

Finance and Resources Committee

10.00am, Friday, 1 February 2019

Edinburgh Local Development Plan Action Programme 2019 - Financial Assessment

Item number	7.15
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	1 , 4 , 6 , 10 , 11 , 16 , 17 , 22 , 26 , 28 , 32 , 43

Executive Summary

Edinburgh is a successful growing city. To support growth and to ensure the city grows in a sustainable way, new infrastructure provision and enhancements associated with new development must be delivered. The Council has identified the infrastructure actions required to help deliver the growth and these are set out in the LDP Action Programme (January 2019).

This report updates Committee on the financial implications of the infrastructure set out in the Action Programme on future capital and revenue budgets, and the potential funding sources available to the Council to support this infrastructure.

Edinburgh Local Development Plan Action Programme 2019 - Financial Assessment

1. Recommendations

- 1.1 It is recommended that the Committee
 - 1.1.1 Notes the adopted Action Programme 2019 (Appendix 1);
 - 1.1.2 Notes the high-level costs implications arising from the Action Programme as set out below; and
 - 1.1.3 Notes the progress on prioritising the delivery of infrastructure actions arising from the Local Development Plan.

2. Background

- 2.1 The Edinburgh Local Development Plan (LDP) was adopted on 24 November 2016. The LDP sets out policies and proposals relating to the development and use of land. The policies within the LDP are used to determine planning applications. The proposals within the LDP set out how Edinburgh will develop over the next 5 to 10 years.
- 2.2 The LDP is accompanied by a statutory Action Programme which sets out how the LDP is to be delivered. The Action Programme is a corporate document which is used to manage the delivery of the infrastructure and services needed to support growth.
- 2.3 In January 2018, a financial assessment of the impact of the adopted Edinburgh LDP and its Action Programme on the Council's future capital and revenue budgets was noted by the Finance and Resources Committee.
- 2.4 Planning authorities are required to publish an updated Action Programme at least every two years. A new Action Programme has been formally adopted by Planning Committee on 23 January 2019. The purpose of this report is to provide an updated financial assessment of the Action Programme 2019.

3. Main report

- 3.1 Edinburgh is a successful growing city. The LDP aims both to support the growth of the city economy and to help increase the number and improve the quality of new homes being built. To support growth and to ensure the city grows in a sustainable way, new infrastructure provision and enhancements associated with new development must be delivered.
- 3.2 Infrastructure actions are set out in the LDP Action Programme (January 2019, Appendix 1) and include:
- 3.2.1 Education infrastructure capacity, including new schools;
 - 3.2.2 Transport improvements including public transport, the Edinburgh tram project, public realm and other pedestrian and cycle actions, traffic management, including strategic infrastructure from the Strategic Development Plan, and junction improvements;
 - 3.2.3 Green space actions; and
 - 3.2.4 Primary healthcare infrastructure capacity.
- 3.3 The Council has costed the capital impact of delivering the infrastructure actions required to support growth and this is set out below.

Education Infrastructure

- 3.4 To support new housing development, the Action Programme sets out a requirement for six new primary schools, one new secondary school, twenty-five school extensions and nursery infrastructure linked to the delivery of new schools. The estimated base capital cost of building the education actions, excluding land, is currently £173.133m based on BCIS Q4 2017 (this excludes any indexation and financing costs).

Transport Infrastructure

- 3.5 To support the housing and economic development proposals within the plan, the estimated base capital cost of the transport infrastructure is £191.781m based on BCIS Q1 2016 (this excludes any indexation and financing costs).

Greenspace

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

Primary Healthcare

- 3.7 The Council has worked with NHS Lothian and the Health and Social Care Partnership to identify the primary healthcare capacity improvements required to support the plan. This includes four new GP practices and ten GP practice expansions. The total base capital cost of delivering new healthcare infrastructure is £44.570m based on BCIS Q4 2017 (this excludes any indexation and financing

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

Total base capital costs

- 3.8 The total base capital cost of delivering the infrastructure actions to support the LDP are summarised in the table below. Base costs for education include land where it is required.

Summary of base capital costs associated with the delivery of LDP Actions	
Infrastructure Requirement	Cost
Education (including land)	£230.436m
Transport	£191.781m
Greenspace	£3.750m
Primary Healthcare	£43.370m
Total costs	£469.337m

Capital Impact on Council Budgets

- 3.9 The Council now utilises a financial model to calculate a more accurate assessment of the cost of delivering the LDP. The model considers all cost implications of the LDP where they have an impact on Council budgets, indexing to take account of inflation and an assumed timeline for delivery of infrastructure actions, and the potential recovery of S.75 developer contributions. The model is updated on an annual basis. The actions relating to Greenspace and Healthcare actions are not included in the model as they are not expected to have a capital impact on Council budgets.
- 3.10 A summary of the relevant income and expenditure is set out in the table below.

	Capital expenditure (indexed)	Capital income (indexed)	CEC Capital budget allocation	Net funding gap after income and capital budget allocation
Education	£256.996m	£200.338m	£15.975m	£40.683m
Transport	£243.499m	£99.297m	£6.500m	£137.702m
Total	£500.495m	£299.635m	£22.475m	£178.385m

Capital Expenditure Projections

- 3.11 The expenditure projections set out above are based on an assessment of when the infrastructure will be required based on the timing of housing completions as set out in the approved Housing Land Audit and Completions Programme 2018. This allows for capital expenditure and the delivery of housing to be monitored to ensure delivery of infrastructure at the optimal time.

Capital Income Projections

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

Developer Contributions

- 3.13 Through its planning powers, the Council can secure financial and, other contributions from developers towards the delivery of the infrastructure actions identified. The Council's approach is to pursue full cost recovery from development for its share of the infrastructure required to support growth based on the finalised Supplementary Guidance on Developer Contributions and Infrastructure Delivery (August 2018).
- 3.14 However, the Council's powers were never provided to ensure that local authorities are protected from the cost of development. Developer contributions can be appealed, and contributions reduced due to viability. Viability issues are arising in areas where there are legacy land value issues and in areas where there is significant new infrastructure, such as new schools.
- 3.15 Infrastructure costs vary significantly across the city and as viability issues are considered on a case by case basis, it is not possible to accurately assess the projected funding gap from S75 contributions. To aid prudent financial planning, the financial model assumes a 60% recovery rate, resulting in the current funding gap of £200.86m. The recovery of S75 contributions to fund infrastructure will be monitored closely through the financial model and any funding gaps will be reported on an annual basis.

South East Scotland City Region Deal

- 3.16 The South-East Scotland City Region Deal was signed on 20 July 2017. Partial funding of £120m for the A720 city bypass at the Sheriffhall Roundabout (delivered by Transport Scotland) and a total of £36m for transport improvements across west Edinburgh was agreed as part of the deal. A dedicated programme is underway to take forward these projects.

Revenue impact on Council budgets

- 3.17 The model also sets out the indicative annual revenue funding implications for completed infrastructure at year ten, and assumed additional demand on council

service area budgets. Work is continuing to determine the full impact on service area budgets.

Education	
Staffing costs per annum:	£12.812m
Running and lifecycle costs per annum:	£7.326m
Total costs:	£20.138m
Service areas	
Refuse collection per annum:	£1.354m
Refuse disposal per annum:	£2.169m
Street cleaning per annum:	£0.181m
Adopted street lighting per annum:	£0.160m
Road Maintenance: Road gulley cleaning costs <i>Note: Lifecycle costs for maintenance of new roads are being considered.</i>	£0.288m
Green space maintenance: Commuted sums for maintenance collected as part of planning consent.	N/A
Total costs:	£4.152m

- 3.18 The LDP is estimated to give rise to significant additional net housing provision within the city. Given the underlying needs basis of the grant distribution system, and other things being equal, the resulting rise in population would increase the city's share of available funding.
- 3.19 An increase in the city's housing stock will also give rise to additional Council Tax income. The Council's long term financial plan assumes that a proportion of this additional Council tax revenue would be used to offset the revenue and loan charge impact that would arise as consequence of delivering infrastructure actions.

Progress

- 3.20 Capital funding of £35m was approved during the 2018/19 budget setting process. In addition, annual revenue funding of £1m was approved, the majority of which has been allocated to meet the running costs of the new Queensferry High School.
- 3.21 An initial programme of delivery totalling £22.475m has been developed by officers, based on priority actions for Education and Transport, and has now been approved by the Action Programme Board and Oversight Group. Officers are currently developing the next phase of priority actions to be considered, so that that the remaining £12.525m capital budget allocation plus the additional £3.95m Capital Fund budget can be earmarked where appropriate.

- 3.22 Actions approved for delivery will form the basis of individual business cases that will be reported to relevant Committees. An update on progress on delivering the Action Programme will continue to be reported on an annual basis.

4. Measures of success

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

5. Financial impact

- 5.1 There are significant direct financial impacts arising from the delivery of infrastructure actions to support the LDP over its ten-year timeframe.
- 5.2 The total capital cost of the Action Programme is £500m. A significant part of this cost can be met from developer contributions and committed Council budgets. However, the net funding requirement is currently £178.385 million after those contributions and Council budget allocation of £22.475m have been applied. There also is a risk on the timing of when developer contributions will be received as developer's cash flow cannot support the upfront payment of contributions. This is also a factor when considering the overall funding gap to the Council.
- 5.3 The report sets out a projected net capital expenditure funding requirement for Education infrastructure of £56.658m. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a thirty-year period would be a principal amount of £56.658m and interest of £44.725m. This means a total cost of £101.383m based on a loans fund interest rate of 4%.
- 5.4 The report also sets out a projected net capital expenditure funding requirement for Transport infrastructure of £144.202m. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a twenty-year period would be a principal amount of £144.202m and interest of £68.436m. This means a total cost of £212.638m based on a loans fund interest rate of 4%.
- 5.5 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third-party contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects. Following instruction from Members, notional loan charge estimates have been provided above. These assume on borrowing in full for these capital projects.
- 5.6 Members should note that the allowance for this infrastructure cost provided within Council budget is

- 5.6.1 £0.905m for initial design work on transport and education projects, approved in the Council's 2015/16 budget;
 - 5.6.2 £3.95m of funding earmarked from the Council's Capital fund in 2016/17; and
 - 5.6.3 £35m of Capital funding approved by Council at its budget setting meeting of 22 February 2018.
- 5.7 Currently £22.475m of the approved capital funding has been allocated to allow the Council to progress a number of priority transport and education infrastructure actions, with a further £12m of capital funding and £3.95m from the Capital fund, yet to be allocated. A significantly greater sum will be required to enable the Council to deliver the full Action Programme. Should funding not be available, there remains a real risk to the Council that the required infrastructure cannot be delivered, as required within the LDP proposals. Council officers will prioritise actions against the budget available.

6. Risk, policy, compliance and governance impact

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

7. Equalities impact

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

8. Sustainability impact

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

9. Consultation and engagement

- 9.1 In preparing the Action Programme, the 2006 Planning Act requires the Council to seek the views of, and have regard to any views expressed by:
- 9.1.1 the key agencies, and
 - 9.1.2 such persons as may be prescribed.

- 9.2 The Council, in preparing the Plan and the adopted 2016 Action Programme, engaged with the Key Agencies, (e.g. SEPA, Scottish Natural Heritage, Scottish Water and NHS Lothian) and other bodies such as Historic Environment Scotland, Transport Scotland, developers and communities.

10. Background reading/external references

- 10.1 Edinburgh Local Development Plan: Action Programme – adoption – [Report to Housing and Economy Committee, 23 January 2018](#)
- 10.2 Edinburgh Local Development Plan Action Programme - Financial Assessment – [Report to Finance and Resources Committee 19 January 2018](#)
- 10.3 Revenue and capital budget framework 2018/23 – progress update – [Report to Finance and Resources Committee, 5 September 2018](#)
- 10.4 Edinburgh Local Development Plan Action Programme - Financial Assessment – [Report to Finance and Resources Committee 19 January 2017](#)
- 10.5 Edinburgh Local Development Plan: Action Programme – adoption – [Report to Planning Committee 8 December 2016](#)
- 10.6 Edinburgh Local Development Plan - Adoption, [Report to Full Council, 24 November 2016](#)

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11. Appendices

Appendix 1 - LDP Action Programme (adopted 23 January 2019)

Edinburgh Local Development Plan

Action Programme

January 2019

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INTRODUCTION

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

The Local Development Plan (LDP) aims to:

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

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

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

The Action Programme is intended to help align the delivery of the Local Development Plan with corporate and national investment in infrastructure. It will be used by the Council as a delivery mechanism to

lever the best possible outcome for the city and to coordinate development proposals with the infrastructure and services needed to support them.

The Action Programme is informed by the annual Housing Land Audit and 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.

1. EDUCATION ACTIONS

FUNDING: s75 / Gap Funding				
RESPONSIBLE OFFICER: CEC: Communities and Families				
Action Required	Estimated Capital Cost (Q4 2017)	Delivery	Status	Contribution Zone
2 RC Primary School classes (St Margaret's RC PS)	£784,388	Aug-18	Delivered.	Queensferry
Additional secondary school capacity - 275 pupils (to mitigate the impact of development within the catchment area of Queensferry Community HS)	£8,986,375	Mar-20	Project progressing.	Queensferry
1 Primary School class (Kirkliston PS)	£392,194	Aug-20	Feasibility work underway.	Queensferry
4 RC Primary School classes (St John Vianney RC PS or St Catherine's RC PS)	£1,193,665	Aug-20	Project progressing / Feasibility work required.	Liberton Gracemount
3 Primary School classes (Currie PS)	£946,876	Aug-20	Plan in place if required, subject to outcome of statutory consultation.	South West
2 Primary School classes (Dean Park PS)	£784,388	Aug-20	Feasibility work required, subject to outcome of statutory consultation.	South West
4 RC Primary School classes (Fox Covert St Andrews RC PS or St Joseph's RC PS)	£1,193,665	Aug-20	Plan in place if required / Working group to be established.	West
New 14 class Primary School and 80 nursery (Broomhills)	£13,538,437 Abs: £5,121,593 Land £2,950,000	Aug-20	Statutory consultation complete. Project progressing.	Liberton Gracemount
New 14 class Primary School and 80 nursery (New Victoria Primary School Phase 1)	Phase 1: £13,538,437 Abs: 3,485,846 Land £1,450,000	Phase 1: Aug-20	Statutory consultation complete. Project progressing.	Leith Trinity

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Additional secondary school capacity - 66 pupils (to mitigate the impact of development within the catchment areas of Boroughmuir HS and James Gillespie's HS)	£2,156,730	Aug-20	Project progressing.	Boroughmuir James Gillespie's
4 Primary School classes (to be delivered by the new South Edinburgh PS)	£1,193,665	Aug-21	Project progressing.	Boroughmuir James Gillespie's
Additional secondary school capacity - 7 pupils (to mitigate the impact of development within the catchment area of Firhill HS)	£228,744	Aug-21	Working group to be established.	Firhill
3 Primary School classes (Castleview PS)	£946,876	Aug-21	Feasibility work required.	Castlebrae
Extension to Castleview PS dining hall	£392,194	Aug-21	Feasibility work required.	Castlebrae
2 RC Primary School classes (St David's RC PS)	£784,388	Aug-21	Plan in place if required.	Craigroyston Broughton
Additional secondary school capacity - 261 pupils (to mitigate the impact of development within the catchment area of Castlebrae Community HS)	£8,528,886	Aug-21	Statutory consultation complete. Project progressing.	Castlebrae
Additional secondary school capacity - 522 pupils (to mitigate the impact of development within the catchment areas of Liberton HS and Gracemount HS)	£17,057,773	Aug-21	Feasibility work required.	Liberton Gracemount
3 Primary School classes (Gylemuir PS)	£946,876	Aug-21	Feasibility work required.	West
Additional secondary school capacity - 251 pupils (to mitigate the impact of development within the catchment areas of Leith Academy and Trinity Academy)	£8,202,109	Aug-22	Feasibility work underway.	Leith Trinity
New 21 class primary school and 120 nursery (Maybury)	£18,134,905 Abs £3,241,760 Land £4,750,000	Aug-22	Site identified in LDP. Statutory consultation required.	West
New 11 class Primary School and 80 nursery (Brunstane)	£12,218,285 Abs £5,121,593 Land £2,950,000	Aug-22	Site identified in LDP. Statutory consultation required.	Castlebrae

New 14 class Primary School and 80 nursery (South Queensferry)	£13,538,437 S&R £2,322,342 Land £3,050,000	Aug-22	Site identified in LDP. Statutory consultation required.	Queensferry
Additional secondary school capacity (St Augustine's RC HS)	£2,548,863	Aug-22	Feasibility work required.	West / Tynecastle
Additional secondary school capacity – 420 pupils (to mitigate the impact of development within the catchment areas of non-denominational secondary schools within West Edinburgh)	£13,737,847	Aug-23	Site to be identified. Feasibility work and statutory consultation required.	West
Additional secondary school capacity – 273 pupils (to mitigate the impact of development within the catchment areas of Craigmoynton Community HS and Broughton HS)	£8,921,019	Aug-23	Feasibility work required.	Craigmoynton Broughton
New 7 class Primary School and 60 nursery (Gilmerton Station Road)	£8,893,839 Abs £5,121,593 Land £3,000,000	Aug-23	Site identified. Statutory consultation required.	Liberton Gracemount
2 Primary School class (Balgreen PS)	£784,388	Aug-24	Plan in place if required.	Tynecastle
2 Primary School classes (Craigmoynton Park PS)	£784,388	Aug-24	Plan in place if required.	Liberton Gracemount
2 Primary School classes (to mitigate the impact of development within the catchment areas of Broughton PS, Abbeyhill PS and Leith Walk PS)	£784,388	Aug-24	Feasibility work required.	Drummond
2 Primary School classes (to mitigate the impact of development within the catchment area of The Royal High Primary School)	£784,388	Aug-24	Feasibility work required.	Portobello
2 RC Primary School classes (Holycross RC PS)	£784,388	Aug-24	Feasibility work required.	Leith Trinity
New 14 class Primary School and 80 nursery (Granton Waterfront)	£13,538,437 Abs 3,485,846 Land £525,000	Aug-24	Site identified. Statutory consultation required.	Craigmoynton Broughton

2 TRANSPORT ACTIONS

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
2A - STRATEGIC TRANSPORT ACTIONS							
Edinburgh Glasgow Improvement Project (EGIP) (T2).	The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive package of improvements to Scotland's railway infrastructure.		National funding			Safeguard – Place Development Delivery - Network Rail / Transport Scotland	2019 onwards Transport Scotland Safeguarding still in place.
Rail Halts at: Portobello, Piershill and Meadowbank (T3).	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.		No funding identified			Place Development	Network Rail Long-term safeguard
South Suburban Halts (T4).	LDP Safeguard. Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.		No funding identified			Place Development	Network Rail Long-term safeguard

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Orbital Bus Route (T5).	The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded in the LDP for appropriate public transport use or use as a cycle / footpath.		N/A			SEStran, CEC, Midlothian, East Lothian, Transport	SEStran, CEC, Midlothian, East Lothian, Transport Long-term safeguard
East Craigs Estate Junction.	Junction at Maybury Drive / Maybury Road. Not related to impact of development.		Not costed			Place Development	To be designed and costed.
West of Fort Kinnaird (T15).	LDP Safeguard for new link road between The Wisp and Newcraighall Road.		N/A			Place Development	Safeguarded in Plan
Morningside - Union Canal link (T7).	LDP Safeguard Only (Excludes those routes safeguarded under T7 on the Proposals Map which are also identified in a specific Contribution Zone or Site Specific action elsewhere in this Action Programme).		N/A			Place Development	Safeguarded in Plan.
Wisp - Fort Kinnard link (T7).							
Gillberstoun link (T7).							
Fort Kinnard - Queen Margaret University (T7).							
West Approach cycle link (T7).							
Forrester High cycle link (T7).							
Family Cycle Network Link along railway viaduct (T7).							
North Meggetland - Shandon link (T7).							
Pitlochry Place - Lochend Butterfly (T7).							
Donaldson cycle link (T7).							

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Round the Forth cycle route (T7).							
Inglis Green cycle link, new Water of Leith Bridge (T7).							
Mcleod Street/Westfield Road (T7).							
Westfield Road - City Centre (T7).							
Gordon Terrace - Robert Burns Drive link path (T7).							
Barnton Avenue crossing (T7).							
Family Network Link via Liberton Tower (T7).							
Link to Blackford Glen Road (T7).							
Astley Ainslie Hospital (T7).							
Pilrig Park - Pirrie Street (T7).							
Edinburgh Waterfront Promenade (T7).							
Morrison Crescent - Dalry Road (T7).							
Off road alternative NCNR 75 (T7).							
To King's Buildings & Mayfield Road (T7).							
Lochend Powderhall (T7).							
Ramped access from Canal to Yeoman Place (T7).							

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
2B – TRANSPORT CONTRIBUTION ZONES							
EDINBURGH TRAM CONTRIBUTION ZONE							
Edinburgh Tram (T1).	Transport proposal T1 safeguards long term extensions to the network connecting with the waterfront and to the south east.		Tram Contribution Zone.			CEC	Under development Line 1a complete To Newhaven under construction.
WEST EDINBURGH TRANSPORT CONTRIBUTION ZONE							
A8 North side missing link.			£800,000	£980,000		Place Development	2022/23
Improvements to Gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting).			£500,000	£612,500		Place Development	2022/23
Cycle Connection from A8 along Eastfield Road into Airport.			£693,300	£849,293		Place Development	2022/23
Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path.	Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs.		£200,000	£245,000		Place Development	2021/22

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LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Improved access between Ratho Station and A8 along Station Road. Glasgow Road / Ratho Station improved crossing.			£700,000	£857,500		Place Development	2021/22
Improved Station Road/A8 bridge access for cyclists.			£650,000	£796,250		Place Development	2021/22
Broxburn to Newbridge Roundabout bus lane.			£4,499,600			Place Development	2022/23
Station Road to Newbridge Interchange bus lane.			£1,602,300			Place Development	2022/23
A8 Eastbound Bus Lane from Dumbbells to Maybury Junction.			£3,697,400			Place Development	2026/27
Bus Lane under Gogar Roundabout.			£92,300			Place Development	2021/22

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LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Maybury Road Approach to Maybury Junction.	Potential to incorporate as part of delivery project for Maybury Junction action (see separate section). Cost elements to be attributed to relevant developments as per CZs.		£3,082,200			Place Development	2026/27
Bus Priority South West Edinburgh.	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).		£6,500,000	£7,962,500		Place Development	2025/26
Upgraded Bus interchange facility at Ingliston P+R.			£4,320,000			Place Development	2025/26
Kilpunt Park and Ride.			£7,920,000			Place Development	2023/24
New Tram Stop.			£1,440,000			Place Development	2022/23
Link Road Part 1 Dual Carriageway (T10).			£9,073,400			Place Development	2022/23
Link Road Part 2 Single Carriageway.			£4,052,000			Place Development	2021/22
Link Road Segregated cycle route			£1,605,600			Place Development	2021/22
Development Link Road Main Street Carriageway.			£8,114,300			Place Development	2022/23

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LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Dualling of Eastfield Road Phase 1.			£2,596,100			Place Development	2023/24
Dualling of Eastfield Road Phase 2.			£1,645,900			Place Development	2024/25
Dumbbells Roundabout Improvement (T9).			£1,732,400			Place Development	2023/24
Dumbbells westbound off slip			£1,245,900			Place Development	2023/24
MOVA improvements at Newbridge/Dumbbells Gogar/Maybury (T9).			£2,174,400			Place Development	2021/22
Newbridge additional lane from M9 onto A8 (T12).			£837,100			Place Development	2021/22
A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement.			£2,446,800			Place Development	2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Gogar to Maybury additional eastbound traffic lane.			£30,000,000			Place Development	2022/23
CALDER & HERMISTON TRANSPORT CONTRIBUTION ZONE							
A720 Calder and A720 Hermiston junctions.	Signal improvements (MOVA) to A720 Calder and A720 Hermiston junctions identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).		Cost still to be established			Transport Scotland	Date TBC
MAYBURY / BARNTON CONTRIBUTION ZONE							
Maybury Junction (T17).	Increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals. Provide bus priority and better provision for pedestrians and cyclists. Scope for delivery project to also incorporate elements identified in WETA package of actions (Maybury Road approach; designated cycle route & crossings). Cost elements to be attributed to relevant developments as per CZs.		£1,864,100	£2,283,523		Place Development	By 2024/25 Initial design work completed.

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Craigs Road Junction (T18).	Improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road.		£632,500	£774,813		Place Development	Deliver as part of adjacent housing development (Maybury HSG19 - part).
	New signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road.						
Barnton Junction (T19).	Improve junction efficiency through improved signals control and improve provision for cyclists and pedestrians.		£800,000	£980,000		Place Development	Timescale to relate to nearby development. Expected 50% completion by 2024/25.
SOUTH EAST EDINBURGH (NORTH) CONTRIBUTION ZONE							
Old Craighall.	Junction Upgrade Action and costs derived from East Lothian Council draft developer contributions framework.		£500,000	£612,500		To be confirmed.	East Lothian and HSG 26 & 27 & 29 Expected 50% completions in 2023/24
GILMERTON JUNCTION (A720) CONTRIBUTION ZONE							
Gilmerton Junction (A720).	Junction upgrade identified in LDP. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017).		Not costed			Transport Scotland / SESplan	Not identified SESplan / Transport Scotland Cross-boundary appraisal completed

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
BURDIEHOUSE JUNCTION CONTRIBUTION ZONE							
Burdiehouse Junction (T20).	Upgrade of junction (Kaimes Junction).		£400,000	£490,000		Place Development	With dev 2023/24 S.75s signed for HSG 21 Broomhills & part of HSG 22 Burdiehouse. See site entries.
GILMERTON CROSSROADS CONTRIBUTION ZONE							
Gilmerton Crossroads (T19).	Upgrade of junction with MOVA.	With Development	£400,000	£490,000		Place Development	With dev 2022/23 s.75s signed for HSG 23 Gilmerton Dykes Road, HSG 24 Gilmerton Station Road & HSG 25 The Drum.
GILMERTON STATION ROAD / DRUM STREET CONTRIBUTION ZONE							

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Gilmerton Station Rd / Drum Street.	Junction capacity upgrade and access and parking strategy.	TRO £1500	£415,000	£508,375		Place Development	With Dev 2023/24 S.75s signed for: HSG 23 Gilmerton Dykes Road, HSG 24 Gilmerton Station Road & HSG 25 The Drum.
LASSWADE ROAD / LANG LOAN CONTRIBUTION ZONE							
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.		Signalised junction and connecting paths to be delivered as integral part of either adjacent development, secured by s.75 planning agreement.			Place Development	With dev, by 100t unit of relevant development (expected 2023/24)
Lasswade Road/Lang Loan roundabout.	Roundabout to signalised junction.		Signalised junction and connecting paths to be delivered as integral part of either adjacent development,			Place Development	Designs coming forward with AMC for North of Lang Loan. (expected delivery 2023/24)

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
			secured by s.75 planning agreement.				
LASSWADE ROAD/ GILMERTON DYKES STREET/ CAPTAIN'S ROAD CONTRIBUTION ZONE							
Lasswade Road/ Gilmerton Dykes Street/ Captain's Road.	Junction Upgrade with MOVA system.		£400,000	£490,000	s.75s signed for North of Lang Loan. Contributions to be secured through s.75s for other relevant sites.	Place Development	To be installed by proprietors of North Land Loan site by 50th unit completion (expected 2023/24) see planning condition 4.6 and 4.7 of 14/05145/PPP (PPA/230-2152). Detailed design and costing required.
SHERRIFFHALL JUNCTION CONTRIBUTION ZONE							
Sherriffhall Junction (T13).	Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and active travel crossing of the bypass.		Proportion to be sought through developer contributions not yet identified.		Funding identified as part of City Region Deal.	Transport Scotland / SESplan	To be determined through City Region Deal governance.

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
STRAITON JUNCTION CONTRIBUTION ZONE							
Straiton Junction.	Junction upgrade. SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017).		Not costed			Transport Scotland / SESplan	Not identified.
GILLESPIE CROSSROADS TRANSPORT CONTRIBUTION ZONE							
Gillespie Crossroads.	Increase junction capacity based on increasing the efficiency of the traffic signals through installation of MOVA.		£410,000	£502,250		Place Development	With Dev 2021/22
HERMISTON PARK & RIDE TRANSPORT CONTRIBUTION ZONE							
Hermiston Park & Ride.	Extension to Hermiston Park and Ride.		£470,000	£575,750		Place Development	With Dev 2019/20
QUEENSFERRY TRANSPORT CONTRIBUTION ZONE							
Dalmeny Station.	Increased car parking at Dalmeny Station. Increased and improved cycle parking at Dalmeny Station is completed – see section 8 below.	Consideration of this action will be part of the wider A90 corridor improvements.				Place Development	With Dev 2025/26
ROSEBURN TO UNION CANAL TRANSPORT CONTRIBUTION ZONE							
Roseburn to Union Canal route/green network (T7).	Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in		£4,370,500	£5,353,863		Place Development	With Developments 2023/24 Sits within Active Travel 5 year programme

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	phases.						16/01908/PAN
	First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline.	£3,443,189 (raw cost without park)					
	Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments.	£927,311		with Dalry Park and incl preliminaries, contingencies and Stage 3 Design Costs: £5,357,125			
	Later section - new bridge over East Coast Mainline.	TBC		TBC			
2C - SITE SPECIFIC TRANSPORT ACTIONS							
Springfield HSG 1.	Opportunity to create a link road from Bo'ness Road to Society Road should be investigated. Queensferry Transport Contribution Zone.					Place Development	Allocated but constrained in the Housing Land Audit
West Newbridge HSG 4.	Transport requirements to be established through cumulative transport appraisal and planning permission.					Place Development	Allocated but constrained in the Housing Land Audit

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	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).	£100,000					17/02169/FUL
	National Cycle Network Contribution (links from the development site to the National Cycle Network.)	£20,000					
	Newbridge Roundabout Upgrade Contribution (to MOVA)	£165,000					
	Public Transport Improvement Contributions.	£44,000					
	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).	£690,000					
Hillwood HSG 5.	Transport requirements to be established through cumulative transport appraisal and planning permission.					Place Development	16/04861/PAN 16/06019/FUL (pending)
Edinburgh Zoo HSG 7.	Transport requirements to be established through cumulative transport appraisal and planning permission.					Place Development	Allocated

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Lochend Butterfly HSG 12.	Permanent strengthening of the existing rail bridge on Easter Road at the junction of Easter Road and Albion Road and or in assisting with the provision of a new pedestrian bridge over the railway from the south development site and Moray Park Terrace in the event that the railway line is reinstated for use.		£306,250	£375,156	Paid	Place Development	Underway 12/03574/FUL and 12/03574/VARY Otherwise 25% completed by 2019/20
	Application seeks construction of the at-grade link to Moray Park Terrace.						
	Contribution of for provision of 6 car club spaces.	£34,500					
	TRO.	£2,500					
	Rail crossing contribution.	£227,000					
MAYBURY (HSG 19) - Site status - PPP for central portion of allocation refused. Appeal pending. Eastern portion application pending.							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action		No permissions or s.75s yet issued.	Place Development	25% expected to be constructed by 22/23
Maybury Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Eastern portion of HSG19.	Route to be formed as part of new development layout. This route forms part of the strategic green corridor from		n/a – to be secured by condition		To be delivered as integral part of development of eastern	Place Development	Eastern portion of HSG 19 Maybury

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	Edinburgh Gateway to Cammo and quality landscaping is required.				portion of HSG 19 and secured through planning condition(s).		2022/23
Maybury - Edinburgh Gateway Station pedestrian / cycle route – central portion of HSG 19 Maybury including bridge over railway and connections beyond.	Bridge and ramps, approx. 80m: (based on 20m span and 5m width).	£600,000	n/a – to be secured by condition		To be delivered as integral part of central portion of HSG 19 Maybury secured through planning condition(s).	Place Development	2022/23
	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.		n/a – to be secured by condition		To be delivered as integral part of central portion of HSG 19 Maybury secured through planning condition(s).	Place Development	2022/23
	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		£392,000		£480,200	Financial contribution to be required in PPP.	Place Development

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	change to parallel parking), to make room for segregated cycle lane. Cyclepath to <i>Gogar Link Road - north of station</i> . Land purchase needed.						
Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway.			£450,000	£551,250	To be delivered as integral part of development secured through planning condition(s).	Place Development	2022/23
TRO for lower speed limit along Turnhouse Road.			£2,000	£2,450	Financial contribution to be required in PPP.	Place Development	2022/23
Incorporation of walking and cycling from the development site into the Maybury junction redesign.			£103,500	£126,788	Financial contribution to be required in PPP.	Place Development	2020/21
Bus route Craigs Road/Turnhouse Rd and upgrade bus infrastructure on Turnhouse Rd.			£400,000 estimated cost	£400,000 estimated cost	To be delivered as integral part of development secured through planning condition(s).	Place Development	2022/23
New footway/cycleway along	Paths (100m).	£21,000			To be delivered	Place	2022/23

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
south-west side of Turnhouse Road and 3 crossing facilities Turnhouse Rd and Craigs Rd at Maybury Rd.	Crossing facilities x3 Crossing locations: first at a suitable point along Turnhouse Road; second on Turnhouse Road near Maybury; and third toucan crossing as part of Craigs Road junction (CZ above).	£75,000	£96,000	£117,600	as integral part of development secured through planning condition(s).	Development	
CAMMO (HSG 20) - Site status - PAN submitted.							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action.		No permissions or s.75s yet issued.	Place Development	2023
Cammo Walk link (north).	Cycle path to tie into path to Cammo Estate on north of site (450m).	£94,500	£100,000	£122,500	Financial contribution to be required in PPP.	Place Development	2022/23
Cammo to Maybury cycle path.	Cycle path connecting Cammo to Maybury site and extending to Cammo Estate.		£300,000	£367,500	Financial contribution to be required in PPP.	Place Development	2022/23
	Toucan crossings at Craigs Road junction.	£75,000					
	Bridge/decking over Boughtlin Burn connecting cycle path through site to Cammo Walk link (north) and Cammo to Maybury cycle path. Land purchase needed.		TBC		Financial contribution to be required in PPP.	Place Development	2022/23

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Pedestrian/ cycle connection to East of site.	Pedestrian crossing facilities on Maybury Road /pedestrian cycle connections to east.		£200,000	£245,000	Financial contribution to be required in PPP.	Place Development	2022/23
	Toucan or D island crossings x4 over Maybury Road from Cammo site.	£120,000					
	3.5m wide shared use paths (150m) across existing open space to East Craigs estate.	£42,000					
	Excludes any land costs.						
TRO for lower speed limit along Maybury Road.			£2,000	£2,450	Financial contribution to be required in PPP.	Place Development	2022/23
Bus infrastructure on Maybury Road and peak period bus capacity improvements.	Upgrade bus infrastructure (Replace existing bus stops).	£200,000	£400,000	£490,000	Financial contribution to be required in PPP.	Place Development	2023/24 To be done in conjunction with bus priority and junction improvement works.

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	Time-limited financial support for a bus operator to run services along Maybury Road.	£200,000					
BROOMHILLS (HSG 21) - Underway 14/04860/FUL							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action.		S.75: £223,474 for the reconfiguration of the Kaimes Junction (T20 Burdiehouse TCZ) in 3 instalments (£75k prior to 1st unit completed; £75k prior to 60th unit and £73,474 prior to 120th unit).	Place Development	CZ Delivery 2023
Pedestrian /cycle way from Old Burdiehouse Road to Burdiehouse Burn (Broomhills Road).	Upgrade pedestrian crossings to 2x new two stage toucan crossings over A701.	£60,000	£80,000	£98,000	Partly to be delivered as integral part of development; developer to deliver through RCC/s.56. New path	Place Development	With development 2021/22
	Short section of new path (10m) and path widening to 4m (30m).	£6,000					
	Widen existing path to 4m (70m) from Southhouse Broadway to bus stop at A701.	£5,000					

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	New path (30m) to link from crossing to site (may require land preparation and acquisition).	£8,400			adjacent to Burn not funded through signed s.75.		
Secure pedestrian and cycle way access to Old Burdiehouse Rd linking to Broomhills Road.					To be delivered as integral part of development. Achieved through diverted route though site.	Place Development	With development 2021/22
Street improvements to Burdiehouse Road.			£1,300,000	£1,592,500	Not funded through signed s.75.	Place Development	CEC 2021/22
Upgrade bus stops on Burdiehouse Road.			£150,000		Design to be determined through RCC/s.56; to be delivered as integral part of development	Place Development	With development 2021/22
Cycleway access to Frogston Road East.	A new 4m wide toucan crossing at North access linking to existing footway on B701.	£37,500	£50,000	£61,250	Crossing design to be determined through RCC/s.56; to be delivered as integral part of development.	Place Development	With development 2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Cycle path at Broomhills.	Upgrade surface of the path (1,200m) to Morton Mains.		£150,000	£183,750	Not funded through signed s.75.	Place Development	CEC 2022/23
BURDIEHOUSE (HSG 22) - Underway. Planning Permission Granted 14/04880/FUL							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action.		s.75£125k for Kaimes Junction (£41, 667 prior to 1st unit, (£41, 667 prior to 80th unit, (£41, 667 prior to 160th unit.	Place Development	Developer some input from Active Travel with development 2023.
Cycleway safeguard (A720 underpass – Burdiehouse Burn path link).	Off-site multi user path connection to link the site with path networks in Midlothian via Straiton Pond. Forms part of strategic green network between Burdiehouse Burn Valley Park, Mortonhall, Morton Mains, Gilmerton and Straiton high quality landscape treatment required (4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees for approximately 200m). Land purchase required.		£200,000	£245,000	Not funded through signed s.75.	Place Development	Place Development 2020/21 Feasibility already undertaken by consultant.
	Street improvements and pedestrian crossing on Burdiehouse Road.				Potential to be delivered through East of Burdiehouse Site – see site’s actions.		

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	D island crossing on Lang Loan. Path surface upgrade (200m). Construct shared use footway beside Lang Loan road (200m), may require land purchase for footway. New path construction 3.5m to underpass of A720 (600m).						
Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn.	500m path at both the east and west edges of the site.		£125,000	£153,125	Not funded through signed s.75. Potential to be delivered through East of Burdiehouse Site – see site's actions.	Place Development	2020/21
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.	Place Development	Place Development 2020/21
New access point and shared use path.	20m to link to existing path (Land ownership of Greenspace for 10m of path).		£50,000	£61,250	Not funded through signed s.75.	Place Development	Place Development 2020/21

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Upgrade bus stops on Burdiehouse Rd and Frogston Rd East. Enhance peak capacity (not mapped).			£500,000	£612,500	Not funded through signed s.75.	Place Development	Place Development 2020/21
Bus route through site and bus gate.			£200,000	£245,000	s.75 - £200,000 achieved.	Place Development	Place Development 2020/21
GILMERTON DYKES ROAD (HSG 23) - Planning permission granted 14/01446/FUL							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action		s.75 signed as part of appeal process. No provision for relevant CZs.	Place Development	Place Development 2019
Cycle path from Lasswade Road to HSG23/24.	Cycle link 500m – Gilmerton Road to Lasswade Road.		£110,000	£134,750	To be delivered as integral part of development - Condition 7: pedestrian/ cycle connection to HSG 24 before 1st unit see landscape drawing.	Place Development	Developer 201920

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
New footway along Gilmerton Dykes Road.	500m Footway.	£105,000	n/a		Footway on site boundary expected to be delivered as integral part of development. Remainder of footway potentially to be delivered as part of development of adjacent land.	Place Development	Developer(s) with Dev (estimated 2019/20)
Upgrade bus stops on Lasswade Rd/Gilmerton Rd.			£200,000	£245,000	s.75- £36,500 for public transport improvements.	Place Development	Place Development 2019/20
Enhance peak period bus capacity on Gilmerton Road.			£200,000	£245,000	s.75- £36,500 for public transport improvements.	Place Development	Place Development 2020/21
GILMERTON STATION ROAD (HSG 24) - Planning permission granted - 14/01649/PPP 16/04382/AMC 16/03299/AMC 17/04164/AMC 7/9/17 (received)							

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action.		PPP s.75 £400k: Gilmerton Crossroads MOVA Junction reconfiguration access and parking at Drum St Cycle/pedestrian crossing on Drum St.	Place Development	Place Development 2021
Drum Street Ped & Cycle crossing & path through site to multi user path to Straiton.	Toucan crossing and shared use footway. Part of first phase of development.		n/a – to be delivered as integral part of development		To be delivered as integral part of development. Phase 1 & 2 a foot/cycle path shall be provided to the NW boundary of the site to connect to Ravenscroft Place within 6 months of 50% occupation of units in Phase 1. Phases 5&6 footpath links to	Place Development	Place Development 2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
					adjacent housing to south shall be completed before work commences.		
Connection from South corner of site to railway path.	Ramp up to the old railway path from Gilmerton Station Road site.		£50,000	£61,250	Not funded through signed s.75. Railway path being upgraded by Sustrans.	Place Development	Place Development 2021/22
D island crossing of Gilmerton station road and construct 50m of shared use footway from existing verge.	D island = £25000 Path Widening.		£57,500	£70,438	Not funded through signed s.75.	Place Development	Place Development 2021/22
TRO.	Lower speed limit on Gilmerton Station Road.		£1,500	£1,838	£5k TRO Gilmerton Station Road speed limit £5k TRO disabled parking.	Place Development	Place Development 2021/22
New footway along Gilmerton Station Rd.	Footway and lighting on west side of Gilmerton Station Road from Gilmerton Road to Lasswade Road, extending 240m northwards from Lasswade Road/Gilmerton Station Road.		£112,400	£137,690	s.75- £122,400	Place Development	Place Development 2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Pedestrian crossing facilities on Gilmerton Rd.			£15,000	£18,375	s.75- £15,000		Place Development 2021/22
Upgrade bus stops and peak capacity on Gilmerton Road.	Upgrade of peak capacity not pursued.		£9,290	£11,380	s.75- £9,290 - bus stops.	Place Development	Place Development 2021/22
THE DRUM (HSG 25) - Planning Permission Granted 14/01238/PPP 17/00696/AMC granted 31/8/17							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action		s.75 - £130,000	Place Development	Place Development 2022
Cycle link – Gilmerton Road to Lasswade Road.	Path (1000m).	£210,000	£250,000	£306,250	Not funded through signed s.75.	Place Development	Under Construction - Sustrans
Cycle link - Drum Street to SE Wedge Parkland.	Path (1000m).	£210,000	£250,000	£306,250	Not funded through signed s.75.	Place Development	Place Development 2022/23
Widen existing footway to 3.5m (shared use).	Path widening (750m).	£84,000	£100,000	£122,500	Not funded through signed s.75.	Place Development	Place Development 2022/23
Toucan crossing over Drum Street to access The Drum site.	x2 Toucan crossing + shared path upgrade. May require land purchase.	£75,000	£80,000	£98,000	Not funded through signed s.75.	Place Development	Place Development 2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
<p>Cycle way access from Candlemakers Park to north of the Drum.</p>	<p>New 3.5m shared use path (70m) from western boundary of The Drum site to Candlemaker's Park. May require land purchase.</p>	<p>Path = £17600 Land Purchase</p>	<p>£20,000</p>	<p>£24,500</p>	<p>s.75- Footpath links £15k before 50th unit occupied - pay drum link contribution from Drum through open space on Candlemaker Park £5k prior to 1st unit occupied pay Candlemakers Park contribution link path from Candelemaker Park to Drum Avenue/Drum Park TRO - £4000</p>	<p>Place Development</p>	<p>Place Development 2021/22</p>
<p>Upgrade bus stops and enhance peak capacity on Gilmerton Road.</p>			<p>£300,000</p>	<p>£367,500</p>	<p>Not funded through signed s.75.</p>	<p>Place Development</p>	<p>Place Development 2022/23</p>

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
NEWCRAIGHALL NORTH (HSG 26) - Planning Permission Granted 13/03181/FUL							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			See separate entry for CZ action.			Place Development	Place Development 2020
Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East.	East-west cycle/pedestrian connection being delivered as integral part of development.		n/a – delivery by developer secured by s.75 agreement.		To be delivered as integral part of development secured through planning condition / s.75 agreement.	Place Development	Place Development (advice on design)
	Toucan crossing over Newcraighall Road to provide cycle access to primary school from site. To be delivered by developer, secured by planning permission.	Developer (construction) by completion of 100 th unit (HLA 2018, estimated 2019/20).					

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
NEWCRAIGHALL EAST (HSG 27) - Planning Permission Granted 10/03506/PPP 15/04112/AMC 16/02696/FUL (37 units)							
Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East.	North-south cycle/pedestrian connection through site being delivered as integral part of development.		n/a – delivery by developer secured by s.75 agreement.		To be delivered as integral part of development secured through planning condition / s.75 agreement.	Place Development	Place Development (advice on design).
	Toucan crossing over Newcraighall Road to provide cycle access to primary school from site. To be delivered by developer, secured by planning permission.						Developer (construction) by completion of 100 th unit (HLA 2018, estimated 2019/20).
ELLEN'S GLEN ROAD (HSG28)							
Bus Stops.	Upgrade existing bus stops in Lasswade Road.		£100,000	£122,500	No permissions or s.75s yet issued.	Place Development	Place Development 2021/22
	Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.		£200,000	£245,000			
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	No permissions or s.75s yet issued.	Place Development	Place Development 2021/22
New footway along east boundary frontage of site.	Path (135m).		£30,000	£36,750	No permissions or s.75s yet issued.	Place Development	Place Development 2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
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	No permissions or s.75s yet issued.	Place Development	Place Development 2021/22
Widening and upgrade of existing footway along Ellen's Glen Road.			Project to be costed		No permissions or s.75s yet issued. Potential to be secured for delivery by developer through planning condition / s.75 agreement.	Place Development	Place Development 2021/22
BRUNSTANE (HSG 29) - 16/04122/PPP MTG and MTG conditions not S.75							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					s.75 being agreed.	Place Development	
Contribute towards Old Craighall Junction upgrade.			£23,000		£23k Old Craighall prior to occupation. Mitigation: Milton Road/ Sir Harry Lauder	To be confirmed.	East Lothian Council or Transport Scotland Post 2025

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
					Road/Milton Link.		
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).		£1,500	£1,838	To be delivered as integral part of development secured through planning condition(s).	Place Development	2024/25
Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations.	Cycle Parking.	£938	£1,500	£1,838	s.75 being agreed.	Place Development	2024/25
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.	Paths (1000m)	£300,000	£367,500	To be delivered as integral part of development secured through planning condition(s). Cycle / pedestrian rail bridge	Place Development	2024/25
		Crossings (x2)					

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
					before 1st unit. Vehicle bridge before 250th unit. Cycle / pedestrian bridge south of and in addition to the above bridge before 665th unit.		
Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required.	Crossing improvements x2.		£150,000	£183,750	s.75 being agreed.	Place Development	Place Development With Dev 2024/25
Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage.	Help provide missing link across the Newcraighall railway line.	£37,500	£300,000	£367,500	s.75 being agreed.	Place Development	2024/25
	Path widening/resurfacing (2000m).	£225,000					
New junction with Milton Road East.	Provide new junction with Milton Road East.		With development/ on-site		To be delivered as integral part of development secured through planning condition(s).	Place Development	Developer

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
New junction with Newcraighall Road.	Provide new junction with Newcraighall Road.		With development/ on-site		To be delivered as integral part of development secured through planning condition(s).	Place Development	Developer
Road Improvements.	Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.		With development/ on-site		To be delivered as integral part of development secured through planning condition(s).	Place Development	Developer
Pedestrian/Cycle route connecting Newcraighall North to Newcraighall East.	Establish new green network connections to Newcraighall village, Newcraighall public park, Gilberstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future developments in Midlothian.		Not yet known		s.75 being agreed.	Place Development	Respective developers for each site
Review operation of A1/Newcraighall junction.	Operation of junction not deemed necessary, following consideration of application.		n/a		n/a	n/a	n/a
Additional action identified by developer: Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction.	An action identified in developer's transport appraisal. Scale of action to be considered.		Not yet costed.		Portion of cost to be secured through s.75 agreement. s.75 being agreed.	Place Development	Place Development

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
MOREDUNVALE ROAD (HSG 30) - Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission							
Direct Link to Moredunvale Road (T7).						Place Development	Place Development
CURRIEMUIREND (HSG 31) - Site Allocated, Transport requirements to be established through cumulative transport appraisal and planning permission							
BUILYEON ROAD (HSG 32)- 16/01797/PPP and 16/01798/PPP							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					No permissions or s.75s yet issued.	Place Development	Place Development 2023/24
Builyeon Road East/West Works. Builyeon Road: New footway and cycle path along frontage of site.	New footway and cycle path along frontage of site on south side of Builyeon Road (including footway widening, redetermination to shared use footway, development of footway to both sides of the road, bus priority measures, etc.) for a distance of approximately 975 metres.	Paths (length of Builyeon Rd not including roundabouts at either end, or new configuration): £200,000	£200,000	£245,000	No permissions or s.75s yet issued. Part of this action to be delivered as integral part of development secured through planning condition / s.75 agreement.	Place Development	Place Development 2023/24
Builyeon Road East/West Works. Builyeon Road: Street design and upgrade links.	East-west: changing the character of Builyeon road (A904) and realignment through Echline Junction. Upgrade of existing external links to high quality pedestrian/cycle routes to Dalmeny Station, high school, Ferrymuir retail park and town		£950,000	£1,163,750	No permissions or s.75s yet issued. Part of this action to be delivered as integral part of development	Place Development	Place Development 2023/24

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	centre.				secured through planning condition / s.75 agreement.		
Builyeon Road: TRO.	Implement and physical measures for reduced speed limit on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904). Part of the existing alignment would be converted to access and cycle/pedestrian only. New alignment would be implemented as per 'Designing Streets' principles.		£1,500	£1,500	No permissions or s.75s yet issued. Financial contribution to be required in PPP.	Place Development	Place Development 2023/24

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Echline Junction & East Works Echline Junction: Pedestrian/Cycle routes through roundabout.	Echline Junction (cycle/ped infrastructure both directions on roundabout). Integrate with new footway and cycle path along frontage of site. Provision of cycle and pedestrian infrastructure in both directions on Echline Junction including the provision of two new 2-stage Toucan crossings, two new single stage Toucan crossings and upgrading of the two existing crossings to Toucan crossings.	New 2-stage toucans, £43750 x 2	£246,000	£301,350	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development	Place Development 2023/24
		Upgrade ped crossing to toucans, £6000 x 2					
		Single stage toucans (new), £3,1250 x 2					
		Widen footways to 3m – convert to shared use (potentially build out into one lane of carriageway), £210 x 400m = £84,000					

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
<p>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>	<p>Ferrymuir Road pedestrian/cycle enhancements.</p> <p>Enhancements to Ferrymuir Road between Echline Junction to the west and the Ferrymuir junction to the south, a distance of some 400 metres, to provide 3 metre wide footways converted to shared use (potentially building out into one lane of the carriageway).</p>	<p>Full segregation, £550 x 400m = £220000</p>	<p>£318,250</p>	<p>£389,856</p>	<p>No permissions or s.75s yet issued.</p> <p>Financial contribution to be required in PPP.</p>	<p>Place Development</p>	<p>Place Development 2023/24</p>
	<p>Cut through to Ferrymuir/Lovers Lane from Ferrymuir Road (private carriageway, and route through non-adopted land – negotiate land acquisition).</p> <p>Resurfacing of Lovers Lane for distance of 1,600 metres, together with the necessary lighting.</p>	<p>Tarmac resurface (Lovers Lane), £38 x 1500 = £57000</p> <p>Lighting estimated £10,000</p> <p>Land acquisition</p>					
	<p>Provision of a Toucan crossing on Kirkliston Road (B907) at it junction with Ferrymuir Lane.</p>	<p>Toucan crossing (over B907) = £31250</p>					
	<p>Future conversion of Ferrymuir roundabout to signalised junction outwith these development contributions.</p>						

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
<p>Route to Town Centre Works</p> <p>Help provide upgrades of existing external pedestrian and cycling facilities from the development to the town centre in the vicinity of the development - provide pedestrian/cycle crossing facilities and new path connections to the existing network.</p>	<p>2 X D island or toucan crossings over A904 to link site with existing paths in South Queensferry. (Echline View/Long Crook/ and at Echline Roundabout).</p>		£126,910	£155,465	<p>No permissions or s.75s yet issued.</p> <p>Financial contribution to be required in PPP</p>	Place Development	Place Development 2023/24
	<p>Provision of either 2 'D' island or Toucan crossings across Builyeon Road to link the Development with existing paths in the Echline housing estate opposite the foot path at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park).</p>	<p>Toucan (single stage) crossings: £31,250 x 2 = £62,500</p>					
	<p>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.</p>	<p>Path widening (99€/m:) Echline View – 150m Long Crook – 40m = £18,810</p>					
	<p>Tarmac resurface on off road adopted paths through Echline housing estate, to toucan at end of Bo' Ness Rd/Stewart Terrace.</p>	<p>Tarmac resurface: £38 x 1200m = £45,600</p>					
	<p>Consider linking to NCN76/NCN1 along Farquhar Terrace/Morrison Gardens.</p>						

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
<p>Cycle and Path Routes Works</p> <p>Bridge link over A9000.</p>	<p>Bridge over the A900 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>	<p>Bridge based on 26m span and 4m wide with structural ramp both sides with landings.</p>	<p>£3,000,000</p>	<p>£3,675,000</p>	<p>No permissions or s.75s yet issued.</p> <p>Financial contribution to be required in PPP</p>	<p>Place Development</p>	<p>Place Development 2023/24</p> <p>Bridge is to be constructed following completion of feasibility report and thereafter the route is to be delivered and be operational before the end of October 2023</p>
<p>Cycle and Path Routes Works</p> <p>Network of high quality pedestrian/cycle routes through site.</p>	<p>Develop high quality landscaped pedestrian/cycle route through site (1000m) to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry. An addition to the green network (forming part of the strategic Dalmeny to Echline green network) leading from the A904 to a crossing point of the A9000 or such other works as may be agreed in writing with the Council acting as Roads</p>	<p>3.5m wide shared use path through site to South Scotstoun site via the Ferrymuir site</p>	<p>£73,500</p>	<p>£90,038</p>	<p>No permissions or s.75s yet issued.</p> <p>Financial contribution to be required in PPP.</p>	<p>Place Development</p>	<p>Place Development 2023/24</p>

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	Authority.						
	Cycle Facilities Contribution.			£2,659			
	Off-road cycle route to link HSG32 Builyeon Road, Ferrymuir Gait, HSG33 South Scotstoun with Dalmeny and National Cycle Network (300m).		N/A	N/A			300m Shared use path through retail park now allocated to Ferrymuir Site
Bus Improvement Works Upgrade existing bus infrastructure.	Additional capacity needed. (Opportunity – support commercial operation.) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. Upgrade of the currently existing facilities and provision of new high quality bus stops on Builyeon Road; Widening of Builyeon Road to accommodate bus priority measures; and Securing an increase in the frequency of direct city centre service and to key local facilities, to achieve public transport mode share.	£100,000 to carry out feasibility design and costing.	£400,000	£490,000	No permissions or s.75s yet issued. Financial contribution to be required in PPP	Place Development	Place Development 2023/24

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Queensferry Crossing.	Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction.		N/A		No permissions or s.75s yet issued. Financial contribution to be required in PPP.	Place Development	Place Development 2023/24
SOUTH SCOTSTOUN (HSG 33) – MTG 16/06280/FUL							
QTCZ	Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.		Share to be added		No permissions or s.75s yet issued.	Place Development	Place Development 2021

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Bus infrastructure.	<p>Upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny and additional capacity likely. Increased frequency of direct city centre service and also to key local facilities, to achieve Public Transport mode share. To support bus services serving the Site, where there would not otherwise be a commercial incentive to operate such a service.</p> <p>The upgrade of 4 bus stops on Scotstoun Avenue to provide the following facilities: the provision of new shelters and associated improvement works to surrounding public footway.</p>	<p>Additional bus services: £245000</p> <p>Bus Stops: £73,500</p>	£318,500	£390,163	<p>Financial contribution to be required in application process.</p> <p>Three equal instalments as follows: First instalment – prior to Occupation of the First Residential Unit Second instalment – the date on which the 114th Residential Unit reaches a Relevant Milestone; and Third instalment – the date on which the 228th Residential Unit reaches a Relevant Milestone</p>	Place Development	Place Development 2021/22
High quality pedestrian/cycle routes through site.	Linking to suitable exit points around site boundary,	£40,000	n/a – delivery by developer		To be delivered as integral part	Place Development	Place Development

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	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).		to be secured by planning condition/s.75 agreement.		of the development secured by planning conditions/s.75 agreement.		2021/22
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	£30,000	£36,750	Financial contribution to be required in application process.	Place Development	Place Development 2021/22
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	£42,452	£52,004	Financial contribution to be required in application process.	Place Development	Place Development 2021/22
D island or single stage Toucan crossing of B800 to retail site path.		£30,000	n/a – delivery by developer to be secured by planning condition/s.75 agreement.		To be delivered as integral part of the development secured by planning conditions/s.75 agreement.	Place Development	Place Development 2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Queensferry Crossing.	Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.		Cost to be identified through TA if required		Not requested in Transport Scotland consultee response.	Place Development	Place Development 2021/22
Appropriate traffic calming measures may be considered for Scotstoun Avenue.	Road Furniture Contribution.		£30,000	£36,750	Financial contribution to be required in application process.	Place Development	Place Development 2021/22
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.	tighten radii = £3750 raised junction = £22,500	£454,000	£556,150	Financial contribution to be required in application process.	Place Development	Place Development 2021/22
	Shared path along the east side of the B800, approximately 400m.	£138,000					
	Two toucans continuing to the B907 to the junction with Lovers Lane/Scotstoun Avenue.	£90,000					
	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.	de-cluttering junction, remove barrier = £63/unit toucan (single stage) over Scotstoun Ave = £31,250 per unit.					

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
<i>DALMENY (HSG 34)- Site Allocated</i>							
Upgrade existing bus stops in Bankhead Road/Main Street.			£20,000	£24,500	No permissions or s.75s yet issued.	Place Development	Place Development 2019/20
Appropriate pedestrian and cycle access within site.		Paths (100m): 21000	£25,000	£30,625	No permissions or s.75s yet issued. To be delivered as integral part of development secured through planning condition(s).	Place Development	Place Development 2019/20
Pedestrian access to be provided from Main Street.		Paths (50m): 10500	£11,000	£13,475	No permissions or s.75s yet issued.	Place Development	Place Development 2019/20
<i>CURRIEHILL ROAD (HSG 36) - Planning application submitted 16/01515/FUL</i>							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					s.75 £51k Hermiston Park & Ride prior to 1st unit £82k Gillespie Crossroads £78k Curriehill Station on 1st and 25th completed unit.	Place Development	

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Bus infrastructure external to site.	Action identified as not being feasible due to footway constraints.		n/a – action no longer pursued		Not funded through signed s.75.	Place Development	
Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.	Full action identified as not being feasible due to footway/road width constraints.		n/a – delivery or remaining element of action by developer secured by s.75 agreement.		s.75: £2.5k for TRO. Extension of existing footway on west side of Curriehill Road northwards to link to development's footways (60m) implement prior to 1st unit completed.	Place Development	Place Development 2020/21
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.	Wheeling ramp: £4,000 Path (350m): £73,500	£80,000	£98,000	To be delivered as part of development secured through planning condition / s.75 agreement.	Place Development	Place Development 2020/21
Connections to be made to the Kirknewton Core Path to the west boundary of the site.		Paths (50m): 10500	£12,000	£14,700	Not funded through signed s.75.	Place Development	Place Development 2020/21

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Provide additional cycle parking at Curriehill Station.		Cycle Parking (x5): 937.5	£1,000	£1,225	s.75 £500 cycle parking Remaining cost: £750.	Place Development	Place Development 2019/20
NEWMILLS, BALERNO (HSG 37) - Underway 15/05100/FUL							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					s.75	Place Development	Place Development 2022
Bus infrastructure.	Provide new bus stop facilities on A70, and improve the pedestrian access between these and the proposed site.		n/a – delivery by developer secured by s.75 agreement.		Option to deliver bus stop facilities if appropriate retained in s.75 agreement.	Place Development	Developer
	Crossing point required. Need for bus stop facilities to be confirmed in context of wider bus corridor work.				Pedestrian crossing to be delivered as part of development secured through s.75 agreement.		
Provide extended car park at Curriehill Station.	(Constraint – land ownership.)		secured by s.75 agreement		Secured through planning condition / s.75 agreement - £28,840 extend car parking at station.	Place Development	Place Development 2019

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Provide additional cycle parking at Curriehill Station.			secured by s.75 agreement		Secured through planning condition / s.75 agreement - £500 cycle parking at station.	Place Development	Place Development 2020/21
High quality pedestrian/cycle routes through site.		Paths (50m): 10500	£110,000	£134,750	To be delivered as integral part of development secured through planning condition / s.75 agreement.	Place Development	Developer (estimated 2019/20)
New footway along east frontage boundary, linking into Newmills Road footways.		Paths (250m): 52500	£55,000	£67,375	To be delivered as integral part of development secured through planning condition / s.75 agreement. £2k TRO section of footway £2k loading restrictions TRO.	Place Development	Developer (estimated 2019/20)

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Improved pedestrian/cycle crossing facilities on A70, – may be requirement for signal control.		Crossing upgrade: 30000 x2	£60,000	£73,500	Partly to be delivered as integral part of development secured through planning condition / s.75 agreement. Design and install toucan crossing on Lanark Road West. Only one required crossing secured, therefore a gap of £34,500.	Place Development	Developer (estimated 2019/20)
Upgrade cycle routes between Newmills Road and Curriehill Station.	Detailed route to be confirmed (cost is based on alternative route using NCN75, including toucan crossing of A70 and ramp to NCN75, alternative is to reopen tunnel mouth to link with NCN75).	Toucan crossing: £37,500 Ramp: £200,000	£250,000	£306,250	Partly secured through planning condition / s.75 agreement - £32k towards upgrading the cycle route to Curriehill Station (toucan crossing option secured).	Place Development	Place Development 2020/21

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
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.	Path (1km): £280,000 Ramp: £100,000 Burn bridge: £40,000	£450,000	£551,250	Not funded through signed s.75.	Place Development	Place Development 2019

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
RAVELRIG ROAD BALERNO (HSG 38) - 14/02806/PPP 16/05744/AMC On-site							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					s.75 £94,192 Gillespies Crossroad prior to 50% occupation £120,000 Hermiston Park & Ride prior to 50% occupation £44,000 Curriehill Station improvements (extension of the car park and provision of additional cycle parking) prior to 50% occupation £26,667 Bridge Road Junction	Place Development	To be added

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
					and Lanark Road West (MOVA) prior to 50% occupation.		
Bus infrastructure.	Provide new bus stop facilities on A70, and improve pedestrian access between these and the proposed site.	Path improvements 500m	£105,000	£128,625	Not funded through signed s.75.	Place Development	Place Development 2020/21
New cycle path along Ravelrig Road.	Provide high quality pedestrian/cycle routes through site to be secured by condition, connecting with and making improvements to adjacent walking and cycle routes e.g. NCN75 which is on-road along Ravelrig Road: New 3.5m shared use path along the northern boundary of the site, approximately 500m. New 4m wide 1km long path along part of Ravelrig Road to join up with the re-routed NCN75.		£300,000	£367,500	To be delivered as integral part of development secured through planning condition / s.75 agreement. Not funded through signed s.75.	Place Development	Developer (estimated 2020/21)

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
New footway along west side of Ravelrig Road linking into Ravelrig Road and A70 footways.		Path approximately 415m	£90,000	£110,250	To be delivered as integral part of development secured through planning condition. <i>NB a decision notice was issued without conditions in error.</i>	Place Development	Place Development 2020/21
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.	Dropped kerb (x6): £1,125	£1,500	£1,838	Not funded through signed s.75.	Place Development	Place Development 2020/21
Provide upgrade to cycle routes between site and Curriehill Station.	Detailed route to be confirmed.	Path upgrades (2000m): £420,000	£420,000	£514,500	Not funded through signed s.75.	Place Development	2019/20

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
NORTH OF LANG LOAN (HSG 39) - Planning permission granted 14/05145/PPP 17/02494/AMC							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					£175k towards Lasswade / Gilmerton Dykes St / Captain's Road junction action. Prior to completion of 50th unit.	Place Development	
Bus Stops.	Upgrade existing bus stop facilities on Lasswade Road, with appropriate active travel connections to/from them.		£10,000		£10k - bus stops prior to completion of 25th unit.	Place Development	Developer
Cycle path from Lasswade Road to HSG 23/24 above.	Provide high quality pedestrian/cycle routes through the site, connecting with adjacent walking and cycle routes e.g. the Gilmerton to Roslin Quiet Route which runs adjacent to Lasswade Road, and neighbouring residential areas. Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate	Paths: (1000m)= £21,000	£250,000	£306,250	To be delivered as integral part of development secured through s.75 and planning condition(s)	Place Development	Developer By completion of the development

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	walking and cycling links.						
New footway Lasswade Road.	New footway/cycleway along east frontage boundary with Lasswade Road, and south frontage boundary with Lang Loan to provide potential in the future to connect with links to the west.	Paths (1,500)= £315,000	£320,000	£392,000	To be delivered as integral part of development secured through s.75 and planning condition(s)	Place Development	Developer
Provide new junction with Lang Loan.			n/a – secured by condition		To be delivered as integral part of development secured through planning condition(s)	Place Development	Developer
Review road safety and provide improvements.	e.g. speed limit reduction, if appropriate, to Lang Loan. Note speed limit on Lasswade Road reduced to 40mph as part of Gilmerton to Roslin QuietRoute scheme.		n/a – to be secured by condition		To be delivered as integral part of development secured through planning condition(s)	Place Development	Developer

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
<i>EAST OF BURDIEHOUSE (URBAN AREA) - 16/06036/PPP</i>							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					No permissions or s.75s yet issued.	Place Development	With development
Bus infrastructure.	Bus infrastructure – contribute to the upgrading of existing facilities in the vicinity e.g. on Burdiehouse Road.		n/a – to be secured by condition.		No permissions or s.75s yet issued.	Place Development	By 25% completions, estimated 2022/23
	Support the enhancement of bus capacity during peak periods.						
	Support the introduction of a bus service to route through Burdiehouse 2, linking with The Murrays (constraint – existing service providers may be reluctant to alter current routes). Give cognisance to potential bus services to be routed via Burdiehouse 2 linking with The Murrays to the north, and the benefits of providing appropriate walking and cycling links.						

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY				
Provide high quality pedestrian/cycle routes through the site.	Connecting development and local conveniences with adjacent walking and cycle routes to the north, east and south e.g. the Gilmerton to Roslin QuietRoute which runs adjacent to Lasswade Road, and neighbouring residential areas. Continue active travel route on its boundary to connect with the North of Lang Loan route.		n/a – to be secured by condition.			Part to be delivered as integral part of development secured through planning condition(s)	Place Development By 25% completions, estimated 2022/23				
Provide high quality pedestrian/cycle connections outwith the site.	<table border="1"> <tr> <td>Link to West Edge Farm (228m).</td> <td rowspan="4">Paths (1,500m) + land costs</td> </tr> <tr> <td>Link to Straiton Ponds (481m).</td> </tr> <tr> <td>Link to the Murrays (103m).</td> </tr> <tr> <td>Link to Burdiehouse Burn/Bus Stop (594m).</td> </tr> </table>	Link to West Edge Farm (228m).	Paths (1,500m) + land costs	Link to Straiton Ponds (481m).	Link to the Murrays (103m).	Link to Burdiehouse Burn/Bus Stop (594m).		£295,260	£361,694	No permissions or s.75s yet issued.	Place Development By 25% completions, estimated 2022/23
Link to West Edge Farm (228m).	Paths (1,500m) + land costs										
Link to Straiton Ponds (481m).											
Link to the Murrays (103m).											
Link to Burdiehouse Burn/Bus Stop (594m).											
<i>SOUTH EAST WEDGE SOUTH (HSG 40) - Planning permission granted 14/01057/PPP (at appeal)</i>											
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			Share to be added		Within the Sherriffhall TCZ. Not funded through signed s.75.	Place Development	2023				

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
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.		TBC		Not funded through signed s.75.	Place Development	2022/23
Upgrade existing bus stop facilities on The Wisp in the vicinity of the site, with appropriate active travel connections to/from them.		Path (550m)	£115,500	£141,488	Not funded through signed s.75.	Place Development	2022/23
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>	Toucan crossing = £37,500 Paths = £280,000	£325,000	£398,125	To be delivered as integral part of development (with exception of toucan crossing).secured through planning condition(s) .s.75. Prior to first unit occupied:	Place Development	2022/23

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Pedestrian/Cycle path connecting to the Wisp contin.					2m wide footway linking northern access road to Edmonstone Rd (60m). Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.		
Provide appropriate crossings of The Wisp.	Providing linkages to neighbouring residential areas and bus stop on opposite side of the road. Also need to ensure cycle crossing at A7/B701 junction.	Crossings (x2 informal): £500000 Crossing (toucan): £37,500	£550,000	£673,750	Not funded through signed s.75.	Place Development	2022/23

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Traffic signals at The Wisp/Old Dalkeith Road.			n/a – delivery by developer secured by s.75 agreement.		s.75 secured traffic signals to the Wisp/Old Dalkeith Road - prior to first unit occupied.	Place Development	2022/23
Speed limit restrictions on the Wisp.					s.75 secured TRO £2k	Place Development	2022/23
<i>SOUTH EAST WEDGE NORTH THE WISP (HSG 41) - Planning permission granted 16/04373/FUL MTG</i>							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					Not funded through signed s.75.	Place Development	2019
Pedestrian/Cycle path connecting to Jack Kane Centre.	Pathways and cycle routes both internally and connected to other proposed developments and bus facilities on The Wisp. In particular link to Hunters Hall/Jack Kane Centre 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.	Place Development	2019/20

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
EDINBURGH PARK / SOUTH GYLE (DEL 4) - AMC for part of site.							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.			Application should carry out its own transport appraisal as impacts will depend on the development type/use components.		No permissions or s.75s yet issued.	Place Development	2019
Note – also required to contribute to Gogar roundabout.					No permissions or s.75s yet issued.		TBC
Edinburgh Park – Gogarburn pedestrian cycle link.		Paths (1650m): 346500	£350,000	£428,750	No permissions or s.75s yet issued.	Place Development	2020/21
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.			n/a To be delivered as integral part of development secured through planning condition / s.75 agreement.		No permissions or s.75s yet issued.	Place Development	2020/21

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park station.			n/a – to be secured by planning condition/s.75 agreement		No permissions or s.75s yet issued.	Place Development	2020/21
Bus infrastructure - provide new facilities on internal roads.			n/a – to be secured by planning condition/s.75 agreement		No permissions or s.75s yet issued.	Place Development	2020/21
Adoptable roads to be brought up to standard.			n/a – to be secured by planning condition/s.75 agreement.		No permissions or s.75s yet issued.	Place Development	2020/21
<i>INTERNATIONAL BUSINESS GATEWAY (IBG) Planning permission in principle application submitted 2015 (yet to be determined).</i>							
Relevant Transport Contribution Zones as defined within Supplementary Guidance and updates to this AP.					No permissions or s.75s yet issued.		TBC
New footpath / cycle path along A8 Glasgow Rd.	Potential relationship to West Edinburgh Transport Contribution Zone actions.	New Paths (5.5km): £1,155,000	£1,200,000	£1,470,000	No permissions or s.75s yet issued.	Place Development	TBC

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Upgrade bus facilities along A8 Glasgow Road.	Potential relationship to West Edinburgh Transport Contribution Zone actions.		See WETA actions above.		No permissions or s.75s yet issued.	Place Development	TBC
Bus only access via Edinburgh Gateway Station, tram interchange.	Potential relationship to West Edinburgh Transport Contribution Zone actions.		No permissions or s.75s yet issued.		No permissions or s.75s yet issued.	Place Development	TBC
Tram stop within Development.	Potential relationship to West Edinburgh Transport Contribution Zone actions.		No permissions or s.75s yet issued.		No permissions or s.75s yet issued.	Place Development	TBC
2D – REST OF URBAN AREA							
<i>i. - NORTH EAST LOCALITY</i>							
Seafield Road / Seafield Street.	Segregated cycleway, Restalrig Path to Seafield Road, including a toucan crossing.		£100,000	£122,500		Place Development	2024/25
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		Place Development	2021/22

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Seafield Place Upgrade facilities at existing junction.	Move crossings closer to junction corners and toucanise. Tighten junction, widen footways (shared use), add bike parking. Widen footway from links path to Seafield Rd, redetermine to shared use.		£150,000	£183,750		Place Development	2020/21
Seafield/Lochend cycle route (Easter Road to Leith Walk).	Toucan crossing of Easter Road.	£40,000	£450,000	£551,250		Place Development	2022/23
	Widen Easter Road footway by 1m from Thorntreesdie to Gordon St.	£10,500					
	Resurface Gordon St including relaying cobbles with smooth/even cycle friendly cobbles.	£360,000					
	Gordon Street traffic calming.	£6,000					
Leith Links – widen existing paths and provide controlled crossings	Shared use footway (segregated) alongside Links PI, Toucan crossing of John's PI & tighten junction.	£30,000 + £80,000	£1,300,000	£1,592,500		Place Development	2021/22
	Relay sets on Queen Charlotte St.	£450,000					
	Shared use footway (segregated) alongside John's PI, Duncan PI, St Andrew PI, Academy St. Segregated cycleway along Duke St to foot of Leith Walk.	£100,000					
	Duncan PI to roundabout at north end of Easter Rd.	£50,400					
	Link (widen paths) from east side Leith links to roundabout at northern end of Easter Rd. (includes Toucan crossing Links Gdns).	£140,000					
	Make roundabout at north end of Easter Road cycle/ped friendly –	£400,000					

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
	tighten, toucan crossings.						
	Bike parking at park entrances.	£5,000					
Leith Links (west) to Bath Road.	Widen east-side footway for segregated footway/cycleway on Salamander Place & Bath Rd.	£235,000 + £25,500 for widening with cellweb (or similar)	£300,000	£367,500		Place Development	2019/20
	Toucan crossing Salamander St.	£40,000					
Kirkgate/Sandport Place/Dock Place and Dock Street (Revised route).	Public realm project. Upgrade route, new controlled crossing points, cycle parking.		£500,000	£612,500		Place Development	2026/27
Salamander St to Foot of the Walk (and beyond).	Elbe St – relay cobbles with smooth/even cycle friendly cobbles.	300m cobbles	£360,000	£441,000		Place Development	2026/27
	Whole Length: Segregated cycleway (1250m) 3m wide + 0.5 separation strip (pinch to 2m wide in some sections).	£750,000					
	Seafeld PI to Constitution St: Continuous footways.	£200,000					
Bernard St/Salamander Street	6x Zebra crossings (every 200m	£120,000	£5,000,000	£6,125,000		Place Development	2026/27

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
active travel and public realm project (to Seafield Place). Bernard St/Salamander Street active travel and public realm project (to Seafield Place) contin.	metres).						
	Salamander St to Elbe St: Moderate Public realm improvements - seating, planters, build outs, change road materials, widen footway on south side by 1m.	£500,000					
	Constitution St to Timber Bush: Shared use Plaza - tighten junctions, new road surfacing materials, seating, planters, widen footways, new crossings.	£2,500,000					
	Timber Bush to Shore: Shared use Street – widen footway, setted street, trees, seating.	£500,000					
	Shore/Bernard Junction: Widen footways, raised tables, seating and planters.	£150,000					
Craightinny – Leith Links Cycle link T7.	Leith to Portobello Two parts: Craightinny – Leith Links, and Craightinny – Leith Links cycle link.		To be developed as an integral part of development			Place Development	Safeguard
Salamander Cycle Link T7.	Southern section of the Edinburgh Waterfront T7 safeguard.		To be developed as an integral part of development			Place Development	Safeguard

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Ocean Drive eastward extension T16.	New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project.		£10,350,000	£12,678,750		Place Development	Safeguarded phase 1 junction 2021
Henderson Street; The Shore; Commercial Street.	Bus priority route improvements. Bus lanes, advanced bus signals.		£438,002	£536,552		Place Development	Phase 1 junction 2021
Bernard Street/The Shore Junction.	Close The Shore to general traffic.		£108,945	£133,458		Place Development	Phase 1 junction 2021
Henderson Street/Great Junction Street Junction.	Close Henderson Street to general traffic.		£171,311	£209,856		Place Development	Phase 1 junction 2020
Easter Road/Lochend Road Junction.	Junction improvement.		£601,344	£736,646		Place Development	Phase 1 junction 2021
Bonnington Road/Great Junction Street.	Junction improvement.		£200,000	£245,000		Place Development	Phase 2 junction 2023

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Leith and City Centre (East).	Create new continuous route between Henderson Street / Pirie Road / Pilrig Park / Balfour Street / Cambridge Avenue / Dryden Street / Hopetoun Street / Green Street / Bellevue Place / Broughton Street (Include northern section only).		£750,000	£918,750		Place Development	2019/20
The Water of Leith, between Warriston and Commercial Street.	Widen path and new ramps.		£520,000	£637,000		Place Development	2019/20
	Upgrade existing off-street route.						
West end of Victoria Quay building to Water of Leith Path via Citadel.	Potential new route.		£250,000	£306,250		Place Development	2020/21
Hawthornvale off-road cycle path to Lindsay Road and into Western Harbour.	Upgrade existing route. Junction improvement associated with tram scheme.		£250,000	£306,250		Place Development	2022/23
Jane St/Tenant St connections.	Land purchase 120m2.		£50,000	£61,250		Place Development	2019/20
	New 4m path - 120m length.	£33,600					
	Wall demolition – 10m.	£3,000					
	Lighting along 175m stretch = 6 columns.	£12,000					
	Opportunity to connect with other safeguarded routes.						
Couper Street – Citadel Place T7.	Opportunity to create level active travel connection.		N/A			Place Development	Safeguard

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
Bonnington Road/Pilrig Road.	Junction improvement.		£257,248	£315,129		Place Development	Phase 2 junction 2022
Ferry Road/North Junction Street Junction.	Junction improvement.		£300,714	£368,375		Place Development	Phase 1 junction 2021
Lindsay Road/Commercial Street Junction.	Junction improvement.		£479,365	£587,222		Place Development	Phase 1 junction 2021
Ferry Road/Craighall Road.	Traffic signals.		£307,011	£376,088		Place Development	Phase 2 junction 2022
ii. - NORTH WEST LOCALITY							
West Granton Road.	Segregated Cycleway (2 way), new toucan/puffin crossings.		£1,200,000	£1,470,000		Place Development	2025/26
Muirhouse Parkway/Pennywell Road Roundabout.	Replace roundabout with signals, to aid pedestrians and cyclists.		£575,000	£704,375		Place Development	2023/24

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
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.		£75,000	£91,875		Place Development	2027/28
	Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000.						
Complete link next to school site at Granton.	120m of shared use footway at 4m wide.	£35,000	£50,000	£61,250		Place Development	2025/26
	140m of footway widening to achieve 4m width.	£10,000					
Lower Granton Square public realm.	Path Granton Crescent Park – path widen and new ramp.		£2,300,000	£2,817,500		Place Development	2024/25
Promenade link to Granton Harbour.	Upgrade path to 6m tarmac path and sea wall in 4 sections.		£800,000	£980,000		Place Development	Coastal Section – no timescale
	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.	no costing Phases 1-3: £80000					W Harbour Road Phase 1 – 2018 Phases 2 & 3 – tbc

LDP ACTION	FURTHER DETAILS	Breakdown cost	Baseline Cost (ICC)	Total COST / FUNDING	AGREED FUNDING	OWNER	DELIVERY
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		Place Development	With development of Forth Quarter north section – no date set.
Waterfront Avenue to Granton Rail path T7.	LDP Safeguard.		To be developed as an integral part of development			Place Development	Safeguard
West Granton Road/Crewe Road North.	Traffic signals.		£158,952	£194,716		Place Development	Phase 2 junction 2022/23
Ferry Road/ Inverleith Row Junction.	Minor junction improvement. SVD equipment.		£2,723	£3,336		Place Development	Phase 2 junction 2022/23
Crewe Toll Roundabout.	Junction improvement.		£6,950,000	£8,513,750		Place Development	Phase 1 junction 2021/20
Ferry Road/Granton Road.	Junction improvement.		£41,678	£51,056		Place Development	Phase 2 junction 2022/21

3 GREENSPACE ACTIONS

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
<p>Dalry Community Park LDP ref. Greenspace GS1, Fountainbridge CC3</p>	<p>Enhance and extend existing 1.1ha local park. Associated with Fountainbridge redevelopment where open space provision cannot be met onsite. Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway. Linked to Roseburn to Union Canal Cycleway development (see transport action). Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.</p>	<p>Fountainbridge Developers, CEC Active Travel/ Transport</p>	<p>£726,000 for park improvements. Financial contributions to be required from developers of applicable sites. (Linked to Roseburn to Union Canal Cycleway action as part of total costs: £5,357,125)</p>	<p>Fountainbridge Developers, CEC Active Travel/ Transport Scope to introduce contribution zone for relevant developments when opportunity arises.</p>	<p>2019 onwards/ With development</p>	<p>Some minor works completed in relation to previous deficiencies. Planning application due to be submitted for Roseburn to Union Canal Cycleway development including park enhancements. Delivery plan to be prepared.</p>
<p>Leith Western Harbour Central Park LDP ref. Greenspace GS2, Western Harbour EW1a</p>	<p>New 5.2ha public parkland. To include formal and informal recreation facilities and community spaces. To be developed as part of Western Harbour site in accordance with development LDP principles.</p>	<p>Western Harbour Developers</p>	<p>n/a – to be secured through planning application(s) and conditions(s)</p>	<p>To be delivered as integral part of development/ secured through planning condition(s).</p>	<p>With development</p>	<p>Wider development in progress to south of site. No permissions or s.75s issued for park.</p>

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	Park would be maintained by Western Harbour developers Public land status to be secured.					
Leith Links Seaward Extension LDP ref. Greenspace GS3, East of Salamander Place EW1c	Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments. Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion. Openspace to be maintained by developers. Public land status to be secured.	Salamander Place site Developers	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	With development	Planning Permission in Principle approved for site including open space. Development phased with park and path links expected in later phases
South East Wedge Parkland (Little France Park) LDP ref. Greenspace GS4	Creation of new public park of approximately 45ha to provide multi-functional parkland, woodland, country paths and active travel links including long distance cross boundary links. Links include residential and commercial developments at Craigmillar, Greendykes and the BioQuarter and development in Midlothian. Three main phases to development. To be delivered in accordance with supplementary guidance and delivery plan. Part of wider green network with links to Niddrie Burn Parkland	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	£2.25 million – to be delivered in partnership.	Funding bids in progress (Sustrans, SNH, Forestry Commission and other partners) Scope to introduce contribution zone for relevant developments when opportunity arises.	Phase 3 expected 2019 onwards.	Phases 1 and 2 green active travel route completed. Trees planting, signage, seating and bike hire scheme docking station for Phase 2 also complete. Fields in Trust minute of agreement expected 2018/19. Management

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	(GS4) and transport actions.					plan currently being prepared to identify next phase of works.
Niddrie Burn LDP ref. Greenspace GS5	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust, Lothians and Fife Green Network Partnership	£1m – to be delivered in partnership	CEC and developer partners (not all funding in place)	Works underway	Phase 1 started including river restoration and earthworks. Some footpath links incomplete. Phase 2 footpaths, cycle bridge and tree planting not started. Development agreement between CEC, Sheraton and Scottish Enterprise Delivery plan to be prepared.
IBG Open Space LDP ref. Greenspace GS5, Emp 6	24ha parkland forming part of International Business Gateway development. Includes A8 corridor, central parkland to meet large greenspace standard, playspace and archaeology park. Provide links to active travel	IBG Developers	n/a – to be secured through planning application and conditions(s)	To be delivered as integral part of development/ secured through planning condition(s).	Not started	Planning in principle for development submitted in 2015 (not yet determined).

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	routes. Public access to be secured.					
Gogar Burn LDP ref. Greenspace GS7	Diversion of Gogar Burn to reduce flood risk, improve water quality and enhance biodiversity. Cost estimated at £22m. Maintenance / access requirement unknown.	Developers, CEC Planning, SEPA, SNH	n/a – to be delivered in partnership	Developers, SEPA, SNH, CEC	Long term opportunity	Long term opportunity
Inverleith Depot LDP ref. Greenspace GS8	Current depot site to be developed as greenspace should it no longer be required in the future.	CEC	Unknown - To be costed in line with any future proposals	CEC	Long term opportunity	Long term opportunity. Depots gateway review (Dec. 2018) identifies potential for change.
Broomhills Park LDP ref. Greenspace GS9 and housing HSG21	3.1ha of public parkland and 3.8ha of radiating green links and informal greenspace. Retention of existing knoll and creation of play areas, paths, art and woodland planting. Associated with development of 633 unit housing site. Maintenance / Access - Broomhills developer Public access to be secured.	Broomhills developer	n/a - To be delivered as integral part of development	To be delivered as integral part of development	Under development	Site under development
Clovenstone Drive and Curriemuirend LDP ref. Greenspace GS10 and housing HSG31	Two connected development sites. New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuirend. Maintenance / Access - CEC,	CEC, Curriemuirend Developer	Cost estimated as £400,000 Clovenstone Drive, £100,000 Curriemuirend	CEC, Curriemuirend Developer	With development	Not started Delivery plan to be prepared

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
	<p>Curriemuiend Developer Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites</p>					
<p>Newmills Park LDP ref. Greenspace GS11, Newmills Road Development HSG37</p>	<p>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</p>	<p>Newmills Road Developers</p>	<p>n/a - To be delivered as integral part of development</p>	<p>To be delivered as integral part of development</p>	<p>With development</p>	<p>Planning approval gained 2017</p>

4 Healthcare Actions

ACTION	REQUIREMENT / DETAILS	TIMESCALE	ESTIMATED COST	FUNDING	STATUS
New medical practices					
Granton Waterfront	New Practice to mitigate impact of new residential development in Granton Waterfront. Co-located with new waterfront primary school.	Mid 2020s	£4.5m	Developers	Strategic Assessment completed
Leith Waterfront	New Practice to mitigate impact of new residential development in Leith Waterfront.	Mid 2020s	£4.5m	Developers	Strategic Assessment completed
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	Mid 2020s	£4m	Developers	Strategic Assessment completed
Gilmerton	New Practice to mitigate impact of new residential development in South East Edinburgh (HSG 21-40). Location to be confirmed.	Early 2020s	£3m (£8m for combined practice; £3m for LDP/HLA sites)	Developers	Initial Agreement in development
NWEPC	New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early)	Complete	£12.1m for Partnership Centre Sunk cost	NHSL/Developers	Opened December 2017

ACTION	REQUIREMENT / DETAILS	TIMESCALE	ESTIMATED COST	FUNDING	STATUS
Expansions					
Brunstane	Agreement with four local practices to accommodate additional growth – 2 practices will require small schemes to increase capacity	2018	£0.08m	Developers	Completed March 2018
Parkgrove	Expansion to medical practice to mitigate impact of HSG 20 Cammo.	2019/20	£0.1m	Developers	Exploring Options
Pentlands	Expansion to medical practice to mitigate impact of development in South West Edinburgh	tbc	£0.5m	Developers	Exploring Options
Ratho	Re- provision to medical practice to mitigate impact of development in Ratho	Complete	£1.2m Sunk Cost	EHSCP/Developer	Opened April 2018
Niddrie	Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.	tbc	£4.5m	EHSCP / Developer	Exploring Options
Leith Links	Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly	tbc	£4.5m (£0.9m - 20% for LDP/HLA sites)	EHSCP / Developer	Exploring Options
Polwarth	Expansion to medical practice to mitigate impact of CC3 Fountainbridge	2018	£0.170m	EHSCP /Developer	Opened February 2018
Meadows	Expansion to medical practice to mitigate impact of CC3 Quartermile	Mid 2020s	£3m (£0.51m - 17% for LDP/HLA sites)	EHSCP /Developer	Exploring Options
Brunton	Re-provision of medical services to mitigate impact of Meadowbank	tbc	£4.5m (£0.9m- 20% for LDP/HLA sites)	EHSCP /Developer	Initial Agreement in development
Allermuir	Expansion to medical practice to mitigate Craighouse.	Complete	£7.3m (Sunk Cost)	NHSL Bundle/Developer	Opened October 2017
South Queensferry	Expansion to medical practice to mitigate impact of development in Queensferry	2014 - 24	£0.3m (Sunk Cost)	Developers	Completed February 2018

5 UTILITIES

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
SGN (gas network provider): Reinforce local medium pressure system in South East Edinburgh	Planned development in SE Edinburgh and North Midlothian are likely to require significant reinforcement of the local medium pressure system and the upstream 2 bar system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase.	SGN	Unknown	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2019/20.	Project timing and costing responsibility of SGN
SGN: Reinforce Edinburgh - Borders Local Transmission System	Developments in East Lothain and wider Midlothian will impact on Edinburgh - Borders local transmission system which will require reinforcement. LTS reinforcement projects may involve lead in times spanning several years.	SGN	Unknown	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Funding for major works will be sought post 2021.	Project timing and costing responsibility of SGN
SGN: Localised specific reinforcements	Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network	SGN		There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request. In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs.	Dependent on developer request	Project timing and costing responsibility of SGN
Scottish Water SP Energy Networks BT OpenReach	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and	n/a	n/a	n/a		

	programming information to inform infrastructure providers' strategic planning.					
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6 CITY CENTRE AND TOWN CENTRE ACTIONS

ACTION	FURTHER DETAILS	OWNER	COST	FUNDING / S.75	DELIVERY DATE	STATUS
City Centre Transformation	- Action Plan to improve the public realm in the city centre.	Place Management & Development, Culture, Locality Services, Strategy and Insight, Communications.	N/A	N/A	Draft strategy May 2019 Finalised strategy August 2019	First phase consultation complete.
OTHER TOWN CENTRES (selected)						
Stockbridge Town Centre	Stockbridge Town Centre Project to improve walking and cycling Develop proposals Implement trials	NW Locality	£75,000 for implementation	Development of proposals funded. Funding required for implementation of trials.	To be determined.	Public Life Street Assessment completed. Draft proposals developed.
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 NW LIP.	Place	To be determined	To be determined	To be determined	Place Standard Exercise completed. Public Life Street Assessment completed
Leith/Leith Walk Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement to include relevant place actions and small area priorities identified in the NE LIP.	Place	To be determined	To be determined	To be determined	Public Life Street Assessment completed
Portobello Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement including relevant place actions identified in the NE LIP.	Place	To be determined	To be determined	To be determined	Public Life Street Assessment completed
Gorgie/Dalry Town Centre	Prepare prioritised public realm plan to deliver improved quality of place and movement as identified in Dalry/Fountainbridge small area plan of SW LIP.	Place	To be determined	To be determined	To be determined	Public Life Street Assessment completed

7 LDP POLICIES AND SUPPLEMENTARY GUIDANCE

POLICY	ACTION	RESPONSIBLE OFFICER	DELIVERY
Del 1 and Hou 1	Maintain and update supplementary guidance - Developer Contributions and Infrastructure Delivery Potentially undertake direct intervention on specific housing site to accelerate delivery of housing completions, as informed by HLADP.	Place Development	SG is in finalised form.
Del 2, 3, 4	Implement through LDP and planning consents	Place Development	
Des 1 - 5, and 7 - 13 Hou 2 -9 Des 6 and RS 1	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> Edinburgh Design Guidance Guidance for Householders Guidance for Businesses Student Housing Maintain and update Sustainability Form (S1) in line with current Scottish Building Standards and other relevant policy and legislation. 	Place Development	Guidance kept under review
Env 1 – 9	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> Listed Buildings and Conservation Areas 	Place Development	Guidance kept under review
Env 10 – 22	Maintain and update non-statutory guidance: <ul style="list-style-type: none"> Countryside and Green Belt development 	Place Development	Guidance kept under review
Emp 1	Implement through LDP and planning consents	Place Development	
Emp 2	Maintain and update supplementary guidance: <ul style="list-style-type: none"> Edinburgh BioQuarter and SEW Parkland 	Place Development	Preparation of SG underway
Emp 3 – 10	Implement through LDP and planning consents	Place Development	
Ret 1, 2,3	Maintain and update supplementary guidance for 9 town centres	Place Development	SG's adopted 2017

Ret 4 – 11	Implement through LDP and planning consents	Place Development	
Tra 1 – 12	Maintain and update non-statutory planning guidance: <ul style="list-style-type: none"> • Street design guidance • Parking Standards 	Place Development	Guidance kept under review
RS 2– 7	Implement through LDP	Place Development	

8 COMPLETED ACTIONS AT JANUARY 2019

EDUCATION ACTIONS	STATUS
2 RC Primary School classes (St Margaret's RC PS)	Completed in 2018, front funded by the Council, contributions to continue to be collected retrospectively until relevant cost recovered.
TRANSPORT ACTIONS	STATUS
Greendykes Link	Delivered as part of New Greendykes
By Seafield Place Replace stepped ramp	Complete
Forester High Cycle Link (T7)	Achieved through South Gyle Wynd HSG 6
Link to Ferry Road Path (T7)	Achieved through Telford College HSG 8
Agilent HSG 2	Transport requirements established through planning permission. Underway
North Kirkliston HSG 3	Transport requirements established through planning permission. Underway
City Park HSG 9	Transport requirements established through planning permission. Underway
Fairmilehead WTW HSG 10	Transport requirements established through planning permission. Underway
Shrub Place HSG 11	Transport requirements established through planning permission. Underway
Eastern General Hospital HSG 13	Planning permission granted. Includes Upgrading of the existing signal controlled junction at Seafield Street / Seafield Road - £110,000. Complete.
Niddrie Mains HSG 14	<p>14/03416/PPLEGAL AGREEMENT PAYMENT CONTRIBUTIONS</p> <ul style="list-style-type: none"> • Craigmillar Castle Avenue Contributions - £71,517 – contribution towards the upgrade of traffic signals at the junction of Craigmillar Castle Avenue and Niddrie Mains Road • The Greendykes Road Foodstore Contribution - £70,245 – towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road • The Greendykes Road Housing Contribution 1 - £15,000 – towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road • The Greendykes Road Housing Contribution 2 - £26,500 – towards road infrastructure improvements at the junction of Greendykes Road and Niddrie Mains Road • Niddrie Mains Road Bus Priority Contribution - £35,758 – towards the provision of bus priority measures on Niddrie Mains Road <p>16/03444/AMC £2k for TRO 15/05352/AMC £2k + £2k for TROs</p>
Greendykes Road HSG 15	<p>15/03821/FUL - £73,500 towards transport infrastructure identified in the Craigmillar / Greendykes area in the Edinburgh Local Development Plan Second Proposed Action Programme May 2015;</p> <p>b. £2,000 TRO; c. £2,000 TRO; d. £2,000 TRO;</p>

	£2k TRO
Thistle Foundation HSG 16	Transport requirements established through planning permission. Underway
Greendykes HSG 17	05/01358/OUT – Masterplan LEGAL AGREEMENT Transport Contribution - £500 – towards road infrastructure in the Greendykes/ Craigmillar area in respect of each relevant residential unit 16/04427/AMC: £2k for any TRO required.
New Greendykes HSG 18	Transport requirements established through planning permission. Underway
Riccarton Mains Road HSG 35	S.75 Planning permission granted 15/00698/FUL COMPLETED £35,258 Gillespie Crossroads (due on commencement date); £17k Hermiston Park & Ride (5 working days from commencement on site) Verge redetermination - verge to footway on Riccarton Mains Road. TRO and movement of 40mph speed limit zone on Riccarton Mains Road
Queensferry Contribution Zone	Increased and improved cycle parking at Dalmeny Station has been delivered.
GREENSPACE ACTIONS	STATUS
South East Wedge Parkland (Little France Park)	Phases 1 and 2 partly complete. Management plan to identify next phase of works.
HEALTHCARE ACTIONS	STATUS
Brunstane	Completed in 2018, front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.
Ratho	Completed in 2018, no further contributions to be sought.
Polwarth	Completed in 2018, front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.
South Queensferry	Completed in 2018, front funded by NHS Lothian, contributions to continue to be collected retrospectively until relevant cost recovered.
UTILITIES ACTIONS	STATUS
	None completed.
TOWN CENTRES ACTIONS	STATUS
	None completed.
POLICIES ACTIONS	STATUS
Heat Mapping Supplementary Guidance	Supplementary guidance on heat networks – adopted 2018.