

# Planning Committee

10.00am, Thursday, 8 December 2016

## Edinburgh Local Development Plan: Action Programme - adoption

Item number	6.2
Report number	
Executive/routine	Executive
Wards	All

### Executive Summary

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The Edinburgh Local Development Plan (LDP) has now been adopted. Councils are required to adopt and publish an Action Programme within three months of formally adopting a LDP and publish an updated Action Programme at least every two years. An Action Programme sets out how a Local Development Plan will be implemented.

The Action Programme is now ready to be formally adopted and submitted to Scottish Ministers.

#### Links

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

## Edinburgh Local Development Plan: Action Programme - adoption

### 1. Recommendations

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

### 2. Background

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- 2.1 The Edinburgh Local Development Plan was adopted on 24 November 2016. The 2006 Planning Act requires planning authorities to prepare an Action Programme setting out how their Local Development Plan (LDP) will be implemented. Councils are required to:
- publish an Action Programme within three months of formally adopting the LDP;
  - publish an updated Action Programme at least every two years;
  - set out in the Action Programme a list of actions, including infrastructure measures, needed to deliver the policies and proposals in the LDP;
  - state the timescale for completing each action; and
  - identify who is responsible for carrying out each action.
- 2.2 As part of the plan preparation, the second proposed Action Programme was approved by Committee with the Second Proposed Local Development Plan, in June 2014. In order to allow for timely delivery of infrastructure, Committee agreed on 2 October 2014 to use the Second Proposed Action Programme in advance of the adoption of the LDP. Further updates to the Proposed Action Programme were made in November 2014 and May 2015.
- 2.3 In addition to the above statutory requirements, the Action Programme for the Edinburgh LDP will be 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.
- 2.4 To this end, the Action Programme has been costed and the financial impact of the Action Programme on future Council capital and revenue budgets was reported to the Finance and Resources Committee in October 2015.

### 3. Main report

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- 3.1 The challenge for the adopted Edinburgh LDP is to help make the city of Edinburgh the best place it can be, for everyone, now and in the future. To face this challenge the adopted LDP has the following aims:
- Aim 1: support the growth of the city's economy;
  - Aim 2: help increase the number, and improve the quality, of new homes being built ;
  - Aim 3: help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
  - Aim 4: look after and improve our environment for future generations in a changing climate; and
  - Aim 5: help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.
- 3.2 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 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.
- 3.3 As part of the plan preparation, the Council assessed the impact of the proposed growth, set out within in the Plan, on infrastructure and other requirements. This consideration has been carried out through cumulative appraisals of the impact of new housing land releases on education and transport infrastructure, and by revisiting earlier transport studies. It has involved using the standards in the Open Space Strategy and partnership working with NHS Lothian. In addition, cross boundary transport impacts and actions to address them are being considered by SESplan with Transport Scotland.
- 3.4 These assessments have identified infrastructure 'actions' which are set out in the Action Programme. These include:
- Education capacity increases, including new schools;
  - Transport improvements including the Edinburgh Tram Project, public transport, public realm and other pedestrian and cycle actions;
  - Traffic management, including strategic infrastructure from the Strategic Development Plan, and junction improvements;
  - Greenspace actions;
  - Primary healthcare infrastructure capacity; and
  - Supplementary Guidance required to deliver the policies in the plan.

### **Education Infrastructure Actions**

- 3.5 The Council has assessed the impact of the housing growth set out in the LDP through an Education Appraisal (updated December 2016). This appraisal has identified the need for the following school infrastructure:
- Seven new primary schools at Broomhills, Gilmerton Station Road, Leith Waterfront, Granton Waterfront, Maybury, Brunstane and Queensferry
  - One new secondary school in West Edinburgh
  - Seventeen extensions to primary schools
  - Eight extensions to secondary schools
- 3.6 The current delivery programme for education infrastructure is set out in the Action Programme. In setting the programme, the Council aims to balance the need for early provision of infrastructure with the risk of housing development stalling. Education infrastructure capacity will be delivered at a time that is appropriate to ensure that new pupils can be accommodated within their catchment schools.
- 3.7 The Council expects new housing development to contribute towards the delivery of education infrastructure. The LDP, Action Programme and draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery sets out policy and guidance to ensure that housing development contributes fairly and proportionately to the delivery of the education infrastructure actions, as set out in the Action Programme.

### **Transport Actions**

- 3.8 The Council prepared a Transport Appraisal (updated December 2016) to understand the impact on transport of the new planned growth set out in the plan and to identify the transport interventions needed to mitigate it. The Council has also refreshed transport appraisals for its strategic mixed-use development areas, including the West Edinburgh Transport Appraisal (WETA) to support development proposals at Edinburgh Airport, the Royal Highland Centre and International Business Gateway and an earlier study for north Edinburgh relating to the now-superseded local plan's proposals for Edinburgh Waterfront.
- 3.9 The transport improvements identified by the above studies are set out in the Action Programme. These interventions include:
- the delivery of Edinburgh tram;
  - access to bus services and park and ride facilities;
  - access to public realm and other pedestrian and cycle actions; and
  - traffic management, including junction improvements and cross-boundary and regional actions.
- 3.10 Where transport interventions have been identified due to the cumulative impact of new development, a transport contribution zone has been established. Cumulative actions have been established for the following:

- Edinburgh Tram
  - North Edinburgh / Waterfront
  - West Edinburgh (for the IBG/Airport/Royal Highland Showground, and for the nearby housing allocations in the LDP)
  - South East Edinburgh (North)
  - South East Edinburgh (South) (various distinct contribution zones)
  - Queensferry
  - South West
- 3.11 The LDP and Supplementary Guidance require development proposals relating to major housing or other development sites, which would generate a significant amount of traffic, to mitigate against their individual and cumulative transport impacts and to ensure that these impacts can be timeously addressed.

### **Greenspace Actions**

- 3.12 The Action Programme sets out eleven new pieces of major open space to be delivered by the Plan, plus a number of site-specific Open Space actions which are identified in site briefs and development principles.
- 3.13 Guidance on the delivery of open space actions is provided within draft Supplementary Guidance on developer contributions and as part of the Open Space Strategy, which is the subject of a separate report.

### **Healthcare and Community Facilities**

- 3.14 The LDP recognises that facilities such as local doctor and dental surgeries, local shops, community halls and meeting rooms are necessary to foster community life. LDP Policy Hou 10 sets out that planning permission for housing development will only be granted where there are associated proposals to provide any necessary health and other community facilities relative to the impact and scale of development proposed.
- 3.15 The Council is has worked with NHS Lothian and the Health & Social Care Partnership to identify actions for the Action Programme. This appraisal has identified the need for the following healthcare infrastructure actions:
- Five new practices - West Edinburgh (For Maybury, IBG and Edinburgh Park), Leith, Granton, Gilmerton and Brunstane; and,
  - Practice expansion in Parkgrove (Cammo), Queensferry, Brunton (Meadowbank), Leith Links (Lochend Butterfly), Niddrie (Craigmillar), Polwarth (Fountainbridge) Ratho, Pentlands (Balerno and Currie) and the Meadows (Quartermile).
- 3.16 Guidance on the delivery of primary healthcare actions is provided within draft Supplementary Guidance on developer contributions and infrastructure delivery.

## **Supplementary Guidance**

- 3.17 The Action Programme sets out the where the Council is preparing supplementary guidance and a timetable. Supplementary Guidance will be prepared for:
- Policy Emp 2 Edinburgh BioQuarter;
  - Policy Ret 8, in relation to alternative uses in town centres;
  - Policy RS1, in relation to Heat Networks; and
  - Policy Del 1, in relation to Developer Contributions and Infrastructure Delivery.
- 3.18 Policy Del 1 of the LDP and Supplementary Guidance on Developer Contributions and Infrastructure Delivery is of particular relevance to the Action Programme. The Council has prepared draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery, which is the subject of a separate, linked report.
- 3.19 The draft Supplementary Guidance requires development to contribute to the infrastructure provision set out in the Action Programme to mitigate any negative additional impact (either on an individual or cumulative basis) commensurate to the scale of proposed development. In addition, the Supplementary Guidance requires that development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time.

## **Next Steps**

- 3.20 Once the Action Programme has been formally adopted, the 2006 Planning Act requires that the Council:
- Sends two copies of it to the Scottish Ministers;
  - Places a copy of it in each public library; and
  - Publicises it on the Council's website.
- 3.21 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.
- 3.22 A further report on the financial implications of the Action Programme will be reported to Finance and Resources Committee in January 2017.

## **4. Measures of success**

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- 4.1 The measure of success is an efficient and effective approach to land use planning, which ensures that new developments are suitably served by supporting infrastructure.

## **5. Financial impact**

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- 5.1 There are direct financial impacts arising from the approval of this report. The actions required to support the LDP over its 20 year timeframe are significant.
- 5.2 The Council is able to collect contributions towards infrastructure actions through Section 75 and other legal agreements. However 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.
- 5.3 There also is a risk both on the timing and achievement of developer contributions which could create a short-term or overall funding pressure. Delivery of infrastructure actions will cover the full 20 year period of the plan and the Council is developing financial models to calculate a more accurate assessment of costs based on the timing of income and levels of expenditure.
- 5.4 The financial implications on future capital and revenue budgets and the alternative supplementary income streams will be reported to the Finance and Resources Committee in January 2017.
- 5.5 Members should note that no allowance for this infrastructure cost is provided within the current Capital Investment Programme 2015-2020 or indicative five year plan 2019/20 – 2023/24. Therefore there remains a real risk to the Council that the required infrastructure cannot be delivered, as required within the LDP proposals without the identification of additional resources required to fund this.
- 5.6 Funding of £905,000 was identified in the Council Budget 2015/16 to be used for feasibility studies required in relation to this project.

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

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- 6.1 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority, Roads Authority and Education Authority. The Action Programme is on the Council's risk register and is managed by a Corporate Oversight Group to help to minimise all of these risks and ensure compliance. The approval of this report and its recommendations has a positive impact in terms of risk, policy, compliance and governance.

## **7. Equalities impact**

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

## **8. Sustainability impact**

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- 8.1 There are no direct sustainability impacts arising from this report although the ability of the Council to mitigate successfully the impacts arising from the growth of the city is critical to achieving sustainable development. The LDP was the subject of a Strategic Environmental Assessment. The Action Programme is means of managing impact on sustainability.

## 9. Consultation and engagement

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

## 10. Background reading/external references

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- 10.1 [Edinburgh Local Development Plan](#) - Adoption, Report to Full Council, 24 November 2016
- 10.2 [LDP as Modified](#), published and notified on 16 September 2016
- 10.3 Edinburgh Local Development Plan – Post-Examination Modifications, [Report to Planning Committee](#), 5 September 2016
- 10.4 Local Development Plan - Action programme: Financial Assessment and Next Steps - [Report to Finance and Resources Committee 29 October 2015](#)
- 10.5 Local Development Plan: Action Programme Update - [Report to Planning Committee 15 May 2016](#)
- 10.6 Local Development Plan: Action Programme Update – [Report to Planning Committee 2 October 2014](#).
- 10.7 Second Proposed Local Development Plan – [Report to Planning Committee 19 June 2014](#) ([www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)) and [Second Proposed Action Programme](#)
- 10.8 LDP Education Infrastructure Appraisal update (December 2016)



10.9 West Edinburgh Transport Appraisal Refresh (November 2016)

10.10 LDP Transport Appraisal Addendum update (November 2016)

## Paul Lawrence

Executive Director of Place

Contact: Kate Hopper, Senior Planning Officer

E-mail: [kate.hopper@edinburgh.gov.uk](mailto:kate.hopper@edinburgh.gov.uk) | Tel: 0131 529 6232

## 11. Links

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<b>Coalition Pledges</b>	<p>P4 Draw up a long-term strategic plan to tackle both over-crowding and under use in schools.</p> <p>P8 Make sure the city's people are well-housed, including encouraging developers to built residential communities, starting with brownfield sites.</p> <p>P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.</p> <p>P17 Continue efforts to develop the city's gap sites and encourage regeneration.</p> <p>P18 Complete the tram project in accordance with current plans.</p>
<b>Council Priorities</b>	<p>CP2 Improved health and wellbeing: reduced inequalities.</p> <p>CP4 Safe and empowered communities.</p> <p>CP5 Business growth and investment.</p> <p>CP8 A vibrant, sustainable local economy.</p> <p>CP9 An attractive city.</p> <p>CP10 - A range of quality housing options.</p> <p>CP11 An accessible compact city.</p> <p>CP12 - A built environment to match our ambition.</p>
<b>Single Outcome Agreement</b>	<p>SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all.</p> <p>SO2 Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO3 Edinburgh's children and young people enjoy their childhood and fulfil their potential.</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<p>Appendix 1 - Edinburgh Local Development Plan - Action Programme</p>

# **Edinburgh Local Development Plan Action Programme**

For adoption December 2016

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### **4. Greenspace Actions**

### **5. Healthcare and Community Facilities**

### **6. Utilities**

### **7. Policies**

## Introduction

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

The Local Development Plan (LDP) aims to:

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

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

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

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

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

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

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

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

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

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

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

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

<b>3b. Transport Contribution Zones</b>							
<b>Edinburgh Tram Contribution Zone</b>							
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>	
Edinburgh Tram (T1)	Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east.	Planning & Transport	N/A	N/A	Contribution Zone.	Line 1a complete	
<b>North Edinburgh Transport Contribution Zone (costings at Q3 2016)</b>							
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>	
Active Travel Actions	Seafield Road / Seafield Street - Includes a toucan crossing	P&T	Programme to be confirmed	£296,961	Contribution Zone.	Safeguarded in Plan. Contributions to be collected towards actions. Delivery strategy to be agreed.	
	Lochend Route Link to Leith Docks New ramp from railway path (flowing desire line of old railway line) to Seafield Street. Widen footways on Seafield Road and make cycle/pedestrian crossing of railway to Marine Esplanade	P&T		£400,000*			
	Seafield Place Upgrade facilities at existing junction. 1. Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use). Bike parking. £150,000 2. Widen footway from links path to Seafield Rd, redetermine to shared use. £10,000	P&T		£160,000*			
	Seafield/Lochend cycle route (Easter Road to Leith Walk) Toucan crossing of Easter road, £40,000 1. Widen Easter Road footway by 1m from Thorntreesdie to Gordon St £10,500 2. Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles £360,000 3. Gordon street traffic calming £6000	P&T		£416,500*			
	By Seafield Place Replace stepped ramp	P&T		Complete			Complete
	Leith Links – single location. Widen existing paths and provide controlled crossings 1. Shared use footway (segregated) alongside Links PI, Toucan crossing of John's PI & tighten junction £30,000 and £80,000 2. Relay sets on Queen Charlotte St £450,000 3. Shared use footway (segregated) alongside John's PI, Duncan PI, St Andrew PI, Academy St. Segregated cycleway along Duke St to foot of Leith walk. £100,000 4. Duncan PI to roundabout at north end of Easter Rd £50400 5. Link (widen paths) from east side Leith links to roundabout at	P&T		Programme to be confirmed			£1,165,400*



<p>northern end of Easter Rd. (includes Toucan crossing Links Gdns) £140,000</p> <p>6. Make roundabout at north end of Easter Road cycle/ped friendly – tighen, toucan crossings £400,000</p> <p>7. Bike parking at park entrances £5000</p>					
<p>Leith Links (west) to Bath Road Widen east-side footway for segregated footway/cycleway on Salamander Place &amp; Bath Rd £75,600 Toucan crossing Salamander St £40,000</p>	P&T	Programme to be confirmed	£120,000*		
<p>Kirkgate/Sandport Place/Dock Place and Dock Street (Revised route) as public realm project. Upgrade route, new controlled crossing points, cycle parking</p>	P&T		£369,320*		
<p>Leith and City Centre (East) Create new continuous route between Henderson Street / Pirie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hoptoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only)</p>	P&T		£720,675*		
<p>The Water of Leith, between Warriston and Commercial Street Widen path and new ramps. Upgrade existing off-street route</p>	P&T		£509,941*		
<p>West end of Victoria Quay building to Water of Leith Path via citadel Potential new route</p>	P&T		£61,723*		
<p>Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour Upgrade existing route. Junction improvement associated with tram scheme</p>	P&T		£244,514*		
<p>West Granton Road Includes new toucan/puffin crossings</p>	P&T		£419,310*		
<p>Muirhouse Parkway/Pennywell Road Roundabout Replace roundabout with signals, to aid pedestrians and cyclists</p>	P&T		£551,004*		
<p>Jane St/Tenant St connections</p> <ol style="list-style-type: none"> <li>1. Land purchase 120m<sup>2</sup></li> <li>2. New 4m path - 120m length £33600</li> <li>3. Wall demolition – 10m £3000</li> <li>4. Lighting along 175m stretch = 6 columns £12000</li> </ol>	P&T		£48600*		
<p>Salamander St to Foot of the Walk (and beyond) Elbe St – Reset cobbles with flat tops/smooth for cycling</p>	P&T		£350,000*		
<p>Bernard St/Salamander Street active travel and public realm project (to Seafield Place)</p> <ol style="list-style-type: none"> <li>1. Segregated cycleway (whole length – 1250m) 3m wide + 0.5 sep strip (pinch to 2m wide in some sections). £750,000</li> </ol>	P&T	£4,720,000*			

	<p>2. Continuous footways Seafield PI to Constitution St: 20 £200,000                  3. Zebra crossings every 200m metre: 6 £120,000                  4. Moderate Public realm improvements Salamander st to Elbe St: seating, planters, build outs, change road materials, widen footway on south side by 1m. £500,000                  5. Shared use Plaza – Constitution St to Timber Bush, tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings £2,500,000                  6. Shared use Street – Timber Bush to shore – widen footway, setted street, trees, seating £500,000                  7. Shore/Bernard Junc – widen footways, raised tables, seating and planters £150,000</p>					
	<p>Granton – north south route through National Galleries development to the Shore</p> <ul style="list-style-type: none"> <li>• Path A: 3.5m wide tarmac path (40m length): £10,000/ Lighting Path A: £2000</li> <li>• Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000</li> <li>• All on non-CEC owned land: land costs to be assessed.</li> </ul>	P&T	Programme to be confirmed	£50,000*		
	<p>Complete link next to school site at Granton                  120m of shared use footway at 4m wide: £35,000                  140m of footway widening to achieve 4m width: £10,000</p>	P&T		£45,000*		
	<p>Lower Granton Square public realm</p>	P&T		£2,000,000*		
	<p>Promenade link to Granton Harbour                  Upgrade path to 6m tarmac path and sea wall                  Traffic calm W Harbour Road</p>	P&T		£795,000*		
	<p>Forth Quarter park to Promenade                  Widen footway for shared ‘segregated’ shared use footway – widen by 2m for 130m</p>	P&T		£70,000*		
	<p>Craightinny – Leith Links Cycle link. (Leith to Portobello) (T7) LDP Safeguard</p>	P&T	N/A	Safeguard		
	<p>Salamander Cycle Link (T7) LDP Safeguard</p>	P&T	N/A	Safeguard		
	<p>Couper Street – Citadel Place (T7) LDP Safeguard</p>	P&T	N/A	Safeguard		
	<p>Waterfront Avenue to Granton Rail path (T7) LDP Safeguard</p>	P&T	N/A	Safeguard		

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

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

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

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Gilmerton Crossroads (T19)	Reconfiguration of junction	P&T	With Dev	£250,000 With optimism bias £400,000*	Contribution Zone	Design work nearing completion.
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<b>Gilmerton Station Road / Drum Street Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Gilmerton Station Rd / Drum Street	Junction capacity upgrade and access and parking strategy	P&T	With Dev	Project estimated £400,000* TRO £1500	Contribution Zone.	Estimated, detailed design and costing required.
<b>Lasswade Road / Lang Loan Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Lasswade Road/Lang Loan	New 3.5m wide shared use cycleway/pedestrian path and signalised junction Lasswade Road from North of Lang Loan to Gilmerton Station	P&T	With Dev	Path: £72,800*	HSG 24 and HSG 39	Project costed
	Roundabout to signalised junction	P&T	With Dev	£400,000*		Estimated, detailed design and costing required.
<b>Lasswade Road/Gilmerton Dykes Street/Captain's Road Transport Contribution Zone (costings at Q3 2016)</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Lasswade Road/Gilmerton Dykes Street/Captain's Road	Junction Upgrade	P&T	With Dev	£400,000*	Contribution Zone	Estimated, detailed design and costing required.
<b>Sherriffhall Junction Transport Contribution Zone</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Sherriffhall Junction (T13)	Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and safe crossing of the bypass.	Transport Scotland / SesTrans	TBC	Not costed	Cross boundary	Cross-boundary appraisal to be completed.
<b>Straiton Junction Transport Contribution Zone</b>						
Straiton Junction	Junction upgrade	Transport Scotland / SesTrans	TBC	Not costed	Cross boundary	Cross-boundary appraisal to be completed.

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



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

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

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

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

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

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

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



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

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

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
Broomhills Park (GS9)	<ul style="list-style-type: none"> <li>Substantial developer led parkland as part of Broomhills HSG 21 development, to meet Council's large greenspace standard.</li> <li>Minded to grant planning application has landscape plans showing approx 3ha parkland.</li> <li>6ha woodland planting also required as part of development principles.</li> <li>If parkland is to be adopted, revenue requirements for maintenance need to be established.</li> </ul>	Developer / Parks & Greenspace	With development	£620k*	Developer	Not started
Clovenstone Drive (GS10)	<ul style="list-style-type: none"> <li>Enhance 4ha of existing greenspace as part of Curriemuirend HSG 31 development, including provision of play space and upgrade football pitch.</li> </ul>	Developer/ Housing & Regeneration/ Parks & Greenspace	With development	£400k*	Developer	Not started
Newmills Park (GS11)	<ul style="list-style-type: none"> <li>New 3 ha linear park landscaped to meet the Council's large greenspace standard as part of Newmills Road HSG 37 development. (estimated at £100k/ha?)</li> <li>Establishes the first section of an off-road link* between the Water of Leith Walkway and Kirknewton.</li> <li>New 1ha wooded green belt boundary to be formed on prominent break of slope to the north of the site of a minimum 30m depth.</li> </ul>	Developer/ Parks & Greenspace	With development	£320k*	Developer	Not started
Burdiehouse	<ul style="list-style-type: none"> <li>Extend woodland (0.5ha) along the southern bank of the Burdiehouse Burn and incorporate off-road path links to the Burdiehouse Burn Valley Park.</li> <li>Other woodland planting requirements have been implemented.</li> </ul>	Developer/ Parks & Greenspace	With development	£50k*	Developer (HSG 22)	On track
Gilmerton Dykes Road	<ul style="list-style-type: none"> <li>Provision of a new multi-user path link from Gilmerton Dykes Road to Gilmerton Station Road</li> </ul>	Developer	With development	Not yet known/ estimated	Developer (HSG 23)	Not started

ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
Mortonhall, Burdiehouse and Gilmerton to Straiton in Midlothian	<ul style="list-style-type: none"> <li>Green network connections* between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straiton, including off-site multi-user path connection to link with the paths network in Midlothian via Straiton Pond, with 4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees (200m).</li> </ul>	Respective developers for each site, Planning and Transport	With development	Not yet known/estimated	Developer (HSG 22, 24)	Not started
Gilmerton Station Road to North of Lang Loan	<ul style="list-style-type: none"> <li>New green corridor 500m in length</li> </ul>	Developer	With development	Not yet known/estimated	Developer (CC 3)	Not started
Fountainbridge	<ul style="list-style-type: none"> <li>New greenspace – ‘Fountainbridge Green’ completed.</li> </ul>	Developer	With development	Not yet known/estimated	Developer	Completed
Clovenstone Drive	<ul style="list-style-type: none"> <li>Improve existing greenspace to meet quality standards including provision of play space and upgrading of football pitch.</li> </ul>	Housing and Regeneration, Parks and Greenspaces, Planning & Transport	With development	£100k*	Developer (HSG 31)	Not started
Granton Waterfront: Forth Quarter	<ul style="list-style-type: none"> <li>New ~1ha greenspace as part of masterplan for the area.</li> </ul>	Developer				Completed
Granton Waterfront: Central Development Area	<ul style="list-style-type: none"> <li>New ~1ha greenspace as part of masterplan for the area.</li> </ul>	Developer	With development	£250k*	Developer (EW 2b)	Not started
Edinburgh Park/South Gyle	<ul style="list-style-type: none"> <li>Continuation of the existing north to south greenspace corridor and creation of new pedestrian and cycle links through the site.</li> <li>Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.</li> <li>New greenspace incorporating the tram halt at the Gyle Centre.</li> </ul>	Developer	With development	Not yet known/estimated	Developer (Del 4)	Not started
Dalmeny to Echline, Queensferry	<ul style="list-style-type: none"> <li>Provision of strategic green corridor* (~12.5ha landscape framework and green network) linking various parts of Queensferry from South Scotstoun to Builyeon Road,</li> </ul>	Respective developers for each site, Planning	2016-2026	£1.2m*	Developer (HSG 32 & )	Not started

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ACTION	REQUIREMENT / DETAILS	RESPONSIBLE OFFICER	TIMESCALE	COST	FUNDING	STATUS
	including crossing of existing A90 (see Transport Action).	and Transport			33)	
Edinburgh Gateway Station to Maybury and Cammo green corridor	<ul style="list-style-type: none"> <li>Provision of strategic (~ 2.5ha) green corridor* linking north-south. This will connect Core Path 12 - A8 Link and Core Path 11 - River Almond.</li> <li>Northern woodland planting at Maybury (~3.5ha)</li> </ul>	Respective developers for each site, Planning and Transport	With development	£320k*	Developer (HSG 19 & 20)	Not started
Brunstane to Musselburgh	<ul style="list-style-type: none"> <li>Establish new green network connections* to Newcraighall village, Newcraighall Public Park, Gilbertstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future developments in Midlothian.</li> </ul>	Respective developers for each site, Planning and Transport	With development	Not yet known/estimated	Developer (HSG 29)	Not Started

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

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

<b>6. Utilities / Water and Drainage</b>						
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE OFFICER</b>	<b>TIMESCALE</b>	<b>COST</b>	<b>FUNDING</b>	<b>STATUS</b>
Queensferry Waste Water Treatment Works	Upgrade to Waste Water Treatment Works to accommodate new development	Scottish Water	TBC	TBC	Scottish Water	Project to be designed and costed by Scottish Water

<b>7. Policies</b>				
<b>ACTION</b>	<b>REQUIREMENT / DETAILS</b>	<b>RESPONSIBLE OFFICER</b>	<b>TIMESCALE</b>	<b>STATUS</b>
Policy Del 1: Developer Contributions and Infrastructure Delivery	Prepare SG	P&T	With adoption of plan	SG is in draft form for consultation and use as a material consideration.
Policy Emp 2: Edinburgh BioQuarter	Finalise SG any subsequent actions	P&T	With adoption of plan	SG is in finalised form ready for adoption
Policy Ret 8: in relation to alternative uses in town centres	Prepare SG for 9 town centres and any subsequent actions	P&T	With adoption of plan	Underway, some SG are in finalised form ready for adoption
Policy RS1: in relation to Heat Networks	Prepare SG any subsequent actions	P&T	With adoption of plan	Not started