



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

A720

Sheriffhall Roundabout scheme

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

Introduction

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



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.

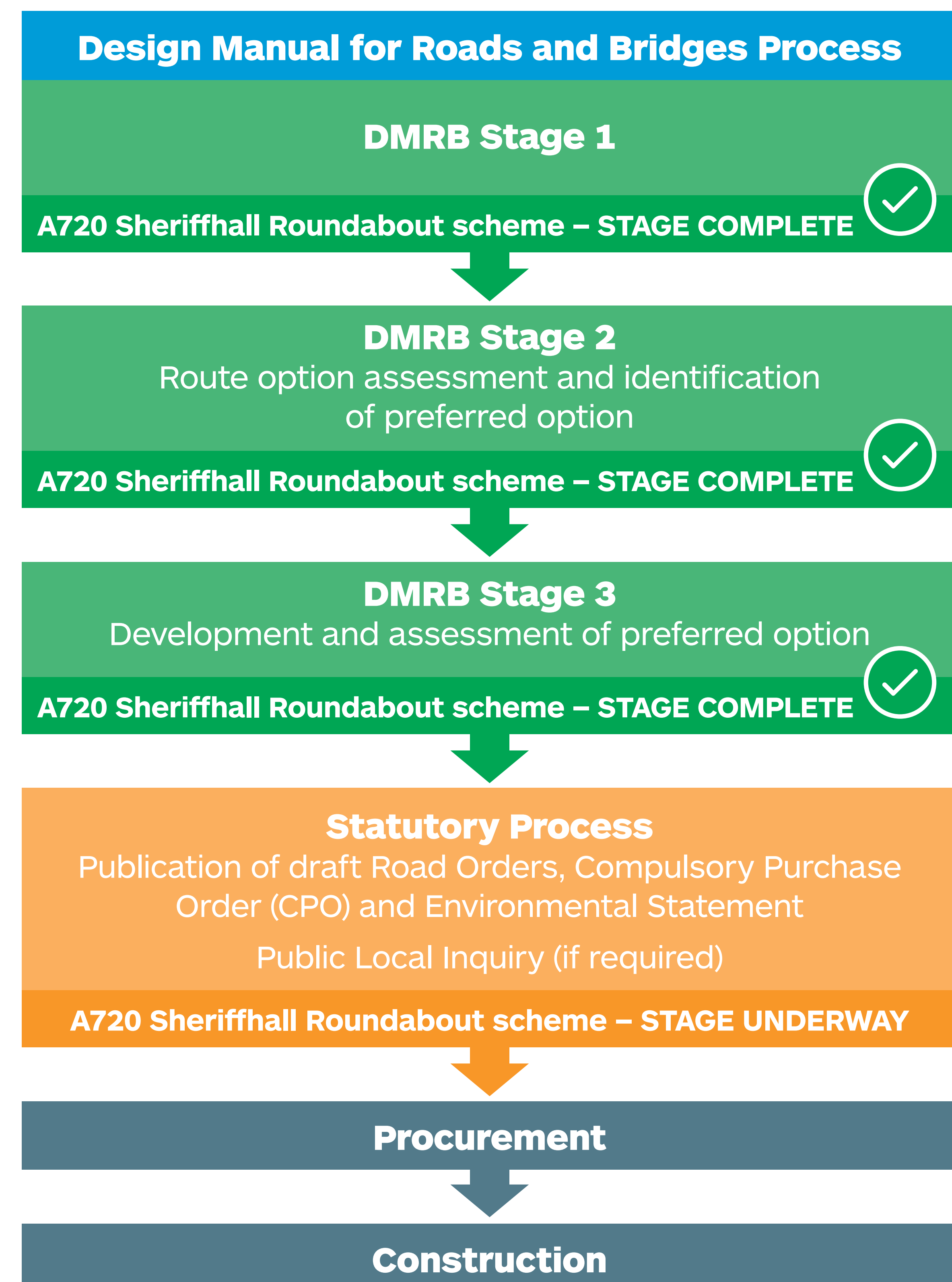
The design of a new trunk road junction follows the scheme assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#).

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

LEGEND

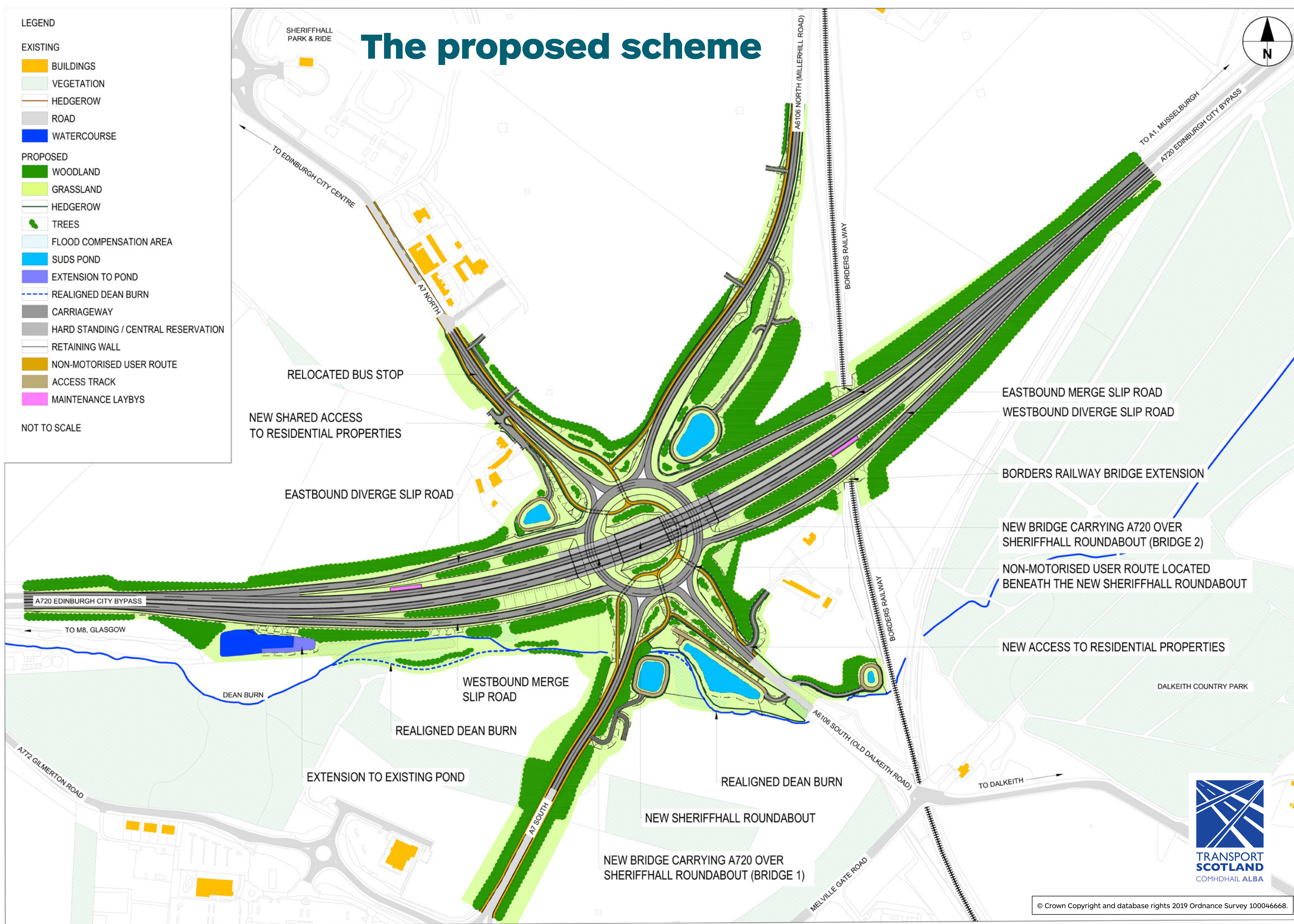
EXISTING

- 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.

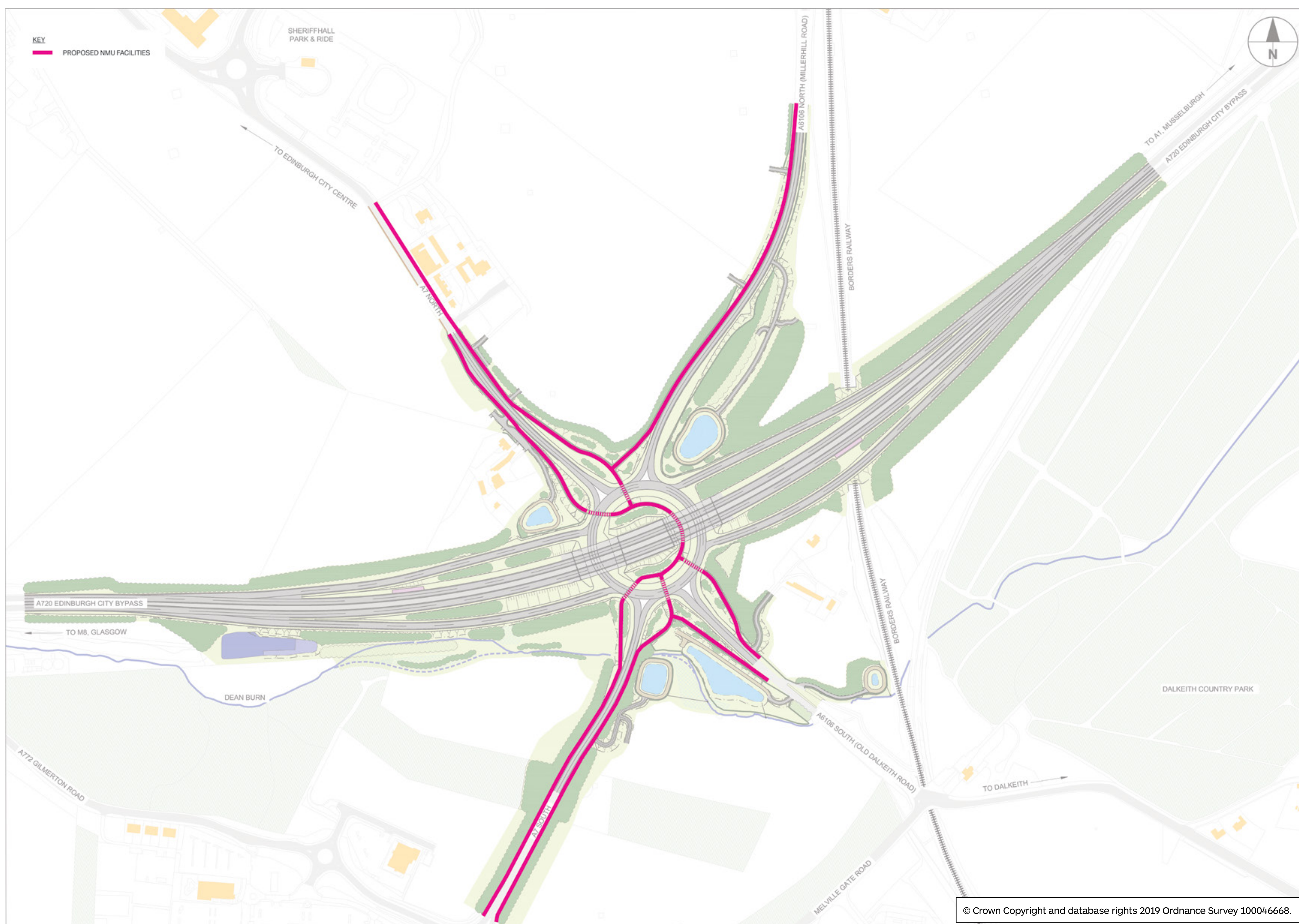
Non-Motorised Users (NMUs) and active travel



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.

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.