

Corporate Policy and Strategy Committee

10:00am Tuesday 4 November 2014

Local Development Plan - Action Programme Update – referral from the Planning Committee

Item number	7.9
Report number	
Wards	All

Executive summary

At its meeting of 2 October 2014, the Planning Committee heard from the Acting Director of Services for Communities on the progress made on the Local Development Plan Action Programme Update.

The progress report has been referred to the Corporate Policy and Strategy Committee for information.

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	See attached report

Terms of Referral

Local Development Plan: Action Programme Update

Terms of referral

- 1.1 On 2 October 2014, the Planning Committee considered the attached report by the Acting Director of Services for Communities on the progress made on the Local Development Plan Action Programme Update.
- 1.2 The Local Development Plan (LDP) action programme is a statutory requirement under the 2006 Planning Act. It was agreed by the Corporate Policy and Strategy Committee in December 2012 that the first adopted Action Programme and subsequent updates would be reported annually for approval by the Corporate Policy and Strategy Committee as well as the Planning Committee.
- 1.3 The attached update report set out a list of actions, including the infrastructure measures needed to deliver the policies and proposals in the LDP. The LDP was intended to be used as a mechanism to coordinate development proposals with the infrastructure and services needed to support them and to align the delivery of the LDP with corporate and national investment in infrastructure.
- 1.4 To facilitate the delivery of the Action Programme, an officer Action Group, chaired by the Acting Director of Services for Communities, has been set up. In order to help facilitate the early delivery of the infrastructure actions contained within the Action Programme, the report also identified that early funding was required for its timely delivery.
- 1.5 The Planning Committee agreed:
 - 1) To agree to use the approved Second Proposed Action Programme to deliver required infrastructure in advance of the adoption of the Local Development Plan.
 - 2) To note that the implications of the Action Programme for Council budgets are coordinated through Local Development Plan Action Group.
 - 3) To note the revenue and capital funding required to deliver infrastructure in 2015/16 and thereafter.
 - 4) To agree to refer this report to Corporate Policy and Strategy Committee for information.
 - 5) To include the entrance to the East Craigs Estate at the Maybury Junction in appendix 1 to the report by the Acting Director of Services for Communities.

For Decision/Action

- 2.1 The Corporate Policy and Strategy Committee is asked to note the progress made by the Action Programme on a number of strands.

Background reading / external references

[Planning Committee 2 October 2014](#)

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Laura Millar, Assistant Committee Clerk

Email: laura.millar2@edinburgh.gov.uk | Tel: 0131 569 4319

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
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Planning Committee

10am, Thursday, 2 October 2014

Local Development Plan: Action Programme Update

Item number

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Executive/routine

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Wards

All

Executive summary

The purpose of this report is to provide Committee with an update on the Local Development Plan (LDP) Action Programme.

The LDP Action Programme is a statutory requirement of the development plan process. It sets out a list of actions, including infrastructure measures, needed to deliver the policies and proposals in the LDP. The Action Programme is a corporate document. It is intended to be used as a mechanism to coordinate development proposals with the infrastructure and services needed to support them and to align the delivery of the LDP with corporate and national investment in infrastructure.

To facilitate the delivery of the Action Programme an officer Action Group, chaired by the Director of Services for Communities, has been set up. In order to help facilitate the early delivery of the infrastructure actions contained within the Action Programme, this report also identifies that early funding is required for its timely delivery.

Links

Coalition pledges

[P4](#), [P8](#), [P15](#), [P17](#), [P18](#)

Council outcomes

[CO7](#), [CO8](#), [CO16](#), [CO18](#), [CO19](#), [CO22](#), [CO23](#)

Single Outcome Agreement

[SO1](#), [SO2](#), [SO3](#), [SO4](#)

Local Development Plan: Action Programme Update

Recommendations

- 1.1 It is recommended that the Committee:
- 1) agrees to use the approved Second Proposed Action Programme to deliver required infrastructure in advance of the adoption of the Local Development Plan;
 - 2) notes that the implications of the Action Programme for Council budgets are coordinated through Local Development Plan Action Group;
 - 3) notes the revenue and capital funding required to deliver infrastructure in 2015/16 and thereafter; and,
 - 4) agrees to refer this report to Corporate Policy and Strategy Committee for information.

Background

- 2.1 The Local Development Plan (LDP) sets out a new approach to developer contributions and infrastructure provision which is linked closely with the Action Programme. The approach takes advantage of the new statutory requirement, introduced by the 2006 Planning Act, for planning authorities to prepare an Action Programme setting out how their Local Development Plan (LDP) will be implemented. Councils are required to:
- publish an Action Programme within three months of formally adopting the LDP;
 - publish an updated Action Programme at least every two years;
 - set out in the Action Programme a list of actions, including infrastructure measures, needed to deliver the policies and proposals in the LDP;
 - state the timescale for completing each action; and
 - identify who is responsible for carrying out each action.
- 2.2 In addition to the above statutory requirements, the Action Programme for the Edinburgh LDP will be used:
- as a mechanism to coordinate development proposals with the infrastructure and services needed to support them; and
 - to align the delivery of the LDP with corporate and national investment in infrastructure.

- 2.3 For this to be successful, it is important that the Action Programme be prepared and approved as a corporate document. To this end, it was agreed by the Corporate Policy and Strategy Committee, in December 2012, that the first adopted Action Programme and subsequent updates will be reported annually for approval by the Corporate Policy and Strategy Committee as well as by the Planning Committee, on a schedule which would align with the budget setting process.
- 2.4 To support the new approach, planning guidance on Developer Contributions and Affordable Housing was reviewed in February 2014.
- 2.5 The Committee approved the Second Proposed Local Development Plan, on 19 June 2014, and agreed to refer the Action Programme to the Corporate Policy and Strategy Committee.

Main report

- 3.1 The Second Proposed LDP, approved by Planning Committee on 19 June 2014, sets out five aims:
 - AIM 1: support the growth of the city economy.
 - AIM 2: help increase the number and improve the quality of new homes being built
 - AIM 3: help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services
 - AIM 4: look after and improve our environment for future generations in a changing climate
 - AIM 5: help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.
- 3.2 The Plan recognises that all five aims can only be achieved if infrastructure provision is given the same level of attention as housing and employment growth. This is addressed by the actions identified in the Addendum to the Transport Appraisal and Revised Education Infrastructure Appraisal which accompanied the Second Proposed Plan. The Second Proposed Action Programme sets out how the measures identified in those appraisals will be delivered.
- 3.3 In approving the Second Proposed LDP, the Committee noted the requirement to have in place sufficient infrastructure to facilitate the level of housing development and that the required infrastructure is identified and costed with a budget provision identified through the Action Programme. The Committee also noted that infrastructure should have an agreed implementation date before housing development is initiated.

Local Development Plan Action Group

- 3.4 In order to ensure that the necessary infrastructure actions are planned, funded and delivered on an appropriate timescale, a corporate LDP Action Group has been set up. The group is chaired by the Director of Services for Communities, and comprises senior officers from across the Council. It meets on a monthly basis. The main tasks of the Action Group are:
- To approve annual updates of the LDP Action Programme for reporting to Planning Committee and Corporate Policy and Strategy Committee.
 - To identify costs and timescales of essential infrastructure measures relating to LDP proposals (e.g. a school extension or transport improvements).
 - To consider reports on cumulative viability of developer contributions for relevant planning applications.
 - To refer for implementation by relevant staff actions such as:
 - Construction or procurement of schools and school extensions.
 - Design and/or upgrading of existing road junctions.
 - Construction of pedestrian / cycle routes out with development sites.
 - To identify where additional infrastructure will lead to revenue and capital budget implications.
 - To identify where:
 - funding is required upfront in order for infrastructure actions to proceed, or
 - where development value is insufficient, whether as a result of viability or for other reasons, to support the full cost of relevant essential infrastructure.

Early delivery of infrastructure

- 3.5 Applications for the new housing sites in the Second Proposed LDP are now coming forward for determination. At this stage, there is no evidence to indicate that meeting the full cost of the relevant infrastructure would threaten the economic viability of these sites.
- 3.6 However, in order to allow for timely delivery and for infrastructure to have an agreed implementation date before housing development is initiated, the delivery of infrastructure needs to be progressed. Therefore Committee is requested to agree to use the Second Proposed Action Programme in advance of the adoption of the LDP.
- 3.7 In order to progress the costing of these actions, identification of funding requirements, any supporting studies required and in certain services, additional

staffing, needs to be identified. These requirements are set out in the Action Programme Reporting Schedule (Appendix 1).

- 3.8 In order to facilitate this early work, funding has been identified to allow feasibility and costing work to be progressed in this financial year, to be managed by the Action Group.
- 3.9 However, to allow for infrastructure to be progressed in the longer term, both revenue and capital funding will require to be identified in order to allow the timely delivery of the infrastructure associated with the corporate Local Development Plan Action Programme.
- 3.10 It should be noted that the funding of these actions does not commit the Council to deliver the projects, and costs can be recouped from the developers through legal agreements.

Measures of success

- 4.1 A measure of success is an efficient and effective approach to land use planning, which ensures that new developments are suitably served by supporting infrastructure.

Financial impact

- 5.1 Indicative costs for many of infrastructure and other actions which would support the LDP's policies and proposals, are set out in the Second Proposed Action Programme which is included at Appendix 1, although some gaps remain to be identified and costed. It should be noted that the indicative costs, shown in this analysis, are at current prices and therefore exclude any future cost inflation, which may arise up to the point of delivery. For any actions which require new land to be identified, these costs also exclude the acquisition cost of this land. For all sites where new accommodation is required, in the absence of feasibility studies having been undertaken, the costs exclude any abnormal site or associated site enabling infrastructure costs which might arise.
- 5.2 This report identifies the Local Development Plan: Actions Programme actions which are required to be funded in order for infrastructure to be planned and funded within an appropriate timescale.
- 5.3 As can be seen in Appendix 1, revenue expenditure relating to feasibility studies totalling approximately £1.040m has been identified in order to ensure timely delivery of the infrastructure associated with the Local Development Plan Action Programme.
- 5.4 Although the LDP assumes that capital costs associated with providing necessary infrastructure will be fully funded by developers through Section 75 contributions, a risk remains on both the timing and achievement of these

contributions which could create a short-term or overall loan charge funding pressure for the Council.

- 5.5 Currently, no allowance exists in the 2015/16 and future years' capital or revenue budgets to support the expenditure highlighted above. Any provision for additional resources to fund one-off feasibility and additional staffing costs in 2015/16 will require Council to identify and allocate revenue funding as part of the revenue budget process. The Action Programme excludes additional staffing costs as they are not recoverable from development. The level of resource required and how it will be funded is to be discussed by the Corporate Management Team. Any provision for additional resources to fund capital expenditure will require Council to identify and allocate corresponding sustainable revenue funding to meet the associated loans charges.
- 5.6 If additional resources are not identified and allocated through the budget process then services will be required to meet the costs outlined above through existing budget allocations and prioritisation of requirements.
- 5.7 Members should also note that many of the actions which have been identified in this report will, once delivered, result in significant additional ongoing revenue costs being incurred, for which provision will require to be made in future Council revenue budgets. This applies in particular to the provision of additional accommodation, such as new schools or extensions to existing schools; in addition to the ongoing property running costs (rates, utilities, cleaning and repairs and maintenance) there will be significant additional staffing costs to educate the additional pupils which generate the requirements for these actions. Other revenue costs include those relating to new streets, and any new green spaces adopted by the Council.
- 5.8 It should be noted that population growth within Edinburgh is likely to result in additional Council Tax revenues and beyond 2015/16, increased grant funding support. It is therefore expected that some of the increase in costs explained in 5.7 above is matched by an increase in funding to support this. The position will be kept under review as requirements become clearer.
- 5.9 This report, the Action Programme and the Reporting Schedule (Appendix 1) will be referred to the Corporate Policy and Strategy Committee for information.

Risk, policy, compliance and governance impact

- 6.1 Preparing an LDP is a statutory process in which the risk of failure to comply with relevant legislation and guidance needs to be managed. It is also an activity for which national policy exists and needs to be taken into account. The collection of developer contributions through legal agreements must follow the tests set out within Scottish Government Circular 3/2012.
- 6.2 Although the LDP assumes that capital costs associated with providing necessary infrastructure will be fully funded by developers through Section 75

contributions, a risk remains on both the timing and achievement of these contributions which could create a short-term or overall loan charge funding pressure for the Council.

- 6.3 There is also a risk that if neither of the two scenarios described in paragraphs 5.5 and 5.6 above are realised, necessary infrastructure enhancements will be delivered later relative to the housing construction programme. This would have impacts on service delivery and the Council's economic and environmental objectives. This was also a weakness of the outgoing planning policy on developer contributions, and is one of the reasons for implementing a new approach.
- 6.4 The intended corporate role of the action programme has led to new governance arrangements, through the formation of an officer action group to lead the implementation and annual reporting of the action programme.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been carried out. There is no equalities impact arising from this report.

Sustainability impact

- 8.1 The impact of this report in relation to the Climate Change (Scotland) Act 2009 Public Bodies Duties has been considered, and the outcomes are summarised below:
- The proposals in this report will have a positive impact on carbon emissions because the Action Programme deals with the application of policy in relation to the Local Development Plan. Development Plans set out policy which aims to reduce carbon emissions from new development (transport, design, open space and education) and the Action Programme implements this.
 - The proposals in this report will have a positive effect on the city's resilience to climate change impacts because the report deals with the application of the Action Programme in relation to the Local Development Plan. Development Plans set out policy which aims to reduce carbon emissions from new development (transport, design, open space and education) and the Action Programme implements this.
 - The Action Programme will help achieve a healthy and resilient economy by ensuring that the housing, economic and mixed use proposals within development plan are delivered.
 - The Action Programme will have no impact directly in natural resources, although it implements development plan policy that aims to use resources efficiently and protect biodiversity.

- The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised.

Consultation and engagement

- 9.1 The Action Programme forms part of the Local Development Plan. The main LDP consultation process was carried out in late 2011 / early 2012 at the Main Issues Report stage. The findings informed the first Proposed Plan and the Second Proposed Plan.
- 9.2 The Second Proposed Plan was published for a statutory period of representations from 22 August to 3 October.
- 9.3 The financial approach set out within this report has been discussed and agreed with Finance.

Background reading/external references

Local Development Plan: Aims & Delivery – [Report to Corporate Policy & Strategy Committee 4 December 2012](#)

Proposed Local Development Plan – [Report to Planning Committee 19 March 2013](#)

Developer Contributions and Affordable Housing – finalised version – [Report to Planning Committee 27 February 2014.](#)

Second Proposed Local Development Plan – [Report to Planning Committee 19 June 2014](#) (www.edinburgh.gov.uk/localdevelopmentplan) and [Second Proposed Action Programme](#)

[Circular 3/2012](#) – **Planning Obligations and Good Neighbour Agreements**

John Bury

Acting Director of Services for Communities

Contact: Kate Hopper, Planning Officer

E-mail: kate.hopper@edinburgh.gov.uk | Tel: 0131 529 6232

Links

Coalition pledges	P4 Draw up a long-term strategic plan to tackle both over-crowding and under use in schools P8 Make sure the city's people are well-housed, including
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	<p>encouraging developers to built residential communities, starting with brownfield sites</p> <p>P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P17 Continue efforts to develop the city's gap sites and encourage regeneration</p> <p>P18 Complete the tram project in accordance with current plans</p>
Council outcomes	<p>CO7 Edinburgh draws in new investment in development and regeneration</p> <p>CO8 Edinburgh's economy creates and sustains job opportunities</p> <p>CO16 Well-housed – People live in a good quality home that is affordable and meets their needs in a well-managed neighbourhood</p> <p>CO18 Green – We reduce the local environmental impact of our consumption and production</p> <p>CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm</p> <p>CO22 Moving efficiently – Edinburgh has transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p>
Single Outcome Agreement	<p>SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all</p> <p>SO2 Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO3 Edinburgh's children and young people enjoy their childhood and fulfil their potential</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	<p>Appendix 1: LDP Action Programme Reporting Schedule.</p>

APPENDIX 1 – LDP Action Programme - Reporting Schedule

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
TRANSPORT ACTIONS						
WATERFRONT						
New Street in Leith Docks (T15)	£15M	TIF	TBC	Transport	TBC	Still to be programmed
Craigentiny – Leith Links Cycle (T8)	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Salamander Cycle Link (T8)	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Couper Street – Citadel Place (T8)	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Waterfront Avenue to Granton Rail path (T8)	£100,000	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
WEST EDINBURGH						
Eastfield Road and Dumbells junction (T9) • Detail Civil Engineering and Traffic Control Design	£450,000	WET CZ	Project costed	Transport	TBC	Still to be programmed
Gogar Link Road (T10)	£37.2m	WET CZ	Identified within West Edinburgh Transport Appraisal (WETA)	Transport	With development	Still to be programmed
A8 additional junction (T11)	£1.8m	WET CZ	Identified within WETA	Transport	With development	Still to be programmed
Improvements to Newbridge Roundabout (T12)	£5m	WET CZ	Identified within WETA	Transport	With development	Still to be programmed
Improvements to Gogar Roundabout (T13)	£0.3m	WET CZ Edinburgh Park/ South Gyle	Identified within WETA	Transport	With development	Still to be programmed
MAYBURY / CAMMO						
Maybury Junction (T17) • Civil Engineering and Traffic Control Design	£1.5M*	BMT CZ	Feasibility 10% of total cost - £150,000. Total project cost £1.5m	Transport	With development	Still to be programmed
Craigs Road Junction (T18) • Civil Engineering and Traffic Control Design	£500,000*	BMT CZ	Feasibility 10% of total cost - £50,000. Total project cost £500,000)	Transport	With development	Still to be programmed
Barnton Junction (T19) • Traffic Control Design (MOVA)	£500,000*	BMT CZ	Feasibility 10% of total cost - £20,000. Total project cost £200,000)	Transport	With development	Still to be programmed
Maybury / Edinburgh Gateway Station link and bridge over railway. • Bridge over railway line. Cyclepaths to Gyle (600m) (and underpass of A8?), A8 (300m) and to Gogar Link rd (500m). • Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway. • Input into design team’s re-design of Maybury Junction for cycling and walking. • Design toucan crossings and integration of cycling and peds	£1.5-75m	Maybury	<ul style="list-style-type: none"> • Feasibility £15,000 • Design • Construct • Land purchase for link to Gogar Link Rd. • Opportunity for permit resolution and build by NETWORK RAIL if S75 can be achieved. 	Transport – Active Travel (2)	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
and junction of Cammo Walk and Maybury Rd.						
Cammo Walk North <ul style="list-style-type: none"> • Cycle path connecting Cammo to Maybury site and extending to Cammo Estate. • Either close off street to traffic <u>or</u> two-segregated cycleway parallel to road. • Toucan crossings at Craigs road junction. 	£350,000	Cammo	<ul style="list-style-type: none"> • Feasibility £6000 • Design • Construct £250,000 • Land purchase of verge/land alongside Cammo walk road if cycle path option chosen. • Land purchase between Cammo site and Cammo Walk. 	Transport – Active Travel (1)	With development	Still to be programmed
<ul style="list-style-type: none"> • TRO for lower speed limit along Maybury Road 	TBC	Cammo	\$75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Bus infrastructure on Maybury Road / peak period bus capacity 	TBC	Cammo	\$75 cost to be established	Transport / S75	With development	Still to be programmed
Pedestrian crossing facilities on Maybury Road / pedestrian cycle connections to east. <ul style="list-style-type: none"> • Crossings x4 – toucan or d island of Maybury road • Shared use paths (150m) across parkland to East Craigs estate • Potential landownership purchase for parkland. 	£50,000 for path works £160,000 for 4 toucan crossings	Cammo	<ul style="list-style-type: none"> • Feasibility £2500 • Design • Construct • Land ownership for new paths across parkland. 	Transport – Active Travel (12)	With development	Still to be programmed
<ul style="list-style-type: none"> • TRO for lower speed limit along Turnhouse Road 	TBC	Maybury	\$75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Bus route Craigs Road/Turnhouse Rd 	TBC	Maybury	\$75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade bus infrastructure on Turnhouse Rd 	TBC	Maybury	\$75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • New footway/cycleway along south-west side of Turnhouse Road 	TBC	Maybury	Developer to provide as part of application	Transport / S75	With development	Still to be programmed
SOUTH WEST EDINBURGH						
Sherrifhall Junction Upgrade (T14)	TBC	SDP Level	Contribution Zone being established at SDP level.	Transport Scotland / SesTran / Transport / S75	Strategic improvement	Still to be programmed
West of Fort Kinnaird Road to the Wisp (T16)	£200,000	Developer	Civil Engineering Design	Transport / S75	With development	Still to be programmed
LIBERTON / GILMERTON						
Burdiehouse Junction (T21) <ul style="list-style-type: none"> • Traffic Control Design (MOVA) 	£200000*	BBT CZ	Feasibility 10% of total cost - £20,000	Transport / S75	With development	Still to be programmed
Gilmerton Crossroads (T20) <ul style="list-style-type: none"> • Traffic Control Design (MOVA) 	£200,000*	GC CZ	Feasibility 10% of total cost - £20,000	Transport / S75	With development	Still to be programmed
Gilmerton Rd / Drum Street Junction capacity upgrade <ul style="list-style-type: none"> • Traffic Control Design (MOVA) 	£200,000	Gilmerton Liberton	Feasibility 10% of total cost - £20,000.	Transport / S75	With development	Still to be programmed
Access and parking strategy for Drum Street	£75,000	Gilmerton Liberton	£10,000 Surveys, investigation, consultations reporting	Transport / S75	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
Old Burdiehouse Road to Burdiehouse Burn path link (off site) <ul style="list-style-type: none"> • Upgrades of pedestrian crossings to toucan crossings. Short section new path (10m) and path widening to 3m (30m). • New access point and shared use path (20m) link to Existing path (Land ownership of Greenspace for 10m of path). • Widen existing path to 3m (70m) from Southhouse Broadway to bus stop at A701. • New, two stage, toucan crossing of A701. • New path (30m) to link from crossing to site (may require land purchase). • Upgrade path to Morton Mains. Surface path (1200m), land ownership for path, negotiate with farmer/adopt. • Toucan crossing at North access linking to existing footway on B701(3m wide) 	£500,000	Broomhills	Feasibility £6000 Design Construct Land purchase – if necessary £50000	Transport – Active Travel (4)	With development	Still to be programmed
<ul style="list-style-type: none"> • Old Burdiehouse Road to Broomhills Road cycle path (on site Active travel) 	TBC	Broomhills	Developer to provide as part of application	Developer	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade bus stops on Burdiehouse Road 	TBC	Broomhills	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • Street improvements to Burdiehouse Road 	TBC	Broomhills	S75 cost to be established	Transport / S75	With development	Still to be programmed
A720 underpass – Burdiehouse Burn path link (T8) (off site) <ul style="list-style-type: none"> • D island crossing (Lang Loan). Path surface upgrade (200m). Construct shared use footway beside Lang Loan road (200m), may require land purchase for footway. New path construction 3m to underpass of A720 (600m) • <u>Additional:</u> • Widen existing path in Burdiehouse Burn Park to 3m (300m) run parallel to sites northern boundary and links to western access point. 	£175,000 (CONSTRUCTION ONLY) <u>Additional</u> £150,000	CEC / Burdiehouse	Feasibility study already undertaken by consultant. Still requires design, construction, land purchase of 2385m2 area <u>Additional</u> Feasibility £3000 Design Construct Land purchase – 30m2	Transport – Active Travel (3)	With development	Design / Discussion Stage
<ul style="list-style-type: none"> • improvements and pedestrian crossing on Burdiehouse Road 	TBC	Burdiehouse	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade bus stops on Burdiehouse Rd and Frogston Rd East. Enhance peak capacity. 	TBC	Burdiehouse	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • Bus route through site and bus gate. 	TBC	Burdiehouse	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • Gilmerton Road to Laswade Road path link 	TBC	Gilmerton Dykes Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade bus stops on Laswade Rd/Gilmerton Rd 	TBC	Gilmerton Dykes Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • Enhance peak period bus capacity on Gilmerton Road 	TBC	Gilmerton Dykes Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • New footway along Gilmerton Dykes Road. 	TBC	Gilmerton Dykes Road	S75 cost to be established	Transport / S75	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
Cycle/orbital public transport link alongside Laswade Road <ul style="list-style-type: none"> • Upgrade old railway path from site to Lasswade Road – resurface • Ramp up to re-surfaced path (above) from development site • D island crossing of Gilmerton station road and construct 50m of shared use footway from existing verge • New 3m shared use path (200m) between Gilmerton Dykes Road site and Gilmerton station road site. • New access shared use path to site on northern boundary (50m). 	£500,000	Gilmerton Station Road	Feasibility £6000 Design Construct Land purchase of railway path?	Transport – Active Travel (5)	With development	Still to be programmed
<ul style="list-style-type: none"> • TRO for lower speed limit on Gilmerton Station Road 	TBC	Gilmerton Station Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade bus stops and peak capacity on Gilmerton Road 	TBC	Gilmerton Station Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Safeguard land along Gilmerton Road frontage for potential bus priority scheme 	TBC	Gilmerton Station Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • New footway along Gilmerton Station Rd 	TBC	Gilmerton Station Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Pedestrian crossing facilities on Gilmerton Rd 	TBC	Gilmerton Station Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Cycle link – Gilmerton Road to Laswade Road 	TBC	The Drum	S75 cost to be established	Transport / S75	With development	Still to be programmed
Drum Street to SE Wedge Parkland - Cycle link <ul style="list-style-type: none"> • Upgrade crossing (Zebra) to toucan crossing of Gilmerton Road. • Widen existing footway to 3m (shared use) • Toucan crossing to access The Drum site • New 3m shared use path (70m) from western boundary of The Drum site to Candlemaker’s Park and Candlemaker’s Park to the Drum Park. May require land purchase. 	£50000 Not including land purchase cost	The Drum / Gilmerton Station Road	Feasibility £2000 Design Construct Land purchase of link to Candlemaker’s Park.	Transport – Active Travel (6)	With development	Design / Discussion Stage
<ul style="list-style-type: none"> • Upgrade bus stops and enhance peak capacity on Gilmerton Road 	TBC	The Drum	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade existing bus stops in Lasswade Road. 	TBC	Ellen’s Glen Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road. 	TBC	Ellen’s Glen Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • New footway along east boundary frontage of site. 	TBC	Ellen’s Glen Road	S75 cost to be established	Transport / S75	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
<ul style="list-style-type: none"> Widening and upgrade of existing footway along Ellen's Glen Road 	TBC	Ellen's Glen Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> Direct Link to Moredunvale Road 	TBC	Moredunvale	S75 cost to be established	Transport / S75	With development	Still to be programmed
NEWCRAIGHALL						Still to be programmed
Newcraighall to QMUC public transport link (T7)	TBC	Newcraighall	Condition on developer to design and build road. CEC paying for extra 1.3m for bus route	Transport / S75	With development	Still to be programmed
Gilberstoun link (T8)	TBC	TBC	Update required	Transport – Active Travel	With development	Still to be programmed
Greendykes Public Transport Link (T6)	£2.3M	CEC / developer	Complete?	Transport – Public Transport	With development	Still to be programmed
<p>Newcraighall North and East sites:</p> <ul style="list-style-type: none"> Upgrade of existing Pedestrian crossing to a Toucan between above cyclepath and the small park on southside of Newcraighall Road. Widening and re-surfacing of path in park (mentioned above) to 3m shared use path (100m) Surfacing and widening of path from Gilberstoun to Gilberstoun Loan (150m) Link from NCN 1 (by Park View) to Newcraighall Station. Options: (1) New 3m wide cycleway (40m) and tunnel under railway (2) Segregated cycleway/shared use footway on Newcraighall Road to Newcraighall Station. Segregated cycleway/shared use footway From Newcraighall North and East sites (along Newcraighall Road) to Fort Kinard. Either conversion of existing cycle lane to 2-way segregated cyclelanes, or widening and conversion of shared use footways. 	<p>£125,000 for segregated cycleway option to Station</p> <p>£1m for path and tunnel to station option</p> <p>£100,000 to extend segregated cycleway to Fort Kinard</p>	Newcraighall North and East. Possible contribution from Brunstane too?	Feasibility £15,000 Design Construct Land purchase	Transport – Active Travel	With development	Design / Discussion Stage
<ul style="list-style-type: none"> Close Brunstane Road South to general traffic or provide segregated cycling facility (350m) Provide access from Brunstane Road South to Brunstane site and link to NCN 1 path at boundary of Northern Boundary of Newcraighall North. Secure Bike parking at Brunstane Station Replacement of stepped bridge at Brunstane Station with ramped bridge for cyclists and pedestrians. Or investigate potential for an underpass of the railway and Gilberstoun road. If neither then at least (worst option) a wheeling ramp on existing footbridge bridge Segregated cycleway along Milton Road (A1) from north site entrance to Colliedene Crescent (250m). LED stud lighting along Brunstane Burn along northern 	£1m (if including bridge or underpass options). £180,000 without bridge/tunnel	Brunstane	Feasibility £15,000 Design Construct Land purchase	Transport – Active Travel	With development	Design / Discussion Stage

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
boundary of site (700m) • Access from site to Newhailes House along Eastern boundary of site.						
Improve pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road. • Toucan crossing and segregated cycleway (50m) linking the current NCN 1 path across Newcraighall Road to the alignment of the cycle and public transport safeguard (T7) in the LDP.	£150,000	Brunstane	Feasibility £2000 Design Construct Land purchase of link to Candlemaker's Park.	Transport – Active Travel (11)	With development	Design / Discussion Stage
• Safeguard for link under the Newcraighall railway line.	TBC	Brunstane		Transport / S75	With development	Still to be programmed
• Increase secure cycle parking at Brunstane and Newcraighall Stations	£8000	Brunstane	Construct £8000	Transport / S75	With development	Still to be programmed
• Upgrade existing bus stops on Milton Road East.	TBC	Brunstane	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
• Increase frequency of direct city centre service and also to key local facilities, to achieve PT mode share.	TBC	Brunstane	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
• Review operation of A1/Newcraighall Road junction and help provide improvements, if deemed necessary.	TBC	Brunstane	S75 cost to be established		With development	Still to be programmed
QUEENSFERRY						Not started
Enhanced car parking capacity at Dalmeny Station by adding new level. / Additional cycle parking at Dalmeny Station.	TBC	Sites within Queensferry	S75 cost to be established	Transport / S75	With development	Still to be programmed
• New footway and cycle path along frontage of site on south side of Builyeon Road.	TBC	Builyeon Road	S75 cost to be established	Transport – Active Travel	With development	Still to be programmed
• Provide pedestrian/cycle crossing facilities on Builyeon Road.	TBC	Builyeon Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
Pedestrian/cycle route to Dalmeny Station including a new route crossing the A90 (off site) • Bridge or underpass access across A90 to retail park. • Link path through retail park to South Scotstoun Site, 3m shared use (300m). • x3 D island or Toucan crossing of A904 to link with existing paths/road. • Widen existing access and path to 3m shared use (25m). Path linking to site access and Echline Park/View. • Widen existing path to 3m (10m) and access chicane gates to 1.5m	£600,000	Builyeon Road	Feasibility £15000 Design Construct Land ownership through retail park	Transport – Active Travel (9)	With development	Design / Discussion Stage

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
<ul style="list-style-type: none"> Upgrade existing bus infrastructure facilities and provide new stops on Builyeon Road. Additional bus capacity and increased frequency of direct city centre service and also to key local facilities. 	TBC	Builyeon Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> Implement TRO and physical measures for reduced speed limit on Builyeon Road. 	TBC	Builyeon Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<p>South Scotstoun - East/west cycle route through site to allow realignment of existing NCR.</p> <ul style="list-style-type: none"> D island or Toucan crossing of B800 to retail site path (see 9). LED stud lighting along old railway line path from east boundary of site for (1000m) New 3m shared use path for NCN1 and access point to reconnect path (450m) –land ownership/purchase for path. 	£200,000	South Scotstoun	Feasibility £2500 Design Construct Land ownership for new NCN path, external to site.	Transport – Active Travel (10)	With development	Design / Discussion Stage
<ul style="list-style-type: none"> Upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny. 	TBC	South Scotstoun	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> Additional capacity and increased frequency of direct city centre service and also to key local facilities 	TBC	South Scotstoun	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> Upgrade existing bus stops in Bankhead Road/Main Street. 	TBC	Dalmeny	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
SOUTH WEST EDINBURGH						Still to be programmed
<p>Gillespie Crossroads</p> <ul style="list-style-type: none"> Traffic Control Design (MOVA) 	£200,000*	BMT CZ	Feasibility 10% of total cost - £20,000	Transport / S75	With development	Still to be programmed
Hermiston Park & Ride	£5k per space	HPR CZ	Design & Costing - £10,000 <ul style="list-style-type: none"> Investigate current Currie and Balerno usage of spaces in facility and calculate pro rata basis for all SW developments. Survey and Analysis. 2 man weeks. 	Transport	With development	Still to be programmed
<p>Improve high quality pedestrian/cycle link to Curriehill Station</p> <ul style="list-style-type: none"> Wheeling ramp over railway bridge. Upgrade of existing path to 3m shared use and signage to development and railway station. 	£50,000	Curriehill Road	Feasibility £1000 Design Construct	Transport – Active Travel (8)	With development	Still to be programmed
<ul style="list-style-type: none"> Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network 	TBC	Curriehill Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> Help provide additional cycle parking at Curriehill Station. 	TBC	Curriehill Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> Upgrade existing bus stop facilities in Riccarton Avenue. 	TBC	Curriehill Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
Upgrade cycle routes between Newmills Road and Water of Leith <ul style="list-style-type: none"> • Reopen tunnel mouth and link with NCN75. • Or –toucan crossing of A70 and ramp to NCN75 • New path along old railway line to Ravelrig Road. Includes tree clearance, ramp to road and crossing of burn. 	£400,000	Newmills Road	Feasibility £14000 Design Construct Land purchase of link to Ravelrig Road.	Transport – Active Travel (7)	With development	Still to be programmed
<ul style="list-style-type: none"> • Improved pedestrian/cycle crossing facilities on A70, in vicinity of Newmills Road junction – may be requirement for signal control. 	TBC	Newmills Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Provide additional cycle parking at Curriehill Station 	TBC	Newmills Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Provide new bus stop facilities on A70, in vicinity of Newmills Road. 	TBC	Newmills Road	S75 cost to be established	Transport – Public Transport	With development	Still to be programmed
<ul style="list-style-type: none"> • New footway along east frontage boundary 	TBC	Newmills Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
<ul style="list-style-type: none"> • Train - extended car park at Curriehill Station. 	TBC	Newmills Road	S75 cost to be established	Transport / S75	With development	Still to be programmed
OTHER ACTIVE TRAVEL						Not started
West Approach cycle link	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Family Cycle Network Link along railway viaduct (multiple bridges required)	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
North Meggetland – Shandon Link (includes bridge over railway)	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Donaldson cycle link	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Inglis Green cycle link, new Water of Leith Bridge	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Westfield Road – City Centre	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Gordon Terrace – Robert Burns Drive link path	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Barnton Avenue crossing	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
To King’s Buildings and Mayfield Road	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Astley Ainslie Hospital	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Pilrig Park – Pirrie Street	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Off road alternative NCR 75	TBC	TBC	Update required	Transport – Active	TBC	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) Still to be programmed 2) Design / Discussion Stage 3) Work on Site 4) Complete
				Travel		
Ramped access from Canal to Yeoman Place	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Morningside to Union Canal link	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Fork Kinnaird to QMUC link	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed
Wisp to Fort Kinnaird link	TBC	TBC	Update required	Transport – Active Travel	TBC	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	NEEDED BY	1) On track 2) Completed 3) Not started 4) Not due
EDUCATION ACTIONS						
WATERFRONT						
New Western Harbour ND primary school (SCH 5)	TBC	LEND CZ	The education options within Edinburgh Waterfront require to be re-assessed which will identify any educational infrastructure actions required and the associated cost. Feasibility studies may require to be undertaken regarding any such actions.	Children & Families	With development	Still to be programmed
New Waterfront Avenue (ND) Primary School.	TBC	GEND CZ	The education options within Edinburgh Waterfront require to be re-assessed which will identify any educational infrastructure actions required and the associated cost. Feasibility studies may require to be undertaken regarding any such actions.	Children & Families	With development	Still to be programmed
MAYBURY / CAMMO						
New Maybury (ND) Primary School and 60/60 nursery (SCH6)	£12.874m*	WEND CZ	Land requirements to be established. Catchment area to be established Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed
Extension to Gylemuir (ND) Primary School and 40/40 nursery	£866,000*	WEND CZ	Land requirement to be established. Catchment area review Early design/feasibility work (£15,000*)	Children & Families	With development	Still to be programmed
Extension to Hillwood (ND) Primary School	£710,000*	WEND CZ	Land requirement to be established. Catchment area to be extended Early design/feasibility work (£15,000*)	Children & Families	With development	Still to be programmed
West Edinburgh High Schools Extension (ND)	£12.630m*	WEND CZ	There are three high schools for which potential expansion actions which require to be considered. Early design/feasibility work x 3 (£90,000*) Catchment areas to be considered	Children & Families	With development	Still to be programmed
Extension to Fox Covert (RC) Primary	£601,000*	WERC CZ	Estimated cost identified. Early design/feasibility work (£15,000*)	Children & Families	With development	Still to be programmed
Extension to St Augustines (RC) High School	£2.692m* (this is the	WERC CZ	Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	NEEDED BY	1) On track 2) Completed 3) Not started 4) Not due
	combined requirement including Queensferry – see below)					
LIBERTON / GILMERTON						
OP 1) New Gilmerton South (ND) Primary School and 30/30 nursery (SCH 7)	£6.565m*	GLEND CZ01	Land requirements to be established. Catchment area to be established Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed
OP 1) New Broomhill (ND) Primary School and 40/40 nursery (SCH 8)	£7.771m*	GLEND CZ01	Land requirements to be established. Catchment area to be established Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed
OP2) Extension to Gilmerton (ND) primary school	TBC	GLEND CZ02	The feasibility of having a four stream primary school requires to be considered from an educational perspective before any detailed assessment was undertaken of the physical implications which would arise form this option. Early design/feasibility work for Option 2 x 2 major extensions (£60,000*) Catchment impact would need to be considered	Children & Families	With development	Still to be programmed
OP2) Extension to Gracemount (ND) primary school	TBC	GLEND CZ02		Children & Families	With development	Still to be programmed
Extension to Liberton and Craigour Park if required due to catchment changes	TBC	GLEND CZ02		Children & Families	With development	Still to be programmed
Extension to South East Edinburgh High Schools	£7.446m*	GLEND CZ01	There are three high schools for which potential expansion actions which require to be considered. Early design/feasibility work x 2 (£60,000*) Catchment impact would need to be considered	Children & Families	With development	Still to be programmed
Extension to St John's Vianney (RC) Primary School	£300,000*	GLER P CZ	Estimated cost identified. Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed
Extension to St Catherine's (RC) Primary School	£720,000*	GLE RC (P) CZ	Estimated cost identified. Early design/feasibility work (£15,000*)	Children & Families	With development	Still to be programmed
NEWCRAIGHALL / CRAIGMILLAR						
Option 1 - New Brunstane (ND) Primary School and 40/40 nursery (SCH 9)	£9.797m*	CEND CZ	Land requirements to be established. Catchment area to be established Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed
Option 2 – As option 1, but additional 2 class extension to Newcraighall (ND) Primary School	£601,000*	CEND CZ	Land requirements to be established. Early design/feasibility work (£15,000*)	Children & Families	With development	Still to be programmed
New Greendykes (ND) Primary School and 40/40 nursery (SCH 3)	£9.797m*	CEC / PARC / S75 / developers / CECZ	The education options within Craigmillar require to be re-assessed which will identify any educational infrastructure actions required and the associated cost. Feasibility studies may require to be undertaken regarding any such actions. Land requirements to be established. Catchment area to be established	Children & Families	With development	Still to be programmed
Extension to Castlebrae High School	£7.303m*	CEC / PARC / S75 / developers	Site for the new school including space for possible future expansion identified in the latest Craigmillar town centre master plan.	Children & Families	With development	Still to be programmed
Replacement Castlebrae High School (SCH 2)	TBC	CEC / PARC / S75 / developers	Early design/feasibility work (£30,000*)	Children & Families	With development	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	NEEDED BY	1) On track 2) Completed 3) Not started 4) Not due
QUEENSFERRY						
New Builyeon Road (ND) Primary School and 40/40 nursery (SCH 10)	£9.797m*	QUEND CZ	Early design/feasibility work (£30,000*) Land requirements to be established. Catchment area to be established	Children & Families	With development	Still to be programmed
Extension to Queensferry (ND) High School	£6.644m*		Early design/feasibility work (£30,000*) Land requirements to be established. Catchment area to be established	Children & Families	With development	Still to be programmed
2 class extension to St Margaret's (RC) Primary School	601,000*	QUERC CZ	Early design/feasibility work (£15,000*) Land requirements to be established.	Children & Families	With development	Still to be programmed
Extension to St Augustines (RC) High School	£2.692m* (this is the combined requirement including Maybury/Cammie – see above)	QUERC CZ / WEERC CZ	Early design/feasibility work (£30,000*) Land requirements to be established.	Children & Families	With development	Still to be programmed
SOUTH WEST EDINBURGH						
5 class extension to Currie (ND) Primary School (SCH10)	£984,000*	SWEND CZ	Early design/feasibility work (£15,000*) Land requirements to be established.	Children & Families		Still to be programmed
ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	TIMESCALE	1) On track 2) Completed 3) Not started 4) Not due
GREENSPACE						
Dalry Community Park(GS1)	£30,000	CEC developers	<ul style="list-style-type: none"> Identified within Open Space Strategy to bring quality from fair to good. Assess potential for wider redevelopment of area and park within OSS update. 	Parks & Greenspace / Planning.	2013-2020	Still to be programmed
Leith Western Harbour Central Park (GS2)	TBC	Developers	<ul style="list-style-type: none"> Developer led parkland as part of wider western Harbour development. To be maintained by developer / private maintenance agency The cost of providing the park and ongoing maintenance are not known at this time 	Developer	With development	Still to be programmed
Leith Links Seaward Extension (GS3)	TBC	Developers	<ul style="list-style-type: none"> Open space proposal for sports pitches, allotments and other open space uses Leith Links Seaward Extension Landscape Study will inform more detailed landscape plans for the extension. If parkland is to be adopted, revenue requirements for maintenance need to be established 	Developer	With development	Still to be programmed
South East Wedge Parkland (GS4)	£3.8m	CEC	<ul style="list-style-type: none"> Currently at Feasibility Stage 	Parks & Greenspace		
Niddrie Burn Parkland (GS5)	£1m	CEC	<ul style="list-style-type: none"> Upgrade to parkland. 	Parks & Greenspace	TBC	Still to be programmed

ACTION	COST	FUNDING	STATUS	RESPONSIBLE OFFICER	NEEDED BY	1) On track 2) Completed 3) Not started 4) Not due
IBG Open Space (GS6)	£2m	Developers	<ul style="list-style-type: none"> Developer led parkland as part of wider IBG development 	Developer		Still to be programmed
Gogar Burn (GS7)	£22m	Edinburgh Airport / SEPA / CEC / SNH	<ul style="list-style-type: none"> Developer led parkland as part of wider west Edinburgh development 	Developer	2018-2022	Still to be programmed
Inverleith Depot (GS8)	£2-3m	CEC	<ul style="list-style-type: none"> Currently in use as depot. Awaiting outcome of review of depots and other service requirements. 	Lindsay Glasgow	TBC	Still to be programmed
Broomhills Park (GS9)	TBC	Developers	<ul style="list-style-type: none"> Developer led parkland as part of Broomhills development If parkland is to be adopted, revenue requirements for maintenance need to be established 	Developer / Parks & Greenspace	With development	Still to be programmed
Curriemuirend (GS10)	TBC	Developers	<ul style="list-style-type: none"> Upgrade to parkland as part of Curriemuirend development Design & Costing - Resources to be identified 	Parks & Greenspace	With development	Still to be programmed
Newmills Park (GS11)	TBC	Developers	<ul style="list-style-type: none"> Upgrade to parkland as part of Newmills development Design & Costing - Resources to be identified 	Parks & Greenspace	With development	Still to be programmed