



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

A720

Sheriffhall Roundabout scheme

Draft Orders public exhibition

transport.gov.scot/projects/a720-sheriffhall-roundabout

Welcome

As part of the **Strategic Transport Projects Review (STPR)**, published in December 2008, junction improvements at the **A720 Sheriffhall Roundabout** were recommended.

The Sheriffhall Roundabout scheme is being taken forward as part of the Scottish Government's £300 million commitment to the **Edinburgh and South East Scotland City Region Deal**.

This public exhibition presents the **draft Orders** and **Environmental Statement** for the A720 Sheriffhall Roundabout.

Information on the following panels includes details of this scheme and an explanation of the statutory processes that have been followed.

Transport Scotland staff and their design consultants, AECOM, will be happy to assist you with any queries you may have in relation to the proposed scheme.

AECOM



Sheriffhall Roundabout (pre-2013)



Visualisation of the proposed scheme looking east along the A720

i Copies of the **Environmental Statement Non-Technical Summary** are available for you to take away. Copies of the **Environmental Statement, Non-Technical Summary** and the **draft Orders** can be found on the Transport Scotland website (details below).

Further information can be found on the Transport Scotland website:

transport.gov.scot/projects/a720-sheriffhall-roundabout

Scheme assessment process

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a trunk road improvement scheme.

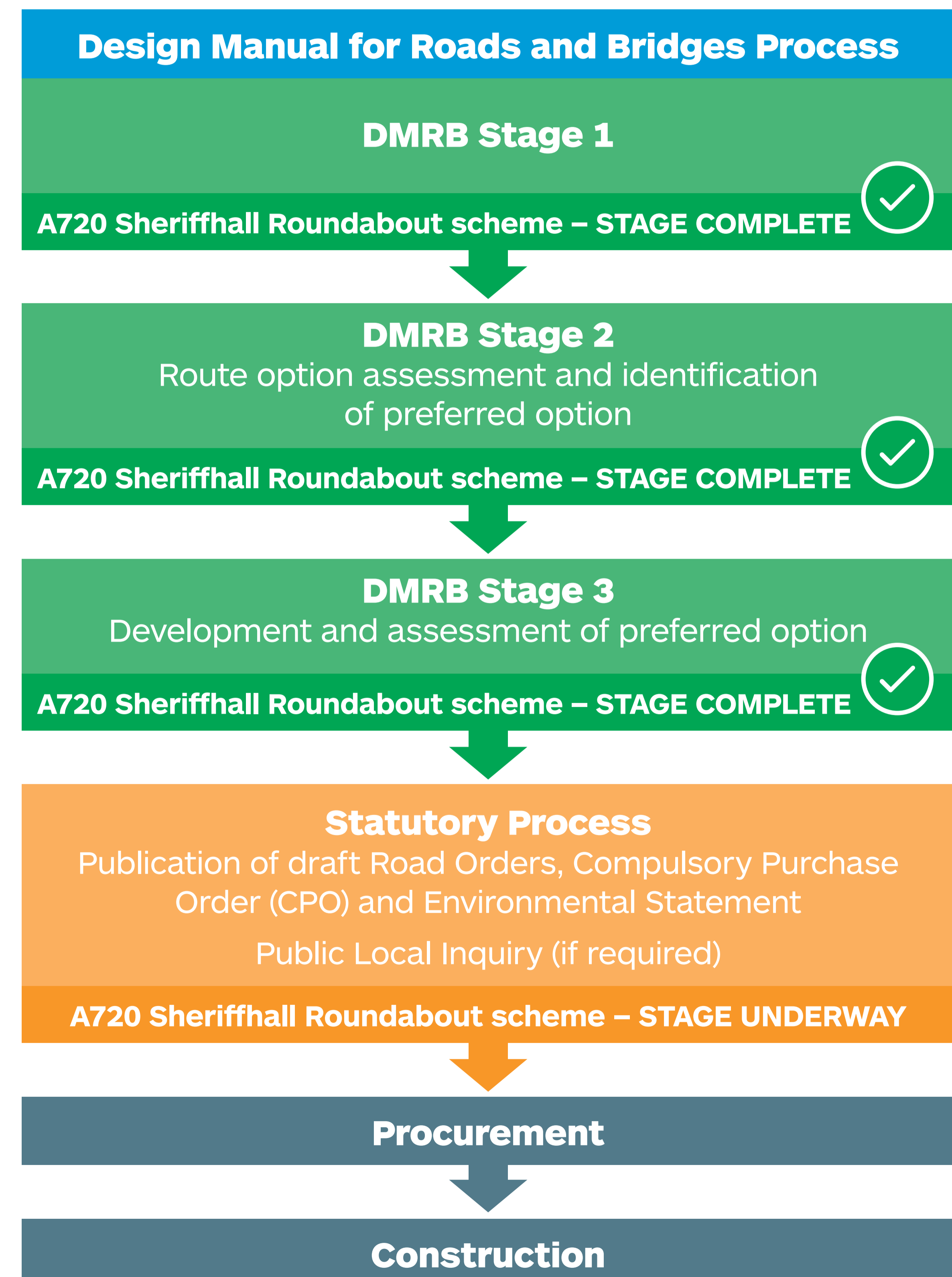
The design of a new trunk road junction follows the scheme assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#).

This is a three-stage assessment process that considers options in terms of [engineering](#), [environmental](#) and [traffic and economic](#) considerations. Throughout the assessment process, consultation is carried out with a large number of stakeholders and interested groups.

The [DMRB Stage 1 Assessment](#) for the scheme was completed in 2014, identifying a shortlist of four junction options to take forward to DMRB Stage 2.

The [DMRB Stage 2 Assessment](#) identified the preferred route for the Sheriffhall Roundabout scheme in 2017.

Following consultation with landowners, tenants, local communities, residents, stakeholders and other interested parties including Non-Motorised User groups such as pedestrians and cyclists, the design has been developed to a stage where a sufficient level of detail exists to establish the land-take requirements and to progress the statutory processes.



Need for the scheme

Sheriffhall Roundabout is the only at-grade junction on the A720 Edinburgh City Bypass.

At present, this can lead to significant localised queuing, especially during the morning and evening peak periods.

The roundabout provides access to a number of growth areas and there are extensive plans for future residential and business development within the vicinity of Sheriffhall Roundabout.

The underlying traffic volumes on the road network around Edinburgh are expected to **increase by approximately 40% over the next 20 years**, which would lead to increased congestion and delay on the A720.

As a result of this, it is anticipated that if nothing is done to provide improvements then traffic conditions will deteriorate significantly, especially around Sheriffhall Roundabout.



View of Sheriffhall Roundabout from the south



View from the A720 overbridge at Gilmerton junction towards Sheriffhall Roundabout



View of the existing Sheriffhall Roundabout from the A720 towards the A7 and A6106 North

Scheme objectives

The A720 Sheriffhall Roundabout scheme has taken into account the scheme specific objectives and the Scottish Government's five appraisal criteria, namely: **environment**, **safety**, **economy**, **integration and accessibility** and **social inclusion**.

The following scheme objectives have been set, in consultation with stakeholders, to address the main issues encountered at Sheriffhall Roundabout.

- Improve the movement of traffic on the A720 between Gilmerton and Old Craighall by providing grade-separation of the A720 at the existing Sheriffhall Roundabout
- Reduce the conflict between strategic and local traffic
- Minimise traffic impact of local proposed developments in Midlothian, East Lothian and City of Edinburgh on the A720 between Gilmerton Junction and Old Craighall Junction and approach roads
- Improve road safety for all users on the A720 and approach roads between Gilmerton Junction and Dalkeith Northern Bypass

- Minimise intrusion of the new works on the natural environment, cultural heritage and people whilst enhancing the local environment where opportunities arise
- Facilitate integration for different modes of transport along and across the A720 corridor between Gilmerton Junction and Dalkeith Northern Bypass
- Reduce severance by improving accessibility across the A720 for all users.

The proposed scheme

The proposed scheme will upgrade the existing at-grade roundabout at Sheriffhall to a grade-separated junction, with the A720 being carried over an enlarged Sheriffhall Roundabout.

The A720

The junction improvements includes realignment of the A720 for an overall length of approximately 1.6km. The A720 will be carried over the Sheriffhall Roundabout by two new bridges. The A720 mainline will be connected to Sheriffhall Roundabout by four slip roads. In order to accommodate these slip roads, the existing Borders Railway underbridge structure will be extended.



Visualisation of the proposed scheme looking southeast from the A7 North

Sheriffhall Roundabout

The new Sheriffhall Roundabout will remain at its existing location but become an enlarged 8-arm roundabout, connecting the A7 North, A6106 Millerhill Road, A6106 Old Dalkeith Road, A7 South and all four A720 slip roads.

Non-Motorised Users

Various measures are included to maintain and enhance routes for Non-Motorised Users (NMUs) including pedestrians, cyclists and equestrians. The proposed scheme will provide dedicated grade-separated NMU routes through Sheriffhall Roundabout, with five subways providing connections to adjacent NMU routes on the A7 North, A7 South, A6106 Millerhill Road and A6106 Old Dalkeith Road.

Drainage

Approximately 3.5km of new carriageway road drainage, with outfalls into the Dean Burn, and the extension of two cross-carriageway culverts will be required. The scheme will also include five Sustainable Drainage System (SuDS) ponds.



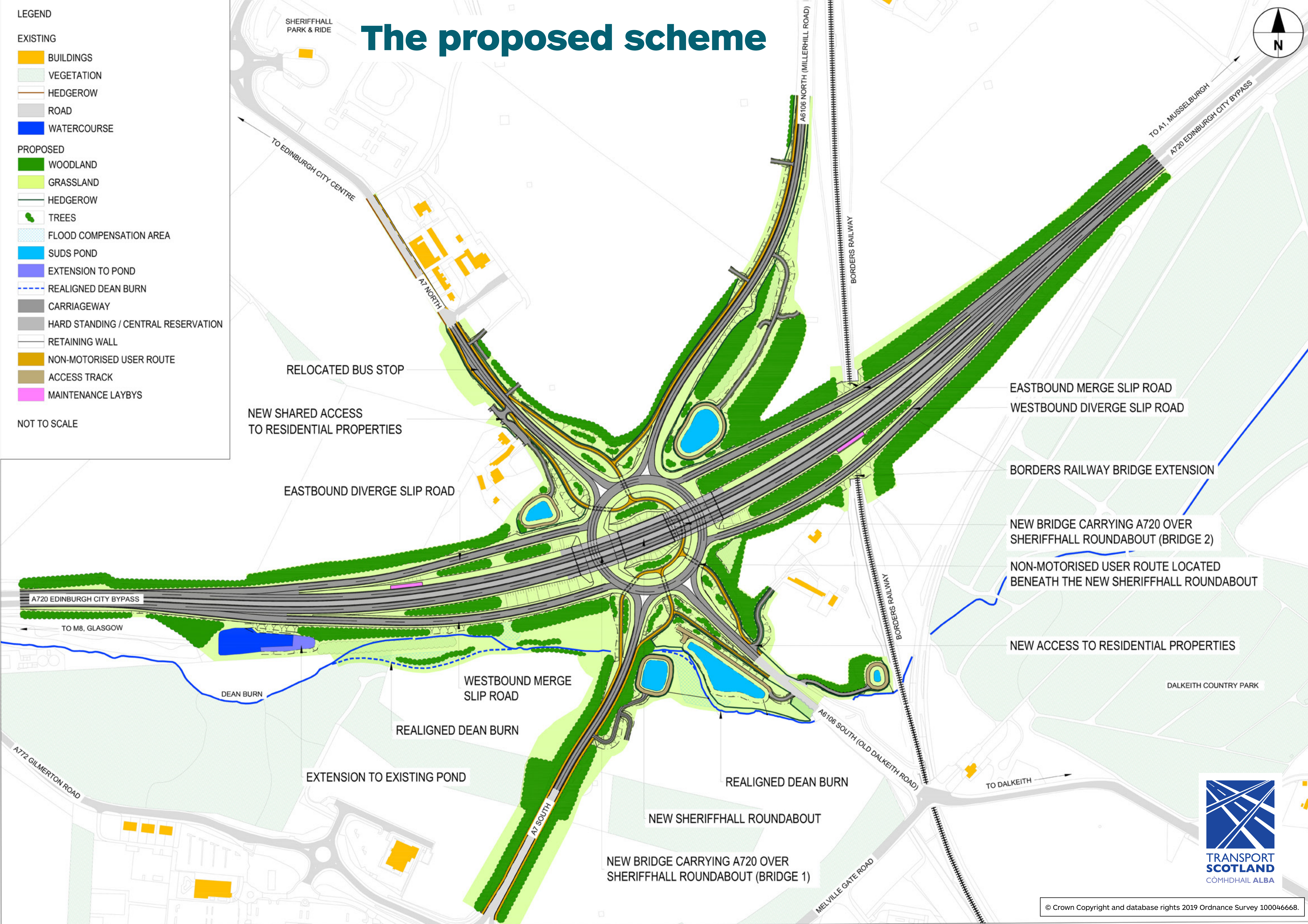
Plans of the proposed scheme are available to view at this exhibition. Please speak to a member of our team if you need any assistance or have any questions.

The proposed scheme

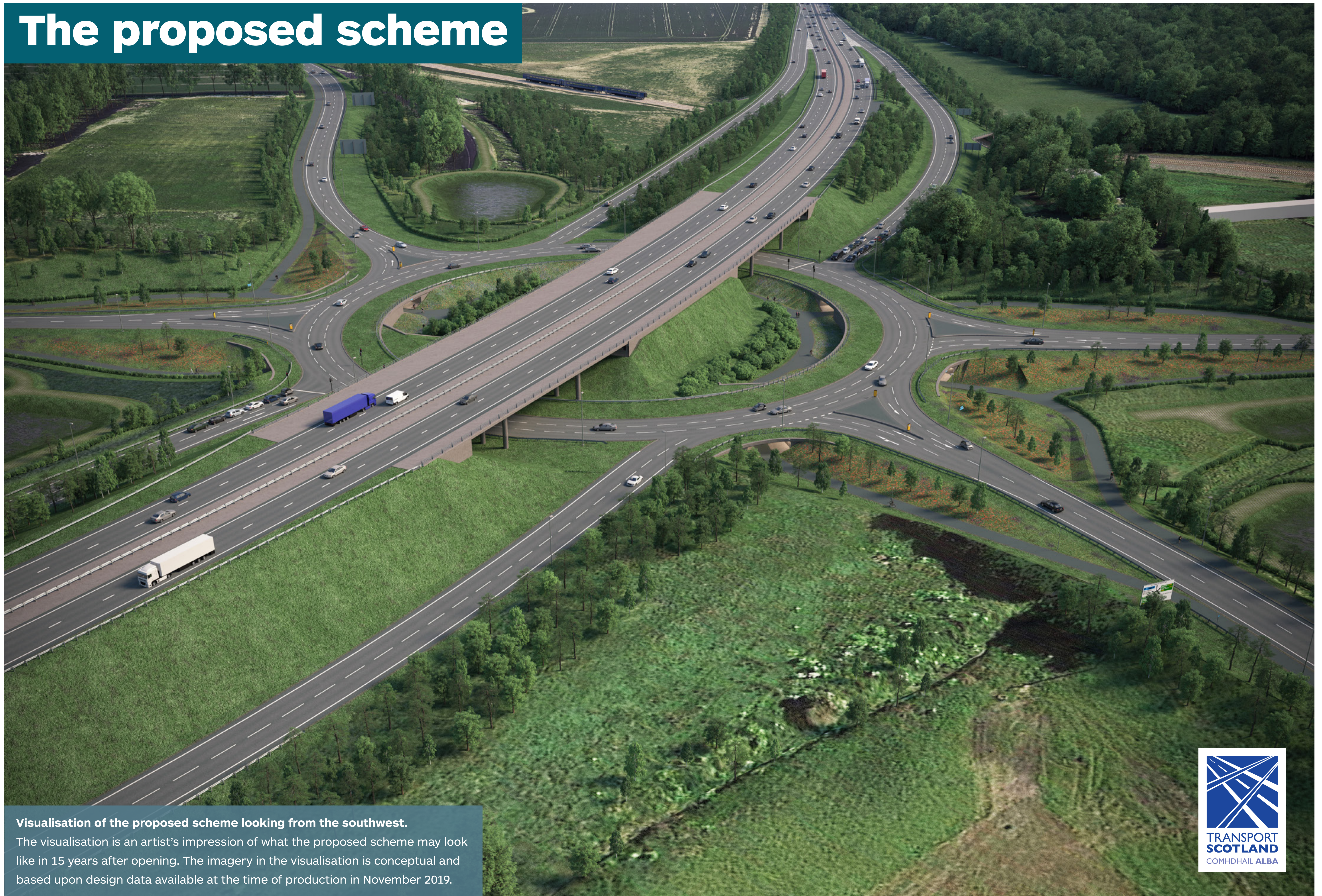
LEGEND

- EXISTING**
- BUILDINGS
 - VEGETATION
 - HEDGEROW
 - ROAD
 - WATERCOURSE
- PROPOSED**
- WOODLAND
 - GRASSLAND
 - HEDGEROW
 - TREES
 - FLOOD COMPENSATION AREA
 - SUDS POND
 - EXTENSION TO POND
 - REALIGNED DEAN BURN
 - CARRIAGEWAY
 - HARD STANDING / CENTRAL RESERVATION
 - RETAINING WALL
 - NON-MOTORISED USER ROUTE
 - ACCESS TRACK
 - MAINTENANCE LAYBYS

NOT TO SCALE



The proposed scheme



Visualisation of the proposed scheme looking from the southwest.

The visualisation is an artist's impression of what the proposed scheme may look like in 15 years after opening. The imagery in the visualisation is conceptual and based upon design data available at the time of production in November 2019.

The proposed scheme



Visualisation of the proposed scheme looking from the northwest.

The visualisation is an artist's impression of what the proposed scheme may look like in 15 years after opening. The imagery in the visualisation is conceptual and based upon design data available at the time of production in November 2019.

Protection of the environment

Throughout the design process, one of the main considerations has been the avoidance or reduction of potential adverse effects on the environment.

An **Environmental Impact Assessment (EIA)** of the scheme has been completed. Environmental constraints and issues have been identified and considered as part of the decision-making process throughout the design development of the proposed scheme. Transport Scotland has published an **Environmental Statement (ES)** which reports the findings of the EIA.

To inform the EIA process, consultation was carried out with statutory consultees.

These included:

- Midlothian Council
- City of Edinburgh Council
- East Lothian Council
- Historic Environment Scotland
- Scottish Natural Heritage
- Scottish Environment Protection Agency.

Consultation was also carried out with non-statutory consultees, interested parties including Non-Motorised User groups, and community councils, local landowners and residents.



View of Sheriffhall Roundabout from northwest

Environmental Impact Assessment (EIA)

The **Environmental Statement (ES)** contains full details of the EIA, including mitigation to avoid or reduce potential impacts. A **Non-Technical Summary (NTS)** outlines the key issues in the ES, including the beneficial and adverse impacts considered to be of particular importance.

Copies of the ES are available to view here today. A copy of the NTS is available for you to take away.

The ES provides information regarding:

- **Community and private assets and human health:** private properties; local communities and community facilities; community land; development land; agricultural land, woodland and human health and wellbeing
- **Effects on all travellers:** pedestrians, cyclists, equestrians (collectively referred to as Non-Motorised Users or NMUs) and vehicle travellers
- **Geology, soils and contaminated land:** existing geology and soils; groundwater and contaminated land
- **Road drainage and the water environment:** water movement, distribution and flood risk; erosion risk and sediment flow in rivers; and water quality
- **Ecology and nature conservation:** protected species such as otters and bats; habitats; ecosystems; designated sites and ancient woodland
- **Landscape and visual effects:** impacts on the landscape resource and views experienced from buildings, outdoor public areas, local roads and NMU routes
- **Cultural heritage:** archaeological remains; historic buildings and landscapes
- **Air quality:** local and regional air quality
- **Noise and vibration:** potentially sensitive receptors including residential properties; community facilities and public footpaths



Existing pond south of A720

- **Material assets and waste:** use and consumption of resources and management of waste
- **Climate change:** impacts of the scheme on climate change and vulnerability to climate change
- **Cumulative impacts:** combined impacts from the scheme and those in combination with other local projects.

Environmental design and mitigation

The EIA process has been integral to the design process and it has explored opportunities to avoid or mitigate potential impacts on the surrounding environment. A range of measures have been incorporated into the design of the proposed scheme to prevent, reduce or offset significant adverse effects.

- **Non-Motorised User (NMU) Provision:** shared footway/cycleway with five dedicated grade-separated NMU subways provided under the new roundabout
- **Ecological enhancement:** new habitats created through extensive native species planting including a new wetland habitat network associated with the SuDS ponds and the flood compensation storage area
- **Reduction of land take:** throughout the design stage efforts were made to ensure that land take was kept to a minimum reducing the impact of the proposed scheme on the surrounding environment
- **Design of slopes:** the slopes have been designed to allow landscape planting while still providing the required stability for the raised A720. The landscape proposals have been developed to ensure that the experience of road and non-road users has been considered and the design contributes to the local landscape character
- **Bridge design:** the design of the bridges has been informed by environmental and engineering expertise and an optimum design solution reached where open aspect structures help to minimise the visual impact
- **Low noise surfacing:** specific surfacing has been included to minimise local noise impacts.



Early artist's impression of NMU route and approach to subways

Environmental mitigation

The EIA assessments developed a range of specific mitigation measures to avoid, reduce or offset any adverse effects or enhance beneficial effects.

Some key measures are summarised below:

- **Woodland, tree, grassland and hedgerow planting:** to minimise visual effects, create new habitat and integrate the proposed scheme into the surrounding landscape
- **SuDS ponds:** designed to treat pollution while also providing new ecological habitats through landscape planting
- **Realigned section of Dean Burn:** designed to create more natural meandering watercourse
- **Otter fencing and bird boxes:** to deter otters from crossing roads and also to enhance local small bird species populations
- **Archaeological evaluation:** pre-construction surveys to mitigate any physical impacts
- **Ground conditions and contaminated land:** further pre-construction investigations and monitoring
- **Construction Environmental Management Plan:** to minimise construction impacts on local communities and the environment.



Photomontage from northwest showing proposed scheme 15 years after opening

Non-Motorised Users (NMUs) and active travel

A total of eleven NMU objectives were established in terms of NMU provision for this scheme. The following NMU objectives were used as part of the later stakeholder workshops to differentiate between options and inform the assessment process:

- Provide facilities which are **attractive** to users to encourage wider active travel and **support modal shift**
- Act as **exemplar** for integration of all modes in holistic solution developed in collaboration with stakeholders
- Improve user facilities at Sheriffhall Roundabout to provide safe passage across the trunk road. Direct/dedicated connections on the **desire line** which are conducive to personal safety and well integrated with the wider network should be targeted.



Visualisation of NMU facilities included in the proposed scheme



Visualisation of NMU facilities included in the proposed scheme

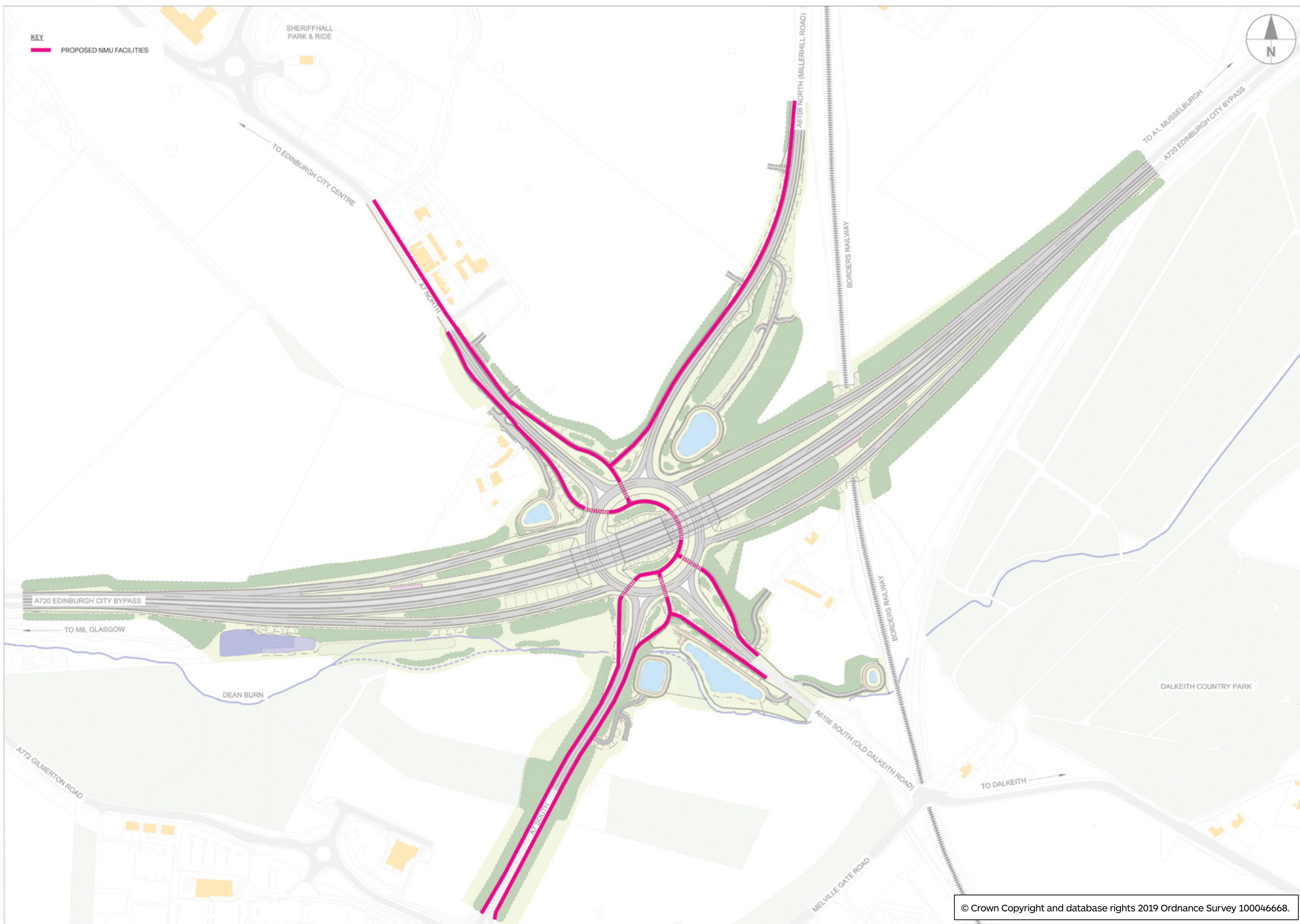
Non-Motorised Users (NMUs) and active travel



Visualisation of NMU facilities included in the proposed scheme



Visualisation of NMU facilities included in the proposed scheme



To assist in meeting these objectives, the NMU design has been developed and includes:

- A full grade-separated NMU link at low level throughout the scheme consisting of 3 metre shared surface width with 1 metre verges
- Dedicated NMU links provided on the A7 North, A7 South, A6106 Millerhill Road, A6106 Old Dalkeith Road, which link into the existing adjacent NMU pedestrian/cycle facilities
- Five open aspect NMU Subways providing NMU route under the new Sheriffhall Roundabout.



Visualisation of NMU facilities included in the proposed scheme



Visualisation of NMU facilities included in the proposed scheme



Visualisation of NMU facilities included in the proposed scheme

Construction

Construction can only start following completion of the statutory processes. The timetable for construction will be determined at that stage. Construction will be carried out in a manner that will minimise disruption for travellers and residents. However, some traffic management measures will be necessary.

Key construction features will include:

- Two lanes of A720 traffic will be maintained in both directions throughout construction. Sheriffhall Roundabout will continue to operate during construction providing a strategic junction and access to and from all local roads
- Temporary road pavement will be required, and a system of temporary traffic signal layouts. Some lane closures may also be required for some activities such as bridge beam lifting and construction of carriageway tie-ins
- If closure of the carriageway is required, whenever possible this would be restricted to night-time working and weekends, with any road closures advertised well in advance
- The movement of construction plant will be planned to minimise disruption
- For the safety of construction workers and road users, speed restrictions may be implemented to facilitate the construction works
- The works are expected to take approximately 2½ years to complete.



Ground investigation being carried out in a field to the north of Sheriffhall Roundabout

Further consultation

Further consultation with key stakeholders such as Midlothian and City of Edinburgh Council, the emergency services and community councils will be undertaken in the development of the construction stage contract documentation and throughout the construction period.

A720 Sheriffhall Roundabout scheme

Draft Orders and Environmental Statement

The draft Orders and Environmental Statement for the A720 Sheriffhall Roundabout scheme are available for viewing here today. These are statutory documents that define the line of the road, associated works and the land to be acquired for the scheme.

Please speak to a member of Transport Scotland or AECOM if you have any questions.

The **draft Orders** and the **Environmental Statement** are also available to view on Transport Scotland's website:

transport.gov.scot/projects/a720-sheriffhall-roundabout

Copies of the draft Orders and Environmental Statement are available for inspection at the following locations:

Transport Scotland

**Buchanan House, 58 Port Dundas Road,
Glasgow G4 0HF**

City of Edinburgh Council

**City Chambers, 249 High Street,
Edinburgh EH1 1YJ**

Midlothian Council

40-46 Buccleuch Street, Dalkeith EH22 1DN

Dalkeith Library and Arts Centre

2 White Hart Street, Dalkeith EH22 1AE

What happens next?

The **draft Orders** and **Environmental Statement** were published on **5 December 2019**. This marked the start of the statutory process and the formal consultation period.

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland during the formal consultation period which closes on:

31 January 2020

Formal representations should be submitted in writing to the address below:

Director of Major Projects
A720 Sheriffhall Roundabout Scheme
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Or by email to:

a720sheriffhallroundabout@transport.gov.scot



Visualisation of the proposed scheme looking from the northwest

Should formal objections to the **draft Orders** be received which cannot be resolved, there may be the need for a **Public Local Inquiry (PLI)** before the scheme can proceed. A timetable for construction can only be determined once the scheme has been approved under the statutory procedures.