

# Spaces for People - proposals to Sustrans, assessment summary

## Proposals accepted

Suggestions from the public, community councils and cycling groups

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Busy multi user paths and paths through parks	Social distancing signs to encourage correct behaviours on our paths	Queries and complaints to the council have identified the need	Across Midlothian	Signs have been designed, ordered and will be erected in the next few weeks. It is likely there will be further requests for these / locations identified as time goes on.	Providing space for social distancing	TEMPORARY COVID 19 SOLUTION PROPOSED
Widen pedestrian space available within some of Midlothian's town centres	Barrier off parking laybys within some of Midlothian's town centres – Dalkeith, Bonnyrigg, Loanhead, and Gorebridge and create "shopper short stay" specific parking within existing car parks	An option being rolled out in other towns/cities	The 4 towns are busy shopping towns with many pedestrians	Barriers would be erected. TTRO required. Also loading arrangements would have to be agreed with shops. Disabled parking spaces would have to be re-allocated within the car parks. Parking spaces closest to the shops would be allocated to the disabled. TTRO required.	Providing space for social distancing	TEMPORARY COVID 19 SOLUTION PROPOSED
Removal of encroaching vegetation on paths to maximise path width for users	Many footways, multi user paths have vegetation encroaching/overhanging thereby restricting the overall width	Greater risk in not attaining the 2 metre gap if vegetation is not removed.	This occurs in many areas of Midlothian	A survey is ongoing to establish which routes require overhanging branches and encroaching vegetation being cut back	Providing space for social distancing	TEMPORARY COVID 19 SOLUTION PROPOSED
Dalkeith to Pathhead and vice versa	As a result of the bus service not operating to/from Pathhead to Dalkeith the Community Council are requesting measures to make it safer for pedestrians and cyclists going to Dalkeith to pick up bus services. It is unknown when the bus service will be reinstated at this time. The Community Council and a local resident were seeking a cycle priority route between Pathhead and Whitehill. This would have required a	On road cycling on some sections of 60 mph road	Looking at the combined population of Pathhead, Edgehead and Whitehill it is about 1300 (approx.)  Taking an average of 60 % of the population aged between 16 and 64 that are likely to cycle on a long distance commuter/leisure	Reduced speed limits and banning vehicles will be impossible to enforce and will likely have little effect.  Signage saying Priority covid cycle route – give bikes space – slow. Would draw drivers attention and make them think about cyclists and pedestrians on the road. Foliage trimming and carriageway repairs will also be required.	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services	TEMPORARY COVID 19 SOLUTION PROPOSED

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
	prohibition of traffic and reduced speed limits.		route that equals 780 residents.  On the basis we could best replicate the best figures of a city (Edinburgh) eg 10% we would be catering for 78 cyclists per day. Currently Midlothian has about 2% cycling figures.			

#### Short term solutions in the Midlothian Active Travel Plan

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between Easthouses Road and Waterfall Park	There is an existing cycleway in the new housing estate at Wester Kippilaw Drive, not connected to Waterfall Park or Easthouses Road. There is also a pedestrian only path from Easthouses Road to Lothian Drive. The short-term solutions would be to widen the existing paths from Easthouses Road to Lothian Drive, create new active travel link between Lothian Drive and existing cycleway along Kippilaw Drive, and a new cycleway between Wester Kippilaw Drive and Waterfall Park. Do not think there is land issues and would give another active travel option connecting to NCR1 &196 and would provide an alternative to the footpath adjacent to Lauder Road.	On road cycling risk.	Mayfield, Newtongrange and Dalkeith residents. No usage figures	Permanent solution Asphalt cycleway  Clearing and grading existing path by earthworks only / whindust		TEMPORARY COVID 19 SOLUTION PROPOSED

## Proposals rejected

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between Seafield Moor Road/A703/A701 junction and Hillend	Currently there is a pedestrian only path and cycling can only take place on-road.	No current cyclist numbers available. Risk is at Hillend junction and cycling on the 60 mph sections of road.	Cycle usage is mainly staff/students en route to and from the Bush	Permanent solution would be changing the paths status to 'core path'. Re-determine path/signs 2 metre wide Cycle lanes between A701 and A702. Reduce speed limit on A703 to 40 mph.	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services	TEMPORARY COVID 19 SOLUTION PROPOSED
Connection between Loanhead Path and Wadingburn Road via Hunter Avenue and along Wading Burn	Currently there is an unsurfaced footpath along Wading Burn and a surfaced, pedestrian only path up to Hunter Avenue. The short-term solution would be the widening of the existing footpath and the surfacing of the path along Wading Burn. This would improve connectivity between Loanhead and Lasswade and would help active travellers walking or cycling along Wading burn Road.	On road cycling risk. No cycle lanes at present	Loanhead residents	Does not connect to any off road route at present.  Temporary solution – cycle lanes on Wadingburn Road	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services	TEMPORARY COVID 19 SOLUTION PROPOSED
Connection between cycleway and Easthouses Road and cycleway along Cowden Road	Currently there is only on-road cycling along Easthouses Road and A6106. The short-term solution would be the creation of new active travel link between the two cycleways through existing housing estate/farm. This would address the missing link for improved connectivity between Midlothian and east Lothian thus creating a fully segregated connection between Mayfield and Whitecraig, Dalkeith Campus, Woodburn PS and Woodburn besides increasing road safety.	Shared path terminates requiring pedestrians/cyclists to cross Easthouses Road	Mayfield, Newtongrange and Dalkeith residents. No usage figures	Difficult to deliver– land owner/ resident/tenant issues with different aspiration. Feasibility/design report completed. However expensive based on B of Q prepared by the report consultant, in excess of £400K. However it is a strategic active travel missing link connecting communities in Midlothian. There had been discussion with the new schools in the area requiring this as a route to school. This is now looking unlikely location for new school.  TEMPORARY COVID 19  Cycle lanes along B6482 Easthouses Road and A6106 Lauder Road	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services Allowing additional space for recreational walking and cycling	TEMPORARY COVID 19 SOLUTION PROPOSED

A7 Urbanisation Newtongrange to Sheriffhall	A designed project includes 2.5m multi user paths, 40mph speed limit, bus stops and pedestrian crossings. This is being paid for by developer's contributions.	No count figures available	Likely to be Bonnyrigg, Eskbank, Newtongrange and Gorebridge communities	The permanent solution is as per description. TEMPORARY COVID 19 PROPOSAL Temporary solution would be to paint 2 metre cycle lanes from Newtonloan Toll junction to Sheriffhall Roundabout and temporarily reduce 60 mph speed limit to 40mph.	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services Allowing additional space for recreational walking and cycling	TEMPORARY COVID 19 SOLUTION PROPOSED
A701 Penicuik to Straiton	transform the A701 from Penicuik to Straiton to make it safer for active travel	Currently has 1.5 metre cycle lanes but are not continuous.	Penicuik, Roslin, Auchendinny, Bilston and Loanhead	Permanent solution is that this is part of the A701 relief road project (city deal) TEMPORARY COVID 19 SOLUTION PROPOSED Currently the A701 has 1.5 metre cycle lanes from Eastfield Farm Road, Penicuik to Straiton with some gaps. Suggest re-marking continuous cycle lanes to 2 metre width from Eastfield Drive and including an existing re-design of the A701/Queensway junction which incorporates cycle lanes and advance stoplines.	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services	TEMPORARY COVID 19 SOLUTION PROPOSED
Mauricewood Road	Mauricewood Road is also being used much more by cyclists and walkers, partly thanks to the new walkway, but there is no provision for cyclists in the road.	On road cycling. No cycle lanes at present	Penicuik residents	Cycle lanes to be provided	Providing safer routes for key/essential workers. Re-allocating road space for walking and cycling, specifically in light of reduced public transport capacity and services. Allowing additional space for recreational walking and cycling	TEMPORARY COVID 19 SOLUTION PROPOSED
A768/C36	Proposal to widen footpath from Lasswade to A720 City Bypass	On road cycling. Currently no cycle lanes	Bonnyrigg, Eskbank, Dalkeith	Propose to paint cycle lanes from A7 to City Bypass	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced	TEMPORARY COVID 19 SOLUTION PROPOSED

					public transport capacity and services Allowing additional space for recreational walking and cycling	
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## Proposals still under review

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Crawlees Road	Proposed road closure	Improve safety for pedestrians, horseriders and cyclists	Gorebridge , Mayfield and Newtongrange	Implement road closure TTRO.		TEMPORARY COVID 19 SOLUTION PROPOSED Would benefit temporary connections between Gorebridge, Mayfield, Newtongrange , Dalkeith and NCR1.
Roslin Glen Road	Proposed road closure	Improve safety for cyclists, horse riders and pedestrians	Bonnrigg, Rosewell, Roslin and the Bush	Implement Road Closure TTRO.	Improve cyclist, and horserider safety	TEMPORARY COVID 19 SOLUTION PROPOSED The closure would be beneficial for connections between Rosewell and Bonnyrigg to Roslin and the Bush.
Oatslie Road, Roslin	Close Oatslie Road from B6372 to B7006 to traffic except access	No risk	Roslin and Auchendinny but also NCR196	Implement TTRO for road closure	Improvements for all active travel	TEMPORARY COVID 19 SOLUTION PROPOSED Would make part of the connecting route traffic free between NCR196 at Dalmore Mill with Roslin to Shawfair active travel route.
Hardengreen lane Path Access	Improved route by diverting existing path includes a narrow walled section.	Landownership issues / residents consultation	Access to railway station, links to NCR1, routes to Dalkeith, Bonnyrigg and beyond	This is good improvement and links to NCR1 but is something that would take time and should be looked at as a permanent measure.  A temporary solution would be dismount signs as you leave the cycleway section.	Pedestrian and cyclist safety	TEMPORARY COVID 19 SOLUTION PROPOSED Dismount signs as you leave the cycleway  Permanent solution – feasibility, ownership discussions and consultation to provide a permanent route change that cyclists can use.
3 Vennels linking North Wynd Car Park to Dalkeith High Street	Vennels are narrow and there is an issue with people queuing for shops in them	People can't socially distance	Safer walking environment and use of parking	Issues with where shopping queues have been passed to environmental health	Social Distancing	TEMPORARY COVID 19 SOLUTION PROPOSED 'priority' signs to be placed either side of the vennels
NCR 1 & 196 – From A7 overbridge to Sewerage works near Harpers Brae, Auchendinny	Due to increased usage of the path	Users cannot socially distance	safer Improvement to NCR1 &196 for all users	Issues have been raised by Bonnyrigg Community Council. Solution is to construct a one metre section of whindust path adjacent to the existing tarred sections (Total length 5.7km)	Social Distancing	TEMPORARY COVID 19 SOLUTION PROPOSED

## Bids not submitted

### Short term solutions in the Midlothian Active Travel Plan

#### Penicuik

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between St Kentigern Way and Eskhill	This is currently a surfaced, pedestrian only path. The identified short-term solution is the widening of the existing path. This would improve connectivity within Penicuik town centre besides increasing road safety	Cycling on road risk.	Penicuik residents only	Permanent Solution Widen Path, signage and redetermination. No ownership issues  Temporary alternative would be cycle lanes on this section of adjacent road (A701). However there is currently limited waiting parking for shoppers during the day and residents park in the spaces overnight. Cycle lanes would have to run through the middle of the parking areas. Therefore not practical.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Connection between Loanburn and Eastfield Drive along Cuiken Burn	This is currently a surfaced, pedestrian only path. The identified short-term solution is the widening of the existing path. Alternative to the A701	Only risk is increased usage causes issues on the narrower sections.	Penicuik residents local pedestrian route	Permanent solution – Widen path, signage and redetermination. However where path is narrow it is already quite close to the burn. The path would have to be widened on the properties side but there may be an issue with land ownership.  TEMPORARY COVID 19 SOLUTION Re-determine path sections with “Share with care” and direction signs	Providing space for social distancing  Allowing additional space for recreational walking and cycling	Not Supported by Sustrans A bid was not submitted  TEMPORARY COVID 19 SOLUTION PROPOSED

#### Loanhead

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connections within Bilston and Loanhead	The existing infrastructure consists of a range of surfaced and unsurfaced paths. The identified solutions are the widening and re-surfacing of required paths and a new path creating via new housing development. These solutions would increase road safety and would improve active travel	No detail regarding current risk	Bilston residents only	No connections to network at present		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
	connectivity between Bilston and Loanhead. The identified solutions are both short-term and long-term solutions					

#### Roslin and Rosewell

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between Dryden Farm and A701	There is a currently unsurfaced core path via Langhill farm and the short-term solution would be the surfacing of this path	No connection at present so would have to use A701 on road cycle lanes to access Roslin to Shawfair path.	Bilston and Roslin residents currently use the core path as a leisure walking route	Difficult to deliver quickly- Land ownership permission (Edinburgh University?) would be required plus improved bridges over streams required and controlled crossing at A701 if increased usage is to be encouraged. It would give Bilston residents active travel access to the Roslin to Shawfair path. Suggest feasibility/land owner discussion/design report in the first instance.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted

#### Dalkeith

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Path along Melville Gate Road	There is a pedestrian-only path here currently. The widening of the existing path has been identified as a short-term solution. With the construction of the toucan crossing across A6106 (to be completed) it would connect with the existing cycle route along A772 Gilmerton Road en route to Edinburgh or connecting onto the Roslin to Shawfair cycleway. An extension of the cycling commuter routes into Edinburgh and if Sheriffhall is delayed it would be a good option	On road cycling risk	Dalkeith residents	Proposed segregated cycle lane(s) Scheme being prepared through CWSS funding as a permanent solution		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted



## Cousland and Pathhead

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between A6124 and Lauder Road/Cowden Road roundabout along A6106. (There is currently only a pedestrian only path. The identified short-term solution would be changing the path status to 'core path'.	To provide access for cyclist on the footpath	On road cycling on 60 mph road	Pathhead	<p>Permanent solution is to re-determine the path to allow cycling by adding it to the Core Path Network.</p> <p>Temporary solution is to prepare a TTRO to re-determine. However the section from Pathhead along the A68 will likely only be undertaken by experienced cyclists because of the 60 mph speed limit. Gives cyclists options</p>	<p>Providing safer routes for key/essential workers</p> <p>Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity</p>	<p>Sustrans did not support redetermination</p> <p>A bid was not submitted</p> <p>TEMPORARY COVID 19 SOLUTION PROPOSED</p>

## Newtongrange

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between B704 and existing cycleway leading to Murderdean Road	Currently there is on-road cycling only and there is a pedestrian only path through Butlerfield Industrial Estate. The identified short-term solution would be the widening of the existing path through Butlerfield Industrial Estate. This would improve cycling connectivity between B704 and Newtongrange railway station.	On road cycling risk	Newtongrange and Gorebridge	Possible but does not connect to anything at present except Butlerfield Industrial Estate. It is a route to tie into the proposed Redheugh housing development.		<p>NOT A TEMPORARY COVID 19 PRIORITY</p> <p>A bid was not submitted</p>
Connection between Oak Place and B6482	At the moment there is on-road cycling only and a pedestrian only path runs along D'Arcy Road and Bogwood Road. The short-term solution would be the widening of the existing path along D'Arcy Road and Bogwood Road.	On road cycling risk	Mayfield residents	An extension of the existing active travel network in the Mayfield/Newtongrange/Easthouses area. Would cost in excess of half a million pounds to widen the path on Darcy Road and Bogwood Road. Good connection to Newtongrange and the Station. However the connections are not complete to the east via Kippielaw and to Waterfall Park.		<p>NOT A TEMPORARY COVID 19 PRIORITY</p> <p>A bid was not submitted</p>

Gorebridge

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Connection between North Middleton and Gorebridge (at Gore Glen PS roundabout)	Currently there is only a pedestrian only path and the identified short-term solution would be changing the path status to 'core path'.	On road cycling on 60 mph road	North Middleton mainly	Permanent Solution is to add the path to the core path network. Temporary Solution would be to re-determine using a TTRO and to remove vegetation from path but would require improving dropped kerbs at accesses for cycle use.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Connection between Hunterfield Road and Gore Glen Country Park	At the moment there are only unsurfaced pedestrian only paths. The widening and surfacing of existing paths have been identified as both short – and medium-term solution.	On road cycling risk	Gorebridge residents mainly	More of a leisure route rather than an essential route.  Permanent solution would be to widen and asphalt the paths  Temporary solution would be to widen the paths, groundworks only?		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Connection between Health Care public car park and existing multi-user path from Engine Road. There is a partly unsurfaced pedestrian only path at the moment which is inaccessible by bicycle.	The short-term solution would be the widening and surfacing of the existing path. However there are land ownership issues.	On road cycling	Gorebridge residents	Has no connection at present from the A7 until the Redheugh development is established with connections to Butlerfield, Newtongrange and Dalkeith in the longer term. Would possibly be used by experienced cyclists as a commuter but unlikely to increase cycling numbers as it would still require cycling along the very busy A7.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted

Suggestions from members of the public, community councils and cycling groups

Dalkeith Town Centre

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Jarnac Court, Eskdail Court and other wide footways	Re-determine Jarnac Court, Eskdail Court and other footways that aren't congested to footway/cycleway	Conflict between pedestrians and cyclists.	Dalkeith and surrounding communities	TTRO and signs would be required	Providing safer routes for key/essential workers Re-allocating road space for walking and cycling as a mode of transport, specifically in light of reduced public transport capacity and services	Redetermination not supported by Sustrans  A bid was not submitted  TEMPORARY COVID 19 SOLUTION PROPOSED
Dalkeith Taxi Rank	Allow cyclists to use the taxi rank as a link to centre.	Risks for cyclists turning into the taxi rank and exiting the taxi rank	Dalkeith residents. Very low numbers anticipated	TTRO and signage would be required. No net benefit with uncontrolled access from Lothian Street and uncontrolled crossing of Buccleuch Street and marginal distance advantage. Currently access is via the traffic signal junction.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Dalkeith High Street between Buccleuch Street and South street	Closure to vehicles, re-route buses, allow disabled drivers exemption and loading.	Vehicles continue to access/exit the "pedestrianised" area.	Dalkeith residents and outlying areas	The closure was previously done when major town centre improvements were being constructed. However the contractor controlled access for deliveries etc. Would be open to abuse as only Police Scotland could enforce access restrictions.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted

Eskbank

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Eskbank Roundabout	Temporary traffic lights at Eskbank Toll	Poor visibility at some of the entries to the busy roundabout	Mayfield, Newtongrange, Dalkeith	Traffic signals at Eskbank toll have been looked at in the past and are not viable due to visibility onto the junction. This is too complex a junction for temporary lights. The solution is the NCR1 bypassing Eskbank Toll. PR mentioned below.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Newbattle Road	Temporary traffic lights on Newbattle Road at the section of narrow footway including crossing when the footway ends.	Narrow footpath	Newtongrange, Newbattle Abbey Crescent residents and Newbattle Gardens residents	This is not normally a recommended walking route and could be seen as permanent measure that would create tail backs for very infrequent pedestrian use. Transfer of traffic to Dalhousie Road and Eskbank Road would exacerbate existing problems. Newbattle Abbey Crescent residents can access Dalkeith via Dalhousie Road.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Various	Permanent paths, permanent signals infrastructure and permanent traffic calming					This is an acknowledgment of the various permanent measure suggestions that we received that aren't possible as part of this funding.

Penicuik

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Penicuik town centre	cycle lanes through Penicuik along the A701	The A701 currently has a mixture of 20 and 30 mph speed limits	Penicuik residents would use cycle lanes to access the pedestrian precinct, High Street shops or Tescos	There are currently many sections of unrestricted on street parking areas for residents along the A701 that are parked on. Therefore as the cycle lanes would be advisory only, the cycle lanes would be intermittent due to parked cars on unrestricted sections of road.		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted
Hillend junction	Measures to make Hillend Junction safer for cycling/walking	Turning into and exiting from the junction is difficult for cyclists	Penicuik, Roslin Edinburgh	Hillend is a trunk road junction and improving this for cyclists as a temporary or permanent measure would be for Transport Scotland. Due to the complexity of the junction, only a major junction reconfiguration would increase safety here. This is something being investigated by Transport Scotland. However it is proposed to lower the speed limit on A703 to 40 mph and introduce cycle lanes		NOT A TEMPORARY COVID 19 PRIORITY  A bid was not submitted

Midlothian-wide

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
Traffic signals and pedestrian crossings	suspend use of push buttons to reduce spread of virus	There would be a risk but there is a risk on any surface whether that is on a door handle entering/exiting a shop/school or touching materials/surfaces within those premises. Could potentially cause road safety issues.	Controlled pedestrian crossings are used throughout Midlothian with some being controlled by school crossing guides on routes to school during school times/terms	Investigations into how other councils are doing this. Possible solution is to tape buttons and put signals onto fixed pedestrian/cycle phases. Would require some communications with the public to ensure people knew that the phase would come on automatically.		Not a COVID 19 priority. UNLESS THERE IS GENERAL CONSENSUS THAT THIS IS A VIABLE ACTION  A bid was not submitted

## Second bid

Suggestions from the public, community councils and cycling groups

Location	Description	Risk Assessment and counts	Populations and usage	Temporary and Permanent Solutions	Key Objectives	Conclusion
A702 at Hillend junction	Provide temporary road crossing across A702	Risk to cyclists and pedestrians crossing A702	South West Edinburgh and Damhead	Matter for Amey/Bear to investigate	Improve safety for active travel users	The A702 is a trunk road and this request has been passed onto Amey/Bear. Not a COVID 19 priority. FOR MIDLOTHIAN COUNCIL  A bid was not submitted
A702 between the City Bypass to the Hillend junction	Improve the safety of A702 between City Bypass and Hillend(including 2 roundabouts)	Risk to cyclists	South West Edinburgh and Damhead	Matter for Amey/Bear to investigate	Improve safety for on road cyclists	The A702 is a trunk road and this request has been passed onto Amey/Bear. Not a COVID 19 priority. FOR MIDLOTHIAN COUNCIL  A bid was not submitted
A703 between A702 and A701	Close road to local access only, buses and cyclists	Risk to cyclists on A703 will be increased to cyclists on the A701 and A702. Enforcement issues also.	South West Edinburgh and Damhead	Close A703 from A701 to A702	Improve safety for cyclists	NOT A COVID PRIORITY AS MEASURES HAVE ALREADY BEEN PASSED TO SUSTRANS FOR FUNDING  A bid was not submitted
Midlothian wide	Campaign for safe distance with cyclists	Improve cycle safety awareness	Midlothian wide	Publicity campaign on buses and local media	Improve cyclist Safety	Sustrans have rejected these banners in our first bid therefore a second bid will not be made. TEMPORARY COVID 19 SOLUTION PROPOSED Erect Banners with local safety message to tie in with publicity campaign. Submit bid for additional banners and publicity costs.
Roslin Glen Road	Proposed 20 mph speed limit with traffic calming	Winter maintenance issues. traffic calming could not be applied on the gradients	Bonnrigg, Rosewell, Roslin and the Bush	Temporary traffic calming measures	Reduce vehicle speeds	Likely to cause winter maintenance issues and no traffic calming could be applied on the gradients and traffic speeds would likely increase over those stretches of the road. Not a COVID 19 priority..  A bid was not submitted
B7006/B7003 Roslin	One way system, 20mph speed limit, HGV ban and traffic calming measures	Existing on street parking would have to be removed or there would be net benefit	Roslin	The road would have to be coned off for the one way. TTRO required for the HGV ban, one way and parking ban	Improvements for all active travel	On street parking would have to be removed or any "space" gained in the town centre would be lost with parked cars in the "unused lane. Also the HGV ban would be difficult to enforce.

						Currently the Council has only agreed to implement 20 mph speed limits at schools and nurseries. Traffic calming tends to be installed in a permanent basis because of maintenance issue. Not a COVID 19 priority.  A bid was not submitted
B7006 at Roslin Medical Centre	Convert old Railway line to temporary active travel route connecting to B6372	Land not under the ownership of Midlothian Council	Roslin and Auchendinny	The land would have to be cleared of vegetation bushes and trees, levelled and a temporary surface applied	Improvements for all active travel	If Oatslie Road is closed then that is a more achievable option of getting between Roslin and Auchendinny and connecting to NCR196. Not a COVID 19 priority.  A bid was not submitted
A766 Carlops Road	Extend 30 mph to entrance to Penicuik House.(60 mph to 30 mph)	Risk to pedestrians	Penicuik	Implement TTRO to extend 30 mph to entrance /car park to Penicuik House	Improve pedestrian safety along a fast section of road.	No justification for the speed limit reduction and there would be little compliance with the speed limit based on the characteristics of the road. Not a COVID 19 priority.  A bid was not submitted
A702	Introduce 40 mph speed limit	No risk	Carlops and Penicuik	Implement TTRO	Improvements for cyclists	Trunk Road. Not a COVID 19 priority.  A bid was not submitted
Millerhill to Sheriffhall	Introduce cycle lanes	No risk	Millerhill and Newton Village	Paint cycle lanes	Improvements for cyclists	Based on the first bid Sustrans would not support this initiative. Not a COVID 19 priority.  A bid was not submitted
Midlothian wide	Segregate proposed cycle lanes with wands/bollards	No	Midlothian wide	Install wands/bollards/cones	Improvements for cyclists	All of the roads proposed for cycle lanes, there is not enough road space for adequate cyclist segregation. Not a COVID 19 priority.  A bid was not submitted

A7 from Sun Inn to Tesco and Dobbies World	Pedestrian route	no	Newtongrange, Bonnyrigg	Construct active travel route	Improvements for pedestrian cyclists	<p>Permanent solution required. Not a COVID 19 priority.</p> <p>A bid was not submitted</p>
Eskbank Roundabout	Temporary Pedestrian crossings and traffic calming	No risk	Dalkeith, Eskbank , Newbattle	Install temporary pedestrian crossings	Improvements for pedestrians	<p>Temporary crossings require a generator and there is not enough footway on most approaches for this. The crossings are legally required to be 20m back from the roundabout and may impact on the school crossing guides operating at the Roundabout. There are also regulations regarding forward visibility. Temporary traffic calming measures are not recommended because of issues during winter maintenance. Not a COVID 19 priority..</p> <p>Eskbank roundabout is the subject of an accident investigation and prevention scheme. Raised zebra crossings are being looked at.</p> <p>A bid was not submitted</p>
Old Edinburgh Road	Restrict parking and provide 1m cycle lanes	Parking would continue outside of enforce times. Likely to be significant opposition from local residents	Dalkeith	Install cycle lanes	Improvement for cyclists	<p>Not a COVID 19 priority..</p> <p>When this proposal was received we were negotiating with Sustrans regarding advisory cycle lanes. They were concerned about road width and traffic volumes. This section is not likely to be approved for funding. In addition restricting parking is likely to induce significant opposition and really requires full consultation. Parking restrictions in this area can be looked at as a permanent solution.</p>



						<p>Give me cycle space type banners were proposed on entrances to town centre and have also been rejected by Sustrans.</p> <p>A bid was not submitted</p>
Old Dalkeith Road	Restrict parking and provide a 1m cycleway on each side or a 1.5m cycleway uphill.	Road is narrow and a bus route, risk of being clipped as buses and HGVs pass. Parking restrictions would be ignored out of hours.	Access to and from Dalkeith	Restrict parking and install cycle lanes	Improvement for cyclists	<p>Not a COVID 19 priority.</p> <p>The parking restrictions should be looked at as permanent measure but they are likely to generate significant opposition and this should go through due process.</p> <p>The cycle – lanes are not appropriate due to the road width/gradient and type/volume of traffic on the road.</p> <p>We can and will look at permanent routes in and out of the town centre at a later date.</p> <p>Give me cycle space type banners on entrances to town centre have been rejected by Sustrans.</p> <p>A bid was not submitted</p>
Lugton Brae to Old Dalkeith Road	Traffic lights and contraflow to provide protected cycle route	Extensive congestion on a bus route and A class commuter route. Likely gridlocking this side of Dalkeith Town Centre.	Access to and from Dalkeith		Improvement for cyclists	<p>Not a COVID 19 priority..</p> <p>We are currently looking at ways to get public transport to and from the City Centre on a regional basis. Social distancing on buses is likely to cause a capacity problem. Bus routes must be kept as clear as possible and we must reduce any delays.</p> <p>Give me cycle space type banners on entrances to town centres have been rejected by Sustans</p> <p>A bid was not submitted</p>
Ironmills Woods	Temporary traffic signal crossing	No forward visibility due to bend in the road	Access to Iron mills woods		Improvement for walking and cycling	<p>Not a covid priority</p> <p>Due to visibility requirements a signalised crossing is not possible at this location.</p> <p>A bid was not submitted</p>

Dalkeith Town Centre	Road closures, traffic management and traffic calming to provide a more pedestrian and cycle friendly town centre	Grid lock, induced difficult traffic manoeuvres Private land	Access in town centre	Town centre parking bays on the high street and south street are being suspended to allow extra space for social distancing,	Improvements for pedestrians in the town centre	Not a COVID 19 priority.. The closure of Lothian Street would require vehicles to make a very difficult right turn from London Road onto Newmills Road. The taxi rank is not within council ownership. Give me space cycle safety banners rejected by Sustrans. Traffic calming and footway widening are not temporary measures unless carried out with barriers and cones.  A bid was not submitted
Newbattle Road @Newbattle Abbey College	Proposed footway within junction and signalised crossing.	Landownership, Road safety	Crossing into Newbattle Abbey for leisure walks		Pedestrian road safety	Not a COVID 19 priority... The land within the junction is not council owned. The proposed crossing is required to be 20m away from a junction. There are issues for vehicles exiting the junction regarding visibility to and from on road traffic.  A bid was not submitted
Abbey Road / Ancrum Bank Junction	Proposed junction redesign	This is permanent works and is unlikely to be possible due to traffic signals timings. Police Station and Fire Service access. Stop lines would require an extremely long cycle time and would likely induce red light running.	Improvement to NCR1 for pedestrians and cyclists	Currently this junction requires dismounting to cross on a cycle. This is not ideal but forward visibility, turning manoeuvres and gradients make this a difficult junction to redesign.	Pedestrian and cyclist safety	Not a COVID 19 priority.. Redesign of this junction would require a full traffic signals design, changes to permanent signal equipment, new signal equipment and what is proposed is permanent.  A bid was not submitted
Abbey Road	Widen gap in wall, give-way system or traffic signals and a cycleway	Transfer of traffic onto congested routes Emergency service route (Fire and Police)	Improved route for cyclists into town centre and across Dalkeith		cyclists	Not a COVID 19 priority... The gap in the wall is wide enough to wheel a bike through. Cycling through would not be appropriate onto a narrow footpath. A give-way system or traffic signals would create congestion and delay on two emergency service routes (Police and Fire) and would transfer traffic to Eskbank Road where congestion is causing an accident problem at Eskbank Toll and tailing back into the town centre at peak.

						A bid was not submitted
A702 at Flotterstone	Pedestrian Crossing	Safety for pedestrians and cyclists	Pedestrians	A702 is a trunk road	pedestrian and cyclist safety	Not a COVID 19 priority. as the A702 is a Trunk Road  A bid was not submitted
A702 at Snowboard centre at Hillend	Pedestrian Crossing	Safety for pedestrians	Pedestrians	A702 is a trunk road	Pedestrian and cyclist safety	Not a COVID 19 priority. as the A702 is a Trunk Road  A bid was not submitted
Polton Road/Polton Bank	Road closure	Safety for pedestrians and cyclists	Pedestrians and cyclists	Loanhead and Bonnyrigg	Pedestrian and cyclist safety	Not a COVID 19 priority. road would be difficult to effect closure because number of properties along the route  A bid was not submitted
Midlothian wide	Remove demand for pedestrian phases at all traffic signals.	pedestrians	pedestrians	All Midlothian communities	pedestrian	Not a COVID 19 priority. The proposal would make all traffic signals less efficient and would cause more traffic queues/delays causing more emissions from queueing traffic.  A bid was not submitted
Edgefield Road/ Foundry Lane	Road Closure	Safety for pedestrians and cyclists	Pedestrians and cyclists	Loanhead	Pedestrian and cyclist safety	Not a COVID 19 priority. road would be difficult to effect closure because number of properties along the route.  A bid was not submitted
Lasswade Viaduct	Open up Lasswade viaduct for alternative connection between Lasswade and Loanhead	Safety for pedestrians and cyclists	Pedestrians and cyclists	Loanhead/Lasswade	Pedestrian and cyclists	Not a COVID 19 priority. Likely to be land owner purchase and health and safety issues. Long term solution.  A bid was not submitted
A703	Reduce speed limit to 30 mph	Safety for pedestrians and cyclists	Pedestrians and cyclists	Various communities	Pedestrian and cyclist safety	Not a COVID 19 priority. Characteristics of the road in question would lead to non- compliance with the proposed speed limit  A bid was not submitted

All approaches to Sheriffhall Roundabout	Reduce speed limits to 30 mph	Safety for pedestrians and cyclists	Pedestrians and cyclists	Various communities	Pedestrian and cyclist safety	Not a COVID 19 priority. Characteristics of the roads in question would lead to non-compliance with the proposed speed limit  A bid was not submitted
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