

Transport and Environment Committee

10.00am, Thursday, 8 December 2022

A71 Dalmahoy Junction Improvements

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

- 1.1. Transport and Environment Committee is asked to:
 - 1.1.1. Note the revised cost estimates provided for both a traffic signal controlled junction at Dalmahoy and for the alternative road safety proposals previously approved by Committee on 11 November 2021;
 - 1.1.2. Note the proposed funding package for a traffic signal controlled junction;
 - 1.1.3. Note that areas of land outwith the Council's ownership need to be acquired to deliver both proposals and, as the land requirements for each proposal are different, this process cannot be finalised until a decision is taken on which proposal to pursue; and
 - 1.1.4. Approve proceeding with the delivery of a traffic signal controlled junction.

Paul Lawrence

Executive Director of Place

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A71 Dalmahoy Junction Improvements

2. Executive Summary

- 2.1 This report provides updated cost estimates for a traffic signal controlled junction at Dalmahoy and for the alternative road safety proposals previously approved by Committee. It provides an option on a proposed funding package for a traffic signal controlled junction and recommends proceeding with its delivery.

3. Background

- 3.1 On [11 November 2021](#), Committee considered a report that presented a revised cost estimate for a traffic signal controlled junction at Dalmahoy of £962,000. Following consideration, Committee decided to progress an alternative road safety proposal at a reduced cost of £625,000.
- 3.2 At the August meeting of the Committee (on 1 September 2022), Committee approved an [adjusted Motion](#) which called for a report to Committee in two cycles with up to date costs for a traffic signal controlled junction with a view to implementing this.

4. Main report

Revised Cost Estimates

- 4.1 Following the recent award of the Roads and Transport Infrastructure Framework, which provides up to date tender rates for most types of roads and transport construction works, updated cost estimates have been produced for both a traffic signal controlled junction and the alternative road safety measures previously approved by Committee in November 2021.
- 4.2 The current cost estimate for a traffic signal controlled junction is £1.55m, while the estimate for the alternative road safety measures is now £1.06m.

External Funding

- 4.3 As the motion called for the traffic signal controlled junction option to be implemented, Council officers have engaged with Transport Scotland and Sustrans to investigate the potential for external funding to be used to contribute towards the cost.
- 4.4 Transport Scotland has confirmed that funding from its annual Cycling Walking Safer Routes (CWSR) award could be utilised for this purpose.
- 4.5 Separately, Sustrans has advised that the Council would have to submit an application for match funding for the construction stage of the project through their Places for Everyone (PfE) 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.

Conclusion

- 4.6 Based on the feedback from Transport Scotland, to deliver a traffic signal controlled junction, the Council could utilise part of the allocation of funding expected in 2023/24 from the CWSR fund.
- 4.7 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. In recent years, the amount of the award has increased significantly year on year and the 2022/23 award was £3.5m.
- 4.8 The funding can only 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](#). The use of CWSR funding has to be approved by Transport Scotland on a project by project basis.
- 4.9 In order to deliver a signal controlled junction, it is proposed (subject to confirmation of the award of funding to the Council) to allocate £750,000 of the Scottish Government CWSR annual funding to this project. The remaining £350,000 could be funded from the Road Safety Capital budget and, due to the significant upgrade to the carriageway and footways at the junction that the proposals will achieve, the Capital Investment Programme for Carriageways, Footways and Street Lighting.
- 4.10 The additional funding contribution proposed from the Road Safety Capital budget would be £160,000. Due to the nature of the Road Safety Improvements Programme, which consists of a large number of comparatively low cost projects being progressed in parallel, and the amount of funding that will be available to the Programme in future years currently being unknown, it is not possible to set out the impact that this would have on the delivery of other projects within the Programme.
- 4.11 However, for context, the following could be regarded as budget level cost estimates for various types of road safety improvement commonly delivered through the Programme:

- 4.11.1 Signal controlled puffin/toucan crossing - £100,000 - £150,000;
 - 4.11.2 Pedestrian refuge island - £50,000 - £75,000;
 - 4.11.3 Footway build outs at junctions or other crossing points (pair) - £25,000 - £50,000;
 - 4.11.4 Speed reduction scheme (per street) - £10,000 - 100,000; and
 - 4.11.5 School Streets scheme (per street) - £50,000 - £75,000.
- 4.12 The additional funding contribution proposed from the Capital Investment Programme for Carriageways, Footways and Street Lighting would be £190,000. The impact of providing this contribution would be £190,000 reduced investment in prioritised carriageway and footway investment schemes in 2022/23. However, it would result in improved carriageway and footway condition at the A71 Dalmahoy junction.

5. Next Steps

- 5.1 Approval of the recommendations in this report will allow the process to acquire the areas of land outwith the Council's ownership to be concluded. This land is needed to deliver a traffic signal controlled junction and these negotiations continue to be pursued on a voluntary basis.
- 5.2 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 original funding package reported to the Committee remains in place and will be supplemented with £750,000 from the 2023/24 Scottish Government Cycling Walking Safer Routes annual funding award with the remaining £350,000 from the Road Safety Capital budget and the Capital Investment Programme for Carriageways, Footways and Street Lighting.

7. Stakeholder/Community Impact

- 7.1 Extensive engagement was undertaken with the local community and ward Councillors in 2021, prior to the 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 On 15 September 2021, the (then) Convener and the Council's Road Safety and Active Travel Manager attended a public meeting held in St Mary's Church Hall, Dalmahoy to view the junction in operation and to meet local stakeholders and listen to their concerns.
- 7.4 Following the decision by the Committee on 11 November 2021 to proceed with the alternative road safety measures, further correspondence has been received from both the Community Council and some local residents, requesting that the Council reconsider its decision not to proceed with a traffic signal controlled junction.

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](#)

9. Appendices

- 9.1 Appendix 1 – Plan showing current proposed signalised junction layout - TCD/636718/2/41



NOTES:

KEY:

- Road surface
- Footway
- High friction surfacing
- Maintenance layby
- Filter drain
- Verge
- Kerbline
- Flat-top edging kerbline
- Fenceline
- Tactile paving
- Drop kerb crossing
- Side entry road gully
- White road markings
- Yellow road markings
- Stainless steel studs
- Sign and single post
- Sign and multiple posts
- LC Lighting column
- SHELTER Bus shelter
- Traffic signals

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REVISION	DETAILS	BY	DATE	CHECKED



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OPERATIONAL SERVICES
ROADS AND INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

A71 / Dalmahoy Road Junction
Junction Realignment and Signalisation
30 mph Speed Limit

Date: October 2022
Scale: 1:250 @A0

Job No. 636718

Drawn by: A Parkinson
Checked by: AE

Drawing Name: G:\SIC\Transport Design & Delivery\TCD\636718\A71 Dalmahoy Signal\CAD2\sheet\issuor\TCD-636718-2-41-0202-11-111.dwg
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