

6.10 The Road Network - Review of Road Schemes

OBJECTIVES

To avoid the creation of extra capacity on the road network in and around Edinburgh, on the grounds that this will:

- *Encourage more and longer car journeys;*
- *Undermine public transport services; and*
- *Increase pressure for further urban dispersal.*

ISSUES

- 6.10.1 It is not possible to meet all demand for travel by car in congested areas. Where demand is suppressed, as it is in all urban areas, constructing new roads will lead to new (or ‘induced’) trips (SACTRA 1994). The Council’s transport policy therefore aims to manage the demand for travel by encouraging use of alternative modes, and some restraint of car use.
- 6.10.2 Building new roads outwith the built-up area will fuel pressures for urban dispersal, leading to the location of more facilities in areas where they can be reached only by car, thus exacerbating social exclusion and ultimately increasing traffic congestion. Therefore this option is also in general terms undesirable in relation to the policy objectives of this strategy and of the Structure Plan. However, in the Edinburgh area the A8000 is an exception to this rule. The road forms an important part of the national network, despite lacking trunk status. The A8000 Upgrade scheme is now known as the M9 Spur Extension/A90 Upgrading (A8000 Upgrading). The scheme involves the extension of the M9 Spur motorway to a new interchange with the A90 at Scotstoun and the widening of the A90 between the new interchange and the Forth Road Bridge toll plaza. The Council supports the scheme which will provide the missing strategic road link between the central Scotland motorway network and the Forth Road Bridge and M90. The scheme will separate strategic traffic from local traffic, thus returning the A8000 to a local road with low traffic flows. It will enable improvements for trips by bus, foot and cycle between Kirkliston and Queensferry.
- 6.10.3 The road and transport networks serving new development have a major influence on how people choose to travel to, from and within it. Networks for public transport, walking and cycling will be prioritised. There will sometimes be a need for new roads to service new development sites. For example, the Council has built a road linking Ferry Road to Granton to support the re-development of Granton without imposing significant traffic increases on Crewe Road North. However, care is needed to ensure that such schemes serve their intended purpose. It is important to avoid any road construction or improvement associated with developments which will, to a significant extent, cater for increases in traffic unrelated to the development.

SOCIAL INCLUSION AUDIT

- 6.10.4 This policy contributes to social inclusion primarily by seeking to avoid ‘widening the gap’. By ensuring public transport, cycling and walking measures are fully provided before considering new road building means these groups without access to a car are not unnecessarily excluded.

POLICIES

- RN1 In considering the case for any major road upgrade or new road scheme the Council will adopt a ‘sequential test’. The key test will be that, before implementation of

major road upgrades, all viable options for diverting the relevant trips to public transport, encouraging car sharing, and managing demand have:

- a) been adopted; and
- b) do not adequately meet the relevant movement demands.

- RN2 The Council will actively favour sustainable transport modes in meeting the movement needs of new development and redevelopment. Any road construction will be undertaken in a way that avoids catering for increases in traffic unrelated to the development.
- RN3 The Council supports the construction of the A8000 scheme on the grounds that it will provide the missing strategic road link between the central Scotland motorway network and the Forth Road Bridge and M90.

ACTION PLAN

- 6.10.5 **Dualling A71 from Edinburgh City Boundary to Calder Junction.** This scheme was developed for road safety reasons. However, the imposition of a 50-mph speed limit on this section of the A71 has improved its safety record. Dualling would be very expensive and would facilitate car based commuting in a corridor with substantial potential for bus and rail based park and ride. A review of the scheme has been carried out and has led to the recommendation that this scheme should no longer be pursued as a Council proposal. This recommendation will be subject to planning committee approval in relation to the removal of the safeguarding of a route in the Development Plan. This removal, subject to approval, will necessitate the undertaking of a road safety audit to establish if remedial work is required to the existing route.
- 6.10.6 **A70 Currie Bypass.** A review carried out in late 2003 concluded that the existing safeguarded alignment offers poor value for money and that an amended alignment should be safeguarded. This scheme would include a new link road from the existing A70 east of Bridge Road to the bypass, along with bus priority and traffic management on the existing A70 and parallel residential roads. This proposal will be subject to planning committee approval with reference to the refinalised Rural West Edinburgh Local Plan 2003, again in relation to safeguarding land.