (DS2)	None; pedestrian-only paths	Creation of new active travel infrastructure within Shawfair	Improved connectivity within Shawfair, and between Midlothian and East Lothian/Edinburgh	Short, medium and long-term

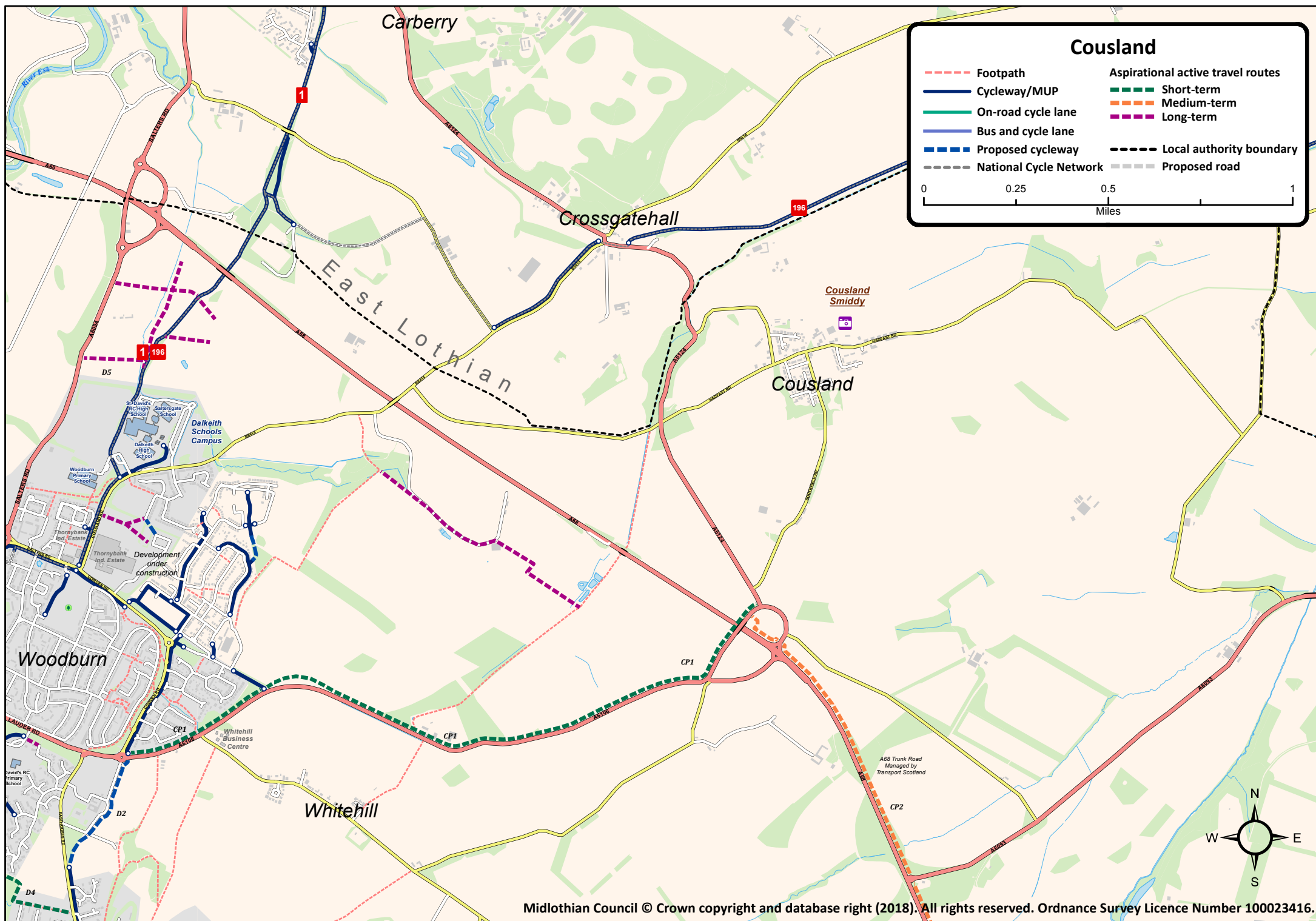
Dalkeith

- Footpath
- Cycleway/MUP
- On-road cycle lane
- Bus and cycle lane
- Proposed cycleway
- National Cycle Network
- Aspirational active travel routes
 - Short-term
 - Medium-term
 - Long-term
- Local authority boundary
- Proposed road



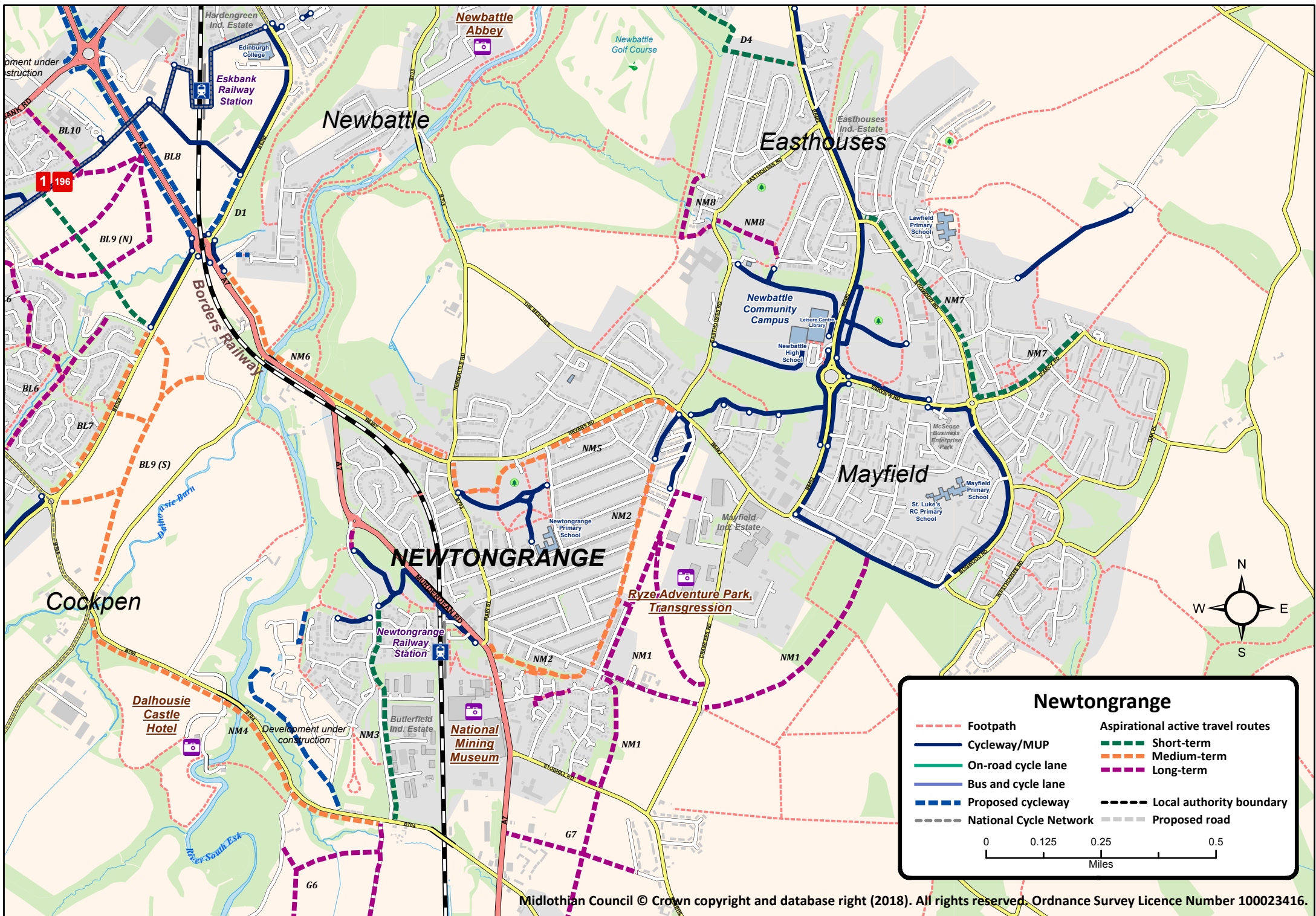
Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
DALKEITH	Path along B6392 between Hardengreen roundabout and existing cycleway (D1)	Pedestrian-only path	Widening of existing path	Improved connectivity between Bonnyrigg and Eskbank; increased road safety	Short-term
	Connection between cycleway along Easthouses Road and cycleway along Cowden Road (D2)	On-road cycling along Easthouses Road and A6106	Creation of new active travel link between the two cycleways through existing housing estate/farm	Addressing a missing link for improved connectivity between Midlothian and East Lothian, thus creating a fully segregated connection between Mayfield and: White-craig, Dalkeith Campus, Woodburn PS and Woodburn; increased road safety	Short-term
	Connection between existing cycleway along Musselburgh Rd. and Shadepark Dr. (D3)	Pedestrian-only path	Removal of guard-rail	Improved cycling connectivity	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
DALKEITH	Connection between Easthouses Road and Waterfall Park (D4)	Existing cycleway within new housing estate at Wester Kippielaw Drive, not connected to Waterfall Park or Easthouses Road; pedestrian-only path from Easthouses Road to Lothian Drive	Widening of existing path from Easthouses Road to Lothian Drive; creation of new active travel link between Lothian Drive and existing cycleway along Wester Kippielaw Drive; creation of new cycleway between Wester Kippielaw Drive and Waterfall Park	Improved connectivity between Mafield/ Easthouses and: Dalkeith town centre, Woodburn and St. David's RC Primary School	Short-term
	Connection between Salters Rd. and NCN route 1/196 (D5)	None	Creation of new active travel infrastructure pending new housing development	Improved connectivity within the area	Long-term
	Path along Melville Gate Road (D6)	Pedestrian-only path	Widening of existing path	Improved connectivity between Dalkeith and Edinburgh	Short-term





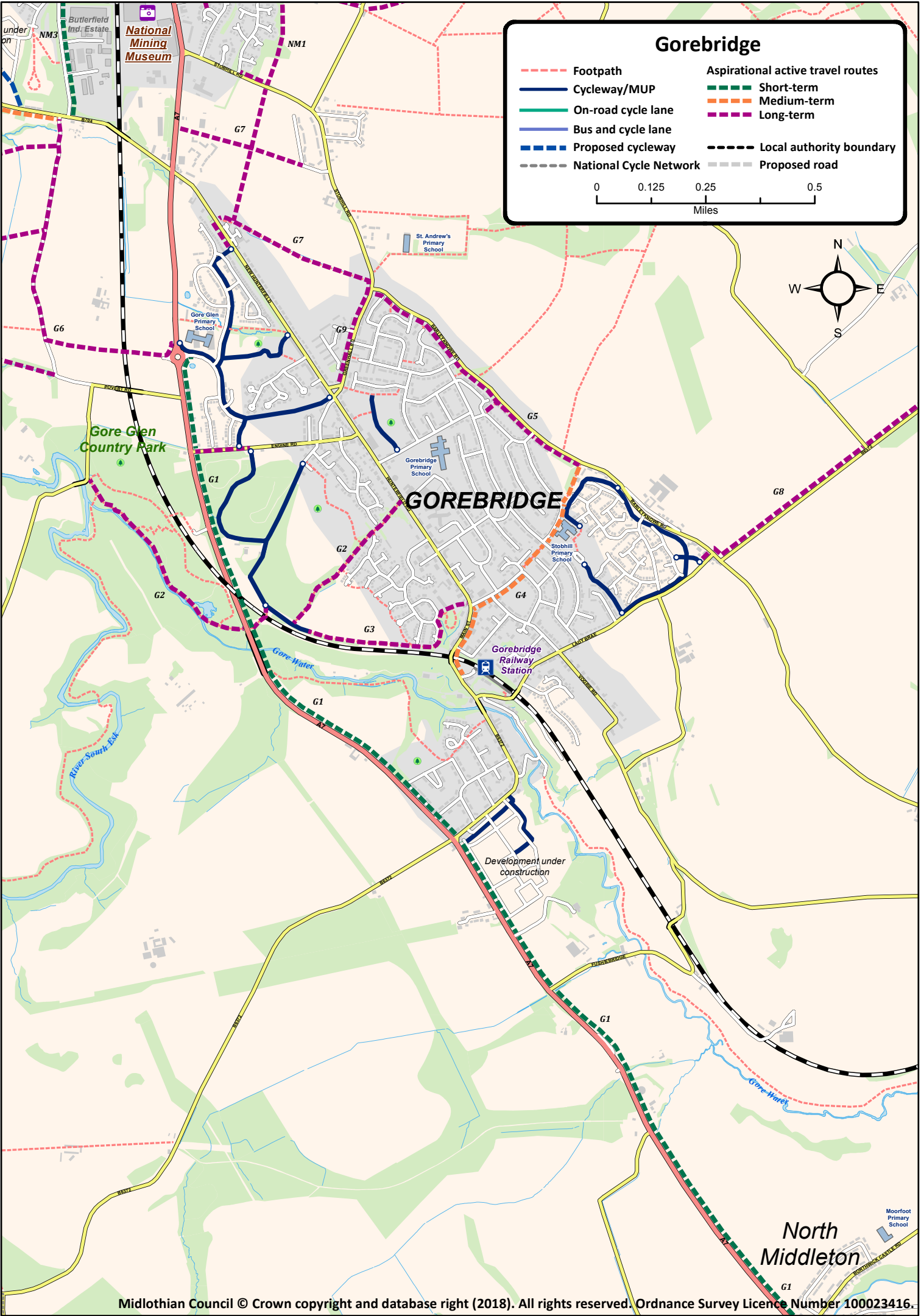
Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
COUSLAND AND PATHHEAD	Connection between A6124 and Lauder Road/Cowden Road roundabout along A6106 (CP1)	Pedestrian-only path	Change of path status to 'core path'	Improved active travel connectivity between Cousland and Dalkeith; increased road safety	Short-term
	Connection between Pathhead and A6106 along A68 (CP2)	Pedestrian-only path	Widening of existing path	Improved active travel connectivity between Pathhead and Cousland/Dalkeith	Medium-term
	Path along Edgehead Road between B6372 and Cotty Burn (CP3)	Pedestrian-only path	Widening of existing path	Increased road safety along Edgehead Road	Medium-term



Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
NEWTONGRANGE	Connections between Stobhill Road and Bogwood Road/B6482 Suttislea Road (NM1)	On-road cycling only and partly available pedestrian path along Crawlees Road	Creation of new active travel infrastructure through new housing development	Improved connectivity within Newtongrange and Mayfield, and between Newtongrange/Mayfield and Gorebridge	Long-term
	Connection between B6482 Suttislea Road and A7 Murderdean Road (NM2)	On-road cycling only; pedestrian-only path between Lingerwood Road and Murderdean Road	Widening of existing path between Lingerwood Rd. and Murderdean Rd.; creation of new active travel infrastructure between Lingerwood Rd. and: Wester Suttislea Loan and Mayfield Industrial Est. and/or upgrading of existing road and paths between Eight St and Lingerwood Road	Improved connectivity between Mayfield/Newtongrange and Newtongrange town centre/railway station; increased road safety	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
NEWTONGRANGE	Connection between B704 and existing cycleway leading to Murderdean Rd. (NM3)	On-road cycling only; pedestrian-only path through Butlerfield Industrial Estate	Widening of existing path through Butlerfield Industrial Estate	Improved cycling connectivity between B704 and Newtongrange railway station	Short-term
	Connection between B704 at Butlerfield and Cockpen (NM4)	On-road cycling only along B704; pedestrian-only path	Widening and upgrading of existing path	Improved cycling connectivity between Newtongrange/Gorebridge and Cockpen/Bonnyrigg, ultimately providing a segregated active travel link into Edinburgh	Medium-term
	Connection between Suttislea Road and B703 Main Street (NM5)	On-road cycling only; pedestrian-only path along Bryans Road	Widening of existing paths along Bryans Road and through Welfare Park	Improved cycling connectivity within Newtongrange and Mayfield; increased road safety and alternative to using mini-roundabouts	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
NEWTONGRANGE	Connection between Main Street and Hardengreen roundabout (NM6)	On-road cycling only; pedestrian-only path along B6482 and A7	Widening of existing path along B6482 and A7 up to the River South Esk; creation of new active travel infrastructure along tree line through land at east of A7 leading to Hardengreen roundabout	Improved connectivity between Newton-grange/Mayfield and Dalkeith/Bonnyrigg, ultimately providing a segregated link into Edinburgh	Medium-term
	Connection between Oak Place and B6482 (NM7)	On-road cycling only; pedestrian-only path along D'Arcy Road and Bogwood Road	Widening of existing path along D'Arcy Road and Bogwood Road	Improved connectivity between Oak Pl. and Dalkeith/Easthouses	Short-term
	Connections within Easthouses (NM8)	On-road cycling only; pedestrian-only paths, including unsurfaced	Widening and re-surfacing (as required) of existing paths	Improved cycling connectivity within Easthouses and to/from Newbattle Community Campus	Long-term



Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
GOREBRIDGE	Connection between North Middleton and Gorebridge (at Gore Glen Primary School roundabout) (G1)	Pedestrian-only path	Change of path status to 'core path'	Improved cycling connectivity between North Middleton and Gorebridge; increased road safety	Short-term
	Connection between Hunterfield Road and Gore Glen Country Park (G2)	Unsurfaced, pedestrian-only paths	Widening and surfacing of existing paths	Improved connectivity between Gorebridge town centre and Gore Glen Country Park via 'Nancy Teuch Path'	Short, medium-term
	Connection between Health Care public car park and existing multi-user path from Engine Road (G3)	Partly unsurfaced, pedestrian-only path, inaccessible by bicycle	Widening and re-surfacing (as required) of existing path	Improved connectivity between Gorebridge town centre and Engine Road/A7	Short-term
	Connection between Gorebridge railway station and Stobhill Primary School (G4)	Pedestrian-only path	Widening of existing path	Improved cycling connectivity between town centre and Stobhill PS/Bonnybank Rd.; increased road safety	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
GOREBRIDGE	Connection between Stobhill Primary School and Stobhill Rd. along Barleyknowe Rd. (G5)	Pedestrian only-path along Barleyknowe Road; unsurfaced path from Bonnybank Road to Barleyknowe Road	Widening and re-surfacing (as required) of existing paths	Improved connectivity and increased road safety	Medium-term
	Connections between A7 (Gore Glen Primary School roundabout) and B704 (G6)	On-road cycling along A7, track along Povert Road	Creation of new active travel infrastructure within Redheugh area	Improved connectivity between Gorebridge and Cockpen/Newtongrange	Medium-term
	Connection between New Hunterfield and Stobhill Road/A7 (G7)	On-road cycling only; existing unsurfaced path between Stobhill Road and New Hunterfield; existing pedestrian-only path along Greenhall Road	Widening and re-surfacing (as required) of existing paths; creation of new active travel infrastructure within Stobhill area through new housing development	Improved connectivity between Gorebridge and Newtongrange; increased road safety	Medium-term

Area	Identified route for development	Existing infrastructure	Identified solutions	Outcome	Priority
GOREBRIDGE	Connection between Barleyknowe Road and Vogrie Country Park along B6372 (G8)	Pedestrian only-path; on-road cycling only	Widening and re-surfacing (as required) of existing path	Improved connectivity and increased road safety	Long-term
	Connection between Hunterfield Rd. and Stobhill Rd. along Greenhall Rd. (G9)	Pedestrian only-path; on-road cycling only	Widening and re-surfacing (as required) of existing path	Improved connectivity between Hunterfield Rd. and Stobhill Primary School	Long-term

Objectives and Action Plan

The main aims of this strategy are to aid the increase of walking and cycling journeys, especially for commuting and short trips to local facilities. The objectives are sought to be achieved through a series of soft and hard measures, including events, route promotion and infrastructure improvements.

OBJECTIVES
OBJ1. <i>Raise awareness of all aspects of active travel and promote walking and cycling as alternative transport modes for short trips and commuting</i>
OBJ2. <i>Encourage more people to walk and cycle more often by providing them opportunities to do so</i>
OBJ3. <i>Increase the availability of active travel infrastructure and develop infrastructure improvements which encourage active travel</i>
OBJ4. <i>Improve the safety of walking and cycling and reduce the number of yearly walking and cycling casualties</i>
OBJ5. <i>Ensure walking and cycling needs are included in new development design</i>
OBJ6. <i>Maintain, repair and upgrade walking and cycling infrastructure, including routes and facilities</i>
OBJ7. <i>Increase active travel in schools through a variety of walking and cycling programmes</i>
OBJ8. <i>Seek and support funding for walking and cycling initiatives throughout Midlothian</i>
OBJ9. <i>Monitor and evaluate the objectives and action plan of this strategy</i>

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
Infrastructure and Network Development (IND)										
IND1. Continue to increase the number of cycle parking spaces in Midlothian town centres	Ongoing		●	●			●			
IND2. Where appropriate, ensure developers connect proposed developments to the existing walking and cycling network	Ongoing		●	●		●		●		
IND3. Undertake route assessments and audits to investigate opportunities for expansion and upgrading of the active travel network	Ongoing					●	●			
IND4. Continue to increase the length of segregated cycle paths along Midlothian roads, where appropriate	2021			●	●					
IND5. Proactively seek external funding sources for developing and extending the existing active travel network	Ongoing					●	●	●	●	
IND6. Identify, widen and convert existing footpaths into multi-user paths or cycleways, where appropriate	Ongoing		●	●			●	●		
IND7. Maintain paths to a safe and usable standard	Ongoing		●	●	●		●	●		
IND8. Audit existing active travel connections to and from public transport interchanges	Ongoing		●	●			●			

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
IND9. Investigate options to improve cycling commuting routes from Midlothian town centres, neighbouring local authorities and centres of employment and education	2021			●		●	●			
IND10. Identify, assess and consult on the suitability of some rural footpaths with low footfall and amend their status to become core paths, therefore enabling active travel access	2021				●			●		
IND11. Continue to implement active travel infrastructure improvements to and from the Midlothian railway stations	Ongoing		●	●	●		●			
IND12. Audit town centres to determine where dropped kerbs are required and implement a programme to install missing dropped kerbs when funding becomes available	2021				●		●		●	
IND13. Continue to install signage on new and existing routes or where signage is missing	2021		●	●		●				
IND14. Work with external partners to provide strategic active travel cross-border routes linking neighbouring authorities with Midlothian	Ongoing			●		●				
IND15. Develop a network of quiet routes via a combination of paths and roads free from fast or heavy traffic	2021		●	●						

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
School Engagement (SE)										
SE1. Work with the Scottish Government and other partners to secure funding for continuing walking and cycling-focused programmes in schools	Ongoing							●	●	
SE2. Continue to encourage all Midlothian schools (existing and future) to maintain an up-to-date travel plan	Ongoing	●						●		
SE3. Continue support for Sustrans' I-Bike scheme in Midlothian schools (subject to funding provision)	Ongoing	●	●		●			●	●	
SE4. Continue to support WOW (Walk Once a Week) initiative ran by Llving Streets in order to promote sustainable travel to school (subject to funding provision)	Ongoing	●	●					●	●	
SE5. Ensure all schools have sufficient cycle and scooter storage facilities	2020		●	●			●	●		
SE6. Encourage schools to take up KERBCRAFT (practical child pedestrian safety training) and continue to offer training and support for this initiative	Ongoing	●	●		●			●		
SE7. Continue to promote active travel to school through initia- tives such as 'Walk to School Week' and 'Bike to School Week'	Ongoing	●	●					●		

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
SE8. Engage in any national promotions to encourage active travel to school e.g. 'Give me cycle space'	Ongoing	●						●		
SE9. Encourage all schools to become 'Cycle-friendly award' holders or maintain their award status	2019	●						●		
Safety (S)										
S1. Investigate the feasibility of improving and/or providing safe walking and cycling infrastructure around the A68	2021			●	●		●			
S2. Raise awareness of road safety through local events and engagement activities	Ongoing	●			●			●		
S3. Support initiatives and campaigns that raise drivers' awareness of cyclists on the road	Ongoing	●			●					
S4. Identify areas prone to speeding and seek to reduce the speed limits where appropriate	2020				●			●		
S5. Support Police Scotland's bicycle theft prevention scheme in order to reduce bicycle theft in Midlothian	Ongoing				●			●		
S6. Continue to monitor pedestrian and cyclist-related accidents to determine which and if any remedial measures would be appropriate	Ongoing				●					

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
Marketing and Behaviour Change (MBC)										
MBC1. Undertake proactive marketing of active travel to ensure that the physical infrastructure is accompanied by suitable promotion	Ongoing	●	●			●		●		
MBC2. Develop a regular programme of events, raising the profile of walking and cycling and encouraging its uptake in Midlothian and continue to support the annual 'Midlothian Walking Festival' and 'Midlothian Cycling Festival' for schools	Ongoing	●						●		
MBC3. Continue providing local events with a focus on walking and cycling (subject to funding provision)	Ongoing	●	●					●	●	
MBC4. Work with external partners to ensure a county-wide delivery of behavioural change initiatives	Ongoing	●						●		
MBC5. Provide updated and accessible active travel information on the council website	Ongoing	●	●							
MBC6. Provide support to local community organisations and projects promoting walking and cycling	Ongoing	●	●					●		
MBC7. Promote Midlothian as a tourist destination capitalising on its proximity to Edinburgh, the Borders Railway and position on the NCN Route 1	Ongoing	●								

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
MBC8. Explore and support funding opportunities for active travel marketing and promotion	Ongoing							●		
MBC9. Continue to encourage and support the establishment of walking and cycling clubs in Midlothian	Ongoing	●	●							
MBC10. Develop an online active travel 'forum' with the aim of communicating with the public regarding soft and hard measure suggestions, improvements and initiatives, allowing communities to provide feedback, suggest improvements or report problems	2020	●								
MBC11. Identify barriers to walking and cycling in Midlothian through public research/surveys	Ongoing		●							
MBC12. Produce active travel mapping for Midlothian, deliver to local public facilities and make available online in order to raise awareness of the available active travel routes	2018	●	●					●		
Employer Engagement (EE)										
EE1. Encourage major local employers to have a travel plan and support initiatives which encourage their staff to commute actively to work	Ongoing	●						●		

ACTION PLAN										
Action	Timescale	Objective met								
		1	2	3	4	5	6	7	8	9
EE2. Continue to update the council's travel plan and provide an example to other employers in the region	Ongoing	●								
EE3. Support council staff active travel initiatives to encourage employees to commute sustainably	Ongoing	●	●							
EE4. Provide council staff sustainable alternatives for business travel	Ongoing		●							
EE5. Maintain 'Cycle Friendly Employer' status for Midlothian Council and encourage other local employers to join similar schemes which encourage cycling	Ongoing	●								
EE6. Continue to implement and promote Midlothian Council's 'Cycle to Work Scheme'	Ongoing	●								
Monitoring and Evaluation (M&E)										
M&E1. Monitor and evaluate the objectives and actions presented in this strategy to measure its delivery	Ongoing									●
M&E2. Provide an annual active travel progress and information report	2019	●								●
M&E3. Increase number of walking/cycling counters in order to improve data for future strategies	2021			●			●			●

Monitoring

Objective	Indicator	Source	Baseline	Target (2021)
<i>Encourage more people to walk or cycle more often by providing them opportunities to do so</i>	<i>Percentage of people cycling to work regularly</i>	<i>Cycling Scotland Annual Report (2018)</i>	<i>0.7% (2016)</i>	<i>1.5%</i>
	<i>Percentage of people walking to work or place of study</i>	<i>Scotland Census Data</i>	<i>16.3% (2011)</i>	<i>18%</i>
	<i>Percentage of people cycling to work or place of study</i>	<i>Scotland Census Data</i>	<i>0.9% (2011)</i>	<i>1.5%</i>
	<i>Percentage of people (16-74) in employment walking to work</i>	<i>Scotland Census Data</i>	<i>6.4% (2011)</i>	<i>8%</i>
	<i>Percentage of people (16-74) in employment cycling to work</i>	<i>Scotland Census Data</i>	<i>0.9% (2011)</i>	<i>1.5%</i>
	<i>Percentage of Midlothian rail station users walking and cycling to the station</i>	<i>Midlothian Council - Borders Railway Travel Survey Report</i>	<i>28.5% (2017)</i>	<i>33%</i>
	<i>Weekly cyclists to/from Edinburgh*</i>	<i>Midlothian Council cycle counts</i>	<i>2359 (2017)</i>	<i>2500</i>
<i>Improve the safety of walking and cycling and reduce the number of yearly walking and cycling casualties</i>	<i>KSI (Killed or Seriously Injured) pedestrians and cyclists</i>	<i>Midlothian Council</i>	<i>6.6 (2012 - 2016 average)</i>	<i>5 (2018 - 2021 average)</i>

Objective	Indicator	Source	Baseline	Target (2021)
Increase active travel levels in schools through a variety of walking and cycling programmes	Percentage of pupils walking, cycling or scooting to school**	Hands-Up Survey	71% (2017)	75%
	Percentage of pupils walking, cycling or scooting to primary school	WOW figures from participating primary schools***	86% (2016-17)	89%
	Percentage of pupils cycling to primary school	Cycling Scotland Annual Cycling Monitoring Report 2018	8.8% (2016)	15%
	Percentage of pupils cycling to secondary school	Cycling Scotland Annual Cycling Monitoring Report 2018	0.9% (2016)	2%
Increase the availability of active travel infrastructure	Length of active travel network	Midlothian Council	220 miles	230 miles
Seek and support funding for walking and cycling initiatives	Funding secured for active travel	Midlothian Council, Scottish Government (subject to availability), development gain and other sources	£1,369,000 (2015-17)	£2,200,000 (2018-21)

*Figures from on-road cycle counts on A6106, A7, A701, A702, A772 and Lasswade Road only. Segregated path counts not included.

**Figure includes 'park and stride' All schools excluding nursery.

***Gorebridge PS, Lasswade PS, Mauricewood PS, Mayfield PS, St. David's RC PS, Strathesk PS, Woodburn PS. Includes 'park and stride'.

Monitoring progress

In order to monitor progress and review future active travel interventions, an annual progress report will be delivered. The aim of the report will be to keep track of developments, inform the public and other stakeholders, as well as to monitor the objectives and actions set out in this strategy.

References

1. Sustrans, 2017. Toolkit Part 1: How active travel can improve health and wellbeing in the workplace, Bristol: Sustrans. Retrieved from https://www.sustrans.org.uk/sites/default/files/activetraveltoolbox_healthandwellbeing_part1v3.pdf
2. EKOS, 1998. Establishing the overall value of a local path network. Report for SNH, Perth and Kinross Council, Scottish Enterprise Tayside & PFA Partnership.
3. Raje F, Saffrey A., 2016. The Value of Cycling. London: Department of Transport; Available at: <https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-economic-benefits-of-cycling>
4. Sustrans, 2015. Cycle tourism boosts economy. Available at: <https://www.sustrans.org.uk/news/cycle-tourism-boosts-economy>
5. Visit Scotland, 2017. Walk this way! Available at: <https://mediacentre.visitscotland.org/pressreleases/walk-this-way-2093638>
6. The Scottish Government, 2010. Designing Streets: A Policy Document for Scotland; Available at: <https://beta.gov.scot/publications/designing-streets-policy-statement-scotland/pages/1/>