

Notice of meeting and agenda

Planning Committee

2.00 pm Wednesday, 11th August, 2021

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to view the meeting via the Council's webcast

Contacts

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 Minutes of the Planning Committee of 19 May 2021 - submitted for approval as a correct record 7 - 14

5. Business Bulletin

- 5.1 Planning Committee Business Bulletin 15 - 22

6. Development Plan

- 6.1 None.

7. Planning Policy

7.1	Short-Term Let Area of Control – Report by the Executive Director of Place	23 - 62
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8. Planning Process

8.1	Development management discretionary charges update – Report by the Executive Director of Place	63 - 66
8.2	Training and Awareness Raising Programme – Report by the Executive Director of Place	67 - 70

9. Planning Performance

9.1	Planning Improvement Plan - Update – Report by the Executive Director of Place	71 - 78
9.2	Edinburgh Local Development Plan: Action Programme 2021 - adoption – Report by the Executive Director of Place	79 - 184

10. Conservation

10.1	None.	
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11. Motions

11.1	Motion by Councillor Rose – uPVC Windows	
	“Committee:	
	1. Notes current restrictions on installing uPVC windows in Edinburgh, particularly in conservation areas	
	2. Notes changes to material in manufacturing uPVC windows and changes in the end of life implications for uPVC window materials	
	3. Notes the increasing importance in the contribution to home warmth and efficiency of windows	
	4. Notes the sustained high differential cost between timber and uPVC windows	
	5. Notes the impacts of costs in preventing greater home	

efficiency

6. Instructs a report examining the above and related issues to update the Committee on whether changes in the current standards is appropriate.”

Andrew Kerr

Chief Executive

Committee Members

Councillors Councillor Neil Gardiner (Convener), Councillor Maureen Child (Vice-Convener), Councillor Chas Booth, Councillor Lezley Marion Cameron, Councillor George Gordon, Councillor Max Mitchell, Councillor Joanna Mowat, Councillor Hal Osler, Councillor Cameron Rose, Councillor Alex Staniforth and Councillor Ethan Young

Information about the Planning Committee

The Planning Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283, email veronica.macmillan@edinburgh.gov.uk.

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Minutes

Planning Committee

2.00pm, Wednesday 19 May 2021

Present

Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Mary Campbell, Griffiths, Gordon, Mitchell, Mowat, Osler, Rose and Young.

1. Impact of Road Interventions on Conservation Areas

(a) Deputation – Newington Hotel Group

The Committee heard a deputation from Newington Hotel Group in relation to the impact of road interventions on conservation areas. The deputation did not oppose active travel in principle as they considered there to be great benefits in cycling for visitors to the city and the community.

The deputation did, however, express their opposition to the design of the cycle lane defenders and the scale of installation along the Craigmillar Park corridor. They considered the installation on the current scale to be inappropriate development for Conservation Areas.

(Reference – written submission from Newington Hotel Group, submitted)

(b) Motion by Councillor Rose

The following motion by Councillor Rose was submitted in terms of Standing Order 17.1:

“Committee:

1. Notes concerns in areas of the city about the impact on conservation areas of road interventions which are currently designated ‘temporary’ under the Spaces for People programme.
2. Notes that consideration is being given to making some of the interventions permanent.
3. Requests a report in two cycles on what measures can be taken to enhance and preserve these conservation areas in line with legislative responsibilities.”

Motion

To approve the motion by Councillor Rose.

- moved by Councillor Rose, seconded by Councillor Mowat

Amendment

Delete all and replace with:

- 1) To note that the Spaces for People schemes were temporary infrastructure in place to provide safe space for people walking, wheeling and cycling.
 - 2) To note the recent consultation, with outcomes due to be reported in June 2021 to the Transport and Environment Committee, with options to be agreed.
 - 3) To further note retaining any safe spaces on a permanent basis does not mean using the temporary infrastructure. Any permanent solutions would require specific Traffic Road Orders which would require additional design and investment in order to be fit for long term purpose if specific spaces were needed on a permanent basis.
 - 4) To request that officers take cognisance of existing street design guidance including where relevant in Conservation Areas if and when developing any schemes to provide permanent space for walking, wheeling and cycling.
- moved by Councillor Gardiner, seconded by Councillor Child

Voting

The voting was as follows:

For the Motion	-	3 votes
For the Amendment	-	8 votes

(For the Motion: Councillors Mitchell, Mowat and Rose.)

For the Amendment: Councillors Booth, Mary Campbell, Child, Gardiner, Gordon, Griffiths, Osler and Young.)

Decision

To approve the amendment by Councillor Gardiner.

2. Minutes

Decision

To approve the minutes of the Planning Committee of 10 March 2021 as a correct record.

3. Planning Committee Business Bulletin

The Committee's business bulletin for 19 May 2021 was presented.

Decision

- 1) To note the business bulletin.

- 2) To agree that an update would be provided in the next Business Bulletin on the resumption of services.

(Reference – business bulletin, submitted)

4. Scottish Government Consultation on Proposals for Regulations on Local Place Plans – The City of Edinburgh Council Response

Details were provided of a consultation paper issued by the Scottish Government which sought views on proposals for regulations on Local Place Plans (LPPs).

The proposed response to the consultation paper was presented which was supportive of the regulatory principle of LPPs in the Choices for City Plan process and provided feedback on how the Scottish Government should allow for the forming of LPPs in more detail.

Decision

- 1) To note the Scottish Government's Proposals for Regulations on Local Place Plans.
- 2) To approve the proposed response to the consultation detailed in Appendix 1 of the report setting out the Council's support for the proposed regulatory principles of Local Place Plans subject to the consideration of how this community work would be resourced.
- 3) To agree that the proposed response be submitted to the Scottish Government by 25 June 2021.

(Reference – report by the Executive Director of Place, submitted)

5. Scottish Government National Planning Framework 4 Housing Land Figures – The City of Edinburgh Council Response

Details were provided of a consultation paper issued by the Scottish Government which sought views on the proposed methodology for calculating the amount of housing land that should be allocated as a default minimum requirement in the Local Development Plan as set out in the 2019 Planning Act for the National Planning Framework (NPF4).

The proposed response to the consultation paper was presented which set out the Council's position relating to the City of Edinburgh area.

Decision

- 1) To note the Scottish Government's proposed methodology for calculating housing land figures and the proposed default minimum requirement for National Planning Framework 4 for City of Edinburgh area as set out to the Council's Head of Housing and Head of Planning.

- 2) To note that this should be informed by local input and evidence and factor in policy ambitions to support growth in local housing provision and for provision of homes for older and disabled people.
- 3) To approve the proposed response to the Scottish government in respect of the methodology and the proposed default minimum requirement for housing land as set out in the main report and Appendix 1.
- 4) To agree that the proposed response be submitted to the Scottish Government by 4 June 2021 including the provisions for further work and evidence to inform the process.

(Reference – report by the Executive Director of Place, submitted)

6. Affordable Housing Policy Update

An update was provided on Affordable Housing Policy (AHP) performance in 2019/20 and 2020/21 and the use of commuted sums to support the delivery of new affordable homes over the same period.

Proposed minor changes to the AHP Practice Note were presented which aimed to provide more clarity to assist developers to understand what was expected at an early stage when developing proposals for affordable homes.

Motion

To approve the recommendations in the report.

- moved by Councillor Gardiner, seconded by Councillor Child.

Amendment

- 1) To approve the recommendations in the report.
- 2) To call for an assessment of all homes delivered by this policy in the last three years to be reported back to Committee within two cycles and that this assessment should in particular examine the number of low cost home ownership (LCHO) and mid-market rent (MMR) homes (subsidised and unsubsidised) delivered, whether the number of each category delivered was consistent with the Council's housing need and demand assessment and whether a further adjustment to the Council's affordable housing policy was required as a result of that assessment.

- moved by Councillor Booth, seconded by Councillor Mary Campbell.

In accordance with Standing Order 22(12), the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Gardiner:

- 1) To approve the minor updates to the Affordable Housing Policy (AHP) Practice Note set out in Appendix 1 of the report.

- 2) To note that the AHP was consistently delivering onsite affordable homes on nine out of ten sites of twenty homes or more.
- 3) To note that a further 1,354 affordable homes were approved in 2019/20-2020/21 on sites secured through the AHP and that a further 652 affordable homes were completed through the AHP over the same period.
- 4) To note the use of commuted sums, as set out in paragraph 4.7 of the report, to support delivery of 195 new affordable homes on five sites across the city.
- 5) To call for an assessment of all homes delivered by this policy in the last three years to be reported back to Committee within two cycles and that this assessment should in particular examine the number of low cost home ownership (LCHO) and mid-market rent (MMR) homes (subsidised and unsubsidised) delivered, whether the number of each category delivered was consistent with the Council's housing need and demand assessment and whether a further adjustment to the Council's affordable housing policy was required as a result of that assessment.
- 6) To refer the report to the Housing, Homelessness and Fair Work Committee for information.

(References – Planning Committee 7 August 2019 (item 7); Housing, Homelessness and Fair Work Committee 14 January 2021 (item 6); report by the Executive Director of Place, submitted)

7. Coronavirus Measures and Publication of Weekly Lists and Posting of Site Notices

The Chief Planning Officer, in consultation with the Convener and Vice-Convener had agreed to extend the period to not publish weekly lists in libraries and offices to 30 September 2021 under urgency provisions set out in the Committee's Terms of Reference and Delegated Functions.

Decision

- 1) To note the decision taken by the Chief Planning Officer, in consultation with the Convener and Vice-Convener, to extend the period during which weekly lists were not published in libraries and offices to 30 September 2021.
- 2) To resume the physical posting of site notices.
- 3) To agree that officers would produce a notice for display on libraries explaining how to access public notices.

(References – Planning Committee 2 September 2020 (item 6); report by the Executive Director of Place, submitted)

8. Funding Third Sector Delivery Partners: Edinburgh World Heritage and Edinburgh and Lothians Greenspace Trust

The Planning Committee had previously agreed to support a small number of third sector organisations via three-year Service Level Agreements.

These organisations were in unique positions to partner with the Council to fulfil the obligations of the United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Site Management Plan and the Council's commitment to improve the environment for communities.

Approval was sought for funding of £46,000 for Edinburgh World Heritage and £25,833 for Edinburgh and Lothians Greenspace Trust for 2021/22 for a range of services and activities detailed in appendices 1 and 2 of the report.

Decision

To approve the sums of £46,000 for Edinburgh World Heritage and £25,833 for Edinburgh and Lothians Greenspace Trust for the financial year 2021/22 for services and activities as set out in Appendices 1 and 2 of the report.

(References – Planning Committee 15 May 2019 (item 6); report by the Executive Director of Place, submitted)

Declaration of Interests

Councillors Child and Gardiner declared a non-financial interest in the above item as non-Executive Directors of Edinburgh World Heritage and the Edinburgh & Lothians Greenspace Trust.

9. Summer Festival Installations During Coronavirus Emergency

The Scottish Government's Chief Planner had written to planning authorities in Scotland to encourage a relaxation of planning control through not taking enforcement action in a range of circumstances to help businesses and services diversify and continue to operate within communities during the pandemic.

Motion

To approve the recommendations in the report.

- moved by Councillor Gardiner, seconded by Councillor Child.

Amendment 1

Delete the recommendation in the report and replace with the following:

To recognise the impact of the Coronavirus pandemic on the City and that in 2020 the Festivals had to be cancelled; that without relaxing the approach to planning control, as detailed in the attached report, meeting the public health restrictions would make it impossible to stage Festival events in summer 2021 and therefore agrees to relax planning controls as detailed for summer 2021.

- moved by Councillor Mowat, seconded by Councillor Rose.

Amendment 2

Add at the end of recommendations:

“as set out in this report, subject to the following changes:

- a) in 4.1.1 delete “excluding” and insert “including”
- b) in 4.1.2 after “residential properties” insert “where there is likely to be a negative impact on neighbouring residential amenity”.

Committee further agrees that ward councillors should be consulted, and further agree that these temporary changes should cease at the end of September 2021, and that, should a similar approach be considered for future events, a further report would be brought back to Committee at that time.

- moved by Councillor Booth, seconded by Councillor Mary Campbell

In accordance with Standing Order 22(12), Amendment 1 was accepted as an amendment to the motion and Amendment 2 adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Gardiner:

- 1) To recognise the impact of the Coronavirus pandemic on the City and that in 2020 the Festivals had to be cancelled; that without relaxing the approach to planning control, as detailed in the attached report, meeting the public health restrictions would make it impossible to stage Festival events in summer 2021 and therefore agrees to relax planning controls as detailed for summer 2021.
- 2) To agree that ward councillors should be notified, and further agree that these temporary changes should cease at the end of Autumn 2021, and that, should a similar approach be considered for future events, a further report would be brought back to Committee at that time.

(Reference – report by the Executive Director of Place, submitted)



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Business Bulletin

Planning Committee

2.00pm, Wednesday, 11 August 2021

Planning Committee

Convener:	Members:	Contacts:
<p>Councillor Neil Gardiner</p>  <p>Vice-Convener Councillor Maureen Child</p> 	<p>Councillor Chas Booth Councillor Lezley Marion Cameron Councillor George Gordon Councillor Max Mitchell Councillor Joanna Mowat Councillor Hal Osler Councillor Cameron Rose Councillor Alex Staniforth Councillor Ethan Young</p>	<p>Veronica MacMillan Committee Services 0131 529 4283 veronica.macmillan@edinburgh.gov.uk</p> <p>David Givan Chief Planning Officer david.givan@edinburgh.gov.uk</p>

Planning Time Performance Information – Quarter 1 2021/22

Time performance statistics for Quarter 1 are provided as an appendix to this Bulletin.

They use the Scottish Government's headline indicators, which measure decision making times by the average number of weeks in which applications without processing agreements or agreed time extensions are determined. The national indicators look at major, local (non-householder) and householder developments. The appended statistics present information on listed building consent and advert applications in a similar way. Enforcement cases are presented using the same indicators as in previous years.

The time performance information for last year (2020/21) uses figures checked by the Scottish Government. The figures for the most recent quarter are interim figures and may not include stop-the-clock periods.

In previous years figures for local developments included non-planning application cases which are not counted in the headline Scottish Government indicators (specifically some prior approval and telecommunication cases). The figures presented for 2021/22 now exclude these in order to better reflect the national headline indicators. The adjustment reduces caseload figures for local developments by approximately 100.

The appended charts show that in Q1:

- All of the six major applications determined had processing agreements or agreed extensions of time. This is only the second time that this has been achieved.
- Average decision times for local developments (14.2 weeks) were similar to the previous quarter and longer than Council's average for 2020/21 (13.1 weeks) and the national average for 2020/21 (12.4 weeks). This is due to the large volume of cases received in the previous six months, the impact of the COVID-19 lockdown on staff, and the clearance of long-term legacy cases.
- Average decision times for householder developments (7.5 weeks) were comparable to the

Contact:

Ben Wilson
Team Manager
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Council's average for 2020/21 (7.6 weeks), which was faster than the national average for 2020/21 (8.1 weeks). A record number of householder applications were received and determined in this quarter.

Across all relevant application types, the service determined 1,076 applications during Q1. This is higher than the previous quarter, which in turn is higher than any other quarter in the last two years. Overall, 1,129 relevant applications were submitted in Q1, also an increase and a record, when the adjustment in scope of applications counted as locals is taken into account.

The appended charts also provide information and brief commentary on enforcement cases and legal agreements. Progress in reducing the number of legal agreements over six months from minded-to-grant continues to be made.

Continuing the Planning and Building Standards service during Coronavirus restrictions

Planning and Building Standards staff are continuing to work from home during the pandemic. This has allowed a good level of service to be maintained with applications continuing to be processed and determined.

New ways of working, such as video inspections for building standards, have been developed to allow the service to continue to be provided. As the level of health risk from coronavirus reduces and government advice changes, the service will continue to adapt with the objective of providing good service its customers within the context of safeguarding the health and safety of staff and customers.

While libraries and Council offices were closed, weekly lists of applications were not published online. As libraries reopen, it will be possible to view weekly lists at libraries. A "how to" guide is being prepared for use by library staff and customers.

HISTORIC ENVIRONMENT SCOTLAND

Historic Environment Scotland (HES) are inviting responses to a [consultation on proposals to refresh their Grants Framework](#). It has been more than five years since the last refresh of HES's grant programmes, which they are now proposing to review and update. The consultation opened on 26 July 2021 and will close on 6 September 2021.

Contact:

David Givan
Chief Planning Officer
david.givan@edinburgh.gov.uk

Contact:

Ruth White
Acting Team Manager
ruth.white@edinburgh.gov.uk

The changes proposed are intended to bring about a more streamlined and strategic set of grant programmes. A set of six priorities are proposed:

- Grants Priority 1: Increase understanding of and engagement with Scotland's historic environment.
- Grants Priority 2: Enhance communities' use of the historic environment in place making.
- Grants Priority 3: Strengthen the resilience of Scotland's historic environment.
- Grants Priority 4: Use the historic environment as a catalyst for climate action.
- Grants Priority 5: Increase the quality and availability of, and demand for, historic environment skills.
- Grants Priority 6: Increase economic benefits from Scotland's historic environment.

The proposed new priorities place an emphasis on sustainability and community involvement.

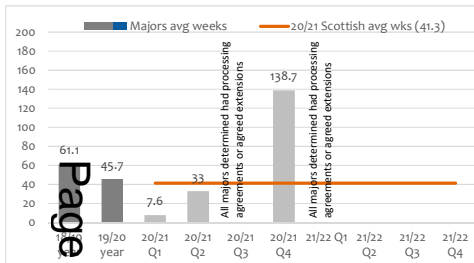
They are also proposing to streamline the grant programmes and to introduce flexibility and align with other funders, by the introduction of a new open programme for project funding called Historic Environment Grants. This new programme would replace the Historic Environment Repair Grant, Historic Environment Support Fund, and some aspects of Archaeology Programme Funding and the Organisational Support Fund. This new approach would enable applicants to apply for capital and activity costs under one programme, rather than making multiple applications.

New Guidance for Repair Grants will also be developed to replace the current Advisory Standards of Repair. In addition to outlining the expected approach and standard of work, this new document will provide clarity on points of grant eligibility, helping applicants to better understand from the outset how much they can apply for, but it will still retain flexibility to allow the specific circumstances of each project to be taken into account. It will also provide clearer guidance about application requirements to help streamline the application process.

It is proposed that the Council notes its support for this refresh.

Major Developments

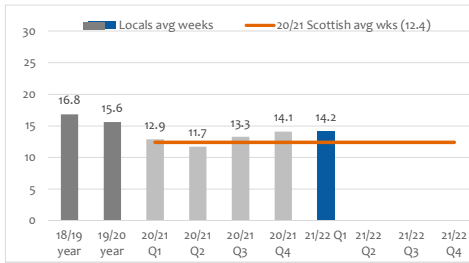
Average Decision Times (weeks) for applications without processing agreements or agreed extensions



Sub	3	27	3	5	7	8	2		
Det	25	30	5	5	6	6	6		
6 month totals:		Sub:8, Det:10		Sub:5, Det:12					
12 month totals:		Sub: 23, Det:32							
12 month average for 20/21:		49.0 wks							

Local (Non-Householder)

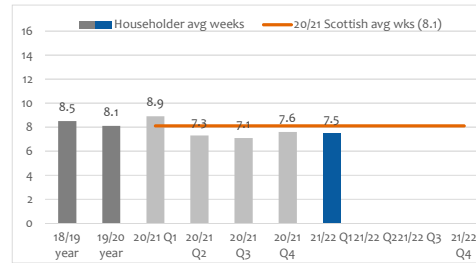
Average Decision Times (weeks) for applications without processing agreements or agreed extensions



Sub *	1061	1082	184	243	285	295	208		
Det*	1082	1000	187	212	244	294	195		
6 month totals:		Sub:427, Det:399		Sub: 580, Det: 538					
12 month totals:		Sub: 1007, Det: 937							
12 month average for 20/21:		13.1 wks							

Householder

Average Decision Times (weeks)



Sub	1464	1611	344	384	509	526	579		
Det	1481	1543	362	317	472	499	548		
6 month totals:		Sub:728, Det:679		Sub: 1035, Det: 971					
12 month totals:		Sub: 1763, Det: 1650							
12 month average for 20/21:		7.6 wks							

Comments:

All six major applications determined in Q1 had processing agreements and/or agreed extensions:

- Two brownfield mixed-use developments, at Fountainbridge and Western Harbour (time extension)
- One brownfield housing-led developments in Corstorphine
- Two greenfield housing-led developments in LDP allocations at Queensferry
- One greenfield housing-led development at Balerno (refused)

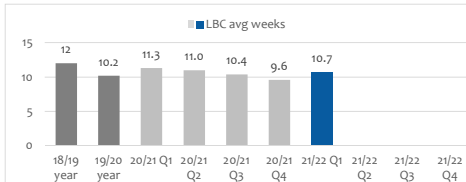
Notes:

- Decision times are from validation to issuing of permission, which includes time for legal agreements to be concluded.
- [Scottish Government](#) headline indicators monitor average decision times for major, local and householder applications without processing agreements or agreed time extensions. The charts show these times for relevant applications
- Quarterly figures for 20/21 are from Scottish Government's checked statistics, and factor in stop-the-clock periods.
- 21/22 Q1 figures have not been verified by Scottish Government and may include additional data eg. stop-the-clock periods
- Submitted & determined figures show all applications (i.e. with and without processing agreements / agreed extensions)

* Pre-21/22 numbers for Local (Non-householder) cases also include some non-planning application cases. 21/22 figures exclude these to better reflect

Listed Building Consents

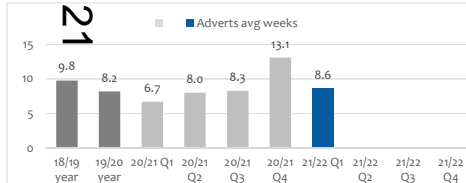
Average Decision Times (weeks)



Sub	1062	1073	169	184	260	295	301		
Det	1082	846	198	121	183	194	285		
6 month totals:	Sub:35, Det:39		Sub:55, Det:37						
12 month totals:	Sub:98, Det:66								
12 month average for 20/21: 10.5 wks									

Advertisements

Average Decision Times (weeks)



Sub	212	229	33	50	37	39			
Det	325	247	32	39	29	54	42		
6 month totals:	Sub:83, Det:71		Sub:67, Det:83						
12 month totals:	Sub:150, Det:154								
12 month average for 20/21: 9.6 wks									

Enforcement

Short Term Let Enforcement Cases 2021/22					
	(Q4 prev year)	Q1	Q2	Q3	Q4
Number submitted	6	23			
Number closed	54	10			
Number (and %) closed within 6 months (target 80%)	29 (50.1%)	5 (50%)			
	-	6 month %:		6 month %:	
	-	12 month %:	(20/21: 61.5%)		
Number of notices served	0	9			
Number (and %) closed within 6 months (target 80%)	n/a	8 (89.9%)			
	-	6 month %:		6 month %:	
	-	12 month %:-	(20/21: 100%)		
All Other Enforcement Cases 2020/21					
	(Q4 prev year)	Q1	Q2	Q3	Q4
Number submitted	150	225			
Number closed	192	227			
Number (and %) closed within 3 months (target 80%)	121 (63.0%)	174 (76.6%)			
	-	6 month %:		6 month %:	
	-	12 month %:	(20/21: 69.7%)		
Number of notices served	0	3			
Number (and %) closed within 3 months (target 80%)	n/a	1 (33.3%)			
	-	6 month %:	(20/21: n/a)		6 month %:
	-	12 month %:	(20/21: n/a)		
Comments: Serving of enforcement notices resumed in Q1. The service has continued to use discretionary enforcement powers, to allow businesses to operate with short term adaptations to Covid-19, before pursuing formal action in many cases.					

Legal Agreements

Legal Agreements	At end Q1	At end Q2	At end Q3	At end Q4
Number of applications at legal agreement stage	36			
Number of applications where more than 6 months since Minded to Grant decision	8			
Comments: Overall pending agreements have increased slightly from end 21/22 (was 34). Actions to reduce number reaching 6+ months continue to be progressed (was 10 at end 20/21)				

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Planning Committee

2.00pm, Wednesday, 11 August 2021

Short-Term Let Area of Control

Executive/routine

Wards

All

Council Commitments

[11](#) and [12](#)

1. Recommendations

1.1 It is recommended that Committee:

- 1.1.1 Approves the draft proposal to designate the entire Council area as a Short-Term Let Control area;
- 1.1.2 Notes that a six week consultation period is proposed;
- 1.1.3 Notes that following a period of consultation a final proposal will be put before Committee; and
- 1.1.4 Notes that approval from Scottish Ministers is required for designation of a control area.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Project Director

E-mail: iain.mcfarlane@edinburgh.gov.uk | Tel: 0131 529 2419

Short-Term Let Area of Control

2. Executive Summary

- 2.1 It is proposed that the entire Council area is designated as a Short-Term Let Control Area. The draft proposal is supported by an evidence report and will be subject to public consultation. Designation of a Short-Term Let Control Area for the entire Council area will not be a blanket ban, but it will bring the change of use of all dwellings to short-term lets within planning control, allowing decisions to be taken in accordance with the Development Plan and material considerations. The Short-Term Let Control Area will not impact on letting out of rooms or entire property lets where the property is the principal home of the host and the host is absent.

3. Background

- 3.1 Section 26B of the Town and Country Planning (Scotland) Act 1997 (the “1997 Act”), which was introduced by Section 17 of the Planning (Scotland) Act 2019, provides local authorities with powers to designate Short-Term Let Control Areas. The purpose of control areas is to:
- 3.1.1 Help manage high concentrations of secondary letting (where it affects the availability of residential housing or the character of a neighbourhood);
 - 3.1.2 Restrict or prevent short-term lets in places or types of building where it is not appropriate; and
 - 3.1.3 Help local authorities ensure that homes are used to best effect in their areas. [The Town and Country Planning \(Short-term Let Control Areas\) \(Scotland\) Regulations 2021](#) implemented on 1 April 2021 set out the process for designation and Scottish Government Circular 1/2021 sets out policy on the implementation of the legislation.
- 3.2 Choices for City Plan 2030 consultation set out the intention to consult on a Short-Term Let Control area.

4. Main report

Short-term letting in Edinburgh

- 4.1 There are a significant number of short-term lets (STLs) in Edinburgh. Airbnb is one of the STL platforms operating in Edinburgh. It provides a useful indicator of the scale

of this in the city. In the period 2016-2019 there was a substantial rise in the number of both entire properties and rooms registered with Airbnb. Relative to other areas in Scotland the number of Airbnb listings is high and therefore the impact on the city is disproportionate. In 2019, 31% of all Airbnb listings in Scotland were in the city of Edinburgh. The next greatest proportion was 19% in Highland followed by 7% in Glasgow City. This illustrates the magnitude of STLs in Edinburgh in comparison to other areas of Scotland.

- 4.2 STLs are predominately located within the city centre and adjoining wards, however they are evident in all wards of the city including those more rural locations where wards such as Forth and Almond registered 502 and 253 respectively in 2020.
- 4.3 STLs can provide additional accommodation during important times of the year, however there are many associated impacts which have been identified nationally and locally, including the supply and affordability of housing and disruption to local communities and to neighbours.
- 4.4 The issue is not confined to properties accessed off tenement stairs. Ground floor flats are affected as well as houses in suburban areas. As well as amenity impacts on neighbourhoods, there is a loss of housing – often housing that is suitable for families.
- 4.5 A common issue in Edinburgh, identified in research carried out for the Scottish Government, is the impact on primary school rolls due to falling residential population with fears about the long term sustainability of the community.
- 4.6 STLs also generate a significant amount of planning enforcement workload.
- 4.7 The Council has been working over the last few years to address the STL issue through a combination of actions identified by a Member – Officer Working Group, a STLs Virtual Team of officers to coordinate actions using existing powers across several services and discussions with Scottish Government on regulatory powers.
- 4.8 Earlier in 2021, the Scottish Government consulted on licensing legislation proposals to establish a licensing scheme for STLs, but the legislation was not passed prior to the end of the Parliamentary term in April 2021. The Scottish Government has been conducting a further consultation from 25 June 2021 to 13 August 2021 on the establishment of a licensing scheme for STLs to address safety standards and anti-social behaviour. If the current proposed licensing legislation is passed, all STLs in Scotland, irrespective of type, will need to be licensed by 1 April 2024. In terms of the current proposed licensing scheme, within a control area it will be a mandatory condition of licensing to have made a planning application or to have planning permission already when providing accommodation that requires planning permission.

Current planning policy context

- 4.9 Planning authorities consider on a case-by-case basis whether use of a dwellinghouse for secondary letting constitutes a material change of use requiring planning consent.

- 4.10 Where planning permission is required, this is controlled through Edinburgh Local Development Plan (LDP) Policy Hou 7 – Inappropriate Uses in Residential Areas, set out in the adopted Edinburgh LDP, November 2016. This policy prohibits change of use which would have a materially detrimental effect on the living conditions of nearby residents.
- 4.11 Non-statutory guidance – Guidance for Businesses, February 2019, sets out factors which will be considered in making this determination:
- 4.11.1 The character of the new use and of the wider area;
 - 4.11.2 The size of the property;
 - 4.11.3 The pattern of activity associated with the use including numbers of occupants, the period of use, issues of noise, disturbance and parking demand, and
 - 4.11.4 The nature and character of any services provided.
- 4.12 Proposals for a change of use will be assessed in terms of their likely impact on neighbouring residential properties. Factors which will be considered include background noise in the area and proximity to nearby residents. In the case of STLs the Council will not normally grant planning permission in respect of flatted properties where the potential adverse impact on residential amenity is greatest. Change of use in flatted properties will generally only be acceptable where there is a private access from the street.

Implications of Designation

- 4.13 Section 26B of the 1997 Act, and the Control Area Regulations define a STL for the purposes of the control areas. This is included as Appendix 3 to this report.
- 4.14 Use of a dwellinghouse for the purpose of providing STLs is deemed to be a material change of use in a control area. Planning permission is therefore required for short-term letting of any house or flat within a control area. The following will not be affected by the control area:
- 4.14.1 Home sharing – STLs of private rooms or shared rooms where the property is the only or principal home of the host; and
 - 4.14.2 Home letting – STLs of an entire property where the property is the only or principal home of the host and the host is absent. This allows for house swaps at holidays but also for the host to let out the entire property when they are on holiday or working away, provided the property remains their only or principal home.
- 4.15 People wishing to use such properties for STLs, as defined above, will require to apply for planning permission, unless these have been in use for 10 years and no planning enforcement action has been taken, as set out under section 124 of the 1997 Act.
- 4.16 When an application is made, the Council will then decide whether or not to grant planning permission. In doing so, the Council will make its decision in accordance with the Development Plan unless material considerations indicate otherwise. This

means that the Council will be considering each application against policies that are live at the time of the decision.

- 4.17 The designation of a short-term let control area, therefore does not mean a blanket ban on such uses: each case will have to be assessed on its own merits. The planning application process involves notification of neighbours and provides an opportunity for public comments.

Future Planning Policy Context in Edinburgh

- 4.18 A new Local Development Plan (City Plan 2030) is being prepared. Choices for City Plan 2030 set out a preferred option to include a policy on loss of housing. This potential policy would presume against the loss of housing to other uses, including Short-Term Lets. The current Development Plan Scheme anticipates a Proposed City Plan 2030 in Autumn 2021 and, subject to examination, an adopted plan in 2023. Once adopted applications for planning permission will be assessed against City Plan 2030 and the policies contained therein.

The need for a control area in Edinburgh - Statement of Reasons

- 4.19 A planning authority may designate all of its area, or any part of its area, as a control area. In order to designate a control area, the planning authority is required to prepare a Statement of Reasons for designation and submit this to Scottish Ministers for approval.
- 4.20 The Statement of Reasons is set out within Appendix 1 to this report. In summary a control area for Edinburgh is needed to meet the objectives set out in Planning Circular 1/2021 for the following reasons:

To help manage high concentrations of secondary letting which affects the availability of residential housing or the character of a neighbourhood

- 4.20.1 Edinburgh has the highest number of dwellings being used as short-term let properties of any local authority in Scotland. Indications are that demand will continue for STLs;
- 4.20.2 Dwellings are being used as STL properties throughout the Council area. In the areas of greatest concentration STL properties have been found to affect the character of the neighbourhood by reducing the number of long-term residents and having an impact on the sense of neighbourhood within areas. In other areas, the loss of housing to STL use results in a city-wide problem of reduced housing availability and issues of affordability.

To restrict or prevent short-term lets in places or types of building where it is not appropriate

- 4.20.3 Short-term let properties have significant adverse impacts on neighbouring residents. This problem is particularly acute in Edinburgh's traditional tenements but can also lead to issues from residents in detached or semi-detached accommodation. Residents have experienced persistent difficulties as a result of anti-social behaviour in properties which have a shared or common space; and

4.20.4 A single STL property in a tenement stair can have a disruptive effect. The transfer of noise into neighbouring properties is another well-known problem, especially in tenement flats but can also lead to complaints from residents in detached or semi-detached accommodation. Through data collected from the Council's complaints system, it is clear that STLs can cause difficulties in nearly every type of property. A control area allows planning control over all changes of use to STLs, so that these are only allowed in appropriate locations and circumstances.

To help ensure that homes are used to best effect

4.20.5 There is a need for more housing in Edinburgh. Properties being utilised for STLs are generally in accessible areas and supported by services. There is a need to ensure that such locations can be maximised for their potential to provide residential properties to meet the needs of Edinburgh. Existing housing units are best placed and designed to provide for residential use and most suited to meeting the needs of residents; and

4.20.6 Purpose built visitor accommodation in the form of hotels, hostels, apart hotels, guest houses and bed and breakfasts are readily available throughout the city. Edinburgh's total stock of purpose built visitor accommodation at the end of 2019 was approximately 16,100 rooms. 895 rooms were under construction with a further 3,065 rooms in the planning pipeline. Along with student halls, which provide visitor accommodation at key times of the year, this accommodation is better suited to meeting the vast majority of tourism needs in Edinburgh while balancing its impacts on neighbourhoods. It is appropriate to control STLs to ensure that they are only allowed in appropriate locations and circumstances.

4.21 It is proposed that the designation covers the entire Council area for the following reasons:

4.21.1 Dwellings are being used short-term lets throughout the council area. There is a concentration within the City Centre and Leith wards, however they are evident in all wards of the city with two thirds of the total number of STLs distributed across the remaining Council area;

4.21.2 The loss of housing to short term-let use results in a city wide problem of reduced housing availability and issues of affordability;

4.21.3 Concerns of Edinburgh residents are city wide. Enforcement cases are city wide;

4.21.4 Housing need is city wide. Designating the entire council area as an STL control allows planning control over all changes of use to STLs across the Council's geographic area. It would provide clarity, which is currently lacking on the need for planning permission and it would allow consideration of STLs against planning policies and other material considerations;

- 4.21.5 It would allow the opportunity for the public to comment through the planning application process on STLs across the city; and
 - 4.21.6 Designating part or parts of the area could result in pushing STLs and their impacts into areas adjacent to control areas.
- 4.22 A background report has been prepared and is included in Appendix 2 of this report.

5. Next Steps

- 5.1 Subject to approval of the draft proposal it will be subject to a period of consultation. Consultation will be developed in accordance with the Council Consultation Policy. Designation of a control area is a statutory process and regulations specify a minimum of 28 days for representation prior to submission for approval from Scottish Ministers. It is proposed that a period of six weeks is provided for comments on the draft proposal. This is in the context of the existing awareness of short-term letting issues in Edinburgh and the need to progress a control area at the earliest opportunity. The consultation will be referred to the Consultation Advisory Panel for approval.
- 5.2 Short-term letting affects many people and organisations. The engagement of STL providers, STL visitors, Community Councils, community groups, trade bodies and residents will be actively pursued using Council communication channels and social media. The consultation will be carried out using the Consultation Hub. It will also be notified to Community Councils and key stakeholders.
- 5.3 Responses received during the consultation period will be given due consideration, in the preparation of a final proposal. The proposal will then be subject of a future report to Planning Committee with a recommendation on whether to submit the final proposal to Scottish Ministers for their approval.

6. Financial impact

- 6.1 This report and its recommendations have no financial impact on service or Council budgets. Planning fees are set by Scottish Government and generally cover the costs of processing planning application.

7. Stakeholder/Community Impact

- 7.1 Choices for City Plan 2030 consultation which took place in Spring 2020 set out the intention to consult on a short-term let control area.
- 7.2 The proposal will be subject to a period of public consultation including key stakeholders.
- 7.3 An Integrated Impact Assessment (IIA) has been carried out and will be available as a public document. The assessment concludes that overall the proposal will support

equality, health and well-being and human rights and have positive socio-economic impacts overall.

7.4 There are no direct sustainability impacts arising from this report.

8. Background reading/external references

- 8.1 [The Town and Country Planning \(Short-term Let Control Areas\) \(Scotland\) Regulations 2021](#)
- 8.2 [Planning Circular 1/2021 Establishing a Short-Term Let Control Area](#)
- 8.3 [Corporate Policy and Strategy Committee Item 7.2 - Short Term Letting in Edinburgh - 7 August 2018](#)
- 8.4 [Planning Committee Choices for City Plan 2030 – Consultation Key Findings and Next Steps-12 August 2020](#)
- 8.5 [Scottish Government Impact of Short-Term Letting on Communities](#)
- 8.6 [Guidance for Businesses, February 2019](#)
- 8.7 [Edinburgh Local Development Plan 2016](#)
- 8.8 [Scottish Government Consultation on short-term let licensing regulations](#)

9. Appendices

- 9.1 Appendix 1 – Short-Term Let Area of Control Proposal for Consultation.
- 9.2 Appendix 2 - Short-Term Let Area of Control Statement of Reasons Background Report.
- 9.3 Appendix 3 - Circular 1/2021 Establishing a Short-Term Let Control Area Annex B.

**Short-term let control area for Edinburgh
A Proposal for Consultation**

August 2021

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Background

[Section 17 of the Planning \(Scotland\) Act 2019](#) introduced powers for local authorities to define short-term let control areas.

The purpose of control areas is to:

- help manage high concentrations of secondary letting (where it affects the availability of residential housing or the character of a neighbourhood);
- restrict or prevent short-term lets (“STL”) in places or types of building where it is not appropriate; and
- help local authorities ensure that homes are used to best effect in their areas.

[Statutory Regulations](#) implemented on 1 April 2021 set out the process for designation and [Scottish Government Circular 1/2021](#) set out policy on the implementation of the legislation.

[Choices for City Plan 2030](#) consultation set out the intention to consult on a short-term let control area. Responses received generally expressed support for a consultation.

A Short-Term Let Control Area for Edinburgh

The Council wishes to designate a Short-Term Let Control Area in Edinburgh. The Council proposes that the entire administrative area of the City of Edinburgh Council be a short-term let control area.

Within a short term let control area, use of a dwellinghouse for the purpose of providing short-term lets is deemed to be a material change of use requiring planning permission.

The properties that will be affected by this are those defined by Section 26B of the Town and Country Planning (Scotland) Act 1997 and Regulation 2 of the Town and Country Planning (Short-term Let Control Areas) (Scotland) Regulations 2021. A short-term let is provided where all of the following criteria are met:

- a) sleeping accommodation is provided to one or more persons for one or more nights for commercial consideration,
- b) no person to whom sleeping accommodation is provided is an immediate family member of the person by whom the accommodation is being provided,
- c) the accommodation is not provided for the principal purpose of facilitating the provision of work or services to the person by whom the accommodation is being provided or to another member of that person’s household,
- d) the accommodation is not provided by an employer to an employee in terms of a contract of employment or for the better performance of the employee’s duties, and

e) the accommodation is not excluded accommodation.

Section 26B (3) excludes:

- private residential tenancies under section 1 of the Private Housing (Tenancies) Scotland Act 2016; and
- tenancies of a dwellinghouse or part of it where all or part of the dwellinghouse is the only principal home of the landlord or occupier

If the proposed Short-Term Let Control Area is adopted, then from adoption Proprietors wishing to use their properties in Edinburgh for short-term lets, as defined above, **will require to apply for planning permission**, unless their property has been in use for short-term lets for more than 10 years as set out under section 124 of the Town and Country Planning (Scotland) Act 1997.

Following designation regulations allow for the Council to modify or cancel the designation subject to a process of notification and consultation and approval of Scottish Ministers.

Determining Planning applications for short-term lets within a Control Area

When an application is made, the Council will then decide whether or not to grant planning permission. In doing so, the Council will make its decision in accordance the Development Plan unless material considerations indicate otherwise. This means that the Council will be considering each application against policies that are live at the time of the decision.

The current [Edinburgh Local Development Plan](#), 2016 contains policy which controls change of use which would have a materially detrimental effect on the living conditions of nearby residents.

Further guidance is provided in [Guidance for Businesses](#). Proposals will be assessed in terms of their likely impact on neighbouring residential properties. Factors which will be considered include background noise in the area and proximity to nearby residents the Council will not normally grant planning permission in respect of flatted properties where the potential adverse impact on residential amenity is greatest. Change of use in flatted properties will generally only be acceptable where there is a private access from the street.

The designation of a Short-Term Let Control Area, therefore does not mean a blanket ban on such uses: each case will have to be assessed on its own merits. The planning application process involves notification of neighbours and provides an opportunity for public comments.

A new LDP is being prepared. [Choices for City Plan 2030](#) set out a preferred option to include within that plan a loss of housing policy presuming against the loss of housing to other uses, including STLs. The current [Development Plan Scheme](#) for City Plan 2030 anticipates a Proposed Plan in Autumn 2021 and subject to examination, an adopted plan in

2023. Once adopted applications for planning permission will be assessed against City Plan 2030 and the policies contained therein.

Licensing scheme

Earlier in 2021 the Scottish Government consulted on licensing legislation proposals to establish a licensing scheme for STLs, but the legislation was not passed prior to the end of the Parliamentary term in April 2021. In summer 2021, the Scottish Government conducted a further consultation on the establishment of a licensing scheme for STLs to address safety standards and anti-social behaviour. If the current proposed licensing legislation is passed, all short-term lets in Scotland irrespective of type will need to be licensed by 1 April 2024. In terms of the current proposed licensing scheme, within a control area it will be a mandatory condition of licensing to have made a planning application or to have planning permission already when providing accommodation that requires planning permission.

Short-term letting in Edinburgh and the need for control

There are a significant number of short-term lets in Edinburgh. In the period 2016-2019 there was a substantial rise in the number of both entire properties and rooms registered with Airbnb. In 2019, 31% of all Airbnb listings in Scotland were in the city of Edinburgh. The next greatest proportion was 19% in Highland followed by 7% in Glasgow City. This illustrates the magnitude of STLs in Edinburgh in comparison to other areas of Scotland.

Short-term lets can provide additional accommodation during important times of the year however there are many associated impacts which have been identified nationally and locally, including the supply and affordability of housing and disruption to local communities and to neighbours. Short-term lets also generate a significant amount of planning enforcement workload.

A planning authority may designate all of its area, or any part of its area, as a control area. In order to designate a control area, the planning authority is required to prepare a statement of reasons for their proposal and submit this to Scottish Ministers for approval.

The Council proposes that the entire administrative area of the City of Edinburgh Council be a Short-Term Let Control Area.

PROPOSED STATEMENT OF REASONS

The designation of a Short-Term Control Area requires to be supported by a Statement of Reasons. The following section sets out the proposed Statement of Reasons. It is supported by a Background Report which sets out the evidence base for the reasons stated below.

To help manage high concentrations of secondary letting which affects the availability of residential housing and the character of neighbourhoods

- Edinburgh has the highest number of dwellings being used as short-term let properties of any local authority in Scotland. Indications are that demand will continue for short-term lets.
- In many areas the concentration of STLs compared with dwellings is high, however the issues caused by short-term letting of dwellings is a significant issue across all parts of the Council area.
- It is not only concentration which causes issues. The loss of housing to short term-let use results in a city wide problem of reduced housing availability and issues of affordability. It is difficult to track how much housing has been transferred to short-term letting. In 2018 the Council commissioned Rettie & Co to conduct research (Analysis of the Impact of the Edinburgh Short Term Rental Market – 16 July 2018) which assessed the impact that the short-term let sector was having on rents within Edinburgh’s traditional private rented sector and the availability of residential property in the city. It estimated that there had been a loss of around 10% of private rented homes to short-term lets in recent years. The rapid growth in short term lets has had an impact on both supply and rent levels. Between 2014 and 2017 the city saw 2,700 more properties per year listed as available on Airbnb, while private rented sector stock fell 560 per annum.
- Increased numbers of short-term lets reduces the supply of available homes for longer term lets. Research indicated a displacement of demand, with rents rising significantly above average (between 20-27% over the period 2014-17) in areas bordering a high concentration of short term lets. Private rents had increased by more than 30% over the previous five years. Research indicates rising rents occurred in those areas bordering a high concentration of Airbnb, suggesting a displacement of demand. In those areas bordering the city centre, rents increased around 20-27% over the period 2014-2017.
- There is concern from residents of the city about the impact of STLs on communities and neighbourhoods. Research carried out on behalf of the Scottish Government - [Research into the impact of short-term lets on communities across Scotland, 2019](#) assessed the [impact](#) of short-term lets in Scotland, with a focus on communities, particularly on neighbourhoods and housing. Negative congestion effects from STLs were identified in Edinburgh. They were also seen to be changing the nature of the communities in terms

of traffic congestion, people congestion, litter, waste, noise, lack of amenities for locals including local shops, and higher demand for and impact on local public services.

To restrict short-term lets in places or types of building where it is not appropriate

- Edinburgh has a high number of tenement properties. Regular use of any tenement flat as a short term let is inconsistent with tenement living and generates a high number of complaints to the Council.
- Short-term let properties have significant adverse impacts on quality of life and well-being of neighbouring residents.
 - There is noise and disruption, often at anti-social hours as short-term let occupiers come and go from properties and from their occupation from them. This problem is particularly acute in Edinburgh's traditional tenements, but also other types of high density properties with shared space and common stairs/closes. A single short-term let property in a tenement stair can have a disruptive effect.
 - The transfer of noise into neighbouring properties is an issue, especially in tenement flats but can also lead to complaints from residents in detached or semi-detached accommodation. Through data collected from the Council's complaints system, it is clear that short-term lets can cause difficulties in nearly every type of property.
- A control area does not mean a blanket ban on short-term letting. It allows planning control over all changes of use to STLs, so that it is only allowed in appropriate locations and circumstances.

To help ensure that homes are used to best effect.

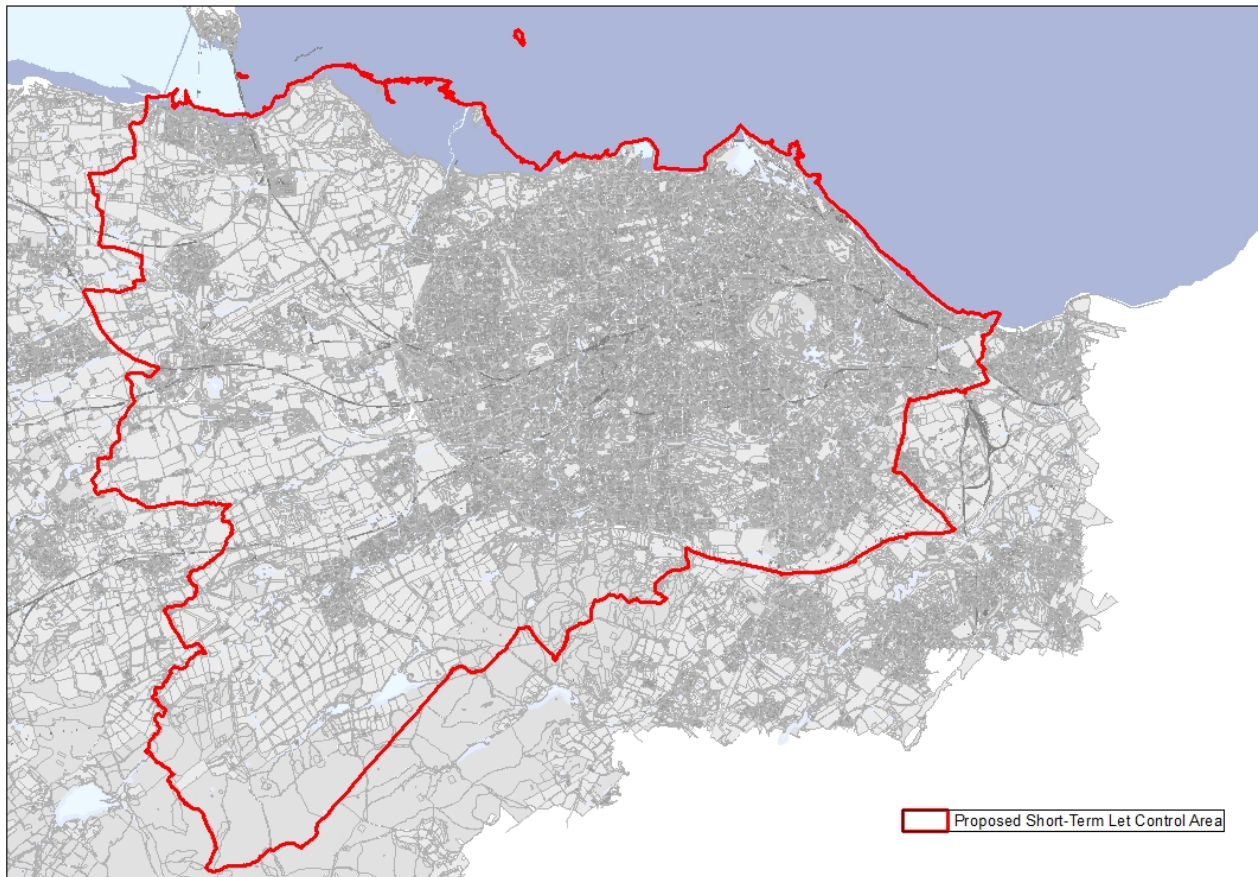
- The latest Housing Need and Demand Assessment (HNDA2) states that there is demand for at least 38,000 to 46,000 new homes in Edinburgh over ten years, over 60% of these need to be affordable. The increased number of short-term lets reduces the supply of available homes.
- Properties being utilised for STLs are generally in accessible areas and supported by services. There is a need to ensure that such locations can be maximised for their potential to provide residential properties to meet the needs of Edinburgh. Existing housing units are best placed and designed to provide for residential use and most suited to meeting the needs of residents.
- Purpose built visitor accommodation in the form of hotels, hostels, apart hotels, guest houses and bed and breakfasts is readily available throughout the city. Along with student halls, which provide visitor accommodation at key times of the year, this accommodation is better suited to meeting the vast majority of tourism needs in Edinburgh while balancing its impacts on neighbourhoods. It is appropriate to control STLs to ensure that they are only allowed in appropriate locations and circumstances.

It is proposed that the designation covers the entire Council Area for the following reasons:

- Dwellings are being used short-term lets throughout the council area. There is a concentration within the City Centre and Leith wards, however two thirds of the total number of STLs are distributed across the rest of the Council area, with STLs being evident in all Council wards.
- Housing need is city wide. Designating all of the council area allows planning control over all changes of use to STLs across the Council's geographic area.
- Concerns of Edinburgh residents on STLs are city wide.
- It would provide clarity on the need for planning permission.
- It would allow consideration of STLs against planning policies and other material considerations.
- It would allow the opportunity for the public to comment through the planning application process on STLs across the city.
- Designating part or parts of the area could result in pushing STLs and their impacts into areas around control areas.
- Designating all of the area would not be a ban on STLs but would allow consideration of all proposals.

Map of Proposed Short-Term Let Control Area

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Appendix 2

Short-Term Let Control Area -Statement of Reasons Background Report

Contents

1. Purpose
2. Scale of short-term letting in Edinburgh
3. Impacts on communities and residents
4. The Housing Market
5. Visitor Accommodation

1. Purpose

This report provides background information to support the Statement of Reasons for a Short-Term Let Control Area for Edinburgh.

2. The scale of short-term letting in Edinburgh

The precise scale and scope of the short-term let (STL) industry in the city is currently unknown as there is no requirement to register such a property with the Council (requirement from 2024 to be licensed). Airbnb is regarded as one of the largest platforms for short-term letting and provides a source of published data often quoted by Scottish Government. Whilst a significant market player, Airbnb is not the only platform of its type and figures may be a conservative estimate of the total number of short-term lets operating within the city.

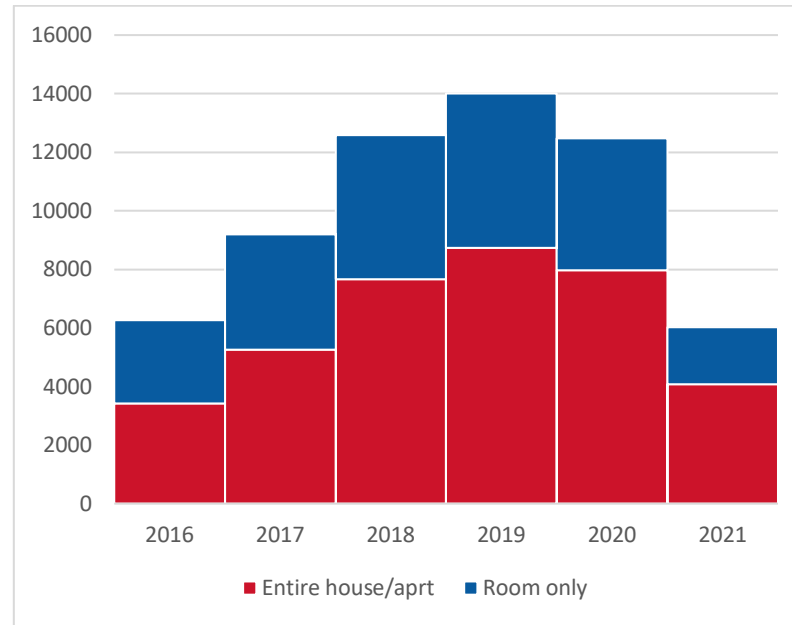
Figure 1 shows the trend in number of listings on Airbnb over the last 6 years. Listings from the last 2 years have been impacted by the Covid-19 pandemic.

In the period 2016-2019 there was a substantial rise in the number of entire properties and rooms registered with Airbnb. Relative to other areas in Scotland the number of Airbnb listings is high. In 2019, 31% of all Airbnb listings in Scotland were in the city of Edinburgh. The next greatest proportion was 19% in Highland followed by 7% in Glasgow City. This illustrates the magnitude of STLs in Edinburgh in comparison to other areas of Scotland.

At March 2020 (within the period of the Covid-19 pandemic) a total of 7,698 entire properties and 4,496 rooms were being advertised on Airbnb. Across the last 6 years there has been proportionally more entire property STLs than room only. While the number of Airbnb registrations in Edinburgh declined between March 2020 and April 2021 the distribution of STLs has remained broadly similar over the period 2020-2021.

The Covid-19 pandemic has had a significant impact on the number of STLs that were advertised on the Airbnb platform since March 2020. It is not known what the longer term impact of this will be for the number of STLs in Edinburgh however indications that while there may have been a shift of short-term lets to residential private-lets during lock-down, that the high demand for UK staycations means that pressure for STLs may continue.

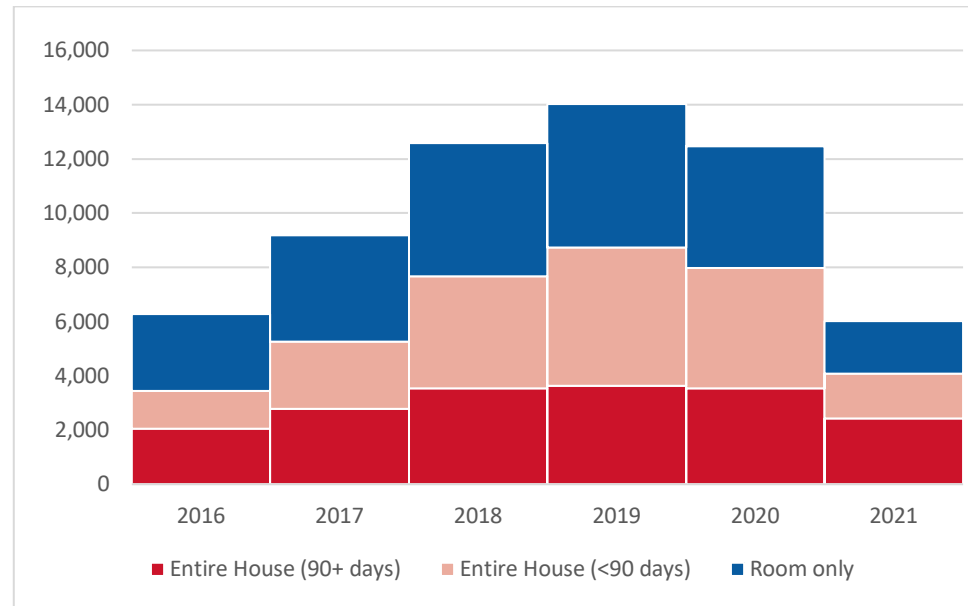
Figure 1- Number of STLs registered on Airbnb within Edinburgh 2016-2021



Source: Inside Airbnb

Data provided by Airbnb indicates the number of days within a year that properties are available. The number of entire properties available for more than 90 days (4,439 at March 2020) indicate that a number of properties are no longer available for residential use. Figure 2 below shows the breakdown.

Figure 2- Number of STLs registered on Airbnb within Edinburgh (number of days) 2016-2021

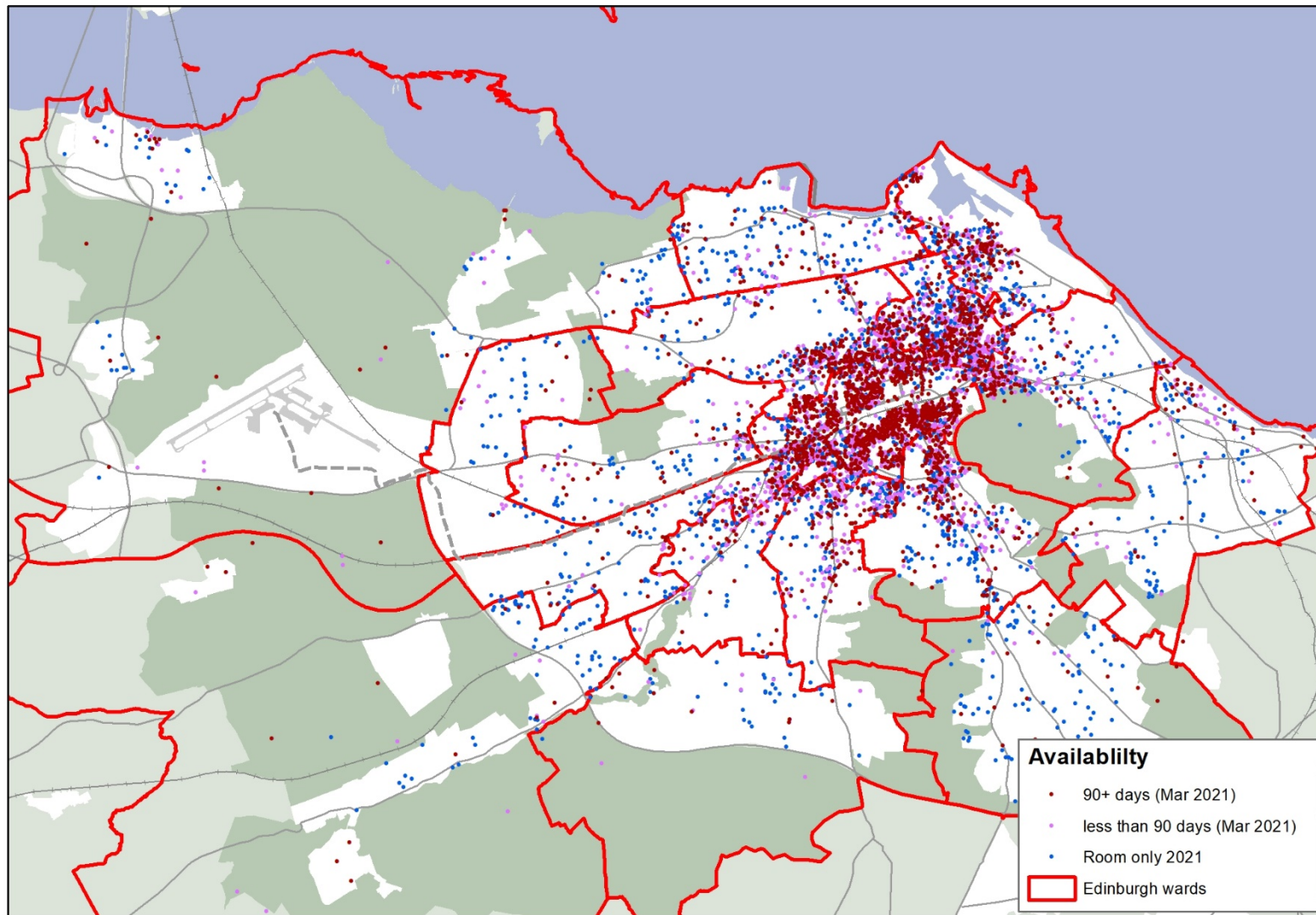


Source: Inside Airbnb

Variation across the city

Short-term lets are predominately located within the city centre and adjoining wards, however they are evident in all wards of the city. Over a third of all STLs listed on Airbnb in Edinburgh at April 2020 were within the City Centre and Leith wards, as indicated in Map 1 and Figure 3 below.

Map 1: Distribution of Airbnb registrations April 2020.



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The number of STLs in all wards of the city including those more rural locations are significant with wards such as Forth and Almond registering 502 and 253 respectively.

Figure 3: Airbnb registrations by ward April 2020

Ward	Entire property registered for let	Entire Property registered for let for 90+ days	Entire Property registered for let for less than 90 days	Room only registered for let	All properties registered (entire property and room only)	% of all properties registered in Edinburgh in each ward
City Centre	2,397	1,400	997	845	3,242	24
Leith Walk	1,199	474	725	776	1,975	14
Southside/Newington	621	241	380	566	1,187	9
Inverleith	633	264	369	413	1,046	8
Morningside	513	160	353	447	960	7
Leith	547	221	326	387	934	7
Craigtinny/Duddingston	451	178	273	333	784	6
Sighthill/Gorgie	426	181	245	354	780	6
Fountainbridge/Craiglockhart	370	118	252	236	606	4
Forth	207	69	138	295	502	4
Portobello/Craigmillar	153	58	95	241	394	3
Corstorphine/Murrayfield	156	49	107	169	325	2
Liberton/Gilmerton	79	23	56	227	306	2
Almond	83	43	40	170	253	2
Pentland Hills	42	25	17	132	174	1
Drum Brae/Gyle	50	14	36	106	156	1
Colinton/Fairmilehead	43	15	28	99	142	1
TOTAL	7,970	3,533	4,437	5,796	13,766	

Penetration rates

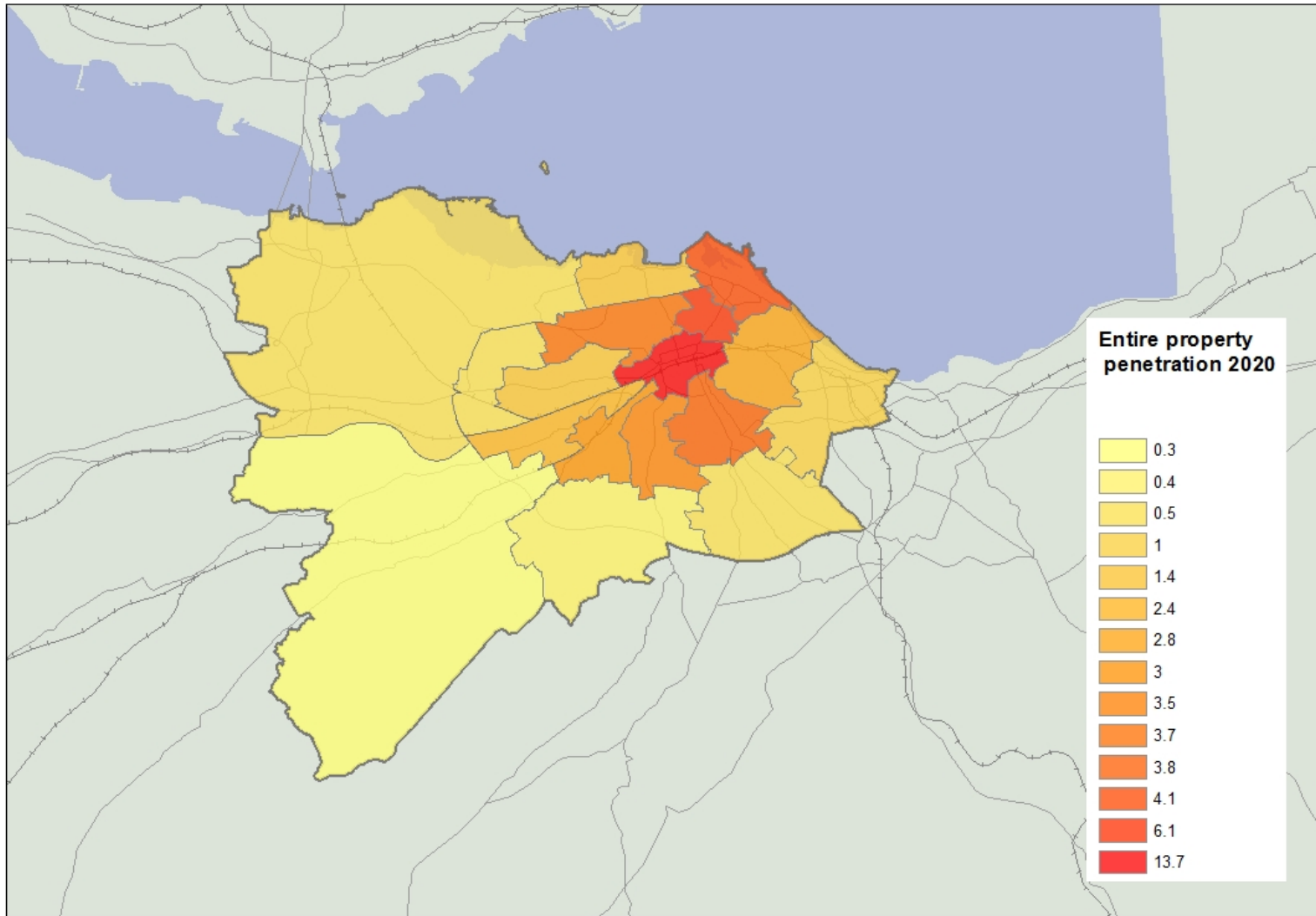
The concentration of STLs compared with dwellings varies across the city. The city centre has the highest rate at 18.5% in 2020 for both room only and entire property STLs, followed by Leith Walk which had a rate of 10%. The penetration rate of entire property STLs to dwellings was also highest in these wards.

Figure 4: % STLs to dwellings 2020/2021

Ward	Penetration Rate all STLs %		Penetration Rate Entire Homes %	
	2020	2021	2020	2021
City Centre	18.5	10.3	13.7	8.8
Leith	7.0	5.3	4.1	4.4
Southside/Newington	7.3	2.9	3.8	1.8
Inverleith	6.1	2.7	3.7	1.9
Leith Walk	10.0	2.7	6.1	1.2
Morningside	6.6	2.3	3.5	1.5
Craigentinny/Duddingston	4.9	2.0	2.8	1.3
Sighthill/Gorgie	4.5	1.7	2.4	1.1
Fountainbridge/Craiglockhart	5.0	1.7	3.0	1.2
Forth	3.3	1.3	1.4	0.5
Corstorphine/Murrayfield	3.0	1.1	1.4	0.6
Portobello/Craigmillar	2.5	1.0	1.0	0.5
Almond	1.6	0.7	0.5	0.3
Liberton/Gilmerton	1.8	0.7	0.5	0.2
Pentland Hills	1.3	0.6	0.3	0.2
Drum Brae/Gyle	1.4	0.6	0.5	0.2
Colinton/Fairmilehead	1.3	0.5	0.4	0.2
TOTAL	11.6	2.4	8.1	2

*Based on NRS dwelling estimates 2019

Map 2: % of all (room only and entire property) Airbnb registrations to dwellings 2020



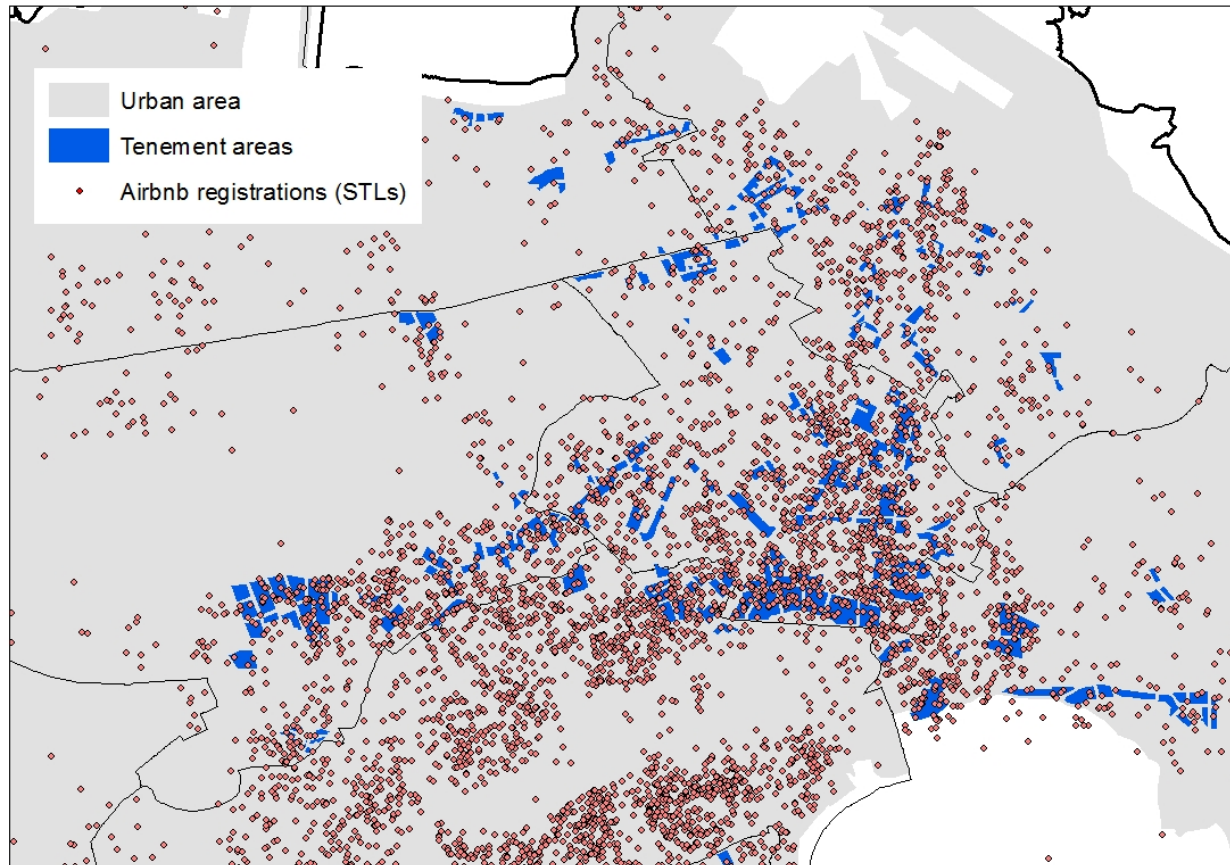
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The majority of short term lets in Edinburgh are within tenement properties, concentrated in areas of the city which already have high demand for housing. Regular use of any tenement flat as a short term let is inconsistent with tenement living, and often leads to anti-social behaviour and undue nuisance to other residents. This generates a high number of complaints.

The issue is not restricted to this type of accommodation. Residents have experienced persistent difficulties as a result of anti-social behaviour in properties which have a shared or common space. The transfer of noise into neighbouring properties is another well-known problem, especially in tenement flats but can also lead to complaints from residents in detached or semi-detached accommodation. Through data collected from the Council's complaints system, it is clear that short term lets can cause difficulties in nearly every type of property.

An analysis of urban area types across the city provides an indication of the areas with a predominance of tenement properties. Map 3 shows the location of these property types and STLs listed on Airbnb.

Map3: Tenement Areas and STLs registered on Airbnb April 2020



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The size of properties utilised as STLs varies from studios to the extremes of 9 bedrooms. Of the 3,533 entire property STLs registered on Airbnb at April 2020, 683 were 3 or more bedrooms, a further 1,484 were 2 bedrooms and 1,365 were 1 bedroom or studios.

3. Impacts on communities and residents

STLs provide additional accommodation during important times of the year, e.g. the summer festivals. Nevertheless the impact of short-term lets on Edinburgh continues to be a significant concern. Complaints regarding short term lets are wide ranging and continue to be received by the Council. The complaints cover several broad types and include:

- Impact on available housing supply within the city
- Erosion of sense of community in areas with dense concentrations of short term lets;
- Noise and antisocial behaviour created by guests using short term lets.

Analysis of some cases received indicates that most complaints received relate to low level disturbance, which nonetheless can have a serious impact on residential amenity. For example, visitors who use flats will often arrive and depart at anti-social hours and in the process of doing so will disturb neighbouring properties when moving through communal areas. Many hosts allow two night minimum stays and there have been several cases where one night stays have been permitted by the host. In these circumstances, the likelihood of disturbance, with guests changing over on a more regular basis, also has a tangible impact on residential amenity. The negative impact of short-term lets on residential amenity have been well documented in a number of appeal decisions which have been handed down by Scottish Ministers.

Research carried out on behalf of the Scottish Government - [Research into the impact of short-term lets on communities across Scotland, 2019](#) assessed the impact of short-term lets in Scotland, with a focus on communities, particularly on neighbourhoods and housing. It considered case studies which included Edinburgh.

A key impact identified was the reduced availability of residential housing with the negative impact on affordability, sustaining communities and the negative impact on the wider local economy and local public services. There were indications from the survey and recurring themes coming through the qualitative research across all areas, from all types of participants except for some hosts, that properties were moving from long-term private lets and owner-occupation into STLs. This was voiced as a major area of concern in Edinburgh. In Edinburgh the rise in STLs was associated with the fall in resident population and school rolls, with fears about the long term sustainability of the community.

A further impact identified was disturbance of residents, quality of life and well-being which was evident in Edinburgh in particular. This related particularly to tenemental, but also other types of high density properties with shared space and common stairs/closes. Concentrations

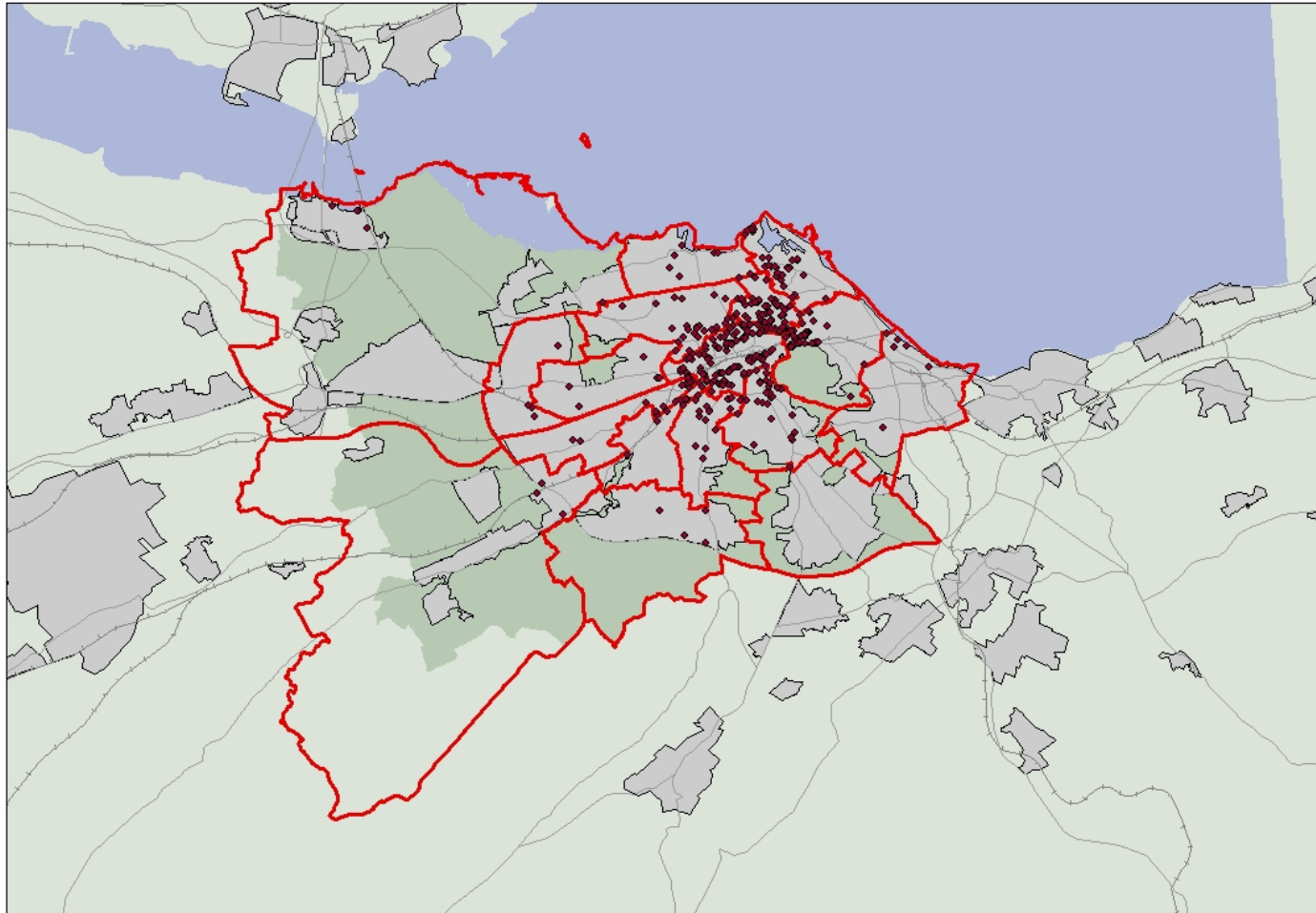
of entire property STLs let full-time as holiday lets in common stairs often resulted in daily disruption and stress caused by constant 'visitor use', rather than residential use – noise, disturbance, buzzers, door knocking, littering, anti-social behaviour, the loss of a sense of community and security where the majority in both the close, and within the wider local community, were constantly changing strangers.

Negative congestion effects from STLs were identified in Edinburgh where the level of tourism was the greatest amongst the five case study areas. They were also seen to be changing the nature of the communities. This was associated with traffic congestion, people congestion, litter, waste, noise, lack of amenities for locals including local shops, and higher demand for and impact on local public services.

In the last 5 years there have been 511 planning enforcement cases raised against short-term lets in Edinburgh. When investigating cases, it must be established whether the use of a residential premises for short term holiday lets is a material change of use. The question of materiality is one of fact and degree having regard to a number of factors such as the character of the property, the frequency of arrivals and departures, the number of people occupying the property, disturbance to neighbouring residential amenity. Evidence gathering can be a very difficult process. Case officers must consider each of the above factors. This can involve a number of visits to check levels of occupation and to collect corroborative evidence to support any claims of noise and nuisance. This is a resource intensive activity.

The largest number of enforcement cases were in the City Centre, Leith and Leith Walk wards.

Map 4: Location of enforcement cases raised in period 2016-2021



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Figure 5: Planning Enforcement Cases by Ward

Ward	No of enforcement cases raised 2016-2021	%
City Centre	154	30
Leith Walk	85	17
Leith	52	10
Craigtinny/Duddingston	50	10
Southside/Newington	36	7
Inverleith	31	6
Morningside	23	5
Fountainbridge/Craiglockhart	19	4
Sighthill/Gorgie	17	3
Corstorphine/Murrayfield	11	2
Forth	8	2
Almond	7	1
Portobello/Craigmillar	6	1
Drum Brae/Gyle	4	1
Colinton/Fairmilehead	4	1
Pentland Hills	3	1
Liberton/Gilmerton	1	0
TOTAL	511	

4. The Housing Market

It is very difficult to track how much housing has been transferred to short-term letting. In 2018 the Council commissioned Rettie & Co to conduct research (Analysis of the Impact of the Edinburgh Short Term Rental Market – 16 July 2018) which assessed the impact that the short-term let sector was having on rents within Edinburgh's traditional private rented sector and the availability of residential property in the city. It estimated that there had been a loss of around 10% of private rented homes to short-term lets in recent years. The loss was most prevalent in the city centre and north Edinburgh. The rapid growth in short term lets has had an impact on both supply and rent levels. Between 2014 and 2017 the city saw 2,700 more properties per year listed as available on Airbnb, while private rented sector stock fell 560 per annum.

The Covid-19 pandemic has had a significant impact on the number of STLs that were advertised on the Airbnb platform since March 2020. It is not known what the longer term impact of this will be for the number of STLs in Edinburgh. A study -Review of Housing Need and Demand in Edinburgh commissioned by CEC in 2020 considered evidence on housing need and demand. This found that the impact of Covid-19 has seen a current surge in the housing market through pent-up demand and that there are indications of some of this demand leaving the city centre urban core, and even moving out of Edinburgh altogether to seek more affordable space. There was some evidence of an immediate shift of short-term lets to residential private-lets during lock-down, but consultation suggests that the high demand for UK staycations means that demand for City Centre STLs has been broadly maintained. For the long term, the market fundamentals for the Edinburgh market are projected to remain strong, with unlikely downward pressure of prices.

There is concern that increased numbers of short-term lets reduces the supply of available homes for longer term lets, which would tend to increase the cost of renting. Research also indicates a displacement of demand, with rents rising significantly above average (between 20-27% over the period 2014-17) in areas bordering a high concentration of short term lets. Private rents have increased by more than 30% over the last five years. Research indicates rising rents occurring in those areas bordering a high concentration of Airbnb, suggesting a displacement of demand. In those areas bordering the city centre, rents increased around 20-27% over the period 2014-2017.

Edinburgh has one of the lowest proportions of social housing in Scotland with only 14% of homes in Edinburgh being social housing compared to a Scottish average of 23%. Owner occupier is the most prevalent tenure in Edinburgh with 59% of homes in this category and 25% private rented homes in Edinburgh, compared to a Scottish average of 14%. There is high demand for social housing in the city with just under 24,000

applicants registered on the Council's common housing register as at the end of March 2020. There was an average of 203 bids for every property advertised for rent in 2019/20.

Edinburgh has a buoyant Private Rented Sector with 25% of all homes in the city being in this sector. However, affordability in this sector remains a challenge. The gap between the Local Housing Allowance (LHA) and the average private rent in the city has been increasing year on year. Prior to COVID -19 data from Citylets indicated that the average advertised rent in the city was £1,148 per month (Citylets data hub Q3 2019). Glasgow had the next highest advertised rent at £803 per month

The latest Housing Need and Demand Assessment (HNDA2) states that there is demand for at least 38,000 to 46,000 new homes in Edinburgh over ten years, over 60% of these need to be affordable. Typically, properties used for short-term lets have previously been used for residential purposes.

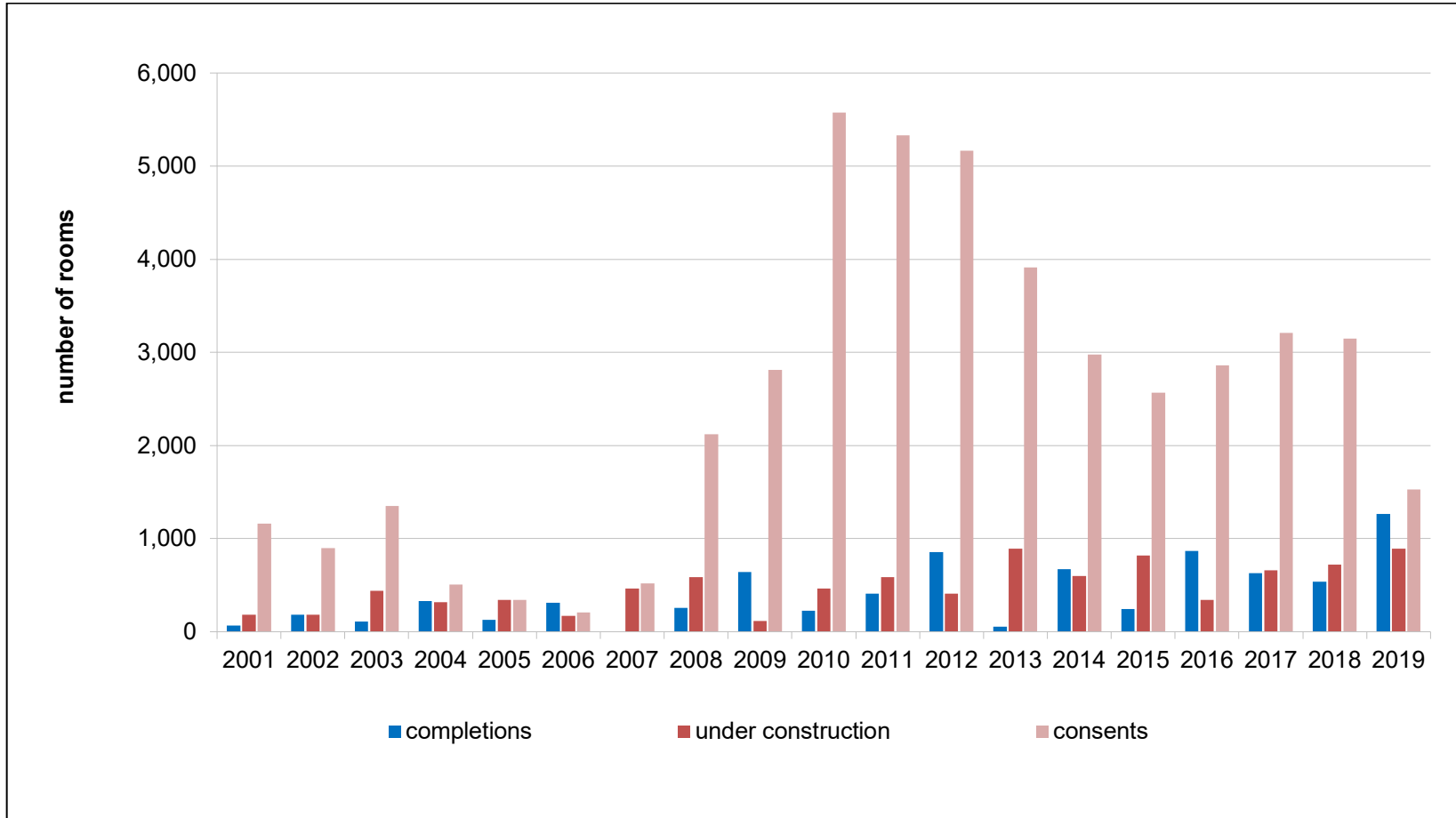
Properties being utilised for STLs are generally in accessible areas and supported by services. There is a need to ensure that such locations can be maximised for their potential to provide residential properties to meet the needs of Edinburgh. Existing housing units are best placed and designed to provide for residential use and most suited to meeting the needs of residents.

Purpose built tourist accommodation in the form of hotels, hostels, apart hotels, guest houses and bed and breakfasts is readily available throughout the city. Such accommodation is better suited to meeting the needs of tourism in Edinburgh while balancing its impacts on neighbourhoods.

5. Visitor Accommodation

Edinburgh's total stock of serviced accommodation at the end of 2019 was approximately 16,100 rooms. Supply growth over the last 10-15 years has been primarily driven by the hotel sector (although there have been a number of new serviced apartments which have opened in the last three years), with a 3.3% annual average growth in hotel bedroom supply (net, including closures).

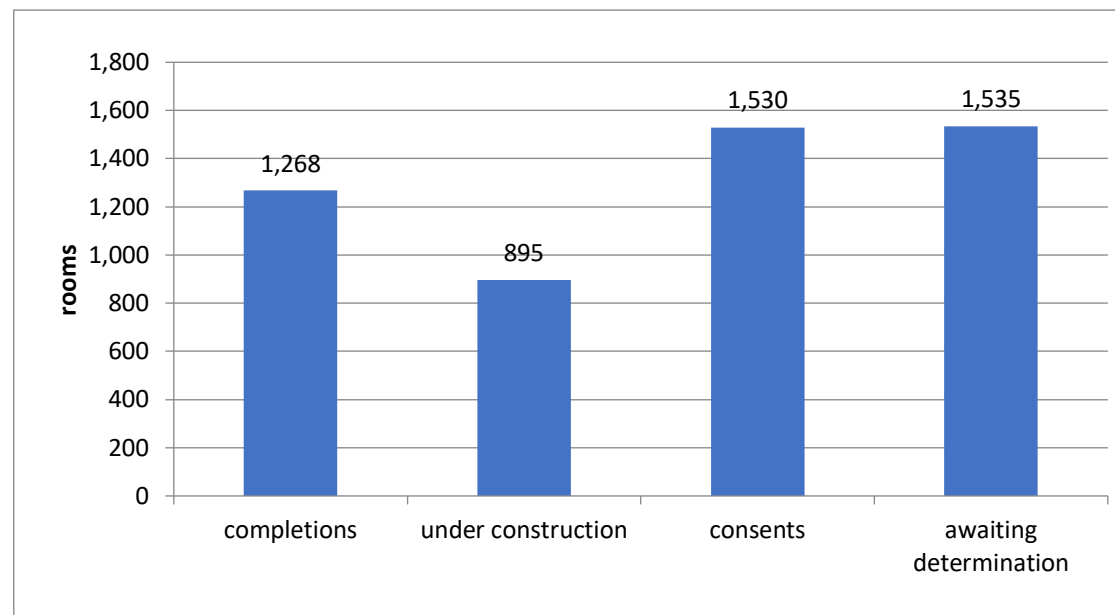
Figure 6: Hotel Development 2001-2019



1,268 rooms were completed in 2019, 895 were under construction and consent had been granted for another 1,530. Of these, 1,300 were new build, 140 were change of use and 90 were extensions. There were also 1,535 rooms still awaiting determination. These developments included some significant activity:

- A 235 room Leonardo hotel at Victoria Street/Cowgate.
- Consent was granted for a 131 room Leonardo Hotel in Jeffrey Street.
- A 149 room Point A hotel opened on Morrison Street
- A 280 room Yotel opened on Queen Street.
- A 230 room Marriott Moxy opened at Edinburgh Airport.

Figure 7: Hotel developments in Edinburgh 2019



Background reports

- [Report to Corporate Policy and Strategy Committee, 7 August 2018, Short-term Letting in Edinburgh](#)
- [Report to Planning Committee, 2 September 2020, Short-term Letting in Edinburgh](#)
- [Report to Corporate Policy and Strategy Committee, 14 May 2019 Short Term Letting in Edinburgh Update](#)
- [Housing Need and Demand Assessment](#)
- [Edinburgh Visitor Accommodation Sector Commercial Needs Study, Ryden, January 2019](#)
- [Hotel Development Schedule 2019, CEC](#)
- [Research into the impact of short-term lets on communities across Scotland, Scottish Government, October 2019](#)

Appendix 3

The meaning of a short term let in a control area is stated by Annex B of Circular 1/2021 Establishing a Short-Term Let Control Area:

“Meaning of short-term let in a control area

Section 26B of the 1997 Act, and the Control Area Regulations define a short term let for the purposes of the control areas. Use of a dwellinghouse for the purpose of providing short-term lets is deemed to be a material change of use in a control area. Planning permission is therefore required for short-term letting of any house or flat within a control area.

Note that the proposed Licensing Order could amend the Control Area Regulations and these amendments are not reflected below.

Section 26B(3) excludes:

- private residential tenancies under section 1 of the Private Housing (Tenancies) Scotland Act 2016; and
- tenancies of a dwellinghouse or part of it where all or part of the dwellinghouse is the only or principal home of the landlord or occupier

Regulation 2 of the Control Area Regulations defines a short-term let as provided where all of the following criteria are met:

- a) sleeping accommodation is provided to one or more persons for one or more nights for commercial consideration,
- b) no person to whom sleeping accommodation is provided is **an immediate family member** of the person by whom the accommodation is being provided,
- c) the accommodation is not provided for the principal purpose of facilitating the provision of work or services to the person by whom the accommodation is being provided or to another member of that person’s household,
- d) the accommodation is not provided by an employer to an employee in terms

of a contract of employment or for the better performance of the employee's duties, and

e) the accommodation is not **excluded accommodation** (see below)

An **immediate family member** includes parents, grandparents, children, grandchildren and siblings on both sides of a relationship of marriage, civil partnership or where the couple live together as if they were married. It also treats children with one parent in common as siblings and stepchildren as children.

Excluded accommodation means a dwellinghouse which is, or is part of—

- a hotel,
- a boarding house,
- a guest house,
- a hostel,
- residential accommodation where care is provided to people in need of care,
- a hospital or nursing home,
- a residential school, college or training centre,
- secure residential accommodation (including a prison, young offenders institution, detention centre, secure training centre, custody centre, short-term holding centre, secure hospital, secure local authority accommodation or accommodation used as military barracks),
- a refuge,
- student accommodation,
- an aparthotel”

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Planning Committee

2.00pm, Wednesday, 11 August 2021

Development management discretionary charges update

Executive/routine	
Wards	All
Council Commitments	13 , 14 , 50

1. Recommendations

- 1.1 It is recommended that the Committee notes:
 - 1.1.1 That the changes to the Council's non-material variation service which were agreed on 3 February 2021 were implemented on 1 April 2021;
 - 1.1.2 The update provided on application numbers and income from 1 April 2021 – 21 June 2021; and
 - 1.1.3 That an update on the changes will be brought to a future meeting of the Planning Committee once sufficient data has been collected on performance.

Paul Lawrence

Executive Director of Place

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Development management discretionary charges update

2. Executive Summary

- 2.1 This report updates the Planning Committee on the refreshed non-material variation application (NMVA) service introduced by the Council on 1 April 2021. The NMVA process is functioning smoothly with 49 variation requests received as at 21 June 2021, representing £7,788 of income from the newly introduced charges. A quality assurance regime is being put in place to assess the quality of service being provided to customers.

3. Background

- 3.1 A non-material variation refers to changes to an existing planning permission that is deemed by the authority to be non-material in nature. These non-material variations do not significantly change a scheme that was originally granted planning permission and are therefore by definition minor changes.
- 3.2 The cost of processing and assessing non-material variation requests made to the Planning service is estimated to be around £71,712 per annum. Until April 2021, the Planning service has provided this service free of charge.
- 3.3 Council officers developed proposals to improve the non-material variation service, as well as to make it financially sustainable by introducing charging on a cost recovery basis. These proposals were approved by the Planning Committee on [3 February 2021](#) and enacted on 1 April 2021.

4. Main report

- 4.1 The changes to the non-material variation request process were implemented on 1 April 2021 and the amended service has now been in operation for several months. As of 20 June 2021, the Council has received 49 valid requests for non-material variations, broken down as follows:
- 18 householder non-material variation requests;
 - 21 local non-material variation requests; and

- 10 major application non-material variation requests.
- 4.2 The rate of NMVAs received over this relatively short period currently appears to be comparatively lower than the figures gathered for the period November 2019 to November 2020 for householder and major developments. It is considered to be too early to draw conclusions from this reduction in numbers, given the relatively short period that the system has been in place. Further assessment of the number and category of requests received will be undertaken prior to further reporting.
- 4.3 The delivery of the amended non-material variation service has gone relatively smoothly to date. Officers and support staff have adapted quickly to the new systems. Both the provision of the service itself and the supporting activities (such as taking payment) are working well. The introduction of a single application form through which applicants can request a non-material variation is providing a more consistent approach for customers and staff resources are being managed within the Planning service to deliver this effectively.
- 4.4 The key driver of the changes to the non-material variation request process is improving customer service. To help the project board monitor if this goal has been realised, they are implementing proposals for quality assurance, with the following being undertaken:
- 4.4.1 Customer feedback – capturing the views of customers via mechanisms such as Customer Forum sessions;
 - 4.4.2 Officer feedback – capturing the views of planning officer and support staff to inform ongoing procedures; and
 - 4.4.3 Key performance indicators – ongoing review of incoming fees and statistical data on the service provided.

5. Next Steps

- 5.1 The Council will continue to deliver the NMVA service.
- 5.2 Work is ongoing to further improve the NMVA service, for example by enhancing staff procedural manuals. Going forward, the number of applications and income received will continue to be monitored to assess if projections are met and to ensure that the fees are proportionate to the costs to the Council. Committee will be updated on progress sufficient data has been collected on performance.
- 5.3 Any future proposals to alter the charging regime will be subject of a separate report.

6. Financial impact

- 6.1 The charges set out for the introduction of the NMVA service have been calculated on the basis that these will substantially cover the costs to the Planning Service for this work. It is reasonable to anticipate that the introduction of charging may deter some applicants from seeking a non-material variation who would otherwise have

done so. This would result in reduced revenue costs to the Council of delivering a non-material variation service.

- 6.2 Based on the volume and mix of NMVAs received over the period November 2019 to November 2020, and assuming a 25% reduction of applications due to the factors noted above, full cost recovery would be expected to generate approximately £54,000 for the period April 2021 to March 2022.
- 6.3 Between 1 April 2021 and 21 June 2021, the total income collected from charges for the NMVA service was £7,788. As noted, the number of applications received has been lower than the projected three month period used to estimate projected case numbers and the resultant fee income is therefore currently proportionally less than the figures projected above. However, given that the process has only been underway for a relatively short period of time (approximately three months) it is reasonable to expect that there may be some fluctuations in income across the year. More meaningful assessment of the volume and type of non-material variation requests received will be possible in due course when the process has been running for a longer period of time.
- 6.4 As agreed by Planning Committee, charges for non-material variation requests are being waived for any developments primarily concerning works relating to accessibility for people with disabilities. As yet, no cases have been received in this category.

7. Stakeholder/Community Impact

- 7.1 As set out above, the Council is enacting a quality assurance regime to enable it to monitor the quality of service being provided to customers. The ongoing delivery of the NMVA service will be included in this regime.
- 7.2 The changes to the NMVA service will continue to be discussed at Customer Forum sessions.

8. Background reading/external references

- 8.1 Development Management Discretionary Charges report, Planning Committee on [3 February 2021](#).

9. Appendices

- 9.1 None.

Planning Committee

2.00pm, Wednesday, 11 August 2021

Training and Awareness Raising Programme

Executive/routine	
Wards	All
Council Commitments	10-15

1. Recommendations

- 1.1 It is recommended that the Committee agrees the priorities for training and awareness raising over the next few months and the indicative themes for workshops.

Paul Lawrence

Executive Director of Place

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Training and Awareness Raising Programme

2. Executive Summary

- 2.1 The report sets out the proposed themes and dates for the training and awareness programme for Planning Committee members, and where relevant, members from other Council Committees.

3. Background

- 3.1 A member training and awareness raising programme has been in place for the Planning Committee over the last four administrative terms of the Council. The programme continues to support a wider group of elected members who have an interest in, or requirement to be briefed on, relevant Planning issues.
- 3.2 The programme provides a helpful way to building awareness and understanding of planning issues for Edinburgh and the wider city region. Similarly, the programme has facilitated improved awareness and mutual understanding with partner organisations and key stakeholders, including government agencies, local partners and the development sector.

4. Main report

- 4.1 The programme will be based around two-hour workshops, with a lead speaker(s). Representatives from partner organisations and the development sector will be invited to contribute to the sessions. Four dates have been added to the Council diary for Wednesday afternoons as follows:
- Wednesday 1 September 2021;
 - Wednesday 3 November 2021;
 - Wednesday 2 February 2022; and
 - Wednesday 9 March 2022.
- 4.2 In addition, one other date will be added between September 2021 and March 2022.

4.3 Over the five sessions, proposed themes for the 2021/22 programme will include the following:

Planning legislation

- Legal agreement updates;
- Use of conditions;
- Planning Act 2019 progress; and
- Short term lets.

Development Planning and policy

- Update on Proposed City Plan 2030;
- Planning for mixed use sites;
- Land use strategies and tools available; and
- Carbon reduction and adaptation (including adapting to climate change).

Design and community

- Local Place Plans;
- 20 minute neighbourhoods; and
- Urban design.

Service Improvements and performance monitoring

- Outcomes of the service improvements.

4.4 The workshops will also provide the opportunity to deliver cross-Committee training on the above themes and members from the Housing, Homelessness and Fair Work and Transport and Environment Committees will be invited to participate.

5. Next Steps

5.1 The proposed training and awareness themes will be delivered over the course of the coming year.

6. Financial impact

6.1 There are no new financial implications arising from the recommendations of this report. Provision for elected member training is contained in the service revenue budget.

7. Stakeholder/Community Impact

- 7.1 The training and awareness raising programme provides elected members with a better understanding of planning issues in the city and supports the Planning Committee in their assessment of planning proposals and strategies as they come forward.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 None.

Planning Committee

2.00pm, Wednesday, 11 August 2021

Planning Improvement Plan – Update

Executive/routine

Wards

All

Council Commitments

[1,4,10-15,18,28](#)

1. Recommendations

- 1.1 It is recommended that Committee notes the progress which has been made on the implementation of the Planning service's Improvement Plan and progress against internal audit actions on developer contributions.

Paul Lawrence

Executive Director of Place

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Planning Improvement Plan – Update

2. Executive Summary

- 2.1 The purpose of this report is to provide an update on the Council's refreshed Planning Improvement Plan (PIP).
- 2.2 Progress has been made in a number of areas since the PIP was refreshed in February 2021. Additionally, all recommendations of an internal audit on developer contributions have now been implemented and closed. The new and revised procedures which resulted will continue to be subject to quality assurance processes.

3. Background

- 3.1 The PIP 2018/21 was first approved by Planning Committee in [December 2018](#). It sets out a series of key actions in relation to Leadership and Management, Customer, Continuous Improvement and Performance.
- 3.2 In [February 2021](#) the Planning Committee approved an interim refresh of the PIP, to reflect changes in the wider context since 2018 and to cover the remainder of 2021 and early 2022.
- 3.3 Regular updates on progress have been provided :
 - 3.3.1 in progress reports as listed in section 8 below; and
 - 3.3.2 in Business Bulletins updating on quarterly decision making time performance, also listed in section 8 below.

4. Main report

- 4.1 To date, 2021 has been a particularly challenging year for the service, with major projects to progress and record levels of incoming applications coinciding with the coronavirus lockdown restrictions in the first months of the year.
- 4.2 Despite this, progress has continued to be made across all improvement themes and actions.
- 4.3 A summary of activities is attached as Appendix 1.

- 4.4 Achievements in 2021 to date include:
- 4.4.1 Realignment of staff and teams in response to retirements of senior staff, making use of the service's future operating model;
 - 4.4.2 Use of new practices to distribute application caseload across teams on a flexible basis and in response to shifting pressures;
 - 4.4.3 Ongoing work by the staff wellbeing group to help staff support their wellbeing while working from home;
 - 4.4.4 The service's first virtual Customer Forum sessions, to be followed up with more later in 2021;
 - 4.4.5 The rollout of new simple report templates for householder and local developments. As reported to Planning Committee in February, it is intended to extend this approach to reports to the Development Management Sub-Committee later in 2021;
 - 4.4.6 Improvements in average decision times, as reported in Business Bulletin updates to Committee;
 - 4.4.7 Significant progress in resolving stalled/legacy cases, which had been pending for over a year; and
 - 4.4.8 Introduction of a new quality assurance method for checking that processes are being followed.
- 4.5 The new quality assurance method was introduced to implement an action recommended in an internal audit relating to developer contributions. These recommendations were set out in a report referred from the Governance, Risk and Best Value Committee to Planning Committee in [May 2019](#) and summarised in reports to Planning Committee, most recently in [February 2021](#). All outstanding actions from that audit are now implemented. The quality assurance method will be used for other internal processes, as well as to periodically check on the end-to-end s75 process.

5. Next Steps

- 5.1 Work will continue to implement actions in the improvement plan. Priority will continue to be given to activities which support staff wellbeing, to actions which sustain improvements in decision making timescales, to actions which establish a cycle of monitoring and improving the quality of outcomes on the ground.
- 5.2 The Scottish Government's feedback on the service's [Planning Performance Framework](#) for 2020/21 is expected later in 2021 and will be reported to a future meeting of the Planning Committee.

6. Financial impact

- 6.1 The costs associated with implementing the proposed improvements in the PIP will be met from the Planning and Building Standards Service budget.

7. Stakeholder/Community Impact

- 7.1 The refreshed Improvement Plan included a customer and stakeholder engagement programme involving several virtual Customer Forum sessions. Three sessions were held in March 2021, focusing on community groups, agents for householder applications, and agents, developers, architects and solicitors dealing with major and large local applications.
- 7.2 The findings of these sessions are feeding into improvement actions. Follow up sessions, and sessions focusing on other customer groups, are being planned.

8. Background reading/external references

- 8.1 Planning Improvement Plan – Interim Refresh, Planning Committee [3 February 2021](#)
- 8.2 Legal Review of Council Planning Processes, Planning Committee, [2 September 2020](#).
- 8.3 Adaptation and Renewal Programme, Report to Policy and Sustainability Committee, [28 May 2020](#).
- 8.4 Internal Audit – Developer Contributions – referral from the Governance, Risk and Best Value Committee, Planning Committee, [15 May 2019](#).
- 8.5 Planning and Building Standards Improvements Plans, Planning Committee, [12 December 2018](#).
- 8.6 Previous updates have been provided as follows:
- 8.6.1 [May 2021](#) – Business Bulletin providing time performance monitoring figures for Quarter 4 of 2020/21;
- 8.6.2 [February 2021](#) – Business Bulletin providing time performance monitoring figures for Quarter 3 of 2020/21;
- 8.6.3 [December 2020](#) - Business Bulletin providing time performance monitoring figures for Quarter 2 of 2020/21;
- 8.6.4 [October 2020](#) - Business Bulletin providing time performance monitoring figures for Quarter 1 of 2020/21, using new, nationally-aligned indicators;
- 8.6.5 [September 2020](#) – report providing an update on progress in implementing the improvement plan, with time performance figures for Quarter 4 of 2019/20 and an update on progress addressing the recommendations of an internal audit on developer contributions;

- 8.6.6 [February 2020](#) - report with a Business Bulletin item providing time performance figures for Quarter 3 and the Scottish Government's feedback on the Council's Planning Performance Framework for 2018/19;
- 8.6.7 [January 2020](#) – report updating on progress in implementing the improvement plan, with time performance figures for Quarter 2 and an update on progress addressing the recommendations of an internal audit on developer contributions;
- 8.6.8 [August 2019](#) – Business Bulletin providing time performance monitoring figures for Quarter 1 of 2019/20. The Council's Planning Performance Framework, which is submitted annually to Scottish Government, was also reported for information;
- 8.6.9 [May 2019](#) - report summarising implementation of actions over the first six months of the Improvement Plan; and
- 8.6.10 [February 2019](#) - report on the Scottish Government's feedback on the Council's Planning Performance Framework 2017/18.

9. Appendices

- 9.1 Appendix 1 - Planning Improvement Plan – Summary of Activities.

Appendix 1 - Planning Improvement Plan – Summary of Activities

Improvement Theme and Activity	Description of Activity
Leadership and Management	
Future Operating Model	Addressing the need to reshape the Service to address the challenges of future provision.
Making best use of resource	Includes: <ul style="list-style-type: none"> • Managing caseload across whole service; • Scheduling efficient meetings with clear purposes; and • Creating capacity for change across the service’s staff.
Supporting our workforce	Includes: <ul style="list-style-type: none"> • Wellbeing, including providing support to staff-led wellbeing group and linking to wider Council activities; • Communication – internal; • Performance management; and • Training and development.

Customers & Stakeholders	
Communication with customers	Includes: <ul style="list-style-type: none"> • Implementing a programme of customer engagement throughout the year; • Three virtual Customer Forum sessions held in March 2021; and • More intended later in 2021.
Review of website content	Includes: <ul style="list-style-type: none"> • Reviewing website content for ease of use and clarity; • Making updates in parallel with Delivering Excellence changes; and • Updating non-statutory planning guidance.
Review of incoming calls/emails/Helpdesk	Includes: <ul style="list-style-type: none"> • Examining the volumes, types enquiries coming in through a number of channels; and • Prompting channel shift were possible, using social media/web to deal with enquiries.
Newsletter / Blog	Includes: <ul style="list-style-type: none"> • Examining the benefits of introducing a newsletter in parallel with Planning Edinburgh blog.
Customer Satisfaction	Includes: <ul style="list-style-type: none"> • Examining the use of how we test satisfaction on our service delivery.
Review of Complaints (Process)	Includes: <ul style="list-style-type: none"> • Implementing actions from review and mapping out to improve the current process.
Develop options for Equalities Monitoring	Includes: <ul style="list-style-type: none"> • Examining how we address equality and diversity in our day to day application/decision making; and • Developing options for introducing monitoring.
Digital Planning	Includes: <ul style="list-style-type: none"> • Engaging in national programme; • Pursuing benefits in reducing customer enquiries ; and • Prompting better online awareness /involvement in planning of city

Performance & Continuous Improvement	
Delivering Excellence programme	Includes: <ul style="list-style-type: none"> • New reports – Phase 1 (Householder & Local under implementation. Phase 2 (Committee – due later in 2021); • Appeals, including review of guidance for Local Review Body; • Enforcement, including review of Charter; • Review of Weekly Lists; • Internal consultations; • Tree cases; • Post-decision processes; and • Forward planning projects.
Framework of statutory and non-statutory performance measures	Includes: <ul style="list-style-type: none"> • Planning Performance Framework (annual) ; • Scottish Government statistics submissions (6 monthly); • Place Directorate assurance report (annual); • Quarterly business bulletin on time performance to Planning Committee; and • Fortnightly statistics for management meetings.
Develop cycle for measuring and improving quality of outcomes	Includes: <ul style="list-style-type: none"> • Pilot of tool for surveying quality of outcomes from planning process once completed.
Improve processes and time performance for Legal Agreements	Includes: <ul style="list-style-type: none"> • Improve how Planning and Legal Services actively manage legal agreement process to minimise delays; and • Actions arising from Customer Forum session with developers and their solicitors.
Develop Quality Assurance checking programme	Includes: <ul style="list-style-type: none"> • A new quality assurance process introduced following recommendations of internal audit on developer contribution process; and • Intend to use quality assurance method for other internal processes.
Clear stalled sites/legacy cases	Includes: <ul style="list-style-type: none"> • Resolving planning applications which have been pending for over a year; and • One of the national headline indicators.

Planning Committee

2.00pm, Wednesday, 11 August 2021

Edinburgh Local Development Plan: Action Programme 2021 - adoption

Executive/routine

Wards

All

Council Commitments

[1, 4, 6 10, 11 16, 17, 22, 26 28, 32 43](#)

1. Recommendations

- 1.1 It is recommended that Committee agrees that the appended Edinburgh Local Development Plan (LDP) Action Programme 2021 be formally adopted, published and submitted to Scottish Ministers.

Paul Lawrence

Executive Director of Place

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Edinburgh Local Development Plan: Action Programme 2021 - adoption

2. Executive Summary

- 2.1 The Edinburgh Local Development Plan was adopted in November 2016. Planning authorities are required to prepare an Action Programme setting out how their Local Development Plan (LDP) will be implemented.
- 2.2 The Action Programme should be updated at least every two years. A new Action Programme has been prepared to align with financial planning and is now ready to be formally adopted and submitted to Scottish Ministers.

3. Background

- 3.1 Councils are required to publish an updated Action Programme at least every two years. It is intended that Edinburgh's Action Programme is reviewed, reported and submitted to Scottish Ministers on an annual basis to help to align with financial planning and keep track of changing circumstances. The first Edinburgh LDP Action Programme was adopted on 8 December 2016. The second was adopted in January 2018, the third in January 2019 and the fourth in February 2020.

4. Main report

- 4.1 The adopted Edinburgh LDP (2016) has the following aims:
 - 4.1.1 Aim 1: support the growth of the city's economy;
 - 4.1.2 Aim 2: help increase the number, and improve the quality, of new homes being built;
 - 4.1.3 Aim 3: help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
 - 4.1.4 Aim 4: look after and improve our environment for future generations in a changing climate; and
 - 4.1.5 Aim 5: help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.

- 4.2 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 enhancements to support the growth in Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5.
- 4.3 The appended LDP Action Programme 2021 sets out how the actions required to support the growth of the city will be delivered. These are:
- 4.3.1 Education capacity, including new schools;
 - 4.3.2 Transport improvements, including public realm and other pedestrian and cycle actions, public transport, and the Edinburgh Trams to Newhaven project, traffic management actions including strategic infrastructure from the Strategic Development Plan, and junction improvements;
 - 4.3.3 Green space actions;
 - 4.3.4 Primary healthcare infrastructure capacity;
 - 4.3.5 Utilities;
 - 4.3.6 Town centre improvements; and
 - 4.3.7 LDP policies, including the preparation of 12 Supplementary Guidance documents.
- 4.4 As required by the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, the Action Programme (Appendix 1) sets out:
- 4.4.1 The timescale for delivering each action; and
 - 4.4.2 Who is responsible for carrying out each action i.e. City of Edinburgh Council, or an external body such as NHS Lothian.
- 4.5 In addition to the above statutory requirements, the Action Programme for the Edinburgh LDP is also used as a mechanism to coordinate development proposals with the infrastructure and services needed to support them and to align the delivery of the LDP with corporate and national investment in infrastructure. To this end, where appropriate, the actions within the Action Programme have been costed.

General updates and improvements to the 2021 Action Programme

- 4.6 The following general updates and improvements have been made to the Action Programme:
- 4.6.1 Where an infrastructure action is required because of new housing, the delivery timescales set out in the Action Programme have been informed by the 2020 Housing Land Audit and Completions Programme (HLACP), as reported to Planning Committee on [3 February 2021](#). This is to ensure that actions are delivered at the appropriate time in relation to the speed of housing delivery;

4.6.2 Updates to various actions to provide more detailed and accurate costs. This change allows for the impact of infrastructure to be more accurately assessed; and

4.6.3 Updates on actions delivered, status of planning permissions and legal agreements and technical changes to clarify the nature of various actions.

4.7 The significant changes in the August 2021 Action Programme are set out below.

Education infrastructure

4.8 The Council has updated its assessment of the impact of the housing growth set out in the LDP using updated pupil generation rates to reflect experience from recent developments. Both this report and the report on the financial appraisal of the action programme will be forwarded to the Education, Children and Families Committee on 12 October 2021.

4.9 The August 2021 Action Programme sets out the requirement for eight new primary schools. This update includes bringing forward the requirement for a primary school at Greendykes which was safeguarded as a school proposal (SCH 3) in the LDP but did not appear in the last action programme. It also identifies a new requirement for a primary school at Ratho Station in response to permission now granted at HSG 4 West Newbridge site (which was previously identified as 'constrained' in housing land audits). The new primary school for the Liberton/Gilmerton area will now be a 12 class primary school with a 128 place early learning centre. Associated with this is a catchment change which affects the new Frogston primary school, Gilmerton primary school and Craigour Park primary school. Other changes include an increase in school size at Brunstane.

4.10 There are now programmed extensions at 14 primary schools. Following a catchment change, additional classrooms that were required in Juniper Green and Currie primary schools are now available within the existing capacity at Clovenstone primary school. Similarly, a change of catchment has moved the action for three classrooms at Gylemuir primary school to Sighthill primary school.

4.11 The Action Programme also sets out the requirement for additional secondary school capacity in 18 locations. In West Edinburgh, the additional capacity required is likely to be delivered by a new West Edinburgh high school, with a site to be identified.

4.12 Since the 2020 Action Programme, additional primary school classrooms have been delivered at St Margaret's RC (Roman Catholic) Primary School, Gylemuir Primary School, St David's RC Primary School and St Andrews Fox Covert RC Primary School. As these actions have been front-funded by the Council, contributions will continue to be collected retrospectively from development falling within their contribution zones.

4.13 The new primary schools at Broomhills (Frogston Primary School) and Western Harbour (Victoria Primary School) will open in 2021. The new South Edinburgh primary school at Canaan Lane is progressing and will open in 2022. The new primary school at Maybury has undergone its statutory consultation process

and a planning application has been submitted. Projects to provide additional capacity at Trinity Academy, Castlebrae Community High School, Boroughmuir High School, Currie High School, Liberton High School, Portobello High School, The Royal High School, Firrhill High School and Wester Hailes Education Centre are underway. A new Queensferry High School opened in August 2020.

- 4.14 The delivery dates for the education infrastructure actions have been reviewed, and where appropriate, revised to reflect up-to-date project timescales, school roll projections and the speed of new housing delivery as estimated in the 2020 Housing Land and Delivery Programme.
- 4.15 Costs have been updated where an increase in additional capacity has been identified, to reflect increases in construction costs and changes to building standards required to meet net carbon zero objectives. Where relevant, the costs identify the percentage apportioned to LDP growth.

Transport infrastructure

- 4.16 Considerable progress has been made since 2016 in developing the large number of transport / mobility infrastructure actions in the Action Programme. This has been complex, due to their range in terms of type, scale, location and means of delivery.
- 4.17 With the approval of the [City Mobility Plan](#) in February 2021 and the subsequent appointment of a Senior Manager for Placemaking and Mobility there is an opportunity to review the approach to delivering of some actions, as described below:
 - 4.17.1 The transport actions have been updated to take into account of the planning permissions now granted for many of the housing sites. The Action Programme identifies where actions are being delivered as an integral part of the development layout or where actions should be delivered by the Council using developer contributions where these have been secured through legal agreements;
 - 4.17.2 There are a number of active travel actions that have not been secured for delivery through development and which do not yet have an identified funding source. As these are considered important for placemaking and influencing a shift in travel behaviour towards sustainable modes, they remain in the Action Programme and further exploration of opportunities to deliver them in relation to the City Mobility Plan will be explored;
 - 4.17.3 As part of that approach, work is already underway to prioritise and prepare a work programme for 33 actions, identified in the detailed notes in Appendix 1 (as part of the 'Development of Prioritised LDPAP Transport Actions project'). This will include a review of the anticipated costs for these actions, which it is hoped will be completed by spring 2022;
 - 4.17.4 This update removes some actions for bus infrastructure in cases where funding has not been secured, where there is no scope to fund the actions through planning permissions and where the principle of enhanced service

frequency or infrastructure now needs to be considered in the current context. These actions are listed in Appendix 2. The Council will continue to work with bus operators by sharing the housing completions programme to assist in predicting future bus service demand. Bus route optimisation and responding to the city's growth will be considered through on-going discussions as part of delivering on City Mobility Plan objectives. This is also informing City Plan 2030;

4.17.5 The actions in the north of the city have been updated to reflect 11 actions that are being delivered or partly delivered through projects such as Leith Connections or Trams to Newhaven. Those to be fully delivered had an equivalent value of £1,798,616, which were identified in previous action programme financial models, but which have been excluded from the figures in Appendix 1 to avoid double counting;

4.17.6 A number of junction improvement actions in the north of the city have been removed from the programme. They were originally identified in a transport appraisal in the mid-000's but the requirement for these actions, and how they relate to mitigating the impact of development, now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. These actions are listed in Appendix 2. Moving forward junction upgrades across the city will form part of capital work programmes and the on-going junctions review; and

4.17.7 Four new actions have been included to reflect the active travel connections required to support Granton Waterfront LDP housing proposals EW2a – 2c, as identified in the [Granton Waterfront Development Framework February 2020](#).

4.18 Other updates to the transport actions include:

4.18.1 33 actions have been completed including four in the north localities, six in contribution zones, the Shawfair to Gilmerton active travel route on the disused railway, and 22 site specific actions delivered with housing developments;

4.18.2 The transport actions have been updated to bring the timings of the actions into line with anticipated completion date of new housing delivery as estimated in the 2020 Housing Land Audit and Completions Programme;

4.18.3 This action programme clarifies the date that the transport actions were costed which is Q1 2016. This allows future legal agreements to apply indexation from that point, to the date of the contributions is received. This ensures that developer contributions cover the impact of construction cost inflation; and

4.18.4 As with the previous action programme the level of contingency is applied to the base construction costs (at Quarter 1 (Q1) 2016). For all transport actions, with the exception of those relating to the West of Edinburgh Transport Appraisal (WETA Refresh, December 2016), this is an additional 22.5% of base construction costs. For WETA actions, this is an additional

44% of base construction costs, reflecting the detail of the transport appraisal. For the Granton Framework actions, this is an additional 42% optimism bias and 12% design costs.

Greenspace actions

4.19 The following updates have been made to the greenspace actions:

4.19.1 Newmills Park and Broomhills Park associated with housing development are now largely developed. South East Wedge Parkland and Niddrie Burn both have completed elements.

Primary healthcare infrastructure capacity

4.20 The following updates have been made to the primary healthcare actions:

4.20.1 The five practice extensions and one new practice that have been delivered between 2017 and 2018 have been moved to 'completed actions'. Contributions towards these actions continue to be sought as appropriate.

LDP Policies, including the preparation of Supplementary Guidance

4.21 LDP Policy Del 1 Developer Contributions and Infrastructure Delivery refers to statutory supplementary guidance. The Council prepared finalised Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery to support the delivery of infrastructure actions, as set out in the LDP's Action Programme. Planning authorities must submit the SG to Scottish Ministers prior to adoption. The SG was first submitted to Scottish Ministers in September 2018. On 17 January 2020 the Scottish Government instructed the Council not to adopt the SG. Reasons are given in their letter. As reported in the annual review of guidance on [3 February 2021](#) the review of the SG will commence later in 2021 and will set out how costs of actions can be apportioned to developments.

4.22 The Action Programme also sets out the LDP policies and other relevant supplementary guidance and provides an update on the status of their preparation.

4.23 The Town Centre actions section of the Action Programme has had minor updates to include phasing of the City Centre Transformation.

5. Next Steps

5.1 Once the Action Programme has been formally adopted, the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 requires that the Council:

5.1.1 Sends two copies of it to the Scottish Ministers;

5.1.2 Places a copy of it in each public library; and

5.1.3 Publicises it on the Council's websites.

5.2 Following the adoption of the Action Programme, it is intended that it be reviewed and reported to Planning Committee and submitted to Scottish Ministers on an annual basis.

- 5.3 The Action Programme will also be used as an input to ongoing work in the Council, led by Transport colleagues, to map projects across services to ensure the best coordination of resources to maximise the benefits of projects being carried out in the same area.
- 5.4 A further report on the financial implications of the 2021 Action Programme will be reported to Finance and Resources Committee on 7 October 2021.

6. Financial impact

- 6.1 There are direct financial impacts arising from the approval of this report. The actions required to support the LDP over its ten-year framework are significant.
- 6.2 The Council is able to collect contributions towards infrastructure actions through Section 75 and other legal agreements. This covers the proportional cost of mitigating infrastructure related to the impact of development and in some instances the full infrastructure action also relates to addressing existing infrastructure need. Therefore, these powers are unlikely to lead to full cost recovery from developers and there will still likely be an overall large funding requirement falling to the Council as a result of infrastructure provision.
- 6.3 There is also risk both on the timing and achievement of developer contributions which could create a short-term or overall funding pressure. Delivery of infrastructure actions will cover the full period of the plan and the Council has developed a financial model to calculate a more accurate assessment of costs based on the timing of income and levels of expenditure. A further report on the financial implications of the 2021 Action Programme will be reported to Finance and Resources Committee on 7 October 2021.

7. Stakeholder/Community Impact

- 7.1 In preparing the Action Programme, the Town and Country Planning (Scotland) Act 1997 requires the Council to seek the views of, and have regard to any views expressed by:
- 7.1.1 The key agencies, and
 - 7.1.2 Such persons as may be prescribed.
- 7.2 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, Historic Environment Scotland, Transport Scotland), developers and communities. This updated Action Programme has had input as appropriate from relevant parties.
- 7.3 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.

- 7.4 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 the means of managing impacts on sustainability.
- 7.5 The Action Programme has gone through a Strategic Environmental Assessment screening process which concluded that such an assessment is not required.

8. Background reading/external references

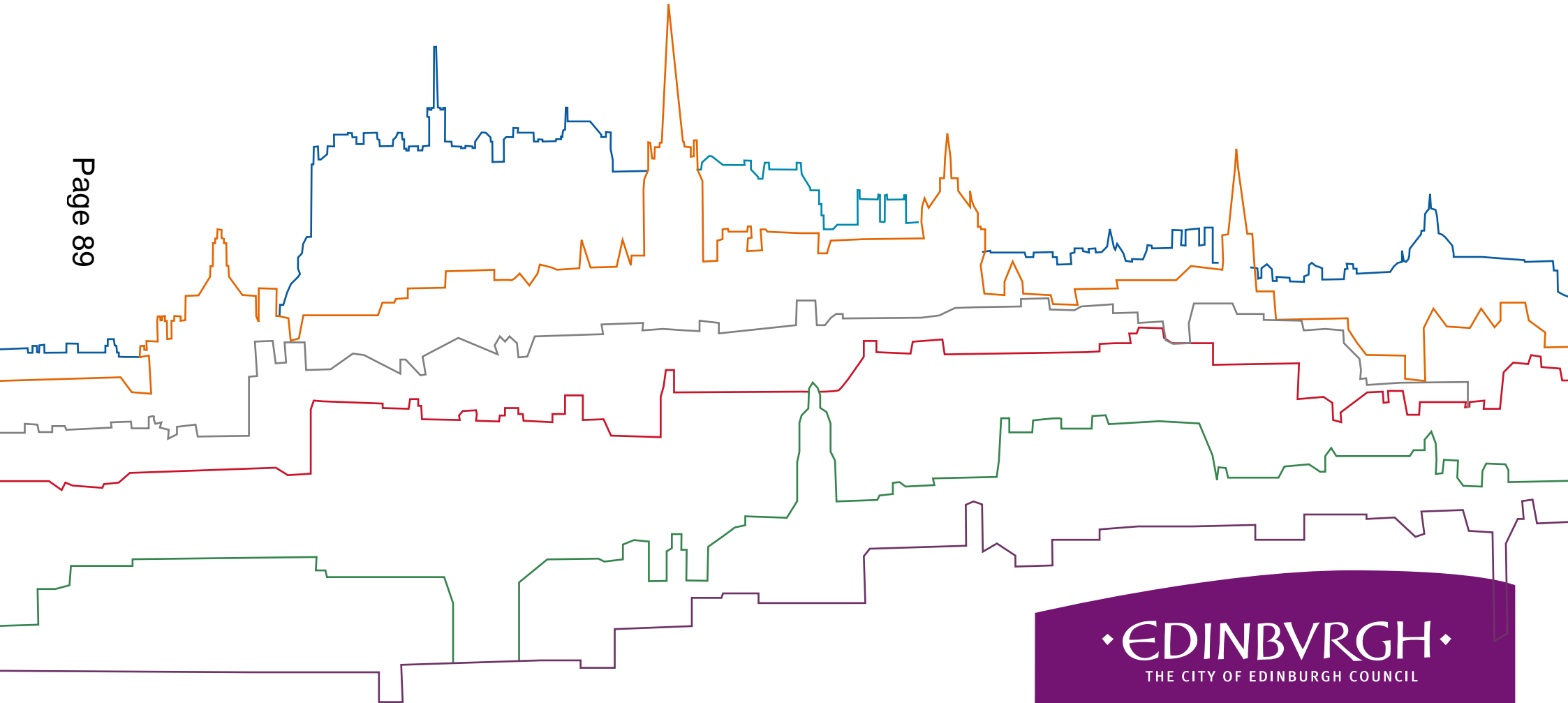
- 8.1 City Mobility Plan, Transport and Environment Committee, [19 February 2021](#)
- 8.2 Annual Review of Guidance, Planning Committee, [3 February 2021](#).
- 8.3 Edinburgh Local Development Plan: Action Programme – adoption, Planning Committee, [26 February 2020](#).
- 8.4 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [5 March 2020](#).
- 8.5 Edinburgh Local Development Plan: Action Programme – adoption, Planning Committee, [23 January 2019](#).
- 8.6 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [1 February 2019](#).
- 8.7 Supplementary Guidance on Developer Contributions and Infrastructure Delivery: Update, Planning Committee, [27 February 2019](#).
- 8.8 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance, Finance and Resources Committee, [23 January 2018](#).
- 8.9 Edinburgh Local Development Plan: Action Programme – adoption, Planning Committee, [8 December 2016](#).
- 8.10 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [19 January 2017](#).
- 8.11 Edinburgh Local Development Plan - Adoption, Full Council, [24 November 2016](#).
- 8.12 [LDP Education Infrastructure Appraisal \(updated August 2018\)](#).
- 8.13 [LDP West Edinburgh Transport Appraisal Refresh \(November 2016\)](#).
- 8.14 [LDP Transport Appraisal Addendum update \(November 2016\)](#).
- 8.15 [Town Centre Supplementary Guidance](#)
- 8.16 [Scottish Government letter decision on Supplementary Guidance, January 2020](#)
- 8.17 [Granton Waterfront Development Framework \(February 2020\)](#)

9. Appendices

- 9.1 Appendix 1 - LDP Action Programme 2021 – for adoption.
- 9.2 Appendix 2 – Actions removed from LDP Action Programme.

EDINBURGH LOCAL DEVELOPMENT PLAN
ACTION PROGRAMME
AUGUST 2021

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

The Action Programme sets out actions to deliver the Plan.

The Report of Conformity explains how engagement informed the Plan.

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

The Transport Appraisal identifies transport actions to support the Plan.

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

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

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

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

See the documents, supplementary guidance, and other information at:
www.edinburgh.gov.uk/localdevelopmentplan
www.edinburgh.gov.uk/supplementaryguidance

Adopted 24 November 2016



Published in 2011



Published in 2013



Published in 2014



Edinburgh Local Development Plan
Action Programme
August 2021

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2. Transport Actions
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5. Utilities
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8. Completed actions at June 2021

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 Completions Programme (HLACP). 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 Planning Committee and to other relevant committees for approval on an annual basis.

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

To allow future legal agreements to apply indexation from the date that the costs were made to the date the contributions is received, this action programme clarifies that transport costs were costed in Q1 2016. Education costs are from Q4 2018. The level of contingency applied to the base construction costs (at Q1 2016) is 22.5%, except for those relating to the West of Edinburgh Transport Appraisal (WETA Refresh December 2016) which applies an additional 44% of base construction costs.

Strategic transport actions are a mixture of strategic transport projects that the Council wishes to see delivered either within the plan period, or safeguarded for the future. They are not actions attributed to the growth associated with development proposal and spatial strategy in the LDP. For this reason, the costs are not provided and developer contributions are not being sought to deliver these actions.

To aid understanding, transport actions note the type of transport intervention (active travel, public transport, road safety, junctions etc) however, this does not necessarily indicate which team within Place Directorate will be responsible for taking forward the action.

1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017), inc % share	Funding	Owner	Delivery timescale	Status
Boroughmuir James Gillespie's	ED-SS-BJ-S	Additional secondary school capacity 74 pupils	Boroughmuir and James Gillespies - 65 pupils St Thomas of Aquin's RC HS - 5 pupils St Augustine's RC HS - 4 pupils			£3,893,066	s.75/gap funding	CEC: Education and Children's Services	2022	Extension to Boroughmuir HS progressing on site. James Gillespie's - design development.
Boroughmuir James Gillespie's	ED-SS-BJ-P	Additional PS capacity	2 Primary School classes (South Edinburgh PS);			£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2022	Under construction - Canaan Lane to open 2022.
Boroughmuir James Gillespie's	ED-SS-BJ-P	Increase to RC school capacity	29% of 3 RC PS Class Extension + 1 GP Class (St Cuthbert's RC PS)	29%	£1,831,177	£531,041	s.75/gap funding	CEC: Education and Children's Services	2028	Monitoring - project to be commissioned at the appropriate time.
Castlebrae	ED-SS-C-SS1	Additional secondary school capacity: 632 pupils	Castlebrae HS - 563 pupils Holy Rood RC HS - 69 pupils			£33,248,888	s.75/gap funding	CEC: Education and Children's Services	2026	Capacity for extension being built into new school being delivered Jan 2022.
Castlebrae	ED-SS-C-P3-P5	New 18 class Primary School and 128 place nursery (Brunstane LDP New Housing Site)	Including remediation and other abnormal costs and land costs			£21,622,867	s.75/gap funding	CEC: Education and Children's Services	2024	Early phases of design development.
Castlebrae	ED-SS-C-P6	New 14 class Primary School and 128 place nursery (Greendykes)				£18,641,492	s.75/gap funding	CEC: Education and Children's Services	2025	Early feasibility work. Note this action replaces ED-SS-C-P1-P2 additional capacity at Castleview primary school.
Castlebrae	ED-SS-C-P3-P7	Increase to RC school capacity	85% of 3 RC PS Classes (St Francis RC PS)	85%	£1,831,177	£1,556,500	s.75/gap funding	CEC: Education and Children's Services	2023	Early stages of consultation with school.

1. Education Actions

Castlebrae	ED-SS-C-P3-P8	Increase to RC school capacity	28% of 4 RC PS Classes (St John Vianney RC PS)	28%	£2,931,583	£820,843	s.75/gap funding	CEC: Education and Children's Services	2027	Monitoring - to be commissioned at the appropriate time.
Craigroyston Broughton	ED-SS-CB-RCP	Increase to RC school capacity	2 RC PS classes (St David's RC PS)			£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2023	Planning permission in place, identifying procurement route.
Craigroyston Broughton	ED-SS-CB-S1	Additional secondary school capacity - 371 pupils	Craigroyston and Broughton - 328 pupils; St Thomas of Aquin's RC HS - 16 pupils; St Augustine's RC HS - 27 pupils			£19,517,939	s.75/gap funding	CEC: Education and Children's Services	2023	Early stages of consultation with school.
Craigroyston Broughton	ED-SS-CB-P1-3	New 14 class Primary School and 128 place nursery (Granton Waterfront)	Including remediation and other abnormal costs and land.			£18,641,492	s.75/gap funding	CEC: Education and Children's Services	2024	Granton Waterfront Development Framework. Preparing consultation strategy.
Craigroyston Broughton	ED-SS-CB-P4	2 PS Classes (Granton PS)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2024	Part of nursery relocation, refurbishment of existing classroom created by new nursery (due to open late 2021).
Drummond	ED-SS-D-S1	Additional secondary school capacity - 56 pupils	Drummond HS 39 pupils; St Thomas of Aquin's RC HS - 7 pupils; Holy Rood RC HS - 10 pupils			£2,946,104	s.75/gap funding	CEC: Education and Children's Services	2026	Monitoring - to be commissioned at the appropriate time.
Drummond	ED-SS-D-P1	2 Primary School Class (Broughton or Abbeyhill)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2024	Refurbishment of existing classrooms created by replacement new nursery - to be commissioned at the appropriate time.

1. Education Actions

Firrhill	ED-SS-F-S1	Additional secondary school capacity: Firrhill HS - 8 pupils				£420,872	s.75/gap funding	CEC: Education and Children's Services	2022	Early stages feasibility and design development.
Leith Trinity	ED-SS-LT-P1-P3	New 18 class Primary School and 80 place nursery (New Victoria Primary School)	Including remediation and other abnormal costs and land.			£21,622,867	s.75/gap funding	CEC: Education and Children's Services	2022	Under construction - to open 2021 term.
Leith Trinity	ED-SS-LT-S1	Additional secondary school capacity - 548 pupils	Leith Academy and Trinity Academy - 485 pupils; St Thomas of Aquin's: 22 pupils; Holyrood RC HS: 41 pupils			£54,852,609	s.75/gap funding	CEC: Education and Children's Services	2025	Phased extension work underway at Trinity Academy. Leith and St Thomas of Aquin's and Holyrood to be commissioned at the appropriate time.
Liberton Gracemount	ED-SS-LG-S1	Additional secondary school capacity: 340 pupils	Gracemount / Liberton - 275 pupils Holy Rood RC HS - 65 pupils			£17,887,060	s.75/gap funding	CEC: Education and Children's Services	2025	Early stages consultation and design work underway.
Liberton Gracemount	ED-SS-LG-P4-6	New 12 class Primary School and 128 place ELC with catchment change - HSG 39 Lasswade Road to Frogston PS	Including remediation and other abnormal costs and land.			£14,372,068	s.75/gap funding	CEC: Education and Children's Services	2024	Early consultation work underway.
Liberton Gracemount	ED-SS-LG-P7	2 PS classes (Craigour Park PS)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2024	Planning permission in place, identifying procurement route.
Liberton Gracemount	ED-SS-LG-RCP	Increase to RC school capacity	68% of 4 RC PS classes + 1 GP Class (St Catherine's RC PS)	68%	£3,651,250	£2,482,850	s.75/gap funding	CEC: Education and Children's Services	2024	Early consultation and feasibility work underway.

1. Education Actions

Liberton Gracemount		Increase to RC school capacity	72% of 4 RC PS classes (St John Vianney RC PS)	72%	£2,931,583	£2,110,740	s.75/gap funding	CEC: Education and Children's Services	2024	Part of nursery relocation, refurbishment of existing classroom created by new nursery (due to open late 2021).
Portobello	ED-SS-P-S1	Additional secondary school capacity - 40 pupils	Portobello HS - 36 pupils Holy Rood RC HS - 4 pupils			£2,104,360	s.75/gap funding	CEC: Education and Children's Services	2022	Internal configuration works underway.
Queensferry	ED-SS-Q-S1	Additional secondary school capacity - 296 pupils	Queensferry HS - 264 pupils St Augustine's RC HS - 32 pupils			£15,572,264	s.75/gap funding	CEC: Education and Children's Services	tbc, West Edin HS	Early stages consultation and feasibility underway.
Queensferry	ED-SS-Q-P1	2 PS Classes (Kirkliston PS)				£1,439,336	s.75/gap funding	CEC: Education and Children's Services	2023	Planning permission in place and underway.
Queensferry	ED-SS-Q-P2-4	New 12 class Primary School and 128 place nursery (Builyeon Road LDP New Housing Site)	Including remediation and other abnormal costs and land.			£14,372,068	s.75/gap funding	CEC: Education and Children's Services	2024	Early consultation and feasibility work underway.
Queensferry	ED-SS-Q-P5	2 PS Classes + 1 GP Class (Echline PS)				£1,831,177	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
South West	ED-SS-SW-S1	Additional secondary school capacity - 66 pupils	Currie and Balerno HS - 56 pupils (exc Curriemuirend) St Augustine's RC HS - 10 pupils			£3,472,194	s.75/gap funding	CEC: Education and Children's Services	2026	New Currie High School in Stage 3 design.

1. Education Actions

South West	ED-SS-SW-P1	4 PS Classes at (Dean Park Primary School)		68%	£2,931,583	£1,993,476	s.75/gap funding	CEC: Education and Children's Services	2023	Consultation and design work underway.
South West	ED-SS-SW-RCP	Increase to RC school capacity	48% of 3 RC PS Class + 1 GP Class (St Cuthbert's RC PS)	48%	£2,931,583	£1,407,160	s.75/gap funding	CEC: Education and Children's Services	2028	Monitoring.
South West			4% of 1 RC PS Classes (St Joseph's RC PS)	4%	£719,668	£28,787	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
Tynecastle	ED-SS-T-S1	Additional secondary school capacity	St Augustine's RC HS - 5 pupils			£263,045	s.75/gap funding	CEC: Education and Children's Services	2025	Monitoring.
Tynecastle	ED-SS-T-RCP	Increase to RC school capacity	10% of 1 RC PS Classes (St Joseph's RC PS)	10%	£719,668	£71,967	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
Tynecastle		Increase to RC school capacity	23% of 3 RC PS Classes + 1 GP Class (St Cuthbert's RC PS)	23%	£2,931,583	£674,264	s.75/gap funding	CEC: Education and Children's Services	2028	Monitoring.
West	ED-SS-WE-S1	Additional secondary capacity - 85 pupils	The Royal High SS - 2 pupils St Augustine's RC HS - 81 pupils St Thomas of Aquin's - 2 pupils			£4,471,765	s.75/gap funding	CEC: Education and Children's Services	2025	Stage 2 design work completed at Royal High.
West	ED-SS-WE-S2	Additional secondary capacity	NEW 600 Capacity High School. Site to be identified.			£34,913,264	s.75/gap funding	CEC: Education and Children's Services	2025	Early stages consultation and feasibility underway.
West	ED-SS-WE-P1	3 Primary School classes (Sightill Primary School)	Previously identified as Gylemuir PS action - catchment change review has changed action.			£1,831,177	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
West	ED-SS-WE-P2-4	New 21 class primary school and 128 place nursery (Maybury LDP New Housing Site)	Including remediation and other abnormal costs and land.			£23,388,977	s.75/gap funding	CEC: Education and Children's Services	2023	Planning application submitted.

1. Education Actions

West	ED-SS-WE-P5	New 10 class primary school and 64 place nursery	Site to be determined - Ratho Station (Hillwood PS)			£13,662,773	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.
West	ED-SS-WE-RCP	Increase to RC school capacity	3 RC PS Classes (St Andrew's Fox Covert RC PS)			£1,831,177	s.75/gap funding	CEC: Education and Children's Services	2025	Project delivered to provide the additional capacity.
West	ED-SS-WE-RCP	Increase to RC school capacity	1 RC PS Classes (St Joseph's RC PS)	77%	£719,668	£554,144	s.75/gap funding	CEC: Education and Children's Services	2023	Early consultation and feasibility work underway.

2. Transport Actions

a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
Edinburgh Glasgow Improvement Project (EGIP) (T2)	The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.			National funding	Safeguard – Place Development Delivery - Network Rail / Transport Scotland	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.			No funding identified	Place Development	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.			No funding identified	Place Development	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.	N/A			SEStran, CEC, Midlothian, East Lothian, Transport	SEStran, CEC, Midlothian, East Lothian, Transport Active ravel route has been delivered. Bus route is a long-term safeguard
East Craigs Estate Junction	Junction at Maybury Drive / Maybury Road. Not related to impact of development.	Not costed			Place Development	To be designed and costed.

2. Transport Actions

a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
West of Fort Kinnaird (T15)	LDP Safeguard for new link road between The Wisp and Newcraighall Road	N/A			Place Development	Safeguarded in Plan
Morningside - Union Canal link (T7)	LDP Safeguard Only (Excludes those routes safeguarded under T7 on the Proposals Map which are also identified in a specific Contribution Zone or Site Specific action elsewhere in this Action Programme).	N/A			Place Development	Safeguarded in Plan
Wisp - Fort Kinnard link (T7)						
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)						

2. Transport Actions

a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
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)						
Barron 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)						

2. Transport Actions

a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	Baseline indicative construction cost (ICC)	Subtotal with 22.5% added	FUNDING	OWNER	DELIVERY
Lochend Powderhall (T7)						
Ramped access from Canal to Yeoman Place (T7)						
Edinburgh Tram (T1)	Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east.	Tram Contribution Zone.			CEC	Under development Line 1a complete To Newhaven under construction.

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WEST EDINBURGH TRANSPORT APPRAISAL (WETA)	TR-CZ-WETA-26	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		£2,567,700	£3,697,488		Public Transport	Place Development	2026/27
	TR-CZ-WETA-27	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement		£1,699,200	£2,446,848		Roads	Place Development	2021/22
	TR-CZ-WETA-1	A8 North side missing link		£537,500	£774,000	Action included in West Edinburgh Transport Improvements Programme	Active Travel	Place Development	2022/23
	TR-CZ-WETA-2	Broxburn to Newbridge Roundabout bus lane		£3,124,700	£4,499,568	Has been partly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	Place Development	2022/23
	TR-CZ-WETA-3	Bus Lane under Gogar Roundabout		£64,100	£92,304	Will be possibly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	Place Development	2021/22
	TR-CZ-WETA-4	Bus Priority South West Edinburgh	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).		£4,480,200	£6,451,488		Public Transport and Active Travel	Place Development

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2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-5	Cycle Connection from A8 along Eastfield Road into Airport		£481,500	£693,360	Action included in West Edinburgh Transport Improvements Programme	Active Travel	Place Development	2022/23
	TR-CZ-WETA-6	Development Link Road Main Street Carriageway		£5,634,900	£8,114,256		Roads	Place Development	2022/23
	TR-CZ-WETA-7	Dualling of Eastfield Road		£1,802,900	£2,596,176		Roads	Place Development	2023/24
	TR-CZ-WETA-8	Dualling of Eastfield Road		£1,143,000	£1,645,920		Roads	Place Development	2024/25
Page 105	TR-CZ-WETA-9	Dumbbells Roundabout Improvement (T9)		£1,203,000	£1,732,320		Roads	Place Development	2023/24
	TR-CZ-WETA-10	Dumbbells westbound off slip		£865,200	£1,245,888		Roads		2023/24
	TR-CZ-WETA-11	Gogar to Maybury additional eastbound traffic lane		£20,833,300	£29,999,952	Designed, further study has been carried out.	Roads	Place Development	2022/23
	TR-CZ-WETA-12	Improved access between Ratho Station and A8 along Station Road. Glasgow Road / Ratho Station improved crossing		£458,200	£659,808		Active Travel	Place Development	2021/22

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 106	TR-CZ-WETA-13	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.	£110,000	£158,400	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2024
	TR-CZ-WETA-14	Improved Station Road/A8 bridge access for cyclists		£440,800	£634,752	Possibility to replace bridge by signal crossing, being investigated.	Active Travel	Place Development	2021/22 CHECK
	TR-CZ-WETA-15	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)		£317,600	£457,344		Active Travel	Place Development	2022/23
	TR-CZ-WETA-16	Kilpunt Park and Ride		£5,500,000	£7,920,000		Public Transport	Place Development	2023/24
	TR-CZ-WETA-17	Link Road Part 1 Dual Carriageway (T10)		£6,301,000	£9,073,440		Roads	Place Development	2022/23
	TR-CZ-WETA-18	Link Road Part 2 Single Carriageway		£2,813,900	£4,052,016		Roads	Place Development	2021/22

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 107	TR-CZ-WETA-19	Link Road Segregated cycle route		£1,115,000	£1,605,600		Roads	Place Development	2021/22
	TR-CZ-WETA-20	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.	£2,140,400	£3,082,176	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	Place Development	2024+
	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury (T9)		£1,510,000	£2,174,400	MOVA at Newbridge has been implemented. Gogar Roundabout will require full refurb and MOVA to be installed. Maybury junction control will be improved as part of upgrade work.	Roads	Place Development	2021/22
	TR-CZ-WETA-22	New Tram Stop		£1,000,000	£1,440,000		Public Transport	Place Development	2022/23
	TR-CZ-WETA-23	Newbridge additional lane from M9 onto A8 (T12)		£581,300	£837,072		Roads	Place Development	2021/22

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-24	Station Road to Newbridge Interchange bus		£1,112,700	£1,602,288		Public Transport	Place Development	2022/23
	TR-CZ-WETA-25	Upgraded Bus interchange facility at Ingliston P+R		£3,000,000	£4,320,000		Public Transport	Place Development	2025/26
West Edinburgh Transport Improvement Programme		West Edinburgh Transport Improvement Programme	Investment in a strategic package of transportation improvements to support the vision for West Edinburgh. These improvements include a core package of A8/A89 sustainable transportation measures that provide long term resilience and support strong connectivity between neighbouring authorities.	TBC	TBC	ESES CRD Commitment - Scottish Government commitment of £20m for public transport infrastructure improvements. CEC commitment of £16m for active travel and public transport measures. Further funding subject to how much can be secured by the private sector and developer contributions.	Various	CEC	By end of City Region Deal timescale

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
SESplan Cumulative Impact Cross Boundary and Land Use Appraisal (2017)	TR-CZ-CH-1; TR-CZ-GJ-1; TR-CZ-STJ1	Various A720 junctions (Calder, Hermiston)	Edinburgh & South East Scotland City Region Deal Document includes the following commitment by ESES Parnters: Partners will put in place a Regional Developer Contributions framework based on the work currently being led by SESplan (the strategic development planning authority for Edinburgh and South-East Scotland) and findings of the Cross-Boundary Study, published in 2017. These interventions and commitments, taken with the additional transport investment to enable the innovation and housing projects, will help ensure the city region continues to grow and flourish.	TBC	TBC	TBC - ESES CRD Commitment		ESES partners	By end of City Region Deal timescale

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Maybury/ Barnton TCZ	TR-CZ-MB-1	Barnton Junction (T19)	Currently delivering Scoot to these junctions to improve traffic signal control and help with traffic increases plus bus priority on the A90.	£800,000	£980,000	Financial contributions secured through signed s.75 for HSG 19 Maybury (West Craigs Ltd and Taylor WimpeyLtd) and HSG 20 Cammo Active travel improvements as part of this action to be included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Traffic Signals	Place Development	2026/2027
	TR-CZ-MB-2	Craigs Road Junction (T18)	Junction will eventually be delivered by Taylor Wimpy and cost deducted off their contribution.	£632,500	£774,813	To be delivered as part of housing development HSG 19.	Junctions	Place Development	2025/2026

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Maybury/ Barnton TCZ contin.	TR-CZ-MB-3	Maybury Junction (T17)	A design was drawn up to improve Maybury Junction ready for the various developments. Design now likely to be superceded by WETIP design for widening the A8 over the railway bridge and signalising the merge from A8 city bound and exit slip from Gogar Roundabout.	£1,864,100	£2,283,523	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Junctions	Place Development	2024+
Burdiehouse Junction TCZ	TR-CZ-BJ-1	Burdiehouse Junction (T20)	Upgrade of junction (Kaimes Junction).	£400,000	£490,000	Financial contributions secured through signed s.75 for HSG 21 Broomhills and HSG 22 Burdiehouse of £223,474 and £125,000 respectively. East of Burdiehouse 19/02616/FUL £52,800 by 60th uniyt. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Traffic Signals	Place Development	2023/24

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Gilmerton Crossroads TCZ	TR-CZ-GC-1	Gilmerton Crossroads (T19)	Upgrade of junction with MOVA.	£400,000	£490,000	Financial contributions secured through signed s.75 for HSG 24 Gilmerton Station Road (£400,000) and HSG 25 The Drum (£130,000) for this action and the Gilmerton Station Rd.Drum Street TCZ - see entry below.	Traffic Signals	Place Development	2022 /23
Gilmerton Station Rd / Drum Street TCZ	TR-CZ-GS-1	Gilmerton Station Rd / Drum Street		£415,000	£508,375	See entry above.	Junctions	Place Development	2023/24
Lasswade Road / Lang Loan TCZ	TR-CZ-LL-2	Lasswade Road/Lang Loan pedestrian and cycle upgrades.	New 3.5m wide shared use cycleway/pedestrian path and signalised junction Lasswade Road from North of Lang Loan to Gilmerton Station.	£0	£0	Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.	Active travel	Developer	2022/23
Lasswade Road / Gilmerton Dykes Street / Captain's Road TCZ	TR-CZ-LGC-1	Lasswade Road / Gilmerton Dykes Street / Captain's Road	Improvement to the operation of the Lasswade Road/Gilmerton Dykes Street/Captain's Road junction.	£400,000	£490,000	To be delivered by HSG 39 North of Lang Loan; contributions to be secured by other relevant sites.	Junctions	Place Development	2022/23

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Sheriffhall Junction TCZ	TR-CZ-SHJ-1	Sherriffhall Junction (T13).	Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport.	£86.838m (Q4 2018 Prices. Source: A720 Sheriffhall Roundabout DMRB Stage 3 Scheme Assessment Report Engineering, Traffic & Economic Assessment Volume 1 – Main Report, February 2020). This estimate will continue to be refined and updated as the scheme design becomes more developed.	£116.460m (Q4 2018 Prices. Source: A720 Sheriffhall Roundabout DMRB Stage 3 Scheme Assessment Report Engineering, Traffic & Economic Assessment Volume 1 – Main Report, February 2020). This estimate will continue to be refined and updated as the scheme design becomes more developed.	Funding identified as part of City Region Deal Scottish Government commitment of up to £120m to support improvements to the A720 City Bypass for the grade separation of Sheriffhall Roundabout.	Junctions	Transport Scotland (City Region Deal Project being delivered by Transport Scotland)	TBC subject to approval under the relevant statutory procedures.

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Gillespie Crossroads TCZ	TR-CZ-GIC-1	Gillespie Crossroads	Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA.	£410,000	£502,250	All development sites underway with financial contributions secured by signed s.75 for HSG 36 Curriehill Road (£78,000), HSG 37 Newmills (£164,835) and HSG 38 Ravelrig Road (£94,192).	Traffic Signals	Place Development	2021/22
Hermiston Park & Ride TCZ Page 114	TR-CZ-HPR-X	Hermiston Park & Ride	Extension to Hermiston Park & Ride.	£470,000	£575,750	All development sites underway with financial contributions secured by signed s.75 for HSG 36 Curriehill Road (£51,000), HSG 37 Newmills (£206,000) and HSG 38 Ravelrig Road (£120,000).	Public Transport	Place Development	2021/22
Queensferry TCZ	TR-CZ-QF-1	Dalmeny Station	Increased car parking at Dalmeny Station. Increased and improved cycle parking at Dalmeny Station is completed. Consideration of this action will be part of the wider A90 corridor improvements.	£0	£0		Public Transport	Place Development	2025/26

2. Transport Actions

b. Transport Contribution Zones

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Roseburn to Union Canal TCZ	TR-CZ-RUC-1	Roseburn to Union Canal route/green network (T7)	<p>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.</p> <p>First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline.</p> <p>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.</p> <p>Later section -new bridge over East Coast Mainline.</p>	£3,443,189	£4,217,907	Design in progress, expected to start first phase 2021-22	Active Travel	Place Development	2022+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 1	TR-SA-HSG1-1	Springfield HSG 1	Opportunity to create a link road from Bo'ness Road to Society Road should be investigated. Queensferry Transport Contribution Zone.	£0	£0	20/05023/FUL under consideration	Roads	Place Development	
HSG 4	TR-SA-HSG4-1	West Newbridge	<p>Transport requirements to be established through cumulative transport appraisal and planning permission.</p> <p>Bus Service Contribution (Supply and install bus stops and shelters at new bus turning area in the development and carry out improvements to the stop on Bridge Road/A89).</p> <p>National Cycle Network Contribution (links from the development site to the National Cycle Network.)</p> <p>Newbridge Roundabout Upgrade Contribution (to MOVA)</p> <p>Public Transport Improvement Contributions.</p> <p>Tram Contribution (Pay all consultant design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road widening).</p>	£1,019,000	£1,248,275		Various	Place Development	
HSG 5	TR-SA-HSG5-1	Hillwood HSG 5	Transport requirements to be established through cumulative transport appraisal and planning permission.	£0	£0		TBC	Place Development	2023/24

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 7	TR-SA-HSG7-1	Edinburgh Zoo	Transport requirements to be established through cumulative transport appraisal and planning permission.				TBC	Place Development	
HSG 12	TR-SA-HSG12-1	Lochend Butterfly HSG 12	<p>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.</p> <p>Application seeks construction of the at-grade link to Moray Park Terrace.</p> <p>Contribution of for provision of 6 car club spaces. (£34,500)</p> <p>TRO. (£2,500)</p> <p>Rail crossing contribution. (£227,000 financial contributions secured and action completed)</p>	£306,250	£375,156	12/03574/FUL; 11/01708/FUL Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2021/22

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 19 MAYBURY						16/04738/PPP (West Craigs Ltd) PPA-230-2207. 20/03942/AMC approved Dec 2020 for Plot 5 142 units and associated roads, footpaths. 20/03224/AMC approved 2020 for Plot 4 158 units and associated roads, footpaths etc. 19/05514/AMC granted May 2020 for landscape details across PPP site. 16/05681/PPP (Taylor Wimpey) PPA-230-2153 S.75s signed.			
	TR-SA-HSG19-1	Bus route Craigs Road / Turnhouse Rd and upgrade bus Infrastructure on Turnhouse Rd		£0	£0	To be delivered as integral part of development secured through planning conditions.	Public Transport	Place Development	2025/26
	TR-SA-HSG19-2	3 crossing facilities on Turnhouse Road and Craigs Road at Maybury.	Crossing facilities x 3 at first suitable point along Turnhouse Road, second on Turnhouse Road near Maybury; toucan crossing as part of Craigs Road junction (CZ above).	£75,000	£91,875	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Developer	2025/26

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG19-3	Incorporation of walking and cycling from the development site into the Maybury junction redesign.		£103,500	£126,788	Proportion of financial contribution secured in Taylor Wimpey s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2025/26
Page 119	TR-SA-HSG19-4	Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway and connections beyond. Central portion of HSG19	<p>Bridge and ramps, approx. 80m: (based on 20m span and 5m width).</p> <p>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.</p> <p>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. Make underpass shared use. 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. Cyclepath to Gogar Link Road -north of station. Land purchase needed.</p>	£0	£0	To be delivered as integral part of central portion of HSG 19 Maybury and secured through planning conditions, and financial contribution secured for cycle paths to Gyle. 20/01148/AMC approved bridge design (conditions 1,4,5 and 6) of 18/07600/PPP	Active Travel	Developer	2025/26

2. Transport Actions
c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 19 contin.	TR-SA-HSG19-5	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 routes forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required.	£0	£0	To be delivered as integral part of development of eastern portion of HSG19 and secured through planning conditions (approved Nov 2020 20/01148/AMC)	Active Travel	Place Development	2025/26
	TR-SA-HSG19-6	New footway cycleway along south side of Turnhouse Road	Paths (100m)	£0	£0	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2025/26
	TR-SA-HSG19-7	Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway		£0	£0	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2025/26
	TR-SA-HSG19-8	TRO for lower speed limit along Turnhouse Road	Coordinated by Development Control Team.	£2,000	£2,450	Financial contribution required.	Roads Safety	Place Development	2025/26

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 20 CAMMO						18/01755/FUL s.75 signed.			
Page 121	TR-SA-HSG20-1 - 2	Bus infrastructure on Maybury Road and peak period bus capacity improvements.	Upgrade bus infrastructure (replace existing bus stops). Time limited financial support for a bus operator to run services along Maybury Road.	£200,000	£245,000	Financial contribution secured through s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	Place Development	2024+
	TR-SA-HSG20-3	Cammo Walk link (north)	Cycle path to tie into path to Cammo Estate on north of site (450m).	£94,500	£115,763	To be partly delivered as integral part of development secured by condition/s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024
	TR-SA-HSG20-5	Cammo to Maybury cycle path	Cycle path connecting Cammo to Maybury site and extending to Cammo Estate.	£300,000	£367,500	Financial contribution secured through s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 20 contin.	TR-SA-HSG20-6	Cammo to Maybury cycle path	Toucan crossings at Craigs Road junction.	£75,000	£91,875	Crossings to be delivered as integral part of junction improvement being delivered by developer.	Active Travel	Place Development	2023/2024
Page 122	TR-SA-HSG20-7	Cammo to Maybury cycle path	Bridge/decking over Boughtlin Burn connecting cycle path through site to Cammo Walk link (north) and Cammo to Maybury cycle path. Land purchase needed.	£560,000	£686,000	Financial contribution of £560,000 secured through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024
	TR-SA-HSG20-8	Pedestrian /cycle connections to East of site.	Pedestrian crossing facilities on Maybury Road: Toucan or D island crossings x 4 over Maybury Road from Cammo site.	£0	£0	To be delivered by applicant secured through conditions/s.75/RCC approvals. Junctions at north and south of the site are complete; developer will deliver toucan crossing in the middle at a later date.	Active Travel	Developer	Part complete and 2021/22
	TR-SA-HSG20-9	Pedestrian /cycle connections to East of site.	4.5m wide shared use paths (150m) across existing open space to East Craigs estate. (Excludes land costs)	£305,000	£373,625	Financial contribution of £305,000 secured through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 21 BROOMHILLS						14/04860/FUL Partly delivered/under construction. 19/00869/FUL& 19/00871/FUL additional units with £5,096 for site specific or TCZ			
	TR-SA-HSG21-2	Cycle path at Broomhills	Upgrade surface of the path (1,200m) to Morton Mains.	£150,000	£183,750	Not funded through signed s.75. Consideration being given to include as part of prioritised LDPAP TA project.	Active Travel	Place Development	2023/2024
	TR-SA-HSG21-3	Cycleway access to Frogston Road East	A new 4m wide toucan crossing at North access linking to existing footway on B701.	£0	£0	To be delivered as integral part of development; developer to deliver through RCC.	Active Travel	Developer	2023/24
	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)	Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701 (delivered by RCC). 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).	£80,000	£98,000	Partly delivered as integral part of development; developer to deliver through RCC. New path is not funded through signed s.75. Consideration being given to include as part of prioritised LDPAP Transport Action project	Active Travel	Developer	2023/24

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 122	TR-SA-HSG21-5	Secure pedestrian and cycle way access to Old Burdiehouse Rd linking to Broomhills Road		£0	£0	To be delivered as integral part of development; developer to deliver through RCC.	Active Travel	Developer	2023/24
	TR-SA-HSG21-6	Street Improvements to Burdiehouse Road		£1,300,000	£1,592,500	Not funded through signed s.75. Consideration being given to include as part of prioritised LDPAP Transport Action project.	Roads Safety	Place Development	2023/2024
	TR-SA-HSG21-7	Upgrade Bus Stops on Burdiehouse Road		£0	£0	To be delivered as integral part of development; developer to deliver through RCC.	Public Transport	Developer s.56	2023/24
HSG21 BURDIEHO USE						10/01185/PPP 14/04880/FUL			
	TR-SA-HSG22-1	Bus infrastructure improvements	Upgrade Bus Stops on Burdiehouse Rd and Frogston Rd East.			£15,000 towards bus stop improvement in PPP s.75	Public Transport	Place Development	2021/22

2. Transport Actions
c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 22 contin.	TR-SA-HSG22-3	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 Straighton high quality landscape treatment required (4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees for approximatley 200m) Land purchase required.	£200,000	£245,000	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024
			Street improvements and pedestrian crossing on Burdiehouse Road. 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).						
	TR-SA-HSG22-4	New access point and shared use path	20m to link to existing path (Land ownership of Greenspace for 10m of path).	£50,000	£61,250	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 23 HSG 23 GILMERTON DYKES ROAD	TR-SA-HSG22-5	Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn	500m path at both the east and west edges of the site.	£125,000	£153,125	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024
	TR-SA-HSG22-6	Widen existing path along Burdiehouse Burn Park	Widen 300m to 3.5m running parallel to site's northern boundary and linking to western access point. Forms part of strategic green network between Pentlands and Portobello.	£100,000	£122,500	Not funded through signed s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2023/2024
HSG 23 GILMERTON DYKES ROAD						14/01446/FUL. Signed S75. Constructed.			
	TR-SA-HSG23-5	Upgrade bus stops on Lasswade Rd / Gilmerton Rd				£36,500 for public transport improvements secured in signed s.75.	Public Transport	Place Development	
HSG 24 GILMERTON STATION ROAD	TR-SA-HSG24-1					Planning permission granted - 14/01649/PPP 16/04382/AMC 16/03299/AMC 17/04164/AMC 7/9/17 Early phases under construction			2027 for all phases of the site.

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 24 contin.	TR-SA-HSG24-3	D island crossing of Gilmerton Station Road and construct 50m of shared use footway from existing verge	D island = £25000 Path Widening.	£57,500	£70,438	Not funded through signed s.75. One D-island crossing near ramp at Lasswade corner delivered.	Active Travel	Place Development	2023-2024
	TR-SA-HSG24-4	Drum Street Ped & Cycle crossing & path through site to multi-user path to Straiton	Toucan crossing and shared use footway. Part of first phase of development.	£0	£0	To be delivered as integral part of development.	Active Travel	Developer	2023-2024
Page 127	TR-SA-HSG24-5	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.	£112,400	£137,690	£122,400 secured in signed s.75.	Active Travel	Place Development	2023-2024
	TR-SA-HSG24-6	Pedestrian crossing facilities on Gilmerton Rd		£15,000	£18,825	£15,000 secured in signed s.75.	Active Travel	Place Development	2023-2024
	TR-SA-HSG24-7	TRO lower speed limit on Gilmerton Station Road	Lower speed limit on Gilmerton Station Road.	£1,500	£1,883	Financial contribution secured in signed s.75 and will be implemented through 40+ mph speed limit review.	Roads Safety	Place Development	2022/23
	TR-SA-HSG24-8	Upgrade bus stops and peak capacity on Gilmerton Road	Upgrade of peak capacity not pursued	£9,290	£11,659	£9,290 secured in signed s.75	Public Transport	Place Development	2023-2024
HSG 25 THE DRUM	TR-SA-HSG25-1					Planning Permission Granted 14/01238/PPP 17/00696/AMC granted 31/8/17			2022/2023

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 25 contin.	TR-SA-HSG25-2	Cycle link - Drum Street to SE Wedge Parkland	Path (1000m).	£250,000	£306,250	Not funded through signed s.75.	Active Travel	Place Development	2022/2023
	TR-SA-HSG25-3	Cycle link - Gilmerton Road to Lasswade Road	Path (1000m).	£250,000	£306,250	Not funded through signed s.75.	Active Travel	Sustrans	2022/2023
Page 128	TR-SA-HSG25-4	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 and to Drum Avenue. May require land purchase.	£20,000	£24,500	s.75- 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	Active Travel	Place Development	2022/2023
	TR-SA-HSG25-5	Toucan crossing over Drum Street to access The Drum site	x2 Toucan crossing + shared path upgrade. May require land purchase.	£80,000	£98,000	Not funded through signed s.75.	Active Travel	Place Development	2022/23
	TR-SA-HSG25-7	Widen existing footway to 3.5m (shared use)	Path widening (750m).	£100,000	£122,500	Not funded through signed s.75.	Active Travel	Place Development	2022/2023

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 28 ELLEN'S GLEN						No permissions or s.75s yet issued.			2027+
	TR-SA-HSG28-2	Bus infrastructure	Upgrade existing bus stops in Lasswade Road. Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.	£300,000	£367,500		Public Transport	Place Development	2027+
	TR-SA-HSG28-3	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).	£250,000	£306,250		Active Travel	Place Development	2027+
Page 129	TR-SA-HSG28-4	New footway along east boundary frontage of site	Path (135m).	£30,000	£36,750		Active Travel	Place Development	2027+
	TR-SA-HSG28-5	New pedestrian/cycle link on land near to Stenhouse Burn	To compensate for the narrow footway on Ellen's Glen Road (225m).	£50,000	£61,250		Active Travel	Place Development	2027+
	TR-SA-HSG28-6	Widening and upgrade of existing footway along Ellen's Glen Road		£0	£0		Active Travel	Place Development	2027+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 29 BRUNSTANE						16/04122/PPP s.75 signed 2020			2027+
	TR-SA-HSG29-2	Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations	Cycle Parking.	£1,500	£1,838	£2,000 secured in s.75	Active Travel	Place Development	2027+
Page 130	TR-SA-HSG29-3	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.	£0	£0	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.	Active Travel	Developer s.75	2027+
	TR-SA-HSG29-4	New junction with Milton Road East	Provide new signalised junction with Milton Road East.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Junctions	Developer s.75	2027+
	TR-SA-HSG29-5	New junction with Newcraighall Road	Provide new signalised junction with Newcraighall Road.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Junctions	Developer s.75	2027+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 131	TR-SA-HSG29-6	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 developments in Midlothian.	£0	£0	Partly to be delivered though site layout.	Active Travel	Place Development	2027+
	TR-SA-HSG29-7	Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage	Help provide missing link across the Newcraighall railway line. Path widening/resurfacing (2000m).	£300,000	£367,500	Not secured.	Active Travel	Place Development	2027+
	TR-SA-HSG29-8	Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required	Crossing improvements x2.	£150,000	£183,750	Partly to be delivered though the two new signalised junctions.	Active Travel	Developer s.75	2027+
	TR-SA-HSG29-10	Road Improvements	Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Roads Safety	Developer s.75	2027+
	TR-SA-HSG29-11	Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction	An action identified in developer's transport appraisal. Scale of action to be considered.	not costed	not costed	£200,000 secured through s.75 agreement.	Junctions	Place Development	2027+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG29-12	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).	£0	£0	To be delivered as integral part of development secured through s.75.	Public Transport	Developer s.75	2027+
HSG 30 MOREDUN VALE ROAD						Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission.			
	TR-SA-HSG30-2	Direct Link to Moredunvale Road (T7)		£0	£0		Active Travel	Place Development	2027+
HSG 31 CURRIE MUIREND						Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission.			2027+
HSG 32 BUILYEON ROAD						16/01797/PPP and 16/01798/PPP MTG; s.75 not yet signed.			

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-3	Builyeon Road East/West Works Builyeon Road: New footway and cycle path along frontage of site	New footway and cycle path along frontage of site on south side of Builyeon Road (including footway widening, redetermination to shared use footway, development of footway to both sides of the road, bus priority measures, etc.) for a distance of approximately 975 metres.	£200,000	£245,000	Expected to be delivered as integral part of development and/or to be delivered by applicant secured through conditions/ s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2024/25
HSG 32 cont. Page 133	TR-SA-HSG32-4	Builyeon Road East/West Works Builyeon Road: Street design and upgrade links	East-west: changing the character of Builyeon road (A904) and realignment through Echline Junction. Upgrade of existing external links to high quality pedestrian/cycle routes to Dalmeny Station, high school, Ferrymuir retail park and town centre.	£950,000	£1,163,750	Expected to be delivered as integral part of development and/or to be delivered by applicant secured through conditions/ s.75. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2027

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG32-5	Bus Improvement Works 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. Upgrade of the currently existing facilities and provision of new high quality bus stops on Builyeon Road; Widening of Builyeon Road to accommodate bus priority measures; and Securing an increase in the frequency of direct city centre service and to key local facilities, to achieve public transport mode share.	£400,000	£490,000	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	Place Development	2027
HSG32 cont. Page 134	TR-SA-HSG32-6	Cycle and Path Routes Works Bridge link over A9000	Bridge over the A900 in south-east corner of the site. Design feasibility study to be funded by the developers and commissioned by the Council assessing the provision of a bridge over the A9000 in south-east corner of the site to provide an off-road cycle route to link to Ferrymuir Gait and routes to the East and provision of a link to the National Cycle Network by means of a bridge to Ferrymuir, located west of the A9000.	£3,000,000	£3,675,000	Financial contribution required and/or to be delivered by applicant through conditions/s.75	Active Travel	Place Development	2027

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 32 contin.	TR-SA-HSG32-7	Cycle and Path Routes Works Network of high quality pedestrian/cycle routes through site	Develop high quality landscaped pedestrian/cycle route through site (1000m) to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry. An addition to the green network (forming part of the strategic Dalmeny to Echline green network) leading from the A904 to a crossing point of the A9000 or such other works as may be agreed in writing with the Council acting as Roads Authority. Off-road cycle route to link HSG32 Builyleon Road, Ferrymuir Gait, HSG33 South Scotstoun with Dalmeny and National Cycle Network (300m).	£73,500	£90,038	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2027
	TR-SA-HSG32-8	Echline Junction & East Works Echline Junction: Pedestrian/Cycle routes through roundabout	Echline Junction (cycle/ped infrastructure both directions on roundabout). Integrate with new footway and cycle path along frontage of site. Provision of cycle and pedestrian infrastructure in both directions on Echline Junction including the provision of two new 2-stage Toucan crossings, two new single stage Toucan crossings and upgrading of the two existing crossings to Toucan crossings.	£246,000	£301,350	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2027

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 32 contin.	TR-SA-HSG32-9	Echline Junction & East Works Help provide upgrades of existing external pedestrian/cycle routes to Dalmeny Station: reconfigure existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities.	Ferrymuir Road pedestrian/cycle enhancements. Enhancements to Ferrymuir Road between Echline Junction to the west and the Ferrymuir junction to the south, a distance of some 400 metres, to provide 3 metre wide footways converted to shared use (potentially building out into one lane of the carriageway). Cut through to Ferrymuir/Lovers Lane from Ferrymuir Road (private carriageway, and route through non-adopted land – negotiate land acquisition). Resurfacing of Lovers Lane for distance of 1,600 metres, together with the necessary lighting. Provision of a Toucan crossing on Kirkliston Road (B907) at it junction with Ferrymuir Lane. Future conversion of Ferrymuir roundabout to signalised junction outwith these development contributions.	£318,250	£389,856	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2027
HSG 32 contin.	TR-SA-HSG32-10	Queensferry Crossing	Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction.	£0	£0		Junctions	Transport Scotland	2024+

2. Transport Actions
c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 32 contin.	TR-SA-HSG32-11	Route to Town Centre Works Help provide upgrades of existing external pedestrian and cycling facilities from the development to the town centre in the vicinity of the development	2 X D island or toucan crossings over A904 to link site with existing paths in South Queensferry. (Echline View/Long Crook/ and at Echline Roundabout). Provision of either 2 'D' island or Toucan crossings across Builyeon Road to link the Development with existing paths in the Echline housing estate opposite the foot path at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park). Widening and better definition of existing footpaths between Echline Park and Echline View, and to Long Crook, to a width of 3.5 metres to form shared use paths. Tarmac resurface on off road adopted paths through Echline housing estate, to toucan at end of Bo'Ness Rd/Stewart Terrace. Consider linking to NCN76/NCN1 along Farquhar Terrace/Morrison Gardens.	£126,910	£155,465	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2027
HSG 32 contin.	TR-SA-HSG32-12	TRO Builyeon Road	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.	£1,500	£1,838	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development TRO to be coordinated by Development Control Team.	2027

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 33 SOUTH SCOTSTO UN						16/06280/FUL; s.75 signed. Under construction.			
	TR-SA-HSG33-2	Appropriate traffic calming measures may be considered for Scotstoun Avenue	Road Furniture Contribution.	£30,000	£36,750	Not funded by s.75 Traffic calming measures to be delivered in Scotstoun Avenue in summer 2021 using S75 contributions	Roads Safety	Place Development	2026
	TR-SA-HSG33-3	B800 Cycle Link	Provision of a low level pedestrian/cycle link between the Agreement Subjects and the B800. Land agreements may be required.	£42,452	£52,004	Not funded by s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2026
	TR-SA-HSG33-4	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. To support bus services serving the Site, where there would not otherwise be a commercial incentive to operate such a service. The upgrade of 4 bus stops on Scotstoun Avenue to provide the following facilities: the provision of new shelters and associated improvement works to surrounding public footway.	£318,500	£390,163	£318,500 secured through s.75	Public Transport	Place Development	2026

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c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG33-5	D island or single stage Toucan crossing of B800 to retail site path		£30,000	£36,750	To be delivered as integral part of the development secured by planning conditions/ s.75 agreement.	Active Travel	Developer s.75	2026
Page 139	TR-SA-HSG33-6	Give due consideration to the opportunity to change the character of the B800 through street design.	<p>Reconfiguring the entrance junction, including raised junction and tightening of the radii.</p> <p>Shared path along the east side of the B800, approximately 400m.</p> <p>Two toucans continuing to the B907 to the junction with Lovers Lane/Scotstoun Avenue.</p> <p>Tighten and reconfigure the Scotstoun Avenue and B907 junction with removal of guardrail and decluttering and installation of toucan crossings in the southern and north-eastern arms of the Ferrymuir Roundabout.</p>	£454,000	£556,150	£556,150 secured through s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2024/25
	TR-SA-HSG33-7	High quality pedestrian/cycle routes through site	<p>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.</p> <p>Including new diverted 3.5m shared use path for NCN 1 into the Agilent site, or resurfacing where necessary (450m).</p>	£40,000	£49,000	£70,000 secured through s.75 for this and action below. Action partially included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Developer s.75	2024/2025

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG33-8	LED stud lighting	Provision of LED stud lighting eastwards for 1000m along NCR1; and provision of LED stud lighting northwards for 1000m on the old railway path to the north of the Agreement Subjects.	£30,000	£36,750	No secured	Active Travel	Place Development	2026
	TR-SA-HSG33-9	Queensferry Crossing	Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.	£0	£0	Not requested in Transport Scotland consultee response	Junctions	Transport Scotland	
HSG 36 CURRIEHILL ROAD						16/01515/FUL. S.75 signed. Construction completed.			
	TR-SA-HSG36-3	Connections to be made to the Kirknewton Core Path to the west boundary of the site		£12,000	£14,700	Not funded through signed s.75.	Active Travel	Place Development	2022/23
	TR-SA-HSG36-4	Improve high quality pedestrian/cycle link to Curriehill Station	Wheeling ramp over railway bridge. Upgrade of existing path to 3.5m shared use and signage to development and railway station.	£80,000	£98,000	£77,500 secured through s.75	Active Travel	Place Development	2022/23
	TR-SA-HSG36-5	Provide additional cycle parking at Curriehill Station		£1,000	£1,225	£500 secured in s.75	Active Travel	Place Development	2022/23
HSG 36 contin.	TR-SA-HSG36-6	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.	£0	£0	s.75: £4,000 for TRO and £2,500 for the extension of existing footway on west side of Curriehill Road northwards to link to development's footways (60m) implement prior to 1st unit completed.	Active Travel	Place Development	2022/23 Programme d for 2021.

2. Transport Actions
c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 37 NEWMILLS, S,						Underway 15/05100/FUL. S.75 signed.			
	TR-SA-HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site. Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.	£0	£0	Secured by s.75 agreement	Public Transport	Developer s.75	Crossing point delivered.
HSG 37 contin. Page 141	TR-SA-HSG37-3	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.	£450,000	£551,250	Not funded through signed s.75.	Active Travel	Place Development	2023/24
	TR-SA-HSG37-4	High quality pedestrian/cycle routes through site		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	2021/22
	TR-SA-HSG37-5	Improved pedestrian/cycle crossing facilities on A70	Layout to be determined, but to incorporate appropriate dropped kerb and tactile paving arrangements to current standards.	£60,000	£73,500	Partly secured through signed s.75 (one crossing secured).	Active Travel	Developer s.75	2021/22
	TR-SA-HSG37-6	New footway along east frontage boundary, linking into Newmills Road footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	2021/22
HSG 37 contin.	TR-SA-HSG37-7	Provide additional cycle parking at Curriehill Station		£0	£0	£500 secured in s.75	Active Travel	Place Development	2022/23

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG37-8	Provide extended car park at Curriehill Station		£0	£0	£28,340 financial contribution secured by signed s.75	Roads	Place Development	2021/22
	TR-SA-HSG37-9	Upgrade cycle routes between Newmills Road and Curriehill Station	Detailed route to be confirmed (cost is based on alternative route using NCN75, including toucan crossing of A70 and ramp to NCN75, alternative is to reopen tunnel mouth to link with NCN75).	£250,000	£306,250	Partly secured through s.75 agreement (one crossing secured) £61,340.	Active Travel	Place Development	2022/23
HSG 38 RAVELRIG ROAD						14/02806/PPP 16/05744/AMC; s.75 signed. Underway.			
	TR-SA-HSG38-3	Improved pedestrian/cycle crossing facilities on A70 and Ravelrig Road		£1,500	£1,838	Not funded through signed s.75.	Active Travel	Place Development	2020/21
HSG 38 Ravelrig Road contin.	TR-SA-HSG38-4	New cycle path along Ravelrig Road	Provide high quality pedestrian/cycle routes through site to be secured by condition, connecting with and making improvements to adjacent walking and cycle routes e.g. NCN75 which is on-road along Ravelrig Road: New 3.5m shared use path along the northern boundary of the site, approximately 500m. New 4m wide 1km long path along part of Ravelrig Road to join up with the re-routed NCN75.	£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	2020/21
	TR-SA-HSG38-5	New footway along west side of Ravelrig Road linking into Ravelrig Road and A70 footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer	2020/21

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG38-6	Provide upgrade to cycle routes between site and Curriehill Station	Detailed route to be confirmed.	£420,000	£514,500	£55,040 secured for Curriehill Station improvements.	Active Travel	Place Development	2020/21
HSG 39 NORTH OF LANG LOAN						14/05145/PPP signed s.75 17/02494/AMC S.75 under construction			
	TR-SA-HSG39-2	Bus infrastructure	Upgrade existing bus stop facilities on Lasswade Road, with appropriate active travel connections.	£10,000	£12,250	£10,000 secured through s.75	Public Transport	Place Development	2022/23
	TR-SA-HSG39-3	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 appropriate walking and cycling links.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Active Travel	Developer s.75	2022/23
HSG 39 contin.	TR-SA-HSG39-4	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.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Active Travel	Developer	2022/23

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG39-6	Review road safety and provide improvements	Note speed limit on Lasswade Road reduced to 40mph as part of Gilmerton to Roslin QuietRoute scheme.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s). Lang Loan will be subject to the 40mph speed limit review.			Underway.
HSG 40 SOUTH EAST WEDGE - EDMONST ONE						14/01057/PPP granted.			
Page 144	TR-SA-HSG40-1	Pedestrian/Cycle path connecting to the Wisp	<p>Integrate a network of footpaths, cycleways and open space to be part of the wider Green network.</p> <p>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.</p> <p>Connect Edmonstone with Danderhall: New toucan crossing across the Wisp from the eastern boundary of the site to connect into existing paths at Danderhall.</p>	£0	£0	<p>To be delivered as integral part of development (with exception of toucan crossing).secured through planning condition(s).s.75 -</p> <p>Prior to first unit occupied: 2m wide footway linking northern access road to Edmonstone Rd (60m).</p> <p>Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.</p>	Active Travel	Place Development	2024/25
HSG 40 cont.	TR-SA-HSG40-2	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.	£550,000	£673,750	Not funded by signed s.75.	Active Travel	Place Development	2027+

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-HSG40-3	Speed limit restrictions on The Wisp.		£0	£0	s.75 secured TRO £2k	Roads Safety	Place Development	2027+
	TR-SA-HSG40-4	Traffic signals at The Wisp / Old Dalkeith Road		£0	£0	To be delivered by applicant secured through signed s.75.	Traffic Signals	Place Development	2027+
	TR-SA-HSG40-5	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.	£115,000	£140,875	Not funded through signed s.75.	Public Transport	Place Development	2027+
HSG 41 SOUTH EAST						16/04373/FUL granted. Under construction.			
	TR-SA-HSG41-1	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 HuntersHall/Jack Kane Centre and the western boundary of the site connecting up into Hunter's Hall Public Park and down into the South East Wedge Parkland.	£320,000	£392,000	Not funded through signed s.75.	Active Travel	Place Development	2024/25
INTERNATIONAL BUSINESS GATEWAY	TR-SA-IBG-1	Bus only access via Edinburgh Gateway Station, tram interchange	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0	No permissions or s.75s yet issued.	Public Transport		
	TR-SA-IBG-2	New footpath / cycle path along A8 Glasgow Rd	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£1,200,000	£1,470,000	No permissions or s.75s yet issued.	Active Travel	Place Development	
	TR-SA-IBG-3	Tram stop within Development	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0	No permissions or s.75s yet issued.	Public Transport		

2. Transport Actions

c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-IBG-4	Upgrade bus facilities along A8 Glasgow Road	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0	see WETA actions	Public Transport		
DEL 4 EDINBURGH PARK/SOUTH GYLE						13/04966/PPP, 14/03098/AMC for part of site. 20/02028/FUL minded to grant subject to legal agreement.		Place Development	
	TR-SA-DEL4-2	Note – also required to contribute to Gogar roundabout.						Place Development	
	TR-SA-DEL4-3	Adoptable roads to be brought up to standard		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	Roads Safety	Place Development	2020/21
	TR-SA-DEL4-4	Bus infrastructure - provide new facilities on internal roads		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	Public Transport	Place Development	2020/21
	TR-SA-DEL4-5	Edinburgh Park - Gogarburn pedestrian cycle link	Paths (1650m): 346500	£350,000	£428,750	Expected to be delivered as integral part of development and/or to be secured through s.75	Active Travel	Place/ Developer	2020/21

2. Transport Actions
c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
DEL 4 cont.	TR-SA-DEL4-6	Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	tbc		2023/24
	TR-SA-DEL4-7	Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active Travel Network (WEL)		£0	£0	Expected to be delivered as integral part of development and/or to be secured through s.75	Active Travel	Developer	2023/24
EAST OF BURDIEHOUSE (urban area)						19/02616/FUL s.75 signed April 2020. Under construction.		Place Development	
	TR-SA-EBH-3	Provide high quality pedestrian/cycle connections outwith the site	<p>Link to West Edge Farm (228m).</p> <p>Link to Straiton Ponds (481m).</p> <p>Link to the Murrays (103m).</p> <p>Link to Burdiehouse Burn/Bus Stop (594m).</p>	£295,260	£361,694	To be delivered as integral part of development (secured by condition) and £151,538 secured through s.75 Provision of the high quality pedestrian/cycle connections 'link to Straiton Ponds (481m) and 'link to Burdiehouse Burn/Bus Stop (594m) shall be implemented prior to no more than 35 units on site being occupied.	Active Travel	Developer/ Place Development	2022/23

2. Transport Actions
 c. Site specific actions

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-EBH-4	Provide high quality pedestrian/cycle routes through the site	Connecting development and local conveniences with adjacent walking and cycle routes to the north, east and south e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Continue active travel route on its boundary to connect with the North of Lang Loan route.	£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Active Travel	Developer/ Place Development	2022/23

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-1	Bernard St/Salmander Street active travel and public realm project (to Seafield Place)	<p>Whole Length: Segregated cycleway (1250m) 3m wide + 0.5 separation strip (pinch to 2m wide in some sections).Seafield PI to Constitution St: Continuous footways. 6x Zebra crossings (every 200m metres).Salamander St to Elbe St:Timber Bush to Shore: Shared use Street – widen footway, setted street, trees, seating. Shore/Bernard Junction: Full refurbishment incl. widen footways, raised tables, seating and planters. Moderate Public realm improvements - seating, planters, build outs, change road materials, widen footway on south side by 1m. Constitution St to Timber Bush: Shared use Plaza - tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings.</p>	£5,000,000	£6,125,000	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2026 /27

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 150	TR-SA-NELOC-2	Bernard Street / The Shore junction	Close The Shore to general traffic (bus route maintained), full junction refurbishment.	£0	£0	Action is included in the Leith Connections route to Ocean Terminal project.	Roads Safety	Place Development	2021/22
	TR-SA-NELOC-5	Couper Street - Citadel Place T7	Opportunity to create level active travel connection.	£0	£0		Active Travel	Place Development	Safeguard
	TR-SA-NELOC-6	Craigentiny - Leith Links Cycle Link T7	Leith to Portobello Two parts: Craigentiny – Leith Links, and Craigentiny – Leith Links cycle link.	£0	£0		Active Travel	Place Development	Safeguard
	TR-SA-NELOC-9	Ferry Road / North Junction Street	Junction improvement.	£300,714	£368,375	Part in scope of Leith Connections proposals (need additional cycle phase to protect Coburg St emerging cycles).	Junctions	Place Development	2021/22
	TR-SA-NELOC-10	Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour	Upgrade existing route. Junction improvement associated with tram scheme.	£0	£0	Being delivered as part of the Trams to Newhaven project	Active Travel	Place Development	2021

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 151	TR-SA-NELOC-11	Henderson Street / Great Junction Street junction	Close Henderson Street to general traffic.	£0	£0	Action is included in the Leith Connections route to Ocean Terminal project. Leith Connections proposals out for community engagement Feb 21 include segregated cycle track on Henderson Street and closure of Sandport Place Bridge to motor vehicles and 2 way bus lane on The Shore. Further intervention at Tolbooth Wynd as part of LTN ETRO layout needed to completely cut through route.	Roads Safety	Place Development	2021/2022

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 152	TR-SA-NELOC-12	Henderson Street; The Shore; Commercial Street	Bus priority route improvements. Bus lanes, advanced bus signals.	£0	£0	Leith Connections proposals will deliver on this by removal of through traffic on The Shore/ Henderson but not Commercial St. Includes segregated cycle track on Henderson Street and closure of Sandport Place Bridge to motor vehicles and 2 way bus lane on The Shore. Further intervention at Tolbooth Wynd as part of LTN ETRO layout needed to completely cut through route.	Public Transport	Place Development	2021/22
	TR-SA-NELOC-13	Jane St/Tenant St connections	Land purchase 120m2. New 4m path -120m length. Wall demolition – 10m. Lighting along 175m stretch = 6 columns. Opportunity to connect with other safeguarded routes.	£50,000	£61,250		Active Travel	Place Development	2024/2025.

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 153	TR-SA-NELOC-14	Kirkgate/Sandport Place/Dock Place and Dock Street (revised route)	Public realm project. Upgrade route, new controlled crossing points, cycle parking.	£0	£0	Leith Connections proposals out for community engagement Feb 21 include segregated cycle track on Sandport Place and Dock Street and closure of Sandport Place Bridge to motor vehicles. Kirkgate not within scope of Leith Connections project.	Active Travel	Place Development	2023/24
	TR-SA-NELOC-15	Leith and City Centre (East)	Create new continuous route between Henderson Street / Pirrie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hopetoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only).	£750,000	£918,750	Leith Connections proposals out for community engagement Feb 21 include segregated cycle track on Henderson Street.	Active Travel	Place Development	2023/24

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 154	TR-SA-NELOC-16	Leith Links - widen existing paths and provide controlled crossings	<p>Shared use footway (segregated) alongside Links PI, Toucan crossing of John's PI & tighten junction.</p> <p>Relay sets on Queen Charlotte St.</p> <p>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.</p> <p>Duncan PI to roundabout at north end of Easter Rd.</p> <p>Link (widen paths) from east side Leith links to roundabout at northern end of Easter Rd. (includes Toucan crossing Links Gdns).</p> <p>Make roundabout at north end of Easter Road cycle/ped friendly – tighten, toucan crossings.</p> <p>Bike parking at park entrances.</p>	£1,300,000	£1,592,500	Potentially delivered by Leith Connections phase 1 & 2.	Active Travel		2021/22

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-17	Leith Links (west) to Bath Road	Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd. Toucan crossing Salamander St.	£300,000	£367,500	Salamander Place is within area of proposed LTN to be taken forward as ETRO in October 21	Active Travel	Place Development	2020/21
	TR-SA-NELOC-18	Lindsay Road / Commercial Street	Junction improvement.	£479,365	£587,222	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021. Potential Leith Connections route from Dock St to Ocean Terminal could go via this junction - options report in preparation.	Junctions	Place Development	2023/2024
	TR-SA-NELOC-19	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.	£400,000	£490,000		Active Travel	Place Development	2024/2025

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 156	TR-SA-NELOC-20	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.	£10,350,000	£12,678,750			With development/t bc	
	TR-SA-NELOC-21	Salamander Cycle Link T7	Southern section of the Edinburgh Waterfront T7 safeguard.	£0	£0		Active Travel	Place Development	Safeguard
	TR-SA-NELOC-22	Salamander St to Foot of the Walk (and beyond)	Elbe Street - relay cobbles with smooth/cycle friendly cobbles.	£360,000	£441,000		Active Travel	Place Development	2026 /27
Page 156	TR-SA-NELOC-23	Seafield Place Upgrade facilities at existing junction	Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use), add bike parking. Widen footway from links path to Seafield Rd, redetermine to shared use.	£150,000	£183,750		Active Travel	Place Development	2024/2025
	TR-SA-NELOC-25	Seafield/Lochend cycle route (Easter Road to Leith Walk)	Toucan crossing of Easter Road. Widen Easter Road footway by 1m from Thorntreesdie to Gordon St. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles. Gordon Street traffic calming.	£450,000	£551,250	Action included in scope of Development of Prioritised LDPAP Transport Actions project (excluding Gordon Street actions). Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	Place Development	2022/23

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-NELOC-26	The Water of Leith, between Warriston and Commercial Street	Widen path and new ramps. Upgrade existing off-street route.	£520,000	£637,000		Active Travel	Place Development	2024+
	TR-SA-NELOC-27	West end of Victoria Quay building to Water of Leith Path via Citadel	Potential new route.	£250,000	£306,250	Leith Connections Phase 1 route includes segregated cycle track on Dock St and filtering of Coburg Street	Active Travel	Place Development	2023/24
North West Page 157	TR-SA-NWLOC-1	Complete link next to school site at Granton	120m of shared use footway at 4m wide. 140m of footway widening to achieve 4m width.	£50,000	£61,250		Active Travel		2024
	TR-SA-NWLOC-5	Forth Quarter Park to Promenade	Widen footway along West Shore Road for shared 'segregated' shared use footway – widen by 2m for 130m.	£75,000	£91,875		Active Travel	Place Development	2024
	TR-SA-NWLOC-6	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.	£75,000	£91,875		Active Travel		2024
	TR-SA-NWLOC-7	Lower Granton Square public realm	Path Granton Crescent Park – path widen and new ramp.	£2,300,000	£2,817,500		Active Travel		
	TR-SA-NWLOC-8	Muirhouse Parkway / Pennywell Road Roundabout	Replace roundabout with signals, to aid pedestrians and cyclists.	£575,000	£704,375	Included in NEAT Connections project, and in Granton Waterfront Framework.	Active Travel	Place Development	2023/24

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 158	TR-SA-NWLOC-9	Promenade link to Granton Harbour	Upgrade path to 6m tarmac path and sea wall in 4 sections. 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.	£800,000	£980,000	Part of Waterfront Promenade project	Active Travel	Place Development	2020/21
	TR-SA-NWLOC-10	Waterfront Avenue to Granton Rail path T7	LDP safeguard	£0	£0		Active Travel	Place Development	
	TR-SA-NWLOC-11	West Granton Road	Segregated Cycleway (2 way), new toucan/puffin crossings.	£1,200,000	£1,470,000		Active Travel	Place Development	2024+

2. Transport Actions
d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Page 159	TR-SA-NWLOC-12	Marine Drive - West Shore Road Cycle Route	Segregated cycle route between the Marine Drive / Pennywell Road Roundabout and where West Shore Road meets the Gipsy Brae Recreation Ground. Linking Pennywell Road and Roundabout active travel improvements to The Promenade. 3.0m wide fully segregated cycle route with 0.5m separation strip between cycle track and carriageway on eastern side of Marine Drive and southern side of West Shore Road.		£133,919*Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2020 and identified in the Active Travel 5 year programme.	Active Travel	Place Development	2023/24
	TR-SA-NWLOC-13	West Shore Road - West Harbour Road Cycle Route	Segregated cycle route from the Gipsy Brae Recreation Ground along West Shore Road and Wester Harbour Road to meet the recently completed cycle route on Lower Granton Road. Zebra/tiger crossing points required along West Shore Road to provide safe crossing points from development area to Coastal Park.		£284,341 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2021. Section of the route identified in Active Travel programme as a longer term proposal.	Active Travel	Place Development	2024/25
	TR-SA-NWLOC-14	Gas Holder Development Cycle Route	Segregated cycle route through proposed development sites around the Gas Holder connecting Marine Drive to Waterfront Park / Waterfront Broadway Junction		£122,061 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2022	Active Travel	Place Development	2024/25

2. Transport Actions

d. Rest of urban areas

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
	TR-SA-NWLOC-15	Cycle route to West Shore Road.	Segregated cycle route between West Granton Road and West Shore Road following the north south alignment of Waterfront Broadway in the southern section).		£94,256 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2023	Active Travel	Place Development	2022/23

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS1, CC3	GS-CZ-DCP-X	Dalry Community Park	Enhance and extend existing 1.1ha local park. Associated with Fountainbridge redevelopment where open space provision cannot be met onsite. 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. Linked to Roseburn to Union Canal Cycleway development (see transport action). Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.	£726,000 for park improvements. Financial contributions to be required from developers of applicable sites. (Linked to Roseburn to Union Canal Cycleway action as part of total costs: £5,357,125)	Fountainbridge Developers, CEC Active Travel/ Transport Scope to introduce contribution zone for relevant developments when opportunity arises.	Fountainbridge Developers, CEC Active Travel/ Transport	With development	Some minor works completed in relation to previous deficiencies. Delivery plan to be prepared. The Roseburn - Union Canal project including Dalry Park application granted March 2021.
GS2, EW1a	GS-CZ-LWH-X	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.	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).	Western Harbour Developers	With development	Wider development in progress to south of site. No permissions or s.75s issued for park.
GS3, EW1c	GS-CZ-LLS-X	Leith Links Seaward Extension	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.	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	Salamander Place site Developers	With development	Planning Permission in Principle approved for site including open space. Development phased with park and path links expected in later phases
GS4	GS-CZ-SEW-X	South East Wedge Parkland (Little France Park)	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, includes land acquisition required to fulfill full park vision. To be delivered in accordance with supplementary guidance and delivery plan. Part of wider green network with links to Niddrie Burn Parkland (GS4) and transport actions.	£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.	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	In progress/part delivered.	Management plan completed and published in 2020. Little France Park is now in the process of being designated a Local Nature Reserve (LNR) - process to be finalised around March 2021. Biodiversity Challenge Fund (BCF) from Nature.Scot has now been delivered with specified grassland enrichment, hedging and bee bank improvements. RBGE/Butterfly Conservation Scotland/CEC/ ELGT with Nature.Scot funding delivered 15 built planters in LFP and Craigmillar Castle Park to create a linear habitat corridor to support Northern Brown Argus species to under the description "Square Metre for Butterflies project". S75 funds being investigated for infrastructure / pathworks and entrance improvements as part of a phased development. Additional site features including arboretum / specimen tree planting and further development of site feature (subject to future funding) oriented towards a wetland with boardwalk and development of therapeutic garden features with health outcomes. Conservation programme with volunteers pending following COVID restrictions.

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS5	GS-CZ-NB-X	Niddrie Burn	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	£1m – to be delivered in partnership	CEC and developer partners (not all funding in place)	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership	Works underway	Phase 1 Niddrie burn restoration is completed. Phase 2 the bridge is completed and open. The cycle/ footpath currently follows some of the burn then a link is provided through the housing scheme. Further access improvements to be delivered through Sustrans project to complete the section to Little France Park as part of Portobello to Pentlands path and to improve the green corridor along this section.
GS5, Emp 6	GS-CZ-IBG-X	IBG Open Space	24ha parkland forming part of International Business Gateway development. Includes A8 corridor, central parkland to meet large greenspace standard, playspace and archaeology park.	n/a – to be secured through planning application and	To be delivered as integral part of development/ secured through	IBG Developers	Not started	Planning in principle for development submitted in 2015 (not yet determined).
GS7	GS-CZ-GB-X	Gogar Burn	Diversion of Gogar Burn to reduce flood risk, improve water quality and enhance biodiversity. Cost estimated at £22m. Maintenance / access requirement unknown.	n/a – to be delivered in partnership	Developers, SEPA, SNH, CEC	Developers, CEC Planning, SEPA, SNH	Long term opportunity	Long term opportunity
GS8	GS-CZ-ID-X	Inverleith Park and Depot	Current depot site to be developed as greenspace should it no longer be required in the future.	Unknown - To be costed in line with any future proposals	CEC	CEC	Long term opportunity	Long term opportunity. Depots gateway review (Dec. 2018) identifies potential for change. Masterplan to be prepared for the park, including the depot, if found to be surplus to operational requirements.
GS9, HSG 21	GS-CZ-BP-X	Broomhills Park	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.	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Broomhills developer	Under development.	Site under development, largely completed.
GS10, HSG 31	GS-CZ-CD-X	Clovenstone Drive and Curriemuirend	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 Curriemuirend. Maintenance / Access - CEC, Curriemuirend Developer Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites.	Cost estimated as £400,000 Clovenstone Drive, £100,000 Curriemuirend	CEC, Curriemuirend Developer	CEC, Curriemuirend Developer	With development	Not started Delivery plan to be prepared
GS11, HSG 37	GS-CZ-NP-X	Newmills Park	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.	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Newmills Road Developers	With development	Under construction.

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4. Healthcare and Community Facilities

LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated Cost	Delivered by/ funding	Timescale	Status
Granton Waterfront	HC-CZ-GW-X	New medical practice	New Practice to mitigate impact of new residential development in Granton Waterfront. Co-located with new waterfront primary school.	£4.5m	Developers	Mid 2020s	Strategic Assessment completed
Leith Waterfront	HC-CZ-LW-X	New medical practice	New Practice to mitigate impact of new residential development in Leith Waterfront.	£4.5m	Developers	Mid 2020s	Strategic Assessment completed
West Edinburgh	HC-CZ-WE-X	New medical practice	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.	£4m	Developers	Mid 2020s	Initial Agreement completed and submitted to Scottish Govt
Gilmerton	HC-CZ-GI-X	New medical practice	New Practice to mitigate impact of new residential development in South East Edinburgh (HSG 21-40). Location to be confirmed.	£3m (£8m for combined practice; £3m for LDP/HLA sites)	Developers	Early 2020s	Initial Agreement completed and submitted to Scottish Govt
Pargrove	HC-CZ-PG-X	Expansion	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	£0.1m	Developers	2020	Exploring Options
Pentlands	HC-CZ-PL-X	Expansion	Expansion to medical practice to mitigate impact of development in South West Edinburgh	£0.5m	Developers	tbc	Exploring Options
Niddrie	HC-CZ-NI-X	Expansion	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	£4.5m	EHSCP/Developer	tbc	Exploring Options
Leth Links	HC-CZ-LL-X	Expansion	Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly	£4.5m (£0.9m - 20% for LDP/HLA sites)	EHSCP/Developer	tbc	Exploring Options
Meadows	HC-CZ-ME-X	Expansion	Expansion to medical practice to mitigate impact of CC3 Quartermile	£3m (£0.51m - 17% for LDP/HLA sites)	EHSCP/Developer	Mid 2020a	Exploring Options
Brunton	HC-CZ-BT-X	Expansion	Re-provision of medical services to mitigate impact of Meadowbank	£4.5m (£0.9m- 20% for LDP/HLA sites)	EHSCP/Developer	Early 2020s	Business case in development

5. Utilities

LDP Contribution Zone	Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
	SGN (gas network provider): Reinforce local and 2bar 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 Medium Pressure system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2021/22 at earliest.	Project timing and costing responsibility of SGN
	SGN: Reinforce Edinburgh - Borders Local Transmission System	Developments in East Lothian 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.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Scheduling of these works will be dependant on the acceptances and associated build rates of the key/large Edinburgh potential development sites.	Project timing and costing responsibility of SGN
Page 164	SGN: Localised specific reinforcements	Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network	Unknown	There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request. In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs.	SGN	Dependent on developer request	Project timing and costing responsibility of SGN
	Scottish Water	No infrastructure actions identified for this Action Programme. Growth may require Scottish Water to provide further capacity at Seafeld wastewater works from around 2029/30 CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		Strategic waste water model almost completed. Marchbank and Glencourse water study to be initiated shortly.
	SP Energy Networks	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		
	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		

6. City Centre and Town Centre Actions

LDP Ref	Town Centre Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
Ret1 & Ret3	Edinburgh City Centre Transformation	<p>Strategy to prioritise sustainable and active travel in the city and improve the public realm.</p> <p>Phase 1 – projects in varying stages of funding and development:</p> <p>City Centre West-East Link at Stage 4 Technical Design; construction to commence late 2021/early 22. Meadows to George Street at Stage 3 Developed Design. George St New Town is concluding Stage 2; Stage 3 to commence May 2021.</p>	<p>Phase 2 - development of projects to be delivered in phase 3. Feasibility work in progress. £1m</p> <p>Phase 3 – est. cost of £310.6m of capital and £4m revenue</p>	<p>Phase 1: MGS, CCWEL and George St - funding mechanism is match funding through Places for Everyone. Sustrans cover all pre-construction costs up to 10% of the construction value and 70% of construction costs, with the remaining 30% being provided by CEC.</p> <p>Phase 2: £1m Sustrans Places for Everyone</p> <p>Phase 3: unfunded.</p>	Place Management & Development, Culture, Locality Services, Strategy and Insight, Communications.	Strategy and Delivery Plan approved Sept 2019	Strategy sets public realm priorities for City Centre to feature in Council's revised Public Realm Strategy.
Ret1 & Ret3	Stockbridge Town Centre	<p>Stockbridge Town Centre Project to improve walking and cycling</p> <p>Develop proposals</p> <p>Implement trials</p>	£75,000 for implementation	<p>Development of proposals funded.</p> <p>Funding required for implementation of trials.</p>	NW Locality	<p>Scoping, design option stage and report concluded.</p> <p>Implementation to be determined - to be determined.</p>	<p>Public Life Street Assessment completed</p> <p>Draft proposals developed</p> <p>Consultation taken place.</p>

6. City Centre and Town Centre Actions

LDP Ref	Town Centre Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
Ret1 & Ret3	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.	To be determined	To be determined	NW Locality	To be determined	Place Standard Exercise completed. Public Life Street Assessment completed
Ret1 & Ret3	Leith/Leith Walk Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement to include relevant place actions and small area priorities identified in the Draft NE LIP.	To be determined	To be determined	NE Locality	To be determined	Public Life Street Assessment completed
Ret1 & Ret3	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.	To be determined	To be determined	NE Locality	To be determined	Public Life Street Assessment completed
Ret1 & Ret3	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.	To be determined	To be determined	SW Locality	To be determined	Public Life Street Assessment completed

7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
Del 1 and Hou 1	Prepare supplementary guidance infrastructure and developer contributions. Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP.	Place Development	On 17 January 2020, the Scottish Ministers issued a direction to the Council to not adopt the Finalised Supplementary Guidance. ON 26 February 2020 Planning Committee agreed the following recommendations: - notes the Scottish Ministers' direction not to adopt and issue the Council's Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery; - agrees that officers prepare non-statutory supplementary planning guidance on developer contributions to primary healthcare infrastructure taking account of the Ministers' decision, with a target to report back to Planning Committee in May; and - agrees that officers review the evidence used for education and transport contribution calculations and assess what needs to be done to establish an agreed methodology and outputs in collaboration with Scottish Government planners, to inform the Council's response to the Scottish Ministers' decision. This could include for the preparation of new statutory SG on education and transport contributions.
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: •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.	Place Development	Guidance kept under review.
Env 1 – 9	Maintain and update non-statutory planning guidance: •Listed Buildings and Conservation Areas	Place Development	Guidance kept under review.
Env 10 – 22	Maintain and update non-statutory guidance: •Countryside and Green Belt development	Place Development	Guidance kept under review.

7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
Emp 1	Implement through LDP and planning consents	Place Development	
Emp 2	Maintain and update supplementary guidance: •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 adopted in 2017 and City Centre Retail Core reviewed in Jan 2020.
Ret 4 – 11	Implement through LDP and planning consents	Place Development	
Tra 1 – 12	Maintain and update non-statutory planning guidance: •Street design guidance •Parking Standards	Place Development	Guidance kept under review.
RS 2– 7	Implement through LDP	Place Development	

8. Completed Actions

Education competed actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details				Completion or delivery date		
		2 RC Primary School classes (St Margaret's RC PS)	Front funded by the Council, contributions to continue to be collected retrospectively until relevant cost recovered.				Completed in 2018.		
Page 169	ED-SS-LG-P1- P3	New 14 class Primary School and 80 nursery (Frogston PS) - construction, remediation and land values.					Opening school session 2021		
	ED-SS-LT-P1	New 14 class Primary School and 80 nursery (New Victoria Primary School) - construction, remediation and land costs.					Opening school session 2021		
Transport Completed Actions									
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Completion or delivery date

8. Completed Actions

North East Locality	TR-SA-NELOC-4	Bonnington Road / Pilrig Street	Junction improvement.	£257,248	£315,129	Upgraded in 2019 as part of tram enabling work	Junctions	Place Development	Completed.
North East Locality	TR-SA-NELOC-24	Seafield Road / Seafield Street	Segregated cycleway, Restalrig Path to Seafield Road, including a toucan crossing.	£100,000	£122,500		Active Travel	Place Development	Completed.
North East Locality	TR-SA-NELOC-7	Easter Road / Lochend Road junction	Junction improvement.	£601,344	£736,646		Junctions	Place Development	Completed
North West Locality	TR-SA-NWLOC-3	Ferry Road/Granton Road	Junction improvement.	£41,678	£51,056		Junctions	Place Development	Delivered by Transport Scotland 2019
South East Edinburgh (North) TCZ	TR-CZ-SE-1	Old Craighall	Junction upgrade Action and costs derived from East Lothian Council contributions framework.	£500,000	£612,500	£23,000 contribution secured in s.75 for HSG 29 Brunstane	Junctions		Delivered by Transport Scotland 2019
Hermiston TCZ	TR-CZ-CH-1	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).	£0	£0			Transport Scotland	

8. Completed Actions

South East Edinburgh (North) TCZ	TR-CZ-SE-1	Old Craighall	Junction upgrade Action and costs derived from East Lothian Council contributions framework.	£500,000	£612,500	16/04122/PPP HSG 29 £23,000 Junction upgrade and MOVA completed.	Junctions		Completed.
Gilmerton Junction TCZ	TR-CZ-GJ-1	Gilmerton Junction (A720)	Junction upgrade identified in LDP. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017).	Not costed	Not costed		Junctions	Transport Scotland	Completed.
Lasswade Road / Lang Loan TCZ	TR-CZ-LL-1	Lasswade Road / Lang Loan Roundabout	Roundabout to signalised junction.	£0	£0	Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.	Junctions	Place Development	Crossing point delivered.
WETA	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury (T9)		£1,510,000	£2,174,400	MOVA at Newbridge has been implemented.	Roads	Place Development	2021/22

8. Completed Actions

Orbital Bus Route (T5)	T5	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	Part complete and 2021/22
HSG 20 Cammo	TR-SA-HSG20-4	TRO for lower speed limit along Maybury Road.		£2,000	£2,450	Financial contribution secured through s.75.	Roads Safety	Place Development	
HSG 20 Cammo Page 172	TR-SA-HSG20-8	Pedestrian /cycle connections to East of site.	Pedestrian crossing facilities on Maybury Road: Toucan or D island crossings x 4 over Maybury Road from Cammo site.	£0	£0	To be delivered by applicant secured through conditions/s.75/ RCC approvals.	Active Travel	Developer	
HSG 21 Broomhills	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)	Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701.						
HSG 21 Broomhills	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)	Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701.	£0	£0	Partly delivered as integral part of development.	Active Travel	Developer	

8. Completed Actions

HSG 23 Gilmerton Dykes Road	TR-SA- HSG23-2	Cycle path from Lasswade Road to HSG23/24	Cycle link 500m – Gilmerton Road to Lasswade Road.	£0	£0	Delivered as integral part of development.	Active Travel	Developer s.75	
HSG 23 Gilmerton Dykes Road	TR-SA- HSG23-4	New footway along Gilmerton Dykes Road	500m Footway.	£0	£0	Delivered as integral part of development.	Active Travel	Developer s.75	
HSG 24 Gilmerton Station Road	TR-SA- HSG24-2	Connection from South corner of site to railway path	Ramp up to the old railway path from Gilmerton Station Road site.	£50,000	£61,250	Not funded through signed s.75. Railway path being upgraded by Sustrans.	Active Travel	Place Development	
HSG 24 Gilmerton Station Road 173	TR-SA- HSG24-3	D island crossing of Gilmerton Station Road and construct 50m of shared use footway from existing verge	D island = £25000 Path Widening.	£57,500	£70,438	Not funded through signed s.75.	Active Travel	Place Development	2022/23
HSG 24 Gilmerton Station Road	TR-SA- HSG24-2	Connection from South corner of site to railway path	Ramp up to the old railway path from Gilmerton Station Road site.	£50,000	£61,250	Not funded through signed s.75. Railway path being upgraded by Sustrans.	Active Travel	Place Development	

8. Completed Actions

HSG 24 Gilmerton Station Road	TR-SA- HSG24-3	D island crossing of Gilmerton Station Road and construct 50m of shared use footway from existing verge	D island = £25000 Path Widening.	£57,500	£70,438	Not funded through signed s.75.	Active Travel	Place Development	
HSG 26 Newcraighall North	TR-SA- HSG26-1					Planning Permission Granted 13/03181/FUL			
Page 1 124	TR-SA- HSG26-2	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East		£0	£0	To be delivered by developer as integral part of development and secured through s.75	Active Travel	Developer s.75	
	HSG 27 Newcraighall East	TR-SA- HSG27-1				Planning Permission Granted 10/03506/PPP 15/04112/AMC 16/02696/FUL (37 units)			
	TR-SA- HSG27-2	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East		£0	£0	To be delivered by developer secured through s.75	Active Travel	Developer s.75	

8. Completed Actions

HSG 34 Dalmeny	TR-SA-HSG34-3	Dalmeny Station	Increased cycle parking at Dalmeny Station. - delivered	£4,288	£5,252	Not funded through s.75.	tbc	Place Development	Crossing point delivered.
HSG 34 Dalmeny	TR-SA-HSG34-2	Appropriate pedestrian and cycle access within site		£25,000	£30,625	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer	
HSG 34 Dalmeny	TR-SA-HSG34-4	Pedestrian access to be provided from Main Street		£11,000	£13,475	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer	
HSG 37 Newmills, Balerno	TR-SA-HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site. Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.	£0	£0	Secured by s.75 agreement	Public Transport	Developer s.75	

8. Completed Actions

HSG 37 Newmills, Balerno	TR-SA- HSG37-6	New footway along east frontage boundary, linking into Newmills Road footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer s.75	
HSG 37 Newmills, Balerno	TR-SA- HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site. Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.	£0	£0	Secured by s.75 agreement	Public Transport	Developer s.75	
HSG 39 North of Lang Loan	TR-SA- HSG39-5	Provide new junction with Lang Loan.		£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Junctions	Developer	

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Greenspace completed actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Status	Delivery timescale
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8. Completed Actions

GS4	GS-CZ-SEW-X	South East Wedge Parkland (Little France Park)	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.	£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	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	Designated a Local Nature Reserve (LNR), further site features are on-going and full vision requires land acquisition (being investigated).	In progress/part delivered.
GS5	GS-CZ-NB-X	Niddrie Burn	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	£1m – to be delivered in partnership	CEC and developer partners (not all funding in place)	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership	Phase 1 Niddrie burn restoration is completed. Phase 2 the bridge is completed and open.	In progress/part delivered.

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Healthcare and community Facilities completed actions

LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated Cost	Delivered by/funding	Timescale	Status
NWEPC	HC-CZ-NW-X	New medical practice	New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early) <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£12.1m for Partnership Centre Sunk cost	NHSL	Complete	Opened December 2017

8. Completed Actions

Bruntstane	HC-CZ-BR-X	Expansion	Agreement with four local practices to accommodate additional growth – 2 practices will require small schemes to increase capacity <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.1m	Developers	Complete	Completed March 2018
Ratho	HC-CZ-RA-X	Expansion	Re- provision to medical practice to mitigate impact of development in Ratho	£1.2m sunk cost	EHSCP/Developer	Complete	Completed April 2018
Polwarth	HC-CZ-PO-X	Expansion	Expansion to medical practice to mitigate impact of CC3 Fountainbridge. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.170m	EHSCP/Developer	Complete	Completed February 2018
Allermuir	HC-CZ-AL-X	Expansion	Expansion to medical practice to mitigate Craighouse. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£7.3m (Sunk Cost)	NHSL Bundle	Complete	Completed October 2017
South Queensferry	HC-CZ-SQ-X	Expansion	Expansion to medical practice to mitigate impact of development in Queensferry. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.3m (Sunk Cost)	NHSL	Complete	Completed 2018

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Appendix 2: Actions removed from the Edinburgh LDP Action Programme August 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
HSG 22	TR-SA-HSG22-2	Enhance Peak Capacity.		£500,000	£367,500	Not funded through signed s.75.	Public Transport	Place Development	2021/22
HSG 23	TR-SA-HSG23-3	Enhance peak period bus capacity on Gilmerton Road		£200,000	£245,000	Not funded through signed s.75.	Public Transport	Place Development	
HSG 25	TR-SA-HSG25-6	Upgrade bus stops and enhance peak capacity on Gilmerton Road		£300,000	£367,500	Not funded through signed s.75.	Public Transport	Place Development	2022/2023
HSG 29	TR-SA-HSG29-13	Support additional bus capacity.	Opportunity to support commercial operation with increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share.	not costed	not costed		Public Transport	Developer s.75	2027+
HSG 29	TR-SA-HSG29-9	Review operation of A1 / Newcraighall junction	Operation of junction not deemed necessary, following consideration of application.	£0	£0	N/a	Junctions	Place Development	
HSG 34	TR-SA-HSG34-3	Dalmeny Station	Increased car parking at Dalmeny Station.	£4,288	£5,252	Not funded through s.75.	Public transport	Place Development	2024+
HSG 34	TR-SA-HSG34-5	Upgrade existing bus stops in Bankhead Road / Main Street		£20,000	£24,500	Not funded through s.75.	Public Transport	Place Development	
HSG 38	TR-SA-HSG38-2	Bus infrastructure		£105,000	£128,625	Not funded through a signed s.75	Public Transport	Place Development	2020/21
HSG 36	TR-SA-HSG36-2	Bus infrastructure external to site	Action identified as not being feasible due to footway constraints.	£0	£0	Not funded through signed s.75.	Public Transport	Place Development	2019/20

Appendix 2: Actions removed from the Edinburgh LDP Action Programme August 2021

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
North West	TR-SA-NWLOC-2	Crewe Toll Roundabout	Junction improvement.	£6,950,000	£8,513,750		Junctions	Place Development	2020/21
North West	TR-SA-NWLOC-4	Ferry Road/Inverleith Row Junction	Minor junction improvement. Selected Vehicle Detection equipment.	£2,723	£3,336		Traffic Signals	Place Development	2022/23
North West	TR-SA-NWLOC-12	West Granton Road/Crewe Road North	Traffic signals.	£158,952	£194,716		Junctions	Place Development	2022/23

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