



Midlothian Local Transport Strategy 2026-2035

Executive Summary

This Executive Summary has been produced by Midlothian Council in 2026, to accompany the full Local Transport Strategy which was prepared by Stantec on behalf of the Council in 2025.

Midlothian Local Transport Strategy - Executive Summary

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1 Introduction and Purpose of the LTS

Midlothian's Local Transport Strategy 2026-2035 provides a framework for the delivery of transport improvements with particular emphasis on support for public transport over the next ten years to 2035.

Midlothian is the fastest growing local authority in Scotland, with the number of homes set to increase by around 29% by 2037. This has substantial implications for transport demand, especially public transport, and presents a significant challenge for transport delivery. The LTS therefore reflects the Council focus on public transport, with 28 of the LTS policies focussed on improvements that will benefit individuals and communities, as well as service operators while others complement public transport.

Although the LTS is not a statutory requirement, it provides overarching long-term framework to guide future transport decision making and investment. Midlothian's LTS includes policies that set out the approach to transport delivery and identifies priorities for change in the next decade, and a key focus of the LTS is to support the public transport network reach and appeal, performance and capacity to provide a viable alternative to the private car.

The LTS has been developed following [Transport Scotland's Local Transport Strategy Guidance](#) and the revised [Scottish Transport Appraisal Guidance \(STAG\)](#). It is supported by a Stage 1 and 2 Technical Report (Case for Change), a public consultation report. A [Strategic Environmental Assessment \(SEA\)](#) and [Integrated Impact Assessment \(IIA\)](#) are published on the Midlothian Council website alongside the LTS documents.

2 Policy and Socio-economic Context

Policy context

2.1 The LTS aligns with the following national policies, strategies and legislation:

- National Transport Strategy 2 (NTS2)
- National Planning Framework 4 (NPF4)
- Scotland's Road Safety Framework to 2030
- Climate Change Emissions Reduction Targets (Scotland) Act 2019 and Climate Change Plan Update 2020
- Strategic Transport Projects Review 2 (STPR2)
- Sustainable Travel to Stations (2023)

2.2 The LTS is in alignment with the following regional policies and strategies:

- SEStran Regional Transport Strategy 2023
- South of Scotland EV Charging Policy 2025
- SEStran Regional Bus Strategy 2025

- 2.3 The LTS closely aligns with the objectives of Midlothian's policies and strategies:
- Midlothian Local Development Plan (MLDP2) 2026-35 (draft) and Midlothian Local Development Plan (2017)
 - Single Midlothian Plan 2023-2027
 - On the Move Midlothian: Our Active Travel Strategy for Everyone 2024-2034
 - Midlothian Strategy for Inclusive Economic Growth 2025-2030
- 2.4 Two cross-boundary projects identified in STPR2 are relevant to Midlothian and require ongoing collaboration with Transport Scotland, regional partnerships and neighbouring councils to ensure transport delivery is fully coordinated. These include:
- Recommendation 12 - a 'mass transit' system, is also identified in NPF4 and is being developed as 'SEStran', to improve region wide connectivity and options for cross boundary travel, utilising train, tram and bus as and where appropriate. This project recognises that public transport journey options to move beyond Midlothian need to keep pace with the scale of growth in the wider region.
 - Recommendation 2 - active travel 'freeways', cross-boundary active travel links – this is also identified in NPF4 and the SEStran Regional Transport Strategy, to help improve access to public transport, interchanges and employment.
- 2.5 Two committed projects are identified in the City Region Deal, namely the grade separation of Sheriffhall Junction and delivery of a link road between the A702, A703 and Straiton junction and both projects require ongoing collaboration with Transport Scotland, regional partnerships and neighbouring councils. Both have significant implications for public transport access and service delivery.

Socio-economic context

- 2.6 In 2024, the estimated population of Midlothian was 99,800¹, with over 50% living in Bonnyrigg, Penicuik, or Dalkeith. Shawfair will deliver over 4,000 new homes, business / industrial unit, education and leisure facilities. The rural south of Midlothian has a lower population density which presents distinct challenges for transport provision.
- 2.7 Employment is concentrated around the Midlothian Science Zone (MSZ) the University of Edinburgh Easter Bush Campus and Straiton Retail Park. The area attracts growth in food and drink, retail, business services, tourism, energy and renewables, life sciences, and the space industries bringing transport demand.
- 2.8 Midlothian's population grew by an estimated 16% between 2011 and 2022, and National Records of Scotland (NRS) estimates growth of 31% between 2018 and

¹ National Records of Scotland Mid-Year Population Estimates 2024.

2043, far higher than other Scottish local authorities. This will place increased demand on the transport network, with more acute capacity constraints and connectivity problems likely.

- 2.9 NRS projections suggest greater increase in those aged 15 and below, and aged 65 and above. More demand for public transport and access to healthcare can be expected from these age groups, with an increasing need to ensure public transport is accessible to the widest range of users.
- 2.10 Only 8% of Midlothian households do not have access to a vehicle, and Midlothian has the highest number of households with access to two vehicles in Scotland². This presents a challenge for the LTS, as national policies aim to reduce car dependency. Despite high levels of car ownership, there is a high and growing level of bus dependency in Midlothian for access to employment, education, training and recreational activity.
- 2.11 Midlothian's working age population exceeds the number of jobs available locally.³ Many people travel to Edinburgh or outside the county for work at least part of the week. A high proportion of 'out-commuting' trips are made by car and peak time road congestion to and from Edinburgh is a key transport issue.
- 2.13 The number of houses and households in Midlothian is set to increase significantly, with important implications for travel patterns over the lifetime of the LTS. Midlothian Local Development Plan 2 (MLDP2) sets out a local housing land requirement (LHLR) of 8,851 homes to be delivered during its 10-year lifespan. Neighbouring Councils of City of Edinburgh and East Lothian are also required to deliver significant growth over a similar time frame.
- 2.14 Most land identified for housing in Midlothian is on greenfield locations, leading to spatial expansion and reduced density, which makes sustainable transport more challenging to provide. Mid and lower density development has the potential to result in high volumes of car traffic and increased congestion. Thus, it is vital that new developments are connected to the wider area through excellent public transport and high-quality active travel links.

3 Existing Transport Network and User Problems

Existing Transport Network (Baseline 2025)

- 3.1 Midlothian's existing transport network has five strategic 'A' roads that run north-south; A702, A701 / A703, A7, and A68. These connect cars and freight vehicles to the A720 City of Edinburgh Bypass (A720) with onward connections to Edinburgh, Edinburgh Airport, Glasgow and the A1 corridor. East-west road

² [Transport and Travel in Scotland 2021: Results from the Scottish Household Survey | Transport Scotland](#)

³ Jobs density data (2021) shows 0.64 jobs in Midlothian for every resident of employment age, (fewer jobs than people), indicating a proportion of workers' employment is based outside of Midlothian.

connections within Midlothian are limited, with the bypass providing the primary east-west link for vehicles.

- 3.2 Sheriffhall Park and Ride (P&R) located to the north of the A720 Sheriffhall junction at Danderhall is served by several bus routes. Straiton P&R, which is not a Council owned site, is no longer served internally by buses. Both sites are historically underutilised for a variety of reasons including location.
- 3.3 The Borders Railway operates on a single-track line, serving stations at Gorebridge, Newtongrange, Eskbank, and Shawfair. Unstaffed P&R facilities are provided at each station. The service operates two trains per hour each way, Monday to Saturday, and one per hour on Sundays. Journey times into Edinburgh are quicker than by car, particularly during peak times however trains are often crowded on peak services or on major sporting or event days. The rail line has passive provision for electrification, which is due to be delivered during the period of the LTS.
- 3.4 The SEStran RTS defines two 'regional corridors' in Midlothian: Midlothian East, running through Bonnyrigg / Dalkeith / Gorebridge and Midlothian West running through Penicuik / Loanhead, including the A702 and A701 / A703.
- 3.5 Commercial bus operators' services⁴ mostly link to the city centre of Edinburgh, with services from the Borders and East Lothian traversing Midlothian. Most bus services filter onto the A701 through Bilston and Penicuik, the A7 via Danderhall or the A772 towards Gilmerton Road. Bus travel represents the most readily accessible alternative to car for most of the population's journey destinations, and bus has the greatest potential to assist in mode shares, highlighting the need for the Council and partner to prioritise bus transport and bus priority in Midlothian.
- 3.6 Several Council funded local community transport services offer door-to-door transport for those with mobility challenges or provide connections in areas which are less well served by the commercial network.
- 3.7 Midlothian has four existing cross boundary cycle routes⁵ connecting to Edinburgh and East Lothian, which combine on and off-road provision. Several longer, shared use and on-road routes and shorter connections within Midlothian form the basis for network development.
- 3.8 One Council supported car club scheme operates in Midlothian, with vehicles available to rent by the hour or day at Loanhead and Dalkeith. A folding bike hire point operates at Sheriffhall, with twelve bikes available to rent by the day.

Transport Problems

⁴ Services by Lothian Buses, Borders Buses, Prentice of Haddington, East Coast Buses, Houston's Coaches

⁵ NCN route 196 runs between Penicuik and Dalkeith, and onwards to Haddington in East Lothian, whilst another well-used major route from Roslin to Shawfair provides onwards links to Gilmerton from Lasswade.

- 3.9 The 'Case for Change' gathered detailed information on the transport problems in Midlothian from the perspective of a wide range of transport users.
- 3.10 The A720 creates a severance for all journeys, including by active travel, bus and road. Four grade separated junctions experience high and increasing traffic volumes, with routine congestion in peak hours. The fifth junction, Sheriffhall, is 'at-grade'; very long queues are evident during and beyond peak hours, impacting in particular bus, car and freight journey times. A720 congestion creates long and unpredictable bus and car journey times from Midlothian and regularly impact the local road network.
- 3.11 Car journey times are routinely unpredictable within Midlothian, suggesting many local roads are operating beyond capacity. Additional traffic from the projected growth can be expected to have considerable impact on wider regional economic productivity, stemming from significant traffic delays.
- 3.12 Bus journey times are currently long relative to car travel. **This is particularly important for Midlothian's LTS as many local people rely on bus travel to access employment, learning and leisure activities. There is a pressing need to reduce the gap in relative bus journey times when compared to car travel.** Incidents and queues on the A720 impact on bus journey time reliability. Bus capacity on peak and express services is a concern for passengers. Many Midlothian residents, even in the larger settlements, live some distance from their nearest bus stop and some newer developments are distant from the public transport network. Beyond the main bus route corridors, services can be less frequent and finish early.
- 3.13 There are few east-west bus connections across Midlothian, or regionally, with a gap in orbital public transport options. This contributes to a lack of public transport connectivity for residents to local employment centres and visitor locations within Midlothian.
- 3.14 While the Borders Rail Line provides direct links to Edinburgh and Tweedbank from Shawfair, Eskbank, Newtongrange and Gorebridge, relatively few bus services connect directly to the rail stations. Journey times by rail are long in comparison to rail services serving Edinburgh and there are issues with a lack of capacity at peak times and poor reliability of rail journey times⁶.
- 3.15 Bus fares vary by operator; regional services apply longer fare staging zones, unlike the flat-fare offered by more local services. Rail fares are considerably higher than bus fares. The up-front costs of rail season tickets and flexi-passes, even with a discount, can be prohibitive, requiring some passengers to purchase higher cost single journey tickets.
- 3.16 While some cross-boundary cycle routes exist, few routes efficiently and safely connect Midlothian communities. The A720 creates severance issues for communities either side, with walking or cycling journeys particularly tricky, and longer distance, cross boundary commuter cycling impacted. Apart from

⁶ At time of writing (2025) data suggested Borders Railway was not meeting ScotRail's Public Performance Measure.

Gilmerton Junction, the A720 junctions lack dedicated cycle facilities, discouraging new or less confident cycle users.

- 3.17 High traffic volumes, speeds and HGV traffic can cause walking and cycling to be unappealing. In more rural areas, a lack of segregated, accessible and appealing facilities for active travel users is an issue. Many walking routes lack lighting, have poor surfacing, are affected by street clutter or barriers, and are less accessible for those with mobility needs; this is a concern as the population profile changes, and the proportions of both children and young people, and older people increase.
- 3.18 Transport accounted for an estimated 36% of Midlothian's carbon dioxide emissions in 2022, with almost all (98%) from road transport.⁷ Other environment impacts of road traffic include noise, air quality⁸, vibration, degradation, whilst community and liveability impacts include accidents, poor visual amenity, intimidation, community severance.
- 3.19 Midlothian's continued and rapid population growth offers opportunities for infrastructure development and transport improvements, as well as improved retail and leisure 'offer' in towns, economic growth and local employment opportunities which can reduce the need to travel. These all require a well-planned, sustainable, accessible, safe and efficient transport network, providing connections between local settlements, as well as from and to Edinburgh and the wider region.
- 3.20 In summary, it is generally considered, based on transport network evidence, that for Midlothian, bus is the key mode by which significant change can be achieved towards more sustainable journeys. This is reflected in the policies.

4 LTS Vision and Outcomes

LTS vision

- 4.1 Midlothian's LTS vision is that, by 2035:

Our transport system enhances the life opportunities of all residents, enabling people to travel more sustainably and businesses to thrive.

LTS Outcomes

⁷ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022](#).

⁸ [Midlothian Council air quality targets reported annually](#) (no exceedance reported).

4.2 By applying the policies of the LTS, the LTS is intended to deliver five Outcomes:

Outcome 1: Transport planning is integrated into land use planning and new developments, delivering high-quality public transport connections and walking and active travel links

Outcome 2: Our towns provide more space for people, for user-friendly bus access, and are more attractive for people walking, wheeling, and cycling

Outcome 3: Our settlements are connected by safe, attractive and accessible public transport and active travel routes

Outcome 4: Our settlements are connected to key locations in Midlothian, Edinburgh and the wider region by fast accessible and affordable public transport and high-quality active travel routes

Outcome 5: Transport in our area produces less pollution and is decarbonised through a mix of new technology and behaviour change, where a reduction in private car journeys is achieved by an increase in sustainable, public transport journeys.

5 LTS Policies, grouped by themes

The LTS has 56 policies, grouped for ease into nine topics:

- Sustainably accommodating new development
- Making the transport network accessible and affordable for all
- Making transport safer for all
- New and improved facilities for active travel
- Improving the coverage, journey times and reliability of our public transport
- Improved integration across our transport networks
- Improving the quality of our public transport
- Reducing the impact of transport on our local environment, decarbonising transport in Midlothian and adapting to climate change
- Making the existing transport network more efficient

5.1 Sustainably accommodating new development

Policies 1 to 6 focus on transport considerations that help deliver the planning outcomes within MLDP2. The coordination and integration of transport considerations into land use planning is essential, to help minimise the need for car dependency and costly travel. This group of policies describes the approaches needed alongside new development, to provide sustainable transport mode choices, adopt an Infrastructure first approach, facilitate liveable places, and where possible deliver transit-oriented development.

Policy 1: Major development must be well connected to our existing communities and local centres by providing facilities for high-quality active travel routes and public transport services

Policy 2: The LTS outcomes require measures to minimise car dependency to be planned by developers, for all sizes of development

Policy 3: The LTS requires the concept of 'infrastructure first' to be implemented in relation to major developments in, and affecting Midlothian

Policy 4: New active travel routes and infrastructure which meets national standards must be available for the first residents moving into a development, both within the site boundary and connecting the site to local centres, amenities, and transport interchanges

Policy 5: Access roads within new developments and connecting new developments to the wider area must be of an adoptable standard and designed and delivered such that the development to be served by bus services as soon as the first residents move in – including the provision of necessary infrastructure such as bus stops and shelters

Policy 6: The LTS outcomes require parking provision at all new developments to fully comply with Midlothian Council's Parking Standards

5.2 Making transport networks accessible and affordable for all

Policies 7 to 13 focus on addressing the barriers which can prevent some people making trips by active travel and by public transport. It covers issues that make travel by these modes a stressful experience, as well as issues associated with physical accessibility, personal security, and cost.

Policy 7: The LTS supports measures to improve the range and quality of fully accessible travel information

Policy 8: The LTS recognises that the physical environment and streetscape can be a barrier to travel and independence for some, and supports measures to address this

Policy 9: The LTS recognises that crime, the fear of crime and anti-social behaviour is a barrier to travel for some and supports measures to address this

Policy 10: The LTS supports initiatives that give Midlothian residents more affordable access to cycling

Policy 11: The LTS recognises that the availability of accessible taxis and provision of community transport form a key element of the transport system across Midlothian, helping those who most need support to undertake everyday journeys and activities.

Policy 12: The LTS recognises that the cost of bus travel can be a barrier to travel, especially where more than one bus is needed from different operators, and supports measures to reduce the cost of bus travel and make the cost of bus travel more equitable for Midlothian residents

Policy 13: The LTS recognises that the cost of rail travel is a barrier to travel and supports measures to reduce the cost of rail travel

5.3 Making transport safer for all

Policies 14 to 17 support a combination of actions that are required to ensure transport continually becomes safer for all users, ranging from maintaining and making physical improvements to the road network and transport infrastructure, to managing traffic speeds, to behaviour change initiatives.

Policy 14: The LTS supports the Scottish Government's target of a 50% reduction in people killed and seriously injured by 2030

Policy 15: The LTS supports the principle of reducing speed limits and use of transitional speeds on our rural roads to promote road safety

Policy 16: The LTS supports a programme of 20mph zones implementations, monitoring and review around and within our settlements

Policy 17: The LTS supports appropriate maintenance of our roads to provide a safer environment for all road users

5.4 New and improved facilities for active travel

Policy 18 reflects that Midlothian Council is committed to improving and expanding our active travel network and supporting more people to travel actively. The policies recognise that the aims, objectives and actions set out in '[On the Move Midlothian: Our Active Travel Strategy for Everyone 2024-2034](#)' (ATS) are comprehensive and require to be reflected and supported within the LTS, in order to ensure adequate focus on investment in new active travel routes, provision of more cycle parking and facilities, improved maintenance of active travel infrastructure and routes, and promotion of walking, wheeling and cycling as a means of travel.

Policy 18: The LTS supports the improvement of walking, wheeling and cycling infrastructure as set out in the ATS, to make it easier for people to make every-day journeys by active travel modes and to support health and wellbeing.

5.5 Improving the coverage, journey times and reliability of public transport

Policies 19 to 29 focus on enhancing public transport services in Midlothian and between Midlothian and the wider city region. The policies cover a wide range of issues including improving or extending the coverage of the existing bus network, increasing bus capacity, reducing bus journey times and improving reliability, providing new bus connections, reducing rail journey times and reliability, enhancing capacity, extending the rail network and providing new direct connections.

Policy 19: The LTS supports measures to reduce journey times and improve the reliability and punctuality of public transport

Policy 20: The LTS supports the development of direct bus services to parts of the city-region where interchange in Edinburgh is currently required

Policy 21: The LTS supports improved east-west bus connectivity in Midlothian

Policy 22: In keeping with the [SEStran Regional Bus Strategy](#), the LTS supports working towards an equitable and proportionate level of bus service for Midlothian communities

Policy 23: Where appropriate, the bus network supports young people making journeys to school and learning

Policy 24: The LTS supports the principle of mass or rapid transit connections between Midlothian, Edinburgh and the wider region, developed as part of a region-wide approach to connectivity

Policy 25: The LTS supports increased bus service frequencies on main corridors to reduce wait time, improve capacity and provide more travel options for those wheeling supported by a range of corridor improvements

Policy 26: The LTS supports targeted infrastructure improvements along the Borders Railway that can increase the capacity of the line at key rail sections, junctions and platforms to improve service frequency, journey times and journey time reliability

Policy 27: The LTS supports through rail services to destinations beyond Edinburgh Waverley

Policy 28: The LTS supports extending the Borders Railway to Carlisle, accompanied by any necessary infrastructure improvements to the existing line

Policy 29: The LTS supports opportunities to improve the collection, sharing, monitoring and analysis of transport data, to strengthen decision making and improve the performance and quality of the public transport network

5.6 Improved integration across transport and into public transport networks

Policies 30 to 36 collectively deal with the challenge to facilitate more complex journeys that are typical for many commuters, which may include a combination of active travel and public transport, bus to rail, car travel to access public transport, or other combinations. The policies here focus on supporting opportunities to change travel mode easily, relating to physical infrastructure, ticketing and promotion.

Policy 30: Walking, wheeling and cycling routes to bus stops and railway stations should be clear, safe and attractive for all users

Policy 31: The LTS supports measures to make it easier to routinely take a bicycle onto a bus or train or securely leave a bicycle at a key location

Policy 32: A combination of bus and rail travel can provide faster journey times to Edinburgh than bus alone. The LTS supports tackling timetabling, ticketing and fare barriers which make this an unattractive option for passengers at present

Policy 33: The LTS supports the integration of ticketing across all bus and train operators

Policy 34: The LTS supports technology-based solutions to develop 'MaaS'-style operations in Midlothian and the wider region

Policy 35: The LTS supports measures to improve the strategic bus and rail park and ride offer.

Policy 36: The LTS supports the concept of multi-modal interchange hubs to support interchange between bike, bus, train, car and car share

5.7 Improving the quality of public transport

Policies 37 to 44 focus on improving the overall quality of experience of accessing and using public transport services to make public transport more attractive to both current and prospective users, covering improving the quality of journeys to and facilities at bus stops and railway stations, including real time information.

Policy 37: The LTS supports measures to address overcrowding on Midlothian's train services during routine peaks and events

Policy 38: Bus stops and routes to bus stops should be high quality and well maintained

Policy 39: The LTS supports exploring partnership and other initiatives to improve the way bus services are delivered across Midlothian's settlements, where this will provide a benefit to passengers

Policy 40: The LTS supports partnership working between local authorities and operators to deliver improvements for existing bus users and encourage new bus users

Policy 41: The LTS supports the ongoing roll out of real time information at bus stops across Midlothian

Policy 42: The LTS recognises that more flexible floorspace arrangements would benefit bus users dependent on wheeling

Policy 43: The LTS supports measures to bring together all public transport information into a single source / app

Policy 44: Public transport information should be accessible, readily understandable and up to date

5.8 Reducing transport's local environmental impact, decarbonising and adapting to climate change

Policies 45 to 52 focus on reducing the negative impacts of transport on the local environment and transitioning to alternative fuel sources and set a basis for encouraging electric vehicle uptake and use, zero-emission buses, management of parking, vehicle sharing, decarbonising the railway, and improving road and rail network resilience.

Policy 45: The LTS supports a roll out of publicly available and affordable network of EV charging infrastructure to support households who cannot charge at home and serve through traffic

Policy 46: The LTS supports the full decarbonisation of bus services in Midlothian and the provision of facilities to support this

Policy 47: The LTS supports suitable and equitable taxation measures for ICEs, EVs and other alternative-fuel vehicles that ensure their usage is managed in line with the NTS2's Sustainable Travel Hierarchy and which also accords with the 'polluter pays' principles

Policy 48: The LTS supports the principle of improving the management and enforcement of traffic and parking, including within town and commercial centres, key transport interchanges and near schools

Policy 49: The LTS supports initiatives to reduce the requirement to own a car but still have occasional, affordable access to a car

Policy 50: The LTS supports the full decarbonisation of the Borders Railway

Policy 51: The LTS supports infrastructure and maintenance measures to reduce the impact of severe weather on road networks

Policy 52: The LTS supports infrastructure and maintenance measures to reduce the impact of severe weather on the Borders Railway

5.9 Making the existing transport network more efficient

Policies 53 to 56 provide a guiding approach to the adoption and move towards more intelligent transport systems, for example through use of traffic control systems and targeted road infrastructure improvements.

Policy 53: The LTS supports technology-based measures to improve the efficiency and safety of transport networks

Policy 54: The LTS supports the provision of appropriate facilities to support the movement of freight through Midlothian and within Midlothian including last mile deliveries

Policy 55: Opportunities for the more widespread usage of connected autonomous vehicles for the provision of bus services should be kept under review

Policy 56: The LTS supports targeted infrastructure improvements in selected locations alongside a wider package of sustainable transport improvements to sustain network efficiency and enhance safety

6 LTS Priorities for Change

The LTS considers a wide range of transport relevant policies, data, problems and opportunities, which contribute to its 56 Policies. Some policies in the previous section correspond to required business-as-usual activities, some relate to new legislation, behaviour change or service improvements, and some to new infrastructure investment and delivery.

During the development of the LTS, ten 'Priorities for Change' emerged for priority action to ensure the transport network, and particularly public transport network, can change quickly and keep up with fast paced development and demands. The priorities below will be further developed into a ten-year delivery plan managed and reported on by Midlothian Council.

1. A bus-ready network that extends to support new development and growth
2. A step change in bus priority on key north - south corridors in Midlothian
3. Closing missing links and extend the reach of the active travel network
4. Improving the attractiveness and ease of accessing bus and rail transport for residents
5. Deliver improved active travel options to cross the A720 Bypass
6. Improve east-west bus connectivity within Midlothian
7. Improve the management of traffic and parking within towns and settlements
8. Review and deliver improved park and ride / journey hub / interchange options to improve access to bus and rail travel
9. Deliver new developments which are better connected by active travel and public transport
10. Work with Transport Scotland and regional partners to develop and deliver [STPR2 Recommendations, especially 2 and 12](#) and progress committed schemes

7 Monitoring and Evaluation

Monitoring is necessary to determine the extent to which the five LTS Outcomes are being achieved. Four types of indicators will be used to monitor progress; published data, such as Scottish Transport Statistics, published primary research, indicators developed through bespoke analysis and a Midlothian Travel and Transport Survey, undertaken 2030 and 2035.

Outcome 1: Transport planning is integrated into land use planning and new developments to deliver high-quality public transport connections and walking and active travel links

Type	Indicators
Bespoke analysis	assessment of convenient access to bus stops in new developments
Midlothian Travel and Transport Survey	- travel by mode for those in new developments - cycle / car ownership for those in new developments - satisfaction with different travel modes / barriers to use for those in new developments

Outcome 2: Our towns provide more space for bus access and are more attractive for people walking, wheeling, and cycling

Type	Indicators
Published data	- annual average daily traffic within settlements (Transport Scotland automatic traffic counts) - travel to school mode for primary / secondary school children (Hands Up Survey) - road casualties by severity – with a focus on collisions occurring within settlements (Scottish Transport Statistics) - cycle count data from locations within towns / villages (where available)
Bespoke analysis	- Workplace Mobility Data showing Pedestrian Density (where applicable) - Workforce travel analysis to inform location of active travel investments
Midlothian Travel and Transport Survey	- travel by mode - frequency of travel to Midlothian destinations - cycle / car ownership - satisfaction with different travel modes / barriers to use - views on impact of transport in, and 'liveability' of towns

Outcome 3: Our settlements are connected by safe, attractive and accessible public transport and active travel routes

Type	Indicators
Published data	- average annual daily traffic on key strategic routes between towns and villages (Transport Scotland automatic traffic counts) - rail passengers by station (ORR estimates of station usage) - congestion delays experienced by drivers (SHS) - road casualties by severity (Scottish Transport Statistics) - cycle count data from routes connecting towns / villages (where available and substantive)
Bespoke analysis	- public transport journey times from and to Midlothian postcodes, including comparison of public transport and car journey time differentials - public transport connectivity to employment, education and key services from origins in Midlothian to destinations in Midlothian - assessment of public transport connectivity and deprivation across Midlothian - assessment of convenient access to bus stops - Workforce travel analysis
Midlothian Travel and Transport Survey	- travel by mode within Midlothian - frequency of travel to Midlothian destinations - cycle / car ownership - satisfaction with different travel modes / barriers to use - perception of quality, safety and accessibility of active travel and public transport

Outcome 4: Our settlements are connected to key locations in Midlothian, Edinburgh and the wider region by fast accessible and affordable public transport and high-quality active travel routes

Type	Indicators
Published data	- rail passengers by station (ORR estimates of station usage) - cycle count data from key strategic cross boundary routes (where available)
Bespoke analysis	- public transport journey times from Midlothian postcodes to destinations in Edinburgh, including comparison of public transport and car journey times - public transport connectivity to employment, education and key services originating and to destinations in Midlothian, Edinburgh and SEStran region - assessment of public transport connectivity and deprivation across Midlothian - assessment of convenient access to bus stops - affordability of bus and rail travel between key origins and destinations - analysis of other bus data available to the public sector
Midlothian Travel and Transport Survey	- travel by mode outwith Midlothian - satisfaction with different travel modes / barriers to use - views on how transport in Midlothian affects local and global environment - perception of quality, safety, security and accessibility of active travel and public transport

Outcome 5: Transport in Midlothian produces less pollution and is decarbonised through a mix of new technology, and behaviour change / public transport uptake

Type	Indicators
Published data	• transport related CO₂ emissions in Midlothian (Department for Business, Energy and Industrial Strategy) • annual Midlothian air quality statistics (Midlothian Air Quality Progress Reports) • licensed vehicle statistics by fuel type and body type in Midlothian (Department for Transport) • roll-out of zero emission buses in Midlothian / rail network decarbonisation • number of public EV charging devices (DfT EV charging infrastructure statistics)
Midlothian Travel and Transport Survey	• car ownership by fuel type • travel by mode, including breakdown of car travel by fuel type • satisfaction with different travel modes / barriers to use, including zero emission vehicles • satisfaction with public EV charging infrastructure • views on how transport in Midlothian affects local and global environment