

Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Major Junctions Review Update

Executive/Routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended the Transport and Environment Committee notes:
- 1.1.1 The intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources are available. Acknowledging the Temporary Traffic Regulation Order (TTRO) has been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers will seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024; and
 - 1.1.2 That, following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes will be carried out. This will include a review of the resources required to project manage and programme each package moving forward.

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Major Junctions Review Update

2. Executive Summary

- 2.1 This report provides an update on the Major Junctions Review (MJR) and highlights the intention to review the programme once the Future Streets Framework (FSF) for the City Mobility Plan (CMP) is approved. The FSF is expected to define modal priorities for the city's road network and, as this may have impacts on MJR outcomes, it is proposed to review the MJR programme once this is approved.
- 2.2 In the meantime, it is intended to proceed with the development of designs for medium-term interventions at the King's Road / High Street junction, Portobello.

3. Background

- 3.1 On 20 April 2023, Committee approved the [methodology](#) developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
- 3.2 The report described how significant safety improvements can be made for people walking, wheeling and cycling at the city's major junctions and focuses on reducing the risk of harm and conflicts between vehicles and our most vulnerable road users.
- 3.3 Work is already under development to consider substantive improvements at four of the top 10 junctions (see below), with five of the remaining schemes (excluding the Portobello scheme) currently included in a draft Consultants' brief.
 - 3.3.1 Lothian Road / Princes Street and the Tollcross Junction, as part of the Lothian Road Boulevard project;
 - 3.3.2 Maybury Road / A8 Glasgow Road, as part of transport improvements under the West Edinburgh Transport Improvement Programme (WETIP); and
 - 3.3.3 East End Princes Street junction, to be considered as part of Edinburgh City Centre Transformation or Tram works schemes.
- 3.4 Medium-term improvements at the Portobello High Street / King's Road junction were expected to be further progressed over Summer 2023. However, due to challenging resource pressures, officers have deliberated over the most appropriate way to progress the scheme. Recognising the current interim road layout

(prohibition on HGV left turns) mitigates many immediate road safety concerns, it is proposed to progress with in-house delivery of this as it would offer more control and provide the best option to undertake further engagement with public transport operators, promote the necessary traffic orders and develop the detailed design.

4. Main report

- 4.1 Committee will shortly consider the CMP and, in particular, the FSF. This framework has been developed to provide a strategic approach on the prioritisation and allocation of road space for particular modes of travel.
- 4.2 By defining modal priorities on the city's road network, the FSF will be a key consideration in developing plans to implement improvements at major junctions across the city.

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- 4.3 Since Committee in April 2023, officers have engaged external support to prepare a project brief to commission support to design and deliver the MJR.
- 4.4 However, recognising the impact of the FSF on the design of these major junctions in the future, it is proposed to pause further work until the FSF has been approved except for continuing to prepare a fully developed design and construction package for the Kings Road Junction (Portobello) scheme. This scheme will include further engagement with public transport operators and promotion of the necessary traffic orders for redetermination, waiting restrictions and bus lanes etc.
- 4.5 It is expected that development of the medium-term project for the Kings Road junction will commence in Spring 2024. However, it should be noted that the promotion of the necessary traffic orders and redetermination order could take up to 18 to 24 months to complete.
- 4.6 Proposals included in the CMP are due to be considered by Committee in February 2024. Following this, officers will review the impact of any decisions on the MJR and consider the most appropriate way forward for the project. A Business Bulletin update on this will be provided by Summer 2024 considering the scope of any strategic changes to the previous project list, modal priorities for particular route corridors and resources necessary to deliver the various MJR packages.

Additional Scheme Requests

- 4.7 On 14 December 2023, the Council agreed that an update on the Telford and Hillhouse Junction should be included in the Local Traffic Improvement Programme Update, which is due to be presented to Committee on 7 March 2024.

5. Next Steps

- 5.1 If Committee approve the report recommendations, officers will progress with internal delivery of the Kings Road / High Street, Portobello scheme.

5.2 Following Committee in February 2024, the MJR will be reviewed and an update on provided to Committee by Summer 2024.

6. Financial impact

6.1 The cost to develop, undertake engagement, design, promote the necessary statutory traffic orders process and deliver each respective package is estimated in the table below.

Table 1

Package	Scope	Estimated design cost	Estimated delivery cost* *External funding required to deliver each package.
Package 1 Kings Road/Portobello High Street junction. Medium-term measures	PROGRESS Detailed design, engagement, Traffic Regulation Order (TRO), Redetermination Order (RSO), modelling and delivery package	£100k 24/25/26 Road safety funding	£750k to £1m
Package 2 40 Fully developed designs for early intervention schemes	PAUSE Detailed design, engagement and pre-construction package ready for delivery	£400k (40 x £10k) *External funding required	£1m (40 x £25k)
Package 3 5 Concept designs for remaining junctions included in the top 10 prioritised scheme list.	PAUSE Concept design for improved junction layouts	Up to £50k for each concept design only External funding required	£2m to £5m for each scheme

6.2 At the time of writing, no external funding has been secured for design or delivery works from 2024/25. It is expected that external Scottish Government Road Safety Improvement Funding for 2024/25 will be used to progress Package 1.

6.3 It is expected a bid for Places for Everyone design funding will be submitted to Sustrans for Packages 2 and 3 when a decision on the CMP is made. Delivery funding for all the suggested packages will be considered and funding applications submitted (when appropriate).

6.4 Total funding (including staff project costs) for all citywide Road Safety projects in 2024/25 is likely to be in the region of:

- 6.4.1 Road Safety Capital block allocation £400k;
- 6.4.2 Road Safety Capital carry over to 2024/25: TBC in February 2024;
- 6.4.3 Cycling Walking & Safer Routes Block funding £1.4m (Assumed); and
- 6.4.4 Transport Scotland – Road Safety Improvement Fund (TBC (2023/24 approved Grant £841k)).

7. Equality and Poverty Impact

- 7.1 An Integrated Impact Assessment (IIA) will be undertaken for the project to consider the potential benefits or impact of the planned packages or interventions.
- 7.2 The principle of the scheme is to improve road safety, mobility, and accessibility for our most vulnerable road users. Further engagement with Stakeholder groups representing pedestrians, cyclists, public transport users and disability groups will be undertaken to ensure the project outcomes, expected interventions or larger schemes do not disadvantage any particular group.

8. Climate and Nature Emergency Implications

Environmental Impacts

- 8.1 The outcome of all activities and measures described in this report are intended to positively support environmental and climate change requirements. The overall duty of the Council for road safety is to reduce collisions and casualties, by creating a safer more pleasant street environment for all road users, particularly focusing on our most vulnerable road users.
- 8.2 In terms of modal shift, and carbon reduction, the MJR is centred on supporting the most vulnerable road users, as reflected in the approved transport hierarchy and create safe road environments for communities.

9. Risk, policy, compliance, governance and community impact

- 9.1 Failure to appropriately fund, resource, plan and deliver a strategic project of this nature may result in increased risk, injury or harm on our road network.
- 9.2 Resource pressures on the Road Safety team have been recognised. Adequate staff resources and structured delivery plan are required to ensure a programme of this nature is properly managed, funded and resourced to meet delivery expectations across the Transport service.
- 9.3 In accordance with the Council's approach to risk management, it is necessary to highlight the key risks should this service not have appropriate funding and resources to deliver. Delays to deliver a significant project programme are likely to

influence the prospect of collision reduction and threaten longer term strategic targets.

10. Background reading/external references

- 10.1 Committee [approved motion](#) on 12 November 2020.
- 10.2 [Major Junctions Review](#) report 20 April 2023.
- 10.3 [Medium Term Improvements at Portobello High Street Junction](#) 15 June 2023.

11. Appendices

Appendix 1 – List of prioritised junctions

Appendix 1 List of Prioritised Junctions Scored from Highest to Lowest Priority

Green schemes – To progress
Amber schemes – To be considered under other projects
Red schemes – Under review following outcome of City Mobility Plan
Top 40 schemes – All to be considered for early intervention package.

ID	Junction Name	Baseline Score	Review for Major Improvements	Review for Quick Wins Identification and Design
1	West End/Lothian Road	5.20	No	Yes
2	Tollcross	4.95	No	Yes
3	Haymarket Junction	4.83	Yes	Yes
4	East End	4.81	No	Yes
5	Milton Link Junction	4.67	Yes	Yes
6	Holy Corner	4.55	Yes	Yes
7	Crewe Toll Roundabout	4.54	Yes	Yes
8	St Mary's Street	4.45	Yes	Yes
9	King's Road Junction	4.35	Yes	Yes
10	Maybury Junction	4.35	No	Yes
11	South Charlotte Street	4.32	No	Yes
12	Jock's Lodge	4.29	No	Yes

ID	Junction Name	Baseline Score	Review for Major Improvements	Review for Quick Wins Identification and Design
13	Summerhall	4.27	No	Yes
14	Bread Street	4.25	No	Yes
15	Abbey Mount	4.20	No	Yes
16	Drum Brae Roundabout	4.12	No	Yes
17	Niddrie Crossroads	4.04	No	Yes
18	Southfield Place	4.01	No	Yes
19	Calder Road - Sighthill	3.92	No	Yes
20	Barnton Junction	3.89	No	Yes
21	Duddingston Park	3.79	No	Yes
22	Kingston Crossroads	3.45	No	Yes
23	Comely Bank Roundabout	3.44	No	Yes
24	West Approach Road (East)	3.32	No	Yes
25	Angle Park Terrace (Northeast)	3.25	No	Yes
26	Commonwealth Pool	3.22	No	Yes
27	Calder Road - Saughton	3.16	No	Yes
28	West Granton Access (South)	3.03	No	Yes
29	Bankhead Roundabout	2.94	No	Yes
30	Broughton Street Roundabout	2.85	No	Yes
31	Craigleith Junction	2.70	No	Yes
32	Fort Kinnaird (East)	2.68	No	Yes
33	Liberton Brae Junction	2.61	No	Yes
34	Dundee Street Slip-Road	2.59	No	Yes
35	Rodney Street	2.30	No	Yes
36	Lady Road Roundabout	2.22	No	Yes
37	Craiglockhart Avenue (North)	2.18	No	Yes
38	Corn Exchange	1.76	No	Yes

ID	Junction Name	Baseline Score	Review for Major Improvements	Review for Quick Wins Identification and Design
39	East Preston Street (East)	1.74	No	Yes
40	Grange Loan	1.53	No	Yes