

Planning Committee

2.00pm, Wednesday, 1 December 2021

Edinburgh Local Development Plan: Action Programme 2021 - adoption

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

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Agrees that the Edinburgh Local Development Plan (LDP) Action Programme 2021 (Appendix 1) be formally adopted, published and submitted to Scottish Ministers; and
 - 1.1.2 Notes the completed actions set out in section 8 of Appendix 1 and the actions removed from the Action Programme as set out in Appendix 2.

Paul Lawrence

Executive Director of Place

Contact: Iain McFarlane, City Plan Programme Director

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



Report

Edinburgh Local Development Plan: Action Programme 2021 - adoption

2. Executive Summary

- 2.1 The Edinburgh Local Development Plan (LDP) was adopted in November 2016. Planning authorities are required to prepare an Action Programme setting out how their 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.
- 2.3 On [11 August 2021](#), Planning Committee decided to continue the report on the Edinburgh Local Development Plan: Action Programme 2021 – adoption to provide further information on T7 project costings and on the status and reasons for the removal of some transport projects and to bring the report back to the December 2021 Planning Committee. This report provides the further information requested.
- 2.4 There are a number of actions in previous action programmes that are not within the appended action programme. The reasoning for this is set out in paragraphs 4.18.4 and 4.18.6 and the governance of taking these decisions is in paragraphs 4.8 and 6.4 to 6.9.

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:
 - 4.3.2.1 Public realm and other pedestrian and cycle actions,
 - 4.3.2.2 Public transport,
 - 4.3.2.3 Edinburgh Trams to Newhaven project,
 - 4.3.2.4 Traffic management actions including strategic infrastructure from the Strategic Development Plan, and junction improvements, and
 - 4.3.2.5 Land safeguarded for potential active travel routes to ensure that development either delivers the route as an integral part of its layout or does not prejudice its delivery in the future. These safeguards are identified as T7 cycle/footpath links in Table 9 of the LDP. A report to Transport and Environment Committee on [14 October 2021](#) on the Active Travel Investment Programme Update sets out prioritised schemes for Council investment to 2025/26.
 - 4.3.2.6 The T7 safeguards are mostly not at this stage part of that Investment Programme and development of projects to deliver the active travel provision they could provide, including costings, will need to be considered as part of a future reviewed Active Travel Action Plan. There is not as yet a programme for the next phases of the Active Travel Programme. The T7 exception is the safeguard for Powderhall Railway that is in the approved Active Travel Investment Programme with planned investment of £150,772 to develop designs up to the end of RIBA Stage 2 Concept Design in 2022/23.
 - 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, or the developer.

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.

4.6 It should be noted that reports to Development Management Sub-Committee detail, on a case by case basis, when it is appropriate to secure infrastructure through conditions, memoranda of understanding and legal agreements. Such infrastructure can only be secured where it arises as a result of a direct consequence of development. In cases where contributions are required for infrastructure that results from more than one development, contributions can only be secured on a proportionate basis.

4.7 As set out in the Scottish Government's planning circular Planning Obligations and Good Neighbour Agreements, a planning obligation needs to:

- be necessary to make the proposed development acceptable in planning terms;
- serve a planning purpose and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans;
- relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area;
- fairly and reasonably relate in scale and kind to the proposed development; and
- be reasonable in all other respects.

In addition to meeting the principles for planning obligations, conditions should be precise and be enforceable. To be competent, a condition should not undercut the planning permission it is attached to so therefore must be deliverable within the powers of the applicant and any impacts on the viability of the development should be understood and meet the test of reasonability, and be proportionate to the development and its impacts.

4.8 Governance for the Action Programme, including its approval and the removal of actions from it, is through the LDP Action Programme Board, the LDP Action Programme Oversight Group and by the Planning Committee. The actions are originally set through the LDP process as approved by Planning Committee and

reviewed on an annual basis under that governance. Further details of this are set out in paragraphs 6.7 – 6.9 of this report.

General updates and improvements to the 2021 Action Programme

- 4.9 The following general updates and improvements have been made to the Action Programme:
- 4.9.1 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;
 - 4.9.2 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
 - 4.9.3 Updates on actions delivered, status of planning permissions and legal agreements and technical changes to clarify the nature of various actions.
- 4.10 The significant changes in the August 2021 Action Programme are set out below.

Education infrastructure

- 4.11 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 1 March 2022.
- 4.12 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.
- 4.13 There are now programmed extensions at 14 primary schools. Following a catchment boundary change, additional classrooms that would have been required at Juniper Green and Currie primary schools have now been provided for within the existing capacity at Clovenstone primary school. Similarly, a change of catchment boundary has resulted in the action for provision of three additional classrooms at Gylemuir primary school being moved to Sighthill primary school, where extension will provide the required additional capacity.

- 4.14 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. Options for a site have not yet been finalised but include land at West Edinburgh as indicated in the Proposed City Plan 2030, which is currently in its Representation period.
- 4.15 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.
- 4.16 The new primary schools at Broomhills (Frogston Primary School) and Western Harbour (Victoria Primary School) will open in 2021 and 2022 respectively. The new South Edinburgh primary school at Canaan Lane is progressing and will open in 2022. The new primary school at Maybury has been granted planning permission. 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 High School are underway. A new Queensferry High School opened in August 2020.
- 4.17 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.
- 4.18 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

- 4.19 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. A range of work has been carried out to help simplify the process, including a prioritisation programme, reworking of the references and databases for recording planning obligations (Section 75 funds), their drawing down for the relevant projects and work by the LDP Action Programme Board and Oversight Group to track unspent contributions and align them with projects appropriately. Further review of planning, legal and roads adoption processes for enforcement in relation to developer contributions and developer led actions is being carried out. A full report on that work will be brought to the Planning Committee in February next year.
- 4.20 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:

- 4.20.1 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;
- 4.20.2 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 opportunities to deliver them in conjunction with the City Mobility Plan will be explored;
- 4.20.3 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 should be completed by spring 2022;
- 4.20.4 This update removes some actions for bus infrastructure where the principle of enhanced service frequency or infrastructure in order to support new development now needs to be considered. Bus route optimisation and its response to the city's growth will be considered through discussions as part of delivering on City Mobility Plan objectives. This also informs City Plan 2030. The identified cases for removal do not have any funding secured, and there is no scope to fund the actions through planning permissions. 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;
- 4.20.5 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;
- 4.20.6 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-00s 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 the emerging City Plan 2030, the City Mobility Plan objectives and the national transport hierarchy. These actions are listed in Appendix 2. In the future, junction upgrades across the city will form

part of capital work programmes and the progression of the junctions review.

4.20.7 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](#).

4.21 Other updates to the transport actions include:

4.21.1 20 actions have been completed including four in the north localities, five in contribution zones, the Shawfair to Gilmerton active travel route on the disused railway and ten site specific actions delivered with housing developments;

4.21.2 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;

4.21.3 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

4.21.4 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

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

4.22.1 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

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

4.23.1 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

4.24 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.

- 4.25 The Action Programme also sets out the LDP policies and other relevant supplementary guidance and provides an update on the status of their preparation.
- 4.26 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 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 9 December 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.

Financial Risks

- 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.

Committees and Governance

- 6.4 Planning Committee has the remit to approve each iteration of the statutory LDP Action Programme. In order to manage the financial implications a further report on the financial implications of the 2021 Action Programme will be reported to Finance and Resources Committee on 9 December 2021.
- 6.5 There is also the need to ensure alignment of the actions with other Council infrastructure strategies and programmes.
- 6.6 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 and other roles in delivering infrastructure.
- 6.7 The Action Programme is on the Council's risk register and is managed by a Board that reports to a corporate officer Oversight Group to scrutinise risks and ensure compliance. The Board responsibility is to ensure that the programme of actions to support development and that meet the planning tests for developer contributions are aligned with the wider capital programmes and strategies supporting the Council's Business Plan, and to report to Planning Committee. Its membership includes:
- 6.7.1 Planning;
 - 6.7.2 Mobility and Placemaking including Road Safety and Active Travel;
 - 6.7.3 Roads and Transport Infrastructure including Transport Asset and Performance;
 - 6.7.4 Transport Network Management and Enforcement;
 - 6.7.5 Parks, Greenspace and Cemeteries;
 - 6.7.6 Finance and Procurement;
 - 6.7.7 School Estate Planning;
 - 6.7.8 Housing Management and Development;
 - 6.7.9 Property and Facilities Management;
 - 6.7.10 Commercial and Development Investment;
 - 6.7.11 Legal Services; and
 - 6.7.12 NHS Lothian.

- 6.8 Membership of the board is reviewed to align with the latest service management review.
- 6.9 For the first time, some actions have been removed from this iteration of the Action Programme. These actions are no longer considered essential for development to deliver and, in the case of the North Edinburgh actions, are not supported with sufficient evidence to meet the planning tests for asking for developer contributions. Their removal from the LDP Action Programme 2021 does not prejudice the aims of other Council programmes and strategies, or prejudice their delivery, if and when required.

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 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.
- 7.4 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

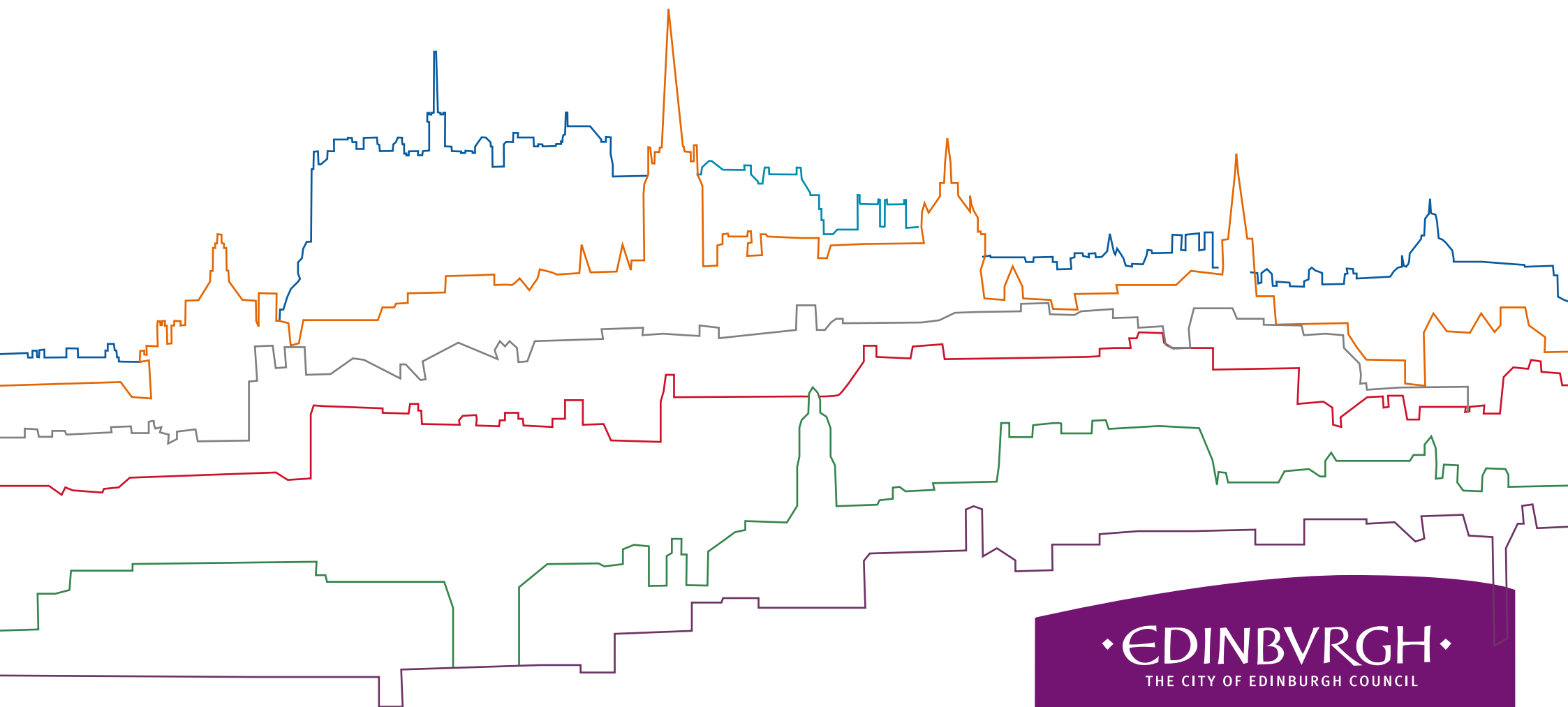
- 8.1 Annual Review of Guidance, Planning Committee, [3 February 2021](#).
- 8.2 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [5 March 2020](#).
- 8.3 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [1 February 2019](#).
- 8.4 Supplementary Guidance on Developer Contributions and Infrastructure Delivery: Update, Planning Committee, [27 February 2019](#).
- 8.5 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [19 January 2017](#).

- 8.6 Edinburgh Local Development Plan - Adoption, Full Council, [24 November 2016](#).
- 8.7 [LDP Education Infrastructure Appraisal \(updated August 2018\)](#).
- 8.8 [LDP West Edinburgh Transport Appraisal Refresh \(November 2016\)](#).
- 8.9 [LDP Transport Appraisal Addendum update \(November 2016\)](#).
- 8.10 [Town Centre Supplementary Guidance](#)
- 8.11 [Scottish Government letter decision on Supplementary Guidance, January 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
DECEMBER 2021



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

December 2021

Contents

Introduction

1. Education Actions
2. Transport Actions
 - a. Strategic transport actions
 - b. Transport Contribution Zones
 - c. Site specific actions
 - d. Rest of the urban area
3. Greenspace Actions
4. Healthcare and Community Facilities
5. Utilities
6. City Centre and Town Centre Actions
7. LDP Policies and Supplementary Guidance
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 Town and Country Planning (Scotland) Act 1997 (as amended by 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 2017. 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) of % 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.

1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
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 Castlevew 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.
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.

1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
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.
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.

1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
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

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
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.

1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
South West	ED-SS-SW-S1	Additional secondary school capacity - 66 pupils	Currie and Balerno HS - 56 pupils (exc Curriemuiend) 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.
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.

1. Education Actions

LDP Contribution Zone	Action Ref. no.	Education Action	Action	%	Estimated Capital Cost (Q4 2017)	Estimated Capital Cost (Q4 2017) of % share	Funding	Owner	Delivery timescale	Status
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 granted.
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 for those not already delivered as part of EGIP.
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	CEC	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	CEC	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 travel 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			CEC	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			CEC	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			CEC	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)						
Barnton Avenue crossing (T7)						
Family Network Link via Liberton Tower (T7)						
Link to Blackford Glen Road (T7)						
Astley Ainslie Hospital (T7)						
Pilrig Park - Pirrie Street (T7)						
Edinburgh Waterfront Promenade (T7)						
Morrison Crescent - Dalry Road (T7)						
Off road alternative NCNR 75 (T7)						
To King's Buildings & Mayfield Road (T7)						

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	CEC	2026/27
	TR-CZ-WETA-27	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement		£1,699,200	£2,446,848		Roads	CEC	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	CEC	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	CEC	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	CEC	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	CEC	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
	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	CEC	2022/23
	TR-CZ-WETA-6	Development Link Road Main Street Carriageway		£5,634,900	£8,114,256		Roads	CEC	2022/23
	TR-CZ-WETA-7	Dualling of Eastfield Road Phase 1		£1,802,900	£2,596,176		Roads	CEC	2023/24
	TR-CZ-WETA-8	Dualling of Eastfield Road Phase 2		£1,143,000	£1,645,920		Roads	CEC	2024/25
	TR-CZ-WETA-9	Dumbbells Roundabout Improvement (T8)		£1,203,000	£1,732,320		Roads	CEC	2023/24
	TR-CZ-WETA-10	Dumbbells westbound off slip		£865,200	£1,245,888		Roads	CEC	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	CEC	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
	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	CEC	2021/22
	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	CEC	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	CEC	2021/22
	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	CEC	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
	TR-CZ-WETA-16	Kilpunt Park and Ride		£5,500,000	£7,920,000		Public Transport	CEC	2023/24
	TR-CZ-WETA-17	Link Road Part 1 Dual Carriageway (T9)		£6,301,000	£9,073,440		Roads	CEC	2022/23
	TR-CZ-WETA-18	Link Road Part 2 Single Carriageway		£2,813,900	£4,052,016		Roads	CEC	2021/22
	TR-CZ-WETA-19	Link Road Segregated cycle route		£1,115,000	£1,605,600		Roads	CEC	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	CEC	2024+
	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury		£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	CEC	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-22	New Tram Stop		£1,000,000	£1,440,000		Public Transport	CEC	2022/23
	TR-CZ-WETA-23	Newbridge additional lane from M9 onto A8 (T12)		£581,300	£837,072		Roads	CEC	2021/22
	TR-CZ-WETA-24	Station Road to Newbridge Interchange bus lane		£1,112,700	£1,602,288		Public Transport	CEC	2022/23
	TR-CZ-WETA-25	Upgraded Bus interchange facility at Ingliston P+R		£3,000,000	£4,320,000		Public Transport	CEC	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 (T18)	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	CEC	2026/2027
	TR-CZ-MB-2	Craigs Road Junction (T17)	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	CEC	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 (T16)	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 signalling 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	CEC	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	CEC	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	CEC	2022 /23
Gilmerton Station Rd / Drum Street TCZ	TR-CZ-GS-1	Gilmerton Station Rd / Drum Street	Junction upgrade and access and parking strategy.	£415,000	£508,375	See entry above.	Junctions	CEC	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	CEC	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	CEC	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
Hermiston TCZ	TR-CZ-CH-1	A720 Hermiston junctions	Signal improvements (MOVA) to A720 Calder junctions identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).	£0	£0	Note A720 Hermiston MOVA improvement is completed - see Completed Actions section. Calder Roundabout is within Council's responsibility, full refurbishment & MOVA required, awaiting funding to design and take forward. no CEC resource in place.	Junctions	CEC/Transport Scotland	TBC.
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	CEC	2021/22
Hermiston Park & Ride TCZ	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	CEC	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
Queensferry TCZ	TR-CZ-QF-1	Dalmeny Station	<p>Increased car parking at Dalmeny Station.</p> <p>Increased and improved cycle parking at Dalmeny Station is completed.</p> <p>Consideration of this action will be part of the wider A90 corridor improvements.</p>	£0	£0		Public Transport	CEC	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	Design in progress, expected to start first phase 2021-22	Design in progress, expected to start first phase 2021-22	Active Travel	CEC	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	CEC	
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	CEC	
HSG 5	TR-SA-HSG5-1	Hillwood HSG 5	Transport requirements to be established through cumulative transport appraisal and planning permission.	£0	£0		TBC	CEC	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	CEC	
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	CEC	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	CEC	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	CEC	2025/26
	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
	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	CEC	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	CEC	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	CEC	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	CEC	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.			
	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	CEC	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	CEC	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	CEC	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
	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	CEC	2023/2024
	TR-SA-HSG20-7	Cammo to Maybury cycle path	Bridge/decking over Bughtlin 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	CEC	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. To complete this action, it requires the path connections into East Craigs estate to be delivered (TR-SA-HSG20-9 below).	£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	2021/22. Junctions at north and south of the site were installed in 2020/21; developer will deliver toucan crossing in the middle at a later date.

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-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	CEC	2023/2024
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	CEC	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

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-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)	<p>Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701 (delivered by RCC).</p> <p>Short section of new path (10m) and path widening to 4m (30m).</p> <p>Widen existing path to 4m (70m) from Southhouse Broadway to bus stop at A701.</p> <p>New path (30m) to link from crossing to site (may require land preparation and acquisition).</p>	£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. Within scope of prioritised LDPAP Transport Action project	Active Travel	Developer	2023/24
	TR-SA-HSG21-5	Secure pedestrian and cycle way access to Old Burdiehouse Rd linking to Broomhills Road	Paths within development that link to external connections of TR-SA-HSG21-4.	£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	CEC	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
HSG 22 BURDIEHOUSE						10/01185/PPP 14/04880/FUL			

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-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	CEC	2021/22
	TR-SA-HSG22-3	Cycleway safeguard (A720 underpass - Burdiehouse Burn path link)	<p>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 approximately 200m) Land purchase required.</p> <p>Street improvements and pedestrian crossing on Burdiehouse Road.</p> <p>D island crossing on Lang Loan. Path surface upgrade (200m).</p> <p>Construct shared use footway beside Lang Loan road (200m), may require land purchase for footway.</p> <p>New path construction 3.5m to underpass of A720 (600m).</p>	£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	CEC	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
	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	CEC	2023/2024
	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	CEC	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	CEC	2023/2024
HSG 23 GILMERTON DYKES ROAD						14/01446/FUL. Signed S75. Constructed.			

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-HSG23-2	Cycle path from Lasswade Road to HSG 23 and HSG 24	Cycle link 500m – Gilmerton Road to Lasswade Road. A path link has been delivered within HSG23 as part of its open space, path connections to adjacent development HSG 24 has not been made and this is required to complete this connection.	£0	£0	Part delivered as integral part of development.	Active Travel	Developer s.75	Part delivered.
	TR-SA-HSG23-4	New footway along Gilmerton Dykes Road	500m Footway. Delivered only in front of development. Not part of layout of 18/02540/AMC Land 292 Metres West Of 10 Gilmerton Station Road Edinburgh. TO complete this action, connection(s) over the grass verge is required for this new section of pavement to connect to the existing pavement on the north side of Gilmerton Dykes Road.	£0	£0	Part delivered as integral part of development.	Active Travel	Developer s.75	Part delivered.
	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.
	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	CEC	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
	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
	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	CEC	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	CEC	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	CEC	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	CEC	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
	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	CEC	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
	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
	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 Candelelemaker Park to Drum Avenue/Drum Park TRO - £4000	Active Travel	CEC	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	CEC	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	CEC	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 26 NEWCRAIG HALL NORTH	TR-SA-HSG26-1					Planning Permission Granted 13/03181/FUL			
	TR-SA-HSG26-2	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Requires dropped kerbs and a safe crossing of Newcraighall Road to be installed to complete this active travel connection between the two housing sites.	£0	£0	Partially to be delivered by developer as integral part of development. Off-site works not secured or delivered.	Active Travel	Developer s.75	
HSG 27 NEWCRAIG HALL 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	Requires dropped kerbs and a safe crossing of Newcraighall Road to be installed to complete this active travel connection between the two housing sites.	£0	£0	Not secured or delivered.	Active Travel	Developer s.75	
HSG 28 ELLEN'S GLEN ROAD						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	Developer/ CEC	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	Developer	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-HSG28-4	New footway along east boundary frontage of site	Path (135m).	£30,000	£36,750		Active Travel	Developer	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	Developer	2027+
	TR-SA-HSG28-6	Widening and upgrade of existing footway along Ellen's Glen Road		£0	£0		Active Travel	Developer	2027+
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	CEC	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-HSG29-3	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 singnalised junction with Newcraighall Road.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Junctions	Developer s.75	2027+
	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	CEC	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-HSG29-7	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	CEC	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	CEC	2027+
	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 MOREDUNVALE 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	Developer/ CEC	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 31 CURRIEMUI REND						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.			
	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	Developer/ CEC	2024/25

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-HSG32-4	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	Developer/ CEC	2027
	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	CEC	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-HSG32-6	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	CEC	2027
	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 Builyeon 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	CEC	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-HSG32-8	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	CEC	2027
	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	CEC	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-HSG32-10	Queensferry Crossing	Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction.	£0	£0		Junctions	Transport Scotland	2024+
	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	CEC	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-HSG32-12	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
HSG 33 SOUTH SCOTSTOUN						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	CEC	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	CEC	2026

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-HSG33-4	Bus infrastructure	<p>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.</p> <p>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.</p>	£318,500	£390,163	£318,500 secured through s.75	Public Transport	CEC	2026
	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

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-HSG33-6	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	CEC	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
	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 with development or in s.75.	Active Travel	CEC	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	

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 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	CEC	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	CEC	2022/23
	TR-SA-HSG36-5	Provide additional cycle parking at Curriehill Station		£1,000	£1,225	£500 secured in s.75	Active Travel	CEC	2022/23
	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	CEC	2022/23 Programmed for 2021.
HSG 37 NEWMILLS, BALERNO						Underway 15/05100/FUL. S.75 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-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.
	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	CEC	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
	TR-SA-HSG37-7	Provide additional cycle parking at Curriehill Station		£0	£0	£500 secured in s.75	Active Travel	CEC	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	CEC	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	CEC	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	CEC	2020/21
	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	CEC	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	CEC	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
	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 - EDMONSTONE						14/01057/PPP granted.			
	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	CEC	2024/25
	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	CEC	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	CEC	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	CEC	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	CEC	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	CEC	2024/25
INTERNATIONAL BUSINESS GATEWAY (IBG)	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		

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-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	CEC	
	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		
	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/SOUT H GYLE						13/04966/PPP, 14/03098/AMC for part of site. 20/02028/FUL minded to grant subject to legal agreement.		CEC	
	TR-SA-DEL4-2	Note – also required to contribute to Gogar roundabout.						CEC	
	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	CEC	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-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	CEC	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	CEC/ Developer	2020/21
	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

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
EAST OF BURDIEHOUSE (urban area)						19/02616/FUL s.75 signed April 2020. Under construction.		CEC	
	TR-SA-EBH-2	Bus infrastructure - contribute to the upgrading of existing facilities in the vicinity e.g. on Burdiehouse Road.	Support the enhancement of bus capacity during peak periods. Support the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays (constraint – existing service providers may be reluctant to alter current routes). 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	Not in signed s.75 The Transport Prioritisation work on surrounding developments is investigating location of bus stops in the vicinity and assessment review will look at active travel elements alongside potential bus routes	Public Transport	CEC	2022/23
	TR-SA-EBH-3	Provide high quality pedestrian/cycle connections outwith the site	Link to West Edge Farm (228m). Link to Straiton Ponds (481m). Link to the Murrays (103m). Link to Burdiehouse Burn/Bus Stop (594m).	£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/ CEC	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/CEC	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	CEC	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
	TR-SA-NELOC-2	Bernard Street / The Shore junction	Close The Shore to general traffic (bus route maintained), full junction refurbishment.	£0	£0	Partially to be delivered by Leith Connections route to Ocean Terminal project to close The Shore to general traffic, but does not look at junction upgrade.	Roads Safety	CEC	2021/22
	TR-SA-NELOC-5	Couper Street - Citadel Place T7	Opportunity to create level active travel connection.	£0	£0		Active Travel	CEC	Safeguard
	TR-SA-NELOC-6	Craighentiny - Leith Links Cycle Link T7	Leith to Portobello Two parts: Craighentiny – Leith Links, and Craighentiny – Leith Links cycle link.	£0	£0		Active Travel	CEC	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	CEC	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	CEC	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
	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. 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	CEC	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
	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	CEC	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	CEC	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
	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 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	CEC	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	CEC	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
	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	CEC	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	This action is not programmed, however Salamander Place is within area of proposed LTN to be taken forward as ETRO in Summer 2022, impacting on traffic movement in the area.	Active Travel	CEC	2022/2023
	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	CEC	2023/2024

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
	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	CEC	2024/2025
	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		Roads	CEC	with development
	TR-SA-NELOC-21	Salamander Cycle Link T7	Southern section of the Edinburgh Waterfront T7 safeguard.	£0	£0		Active Travel	CEC	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	CEC	2026 /27
	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	CEC	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
	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 Thortreesdie to Gordon St. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles. Gordon Street traffic calming.	£450,000	£551,250		Active Travel	CEC	2022/23
	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	CEC	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	CEC	2023/24
North West	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	CEC	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	CEC	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
	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	CEC	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	CEC	
	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	CEC	2023/24
	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	CEC	2020/21
	TR-SA-NWLOC-10	Waterfront Avenue to Granton Rail path T7	LDP safeguard	£0	£0		Active Travel	CEC	

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-11	West Granton Road	Segregated Cycleway (2 way), new toucan/puffin crossings.	£1,200,000	£1,470,000		Active Travel	CEC	2024+
	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	CEC	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	CEC	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-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	CEC	2024/25
	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	CEC	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-DGP-X	Dalry Community Park	<p>Enhance and extend existing 1.1ha local park.</p> <p>Associated with Fountainbridge redevelopment where open space provision cannot be met onsite.</p> <p>Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway.</p> <p>Linked to Roseburn to Union Canal Cycleway development (see transport action).</p> <p>Park currently maintained by council.</p> <p>Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.</p>	<p>£726,000 for park improvements.</p> <p>Financial contributions to be required from developers of applicable sites.</p> <p>(Linked to Roseburn to Union Canal Cycleway action as part of total costs: £5,357,125)</p>	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	<p>New 5.2ha public parkland.</p> <p>To include formal and informal recreation facilities and community spaces.</p> <p>To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers.</p> <p>Public land status to be secured.</p>	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.

3. Greenspace Actions

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

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS4	GS-CZ-SEW-X	South East Wedge Parkland (Little France Park)	<p>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.</p>	£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.	<p>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.</p>

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. Provide links to active travel routes. Public access 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).	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

3. Greenspace Actions

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

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS11, HSG 37	GS-CZ- NP-X	Newmills Park	3.1ha linear public park. To include amenity lawn, connected multi-user paths, play space, 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.

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
Letih 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

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
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.</p> <p>Meadows to George Street at Stage 3 Developed Design.</p> <p>George St New Town has commenced Stage 3 in 2021; construction due to start 2023.</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>	CEC	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	Development of proposals funded. Funding required for implementation of trials.	CEC	Scoping, design option stage and report concluded. Implementation to be determined - to be determined.	Public Life Street Assessment completed Draft proposals developed Consultation taken place.

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	CEC	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	CEC	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	CEC	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	CEC	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 Completed 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.
	ED-SS-LG-P1- P3	New 14 class Primary School and 80 nursery (Frogston PS) - construction, remediation and land values.		Opened school session 2021
	ED-SS-LT-P1	New 14 class Primary School and 80 nursery (New Victoria Primary School) - construction, remediation and land costs.		Construction completing, due to open end 2021

8. Completed Actions

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
North East Locality	TR-SA-NELOC-4	Bonnington Road / Pilrig Street	Junction improvement.	£257,248	£315,129		Junctions	CEC	Completed. Upgraded in 2019 as part of tram enabling work.
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	CEC	Completed. Toucan crossing installed since 2016.
North East Locality	TR-SA-NELOC-7	Easter Road / Lochend Road junction	Junction improvement.	£601,344	£736,646		Junctions	CEC	Completed. Upgraded in 2019/20 as part of tram enabling work.
North West locality	TR-SA-NWLOC-3	Ferry Road/Granton Road	Junction improvement.	£41,678	£51,056		Junctions	CEC	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	Transport Scotland/East Lothian Council	Junction upgrade and MOVA completed. Delivered by Transport Scotland 2019

8. Completed Actions

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
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	Hermiston junction MOVA refurbishment was completed by Transport Scotland.
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	CEC	Delivered by developer in 2019.
WETA	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumb bells Gogar/Maybury (T9)		£1,510,000	£2,174,400	MOVA at Newbridge has been implemented.	Roads	CEC	Part delivered. MOVA at Newbridge has been implemented.

8. Completed Actions

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
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	Completed - the cycle route was completed in 2018 by Sustrans.
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	CEC	Completed - speed limit has been reduced from 40mph to 30mph in 2020.
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	Two pedestrian crossings were installed with development in 2019.

8. Completed Actions

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
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	CEC	Delivered as part of Sustrans route in 2018/19.
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	CEC	Crossing point delivered as part of above Sustrans route.
HSG 34 Dalmeny	TR-SA-HSG34-3	Dalmeny Station	Increased cycle parking at Dalmeny Station.	£4,288	£5,252	Not funded through s.75.	tbc	CEC	Cycle parking delivered 2019.

8. Completed Actions

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
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	Delivered as part of development layout.
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	Delivered with development.

8. Completed Actions

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
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	Part delivered - crossing point on Lanark Road delivered 2018
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	Completed - footpath integral to layout and short section with dropped kerb to link to existing path on Newmills Road
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	See TR-CZ-LL-1 above.

8. Completed Actions

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

8. Completed Actions

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
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	Developer s	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/D eveloper	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/D eveloper	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

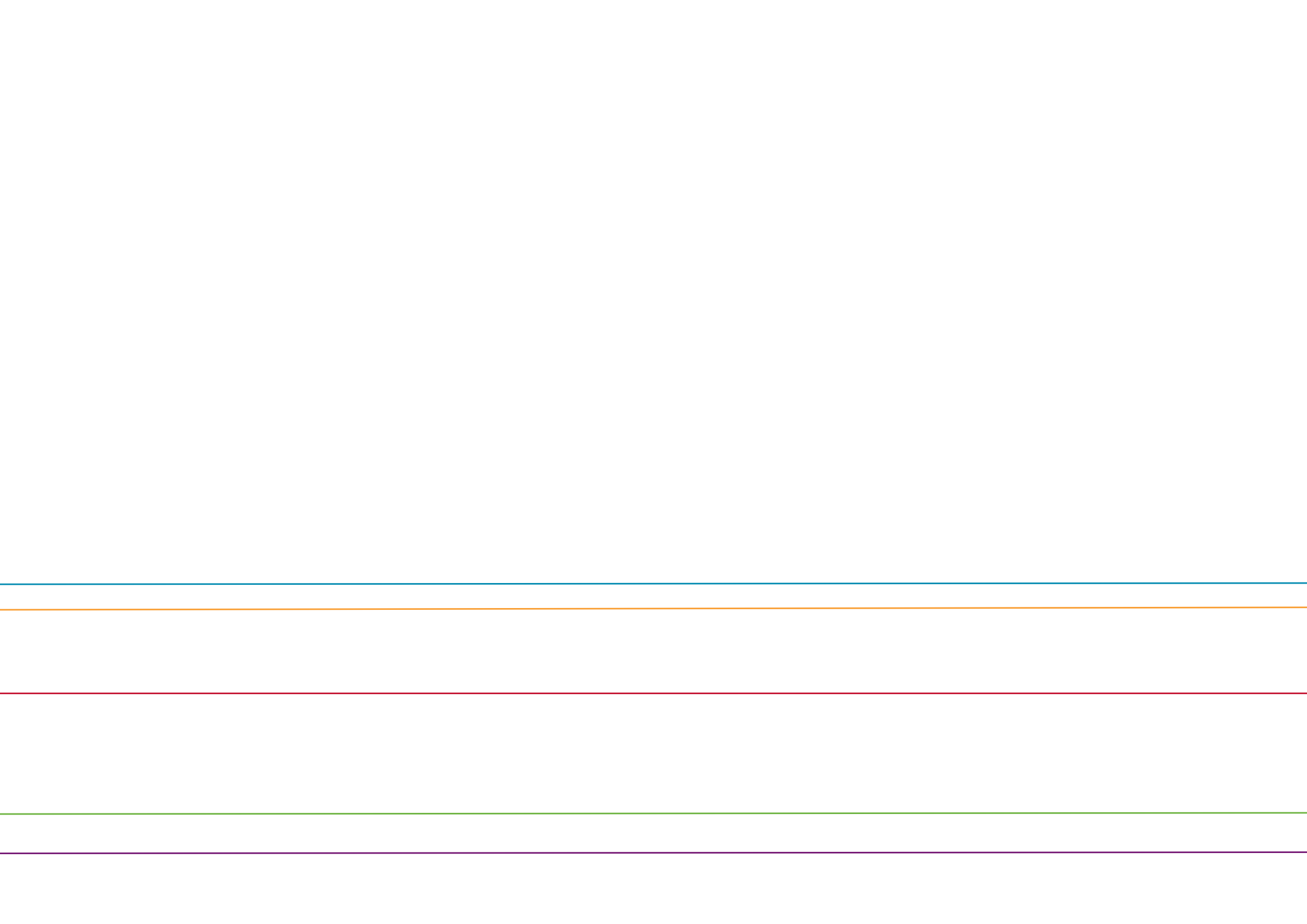
online - www.edinburgh.gov.uk/localdevelopmentplan

email - localdevelopmentplan@edinburgh.gov.uk

MMaps reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2016.
All rights reserved. Ordnance Survey Licence Number 100023420.



You can get this document on tape, in Braille, large print and various computer formats if you ask us. Please contact Interpretation and Translation Service (ITS) on 0131 242 8181 and quote reference number xx-xxxx. ITS can also give information on community language translations. You can request more copies of this document by emailing localdevelopmentplan@edinburgh.gov.uk



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

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	Reason for Removal
HSG 22	TR-SA-HSG22-2	Enhance Peak Capacity.		£500,000	£367,500	Not funded through signed s.75.	Public Transport	CEC	2021/22	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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

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	Reason for Removal
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	CEC		<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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

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	Reason for Removal
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	CEC	2022/2023	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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

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	Reason for Removal
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	CEC	2027+	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>
HSG 29	TR-SA-HSG29-9	Review operation of A1 / Newcraighall junction	Identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).	£0	£0	N/a	Junctions	CEC		<p>Following consideration of more detailed information supplied and assessed through the planning application process, a junction upgrade was not deemed essential to allow development to proceed. This does not prejudice further review or interventions to the operation of this junction in the future.</p>

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

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	Reason for Removal
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	CEC	2024+	No funding was secured for this action. Increased cycle parking has been delivered. Actions to improve active travel connections to Dalmeny station are part of other site specific actions. Car parking at the station can be reviewed as part of ScotRail's operations management.
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	CEC		<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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

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	Reason for Removal
HSG 38	TR-SA-HSG38-2	Bus infrastructure		£105,000	£128,625	Not funded through a signed s.75	Public Transport	CEC	2020/21	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>
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	CEC	2019/20	Action identified as not being feasible due to footway constraints. Action should be confirmed in context of wider bus corridor work.

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

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	Reason for Removal
North East	TR-SA-NELOC-3	Bonnington Road / Great Junction Street	Junction improvement	£200,000	£245,000		Junctions	CEC	2023/24	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review.
North East	TR-SA-NELOC-8	Ferry Road / Craighall Road	Traffic signals/new junction required.	£307,011	£376,088		Junctions	CEC	2022/23	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review.
North West	TR-SA-NWLOC-2	Crewe Toll Roundabout	Junction improvement	£6,950,000	£8,513,750		Junctions	CEC	2020/21	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review and potentially as part of the ESSTS Phase 2 Tram extension Granton to Bioquarter.

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

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	Reason for Removal
North West	TR-SA-NWLOC-4	Ferry Road/Inverleith Row Junction	Minor junction improvement Selected Vehicle Detection equipment.	£2,723	£3,336		Traffic Signals	CEC	2022/23	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review.
North West	TR-SA-NWLOC-12	West Granton Road/Crewe Road North	Traffic signals.	£158,952	£194,716		Junctions	CEC	2022/23	This action was identified in a transport appraisal in the mid-00's (North Edinburgh Transport Action Programme). This junction now needs to be considered in the context of City Mobility Plan objectives and the national transport hierarchy. How this junction operates, and any improvements to it, can be reviewed within the capital works programmes, the on-going junctions review and potentially the Granton Development Framework.