

Transport and Environment Committee

10.00am, Thursday, 15 June 2023

A71 Dalmahoy Junction Improvements – Funding Options

Executive/routine Wards Council Commitments	Executive 2 – Pentland Hills
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee approves funding Option Two, as described within the report.

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Executive Director of Place

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A71 Dalmahoy Junction Improvements – Funding Options

2. Executive Summary

- 2.1 This report seeks approval of a preferred funding option to deliver a traffic signal controlled junction on the A71 at Dalmahoy.

3. Background

- 3.1 On [21 March 2017](#), Committee approved a funding package for the project of £455,520, drawn from the following funding sources:
- 3.1.1 Road Safety - £143,000;
 - 3.1.2 Access to Bus Stops - £25,000;
 - 3.1.3 Cycling Walking Safer Streets - £30,000;
 - 3.1.4 Craigpark Quarry S75 Agreement - £40,000;
 - 3.1.5 South West Locality (NEPS) - £50,000 (over two years); and
 - 3.1.6 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding - £167,000.
- 3.2 Around £100,000 has been spent developing the scheme (the S75 Agreement has been wholly drawn down against costs incurred).
- 3.3 The current overall cost estimate for a signalised junction is £1.55 million. The current funding shortfall is therefore £1.1 million.
- 3.4 On [8 December 2022](#), Committee approved proceeding with the traffic signal controlled junction and committed to the overall funding level but continued a decision on a funding package to meet the shortfall. The main concern was the proposed use of Cycling Walking and Safer Routes (CWSR) funding.

4. Main report

- 4.1 Three funding packages have been developed and are set out below. These utilise a combination of funding sources from within the Capital Investment Programme and grant awards from external bodies. Further information on potential external funding sources provided in Appendix 1.
- 4.2 Approval for CWSR contributions detailed in Options One and Two has been obtained from Transport Scotland (TS). This is due to the benefits of the proposed improvements to footways and pedestrian crossing facilities at the junction for local people seeking to access public transport, leisure facilities and places of employment.
- 4.3 The Road Safety Improvement Fund (RSIF) contributions detailed in Options Two and Three would be subject to a successful funding bid to TS.

Option One

- 4.3.1 CWSR (external) - £750,000;
- 4.3.2 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding (internal) - £190,000 (in addition to previous £167,000 contribution); and
- 4.3.3 Road Safety (internal) - £160,000 (in addition to previous £143,000 contribution).
- 4.3.4 This is the funding package previously considered by Committee on 8 December 2022.

Option Two

- 4.3.5 CWSR (external) - £375,000;
- 4.3.6 RSIF (external) - £375,000;
- 4.3.7 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding (internal) - £190,000 (in addition to previous contribution); and
- 4.3.8 Road Safety (internal) - £160,000 (in addition to previous contribution).
- 4.3.9 This option splits the contributions from external funding sources equally between CWSR and RSIF funding, without increasing the previously proposed contributions from internal budgets.

Option Three

- 4.3.10 RSIF (external) - £750,000;
- 4.3.11 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding (internal) - £190,000 (in addition to previous contribution); and
- 4.3.12 Road Safety (internal) - £160,000 (in addition to previous contribution).

4.3.13 This option avoids the use of CWSR funding, by instead utilising RSIF funding, without increasing the previously proposed contributions from internal budgets.

- 4.4 Option Three utilises approximately 90% of the 2023/24 RSIF funding for which the Council expects to be invited to bid. However, TS has advised that there may be potential for additional funding to be awarded.

Recommended option

- 4.5 It has not been possible to devise a funding package that excludes Road Safety and/or Active Travel funding. Therefore, following an assessment of the above options, it is concluded that Option Two is preferred simply because it is the best balance of funding contributions between the various available sources; each external source contributing £375,000 towards the overall cost, with the Council contribution being £350,000.

5. Next Steps

- 5.1 A formal invitation to submit a bid for funding from the 2023/24 RSIF is expected to be received from TS imminently. Subject to the decision taken by Committee in relation to this report, an appropriate funding contribution towards the cost of the junction will be included within the bid submitted by the Council.
- 5.2 Work continues towards acquiring the areas of land outwith the Council's ownership that are necessary to deliver a traffic signal controlled junction and these negotiations continue to be pursued on a voluntary basis
- 5.3 While this process is ongoing, the detailed design will be finalised and a tender will be prepared. The Council could not, however, award a contract for construction until such time as the land acquisition process has been successfully concluded.

6. Financial impact

- 6.1 The current overall cost estimate for a signalised junction, including approximately £100,000 of costs incurred to date, is £1.55 million.
- 6.2 The impact is the opportunity cost of less funding available for CWSR and RISF programmes.

7. Stakeholder/Community Impact

- 7.1 Extensive engagement was undertaken with the local community and ward Councillors in 2021, prior to a previous report on [11 November 2021](#). Further details are provided in that report.

- 7.2 The Ratho and District Community Council submitted a written deputation to the Committee on [22 April 2021](#) requesting that the Council proceed with the delivery of a signalised junction. Further deputations from the Community Council and the St Mary's Church Dalmahoy Residents Association were considered by Committee, on [17 June 2021](#).
- 7.3 Spokes submitted a written deputation to the Committee on [8 December 2022](#), opposing the proposed use of CWSR funding towards the cost of the project.

8. Background reading/external references

- 8.1 Dalmahoy Junction – Response to Petition - Report to Transport and Environment Committee – [28 October 2014](#)
- 8.2 A71 Dalmahoy Junction – Options Report - Report to Transport and Environment Committee – [17 March 2015](#)
- 8.3 A71 Dalmahoy Junction – Traffic Signals Option - Report to Transport and Environment Committee – [30 August 2016](#)
- 8.4 A71 Dalmahoy Junction Improvements – Funding Options - Transport and Environment Committee Business Bulletin – [21 March 2017](#)
- 8.5 A71 Dalmahoy Junction Signalisation Project – Update - South West Locality Committee Business Bulletin – [19 June 2018](#)
- 8.6 A71 Dalmahoy Junction Signalisation Project – Update - South West Locality Committee Business Bulletin – [13 September 2018](#)
- 8.7 Dalmahoy Junction Update – Update - South West Locality Committee Business Bulletin – [29 November 2018](#)
- 8.8 Dalmahoy Junction Update - South West Locality Committee Business Bulletin – [31 January 2019](#)
- 8.9 A71 Dalmahoy Junction Improvements - Report to Transport and Environment Committee – [17 June 2021](#)
- 8.10 A71 Dalmahoy Junction Improvements - Report to Transport and Environment Committee – [8 December 2022](#)

9. Appendices

- 9.1 Appendix 1 - Potential External Funding Sources

Appendix 1 – Potential External Funding Sources

Three external funding sources that could potentially be utilised a part of a funding package to deliver a traffic signal controlled junction have been identified:

Transport Scotland’s annual Cycling Walking Safer Routes (CWSR) funding award

CWSR funding is awarded to the Council on an annual basis by Transport Scotland (TS). The amount of funding awarded is only confirmed at the start of each financial year and therefore the 2023/24 award has not yet been allocated to specific projects. The award for this year has recently been confirmed as £3.363 million.

The funding must be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects with cognisance of the active travel outcomes set out in the Scottish Government’s [Active Travel Framework](#).

This funding has to be fully utilised within the year of award and, unlike Council Capital funding, any unused funding cannot be carried forward into future years.

The Council must seek approval from TS for the use of CWSR funding on a project by project basis. Prior to preparing the 8 December 2022 Committee report, officers engaged with TS to investigate the potential for CWSR funding to be used to contribute towards the cost of a traffic signal controlled junction at Dalmahoy.

TS confirmed that up to £750,000 of the 2023/24 CWSR award could be utilised for this purpose, due to the benefits that the proposed improvements to existing footways and pedestrian crossing facilities at the junction would provide for local people seeking to access public transport, leisure facilities and potential places of employment.

Transport Scotland’s new Road Safety Improvement Fund (RSIF) funding award

The RSIF is a new funding stream for 2023/24.

The Council has been verbally advised by TS that it will shortly be formally invited to submit a bid for up to £842,000 of funding, although there may be potential for an amount higher than this to be awarded.

Following discussions with Transport Scotland, it is expected that this funding will have to be fully utilised within the year of award and, unlike Council Capital funding, any unused funding cannot be carried forward into future years.

It is also expected that, while a relatively low percentage of the funding award will be available for use to develop new projects, the majority of any award must be used towards construction costs.

Further funding conditions may become apparent when the formal invitation to bid is received from TS.

Sustrans Scotland’s Places for Everyone (PfE) funding programme

Prior to preparing the 8 December 2022 Committee report, officers engaged with Sustrans to investigate the potential for PfE funding to be used to contribute towards the cost of a traffic signal controlled junction at Dalmahoy

Sustrans advised that the Council would have to submit an application for match funding for the construction stage of the project through the programme and that this would be assessed against other applications received from Local Authorities across Scotland.

It is considered that a bid for match funding through this process would have a low chance of success, as previous stages of the project were not funded through the [PfE process](#) and some of the deliverables required under that process are therefore not in place.