

Actions removed from the Edinburgh LDP Action Programme December 2021

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

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HSG 23	TR-SA-HSG23-3	Enhance peak period bus capacity on Gilmerton Road		£200,000	£245,000	Not funded through signed s.75.	Public Transport	CEC		<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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HSG 25	TR-SA-HSG25-6	Upgrade bus stops and enhance peak capacity on Gilmerton Road		£300,000	£367,500	Not funded through signed s.75.	Public Transport	CEC	2022/2023	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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HSG 29	TR-SA-HSG29-13	Support additional bus capacity.	Opportunity to support commercial operation with increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share.	not costed	not costed		Public Transport	CEC	2027+	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>
HSG 29	TR-SA-HSG29-9	Review operation of A1 / Newcraighall junction	Identified in the SESplan Cross Boundary and Land Use Appraisal (April 2017).	£0	£0	N/a	Junctions	CEC		<p>Following consideration of more detailed information supplied and assessed through the planning application process, a junction upgrade was not deemed essential to allow development to proceed. This does not prejudice further review or interventions to the operation of this junction in the future.</p>

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HSG 34	TR-SA-HSG34-3	Dalmeny Station	Increased car parking at Dalmeny Station.	£4,288	£5,252	Not funded through s.75.	Public transport	CEC	2024+	No funding was secured for this action. Increased cycle parking has been delivered. Actions to improve active travel connections to Dalmeny station are part of other site specific actions. Car parking at the station can be reviewed as part of ScotRail's operations management.
HSG 34	TR-SA-HSG34-5	Upgrade existing bus stops in Bankhead Road / Main Street		£20,000	£24,500	Not funded through s.75.	Public Transport	CEC		<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>

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HSG 38	TR-SA-HSG38-2	Bus infrastructure		£105,000	£128,625	Not funded through a signed s.75	Public Transport	CEC	2020/21	<p>Funding for this action has not been secured and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and it has committed to a review of the city's bus network. There is also an emerging public transport strategy to mitigate growth in City Plan 2030.</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan rather than continue this action in the LDP Action Programme 2021.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>
HSG 36	TR-SA-HSG36-2	Bus infrastructure external to site	Action identified as not being feasible due to footway constraints.	£0	£0	Not funded through signed s.75.	Public Transport	CEC	2019/20	Action identified as not being feasible due to footway constraints. Action should be confirmed in context of wider bus corridor work.

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

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