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Please search records from 1 January 2020 to the date of this request, unless a different period is specified below.

Please provide all recorded correspondence, meeting minutes, meeting notes, briefings, reports, presentations and action logs held by the Council concerning:

- the A702/A703 Hillend junction;
- the A702 between Hillend and Lothianburn;
- the A720 Lothianburn Junction;
- the A720 eastbound or westbound off-slips at Lothianburn;
- congestion or queuing associated with the Hillend traffic signals;
- the effect of the Hillend traffic signals on traffic approaching or leaving Edinburgh; and
- the August 2026 Lothianburn traffic-management trial.

This should include relevant correspondence with or involving:

- Transport Scotland;
- BEAR Scotland;
- Midlothian Council;
- Amey;
- Jacobs;
- elected members;
- Council transport/roads officers; and
- any consultants acting for the Council.

Please provide all recorded information discussing, assessing or referring to possible increases or changes to road capacity at Lothianburn, the A720 or the A702/Hillend corridor, including consideration of:

- additional traffic lanes;
- widening of existing carriageways;
- widening or lengthening of A720 slip roads;
- additional stacking or queuing capacity;
- changes to lane allocation;
- alterations to either Lothianburn roundabout;
- junction redesign;
- additional general-traffic capacity;
- bus lanes;
- high-occupancy vehicle lanes;
- active-travel provision;
- restrictions on general traffic; and
- any other infrastructure intervention intended to increase capacity or reduce congestion.

Please include options which were discussed but subsequently rejected, discounted, deferred or considered impractical.

The Council's City Mobility Plan states under Movement 12 that when proposals are made to expand capacity on the strategic and trunk-road network, including the City Bypass, the Council supports additional capacity being reserved for public transport, high-occupancy vehicles and active-travel modes.

The accompanying text states that this confirms the Council's position of supporting widening of trunk roads and/or motorways only where that additional capacity is reserved for public transport, high-occupancy vehicles and active travel.

Please provide:

(a) Any correspondence, advice, briefing, report, meeting note or other recorded information in which Movement 12 has been discussed or considered in relation to the A720, Lothianburn, Hillend or the A702.

(b) Any assessment of whether Movement 12 would affect or restrict the Council's ability to support:

- an additional general-traffic lane;
- widening of an A720 slip road;
- additional unrestricted traffic capacity;
- junction enlargement; or
- any other capacity-increasing intervention at Lothianburn.

(c) Any correspondence with Transport Scotland, BEAR Scotland or Midlothian Council in which the Council has stated its policy position on increasing road capacity at Lothianburn or on the A720/A702.

(d) Any internal advice given to Council officers or elected members regarding the application or interpretation of Movement 12 to trunk-road improvement schemes.

(e) Any recorded consideration of whether improving traffic flow or increasing capacity at Lothianburn would be compatible with the City Mobility Plan.

Please provide any reports, briefings, correspondence or meeting records discussing whether congestion at Lothianburn/Hillend should be addressed through:

- increased road capacity;
- traffic management within existing capacity;
- demand management;
- public-transport improvements;
- active travel;
- signal optimisation;
- changes to the Hillend signals;
- changes to the Lothianburn junction; or
- restrictions/reallocation of existing road space.

Please include any option appraisal, scoring, advantages/disadvantages, policy assessment or reasons for rejecting particular interventions.

Please provide all information held by the Council relating to the development of the August

2026 Lothianburn trial measures, including:

- traffic surveys;
- queue-length data;
- journey-time data;
- modelling;
- diagrams;
- proposed layouts;
- meeting minutes;
- emails;
- options considered;
- anticipated benefits;
- anticipated disadvantages;
- safety considerations;
- monitoring arrangements;
- success criteria; and
- proposals for what happens if the trial does not sufficiently improve conditions.

Please specifically provide any recorded discussion of what further measures may be considered if the current trial is unsuccessful.

Please provide any information held by the Council concerning:

- the decision to install the Hillend traffic signals;
- predicted effects on Lothianburn;
- predicted effects on the A720;
- predicted queues towards Edinburgh/Fairmilehead;
- predicted queues on A720 slip roads;
- post-installation traffic impacts;
- complaints or concerns received by the Council; and
- any requests made by the Council for changes to signal timings or operation.

Please provide any information assessing the cumulative effect on this corridor of:

- Destination Hillend;
- development in Midlothian;
- housing growth;
- planned development;
- forecast traffic growth; and
- changes in travel demand.

Please include any assessment of whether the existing A702/Lothianburn infrastructure has sufficient capacity to accommodate forecast demand.

[Please find the information attached.](#)