

Planning Committee

2.00pm, Wednesday, 19 April 2023

Edinburgh Local Development Plan: Action Programme 2023 - adoption

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 Agrees that the Edinburgh Local Development Plan (LDP) Action Programme 2023 (Appendix 1) be formally adopted, published and submitted to Scottish Ministers;
 - 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; and
 - 1.1.3 Notes a further report on the financial implications of the 2023 Action Programme will be reported to 20 June 2023 Finance and Resources Committee.

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Executive Director of Place

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Report

Edinburgh Local Development Plan: Action Programme 2023 - 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 must be updated at least every two years. A new Action Programme has been prepared in conjunction with the latest Housing Land Audit and School Roll projections and with regard to Council financial planning. It is recommended this is adopted and submitted to Scottish Ministers as statutorily required.
- 2.3 A number of actions from previous action programmes have not been brought forward. The reasoning for this is set out in Appendix 2 and in paragraphs 4.26 – 4.27 of this report and the governance of taking these decisions is in paragraphs 6.4 – 6.8.

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 respond to 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](#), the fourth in [February 2020](#) and the fifth in [December 2021](#).

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 2023 sets out the actions required to support the growth of the city. These are:
- 4.3.1 Education capacity, including new schools;
 - 4.3.2 Transport improvements, including:
 - 4.3.2.1 Pedestrian and cycle actions, including public realm;
 - 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 originating 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. This action programme provides detail on each these, and if they form part of the consultative draft Active Travel Action Plan 2023 – Delivering the City Mobility Plan at the Transport and Environment Committee on [2 February 2023](#) or identified in the Active Travel Investment Programme.
 - 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.
- 4.8 In addition to meeting the principles for planning obligations, use of planning conditions should also 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.
- 4.9 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 6.4 – 6.8 of this report.

General updates and improvements to the 2023 Action Programme

4.10 The following general updates and improvements have been made to the Action Programme:

4.10.1 Where an infrastructure action is required because of new housing, the delivery timescales set out in the Action Programme have been informed by the 2022 Housing Land Audit and Completions Programme (HLACP), as reported to Planning Committee on [2 November 2022](#). This is to ensure that actions are delivered at the appropriate time in relation to the speed of housing delivery;

4.10.2 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

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

4.11 The significant changes in the August 2023 Action Programme are set out below.

Education infrastructure

4.12 This update has reviewed the actions in the previous programme (December 2021) adjusting their scope, estimated delivery times and cost. These are factual updates, taking into account the rate of housing completions and adjusting the cost to reflect recent education premises procurement and final costs. More detail on these is provided in paragraphs 4.22 – 4.23 below.

4.13 The Council publishes school roll projections on an annual basis. Pupil generation rates are updated annually as part of this process to ensure they reflect any recent changes. The latest update, to be reported to the Education, Children and Families Committee on 27 April 2023, examines the number of pupils generated over an 18-year period (2005-2022). The new rates assume flats with one-bedroom do not generate additional pupils and are as follows:

Sector	House Ratio Total	House ND	House RC	Flat Ratio Total	Flat ND	Flat RC
Primary	0.428	0.372	0.056	0.156	0.136	0.020
Secondary	0.253	0.220	0.033	0.072	0.063	0.006
Early Years	0.124			0.059		

4.14 This April 2023 Action Programme sets out the requirement for eight new primary schools, excluding three that have been delivered (Canaan Lane, Victoria, Frogston) and the refurbishment of Deanbank House which is in progress. The requirement for new primary schools that have not previously been reported include a primary school in the Bonnington area and in the application site for Milburn

Tower. The requirement for a new primary school in the Bonnington area is based on housing output assumptions from the proposed City Plan 2030, now at Examination, for sites that can come forward as applications at any time. It is an area where redevelopment of brownfield sites for housing is supported in principle by LDP policy and approved development / place briefs for Bonnington, Leith Walk / Halmyre Street and Stead's Place / Jane Street. The Leith / Trinity contribution zone has been extended to include Broughton Primary School and Drummond High School and its other feeder primary schools because of the cross-boundary impacts of developments in this area. The requirement for a new primary school in the Milburn Tower site follows the decision by the DPEA to grant planning permission for the proposed development of up to 1,350 residential dwellings in April 2022. The legal agreement includes the requirement for a 10-class primary school capable of being extended to 21 classes and a 2 ha site. The Action Programme requirement for a 14-class primary school is in line with changes to the pupil generation rates which indicate a 14-class primary school will now be required.

- 4.15 Other changes to the actions include extensions to Balgreen Primary School, Broomhouse Primary School, Canal View Primary School, Leith Primary School, Royal High Primary School, Victoria Primary School and Holy Cross Primary School. The requirement to extend Balgreen, Broomhouse, Canal View and the Royal High Primary Schools are a result of the inclusion of housing output assumptions as part of the proposed City Plan that affect these catchment areas. The requirement to extend Leith and Victoria Primary Schools takes account of sites that are identified as constrained in the HLA because there is evidence of development activity in these areas. An extension to St Cuthbert's RC Primary School has been removed following analysis of the uptake of denominational places, which have been realigned to non-denominational schools where the uptake of RC places is lower than 3%. This review resulted in a requirement to extend Holy Cross RC Primary School because the uptake of denominational places was in line with the city average. All extensions to denominational schools will consider the impact of prioritising Roman Catholic places and realigning them to non-denominational schools as part of any business case to take the project forward.
- 4.16 There are requirements for extensions at 21 primary schools and 17 secondary schools. Each project will require a fully funded business case to progress.
- 4.17 In West Edinburgh, some of the additional capacity required is planned to be delivered by a new West Edinburgh high school. Options for a site have not been finalised but include land at West Edinburgh as indicated in the Proposed City Plan 2030, which is currently at Examination. The timescales for a new West Edinburgh High School are uncertain and will require a site to be secured through a planning application. In order to avoid the requirement for temporary classes at Craigmount High School, it may be necessary to extend Craigmount High School to accommodate the planned growth in the latest HLA. Further significant housing developments affecting Craigmount High School's catchment area in West

Edinburgh will only be supported in line with the delivery of a new West Edinburgh High School.

- 4.18 Since the December 2021 Action Programme, an extension to James Gillespie's High School has been delivered (Darroch Annexe to provide GME places based at James Gillespie's High School) and a new sports building at Bangholm Recreational Grounds opened in 2022 as part of the redevelopment of Trinity Academy. Both projects were partially funded by developer contributions. There is a construction project on site to deliver an annexe to Kirkliston Primary School and construction is expected to commence in 2023 to extend Dean Park Primary School, provide temporary classrooms at Echline Primary School and build the new Maybury Primary School.

Delivery Timescales

- 4.19 There is a requirement to include a delivery timescale for each action. These are indicative dates and have been reviewed and, where appropriate, revised to reflect up-to-date project timescales for those within a committed project, school roll projections and the speed of new housing delivery as estimated in the 2022 Housing Land and Delivery Programme.
- 4.20 However, there are further steps to be taken towards delivery of each action. Following the recent Capital Investment Programme set by full Council on 23 February 2023 ([Sustainable Capital Budget Strategy 2023-2033 – referral from the Finance and Resources Committee](#)), business cases are now required to be developed for any Education project which is not yet fully funded within the capital programme.
- 4.21 Each business case will be required to assess the estimated level of developers' contributions that will be achievable for that project (including indexation to the BICS building costs index), identify if there is any expected gap in funding for delivery of the action and propose how the funding gap will be addressed. The preparation of these business cases will recognise that there is a statutory duty for educational provision for pupils, whether they result from organic growth or from planned development. Business cases will be reported to the Finance and Resources Committee. It should be noted that if planned development is delayed or becomes undeliverable for any reason, then it may allow the opportunity for speculative development, not supported by the LDP spatial strategy and policy, to be brought forward as proposals, which have their own educational and funding requirements.

Costs

- 4.22 The costs of the education actions have been updated to Q4 2022. As reflected across the construction sector and procurement of recent Council projects, costs have risen significantly. This action programme has reflected these increases in order to more accurately quantify the cost to developers (through proportionate contributions) and the Council. Each business case as it is developed will be as

transparent as possible on the details of the overall cost increase. However, a summary of the reasons for recent cost increases are:

4.22.1 Inflation in the construction sector and this potentially being greater than the indexation used for developers contributions;

4.22.2 General construction project cost increases and shortages for materials and labour resulting in further delays to projects once on site;

4.22.3 The increased costs of enhanced technical requirements now required by building standards to improve the performance and efficiency of buildings;

4.22.4 Enhanced procurement and quality procedures required for the construction of new buildings; and

4.22.5 PassivHaus requirements for new learning estate buildings in order to meet the Council's objective of being net zero by 2030 and reducing future revenue costs burden, and required to meet planning policy (NPF4 Policy 1 and 2).

4.23 The Business Cases are ongoing work and will set out the detail of costings, funding options and whole life cost benefits. The Action Programme itself does not set out the delivery or funding mechanism, nor include a contribution rate for development to contribute towards mitigating its impact. Reporting of the impact of the action programme on the Council's capital budget follows the approval of each iteration (see links Finance and Resources reports in Background reading) where, for various reasons, the full cost of LDP infrastructure has not been borne by developer contributions. The non-statutory planning guideline on developer contributions and individual assessments for applications at the stage of submission/decision will have to address how developer contributions will have to increase to reflect the cost increase, while still according with planning circular tests on need and proportionality amongst others.

Transport infrastructure

4.24 Since the last action programme, work has progressed on a number of transport actions. As reported at the last update, the 'Development of Prioritised LDPAP Transport Actions project' is being progressed by three consultancies and the majority have completed RIBA Stages 0 – 2 design work, including public consultation in the Summer of 2022. The Queensferry, Burdiehouse and Leith Connections projects have successfully been awarded funding for all pre-construction stages (up to RIBA 3 – 4) and 70% of construction costs from Sustrans 'Places for Everyone' funds.

4.25 As a result of the consultancy design work, some actions have been **amended** to reflect the recommendations of feasibility studies and/or clarified the scope of the actions. This is the case for seven actions in the ['Walk, Wheel, Cycle Burdiehouse'](#) project covering the Broomhills, Burdiehouse and East of Burdiehouse housing sites; ten actions in the [Queensferry Improvements Project](#) covering the Buileyon

Road and South Scotstoun housing sites; two actions in the 'Barnton Junction' project covering Maybury and Cammo.

- 4.26 In some cases, the design work has identified actions that it does not consider feasible to deliver within the scope of the LDP AP projects. This includes an additional pedestrian bridge at Lochend, a new connection to the Burdiehouse Burn, path widening at Burdiehouse Burn and a path connection in South Queensferry. It is proposed that these actions are not taken forward for delivery as part of the LDPAP 2023. These actions and the detailed reasoning for their removal is in Appendix 2 of this report.
- 4.27 11 other items have been **removed** from LDPAP 2023 including planning informatives relating to the Queensferry Crossing; a bridge over the A9000 from Buileyon Road site to Ferrymuir no longer to be progressed following a clause in the legal agreement of the PPP (results of a feasibility study); an action in Leith to relay a cobbled street to cycle friendly setts, where an alternative route remains an LDPAP action; removing Ocean Drive as a distinct action while it remains an LDP road alignment safeguard and will be delivered through development; three actions in Balerno relating to off-site works that have not been funded or secured in legal agreements and are best delivered as part of future cycle network projects; two bus service infrastructure actions now best considered as part of the Public Transport Action Plan; and one footpath whose delivery would result in significant tree loss and dropped kerbs to existing footpath are in place.
- 4.28 In the rest of the Urban Area – north east locality area – a number of actions will be progressed through phases of the 'Leith Connections' active travel project.
- 4.29 All remaining actions, not currently within a project to progress their design and delivery, have been identified in the accompanying maps as 'outstanding actions' for clarity and/or identified as actions that could be taken forward as part of the Council's active travel network as set out in its Active Travel Action Plan (ATAP).
- 4.30 With the approval of a consultative draft Active Travel Action Plan 2023 – Delivering the City Mobility Plan at the Transport and Environment Committee on [2 February 2023](#), there is a commitment to increase funding and resources to deliver the active travel infrastructure included in the LDP action programme (ATAP action J19).
- 4.31 Other updates to the transport actions include:
- 4.31.1 12 actions have been **completed** including two at Granton Waterfront, one active travel route associated with a junction in a contribution zone, one confirmation of bridge strengthening works, one road safety action, and seven site specific actions delivered with housing developments;
- 4.31.2 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 2022 Housing Land Audit and Completions Programme;
- 4.31.3 As with the previous action programme, a level of contingency is applied to the base construction costs (at Quarter 1 (Q1) 2016 unless otherwise

indicated). 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

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

4.32.1 Dalry Community Park is being progressed as part of an active travel project Roseburn to Union Canal (see action TR-CZ-RUC-1 in the transport contributions zone), and further updates on progress and funding at Little France Park. Leith Western Harbour Central Park now has planning permission.

Primary healthcare infrastructure capacity

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

4.33.1 The extension at Parkgrove was completed in 2020.

4.33.2 Costs have been updated to take account of increased costs.

4.34 The costs of the Healthcare actions have been updated to Q4 2022/2023. As reflected across the construction sector and procurement of recent Healthcare projects, costs have risen significantly. This action programme has reflected these increases in order to more accurately quantify the cost to developers (through proportionate contributions) and the NHS. Each business case, as it is developed, will be as transparent as possible on the details of the overall cost increase. However, a summary of the reasons for recent cost increases are:

4.34.1 Inflation in the construction sector and this potentially being greater than the indexation used for developer contributions.

4.34.2 General construction project costs increases and shortages for materials and labour resulting in further delays to projects once on site.

4.34.3 The increased costs of enhanced technical requirements now required by building standards to improve the performance and efficiency of buildings.

4.34.4 Enhanced procurement and quality procedures required for construction of new buildings.

LDP Policies, including the preparation of Supplementary Guidance

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

4.36 LDP Policy Del 1 Developer Contributions and Infrastructure Delivery refers to statutory supplementary guidance. As reported to this committee, on [23 February 2022](#), it is now the intention to prepare and consult on a non-statutory guideline on

Developer Contributions and Infrastructure Delivery. This will set out how the costs of the actions can be apportioned to developments. This is progressing and will follow on from the publication of this action programme.

- 4.37 The Town Centre actions section of the Action Programme has had minor updates to include phasing of the City Centre Transformation and work progressing as part of the '20 Minute Neighbourhood' project.

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 2023 Action Programme will be reported to a future Finance and Resources Committee.

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 a risk on both 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.
- 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 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.

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 Edinburgh Local Development Plan: Action Programme – Financial Assessment, Finance and Resources Committee, [9 December 2021](#).
- 8.2 Non-Statutory Guideline on Developer Contributions and Infrastructure Delivery – approval for preparation and consultation of draft guideline, [23 February 2022](#).
- 8.3 Sustainable Capital Budget Strategy 2023-2033 – referral from Finance and Resources Committee, [23 February 2023](#).
- 8.4 Active Travel Action Plan 2023 – Delivering the City Mobility Plan, Transport and Environment Committee, [2 February 2023](#).
- 8.5 Annual Review of Guidance, Planning Committee, [23 February 2022](#) and [24 March 2023](#).
- 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 2023 – for adoption.
- 9.2 Appendix 2 – Actions removed from LDP Action Programme.

ACTION PROGRAMME

APRIL 2023



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

April 2023

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INTRODUCTION

This is the Action Programme which accompanies the adopted Edinburgh Local Development Plan (LDP) 2016. 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. Transport costs were costed in Q1 2016. Some costs have been updated following completion of concept designs to RIBA Stage 2 and these costs are from Q2 2022 (indicated with purple-coloured cells). Granton Framework costs are from Q3 2021. The level of contingency applied to the base construction costs (at Q1 2016 or 2022) 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. Healthcare costs are from Q4 2022. Education costs are from Q4 2022.

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.

This action programme includes maps to aid understand, please note these are indicative. Always refer to the full description of the action and the 'further details' column in the most up to date Action Programme.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Boroughmuir / James Gillespie's	BJ-1, BJ-2	ED-SSBJ-S	Additional Secondary School Capacity	Boroughmuir High School		47	£3,240,274	2023	CEC	Under construction
Boroughmuir / James Gillespie's	BJ-2	ED-SSBJ-P	24% of new 14 Class Primary School	Canaan Lane Primary School	26%		£6,231,501		CEC	Delivered
Boroughmuir / James Gillespie's	BJ-1, BJ-2	ED-SSBJ-S	Additional Secondary School Capacity	James Gillespie's High School		55	£3,791,810		CEC	Delivered
Boroughmuir / James Gillespie's	BJ-1, BJ-2	ED-SSBJ-S	Additional Secondary School Capacity	St Thomas of Aquin's RC High School		7	£482,594	2028	CEC	Monitoring - project to be commissioned at the appropriate time.
Castlebrae	C-1, C-2	ED-SSC-SS1	Additional Secondary School Capacity	Castlebrae High School		530	£36,539,260	2027	CEC	New school opened in 2022 and was designed with an expansion strategy. Project to be commissioned at the appropriate time.
Castlebrae	C-1	ED-SSC-P3- P5	New 14 Class Primary School	Greendykes			£23,967,312	2027	CEC	Engagement with communities in the Craigmillar area is underway to identify the preferred location for a new primary school. Business case required
Castlebrae	C-1	ED-SSC-P3- P5	Servicing and remediation costs	Greendykes			£4,609,771	2027	CEC	

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Castlebrae	C-1, C-2	ED-SSC-SS2	Additional Secondary School Capacity	Holy Rood RC High School		80	£5,515,360	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Castlebrae	C-2	ED-SSC-P6	New 21 Class Primary School	Newcraighall			£29,481,024	2025	CEC	Proposal of Application Notice submitted November 2022. Application for planning permission to be submitted in 2023
Castlebrae	C-2	ED-SSC-P6	Servicing and remediation costs	Newcraighall			£5,923,376	2025	CEC	
Castlebrae	C-1	ED-SSC-P3-P7	3 PS Classes	St Francis' RC Primary School	52%		£1,400,630	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Castlebrae	C-2	ED-SSC-P3-P7	3 PS Classes	St Francis' RC Primary School	19%		£511,769	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Castlebrae	C-1	ED-SSC-P3- P8	4 PS Classes	St John Vianney RC Primary School	17%		£656,847	2027	CEC	Monitoring - project to be commissioned at the appropriate time.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCB-S1	Additional Secondary School Capacity	Broughton High School		205	£14,133,110	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Early stages of consultation with the school. Business case required.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCB-S1	Additional Secondary School Capacity	Craigroyston High School		205	£14,133,110	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Early stages of consultation with the school. Business case required.
Craigroyston / Broughton	CB-1	ED-SSCB-P4	1 PS Class	Granton Primary School			£975,240	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Craigroyston / Broughton	CB-1	ED-SSCB-P1- 3	New 17 Class Primary School	Granton Waterfront			£26,620,152	2026	CEC	Engagement with communities in the Granton and Pilton areas to establish the catchment area for the new primary school scheduled for September 2023. Business case required.
Craigroyston / Broughton	CB-2	ED-SSCB-P1- 3	Servicing and remediation costs	Granton Waterfront			£4,031,553	2026	CEC	
Craigroyston / Broughton	CB-1	ED-SSCB-P4	2 PS Classes	Holy Cross RC Primary School	36%		£712,204	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCD-S2	Additional Secondary School Capacity	St Augustine's RC High School		39	£2,688,738	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Craigroyston / Broughton	CB-1	ED-SSCBRCP	1 PS Class	St David's RC Primary School	71%		£692,420	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Craigroyston / Broughton	CB-2	ED-SSCBRCP	1 PS Class	St David's RC Primary School	20%		£195,048	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Craigroyston / Broughton	CB-1, CB-2, CB-3	ED-SSCB-S1	Additional Secondary School Capacity	St Thomas of Aquin's RC High School		21	£1,447,782	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Firrhill	F-1	ED-SSF-S1	Additional Secondary School Capacity	Firrhill High School		25	£1,723,550	2024	CEC	Early stages feasibility and design development. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Liberton / Gracemount	LG-2	ED-SSLB-P7	3 PS Class	Craigour Park Primary School			£2,693,520	2025	CEC	Early stages feasibility and design development. Business case required.
Liberton / Gracemount	LG-1	ED-SSLG-P4-6	New 14 Class Primary School	Gilmerton Station Road			£23,967,312	2026	CEC	Engagement with communities in the Gilmerton and Gracemount areas to establish the catchment area for the new primary school scheduled for May 2023. Business case required.
Liberton / Gracemount	LG-1	ED-SSLG-P4-6	Servicing and remediation costs	Gilmerton Station Road			£5,923,376	2026	CEC	
Liberton / Gracemount	LG-1, LG-2, LG-3	ED-SSLG-S1	Additional Secondary School Capacity	Gracemount High School		205	£14,133,110	2027	CEC	Engagement with communities in the Gilmerton and Gracemount areas to establish the catchment area for the new primary school scheduled for May 2023 will also consider future accommodation pressure at Gracemount High School. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Liberton / Gracemount	LG-1, LG-2, LG-3	ED-SSLG-S1	Additional Secondary School Capacity	Holy Rood RC High School		90	£6,204,780	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Liberton / Gracemount	LG-1, LG-2, LG-3	ED-SSLG-S1	Additional Secondary School Capacity	Liberton High School		389	£26,818,438	2025	CEC	Construction on a replacement and extended Liberton High School to commence in May 2023
Liberton / Gracemount	LG-1	ED-SSLGRCP	4 PS Classes + 1 GP Class	St Catherine's RC Primary School			£4,839,048	2026	CEC	Engagement with communities in the Gilmerton and Gracemount areas to establish the catchment area for the new primary school scheduled for May 2023. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Liberton / Gracemount	LG-1	ED-SSLGRCP	4 PS Classes	St John Vianney RC Primary School	57%		£2,202,371	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Liberton / Gracemount	LG-1	ED-SSLGRCP	4 PS Classes	St John Vianney RC Primary School	26%		£1,004,590	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1	ED-SSNE-P1	New 14 Class Primary School	Bonnington			£23,967,312	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Site to be identified and, if necessary, procured. Business case required.
North East	NE-2	ED-SSNE-P1	Servicing and remediation costs	Bonnington			£4,609,771	2028	CEC	

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
North East	NE-1	ED-SSD-P1	4 PS Classes	Broughton Primary School			£3,863,808	2025	CEC	Refurbishment of existing classrooms created by replacement new nursery expected to be complete in 2024. The requirement for the project will be monitored and commissioned at the appropriate time.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSD-S1	Additional Secondary School Capacity	Drummond High School		170	£11,720,140	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
North East	NE-1	ED-SSNE-P2	2 PS Classes	Holy Cross RC Primary School	17%		£336,318	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
North East	NE-2	ED-SSNE-P2	2 PS Classes	Holy Cross RC Primary School	47%		£929,822	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSD-S1	Additional Secondary School Capacity	Holy Rood RC High School		58	£3,998,636	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSLT-S1	Additional Secondary School Capacity	Leith Academy		226	£15,580,892	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
North East	NE-1	ED-SSNE-P3	4 PS Classes	Leith Primary School			£3,863,808	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required. Significant housing development at Leith Waterfront may require a new primary school.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSD-S1; ED-SSLT-S1	Additional Secondary School Capacity	St Thomas of Aquin's RC High School		49	£3,378,158	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
North East	NE-1, NE-2, NE-3, NE-4	ED-SSLT-S1	Additional Secondary School Capacity	Trinity Academy		285	£19,648,470	2026	CEC	Phased extension work underway at Trinity Academy. Sports facilities at Bangholm Outdoor Centre delivered in 2022.
North East	NE-2	ED-SSNE-P4	7 PS Classes + 1 GP Class	Victoria Primary School			£8,257,032	2029	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Portobello	P-1, P-2	ED-SSLT-S1; ED-SSP-S1	Additional Secondary School Capacity	Holy Rood RC High School		7	£482,594	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Portobello	P-1, P-2	ED-SSP-S1	Additional Secondary School Capacity	Portobello High School		60	£4,136,520	2023	CEC	Internal configuration works carried out. Review of school's notional capacity to be carried out.
Portobello	P-2	ED-SSP-P1	2 PS Classes + 1 GP Class	The Royal High Primary School			£2,693,520	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
Queensferry	Q-1	ED-SSQ-P2-4	New 14 Class Primary School	Builyeon Road			£23,967,312	2026	CEC	Engagement with Queensferry community to establish the catchment area for the new primary school scheduled for May 2023. Business case required.
Queensferry	Q-2	ED-SSQ-P2-4	Servicing and remediation costs	Builyeon Road			£2,685,904	2026	CEC	

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Queensferry	Q-1	ED-SSQ-P5	2 PS Classes + 1 GP Class	Echline Primary School			£2,693,520	2026	CEC	Temporary classes delivered in 2022. Engagement with Queensferry community to establish the catchment area for the new primary school scheduled for May 2023 and will consider whether Echline PS should be extended permanently to accommodate pupils from the Springfield site. Business case required.
Queensferry	Q-2	ED-SSQ-P1	4 PS Classes + 1 GP Class	Kirkliston Primary School			£4,839,048	2023	CEC	Construction of an annexe to Kirkliston PS is on site, once complete temporary units at the school will be removed.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Queensferry	Q-1, Q-2	ED-SSQ-S1	Additional Secondary School Capacity	Queensferry High School		337	£23,233,454	2026	CEC	Outcome of the engagement with the Kirkliston and Queensferry community to be reported to Education, Children and Families Committee in April 2023 and will inform the strategy to address accommodation pressure at Queensferry High School. Business case required.
South West	SW-1	ED-SSSW-S1	Additional Secondary School Capacity	Balerno High School		20	£1,378,840	2027	CEC	Refurbishment and internal configuration to increase the school's notional capacity. Business case required.
South West	SW-3	ED-SSSW-P2	2 PS Classes + 1 GP Class	Canal View Primary School			£2,693,520	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
South West	SW-1	ED-SSSW-P1	2 PS Classes	Dean Park Primary School			£1,978,344	2024	CEC	Construction to extend the school scheduled to commence in October 2023
South West	SW-3	ED-SSSW-P3	3 PS Classes	Sighthill Primary School			£2,693,520	2025	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
South West	SW-3	ED-SSCB-S1	Additional Secondary School Capacity	St Augustine's RC High School		18	£1,240,956	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
South West	SW-3	ED-SSSWRCP	1 PS Class	St Joseph's RC Primary School	62%		£604,649	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
Tynecastle	T-2	ED-SST-P1	5 PS Classes + 1 GP Class	Balgreen Primary School			£6,278,688	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
Tynecastle	T-1, T-2	ED-SST-S1	Additional Secondary School Capacity	St Augustine's RC High School			£896,246	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
Tynecastle	T-1	ED-SST-RCP	1 PS Class	St Joseph's RC Primary School			£78,019	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
West	W-4	ED-SSW-S1	1 PS Class	Broomhouse Primary School			£975,240	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
West	W-1, W-2	ED-SSW-S2	Additional Secondary School Capacity	Craigmount High School		769	£53,016,398	2026	CEC	Engagement with the Craigmount community scheduled for May 2023. Timescales for a new West Edinburgh High School are uncertain. Business case required.
West	W-3	ED-SSWE-P1	2 PS Classes	Gylemuir Primary School	40.50%		£801,229	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
West	W-1	ED-SSWE-P5	3 PS Classes	Hillwood Primary School			£2,693,520	2026	CEC	Monitoring - project to be commissioned at the appropriate time. Business case required.
West	W-1	ED-SSWE-P2- 4	New 21 Class Primary School	Maybury			£29,481,024	2024	CEC	Construction to build the school scheduled to commence in April 2023
West	W-1	ED-SSWE-P2- 4	Servicing and remediation costs	Maybury			£3,749,256	2024	CEC	

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
West	W-1	ED-SSW-P7	New 14 Class Primary School	Millburn Tower			£23,967,312	2028	CEC	Housing completions forecast to start in 2025, requirement for when the new primary school will be required will be monitored. Business case required.
West	W-1	ED-SSW-P7	Servicing and remediation costs	Millburn Tower			£4,609,771	2028	CEC	
West	W-1, W-2, W-3, W-4	ED-SSWE-S1	Additional Secondary School Capacity	St Augustine's RC High School			£689,420	2028	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.
West	W-4	ED-SSWERC	1 PS Class	St Joseph's RC Primary School	30%		£292,572	2027	CEC	Monitoring - project to be commissioned at the appropriate time. Prioritisation of Roman Catholic pupils into the school may be applied if necessary. Business case required.

1. Education

LDP Contribution Zone(s)	Sub Zone	Action Ref No.	Education Actions	School	%	Secondary Places	Estimated Capital Cost (Q4 2022) £	Delivery Timescale	Owner	Status
West	W-2	ED-SSWE-S1	Additional Secondary School Capacity	The Royal High Secondary School			£275,768	2023	CEC	Programme of archaeological work has delayed commencement of an extension.

2. Transport Actions

a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	FUNDING	OWNER	DELIVERY
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	Line 1a complete. Trams to Newhaven under construction due to be operational Summer 2023.
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	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. <i>The consultation draft Public Transport Action Plan (Feb 2023) includes a policy commitment to: 'Consider future use of South Suburban Rail Line - Review previous South Suburban Rail Line studies and changes in policy and demand since these were undertaken.</i>	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. <i>In 2018 Sustrans funded and delivered the railway's conversion to a cycle/footpath.</i>		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.
Newcraighall to QMUC public transport link (T6)	Development led improvement associated with housing development on Newcraighall East (HSG 27) and bus route through HSG 29 Brunstane.		Developer/CEC	With development, development layout allows for bus access.

2. Transport Actions

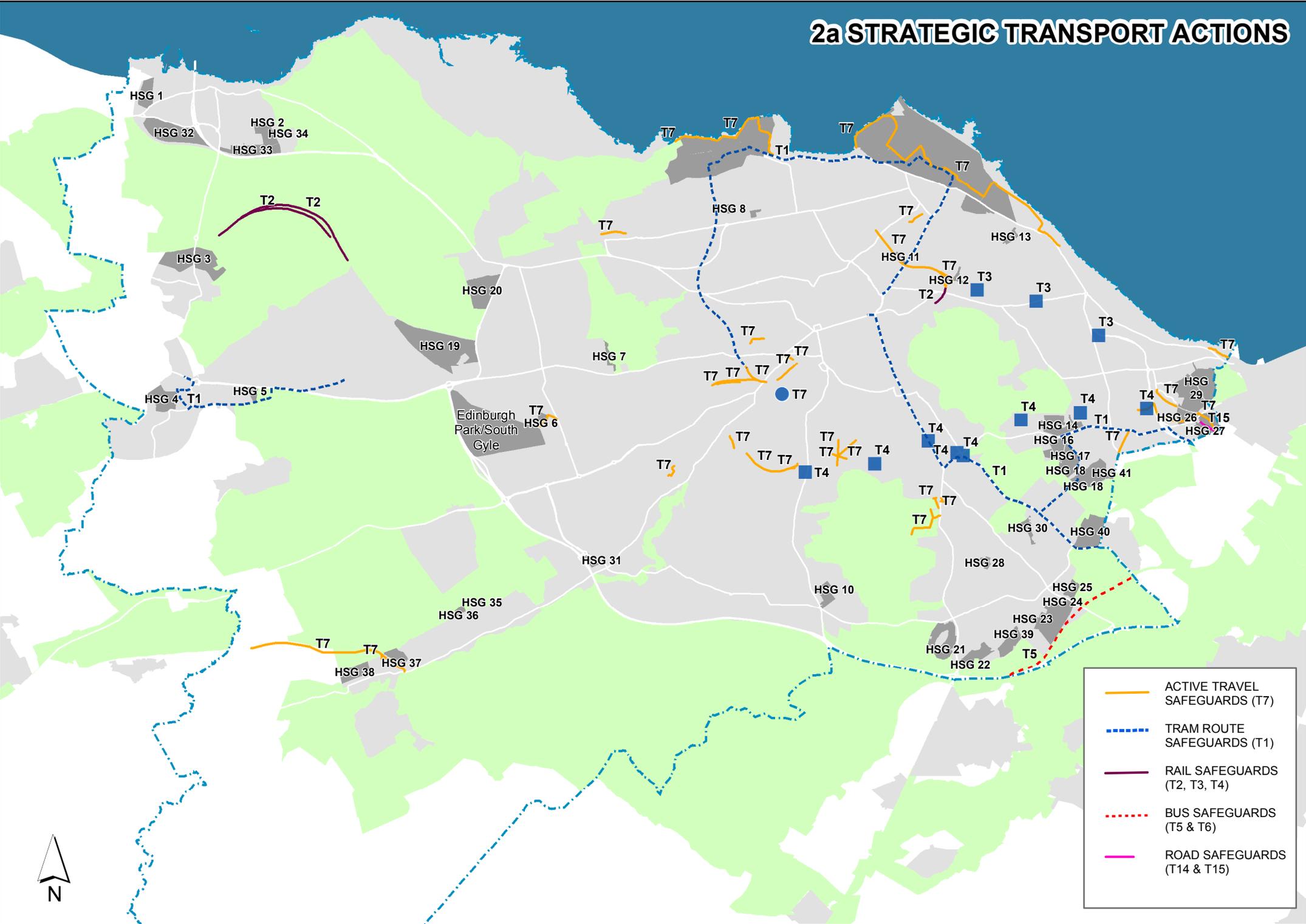
a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	FUNDING	OWNER	DELIVERY
East Craigs Estate Junction	Junction at Maybury Drive / Maybury Road. Not related to impact of development.		CEC	To be designed and costed.
West of Fort Kinnaird (T15)	LDP Safeguard for new link road between The Wisp and Newcraighall Road		Developer/CEC	Safeguarded in Plan
Various off-road cycle footpath links (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).		Developer/CEC	Safeguarded in Plan
Morningside - Union Canal link (T7)	Route is QR 23 - Maxwell Street - Colinton Rd new path and safeguarded in proposed City Plan (ATSG 14).		Developer/CEC	Safeguarded in Plan
Wisp - Fort Kinnard link (T7)	Expected to be delivered with development. Application 22/03291/PPP is under consideration and indicative framework shows potential active travel route. Safeguarded in proposed City Plan (ATSG 25).		Developer/CEC	Safeguarded in Plan
Gillberstoun link (T7)	Route is QR 23 Gilberstoun Path and in the ATAP as a future network plan (23 off road). Safeguarded in proposed City Plan (ATSG 7).		Developer/CEC	Safeguarded in Plan
Fort Kinnard - Queen Margaret University (T7)	Newcraighall - Jewel path QR Part of this is expected to be delivered with development. 22/06227/PAN was submitted Dec 2022. Safeguarded in proposed City Plan (ATSG 6).		Developer/CEC	Safeguarded in Plan
West Approach cycle link (T7)	In the ATAP as a future network plan (23 on road) and is West Approach Road and West Approach Road QR. Safeguarded in proposed City Plan (ATSG 24).		Developer/CEC	Safeguarded in Plan
Forrester High cycle link (T7)	Completed with high school development.		Developer/CEC	Safeguarded in Plan
Family Cycle Network Link along railway viaduct (T7)	Alternative named: Link along rail viaduct Gorgie/Dalry to Roseburn. In the ATAP as a future network plan (off-road). Safeguarded in proposed City Plan (ATSG 10).		Developer/CEC	Safeguarded in Plan
North Meggetland - Shandon link (T7)	Safeguarded in proposed City Plan (ATSG 16). Not in ATAP.		Developer/CEC	Safeguarded in Plan
Pitlochry Place - Lochend Butterfly (T7)	Extension of Lochend Butterfly cycle link with new bridge. Safeguarded in proposed City Plan (ATSG 18). Not in ATAP.		Developer/CEC	Safeguarded in Plan
Donaldson cycle link (T7)	Completed with development.		Developer/CEC	Safeguarded in Plan
Round the Forth cycle route (T7)	Safeguarded in proposed City Plan (ATSG 21). Not in ATAP but could potentially connect with the QR network on Musselburgh Road.		Developer/CEC	Safeguarded in Plan
Inglis Green cycle link, new Water of Leith Bridge (T7)	Not in the draft ATAP 2023, but Intersects with off-road QR ID 773 . Safeguarded in proposed City Plan (ATSG 8).		Developer/CEC	Safeguarded in Plan

2. Transport Actions
a. Strategic transport actions

LDP ACTION - Strategic transport actions and safeguards	FURTHER DETAILS	FUNDING	OWNER	DELIVERY
Mcleod Street/Westfield Road (T7)	Partly in the draft ATAP 2023 - Future Network Plan West Approach Road. Safeguarded in proposed City Plan (ATSG 13).		Developer/CEC	Safeguarded in Plan
Westfield Road - City Centre (T7)	In draft ATAP - future network plan (23 on- road) West Approach Road and West Approach Road QR. Safeguarded in proposed City Plan (ATSG 24).		Developer/CEC	Safeguarded in Plan
Gordon Terrace - Robert Burns Drive link path (T7)	Not within draft ATAP but intersects with off-road Future Network Plan and Liberton Road Quiet Cycle Network. Safeguarded in proposed City Plan (ATSG 9 - alt name: Liberton - Robert Burns Drive link path).		Developer/CEC	Safeguarded in Plan
Barnton Avenue crossing (T7)	In draft ATAP - Quiet Route Silverknowes - Barnton Avenue path - new alignment for NCN. Safeguarded in proposed City Plan (ATSG 1).		Developer/CEC	Safeguarded in Plan
Family Network Link via Liberton Tower (T7)	In draft ATAP - QR on road and Future network plan (existing) through green belt land. Safeguarded in proposed City Plan (ATSG 20 - alt name: Quiet Route via Liberton Tower).		Developer/CEC	Safeguarded in Plan
Link to Blackford Glen Road (T7)	In draft ATAP - Quiet Route proposed on-road FID 695. Safeguarded in proposed City Plan (ATSG 19 - alt name: Quiet Route link to Blackford Glen).		Developer/CEC	Safeguarded in Plan
Astley Ainslie Hospital (T7)	This safeguard is now shown in City Plan 2030 as an active travel proposal related to development. Not in the draft ATAP but intersects with South Oswald Road QR 30 and Canaan Lane on-road QR.		Developer/CEC	To be delivered as part of development.
Pilrig Park - Pirrie Street (T7)	This safeguard is now shown in City Plan 2030 as an active travel proposal related to development. In draft ATAP QR 3 Henderson Street/Pirrie Road/ Pilrig Park.		Developer/CEC	ATAP/with development
Edinburgh Waterfront Promenade (T7)	Partly within draft ATAP - Western harbour route (existing as a path) is shown as a proposed QR and part of Future Network Plan		Developer/CEC	ATAP/with development
Morrison Crescent - Dalry Road (T7)	Not within draft ATAP but intersects with Future Network Plan and Dalry Town Centre ATInP 34/35. To be delivered as part of the development layout of Haymarket Goods Yards (19/02623/FUL under construction) – link creates between Dalry Road and Morrison Crescent.		Developer/CEC	To be delivered as part of development.
Off road alternative NCNR 75 (T7)	Within draft ATAP - QR Bonaly - Dalmahoy path shared path on disused rail alignment. Small section delivered as new path upgrade in open space in housing development HSG 37 Newmills Road (see also actions Removed from LDPAP 2023: TR-SA-HSG37-3 and TR-SA-HSG38-4).		Developer/CEC	ATAP/ partly being delivered as part of development.
To King's Buildings & Mayfield Road (T7)			Developer/CEC	Safeguarded in Plan
Lochend Powderhall (T7)	Within draft ATAP - QR and off-road future network plan. 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.		Developer/CEC	ATAP/Safeguarded in Plan
Ramped access from Canal to Yeoman Place (T7)			Developer/CEC	Safeguard in the Plan/ to be delivered as part of development.
New Street in Leith Docks (T14)	Route for extension of Ocean Drive to support port development.			

2a STRATEGIC TRANSPORT ACTIONS



- ACTIVE TRAVEL SAFEGUARDS (T7)
- TRAM ROUTE SAFEGUARDS (T1)
- RAIL SAFEGUARDS (T2, T3, T4)
- BUS SAFEGUARDS (T5 & T6)
- ROAD SAFEGUARDS (T14 & T15)

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 project status	Type	Owner	Estimated delivery date
WEST EDINBURGH TRANSPORT APPRAISAL (WETA)	TR-CZ-WETA-1	A8 North side missing link	New active travel route north of the A8 between Eastfield Road and Gogar roundabout following close to the carriageway but separate to the roadside.	£537,500	£774,000	Action included in West Edinburgh Transport Improvements Programme but also the potential to be delivered directly with development	Active Travel	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-2	Broxburn to Newbridge Roundabout bus lane	Broxburn to Newbridge public transport interventions (part of WETIP package being appraised)	£3,124,700	£4,499,568	Has been partly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-3	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane.	£64,100	£92,304	Temporary measure was in place via the Covid Bus Rapid Recovery Fund for this action.	Public Transport	CEC/ developers/WETIP Board	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	Bus Partnership Fund Strategy strategic appraisal to assess route options.	Public Transport and Active Travel	CEC/ developers/WETIP Board	2025/26
	TR-CZ-WETA-5	Cycle Connection from A8 along Eastfield Road into Airport	High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells	£481,500	£693,360	Action included in West Edinburgh Transport Improvements Programme	Active Travel	CEC/ developers/WETIP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-6	Development Link Road Main Street Carriageway	Main Street with bus route serving the development sites.	£5,634,900	£8,114,256		Roads	CEC/ developers/WET IP Board	2022/23
	TR-CZ-WETA-7	Dualling of Eastfield Road Phase 1	Eastfield Road to Airport	£1,802,900	£2,596,176		Roads	CEC/ developers/WET IP Board	2023/24
	TR-CZ-WETA-8	Dualling of Eastfield Road Phase 2	Eastfield Road (from dumbbells)	£1,143,000	£1,645,920		Roads	CEC/ developers/WET IP Board	2024/25
	TR-CZ-WETA-9	Dumbbells Roundabout Improvement (T8)	A8 Dumbbells includes: High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	£1,203,000	£1,732,320	Part of the WETIP package being appraised.	Roads	CEC/ developers/WET IP Board	2023/24
	TR-CZ-WETA-10	Dumbbells westbound off slip		£865,200	£1,245,888		Roads	CEC/ developers/WET IP Board	2023/24
	TR-CZ-WETA-11	Gogar to Maybury additional eastbound traffic lane		£20,833,300	£29,999,952	Initial concept design, further study being carried out to understand impact of this on segregated cycle lane.	Roads	CEC/ developers/WET IP Board	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 project 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	Wider intervention for active travel. Part of the WETIP package being appraised.	£458,200	£659,808		Active Travel	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-13	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	Anticipated that this will be progressed with the redesign of Maybury Junction (T16) (see separate action TR-CZ-MB-3). Cost elements to be attributed to relevant developments as per CZs.	£110,000	£158,400	Likely to progress in parallel with other actions (such as WETIP) looking holistically at the Gogar - Maybury corridor.	Active Travel	CEC/ developers/WETIP Board	2024
	TR-CZ-WETA-14	Improved Station Road/A8 bridge access for cyclists	Possibility to replace bridge by signal crossing, being investigated.	£440,800	£634,752	Part of the WETIP package being appraised.	Active Travel	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-15	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)	Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston.	£317,600	£457,344	Part of the WETIP package being appraised.	Active Travel	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-16	Kilpunt Park and Ride		£5,500,000	£7,920,000	Part of the WETIP package being appraised.	Public Transport	CEC/ developers/WETIP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-17	Link Road Part 1 Dual Carriageway (T9)	Part of Gogar Link Road	£6,301,000	£9,073,440		Roads	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-18	Link Road Part 2 Single Carriageway	Part of Gogar Link Road	£2,813,900	£4,052,016		Roads	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-19	Link Road Segregated cycle route	Part of Gogar Link Road	£1,115,000	£1,605,600		Roads	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-20	Maybury Road Approach to Maybury Junction	<p>Anticipated that this will be progressed with the redesign of Maybury Junction (T16) (see separate action TR-CZ-MB-3) and the Maybury Road feasibility study. Also to be considered as part of the strategic appraisal of the Orbital Bus (in proposed City Plan 2030) route as part of the Bus Partnership Fund.</p> <p>Cost elements to be attributed to relevant developments as per CZs.</p>	£2,140,400	£3,082,176	Likely to progress in parallel with other actions (such as WETIP) looking holistically at the Gogar - Maybury corridor.	Public Transport	CEC/ developers/WETIP Board	2024+

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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-21	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury	Intelligent traffic signal interventions at roundabout at Gogar (R5).	£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/ developers/WETIP Board	2021/22
	TR-CZ-WETA-22	New Tram Stop		£1,000,000	£1,440,000		Public Transport	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-23	Newbridge additional lane from M9 onto A8 (T12)		£581,300	£837,072		Roads	CEC/ developers/WETIP Board	2021/22
	TR-CZ-WETA-24	Station Road to Newbridge Interchange bus lane		£1,112,700	£1,602,288		Public Transport	CEC/ developers/WETIP Board	2022/23
	TR-CZ-WETA-25	Upgraded Bus interchange facility at Ingliston P+R	To be appraised as part of WETIP. Potentially to be superseded by bus interchange improvements at Edinburgh Gateway. (proposal in Proposed City Plan 2030)	£3,000,000	£4,320,000		Public Transport	CEC/ developers/WETIP Board	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 project status	Type	Owner	Estimated delivery date
	TR-CZ-WETA-26	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		£2,567,700	£3,697,488	Being appraised as part of WETIP Core Package.	Public Transport	CEC/ developers/WETIP Board	2026/27
	TR-CZ-WETA-27	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	Required to facilitate access the Gogar Link Road	£1,699,200	£2,446,848		Roads	CEC/ developers/WETIP Board	2021/22
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 project 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-STJ-1	Various A720 junctions (Calder, Hermiston, Straiton)	Edinburgh & South East Scotland City Region Deal	TBC	TBC	TBC - ESES CRD Commitment		ESES partners/Transport Scotland	By end of City Region Deal timescale
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 elements of this are in scope of Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Traffic Signals	CEC	2026/2027

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 project status	Type	Owner	Estimated delivery date
	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
Maybury/Barnton TCZ contin.	TR-CZ-MB-3	Maybury Road Approach to Maybury Junction	A design was drawn up to improve Maybury Junction ready for the various developments. Design now likely to be superseded to integrate with WETIP improvements which may include designs 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	No longer progressing within the scope of the Barnton junction project (including actions associated with Maybury and Cammo sites). Likely to progress in parallel with other actions (such as WETIP) looking holistically at the Gogar - Maybury corridor.	Junctions	CEC	2024+

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 project status	Type	Owner	Estimated delivery date
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 design being progressed, wtih concept designs produced Autumn 2022, as part of the Walk, Wheel, Cycle Burdiehouse project.	Traffic Signals	CEC	2024/25
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

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 project status	Type	Owner	Estimated delivery date
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 / 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	Signal design complete. Carriageway resurfacing (Spring 23) will put in ducting and prepare for the junction upgrade. Further discussions required regarding stopping up orders side roads are on-going.	Junctions	CEC	2022/23

2. Transport Actions

b. Transport Contribution Zones

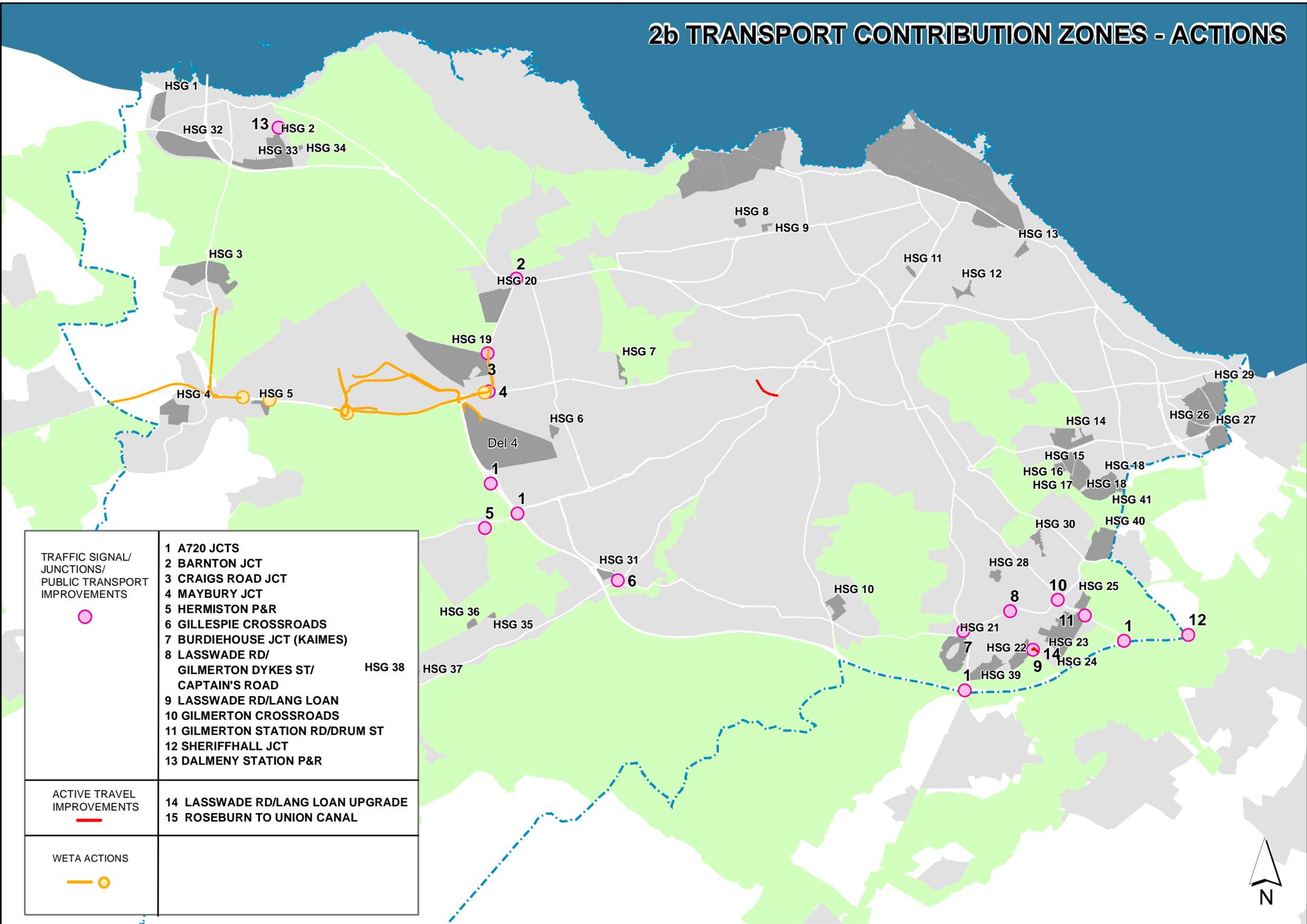
LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline construction cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner	Estimated delivery date
Sheriffhall Junction TCZ	TR-CZ-SHJ-1	Sheriffhall Junction (T13).	Grade separation of existing roundabout 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 project 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	Calder Roundabout is within Council's responsibility, full refurbishment & MOVA required, awaiting funding to design and take forward.	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	2023/24
Hermiston Park & Ride TCZ	TR-CZ-HPR-X	Hermiston Park & Ride	Extension to Hermiston Park & Ride. There is planning permission for the extension. Hermiston Park and Ride is within the A71 corridor that is within scope of a Strategic Appraisal for the Scottish Government's Bus Partnership Fund (BPF).	£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

2b TRANSPORT CONTRIBUTION ZONES - ACTIONS



<p>TRAFFIC SIGNAL/ JUNCTIONS/ PUBLIC TRANSPORT IMPROVEMENTS</p> 	<p>1 A720 JCTS 2 BARTON JCT 3 CRAIGS ROAD JCT 4 MAYBURY JCT 5 HERMISTON P&R 6 GILLESPIE CROSSROADS 7 BURDIEHOUSE JCT (KAIMES) 8 LASSWADE RD/ GILMERTON DYKES ST/ CAPTAIN'S ROAD 9 LASSWADE RD/LANG LOAN 10 GILMERTON CROSSROADS 11 GILMERTON STATION RD/DRUM ST 12 SHERIFFHALL JCT 13 DALMENY STATION P&R</p>
<p>ACTIVE TRAVEL IMPROVEMENTS</p> 	<p>14 LASSWADE RD/LANG LOAN UPGRADE 15 ROSEBURN TO UNION CANAL</p>
<p>WETA ACTIONS</p> 	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
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	HSG 5 Hillwood	Transport requirements to be established through cumulative transport appraisal and planning permission.	£0	£0		TBC	CEC	2025/26
HSG 7	TR-SA-HSG7-1	HSG 7 Edinburgh Zoo	Transport requirements to be established through cumulative transport appraisal and planning permission.				TBC	CEC	

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 12 Lochend Butterfly						12/03574/FUL; 11/01708/FUL Development completed.			
	TR-SA-HSG12-1	B. At-grade link to Moray Park Terrace.	This was done as part of the application, however, improved external connections are required.			£45,000 secured in legal agreement towards improvements to public transport and footways in the vicinity of the development. Action included in scope of Lochend/Easter Road Walking/Wheeling/Cycle Improvements projects. Concept designs and updated cost estimates produced end 2022.	Active Travel	CEC	2023+
	TR-SA-HSG12-1	D. Car club spaces	Contribution for provision of 6 car club spaces. (£34,500) and TRO for disabled parking (£2,500)	£37,000		12/03574/FUL legal agreement: car club and TRO for disabled parking	Parking	CEC	2023+
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.			2027/28
	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	Develo per	2027/28

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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. Crossing facilities on Turnhouse Road installed.	Active Travel	Develo per	2023
	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. Awaiting design of Maybury junction - likely to be delivered as part of a holistic corridor design.	Active Travel	CEC	2027/28
	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	Develo per/CE C	2027/28

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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). Under construction.	Active Travel	Develo per	2027/28
	TR-SA-HSG19-8	TRO for lower speed limit along Turnhouse Road	Coordinated by Development Control Team.	£2,000	£2,450	Financial contribution agreed.	Roads Safety	CEC	2027/28
HSG 20 CAMMO									
						18/01755/FUL s.75 signed.			2026/27
	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.	Public Transport	CEC	2026/27
	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, off-site connections to be included in scope of Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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 Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27
	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	2026/27
	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 Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27
	TR-SA-HSG20-8	Pedestrian /cycle connections to East of site.	Pedestrian crossing facilites 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; toucan crossing installed but not yet operational.	Active Travel	Develo per	Partially complete. Junctions at north and south of the site were installed in 2020/21;

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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 Barnton Junction project. Option development and public and stakeholder engagement to continue in 2023.	Active Travel	CEC	2026/27
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			2023/24
	TR-SA-HSG21-2	Cycle path at Broomhills - Connection between Dunkier Way and Broomhills Road.	Improvements for connection between Broomhills Road and the farm track: Connection to existing informal path at Dunnikier Way/ Broomhills Road.	£150,000		Not funded through signed s.75. Connection to existing informal path at Dunnikier Way/ Broomhills Road to be taken forward for development as per deliverables and scope of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/24
	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.	£50,000	£61,250	Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/24
	TR-SA-HSG21-4	Pedestrian/cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road)							

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG21-4	A. Pedestrian/cycle Crossings	Upgrade pedestrian crossings to 2x new two stage crossings over A701 at Greenwell Wynd has been delivered by RCC. However, it will be upgraded to a toucan crossing when the streetscape improvements are made - TR-SA-HSG21-6.	£80,000	£98,000	Part delivered as integral part of development/RCC. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	Develo per/CE C	2023/24
	TR-SA-HSG21-4	B. Pedestrian/cycle way from development/Old Burdiehouse Road to Burdiehouse Road	Short section of new path (10m) and path widening to 4m (30m). New path (30m) to link from crossing to site (may require land preparation and acquisition).	£100,000	£122,500	New path is not funded through signed s.75. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/24
	TR-SA-HSG21-4	C. Improvements to connections between Burdiehouse Road bus stop and Burdiehouse Terrace.	Widen existing path to 4m (100m) from Burdiehouse Terrace to bus stop at A701.			Potential to be within scope of 'Walk, Wheel, Cycle Burdiehouse' or within scope of TR-SA-HSG21-6	Active Travel	CEC	2023/24
	TR-SA-HSG21-5	Link to Old Burdiehouse Road from development	Paths within development that link to external connections of TR-SA-HSG21-4 (B)	£0	£0	To be delivered as integral part of development. Concept design developed for complaint path.	Active Travel	Develo per/CE C	2023/24
	TR-SA-HSG21-6	Street Improvements to Burdiehouse Road	Provision of pedestrian improvements such as new footway and improved crossings, safe high quality cycling infrastructure. Associated SuDS features and landscaping improvements to be scoped and developed.	£1,300,000	£1,592,500	Not funded through signed s.75. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active travel/Roads Safety	CEC	2023/24
	TR-SA-HSG21-7	Upgrade Bus Stops on Burdiehouse Road		£0	£0	Upgrades and location of bus stops will be addressed as part of TR-SA-HSG21-6 streetscape improvements. To date, two new bus shelters have been provided in 2016.	Public Transport/Active Travel	CEC	2023/24 / part completed.

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 22 BURDIEHOUSE						10/01185/PPP 14/04880/FUL			Housing construction completed.
	TR-SA-HSG22-1	Bus infrastructure improvements	Upgrade Bus Stops on Burdiehouse Rd and Frogston Rd East.			To be delivered within the scope of the streetscape improvements 'Walk, Wheel, Cycle Burdiehouse' or within scope of TR-SA-HSG21-6	Public Transport	CEC	2023/2024+
	TR-SA-HSG22-3	Cycleway connections off-site (A720 underpass - Burdiehouse Burn path link)	Four parts to deliver various off-site multi user path connections to link the site with path networks in Midlothian via Straiton Pond. Forms part of strategic green network between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straiton. Links to TR-SA-EBH-3	£200,000	£245,000	Not funded through signed s.75. Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.	Active Travel	CEC	2023/2024+
	TR-SA-HSG22-3	A. Off-site connections along Lang Loan	Shared use path along Lang Loan			To be delivered by RCC of East of Burdiehouse development (see TR-SA-EBH-3 below). Designs in signed RCC (May 2022) for East of Burdiehouse site shows a footpath along Lang Loan until the crossing point (B below) but not wide enough for shared use.			2023/2024+
	TR-SA-HSG22-3	B. Lang Loan crossing.	D island crossing on Lang Loan - relates to delivery by developer of path along Lang Loan (see - TR-SA-EBH-3).			Concept designs and updated cost estimates produced Autumn 2022. Proceeding as part of Walk, Wheel, Cycle Burdiehouse project.			2023/2024+

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG22-3	C. New path surface upgrade and path construction 3.5m to underpass of A720.	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. NB this is not crossing the underpass at Straiton Junction - improvements to that junction is a Transport Scotland/Midlothian project and TR-SA-HSG21-6 can allow for its continuation and integration in these improvements, as appropriate.			Within scope of 'Wheel, walk, cycle Burdiehouse'. Route options across field have been investigated, most suitable for direct access is to upgrade existing path to the west, connecting to D-island crossing of Lang Loan.			2023/2024+
	TR-SA-HSG22-3	D. Street improvements and pedestrian crossing on Burdiehouse Road.	Within scope of 'Walk, wheel, cycle Burdiehouse.' Link to TR-SA-HSG21-6			Within scope of 'Wheel, walk, cycle Burdiehouse'			2023/2024+
	TR-SA-HSG22-4	New access point and shared use path to Murrays	20m to link to existing path (land ownership of greenspace for 10m of path). Initial design scope allows for the addition of future infrastructure to allow the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays.	£50,000	£61,250	Not funded through signed s.75. Concept designs and updated cost estimates prepared Autumn 2022. Requies land/access acquisition. Within scope of Walk, Wheel, Cycle Burdiehouse.	Active Travel	CEC	2023/2024+

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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.	£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	2023/24
	TR-SA-EBH-3	Provide high quality pedestrian/cycle connections outwith the site	<p>1. Link to Straiton Ponds - to be delivered by the RCC to adoptable standard (signed RCC is for pedestrian path on Lang Loan).</p> <p>2. Link to the Murrays (103m) - to be delivered as integrated road layout of the development layout and connection via new connection (see TR-SA-HSG22-4).</p> <p>3. Link to Burdiehouse Burn/Bus Stop (594m) to delivered by RCC (4m asphalt cycle path)</p>	£0	£0	<p>1. RCC plans (approved May 2022) and in legal agreement wording for developer to deliver. However, RCC is for a 2m wide footpath only along Lang Loan.</p> <p>2. To be directly delivered by the street layout.</p> <p>3. To be delivered directly by the developer.</p>	Active Travel	Developer	2023/24
	TR-SA-EBH-4	Provide high quality pedestrian/cycle routes through the site to connect eastwards to HSG 39.	Link to North of Lang Loan (HSG 39) and Gilmerton. Connecting development and neighbouring residential areas (ie from Jane Smeal Cres to Dameselfly Road). Continue active travel route delivered up to its boundary with a connection across third party land.	£295,260	£361,694	£151,538 secured in legal agreement for 'Provision of pedestrian and cycle routes to the east of the Development'	Active Travel	Developer/CEC	2023/24

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 23 GILMERTON DYKES ROAD						14/01446/FUL. Signed S75.			Housing constructed.
	TR-SA-HSG23-2	Cycle path from Lasswade Road to HSG 23 and HSG 24	Cycle link 500m – Gilmerton Road to Lasswade Road.	£0	£0	Part delivered as integral part of development. A path link has been delivered within HSG23 as part of its open space. However, path connections to adjacent development HSG 24 has not been made as yet and this is required to complete this connection. This is a requirement of the HSG24 Gilmerton Station Road Masterplan (16_03299_AMC) and the connection paths are shown in adopted footpaths on the adoption plan in 18/02540/AMC.	Active Travel	Develo per s.75	Part delivered.
	TR-SA-HSG23-4	New footway along Gilmerton Dykes Road	500m Footway on South-Eastern side of the road.	£0	£0	Part delivered as integral part of development. Delivered only in front of development. Not part of layout of HSG 24 (below) 18/02540/AMC although layout masterplan shows footpath connections from HSG 24 onto Gilmerton Dykes Road.	Active Travel	Develo per 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	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 24 GILMERTON STATION ROAD						Under Construction. Planning permission granted for 14/01649/PPP and the following application for matters specified in conditions: 16/04382/AMC 16/03299/AMC 17/04164/AMC 18/02540/AMC 21/06680/AMC - Phase 4			2025/26 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 crossing and path connection to the former railway path. Exact location to be determined - this is one of two crossings to be delivered on Gilmerton Station Road. This one relates to a crossing somewhere mid-way or towards the Lasswade Road junction. Ramps up or down to the railway path may be needed.	£57,500	£70,438	No funding secured for this crossing.	Active Travel	CEC	2025/26
	TR-SA-HSG24-4	1. Drum Street Pedestrian & Cycle crossing	1. Toucan crossing and shared use footway. See also TR-SA-HSG25-5 The Drum HSG 25 action.	£0	£0	1. Not yet delivered - potentially delivered as part of Gilmerton Station Road and Drum Street junction upgrade and parking strategy.	Active Travel	Develo per	2025/26
	TR-SA-HSG24-4	2. Path through site to multi-user path to Straiton	2. Part of first phase of development.			2. To be delivered as integral part of development and crossing points to the Straiton multi-user path relates to actions: TR-SA-HSG24-3 and TR-SA-HSG24-6		Develo per	2025/26

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG24-5	New footway along Gilmerton Station Rd		£112,400	£137,690	£122,400 secured in signed s.75. AMC for Phase 4 to deliver a seciton, and new application for the site on corner of Gilmerton Station Road and Lasswade Road (22/02912/FUL) if approved, will complete the path along Gilmerton Station Road.	Active Travel	CEC/D evelope r	2025/26
	TR-SA-HSG24-6	Pedestrian crossing facilities on Gilmerton Rd		£15,000	£18,825	£15,000 secured in signed s.75. Potentially delivered as part of development to the south of Gilmerton Station Road - toucan crossing conditioned in 19/02122/PPP	Active Travel	CEC/D evelope r	2025/26
	TR-SA-HSG24-8	Upgrade bus stops Gilmerton Road	Upgrade of bus stop infrastructure.	£9,290	£11,659	£9,290 secured in signed s.75	Public Transport	CEC	2025/26
HSG 25 THE DRUM						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) via Ferniehill Drive (B701) - exact route to be established.	£250,000	£306,250	Not funded through signed s.75. Potential to form part of the cycle network in the Active Travel Action Plan.	Active Travel	CEC	2022/2023+

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG25-3	Cycle link - Gilmerton Road to Lasswade Road	Path (1000m).	£250,000	£306,250	This action has been delivered in part through development layout to HSG 24 Gilmerton Station Road (a shared use pathway runs on the southern development edge) with later phases expected to complete this – see also TR-SA-HSG24-5 above.	Active Travel	Develo per	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.	£20,000	£24,500	Legal agreement secured £15,000 for footpath links from Drum through open space to Candlemakers Park, and £4,000 for TRO. May require land purchase to deliver. Current development layout levels and landscaping as constructed does not facilitate the creation of this route as was planned for in LDP and will require feasibility study to look at route options.	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. Currently only a D-island on this stretch. Links to TR-CZ-GS-1 Gilmerton Station Rd / Drum Street Junction upgrade and access and parking strategy and TR-SA-HSG24-4 Drum Street Pedestrian & Cycle crossing	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+

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 39 NORTH OF LANG LOAN						14/05145/PPP signed s.75 17/02494/AMC S.75 under construction			2022/23
	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. A new bus stop has re-sited on Lasswade Road. There are dropped kerbs as part of the new pavement delivered on Lasswade Road, but no crossing at this location linking to Gilmerton Dykes Road / bus stop on other side of the road.	Public Transport	CEC	2022/23 Part completed
	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 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links.	£0	£0	1. Connection to the Murrays - legal agreement secures this to be delivered as integral part of layout and link constructed by developer once Council has secured legal rights over third party land (this has still to be progressed). 2. Connection to HSG23 on Gilmerton Dykes Road - crossing Lasswade Road to Quiet Route along Gilmerton Dykes Road - dropped kerbs only delivered, no crossing to fit desire line (see also action TR-SA-HSG39-2 re access to bus stops on Lasswade Road).	Active Travel	Developer/CEC	2022/23+

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG39-4	New footway	2. New footway/cycleway along south frontage boundary with Lang Loan to provide potential in the future to connect with links to the west.			<p>PPP planning application shows this to be delivered as integral part of development secured through s.75 and planning condition(s).</p> <p>Short section of footway has been delivered west from the Lasswade Road/Lang Loan junction. Pumping station on Lang Loan prohibits footpath to continue in this location. An active travel route has been delivered as a central spine in the development layout, with paths up to site's western boundary for future connections to East of Burdiehouse (The Limes) see action TR-SA-EBH-4.</p> <p>Feasibility study will have to establish if continuous footpath can be delivered in the future as part of any changes to Lang Loan.</p>	Active Travel	CEC	2022/23+
	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.

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 26 NEWCRAIGHALL NORTH						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	Develo per s.75	
HSG 27 NEWCRAIGHALL EAST						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	Develo per s.75	2022/23+
HSG 28 ELLEN'S GLEN ROAD						No permissions or s.75s yet issued.			
	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	Develo per/CE C	
	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	Develo per	

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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	Develo per	
	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	Develo per	
	TR-SA-HSG28-6	Widening and upgrade of existing footway along Ellen's Glen Road		£0	£0		Active Travel	Develo per	
HSG 29 BRUNSTANE						16/04122/PPP s.75 signed 2020 22/03945/AMC and 22/03946/AMC awaiting assessment.			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+
	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	Develo per 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.	Junction s	Develo per s.75	2027+

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG29-5	New junction with Newcraighall Road	Provide new signalised junction with Newcraighall Road.	£0	£0	To be delivered as integral part of development layout secured by s.75.	Junctions	Develo per 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+
	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	Develo per 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	Develo per 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+

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LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG29-12	Upgrade existing bus stops on Milton Road East and Newcraighall Road	Essential to route bus services through site (consider section(s) of 'bus only' roads).	£0	£0	To be delivered as integral part of development secured through s.75.	Public Transport	Develo per s.75	2027+
HSG 30 MOREDUNVALE ROAD						Site allocated, but no planning permissions submitted or issued. 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	Develo per/ CEC	2027+
HSG 31 CURRIEMUIREND						Site allocated, but no planning permissions submitted or issued. Transport requirements to be established through cumulative transport appraisal and planning permission.			2027+
HSG 32 BUILYEON ROAD						16/01797/PPP and s.75 signed June 2021.			
	TR-SA-HSG32-3	Builyeon Road East/West Works Builyeon Road: New footway and cycle path along frontage of site	Development of segregated cycleway and/or shared use footway (approx 975m) along both the new road and the remaining sections of the A904 Builyeon Road. Potential for bus priority measures.	£200,000	£245,000	New road to be delivered as an integral part of road layout of new development. Tie in with action below (TR-SA-HSG32-4).	Active Travel	Develo per/ CEC	2024/25

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c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG32-4	Buileyon Road East/West Works Buileyon Road: Street design and upgrade links	Changing the character of former alignment of Buileyon Road (A904), developing it as a high quality pedestrian/cycle route and linear park, realignment and provision of high quality crossings through Echline Junction. Continuation via external links from site to provide high quality pedestrian/cycle routes towards Dalmeny Station, high school, Ferrymuir retail park and town centre.	£900,000	£1,102,500	East/West Works with financial contribution secured in s.75. Concept designs and updated cost estimates produced autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	Active Travel	Develo per/CEC	2027
	TR-SA-HSG32-5	Bus Improvement Works Upgrade existing bus infrastructure	Additional bus capacity needed and support commercial operation. Increased frequency of direct city centre service and also to key local facilities, to achieve public transport mode share. Upgrade of the existing facilities and provision of new high quality bus stops on remaining Buileyon Road.	£400,000	£490,000	Bus Improvement Works financial contribution secured in s.75. Bus route and stops being delivered into the new link road as shown in RCC drawings. Potential for location of bus infrastrucutre on Buileyon Road (other than in 'civic' area within development site) to be addressed in action TR-SA-HSG32-4 Buileyon Road East/West Works Buileyon Road and/or through future AMC detailed layouts. Street design and upgrade links and in the scope of Queensferry Walking, Wheeling, Cycling Improvements project.	Public Transport	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. To be delivered as part of site layout.			To be determined through AMC detailed site layout. Queensferry Walking and Cycling Improvements Project will ensure tie in with these connections.	Active Travel	Develo per/CEC	2027

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	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, as a minimum, new Toucan crossings and upgrading of the existing crossings to Toucan crossings.	£750,000	£918,750	Echline Junction & East contribution financial contribution secured in s.75 Concept designs and updated cost estimates to be produced by autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	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 or cycle segregation. Provision of, as a minimum, Toucan crossing on Kirkliston Road (B907) at it junction with Ferrymuir Lane. The continuation of this infrastrucutre to Dalmeny is through HSG 33 actions.	£318,250	£389,856	Echline Junction & East contribution financial contribution secured in s.75. Concept designs and updated cost estimates to be produced by autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2027

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	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	Former Builyeon Road alignment to be developed as pedestrian/ cycle route and linear park, enabling links to existing paths in the Echline housing estate e.g. footpath at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park). Tarmac resurface of 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/Hopetoun Road. 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.	£800,000	£980,000	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Builyeon Road action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates produced autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project. Confirmation of paths upgrades required to clarify extent of scope.	Active Travel	CEC	2027
	TR-SA-HSG32-12	TRO Builyeon Road	Implement and physical measures for reduced speed limit (20MPH) on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904) - see TR-SA-HSG32-4 action above. 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 towards TRO in legal agreement. Existing alignment conversion is part of Queensferry Walking, Wheeling and Cycling Improvements project. Concept designs and updated cost estimates produced autumn 2022. TRO to be coordinated through the same traffic order/redetermination order required for action TR-SA-HSG32-4 (Queensferry Walking, Wheeling and Cycling Improvements Project).	Active Travel	CEC	2027

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 33 SOUTH SCOTSTOUN						16/06280/FUL; s.75 signed. Under construction.			
	TR-SA-HSG33-2	Traffic Calming on Scotstoun Ave	Appropriate traffic calming measures for Scotstoun Avenue to be installed as first part of improvements. Cycle route along Scotstoun Avenue as part of route from HSG32 will fully deliver outcome.	£150,000	£183,750	Road safety team to deliver initial traffic calming and pedestrian improvements in 2023. Cycle improvements will be delivered as part of TR-SA-HSG32-9 - Echline Junction and East Works.	Roads Safety	CEC	2026/27
	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	£42,452 secured in s.75. Concept designs and updated cost estimates produced Autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2026/27
	TR-SA-HSG33-4	A: Bus infrastructure - service capacity	Increased frequency of direct city centre service and also to key local facilities, to acheive Public Transport mode share.	£318,500	£390,163	£245,000 secured through s.75.	Public Transport	CEC	2026/27
	TR-SA-HSG33-4	B: Bus infrastructure - provide new facilities on internal roads	The upgrade of four bus stops on Scotstoun Avenue to provide the following facilities: the provision of new shelters and associated improvement works to surrounding public footway.	£80,000	£98,000	£73,500 secured in s.75. Relates to, and will be delivered with traffic calming on Scotsoun Avenue TR-SA-HSG33-2 and cycle infrastructure from HSG 32 (see TR-SA-HSG32-9 - Echline Junction and East Works). To be delivered through Queensferry walking, wheeling and cycling improvements project.		Develo per s.75	2026/27

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG33-5	Road Crossing	Single stage Toucan crossing of B800 to retail site path	£30,000	£36,750	£30,000 secured in s.75. Concept designs and updated cost estimates produced Autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.	Active Travel	Develo per s.75	2026/27
	TR-SA-HSG33-6	Give due consideration to the opportunity to change the character of the B800 through street design.	Reconfiguring the entrance junction, including raised junction and tightening of the radii. Shared path along the east side of the B800, approximately 400m. 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. Pedestrian/ cycle crossings of the B907 at the junction with Lovers Lane/Scotstoun Avenue.	£454,000	£556,150	£556,150 secured through s.75. Concept designs and updated cost estimates produced Autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.	Active Travel	CEC	2026/27
	TR-SA-HSG33-7	High quality pedestrian/cycle routes through site	Linking to suitable exit points around site boundary, particularly to north-east corner to connect with existing route to station and Edinburgh and with South Scotstoun. Including new diverted 3.5m shared use path for NCN 1 into the Agilent site, or resurfacing where necessary (450m).	£40,000	£49,000	£70,000 secured through s.75 for this and action below. Connection into Agilent site completed.	Active Travel	Develo per s.75	2026/27
	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	£70,000 secured through s.75 for this and action above (TR-SA-HGS33-7).	Active Travel	CEC	2026/27

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 36 CURRIEHILL ROAD						16/01515/FUL. S.75 signed. Construction completed.			Construction completed.
	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	
	TR-SA-HSG36-5	Provide additional cycle parking at Curriehill Station		£1,000	£1,225	£500 secured in s.75	Active Travel	CEC	
HSG 37 NEWMILLS, BALERNO						15/05100/FUL. S.75 signed.			All remaining units completed in 2022.
	TR-SA-HSG37-2	Bus infrastructure	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site. Need for bus stop facilities to be confirmed in context of wider bus corridor work.	£0	£0	Secured by s.75 agreement	Public Transport	Develo per s.75	2022/23+
	TR-SA-HSG37-7	Provide additional cycle parking at Curriehill Station		£0	£0	£500 secured in s.75	Active Travel	CEC	2022/23+
	TR-SA-HSG37-8	Provide extended car park at Curriehill Station		£0	£0	£28,340 financial contribution secured by signed s.75	Roads	CEC	2022/23+

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
	TR-SA-HSG37-9	Upgrade cycle routes between Newmills Road and Curriehill Station	Detailed route to be confirmed and established through feasibility work. (Current cost is based on alternative route using NCN75, including toucan crossing of A70 and ramp to NCN75, and/or to reopen tunnel mouth to link with NCN75). Links to TR-SA-HSG38-6	£250,000	£306,250	£32,000 secured through s.75 agreement for upgrading cycle routes to Currie Station.	Active Travel	CEC	2022/23+
HSG 38 RAVELRIG ROAD						14/02806/PPP 16/05744/AMC; s.75 signed. Underway.			HLACP 22 estimates all units completed in year 22/23.
	TR-SA-HSG38-3	Improved pedestrian/cycle crossing facilities on A70 and Ravelrig Road	Layout to be determined, but to incorporate appropriate dropped kerb and tactile paving arrangements to current standards. Cost is for 6 x dropped kerbs.	£1,500	£1,838	Not funded through signed s.75.	Active Travel	CEC	2022/23+
	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 including: 1. New 3.5m shared use path along the northern boundary of the site, approximately 500m	£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Develo per	2022/23+
	TR-SA-HSG38-6	Upgrade cycle routes between site and Curriehill Station	Detailed route to be confirmed. Focus on Dalmahoy Crescent and link to TR-SA-HSG37-9 Curriehill Castle Drive/Currievale Drive.	£420,000	£514,500	£55,040 (indexed) secured for Curriehill Station improvements which address extension of car park and cycle parking.	Active Travel	CEC	2022/23+

2. Transport Actions

c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 40 SOUTH EAST WEDGE - EDMONSTONE						14/01057/PPP granted. 21/06751/AMC granted July 2022. 21/05968/AMC May 2022.			
	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	Develo per	2027+
	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 (Old Dalkeith Road with Ferniehill Road).	£550,000	£673,750	Not funded by signed s.75.	Active Travel	CEC	2027+
	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	Develo per/CE C	2027+

2. Transport Actions

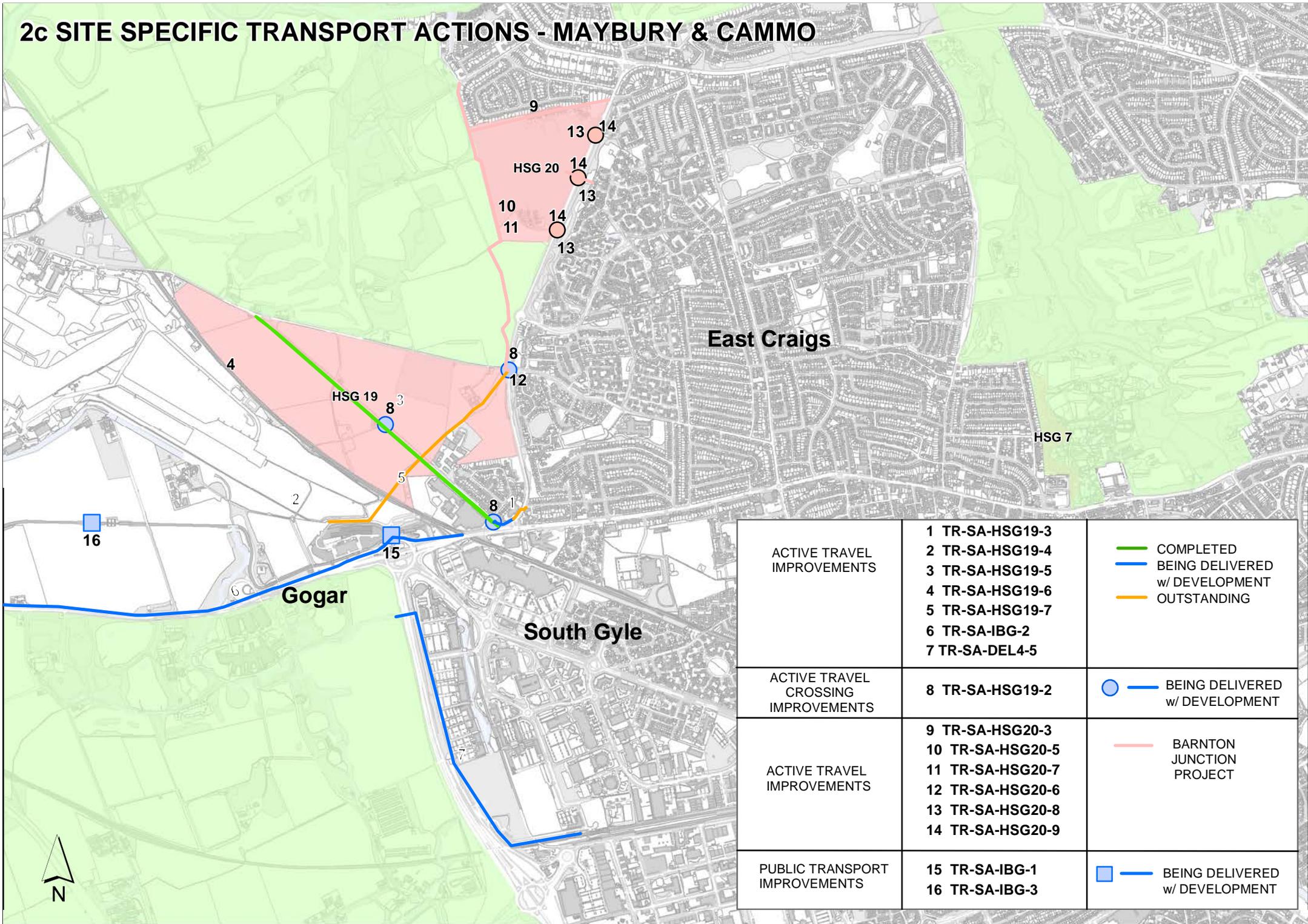
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
HSG 41 SOUTH EAST WEDGE NORTH - THE WISP						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) (Emp 6)						No permissions or s.75s yet issued This site is part of wider West Edinburgh plans in forthcoming City Plan.			
	TR-SA-IBG-1	Bus only access via Edinburgh Gateway Station, tram interchange	Potential relationship to West Edinburgh Transport Contribution Zone actions.	£0	£0		Public Transport	CEC/ Develo per	
	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 This site is part of wider West Edinburgh plans in forthcoming City Plan.	Active Travel	CEC/ Develo per	
	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 This site is part of wider West Edinburgh plans in forthcoming City Plan.	Public Transport	CEC/ Develo per	
	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	CEC/ Develo per	

2. Transport Actions
c. Site specific actions

LDP SITE	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and project status updates	Type	Owner	Estimated delivery date
DEL 4 EDINBURGH PARK/SOUTH GYLE						13/04966/PPP, 14/03098/AMC for part of site. 20/02068/FUL minded to grant subject to legal agreement.			
	TR-SA-DEL4-2	Note – also required to contribute to Gogar roundabout.						CEC	2027+
	TR-SA-DEL4-3	Adoptable roads to be brought up to standard		£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Roads Safety	Develo per	2027+
	TR-SA-DEL4-4	Bus infrastructure - provide new facilities on internal roads		£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Public Transport	CEC	2027+
	TR-SA-DEL4-5	Edinburgh Park - Gogarburn pedestrian cycle link	Paths (1650m)	£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Active Travel	CEC/ Develo per	2027+
	TR-SA-DEL4-6	Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station		£0	£0	To be delivered as integral part of development and/or to be secured through s.75	Parking	Develo per	2027+
	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	To be delivered as integral part of development and/or to be secured through s.75	Active Travel	Develo per	2027+

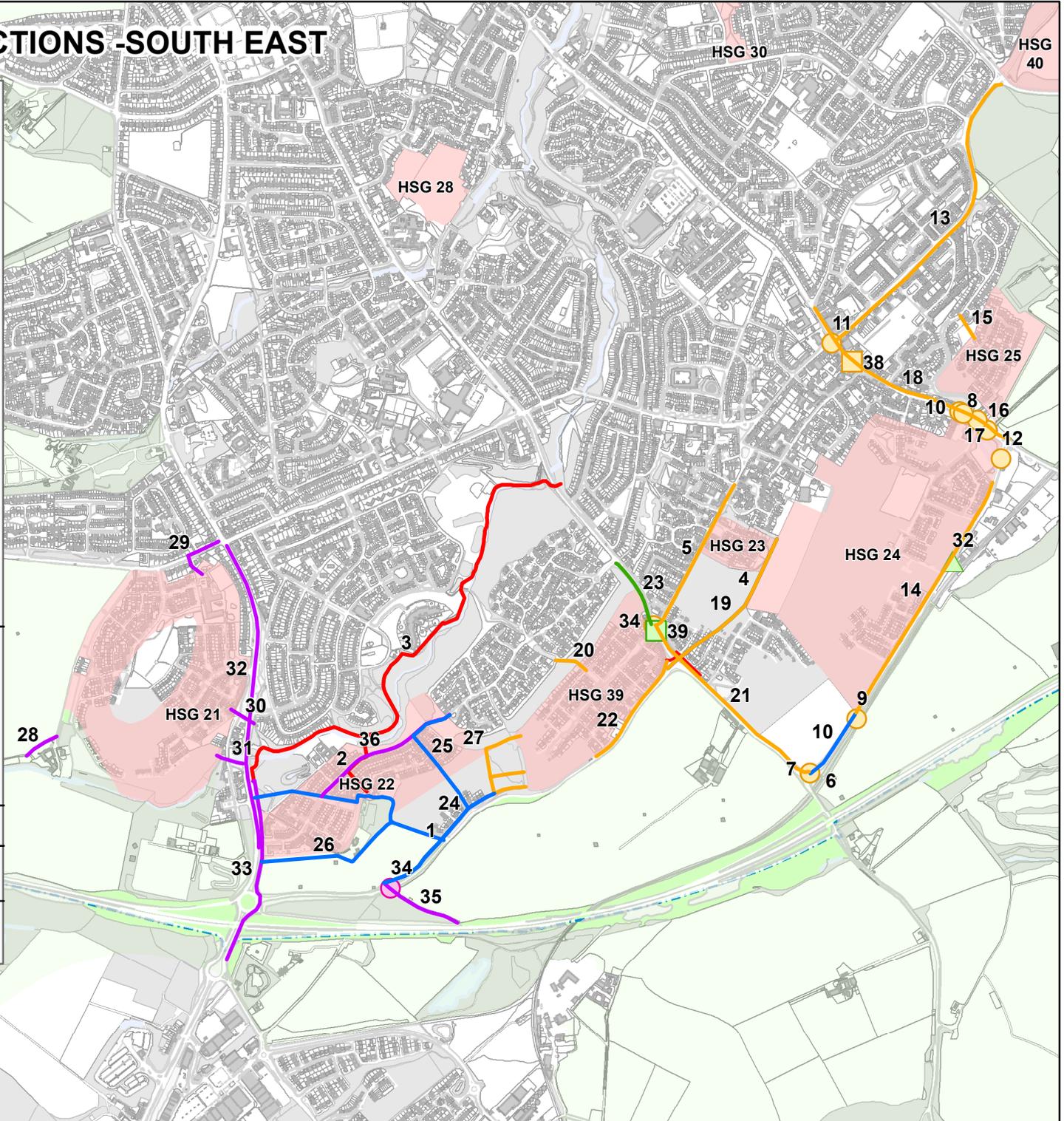
2c SITE SPECIFIC TRANSPORT ACTIONS - MAYBURY & CAMMO



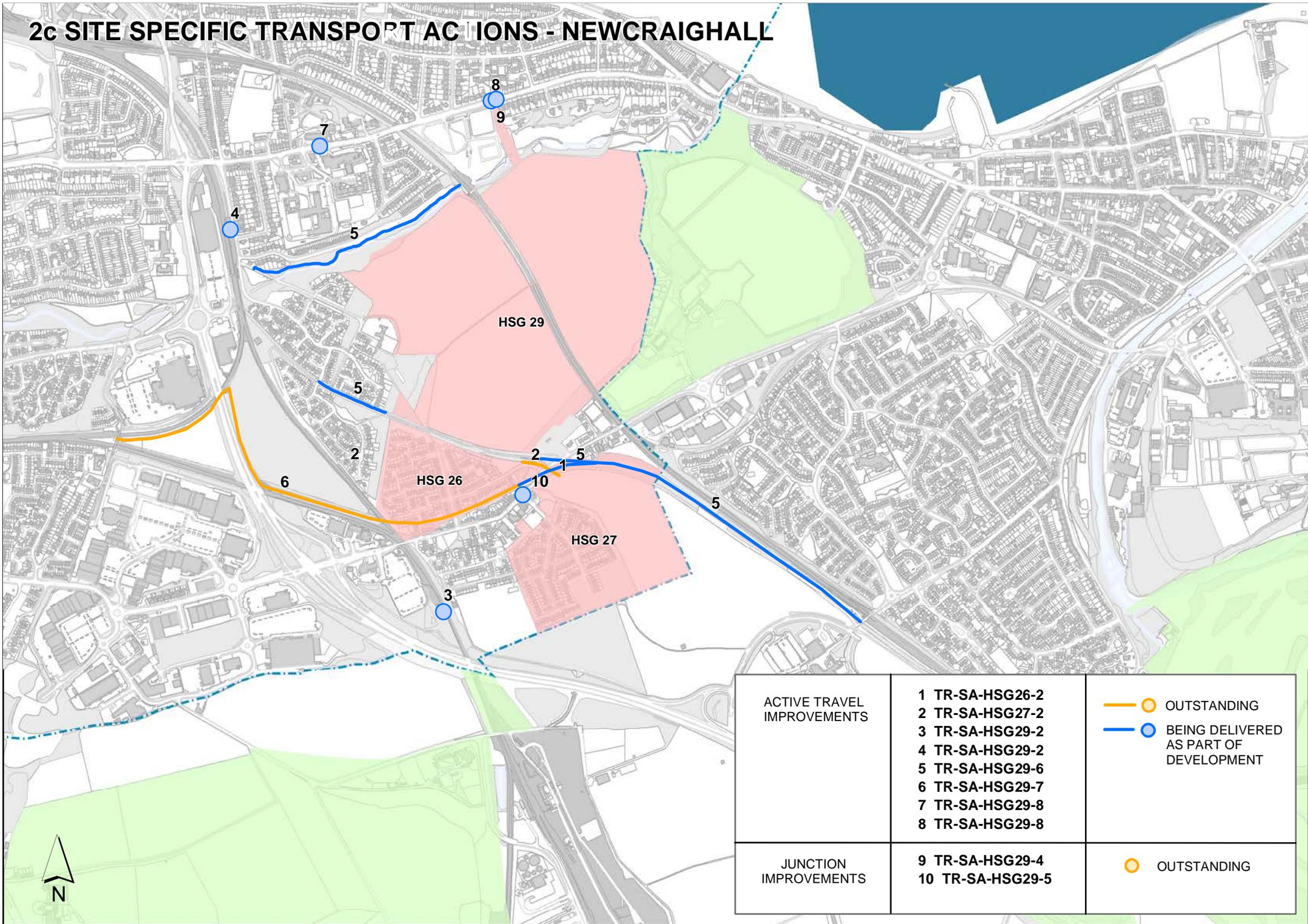
ACTIVE TRAVEL IMPROVEMENTS	<ul style="list-style-type: none"> 1 TR-SA-HSG19-3 2 TR-SA-HSG19-4 3 TR-SA-HSG19-5 4 TR-SA-HSG19-6 5 TR-SA-HSG19-7 6 TR-SA-IBG-2 7 TR-SA-DEL4-5 	<ul style="list-style-type: none"> — COMPLETED — BEING DELIVERED w/ DEVELOPMENT — OUTSTANDING
ACTIVE TRAVEL CROSSING IMPROVEMENTS	<ul style="list-style-type: none"> 8 TR-SA-HSG19-2 	<ul style="list-style-type: none"> ○ — BEING DELIVERED w/ DEVELOPMENT
ACTIVE TRAVEL IMPROVEMENTS	<ul style="list-style-type: none"> 9 TR-SA-HSG20-3 10 TR-SA-HSG20-5 11 TR-SA-HSG20-7 12 TR-SA-HSG20-6 13 TR-SA-HSG20-8 14 TR-SA-HSG20-9 	<ul style="list-style-type: none"> — BARNTON JUNCTION PROJECT
PUBLIC TRANSPORT IMPROVEMENTS	<ul style="list-style-type: none"> 15 TR-SA-IBG-1 16 TR-SA-IBG-3 	<ul style="list-style-type: none"> □ — BEING DELIVERED w/ DEVELOPMENT

2c SITE SPECIFIC TRANSPORT ACTIONS - SOUTH EAST

ACTIVE TRAVEL IMPROVEMENTS	<ol style="list-style-type: none"> 1 TR-SA-HSG22-3(A) 2 TR-SA-HSG22-5 3 TR-SA-HSG22-6 4 TR-SA-HSG23-2 5 TR-SA-HSG23-4 6 TR-SA-HSG24-2 7 TR-SA-HSG24-3 8 TR-SA-HSG24-3 9 TR-SA-HSG24-4 10 TR-SA-HSG24-4 11 TR-SA-HSG24-5 12 TR-SA-HSG24-6 13 TR-SA-HSG25-2 14 TR-SA-HSG25-3 15 TR-SA-HSG25-4 16 TR-SA-HSG25-5 17 TR-SA-HSG25-5 18 TR-SA-HSG25-7 19 TR-SA-HSG39-3 20 TR-SA-HSG39-3 21 TR-SA-HSG39-4 22 TR-SA-HSG39-4 23 TR-SA-HSG39-4 24 TR-SA-EBH-3(1) 25 TR-SA-EBH-3(2) 26 TR-SA-EBH-3(3) 27 TR-SA-EBH-4 	<ul style="list-style-type: none"> ○ COMPLETED ○ REMOVED ○ OUTSTANDING ○ BEING DELIVERED AS PART OF DEVELOPMENT
ACTIVE TRAVEL IMPROVEMENTS	<ol style="list-style-type: none"> 28 TR-SA-HSG21-2 29 TR-SA-HSG21-3 30 TR-SA-HSG21-4 31 TR-SA-HSG21-4 32 TR-SA-HSG21-6 33 TR-SA-HSG22-3 34 TR-SA-HSG22-3(B) 35 TR-SA-HSG22-3(C) 36 TR-SA-HSG22-4 	<ul style="list-style-type: none"> — WALK, WHEEL, CYCLE BURDIEHOUSE
ROAD SAFETY	<ol style="list-style-type: none"> 37 TR-SA-HSG24-7 	<ul style="list-style-type: none"> △ COMPLETED
PUBLIC TRANSPORT	<ol style="list-style-type: none"> 38 TR-SA-HSG24-8 39 TR-SA-HSG39-2 	<ul style="list-style-type: none"> □ COMPLETED □ OUTSTANDING
TRAFFIC SIGNALS	<ol style="list-style-type: none"> 40 TR-CZ-LL-2 	<ul style="list-style-type: none"> ○ BEING DELIVERED AS PART OF DEVELOPMENT

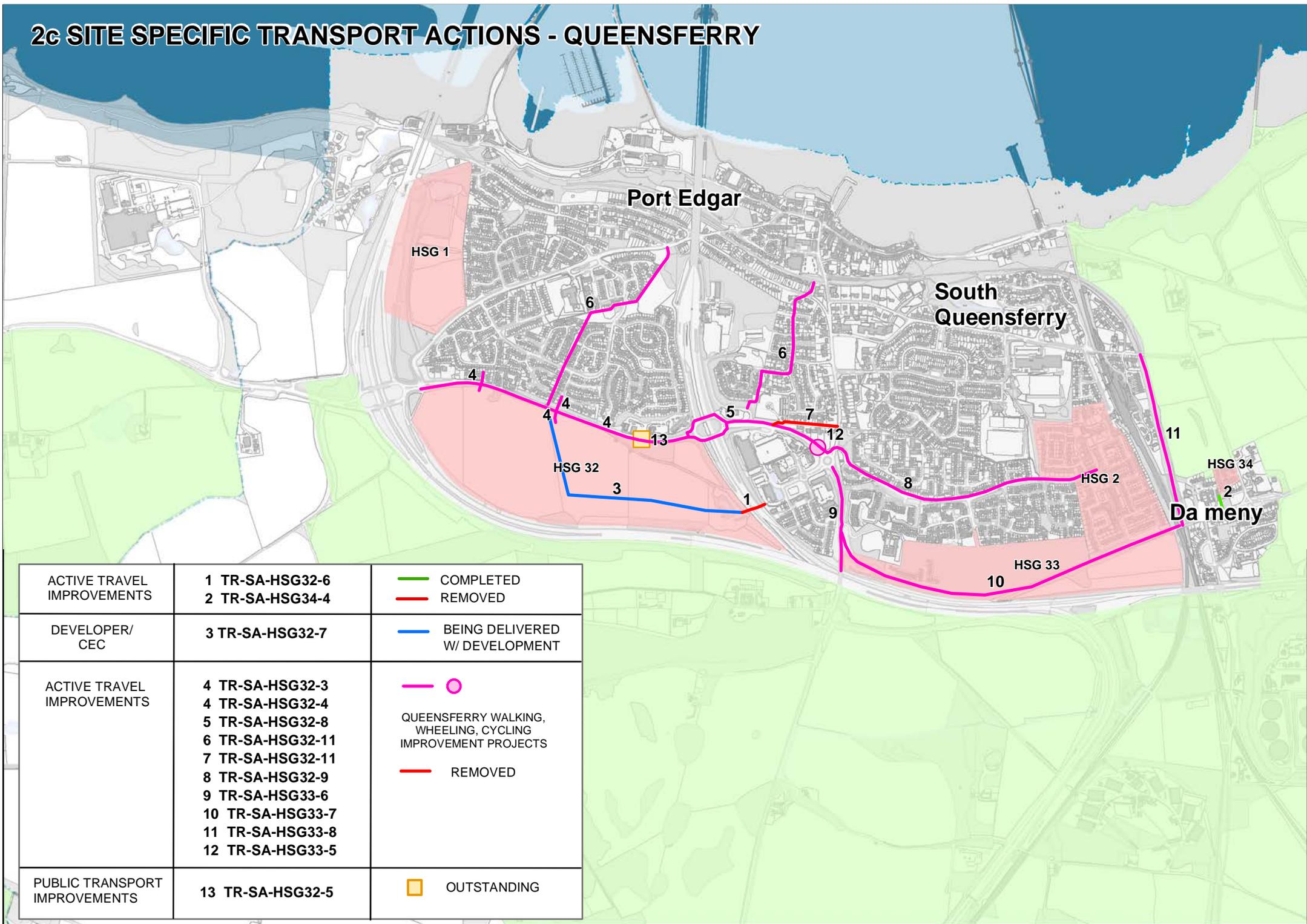


2c SITE SPECIFIC TRANSPORT ACTIONS - NEWCRAIGHALL



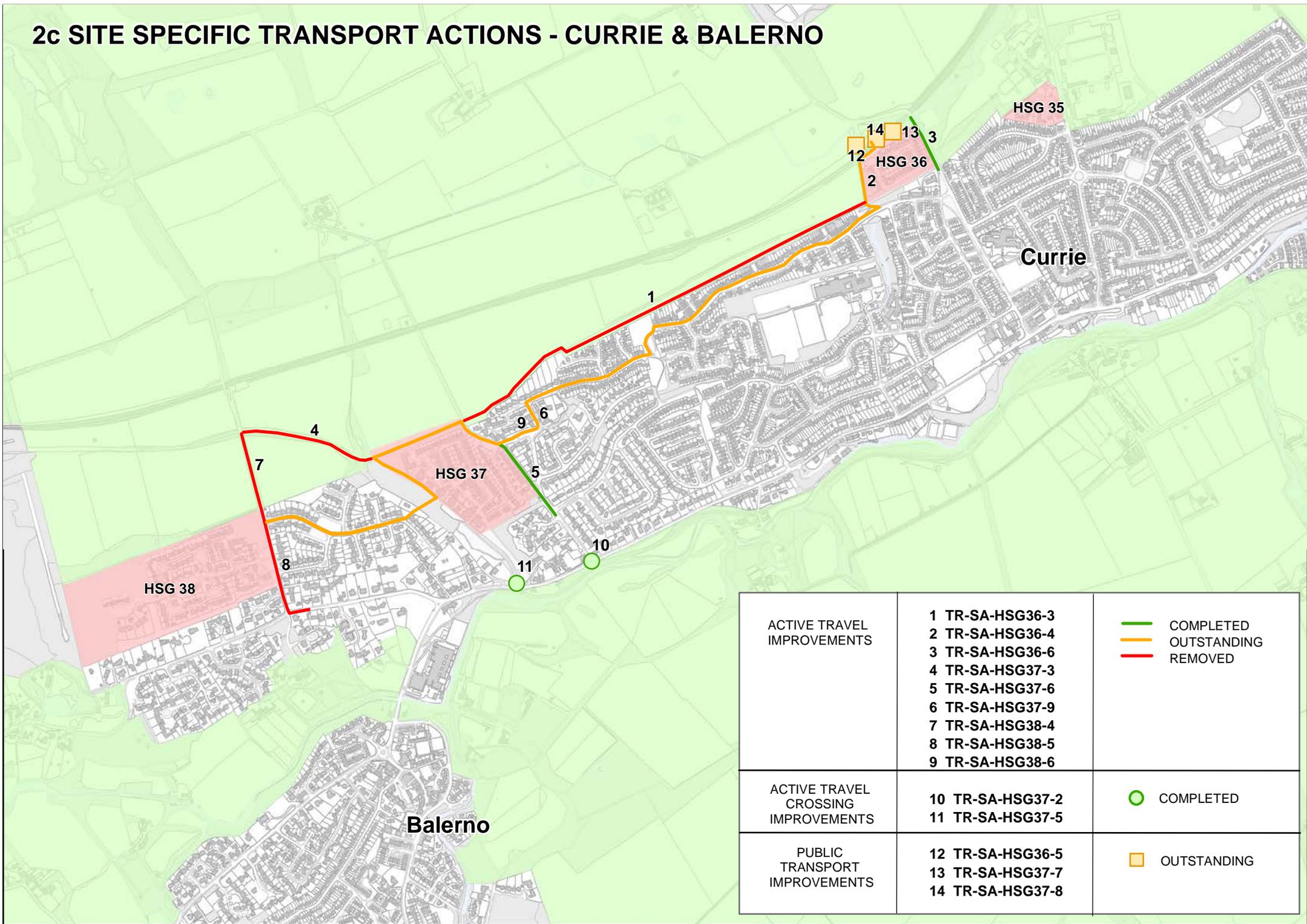
ACTIVE TRAVEL IMPROVEMENTS	<ul style="list-style-type: none"> 1 TR-SA-HSG26-2 2 TR-SA-HSG27-2 3 TR-SA-HSG29-2 4 TR-SA-HSG29-2 5 TR-SA-HSG29-6 6 TR-SA-HSG29-7 7 TR-SA-HSG29-8 8 TR-SA-HSG29-8 	<ul style="list-style-type: none"> —○ OUTSTANDING —○ BEING DELIVERED AS PART OF DEVELOPMENT
JUNCTION IMPROVEMENTS	<ul style="list-style-type: none"> 9 TR-SA-HSG29-4 10 TR-SA-HSG29-5 	<ul style="list-style-type: none"> ○ OUTSTANDING

2c SITE SPECIFIC TRANSPORT ACTIONS - QUEENSFERRY



ACTIVE TRAVEL IMPROVEMENTS	1 TR-SA-HSG32-6 2 TR-SA-HSG34-4	COMPLETED REMOVED
DEVELOPER/CEC	3 TR-SA-HSG32-7	BEING DELIVERED W/ DEVELOPMENT
ACTIVE TRAVEL IMPROVEMENTS	4 TR-SA-HSG32-3 4 TR-SA-HSG32-4 5 TR-SA-HSG32-8 6 TR-SA-HSG32-11 7 TR-SA-HSG32-11 8 TR-SA-HSG32-9 9 TR-SA-HSG33-6 10 TR-SA-HSG33-7 11 TR-SA-HSG33-8 12 TR-SA-HSG33-5	QUEENSFERRY WALKING, WHEELING, CYCLING IMPROVEMENT PROJECTS REMOVED
PUBLIC TRANSPORT IMPROVEMENTS	13 TR-SA-HSG32-5	OUTSTANDING

2c SITE SPECIFIC TRANSPORT ACTIONS - CURRIE & BALERNO



2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-1	Bernard St/Salamander Street active travel and public realm project (to Seafield Place)	<p>Consultation taken place on this action under project title: 'Leith Connections Phase 3: Hawthornvale to Seafield cycle route'.</p> <p>Whole Length: Segregated cycle track (1650m) 2.5 - 3m wide + 0.5m separation strip (pinch to 2m wide in some sections).</p> <p>Seafield PI to Constitution St: Continuous footways. 6x Zebra crossings (every 200m). Salamander St to Elbe St:</p> <p>Timber Bush to Shore: Shared use street – widen footway, setted street, trees, seating.</p> <p>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.</p> <p>Constitution St to Timber Bush: Tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings.</p>	£5,000,000	£6,125,000	<p>Concept designs and updated cost estimates produced Autumn 2022, to be delivered as Leith Connections Phase 3.</p> <p>Relates to: TR-SA-NELOC-2; TR-SA-NELOC-10 (part); TR-SA-NELOC-17 (part); TR-SA-NELOC-18; TR-SA-NELOC-23.</p>	Active Travel	CEC	2025/26

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	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.	£200,000	£245,000	Leith Connections will deliver this action. Shore closure planned for Spring 2023. Junction refurbishment planned as part of Phase 3 works TR-SA-NELOC-1	Roads Safety	CEC	2024/25
	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	Craigentiny - Leith Links Cycle Link T7	Leith to Portobello Two parts: Craigentiny – Leith Links, and Craigentiny – 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	Ferry Road junction not part of Leith Connections scope.	Junctions	CEC	2021/22
	TR-SA-NELOC-10	Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour	<p>1. Junction improvement associated with tram scheme.</p> <p>2. Upgrade existing Hawthornvale path's connection with and on Lindsay Road.</p> <p>Linked to TR-SA-NELOC-1</p>	£0	£0	<p>1. Being delivered as part of the Trams to Newhaven project</p> <p>2. Part of Leith Connections Phase 3: Hawthornvale to Seafield route design - see TR-SA-NELOC-1 above.</p>	Active Travel	CEC	<p>1. Delivered</p> <p>2. 2025/26</p>

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	TR-SA-NELOC-11	Henderson Street / Great Junction Street junction	Close Henderson Street to general traffic.	£200,000	£245,000	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	2024/25
	TR-SA-NELOC-12	Bus priority improvement on Henderson Street; The Shore; Commercial Street	Bus priority route improvements.	£0	£0	Leith Connections proposals will deliver on this by removal of through traffic on The Shore/ Henderson but not Commercial St. Commercial St proposals are part of Leith Connections Phase 3.	Public Transport	CEC	2024/25
	TR-SA-NELOC-13	Jane St/Tenant St connections	Routes to be determined with development and/or as shown in Proposed City Plan. Opportunity to connect with other safeguarded routes.	£0	£0	The routes and connections in this area are now set out in City Plan, and mainly to be delivered through development layout. Pilrig Park - Pirrie Street remains a safeguard.	Active Travel	CEC	2024/2025.
	TR-SA-NELOC-14 (A)	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.	Active Travel	CEC	2024/25

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	TR-SA-NELOC-14 (B) (part)	Kirkgate	Public realm project. Upgrade route, new controlled crossing points, cycle parking.	£0	£0	Linksvie House application for public realm improvements and Coalfield Lane and Giles Street regeneration will deliver public realm improvements around the Kirkgate.	Active Travel	Developer	2024/26
	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	£750,000	£918,750	Leith Connections Phase 1 includes segregated cycle track on Henderson Street and should enable safe movement to Pirrie Street. The rest of this route to be determined through the Active Travel Action Plan.	Active Travel	CEC	2024/25 /TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	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	<p>Most of these will be delivered by the following projects:</p> <ul style="list-style-type: none"> •Trams to Newhaven •Leith Connections Phase 2 (Low Traffic Neighbourhood) •Leith Links Masterplan (consultative draft 2022) with the exact path improvements and crossing to be determined. <p>Easter Road roundabout has been reconfigured to a junction as part of the Trams to Newhaven project.</p>	Active Travel	CEC	2023/TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
North East	TR-SA-NELOC-17	Leith Links (west) to Bath Road	1. Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd.	£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 Spring 2023, impacting on traffic movement in the area. Layout of pavement of new development has not facilitated its delivery and would be a long-term aspiration for its delivery.	Active Travel	CEC	TBC
	TR-SA-NELOC-17		2. Toucan crossing Salamander St. Linked to TR-SA-NELOC-1			To be delivered as a component of the Leith Connections Phase 3 project (Hawthornvale to Seafield).			2025/26
	TR-SA-NELOC-18	Lindsay Road / Commercial Street	Junction improvement. Linked to TR-SA-NELOC-1	£610,000	£747,250	A Concept designs and updated cost estimates produced Autumn 2022, to be delivered as Leith Connections Phase 3.	Junctions	CEC	2025/26
	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	Toucan crossing at junction has been delivered as part of a completed LDPAP action. Potential to be included within scope of the Hawthornvale to Seafield segregated cycle route (Leith Connections Phase 3) and /or with development (cf City Plan 2030 sites).	Active Travel	CEC	TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	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-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. Linked to TR-SA-NELOC-1	£150,000	£183,750		Active Travel	CEC	2025/26
	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 Thorntreeside to Gordon St. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles. Gordon Street traffic calming.	£450,000	£551,250	An alternative active travel route that connects Easter Road with Leith Walk will be delivered through the Halmyre Place development, with potential connection to Manderston Street in the longer term. However, this route is more direct and connects to the Manderston Street/Leith Walk junction with integrated cycle infrastructure. Route remains a route in the cycle network (see Active Travel Action Plan).	Active Travel	CEC	TBC
	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	Requires scope definition.	Active Travel	CEC	TBC

2. Transport Actions

d. Rest of urban areas (North East)

Area	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references & project status updates	Type	Owner	Estimated delivery date
	TR-SA-NELOC-27	West end of Victoria Quay building to Water of Leith Path via Citadel	Potential new route.	£250,000	£306,250	<p>Leith Connections Phase 1 route includes segregated cycle track on Dock St and filtering of Coburg Street and this can deliver this route's southern section leading to Water of Leith.</p> <p>Route across Scottish Government's Victoria Quay car park still to be determined.</p>	Active Travel	CEC	2024/25 / TBC

ACTIVE TRAVEL IMPROVEMENTS

- 1 TR-SA-NELOC-1
- 2 TR-SA-NELOC-5
- 3 TR-SA-NELOC-6
- 4 TR-SA-NELOC-10
- 5 TR-SA-NELOC-10
- 6 TR-SA-NELOC-14A
- 7 TR-SA-NELOC-14B
- 8 TR-SA-NELOC-15
- 9 TR-SA-NELOC-16
- 10 TR-SA-NELOC-17
- 11 TR-SA-NELOC-19
- 12 TR-SA-NELOC-19
- 13 TR-SA-NELOC-21
- 14 TR-SA-NELOC-22
- 15 TR-SA-NELOC-23
- 16 TR-SA-NELOC-24
- 17 TR-SA-NELOC-25
- 18 TR-SA-NELOC-25
- 19 TR-SA-NELOC-26
- 20 TR-SA-NELOC-27

- REMOVED
- OUTSTANDING
- ATAP
- TO BE DELIVERED AS PART OF DEVT
- LEITH CONNECTIONS
- LEITH LINKS MP/ LEITH CONNECTIONS
- TRAMS TO NEWHAVEN
- ⋯ T7 SAFEGUARD

- 21 TR-SA-NELOC-3
- 22 TR-SA-NELOC-4
- 23 TR-SA-NELOC-7
- 24 TR-SA-NELOC-7
- 25 TR-SA-NELOC-8
- 26 TR-SA-NELOC-9
- 27 TR-SA-NELOC-18
- 28 TR-SA-NELOC-20

- COMPLETED
- LEITH CONNECTIONS
- ATAP
- ATAP/DEVELOPERS CP DEVELOPERS CONTRIBUTION
- REMOVED

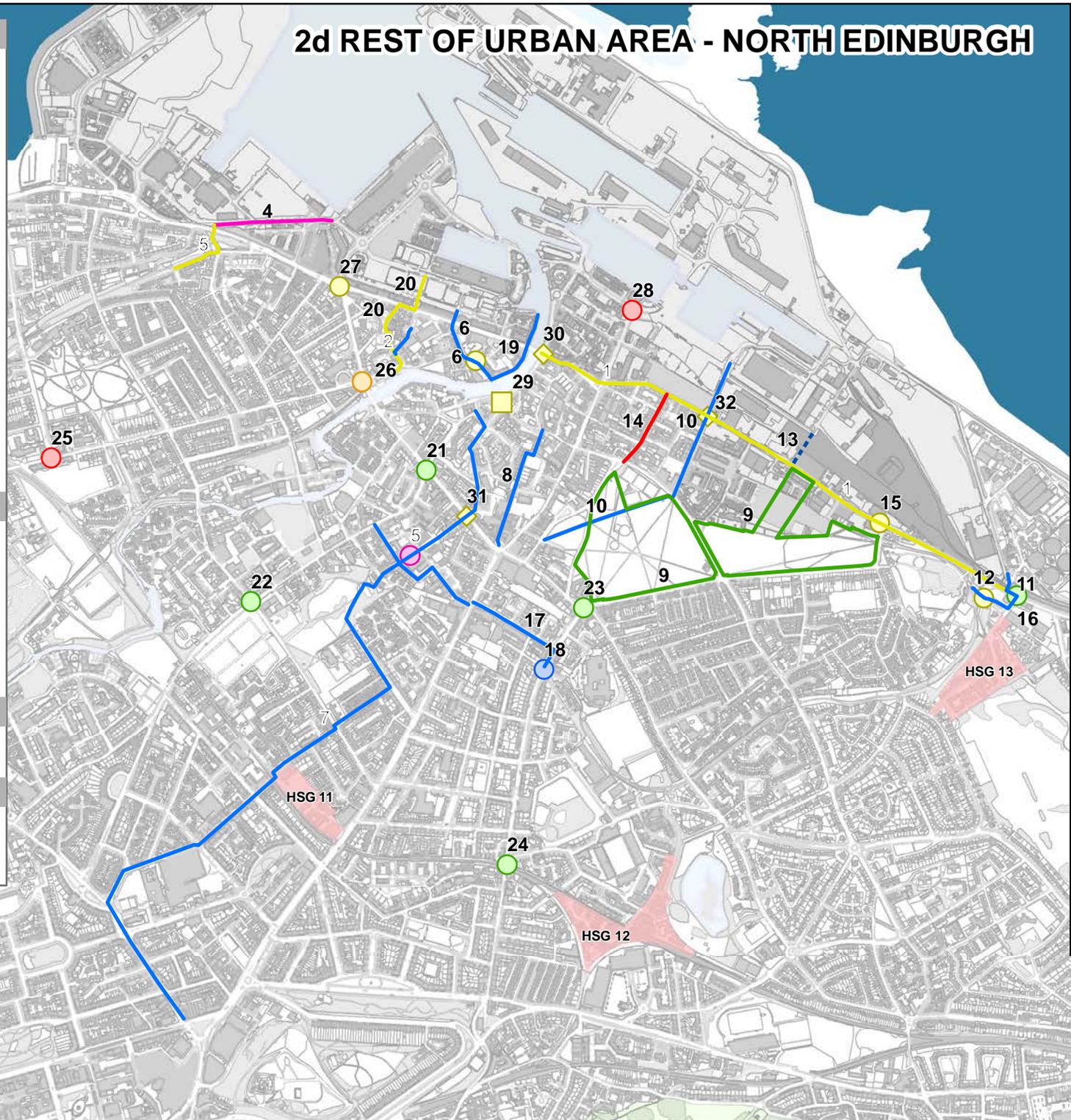
- 29 TR-SA-NELOC-12

- LEITH CONNECTIONS

- 30 TR-SA-NELOC-2
- 31 TR-SA-NELOC-11
- 32 TR-SA-NELOC-17

- ◇ LEITH CONNECTIONS

2d REST OF URBAN AREA - NORTH EDINBURGH



2. Transport Actions

d. Rest of urban area (Granton)

Area	Action Ref. no.	Action	Further Details	Baseline Constructi on Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
Granton Development Framework	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
	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 / Developer	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	
Granton Development Framework	TR-SA-NWLOC-8	Muirhouse Parkway / Pennywell Road Roundabaout	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

2. Transport Actions

d. Rest of urban area (Granton)

	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	
	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+

2. Transport Actions

d. Rest of urban area (Granton)

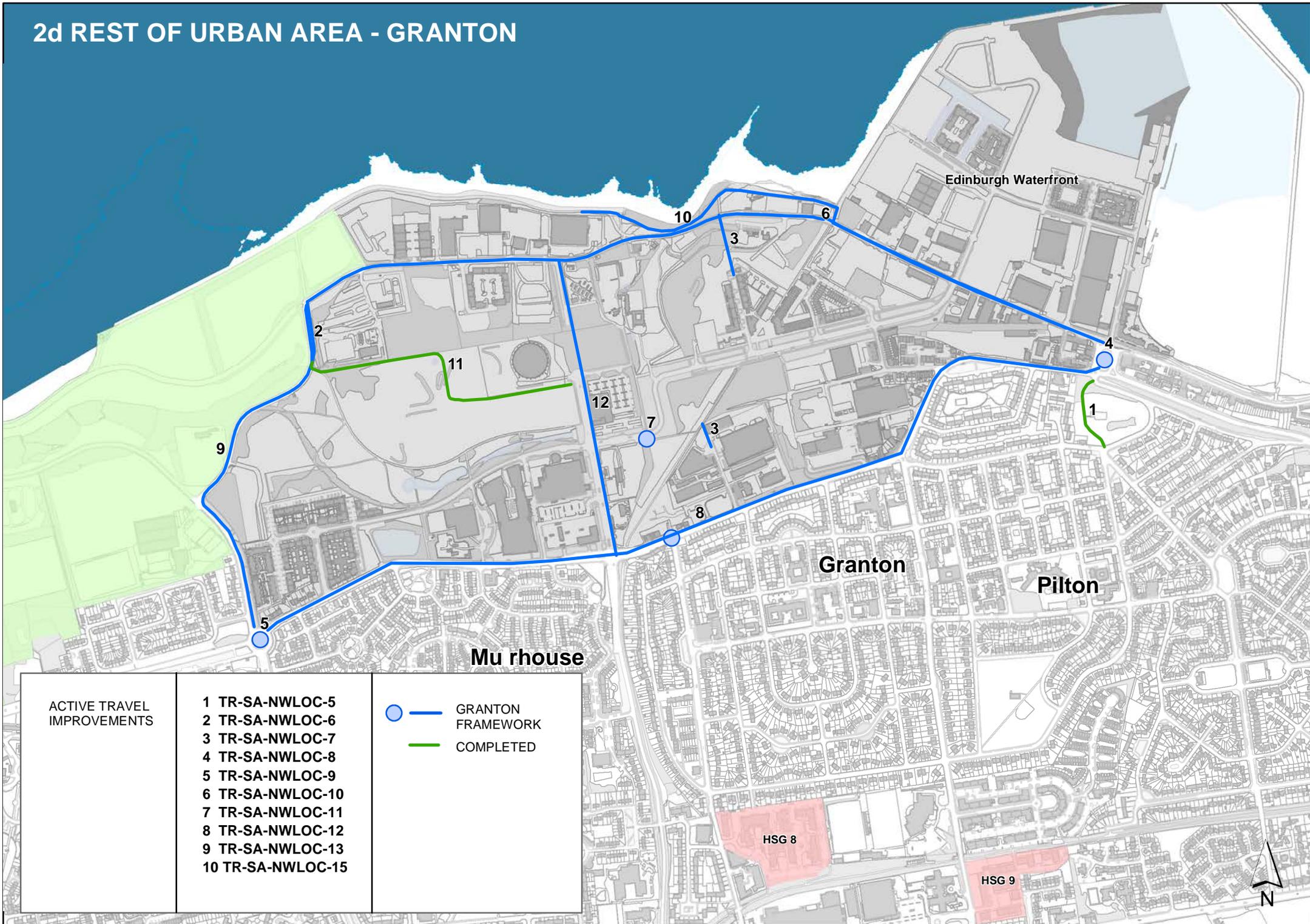
TR-SA-NWLOC-12	Marine Drive - West Shore Road Cycle Route	Segregated cycle route between the Marine Drive / Pennywell Road Roundabout and where West Shore Road meets the Gipsy Brae Recreation Ground. Linking Pennywell Road and Roundabout active travel improvements to The Promenade. 3.0m wide fully segregated 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.		£1.8m now at higher level design and increase specification including AT and SUDS.	Granton Framework approved Feb 2020 and identified in the Active Travel Action Plan.	Active Travel	CEC	2023/24
TR-SA-NWLOC-13	West Shore Road - West Harbour Road Corridor Improvements	<p>West Shore Road - 1.1km Corridor upgrade with a focus towards sustainable and active travel modes to create a coastal boulevard to define the southern edge of the proposed coastal park and link the Promenade and West Harbour Road.</p> <p>West Harbour Road - 0.6km Corridor upgrade with a focus towards sustainable and active travel modes to create an urban street between strategic development sites linking West Shore Road and Granton Square / Lower Granton Road. Improvements will incorporate future proofing for MRT/Tram Safeguard. To be delivered in three phases:</p>		£3.73m *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2020. Section of the route identified in Active Travel Action Plan as a longer term proposal.	Active Travel	CEC	2024/25
	Phase one	190m of WSR between the Social Bite Access / Unnamed Road to 20 West Shore Road. Currently being progressed as part of the Promenade project to provide a strategic link with Phase 1		£634,000				Winter 2024/25

2. Transport Actions

d. Rest of urban area (Granton)

		Phase two	440m of WSR between 20 West Shore Road and West Harbour Road. Will likely be progressed as part of Phase 2 of the development and this section could be combined with the West Harbour Road Project as that will be taken forward at the same time.		£1,490,000					2026-2031
		Phase three	470m section of WSR between Social Bite Access / Unnamed Road and Gipsy Brae. This section will be progressed alongside Phase 3		£1,606,000					2028-2033
	TR-SA-NWLOC-15	Waterfront Broadway Corridor improvements	0.8km Corridor upgrade with a focus towards sustainable and active travel modes on main north-south route that will link West Granton Road to West Shore Road. Improvements will incorporate future proofing for MRT/Tram Safeguard		£3,090,000 *Optimism bias at 42%, design costs at 12% and contingency at 10%	Granton Framework approved Feb 2020 and identified in the Action Travel Action Plan.	Active Travel	CEC		Currently Programmed as part of Phase Q2 2027

2d REST OF URBAN AREA - GRANTON



3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS1, CC3	GS-CZ-DCP-X	Dalry Community Park	<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. 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: £12,510,520)</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	<p>Wider development in progress to south of site.</p> <p>Approval for the park was issued under 19/01040/AMC - work commenced at the end of 2021.</p>

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	<p>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.</p> <p>Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion.</p> <p>Openspace to be maintained by developers.</p> <p>Public land status to be secured.</p>	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 designated a Local Nature Reserve (LNR).</p> <p>Biodiversity Challenge Fund (BCF) from NatureScot now complete with a commitment to manage the enriched grassland areas through cut and lift for proceeding 10 year period.</p> <p>RBGE/Butterfly Conservation Scotland/CEC/ ELGT with Nature.Scot funding delivered "Square Metre for Butterflies project" - now being maintained/supplemented as required.</p> <p>S.75 funds secured and administered through ELGT to fund path works (completed); arboretum, specimen tree planting and orchard planting (completed with some failures currently getting replaced); community garden design and build; and wetland improvement work (near Tobias Street) – initial site scoping exercise complete. Volunteer conservation programme continues (majority now delivered by ELGT).</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. Nature Restoration funding providing specimen and riparian tree planting along burn corridor. 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. Concept Masterplan completed for the whole park in 2021 with proposals for depot area once decisions are made for its future. Work is now in progress to develop detailed plans for the playground area, and for water retention for the Inverleith area (as in high risk flood zone).
GS9, HSG 21	GS-CZ-BP-X	Broomhills Park (HSG 21)	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.

3. Greenspace Actions

LDP Ref	Action Ref. no.	Greenspace Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
GS10, HSG 31	GS-CZ- CD-X	Clovenstone Drive and Curriemuirend	Two connected development sites. New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuirend. Maintenance / Access - CEC, Curriemuirend Developer Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites.	Cost estimated as £400,000 Clovenstone Drive, £100,000 Curriemuirend	CEC, Curriemuirend Developer	CEC, Curriemuirend Developer	With development	Not started Delivery plan to be prepared
GS11, HSG 37	GS-CZ- NP-X	Newmills Park	3.1ha linear public park. To include amenity lawn, connected multi-user paths, playspace, SUDs, wildflower and woodland planting and tree belt to form new green belt boundary. Access / Maintenance - Newmills Road Developers. Public access to be secured.	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Newmills Road Developers	With development	Under construction.

4. Healthcare and Community Facilities

LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated costs Feb 23	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.	£6-7m	Developers	Mid - late 2020s	Strategic Assessment completed Part of Programme of Initial Agreements to be submitted to Scottish Government in 2023
Leith Waterfront (OT)	HC-CZ-LW-X	New medical practice	New Practice to mitigate impact of new residential development in Leith Waterfront.	£6-7m	Developers	Mid 2020s	Strategic Assessment completed Part of Programme of Initial Agreements to be submitted to Scottish Government in 2023.
West Edinburgh (Maybury)	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.	£6-7m	Developers	Mid 2020s	Initial Agreement completed and submitted to Scottish Government Strategic Business Case agreed NHS Lothian Finance & Resource 03/21
Gilmerton	HC-CZ-GI-X	New medical practice	New healthcare infrastructure to mitigate impact of new residential development in South East Edinburgh (HSG 21-40).	£12-14m	Developers	Mid - late 2020s	Initial Agreement completed and submitted to Scottish Government Intention was 1 building to house 2 x practices. Requirement now is 2 practices in 2 locations Liberton Campus - Initial Agreements approved and SBC under consideration. Gilmerton Initial Agreement currently in governance
Pentlands	HC-CZ-PL-X	Expansion	Expansion to medical practice to mitigate impact of development in South West Edinburgh	£1m	Developers	tbc	Exploring Options

4. Healthcare and Community Facilities

LDP Contribution Zone	Action Ref. no.	Healthcare Action	Detailed Action	Estimated costs Feb 23	Delivered by/ funding	Timescale	Status
Niddrie	HC-CZ-NI-X	Expansion	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	£6-7m (new Build) £2m (Extension)) TBC	EHSCP/ Developer	tbc	Exploring Options. New build may be required long term, however short-term extension.
Leith Links	HC-CZ-LL-X	Expansion	Re-provision of medical services to mitigate impact of population growth in the zone.	£6-7m	EHSCP/ Developer	tbc	Exploring Options
Meadows	HC-CZ-ME-X	New medical practice	Expansion to medical practice to mitigate impact of population growth in the zone.	£20m (new Build) TBC	EHSCP/ Developer	Mid - late 2020s	Exploring Options as expansion of existing premises is now no longer viable. New built in this area will be combined with other practices.
Brunton	HC-CZ-BT-X	Expansion	Re-provision of medical services to mitigate impact of Meadowbank	£6-7m	EHSCP/ Developer	Mid 2020s	Business case in development await costs from CEC Initial Agreements agreed.

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

5. Utilities

Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
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. Phase 1 – projects in varying stages of funding and development:</p> <p>City Centre West-East Link construction commenced in January 2022, and is expected to complete in Autumn 2023.</p> <p>Meadows to George Street at Stage 3 Developed Design, traffic orders to be advertised Q1 2023 thereafter Stage 4 Technical 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. Phase 2: £1m Sustrans Places for Everyone 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 Develop proposals 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	Trams to Newhaven project under construction / nearing completion Spring 2023 with associated public realm and cycling infrastructure.	As per whole Trams to Newhaven project cost as reported.	To be determined	CEC	Spring 2023	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. The Council's 20 Minute Neighbourhood project team is consulting on initiatives in Portobello.	To be determined	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.	CEC	Concept (0-1) Dec 22- Mar 23 Design (3-4) Jan 24- Mar 25 Construction (5-7) Apr 25-Mar 28	Public Life Street Assessment completed.

6. City Centre and Town Centre Actions

LDP Ref	Town Centre Action	Further details	Estimated Cost	Funding	Owner	Delivery timescale	Status
Ret1 & Ret3	Gorgie/Dalry Town Centre	<p>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.</p> <p>The Council's 20 Minute Neighbourhood project team is consulting on initiatives in Gorgie/Dalry.</p>	To be determined	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.	CEC	<p>Concept (0-1) Dec 22- Mar 23</p> <p>Design (3-4) Jan 24- Mar 25</p> <p>Construction (5-7) Apr 25-Mar 28</p>	Public Life Street Assessment completed

7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
Del 1 and Hou 1	<p>Prepare supplementary guidance infrastrucutre and developer contributions.</p> <p>Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP.</p>	Place Development	<p>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:</p> <ul style="list-style-type: none"> - 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 done to establish an agreed methodology and outputs in collaboration with Scottish Government planners, to inform the Council's response the Scottish Ministers' decision. This could include for the preparation of new statutory SG on education and transport contributions. <p>Work is ongoing to publish a non-statutory planning guideline on developer contributions and infrastructure delivery for consultation (Summer 2023).</p>
Del 2, 3, 4	Implement through LDP and planning consents	Place Development	

7. LDP Policies and Supplementary Guidance

LDP Ref	Action	Owner	Delivery
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.
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 Action 2023

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	Developers	Complete	Completed March 2018
Ratho	HC-CZ-RA-X	Expansion	Re- provision to medical practice to mitigate impact of development in Ratho	£1.2m sunk cost	EHSCP/ Developer	Complete	Completed April 2018
Polwarth	HC-CZ-PO-X	Expansion	Expansion to medical practice to mitigate impact of CC3 Fountainbridge. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.170m	EHSCP/ Developer	Complete	Completed February 2018
Allermuir	HC-CZ-AL-X	Expansion	Expansion to medical practice to mitigate Craighouse. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£7.3m (Sunk Cost)	NHSL Bundle	Complete	Completed October 2017
South Queensferry	HC-CZ-SQ-X	Expansion	Expansion to medical practice to mitigate impact of development in Queensferry. <i>Front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.</i>	£0.3m (Sunk Cost)	NHSL	Complete	Completed 2018
Pargrove	HC-CZ-PG-X	Expansion	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	£0.1m	Developers	Complete	Completed 2020

8. Completed Action 2023

Transport Completed Actions - from 2c Site Specific Action									
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 12 Lochend Butterfly	TR-SA-HSG12-1	Bridge works	Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road. Rail crossing contribution. (£227,000 financial contributions secured and action completed).	£306,250	£375,156	12/03574/FUL; 11/01708/FUL	Roads	CEC	2021/22
HSG 24 Gilmerton Station Road	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	Speed limit reduced.
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 Road.	£0	£0	Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.	Active travel	Developer	Completed with development of HSG 24 Gilmerton Station Road and delivery of the junction at Lang Loan/Lasswade Road.
HSG 36 Curriehill Road	TR-SA-HSG36-6	Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.		£0	£0	Condition of planning permission to deliver this footpath.	Active Travel	CEC	Footpath in front of site's eastern frontage has been delivered with drop kerb to link with existing footway on east side of Curriehill Road.

8. Completed Action 2023

HSG 37 Newmills Road	TR-SA- HSG37-2	Bus infrastructure	Crossing point required.	£0	£0	Secured by s.75 agreement	Public Transport	Develo per s.75	Improvement to junction carried out with dropped kerbs. Note bus stops have not been delivered. See removed action 2021.
HSG 37 Newmills Road	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	Develo per s.75	2019/20
HSG 37 Newmills Road	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	Toucan crossing completed.	Active Travel	Develo per s.75	2019
HSG 37 Newmills Road	TR-SA- HSG37-6	New footway along east frontage boundary, linking into Newmills Road footways		£0	£0	Delivered as integral part of development secured through planning conditions.	Active Travel	Develo per s.75	2019
HSG 39 Lang Loan	TR-SA- HSG39-2	Bus infrastructure	Upgrade existing bus stop facilities on Lasswade Road.	£10,000	£12,250	£10,000 secured through s.75. A new bus stop has re-sited on Lasswade Road. There are dropped kerbs as part of the new pavement delivered on	Public Transport	CEC	2022 - bus stops and drop kerbs delivered.

8. Completed Action 2023

HSG 39 Lang Loan	TR-SA- HSG39-4	New footway Lasswade Road	1. New footway/cycleway along east frontage boundary with Lasswade Road.	£0	£0	To be delivered as integral part of development secured through s.75 and planning condition(s).	Active Travel	Develo per	2022/23
Granton Framework	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	Granton Framework approved Feb 2022	Active Travel	CEC	Completed Nov 2022 as part of Granton Waterfront Early Actions
Granton Framework	TR-SA- NWLOC- 14	Gas Holder Development Cycle Route	Primary development street that will link Waterfront Broadway to West Shore Road. Infrastructure will prioritise sustainable and active travel modes and coordinate with landscaping and SUDs proposals for the development.			Granton Framework approved Feb 2022	Active Travel	CEC	Delivered as part of development street layout

8. Completed Action 2023

HSG 19 Maybury	TR-SA- HSG19-7	Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway		£0	£0	<p>Shared use path delivered in 2022 as integral part of development along Turnhouse Road until its connection with the path linking to the railway bridge (see TR-SA-HSG19-5).</p> <p>The remaining southern section towards Maybury junction has delivered a footpath only. The continuation of the shared use path is expected to be routed through land at Turnhouse Road (Saica) and delivered as part of its development layout (Proposed City Plan 2030 site).</p>	Active Travel	Develo per	2027/28
HSG 19 Maybury	TR-SA- HSG19-6	New footway cycleway along south side of Turnhouse Road	Paths (100m). Constrained widths - may be preferable to route continuation of Turnhouse Road AT route through the site instead of on Turnhouse Road carriageway/frontage.	£0	£0	Footpath delivered with development in 2022.	Active Travel	Develo per	2022

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Edinburgh Local Development Plan: Action Programme 2023 – adoption

Appendix 2: Actions removed from LDP Action Programme

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
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 granted.	Roads	CEC
Reason for removal			This link road was included as part of the consultation on the LDP, but was not part of the mitigation measures in the LDP Transport Appraisal. This was looked at during the planning application stage, but did not form part of the approved layout.					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 12 Lochend Butterfly	TR-SA-HSG12-1	C. Option to assist 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.					Active Travel	
Reason for removal			<p>The part of the action regarding a new pedestrian bridge over the railway has been discounted as a viable action during the scoping works (work up to RIBA Stage 1 and 2) for actions associated with this housing development. This part of the action did not receive any developer contributions, and since this housing development is fully constructed, there is no prospect of future contributions.</p> <p>Instead, pedestrian access improvements are proposed at the link to Moray Park Terrace (see TR-SA-HSG12-1 B) and concept designs were produced at the end of 2022.</p> <p>Removing this action from the LDPAP, and associating it with one housing development, does not preclude or prejudice its potential delivery in the future. Long-term potential for ramps or bridge in this location for example can be explored with when the Powderhall railway project develops (see Lochend Powderhall T7) or as part of a future active travel network plan.</p> <p>Recommend that this part of this action is removed from the LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 22 Burdiehouse	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.	Active Travel	CEC
Reason for removal			<p>This action was discounted as viable to progress within the scope of works in the Walk, Wheel, Cycle Burdiehouse actions being progressed to RIBA Stage 2. The scoping exercise (feasibility report at Stage 1) concluded that a connection from the path alongside the Burdiehouse Burn to The Limes/The Murrays residential developments is not feasible due to the significant level difference between the two and that it would not be feasible to attempt to connect the two, especially to meet accessibility compliance.</p> <p>This is in the context that this action did not secure any developer contributions or obligations in the legal agreement, and since this housing development is fully constructed, there is no prospect of future contributions. The estimated cost in previous published action programmes is £153,125.</p> <p>While not as direct a route as envisaged through this action, paths have been delivered as part of the internal layout of HSG 22 and are being delivered as part of East of Burdiehouse development to connect both sites (see actions TR-SA-EBH-3 and TR-SA-EBH-4) to Burdiehouse Road and across to the Burn with future connections to the Straiton Ponds.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG22 Burdiehouse	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.	Active Travel	CEC
Reason for removal			<p>This action was discounted as viable to progress within the scope of works in the Walk, Wheel, Cycle Burdiehouse actions (now progressed to RIBA Stage 2). The scoping exercise (feasibility report at Stage 1) concluded that there was not the available space to deliver path widening.</p> <p>The recommended removal of this action would not prejudice path improvements as part of future active travel or greenspace projects. It is noted that the Pentlands to Portobello active travel route project (currently at feasibility stage) will be assessing options to improve existing paths, alternative routes and generally improve access to the Burdiehouse Burn greenspace as part of this route development.</p> <p>This is in the context that this action did not secure any developer contributions or obligations in the legal agreement, and since this housing development is fully constructed, there is no prospect of future contributions.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG24 Gilmerton Station Road	TR-SA-HSG24-8	Upgrade bus stops and peak capacity on Gilmerton Road	Upgrade of peak capacity not pursued					
Reason for removal			<p>Funding for this action has not been secured in the legal agreement, 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 in February 2023 a draft Public Transport Action Plan (PTAP) was published. It will be in the context of the policies in the PTAP and the emerging Street Space Allocation Framework that the bus network will be reviewed (see PG1) and that public transport serves new developments (see PG2).</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 (PTAP and the Circulation Plan).</p> <p>It is now proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</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 LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG32 Buileyon Road	TR-SA-HSG32-6	Cycle and Path Routes Works Bridge link over A9000	<p>Bridge over the A900 in south-east corner of the site.</p> <p>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.</p>	£3,000,000	£3,675,000	Cost and actions to be determined in Feasibility Study as per s.75	Active Travel	CEC
Reason for removal			<p>A condition of the PPP application was to prepare a design feasibility study to assess the provision of a bridge at this location (study funded by the developers and commissioned by the Council).</p> <p>The feasibility study concluded that the delivery of a bridge would not be feasible to achieve with the level differences crossing the A9000 and other constraints such as the SUDS ponds associated with the A90.</p> <p>The alternative East – West active travel route will be delivered as part of other actions in this LDPAP 2023 namely:</p> <ul style="list-style-type: none"> •TR-SA-HSG32-4 Buileyon Road East/West Works Buileyon Road: Street design and upgrade links; •TR-SA-HSG32-8 Echline Junction & East Works Echline Junction: pedestrian/Cycle routes through roundabout; and •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 <p>It is proposed to remove this action from the LDPAP 2023 based on the conclusions of the feasibility study</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG32 Buileyon Road	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
Reason for removal			This is not a specific action for delivery by a housing site, and it was not requested in Transport Scotland consultee response and all relevant applications have now been granted permission. It is proposed that this is therefore removed from LDPAP 2023.					
HSG33 South Scotstoun	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
Reason for removal			This is not a specific action for delivery by a housing site, and it was not requested in Transport Scotland consultee response and all relevant applications have now been granted permission. It is proposed that this is therefore removed from LDPAP 2023.					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG36 Curriehill Road	TR-SA-HSG36-3	Connections to be made to the Kirknewton Core Path to the west boundary of the site		£0	£0	No section s.75 or legal agreement secured for this off-site connection.	Active Travel	CEC
Reason for removal			<p>The development layout of HSG 36 created two path links that connect with the core path on its western edge (Riccarton CEC 17).</p> <p>Connections to the Kirknewton core path (adjacent to HSG 37 Newmills) via an existing rough path along the northern extent of the urban area (field edge, to rear/back gardens of Currievale Drive) provides little natural surveillance, requires land ownership and functions as a recreational route. To deliver this action would require this to be upgraded to current standards. This action has not secured any funding in legal agreements and is not within a current delivery programme to scope, design and cost its delivery. Instead, connections from HSG 36 westwards to the Kirknewton Core Path will be achieved through active travel improvements along Currievale Drive/Curriehill Castle Drive - see separates Actions:</p> <ul style="list-style-type: none"> •TR-SA-HSG37-9 Upgrade cycle routes between Newmills Road and Curriehill Station •TR-SA-HSG38-6 Upgrade cycle routes between site and Curriehill Station <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 37 Newmills Road	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
Reason for removal			<p>This action relates to a significant new additional route to connect with the National Cycle Network. It has been indicatively costed in previous action programmes at £551,250. This can potentially be delivered as part of future NCN project work and/or ATAP, at present is considered a long-term aspirational leisure route.</p> <p>Active travel improvements in the vicinity to improve links between new housing sites, and new housing and Curriehill Station in particular are captured in TR-SA-HSG37-9 and action in Ravelrig Road site: TR-SA-HSG38-6.</p> <p>All relevant applications have now been granted permission, and the housing site is fully constructed. This action did not secure any developer contributions or obligations in the legal agreement, and there is no prospect of future contributions. It is not included in any current delivery project.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 38 Ravelrig Road	TR-SA-HSG38-4	New cycle path along Ravelrig Road	2. New 4m wide 1km long path along part of Ravelrig Road (NCN75) to join up with the re-routed/off-road NCN75 proposal see TR-SA-HSG37-3.			Not funded through signed s.75.	Active Travel	CEC
Reason for removal			<p>This is part of the action relates to a significant addition to the national cycle network by segregating a length of Ravelrig Road, and relates and relies on the delivery of a separate action TR-SA-HSG37-3 for new off-road section of NCN75. This action has been costed at £286,720 in previous action programmes. This can potentially be delivered as part of future NCN project work and/or ATAP, at present is considered a long-term aspirational leisure route.</p> <p>Active travel improvements in the vicinity to improve links between new housing sites, and new housing and Curriehill Station in particular are captured in TR-SA-HSG37-9 and action in Ravelrig Road site: TR-SA-HSG38-6.</p> <p>All relevant applications have now been granted permission, and the housing site is fully constructed. This action did not secure any developer contributions or obligations in the legal agreement, and there is no prospect of future contributions. It is not included in any current delivery project.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 38 Ravelrig Road	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
Reason for removal			<p>Ravelrig Road housing site is nearing completion. This footway has not been delivered by the developer, as was the intention of the planning condition. To construct a new footpath on the west side of Ravelrig Road requires the removal of a significant row of mature trees. Dropped kerb crossing point has been delivered to access the existing footpath on the eastern side of Ravelrig Road.</p> <p>It is proposed that this action is removed from the LDPAP 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 40 South East Wedge South Edmonstone.	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
Reason for removal			<p>Funding for this action has not been secured in the legal agreement, 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 in February 2023 a draft Public Transport Action Plan (PTAP) was published. It will be in the context of the policies in the PTAP and the emerging Street Space Allocation Framework that the bus network will be reviewed (see PG1) and that public transport serves new developments (see PG2).</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 (PTAP and the Circulation Plan). Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

Appendix 2: Actions removed from LDP Action Programme

LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
North East	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
Reason for removal			<p>Through traffic from Salamander Street proposed as part of the LTN project will impact traffic movement in the area. The action to widen footway for footpath cycle way on Salamander Place see TR-SA-NELOC-17 will create a link between Salamander Street/Bath Road and Leith Links. Currently this is not within a delivery programme, and little developer contributions secured towards what would be a costly action to deliver. This action has been costed at £441,000 in previous action programmes. The proposed removal as an action within the LDPAP does not preclude its delivery in the future.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					
North East	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.	DD	DD			CEC
Reason for removal			<p>New roads infrastructure of the alignment in LDP safeguard T16 is likely to be delivered with development, as it comes forward, and therefore a separate action is not necessary.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					