

# Finance and Resources Committee

10.00am, Thursday, 19 January 2017

## Edinburgh Local Development Plan Action Programme - Financial Assessment

Item number	7.11
Report number	
Executive/routine	
Wards	

### Executive Summary

Edinburgh is a successful growing city. To support growth and to ensure the city grows in a sustainable way, new infrastructure provision and enhancements associated with new development must be delivered. The Council has identified the infrastructure actions required to help deliver the growth and these are set out in the LDP Action Programme.

This report updates Committee on the financial implications of the infrastructure set out in the Action Programme on future capital and revenue budgets, and the potential funding sources available to the Council to support this infrastructure. This report also sets out the requirements for funding in 2017/18 to allow initial stages of early projects to be progressed.

### Links

Coalition Pledges	<a href="#">P4</a> , <a href="#">P8</a> , <a href="#">P15</a> , <a href="#">P17</a> , <a href="#">P18</a>
Council Priorities	<a href="#">CP2</a> , <a href="#">CP4</a> , <a href="#">CP5</a> , <a href="#">CP8</a> , <a href="#">CP10</a> , <a href="#">CP11</a> , <a href="#">CP12</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO2</a> , <a href="#">SO3</a> , <a href="#">SO4</a>

## Edinburgh Local Development Plan Action Programme - Financial Assessment

### 1. Recommendations

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- 1.1 It is recommended that the Committee
  - 1.1.1 Notes the adopted Action Programme (Appendix 1);
  - 1.1.2 Notes the capital impact of the Action Programme as set out in this report;
  - 1.1.3 Notes the ongoing work to identify the impact on revenue budgets;
  - 1.1.4 Notes the funding solutions to be considered to deliver the infrastructure identified within the Action Programme, and that an update on progress will be provided in six months;

### 2. Background

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- 2.1 The Edinburgh Local Development Plan (LDP) was adopted on 24 November 2016. The LDP sets out policies and proposals relating to the development and use of land. The policies within the LDP are used to determine planning applications. The proposals within the LDP set out how Edinburgh will develop over the next five to ten years.
- 2.2 The LDP is accompanied by a statutory Action Programme which sets out how the LDP is to be delivered. The Action Programme (Appendix 1) was adopted by Planning Committee on 8 December 2016. The Action Programme is a corporate document which is used to manage the delivery of the infrastructure and services needed to support growth.
- 2.3 In October 2015, a financial assessment of the impact of the proposed Edinburgh Local Development Plan on the Council's future capital and revenue budgets was approved by the Finance and Resources Committee. The purpose of this report is to provide an updated assessment, and to set out a way forward for identifying and achieving the funding required to deliver infrastructure.

### 3. Main report

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#### Introduction

- 3.1 Edinburgh is a successful growing city. The LDP aims both to support the growth of the city economy and to help increase the number and improve the quality of new homes being built. To support this, the Plan also aims to help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services, look after and improve our environment for future generations in a changing climate, and help create strong, sustainable and healthier communities.
- 3.2 To support growth and to ensure the city grows in a sustainable way, new infrastructure provision and enhancements associated with new development must be delivered. The Council has identified the infrastructure actions required to help deliver this growth and these are set out in the LDP Action Programme (December 2016, Appendix 1).
- 3.3 Infrastructure 'actions' include:
- Education capacity increases, including new schools;
  - Transport improvements including public transport, public realm and other pedestrian and cycle actions, strategic infrastructure from the Strategic Development Plan, and junction improvements;
  - Greenspace actions; and
  - Primary healthcare infrastructure capacity.
- 3.4 The impact of delivering these actions on the Council's capital and revenue budgets is set out below.

#### Education Infrastructure

- 3.5 A report to Education, Children and Families Committee on 13 December 2016 identified the anticipated education infrastructure implications of the LDP. To support housing growth within Edinburgh, the following education infrastructure is required:
- Seven new primary schools at Broomhills, Gilmerton Station Road, Leith Waterfront, Granton Waterfront, Maybury, Brunstane and Queensferry;
  - One new secondary school in West Edinburgh;
  - 17 extensions to primary schools; and
  - Eight extensions to secondary schools.
- 3.6 The capital cost of building the education actions is currently £223,298,607 excluding any financing costs (at 12 September 2016).
- 3.7 The current timetable for delivering the required education infrastructure is set out in the Action Programme, with delivery currently required over the next eight years. The first school extensions are expected to be delivered from 2018, and the first new schools from 2020.

## **Transport Infrastructure**

- 3.8 To support the housing and economic development proposals within the plan, the following transport infrastructure improvements will be required.
- 3.8.1 For the new housing allocations within the plan, the Action Programme sets out the requirement for improvements at eight junctions: Maybury and Barnton, Burdiehouse, Gilmerton Crossroads, Gilmerton Station Road, two junctions on Lasswade Road, and an extension to Hermiston Park and Ride. The total cost of the infrastructure package has been estimated to be £11,138,400.
- 3.8.2 In West Edinburgh, the West Edinburgh Transport Appraisal (WETA) has recently been updated to assess the impact of major development proposed at Edinburgh Airport, International Business Gateway, Royal Highland and Agricultural Society of Scotland and Royal Bank of Scotland. The total cost of the infrastructure package to support development has been estimated to be £108,791,200.
- 3.8.3 For Edinburgh Waterfront, a package of active travel actions and road junction improvements, including an extension to Ocean Drive, have been identified. The total cost of the infrastructure package has been estimated to be £33,782,000.
- 3.8.4 In total, the estimated cost of the transport improvements required to support the LDP is £153,711,600.
- 3.9 A Cumulative Impact 'cross-boundary' Transport and Land Use Appraisal is being prepared by Transport Scotland, on behalf of the SESPlan authorities, to assess the impact of development on the trunk road network. At the time of writing this report, this appraisal was not available. However, the Action Programme identifies a number of trunk road junction improvements that require development in Edinburgh dependent on the impact identified. These junctions include Sherrifhall, Gilmerton (A720), Straiton and Old Craighall. The result of the cross boundary appraisal will inform future updates to the Action Programme.

## **Greenspace**

- 3.10 The Plan identifies a requirement for 11 new large green spaces. These include improvements to existing parks at Dalry, the South East Wedge and Clovenstone Drive, new parks in Western Harbour and Leith Links Seaward Extension, Broomhills, Newmills and the International Business Gateway. The total cost of the infrastructure package has been estimated to be £30,330,000.

## Primary Healthcare

- 3.11 The Council has worked with NHS Lothian and the Health & Social Care Partnership to identify the primary healthcare capacity improvements required to support the plan. This includes:
- Five new GP practices in West Edinburgh (For Maybury, IBG and Edinburgh Park), Leith Waterfront, Granton Waterfront, in south east Edinburgh (Liberton and Gilmerton) and as part of new development at Brunstane; and
  - Nine GP practice expansions at Parkgrove (for development at Cammo), Queensferry, Brunton (Meadowbank), Leith Links (Lochend Butterfly), Niddrie (Craigmillar), Polwarth (Fountainbridge) Ratho, Pentlands (Balerno and Currie) and the Meadows (Quartermile).
- 3.12 Consideration is currently being given to where synergies can be achieved in co-located delivery of services together with new education facilities. The total capital cost of delivering new healthcare infrastructure is £35,200,000.

### Total known capital costs

- 3.13 The total capital cost of delivering the infrastructure actions to support the LDP are summarised in the table below. Not all of the costs shown below would be borne by the Council.

Summary of capital costs associated with the delivery of LDP Actions	
Infrastructure Requirement	Cost
Education	£223,298,607
Transport	£153,711,600
Greenspace	£30,330,000
Primary Healthcare	£35,200,000
Total costs	£442,540,207

### Revenue Costs

- 3.14 An analysis of the revenue implications is currently being carried out by Council officers.
- 3.14.1 For education, an assessment of the staffing requirements and a Whole Life Cost assessment are currently being undertaken for each of the new education facilities. This Whole Life Cost Assessment will model the property operational costs over a 30 year period, including life cycle maintenance, FM services such as cleaning and catering, and utilities costs. Initial indications are that the additional LDP schools infrastructure would represent an additional cost of £3.7m per annum to run, plus rates, once they

are all fully operational. This includes soft FM, maintenance and utilities costs but not service staffing costs (i.e. teachers etc).

- 3.15 For green infrastructure, maintenance requirements depend on the type of green space proposal. Where the Council is to adopt new greenspace, it is expected that a commuted sum, or bond, covering the maintenance requirements over a ten-20 year period is collected by S75. Council officers are working to create a standard revenue estimate which can be attributed to development based Council's standards.

### **Funding Mechanisms**

- 3.16 The impact on the capital and revenue budgets to deliver these infrastructure actions is significant. The Council's approach is to pursue full cost recovery from development for its share of the infrastructure required to support growth. However, where there are funding gaps the Council will work with its partners to ensure delivery. The Council's approach to funding the delivery of infrastructure is set out below.
- 3.17 Council approved at its budget meeting on 21 January 2016 the transfer of estimated capital receipts in 2016/17 in excess of budget to the Capital Fund and an allocation of £3.95m of these for the LDP from the Capital Fund to be drawn down as required. The Capital Monitoring 2016/17 - Nine Month Position report elsewhere on this agenda notes the expected delay in receipt of this income until 2017/18 and the need to reprofile expenditure plans accordingly.
- 3.18 Through its planning powers, the Council is able to secure financial and other contributions from developers towards the delivery of the infrastructure actions identified. The Council has prepared Supplementary Guidance on Developer Contributions and Infrastructure Provision, which is currently subject to a consultation exercise, to ensure that developers make a fair and realistic contribution to the delivery of necessary infrastructure.
- 3.19 However, the Council's powers were never provided to ensure that local authorities are protected from the cost of development. S75 contributions can be appealed, and contributions reduced due to viability. Viability issues are arising in areas where there are legacy land value issues and in areas where there is significant new infrastructure, such as new schools.
- 3.20 As a result of costs varying significantly across the city, and as viability issues are considered on a case by case basis, it is not possible to quantify an exact funding gap. However, experience from applications shows that where viability is an issue, this results in around a 50% funding gap. Where there are funding gaps the Council will work with its partners to ensure delivery. This includes exploring new fiscal mechanisms to fund infrastructure delivery, including use of tax powers, the City Region Deal and the Scottish Government Housing Infrastructure Fund.

## **Government Grant funding, Council Tax and Non-Domestic Rates**

- 3.21 The LDP is estimated to give rise to significant additional net housing provision within the city. Given the underlying needs basis of the grant distribution system, and other things being equal, the resulting rise in population would increase the city's share of available funding. An increase in the city's housing stock will also give rise to additional Council Tax income.
- 3.22 Consideration is being given to the effect of the expansion of the city's population on the Council's Grant Aided Expenditure allocation, Council Tax revenue and Land and Buildings Transaction Tax to profile budget availability. In addition, Land and Buildings Transaction Tax could also be collected from the sale of both land and new homes within the city.

## **City Region Deal**

- 3.23 The City Region Deal recognises there is an urgent need to accelerate the supply of affordable, and mid-market housing if the housing market is not to act as a drag on the city region's labour market. The City Region Deal partners are proposing to build 60,000 affordable and low cost market homes across nine strategic sites and 150 smaller sites. The housing investment programme seeks an investment fund to deliver this ambitious target. The Council is working collaboratively to deliver both a City Region Deal and the infrastructure action established within the Action Programme.

## **Scottish Government Housing Infrastructure Fund**

- 3.24 The Scottish Government has introduced a new five-year Housing Infrastructure Fund with up to £50m available in 2016/17. The fund is aimed at unlocking strategic housing sites by offering flexible grant and loan facilities to provide housing infrastructure. The Fund could complement the objectives of both the LDP Action Programme and the Council's Housing Strategy with finance used to pay for infrastructure that is blocking delivery of affordable housing. The Council is working to identify priority housing sites that could, with support from the fund, be unlocked to bring forward housing sites.
- 3.25 An update on the potential opportunity to use the fiscal mechanisms, as set out above, will be provided to Committee in six months time.

## **Early Funding of Infrastructure**

- 3.26 The Council is committed to delivery of the infrastructure projects identified in the LDP Action Programme and the Education, Children and Families Committee on 13 December 2016 approved that statutory consultations will now be progressed for the delivery of the new primary schools in south east Edinburgh (Broomhills) and at Leith Waterfront. As outlined in the action programme both these schools are required to be delivered for August 2020.
- 3.27 In order to meet this delivery timeline it will be necessary to engage design teams and carry out early feasibility work in advance of the follow up report to be provided to Committee in six months time. Appropriate commissions using budgets already

established for LDP feasibility studies will therefore be put in place at this stage to ensure the timelines for delivery of the schools as outlined in the LDP Action Programme can continue to be met. The budget requirement is set out in Appendix 2.

### **Next Steps**

- 3.28 The Council will work with its partners to develop the fiscal mechanisms set out in this report. The Council will also model projected Section 75 income against the proposed rate of housing delivery to create detailed forecast expenditure and income cash flows for the next ten year time frame. An update on this work will be provided in six months.

## **4. Measures of success**

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- 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.

## **5. Financial impact**

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- 5.1 The financial impact of delivering the LDP has been provided in this report. The on-going work on the Action Programme will continue to track this impact.
- 5.2 Although the revised developer guidance will provide more clarity for Section 75 agreements, it is unlikely to lead to full cost recovery from developers. There is a risk both in the timing and achievement of developer contributions which could create a short-term or overall funding pressure.
- 5.3 Although alternative supplementary income streams are being investigated, there will still likely be an overall large funding requirement falling to the Council as a result of infrastructure provision. With the exception of £0.9m provided in 2015/16, for early design works on likely transport and education infrastructure and the allocation of £3.95m from the Capital Fund, no allowance has been provided for this likely future pressure in the current capital programme or within the indicative five year capital plan 2019-2024.
- 5.4 The developer contributions which are forecast are linked to housing delivery which is cyclical in nature. Global and national economic conditions could affect both the contributions and the spend across the plan period.
- 5.5 An update will be provided in six months and members will be asked to consider any funding pressures that arise from the LDP infrastructure requirements, as part of the on-going budget consultation process in 2017.



## **6. Risk, policy, compliance and governance impact**

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- 6.1 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority, Roads Authority and Education Authority.
- 6.2 Members should note that no allowance for the infrastructure costs identified in this report is provided for within the current Capital Investment Programme 2015-2020 or indicative five year plan 2019/20 – 2023/24. Therefore, there remains a real risk to the Council that required infrastructure cannot be delivered as required within the Local Development Plan proposals, without the identification of additional resources required to fund this.
- 6.3 The capital costs of infrastructure included in this report are net of construction inflation. A risk exists that a further funding gap might arise based on the timing of indexed Section 75 developer contribution being received and the council incurring cost of construction at some later point.
- 6.4 Land costs identified within this report are based on a third party assessment of 'likely value'. A risk exists that a further funding gap might arise if the Council is unable to negotiate this value in Section 75 developer contributions. Again, mitigation of this risk will be considered as far as possible through the forthcoming updated developer contribution guidance and the Section 75 agreement process.
- 6.5 There is also more general risk of a change to either market conditions or economic policy which could slow down housing delivery across the plan period. This could leave the Council in a position where contributions levels are received at a lower level than expected after a financial commitments to address infrastructure need has been made.
- 6.6 Mitigation of these risks will be considered, as far as possible, through Supplementary Guidance on Developer Contributions and Infrastructure Delivery, and in the Section 75 agreement process. The guidance will help to minimise all of these risks and ensure compliance. The approval of this report and its recommendations has a positive impact in terms of risk, policy, compliance and governance.

## **7. Equalities impact**

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- 7.1 No equalities or rights issues have been identified in relation to this report.

## **8. Sustainability impact**

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- 8.1 There are no direct sustainability impacts arising from this report although the ability of the Council to mitigate successfully the impacts arising from the growth of the city is critical to achieving sustainable development.

## 9. Consultation and engagement

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- 9.1 In preparing the Action Programme, the 2006 Planning Act requires the Council to seek the views of, and have regard to any views expressed by:
- (a) the key agencies, and
  - (b) such persons as may be prescribed.
- 9.2 The Council, in preparing the Action Programme, engaged with the Key Agencies, (e.g. SEPA, SNH, Scottish Water and NHS Lothian) and other bodies such as Historic Environment Scotland, Transport Scotland, developers and communities.
- 9.3 It is intended that further engagement, on how the actions identified within the Action Programme are to be delivered, will be carried out as part of the statutory requirements of preparing Supplementary Guidance on Developer Contributions and Infrastructure Delivery.

## 10. Background reading/external references

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- 10.1 Local Development Plan - Action programme: Financial Assessment and Next Steps - [Report to Finance and Resources Committee 29 October 2015](#)
- 10.2 Adopted [Local Development Plan](#) (November 2016) – and Adopted Action Programme (December 2016)
- 10.3 Draft Supplementary Guidance - Developer Contributions and Infrastructure Delivery - [Report to Planning Committee 8 December 2016](#)
- 10.4 Local Development Plan Education Infrastructure Update - [Report to Education, Children and Families Committee 13 December 2016](#)
- 10.5 Planning Obligations and Good Neighbour Agreements - [Circular 3/2012](#)
- 10.6 Capital Investment Programme / Plan 2016/17 to 2023/24 - [Report to City of Edinburgh Council 21 January 2016](#)

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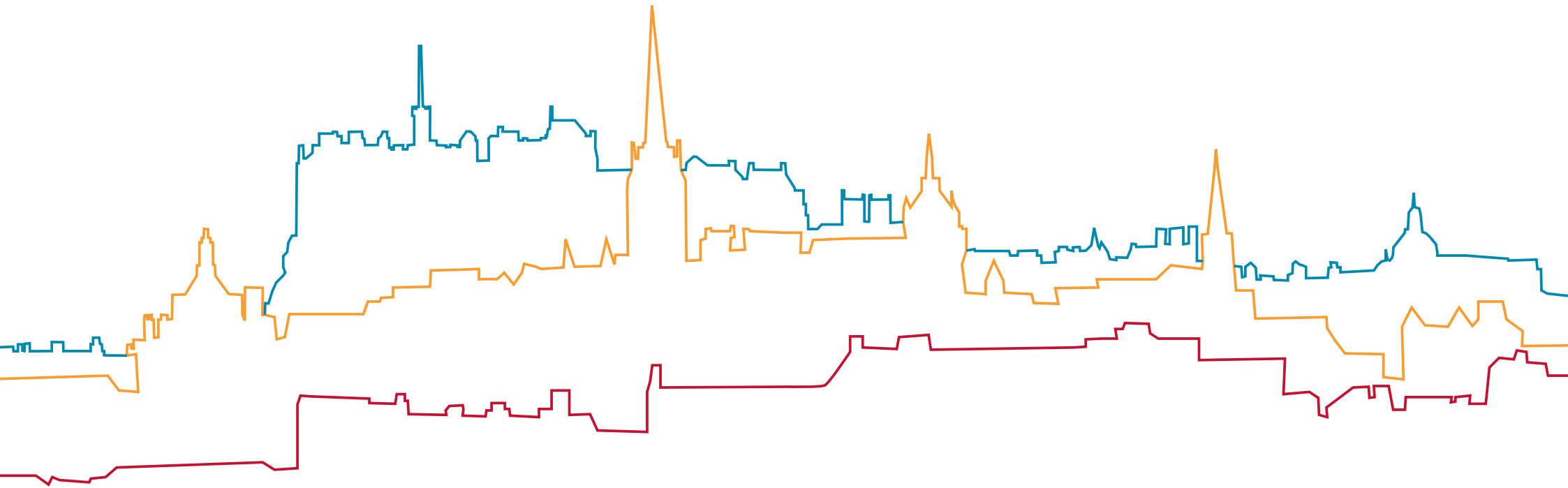
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## 11. Links

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<b>Coalition Pledges</b>	<p>P4 Draw up a long-term strategic plan to tackle both over-crowding and under use in schools</p> <p>P8 Make sure the city's people are well-housed, including 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>
<b>Council Priorities</b>	<p>CP2 Improved health and wellbeing: reduced inequalities</p> <p>CP4 Safe and empowered communities</p> <p>CP5 Business growth and investment</p> <p>CP8 A vibrant, sustainable local economy</p> <p>CP9 An attractive city</p> <p>CP10 - A range of quality housing options</p> <p>CP11 An accessible compact city</p> <p>CP12 - A built environment to match our ambition</p>
<b>Single Outcome Agreement</b>	<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>
<b>Appendices</b>	<p>Appendix 1 - LDP Action Programme</p> <p>Appendix 2 - Appendix 2 - Estimated Education spend profile over 2017</p>

EDINBURGH LOCAL DEVELOPMENT PLAN  
**ACTION PROGRAMME**  
DECEMBER 2016



The Local Development Plan sets out policies and proposals to guide development.

The Action Programme sets out actions to deliver the Plan.

The Report of Conformity explains how engagement informed the Plan.

The Habitats Regulations Appraisal assesses the Plan's impact on internationally important bird habitats.

The Transport Appraisal identifies transport actions to support the Plan.

The Education Appraisal identifies new and expanded schools to support the Plan.

The Equalities & Rights Impact Assessment checks what impact the Plan will have on people.

The Environmental Report assesses the impact of the Plan and explains the selection of new housing sites.

The Housing Land Study sets out the assumption on housing land availability which inform the Local Development Plan.

See the documents, supplementary guidance, and other information at:  
[www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)  
[www.edinburgh.gov.uk/supplementaryguidance](http://www.edinburgh.gov.uk/supplementaryguidance)

Adopted 24 November 2016



Published in 2011



Published in 2013



Published in 2014



# **Edinburgh Local Development Plan Action Programme**

Adopted December 2016

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## Introduction

This is the Action Programme which accompanies the adopted Edinburgh Local Development Plan (LDP). Section 21 of the Planning etc. (Scotland) Act 2006 requires planning authorities to prepare an Action Programme setting out how the authority proposes to implement their LDP.

The Local Development Plan (LDP) aims to:

1. support the growth of the city economy
2. help increase the number and improve the quality of new homes being built
3. help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services
4. look after and improve our environment for future generations in a changing climate and
5. help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.

Infrastructure is key to the delivery of the aims and strategy of the adopted LDP. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Without infrastructure to support Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5.

The Action Programme sets out how the infrastructure and services required to support the growth of the city will be delivered.

The Action Programme is intended to help align the delivery of the Local Development Plan with corporate and national investment in infrastructure. It will be used by the Council as a delivery mechanism to lever the best possible outcome for the city and to coordinate development proposals with the infrastructure and services needed to support them.

The Action Programme is informed by the annual Housing Land Audit and Delivery Programme (HLADP). The Action Programme will be used to manage infrastructure planning with a view to avoiding unnecessary constraints on delivery. The Council has also identified actions to directly accelerate delivery of housing.

It is intended that this Action Programme will be a live working document, and will be annually reviewed. Actions, including identified costs, set out within this action programme are subject to review and change. The Action Programme will be reported to the Council's Planning Committee and to other relevant committees for approval on an annual basis.

This Action Programme should be read alongside Local Development Plan Policy Del 1 (Developer Contributions) and Supplementary Guidance on Developer Contributions and Infrastructure Delivery.

<b>2. Education Infrastructure Actions and Delivery Programme</b>				
<b>FUNDING:</b> s75 / Gap Funding				
<b>RESPONSIBLE OFFICER:</b> CEC: Communities and Families				
<b>Action Required</b>	<b>Capital Cost</b>	<b>Delivery date</b>	<b>Status</b>	<b>Contribution Zone</b>
3 Primary School classes (Currie PS)	£838,627	Aug-18	Feasibility work required.	South West
2 RC Primary School classes (St Margaret's RC PS)	£705,308	Aug-18	Feasibility work underway.	Queensferry
Additional secondary school capacity - 66 pupils (Boroughmuir HS, James Gillespie's HS)	£2,118,310	Aug-19	Feasibility work underway.	Boroughmuir James Gillespie's
3 Primary School classes (Gylemuir PS)	£838,627	Aug-19	Feasibility work underway.	West
4 RC Primary School classes (St John Vianney RC PS or St Catherine's RC PS)	£1,052,144	Aug-19	Feasibility work required.	Liberton Gracemount
Additional secondary school capacity - 275 pupils (Queensferry Community HS)	£8,826,290	Mar-20	Feasibility work underway.	Queensferry
Additional secondary school capacity - 254 pupils (Broughton HS, Craigroyston Community HS)	£8,152,282	Aug-20	Feasibility work required.	Craigroyston Broughton
New 14 class Primary School and 40/40 nursery (Broomhills)	£11,328,584 S&R £4,516,165 Land £3,000,000	Aug-20	Site safeguarded. Statutory consultation proposed.	Liberton Gracemount
New 14 class primary school and 40/40 nursery (Leith Waterfront)	£11,328,584 S&R 3,073,781 Land £1,476,000	Aug-20	Site safeguarded. Statutory consultation proposed.	Leith Trinity
4 Primary School classes (to be delivered by the new South Edinburgh PS)	£1,052,144	Aug-20	Deliverable, subject to finance approval.	Boroughmuir James Gillespie's
3 Primary School classes (Hillwood PS)	£838,627	Aug-20	Feasibility work required.	West
Additional secondary school capacity - 522 pupils (Gracemount HS, Liberton HS)	£16,753,902	Aug-21	Feasibility work required.	Liberton Gracemount
Additional secondary school capacity - 251 pupils (Leith Academy, Trinity Academy)	£8,055,955	Aug-21	Feasibility work required.	Leith Trinity



Additional secondary school capacity - 6 pupils (Firhill HS)	£192,574	Aug-21	Feasibility work required.	Firhill
New 14 class Primary School and 40/40 nursery (Granton Waterfront)	£11,328,584 S&R 3,073,781 Land £525,000	Aug-21	Site safeguarded. Statutory consultation required.	Craigroyston Broughton
New 21 class primary school and 60/60 nursery (Maybury)	£14,887,301 S&R £2,858,548 Land £3,000,000	Aug-21	Site safeguarded. Statutory consultation required.	West
3 Primary School classes (Castleview PS)	£838,627	Aug-21	Feasibility work required.	Castlebrae
Extension to Castleview PS dining hall	£293,808	Aug-21	Feasibility work required.	Castlebrae
2 RC Primary School classes (St David's RC PS)	£705,308	Aug-21	Deliverable as required.	Craigroyston Broughton
Additional secondary school capacity - 261 pupils (Castlebrae Community HS)	£8,376,951	Aug-22	Feasibility work required.	Castlebrae
Additional secondary school capacity – 114 pupils (St Augustine's RC HS)	£3,658,898	Aug-22	Feasibility work required.	Multiple Zones
New 7 class Primary School and 40/40 nursery (Gilmerton Station Road)	£7,591,930 S&R £4,516,165 Land £3,000,000	Aug-22	Site safeguarded. Statutory consultation required.	Liberton Gracemount
New 11 class Primary School and 40/40 nursery (Brunstane)	£10,794,776 S&R £4,516,165 Land £3,000,000	Aug-22	Site safeguarded. Statutory consultation required.	Castlebrae
2 Primary School classes (Dean Park PS)	£705,308	Aug-22	Feasibility work required.	South West
New Secondary School (West Edinburgh)	£19,293,885 S&R £6,489,180 Land £8,300,000	Aug-23	Feasibility work / statutory consultation required.	West
New 14 class Primary School and 40/40 nursery (South Queensferry)	£11,328,584 S&R £2,047,816 Land £3,000,000	Aug-23	Site safeguarded. Statutory consultation required.	Queensferry

2 Primary School classes (to mitigate the impact of development within Drummond CZ)	£705,308	Aug-23	Feasibility work required.	Drummond
2 Primary School class (Balgreen PS)	£705,308	Aug-23	Deliverable as required.	Tynecastle
5 RC Primary School classes (Fox Covert RC PS or St Joseph's RC PS)	£1,143,549	Aug-23	Feasibility work required.	West
1 Primary School class (Kirkliston PS)	£350,000	Aug-24	Feasibility work required.	Queensferry
2 Primary School classes (to mitigate the impact of development within the catchment of The Royal High Primary School)	£705,308	Aug-24	Feasibility work required.	Portobello
2 Primary School classes (Craigour Park PS)	£705,308	Aug-24	Deliverable as required.	Liberton Gracemount
2 RC Primary School classes (Holycross RC PS)	£705,308	Aug-24	Feasibility work required.	Leith Trinity

Servicing and remediation (S&R) estimate is based on 3rd Qtr 2016 price levels

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	DELIVERY DATE	COST	FUNDING	STATUS
<b>3 a - Strategic and General Transport Actions</b>						
Edinburgh Glasgow Improvement Project (EGIP) (T2)	The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.	Safeguard – P&T Delivery - Network Rail / Transport Scotland	2019 onwards	Part of a £650m package	Transport Scotland	Underway
Rail Halts at: Portobello, Piershill and Meadowbank (T3)	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.	Safeguard – P&T	No timescale	N/A	Network Rail	Safeguarded in Plan
South Suburban halts (T3)	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.	Safeguard – P&T	No timescale	N/A	Network Rail	Safeguarded in Plan
Orbital Bus Route (T3)	The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded in the LDP for appropriate public transport use or use as a cycle / footpath.	SEStran, CEC, Midlothian, East Lothian, Transport	No timescale	N/A	SEStran, CEC, Midlothian, East Lothian, Transport	Safeguarded in Plan
East Craigs Estate Junction	Junction at Maybury Drive	P&T	CEC	Not costed	CEC	Project to be designed and costed
Greendykes Link	Former Plan safeguard for public transport, delivered as part of New Greendykes	P&T	N/A	£8.5M. PTL £2.3M	CEC	Complete
West of Fort Kinnaird (T16)	LDP Safeguard for new link road between The Wisp and Newcraighall Road	P&T	N/A	N/A	N/A	Safeguarded in Plan

3b. Transport Contribution Zones						
Edinburgh Tram Contribution Zone						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Edinburgh Tram (T1)	Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east.	Planning & Transport	N/A	N/A	Contribution Zone.	Line 1a complete
North Edinburgh Transport Contribution Zone (costings at Q3 2016)						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Active Travel Actions	Seafield Road / Seafield Street - Includes a toucan crossing	P&T	Programme to be confirmed	£296,961	Contribution Zone.	Safeguarded in Plan. Contributions to be collected towards actions. Delivery strategy to be agreed.
	Lochend Route Link to Leith Docks	P&T		£400,000*		
	New ramp from railway path (flowing desire line of old railway line) to Seafield Street. Widen footways on Seafield Road and make cycle/pedestrian crossing of railway to Marine Esplanade					
	Seafield Place Upgrade facilities at existing junction. 1. Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use). Bike parking. £150,000 2. Widen footway from links path to Seafield Rd, redetermine to shared use. £10,000	P&T		£160,000*		
	Seafield/Lochend cycle route (Easter Road to Leith Walk) Toucan crossing of Easter road, £40,000 1. Widen Easter Road footway by 1m from Thorntreesdie to Gordon St £10,500 2. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles £360,000 3. Gordon street traffic calming £6000	P&T		£416,500*		
	By Seafield Place Replace stepped ramp	P&T	Complete	Complete		
	Leith Links – single location. Widen existing paths and provide controlled crossings 1. Shared use footway (segregated) alongside Links Pl, Toucan crossing of John's Pl & tighten junction £30,000 and £80,000 2. Relay sets on Queen Charlotte St £450,000 3. Shared use footway (segregated) alongside John's Pl, Duncan Pl, St Andrew Pl, Academy St. Segregated cycleway along Duke St to foot of Leith walk. £100,000 4. Duncan Pl to roundabout at north end of Easter Rd £50,400 5. Link (widen paths) from east side Leith links to roundabout at northern end of Easter Rd. (includes Toucan crossing Links Gdns)	P&T	Programme to be confirmed	£1,165,400*		

£140,000					
6. Make roundabout at north end of Easter Road cycle/ped friendly – tighten, toucan crossings £400,000					
7. Bike parking at park entrances £5000					
Leith Links (west) to Bath Road Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd £75,600 Toucan crossing Salamander St £40,000	P&T	Programme to be confirmed	£120,000*		
Kirkgate/Sandport Place/Dock Place and Dock Street (Revised route) as public realm project. Upgrade route, new controlled crossing points, cycle parking	P&T		£369,320*		
Leith and City Centre (East) Create new continuous route between Henderson Street / Pirie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hoptoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only)	P&T		£720,675*		
The Water of Leith, between Warriston and Commercial Street Widen path and new ramps. Upgrade existing off-street route	P&T		£509,941*		
West end of Victoria Quay building to Water of Leith Path via citadel Potential new route	P&T		£61,723*		
Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour Upgrade existing route. Junction improvement associated with tram scheme	P&T		£244,514*		
West Granton Road Includes new toucan/puffin crossings	P&T		£419,310*		
Muirhouse Parkway/Pennywell Road Roundabout Replace roundabout with signals, to aid pedestrians and cyclists	P&T		£551,004*		
Jane St/Tenant St connections 1. Land purchase 120m <sup>2</sup> 2. New 4m path - 120m length £33600 3. Wall demolition – 10m £3000 4. Lighting along 175m stretch = 6 columns £12000	P&T		£48600*		
Salamander St to Foot of the Walk (and beyond) Elbe St – Reset cobbles with flat tops/smooth for cycling	P&T		£350,000*		
Bernard St/Salamander Street active travel and public realm project (to Seafeld Place) 1. Segregated cycleway (whole length – 1250m) 3m wide + 0.5 sep strip (pinch to 2m wide in some sections). £750,000 2. Continuous footways Seafeld Pl to Constitution St: 20 £200,000 3. Zebra crossings every 200m metre: 6 £120,000	P&T		£4,720,000*		

4. Moderate Public realm improvements Salamander st to Elbe St: seating, planters, build outs, change road materials, widen footway on south side by 1m. £500,000					
5. Shared use Plaza – Constitution St to Timber Bush, tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings £2,500,000					
6. Shared use Street – Timber Bush to shore – widen footway, settled street, trees, seating £500,000					
7. Shore/Bernard Junc – widen footways, raised tables, seating and planters £150,000					
Granton – north south route through National Galleries development to the Shore <ul style="list-style-type: none"> <li>Path A: 3.5m wide tarmac path (40m length): £10,000/ Lighting Path A: £2000</li> <li>Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000</li> <li>All on non-CEC owned land: land costs to be assessed.</li> </ul>	P&T	Programme to be confirmed	£50,000*		
Complete link next to school site at Granton 120m of shared use footway at 4m wide: £35,000 140m of footway widening to achieve 4m width: £10,000	P&T		£45,000*		
Lower Granton Square public realm	P&T		£2,000,000*		
Promenade link to Granton Harbour Upgrade path to 6m tarmac path and sea wall Traffic calm W Harbour Road	P&T		£795,000*		
Forth Quarter park to Promenade Widen footway for shared 'segregated' shared use footway – widen by 2m for 130m	P&T		£70,000*		
Craigentinny – Leith Links Cycle link. (Leith to Portobello) (T7) LDP Safeguard	P&T	N/A	Safeguard		
Salamander Cycle Link (T7) LDP Safeguard	P&T	N/A	Safeguard		
Couper Street – Citadel Place (T7) LDP Safeguard	P&T	N/A	Safeguard		
Waterfront Avenue to Granton Rail path (T7) LDP Safeguard	P&T	N/A	Safeguard		

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Road Actions	Ferry Road/ Inverleith Row Junction Minor junction improvement SVD equipment	P&T	Programme to be confirmed	£2,723*	Contribution Zone.	Safeguarded in Plan. Contributions to be collected towards actions. Delivery strategy to be agreed.
	Ferry Road/North Junction Street Junction Junction improvement	P&T		£300,714*		
	Lindsay Road/Commercial Street Junction Junction improvement	P&T		£479,365*		
	Henderson Street; The Shore; Commercial Street Bus priority route improvements. Bus lanes, advanced bus signals	P&T		£438,002*		
	Bernard Street/The Shore Junction Close The Shore to general traffic	P&T		£108,945*		
	Henderson Street/Great Junction Street Junction Close Henderson Street to general traffic	P&T		£171,311*		
	Easter Road/Lochend Road Junction	P&T		£601,344*		
	West Granton Road/Crewe Road North Traffic signals	P&T		£158,952*		
	Crewe Toll Roundabout Junction improvement	P&T		£6,950,000*		
	Ferry Road/Granton Road Junction improvement	P&T		£41,678*		
	Ferry Road/Craighall Road Traffic signals	P&T		£307,011*		
	Bonnington Road/Pilrig Road Junction improvement	P&T		£257,248*		
	Bonnington Road/Great Junction Street Junction improvement	P&T		£85,810*		
	Salamander Street/Bath Road Junction improvement SVD equipment and road markings	P&T		£14,988*		
	Ocean Drive eastward extension (T15)	P&T		£10.35 million*		

West Edinburgh Transport Contribution Zone (costings at Q3 2016)						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST*	FUNDING	STATUS
Pedestrian Cycle Actions	A8 North side missing link	P&T	By 2020	£773,900	Contribution Zone	Identified within WETA Oct (2016) Safeguarded in Plan. Contributions to be collected towards actions. Delivery strategy to be agreed.
	Improvements to Gravel path (old railway line) from A8/M9 interchange north to Kirkliston	P&T	By 2020	£457,300		
	Cycle Connection from A8 along Eastfield Road into Airport	P&T	By 2020	£693,300		
	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	P&T	By 2020	£158,400		
	Improved access between Ratho Station and A8 along station road.	P&T	By 2020	£659,800		
	Improved Station Road/A8 access for cyclists	P&T	By 2020	£634,800		
Public Transport Actions	Broxburn to Newbridge Roundabout bus lane	P&T	By 2020	£4,499,600		
	Station Road to Newbridge Interchange bus lane	P&T	By 2020	£1,602,300		
	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction	P&T	By 2025	£3,697,400		
	Bus Lane under Gogar Roundabout	P&T	By 2020	£92,300		
	Maybury Road Approach to Maybury Junction	P&T	By 2025	£3,082,200		
	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate)	P&T	By 2025	£6,451,500		
	Upgraded Bus interchange facility at Ingliston P+R	P&T	By 2025	£4,320,000		
	Kilpunt Park and Ride	P&T	By 2020	£7,920,000		
	New Tram Stop	P&T	By 2020	£1,440,000		
Road Actions	Link Road Part 1 Dual Carriageway (T10)	P&T	By 2020	£9,073,400		
	Link Road Part 2 Single Carriageway	P&T	By 2020	£4,052,000		
	Link Road Segregated cycle route	P&T	By 2020	£1,605,600		
	Development Link Road Main Street Carriageway	P&T	By 2020	£8,114,300		
	Dualling of Eastfield Road Phase 1	P&T	By 2020	£2,596,100		
	Dualling of Eastfield Road Phase 2	P&T	By 2025	£1,645,900		
	Dumbbells Roundabout Improvement (T9)	P&T	By 2025	£1,732,400		
	Dumbbells westbound off-slip signals (T9)	P&T	By 2025	£1,245,900		
	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury (T12) (T13)	P&T	By 2025	£2,174,400		
	Newbridge additional lane from M9 onto A8	P&T	By 2020	£837,100		
	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement (T11)	P&T	By 2020	£2,446,800		
	Gogar to Maybury additional eastbound traffic lane	P&T	By 2025	£30,000,000		



<b>Maybury / Barnton Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Maybury Junction (T17)	Increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals. Provide bus priority and better provision for pedestrians and cyclists.	P&T	By 2025	WETA estimate £1,864,100*	Contribution Zone	Design work 17/18.
Craigs Road Junction (T18)	Improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road. New signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road.	P&T	With dev	£500,000*	Contribution Zone	Design work 17/18.
Barnton Junction (T19)	Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA (Microprocessor Optimised Vehicle Actuation)	P&T	With dev	£500,000*	Contribution Zone	Design work 17/18.
<b>South East Edinburgh (North) Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Newcraighall Road	Toucan crossing across Newcraighall Road.	P&T	With Dev	£30,000	HSG 26 & 27 & 29	Project costed
Old Craighall	Junction Upgrade. Action and costs derived from East Lothian Council draft developer contributions framework SG P17.	Transport Scotland	TBC	£500,000	East Lothian and HSG 26 & 27 & 29	Project estimated
<b>Gilmerton Junction (A720) Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Gilmerton Junction	Junction upgrade	Transport Scotland / SesTrans	TBC	Not costed	Cross boundary	Cross-boundary appraisal to be completed.
<b>Burdiehouse Junction Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Burdiehouse Junction (T20)	Reconfiguration of junction	P&T	With Dev	£250,000 With optimism bias £400,000*	Contribution Zone	Design work nearing completion.
<b>Gilmerton Crossroads Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Gilmerton Crossroads (T19)	Reconfiguration of junction	P&T	With Dev	£250,000 With optimism bias £400,000*	Contribution Zone	Design work nearing completion.



Gilmerton Station Road / Drum Street Transport Contribution Zone (costings at Q3 2016)						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Gilmerton Station Rd / Drum Street	Junction capacity upgrade and access and parking strategy	P&T	With Dev	Project estimated £400,000* TRO £1500	Contribution Zone.	Estimated, detailed design and costing required.
Lasswade Road / Lang Loan Transport Contribution Zone (costings at Q3 2016)						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Lasswade Road/Lang Loan	New 3.5m wide shared use cycleway/pedestrian path and signalised junction Lasswade Road from North of Lang Loan to Gilmerton Station	P&T	With Dev	Path: £72,800*	HSG 24 and HSG 39	Project costed
	Roundabout to signalised junction	P&T	With Dev	£400,000*		Estimated, detailed design and costing required.
Lasswade Road/Gilmerton Dykes Street/Captain’s Road Transport Contribution Zone (costings at Q3 2016)						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Lasswade Road/ Gilmerton Dykes Street/ Captain’s Road	Junction Upgrade	P&T	With Dev	£400,000*	Contribution Zone	Estimated, detailed design and costing required.
Sherriffhall Junction Transport Contribution Zone						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Sherriffhall Junction (T13)	Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and safe crossing of the bypass.	Transport Scotland / SesTrans	TBC	Not costed	Cross boundary	Cross-boundary appraisal to be completed.
Straiton Junction Transport Contribution Zone						
Straiton Junction	Junction upgrade	Transport Scotland / SesTrans	TBC	Not costed	Cross boundary	Cross-boundary appraisal to be completed.

South West Edinburgh Transport Contribution Zone						
ACTION	REQUIREMENT / DETAILS	RESPONSIBLE	TIMESCALE	COST	FUNDING	STATUS
Gillespie Crossroads	Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA (Microprocessor Optimised Vehicle Actuation)	P&T	With Dev	£260,000 With optimism bias £410,000*	Contribution Zone.	Design work nearing completion.
Hermiston Park & Ride	Extension to Hermiston Park and Ride	P&T	Awaiting funding	£4.5m	Contribution Zone.	Project designed and costed
Queensferry Transport Contribution Zone						
Dalmeny Station	<ul style="list-style-type: none"> <li>Increased and improved cycle parking at Dalmeny Station.</li> <li>Improved car parking at Dalmeny Station.</li> </ul>	P&T	With Dev	Not yet designed and costed	Contribution Zone	Feasibility Study required

Site	Transport Requirements	Status
<b>3c. Site Specific Transport Actions</b>		
Springfield (HSG 1)	<ul style="list-style-type: none"> <li>Queensferry Transport Contribution Zone</li> <li>Opportunity to create a link road from Bo'ness Road to Society Road should be investigated.</li> </ul>	Allocated
Agilent (HSG 2)	Planning permission granted.	Underway
North Kirkliston (HSG 3)	Planning permission granted.	Underway
West Newbridge (HSG 4)	Transport requirements to be established through cumulative transport appraisal and planning permission	Allocated
Hillwood (HSG 5)	Transport requirements to be established through cumulative transport appraisal and planning permission	Allocated
South Gyle Wynd (HSG 6)	Planning permission granted. Forester High Cycle Link (T7)	
Edinburgh Zoo (HSG 7)	Transport requirements to be established through cumulative transport appraisal and planning permission	Allocated
Telford College (HSG 8)	Planning permission granted. Link to Ferry Road Path (T7)	Underway
City Park (HSG 9)	Transport requirements to be established through cumulative transport appraisal and planning permission	Allocated
Fairmilehead WTP (HSG 10)	Planning permission granted.	Underway
Shrub Place (HSG 11)	Planning permission granted.	
Lochend Butterfly (HSG 12)	Planning permission granted. Includes Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road and (two) in assisting with the provision of a new pedestrian bridge over the railway from the south development site and Moray Park Terrace in the event that the railway line is reinstated for use. £227,000 and Lochend Butterfly cycle link with new bridge (T8) - £2,500	Underway
Eastern General Hospital	Planning permission granted. Includes Upgrading of the existing signal controlled junction at Seafeld Street / Seafeld Road - £110,000.	
Niddrie Mains (HSG 14)	Transport requirements to be established through cumulative transport appraisal and planning permission	Allocated
Greendykes Road (HSG 15)	Transport requirements to be established through cumulative transport appraisal and planning permission	Allocated
Thistle Foundation (HSG 16)	Planning permission granted.	Underway
Greendykes (HSG 17)	Planning permission granted.	Underway
New Greendykes (HSG 18)	Planning permission granted.	Underway
Maybury (HSG 19)	<ul style="list-style-type: none"> <li>Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>Maybury Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Bridge &amp; ramps, approx 80m: (based on 20m span and 5m width). Cyclepaths to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). WETA estimate £4,320,000</li> <li>Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway. £420k</li> <li>TRO for lower speed limit along Turnhouse Road</li> <li>Input into design team's re-design of Maybury Junction for cycling and walking. Design: £87,200</li> <li>Bus route Craigs Road/Turnhouse Rd and upgrade bus infrastructure on Turnhouse Rd</li> <li>New footway/cycleway along south-west side of Turnhouse Road and 3no. crossing facilities Turnhouse Rd and Craigs Rd at Maybury Rd</li> </ul>	Site allocated. PAN submitted.

Site	Transport Requirements	Status
Cammo (HSG 20)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Cammo Walk link (north) HSG 20 - Cammo Walk - to be costed.</li> <li>• Cycle path connecting Cammo to Maybury site and extending to Cammo Estate – £158k. Toucan crossings at Craigs road junction £60k. Land cost (6m strip): TBC</li> <li>• Pedestrian crossing facilities on Maybury Road /pedestrian cycle connections to east. Toucan or D island crossings x4 over Maybury Road from Cammo site x4 Toucan crossings: £120k. 3.5m wide shared use paths (150m) across existing open space to East Craigs estate. Paths: £42,000</li> <li>• TRO for lower speed limit along Maybury Road</li> <li>• Bus infrastructure on Maybury Road / peak period bus capacity</li> </ul>	Site allocated.
Broomhills (HSG 21)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Secure pedestrian and cycleway access from Old Burdiehouse Road linking to Burdiehouse Burn path [Broomhills Road]. Upgrade pedestrian crossings to new two stage toucan crossings over A701. Short section of new path (10m) and path widening to 4m (30m). Widen existing path to 4m (70m) from Southhouse Broadway to bus stop at A701. New path (30m) to link form crossing to site (may require land purchase).</li> <li>• Secure pedestrian and cycleway access from Old Burdiehouse Road linking to Broomhills Road</li> <li>• Street improvements to Burdiehouse Road</li> <li>• Upgrade bus stops on Burdiehouse Road</li> <li>• A new 4m wide toucan crossing at North access linking to existing footway on B701</li> <li>• Upgrade surface of the path (1,200m) to Morton Mains.</li> </ul>	S75 being negotiated. 14/04860/FUL
Burdiehouse (HSG 22)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Cycleway safeguard (A720 underpass – Burdiehouse Burn path link) -off-site multi user path connection to link the site with path networks in Midlothian via Straiton Pond Street improvements and pedestrian crossing on Burdiehouse Road. £175,000 – construction only. D island crossing on Lang Loan. Path surface upgrade (200m). Construct shared use footway beside Lang Loan road (200m), may require land purchase for footway. New path construction 3.5m to underpass of A720 (600m)</li> <li>• Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn at both the east and west edges of the site</li> <li>• Widen existing path along Burdiehouse Burn Park to 3.5m (300m) running parallel to sites northern boundary and linking to western access point. £10,000 path. Land cost: TBC</li> <li>• New access point and shared use path (20m) to link to existing path (Land ownership of Greenspace for 10m of path).</li> <li>• Upgrade bus stops on Burdiehouse Rd and Frogston Rd East. Enhance peak capacity.</li> <li>• Bus route through site and bus gate.</li> </ul>	Planning Permission Granted

Site	Transport Requirements	Status
Gilmerton Dykes Road (HSG 23)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Cycle link – Gilmerton Road to Laswade Road</li> <li>• Upgrade bus stops on Laswade Rd/Gilmerton Rd</li> <li>• Enhance peak period bus capacity on Gilmerton Road</li> <li>• New footway along Gilmerton Dykes Road.</li> </ul>	Planning permission granted 14/01446/FUL
Gilmerton Station Road (HSG 24)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Drum Street cycle pedestrian crossing and connecting cycle pedestrian path through site to link to Mutli-user path to Straiton</li> <li>• Upgrade and resurface the old railway path from Gilmerton Station Road site to Lasswade Road. Ramp up to the old railway path from Gilmerton Station Road site. Railway path: £336,000 Ramp: £40,000. Crossing and shared use footway: £30,000</li> <li>• D island crossing of Gilmerton station road and construct 50m of shared use footway from existing verge</li> <li>• TRO for lower speed limit on Gilmerton Station Road</li> <li>• Upgrade bus stops and peak capacity on Gilmerton Road</li> <li>• Safeguard land along Gilmerton Road frontage for potential bus priority scheme</li> <li>• New footway along Gilmerton Station Rd</li> <li>• Pedestrian crossing facilities on Gilmerton Rd</li> </ul>	Planning permission granted 14/01649/PPP
Drum (HSG 25)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Cycle link – Gilmerton Road to Laswade Road</li> <li>• Cycle link - Drum Street to SE Wedge Parkland</li> <li>• Upgrade bus stops and enhance peak capacity on Gilmerton Road</li> <li>• Widen existing footway to 3.5m (shared use)</li> <li>• Toucan crossing over Drum Street to access The Drum site. x2 Toucan crossing: £60k</li> <li>• New 3.5m shared use path (70m) from western boundary of The Drum site to Candlemaker's Park. May require land purchase. Path: £17,600</li> </ul>	Planning Permission Granted 14/01238/PPP
Newcraighall North (HSG 26)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• LDP Safeguard for appropriate public transport or active travel. Land not prejudiced by development or consent. Note, site to contribute towards delivery of Gilberstoun link (T7) and Fork Kinnaird to QMUC link(T7)</li> </ul>	Planning Permission Granted
Newcraighall East (HSG 27)	<ul style="list-style-type: none"> <li>• LDP Safeguard for appropriate public transport or active travel. Land not prejudiced by development or consent. Note, site to contribute towards delivery of Gilberstoun link (T7) and Fork Kinnaird to QMUC link(T7)</li> </ul>	Planning Permission Granted

Site	Transport Requirements	Status
Ellen's Glen Road (HSG 28)	<ul style="list-style-type: none"> <li>• Upgrade existing bus stops in Lasswade Road.</li> <li>• Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.</li> <li>• High quality pedestrian and cycle routes within site, to link with public transport routes, and to link from Malbet Wynd through the site to connect via Ellen's Glen Road to the Burdiehouse Burn Valley Park Core Path.</li> <li>• New footway along east boundary frontage of site.</li> <li>• New pedestrian/cycle link on land near to Stenhouse Burn to compensate for the narrow footway on Ellen's Glen Road.</li> <li>• Widening and upgrade of existing footway along Ellen's Glen Road.</li> </ul>	Site allocated.
Brunstane (HSG 29)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Contribute towards Old Craighall Junction upgrade.</li> <li>• Bus infrastructure – upgrade existing bus stops on Milton Road East and Newcraighall Road. Essential to route bus services through site (consider section(s) of 'bus only' roads). Additional capacity needed. (Opportunity – support commercial operation.) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. (Opportunity – support commercial operation.)</li> <li>• Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations.</li> <li>• Network of high quality pedestrian/cycle routes through site to link with suitable exit points around site boundary, particularly with existing routes to Brunstane and Newcraighall railway stations. At least two pedestrian/cycle railway crossing points shall be provided within the site.</li> <li>• Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required.</li> <li>• Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage. In particular, help provide missing link across the Newcraighall railway line.</li> <li>• Provide new junction with Milton Road East.</li> <li>• Provide new junction with Newcraighall Road.</li> <li>• Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.</li> <li>• Review operation of A1/Newcraighall Road junction and help provide improvements, if deemed necessary.</li> </ul>	Site allocated. Planning application submitted.
Moredunvale (HSG 30)	<ul style="list-style-type: none"> <li>• Direct Link to Moredunvale Road (T7)</li> </ul>	Site allocated
Curriemuirend (HSG 31)	Transport requirements to be established through cumulative transport appraisal and planning permission	Site allocated



Builyeon Road (HSG 32)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Bus infrastructure – upgrade existing facilities and provide new high quality bus stops on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904). Provide potential widening of Builyeon Road to accommodate bus priority measures. Additional capacity needed. (Opportunity – support commercial operation.) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. (Opportunity – support commercial operation.)</li> <li>• Network of high quality pedestrian/cycle routes through site to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry.</li> <li>• New footway and cycle path along frontage of site on south side of Builyeon Road, giving due consideration to the opportunity to change the character of Builyeon Road (A904), through street design.</li> <li>• Provide pedestrian/cycle crossing facilities on Builyeon Road – type to be agreed, forming north-south path connections by linking new pedestrian/cycle routes to the existing network north of the A904, thus allowing the new housing to integrate fully with the existing urban area including the town centre to the north of the site. A904 crossing <ul style="list-style-type: none"> <li>○ x3 D island or toucan crossings over A904 to link Builyeon Road site with existing paths in South Queensferry. £3000</li> <li>○ Widen existing access and path between Echline Park and Echline View to a 3.5m shared use (25m) path linking the Builyeon Road site to existing development.</li> </ul> </li> <li>• Help provide upgrades of existing external pedestrian/cycle routes, in particular a high quality pedestrian/cycle route to Dalmeny Station, with a bridge over the A90, and improved links to the town centre. Bridge or underpass access across A90 to retail park. Link 3.5m wide shared use path through retail park to South Scotstoun site (300m long) Path £73,500</li> <li>• Implement TRO and physical measures for reduced speed limit on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904).</li> <li>• Give due consideration to the opportunity to change the character of Builyeon Road (A904), through street design, including new development frontage with the road where possible.</li> <li>• Prospective developers should be aware Transport Scotland may require assessment of impact on new FRC junction.</li> </ul>	Site allocated.
South Scotstoun (HSG 33)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Bus infrastructure – upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny and additional capacity likely. Increased frequency of direct city centre service and also to key local facilities, to achieve Public Transport mode share.</li> <li>• High quality pedestrian/cycle routes through site, linking to suitable exit points around site boundary, particularly to north-east corner to connect with existing route to station and Edinburgh and with South Scotstoun.</li> <li>• High quality east/west cycle route through site to allow connection across the A90 and B800 to Builyeon Road site, linking to the existing footpath/cycleway (National Cycle Route 1) extending to Dalmeny to the east, and North Queensferry to the north.</li> </ul>	Site allocated

	<ul style="list-style-type: none"> <li>○ LED stud lighting along old railway line path (NCN 1) from east boundary of site for 1000m. LED stud lighting: £5,000. New diverted 3.5m shared use path for NCN 1 into the Agilent site (450m). Path: £110,250. D island or Toucan crossing of B800 to retail site path. Toucan crossing: £30K</li> <li>• Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.</li> <li>• Appropriate traffic calming measures may be considered for Scotstoun Avenue.</li> <li>• Give due consideration to the opportunity to change the character of the B800 through street design.</li> </ul>	
Dalmeny (HSG 34)	<ul style="list-style-type: none"> <li>• Upgrade existing bus stops in Bankhead Road/Main Street.</li> <li>• Appropriate pedestrian and cycle access within site.</li> <li>• Pedestrian access to be provided from Main Street.</li> </ul>	Site allocated
Riccarton Mains Road (HSG 35)	<ul style="list-style-type: none"> <li>• TRO and movement of 40mph speed limit zone on Riccarton Mains Road</li> </ul>	Planning permission granted 15/00698/FUL
Curriehill Road (HSG 36)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Bus infrastructure external to site – upgrade existing bus stop facilities in Riccarton Avenue, approximately 275m from the site.</li> <li>• Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.</li> <li>• Improve high quality pedestrian/cycle link to Curriehill Station. Wheeling ramp over railway bridge. £4,000. Upgrade of existing path to 3.5m shared use and signage to development and railway station. £73,500</li> <li>• Connections to be made to the Kirknewton Core Path to the west boundary of the site.</li> <li>• Help provide additional cycle parking at Curriehill Station.</li> </ul>	Site allocated Planning application submitted 16/01515/FUL

Newmills, Balerno (HSG 37)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Bus infrastructure – provide new bus stop facilities on A70, in vicinity of new vehicular access onto Lanark Road West and, if appropriate, Newmills Road.</li> <li>• Provide extended car park at Curriehill Station. (Constraint – land ownership.)</li> <li>• Provide additional cycle parking at Curriehill Station</li> <li>• High quality pedestrian/cycle routes through site.</li> <li>• New footway along east frontage boundary, linking into Newmills Road footways.</li> <li>• Improved pedestrian/cycle crossing facilities on A70, – may be requirement for signal control.</li> <li>• Help provide upgrade cycle routes between Newmills Road and Curriehill Station. Help provide additional cycle parking at Curriehill Station.</li> <li>• Upgrade cycle routes between Newmills Road and Curriehill Station. <ul style="list-style-type: none"> <li>○ Reopen tunnel mouth and link with NCN75.</li> <li>○ Or toucan crossing of A70 and ramp to NCN75 Toucan crossing: £30k. Ramp: £200k</li> </ul> </li> <li>• Newmills Road site to Ravelrig Road via old railway line <ul style="list-style-type: none"> <li>○ New 4m wide 1km long path along old railway line to Ravelrig Road (new off road NCN 75). Includes tree clearance, ramp to road and crossing of burn. Path: £280k, Ramp: £100k, Burn bridge: £40k</li> </ul> </li> </ul>	Planning application submitted 15/05100/FUL
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Ravelrig Road Balerno (HSG 38)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Bus infrastructure – provide new bus stop facilities on A70, and improve pedestrian access between these and the proposed site.</li> <li>• Provide high quality pedestrian/cycle routes through site, connecting with and making improvements to adjacent walking and cycle routes e.g. NCN75 which is on-road along Ravelrig Road. <ul style="list-style-type: none"> <li>○ New 3.5m shared use path along the northern boundary of the site.</li> <li>○ New 4m wide 1km long path along part of Ravelrig Road to join up with the re-routed NCN75. Path: £286,720</li> </ul> </li> <li>• New footway along west frontage boundary, linking into Ravelrig Road and A70 footways.</li> <li>• Improved pedestrian/cycle crossing facilities on A70 and Ravelrig Road (layout to be determined, but to incorporate appropriate dropped kerb and tactile paving arrangements to current standards).</li> <li>• Provide upgrade to cycle routes between site and Curriehill Station.</li> </ul>	Allocated
North of Lang Loan (HSG 39)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Upgrade existing bus stop facilities on Lasswade Road, with appropriate active travel connections to/from them.</li> <li>• Provide high quality pedestrian/cycle routes through the site, connecting with adjacent walking and cycle routes e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links.</li> <li>• New footway/cycleway along east frontage boundary with Lasswade Road, and south frontage boundary with Lang Loan to provide potential in the future to connect with links to the west.</li> <li>• Provide new junction with Lang Loan.</li> <li>• Review road safety and provide improvements e.g. speed limit reduction, if appropriate, to Lang Loan. Note speed limit on Lasswade Road reduced to 40mph as part of Gilmerton to Roslin QuietRoute scheme.</li> </ul>	Planning permission granted 14/05145/PPP

South East Wedge South (HSG 40)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Upgrade existing bus stop facilities on A7, Old Dalkeith Road (east of The Wisp/Old Dalkeith Road junction) or, preferably, provide additional facilities south of the site on the A7, Old Dalkeith Road, with due consideration given to active travel connections to/from them.</li> <li>• Upgrade existing bus stop facilities on The Wisp in the vicinity of the site, with appropriate active travel connections to/from them.</li> <li>• Integrate a network of footpaths, cycleways and open space to be part of the wider Green network. In particular, new pedestrian/cycle routes along the A7 and Wisp within the site and pedestrian/cycle route from A7/B701 junction to open space on the north east boundary. Connect Edmonstone with Danderhall. New toucan crossing across the Wisp from the eastern boundary of the site to connect into existing paths at Danderhall. Toucan crossing: £30K. Path: £280,000</li> <li>• Provide appropriate crossings of The Wisp providing linkages to neighbouring residential areas and bus stop on opposite side of the road. Also need to ensure cycle crossing at A7/B701 junction.</li> <li>• Traffic signals at The Wisp/Old Dalkeith Road</li> <li>• Speed limit restrictions on the Wisp</li> </ul>	Planning permission granted
South East Wedge North The Wisp (HSG 41)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Pathways and cycle routes both internally and connected to other proposed developments and bus facilities on The Wisp. In particular link, to Hunters Hall/Jack Kane Centre.</li> </ul>	Planning permission granted
Edinburgh Park / South Gyle (Del 4)	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• Edinburgh Park – Gogarburn pedestrian cycle link</li> <li>• Adoptable roads to be brought up to standard.</li> <li>• Bus infrastructure - provide new facilities on internal roads.</li> <li>• Internal CPZ, integrated parking/traffic management.</li> </ul> <p>Note – also required to contribute to Gogar roundabout.</p>	
International Business Gateway	<ul style="list-style-type: none"> <li>• Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.</li> <li>• New footpath / cycle path along A8 Glasgow Rd</li> <li>• Upgrade bus facilities along A8 Glasgow Road</li> <li>• Bus only access via Edinburgh Gateway Station, tram interchange</li> <li>• Tram stop within Development</li> </ul>	

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
<b>4. Greenspace Actions</b>						
Dalry Community Park (GS1)	<ul style="list-style-type: none"> <li>Enhance and extend existing park to meet existing deficiencies and requirement of the Fountainbridge redevelopment.</li> </ul>	Parks & Greenspace / Planning.	2013-2020	£100,000*	Developer	Not started
Leith Western Harbour Central Park (GS2)	<ul style="list-style-type: none"> <li>5.2ha publically accessible developer led parkland as part of wider Western Harbour EW 1a development including new park with new park with formal and informal recreational facilities for all ages.</li> <li>To be maintained by developer / private maintenance agency.</li> </ul>	Developer	With development	£1.04m*	Developer	Not started
Leith Links Seaward Extension (GS3)	<ul style="list-style-type: none"> <li>2ha open space proposal for sports pitches, allotments and other open space uses</li> </ul>	Developer	With development	£600k*	Developer	Not started
South East Wedge Parkland (GS4)	<ul style="list-style-type: none"> <li>Planning application submitted for 86ha multi functional parkland, woodland and country paths linking with parallel development in Midlothian.</li> </ul>	Parks & Greenspace ELGT, LFGNP		£2.25m*	Funding bid	
Niddrie Burn Parkland (GS5)	<ul style="list-style-type: none"> <li>Under development</li> </ul>	Parks & Greenspace	2010-2015	£1m		On track
IBG Open Space (GS6)	<ul style="list-style-type: none"> <li>24ha developer led parkland as part of wider IBG Emp 6 development.</li> <li>Strategic landscape design and open space requirements identified in West Edinburgh Landscape Framework (Dec 2011).</li> <li>Design and maintenance to meet the Council's large greenspace standard.</li> </ul>	Developer	With development	£2m*		Not started
Gogar Burn (GS7)	<ul style="list-style-type: none"> <li>Proposed diversion of the Gogar Burn as shown on the Proposals Map to reduce flood risk, improve water quality and enhance biodiversity.</li> </ul>	Developer	2018-2022	£22m*	Edinburgh Airport / SEPA / CEC / SNH	Not started
Inverleith Depot (GS8)	<ul style="list-style-type: none"> <li>Will continue to be used as a parks depot. Potential for greenspace creation if the Council's review of depots determines it is no longer required.</li> </ul>	CEC		n/a	CEC	Not due
Broomhills Park	<ul style="list-style-type: none"> <li>Substantial developer led parkland as part of Broomhills HSG</li> </ul>	Developer / Parks &	With	£620k*	Developer	Not

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
(GS9)	<p>21 development, to meet Council's large greenspace standard.</p> <ul style="list-style-type: none"> <li>Minded to grant planning application has landscape plans showing approx 3ha parkland.</li> <li>6ha woodland planting also required as part of development principles.</li> <li>If parkland is to be adopted, revenue requirements for maintenance need to be established.</li> </ul>	Greenspace	development			started
Clovenstone Drive (GS10)	<ul style="list-style-type: none"> <li>Enhance 4ha of existing greenspace as part of Curriemuirend HSG 31 development, including provision of play space and upgrade football pitch.</li> </ul>	Developer/ Housing & Regeneration/ Parks & Greenspace	With development	£400k*	Developer	Not started
Newmills Park (GS11)	<ul style="list-style-type: none"> <li>New 3 ha linear park landscaped to meet the Council's large greenspace standard as part of Newmills Road HSG 37 development. (estimated at £100k/ha?)</li> <li>Establishes the first section of an off-road link* between the Water of Leith Walkway and Kirknewton.</li> <li>New 1ha wooded green belt boundary to be formed on prominent break of slope to the north of the site of a minimum 30m depth.</li> </ul>	Developer/ Parks & Greenspace	With development	£320k*	Developer	Not started
Burdiehouse	<ul style="list-style-type: none"> <li>Extend woodland (0.5ha) along the southern bank of the Burdiehouse Burn and incorporate off-road path links to the Burdiehouse Burn Valley Park.</li> <li>Other woodland planting requirements have been implemented.</li> </ul>	Developer/ Parks & Greenspace	With development	£50k*	Developer (HSG 22)	On track
Gilmerton Dykes Road	<ul style="list-style-type: none"> <li>Provision of a new multi-user path link from Gilmerton Dykes Road to Gilmerton Station Road</li> </ul>	Developer	With development	Not yet known/ estimated	Developer (HSG 23)	Not started
Mortonhall, Burdiehouse and Gilmerton to Straiton in Midlothian	<ul style="list-style-type: none"> <li>Green network connections* between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straiton, including off-site multi-user path connection to link with the paths network in Midlothian via Straiton Pond, with 4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees (200m).</li> </ul>	Respective developers for each site, Planning and Transport	With development	Not yet known/ estimated	Developer (HSG 22, 24)	Not started

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
Gilmerton Station Road to North of Lang Loan	<ul style="list-style-type: none"> <li>New green corridor 500m in length</li> </ul>	Developer	With development	Not yet known/estimated	Developer (CC 3)	Not started
Fountainbridge	<ul style="list-style-type: none"> <li>New greenspace – ‘Fountainbridge Green’ completed.</li> </ul>	Developer	With development	Not yet known/estimated	Developer	Completed
Clovenstone Drive	<ul style="list-style-type: none"> <li>Improve existing greenspace to meet quality standards including provision of play space and upgrading of football pitch.</li> </ul>	Housing and Regeneration, Parks and Greenspaces, Planning & Transport	With development	£100k*	Developer (HSG 31)	Not started
Granton Waterfront: Forth Quarter	<ul style="list-style-type: none"> <li>New ~1ha greenspace as part of masterplan for the area.</li> </ul>	Developer				Completed
Granton Waterfront: Central Development Area	<ul style="list-style-type: none"> <li>New ~1ha greenspace as part of masterplan for the area.</li> </ul>	Developer	With development	£250k*	Developer (EW 2b)	Not started
Edinburgh Park/South Gyle	<ul style="list-style-type: none"> <li>Continuation of the existing north to south greenspace corridor and creation of new pedestrian and cycle links through the site.</li> <li>Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.</li> <li>New greenspace incorporating the tram halt at the Gyle Centre.</li> </ul>	Developer	With development	Not yet known/estimated	Developer (Del 4)	Not started
Dalmeny to Echline, Queensferry	<ul style="list-style-type: none"> <li>Provision of strategic green corridor* (~12.5ha landscape framework and green network) linking various parts of Queensferry from South Scotstoun to Builyeon Road, including crossing of existing A90 (see Transport Action).</li> </ul>	Respective developers for each site, Planning and Transport	2016-2026	£1.2m*	Developer (HSG 32 & 33)	Not started
Edinburgh Gateway Station to Maybury and Cammo green corridor	<ul style="list-style-type: none"> <li>Provision of strategic (~ 2.5ha) green corridor* linking north-south. This will connect Core Path 12 - A8 Link and Core Path 11 - River Almond.</li> <li>Northern woodland planting at Maybury (~3.5ha)</li> </ul>	Respective developers for each site, Planning and Transport	With development	£320k*	Developer (HSG 19 & 20)	Not started
Brunstane to Musselburgh	<ul style="list-style-type: none"> <li>Establish new green network connections* to Newcraighall village, Newcraighall Public Park, Gilbertstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret</li> </ul>	Respective developers for each site, Planning and	With development	Not yet known/estimated	Developer (HSG 29)	Not Started



ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
	University, Musselburgh and future developments in Midlothian.	Transport				

5. Healthcare Actions					
ACTION	REQUIREMENT / DETAILS	TIMESCALE	ESTIMATED COST	FUNDING	STATUS
<b>New medical practices</b>					
Granton Waterfront	New Practice to mitigate impact of new residential development in Granton Waterfront. Co-located with new waterfront primary school.	2021 -26	£5M	H&SC Partnership / Developer	Exploring Options
Leith Waterfront	New Practice to mitigate impact of new residential development in Leith Waterfront. Co-located with new Leith primary school.	2016 - 26	£7.5m	H&SC Partnership / Developer	Exploring Options
West Edinburgh	New Practice to mitigate impact of new residential development in West Edinburgh (Maybury, South Gyle, Edinburgh Park, IBG) Co-located with new Maybury Primary School	2018 -24	£6M	H&SC Partnership / Developer	Exploring Options
Gilmerton	New Practice to mitigate impact of new residential development in South East Edinburgh (HSG 21-40). Location to be confirmed.	2016 – 2022	£5/9m	H&SC Partnership / Developer	Exploring Options
Brunstane	New Practice to mitigate impact of new residential development in Brunstane. Location to be confirmed.	TBC	TBC (£5m est)	H&SC Partnership / Developer	Exploring Options
NWEPC	New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early)	2015-2021	Sunk Cost	NHSL	Underway

ACTION	REQUIREMENT / DETAILS	TIMESCALE	ESTIMATED COST	FUNDING	STATUS
<b>Expansions</b>					
Parkgrove	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	2018 - 24	£0.1m	H&SC Partnership / Developer	Exploring Options
Pentlands	Expansion to medical practice to mitigate impact of development in South West Edinburgh	2014 - 24	£0.5m	H&SC Partnership / Developer	Exploring Options
Ratho	Re- provision to medical practice to mitigate impact of development in Ratho	2014 -24	£2m Sunk Cost	H&SC Partnership / Developer	Underway
Niddrie	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	2014 -24	£5M	H&SC Partnership / Developer	Exploring Options
Leith Links	Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly	TBC	£3.5 (£70,000 - 20% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
Polwarth	Expansion to medical practice to mitigate impact of CC3 Fountainbridge	TBC	TBC	H&SC Partnership / Developer	Exploring Options
Meadows	Expansion to medical practice to mitigate impact of CC3 Quartermile	Up to 2021	£3m (£30000 - 10% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
Brunton	Re-provision of medical services to mitigate impact of Meadowbank	2018-2026	£5m (£1,000,000 - 20% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
Allermuir	Expansion to medical practice to mitigate Craighouse.	2014 -24	£7m (Sunk Cost)	NHSL Bundle	Underway
South Queensferry	Expansion to medical practice to mitigate impact of development in Queensferry	2014 - 24	£0.3m (Sunk Cost)	H&SC Partnership	Underway

## 6. Utilities / Water and Drainage

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
Queensferry Waste Water Treatment Works	Upgrade to Waste Water Treatment Works to accommodate new development	Scottish Water	TBC	TBC	Scottish Water	Project to be designed and costed by Scottish Water

## 7. Policies

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	STATUS
Policy Del 1: Developer Contributions and Infrastructure Delivery	Prepare SG	P&T	With adoption of plan	SG is in draft form for consultation and use as a material consideration.
Policy Emp 2: Edinburgh BioQuarter	Finalise SG any subsequent actions	P&T	With adoption of plan	SG is in finalised form ready for adoption
Policy Ret 8: in relation to alternative uses in town centres	Prepare SG for 9 town centres and any subsequent actions	P&T	With adoption of plan	Underway, some SG are in finalised form ready for adoption
Policy RS1: in relation to Heat Networks	Prepare SG any subsequent actions	P&T	With adoption of plan	Not started

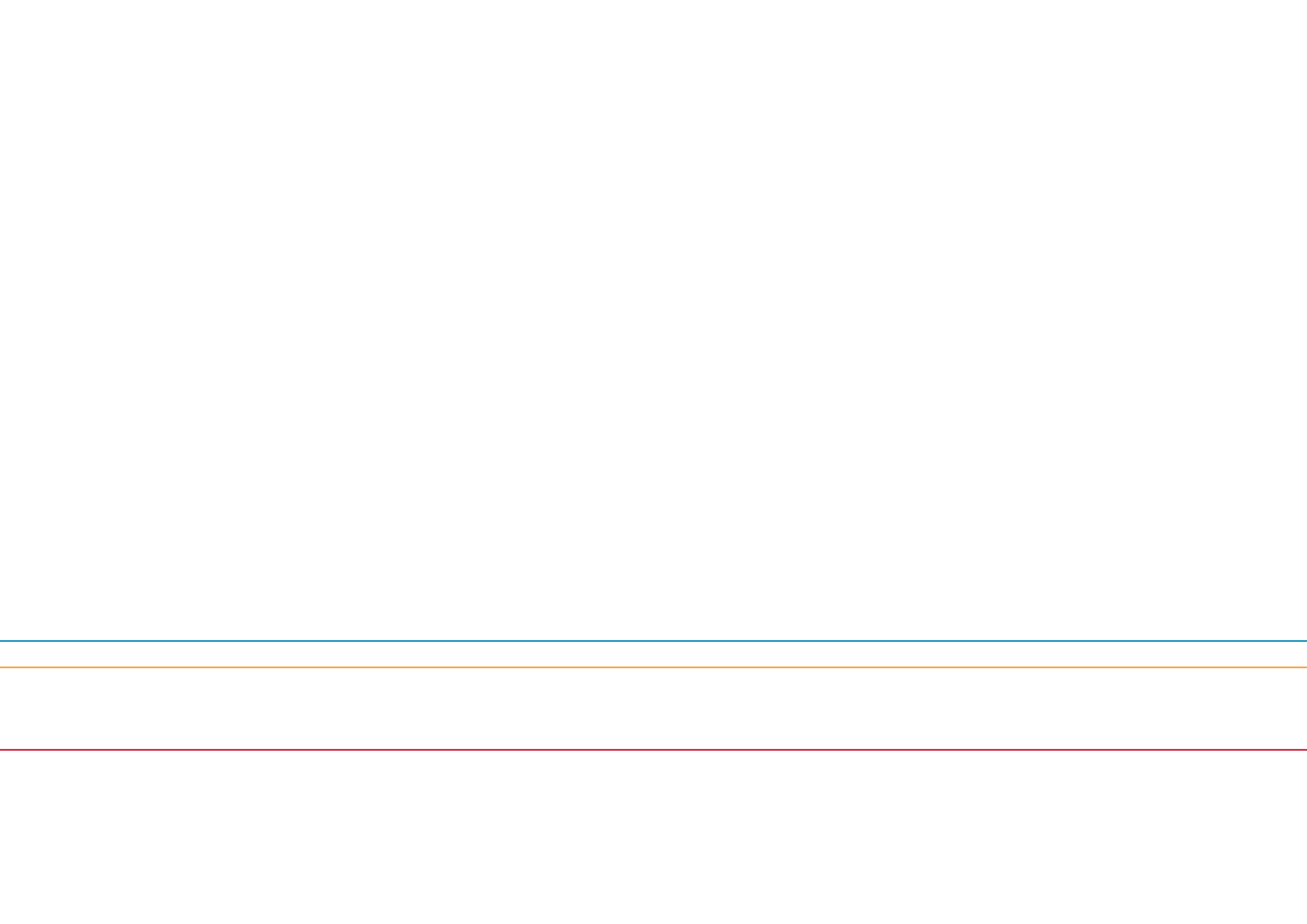
online - [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

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Estimated spend profile over 2017 - 2025 (all costs as at Qtr 1 2015)

Action required	Category	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total estimated cost
New 14 class Primary School and 40/40 nursery ( Broomhills)	Construction	£1,586,002	£7,703,437	£2,039,145						
	Remediation	£4,516,165								
	Land	£3,000,000								
New 14 class Primary School and 40/40 nursery (Leith Waterfront)	Construction	£1,586,002	£7,703,437	£2,039,145						
	Remediation	£500,000	£2,573,781							
	Land		£1,476,000							
New 14 class Primary School and 40/40 nursery ( Granton Waterfront)	Construction	£453,143	£1,132,858	£7,703,437	£2,039,145					
	Remediation		£3,073,781							
	Land		£525,000							
New 21 class Primary School and 60/60 nursery ( Maybury)	Construction	£595,492	£1,488,730	£10,123,365	£2,679,714					
	Remediation		£2,858,548							
	Land		£3,000,000							
New 7 class Primary School and 40/40 nursery ( Gilmerton Station Road)	Construction		£303,677	£759,193	£5,162,512	£1,366,547				
	Remediation			£4,516,165						
	Land			£3,000,000						
New 11 class Primary School and 40/40 nursery ( Brunstane)	Construction		£431,791	£1,079,478	£7,340,448	£1,943,060				
	Remediation			£4,516,165						
	Land			£3,000,000						
New Secondary School (West Edinburgh)	Construction		£771,755	£1,929,389	£6,559,921	£6,559,921	£3,472,899			
	Remediation			£6,489,180						
	Land			£8,300,000						
New 14 class Primary School and 40/40 nursery ( South Queensferry)	Construction			£453,143	£1,132,858	£7,703,437	£2,039,145			
	Remediation				£2,047,816					
	Land				£3,000,000					
3 Prinmary School classes ( Currie PS)	Construction	£419,314	£419,314							
2 RC Primary Schoool classes ( St Margaret's RC PS)	Construction	£352,654	£352,654							
Additional secondary school capacity - 66 pupils ( Boroughmuir HS, James Gillespie's HS)	Construction		£2,118,310							
3 Primary school classes ( Gylemuir PS)	Construction		£419,314	£419,314						
4 RC Primary School classes ( St John Vianney RC PS or St Catherin's RC PS)	Construction		£526,072	£526,072						
Additional secondary school capacity - 275 pupils (Queensferry Community HS)	Construction			£8,826,290						
Additional secondary school capacity - 254 pupils (Broughton HS, Craigroyston Community HS)	Construction		£4,076,141	£4,076,141						
4 Primary School classes ( to be delviered by the new South Edinburgh PS)	Construction			£1,052,144						
3 Primary School classes ( Hillwood PS)	Construction			£419,314	£419,314					
Additional secondary school capacity - 522 pupils (Gracemount HS, Liberton HS)	Construction			£8,376,951	£8,376,951					
Additional secondary school capacity - 251 pupils (Leith Academy, Trinity Academy)	Construction			£4,027,978	£4,027,978					
Addional secondary school capacity - 6 pupils (Firhill HS)	Construction				£192,574					
3 Primary School classes ( Castleview PS)	Construction				£419,314	£419,314				
Extension to Castleview PS dining hall	Construction				£146,904	£146,904				
2 RC Primary Schoool classes ( St David's RC PS)	Construction				£352,654	£352,654				
Additional secondary school capacity - 261 pupils (Castlebrae Community HS)	Construction						£8,376,951			
Additional secondary school capacity - 114 pupils (St Augustine's RC HS)	Construction						£3,658,898			
2 Primary School classes ( Dean Park PS)	Construction						£705,308			
2 Primary School classes ( to mitigate the impact of development with Drummond CZ)	Construction							£705,308		
2 Primary School class ( Balgreen PS)	Construction							£705,308		
2 RC Primary Schoool classes ( Fox Covert RC PS or St Joseph's RC PS)	Construction							£1,143,549		
1 Primary School class (Kirkliston PS)	Construction								£350,000	
2 Primary School classes ( to mitigate development within catchment of The Royal High PSI)	Construction								£705,308	
2 Primary School classes ( Craigour Park PS)	Construction								£705,308	
2 RC Primary Schoool classes ( Holycross RC PS)	Construction								£705,308	
Totals		£13,008,772	£40,954,599	£83,672,008	£43,898,102	£18,491,837	£18,253,201	£2,554,165	£2,465,924	£223,298,607
Less estimates external funding & other contruibutions		£7,516,165	tbc	tbc	tbc	tbc	tbc	tbc	tbc	tbc
Council funding requirement		£5,492,607								