

## 7. Consultation and Scoping

### 7.1 Introduction

- 7.1.1 This chapter discusses the previous and ongoing consultation that has been carried out as part of this Environmental Impact Assessment (EIA) process. It also summarises the EIA Screening process and how the EIA scoping was undertaken to determine the appropriate assessment approach and technical content of the Environmental Statement (ES).
- 7.1.2 All of the consultation responses that have been received throughout the process are provided as Appendix 7.1 - Copies of Consultation Responses of this ES.

#### Consultation

- 7.1.3 Consultation is an iterative process that continues throughout the different stages of the EIA and design process. This chapter covers the consultation that has been undertaken during DMRB Stage 2 and Stage 3 and provides a summary of the key issues raised as part of the consultations.

#### Screening

- 7.1.4 A screening assessment in the form of a Record of Determination (RoD) was produced in April 2017 and signed 11 May 2017 following the publication of the Stage 2 Report. The RoD confirmed the need to carry out an Environmental Impact Assessment (EIA) in line with Regulation 49(3) of the 1999 EIA Regulations (as amended) (Scottish Parliament, 1999) and Design Manual for Roads and Bridges (DMRB) Volume 11, Section 2, Part 3 'Screening of Projects for Environmental Impacts Assessment' (HD 47/08) (The Highways Agency, et al., 2008) which provided the most up to date guidance on the screening of trunk roads at the time. HD 47/08 has since been superseded by LA 102 'Screening projects for environmental assessment' (Highways England, et al., 2019), however the new guidance would not have resulted in any different approach to the screening of this project.
- 7.1.5 A new EU EIA Directive (2014/52/EU) (European Parliament, 2014) was transposed into UK legislation on 16 May 2017. As the screening and scoping for the project was carried out and published prior to this date, the Environmental Impact Assessment (Scotland) Regulations 1999 have been followed. Further details are provided in Section 1.5 of Chapter 1 – Introduction.

#### Scoping

- 7.1.6 The scoping report was completed and submitted to Transport Scotland (TS) and statutory consultees in April 2017. The scoping report set out the scope of the EIA by identifying key environmental issues which were to be considered as the project developed further. All the environmental topics were scoped into this EIA. Guidance within DMRB, Volume 11, Section 2, Part 4 'Scoping of Environmental Impact Assessments' (HD 204/08) (The Highways Agency, et al., 2008) was followed which provided the most up to date guidance on the scoping of trunk road projects at the time. HD 204/08 has since been superseded by LA 104 'Scoping projects for environmental assessment' (Highways England, et al., 2019), however the new guidance would not have resulted in any different approach to the screening of this project.
- 7.1.7 Following the consultation, no amendments to the scope of the EIA were required.

### 7.2 Approach and Methodology

- 7.2.1 The approach to consultation and scoping is outlined below:

**Identification of Consultees**

7.2.2 The process undertaken to identify relevant consultees for the Proposed Scheme aimed to ensure that all relevant consultees were engaged. This involved the following stages:

- Review of the consultees previously engaged at Stage 1 and Stage 2 of the environmental assessments;
- Review of consultees involved on other major and recent highway projects and previous studies undertaken for the Proposed Scheme;
- Input from the project team’s environmental specialists. The environmental specialist’s review and updated the initial list of consultees with organisations and local environmental groups of importance to their area of expertise; and
- Considering the scale, size and potential impact of the Proposed Scheme, communities within the direct area of influence were considered to determine the potential of the Proposed Scheme to affect them.

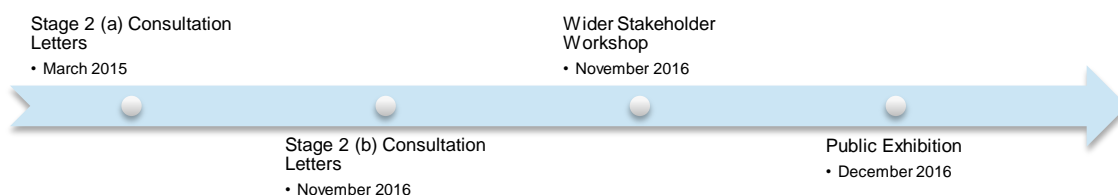
7.2.3 The list of proposed consultees was also reviewed by TS and any additional preferred consultees were added.

7.2.4 A large number of consultees were identified through this process and were added to a stakeholder register in order to manage the consultations carried out and the information provided.

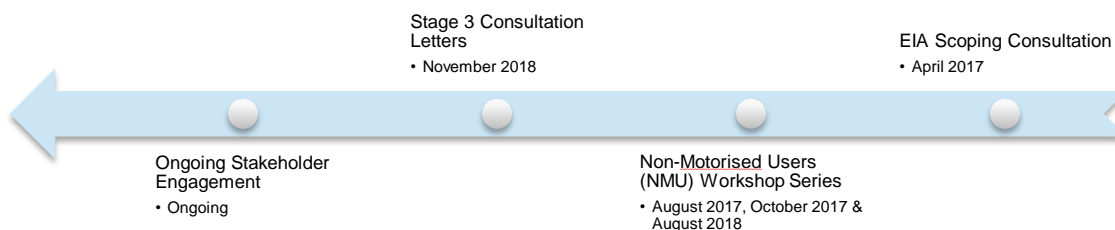
7.2.5 Landowner consultation has been carried out throughout Stage 2 and Stage 3 and has informed the Proposed Scheme’s design.

**Key Stages of EIA Consultation**

Stage 2 Consultations



Stage 3 Consultations



**7.3 Consultation Summary**

7.3.1 The EIA consultation carried out to date is outlined below.

**DMRB Stage 2 Consultation**Stage 2 (a) Consultation

7.3.2 A number of consultation letters were originally issued to environmental consultees in March 2015 for the DMRB Stage 2 assessment. The responses received are summarised in Table 7-1 'Summary of 2015 Stage 2 Consultation Responses' below. A full copy of all responses can be found in Appendix 7.1 - Copies of Consultation Responses.

**Table 7-1 Summary of 2015 Stage 2 Consultation Responses**

<b>Consultee</b>	<b>Summary of 2015 Response</b>
British Horse Society (BHS)	Dated 26/03/2015 The British Horse Society (BHS) note their aim to ensure right of responsible off-road access for all walkers, cyclists and horse riders and their wish to be included in any further consultation.
Buccleuch	Dated 17/03/2015 Buccleuch as the major land owner in the areas (including Dalkeith Country Park) view the proposed works as positive development to the roads network and in enhancing accessibility to Dalkeith Park. Also note their keenness to explore the opportunity to provide directional signage to the park.
City of Edinburgh Council (CEC)	Dated 24/02/2015 Planning Officers from a number of different Council Services may hold relevant information it was therefore suggested that the most efficient way for the Council to contribute to this stage of the process would initially be for relevant Officers from these Services to meet with AECOM to discuss the proposals and any issues arising from them.
East Lothian Council (ELC)	Dated 19/03/2015 Transport No particular preference to any of the Sheriffhall Junction option proposals but concerns that the improvement works at Sheriffhall will result in more free flowing traffic on the A720 potentially resulting in more traffic arriving in a constant flow at the A720/A1 Old Craighall Junction and creating more congestion at this junction – particularly during peak weekday periods. In particular, concerns that the Sheriffhall Junction improvements will result in increased queuing of A1 southbound traffic exiting at the Old Craighall Junction to join the A720 leading to increased queue lengths back onto the East Lothian Council section of the A1 with the potential for vehicle collisions. The consultation response requests that "this is modelled and potential impacts (as highlighted above) mitigated against particularly on the ELC section of the A1".
Historic Environment Scotland (HES)	Dated 12/03/2015 There are a number of heritage assets in the vicinity of the Sheriffhall Junction that should be identified in constraint mapping: Elginhaugh, Roman camp, native fort and palisaded enclosure 600m NE of (Scheduled Monument, Index No. 6202) Elginhaugh, Roman fort, annexe and bathhouse 200m NE of (Scheduled Monument, Index No. 5684) Melville Grange, homestead and pit alignments 600m ESE of (Scheduled Monument, Index No. 4592) Dalkeith Park, King's Gate, Walls And Lodge (Category A listed building, HB Num 1437) Dalkeith House (Palace) GDL It appears unlikely at this stage that any of the Proposed Schemes would have a significant impact on the settings of these heritage assets. Minor alterations to the scheme might result in direct impacts on Elginhaugh Roman Camp or Dalkeith house GDL.
Midlothian Council (MLC)	Dated 13/03/2015 Planning Welcome the improvement works and have provided detailed general and option specific comments for consideration. Require clarification on modelling, SUDs requirements, drainage, proposed Tram Line 3 extension impacts, and active travel provision. The bus operators overall preferred option is 6A (now Option B). Visual Impact less where A720 is on embankment. Suggest segregated cycle lanes, over/under passes and continental style roundabouts (TRL) for NMUs. May have light pollution impacts on Dalkeith Palace GDL.

Consultee	Summary of 2015 Response
Road Haulage Association (RHA)	<p>Dated 11/03/2015</p> <p>The RHA have no preference at this stage (in respect of the Sheriffhall Junction options) but would be happy to gain any improvements from which ever option is selected.</p> <p>In addition, the RHA provided the following information/advice: -</p> <p>Consider the potential changes to vehicle dimensions and other matters in relation to plans for road designs and layouts.</p> <p>The future possibility of increased lorry speed limits on single and dual carriageways.</p> <p>Lorries getting longer as well as higher – factors which can affect stability and road safety when entering and exiting roundabouts.</p>
Scottish Environment Protection Agency (SEPA)	<p>Dated 05/03/2015</p> <p>Stated that they did not have any further comments to offer at this stage but would highlight that the issues outlined in their Stage 1 correspondence should be appropriately considered during the identification of a preferred option.</p> <p>DMRB Stage 1 Response Dated 27/11/13</p> <p>SEPA's consultation response provided general advice suitable for consideration at DMRB Stage 1.</p> <p>Advice and guidance on flood risk, drainage, pollution prevention and environmental management, engineering activities in the water environment and regulatory advice was provided and SEPA have requested to be kept informed throughout the Scheme Development phases.</p>
Scottish Natural Heritage (SNH)	<p>Dated 19/02/2015</p> <p>SNH welcomes the commitment to improve active travel provision across the A720. SNH recommended that the Stage 2 Report highlight whether there are any differences in active travel outcomes between the options that are being taken forward, or, whether they will all result in the same level of provision.</p> <p>SNH also noted that a core path crosses Sheriffhall Roundabout from the A7 in the north onwards to the A6106 in the south and recommended consideration of maintaining access along this core path during the Scheme construction. If not, the Stage 2 report should explore the provision of an alternate, temporary, active travel route.</p>
The Strategic Development Planning Authority for Edinburgh and South East Scotland (SESplan)	<p>Dated 08/03/2015</p> <p>Major development planned in northern Midlothian, East Lothian and Southern Edinburgh and the congestion and delay at Sheriffhall will hamper connectivity between these developments. Could the feasibility study have looked at the entire A720? Any redesign must include safe dedicated solutions to allow crossing of the A720. Active travel and public transport options require further consideration in the options. Any redesign should be future proofed.</p>
South East of Scotland Transport Partnership (SEStran)	<p>Dated 03/03/2015</p> <p>SEStran highlighted several issues for consideration: -</p> <p>The potential for bus priority through the upgraded Sheriffhall junction to encourage residents in Midlothian and beyond to use public transport when travelling to and from Edinburgh. There is also the need to consider the bus and car linkages to the Orbital Bus proposals.</p> <p>Improving the efficiency of bus linked to park and ride and cycle links across the bypass will help to reduce the impact of increased ease of access by car to and from Edinburgh.</p> <p>SEStran is carrying out a study looking at missing links in the strategic cycle network especially cross-boundary links. Initial findings are that there is a missing link in this area across the A720 bypass.</p> <p>SEStran state that "Option 6 or 6a seems to provide the best solution", (now Option B) but that the ability to accommodate priority bus lanes and segregated cycle links is of prime importance.</p>
Transport Scotland (Network Operations & Development Control)	<p>Dated 23/03/2015</p> <p>Most of the development management issues in and around Sheriffhall have not changed since the Stage 1 Report was published. TS are aware of the Millerhill Road permanent closure issues which lie with Midlothian Council to clarify. Most matters where pre-application discussions have been taking place will have been captured within development planning including Newton Farm (proposed connection to A68 junction) and other emerging proposals in around Craighall.</p>
Visit Scotland	<p>Dated 18/02/2015</p> <p>The national tourism body is pleased that the following are being considered as part of the scheme objectives:</p> <p>Minimising intrusion of the new works on the natural environment, cultural heritage and people whilst enhancing the local environment where opportunities arise.</p> <p>Facilitating integration for different modes of transport along and across the A720 corridor between Gilmerton Junction and Dalkeith Northern Bypass.</p> <p>VisitScotland also noted AECOM's awareness of the Borders Railway project.</p> <p>In terms of access to Edinburgh from the A720 and to East and Midlothian from Edinburgh/A720, VisitScotland suggests that clear directional signage is a key component and some consideration should be given if there is opportunity for tourism signage that does not distract from the main directional signage and traffic regulation signage.</p>

Stage 2(b) Consultation

7.3.3 Due to the length of time since the original Stage 2 environmental consultation letters had been issued a new round of consultation was carried out in November 2016. The responses received are summarised in Table 7-2 'Summary of 2016 Stage 2 Consultation Responses' below. A full copy of all responses can be found in Appendix 7.1 - Copies of Consultation Responses.

**Table 7-2 Summary of 2016 Stage 2 Consultation Responses**

Consultee	Summary of 2016 Response
British Horse Society (BHS)	Dated 14/12/2016 <ul style="list-style-type: none"> <li>The BHS repeated its desire for off-road, multi-use provision to be included in the Stage 2 scheme considerations.</li> </ul>
City of Edinburgh Council (CEC)	Dated 13/01/2017 Flood Prevention <ul style="list-style-type: none"> <li>Dean Burn is wholly within Midlothian area. Note from the SEPA flood maps that it doesn't look like the risk of flooding from the burn greatly affects the road; however it does identify several areas of potential surface water flooding that would need to be assessed.</li> </ul>
East Lothian Council (ELC)	Dated 08/12/2016 Access and Cycling <ul style="list-style-type: none"> <li>Concerned about perceived lack of provision for NMUs in the Proposed Scheme options – specifically the lack of a clear, prioritised shared use (walking/cycling) route providing safe access across the A720 into the west of East Lothian. A shared-use route would benefit active travel commuting and recreational walking/cycling.</li> <li>Requests that detailed Active Travel proposals are provided in the Sheriffhall scheme proposals e.g. provision of an underpass to take NMUs under the A720, without the need to interact with traffic "would be ideal". Connectivity with the surrounding path/active travel network should also be explored during Stage 2. (Outdoor Access Officer)</li> </ul> <p>Dated 29/11/2016 Biodiversity and Landscape</p> <ul style="list-style-type: none"> <li>Advised that The Wildlife Information Centre (local record centre) should be contacted regarding species records and information on any locally designated sites in the area. A data request had already previously been made to TWIC to support this Stage 2 assessment. (Biodiversity Officer)</li> </ul>
Historic Environment Scotland (HES)	Dated 06/12/2016 <ul style="list-style-type: none"> <li>Recommended that both City of Edinburgh and Midlothian Councils' archaeological and conservation advisors be consulted regarding potential impacts on the historic environment, including undesignated assets. No further comments or advice. The previous comments made at DMRB Stage 1 remain valid.</li> </ul>
Lothian Buses	Dated 27/01/2017 <ul style="list-style-type: none"> <li>Lothian Buses support the proposal to create a grade separated junction at Sheriffhall as it should improve journey time for its services that use the A7 North - A6106 South (Old Dalkeith Road) corridor.</li> <li>Lothian Buses preference is for Option B because it does not require additional roundabouts. Roundabouts cause a reduced level of comfort for bus passengers. Option A and C both replace one large diameter roundabout with two smaller roundabouts, with Option C introducing an additional even smaller roundabout between the dumbbell roundabouts and the roundabout at Sheriffhall Park and Ride. Option C is also undesirable because of the additional traffic heading to/from The Wisp/Fort Kinnaird/Shawfair added to the A7 north of Sheriffhall junction. With the level of development in that area this traffic flow will only increase creating the potential for southbound traffic on the A7 to be blocked at the new roundabout during busy times which will have a negative effect on services.</li> <li>Lothian Buses note that the proposals do not detail whether any of the Options include traffic signals at Sheriffhall Junction. They state that it would assist in the southbound flow of traffic if signals were retained to control as a minimum the flow of traffic leaving the by-pass to avoid the traffic queueing situation that occurs at A720 Lothianburn junction.</li> </ul>

Consultee	Summary of 2016 Response
	<ul style="list-style-type: none"> <li>The consideration of the effect of the A720 on north-south traffic flows needs to be extended to the Lasswade Junction because of the high proportion of traffic that currently uses it to avoid Sheriffhall junction and congestion on the A720.</li> <li>An objective for this scheme should be to encourage modal shift from car by improving the attractiveness of public transport and other non-car modes.</li> </ul>
Midlothian Council (MLC)	<p>Dated 13/01/2017 Road Services</p> <ul style="list-style-type: none"> <li>MLC don't have any flooding data in the vicinity of Sheriffhall Roundabout. Approximately five years ago there was a recurring flooding issue on the A7 near Campend. No flooding in the area since the insertion of a larger carrier pipe.</li> </ul> <p>Dated 28/11/2016 Environmental Health</p> <ul style="list-style-type: none"> <li>Looking for information relating to modelling of noise emissions and air quality impacts.</li> </ul>
Scottish Environment Protection Agency (SEPA)	<p>Dated 06/12/2016</p> <ul style="list-style-type: none"> <li>Sheriffhall Roundabout is at risk of flooding from surface water ponding. Consider vulnerable receptors when extending/replacing culverts.</li> <li>Ensure diversions/realignment of watercourses are assessed to understand changes in capacity, velocity and sediment erosion/deposition. Ensure alterations to watercourse/floodplain should be detailed through the submission of a Flood Risk Assessment.</li> <li>Install SUDs or other bio-retention areas to enhance the local environment.</li> <li>Identify all aspects of works that may impact upon the environment and potential pollution risks, and then identify principles of preventative measures and mitigation.</li> <li>Recommend Environmental Health officers in the relevant local authorities be consulted.</li> </ul>
Scottish Natural Heritage (SNH)	<p>Dated 08/12/2016</p> <ul style="list-style-type: none"> <li>SNH repeated its response from Stage 1 that access (how the scheme will accommodate active travel or non-motorised users); protected species (that work will have to be done to assess any impacts upon protected species); and landscape and visual impacts are the three most relevant topics that should be considered in this project.</li> </ul>
Scottish Rights of Way and Accesses Society (Scotways)	<p>Dated 08/12/2016</p> <ul style="list-style-type: none"> <li>Scotways is concerned that access to the Right of Way (LM97) is maintained during both the construction and operation of the chosen revised option (following Stage 3 assessment). Scotways provided a "marked-up" map highlighting LM97. This RoW is a Midlothian Council core path (section 4-8) and runs north-east from the A7 North between Campend and the Sheriffhall P + R site.</li> <li>Scotways also wishes to see how the Sheriffhall Roundabout improvement scheme will improve NMU access between Edinburgh and its hinterland beyond the A720 Edinburgh City Bypass (and vice versa).</li> </ul>
Sustrans	<p>Dated 27/01/2017</p> <ul style="list-style-type: none"> <li>In terms of the hierarchy of measures, Sustrans Scotland agree that off-carriageway facilities need to be provided for walking, cycling and other non-motorised users as part of the redesign, given the speed and volume of traffic at the A720 Sheriffhall Roundabout.</li> <li>Sustrans Scotland feel demand for walking and cycling is suppressed by current conditions at the Sheriffhall Roundabout and that it is important that new paths are included across and around the junction linking all the roads leading to/from it (with the exception of the A720, on which cycling and walking are prohibited). This will enable people to make local journeys across the junction on foot and by bike, reducing the severance caused by the A720. Sustrans Scotland also state that there are many potential active travel journeys which require a safe crossing of the A720 Sheriffhall Roundabout.</li> <li>Sustrans Scotland have assessed the 3 options presented (A, B and C) against the five Core Design Principles in Cycling by Design (Safety, Coherence, Directness, Comfort and Attractiveness) and conclude that Option C is the best for active travel (walking, cycling and non-motorised users). This is primarily because it is the most direct in terms of both distance and time and also likely to be the safest option for users. Option C is also likely to be the most attractive for users - albeit steps must be taken to make sure that user's feelings of personal security are maximised.</li> <li>Although Sustrans Scotland consider Option C to be the best outline design, a number of proposals are made which Sustrans Scotland believe should be included in the detailed design to create the best facilities for walking and cycling.</li> </ul>

## Consultee Summary of 2016 Response

- Sustrans Scotland are keen to discuss the designs of active travel infrastructure in the Sheriffhall project with AECOM and TS, as it progresses towards construction.

### Stakeholder Workshop

7.3.4 A stakeholder workshop was held on 25 November 2016 to present the three DMRB Stage 2 options to key stakeholders and to discuss local and key environmental issues and non-motorised user/public transport provisions. Representatives at this workshop included City of Edinburgh Council (CEC), East Lothian Council (ELC), Midlothian Council (MLC), Sustrans, SEStran and TS. The major points from each stakeholder have been summarised in Table 7-3 'Summary of Stakeholder Workshop' below.

**Table 7-3 Summary of Stakeholder Workshop**

Consultee	Summary of Stage 2 Wider Stakeholder Workshop
City of Edinburgh Council (CEC)	<ul style="list-style-type: none"> <li>• With the planned developments such as the Bioquarter, the A7 will get busier; Edinburgh Council would like the Park and Ride to become more attractive.</li> <li>• NMU facilities on Gilmerton Road are not great, especially north of the bypass. Concerns were raised as to whether Gilmerton Road would have capacity to accommodate increased traffic flows following junction improvements at Sheriffhall.</li> <li>• CEC noted that there would be change in driver/traffic behaviour in using Sheriffhall Junction – 'avoiding the Sheriffhall Factor'.</li> </ul>
East Lothian Council (ELC)	<ul style="list-style-type: none"> <li>• ELC queried the effects a new junction at Sheriffhall would have on the local road network.</li> <li>• Active travel was noted as a major issue that should be considered at Sheriffhall, linking to other routes, and providing better connections, especially given the number of developments which are planned in the area.</li> </ul>
Midlothian Council (MLC)	<ul style="list-style-type: none"> <li>• MLC can't deliver their economic strategy without Sheriffhall Junction Improvements.</li> <li>• MLC also noted concerns that in providing improvements at Sheriffhall Junction, congestion problems may just be shifted elsewhere.</li> <li>• Sheriffhall is one of four points of cycling access across the A720, the others being Lothianburn (Hillend), Straiton and Gilmerton, none of which currently provide good NMU facilities.</li> <li>• MLC would like to further protect and encourage the use of the existing Sheriffhall (Shawfair) Park &amp; Ride.</li> <li>• MLC voiced concerns that the current roundabout options were not signalised.</li> <li>• Believe some bus services may revert back to going through Sheriffhall should grade separation be provided and delays reduced/removed.</li> <li>• The location of bus stops should be considered.</li> </ul>
South East of Scotland Transport Partnership (SEStran)	<ul style="list-style-type: none"> <li>• The A720 and Sheriffhall are strategic issues, and notes that improving the Sheriffhall Junction in isolation, the congestion problem may be shifted east/west to adjacent junctions.</li> <li>• Noted the opportunity to start the Orbital bus route at Sheriffhall as part of the junction improvement works.</li> <li>• The existing A720/Sheriffhall roundabout acts as a barrier for cyclists.</li> <li>• Anything that can be done as part of Sheriffhall Improvements to improve bus travel would be helpful.</li> </ul>

### Public Exhibition

7.3.5 A public exhibition was also carried out at the Sheriffhall Park and Ride on 6 and 7 of December 2016. The exhibitions were hosted by TS with support from members of the project team, including the environmental team. The exhibition presented the three options under consideration and provided an opportunity for members of the public to provide comment and feedback. Queries and comments raised by the public, either during the exhibition or by post and/or email following the exhibition have, where appropriate, have been taken into account during the development of the design and the environmental assessment process.

**DMRB Stage 3 Consultation**Scoping Consultation

7.3.6 In April 2017, following the publication of the Record of Determination by TS, scoping consultation was carried out with key stakeholders. The scoping assessment was carried out under The Roads (Scotland) Act 1984 (Scottish Parliament, 1984) as amended by the EIA (Scotland) Regulations 1999 (as amended) as discussed in Chapter 1 – Introduction. No topics were scoped out of the assessment during the request for scoping opinion. The responses received are summarised in Table 7-4 ‘Summary of Scoping Consultation Responses’ below. A full copy of all responses can be found in Appendix 7.1 - Copies of Consultation Responses.

**Table 7-4 Summary of Scoping Consultation Responses**

<b>Consultee</b>	<b>Summary of Scoping Consultation Responses</b>
Buccleuch Estates	<p>Dated 23/05/2017</p> <ul style="list-style-type: none"> <li>Request as part of Stage 3 Scheme Assessment: -Confirmation of maintenance strips; Drainage requirements; Anticipated further Environmental Mitigation (likely confirmed via EIA Screening); Impact from provision for NMU. <ul style="list-style-type: none"> <li>What is the anticipated impact on traffic flows and does this hold any consideration for the SHSE (Shawfair South East) development.</li> </ul> </li> <li>Note that a detailed FRA is to be undertaken as part of the Stage 3 design works</li> </ul>
City of Edinburgh Council (CEC)	<p>Dated 18/05/2017 Landscape</p> <ul style="list-style-type: none"> <li>Proposed approach is “comprehensive”. Transport (including vehicles and NMUs)</li> <li>Expect additional measures to be introduced to assist public transport, as well as cyclists and pedestrians. The junction should be managed by TS to encourage sustainable transport and give priority to those who walk, cycle, use public transport or drive a no emission vehicle. The scoping report does not mention cycling or pedestrian links; provisions need to be provided in order to keep to Scotland’s national Air Quality Strategy - Cleaner Air for Scotland Strategy (CAFS) philosophy.</li> <li>During the extended construction phase there is considerable potential for traffic to divert on to other routes, with adverse consequences. For cyclists, pedestrians and horse riders, any diversion routes must be fit for purpose and not significantly add to journey length.</li> <li>CEC infrastructure programme may be compromised if substantial additional traffic is added to key corridors e.g. Old Dalkeith Road. Adequate modelling must be carried out to assess the local and strategic impact of the Sheriffhall works. CEC asks whether the transport modelling has taken the committed South-East Wedge developments into consideration.</li> <li>CEC make several design suggestions (e.g. bus lanes, investment into the P+R, use of “intelligent” signage, dedicated electric vehicle lane provision). The standard of construction must be acceptable to the Council as roads authority and should be discussed and agreed in advance. This would include lighting, drainage, SUDs and other infrastructure.</li> </ul> <p>Air Quality</p> <ul style="list-style-type: none"> <li>The scoping report does not make reference to CAFS which challenges local authorities to optimise the operation of road space within urban areas (e.g. minimise the stop-start vehicle movements; make active travel routes a more attractive option).</li> <li>CEC asks if there will be emission limits set on the contractors’ vehicles servicing the Scheme site.</li> <li>CEC also raise recent question marks over the integrity of diesel emission data which raises concerns (CEC don’t specify these) over air quality modelling.</li> </ul> <p>Noise</p> <ul style="list-style-type: none"> <li>Need to demonstrate that noise from additional traffic will not impact on residential amenity – acoustic barrier mitigation may be required. Noise levels will need to be commensurate with the WHO guidelines for community noise and internal noise levels with BS8233.</li> </ul>
Historic Environment Scotland (HES)	<p>Dated 28/04/2017</p> <ul style="list-style-type: none"> <li>Agree that direct and indirect (setting) impacts on Dalkeith House (Palace) Garden and Designed Landscape, and for indirect (setting) impacts on SM6202 Elginhaugh, Roman</li> </ul>



Consultee	Summary of Scoping Consultation Responses
	<p>camp, native fort and palisaded enclosure, and SM5684 Elginhaugh, Roman fort, annexe and bathhouse should be included within the scope of assessment for historic environment impacts.</p> <ul style="list-style-type: none"> <li>Expect findings to be supported by appropriate visualisations, and in such cases would welcome further consultation to discuss layout, design and mitigation. The assessment methodology should also take cognisance of HES's "Managing Change" guidance note on setting.</li> </ul>
Midlothian Council (MLC)	<p>Dated 08/05/2017</p> <ul style="list-style-type: none"> <li>Active Travel - Emphasis required to be given to the Council's aspirations to create Green Networks linking Midlothian north and south of the A720. These Green Networks contain active travel links (footways/cycleways) as well as linking and providing open space and often making provision for SUDs. Further consideration needs to be given to provide safe and more appropriate crossings at and adjacent to Sheriffhall and perhaps to the use of the 'Cow Tunnel' for such access in the absence of a crossing/underpass as part of the proposals.</li> <li>Landscape &amp; Visual - Consideration should be given to the additional key receptors of Shawfair Development, which is now underway and the site in the pLDP at Newton/Wellington.</li> <li>Nature Conservation - Note that if watercourses are to be re-aligned/diverted this may have implications for biodiversity and specifically otters.</li> </ul>
Scottish Environmental Protection Agency (SEPA)	<p>Dated 11/05/2017</p> <ul style="list-style-type: none"> <li>SEPA are "largely content" that the issues relevant to its remit are considered and welcome that many of its previous comments have been helpfully acknowledged and that these will be addressed at Stage 3 of the DMRB process.</li> <li>Note that the Borders Railway is located in close proximity; that there is identified flood risk and water environment issues associated with the area; the potential exists for the proposed works to have an effect on Network Rail's essential transport infrastructure; and Network Rail has a number of culverts etc. within their land ownership which will require consideration.</li> <li>Likely to be regulatory implications under CAR; particularly the proposed realignment and culverting of sections of the Dean Burn.</li> </ul>
Scottish Natural Heritage (SNH)	<p>Dated 15/05/2017</p> <ul style="list-style-type: none"> <li>The scope of the ES is "broadly acceptable".</li> <li>State that it would be preferable to maintain access along the existing core path network during the Scheme construction works, or to put in alternative active travel routes.</li> </ul>
Scottish Rights of Way and Accesses Society (Scotways)	<p>Dated 08/05/2017</p> <ul style="list-style-type: none"> <li>State at-grade crossings "massively disadvantage" pedestrians and cyclists.</li> <li>Scotways believe that the Sheriffhall Roundabout Upgrade provides an opportunity "to make a huge difference" to the relative accessibility of the areas either side of the A720 Edinburgh City Bypass (e.g. for NMU commuter journeys, recreational use).</li> </ul>
Sustrans	<p>Dated 08/05/2017</p> <ul style="list-style-type: none"> <li>Sustrans state that the redesign of the Sheriffhall should enable people to make local journeys across the junction by foot and on bike – reducing the severance caused by the A720. They also contend that there are many potential active travel journeys which require a safe crossing of Sheriffhall Roundabout.</li> </ul>

### Non-Motorised Users (NMU) Workshops

- 7.3.7 On 30 August 2017, following the publication of the Stage 2 Environmental Report, a Wider Stakeholder Workshop was held. This workshop was to focus on the NMU facilities to be included in the Proposed Scheme. The attendees at this workshop were asked to narrow down seventeen NMU options based on the preferred roundabout option.
- 7.3.8 Using opportunities agreed at the workshop, the attendees narrowed the seventeen NMU options down to six. While there was general group discussion to narrow down the options, some additional points were also provided by the attendees. These are summarised in Table 7-5 'Summary of Wider Stakeholder NMU Workshop, Part 1' below.

### **Table 7-5 Summary of Wider Stakeholder NMU Workshop, Part 1**

### Consultee Summary of Stage 3 Wider Stakeholder NMU Workshop, Part 1

British Horse Society (BHS)	<ul style="list-style-type: none"> <li>Suggested a meeting with AECOM to discuss horse riding facilities within 5 km of Sheriffhall.</li> <li>Noted recommended headroom for horse riders is 3.7m.</li> </ul>
City of Edinburgh Council (CEC)	<ul style="list-style-type: none"> <li>Stressed the importance of gathering information on local routes/current/projects/construction/plans</li> <li>Concerned about the number of lanes of traffic NMUs would have to cross</li> </ul>
Midlothian Council (MLC)	<ul style="list-style-type: none"> <li>Noted Midlothian's Active Travel Strategy is under development which includes more minor (community) links for the area. Loanhead to Straiton route has gone out to tender and Shawfair to Gilmerton route is under construction.</li> <li>Queried the use of Sustrans Community Scheme Links Plus Assessment and its possible integration with Councils.</li> <li>The conditions in ten years' time should be taken into account and not just existing conditions.</li> <li>The A7 urbanisation as part of the Midlothian Proposed Plan will affect these conditions. NMU facilities proposed on both sides of A7 South of Sheriffhall, scheme currently stops at Gilmerton Road roundabout due to uncertainty over what is proposed on A7 from Sheriffhall to Gilmerton Road roundabouts as part of Sheriffhall scheme. Also suggest speed limit on A7 may be reduced to 40 mph.</li> <li>Desire line may shift from A6106 South (Old Dalkeith Road) to A7 South.</li> <li>Concern about scheme extents and NMU tie-in.</li> <li>Controlled crossings should be avoided at all costs. Noted that excessive time can be spent walking and waiting when using controlled crossings.</li> <li>Note historically the plan was to close the A6106 North (Millerhill Road) (still a possibility in the future).</li> </ul>
South East of Scotland Transport Partnership (SEStran)	Attended.
Scottish Natural Heritage (SNH)	<ul style="list-style-type: none"> <li>Suggested that this was a rapidly urbanising part of the city region and it would be helpful for the WHCAR process to map all allocated or under construction sites within LDPs and within the study area.</li> <li>Stated that an active travel pass over Borders Railway should be included as it would help deliver a key crossing of the planned city orbital route as set out in SESplan. If not delivered the railway could act as a barrier to direct active travel connections.</li> </ul>
Scottish Rights of Way and Accesses Society (Scotways)	<ul style="list-style-type: none"> <li>Remarked that Midlothian is primarily a suburb and people generally commute from Midlothian to work elsewhere. NMU provision needs to be included in the design for Sheriffhall so people can commute via active travel means (modal shift).</li> </ul>
Spokes	<ul style="list-style-type: none"> <li>Noted that the World Health Organisation's Health Assessment Tool (HEAT) could be used to assess economic criteria of options with regards to NMU provision and better health.</li> </ul>
Sustrans	<ul style="list-style-type: none"> <li>Recommended that economic objectives be included within NMU provision objectives.</li> <li>Number of lanes will mean at grade crossings will be difficult. Concerns about the timing of the assessment.</li> <li>Suggest it's a new possible opportunity to 'limit interaction with traffic'</li> <li>Suggest a 'safe and direct route' would be preferable to controlled crossings.</li> </ul>

7.3.9 On 11 October 2017, a second NMU workshop was held to narrow down the shortlisted options. While there was general group discussion to narrow down the options some additional points were also provided by the attendees. These are summarised in Table 7-6 'Summary of Wider Stakeholder NMU Workshop, Part 2' below.

### Table 7-6 Summary of Wider Stakeholder NMU Workshop, Part 2

#### Consultee Summary of Stage 3 Wider Stakeholder NMU Workshop, Part 2

British Horse Society (BHS)	Attended.
City of Edinburgh Council (CEC)	<ul style="list-style-type: none"> <li>Reiterated that consideration should be given to access for maintenance. Also noted that subways shouldn't have vertical sides, instead they should be bridge deck structures; open structures that create a feeling of open space.</li> </ul>
Cycling UK	Attended.

**Consultee**                      **Summary of Stage 3 Wider Stakeholder NMU Workshop, Part 2**

East Lothian Council (ELC)	<ul style="list-style-type: none"> <li>Voiced concerns about drainage and asked if it had been considered thus far. They were advised that drainage would be considered within the current design stage.</li> </ul>
Midlothian Council (MLC)	<ul style="list-style-type: none"> <li>Suggested that improving wider facilities requires input from Local Authorities.</li> <li>Noted that the proposed A7 South active travel improvements include at-grade crossings, bus stops and reduced speed limits. Crossings could be utilised to enable an NMU link to be provided on only one side of the A7 South carriageway on approach to Sheriffhall Junction.</li> </ul>
Scottish Natural Heritage (SNH)	<ul style="list-style-type: none"> <li>Advised that Proposed Developments/NMU facilities plan would need to be updated due to ongoing development in the area.</li> <li>Expressed concerns that there was no active travel route over the Borders Railway</li> </ul>
Scottish Rights of Way and Accesses Society (Scotways)	<ul style="list-style-type: none"> <li>Noted the potential risk of NMU clashes/collisions on the NMU roundabout options and stressed the importance of adequate signage.</li> <li>Also voiced concerns about emergency services access to the NMU routes.</li> </ul>
Spokes	<ul style="list-style-type: none"> <li>Noted the economic benefits associated with the health benefits of cycling would be assessed as part of a HEAT assessment.</li> <li>Raised the point that exemplar facilities should not be provided in isolation. Issue raised in relation to the case at Sheriffhall roundabout discussions have been on providing exemplar facilities despite (currently) there being no adjacent facilities to tie in to.</li> </ul>
Sustrans	Attended.

7.3.10 On 14 August 2018, a third NMU workshop was held. AECOM provided detailed design for two of the options in order for the attendees to agree a final design for the NMU provision.

7.3.11 The final option chosen was for a subway option, based on how the option performed against the previously identified opportunities and the cost of the option. While there was general group discussion to narrow down the options some additional points were also provided by the attendees. These are summarised in Table 7-7 'Summary of Wider Stakeholder NMU Workshop, Part 3' below.

**Table 7-7 Summary of Wider Stakeholder NMU Workshop, Part 3**

**Consultee**                      **Summary of Stage 3 Wider Stakeholder NMU Workshop, Part 3**

British Horse Society (BHS)	<ul style="list-style-type: none"> <li>Highlighted the importance of providing facilities in the wider area that are suitable for horse-riding (as well as pedestrians and cyclists) particularly if facilities suitable for horse riding are provided as part of the Sheriffhall Scheme.</li> </ul>
City of Edinburgh Council (CEC)	<ul style="list-style-type: none"> <li>Noted that rural subways could quickly become urban subways as the area becomes built up/more developed, whereupon the subways may feel less safe/less pleasant areas.</li> </ul>
Cycling UK	<ul style="list-style-type: none"> <li>Stated that routes should be wide as possible from the start to allow for future-proofing.</li> </ul>
East Lothian Council (ELC)	<ul style="list-style-type: none"> <li>Emphasised the amount of planned development in the study area noting that South East Scotland Area Development Plan had recently added a further 50% to development targets.</li> </ul>
Midlothian Council (MLC)	<ul style="list-style-type: none"> <li>Noted plans for A7 Urbanisation are in place and that developer contributions have been secured.</li> <li>Clarified that Toucan crossings along the A7 Urbanisation route have been included in conjunction with the proposed bus stops.</li> <li>Ongoing discussions between MLC and Buccleuch Estates to provide NMU routes through Dalkeith Country Park.</li> <li>Noted discussion about the Edinburgh Orbital Bus Route and the potential for integration of active travel infrastructure as part of that infrastructure. Suggested that it would be difficult to achieve such a combination if the bus route is to be taken over the dual carriageway.</li> <li>Noted there wasn't any confirmed route yet for the Edinburgh Orbital Active Travel Route but believed the route would travel north of Sheriffhall Roundabout to link with the Sheriffhall Park &amp; Ride Facilities.</li> </ul>
South East of Scotland Transport Partnership (SEStran)	Attended.

Consultee	Summary of Stage 3 Wider Stakeholder NMU Workshop, Part 3
Scottish Natural Heritage (SNH)	<ul style="list-style-type: none"> <li>Noted the lack of connections to the wider area other than Shawfair including local train stations (e.g. Musselburgh) and other future housing developments.</li> <li>Noted that given the opportunity to provide exemplar NMU facilities for Sheriffhall as part of the City Deal project, the facilities should be ambitious.</li> <li>Suggested that international best practice should be considered and incorporated where possible.</li> </ul>
Scottish Rights of Way and Accesses Society (Scotways)	<ul style="list-style-type: none"> <li>Suggested that the NMU facilities should be considered earlier in the DMRB process. This may help to ensure there are fewer constraints when finalising the NMU routes.</li> </ul>
Spokes	<ul style="list-style-type: none"> <li>Voiced general support for any improvement to the NMU routes in the area especially given the current poor provision.</li> <li>Suggested that using the HEAT assessment tool would have been beneficial at an earlier stage.</li> <li>Questioned the rationalisation measures at A6106 North, which have resulted in the removal of a subway and now only include NMU provision down one side.</li> </ul>
Sustrans	<ul style="list-style-type: none"> <li>Requested that landing platforms to be included during lengths of 5% gradient.</li> </ul>

### DMRB Stage 3 Consultation

7.3.12 Key environmental stakeholders were given a further opportunity to provide comments on the draft design in November 2018, this was to capture any additional comments following the Scoping Consultation in 2017. The responses received are summarised in Table 7-8 'Summary of Stage 3 Consultation Responses' below. A full copy of all responses can be found in Appendix 7.1 'Copies of Consultation Responses'.

**Table 7-8 Summary of Stage 3 Consultation Responses**

Consultee	Summary of Stage 3 Consultation Responses
Buccleuch Estates	<p>Dated 08/01/2018</p> <ul style="list-style-type: none"> <li>Possible over provision of cycle-paths on both sides of the A7 North, A7 South and A6106 South. Must ensure cycle-paths tie with NMU proposals further north/south.</li> <li>Noted that proposed SUDS features at the South of the roundabout are in the "blue wash" flood zone. Compensatory flood storage will potentially be needed due to this. May result in new SUDs locations or off-site works to compensate.</li> </ul>
Forestry Commission	<p>Dated 13/12/2018</p> <ul style="list-style-type: none"> <li>Note removal of existing woodland immediately adjacent to the current roundabout in a segment between the main carriageway and the A6106 North (0.71ha of native broadleaf woodland) would represent a negative environmental impact.</li> <li>Recommend appropriate compensatory planting as per the Control woodland removal policy is put in place as a specific planning condition.</li> </ul>
Lothian Buses	<p>Dated 14/12/2018</p> <ul style="list-style-type: none"> <li>Level of traffic flows using Gilmerton Station Road in Edinburgh have increased significantly in 2 years. It is noticeable that traffic is leaving the A720 at Sheriffhall and re-joining at Straiton Junction.</li> <li>Concerned that the effect of moving the head of the eastbound queue on the A720 from Sheriffhall Junction to old Craighall Junction will cause traffic to increasingly use Niddry Mains Road to reach the Newcraighall Junction.</li> </ul>
Scottish Environment Protection Agency (SEPA)	<p>Dated 11/12/2018</p> <ul style="list-style-type: none"> <li>Note LUPS-GU31 has been updated since the initial consultation.</li> <li>Request that proposals for SUDs would be accompanied by the output of the Simple Index Approach.</li> </ul>
Scottish Natural Heritage (SNH)	<p>Dated 18/12/2018</p> <ul style="list-style-type: none"> <li>Strongly support the suite of improvements to active travel provision and note importance of ensuring that active travel improvements extend beyond the project boundary.</li> <li>Note lack of active travel provision along the north side of the A720 East.</li> </ul>

Consultee	Summary of Stage 3 Consultation Responses
	<ul style="list-style-type: none"> <li>Recommend that the SUDS ponds are functionally linked where possible and not simply designed as drainage basins.</li> </ul>
Scottish Rights of Way and Accesses Society (Scotways)	Dated 14/12/2018 <ul style="list-style-type: none"> <li>No further comment.</li> </ul>
South East of Scotland Transport Partnership (SEStran)	Dated 13/12/2018 <ul style="list-style-type: none"> <li>No further comment.</li> </ul>
Spokes	Dated 22/11/2018 <ul style="list-style-type: none"> <li>Urge for a higher-level integrated City/Regional Deal project including high quality cycling connections between significant origins and destinations.</li> <li>Reiterate importance of underpass provision to the east side of the A7 North in order to provide future links to the proposed Edinburgh Orbital and future housing developments.</li> <li>Support plans for the repurposing of the A6106 (North) as a cycleway and widening the bypass structure to allow a cycleway over Borders Railway.</li> </ul>
Transport Scotland (Development Management Network Operations)	Dated 28/11/2018 <ul style="list-style-type: none"> <li>Note that Newton Farm planning application has been submitted and a link road connection to the A68 would be formed during the build-out of the development should the application be consented.</li> </ul>

### Ongoing Stakeholder Engagement

7.3.13 Discussions with landowners were also undertaken as part of the DMRB Stage 3 process, to discuss the scheme, any concerns they had and to discuss accommodation works. These consultations are summarised in Table 7-9 'Summary of Stage 3 Landowner Consultations' below.

**Table 7-9 Summary of Stage 3 Landowner Consultations**

Landowner	Summary of Landowner Consultation
Sheriffhall House	15/01/2019 <ul style="list-style-type: none"> <li>Issues - Proximity, noise and visual impact of scheme on property.</li> <li>Further detail of scheme to be provided, cross sections, visualisation.</li> </ul>
Buccleuch Estates (Rural)	21/01/2019 <ul style="list-style-type: none"> <li>Issues – extents of landtake. Interest in proposed field access arrangements.</li> <li>Further details of scheme to be provided, alternative access arrangements to be investigated.</li> </ul>
Summerside	23/01/2019 <ul style="list-style-type: none"> <li>Issues - Proximity, noise and visual impact of scheme on property. Loss of land which had planned to develop.</li> <li>Further details of scheme to be provided, cross sections, visualisations.</li> </ul>
Buccleuch Estates (Property)	31/01/2019 <ul style="list-style-type: none"> <li>Issues – impact of scheme on planned development sites, loss of land. Don't envisage any objections to the scheme.</li> <li>Further details of scheme to be provided, scheme layout and cross sections.</li> </ul>
South East Edinburgh Development Company (SEED)	08/02/2019 <ul style="list-style-type: none"> <li>Issues – impact of scheme on future development site. SEED don't envisage a big impact of scheme on future development site.</li> <li>Further details of scheme to be provided, scheme layout, cross sections.</li> </ul>
Caledonian Trust	27/02/2019 <ul style="list-style-type: none"> <li>Issues – impact of scheme on future development, loss of land which had planned to develop. Minimise land loss. Wish to retain all accesses. Requested traffic information.</li> <li>Further details of scheme layout to be provided, review extents of CPO between proposed /existing Millerhill Road. Further access to be investigated.</li> </ul>

7.3.14 Further consultations have been undertaken during Stage 3 and are ongoing regarding more detailed design elements of the scheme. These consultations are summarised in Table 7-10 'Summary of Other Stage 3 Consultations' below.

**Table 7-10 Summary of Other Stage 3 Consultations**

<b>Stakeholder</b>	<b>Summary of Consultation</b>
City of Edinburgh Council (CEC)	14/12/2017 Stakeholder workshop follow-up meeting on active travel. 08/05/2018 Meeting discussing public transport.
East Lothian Council (ELC)	22/11/2017 Stakeholder workshop follow-up meeting on active travel. 09/05/2018 Meeting discussing public transport.
Midlothian Council (MLC)	06/12/2017 Stakeholder workshop follow-up meeting on active travel. 09/05/2018 Meeting discussing public transport. 20/02/2019 Ongoing follow-up consultation regarding detailed design elements, drainage etc.
Scottish Environment Protection Agency (SEPA)	Ongoing consultation regarding drainage, SuDS, FRA aspects of scheme.
MACS /Edinburgh Access Panel	07/03/2019 <ul style="list-style-type: none"> <li>• Welcomed the proposals, especially for road users.</li> <li>• Noted concerns regarding NMU facilities with respect to the scalability of the scheme, given aspirations for increase in future cycle journeys, whether NMU track cross section width are wide enough for aspirations.</li> <li>• Noted concerns regarding interaction between cyclists and blind pedestrians /wheelchair users, especially at junctions points between subways and internal NMU route</li> </ul>

## 7.4 References

European Parliament (2014) Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

The Highways Agency, et al. (2008) Design Manual for Roads and Bridges, Volume 11, Section 2, Part 3 'Screening of Projects for Environmental Impact Assessment' (HD47/08)

Scottish Parliament (1999) The Environmental Impact Assessment (Scotland) Regulations 1999