

SHERIFFHALL - AECOM 2ND WORKSHOP, 11.10.17

michaela

I just thought I would try and give a brief summary of today's meeting and the outcome. Do correct or add anything I may have missed out.

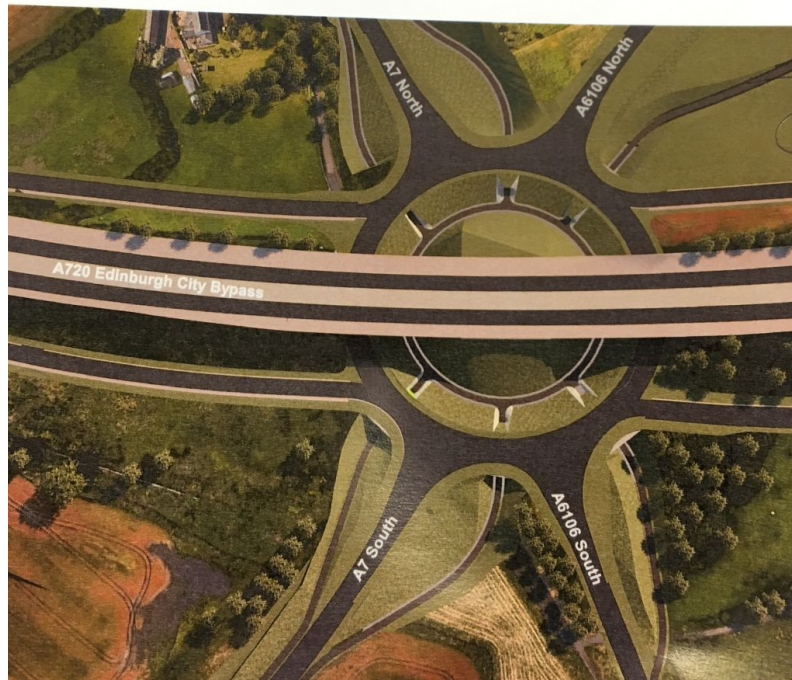
Again, I think it was a very positive meeting. It started with some introductions, going through an explanation of the newly introduced Walking, Cycling and Horse-Riding Assessment and Review (WCHAR). They then went through the 6 shortlisted options and we were put in groups to score each option using the WCHAR opportunities.

All 6 options were pretty good to be honest and it was a largely a choice between bridges or subways. The groups seemed to be split between the bridge and subway options. Some felt 6 bridges would be more intrusive to the landscape and some felt like we have been doing subways for 50 years and if this was going to be an exemplar project we should change that.

Finally, the scores were weighted against the cost and option 6a with 6 underpasses and 6 separate cycle lanes came out best. See below. (Bridges and raising the bypass by 2m was a very expensive option).

It was clear that lots of work was still to be done. The roundabout is on a fault line and there are also old mine shafts which might impact design. Also, depending on future predicted demand and developments they may reduce the number of arms and underpasses.

MU Option 6a - plan



It was stressed that design was very important and would impact usage. The underpasses need to be bright and open, consideration needs to be given to lighting and flood prevention etc. They seem keen to make this a stand out project. Also they have a new project manager - he was involved in the dualling of the A9 and I think that has been very positive regarding stakeholder engagement, so that seems fairly positive.

Finally I spoke to Sandy Jamison, Project Director from Transport Scotland, he was one of the people I sent the letter to after the last meeting. Whilst I received no response to the letter, it seems that they have taken it on board and there was an indication that Transport Scotland may oversee the connection of the roundabout to regional cycle routes - this was only an indication but it was agreed that it would be crazy to invest this much in the roundabout without connecting up the routes. Also, and this is super exciting, they have been in contact with the modellers and they are looking at including HEAT into the assessment process so the the economic benefits of improved health and cycling are included in future projects!!

So all round very positive. I hope that they follow through with their promises. I guess we just need to keep in contact and follow progress.

Alec

Michaela's report seems much as I remember.

The diagram doesn't show the whole layout clearly, but it has six subway links under the motor roundabout:

- two to the A7 North, one on each side;
- two to the A7 South, one on each side;
- one to the Dalkeith road, on its east side, linking to the existing shared cycle path, but it could be possible to add one to the west of it too from the southernmost subway, using a disused stretch of old road;
- one to the Millerhill road, on its east side, linking to an existing footway. This one requires northbound cyclists to cross the A road to continue.

All the options studied had these six links, though some had them as bridges instead of subways. Outside the roundabout the plans were identical.

The Millerhill Road link could have a branch from it to run parallel to the NE slip road and cross the Borders Railway if they added a few more metres to the existing railway bridge (which will need to be widened a lot to take the slip roads). There are long-term plans for developments to the east of the railway and north of the bypass and such a link would connect them to Sheriffhall and thence Dalkeith.
