

Finance and Resources Committee

10.00am, Tuesday, 23 January 2018

Edinburgh Local Development Plan Action Programme 2018 - Financial Assessment

Item number	7.9
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	1, 4, 6 10, 11 16, 17, 22, 26 28, 32 43

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 (January 2018).

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.

Edinburgh Local Development Plan Action Programme 2018 - Financial Assessment

1 Recommendations

- 1.1 It is recommended that the Committee
 - 1.1.1 Notes the adopted Action Programme 2018 (Appendix 1);
 - 1.1.2 Notes the high-level costs implications arising from the Action Programme as set out below; and
 - 1.1.3 Notes the next steps to prioritise the delivery of infrastructure arising from the Local Development Plan.

2 Background

- 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 5 to 10 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 is a corporate document which is used to manage the delivery of the infrastructure and services needed to support growth.
- 2.3 The first Action Programme was adopted by Planning Committee on 8 December 2016. In January 2017, a financial assessment of the impact of the adopted Edinburgh Local Development Plan and its first Action Programme on the Council's future capital and revenue budgets was approved by the Finance and Resources Committee.
- 2.4 Planning authorities are required to publish an updated Action Programme at least every two years. A new Action Programme has been formally adopted by Housing and Economy Committee on 18 January 2018. The purpose of this report is to provide an updated financial assessment of the Action Programme 2018.

3 Main report

- 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 growth and to ensure the city grows in a sustainable way, new infrastructure provision and enhancements associated with new development must be delivered.
- 3.2 Infrastructure actions are set out in the LDP Action Programme (January 2018, Appendix 1) and include:
- 3.2.1 Education infrastructure capacity, including new schools,
 - 3.2.2 Transport improvements including public transport, the Edinburgh tram project, public realm and other pedestrian and cycle actions, traffic management, including strategic infrastructure from the Strategic Development Plan, and junction improvements;
 - 3.2.3 Green space actions; and
 - 3.2.4 Primary healthcare infrastructure capacity.
- 3.3 The Council has costed the capital impact of delivering the infrastructure actions required to support growth and this is set out below.

Education Infrastructure

- 3.4 To support new housing development, the Action Programme sets out a requirement for six new primary schools, one new secondary school, twenty five school extensions and nursery infrastructure linked to the delivery of new schools. The estimated base capital cost of building the education actions is currently £183.619m based on BCIS Q4 2017 (this excludes any indexation and financing costs).

Transport Infrastructure

- 3.5 To support the housing and economic development proposals within the plan, the estimated base capital cost of the transport improvements is £192.523m based on BCIS Q1 2015 (this excludes any indexation and financing costs).

Greenspace

- 3.6 The Plan identifies a requirement for 11 new large green spaces. The total cost of the infrastructure package has been estimated to be £3.750m. This will be funded from a combination of S.75 developer contributions and grant funding.

Primary Healthcare

- 3.7 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 four new GP practices and ten GP practice expansions. The total base capital cost of delivering new healthcare infrastructure is £44.570m based on BCIS Q4 2017 (this excludes any indexation and financing

costs). Healthcare actions will be funded by a combination of S.75 developer contributions and NHS Lothian funding.

Total base capital costs

- 3.8 The total capital cost of delivering the infrastructure actions to support the LDP are summarised in the table below.

Summary of base capital costs associated with the delivery of LDP Actions	
Infrastructure Requirement	Cost
Education	£183.619m
Transport	£192.523m
Greenspace	£3.750m
Primary Healthcare	£44.570m
Total costs	£424.462m

Capital Impact on Council Budgets

- 3.9 The Council has now developed a financial model to calculate a more accurate assessment of the cost of delivering the Local Development Plan. The model considers all cost implications of the Local Development Plan where they have an impact on Council budgets, indexing to take account of inflation and an assumed timeline for delivery of infrastructure actions, and the potential recovery of S.75 developer contributions. The actions relating to Greenspace and Healthcare actions are not included in the model as they are not expected to have a capital impact on Council budgets.

- 3.10 A summary of the relevant income and expenditure is set out in the table below.

	Capital expenditure (indexed)	Capital income (indexed)	Net funding gap
Education	£257.535m	£187.606m	£69.929m
Transport	£222.586m	£90.368m	£132.218m
Total	£480.121m	£277.974m	£202.147m

Capital Expenditure Projections

- 3.11 The expenditure projections set out above are based on an assessment of when the infrastructure will be required based on the timing of housing completions as set out in the approved Housing Land and Delivery Audit 2017. This allows for capital expenditure and the delivery of housing to be monitored to ensure delivery of infrastructure at the optimal time.

Capital Income Projections

- 3.12 The projected income set out within the model will be secured from S.75 developer contributions informed by the Council's draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery (draft January 2018), the South East Scotland City Region Deal, and other funding sources such as the Scottish Government's Housing Infrastructure Fund.

Developer Contributions

- 3.13 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's approach is to pursue full cost recovery from development for its share of the infrastructure required to support growth based on the draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery (January 2018)
- 3.14 However, the Council's powers were never provided to ensure that local authorities are protected from the cost of development. Developer 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.
- 3.15 Infrastructure costs vary significantly across the city and as viability issues are considered on a case by case basis, it is not possible to accurately assess the projected funding gap from S75 contributions. To aid prudent financial planning, the financial model assumes a 60% recovery rate, resulting in the above funding gap. The recovery of S75 contributions to fund infrastructure will be monitored closely through the financial model and any funding gaps will be reported on an annual basis.

South East Scotland City Region Deal

- 3.16 The South-East Scotland City Region Deal was signed on 20 July 2017. Partial funding of £120m for the A720 city bypass at the Sheriffhall Roundabout and £20m for transport improvements across west Edinburgh was agreed as part of the deal. A dedicated programme is currently being developed to take forward these projects.

Housing Infrastructure Fund

- 3.17 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.
- 3.18 The Council has identified priority housing sites that could, with support from the fund, be unlocked to bring forward housing sites. A further report on these sites will be presented to Housing and Economy Committee in March 2018.

Revenue impact on Council budgets

- 3.19 The model also sets out the indicative annual revenue funding implications for completed infrastructure at year ten, and assumed additional demand on council service area budgets. Further work is underway determine the full impact on service area budgets.

Education	
Staffing costs per annum:	£7.511m
Running and lifecycle costs per annum:	£14.748m
Total costs:	£22.259m
Service areas	
Refuse collection per annum:	£1.272m
Refuse disposal per annum:	£2.038m
Street cleaning per annum:	£0.181m
Adopted street lighting per annum:	£0.157m
Road Maintenance: Full lifecycle costs for maintenance of new roads being considered.	TBC
Green space maintenance: Commuted sums for maintenance collected as part of planning consent.	N/A
Total costs:	£3.648m

- 3.20 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.
- 3.21 An increase in the city's housing stock will also give rise to additional Council Tax income. The Council's long term financial plan assumes that a proportion of this additional Council tax revenue would be used to offset the revenue and loan charge impact that would arise as consequence of delivering infrastructure actions.

Next steps

- 3.22 The capital investment framework report considered by the Finance and Resources Committee on 5 September 2017 referred to potential additional capital funding of £35m for LDP Action Programme projects and £1m to support additional revenue costs. The availability of this funding is subject to the achievement of a balanced revenue budget position, and will be considered by the Council as part of its budget setting process.

- 3.23 Subject to the above funding being approved, a programme of delivery will be approved by the Action Programme Board and Oversight Group. This will form the basis of individual business cases that will be reported to relevant Committees. An update on progress on delivering the Action Programme will be reported on an annual basis.

4 Measures of success

- 4.1 The 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

- 5.1 There are direct financial impacts arising from the approval of this report. The actions required to support the LDP over its ten-year timeframe are significant.
- 5.2 The Council is able to collect contributions towards infrastructure actions. However, the Council's powers are unlikely to lead to full cost recovery from developers and there will be a net funding requirement falling to the Council as a result of infrastructure provision. There also is a risk on the timing of when developer contributions will be received as developer's cash flow cannot support the upfront payment of contributions. This is also a factor when considering the overall funding gap to the Council.
- 5.3 Members should note that that the only allowance for this infrastructure cost provided within Council budgets is
- 5.3.1 £905,000 for initial design work on transport and education projects, approved in the Council's 2015/16 budget; and
- 5.3.2 £3.95m of funding earmarked from the Council's Capital fund in 2016/17.
- 5.4 The capital investment framework report considered by the Finance and Resources Committee on [5 September 2017](#) referred to potential additional capital funding of £35m for LDP Action Programme projects and £1m to help support additional revenue costs. The availability of this funding is subject to the achievement of a balanced revenue budget position, and will be considered by the Council as part of its budget setting process. Should funding not be available, there remains a real risk to the Council that the required infrastructure cannot be delivered, as required within the LDP proposals.
- 5.5 The report sets out a projected net capital expenditure funding requirement for Education infrastructure of £69.929m. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a thirty-year period would be a principal amount of £69.929m and interest of £50.075m. This means a total cost of £120.004m based on a loans fund interest rate of 4%.

- 5.6 The report also sets out a projected net capital expenditure funding requirement for Transport infrastructure of £132.218m. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a twenty-year period would be a principal amount of £132.218m and interest of £62.122m. This means a total cost of £194.340m based on a loans fund interest rate of 4%.
- 5.7 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third-party contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects. Following instruction from Members, notional loan charge estimates have been provided above. These assume on borrowing in full for these capital projects

6 Risk, policy, compliance and governance impact

- 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. The Action Programme is on the Council's risk register and is managed by an officer Corporate Oversight Group to 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

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

8 Sustainability impact

- 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. The Action Programme is means of managing impact on sustainability.

9 Consultation and engagement

- 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:
- the key agencies; and
 - such persons as may be prescribed.

- 9.2 The Council, in preparing the Plan and the adopted 2016 Action Programme, engaged with the Key Agencies, (e.g. SEPA, Scottish Natural Heritage, Scottish Water and NHS Lothian) and other bodies such as Historic Environment Scotland, Transport Scotland, developers and communities.
- 9.3 Dissemination on the 2016 Action Programme was carried out with members and localities, including a series of briefings in December 2017. Following the adoption of the 2018 Action Programme, a further programme of dissemination at a locality level is to be carried out.
- 9.4 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 SG on Developer Contributions and Infrastructure Delivery.

10 Background reading/external references

- 10.1 Edinburgh Local Development Plan: Action Programme – adoption – Report to Housing and Economy Committee, 23 January 2018
- 10.2 Developer Contributions Update and new Supplementary Guidance – Report to Housing and Economy Committee, 23 January 2018
- 10.3 Revenue and capital budget framework 2018/23 – progress update – [Report to Finance and Resources Committee, 5 September 2018](#)
- 10.4 Edinburgh Local Development Plan Action Programme - Financial Assessment – [Report to Finance and Resources Committee 19 January 2017](#)
- 10.5 Edinburgh Local Development Plan: Action Programme – adoption – [Report to Planning Committee 8 December 2016](#)
- 10.6 Edinburgh Local Development Plan - Adoption, [Report to Full Council, 24 November 2016](#)
- 10.7 Local Development Plan - Action Programme: Financial Assessment and Next Steps - [Report to Finance and Resources Committee 29 October 2015](#)
- 10.8 Local Development Plan: Action Programme Update - [Report to Planning Committee 15 May 2016](#)
- 10.9 Local Development Plan: Action Programme Update – [Report to Planning Committee 2 October 2014.](#)

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11 Appendices

Appendix 1 - LDP Action Programme (adopted 18 January 2018)

Edinburgh Local Development Plan Action Programme

January 2018

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Introduction

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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:

- support the growth of the city economy;
- help increase the number and improve the quality of new homes being built;
- 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, 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.

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 Housing and Economy 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.

1 EDUCATION ACTIONS

FUNDING: s75 / Gap Funding				
RESPONSIBLE OFFICER: CEC: Communities and Families				
Action Required	Capital Cost (Q4 2017)	Delivery date	Status	Contribution Zone
3 Primary School classes (Currie PS)	£946,876	Aug-18	Proposal progressing.	South West
2 RC Primary School classes (St Margaret's RC PS)	£784,388	Aug-18	Proposal progressing.	Queensferry
Additional secondary school capacity - 66 pupils (to mitigate the impact of development within the catchment areas of Boroughmuir HS and James Gillespie's HS)	£2,156,730	Aug-19	Feasibility work underway.	Boroughmuir James Gillespie's
4 RC Primary School classes (St John Vianney RC PS or St Catherine's RC PS)	£1,193,665	Aug-19	Feasibility work underway.	Liberton Gracemount
3 Primary School classes (Gylemuir PS)	£946,876	Aug-19	Feasibility work required.	West
1 Primary School class (Kirkliston PS)	£392,194	Aug-19	Feasibility work underway.	Queensferry
Additional secondary school capacity - 275 pupils (to mitigate the impact of development within the catchment area of Queensferry Community HS)	£8,986,375	Mar-20	Proposal progressing.	Queensferry
New 14/15 class Primary School and 80 nursery (Broomhills)	£13,837,534 S&R £5,121,593 Land £2,950,000	Aug-20	Site safeguarded. Proposal progressing, subject to finance approval.	Liberton Gracemount

New 14/15 class Primary School and 80 nursery (New Victoria Primary School – Phase 1)	Phase 1: £13,837,534 S&R 3,485,846 Land £1,450,000	Phase 1: Aug-20	Site safeguarded. Proposal progressing, subject to finance approval.	Leith Trinity
4 Primary School classes (to be delivered by the new South Edinburgh PS)	£1,193,665	Aug-20	Proposal progressing, subject to finance approval.	Boroughmuir James Gillespie's
Additional secondary school capacity - 251 pupils (to mitigate the impact of development within the catchment areas of Leith Academy and Trinity Academy)	£8,202,109	Aug-21	Feasibility work underway.	Leith Trinity
3 Primary School classes (to be delivered at existing West Edinburgh ND primary school(s))	£946,876	Aug-21	Feasibility work required.	West
Additional secondary school capacity - 7 pupils (to mitigate the impact of development within the catchment area of Firhill HS)	£228,744	Aug-21	Feasibility work required.	Firhill
3 Primary School classes (Castleview PS)	£946,876	Aug-21	Feasibility work required.	Castlebrae
Extension to Castleview PS dining hall	£392,194	Aug-21	Feasibility work required.	Castlebrae
2 RC Primary School classes (St David's RC PS)	£784,388	Aug-21	Deliverable as required.	Craigroyston Broughton
Additional secondary school capacity - 261 pupils (to mitigate the impact of development within the catchment area of Castlebrae Community HS)	£8,528,886	Aug-21	Feasibility work required.	Castlebrae
Additional secondary school capacity - 522 pupils (to mitigate the impact of development within the catchment areas of Liberton HS and Gracemount HS)	£17,057,773	Aug-21	Feasibility work required.	Liberton Gracemount

New Secondary School (West Edinburgh)	£29,410,437 S&R £6,807,694 Land £9,975,000	Aug-22	Site to be identified. Feasibility work and statutory consultation required.	West
New 21 class primary school and 120 nursery (Maybury)	£18,849,988 S&R £3,241,760 Land £4,750,000	Aug-22	Site safeguarded. Statutory consultation required.	West
New 7 class Primary School and 60 nursery (Gilmerton Station Road)	£9,141,367 S&R £5,121,593 Land £3,000,000	Aug-22	Site safeguarded. Statutory consultation required.	Liberton Gracemount
New 11 class Primary School and 80 nursery (Brunstane)	£12,696,153 S&R £5,121,593 Land £2,950,000	Aug-22	Site safeguarded. Statutory consultation required.	Castlebrae
2 Primary School classes (Dean Park PS)	£784,388	Aug-22	Feasibility work required.	South West
Additional secondary school capacity (St Augustine's RC HS)	£2,548,863	Aug-22	Feasibility work required.	West / Tynecastle
Additional secondary school capacity – 273 pupils (to mitigate the impact of development within the catchment areas of Craigroyston Community HS and Broughton HS)	£8,921,019	Aug-23	Feasibility work required.	Craigroyston Broughton
New 14 class Primary School and 80 nursery (South Queensferry)	£13,837,534 S&R £2,322,342 Land £3,050,000	Aug-23	Site safeguarded. Statutory consultation required.	Queensferry
2 Primary School classes (to mitigate the impact of development within the catchment areas of Broughton PS, Abbeyhill PS and Leith Walk PS)	£784,388	Aug-23	Feasibility work required.	Drummond
2 Primary School class (Balgreen PS)	£784,388	Aug-23	Deliverable as required.	Tynecastle
4 RC Primary School classes (Fox Covert RC PS or St Joseph's)	£1,193,665	Aug-23	Feasibility work required.	West

RC PS)				
New 14 class Primary School and 80 nursery (Granton Waterfront)	£13,837,534 S&R 3,485,846 Land £525,000	Aug-24	Site safeguarded. Statutory consultation required.	Craigroyston Broughton
2 Primary School classes (to mitigate the impact of development within the catchment area of The Royal High Primary School)	£784,388	Aug-24	Feasibility work required.	Portobello
2 Primary School classes (Craigour Park PS)	£784,388	Aug-24	Deliverable as required.	Liberton Gracemount
2 RC Primary School classes (Holycross RC PS)	£784,388	Aug-24	Feasibility work required.	Leith Trinity

2A - STRATEGIC TRANSPORT ACTIONS

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Edinburgh Glasgow Improvement Project (EGIP) (T2)	The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.	Safeguard – Place Development Delivery - Network Rail / Transport Scotland	National funding	2019 onwards Transport Scotland Safeguarding still in place.
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.	Place Development	No funding identified	Network Rail Long-term safeguard
South Suburban Halts (T4)	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.	Place Development	No funding identified	Network Rail Long-term safeguard
Orbital Bus Route (T5)	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	N/A	SEStran, CEC, Midlothian, East Lothian, Transport Long-term safeguard
East Craigs Estate Junction	Junction at Maybury Drive / Maybury Road. Not related to impact of development.	Place Development	Not costed	Place Development To be designed and costed.
West of Fort Kinnaird (T15)	LDP Safeguard for new link road between The Wisp and Newcraighall Road	Place Development	N/A	Safeguarded in Plan
Morningside - Union Canal link (T7)	LDP Safeguard Only (Excludes those routes safeguarded under T7 on	Place Development	N/A	Safeguarded in Plan

Wisp - Fort Kinnard link (T7)	the Proposals Map which are also identified in a specific Contribution Zone or Site Specific action elsewhere in this Action Programme).			
Gillberstoun link (T7)				
Fort Kinnard - Queen Margaret University (T7)				
West Approach cycle link (T7)				
Forrester High cycle link (T7)				
Family Cycle Network Link along railway viaduct (T7)				
North Meggetland - Shandon link (T7)				
Pitlochry Place - Lochend Butterfly (T7)				
Donaldson cycle link (T7)				
Round the Forth cycle route (T7)				
Inglis Green cycle link, new Water of Leith Bridge (T7)				
Mcleod Street/Westfield Road (T7)				
Westfield Road - City Centre (T7)				
Gordon Terrace - Robert Burns Drive link path (T7)				
Barnton Avenue crossing (T7)				
Family Network Link via Liberton Tower (T7)				
Link to Blackford Glen Road (T7)				
Astley Ainslie Hospital (T7)				
Pilrig Park - Pirrie Street (T7)				

Edinburgh Waterfront Promenade (T7)				
Morrison Crescent - Dalry Road (T7)				
Off road alternative NCNR 75 (T7)				
To King's Buildings & Mayfield Road (T7)				
Lochend Powderhall (T7)				
Ramped access from Canal to Yeoman Place (T7)				

2B - TRANSPORT CONTRIBUTION ZONES

EDINBURGH TRAM CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Edinburgh Tram (T1)	Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east.	CEC	Tram Contribution Zone.	Under development Line 1a complete To Newhaven under construction.

NORTH EDINBURGH TRANSPORT CONTRIBUTION ZONE

Potential to group into smaller contribution zones in Supplementary Guidance to be explored when opportunity arises.

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Seafield Road / Seafield Street	Segregated cycleway, Restalrig Path to Seafield Road.	Place Development	Construction: £100,000 Design (at 15%): £15,000 Contingency (at 7.5%): £7,500 Total cost: £122,500	2024
Lochend Route Link to Leith Docks	New ramp from railway path (following desire line of old railway line) to Seafield Street. Widen footways on Seafield Road and make cycle/pedestrian crossing of railway to Marine Esplanade	Place Development	Construction: £400,000 Design (at 15%): £60,000 Contingency (at 7.5%): £30,000	2021

			Total cost: £490,000	
Seafield Place Upgrade facilities at existing junction.	Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use). Bike parking. Widen footway from links path to Seafield Rd, redetermine to shared use.	Place Development	Construction: £150,000 Design (at 15%): £22,500 Contingency (at 7.5%): £11,250 Total cost: £183,750	2020
Seafield/Lochend cycle route (Easter Road to Leith Walk):	Toucan crossing of Easter road, £40,000 Widen Easter Road footway by 1m from Thorntreesdie to Gordon St £10,500 Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles Gordon street traffic calming £360,000 Gordon Street traffic calming £6000	Place Development	Construction: £450,000 Design (at 15%): £67,500 Contingency (at 7.5%): £33,750 Total cost: £551,250	2022
Leith Links – widen existing paths and provide controlled crossings	Shared use footway (segregated) alongside Links PI, Toucan crossing of John's PI & tighten junction £30,000 and £80,000 Relay sets on Queen Charlotte St £450,000 Shared use footway (segregated) alongside John's PI, Duncan PI, St Andrew PI, Academy St. Segregated cycleway along Duke St to foot of Leith walk. £100,000 Duncan PI to roundabout at north end of Easter Rd £50,400 Link (widen paths) from east side Leith links to roundabout at northern end of Easter Rd.	Place Development	Construction: £1,300,000 Design (at 15%): £1,300,000 Contingency (at 7.5%): £97,500 Total cost: £1,592,500	2021

	(includes Toucan crossing Links Gdns) £140,000 Make roundabout at north end of Easter Road cycle/ped friendly – tighten, toucan crossings £400,000 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 (£235,000 + £25,500 for widening). Toucan crossing Salamander St (£40,000).	Place Development	Construction: £300,000 Design (at 15%): £45,000 Contingency (at 7.5%): £22,500 Total cost: £367,500	2019
Kirkgate/Sandport Place/Dock Place and Dock Street (Revised route)	Public realm project. Upgrade route, new controlled crossing points, cycle parking.	Place Development	Construction: £500,000 Design (at 15%): £75,000 Contingency (at 7.5%): £37,500 Total cost: £612,500	2026
Leith and City Centre (East)	Create new continuous route between Henderson Street / Pirie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hopetoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only)	Place Development	Construction: £750,000 Design (at 15%): £112,500 Contingency (at 7.5%): £56,250 Total cost: £918,750	2019
The Water of Leith, between	Widen path and new ramps.	Place Development	Construction:	2019

Warriston and Commercial Street	Upgrade existing off-street route		£520,000 Design (at 15%): £78,000 Contingency (at 7.5%): £39,000 Total cost: £637,000	
West end of Victoria Quay building to Water of Leith Path via citadel	Potential new route	Place Development	Construction: £250,000 Design (at 15%): £37,500 Contingency (at 7.5%): £18,750 Total cost: £306,250	2020
Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour	Upgrade existing route. Junction improvement associated with tram scheme	Place Development	Construction: £250,000 Design (at 15%): £37,500 Contingency (at 7.5%): £18,750 Total cost: £306,250	2022
West Granton Road	Segregated Cycleway (2 way), new toucan/puffin crossings	Place Development	Construction: £1,200,000 Design (at 15%): £180,000 Contingency (at 7.5%): £90,000 Total cost:	2025

			£1,470,000	
Muirhouse Parkway/Pennywell Road Roundabout	Replace roundabout with signals, to aid pedestrians and cyclists	Place Development	Construction: £575,000 Design (at 15%): £86,250 Contingency (at 7.5%): £43,125 Total cost: £704,375	2023
Jane St/Tenant St connections	Land purchase 120m2 New 4m path - 120m length £33600 Wall demolition – 10m £3000 Lighting along 175m stretch = 6 columns £12000 Connects with a route safeguarded in the Proposals Map.	Place Development	Construction: £50,000 Design (at 15%): £7,500 Contingency (at 7.5%): £3,750 Total cost: £61,250	2019
Salamander St to Foot of the Walk (and beyond)	Elbe St – Reset cobbles with flat tops/smooth for cycling (300m : £45,000)	Place Development	Construction: £360,000 Design (at 15%): £54,000 Contingency (at 7.5%): £27,000 Total cost: £441,000	2026
Bernard St/Salamander Street	Segregated cycleway (whole length – 1250m)	Place Development	Construction:	2026

active travel and public realm project (to Seafield Place)	3m wide + 0.5 sep strip (pinch to 2m wide in some sections). £750,000 Continuous footways Seafield Pl to Constitution St: 20 £200,000 Zebra crossings every 200m metre: 6 £120,000 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 Shared use Plaza – Constitution St to Timber Bush, tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings £2,500,000 Shared use Street – Timber Bush to shore – widen footway, setted street, trees, seating £500,000 Shore/Bernard Junction – widen footways, raised tables, seating and planters £150,000		£5,000,000 Design (at 15%): £750,000 Contingency (at 7.5%): £375,000 Total cost: £6,125,000	
Granton – north south route through National Galleries development to the Shore	Path A: 3.5m wide tarmac path (40m length): £10,000/ Lighting Path A: £2000 / Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000	Place Development	Construction: £75,000 Design (at 15%): £11,250 Contingency (at 7.5%): £5,625 Total cost: £91,875	2027
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	Place Development	Construction: £50,000 Design (at 15%): £7,500	2025

			Contingency (at 7.5%): £3,750 Total cost: £61,250	
Lower Granton Square public realm	Path Granton Crescent Park – path widen and new ramp	Place Development	Construction: £2,300,000 Design (at 15%): £345,000 Contingency (at 7.5%): £172,500 Total cost: £2,817,500	2024
Promenade link to Granton Harbour	Upgrade path to 6m tarmac path and sea wall in 4 sections: <ul style="list-style-type: none"> Extend coastal path from completed section to SW corner of Granton Harbour – no timescale for delivery 3 phases of shared use cycle/pedestrian path along northern side of W Harbour Road with associated traffic calming W Harbour Road. Phases proceed east to west. 	Place Development	Coastal Section – no costing Phases 1-3 of W Harbour Road shared path: Construction: £800,000 Design (at 15%): £120,000 Contingency (at 7.5%): £60,000 Total cost: £980,000	Coastal Section – no timescale W Harbour Road Phase 1 – 2018 Phases 2 & 3 - tbc
Forth Quarter Park to Promenade	Widen footway along West Shore Road for shared ‘segregated’ shared use footway – widen by 2m for 130m.	Place Development	Construction: £75,000 Design (at 15%): £11,250 Contingency (at 7.5%): £5,625	With development of Forth Quarter north section – no date set.

			Total cost: £91,875	
Craightinny – Leith Links Cycle link T7.	Leith to Portobello Two parts: Craightinny – Leith Links, and Craightinny – Leith Links cycle link.	Place Development	To be developed as an integral part of development	Safeguard
Salamander Cycle Link T7	Southern section of the Edinburgh Waterfront T7 safeguard.	Place Development	To be developed as an integral part of development	Safeguard
Couper Street – Citadel Place T7	Opportunity to create level active travel connection.	Place Development	N/A	Safeguard
Waterfront Avenue to Granton Rail path T7	LDP Safeguard	Place Development	To be developed as an integral part of development	Safeguard
Ferry Road/ Inverleith Row Junction	Minor junction improvement SVD equipment	Place Development	Construction: £2,723 Design (at 15%): £408 Contingency (at 7.5%): £204 Total cost: £3,336	Phase 2 junction 2022
Ferry Road/North Junction Street Junction	Junction improvement	Place Development	Construction: £300,714 Design (at 15%): £45,107 Contingency (at 7.5%): £22,554 Total cost: £368,375	Phase 1 junction 2021
Lindsay Road/Commercial	Junction improvement	Place Development	Construction: £	Phase 1 junction 2021

Street Junction			479,365 Design (at 15%): £ 71,905 Contingency (at 7.5%): £ 35,952 Total cost: £ 587,222	
Henderson Street; The Shore; Commercial Street	Bus priority route improvements. Bus lanes, advanced bus signals	Place Development	Construction: £438,002 Design (at 15%): £ 65,700 Contingency (at 7.5%): £ 32,850 Total cost: £ 209,856	Phase 1 junction 2021
Bernard Street/The Shore Junction	Close The Shore to general traffic	Place Development	Construction: £108,945 Design (at 15%): £ 16,342 Contingency (at 7.5%): £8,171 Total cost: £133,458	Phase 1 junction 2021
Henderson Street/Great Junction Street Junction	Close Henderson Street to general traffic	Place Development	Construction: £171,311 Design (at 15%): £ 25,697 Contingency (at	Phase 1 junction 2020

			7.5%): £12,848 Total cost: £209,856	
Easter Road/Lochend Road Junction	Junction improvement	Place Development	Construction: £601,344 Design (at 15%): £90,202 Contingency (at 7.5%): £45,101 Total cost: £736,646	Phase 1 junction 2021
West Granton Road/Crewe Road North	Traffic signals	Place Development	Construction: £158,952 Design (at 15%): £23,843 Contingency (at 7.5%): £11,921 Total cost: £194,716	Phase 2 junction 2022
Crewe Toll Roundabout	Junction improvement	Place Development	Construction: £6,950,000 Design (at 15%): £1,042,500 Contingency (at 7.5%): £521,250 Total cost: £8,513,750	Phase 1 junction 2021
Ferry Road/Granton Road	Junction improvement	Place Development	Construction: £41,678	Phase 2 junction 2022

			Design (at 15%): £ 3,126 Contingency (at 7.5%): £6,252 Total cost: £51,056	
Ferry Road/Craighall Road	Traffic signals	Place Development	Construction: £307,011 Design (at 15%): £ 46,052 Contingency (at 7.5%): £ 23,026 Total cost: £376,088	Phase 2 junction 2022
Bonnington Road/Pilrig Road	Junction improvement	Place Development	Construction: £257,248 Design (at 15%): £38,587 Contingency (at 7.5%): £19,294 Total cost: £ 315,129	Phase 2 junction 2022
Bonnington Road/Great Junction Street	Junction improvement	Place Development	Construction: £200,000 Design (at 15%): £30,000 Contingency (at 7.5%): £15,000 Total cost: £245,000	Phase 2 junction 2023

Salamander Street/Bath Road Junction improvement	SVD equipment and road markings	Place Development	Construction: £14,988 Design (at 15%): £2,248 Contingency (at 7.5%): £1,124 Total cost: £18,360	Completed
Ocean Drive eastward extension T16	New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project.	Place Development	Construction: £10.35 million Design (at 15%): £1,552,500 Contingency (at 7.5%): £776,250 Total cost: £12,678,750	Safeguarded phase 1 junction 2021

WEST EDINBURGH TRANSPORT CONTRIBUTION ZONE

*Delivery to be determined through City Region Deal Project Governance.

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY*
A8 North side missing link		Place Development	£800,000 / ICC: £773,900	2021
Improvements to Gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)		Place Development	£500,000 / ICC: £457,300 Total design + Construction cost: £575,000	2022
Cycle Connection from A8 along Eastfield Road into Airport		Place Development	£700,000 ICC:£693,300 Total design + Construction cost: £805,000	2023
Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs.	Place Development	£200,000 / ICC:£158,400 Total design + Construction cost: £230,000	2022
Improved access between Ratho Station and A8 along Station Road. Glasgow Road / Ratho Station improved crossing		Place Development	£700,000 ICC: £659,800 Total design + Construction cost: £805,000	2021
Improved Station Road/A8 bridge access for cyclists		Place Development	£650,000 ICC: £634,800 Total design + Construction cost:	2021

			£747,500	
Broxburn to Newbridge Roundabout bus lane		Place Development	£4,499,600	2022
Station Road to Newbridge Interchange bus lane		Place Development	£1,602,300	2022
A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		Place Development	£3,697,400	2026
Bus Lane under Gogar Roundabout		Place Development	£92,300	2021
Maybury Road Approach to Maybury Junction	Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs.	Place Development	£3,082,200	2026
Bus Priority South West Edinburgh	Improved bus priority linking South West Edinburgh with the Gyle, IBS and airport (including pedestrian / cycle facilities where appropriate)	Place Development	£6,500,000 / ICC:£6,451,500 Total design + Construction cost: £7,475,000	2025
Upgraded Bus interchange facility at Ingliston P+R		Place Development	£4,320,000	2025
Kilpunt Park and Ride		Place Development	£7,920,000	2023
New Tram Stop		Place Development	£1,440,000	2022
Link Road Part 1 Dual Carriageway T10		Place Development	£9,073,400	2022
Link Road Part 2 Single Carriageway		Place Development	£4,052,000	2021
Link Road Segregated cycle route		Place Development	£1,605,600	2022
Development Link Road Main		Place Development	£8,114,300	2022

Street Carriageway				
Dualling of Eastfield Road Phase 1		Place Development	£2,596,100	2023
Dualling of Eastfield Road Phase 2		Place Development	£1,645,900	2024
Dumbbells Roundabout Improvement (T9)		Place Development	£1,732,400	2023
MOVA improvements at Newbridge/Dumbbells Gogar/Maybury T9		Place Development	£2,174,400	2021
Newbridge additional lane from M9 onto A8 T12		Place Development	£837,100	2021
A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement		Place Development	£2,446,800	2021
Gogar to Maybury additional eastbound traffic lane		Place Development	£30,000,000	2022

CALDER & HERMISTON TRANSPORT CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
A720 Calder and A720 Hermiston junctions	Signal improvements (MOVA) to A720 Calder and A720 Hermiston junctions identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017)	Transport Scotland	Cost still to be established	Date TBC

MAYBURY / BARNTON CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
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. Scope for delivery project to also incorporate elements identified in WETA package of actions (Maybury Road approach; designated cycle route & crossings). Cost elements to be attributed to relevant developments as per CZs.	Place Development	Construction: £1,864,100 Design (at 15%): £279,615 Contingency (at 7.5%): £139,808 Total cost: £2,283,523	By 2025 Initial design work completed.
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.	Place Development	Construction: £632,500 Design (at 15%): £94,875 Contingency (at 7.5%): £47,438 Total cost: £774,813	Potential to deliver as part of adjacent housing development (Maybury HSG19)
Barnnton Junction (T19)	Improve junction efficiency through improved signals control and potentially improve provision for cyclists and pedestrians.	Place Development	Construction: £800,000 Design (at 15%): £120,000 Contingency (at 7.5%): £60,000 Total cost: £980,000	Timescale to relate to nearby development.

SOUTH EAST EDINBURGH (NORTH) CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Old Craighall	Junction Upgrade Action and costs derived from East Lothian Council draft developer contributions framework	To be confirmed.	Construction: £500,000	East Lothian and HSG 26 & 27 & 29

GILMERTON JUNCTION (A720) CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Gilmerton Junction (A720)	Junction upgrade identified in LDP. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017).	Transport Scotland / SESplan	Not costed	Not identified SESplan / Transport Scotland Cross-boundary appraisal completed

BURDIEHOUSE JUNCTION CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Burdiehouse Junction (T20)	Upgrade of junction (Kaimes Junction)	Place Development	Construction: £400,000 Design (at 15%): £60,000 Contingency (at 7.5%): £30,000 Total cost: £490,000	With dev 2023 S.75s signed for HSG 21 Broomhills & part of HSG 22 Burdiehouse. See site entries.

GILMERTON CROSSROADS CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Gilmerton Crossroads (T19)	Upgrade of junction with MOVA	Place Development	Construction: £400,000 Design (at 15%): £60,000 Contingency (at 7.5%): £30,000 Total cost: £490,000 With Development s.75s signed for HSG 23 Gilmerton Dykes Road, HSG 24 Gilmerton Station Road & HSG 25 The Drum	With dev 2023

GILMERTON STATION ROAD / DRUM STREET CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Gilmerton Station Rd / Drum Street	Junction capacity upgrade and access and parking strategy	Place Development	Project estimated Construction: £415,000 Design (at 15%): £ 62,250 Contingency (at 7.5%): £31,125 Total cost: £508,375 TRO £1500 S.75s signed for: HSG 23 Gilmerton Dykes Road, HSG 24 Gilmerton Station Road & HSG 25 The Drum	With Dev 2023

LASSWADE ROAD / LANG LOAN CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
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 Roundabout to signalised junction	Place Development	Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.	With Dev, by 100t unit of relevant development (e.g.2021) Designs coming forward with AMC for North of Lang Loan.

LASSWADE ROAD/ GILMERTON DYKES STREET/ CAPTAIN'S ROAD CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Lasswade Road/ Gilmerton Dykes Street/ Captain's Road	Junction Upgrade with MOVA system	Place Development	Construction: £400,000 Design (at 15%): £60,000 Contingency (at 7.5%): £30,000 Total cost: £490,000 s.75s signed for North of Lang Loan. Contributions to be secured through s.75s for other	With Dev 2023 Estimated, detailed design and costing required.

			relevant sites.	
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SHERRIFFHALL JUNCTION CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Sherriffhall Junction (T13)	Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and active travel crossing of the bypass.	Transport Scotland / SESplan	Funding identified as part of City Region Deal. Proportion to be sought through developer contributions not yet identified.	To be determined through City Region Deal governance.

STRAITON JUNCTION CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Straiton Junction	Junction upgrade. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017).	Transport Scotland / SESplan	Not costed	Not identified.

GILLESPIE CROSSROADS TRANSPORT CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Gillespie Crossroads	Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA (Microprocessor Optimised Vehicle Actuation)	Place Development	Construction: £410,000 Design (at 15%): £61,500 Contingency (at 7.5%): £30,750 Total cost: £502,250	With Dev 2021

HERMISTON PARK & RIDE TRANSPORT CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Hermiston Park & Ride	Extension to Hermiston Park and Ride	Place Development	Construction: £470,000 Design (at 15%): £70,500 Contingency (at 7.5%): £35,250 Total cost: £575,750	2019

QUEENSFERRY TRANSPORT CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Dalmeny Station	Increased and improved cycle parking at Dalmeny Station. Improved car parking at Dalmeny Station.	Place Development	Construction: £3,500 Design (at 15%): £525 Contingency (at 7.5%): £263 Total cost: £4,288	With Dev 2023 Feasibility Study required Scot Rail to install 20-30 new cycle racks in 2017

ROSEBURN TO UNION CANAL TRANSPORT CONTRIBUTION ZONE

ACTION	FURTHER DETAILS	OWNER	COST / FUNDING	DELIVERY
Roseburn to Union Canal route/green network (T7)	Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases. Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments.	Place Development	First section – from Dalry Community Park over Dalry Road and West Coast Mainline: Construction: £4,370,500 Design (at 15%): £655,575 Contingency (at 7.5%): £327,788 Total cost:	Date TBC 16/01908/PAN

			<p>£5,353,863 (excludes optimism bias)</p> <p>£3,443,189 (raw cost without park) (with Dalry Park and incl preliminaries, contingencies and Stage 3 Design Costs: £5,357,125)</p> <p>Cost of later section over East Coast Mainline: TBC.</p>	
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2C - SITE SPECIFIC TRANSPORT ACTIONS

SITE	ACTION	OWNER	COST	AGREED FUNDING / S.75	DELIVERY
Springfield HSG 1	Opportunity to create a link road from Bo'ness Road to Society Road should be investigated. Queensferry Transport Contribution Zone	Place Development			Allocated but constrained in the Housing Land Audit
West Newbridge HSG 4	Transport requirements to be established through cumulative transport appraisal and planning permission	Place Development		Application seeks: Bus Service Contribution £100,000. National Cycle Network Contribution £20,000. Newbridge Roundabout Upgrade Contribution (to MOVA) £165,000. Public Transport Improvement Contributions (Pay all consultants design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road widening) £44,000. Tram Contribution - sum of £690,000.	Allocated but constrained in the Housing Land Audit 17/02169/FUL
Hillwood HSG 5	Transport requirements to be established through cumulative transport appraisal and	Place Development			16/04861/PAN 16/06019/FUL (pending)

SITE	ACTION	OWNER	COST	AGREED FUNDING / S.75	DELIVERY
	planning permission				
Edinburgh Zoo HSG 7	Transport requirements to be established through cumulative transport appraisal and planning permission	Place Development			Allocated
Lochend Butterfly HSG 12	Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road and or 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.	Place Development	Construction: £306,250	Application seeks construction of the at-grade link to Moray Park Terrace; Contribution of £34,500 for provision of 6No. car club spaces; £2,500 to TRO Rail crossing contribution of £227,000 paid.	Underway 12/03574/FUL and 12/03574/VARY Otherwise 25% completed by 17/18

MAYBURY (HSG 19)

Site status - PPP for central portion of allocation refused. Appeal pending. Eastern portion application pending.

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	No permissions or s.75s yet issued.	25% expected to be constructed by 22/23
Maybury Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Eastern portion of HSG19	Route to be formed as part of new development layout. This route forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required.	Place Development	n/a – to be secured by condition	To be delivered as integral part of development of eastern portion of HSG 19 and secured through planning condition(s)	Eastern portion of HSG 19 Maybury 2023
Maybury - Edinburgh Gateway Station pedestrian / cycle route – central portion of HSG 19 Maybury including bridge over railway and connections beyond	Bridge & ramps, approx 80m: (based on 20m span and 5m width).	Place Development	n/a – to be secured by condition	To be delivered as integral part of central portion of HSG 19 Maybury secured through planning condition(s).	2023
	Route to bridge to be formed as part of new development layout and on land to south controlled by owner of central portion of HSG 19 Maybury	Place Development	n/a – to be secured by condition	To be delivered as integral part of central portion of HSG 19 Maybury secured through planning condition(s).	2023

	Cyclepaths to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Determine whether it is possible to take away the row of parking around periphery (or change to parallel parking), to make room for segregated cycle lane. Make underpass shared use Cyclepath to Gogar Link Road - north of station. Plotted provisionally.	Place Development	Construction: £392,000 Design (at 15%): £ Contingency (at 7.5%): £ Total cost: £	Financial contribution to be required in PPP	2023
Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway.		Place Development	Indicative construction cost £450K. Total design + Construction cost: £517,500	To be delivered as integral part of development secured through planning condition(s).	2023
TRO for lower speed limit along Turnhouse Road		Place Development	Construction: £2,000 Design (at 15%): £300	Financial contribution to be required in PPP	2023

			Contingency (at 7.5%): £150 Total cost: £2,450		
Input into design team's re-design of Maybury Junction for cycling and walking.		Place Development	Construction: £103,500 Design (at 15%): £15,525 Contingency (at 7.5%): £7,763 Total cost: £126,788	Financial contribution to be required in PPP	2023
Bus route Craigs Road/Turnhouse Rd and upgrade bus infrastructure on Turnhouse Rd		Place Development	£400,000 estimate cost	To be delivered as integral part of development secured through planning condition(s).	2023
New footway/cycleway along south-west side of Turnhouse Road and 3no. crossing facilities Turnhouse Rd and Craigs Rd at Maybury Rd		Place Development	Paths (100m): £21,000 Crossing facilities x2: £75,000 = £96k (Indicative construction costs: £100k) Total design + Construction cost: £115,000	To be delivered as integral part of development secured through planning condition(s).	2023

CAMMO (HSG 20)

Site status - PAN submitted.

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	No permissions or s.75s yet issued.	2023
Cammo Walk link (north)		Place Development	Construction: £100,000 Design (at 15%): £15,000 Contingency (at 7.5%): £7,500 Total cost: £122,500	Financial contribution to be required in PPP	2023
Cammo to Maybury cycle path	Cycle path connecting Cammo to Maybury site and extending to Cammo Estate Toucan crossings at Craigs Road junction.	Place Development	Construction: £300,000 Design (at 15%): £45,000 Contingency (at 7.5%): £22,500 Total cost: £367,500	Financial contribution to be required in PPP	2023
Cycle path over Bughtlin Burn	Cycle path connecting site to Cammo Walk link (north) and Cammo to Maybury cycle path.		TBC		

Pedestrian/ cycle connection to East of site	Pedestrian crossing facilities on Maybury Road /pedestrian cycle connections to east. Toucan or D island crossings x4 over Maybury Road from Cammo site. 3.5m wide shared use paths (150m) across existing open space to East Craigs estate. Paths: £42,000 Excludes any land costs	Place Development	Construction: £200,000 Design (at 15%): £30,000 Contingency (at 7.5%): £15,000 Total cost: £245,000	Financial contribution to be required in PPP	2023
TRO for lower speed limit along Maybury Road		Place Development	Construction: £2,000 Design (at 15%): £300 Contingency (at 7.5%): £150 Total cost: £2,450	Financial contribution to be required in PPP	2023
Bus infrastructure on Maybury Road / peak period bus capacity	Two elements – upgraded bus infrastructure & time-limited financial support for a bus operator to run services along Maybury Road.	Place Development	Construction: £400,000 Design (at 15%): £60,000 Contingency (at 7.5%): £30,000 Total cost: £490,000 (Replace existing bus stops:	Financial contribution to be required in PPP	2023

			£200,000. Peak period capacity improvements: (£200,000)		
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BROOMHILLS (HSG 21)

Underway 14/04860/FUL

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	S.75: £223,474 for the reconfiguration of the Kaimes Junction (T20 Burdiehouse TCZ) in 3 instalments (£75k prior to 1st unit completed; £75k prior to 60th unit and £73,474 prior to 120th unit)	CZ Delivery 2023
Pedestrian /cycle way from Old Burdiehouse Road to Burdiehouse Burn	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 from crossing to site (may require land preparation and acquisition)	Place Development	Toucan crossing (x2): £60000 £6000 £5000 £8400 (= ICC £80k) Total Design + Construction Cost: £92,000	Partly to be delivered as integral part of development; developer to deliver through RCC/s.56. New path adjacent to Burn not funded through signed s.75.	With development 2022
Secure pedestrian and cycle way access to Old Burdiehouse Rd linking to		Place Development		To be delivered as integral part of development. Achieved through diverted	With development 2022

Broomhills Road				route though site.	
Street improvements to Burdiehouse Road		Place Development	Construction: £1,300,000 Design (at 15%): £195,000 Contingency (at 7.5%): £97,500 Total cost: £1,592,500	Not funded through signed s.75.	CEC 2022
Upgrade bus stops on Burdiehouse Road		Place Development	£150,000	Design to be determined through RCC/s.56; to be delivered as integral part of development	With development 2022
Cycleway access to Frogston Road East	A new 4m wide toucan crossing at North access linking to existing footway on B701	Place Development	Toucan crossing: £37500 (ICC £50K) Total design + construction cost: £57,000	Crossing design to be determined through RCC/s.56; to be delivered as integral part of development	With development 2022
Cycle path at Broomhills	Upgrade surface of the path (1,200m) to Morton Mains	Place Development	Construction: £150,000 Design (at 15%): £22,500 Contingency (at 7.5%): £11,250 Total cost: £183,750	Not funded through signed s.75.	CEC 2022

BURDIEHOUSE (HSG 22)

Underway. Planning Permission Granted 14/04880/FUL

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	S.75 £125k for Kaimes Junction (£41, 667 prior to 1st unit, (£41, 667 prior to 80th unit, (£41, 667 prior to 160th unit.	Developer some input from Active Travel With development 2023
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. Forms part of strategic green network between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straiton high quality landscape treatment required (4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees (200m)). Street improvements and pedestrian crossing on Burdiehouse Road.	Place Development	Construction: £200,000 Design (at 15%): £30,000 Contingency (at 7.5%): £15,000 Total cost: £245,000	Not funded through signed s.75. Potential to be delivered through East of Burdiehouse Site – see site’s actions.	Place Development 2019

	£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)				
Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn	500m path at both the east and west edges of the site.	Place Development	Construction: £125,000 Design (at 15%): £18,750 Contingency (at 7.5%): £9,375 Total cost: £153,125	Not funded through signed s.75. Potential to be delivered through East of Burdiehouse Site – see site’s actions.	2019
Widen existing path along Burdiehouse Burn Park	To 3.5m (300m) running parallel to sites northern boundary and linking to western access point.	Place Development	Construction: £100,000 Design (at 15%): £15,000 Contingency (at 7.5%): £7,500 Total cost: £122,500	Not funded through signed s.75.	Place Development 2019
New access point and shared use path	20m to link to existing path (Land ownership of Greenspace for 10m of path).	Place Development	Construction: £50,000 Design (at 15%): £7,500	Not funded through signed s.75.	Place Development 2019

			Contingency (at 7.5%): £3,750 Total cost: £61,250		
Upgrade bus stops on Burdiehouse Rd and Frogston Rd East. Enhance peak capacity. (not mapped)		Place Development	Construction: £500,000 Design (at 15%): £75,000 Contingency (at 7.5%): £37,500 Total cost: £612,500	Not funded through signed s.75.	Place Development 2019
Bus route through site and bus gate		Place Development	Construction: £200,000 Design (at 15%): £30,000 Contingency (at 7.5%): £15,000 Total cost: £245,000	s.75 - £200,000 achieved.	Place Development 2019

GILMERTON DYKES ROAD (HSG 23)

Planning permission granted 14/01446/FUL

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	s.75 signed as part of appeal process. No provision for relevant CZs.	Place Development 2019
Cycle path from Lasswade Road to HSG23/24	Cycle link – Gilmerton Road to Lasswade Road	Place Development	Footway (500m): £105,000 (ICC: £110k) Total design + construction cost: £126,500	To be delivered as integral part of development - Condition 7: pedestrian/ cycle connection to HSG 24 before 1st unit see landscape drawing	Developer 2019
Upgrade bus stops on Lasswade Rd/Gilmerton Rd		Place Development	Construction: £200,000 Design (at 15%): £30,000 Contingency (at 7.5%): £15,000 Total cost: £245,000	S75 - £36,500 for public transport improvements	Place Development 2019
Enhance peak period bus capacity on Gilmerton Road		Place Development	Construction: £200,000 Design (at 15%): £30,000	S75 - £36,500 for public transport improvements	Place Development 2019

			Contingency (at 7.5%): £15,000 Total cost: £245,000		
New footway along Gilmerton Dykes Road		Place Development	n/a	Footway on site boundary expected to be delivered as integral part of development. Remainder of footway potentially to be delivered as part of development of adjacent land	Developer(s) with Dev

GILMERTON STATION ROAD (HSG 24)

Planning permission granted - 14/01649/PPP 16/04382/AMC 16/03299/AMC 17/04164/AMC 7/9/17 (received)

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	PPP S.75 £400k: Gilmerton Crossroads MOVA Junction reconfiguration access and parking at Drum St Cycle/pedestrian crossing on Drum St.	Place Development 2021
New footway along Gilmerton Station Rd	Footway and lighting on west side of Gilmerton Station Road from Gilmerton Road to Lasswade Road, extending 240m northwards from Lasswade Road/Gilmerton Station Road	Place Development	Construction: £112,400 Design (at 15%): £16,860 Contingency (at 7.5%): £8,430 Total cost: £137,690	S75 - £122,400	Place Development 2021
Pedestrian crossing facilities on Gilmerton Rd			Construction: £15,000 Design (at 15%): £2,250 Contingency (at 7.5%): £1,125 Total cost: £18,375	S75 - £15,000	Place Development 2021
Drum Street Ped & Cycle crossing & path through site to multi user	Part of first phase of development.	Place Development	n/a – to be delivered as integral part of development	To be delivered as integral part of development. Phase 1 & 2 a foot/cycle path shall be provided to the NW boundary	Place Development 2021

path to Straiton				of the site to connect to Ravenscroft Place within 6 months of 50% occupation of units in Phase 1. Phases 5&6 footpath links to adjacent housing to south shall be completed before work commences.	
Connection from S corner of GSR site to railway path	Ramp up to the old railway path from Gilmerton Station Road site. Railway path being upgraded by Sustrans.	Place Development	Construction: £50,000 Design (at 15%): £7,500 Contingency (at 7.5%): £3,750 Total cost: £61,250	Not funded through signed s.75.	Place Development 2021
D island crossing of Gilmerton station road and construct 50m of shared use footway from existing verge		Place Development	Construction: £57,500 Design (at 15%): £8,625 Contingency (at 7.5%): £4,313 Total cost: £70,438	Not funded through signed s.75.	Place Development 2021
TRO	Lower speed limit on Gilmerton Station Road	Place Development	Construction: £1,500 Design (at 15%): £225 Contingency (at 7.5%): £113 Total cost: £1,838	£5k TRO Gilmerton Station Road speed limit £5k TRO disabled parking	Place Development 2021
Upgrade bus stops and peak capacity on Gilmerton Road	Upgrade of peak capacity not pursued.	Place Development	Construction: £9,290 Design (at 15%): £1,394 Contingency (at 7.5%):	S75 - £9,290 - bus stops	Place Development 2021

			£697 Total cost: £11,380		
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THE DRUM (HSG 25)

Planning Permission Granted 14/01238/PPP 17/00696/AMC granted 31/8/17

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action	s.75 - £130,000	Place Development 2022
Cycle link – Gilmerton Road to Laswade Road		Place Development	Construction: £250,000 Design (at 15%): £37,500 Contingency (at 7.5%): £18,750 Total cost: £306,250	Not funded through signed s.75.	Place Development 2022
Cycle link - Drum Street to SE Wedge Parkland		Place Development	Construction: £250,000 Design (at 15%): £37,500 Contingency (at 7.5%): £18,750 Total cost: £306,250	Not funded through signed s.75.	Place Development 2022
Widen existing footway to 3.5m		Place Development	Construction: £100,000	Not funded through signed s.75.	Place Development 2022

(shared use)			Design (at 15%): £15,000 Contingency (at 7.5%): £7,500 Total cost: £122,500		
Cycle way access from Candlemakers Park to north of the Drum	New 3.5m shared use path (70m) from western boundary of The Drum site to Candlemaker's Park. May require land purchase.	Place Development	Construction: £20,000 Design (at 15%): £3,000 Contingency (at 7.5%): £1,500 Total cost: £24,500	S75 - Footpath links £15k before 50th unit occupied - pay drum link contribution from Drum through open space on Candlemaker Park £5k prior to 1st unit occupied pay Candlemakers Park contribution link path from Candelemaker Park to Drum Avenue/Drum Park TRO - £4000	Place Development 2022
Upgrade bus stops and enhance peak capacity on Gilmerton Road		Place Development	Construction: £300,000 Design (at 15%): £45,000 Contingency (at 7.5%): £22,500 Total cost: £367,500	Not funded through signed s.75.	Place Development 2022
Toucan crossing over Drum Street to access The Drum site.	x2 Toucan crossing	Place Development	Construction: £80,000 Design (at 15%): £12,000. Contingency (at 7.5%): £6,000 Total cost: £98,000	Not funded through signed s.75.	Place Development 2022

NEWCRAIGHALL NORTH (HSG 26)

Planning Permission Granted 13/03181/FUL

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	See separate entry for CZ action		Place Development 2020
Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	East-west cycle/pedestrian connection being delivered as integral part of development. Toucan crossing over Newcraighall Road near primary school to be delivered by developer, secured by planning permission.	Place Development	n/a – delivery by developer secured by s.75 agreement.	To be delivered as integral part of development secured through planning condition / s.75 agreement.	Place Development (advice on design) Developer (construction) by completion of 100 th unit (eg 2018)

NEWCRAIGHALL EAST (HSG 27)

Planning Permission Granted 10/03506/PPP 15/04112/AMC 16/02696/FUL (37 units)

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	North-south cycle/pedestrian connection being delivered as integral part of development. Toucan crossing over Newcraighall Road to be delivered by developer, secured by planning permission.	Place Development	n/a – delivery by developer secured by s.75 agreement.	To be delivered as integral part of development secured through planning condition / s.75 agreement.	Place Development (advice on design) Developer (construction) by completion of 100 th unit (eg 2020)

ELLEN'S GLEN ROAD (HSG28)

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Bus Stops	Upgrade existing bus stops in Lasswade Road. Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.	Place Development	Construction: £100,000 Design (at 15%): £15,000 Contingency (at 7.5%): £7,500 Total cost: £122,500 Construction: £200,000 Design (at 15%): £30,000 Contingency (at 7.5%): £15,000 Total cost: £245,000	No permissions or s.75s yet issued.	Place Development 2021

Cycle Network	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 (1000m)	Place Development	Construction: £250,000 Design (at 15%): £37,500 Contingency (at 7.5%): £18,750 Total cost: £306,250	No permissions or s.75s yet issued.	Place Development 2021
New footway along east boundary frontage of site.		Place Development	Construction: £30,000 Design (at 15%): £4,500 Contingency (at 7.5%): £2,250 Total cost: £36,750	No permissions or s.75s yet issued.	Place Development 2021
New pedestrian/cycle link on land near to Stenhouse Burn	To compensate for the narrow footway on Ellen's Glen Road (225m).	Place Development	Construction: £50,000 Design (at 15%): £7,500 Contingency (at 7.5%): £3,750 Total cost: £61,250	No permissions or s.75s yet issued.	Place Development 2021
Widening and upgrade of existing footway along Ellen's Glen Road.		Place Development	Project to be costed Potential to be secured for delivery by developer through planning condition / s.75 agreement.	No permissions or s.75s yet issued.	Place Development 2021

BRUNSTANE (HSG 29)

16/04122/PPP MTG and MTG conditions not S.75

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		S75 being agreed	
Contribute towards Old Craighall Junction upgrade.		To be confirmed.	£23,000	£23k Old Craighall prior to occupation Mitigation: Milton Road/ Sir Harry Lauder Road/Milton Link	East Lothian Council or Transport Scotland
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.)	Place Development	Paths (400m): Cycle Parking: £937.5 (ICC£1,500) Total design + construction cost: £1,875	To be delivered as integral part of development secured through planning condition(s).	

Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations.		Place Development	Construction : £1,500 Design (at 15%): £225 Contingency (at 7.5%): £113 Total cost: 1,838	S75 being agreed	
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.	Place Development	Paths (1000m): 210000 Crossings (x2): 75000 (ICC £300k) Total design + construction cost: £345,000	To be delivered as integral part of development secured through planning condition(s). Cycle / pedestrian rail bridge before 1st unit. Vehicle bridge before 250th unit. Cycle / pedestrian bridge south of and in addition to the above bridge before 665th unit	
Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required.		Place Development	Construction : £150,000 Design (at 15%): £22,500 Contingency (at 7.5%):	S75 being agreed	Place Development

			£11,250 Total cost: £183,750		
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. Path widening/resurfacing (2000m):	Place Development	Construction : £300,000 Design (at 15%): £45,000 Contingency (at 7.5%): £22,500 Total cost: £367,500	S75 being agreed	
Road Actions	Provide new junction with Milton Road East. Provide new junction with Newcraighall Road Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.	Place Development	With development /on-site	To be delivered as integral part of development secured through planning condition(s).	Developer
Pedestrian/Cycle route connecting Newcraighall North to Newcraighall East.	Establish new green network connections to Newcraighall village, Newcraighall public park, Gilberstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future	Place Development	Not yet known/ Estimated	S75 being agreed	Respective developers for each site

	developments in Midlothian.				
Review operation of A1/Newcraighall junction	Operation of junction not deemed necessary, following consideration of application.	n/a	n/a	n/a	n/a
Additional action identified by developer: Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction	An action identified in developer's transport appraisal. Scale of action to be considered.	Place Development	Not yet costed	Portion of cost to be secured through s.75 agreement.	Place Development

MOREDUNVALE ROAD (HSG 30)

Site Allocated

Transport requirements to be established through cumulative transport appraisal and planning permission

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Direct Link to Moredunvale Road (T7)		Place Development			Place Development

CURRIEMUIREND (HSG 31)

Site Allocated

Transport requirements to be established through cumulative transport appraisal and planning permission

BUILYEON ROAD (HSG 32)

16/01797/PPP and 16/01798/PPP

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		No permissions or s.75s yet issued.	Place Development 2023
Buileyon Road 1	<p>East-west: changing the character of the road and realignment with Echline Junction and upgrade of existing external links to high quality pedestrian/cycle routes to Dalmeny Station, high school, Ferrymuir retail park and town centre.</p> <p>New footway and cycle path along frontage of site on south side of Buileyon Road (including footway widening, redetermination to shared use footway, development of</p>	Place Development	<p>Construction: £1,150,000 Design (at 15%): £172,500 Contingency (at 7.5%): £86,250 Total cost: £1,408,750</p>	<p>No permissions or s.75s yet issued.</p> <p>Part of this action to be delivered as integral part of development secured through planning condition / s.75 agreement.</p>	Place Development 2023

	footway to both sides of the road, bus priority measures, etc.) 975m				
Buileyon Road 2	<p>Echline Junction (cycle/ped infrastructure both directions on roundabout).</p> <p>Ferrymuir Road pedestrian/cycle enhancements</p> <p>Lovers Lane corridor to Dalmeny Station Options and Design Feasibility</p> <p>Reconfiguration of existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities</p> <p>Cut through to Lovers Lane (private carriageway, and route through non-adopted land – negotiate land acquisition)</p> <p>Future conversion of Ferrymuir roundabout to</p>	Place Development	<p>New 2-stage toucan x 2 £43750 x 2</p> <p>Upgrade ped crossing to toucan x 2 £6000 x 2</p> <p>single stage toucans (new) x2 £3,1250 x 2 = £162,000</p> <p>Widen footways – convert to shared use (potentially build out into one lane of carriageway) £210 (cost of new 3m footway) x 400m = £84,000</p> <p>Full segregation £550 x 165m (Ferrymuir Rd) £550 x 300m (Station Rd) = £255,750</p> <p>Tarmac resurface (Lovers Lane) £38 x 1600 = £60800</p>	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development 2023

	signalised junction outwith these development contributions		<p>Toucan crossing (over B907) £31,250</p> <p>Lighting £10,000+</p> <p>Land acquisition/redetermination</p> <p>Total - £347,800 + lighting £400,000</p> <p>Construction: £400,000 Design (at 15%): £60,000 Contingency (at 7.5%): £30,000 Total cost: £490,000</p>		
Builyeon Road 3	<p>Site to town centre - provide pedestrian/cycle crossing facilities and linking new path connections to the existing network</p> <p>x3 D island or toucan crossings over A904 to link site with existing paths in South Queensferry. (Echline View/Long Crook/ and at Echline Roundabout</p> <p>Widen and better define existing access and path between Echline Park and</p>	Place Development	<p>Toucan (single stage) crossings: £31250 x 3 £93,750 ICC:£95,000 Total design + construction cost: £109,250</p> <p>Path widening: Echline View –150m Long Crook – 40m</p> <p>£99 x 200m</p>	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development 2023

	<p>Echline View, and to Long Crook, to 3.5m shared use paths linking the Builyeon Road site to existing development.</p> <p>Echline housing estate, off road resurfacing to toucan at end of Bo'Ness Rd/Stewart Terrace</p> <p>Consider linking to NCN76/NCN1 along Farquhar Terrace/Morrison Gardens</p>		<p>£19,800 = (ICC £95k)</p> <p>Tarmac resurface on adopted land through existing housing estate £38 x 1200m = £45,600</p> <p>Total – £249,850 (ICC)</p> <p>Construction: £249,850 Design (at 15%): £37,478 Contingency (at 7.5%): £18,739 Total cost: £306,066</p>		
Bridge link over A90	<p>Develop high quality landscaped pedestrian/cycle route as an addition to the green network (forming part of the strategic Dalmeny to Echline green network) with bridge over the A90 in south-east corner of the site. This provides an off-road cycle route to link HSG32 Builyeon Road, Ferrymuir Gait, HSG33 South Scotstoun with Dalmeny and National Cycle Network.</p>	Place Development	<p>Bridge based on 26m span and 4m wide with structural ramp both sides with landings:</p> <p>Construction: £3,075,000 Design (at 15%): £461,250 Contingency (at 7.5%): £230,625 Total cost: £3,766,875</p> <p>Path: £73,500 (ICC £3.075m) + Link 3.5m wide shared use path through retail park to</p>	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development 2023

			South Scotstoun site via the Ferrymuir site (300m long) Construction: £ 3,075,000 Design (at 15%): £ 461,250 Contingency (at 7.5%): £ 230,625 Total cost: £ 3,766,875		
Upgrade existing bus infrastructure	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.)	Place Development	£100,000 to carry out feasibility design and costing. Estimated cost £400,000 Construction: £ 400,000 Design (at 15%): £ 60,000 Contingency (at 7.5%): £ 30,000 Total cost: £ 490,000	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development 2023
TRO	Implement and physical measures for reduced speed limit on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904). Part of the existing alignment would be converted to access and cycle/pedestrian only. New alignment would be implemented as per 'Designing Streets' principles.	Place Development	TRO: £1500 (ICC £1500)	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development 2023
Queensferry	Prospective developers	Place	N/A	No permissions or s.75s yet	Place Development

Crossing	should be aware transport Scotland may require assessment of impact on new FRC junction.	Development		issued. Financial contribution to be required in PPP	2023
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SOUTH SCOTSTOUN (HSG 33)

Site allocated

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
QTCZ	Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.	Place Development	Share to be added	No permissions or s.75s yet issued.	Place Development 2021
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.	Place Development	Construction: £300,000 Design (at 15%): £45,000 Contingency (at 7.5%): £ 22500 Total cost: £ 367,500	Financial contribution to be required in application process.	Place Development 2021
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. Including new diverted 3.5m shared use path for NCN 1 into the Agilent site (450m).	Place Development	n/a – delivery by developer to be secured by planning condition/s.75 agreement.	To be delivered as integral part of the development secured by planning conditions/s.75 agreement.	Place Development 2021

LED stud lighting	Eastwards along NCN 1 and northwards along old railway path for 1000m.	Place Development	Construction: £30,000 Design (at 15%): £4,500 Contingency (at 7.5%): £ 2,250 Total cost: £ 36,750	Financial contribution to be required in application process.	Place Development 2021
D island or Toucan crossing of B800 to retail site path.		Place Development	n/a – delivery by developer to be secured by planning condition/s.75 agreement..	To be delivered as integral part of the development secured by planning conditions/s.75 agreement.	Place Development 2021
Queensferry Crossing	Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.	Place Development	Cost to be identified through TA if required	Not requested in Transport Scotland consultee response.	Place Development 2021
Appropriate traffic calming measures may be considered for Scotstoun Avenue.		Place Development	Length 400m * 1135: £454k (ICC£155k) Construction: £454,000 Design (at 15%): £68,100 Contingency (at 7.5%): £ 4,050 Total cost: £556,150	Financial contribution to be required in application process.	Place Development 2021
Give due consideration to the opportunity to		Place Development	Construction: £1,150,000 Design (at 15%):	Financial contribution to be required in application process	Place Development 2021

change the character of the B800 through street design.			£172,500 Contingency (at 7.5%): £86,250 Total cost: £1,408,750		
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DALMENY (HSG 34)

Site Allocated

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Upgrade existing bus stops in Bankhead Road/Main Street.		Place Development	£20,000	No permissions or s.75s yet issued.	Place Development 2019
Appropriate pedestrian and cycle access within site.		Place Development	Paths (100m): 21000 (ICC£25k) Total design + construction cost: £28,750, + contingency 7.5%: Total: £30325	No permissions or s.75s yet issued. To be delivered as integral part of development secured through planning condition(s).	Place Development 2019
Pedestrian access to be provided from Main Street.		Place Development	Paths (50m): 10500 (ICC£11k) Total design + construction cost: £13,750 + contingency: Total: £13904	No permissions or s.75s yet issued.	Place Development 2019

CURRIEHILL ROAD (HSG 36)

Planning application submitted 16/01515/FUL

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		s.75 £51k Hermiston Park & Ride prior to 1st unit £82k Gillespie Crossroads £78k Curriehill Station on 1st and 25th completed unit	
Bus infrastructure external to site	Action identified as not being feasible due to footway constraints.	Place Development	n/a – action no longer pursued	Not funded through signed s.75.	
Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.	Full action identified as not being feasible due to footway/road width constraints.	Place Development	n/a – delivery or remaining element of action by developer secured by s.75 agreement.	s.75: £2.5k for TRO. Extension of existing footway on west side of Curriehill Road northwards to link to development's footways (60m) implement prior to 1st unit completed.	Place Development 2019
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	Place Development	Wheeling ramp: £4,000 Path: £73,500 (ICC £11k) Total design + construction cost: Total: £92,000 + contingency: £98,000	To be delivered as part of development secured through planning condition / s.75 agreement.	Place Development 2019

Connections to be made to the Kirknewton Core Path to the west boundary of the site.		Place Development	Paths (50m): 10500 (ICC £11k) Total design + construction cost: £13,750 + contingency: Total: £14,647	Not funded through signed s.75.	Place Development 2019
Help provide additional cycle parking at Curriehill Station		Place Development	Cycle Parking (x5): 937.5 (ICC £1k) Total design + construction cost: £1,250 + contingency: Total: £1,225	s.75 £500 cycle parking Remaining cost: £750	Place Development 2019

NEWMILLS, BALERNO (HSG 37)

Underway 15/05100/FUL

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		s.75 £164,835 Gillespie Crossroads £206,000 Hermiston Park & Ride	Place Development 2022
Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site.	Place Development	n/a – delivery by developer secured by s.75 agreement.	Pedestrian crossing to be delivered as part of development secured through s.75 agreement. Option to deliver bus stop facilities if appropriate retained in s.75	Developer

	Crossing point definitely required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.			agreement.	
Provide extended car park at Curriehill Station.	(Constraint – land ownership.)	Place Development		Secured through planning condition / s.75 agreement - £28,840 extend carparking at station	Place Development 2019
Provide additional cycle parking at Curriehill Station		Place Development		Secured through planning condition / s.75 agreement - £500 cycle parking at station	Place Development 2019
High quality pedestrian/cycle routes through site		Place Development	Paths (50m): 10500 ICC £110,000 Total design + construction cost: £126,500 + contingency: Total: £134,750	To be delivered as integral part of development secured through planning condition / s.75 agreement	Developer
New footway along east frontage boundary, linking into Newmills Road footways		Place Development	Paths (250m): 52500 ICC £55,000 Total design + construction cost: £63,250 + contingency: Total: £67,375	To be delivered as integral part of development secured through planning condition / s.75 agreement. £2k TRO section of footway £2k loading restrictions TRO	Developer
Improved pedestrian/cycle crossing facilities on A70, – may be		Place Development	Crossing upgrade (x2): 60000 ICC £60,000 Total design +	Partly to be delivered as integral part of development secured through planning condition / s.75 agreement. Design and install	Developer

requirement for signal control.			construction cost: £69,000 + contingency: Total: £73500	toucan crossing on Lanark Road West Only one required crossing secured, therefore a gap of £34,500	
Upgrade cycle routes between Newmills Road and Curriehill Station.	Detailed route to be confirmed (cost is based on alternative route using NCN75)	Place Development	Toucan crossing: £37,500 Ramp: £200,000 =£200k (ICC £250k) Total design + construction cost: £287,500 + contingency: Total: £306250	Partly secured through planning condition / s.75 agreement - £32k towards upgrading the cycle route to Curriehill Station (toucan crossing option secured)	Place Development 2019
Cycle access to Ravelrig Road	Newmills Road site to Ravelrig Road via old railway line: 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.	Place Development	Path (1km): £280,000 Ramp: £100,000 Burn bridge: £40,000 = £420k (ICC £450k) Total design + construction cost: £517,500 + contingency: Total: £551250	Not funded through signed s.75.	Place Development 2019

RAVELRIG ROAD BALERNO (HSG 38)

14/02806/PPP 16/05744/AMC On-site

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		s.75 £94,192 Gillespies Crossroad prior to 50% occupation £120,000 Hermiston Park & Ride prior to 50% occupation £44,000 Curriehill Station improvements (extension of the car park and provision of additional cycle parking) prior to 50% occupation £26,667 Bridge Road Junction and Lanark Road West (MOVA) prior to 50% occupation	To be added
Bus infrastructure	Provide new bus stop facilities on A70, and improve pedestrian access between these and the proposed site.	Place Development	500m ICC £105,000 Total design + construction cost: £120,750 + contingency: Total: £128625	Not funded through signed s.75.	Place Development 2019
New cycle path along Ravelrig Road	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-	Place Development	Paths within site to be secured by condition. 500m Path: £286,720	To be delivered as integral part of development secured through planning condition / s.75 agreement. Not funded through signed s.75.	Developer

	road along Ravelrig Road: New 3.5m shared use path along the northern boundary of the site. New 4m wide 1km long path along part of Ravelrig Road to join up with the re-routed NCN75. Path: £286,720		ICC: £300,000 Total design + construction cost: £345,000 + contingency: Total: £367500		
New footway along west side of Ravelrig Road linking into Ravelrig Road and A70 footways.		Place Development		To be delivered as integral part of development secured through planning condition. <i>NB a decision notice was issued without conditions in error.</i>	Place Development 2019
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	Place Development	Dropped kerb (x6): £1,125 Total design + construction cost: £1,725 + Total: contingency: £1809	Not funded through signed s.75.	Place Development 2019
Provide upgrade to cycle routes between site and Curriehill Station	Detailed route to be confirmed.	Place Development	Path upgrades (2000m): £420,000 Total design + construction cost: £483,000 + contingency: Total: £514500	Not funded through signed s.75.	

NORTH OF LANG LOAN (HSG 39)

Planning permission granted 14/05145/PPP 17/02494/AMC

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		£175k towards Lasswade / Gilmerton Dykes St / Captain's Road junction action. Prior to completion of 50th unit	
Bus Stops	Upgrade existing bus stop facilities on Lasswade Road, with appropriate active travel connections to/from them.	Place Development	£10,000	£10k - bus stops prior to completion of 25th unit	Developer
Cycle path from Lasswade Road to HSG 23/24 above	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	Place Development	Paths: (1000m)= £21,000 ICC=£250,000 Total design + construction cost: £287,500 + contingency: Total: £306250	To be delivered as integral part of development secured through s.75 and planning condition(s).	Developer By completion of the development (2023)

	appropriate walking and cycling links.				
New footway Lasswade Road	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.	Place Development	Paths (1,500)= 315,000 ICC= £320,000 Total design + construction cost: £368,000 + contingency: £392000	To be delivered as integral part of development secured through s.75 and planning condition(s).	Developer
Provide new junction with Lang Loan.		Place Development	n/a – secured by condition	To be delivered as integral part of development secured through planning condition(s).	Developer
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.	Place Development	n/a – to be secured by condition	To be delivered as integral part of development secured through planning condition(s).	Developer

EAST OF BURDIEHOUSE (URBAN AREA)

16/06036/PPP

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		No permissions or s.75s yet issued.	With development
Bus infrastructure	<p>(a) Bus infrastructure – contribute to the upgrading of existing facilities in the vicinity e.g. on Burdiehouse Road.</p> <p>(b) Support the enhancement of bus capacity during peak periods.</p> <p>(c) Support the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays (constraint – existing service providers may be reluctant to alter current routes).</p> <p>Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with</p>	Place Development	n/a – to be secured by condition.	No permissions or s.75s yet issued. To be delivered as integral part of development secured through planning condition(s).	

	The Murrays to the north, and the benefits of providing appropriate walking and cycling links.				
Provide high quality pedestrian/cycle routes through the site	<p>Connecting with adjacent walking and cycle routes to the north, east and south e.g. the Gilmerton to Roslin QuietRoute which runs adjacent to Lasswade Road, and neighbouring residential areas.</p> <p>Continue active travel route on its boundary to connect with the North of Lang Loan route.</p>	Place Development	n/a – to be secured by condition.	Part to be delivered as integral part of development secured through planning condition(s).	
Connections outwith the site:	<p>504 - Link to West Edge Farm (228m)</p> <p>505 - Link to Straiton Ponds (481m)</p> <p>506 - Link to the Murrays (103m)</p> <p>507 - Link to Burdiehouse Burn/Bus Stop (594m)</p> <p>Total = 1,406m</p>	Place Development	Paths out with site: £295,260 + land costs	No permissions or s.75s yet issued.	

SOUTH EAST WEDGE SOUTH (HSG 40)

Planning permission granted 14/01057/PPP (at appeal)

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	Share to be added	Within the Sheriffhall TCZ. Not funded through signed s.75.	2023
Upgrade existing bus stop facilities	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.	Place Development	TBC	Not funded through signed s.75.	2021
Upgrade existing bus stop facilities on The Wisp in the vicinity of the site, with appropriate active travel connections to/from them.		Place Development	550m2 ICC = £115,500 Total design + construction cost: £132,825 + contingency: £141487	Not funded through signed s.75.	2021
Pedestrian/Cycle path connecting to	Integrate a network of footpaths, cycleways and	Place Development	Toucan crossing: £37,500	To be delivered as integral part of development secured through	2021

the Wisp	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.		n/a – delivery by developer secured by s.75 agreement (with exception of toucan crossing).	planning condition(s).S.75 - Prior to first unit occupied: 2m wide footway linking northern access road to Edmonstone Rd (60m). To be delivered as integral part of development secured through planning condition(s).S.75 - Prior to first unit occupied: Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.	
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.	Place Development	Crossings (x2 informal): £500000 Crossing (toucan): £37500 Combined ICC= £550,000 Total design + construction cost: £673750	Not funded through signed s.75.	2021
Traffic signals at The Wisp/Old Dalkeith Road		Place Development	n/a – delivery by developer secured by s.75 agreement.	S.75 secured traffic signals to the Wisp/Old Dalkeith Road - prior to first unit occupied.	2021
Speed limit		Place		S.75 secured TRO £2k	2021

restrictions on the Wisp		Development			
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SOUTH EAST WEDGE NORTH THE WISP (HSG 41)

Planning permission granted 16/04373/FUL MTG

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development		Not funded through signed s.75.	2019
Pedestrian/Cycle path connecting to Jack Kane Centre)	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.	Place Development	£320,000		2019

EDINBURGH PARK / SOUTH GYLE (DEL 4)

AMC for part of site.

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Place Development	Application should carry out its own transport appraisal as impacts will depend on the development type/use components.	No permissions or s.75s yet issued.	2019
Note – also required to contribute to Gogar roundabout.				No permissions or s.75s yet issued.	TBC
Edinburgh Park – Gogarburn pedestrian cycle link.		Place Development	Paths (1650m): 346500 ICC £350,000 Total design + construction cost: £350,000 + contingency: £376250	No permissions or s.75s yet issued.	2019
Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse		Place Development	n/a To be delivered as integral part of development secured through planning condition /	No permissions or s.75s yet issued.	2019

and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active Travel Network.			s.75 agreement		
Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park station.		Place Development	n/a – to be secured by planning condition/s.75 agreement	No permissions or s.75s yet issued.	2019
Bus infrastructure - provide new facilities on internal roads.		Place Development	n/a – to be secured by planning condition/s.75 agreement	No permissions or s.75s yet issued.	2019
Adoptable roads to be brought up to standard.		Place Development	n/a – to be secured by planning condition/s.75 agreement	No permissions or s.75s yet issued.	2019

INTERNATIONAL BUSINESS GATEWAY

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S75 ACHIEVED	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and				No permissions or s.75s yet issued.	TBC

updates to this AP.					
New footpath / cycle path along A8 Glasgow Rd	Potential relationship to WETA action	Place Development	New Paths (5.5km): £1,155,000 ICC: £1,200,000 Total design + construction cost: £1,200,000 + contingency: £1,290,000	No permissions or s.75s yet issued.	TBC
Upgrade bus facilities along A8 Glasgow Road	Potential relationship to WETA action	Place Development	See WETA actions above.	No permissions or s.75s yet issued.	TBC
Bus only access via Edinburgh Gateway Station, tram interchange	Potential relationship to WETA action	Place Development	No permissions or s.75s yet issued.	No permissions or s.75s yet issued.	TBC
Tram stop within Development	Potential relationship to WETA action	Place Development	No permissions or s.75s yet issued.	No permissions or s.75s yet issued.	TBC

3 GREENSPACE ACTIONS

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
Dalry Community Park LDP ref. Greenspace GS1, Fountainbridge CC3	<p>Enhance and extend existing 1.1ha local park. Associated with Fountainbridge redevelopment where open space provision cannot be met onsite.</p> <p>Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway.</p> <p>Linked to Roseburn to Union Canal Cycleway development (see transport action).</p> <p>Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and</p>	Fountainbridge Developers, CEC Active Travel/ Transport	<p>£726,000 for park improvements.</p> <p>Financial contributions to be required from developers of applicable sites.</p> <p>(Linked to Roseburn to Union Canal Cycleway action as part of total costs: £5,357,125)</p>	<p>Fountainbridge Developers, CEC Active Travel/ Transport</p> <p>Scope to introduce contribution zone for relevant developments when opportunity arises.</p>	2018 onwards/ With development	<p>Some minor works completed in relation to previous deficiencies. Planning application due to be submitted (2017/18) for Roseburn to Union Canal Cycleway development including park enhancements. Delivery plan to be prepared.</p>

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	negotiated with council.					
Leith Western Harbour Central Park LDP ref. Greenspace GS2, Western Harbour EW1a	New 5.2ha public parkland. To include formal and informal recreation facilities and community spaces. To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers Public land status to be secured.	Western Harbour Developers	n/a – to be secured through planning application(s) and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	With development	Wider development in progress to south of site. No permissions or s.75s issued for park.
Leith Links Seaward Extension LDP ref. Greenspace GS3, East of Salamander Place EW1c	Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments. Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion. Openspace to be maintained by developers. Public land status to be secured.	Salamander Place site Developers	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	With development	Planning Permission in Principle approved for site including open space. Development phased with park and path links expected in later phases

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
South East Wedge Parkland (Little France Park) LDP ref. Greenspace GS4	Creation of new public park of approximately 45ha to provide multi-functional parkland, woodland, country paths and active travel links including long distance cross boundary links. Links include residential and commercial developments at Craigmillar, Greendykes and the BioQuarter and development in Midlothian. Three main phases to development. To be delivered in accordance with supplementary planning guidance and delivery plan. Part of wider green network with links to Niddrie Burn Parkland (GS4) and transport actions.	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership	£2.25 million – to be delivered in partnership	Funding bids in progress (Sustrans, SNH, Forestry Commission and other partners) Scope to introduce contribution zone for relevant developments when opportunity arises.	Phase 2 In progress Phase 3 expected 2018-2019 Delivery of later phases not yet scheduled in delivery plan.	Planning application for parkland to be submitted 2017 Delivery plan to be prepared Planning Supplementary Guidance to be updated and adopted 2018 Phase 1 works complete Phase 2 in progress Preparatory work for Phases 2 and 3 underway. More works in Phase 3 expected to commence 2018-19 subject to funding.
Niddrie Burn LDP ref. Greenspace GS5	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation,	Parks and Greenspaces, Little France	£1m – to be delivered in partnership	CEC and developer partners (not all funding in	Works underway	Phase 1 started including river restoration and

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	footpath along burn edge and bridge construction.	Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership		place)		<p>earthworks. Some footpath links incomplete.</p> <p>Phase 2 footpaths, cycle bridge and tree planting not started.</p> <p>Development agreement between CEC, Sheraton and Scottish Enterprise</p> <p>Delivery plan to be prepared.</p>
IBG Open Space LDP ref. Greenspace GS5, Emp 6	24ha parkland forming part of International Business Gateway development. Includes A8 corridor, central parkland to meet large greenspace standard, playspace and archaeology park.	IBG Developers	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	Not started	Planning in principle for development approved in 2015.

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	Provide links to active travel routes. Public access to be secured.					
Gogar Burn LDP ref. Greenspace GS7	Diversion of Gogar Burn to reduce flood risk, improve water quality and enhance biodiversity. Cost estimated at £22m. Maintenance / access requirement unknown.	Developers, CEC Planning, SEPA, SNH	n/a – to be delivered in partnership	Developers, SEPA, SNH, CEC	Long term opportunity	Long term opportunity
Inverleith Depot LDP ref. Greenspace GS8	Current depot site to be developed as greenspace should it no longer be required in the future. Depots review to be updated in 2018.	CEC	Unknown - To be costed in line with any future proposals	CEC	Long term opportunity	Long term opportunity. Depots review to be updated in 2018.
Broomhills Park LDP ref. Greenspace GS9 and housing HSG21	3.1ha of public parkland and 3.8ha of radiating green links and informal greenspace. Retention of existing knoll and creation of play areas, paths, art and woodland planting. Associated with development of 633 unit housing site. Maintenance / Access - Broomhills developer Public access to be secured.	Broomhills developer	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Under development	Site under development

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
Clovenstone Drive and Curriemuiend LDP ref. Greenspace GS10 and housing HSG31	Two connected development sites. New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuiend. Maintenance / Access - CEC, Curriemuiend Developer Curriemuiend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites	CEC, Curriemuiend Developer	Cost estimated as £400,000 Clovenstone Drive, £100,000 Curriemuiend	CEC, Curriemuiend Developer	With development	Not started Delivery plan to be prepared
Newmills Park LDP ref. Greenspace GS11, Newmills Road Development HSG37	3.1ha linear public park. To include amenity lawn, connected multi-user paths, playspace, SUDs, wildflower and woodland planting and tree belt to form new green belt boundary. Access / Maintenance - Newmills Road Developers Public access to be secured	Newmills Road Developers	n/a - To be delivered as integral part of development	To be delivered as integral part of development	With development	Planning approval gained 2017

4 HEALTHCARE ACTIONS

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
New medical practices						
Granton Waterfront	New Practice to mitigate impact of new residential development in Granton Waterfront. Co-located with new waterfront primary school.	tbc	£4.5m	H&SC Partnership / Developer		Exploring Options
Leith Waterfront	New Practice to mitigate impact of new residential development in Leith Waterfront.	tbc	£4.5m	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	tbc	£4m	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.	tbc	£3m (£8m for combined practice; £3m for LDP/HLA sites)	H&SC Partnership / Developer		Strategic Assessment completed
NWEPC	New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early)	Complete	£12.1m for Partnership Centre Sunk cost	NHSL		Services move Dec 2017

Expansions					
Brunstane	Agreement with four local practices to accommodate additional growth – 2 practices will require small schemes to increase capacity	2018	£0.1m	H&SC Partnership / Developer	Small schemes in progress
Parkgrove	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	tbc	£0.1m	H&SC Partnership / Developer	Exploring Options
Pentlands	Expansion to medical practice to mitigate impact of development in South West Edinburgh	tbc	£0.5m	H&SC Partnership / Developer	Exploring Options
Ratho	Re- provision to medical practice to mitigate impact of development in Ratho	Complete	£1.2m Sunk Cost	Developer	Move date tbc
Niddrie	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	tbc	£4.5m	H&SC Partnership / Developer	Exploring Options
Leith Links	Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly	tbc	£4.5m (£0.9m - 20% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
Polwarth	Expansion to medical practice to mitigate impact of CC3 Fountainbridge	2018	£0.170m	H&SC Partnership / Developer	Refurbishment at Tollcross Health Centre
Meadows	Expansion to medical practice to mitigate impact of CC3 Quatermile	tbc	£3m (£0.51m - 17% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
Brunton	Re-provision of medical services to mitigate impact of Meadowbank	tbc	£4.5m (£0.9m- 20% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
Allermuir	Expansion to medical practice to mitigate Craighouse.	Complete	£7.3m (Sunk Cost)	NHSL Bundle	Opened October 2017
South Queensferry	Expansion to medical practice to mitigate impact of development in Queensferry	2014 - 24	£0.3m (Sunk Cost)	H&SC Partnership	Underway

5 UTILITES

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
SGN (gas network provider): Reinforce local medium pressure system in South East Edinburgh	Planned development in SE Edinburgh and North Midlothian are likely to require significant reinforcement of the local medium pressure system and the upstream 2 bar system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase.	SGN	Unknown	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2019/20.	Project timing and costing responsibility of SGN
SGN: Reinforce Edinburgh - Borders Local Transmission System	Developments in East Lothain and wider Midlothian will impact on Edinburgh - Borders local transmission system which will require reinforcement. LTS reinforcement projects may involve lead in times spanning several years.	SGN	Unknown	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Funding for major works will be sought post 2021.	Project timing and costing responsibility of SGN
SGN: Localised specific reinforcements	Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network	SGN		There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request.	Dependent on developer request	Project timing and costing responsibility of SGN

				In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs.		
Scottish Water SP Energy Networks BT OpenReach	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		

CITY CENTRE AND TOWN CENTRE ACTIONS

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
City Centre Transformation	- Action Plan to improve the public realm in the city centre.	Place Management & Development, Culture, Locality Services, Strategy and Insight, Communications.	N/A	N/A	December 2018	Scoping Report approved

OTHER TOWN CENTRES (selected)						
Stockbridge Town Centre Progress	Stockbridge Town Centre Project to improve walking and cycling Develop proposals Implement trials	NW Locality	£75,000 for implementation	Development of proposals funded. Funding required for implementation of trials.	Proposals - Spring 2018. Implementation to be determined.	Public Life Street Assessment completed Draft proposals developed Consultation underway
Corstorphine Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement, including relevant findings from placemaking exercises as identified in Draft NW LIP.	Team Around Place (Development) NW	To be determined	To be determined	To be determined	Place Standard Exercise completed. Public Life Street Assessment completed
Leith/Leith Walk Town Centre	Prepare prioritised public realm plan to deliver improved quality of	Team Around Place	To be determined	To be determined	To be determined	Public Life Street Assessment

	place and movement to include relevant place actions and small area priorities identified in the Draft NE LIP.	(Development) NE				completed
Portobello Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement including relevant place actions identified in the Draft NE LIP.	Team Around Place (Development) NE	To be determined	To be determined	To be determined	Public Life Street Assessment completed
Gorgie/Dalry Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement as identified in Dalry/Fountainbridge small area plan of Draft SW LIP.	Team Around Place (Development) SW	To be determined	To be determined	To be determined	Public Life Street Assessment completed

7 LDP POLICIES AND SUPPLEMENTARY GUIDANCE

POLICY	ACTION	RESPONSIBLE OFFICER	DELIVERY
Del 1 and Hou 1	Maintain and update supplementary guidance - Developer Contributions and Infrastructure Delivery Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP.	Place Development	SG is draft form for consultation purposes.
Del 2, 3, 4	Implement through LDP and planning consents	Place Development	
Des 1 - 5, and 7 - 13 Hou 2 -9 Des 6 and RS 1	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Edinburgh Design Guidance • Guidance for Householders • Guidance for Businesses • Student Housing • Maintain and update Sustainability Form (S1) in line with current Scottish Building Standards and other relevant policy and legislation. Prepare and update supplementary guidance on heat networks	Place Development	Guidance kept under review Preparation of SG underway
Env 1 – 9	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Listed Buildings and Conservation Areas 	Place Development	Guidance kept under review
Env 10 – 22	Maintain and update non-statutory guidance: <ul style="list-style-type: none"> • Countryside and Green Belt development 	Place Development	Guidance kept under review

Emp 1	Implement through LDP and planning consents	Place Development	
Emp 2	Maintain and update supplementary guidance: <ul style="list-style-type: none"> • Edinburgh BioQuarter and SEW Parkland 	Place Development	Preparation of SG underway
Emp 3 – 10	Implement through LDP and planning consents	Place Development	
Ret 1, 2,3	Maintain and update supplementary guidance for 9 town centres	Place Development	SG's adopted 2017
Ret 4 – 11	Implement through LDP and planning consents	Place Development	
Tra 1 – 12	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Street design guidance • Parking Standards 	Place Development	Guidance kept under review
RS 2– 7	Implement through LDP	Place Development	

8 COMPLETED ACTIONS AT JANUARY 2018

TRANSPORT ACTIONS	STATUS
Greendykes Link	Delivered as part of New Greendykes
By Seafield Place Replace stepped ramp	Complete
Forester High Cycle Link (T7)	Achieved through South Gyle Wynd HSG 6
Link to Ferry Road Path (T7)	Achieved through Telford College HSG 8
Agilent HSG 2	Transport requirements established through planning permission. Underway
North Kirkliston HSG 3	Transport requirements established through planning permission. Underway
City Park HSG 9	Transport requirements established through planning permission. Underway
Fairmilehead WTW HSG 10	Transport requirements established through planning permission. Underway
Shrub Place HSG 11	Transport requirements established through planning permission. Underway
Eastern General Hospital HSG 13	Planning permission granted. Includes Upgrading of the existing signal controlled junction at Seafield Street / Seafield Road - £110,000. Complete.
Niddrie Mains HSG 14	<p>14/03416/PPLEGAL AGREEMENT PAYMENT CONTRIBUTIONS</p> <ul style="list-style-type: none"> • Craigmillar Castle Avenue Contributions - £71,517 – contribution towards the upgrade of traffic signals at the junction of Craigmillar Castle Avenue and Niddrie Mains Road • The Greendykes Road Foodstore Contribution - £70,245 – towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road • The Greendykes Road Housing Contribution 1 - £15,000 – towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road • The Greendykes Road Housing Contribution 2 - £26,500 – towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road • Niddrie Mains Road Bus Priority Contribution - £35,758 – towards the provision of bus priority measures on Niddrie Mains Road <p>16/03444/AMC £2k for TRO 15/05352/AMC £2k + £2k for TROs</p>
Greendykes Road HSG 15	15/03821/FUL - £73,500 towards transport infrastructure identified in the Craigmillar / Greendykes area in the

	Edinburgh Local Development Plan Second Proposed Action Programme May 2015; b. £2,000 TRO; c. £2,000 TRO; d. £2,000 TRO; £2k TRO
Thistle Foundation HSG 16	Transport requirements established through planning permission. Underway
Greendykes HSG 17	05/01358/OUT – Masterplan LEGAL AGREEMENT Transport Contribution - £500 – towards road infrastructure in the Greendykes/ Craigmillar area in respect of each relevant residential unit 16/04427/AMC: £2k for any TRO required.
New Greendykes HSG 18	Transport requirements established through planning permission. Underway
Riccarton Mains Road HSG 35	S.75 Planning permission granted 15/00698/FUL COMPLETED £35,258 Gillespie Crossroads (due on commencement date); £17k Hermiston Park & Ride (5 working days from commencement on site) Verge redetermination - verge to footway on Riccarton Mains Road. TRO and movement of 40mph speed limit zone on Riccarton Mains Road