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What happens next?

A public consultation exercise associated with this Explanatory Leaflet, including a public exhibition, will provide an opportunity for the general public to comment on the scheme proposals before the Planning Application is finalised.

At the exhibition you will be able to talk to the Council's staff and their consultants. The public exhibition will be held in South Queensferry and Kirkliston, then in the Council's City Development Department offices at 1 Cockburn Street, Edinburgh. Further details of venues, dates and times of opening will be advertised in local newspapers before the exhibition takes place or you can contact the Council on the telephone number below.

Sending comments

You can write to:

The Head of Transport
City Development Department
The City of Edinburgh Council
PO Box 12474
1 Cockburn Street
Edinburgh EH1 1ZL
E-mail A8000@edinburgh.gov.uk

The latest date for the submission of your comments will be advertised in the press.

For more information

If you are unable to attend the exhibition but would like further information on the scheme please contact:

Jim Brunt 0131 469 3760
John Russell 0131 469 3758
Fax 0131 469 3730
E-mail A8000@edinburgh.gov.uk



capinfo

www.edinburgh.gov.uk/traffic

This document is available *on request* in Braille, tape, large print and various computer formats. Please contact ITS on 0131 242 8181 and quote ref. 01503.

تتناول هذه الكراسية مشروعا لفتح طريق انتقال سريع بخطين يصل بين M9 Spur و A90 وتوسيع A90 إلى ثلاثة خطوط إلى Forth Road Bridge. للحصول على معلومات حول ترجمة هذه الوثيقة الرجاء الإتصال بخدمة الترجمة ITS هاتف: 0131-242 8181 وذكر الإشارة 01503

這份文件是有關建設一條雙線高速公路延長 M9 高速段至 A90 的建議書，並擴闊 A90 為三線至科富道大橋 (Forth Road Bridge)。有關這份文件的翻譯資料請致電愛丁堡城市議會傳譯及翻譯服務部 ITS，電話 0131 242 8181 並引用參考編號 01503。

এই দলিলে M9 spur থেকে A90 পর্যন্ত দুই-গলি বিশিষ্ট মটরওয়ে (motorway) বাড়ানোর জন্য প্রস্তাব এবং A90 কে আরো প্রশস্ত করে ফোর্থ রোড ব্রিজ (Forth Road Bridge) পর্যন্ত তিন-গলি করার বিষয়ে আলোচনা করা হয়েছে। এই দলিলের অনুবাদের জন্য, দয়া করে ITS-কে 0131 242 8181 -এই নম্বরে এবং 01503 উল্লেখ করে টেলিফোন করবেন।

یہ کتابچہ M9 کی چھوٹی سڑک کو A90 تک بڑھا کے اسے دو لینز کا موٹروے بنائے، اور A90 کو فورٹھ روڈ برج تک گھاڑہ کرنے کیلئے اس میں تین لینز تعمیر کرنے کی تجویز کے متعلق ہے۔ اس دستاویز کے ترجمے کے متعلق معلومات کیلئے برائے مہربانی انٹرنیشنل اینڈ ٹرانسلیشن سروس کو 0131 242 8181 پر فون کریں اور ریفرنس نمبر 01503 کا حوالہ دیں۔

M9 Spur extension/A90 upgrading (A8000 upgrading)



M9 高速段延長 / A90 公路改善 (A8000 公路改善)

এম৯ স্পুর বিস্তার করা/এ৯০ উচ্চ পর্যায়ের উন্নীত করা- ব্যাথ্যামূলক প্রচারপত্র।

A90 公路改善 / M9 SPUR 公路改善 (A8000 公路改善)

A8000 公路改善 M9 公路改善 থেকে উল্লিখিত সড়ক কোর্সের জন্য A90 公路改善



The A8000 was originally built as a local road connecting Kirkliston and South Queensferry. Since the construction of the Forth Road Bridge and the M9 Spur motorway the A8000 has also had an important strategic role carrying long distance traffic. The reason for this is that there is a missing link in the strategic road network. A strategic route is one that caters for predominantly long distance journeys and includes motorways and other trunk roads. The system of strategic routes is referred to as the strategic road network.

The A8000 now has a long history of congestion problems for strategic and local traffic. The M9 Spur Extension /A90 Upgrading Scheme (A8000 Upgrading) has been developed to provide the missing strategic road link between the central belt motorway network and the Forth Road Bridge.

The scheme will result in significant benefits including:

- providing a two lane motorway to replace the single carriageway A8000
- providing a new free flow interchange between the extended motorway and the A90 at Scotstoun
- widening the A90 to three lanes between Scotstoun and the Forth Road Bridge
- reducing queues as a consequence of the above
- reducing traffic on the A8000 and Echline Roundabout
- the A8000 becoming a local road between Kirkliston and South Queensferry
- the predicted traffic flow on the A8000 reducing by up to 90% with associated community and environmental benefits
- reducing journey times
- expected reductions in accidents on the A8000.

Background to the scheme

Proposals to upgrade the A8000 have been considered since the early 1980s and at various times both on-line and off-line upgrading schemes have been proposed. An on-line upgrading of the A8000 basically requires a second carriageway to be built parallel to the existing carriageway. An off-line upgrading requires the construction of a new road, which follows a different route to the existing road.

The first proposals to upgrade the A8000 were made by Lothian Regional Council, which started to develop an off-line upgrading of the A8000 in the early 1980s. This scheme was dropped when The Scottish Office (now the Scottish Executive) undertook a review of the strategic road network later in the 1980s. This led to a feasibility study in 1993 called Setting Forth to investigate a second Forth Road Bridge at Queensferry. A second Forth Road Bridge was dropped but the study resulted in the Southern Bridgehead Improvements scheme (1996-1997) which developed into proposals for a Barnton Bypass and an on-line dual carriageway on the A8000.



In 1997 The Scottish Office took a decision to delay all new road schemes pending the outcome of a Strategic Roads Review. During this review, the proposals for a Barnton Bypass and an on-line dual carriageway on the A8000 were dropped. An off-line solution for the A8000, similar to that originally developed by Lothian Regional Council, was agreed as the preferred route to take forward by all members of Forth TRIP. Forth TRIP is a partnership of local authorities, which includes Edinburgh, Fife and West Lothian Councils, and the Scottish Executive. Traffic calming measures for Kirkliston were also introduced to the scheme at this stage. The Scottish Executive published the findings of the Review in 1999.

The Review decision for the A8000 was for the Scottish Executive to ask the City of Edinburgh Council to develop proposals to take the scheme forward. The Council's Executive approved the off-line solution for the A8000 in April 2000. The team of consultants, who had worked on previous associated schemes since 1993, was appointed in February 2001 to develop the scheme, in conjunction with the Council's City Development Department, for a Notice of Intention to Develop (Planning Application).

Development of the scheme

The scheme involves a 2.8km extension of the M9 Spur to the existing A90. The extension will be to full two-lane motorway standard. By

removing the roundabout at Humbie and carrying the motorway over the local road, the existing connection to the A8000 will be severed. The proposed new road runs close to the Falkirk – Fife railway line and has been designed to allow high vehicles to pass under Milton Farm Road. It will then connect to the A90 via a free flow interchange at Scotstoun. Traffic from the Forth Road Bridge would have the choice of travelling to Edinburgh via the A90 or connecting to the central Scotland motorway network and other strategic routes via the M9 Spur. Traffic on the M9 Spur heading to the bridge will have no connection to Edinburgh at the Scotstoun Interchange. The A90 will be widened to become a three-lane all-purpose dual carriageway between Scotstoun Interchange and the Forth Road Bridge. In parallel with this scheme, provision has been made for traffic calming measures in Kirkliston to address 'rat running' and to reduce the number of heavy goods vehicles travelling through the village. As part of the proposed traffic calming for Kirkliston there will be a gateway feature, on the B800. This will allow access for cars but will restrict access to the village for heavy goods vehicles.

The Scotstoun Interchange layout has been re-designed to include taking the A90 westbound carriageway from Edinburgh under the motorway extension. This solution provides the best balance between cost effectiveness whilst the overall re-design minimises the environmental impact of the junction.



Junction strategy

The scheme provides a strategic link between the Forth Road Bridge and the central Scotland strategic road network.

It is proposed...
not to provide a junction to access the local road network at the A8000/B800 (at Humbie).

Why?
A junction at this location would generate more traffic through Kirkliston and could encourage traffic to leave the M9 Spur and use the existing A8000 as a short cut to the Forth Road Bridge.

It is proposed...
not to provide a junction to access Milton Farm Road.

Why?
A junction at this location would serve only minor local traffic and therefore it is inappropriate for a strategic motorway. Furthermore it is considered inadvisable to site another junction so close to the major interchange with the A90 at Scotstoun.

It is proposed...
that no east facing slip roads will be provided on the M9 Spur at Scotstoun Interchange.

Why?
It is felt that east facing slip roads at this junction would attract traffic to Edinburgh via the A90 and this could result in an increase in car journeys to the city.

Environmental considerations

What effects will the scheme have on the environment and what is being done to mitigate the impact?

- the new scheme will require the use of Green Belt land, but the route has been designed to follow the existing Falkirk – Fife railway corridor as closely as possible to minimise the land required
- there will be agricultural land-take, but access to all farm units will be maintained
- all known nature conservation interests have been taken into account in the scheme development
- there will be some landscape and visual impacts but a landscape design will ensure that these are kept to a minimum
- the re-distribution of traffic will provide community benefits by increasing community cohesion between Kirkliston and South Queensferry
- there will be reductions in noise and traffic related air pollution in Kirkliston and alongside the existing A8000
- heavy goods vehicle flows will be reduced through Kirkliston
- pedestrians and cyclists will benefit from reduced traffic on the A8000 and the associated traffic calming measures in Kirkliston.

What are the impacts on public transport?

The proposed scheme and reduction in traffic will improve the reliability and efficiency of bus services using the A8000 and B800 through Kirkliston. As part of the proposed traffic calming for Kirkliston there will be a gateway feature, on the B800, that will allow access for cars but will restrict access to the village for heavy goods vehicles. The gateway feature will include a bus bypass loop to maintain access for buses and emergency vehicles.

Bus services that use the A8000 and M9 Spur will benefit from being able to use the widened A90 and an additional 2.8km of motorway. This will reduce journey times and increase the reliability of the services.