LOCAL DEVELOPMENT PLAN

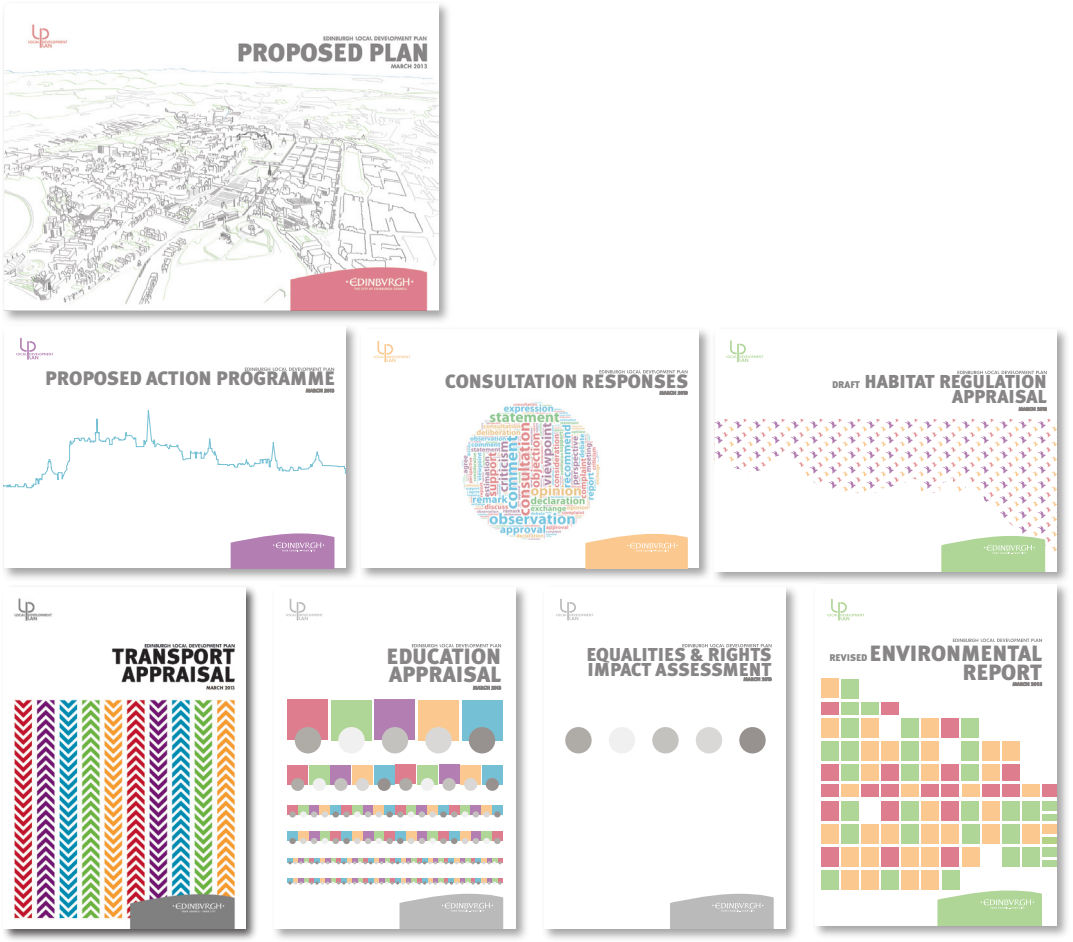
EDINBURGH LOCAL DEVELOPMENT PLAN

TRANSPORT APPRAISAL

VOLUME 2

MARCH 2013

EDINBVRGH
YOUR COUNCIL – YOUR CITY



The Local Development Plan sets out policies and proposals to guide development.

The Action Programme sets out actions to deliver the Plan.

The Schedule of Consultation Responses explains how consultation informed the Plan.

The Habitats Regulations Appraisal assesses the Plan's impact on internationally important bird habitats.

The Transport Appraisal identifies transport actions to support the Plan.

The Education Appraisal identifies new and expanded schools to support the Plan.

The Equalities & Rights Impact Assessment checks what impact the Plan will have on people.

The Revised Environmental Report assesses the impact of the Plan and explains the selection of new housing sites.

See the documents and other information at: www.edinburgh.gov.uk/localdevelopmentplan

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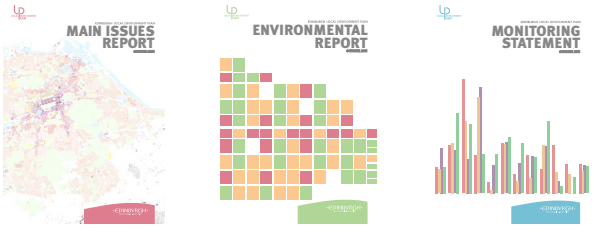
Published in 2011



Final Report - Appendices

Version: Final

Local Development Plan Transport Appraisal

The City of Edinburgh Council

March 2013

Halcrow

Appendices

Local Development Plan Transport Appraisal

The City of Edinburgh Council

March 2013

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Local Development Plan Transport Appraisal

Appendices

Appendix A	Supporting information on demand analysis
Appendix B	LDP Interventions assessment
Appendix C	Residential site summary sheets
Appendix D	Rationale for gravity model coefficient

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Appendix A

Supporting information on demand analysis

Table A.1: Example of Gravity Model Output

TRIP ASSIGNMENT

Route Via	Route choice	Percentage
Edinburgh North	**A**	0.00%
Edinburgh East	**B**	0.00%
Edinburgh South East	**C**	0.00%
Edinburgh South	**D**	0.00%
Edinburgh South West	**E**	0.00%
Edinburgh West	**F**	77.44%
Edinburgh North West	**G**	13.47%
Edinburgh Orbital	**H**	9.09%

Site	Maybury 1

DATA ENTRY

Coefficient Value	2
Total Trips	850

TRIP DISTRIBUTION

(Table KS09a) Area	All people aged 16-74	Percentage of people aged 16 - 74					Percentage Employed	No. Employed	Distance from Specific Site/Cluster centre	Trips to Zone	Distribution	Number of trips from each zone to the site	Routing via corridor
		Economically active											
		Employees[1]											
		Part-time	Full-time	Self-employed	Un-employed	Full-time student							
Alnwickhill	5542	11.62	42.42	7.2	2.4	2.51	54.53%	1630	8.08	25.0	0.16%	1	H
Baberton	5640	13.07	42.71	6.6	1.21	3.74	54.26%	1574	4.63	73.4	0.46%	4	H
Balerno	5718	13.83	44.19	7.63	1.96	3.99	57.77%	1298	6.81	28.0	0.18%	1	H
Broughton	6616	7.83	53.45	7.41	2.72	3.85	67.43%	5838	6.27	148.5	0.93%	8	G
Calton	6194	7.56	51.11	7.93	3.41	4.81	67.26%	5382	6.62	122.8	0.77%	7	F
Colinton	6402	12.17	44.38	9.15	1.75	2.8	58.08%	2159	5.71	66.2	0.42%	4	F
Craigleith	5282	10.32	41.54	8.75	1.91	2.92	55.12%	2159	5.1	83.0	0.52%	4	G
Craiglockhart	5147	13.56	42.45	9.31	1.9	2.62	56.28%	3111	5.26	112.4	0.71%	6	F
Craigmillar	5060	10.73	30.51	3.4	6.01	2.09	42.01%	3175	9.19	37.6	0.24%	2	H
Cramond	5335	11.19	36.42	10.55	1.99	4.78	53.74%	1522	2.82	191.4	1.20%	10	F
Dalmeny/Kirkliston (part)	5152	12.69	47.15	8.02	2.45	2.31	59.93%	10044	4.23	561.3	3.53%	30	F
Dalry	7100	6.14	51.15	3.86	3.44	8.49	66.94%	7394	4.78	323.6	2.04%	17	F

[1] Census data has been used for the daytime working population per ward (employees), regardless of home location, as opposed to only employed residents within the relevant ward.

Davidson's Mains	5446	12.41	38.49	9.02	1.43	3.23	52.17%	1563	3.56	123.3	0.78%	7	G
Dean	5946	6.66	53.77	10.66	2.07	4.1	70.60%	10831	4.9	451.1	2.84%	24	F
Duddingston	5861	12.95	41.94	8	2.49	2.61	55.04%	2092	9.06	25.5	0.16%	1	F
East Craigs	5757	12.8	43.7	4.78	3.14	2.83	54.45%	999	0.89	1261.2	7.94%	67	F
Fairmilehead	5847	13.75	43.03	9.75	1.33	3.93	58.04%	1696	7.51	30.1	0.19%	2	H
Firrhill	5666	13.36	40.19	4.11	4.15	2.72	51.17%	1312	6.7	29.2	0.18%	2	F
Fountainbridge	5757	5.75	47.25	5.18	3.72	11.33	67.48%	2714	5.41	92.7	0.58%	5	F
Gilmerton	6481	12.65	44.9	6.79	2.92	2.04	56.65%	2361	10.26	22.4	0.14%	1	H
Granton	5626	12.57	36.69	4.76	4.07	2.04	47.56%	3683	5.6	117.4	0.74%	6	G
Gyle	6483	12.93	50.41	5.58	1.59	2.82	60.40%	11796	1.88	3337.5	21.01%	179	F
Harbour	5633	9.3	48	6	4.07	2.96	61.03%	5278	7.18	102.4	0.64%	5	G
Holyrood	5605	5.98	35.79	4.3	4.57	9.97	54.63%	9972	6.48	237.5	1.49%	13	F
Kaimes	5679	11.38	38.84	5.28	4.12	2.06	50.30%	1323	10.63	11.7	0.07%	1	H
Leith Links	5805	11.47	50.39	6.58	2.6	3.19	62.76%	1530	7.86	24.8	0.16%	1	G
Lorne	5793	7.58	51.86	6.49	4.06	3.83	66.24%	4627	7.73	77.4	0.49%	4	G
Marchmont	6243	4.87	30.42	4.87	1.83	16.13	53.25%	1053	5.8	31.3	0.20%	2	F
Meadowbank	6119	9.14	56.3	5.67	2.57	3.17	67.71%	3117	6.67	70.1	0.44%	4	G
Merchiston	6165	6.75	45.37	6.94	2.09	11.82	66.22%	1483	5.22	54.4	0.34%	3	F
Milton	5474	12.09	37.98	7.84	2.94	2.69	51.45%	1918	9.32	22.1	0.14%	1	H
Moat	5893	10.42	43.92	4.07	2.82	3.26	54.07%	6068	4.76	267.8	1.69%	14	F
Moredun	5568	12.3	36.6	5.1	4.42	2.17	48.29%	1380	8.69	18.3	0.12%	1	H
Mountcastle	5797	12.7	42.61	5.43	2.76	2.48	53.28%	1261	7.65	21.5	0.14%	1	F
Muirhouse/Drylaw	6404	11.56	29.89	3.09	6.4	2.15	41.53%	3073	4.31	165.4	1.04%	9	G
Murray Burn	5931	12.85	41.66	3.54	5.53	2.46	53.19%	14479	3.99	909.5	5.72%	49	F
Murrayfield	5793	7.63	46.3	12.24	2.16	3.68	64.38%	6118	3.6	472.1	2.97%	25	F
N.E. Corstorphine	5712	11.87	38.94	6.79	1.61	5.02	52.36%	2132	2.88	257.0	1.62%	14	F
New Town	6270	5.14	46.36	12.87	2.78	4.58	66.59%	26816	5.52	880.1	5.54%	47	G
Newhaven	5792	9.41	46.84	7.39	3.61	2.47	60.31%	3402	7.17	66.2	0.42%	4	F
Newington	5503	9	38.14	11.19	1.73	5.03	56.09%	4663	7.21	89.7	0.56%	5	F
North Morningside/Grange	5361	7.13	43.05	8.64	2.11	5.75	59.55%	5230	6.64	118.6	0.75%	6	F
Parkhead	5698	13.51	37.7	4.19	4.81	2.77	49.47%	2092	3.82	143.4	0.90%	8	H
Pilton	5840	12.21	42.98	3.27	4.38	2.65	53.28%	1257	4.76	55.5	0.35%	3	G
Portobello	5433	12.22	42.76	7.68	2.19	2.25	54.88%	6770	8.79	87.6	0.55%	5	F
Prestonfield	6180	5	23.93	3.98	1.54	12.85	42.30%	2743	6.83	58.8	0.37%	3	F
Queensferry; Dalmeny/Kirkliston (part)	7234	12.97	51.55	6.59	2.39	3.18	63.71%	2094	4.82	90.1	0.57%	5	G
Restalrig	6269	10.51	38.79	3.41	3.72	1.66	47.58%	1545	7.87	24.9	0.16%	1	F
S.E. Corstorphine	5668	13.27	46.52	7.15	1.78	3.53	58.98%	2872	2.02	703.9	4.43%	38	F
Sciennes	6009	6.99	36.99	8.84	2.13	9.85	57.81%	2644	6.12	70.6	0.44%	4	F
Shandon	6711	6.29	61.36	4.72	2.8	6.54	75.42%	2279	4.24	126.8	0.80%	7	F
Sighthill	6702	10.07	35.21	2.86	3.3	8.48	49.85%	7742	2.94	895.7	5.64%	48	H
South Morningside	5779	10.62	44.47	10.4	1.99	4.07	60.93%	2097	6.63	47.7	0.30%	3	F
Southside	7011	4.81	32.41	3.59	2.52	14.55	53.07%	5231	6.33	130.6	0.82%	7	F
Stenhouse	5724	11.34	39.29	4.75	2.94	2.17	49.15%	2187	3.16	219.0	1.38%	12	F
Stockbridge	5916	6.54	52.7	11.11	2.6	3.41	69.82%	4454	6.47	106.4	0.67%	6	F
Tollcross	6228	5.43	35.92	4.43	3.81	15.99	60.15%	21213	5.69	655.2	4.12%	35	F
Trinity	5431	11.01	45.52	11.19	1.8	2.56	61.07%	3504	6.3	88.3	0.56%	5	F
Aberdeen City	162653	11.07	44.34	5.25	2.72	5.04	57.35%	146905	119.63	10.3	0.06%	1	G
Aberdeenshire	164674	13.44	42.67	10.04	2.55	2.66	57.92%	77775	124.03	5.1	0.03%	0	G
Angus	79056	12.52	40.39	7.92	3.85	2.66	54.82%	37618	74.49	6.8	0.04%	0	G
Argyll & Bute	66506	11.87	37.69	11.52	4.03	1.68	54.92%	40038	132.87	2.3	0.01%	0	F
Clackmannanshire	35009	11.35	39.66	5.36	4.11	2.19	51.32%	14324	34.15	12.3	0.08%	1	F

Dumfries & Galloway	107391	13.24	34.77	10.49	4.17	1.68	51.11%	60541	95.54	6.6	0.04%	0	F
Dundee City	108107	10.31	35.51	4.11	5.36	4.81	49.79%	66964	52.5	24.3	0.15%	1	G
East Ayrshire	87811	11.28	38.07	6.27	5.47	2.24	52.05%	40097	77.99	6.6	0.04%	0	F
East Dunbartonshire	79233	11.78	41.44	7.39	2.68	3.71	55.22%	26736	42.33	14.9	0.09%	1	F
East Lothian	64109	12.9	42.21	8.13	2.68	1.88	54.90%	25680	26.89	35.5	0.22%	2	H
East Renfrewshire	63882	11.9	41.34	8.19	2.53	3.86	55.92%	18555	53.09	6.6	0.04%	0	F
Eilean Siar	18949	13.04	36.4	9.65	5.05	1.83	52.93%	10617	281.68	0.1	0.00%	0	F
Falkirk	106989	11.43	43.14	5.21	3.76	2.36	54.47%	57427	20.84	132.2	0.83%	7	F
Fife	254713	11.61	41.35	5.69	4.44	2.61	54.09%	134162	31.14	138.4	0.87%	7	G
Glasgow City	430967	8.37	34.47	4.1	5.48	3.51	47.56%	308465	41.99	175.0	1.10%	9	F
Highland	152684	12.87	38.94	10.21	4.26	1.84	55.25%	92923	172.27	3.1	0.02%	0	G
Inverclyde	61658	10.74	39.1	4.08	4.6	2.68	50.46%	31426	65	7.4	0.05%	0	F
Midlothian	58789	13.5	44.7	6.24	2.6	2.4	55.94%	25006	17.5	81.7	0.51%	4	H
Moray	63191	13.32	41.63	8.09	3.52	1.95	55.19%	36295	132.64	2.1	0.01%	0	G
North Ayrshire	99061	10.88	36.96	5.86	5.75	2.54	51.11%	44537	66.2	10.2	0.06%	1	F
North Lanarkshire	237357	9.82	41.53	4.39	4.49	2.51	52.92%	110931	32.46	105.3	0.66%	6	F
Orkney Islands	13912	13.71	35.9	16.4	3.02	1.89	57.21%	8993	281.68	0.1	0.00%	0	G
Perth & Kinross	97824	12.23	40.01	10.28	2.79	2.44	55.52%	56768	68.29	12.2	0.08%	1	G
Renfrewshire	127993	10.95	43.36	4.77	3.75	3.14	55.02%	72461	56.48	22.7	0.14%	1	F
Scottish Borders	77138	13.32	38.92	11.34	3.1	2.01	55.37%	43587	47.31	19.5	0.12%	1	H
Shetland Islands	15698	15.14	45.09	10.55	2.4	1.92	59.96%	11198	310.24	0.1	0.00%	0	G
South Ayrshire	81903	11.63	37.31	7.19	4.36	2.65	51.51%	46718	92.67	5.4	0.03%	0	F
South Lanarkshire	223181	10.47	41.52	5.94	3.8	2.76	54.02%	109223	43.03	59.0	0.37%	3	F
Stirling	63552	11.12	37.84	8.92	2.97	4.26	53.99%	38144	50.08	15.2	0.10%	1	F
West Dunbartonshire	68271	11.07	40.09	4.02	5.45	2.77	52.33%	28802	60.47	7.9	0.05%	0	F
West Lothian	116387	11.26	48.45	5.02	3.57	2.2	59.24%	71719	15.64	293.2	1.85%	16	F

Table A.2: Assignment on Corridor roads - % distribution used in demand analysis

	Assignment on Corridor Roads													
	CORRIDOR 3 - East Edinburgh		CORRIDOR 2 - South East Edinburgh				CORRIDOR 6 - South Edinburgh	CORRIDOR 5 - South West Edinburgh		CORRIDOR 1 - West Edinburgh		CORRIDOR 4 - North West Edinburgh	CORRIDOR 7 - Orbital Edinburgh	
Site	A1	A6095	A701 Liberton Road	A772 Gilmerton Road	A7 Old Dalkeith Road	Lasswade Road	A702 Biggar Road	A71 Calder Road	A70 Lanark Road	A8 Glasgow Road	Stenhouse/Broomhouse Road	A90 Queensferry Road	A720	Inner Orbital
Maybury 1	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
Maybury 2	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
International Business Gateway	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
Edinburgh Park/The Gyle	40%	60%	25%	25%	25%	25%	100%	40%	60%	60%	40%	100%	86%	14%
Cammo	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
Burdiehouse 2	40%	60%	70%	20%	10%	0%	100%	40%	60%	100%	0%	100%	86%	14%
Gilmerton 1	40%	60%	10%	70%	10%	10%	100%	40%	60%	100%	0%	100%	86%	14%
Gilmerton 2	40%	60%	5%	60%	5%	30%	100%	40%	60%	100%	0%	100%	86%	14%
Drum 1	40%	60%	5%	60%	5%	30%	100%	40%	60%	100%	0%	100%	86%	14%
Newcraighall 1	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
Newcraighall 2	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
Burdiehouse 1	40%	60%	70%	20%	10%	0%	100%	40%	60%	100%	0%	100%	86%	14%
Riccarton Mains Road	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%
Moredunvale Road	40%	60%	0%	50%	50%	0%	100%	40%	60%	100%	0%	100%	86%	14%
Curriemuirend	40%	60%	25%	25%	25%	25%	100%	40%	60%	100%	0%	100%	86%	14%

Appendix B

LDP Interventions assessment

Appendix B LDP Interventions Assessment

Appendix B sets out the transport intervention options identified for each LDP housing site and their assessment against the five scheme objectives and technical delivery.

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
1 West	**Maybury 1** **600 units**	Public transport – upgrade existing bus stops on Turnhouse Road	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus services to run through site – essential to achieve PT mode share	+3	+3	+1	+1	+3	-2 Need operator agreement Cost implication – need pump-priming	Yes
		Public transport – peak period bus capacity may need to be enhanced	+3	+2	+1	+2	+2	-1 Need operator agreement Cost implication	Yes
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – new footway/cycle path along site frontage on south west side of Turnhouse Road	+1	+1	0	+3	+1	+3 Not complicated Relevant	Yes
		Active travel – pedestrian/cycle crossing facilities on Turnhouse Road	0	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes

		Active travel – new pedestrian/cycle link to Gogar train/tram interchange, including footbridge across railway line	+2	+2	+1	+3	+1	0 Cost implication Essential to help achieve PT mode share	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	-3 Cost implication Scale of impact Other developments	No
		Road improvements – help provide to Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – implement TRO to lower speed limit on section of Turnhouse Road	0	0	+2	0	0	+3 Not complicated Road safety	Yes
		Road improvements – provide improvements to Craigs Road Junction	+1	0	+2	0	+1	-2 Scale of impact Other developments	No
		Road improvements – help provide improvements to Craigs Road Junction	+1	0	+2	0	+1	+1 Reduced cost implication Road safety	Yes

		Road improvements – provide Barnton Junction enhancement scheme	+2	0	0	0	+1	-2 Cost implication Scale of impact Other developments	No
		Road improvements – help provide to Barnton Junction enhancement scheme	+2	0	0	0	+1	+1 Reduced cost implication Relevant	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
1 West	**Maybury 2** **525 units**	Public transport – upgrade existing bus stops on Turnhouse Road and Maybury Road.	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus services to run through site – essential to achieve PT mode share	+3	+3	+1	+1	+3	-2 Need operator agreement Cost implication – need pump-priming	Yes
		Public transport – peak period bus capacity may need to be enhanced	+3	+2	+1	+2	+2	-2 Need operator agreement Cost implication	Yes
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – new footway/cycle path along Turnhouse Road and Craigs Road frontages	+1	+1	0	+3	+1	+3 Not complicated Relevant	Yes
		Active travel – pedestrian/cycle crossing facilities on Turnhouse Road	0	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes

		Active travel – new signal controlled pedestrian/cycle crossing linking east and west sections of Craigs Road at Maybury Road	-1	+1	+1	+2	+1	+1 Road safety Relevant Necessary for MST	Yes
		Active travel – help provide new pedestrian/cycle link to Gogar train/tram interchange, including footbridge across railway line	+2	+2	+1	+3	+1	+1 Cost implication Essential to help achieve PT mode share	Yes
		Active travel – help provide new pedestrian/cycle links to (i) The Gyle and (ii) A8 westbound via train/tram interchange	+2	+2	+1	+3	0	+2 Potential land ownership Help achieve AT mode share	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	-2 Cost implication Scale of impact Other developments	No
		Road improvements – help provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – implement TRO to lower speed limit on section of Turnhouse Road	0	0	+2	0	0	+3 Not complicated Road safety	Yes

		Road improvements – provide improvements to Craigs Road Junction	+1	0	+2	0	+1	-2 Scale of impact Other developments	No
		Road improvements – upgrade Craigs Road – width, surfacing, vertical alignment	+1	0	+2	0	+1	+1 Reduced cost implication Road safety	Yes
		Road improvements – provide Barnton Junction enhancement scheme	+2	0	0	0	+1	-2 Cost implication Scale of impact Other developments	No
		Road improvements – help provide to Barnton Junction enhancement scheme	+2	0	0	0	+1	0 Reduced cost implication Relevant	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
1 West	**International Business Gateway** **350 units**	Public transport – upgrade existing bus stops on the A8.	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus services to run through site – essential to achieve PT mode share	+3	+3	+1	+1	+3	-2 Need operator agreement Cost implication – need pump-priming	Yes
		Public transport – assess provision of a 'bus only' access onto the A8, ideally via Gogar train/tram interchange	+1	+2	0	0	+3	-1 Need operator agreement	Yes
		Public transport – provide additional tram stop within site (as part of mixed development)	+3	+2	+1	+1	+1	-2 Cost implication Important to achieve PT mode share	Yes
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points, including near RBS access bridge and A8 bus stops	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – new footway/cycle path along A8 Glasgow Road frontage	+1	+1	0	+3	+1	+3 Not complicated Relevant	Yes

		Active travel – high quality pedestrian/cycle links to all tram stops and Gogar train/tram interchange	+2	+2	+1	+3	+1	+2 Essential to help achieve PT mode share	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	-3 Cost implication Scale of impact Other developments	No
		Road improvements – help provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – review Gogar Mains Farm Road as a 'bus only' route link with A8 – probably require traffic signals	-1	+2	0	+1	+1	-1 A8 traffic impact Cost implication	Yes
		Road improvements – safeguard Gogar link road through site	+1	0	+1	+1	+2	+1 Link with site layout and access	Yes
		General – help provide TISWEP transport interventions	+2	+2	+1	+2	+2	+1 Cost implications Necessary	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
1 West	**Edinburgh Park** **575 units**	Public transport – provide new bus stop facilities on internal access roads, as required	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus capacity may need to be enhanced (but tram should be main PT service)	+1	+2	+1	+1	+2	-1 Need operator agreement Cost implication	Yes
		Public transport – provide additional cycle parking at Edinburgh Park station	0	+1	0	+3	+1	+3 Would need 3rd party agreement	Yes
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – provide high quality well-signed pedestrian/cycle routes to tram stops within site	+1	+1	+1	+3	+1	+3 Not complicated Interchange	Yes
		Active travel – provide enhanced cycle parking at tram stops within site, including secure facilities	0	+1	0	+3	+1	+3 Not complicated Interchange	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes

		Road improvements – provide Gogar Junction enhancement scheme	+2	-1	0	0	+1	-3 Cost implication Scale of impact Other developments	No
		Road improvements – help provide to Gogar Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – existing Edinburgh Park road network to be brought up to adoptable standards prior to CEC adoption	0	0	+1	0	0	-1 Cost implication Council policy	Yes
		Road improvements – provide internal CPZ or integrated parking/traffic management solutions to prevent on-street parking problems, especially near PT facilities	+1	+1	+1	+1	0	-1 Cost implication Road safety	Yes
		Road improvements – review current operation of South Access Road	-1	+1	+1	0	0	-1 Transport Scotland input – impact on Hermiston Gait Interchange Potential higher cost implication	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
1 West and 4 North West	**Cammo 500 units**	Public transport – provide new bus stop facilities on Maybury Road.	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus service(s) to run through site that provides direct route to city centre or fully integrated ticketing – essential to achieve PT mode share	+3	+3	+2	+2	+3	-2 Need operator agreement Cost implication – need pump-priming	Yes
		Public transport – bus capacity and frequency will need to be enhanced	+3	+2	+1	+1	+1	-2 Need operator agreement Cost implication	Yes
		Public transport – provide bus priority measures on Maybury Road, as agreed with CEC	0	+1	+1	0	+1	-1 Cost implication depending on extent	Yes
		Public transport – provide bus lanes along Maybury Road	-1	+1	+1	+1	0	-3 Cost implication Land ownership	No
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes

		Active travel – signal controlled pedestrian/cycle crossing facilities on Maybury Road	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	-3 Cost implication Scale of impact Other developments	No
		Road improvements – help provide Maybury Road Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – provide TRO to lower speed limit on section of Maybury Road	0	0	+2	0	0	+3 Not complicated Road safety	Yes
		Road improvements – provide Barnton Junction enhancement scheme	+2	-1	0	0	+1	-2 Cost implication Necessary to mitigate site	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	**Burdiehouse 1** **570 units**	Public transport – upgrade existing bus stops on Burdiehouse Road	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – peak period bus capacity to be enhanced	+3	+2	+1	+1	+1	-2 Need operator agreement Cost implication	Yes
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – signal controlled crossing on Burdiehouse Road, linked to bus stop locations	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road Improvements – undertake access, frontage and traffic speed strategy for Burdiehouse Road	0	0	+2	+1	0	+2 Consider road safety issues Affects layout	Yes

		Road improvements – provide Burdiehouse Road/Frogston Road East Junction enhancement scheme	+2	-1	0	0	+1	-2 Cost implication Scale of impact Other developments	No
		Road improvements – help provide Burdiehouse Road/Frogston Road East Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – help provide Straiton Junction Improvement Scheme	+2	-1	0	0	0	-3 Cost implication Scale of impact No approved scheme Not necessary	No

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	**Burdiehouse 2** **300 units**	Public transport – upgrade existing bus stops on Burdiehouse Road	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – peak period bus capacity to be enhanced	+3	+2	+1	+1	+1	-2 Need operator agreement Cost implication	Yes
		Public transport – bus service to run through site linking with The Murrays	+3	+3	+2	+2	+3	-3 Need operator agreement Cost implication – need pump-priming	Yes
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – signal controlled crossing on Burdiehouse Road, linked to bus stop locations	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Active travel – construct external cycle link to Loanhead, with controlled on crossing on Lang Loan	0	+1	+2	+3	0	-3 Cost implication Land ownership	No

		Active travel – help provide to new external cycle link to Loanhead, with controlled on crossing on Lang Loan	0	+1	+2	+3	0	0 Reduced cost implication	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road Improvements – undertake access, frontage and traffic speed strategy for Burdiehouse Road	0	0	+2	+1	0	+2 Consider road safety issues Affects layout	Yes
		Road improvements – restricted vehicle access to The Murrays (Intervention linked with bus route)	0	0	+1	+3	+1	+2 Linked with bus gate	Yes
		Road improvements – provide Burdiehouse Road/Frogston Road East Junction enhancement scheme	+2	-1	0	0	+1	-2 Cost implication Scale of impact Other developments	No
		Road improvements – help provide Burdiehouse Road/Frogston Road East Junction enhancement scheme	+2	-1	0	0	+1	0 Reduced cost implication Necessary	Yes
		Road improvements – help provide Straiton Junction Improvement Scheme	+2	-1	0	0	0	-3 Cost implication Scale of impact No approved scheme Not necessary	No

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	**Gilmerton 1** **60 units**	Public transport – upgrade existing bus stops on Lasswade Road	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – peak period bus capacity to be enhanced	+3	+2	+1	+1	+1	-3 Cost implication Un-necessary for scale of site	No
		Public transport – help provide EOBS	+1	+1	0	+1	+2	-2 No approved scheme or alignment Un-necessary	No
		Active travel – new footway along Gilmerton Dykes Road frontage	+1	+1	+1	+3	0	+3 Not complicated Relevant	Yes
		Active travel – help provide new pedestrian/cycle route signage in the local area	+1	+1	0	+2	0	+2 Not complicated Relevant	Yes
		Active travel – help provide new external cycle link along Gilmerton Station Road to Lasswade Road and beyond	+1	+1	+1	+3	0	-2 Cost implication Un-necessary for scale of site	No

		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – help provide Gilmerton Road/Drum Street Junction improvement scheme	+2	-1	+1	+1	0	+1 Alternative routes available Access & parking strategy may widen scheme Cost implication	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	**Gilmerton 2** **500 units**	Public transport – upgrade existing bus stops on Gilmerton Road/Drum Street	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – peak period bus capacity to be enhanced	+3	+2	+1	+1	+1	-2 Need operator agreement Cost implication	Yes
		Public transport – safeguard frontage land for potential future bus priority scheme	+1	+2	0	+1	+2	-1 Potential impact on development area & capacity	Yes
		Public transport – help provide to EOBS	+1	+2	0	+1	+2	-2 No approved scheme or alignment	No
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – new footway/cycle route along Gilmerton Station Road site frontage	+1	+1	+1	+3	0	+3 Not complicated Relevant	Yes
		Active travel – signal controlled crossing on Gilmerton Road	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes

		Active travel – construct external cycle link along Gilmerton Station Road to Lasswade Road	+1	+1	+1	+3	0	-3 Cost implication Land ownership	No
		Active travel – help provide new external cycle link along Gilmerton Station Road to Lasswade Road and beyond	+1	+1	+1	+3	0	0 Reduced cost Helps meet mode share target	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – replace existing Gilmerton Road/Gilmerton Station Road roundabout with traffic signals	+1	0	+1	+2	+1	-2 Cost implication Assist future bus priority	Yes
		Road improvements – implement TRO for lower speed limit on Gilmerton Station Road	0	0	+2	0	0	+3 Not complicated Road safety	Yes
		Road improvements – prepare access and parking strategy for Drum Street	+1	0	+2	+1	+1	+1 Just a study Not complicated Relevant	Yes
		Road improvements – provide Gilmerton Road/Drum Street Junction improvement scheme	+2	-1	+1	+1	0	-2 Alternative routes available Access & parking strategy may widen scheme Cost implication	No

		Road improvements – help provide Gilmerton Road/Drum Street Junction improvement scheme	+2	-1	+1	+1	0	0 Alternative routes available Access & parking strategy may widen scheme Lower cost	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	**Drum 1** **150 units**	Public transport – upgrade existing bus stops on Gilmerton Road/Drum Street	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – peak period bus capacity to be enhanced	+3	+2	+1	+1	+1	-2 Need operator agreement Cost implication	Yes
		Public transport – help provide EOBS	+1	+2	0	+1	+2	-2 No approved scheme or alignment Un-necessary	No
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – help provide signal controlled crossing on Gilmerton Road near bus stops	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Active travel – help provide new external cycle link along Gilmerton Station Road to Lasswade Road and beyond	+1	+1	+1	+3	0	-1 Helps meet mode share target	Yes

		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – replace existing Gilmerton Road/Gilmerton Station Road roundabout with traffic signals	+1	0	+1	+2	+1	-3 Cost implication compared to scale of development Assist future bus priority	No
		Road improvements – help provide replace existing Gilmerton Road/Gilmerton Station Road roundabout with traffic signals	+1	0	+1	+2	+1	0 Reduced cost Assist future bus priority	Yes
		Road improvements – help provide Gilmerton Road/Drum Street Junction improvement scheme	+2	-1	+1	+1	0	-1 Alternative routes available Access & parking strategy may widen scheme	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	**Moredunvale Road** **50 units**	Public transport – upgrade existing bus stops in vicinity of site. Provide new stops on Moredunvale Road	+1	+1	+1	+1	+1	+2 Not complicated Relevant	Yes
		Public transport – help provide Tram Line 3 scheme	+1	+2	0	+1	+2	-2 No consented scheme No delivery programme	No
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – help provide enhancements of external cycle links in local area	+1	+1	+1	+3	0	+1 Not complicated Relevant	Yes
		Active travel – upgrade existing pedestrian routes to Old Dalkeith Road and Gilmerton Road	0	+1	+1	+2	+1	+1 Not complicated Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes

		Road Improvements – review operation of Moredunvale Road junctions with Old Dalkeith Road and Gilmerton Road, respectively	+1	0	+1	0	0	+1 Potential cost implications	Yes
		Road improvements – help provide Sheriffhall Junction Improvement Scheme	+2	-1	0	+1	0	-2 No approved scheme Transport Scotland decision Cost implication Other routes Un-necessary	No

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
3 East	**Newcraighall 1** **270 units**	Public transport – upgrade existing bus stops	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – enhance pedestrian & cycle signage to stations	+1	+1	0	+3	+1	+3 Not complicated Relevant	Yes
		Public transport – help provide additional cycle parking at railway stations	+1	+1	0	+2	+1	+2 Would need 3rd party agreement Relevant	Yes
		Public transport – route bus services through site	+1	+1	+1	+2	+3	-3 Operator unlikely to agree. Negative impact on existing users. Additional cost. Un-necessary.	No
		Active travel – link site with off-road pedestrian/cycle route	+1	+1	+1	+3	0	+2 Not complicated Relevant	Yes
		Active travel – review crossing facilities on Newcraighall Road	-1	0	+2	+2	0	-1 Would improve access and safety. Financial implication.	Yes

		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – review existing road safety measures and enhance.	0	+1	+2	+2	0	0 Would improve road safety Financial implication	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
3 East	**Newcraighall 2** **330 units**	Public transport – upgrade existing bus stops	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – enhance pedestrian & cycle signage to stations	+1	+1	0	+3	+1	+3 Not complicated Relevant	Yes
		Public transport – help provide additional cycle parking at railway stations	+1	+1	0	+2	+1	+2 Would need 3rd party agreement Relevant	Yes
		Public transport – route bus services through site (Note – did not consider link to ELC)	+1	+1	+1	+2	+3	-3 Operator unlikely to agree. Negative impact on existing users. Additional cost. Un-necessary.	No
		Active travel – high quality pedestrian/cycle routes within site – linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – new footway along Newcraighall Road site frontage	+1	+1	+1	+3	0	+3 Not complicated Relevant	Yes

		Active travel – review crossing facilities on Newcraighall Road	-1	0	+2	+2	0	-1 Would improve access and safety. Financial implication.	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – review existing road safety measures and enhance.	0	+1	+2	+2	0	0 Would improve road safety Financial implication	Yes
		Road improvements – new access will require removal of existing embankment to form visibility splay	0	0	+3	0	0	-2 Land ownership? Cost implication Essential for road safety	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
5 South West	**Riccarton Mains Road** **50 units**	Public transport – upgrade two existing nearby bus stops	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – help provide car park extension at Curriehill Station	0	-1	+1	0	0	-3 Need 3rd party agreement Land ownership	Yes
		Active travel – high quality pedestrian/cycle route within site	+1	+1	+1	+3	0	+2 Not complicated Relevant Necessary	Yes
		Active travel – new footway along site frontage along Riccarton Mains and implement dropped kerb crossing facilities on pedestrian route to bus stops	0	+1	+2	+2	0	+2 Not complicated Relevant	Yes
		Active travel – help provide additional cycle parking at railway station	+1	+1	0	+2	+1	+2 Would need 3rd party agreement Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes

		Road improvements – review operation of A70/Riccarton Mains Road Junction and implement any improvements agreed with CEC	+1	+1	+1	0	0	-2 Cost implication Scale of site Un-necessary	No
		Road improvements – implement TRO and physical measures to move existing 40mph speed limit on Riccarton Mains Road north of site	0	0	+2	0	0	+3 Not complicated Road safety	Yes
		Road improvements – help provide Gillespie Crossroads Junction enhancement scheme	+1	-1	+1	0	0	-2 A71 route more desirable Scale of site	No

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
5 South West	**Curriemuir-end** **100 units** .	Public transport – upgrade existing bus stops in vicinity of site and assess need for any new stops	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – help provide additional cycle parking at Wester Hailes Station	+1	+1	0	+2	+1	+2 Would need 3rd party agreement Relevant	Yes
		Active travel – high quality pedestrian/cycle routes within site linked to suitable exit points	+1	+1	+1	+3	0	+2 Not complicated Relevant Necessary	Yes
		Active travel – help provide improvements of adjacent external routes, including signage	+1	+1	0	+2	0	+2 Not complicated Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – provide Gillespie Crossroads Junction enhancement scheme	+1	-1	+1	0	0	-3 Proximity Scale of site Unreasonable	No

		Road improvements – help provide Gillespie Crossroads Junction enhancement scheme	+1	-1	+1	0	0	0 Reduced cost	Yes

Appendix C

Residential site summary sheets

Appendix C Residential site summary sheets

Appendix C sets out summary sheets for each LDP housing site scenario, including suggested transport-related interventions.

Site No: 1 **Site Name: Maybury 1** Capacity: 600 units

May be developed as a combined site with Maybury 2

Route Corridor: 1 - West Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Edinburgh Gateway train/tram interchange at Gogar – major impact (PT users)

(iii) Edinburgh trams (Airport to City Centre) – major impact (PT users)

(iv) Minor Bus Priority Measures on key bus corridors – minor impact

(v) Gogar Junction capacity enhancements (initial) – minor impact (private car users)

(vi) Newbridge Junction capacity enhancements – minor impact

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1 Vehicular Access

(a) Access from Turnhouse Road to north east of site – number of accesses required.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Turnhouse Road.

(b) Bus services to run through site. (Constraint – agreeing existing service(s) to alter current route to serve site or seeking new commercial service.)

(c) Peak period capacity may need to be enhanced.

Train

(a) Links with train/tram interchange at Gogar – potential major PT facility.

Tram

(a) Links with tram stop at Gogar – potential major PT facility.

3 Active Travel

(a) High quality pedestrian and cycle routes within site, to link to suitable exit points around site boundary.

(b) New footway and cycle path along south west side of Turnhouse Road frontage.

(c) Pedestrian/cycle crossing facilities on Turnhouse Road.

(d) New pedestrian/cycle link to Gogar train/tram interchange, including footbridge across railway line – essential to achieve PT mode share.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Help provide Maybury Junction improvement scheme.

(b) Implement TRO for lower speed limit on section of Turnhouse Road.

(c) Help provide improvements to Craigs Road junctions, as alternative routing.

(d) Help provide Barnton Junction improvement scheme.

Site No: 2 **Site Name: Maybury 2** Capacity: 525 units

May be developed as a combined site with Maybury 1

Route Corridor: 1 - West Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Edinburgh Gateway train/tram interchange at Gogar – major impact (PT users)

(iii) Edinburgh trams (Airport to City Centre) – medium impact (PT users)

(iv) Minor Bus Priority Measures on key bus corridors – minor impact

(v) Gogar Junction capacity enhancements (initial) – minor impact (private car users)

(vi) Newbridge Junction capacity enhancements – minor impact

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1 Vehicular Access

(a) Access from Turnhouse Road to south west of site – number of accesses required. Access also permitted from Craigs Road.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Turnhouse Road & Maybury Road.

(b) Bus services to run through site. (Constraint – agreeing existing service(s) to alter current route to serve site or seeking new commercial service.)

(c) Peak period capacity may need to be enhanced.

Train

(a) Links with train/tram interchange at Gogar – potential major PT facility.

Tram

(a) Links with Gogar tram stop – potential major PT facility.

3 Active Travel

(a) High quality pedestrian and cycle routes within site, linked to suitable exit points around site boundary.

(b) New footway/cycle path along Turnhouse Road and Craigs Road frontages.

(c) Pedestrian/cycle crossing facilities on Turnhouse Road.

(d) New signal controlled pedestrian/cycle crossing facility linking east and west section of Craigs Road at Maybury Road.

(e) Help provide new pedestrian/cycle link to Gogar train/tram interchange, including footbridge across railway line – essential to achieve PT mode share. (Constrain – land ownership.)

(f) Help provide new pedestrian/cycle links to (i) The Gyle and (ii) A8 westbound. (Constrain – land ownership.)

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Help provide Maybury Junction improvement scheme.

(b) Implement TRO for lower speed limit on sections of Turnhouse Road and Maybury Road.

(c) Upgrade Craigs Road and Craigs Road/Maybury Road junction improvement.

(d) Help provide Barnton Junction improvement scheme.

Site No: 3 **Site Name: International Business Gateway** Capacity: 350 units

Route Corridor: 1 - West Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Edinburgh Gateway train/tram interchange at Gogar – major impact (PT users)

(iii) Edinburgh trams (Airport to City Centre) – major impact (PT users)

(iv) A8 New Junction at RHS – minor impact

(v) Gogar Junction capacity enhancements (initial) – minor impact (private car users)

(vi) Newbridge Junction capacity enhancements – minor impact

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1 Vehicular Access

(a) Access from Eastfield Road. Consider bus only access onto A8.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on A8 Glasgow Road.

(b) Bus services to run through site, with associated bus stop infrastructure. (Constraint – seeking commercial service or agreeing existing services to alter current routes.)

(c) Assess provision of a 'bus only' access onto the A8, ideally via Gogar train/tram interchange.

Train

(a) Links to train/tram interchange at Gogar – potential major PT facility. (Constrain – access.)

Tram

(a) High quality links to Gogar and RBS tram stops – potential major PT facilities.

(b) Provide additional tram stop within site, as part of mixed development.

3 Active Travel

(a) High quality pedestrian and cycle routes within site, to link to suitable exit points around site boundary, including an access point near RBS access bridge.

(b) New footway/cycle path along A8 Glasgow Road frontage.

(c) High quality pedestrian/cycle links to all tram stops and Gogar train/tram interchange – essential to achieve PT mode share. (Constrain – land ownership.)

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Help provide Maybury Junction enhancement scheme.

(b) Review Gogar Mains Farm Road as a 'bus only' route link with the A8 – would require traffic signals.

(c) Help provide TISWEP transport interventions.

(d) Safeguard Gogar link road through site.

Site No: 4 **Site Name: Edinburgh Park/The Gyle** Capacity: 575 units

Route Corridor: 1 - West Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Edinburgh trams (Airport to City Centre) – major impact (PT users)

(iii) Gogar Junction capacity enhancements (initial) – minor impact (private car users)

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1 Vehicular Access

(a) Access from Edinburgh Park internal access roads Lochside Avenue and Lochside Court – number of accesses required, leading onto South Gyle Broadway.

2 Public Transport

Bus

(a) Bus infrastructure – provide new facilities on internal access roads.

(b) Capacity may need to be enhanced (but tram should be main PT service).

Train

(a) Enhance cycle parking at Edinburgh Park station.

Tram

(a) Tram stops – potential major PT facility. Provide secure cycle parking.

3 Active Travel

(a) High quality pedestrian and cycle routes within site, to link to existing internal routes and also suitable external exit points around site boundary. Provide high quality well-signed routes to tram stops - essential to help achieve PT mode share.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Existing road network to be brought up to adoptable standards, prior to adoption.

(b) Help provide Gogar Junction improvement scheme.

(c) Implement internal CPZ or integrated parking/traffic management solutions to prevent on-street parking problems, especially near PT facilities.

(d) Review operation of South Access Road.

Site No: 5 **Site Name: Cammo** Capacity: 500 units

Route Corridor: 1 – West Edinburgh and 4 – North West Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access

(a) Access from Maybury Road – two junctions, with traffic signals.

2 Public Transport

Bus

(a) Bus infrastructure – provide new facilities on Maybury Road.

(b) Bus service(s) to run through site that provide direct service to city centre or fully integrated ticketing – essential for mode share targets. (Constraint – seeking commercial service or getting existing nearby services to alter routes.)

(c) Capacity and frequency will need to be enhanced.

(d) Appropriate bus priority measures on Maybury Road.

Train

Not applicable.

Tram

Not applicable.

3 Active Travel

(a) High quality pedestrian and cycle routes within site to link to suitable exit points around site boundary, especially high quality route to Edinburgh Gateway. (Constraint – land ownership external to site.)

(b) Signal controlled pedestrian/cycle crossing facilities on Maybury Road.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Provide Barnton Junction improvement scheme.

(b) Implement TRO for lower speed limit on Maybury Road.

(c) Help provide Maybury Junction improvement scheme.

Site No: 6 **Site Name: Burdiehouse 1** Capacity: 570 units

Route Corridor: 2 – South East Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access

(a) Access from Burdiehouse Road to east of site – junction type to be agreed. Additional access from Frogston Road East to the north.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Burdiehouse Road and Frogston Road East.

(b) Capacity to be enhanced during peak periods.

Train

Not applicable

Tram

Not applicable

3 Active Travel

(a) High quality pedestrian and cycle routes within site, linking to external access points, such as Frogston Road East, Old Burdiehouse Road and various other exit points around the site boundary.

(b) Provide additional controlled pedestrian/cycle crossing on Burdiehouse Road, linked with bus stop locations.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Access, frontage and traffic speed strategy for Burdiehouse Road.

(b) Implement Burdiehouse Road/ Frogston Road East Junction improvement scheme.

Site No: 7 **Site Name: Burdiehouse 2** Capacity: 300 units

Route Corridor: 2 – South East Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access

(a) Access from Burdiehouse Road to west of site – junction type to be agreed (probably traffic signals). Provide bus gate, with pedestrian, cycle and emergency access, from north east of site into The Murrays.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Burdiehouse Road.

(b) Capacity to be enhanced during peak periods.

(c) Bus service to route through site linking with The Murrays – important to achieve PT mode share. (Constraint – existing services may be reluctant to alter current routes.)

Train

Not applicable

Tram

Not applicable

3 Active Travel

(a) High quality suitable pedestrian and cycle routes within site, linking to external access points, such as The Murrays, Burdiehouse Burn and west boundary of the site.

(b) Help provide pedestrian/cycle route to Loanhead, including signal controlled crossing on Lang Loan.

(b) Provide additional controlled pedestrian/cycle crossing on Burdiehouse Road, linked to bus stop locations.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Access, frontage and traffic speed strategy for Burdiehouse Road.

(b) Restricted vehicular access to The Murrays. (Constraint – land ownership.)

(c) Help provide Burdiehouse Road/Frogston Road East Junction improvement scheme.

Site No: 8 **Site Name: Gilmerton 1** Capacity: 60 units

Route Corridor: 2 – South East Edinburgh

Relevant Committed Interventions:
(i) City-wide ATAP measures – minor impact
(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access
(a) Access from Gilmerton Dykes Road to north west of site.

2 Public Transport
Bus
(a) Bus infrastructure – upgrade existing facilities on Lasswade Road.

Train
Not applicable.

Tram
Not applicable.

3 Active Travel
(a) New footway along Gilmerton Dykes Road frontage of site.
(b) Help provide new pedestrian/cycle route signage in the local area.

4 Travel Plan
(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements
(a) Help provide to Gilmerton Road/Drum Street Junction improvement scheme.

Site No: 9 **Site Name: Gilmerton 2** Capacity: 500 units

Route Corridor: 2 – South East Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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Note – interventions are based on reduced scale of site located at north east end of Gilmerton Station Road.

1 Vehicular Access

(a) Access from Gilmerton Station Road to east of site – number of accesses required, depending on number of units. Secondary access may be permitted from Gilmerton Road – issue with junction spacing.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Gilmerton Road.

(b) Safeguard land along Gilmerton Road frontage for potential future bus priority scheme.

(c) Capacity to be enhanced during peak periods.

Train

Not applicable.

Tram

Not applicable.

3 Active Travel

(a) High quality pedestrian and cycle routes within site, to link to suitable points at all site boundary corners and possible links along north boundary with existing residential areas, where feasible.

(b) New footway/cycle route along Gilmerton Station Road frontage.

(c) Signal controlled pedestrian/cycle crossing facilities on Gilmerton Road.

(d) Help provide external cycle link to Lasswade Road and beyond.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Upgrade Gilmerton Road/Gilmerton Station Road Junction to signal controlled junction.

(b) Implement TRO for lower speed limit on Gilmerton Station Road.

(c) Help provide Gilmerton Road/Drum Street Junction improvement scheme.

(d) Access and parking strategy for Drum Street.

Site No: 10 **Site Name: Drum 1** Capacity: 150 units

Route Corridor: 2 – South East Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access

(a) Access from Candlemakers Park to south west of site.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing facilities on Gilmerton Road (Drum Street).

(b) Capacity may need to be enhanced during peak periods.

Train

Not applicable.

Tram

Not applicable.

3 Active Travel

(a) High quality pedestrian and cycle routes within site to link to suitable exit points around site boundary, including link to north west into Candlemakers Park.

(b) Help provide new signal controlled pedestrian/cycle crossing facilities Gilmerton Road (Drum Street).

(c) Help provide external cycle link to Lasswade Road and beyond.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Help provide Gilmerton Road/Gilmerton Station Road Junction improvement scheme.

(b) Help provide Gilmerton Road/Drum Street Junction improvement scheme.

Site No: 11 **Site Name: Moredunvale Road** Capacity: 50 units

Route Corridor: 2 – South East Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Minor Bus Priority Measures on key bus corridors – minor impact

(iii) Sheriffhall Junction Grade Separation – minor impact

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1 Vehicular Access

(a) Main access from Moredunvale Road to north west of site. Secondary accesses from Moredunvale Place to west of site and Moredun Park Road to south of site.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing bus stop facilities in vicinity of site. Provide new bus stops on Moredunvale Road.

Train

Not applicable.

Tram

Not applicable (long-term CEC proposal for Tram Line 3 – significant impact on PT users).

3 Active Travel

(a) High quality pedestrian and cycle routes within and through site to link to suitable exit point(s) on site boundaries. Upgrade existing adjacent external links where appropriate.

(b) Upgrade pedestrian routes to Old Dalkeith Road and Gilmerton Road, including provision of dropped kerb crossing points.

Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Review operation of Moredunvale Road junctions with Old Dalkeith Road and Gilmerton Road, respectively.

Site No: 12 **Site Name: Newcraighall 1** Capacity: 270 units

Route Corridor: 3 - East Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

Note: this site is the subject of a current planning application (for 191 units) that CEC is minded to grant, subject to agreement of a legal agreement. The suggested transport interventions were proposed independent of this knowledge.

1 Vehicular Access

(a) Access from Newcraighall Road – specific location to be confirmed by developer and subject to road safety audit. (Constraint – visibility and junction spacing).

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing bus stop facilities on Newcraighall Road.

Train

(a) Pedestrian and cycle route signage enhancements to Newcraighall Station and Brunstane Station.

(b) Help provide additional cycle parking at Newcraighall and Brunstane stations.

Tram

Not applicable.

3 Active Travel

(a) High quality pedestrian and cycle route link to existing external route to north of site and also to south west corner.

(b) Review pedestrian and cycle crossing facilities on Newcraighall Road.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Review existing road safety measures on Newcraighall Road and implement any identified enhancements.

Site No: 13 **Site Name: Newcraighall 2** Capacity: 330 units

Route Corridor: 3 - East Edinburgh

Relevant Committed Interventions:

(ii) City-wide ATAP measures – minor impact

Note: this site is the subject of a current planning application (for 220 units) that CEC is minded to grant, subject to agreement of a legal agreement. The suggested transport interventions were proposed independent of this knowledge.

1 Vehicular Access

(a) Access from Newcraighall Road – use existing access serving former miners' club? Consider new access onto Newcraighall Road – visibility issue.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade existing bus stops facilities on Newcraighall Road.

Train

(a) Pedestrian and cycle route signage enhancements to Newcraighall Station and Brunstane Station.

(b) Help provide additional cycle parking at Newcraighall and Brunstane stations.

Tram

Not applicable.

3 Active Travel

(a) High quality pedestrian and cycle routes within site to link to Newcraighall Road and any other suitable exit points around site boundary.

(b) New footway along site frontage on south side of Newcraighall Road.

(c) New controlled pedestrian/cycle crossing facility on Newcraighall Road to link with existing shared route on north side (former railway line).

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) New vehicular access onto Newcraighall Road likely to require existing embankment to be removed and improved sight lines provided, with possible realignment of carriageway. (Constraint – land ownership of embankment.)

(b) Review existing road safety measures on Newcraighall Road and provide any identified enhancements.

Site No: 14 **Site Name:** **Riccarton Mains Road** Capacity: 50 units

Route Corridor: 5 - South West Edinburgh

Relevant Committed Interventions:

(i) City-wide ATAP measures – minor impact

(ii) Hermiston P&R extension – medium impact (PT users)

(iii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access

(a) From Riccarton Mains Road to east of site.

2 Public Transport

Bus

(a) Bus infrastructure – upgrade facilities at two nearby bus stops.

Train

(a) Help provide extended car park at Curriehill Station. (Constraint – land ownership.)

Tram

Not applicable

3 Active Travel

(a) High quality pedestrian/cycle route within site.

(b) New footway along east boundary frontage of site on west side of Riccarton Mains Road to tie in with existing footway termination point.

(c) Provide dropped kerb crossing facilities on pedestrian route to nearby bus stops.

(d) Help provide to additional cycle parking at Curriehill Station.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) Implement TRO and physical measures to move existing 40mph speed limit point to agreed location north of site.

Site No: 15 **Site Name:** **Curriemuirend** Capacity: 100 units

Route Corridor: 5 - South West Edinburgh

Relevant Committed Interventions:
(i) City-wide ATAP measures – minor impact
(ii) Minor Bus Priority Measures on key bus corridors – minor impact

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1 Vehicular Access
(a) From Wester Hailes Road to north of site – location and type to be agreed. (Constraint – road safety.)

2 Public Transport
Bus
(a) Bus infrastructure – upgrade existing bus stops in vicinity of site. Assess need for new bus stops.

Train
(a) Help provide to additional cycle parking at Wester Hailes Station.

Tram
Not applicable

3 Active Travel
(a) High quality pedestrian/cycle routes within site and linked to suitable exit points around site boundary.
(b) Help provide improvement of adjacent external routes, including signage.

4 Travel Plan
(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements
(a) Help provide Gillespie Crossroads Junction enhancement scheme. (Contribution required if an enhancement scheme is brought forward)

Appendix D

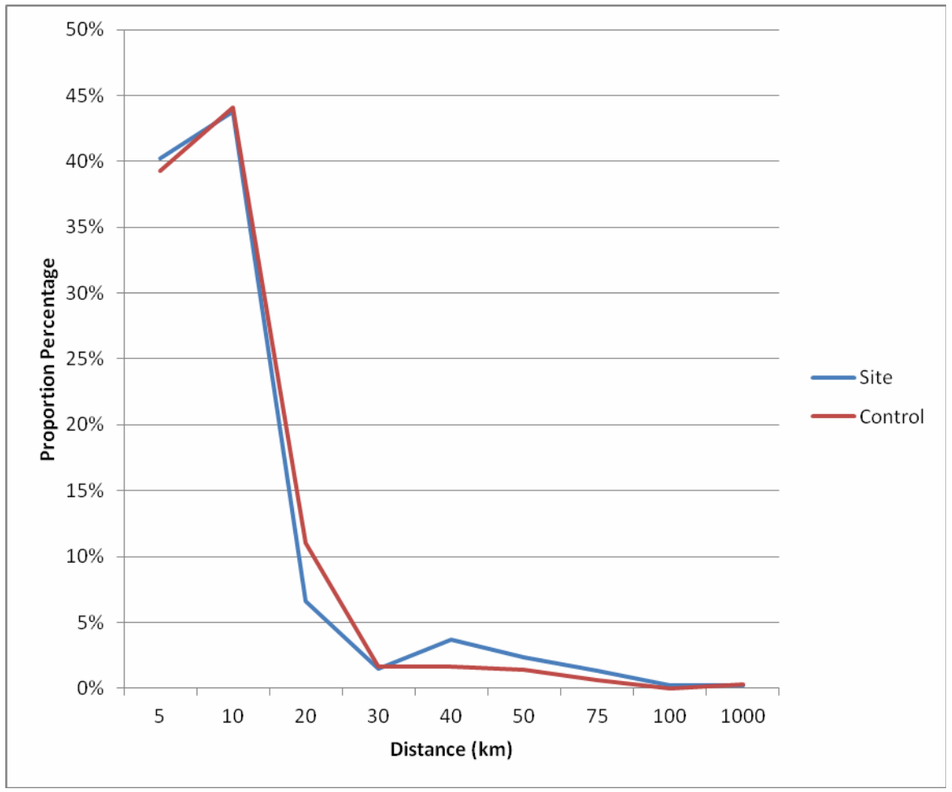
Rationale for gravity model coefficient

Site	14c01								
Distance KM	Site				Control Ward			Comparison	
	Trips to Zone	Gen Trips	Proportion Trips	Cumulative Trips	Trips	Proportion Trips	Cumulative Trips	Proportion Trips	Cumulative Trips
5	3477.4	12.9	40%	40%	1548	39%	39%	1%	1%
10	3778.7	14.0	44%	84%	1736	44%	83%	0%	1%
20	573.9	2.1	7%	91%	433	11%	94%	-4%	-4%
30	130.4	0.5	2%	92%	65	2%	96%	0%	-4%
40	321.9	1.2	4%	96%	65	2%	98%	2%	-2%
50	203.3	0.8	2%	98%	56	1%	99%	1%	-1%
75	111.4	0.4	1%	100%	23	1%	100%	1%	0%
100	18.5	0.1	0%	100%	0	0%	100%	0%	0%
1000	21.6	0.1	0%	100%	13	0%	100%	0%	0%
Total	8637.0	32.0	100%	-	3939	100%	-	0%	-

Coefficient Value	2

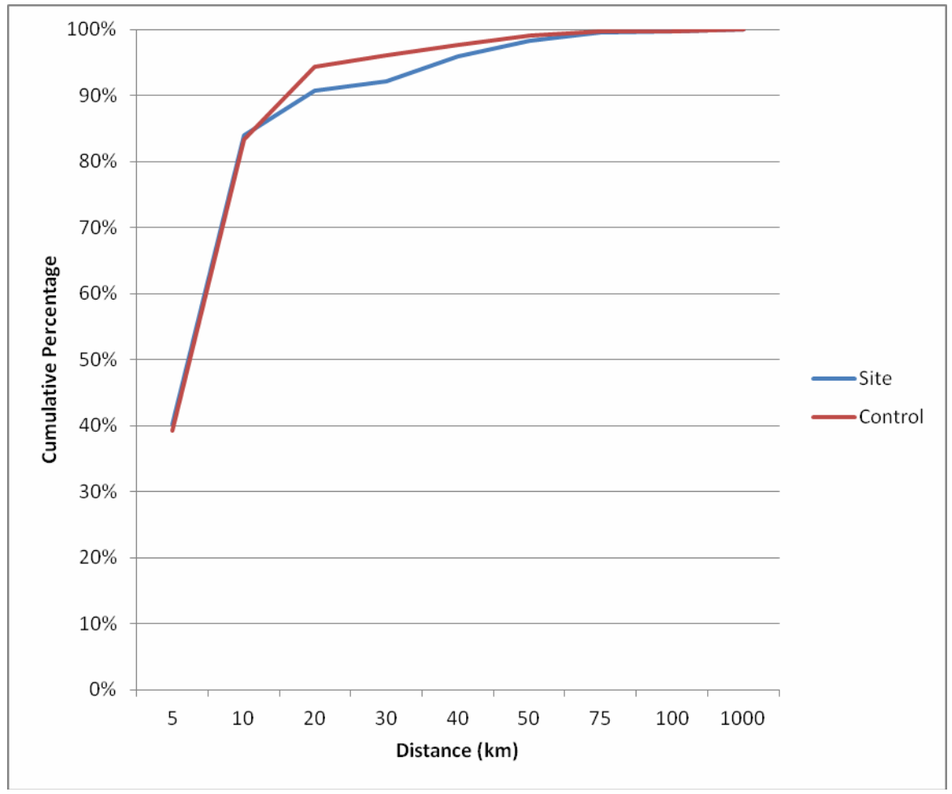
Proportion Trips (by distance band)

Correlation	0.995081146



Cumulative Trips (by distance band)

Correlation	0.996198652



LOCAL DEVELOPMENT PLAN

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