City Plan 2030

Transport Appraisal Technical Note

September 2021

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THE CITY OF EDINBURGH COUNCIL

The purpose of a Transport Appraisal (TA) is to inform the spatial strategy of the Proposed Plan and therefore it was required to assess both the 'preferred approach' and the 'reasonable alternatives' approach of Choices for City Plan, the Main Issues Report (MIR) stage of the plan process.

To address carbon emissions and climate change, ill health and obesity and the dominance of vehicles in the city's spaces, particularly its historic areas designed before mass car ownership, the MIR and Proposed Plan have been developed alongside the approved City Mobility Plan, the West Edinburgh Transport Appraisal (WETA) and its refresh and ongoing West Edinburgh Transport Improvement Programme (WETIP) and the Edinburgh Strategic Sustainable Transport Study (ESSTS). From the outset the preferred approach was intended to provide a strategy which reduced the need to travel and travel distances and this was informed by the draft City Mobility Plan (CMP) as it developed alongside the Plan process at the time. The outputs of the TA, in terms of impacts and mitigation required allow us to assess how key greenfield sites and a brownfield approach and their potential mitigations align with national and CMP priorities.

To further inform the Proposed Plan the TA objectives are based on the National Transport Strategy hierarchy and the now approved City Mobility Plan, with an emphasis on active travel and public transport interventions rather than creating additional road capacity for private vehicles. The TA also draws from the emerging priorities of Transport Scotland's Strategic Transport Projects Review 2. This was to enable assessment of mitigation options which meet national and local transport and planning objectives. The Plan was intended also to take an existing infrastructure first approach wherever feasible.

The preferred proposed development strategy for brownfield redevelopment rather than new greenfield land releases is intended to allow for housing need within the city to minimise the need to travel for services and to minimise travel distances wherever possible. The proposals for higher density development with a mix of uses rather than low density, housing only, greenfield development support those objectives as density is key to ensuring that services, active travel and sustainable public transport have viable patronage and markets. This reinforces the 20 minute neighbourhood character of much of the historic city and the approach of the Programme for Government and emerging government policy to maintain and create these sustainable neighbourhoods.

Where undeveloped greenfield sites are carried forward in the Proposed Plan from LDP 2016, new proposals and policies require the high density mixed use approach to ensure that new neighbourhoods give people the opportunity to live in new places where they can also enjoy the benefits of living in sustainable, mixed-use 20 minute neighbourhoods well served by active trvel routes and public transport.

The Proposed Plan is therefore based on a transport approach incorporating the desired outcome of the Choices Main Issues Report that Edinburgh is a city where you don't need to own a car to move around and in this addresses national and local priorities for carbon reduction, for health and well-being and for placemaking.

In addition to underlining the potential for a brownfield, high density, mixed use approach to be supported by public transport and active travel mitigations as the more sustainable approach, given the location of most of the brownfield sites in proximity to local networks and either existing services or the potential for provision of services within developments, the TA recommendations only required the removal of one site from the proposed brownfield sites, at Craigentinny Depot where it was clear that the required levels of access and connectivity could not be satisfactorily achieved.

In assessing the strategy and sites of the plan, overall land supply also had to be considered. Using the TA and other technical studies to finalise appropriate brownfield sites adding to the existing LDP 2016 supply did not provide for the housing land supply we sought to achieve. Reviewing options in the light of the TA and the requirements for infrastructure led, sustainable development discounted the potential greenfield sites to the west of the city at Norton Park and Land East of Riccarton for the reasons set out in the TA (page 7 Overview and Summary; Norton Park –and section 6.4 p60; Land East of Riccarton section 6.5 p63).

Whilst the TA finds that greenfield sites at South East Edinburgh can potentially be served to a capacity of some 5000 homes (along with a mix of uses) prior to any completion of the North South Tram line envisaged in the City Mobility Plan and subject to further ESSTS work, it was clear that the land supply sought requires greater numbers than that. It is also clear that the development potential of South East area, in the context of Proposed Plan policies on density, uses and transport are in overall terms potential greater depending on the delivery of that tramline. The potential for that tramline to be delivered within the lifetime of the Plan has dependencies on the outcome of STPR2 and the continuing technical work on business case and funding. Therefore, in this Plan other solutions need to be pursued, not ruling out the case in the future that a more effective use of that South East land served by possible future sustainable transport capacity may be an appropriate option.

Whilst the greenfield site at Norton Park could be served by an extension to the existing tram line, it would likely only fund a partial extension along the desired route and has been proposed by landowner/developer at a density that would not support major new public transport infrastructure, either in terms of revenue or capital.

This led to consideration of existing and potential sites along the western extent of the tramline. To make the most effective use of existing tram stops, intended stops in land known as the International Business Gateway (IBG) and the Edinburgh Gateway station led to the consideration of how a different approach to the development profile at the IBG might emerge.

Alongside that site the application for development at Crosswinds, whilst in a form not acceptable in principle in terms of access, layout and design does at a very basic level begin to address the considerations of high density mixed use development and therefore it is considered appropriate to allocate the site, subject to the design principles set out in the Plan. Taking that, the marketing of the Saica packaging plant at Maybury and the potential of brownfield land at Turnhouse Road the potential for an emergent neighbourhood based around significant public transport infrastructure in terms of existing tram and the public transport and active travel proposals being programmed as part of the WETIP package. In the period of City Plan, making the best use of existing sustainable transport infrastructure underpins the case for considering how development is shaped in relation to the existing tramline and there is a clear link in decision making to infrastructure requirements.

Alongside that, consideration of future development of the land at IBG needed to be made in the light of lack of any real impetus for development as envisaged by National Planning Framework 3 and reflected in the ELDP 2016. In the context of emerging government and Council policy towards 20 minute neighbourhoods and the trajectory of the office market in the post Covid - 19 world, the potential for a city district of scale, linked to the tram infrastructure is clear. With a high density approach there is scope for significant provision for homes and jobs in this cluster of sites, with a population base supporting services provided by mixed use development and supporting both existing and potential public transport infrastructure through providing a wider market for

tram, existing bus services and potential additional orbital bus services. The combination of this area and development in West Lothian as a patronage base for the latter in particular means this can enhance cross boundary provision in the short to medium term.

A strategy taking account of all of this means an opportunity for a focus on development phasing around tram stops prior to further development building out and integrating wider public transport infrastructure, bus priority funding and public transport and active travel based capacity at Gogar/Maybury, backed by a low parking/traffic masterplan strategy for the development itself, along with mitigation measures for brownfield sites which focus on improvements to the active travel network and bus connections to the proposed North and South Orbital Bus Route, in order support the mode share targets of CMP as a significant step towards more sustainable travel patterns and behaviours.

Jacobs

City Plan 2030 Transport Assessment

The City of Edinburgh Council

September 2021

City Plan 2030 Transport Assessment

Project No:	BESP0023
Document Title:	Transport Assessment
Document Status:	Final
Date:	September 2021
Client Name:	City of Edinburgh Council

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Overview and Summary

Introduction

This document presents a Transport Appraisal of the development proposals being considered for City Plan 2030, the City of Edinburgh Council's (CEC's) new Local Development Plan.

Choices for City Plan 2030, the Main Issues Report published by the Council in January 2020, made clear that transport considerations were at the heart of decision making for the new plan. The Council aims to ensure both that new developments are well served by appropriate transport alternatives, and also that City Plan 2030 supports the approved City Mobility Plan and National Transport Strategy aspirations for healthy, inclusive, sustainable transport for everyone.

This was demonstrated by its preferred approach to site new developments on brownfield sites which, as well as reducing requirement for new greenfield land, prioritises the location of developments closer to existing services and active/public transport networks, thereby reducing the need for unsustainable travel.

Summary of process

To provide the evidence to inform these decisions, the approach which is summarised in this report firstly developed a set of Transport Planning Objectives for this appraisal, based on the objectives of City Plan 2030 and other relevant policies, which set out the aspirations for any transport change related to the plan. These objectives are:

- TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices
- TPO2: Minimise the need to travel to and from new developments, especially by car
- TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes
- TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks

The Transport Appraisal then:

- Assessed, using a range of transport network modelling and public transport and active travel accessibility assessment tools, the transport problems and issues that will occur in the 'reference case'; i.e. in the event that no City Plan 2030 developments took place;
- Assessed the transport problems and issues that would occur if the various options for City Plan 2030 developments were implemented;
- Identified measures which have the potential to mitigate any additional problems caused by the developments, and appraised these against the Transport Planning Objectives to assess which are most appropriate for implementation.

City Plan 2030 development overview

City Plan 2030 identifies over 100 brownfield locations across the city which are being considered for allocation as residential development. The total estimated capacity of these sites is approximately 13,000 residential units. A further five strategic sites are anticipated to also be allocated (expansion at bioQuarter, land at Seafield, Saica (Turnhouse Road), Garden District (East of Millburn Tower) and additional land at International Business Gateway (IBG1, the existing LDP allocation). These could provide around 6,000 further residential units, as well as some supporting allocations for employment and other purposes.

CEC has estimated that, in addition to the sites listed above, capacity for a further 5,000 residential units is required by 2030. Four options have been identified for this provision (with the assumption that all the capacity would be provided by one of them):

- Further densification and reclassification of the International Business Gateway site (IBG2); or
- Norton Park (east of Ratho Station); or
- Land east of Riccarton; or
- Land at the Drum, south east of Gilmerton.

Summary of transport impacts and mitigation measures

The analysis of the impacts of the transport demand of the new developments has shown that the proposals for the brownfield locations and five further strategic sites can largely be accommodated without substantial local and/or wider transport network problems.

Nevertheless, most of the development sites will require improvements to local active travel and/or public transport networks if appropriately high levels of sustainable travel use are to be realised. These improvements are identified within the report.

Additionally, investment will be required at all developments to support public transport and active travel and minimise unnecessary car use:

- Parking (maximum for cars, minima for cycles and motorcycles, and with appropriate provision for parking for disabled people's vehicles): to at least the standards set out in the Edinburgh Design Guidance;
- Electric vehicle charging provision: to at least the standards set out in the Edinburgh Design Guidance;
- Car Club provision: to at least the standards set out in the Edinburgh Design Guidance;
- Public transport access: high quality walking and wheeling routes, including provision for safe road crossings, will need to be provided between each development and nearby bus/tram stops, and with high quality waiting facilities at those stops;
- Active travel routes: high quality walking, wheeling and cycling routes will need to be provided within each development where appropriate and between each development and nearby off-road cycle paths or quiet routes, and to key nearby facilities (especially schools and local retail);
- Cycle hire facilities: public cycle hire facilities will need to be provided at or close to each development, commensurate with standards as defined by the operator's contract at the time;
- Mobility hubs: major new developments will need to include mobility hubs, commensurate with the requirements of City Mobility Plan;
- Street design: new/altered streets within the development will need to be designed in accordance with the Edinburgh Design Guidance; and
- Demand management: effectively developed and implemented travel plans will need to be required for all developments.

Office and other trip-attracting developments will additionally require:

- Parking control: Controlled parking zones or other on-street parking controls will need to be implemented if necessary to eliminate problems of overspill parking.

Consideration has also been given to the four optional sites for additional development. As a result, recommendation is made that two of these sites are not taken forward because of transport concerns:

- **Land east of Riccarton:** To fully mitigate the transport impacts of this development site requires substantial investment in both public transport and active travel choices, including new crossing points of the A720. Without these, the development is likely to remain severed from the rest of the city by the bypass. High

levels of car dependency for travel to/from the development would be the likely result, adding to the significant problems of congestion already apparent on the local road network. Although solutions to meet public and active travel aspirations can be foreseen – extension of tram to the development and construction of a 'green bridge' to connect the site across the A720 to extant city suburbs – there is significant doubt that these can be delivered by 2030. This therefore places a risk on the ability to promote sustainable travel choices from the site and, as a result, no effective package of deliverable mitigation measures has been identified.

- **Norton Park:** Development at Norton Park would require substantial investment in new public transport and active travel networks if a reasonably sustainable mode share of journeys is to be achieved, albeit that this investment may be able to support sustainable travel to Edinburgh from further West. Yet, even if these significant improvements were delivered, a substantial growth in vehicular traffic is also anticipated to occur because of the development, with almost all of this seeking to use the A8 for part of its journey. Norton Park offers lesser potential for travel by sustainable modes in comparison with the nearby IBG2 site. This is because Norton Park lacks access to tram so limiting scope for public transport access (whilst extending tram to Norton Park may be feasible, the opportunity to realise this by 2030 is considered small). In addition, the site is further from the existing urban area and so the potential for realising a high proportion of trips by active modes is reduced. As options to provide large increases in road capacity do not accord with the Transport Planning Objectives, nor CEC's mode hierarchy, they have been ruled out from further consideration. An effective package of transport mitigation measures for the Norton Park development has therefore not been identified.

Assessment of the other two optional sites has shown that there may, with significant investment in mitigation measures, be mechanisms for them to be developed whilst contributing to the Transport Planning Objectives:

- **Land south east of Gilmerton (the Drum):** this site is better connected to the existing urban area of Edinburgh than the other three sites being considered. This helps reduce demand for unsustainable travel and integration with existing sustainable transport networks. The eastern side of the site is likely to be in relatively close proximity to tram line 2 were this to be extended towards Sheriffhall, and in any event both east and west sides of the site are already well served by frequent bus services. A new high-quality bus link through the site would help to facilitate further improvements to public transport, both on radial movements but also an orbital corridor, so connecting the site to a wider range of destinations. Significant improvements to active travel infrastructure, especially on radial routes, would also be required.
- **IBG2:** large-scale residential development at the IBG2 site has the transport advantages of being connected to tram (assuming that a new stop were provided within the site), and close to already-frequent bus services on radial movements. Edinburgh Gateway station is also in reasonable proximity of parts of the site. The traffic effects would be substantial (especially as almost all traffic to or from the site would be reliant on the A8). If, however, effective measures to promote sustainable travel are implemented, the overall magnitude of the traffic generation from the residential development is not predicted to be very different to that forecast when the site was deemed appropriate for allocation largely for office accommodation (as confirmed by the 2016 West Edinburgh Transport Appraisal study). This suggests that the development could go ahead without the need for significant road infrastructure development (beyond that committed in the WETA package or required for immediate access to and within the site). However, achieving this manageable level of traffic generation would rely on the successful implementation of robust measures to ensure that car use is notably low in comparison with other similar developments. These should include provision of a broad range of services on site, so the need for residents to travel to/from it is reduced. Substantial investments in active and public transport modes would also be required: to deliver attractive active travel routes within the site and to connections beyond it; in public transport capacity; and in new infrastructure to enable at least some bus services to serve the site without incurring delays with general traffic at the Gogar/Maybury junctions.

These transport impacts and mitigation measures are described more fully in the report.

1. Introduction

1.1 Purpose

City Plan 2030 will be the City of Edinburgh Council's (CEC's) new Local Development Plan, setting out policies and proposals for development in Edinburgh to 2030. It aims to provide the homes, employment opportunities and other developments that the city is anticipated to need, whilst supporting inclusive, sustainable growth and improving the attractiveness of Edinburgh as a place.

Transport is one of the key considerations of the plan development process. The Council aims to ensure both that new developments are well served by appropriate transport choices, and also that City Plan 2030 supports the approved City Mobility Plan (CMP) aspirations for healthy, inclusive, sustainable transport for everyone travelling in Edinburgh.

This document sets out a Transport Appraisal of the proposals made in City Plan 2030. It seeks to identify the transport problems that might arise as a result of new developments proposed by the plan, and how these problems might be mitigated. The approach taken is guided by Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) and by the National Transport Strategy.

1.2 Summary of approach

Choices for City Plan 2030, the Main Issues Report published by the Council in January 2020, made clear that transport considerations were at the heart of decision making for the new plan. This was evident from its preferred approach to site new developments on brownfield sites which, as well as reducing requirement for new greenfield land, tends to site developments closer to existing services and active/public transport networks, thereby reducing the need for unsustainable travel. Choices also set out that transport considerations are important in shaping City Plan 2030.

To provide the evidence to inform these decisions, the appraisal which is summarised in this report has:

- Developed a set of Transport Planning Objectives for this appraisal, based on the objectives of City Plan 2030 and other relevant policies, which set out the aspirations for any transport change related to the plan;
- Assessed, using a range of modelling tools which are described in more detail below, the transport problems and issues that will occur in the 'reference case'; i.e. in the event that no City Plan 2030 developments took place;
- Then assessed the transport problems and issues that would occur if the various options for City Plan 2030 developments were implemented;
- Identified measures which have the potential to mitigate any additional problems caused by the developments, and appraised these against the Transport Planning Objectives to assess which are most appropriate for implementation.

1.3 Key Challenges to be Addressed

In addition to the technical challenges inherent in the work, two external factors have been especially important during the development of this appraisal.

The first is the inherent uncertainty of forecasting the future, in this case in particular of travel habits and demand. Always a challenge, this uncertainty has been magnified in 2020/21 (when this appraisal has been undertaken) by the Covid-19 pandemic, which is having major impacts on travel patterns and changing previously-established trends in transport use. To seek to reflect this uncertainty, our appraisal makes use of different scenarios for potential plausible futures which might result from societal changes post-Covid, and transport policy changes. These are outlined in more detail in section 2.4.

The second key challenge has been to integrate assessment work and assumptions made in this commission with those of other considerations which are on-going concurrently and also generate uncertainty. These include Edinburgh's proposed new City Mobility Plan, and relevant studies, most notably:

- The Edinburgh Strategic Sustainable Transport Study (ESSTS);
- The West Edinburgh Transport Infrastructure Programme update (WETIP);
- Edinburgh City Centre Transformation proposals; and
- Transport Scotland's second Strategic Transport Projects Review.

We have sought in all instances to ensure that assumptions made between those considerations and this Transport Appraisal are consistent and robust.

1.4 Structure of this Report

- Chapter 2 of the report details the proposed approach to the Transport Appraisal and a summary of the tools used;
- Chapter 3 defines the Transport Planning Objectives of the study;
- Chapter 4 provides and overview of the City Plan 2030 developments and estimated transport demand;
- Chapter 5 outlines the city wide impacts of the City Plan 2030 developments;
- Chapter 6 presents proposed City Plan 2030 mitigation at a city wide, strategic and individual site level; and
- Chapter 7 presents the summary and conclusions.

2. Overview of Approach and Tools

In this section, we outline the assumptions, methodology and tools used to complete the transport appraisal, as introduced in section 1.2. In it, we first outline our approach to identifying which developments may come forward as a result of City Plan 2030 and the travel demands they might generate, before describing the tools we have used to identify potential transport problems and appraise mitigation measures.

2.1 Development Assumptions – Reference Case

Jacobs has worked closely with CEC officers in order to determine the developments that will likely come forward as part of the extant Local Development Plan (LDP) [the 'reference case' developments] and those developments that will likely come forward as part of City Plan 2030. This exercise is particularly important given that these assumptions are key in generating both the reference case and City Plan 2030 case transport demand for the appraisal. A summary of the reference case development assumptions is included within this section, with further detail on specific developments included within Appendix A.

2.1.1 Residential Development

Development and occupation of new pre-City Plan 2030 residential developments are assumed to be as stated in CEC's Housing Land Audit and Completions Programme 2020.

2.1.2 Non-residential Developments

An initial estimate of non-residential reference case demand was generated, based on the assumption that all new 'City Centre and Special Economic Area' non-residential developments in the LDP would come forward and be occupied prior to 2030. However, CEC has since provided more clarification on the likely reference case demand, with the location and scale of the non-residential developments considered within the reference case summarised as follows:

West Edinburgh

The reference case scenario for West Edinburgh includes development demand associated with all the West Edinburgh developments listed in the LDP that have planning approval, including the International Business Gateway 1 (IBG1) site.

City Centre

It is assumed that all city centre non-residential developments outlined within the current LDP are proceeding, therefore the demand associated with these developments will be considered as part of the reference case assessments.

Leith Docks / Granton Waterfront

The residential element of the Leith Docks development (Waterfront Plaza, CALA Homes) is underway and is assumed be completed as set out in the Housing Land Audit; this is therefore included within the reference case. All other developments in the area are considered as part of City Plan 2030, albeit the land uses and sizes may change from those proposed in the current LDP (see further reference to this in section 4.2.1).

It is assumed that all Granton non-residential developments outlined within the current LDP will proceed prior to City Plan 2030, therefore the demand associated with these developments will be considered as part of the reference case assessments.

South East Edinburgh

CEC have provided details of the anticipated total development mix / scale for reference case development at the bioQuarter site (260,000sqm life sciences / commercial uses and up to 2,500 residential units). CEC have confirmed that approx. 20,000 sqm of life sciences / commercial development has already been constructed, which is assumed to comprise the extent of development considered within the reference case, with any further development on the site coming forward through City Plan 2030.

It is assumed that the Niddrie Mains Road development, included within the current LDP, is progressing and is considered within the reference case.

2.2 Transport Assumptions – Reference Case

We have made assumptions regarding which transport investments will be delivered by 2030. These are 'reference case transport interventions', assumed to be delivered regardless of City Plan 2030 proposals, and as such do not need to be considered as City Plan 2030 mitigation measures. A summary of them is outlined in Table 2.1 below.

Table 2.1: Initial List of Reference Case Transport Interventions

Category	Scheme
Bus priority[1]	
	A90
	A8 / A89 Gogar & Newbridge
	A1
Bus network/park & ride	
	A89 Kilpunt park & ride
	A71 Hermiston park & ride extension
Active travel	
	CEC Active Travel Action Plan quiet routes network
	Places for Everyone active travel priority (Meadows to George Street, Roseburn to City Centre, Fountainbridge, Powderhall, West Edinburgh Active Travel Network)
	Edinburgh City Centre Transformation Strategy (first 5 years)
Tram	
	Line 1a (Newhaven)
Rail	
	Almond Chord
	Portobello junction
	East Coast Main Line capacity improvements
Road	
	Sheriffhall upgrade
	WETA proposals (including Eastfield Road and Gogar/Maybury upgrade)
Other	
	Low Emission Zone

2.3 Trip rate assumptions

A summary of the trip rate assumptions is included within this section, with further detail included within Appendix B.

[1] As being developed by Bus Priority Rapid Deployment Fund and Bus Partnership Funding

The trip rates considered within the assessment are based on pre-Covid transport data, however as will be outlined in Section 2.4, this Transport Appraisal considers a number of additional scenarios for variations in trip rates in other plausible futures, which enables the consideration of the potential long-term effects on transport demand of the Covid pandemic, and of the potential efforts of CEC and other partners to increase uptake of active and sustainable travel.

2.3.1 Residential Trip Rates

In order to estimate the potential person trip generation of residential developments, the TRICS (Trip Rate Information Computer System) database was interrogated, with standard multi-modal TRICS methodology applied.

Furthermore, in order to establish trips by mode for each residential development, Census 2011 Travel to Work data for key strategic locations within Edinburgh has been used. Census Travel to Work modal splits are considered more appropriate than TRICS modal splits for this scenario based on pre-Covid transport data, as they relate directly to the location in question and provide a more accurate reflection of the specific characteristics of each area. This is considered a robust starting point in terms of developing an understanding of demand associated with City Plan 2030 developments.

2.3.2 Non-Residential Trip Rates

The people trip rates for the non-residential developments included within Appendix B were taken from the Transport Assessments (TAs) prepared in support of those developments, where these are available.

Where people trip rates are not available from the TA, the trip rates have been derived from the TRICS database (using the same criteria as explained in Section 2.3.1 for the residential land uses), but for the relevant non-residential land use.

Where a TA provided vehicle trips only, people trips have been calculated using the modal splits of a relevant nearby TA as a proxy.

Full details on the methodology to determine trip rates and modal splits is provided within Appendix B, along with the associated people trip generations.

2.4 Plausible Future Travel Demand Scenarios

Work to assess the transport implications of Edinburgh's proposed City Plan 2030 is being completed in early 2021, whilst strict Covid lockdown measures remain in force, and also as CEC and its partners look forward to consider a range of future policies and investments to encourage higher levels of active and sustainable travel use in coming years, and ways to promote economic recovery following the pandemic. As a result, uncertainties about future travel demand and modal shares are even greater than in 'normal' times.

Meanwhile, the still rapidly-changing position with respect to current travel demand means that little reliable with-Covid data on transport choices is available; most of the available analytical tools are based on pre-Covid trends and earlier versions of policy.

To recognise these uncertainties, the assessment approach taken for this Transport Appraisal for City Plan 2030 models three scenarios for plausible futures. These represent a range of outcomes which we believe may be possible. These are not presented as specific forecasts of travel demand; the actual future situation may be somewhere between those shown, or may lie outwith them.

By taking this approach, we aim to provide an appropriate way forward at this time, offering a transparent and justifiable methodology, reflecting the inherent uncertainties underlying transport and development choices that need to be made at this time. The process is intended to increase the robustness of the appraisal process.

The scenarios and assumptions underlying them are outlined in the table below.

Table 2.2: Scenario Assumptions

	Scenario 1: Pre-Covid Trends/No Covid	Scenario 2 Plausible post-Covid without policy	Scenario 3 Plausible post-Covid with policy
Brief scenario description	Covid restrictions are swiftly lifted and all travel demand reverts to pre-Covid levels and trends, and with no substantial change in transport or other related policies from those in place pre-Covid	This scenario sets out a plausible future for travel up to 2030, reflecting the potential transport demand impacts of societal changes post-Covid. It assumes no significant changes to the transport or related policy environment from those in place pre-Covid	Assumes the post-Covid societal changes of scenario 2 but adds proactive "with policy" sustainable transport and transport/land-use integration measures from City Mobility Plan plus the relevant policy drivers in City Plan itself and complementary policies[2]. These have the effect of both helping revitalise travel demand from what would otherwise happen post-Covid, and also significantly promote active and sustainable travel choices
Assumptions	All committed transport interventions are implemented No significant new policy enablers	All committed transport interventions are implemented No significant new policy enablers Some reduction in overall travel linked to the implications of Covid on the economy and particularly retail and hospitality in the city centre, but otherwise a relatively strong recovery towards previous travel patterns following introduction of effective vaccines. Outcome is only a gradual return towards previous levels of public transport use, although a modest increase in levels of active travel	All committed transport interventions are implemented Proactive and integrated transport and land-use policies have been implemented at city, regional and national levels. Significant city, regional and national transport interventions have been successful in promoting active and sustainable transport measures. This includes a robust sustainable development approach promoted strongly through City Plan (e.g. density of development, 20-minute neighbourhoods)
Overall travel demand (total journeys per person)	Parameters as per current model (based on pre-Covid data) and with TA assumptions for new sites (most of which were developed pre-Covid)	Peak time: 95% of scenario 1 volume[3] Interpeak: 100% of scenario 1 volume	Peak: 100% of scenario 1 volume[4] Interpeak: 100% of scenario 1 volume
Active travel demand		150% of scenario 1 volume for cycling[5] 105% of scenario 1 volume for walking[6]	175% of scenario 1 volume for cycling[7] 115% of scenario 1 volume for walking
Bus demand		75% of scenario 1 volume[8]	100% of scenario 1 volume[9]
Tram demand		75% of scenario 1 volume	100% of scenario 1 volume
Rail demand		75% of scenario 1 volume	100% of scenario 1 volume
Private car demand		*93% of scenario 1 volume*[10]	*77% of scenario 1 volume*

[2] Including City Centre Transformation, Low Emission Zone, SSTS, second Strategic Transport Projects Review and SEStran' Regional Transport Strategy.
[3] Reflecting that Covid could lead to a long-term reduction in peak travel, especially for employment
[4] Reflecting that strong economic recovery policies could bring total travel demand back to around pre-Covid levels
[5] Noting that increases in cycling rates were on a significant upward trajectory in recent years, and will be further increased by Covid
[6] Noting that increases in walking rates will not be sustained at the levels seen during 2020 lockdown, but would remain above pre-Covid levels
[7] Reflecting that policies can significantly affect active travel levels, and that potential to increase cycling is probably greater than to increase walking, given the already relatively high modal share for walking in Edinburgh
[8] Public transport demand fell to approx. 40% of pre-Covid levels during 2020 lockdown; this scenario assumes that demand without policy changes would recover most of that from that to pre-Covid levels, but would remain at approximately three-quarters of pre-Covid levels
[9] Reflecting that policies will be able to help attract significantly more people to/back to public transport than scenario 2
[10] Private car mode shares for scenarios 2 and 3 are calculated from the assumptions given above and pre-Covid transport mode shares in Edinburgh taken from Scottish Household Survey travel diary results. The effects on the use of each mode are then carried through to assumptions of trip

2.5 Modelling and Assessment Approach

In this section we outline the analytical tools used to predict the transport problems and issues that City Plan 2030 developments might create. It describes, in turn, assessment of the relative accessibility of each site and the modelling tools used to predict demand for active travel, public transport and private car use.

2.5.1 Public Transport and Road Traffic Forecasting Approach

CEC VISUM Model

City Plan modelling has been undertaken using the existing CEC Visum Strategic Model. The VISUM model is a 4-stage multi-modal model, including highway, bus, rail and tram public transport modes. The model is focused on Edinburgh and key arterial corridors, it also covers all major commuting catchments to the city and strategic movements from the rest of Scotland. Road and rail links across the whole of mainland Britain, necessary to allow traffic to travel to/from the study area, are also included.

The model was originally developed in 2005-2007, supporting the development of the original business case for the Edinburgh Tram, and has been continually developed and maintained by Jacobs. The current 2016 Base VISUM model was recalibrated in December 2016, based on new traffic count data and public transport patronage data obtained in 2014 and 2016. Traffic count data was extensive and encompassed the majority of key junctions throughout the city centre. Public transport data was targeted at locations near the route of the tram extension. The recalibrated base model has recently been used to forecast future patronage on the tram line as part of the Trams to Newhaven full business case.

For this City Plan Transport Appraisal, the trip generation functionality of the model has been replaced (for potential new developments) by the trip rates calculated using the approach outlined above, but the trip distribution and assignment elements of the model remain. Because of the trip distribution functionality, the model estimates how overall demand for transport across the city would change as a result of City Plan developments. In particular, because City Plan seeks to significant growth in residential development, but only modest growth in employment and other uses, the model estimates the net change in total commuting in/out-flows to/from Edinburgh.

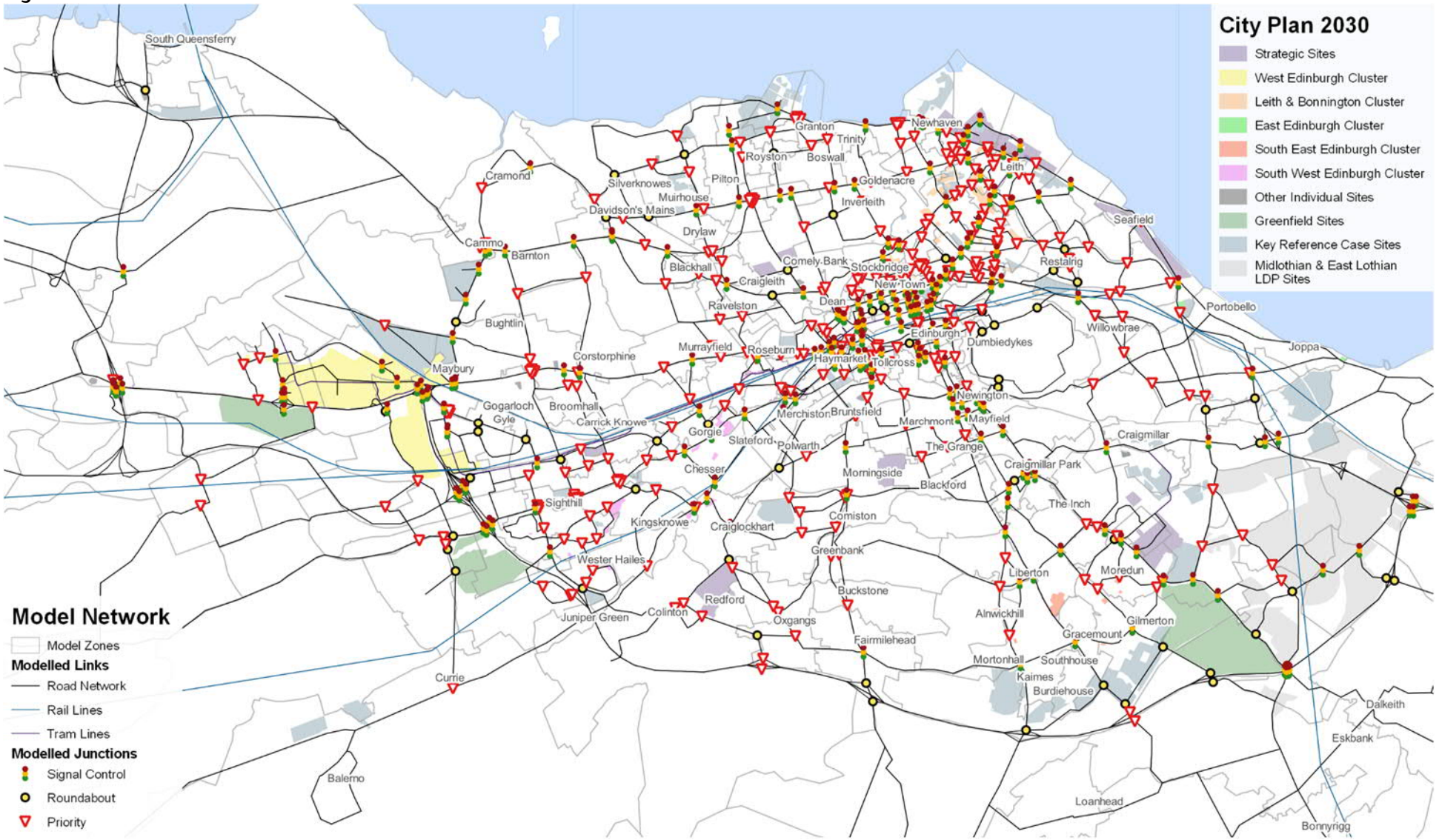
Network Structure

The VISUM Model extents are shown in Figure 2.1. Within Edinburgh, the modelled network includes representations of all significant through roads. Junctions have been explicitly modelled where possible, improving route choice through the model. Outside Edinburgh, the highway network has been modelled sufficiently to allocate traffic travelling to Edinburgh along the appropriate corridor.

The VISUM public transport network contains all local bus, tram and rail services. Long distance services with either stopping points or terminating points within Edinburgh are also included. The zoning system is based on the Transport Model for Scotland (TMfS) zone structure. The TMfS zones have been aggregated outside Edinburgh, where the additional detail is not required, and have been disaggregated in areas close to the route of the tram.

rates at individual developments; the forecast of total trip rates in difference scenarios then varies by development, in accordance with different forecast modal shares at them.

Figure 2.1: VISUM Model Network



2.5.2 Active travel forecasting approach

The data available on city-wide active travel usage is less robust than that for public transport or private car use; there is currently no equivalent model available to predict network-wide effects of walking, wheeling or cycling journeys. Yet, given these active modes' position at the top of modal hierarchies, effective consideration of demand for use of them is required.

To do this, forecasts of the active mode trip generation of each development site have been made, based either on published Transport Assessments of specific developments or data on trip patterns of similar sites elsewhere (see Appendix B for more details). To forecast the potential impact on active mode share of potential mitigation measures, we have relied on data from best practice which identifies what could be expected if high quality new active travel infrastructure is provided on urban corridors which currently have no dedicated provision. This suggests an upper threshold of change (which may then be reduced if there is already some good infrastructure in the vicinity of the proposed development, or if a Transport Assessment had already assumed that some effective infrastructure would be provided). More detail on this approach is set out in Appendix C.

Overall, this approach provides a robust estimate of the potential active mode trip generation with and without mitigation measures for proposed City Plan 2030 developments. It does not, however, provide any estimates of total demand for use of any existing or proposed links on active travel networks; much more comprehensive baseline data than is currently available would be required for this.

2.5.3 Accessibility Assessment

Accessibility modelling has been undertaken using GIS analysis tools to assess active travel and public transport accessibility associated with each potential City Plan 2030 development site. The analysis considers accessible locations within specific journey times (10 minute bands up to 30 mins by walking, cycling or public transport) to/from development site centroids (centre points) determined by TRACC accessibility mapping.

The methodology for assessing accessibility for non-residential developments has been developed to capture accessible commuting areas and differs from the assessment of residential developments. The analysis identifies the number of people living in Census 2011 Output Areas (origins) that can access each development (destinations) within each 10 minute journey time band, e.g. 0 to 10 minutes, 10 to 20 minutes and 20 to 30 minutes journey time bands.

In modelling accessibility for residential developments, TRACC journey time analysis identifies the number of 'attractor' destinations (workplaces, retail, education etc) accessible from each development (origins) within each 10 minute journey time band and assigns a relevant weighting to each destination type in order to calculate an overarching accessibility rating for each development site.

A full description of the methodology is set out in Appendix D.

Outputs from the journey time analysis have been processed to determine accessibility scores for each development on a relative basis, with separate scores generated for each journey time band. The methodology applied in the scoring of both residential and non-residential developments provides the relative accessibility of any one development to all others considered in the assessment. This allows for the ranking of sites in the context of the factors considered in the assessment and identification of locations, areas, or site clusters where accessibility may require enhancement.

Outputs have been mapped in GIS. The outputs are shown in Appendix E.

3. Definition of Transport Planning Objectives

It is imperative for the success of the Edinburgh City Plan 2030 Transport Appraisal that a robust set of Transport Planning Objectives (TPOs) is defined; without them we cannot have confidence that the most appropriate solutions are being identified.

TPOs have been developed from the aspirations for change outlines in Choices for City Plan 2030[11] and also those of a range of other relevant policies and programmes, key amongst them being:

- Edinburgh City Mobility Plan;
- Edinburgh City Centre Transformation proposals;
- The Edinburgh Strategic Sustainable Transport Study;
- The West Edinburgh Transport Infrastructure Programme
- Edinburgh Core Paths Plan;
- SEStran Regional Transport Strategy;
- National Transport Strategy and emerging second Strategic Transport Projects Review.

The objectives and visions of Choices and the City Mobility Plan are particularly relevant.

Choices for City Plan 2030 Vision

To make Edinburgh:

- A sustainable city which supports everyone's physical and mental wellbeing;
- A city where everyone lives in a home they can afford;
- A city where you don't need to own a car to move around;
- A city where everyone shares in its economic success.

Choices for City Plan 2030 Objectives

- Be carbon neutral by 2030;
- Create a network of greenspaces that protects green settings and helps people make sustainable travel choices;
- Provide new homes, jobs and services in accessible locations with good access to walking and cycling routes and to public transport;
- Provide space for freight and distribution hubs;
- Create affordable homes for citizens and reduce the amount of homes being lost to other uses;
- Provide land for all types of businesses and redevelop former sites.

City Mobility Plan Vision

- Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents

City Mobility Plan Objectives

- People: To improve health, wellbeing, equality and inclusion:
  - Encourage behaviour change to support the use of sustainable travel modes

[11] https://www.edinburgh.gov.uk/downloads/file/26927/choices-for-city-plan-2030

    - Ensure that transport options in the city are inclusive and affordable
- Movement: To support inclusive and sustainable economic growth and respond to climate change:
    - Increase the proportion of trips people make by active and sustainable travel modes
    - Improve sustainable travel choices for all travelling into, out of and across the city
    - Reduce harmful emissions from road transport
    - Improve the safety for all travelling within our city
    - Maximise the efficiency of our streets to better move people and goods
- Place: To protect and enhance our environment:
    - Reduce the need to travel and distances travelled
    - Reduce vehicular dominance and improve the quality of our streets

The agreed TPOs for the City Plan Transport Appraisal and performance indicators are listed below. Their derivation and consistency with established objectives is outlined in Appendix F.

TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices

- Targets:
    - Deliver all City Plan 2030 development aspirations in a manner that supports sustainable transport and meets the other TPOs
    - For new developments to support growth in public transport patronage and active travel
- KPIs:
    - Total number of residential units that can be delivered whilst meeting TPOs 2, 3 and 4
    - Total quantum of floorspace of other development classes that can be delivered whilst meeting TPOs 2, 3 and 4
    - Forecast public transport patronage
    - Forecast number of active journeys

TPO2: Minimise the need to travel to and from new developments, especially by car

- Target:
    - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
- KPIs:
    - Forecast mode share of journeys to/from new developments

TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes

- Targets:
  - For new developments to support a higher proportion of journeys by active and sustainable modes than equivalent extant developments in Edinburgh
  - For air pollution levels in hotspot locations to be reduced or no worse than in the reference case
- KPIs:
  - Forecast proportion of active journeys
  - Forecast air pollution levels at hotspot locations

TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks

- Targets:
  - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
  - For traffic congestion to be reduced or no worse as a result of development proposals
- KPIs:
  - Forecast mode share of journeys to/from new developments
  - Forecast average peak-time vehicle journey times on key strategic road corridors

4. City Plan 2030

4.1 An Overview of City Plan 2030

Choices for City Plan 2030 sets out proposals to bring forward new developments in Edinburgh, in order to meet the city's needs for new homes, employment opportunities and other facilities, whilst contributing to the characteristics of the existing city and contributing to healthy, sustainable and inclusive communities.

Transport considerations are at the heart of City Plan 2030 proposals; to ensure that new land-use proposals are properly integrated with the city's aspirations for transport. "A city where you don't need to own a car to move around" is one of the four key themes of Choices, and is supported by objectives of:

- Delivering community infrastructure;
- Creating places that focus on people not cars;
- Supporting the reduction in car use in Edinburgh; and
- Delivering new walking and cycle routes.

4.2 Location of Potential City Plan 2030 Developments

A summary of the City Plan 2030 development assumptions is included within this section, with further detail on specific developments included within Appendix A.

Whilst the finalised details of location and scale of residential developments to be included within the City Plan 2030 are shaped by the technical work which will support the plan, including this Transport Appraisal, reference has been made to the Choices for City Plan 2030 preferred approach, Housing Study and post-Choices site selection work which outline the following development options:

- Option 1 – Delivery by the council and its partners within the urban area;
- Option 2 – Delivery through market housing by releasing greenfield; and
- Option 3 – All potential housing-led mixed-use sites, a blended approach between brownfield and greenfield.

In order to ensure a robust assessment is undertaken, and following advice from CEC, the demand associated with Option 3 (brownfield / greenfield blend) is considered within this Transport Appraisal.

Jacobs is working with a list of sites as supplied by CEC of over 100 brownfield locations across the city which are being considered for allocation for residential development. The total estimated capacity of these sites is approximately 13,000 residential units.

In addition to the aforementioned brownfield/edge of urban sites, the following strategic brownfield / urban sites are considered as potential development opportunities in City Plan 2030:

- Expansion at bioQuarter – 2,500 units;
- Land at Seafield – 800 units;
- Garden District (East of Milburn Tower) - 1,350 units; and
- Saica (Land at Turnhouse Road) – 1,000 units.

For the remainder of this report, all the sites listed above are included when reference is made to potential brownfield allocations within the city.

CEC has estimated that, in addition to the sites listed above, capacity for a further 5,000 residential units is required by 2030. Four options have been identified for this provision (with the assumption that all the capacity would be provided by one of them):

- Further densification and reclassification of the International Business Gateway site (IBG2); or
- Norton Park (east of Ratho Station); or
- Land east of Riccarton; or
- Land at the Drum, south east of Gilmerton.

CEC have confirmed that 35% of units for all sites should be assigned to affordable housing except for the Garden District which already has a minded to grant decision for planning permission in principle with a 25% affordable housing requirement.

4.2.1 Non-residential Developments

West Edinburgh

CEC have confirmed that discussions are ongoing within CEC and through the West Edinburgh Strategy Study with partners, including the Scottish Government, in order to establish support for a mixed-use approach to development at West Edinburgh.

As outlined previously, all developments within the extant LDP that have planning approval have been included within the reference case. The remaining developments that are included in the extant LDP that do not have planning approval are assumed to comprise the City Plan 2030 developments, although the mix of development is different to that identified within the extant LDP.

City Centre

It is assumed that there will be no City Centre non-residential developments within the City Plan 2030 assessments.

Leith / Granton Waterfront

CEC have been in discussions with Forth Ports over proposed development content to be considered within the City Plan 2030 with reference made to Forth Ports' City Plan 2030 Choices consultation response. Furthermore, CEC have confirmed that the development principles for Leith Waterfront, as part of the City Plan 2030, comprise those outlined within Table 11 of the extant LDP.

Notwithstanding this, the extant LDP only provides details on the estimated total residential capacities and does not provide details on the anticipated scale of development relating to the other land uses. Therefore, in the interests of robustness, the non-residential development content included within the Leith Docks (Forth Properties) Transport Assessment will be assumed to comprise the development that comes forward as part of City Plan 2030.

South East Edinburgh

As mentioned previously, CEC have provided details of the anticipated development mix / scale for bioQuarter (260,000sqm life sciences / commercial uses and up to 2,500 residential units) and have confirmed that with the exception of the 20,000sqm of life sciences / commercial already constructed, all development will come forward as part of City Plan 2030.

4.3 City Plan 2030 Transport Demand

A summary of the predicted transport demand, for each of the three scenarios outlined in Section 2.4, associated with the City Plan 2030 proposals in each of the following strategic areas of the city are presented in Table 4.1 to Table 4.3 below. The information is then shown graphically in Figure 4.1:

- North Edinburgh – Leith Docks and Leith/ Bonnington Brownfield Cluster;
- East Edinburgh – Seafield and Brownfield Cluster;
- South East Edinburgh – BioQuarter and Brownfield Cluster;
- South West Edinburgh – Redford Barracks and Brownfield Cluster;
- West Edinburgh – A8 Corridor and Edinburgh Park; and
- North West Edinburgh – Comely Bank to Granton Individual Brownfield Sites.

Note that trip generation estimates for potential Greenfield sites (IBG, Norton Park, Land East of Riccarton, and Land at the Drum) have not been included in the tables below, given the expectation that at most one of them would come forward. Notwithstanding this, given the aforementioned greenfield sites have been assessed within this study, trip generation estimates for each site are presented within Chapter 6 of the report.

A detailed breakdown of the predicted trip generation associated with each of the City Plan 2030 sites is provided in Appendix B.

Table 4.1: Summary of City Plan 2030 Trip Generation by Mode for Scenario 1: Pre-Covid Trends/No Covid

Strategic Area	People Trips				Walking Trips				Cycling Trips				Public Transport Trips				Vehicle Occupant Trips				Vehicle Trips			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
North Edinburgh	4,508	4,462	6,089	5,831	1,057	1,134	1,478	1,382	182	181	246	235	1,636	1,594	2,195	2,112	262	249	348	337	1,372	1,303	1,821	1,765
East Edinburgh	211	847	618	299	46	188	137	66	8	31	23	11	75	301	219	106	15	56	41	20	68	270	197	96
South East Edinburgh	2,007	2,124	1,583	1,689	379	439	327	329	44	50	37	38	633	667	497	532	207	209	156	171	744	759	566	619
South West Edinburgh	805	3,174	2,285	1,174	210	900	645	330	23	97	69	36	210	836	602	309	60	223	162	83	302	1,117	808	416
West Edinburgh	2,965	3,454	2,425	2,986	235	499	318	244	243	175	140	243	1,349	1,032	741	1,298	160	208	134	159	977	1,540	1,093	1,043
North West Edinburgh	133	494	377	189	39	156	116	58	5	20	15	7	44	162	124	62	7	25	20	10	38	131	101	51

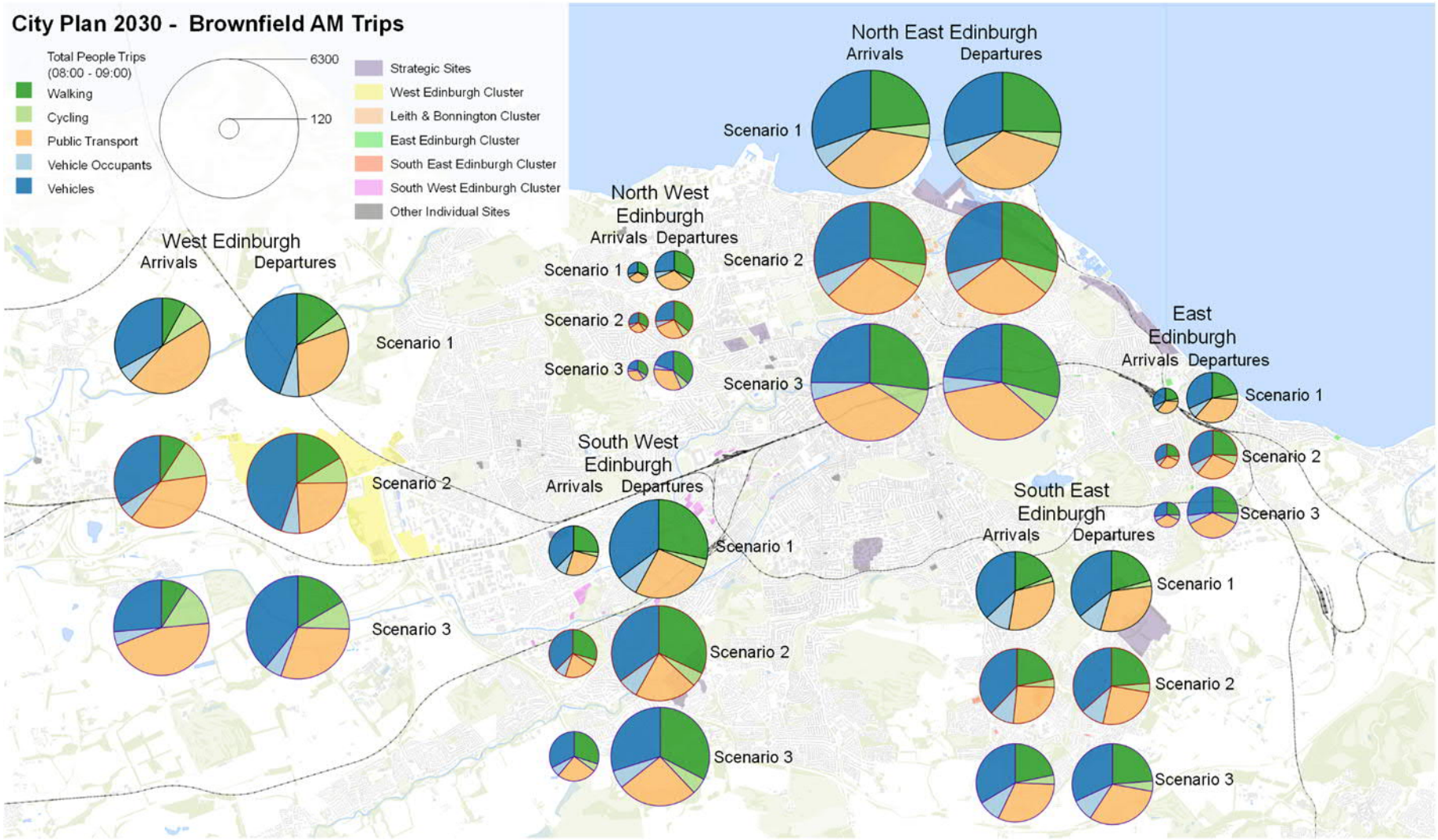
Table 4.2: Summary of City Plan 2030 Trip Generation by Mode for Scenario 2: Plausible post-Covid without policy

Strategic Area	People Trips				Walking Trips				Cycling Trips				Public Transport Trips				Vehicle Occupant Trips				Vehicle Trips			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
North Edinburgh	4,121	4,095	5,575	5,334	1,109	1,190	1,552	1,451	273	272	369	353	1,227	1,196	1,646	1,584	242	231	322	312	1,270	1,206	1,686	1,634
East Edinburgh	193	773	564	273	49	198	144	69	11	47	34	16	56	226	165	79	13	52	38	19	63	250	183	89
South East Edinburgh	1,819	1,932	1,440	1,532	398	461	344	345	67	75	56	57	475	500	373	399	191	194	144	159	689	703	524	573
South West Edinburgh	748	2,959	2,130	1,094	220	945	677	346	35	145	104	53	157	627	451	232	56	207	150	77	280	1,034	748	385
West Edinburgh	2,676	3,179	2,235	2,706	247	524	334	256	365	263	209	365	1,012	774	556	973	148	192	124	147	904	1,425	1,012	965
North West Edinburgh	123	460	350	175	41	164	122	61	8	30	23	11	33	121	93	47	7	24	18	9	35	121	94	47

Table 4.3: Summary of City Plan 2030 Trip Generation by Mode for Scenario 3: Plausible post-Covid with policy

Strategic Area	People Trips				Walking Trips				Cycling Trips				Public Transport Trips				Vehicle Occupant Trips				Vehicle Trips			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
North Edinburgh	4,420	4,404	5,987	5,723	1,215	1,304	1,700	1,589	318	317	431	412	1,636	1,594	2,195	2,112	201	191	267	258	1,051	998	1,395	1,352
East Edinburgh	205	823	600	290	53	216	158	76	13	55	40	19	75	301	219	106	11	43	32	16	52	207	151	73
South East Edinburgh	1,875	2,000	1,491	1,581	436	504	376	378	78	87	65	67	633	667	497	532	158	160	119	131	570	581	433	474
South West Edinburgh	769	3,068	2,207	1,133	241	1,035	741	379	41	169	121	62	210	836	602	309	46	171	124	64	232	856	619	319
West Edinburgh	2,916	3,252	2,290	2,924	271	574	366	281	426	307	244	426	1,349	1,032	741	1,298	122	159	103	122	748	1,179	837	798
North West Edinburgh	132	496	377	188	45	180	134	66	9	35	26	13	44	162	124	62	6	20	15	8	29	100	78	39

Figure 4.1: Spatial Distribution of Generated Trips (Without Strategic Greenfield Developments)



4.4 Modelling City Plan 2030 Transport Demand

4.4.1 Forecast Years and Time Periods

A forecast year of 2032 has been adopted for the modelling of City Plan. This forecast year was used as part of the Trams to Newhaven business case and is consistent with TELMoS (Transport, Economic and Land-use Model of Scotland) land use data. TELMoS data includes information on changes in population, employment, education shopping and leisure trip making, consistent with the trip purposes in the CEC Visum model. TELMoS data has been used to establish background growth outside Edinburgh maintaining a consistency of approach with Transport Scotland's transport models.

The model is incremental using both observed and demand model matrices. To make best use of observed data, future demand matrices are never used directly. Instead, the difference between the base demand matrix and the future demand matrix are added to the observed base matrix to create the forecast matrix used in the assignment.

- Future year demand = base observed matrix + (demand model future – demand model base).

The model has been developed and adopted for City Plan modelling for the following time periods:

- Morning period, 07:00-09:00; and
- Evening period, 16:00-18:00.

4.4.2 Forecast Development Demand

Two options have been considered during the City Plan forecast model demand development. The first forecasts are based on land uses by model zone while the second option incorporates agreed trip rates calculated externally and directly applied within the model.

Option 1 – Demand Model Trip Generation

Typically, new development is included within the model based on its land use type (Housing, Office, Commercial & Retail). Within Edinburgh future development is based on planning data provided by CEC. TELMoS data has been adopted for areas outside Edinburgh where no planning data is available.

Within each model zone, new housing is included as the number of additional units. Office and commercial development is included as the gross floor area of the development, converted to the number of employees. This option would represent a more consistent trip generation methodology across all types of development. Resulting development trips, their distribution and mode choice are calculated automatically by the demand model and assigned to the model network to identify the forecast transport impacts.

Option 2 – TRICS & Transport Assessment Trip Generation

With this option, private vehicle and public transport trip generation has been assumed to be as given in each development transport assessment where available. These have been obtained through interrogation of the CEC planning application portal. For developments without detailed applications available a set of trip rates have been established from TRICS. Census data has then been taken to establish mode shares and both used to calculate development trip generation.

These are assigned accordingly although the distribution of trips is still determined by the model, consistent with the first option. Similarly, TELMoS data has also been adopted for areas outside Edinburgh where no future development details are available.

It should be noted that where trip generation values were obtained from approved development transport assessments, that these may have used various methodologies to derive the trip rates for the individual

developments. Two similar developments may generate different trip numbers and mode splits. These trip rates may reflect individual development characteristics and accessibility and for a number of key developments are the result of agreements reached on scoping during the development of the transport assessments.

This report presents analysis of the modelling outputs based on the Option 2 trip generation. Option 1 trip generation has been used to establish distribution of future development trips and to provide a comparison with the level of demand forecast for each development in Option 2.

4.4.3 Model Network Assumptions

Reference Case Model Network Assumptions

The modelling has incorporated the vehicle and public transport trip generation values associated with each development as outlined previously in Section 2.1 of this report.

Several network updates have been completed in the Reference Case model compared to the Base model network. These updates include a number of Reference Case Transport Interventions as outlined previously in Section 2.2.

As the model has been previously developed to support the Tram Business Case there is a greater level of network detail in the centre of the city and close to the Airport to Newhaven tram route. All key junctions are modelled in full in this area of the model. Away from the tram corridor the network structure includes the key network links while only some of the main junctions have been explicitly modelled. A number of other network changes have therefore been undertaken where additional network detail was required in areas surrounding some of the key developments.

The following section outlines some of the network updates completed incorporating changes to the road from the 2016 base year network, additional network detail surrounding key developments and some of the planned Reference Case infrastructure schemes presented previously in Table 2.1.

North & West Edinburgh

- Queensferry Crossing;
- A8 Glasgow Rd & Maybury Rd speed limit reduction;
- Maybury Rd: three new signalised junctions associated with ongoing developments;
- Eastfield Rd dualling from the A8 dumbbells junction to the Airport; and
- Maybury Rd Junction upgrade and additional eastbound lane between Gogar and Maybury.

City Centre

- Picardy Place and Trams to Newhaven corridor junction revisions;
- City Centre Transformation early phases:
  - Waverley Bridge/ East End Princes St restrictions;
  - Victoria St and Cockburn St restrictions;
  - Meadows to George St improvements, including Bank St restrictions, Forrest Rd closure and Bristo Pl Teviot junction changes; and
  - Minor junction changes associated with City Centre West to East Link project.

South East Edinburgh

- Update to network detail in this general area to ensure key junctions have been explicitly modelled where possible, improving route choice through this area of the model;
- QMU upgraded access junction at the A1 incorporating new northbound slip roads;

- Sheriffhall junction grade separation;
- Midlothian LDP development sites: additional road network associated with Millerhill and Shawfair developments; and
- Inclusion of Newton Church Rd and Shawfair Avenue within the model.

Traffic growth outside Edinburgh[12] is based on TELMoS growth. CEC model matrices have been uplifted by applying growth factors calculated from 2032/2017 trip end data to give a forecast of future regional movements.

The public transport network includes some changes from the base year model. The base model network is based on services and timetables from 2017. Some updates have been undertaken within the forecast model to reflect key service changes in 2018 including the introduction of Skylink services 200, 300 and 400.

The forecast model also incorporates tram services running between the Airport and Newhaven. The following service patterns have been assumed:

- Airport to Newhaven: 8 trams per hour; and
- Haymarket to Newhaven: 8 trams per hour.

Also included are the bus recast proposals along the tram corridor as outlined within the Trams to Newhaven Full Business Case.

It is important to note that the model does not include a public transport crowding model. As such, bus and public transport routes are assumed to have sufficient capacity to cater for all assigned demand and increased tram and bus frequencies only impact upon boarding stop wait time. All public transport services run times are also fixed in the model and do not take account of changes in delays within the network.

City Plan Model Network Assumptions

The modelling has incorporated the vehicle and public transport trip generation values associated with each of the City Plan developments as outlined in Section 4.2 of this report.

Key road network updates from the Reference Case model include new connections associated with the proposed West Edinburgh Developments:

- Gogar Link Road and Elements Edinburgh access roads – single carriageway scheme modelled running north west incorporating Elements Edinburgh access roads. The road then runs West towards the airport connecting to the existing Long Stay Parking Junction; and
- IBG 1 and IBG2 access roads – new single carriageway link connecting via a new signalised junction on Eastfield Rd at the existing NCP Car Park Roundabout and joining Gogar Roundabout via Myreton Drive. The new road includes a signalised junction where it meets the new Gogar Link Rd north of the Tram depot.

Additional model runs have been undertaken incorporating potential public transport interventions and analysis is presented within Section 5.3.3 of this report. The models have been assigned with the following interventions:

- The Edinburgh Strategic Sustainable Transport Study (ESSTS) Granton and South East Tram Alignment options in order to give an insight into the potential future patronage levels associated with new developments along the route; and
- Improved limited stop north orbital and south orbital bus routes providing connections between the key city plan development areas.

[12] East and Midlothian developments to the south east of Edinburgh, and within the city bypass, are specifically modelled. These include Shawfair and Queen Margaret University Campus proposals.

5. Transport Impacts of City Plan 2030 Developments

5.1 Introduction

This section outlines the main transport problems and issues that would be caused by demand generated by City Plan 2030 developments, initially at a city-wide level, then for specific clusters of developments to highlight more localised effects. In all instances, information on the transport situation if City Plan 2030 developments were to be completed and occupied is compared with the reference case situation (as described in section 2). Potential measures to mitigate these problems are introduced in later sections.

5.2 Active Travel and Public Transport Site Accessibility

Many of the proposed development sites are well connected to existing active and public transport networks and, using them, to local services and facilities. Figure 5.1 and Figure 5.2 show the networks, and comparative accessibility for each development site by active and public transport modes. More detailed information is provided in Appendix E. Key findings include:

Residential sites: active travel:

- Many of the brownfield sites that are within the existing urban area are in relatively close proximity to existing services, so have good or reasonable accessibility to them by active travel (noting that the assessment considers only proximity by extant active travel routes, but does not take account of localised barriers such as steps, gradients or busy road crossings);
- The following brownfield sites perform less than some others, pointing to the need to ensure that good quality active connections are created to nearby services: Seafield, Royal Victoria Hospital, Broomhouse, Redford Barracks, and clusters of sites at Longstone, Liberton, and in some locations in Bonnington; and
- Sites on the periphery of the city naturally perform worse on this assessment of proximity to extant local services, with those in West Edinburgh have the worst access to local services of all the proposed sites. This highlights the need to improve these services at or nearby these development sites, facilitating the 20-minute neighbourhood concept at them, alongside high-densities which facilitate active travel.

Non-residential sites: active travel:

- The West Edinburgh sites also perform worst for active travel accessibility of those non-residential sites, for which we considered the number of people that live within walk/cycle catchments; and
- Care must be taken to ensure that any major new employment location is well connected to active travel networks, but improved walking and cycling routes to West Edinburgh will be especially important if that is developed as a significant employment location and if demand for private transport there is to be minimised.

Residential sites: public transport:

- Most brownfield sites are within reasonable a walk distance of at least some public transport services, though some of the larger strategic sites will need public transport services to route through them if reasonable walk distances are to be provided for all;
- The peripheral development sites have the weakest public transport access to existing services, as would typically be expected, but none are without nearby bus and/or tram routes; and
- Some sites within the current urban core, whilst having public transport access, perform relatively weakly because of relatively infrequent services and/or relatively long travel times to services; these include sites at Seafield, Redford Barracks and Astley Ainslie Hospital.

Figure 5.1: City Plan 2030 Residential Development Sites, Indicative Accessibility: Active Travel

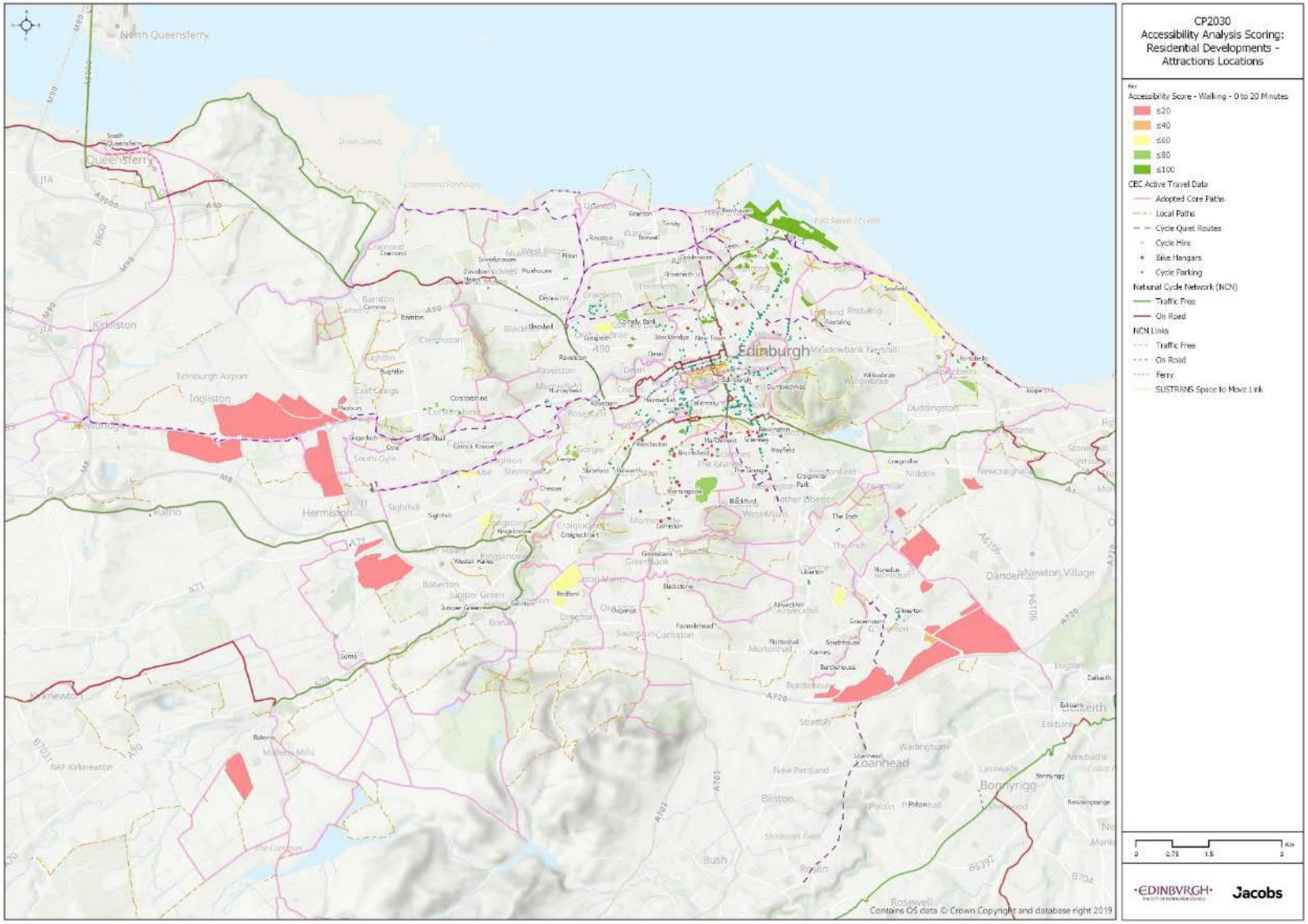
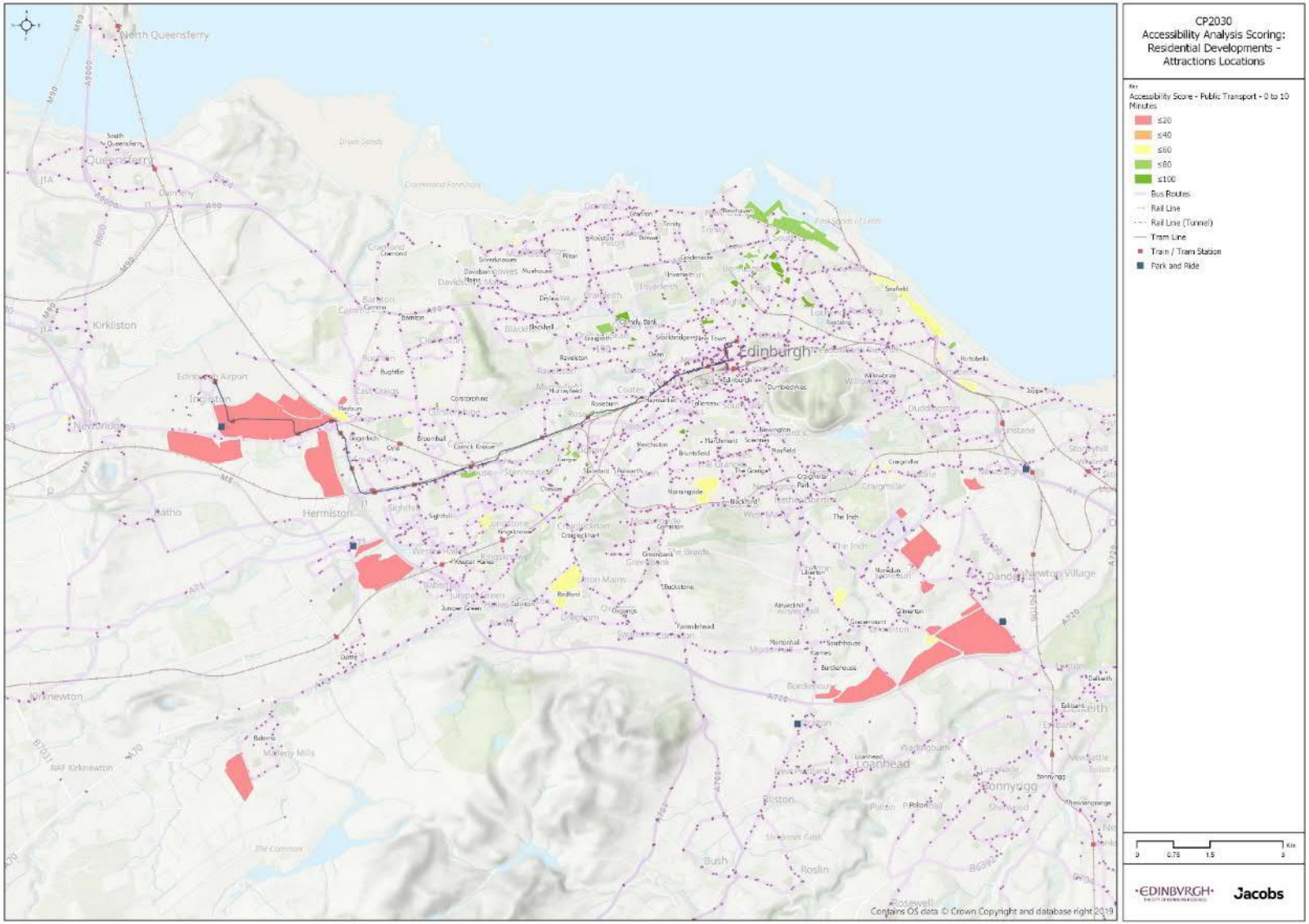


Figure 5.2: City Plan 2030 Residential Development Sites, Indicative Accessibility: Public Transport



Non-residential sites: public transport:

- All of the proposed employment sites have public transport services operating in the vicinity of them; and
- Those in West Edinburgh have the fewest people living within short public transport journey times; this highlights the need to consider additional public transport route options to West Edinburgh were it to come forward as a major development.

5.3 Model Network Impacts

The analysis of model outputs and network impacts in this chapter of the report are based on two model run tests. The first test includes all City Plan Brownfield development plus the revised IBG2 proposals and excludes all three greenfield development proposals. The second includes all City Plan Brownfield development plus the Drum greenfield development (land south east of Gilmerton), IBG2 development is not included within this second test.

Throughout this and subsequent sections, modelled data and plots are shown for transport demand scenario 1: pre-Covid trends/no Covid (refer to table 2.2 for description of the scenarios and tables 4.1 – 4.3 for the trip generation predictions for each). Were scenario 2: plausible post-Covid without policy or scenario 3: plausible post-Covid with policy to be realised, public transport demand (for all trips, not just those to/from new developments) would be at 75% or 100% of the levels shown for scenario 1 respectively. In no instance do these potential variances in public transport demand significantly affect our assessment of the public transport challenges and mitigation measures required for any site, albeit that final consideration of service frequencies, capacities and operating costs would need to be accounted for at the time when the developments are brought forward.

Active travel demand would be greater in both scenarios 2 and 3 than scenario 1. Recommended mitigation measures are unaffected, however, because of the need to ensure that all developments are well connected by active travel modes even in the lowest-demand scenario, and because capacity of active travel links is not considered to be a significant factor.

Overall demand for private car use in scenario 2 is 7% lower than in scenario 1 (for all trips, not just those to/from new developments). Whilst this represents a notable reduction, peak time traffic problems of congestion and pollution would remain at the problem locations identified below. In scenario 3, private car use is a significant 23% less than scenario 1. This would have the effect of reducing traffic problems, albeit that congestion and pollution would remain in many of the locations that are currently a cause for concern, and the traffic demand effects of new developments would occur in the same locations regardless of scenario. In no instance does the possible reduction in traffic levels from those shown below affect our recommendations for the appropriateness of developing alternative site options, or of transport mitigation measures related to any mode.

The following section provides a summary list of impacts on the network as a result of future City Plan 2030 developments compared with the Reference Case model. Further detail on vehicle and public transport impacts is then presented for the key development areas within Section 5.4 to 5.6 of this report.

5.3.1 City Plan Brownfield Development vs Reference Case – General Network Impacts

North and East – increase in delays at some approaches to the following junctions:

- Ferry Rd at Newhaven Rd;
- Bonnington Rd at Newhaven Rd and Great Junction St Junctions;
- Commercial St at Lindsay Rd and The Shore Junctions;
- Salamander St at Bath Rd;
- Seafield Rd at Seafield Pl;

- Restalrig Rd at East Hermitage Pl;
- Fillyside Rd at Seafield Rd E;
- Craigentinny Ave at Craigentinny Rd;
- Jock's Lodge;
- Leith Walk at Pilrig St, Annandale St, McDonald Rd and Manderston St Junctions;
- Increase in delays at all junctions on Queensferry Rd from Barnton to Telford Rd; and
- Subsequent increase in delays on Lauriston Farm Rd & Cramond Rd N/ Gamekeeper's Rd due to an increase in vehicles traveling via this alternative route.

South East – increase in delays at some approaches to the following junctions:

- Sir Harry Lauder Rd at Milton Rd East;
- Niddrie Mains Rd at The Wisp and Craigmillar Castle Rd Junctions;
- Old Dalkeith Rd at The Wisp, Ferniehill Rd, Royal Infirmary and bioQuarter access Junctions; and
- Increased mainline flow leads to delays for priority junction minor arms entering onto Old Dalkeith Rd.

South and West – increase in delays on the bypass and at some approaches to the following junctions:

- Craiglockhart Rd at Colinton Rd;
- Saughton Rd at Stenhouse Dr;
- Calder Rd westbound at Bankhead Ave and eastbound approach to City Bypass Calder Junction;
- Gogar Station Rd at Calder Rd;
- Significant additional delays for vehicles exiting West Craigs/ Turnhouse developments at A8 and Craigs Rd Junctions; and
- Additional delays at Old Liston Rd approach to Newbridge Roundabout.

5.3.2 City Plan Brownfield with IBG2 Developments vs Reference Case – General Network Impacts

Figure 5.3 and Figure 5.4 show City Plan Brownfield with IBG2 vehicle model link flows and the difference in flows between the City Plan Brownfield with IBG2 model and Reference Case Model respectively for the AM period. Note that the model flows are in Passenger Car Units (PCU) and are for two hours as it covers the period between 07:00 and 09:00.

Vehicle flow increases associated with City Plan 2030 developments are seen across most areas, especially within close proximity to planned developments. The new Gogar link road results in some flow reductions on the existing A8. As the number of vehicle trips associated with new developments increases within West Edinburgh it has an impact on the already limited capacity on the key strategic routes towards the city. Significant city-bound traffic growth from beyond the west of the city is not forecast, as the model predicts that the origins of some of these journeys will move to the new developments. This results in some minor flow reductions on the M8, M9 and M90. Figure 5.5 also highlights link capacity issues on the trunk road network surrounding Edinburgh including the M8 and the City Bypass.

Figure 5.6 presents the City Plan Brownfield with IBG2 future levels of public transport demand in the network and Figure 5.7 highlights the change from the Reference Case in public transport patronage levels associated with City Plan development. This shows increase on routes around Leith and some of the key routes to the city from the East, South East and the West. It also highlights a pattern of increased demand on some existing orbital routes including Portobello and the East to Leith, and areas of Leith connecting to West Edinburgh. Figure 5.8 highlights seat capacity issues on some public transport routes based on current levels of service. This includes high public transport demand from West Edinburgh developments leading to tram capacity issues.

Figure 5.3: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows

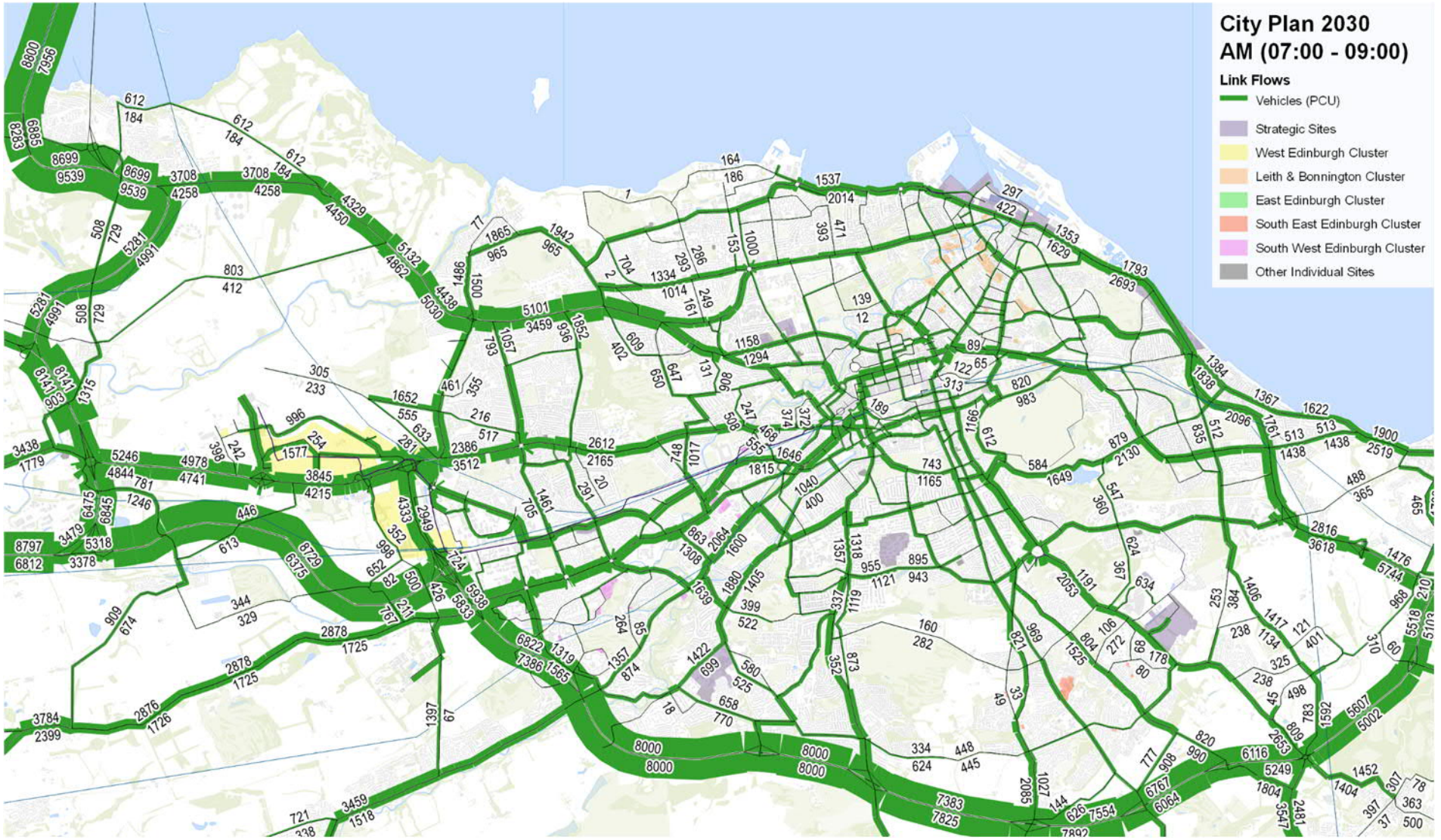


Figure 5.4: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot

Figure 5.5: City Plan 2030 Brownfield with IBG2 Forecast Major Road Performance (Volume / Capacity)

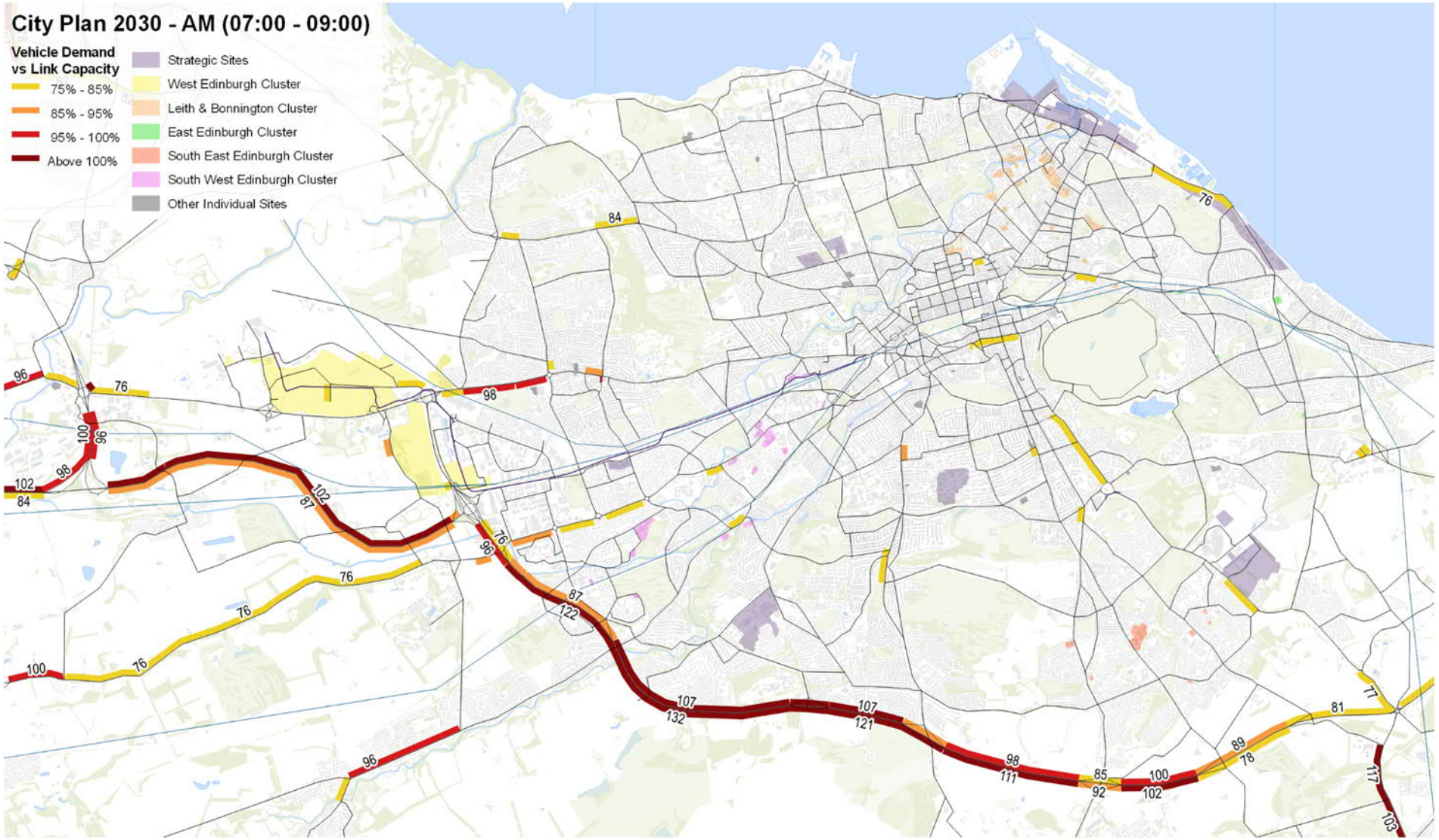


Figure 5.6 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows

Figure 5.7: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot

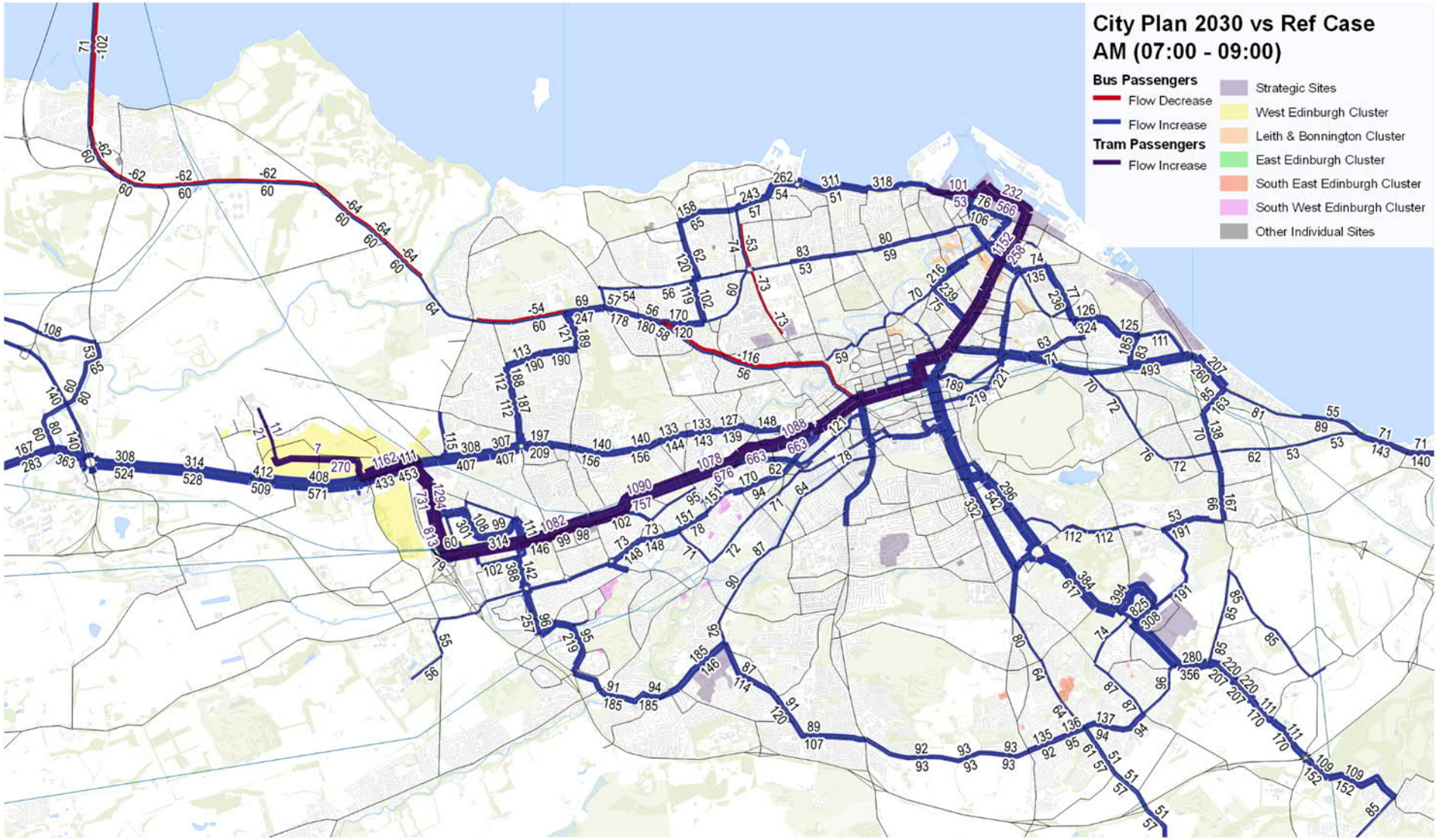
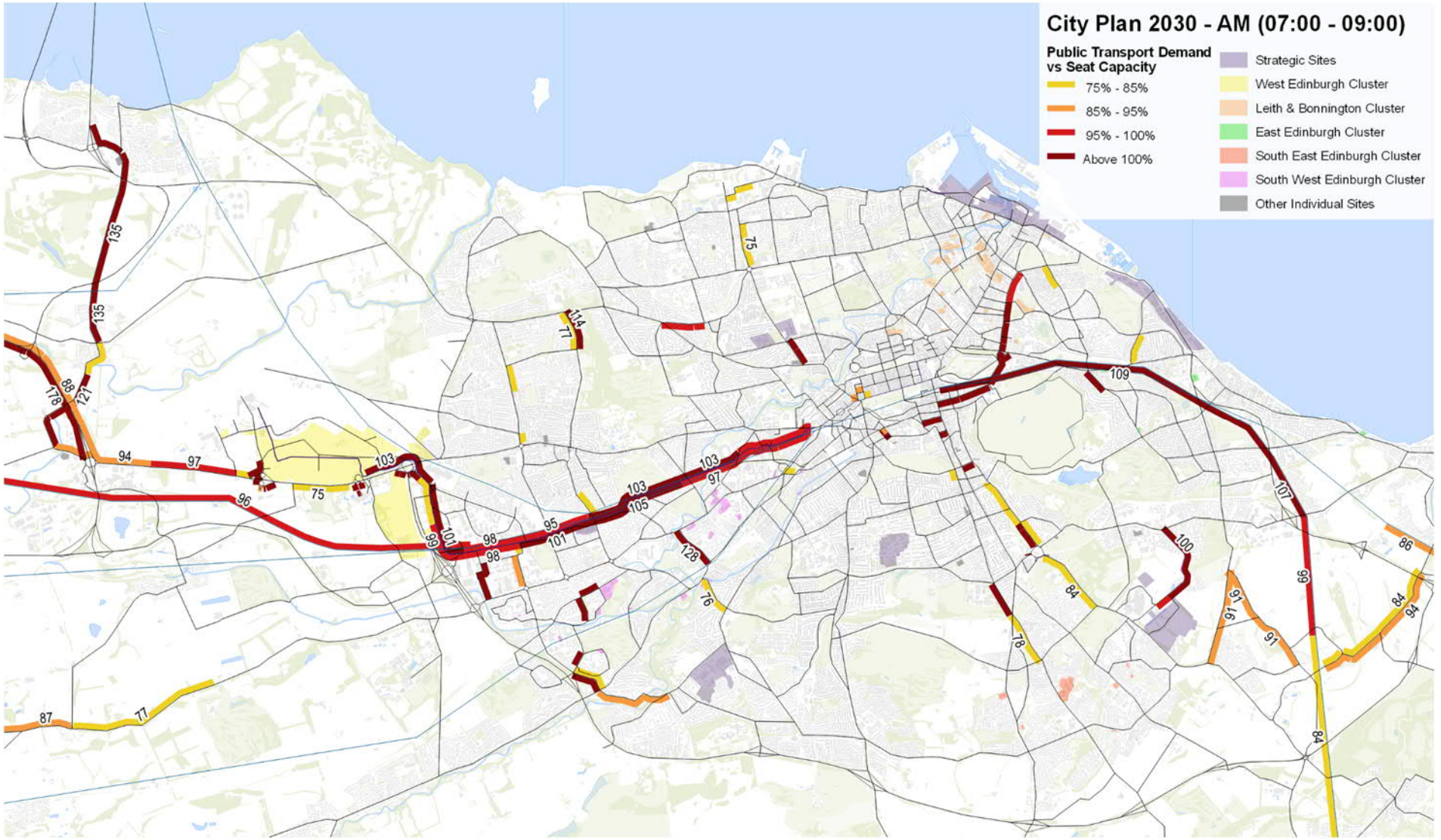


Figure 5.8: City Plan 2030 Brownfield with IBG2 Public Transport Volume Capacity Ratios



5.3.3 City Plan Brownfield with Drum Developments vs Reference Case – General Network Impacts

Figure 5.9 and Figure 5.10 show City Plan Brownfield with Drum vehicle model link flows and the difference in flows between the City Plan Brownfield with Drum model and Reference Case Model respectively for the AM period. The impact of this scenario compared with Reference Case in terms of flow changes is similar across the network to the City Plan Brownfield with IBG2 scenario. There are greater flow changes on links surrounding the Drum development including Gilmerton Road and Gilmerton Station Road. There are also lower flow changes in West Edinburgh on the A8 with IBG2 development demand not included in this scenario.

Figure 5.11 also highlights the same link capacity issues on the trunk road network surrounding Edinburgh including the M8 and the City Bypass with a slightly higher volume capacity ratio seen westbound between Lothianburn and Lasswade junction on the bypass compared to the City Plan Brownfield with IBG2 scenario.

Figure 5.6 presents the City Plan Brownfield with IBG2 future levels of public transport demand in the network and Figure 5.7 highlights the change from the Reference Case in public transport patronage levels associated with City Plan development. These show a greater demand on the Gilmerton Road and Old Dalkeith Road city centre bus routes.

Figure 5.9: City Plan 2030 Brownfield with Drum Vehicle Model Flows

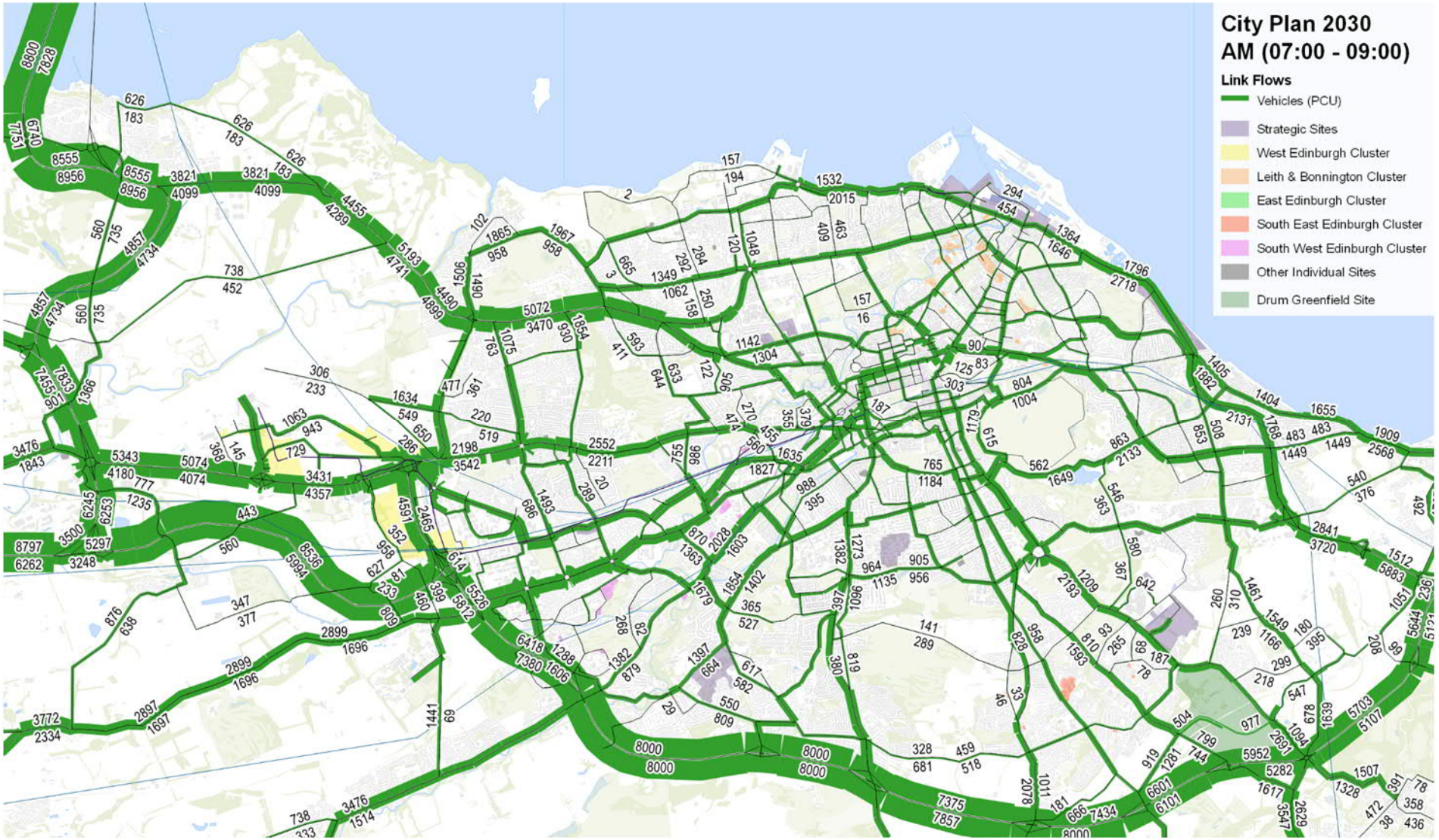


Figure 5.10: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot

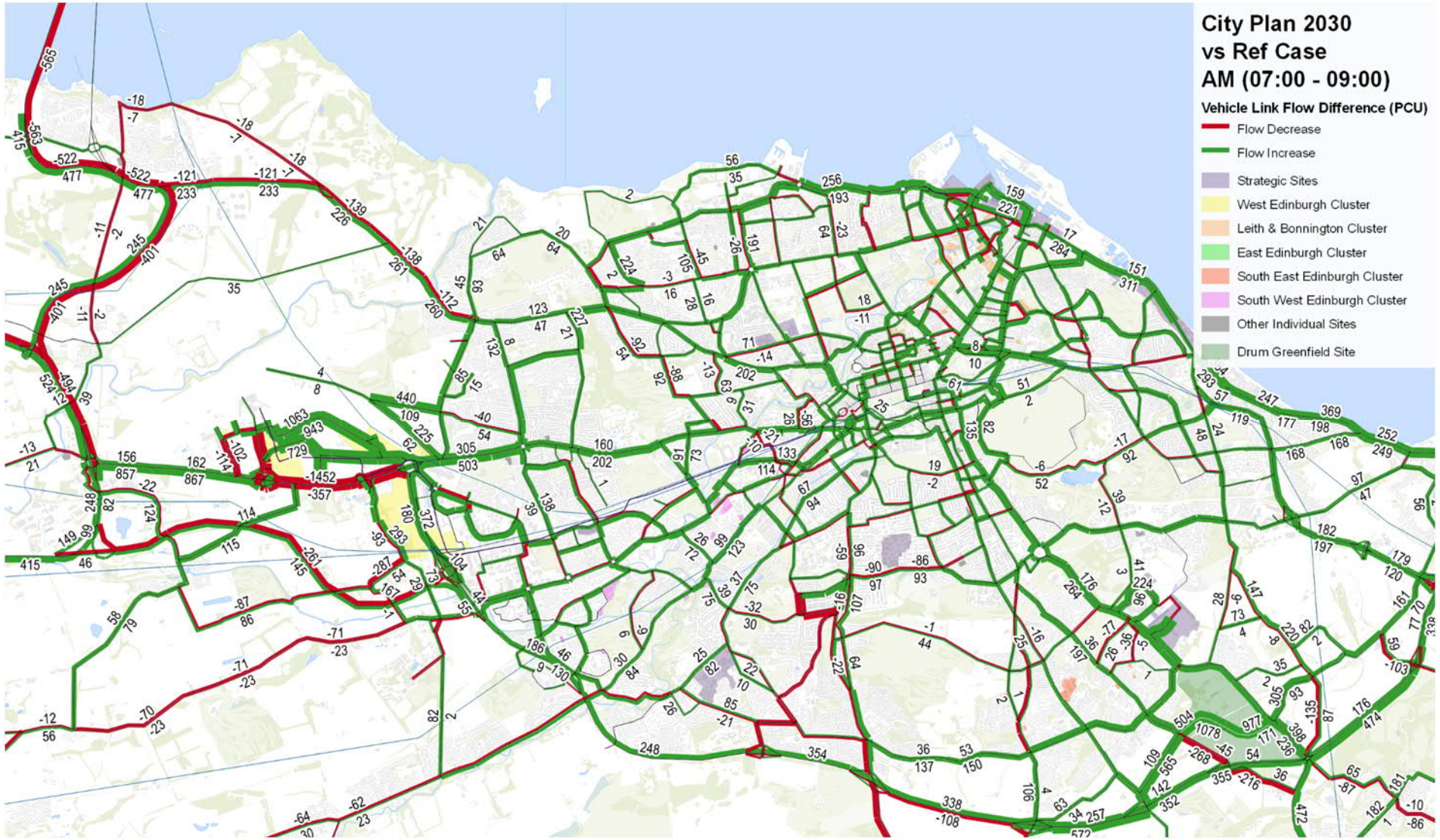


Figure 5.11: City Plan 2030 Brownfield with Drum Forecast Major Road Performance (Volume / Capacity)

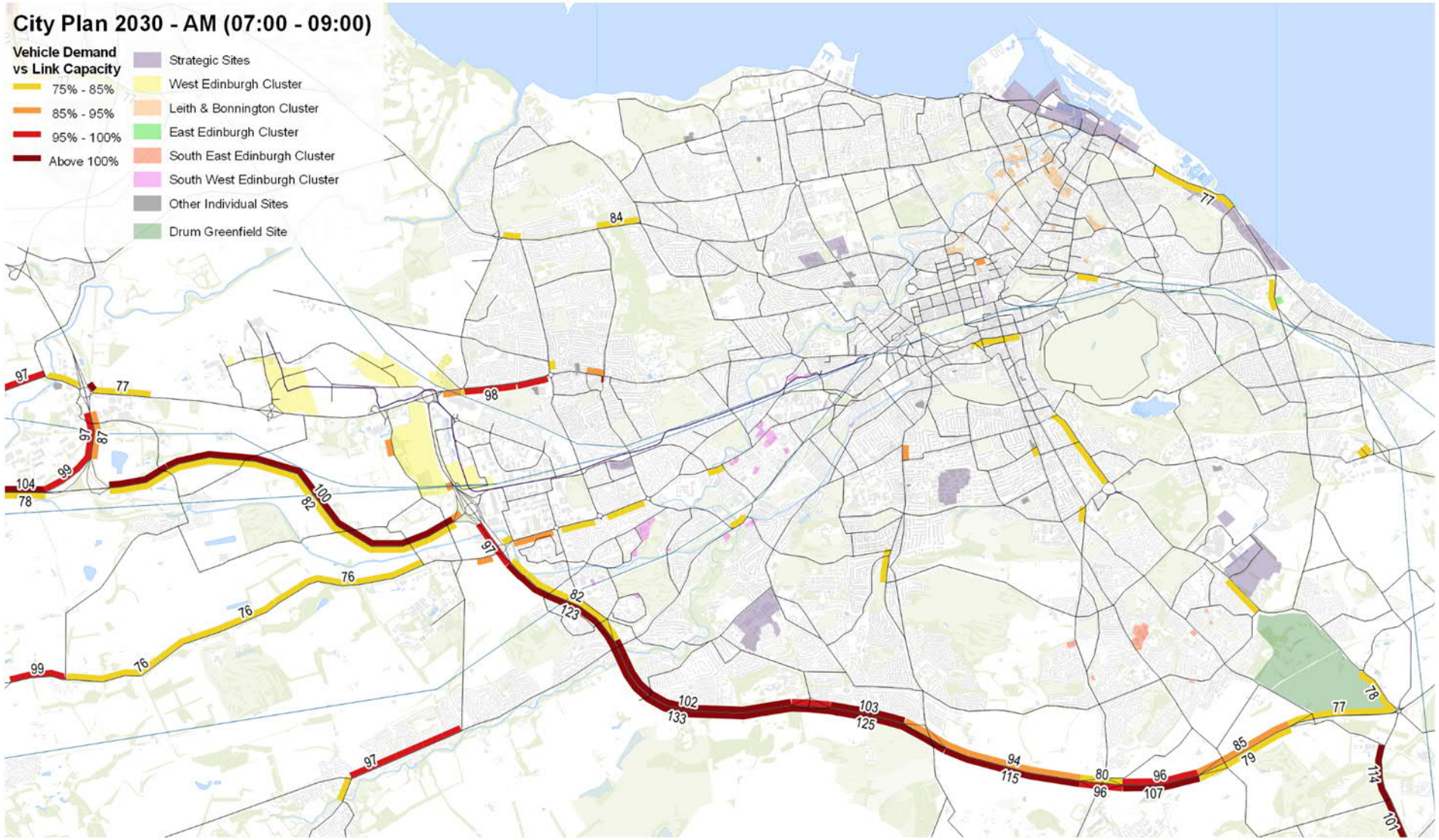


Figure 5.12 City Plan 2030 Brownfield with Drum Public Transport Model Flows

Figure 5.13: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot

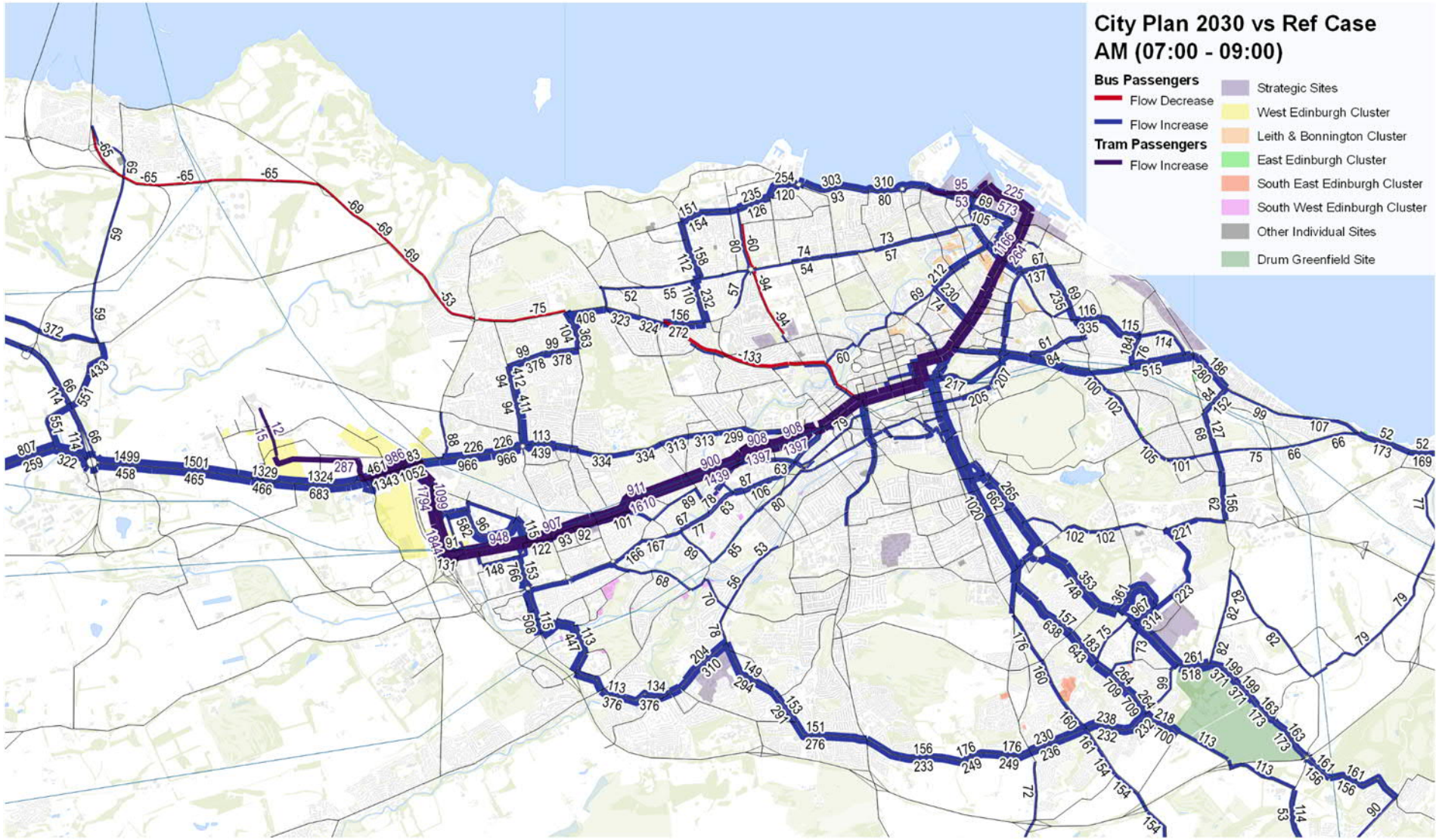
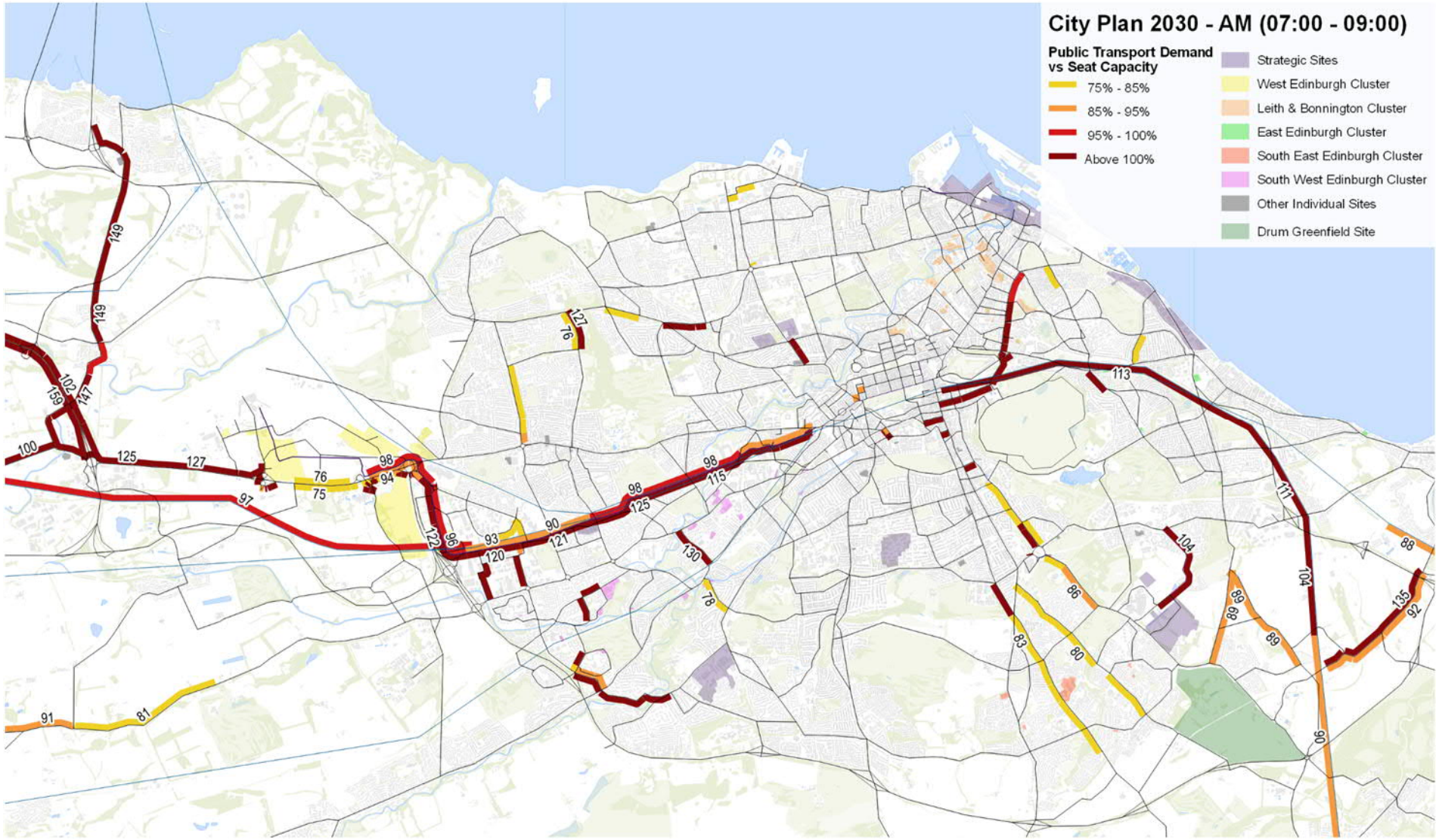


Figure 5.14: City Plan 2030 Brownfield with Drum Public Transport Volume Capacity Ratios



More detail of the traffic effects of the proposed developments, for Brownfield + IBG2 and Brownfield + Drum scenarios, is provided in Appendix G. Information relating specifically to the three Trunk Road junctions of primary concern to Transport Scotland (the Newbridge, Hermiston Gait and Sheriffhall interchanges) is provided in Appendix H.

In the remainder of this section we discuss the main issues affecting the larger development areas as a result of City Plan 2030 developments (note that the information provided represents the transport effects of all potential developments but with the geographic location of the effects at larger scale for clarity). More detailed mitigation measures for all developments are presented in the next chapter.

5.4 Transport Impacts: North, North West and East Edinburgh

5.4.1 Introduction

The area of North Edinburgh includes significant levels of development as part of the Reference Case and further development as part of City Plan. This section will look at the impacts of the two key City Plan strategic sites at Leith Docks and Seafield along with a significant cluster of brownfield development sites around Leith, Bonnington and Canonmills.

5.4.2 Key Developments

Reference Case:

- Granton Mixed Use Developments – up to 16,000sqm of Leisure, Retail and Office space and 200-room hotel across Granton Harbour and Granton Waterfront developments;
- Granton Waterfront Residential – approximately 2,800 residential units across a number of developments allocated in previous Local Development Plan (LDP EW2A, 2B and 2C);
- Western Harbour Residential – over 900 units on land allocated in the previous LDP (site EW1a);
- Central Leith Waterfront Residential – CALA development of up to 350 units at Ocean Terminal allocated in the previous LDP (site EW1B);
- Salamander Place – 500 units associated with phases 3 to 7 of residential development allocated in previous LDP (site EW1c).

City Plan 2030:

- Seafield Residential Development – up to 800 units;
- Leith Docks Mixed Use Development – Combined Office, Retail, Leisure, Port Activities and Education floor space of up to 210,000sqm;
- Cluster of brownfield sites spread across areas of Bonnington, Leith and Canonmills accommodating over 4,700 residential units.

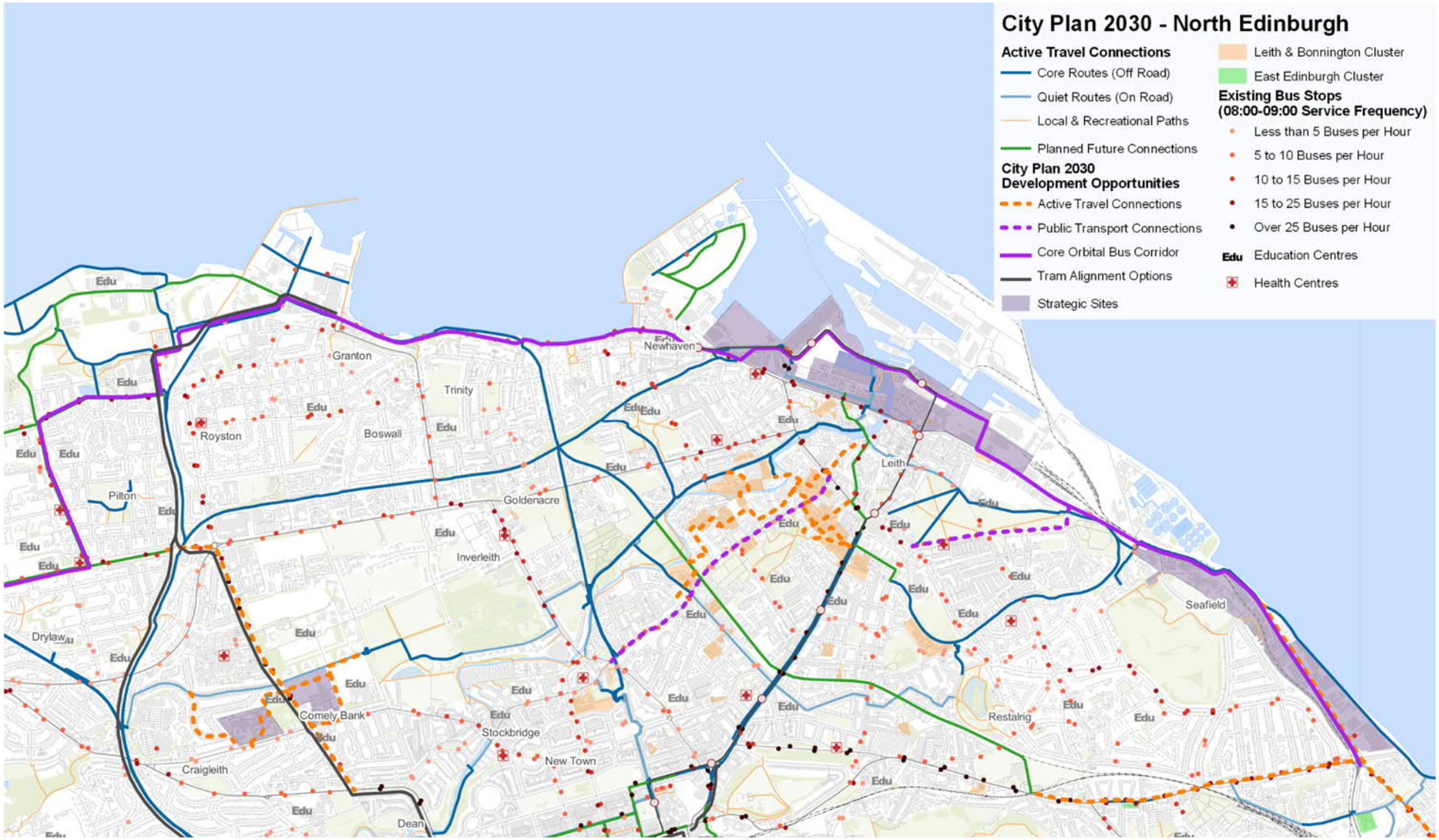
5.4.3 Committed Infrastructure

- Trams to Newhaven Completion;
- Leith Walk Segregated cycle lanes and Leith Walk to Ocean Terminal active travel connection.

Table 5.1: City Plan 2030 Trip Generation – Leith Docks, Seafield & Leith/ Bonnington Cluster

Mode	AM (08:00 – 09:00) Arrive	AM (08:00 – 09:00) Depart	PM (17:00 – 18:00) Arrive	PM (17:00 – 18:00) Depart
Walking	1,077	1,231	1,544	1,412
Cycling	184	195	256	239
Public Transport	1,658	1,708	2,275	2,147
Vehicle Occupants	265	266	360	342
Vehicle	1,389	1,391	1,883	1,793

Figure 5.15: North Committed and Potential Development Infrastructure



5.4.4 Traffic Impacts

Figure 5.16 and Figure 5.17 present the impact of development on vehicle flows across north Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with IBG2. Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with Drum. The impact in this part of Edinburgh is similar in both scenarios and therefore the following patterns identified are applicable to both scenarios.

- Flow increases on majority of routes heading towards Leith Docks area including Lower Granton Rd and Seafield Rd;
- Some delay increases on Seafield Rd East at Fillyside Rd and Seafield Pl along with the Salamander St junction at Bath Rd push some vehicles onto alternative routes including Claremont Park. This results in some additional delay at Restalrig Rd and East Hermitage Pl Junction;
- Level of flow increase greater on Easter Rd compared to Leith Walk due to restricted capacity and additional delays through the junctions on Leith Walk including at Pilrig St, Annandale St, McDonald Rd and Manderston St Junctions;
- Elsewhere, increased delays on approach to junctions in the area due to the additional trips associated with the developments including some of the following:
  - Ferry Rd at Newhaven Rd;
  - Bonnington Rd at Newhaven Rd and Great Junction St Junctions;
  - Commercial St at Lindsay Rd and The Shore Junctions;
  - Craigentinny Ave at Craigentinny Rd;
  - Jock's Lodge.

Figure 5.16: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows – North Edinburgh

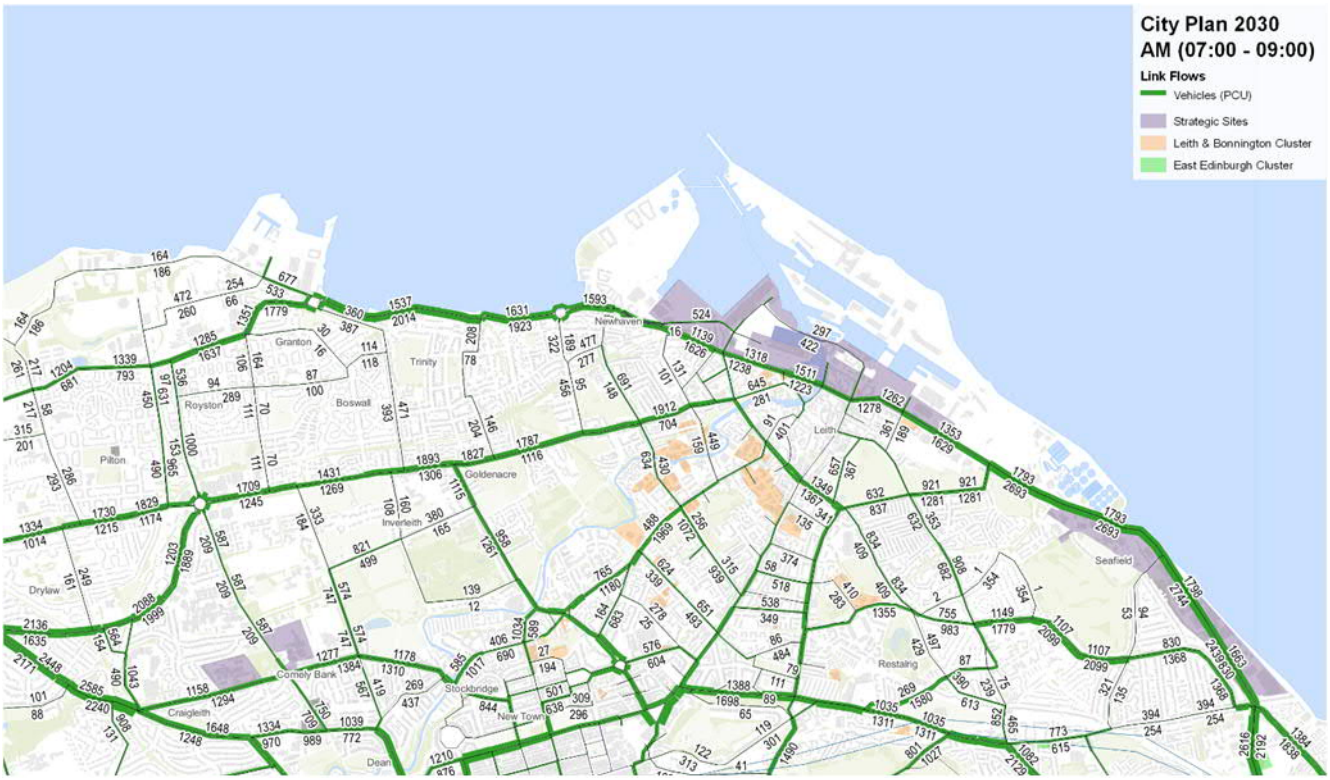


Figure 5.17: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot – North Edinburgh

5.4.5 Public Transport

Public transport demand increases are seen across areas of Leith with the largest increase seen along the tram route. Bus patronage levels on services running via Bonnington and Easter Rd also increase.

There are also patterns of increased patronage on existing orbital routes between East Edinburgh, Leith, Granton and onto West Edinburgh. The impact of improved orbital route services along this corridor has been tested in the model and further analysis is provided within Section 6.19 of this report.

Assuming a bus can accommodate up to 80 passengers the peak level of demand (2,275 trips) associated with all City Plan development in North Edinburgh would be the equivalent of up to 28 buses.

Figure 5.18 and Figure 5.19 present impact of development on public transport flows across north Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with IBG2. Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with Drum.

Figure 5.18 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows – North Edinburgh

Figure 5.19: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot – North Edinburgh

5.5 Transport Impacts: South East Edinburgh

5.5.1 Introduction

Details of key developments in the South East of Edinburgh are presented within this section. This includes significant planned development around Shawfair as part of Midlothian Council's Local Development Plan and around Queen Margaret University as part of East Lothian Council's Local Development Plan. The area of interest within the City of Edinburgh border is the bioQuarter development adding to the significant regeneration in nearby areas of Niddrie, Craigmillar and Greendykes in recent years.

5.5.2 Key Developments

Reference Case:

- Residential developments allocated in the previous LDP in areas including Greendykes, Craigmillar, Newcraighall, Brunstane, Edmondstone, Gilmerton, Lasswade and Burdiehouse. Over 4,800 residential units in total across these areas;
- Residential-led developments (over 500 housing units) on land allocated in Midlothian Council's LDP around Shawfair, Millerhill, Old Craighall and Danderhall;
- Mixed use development on land allocated in East Lothian Council's Local Development Plan surrounding Queen Margaret University and known as Innovation Park. This includes 800 residential units and 225,000sqm of Commercial/ Office floor space.

City Plan 2030:

- Edinburgh bioQuarter Residential Development of 2500 units and Commercial/ Life Sciences floorspace of 240,000sqm;
- Cluster of Brownfield development sites with a combined total of over 300 residential units including 120 at Liberton Hospital development site.

5.5.3 Committed Infrastructure

Plans for a new active travel route from the bioQuarter towards the City Centre via Old Dalkeith Road and Cameron Toll is currently being developed. This would connect into some existing active travel infrastructure in the area along with planned connections to a number of development sites currently under construction in Edmonstone and Danderhall.

The impact of a potential tram connection to the south east has been assessed in a separate model run to investigate the impact of new developments on future tram patronage levels in the area.

Significant road network upgrades and new connections are proposed in this area. The key trunk road network upgrades include the grade separation of Sheriffhall Roundabout. This will provide significantly increased capacity for movements between areas north and south of the City Bypass.

Additional northbound slips are proposed at the A1 Queen Margaret University Junction ahead of future development surrounding the University as part of East Lothian Councils LDP.

A number of new road connections and upgrades have been completed and further elements are planned in areas in Midlothian around Shawfair and Millerhill as part of their LDP housing developments. These include a new connection east of Shawfair station between Old Craighall Rd and Millerhill Rd, a new connection between Old Craighall Rd and the A68 Dalkeith Bypass and A720 City of Edinburgh Bypass Junction. A further longer-term connection is planned between the Wisp and Millerhill Road. Recent upgrades include sections around Newton Church Road and Shawfair Avenue.

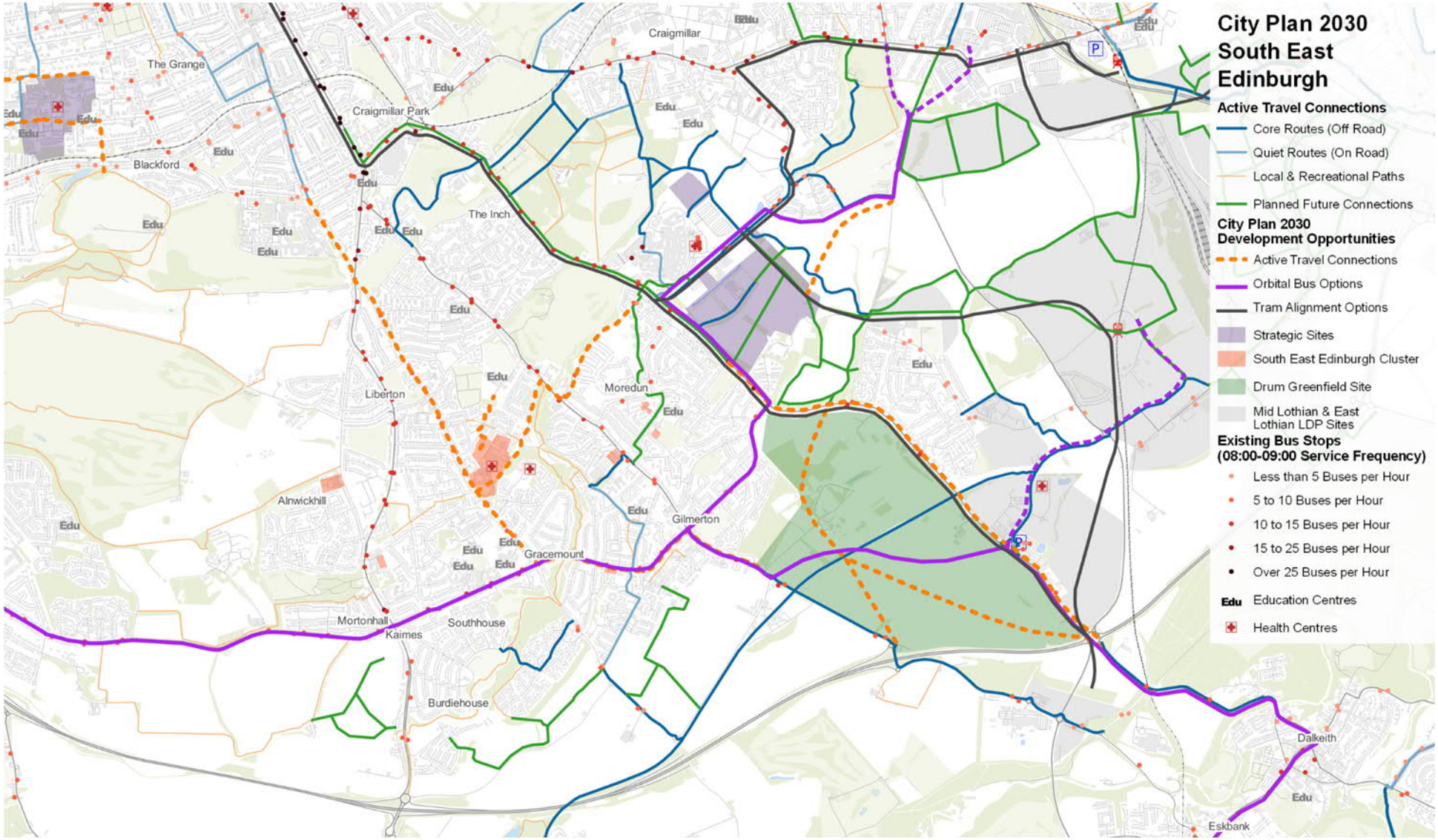
The combined effect of these new connections providing improved connectivity between The Wisp to the East of bioQuater and to the A68 Bypass junction. This may provide an opportunity for improved vehicle access to the bioQuarter development by adding a short eastern access connection.

Figure 5.20: South East Edinburgh – Emerging Road Network

Table 5.2: Trip Generation – Edinburgh bioQuarter and South Edinburgh Brownfield Cluster

	AM (08:00 – 09:00) Arrive	AM (08:00 – 09:00) Depart	PM (17:00 – 18:00) Arrive	PM (17:00 – 18:00) Depart
Walking	376	404	302	317
Cycling	45	48	36	38
Public Transport	648	696	521	545
Vehicle Occupants	214	230	172	180
Vehicle	769	826	618	647

Figure 5.21: South East Committed and Potential Development Infrastructure



5.5.4 Traffic Impacts

Figure 5.22 and Figure 5.23 present the impact of development on vehicle flows across north Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with Drum. This is the scenario with the greatest level of additional development demand in the south east region and the following is a summary of network impacts:

- Flow increases on majority of routes heading to and from Edinburgh bioQuarter and the Drum;
- All demand to and from the bioQuarter development is via Old Dalkeith Rd resulting in increased delays at surrounding junctions including at The Wisp, Ferniehill Rd, Royal Infirmary and bioQuarter access Junctions. The increase in mainline flow leads also to delays for priority junction minor arms entering onto Old Dalkeith Rd;
- Demand to and from the Drum development has been assumed to be via the Gilmerton Rd and Gilmerton Station Rd roundabout to the west of the site and via the Old Dalkeith Rd and Shawfair Avenue roundabout to the east. The additional demand leads to some increased delays at both junctions along with subsequent junctions on citybound arterial routes. Some rerouting occurs due to the additional demand for existing north and south travelling vehicles on Gilmerton Rd, with subsequent increases in flow on alternative parallel routes;
- Significantly improved capacity for movements between areas north and south of the bypass due to Sheriffhall grade separation;
- Elsewhere some additional delays at some approaches to the following junctions:
    - Sir Harry Lauder Rd at Milton Rd East;
    - Niddrie Mains Rd at The Wisp and Craigmillar Castle Rd Junctions;
    - Cameron Toll Roundabout;
    - Lady Rd at Craigmillar Park;
    - Gilmerton Rd at Kingston Avenue.

Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with IBG2. The impact on the network follows a similar pattern across the south east except for reduced impact on flows surrounding Gilmerton Rd and Gilmerton Station Road in particular.

Figure 5.22: City Plan 2030 Brownfield with Drum Vehicle Model Flows – South East

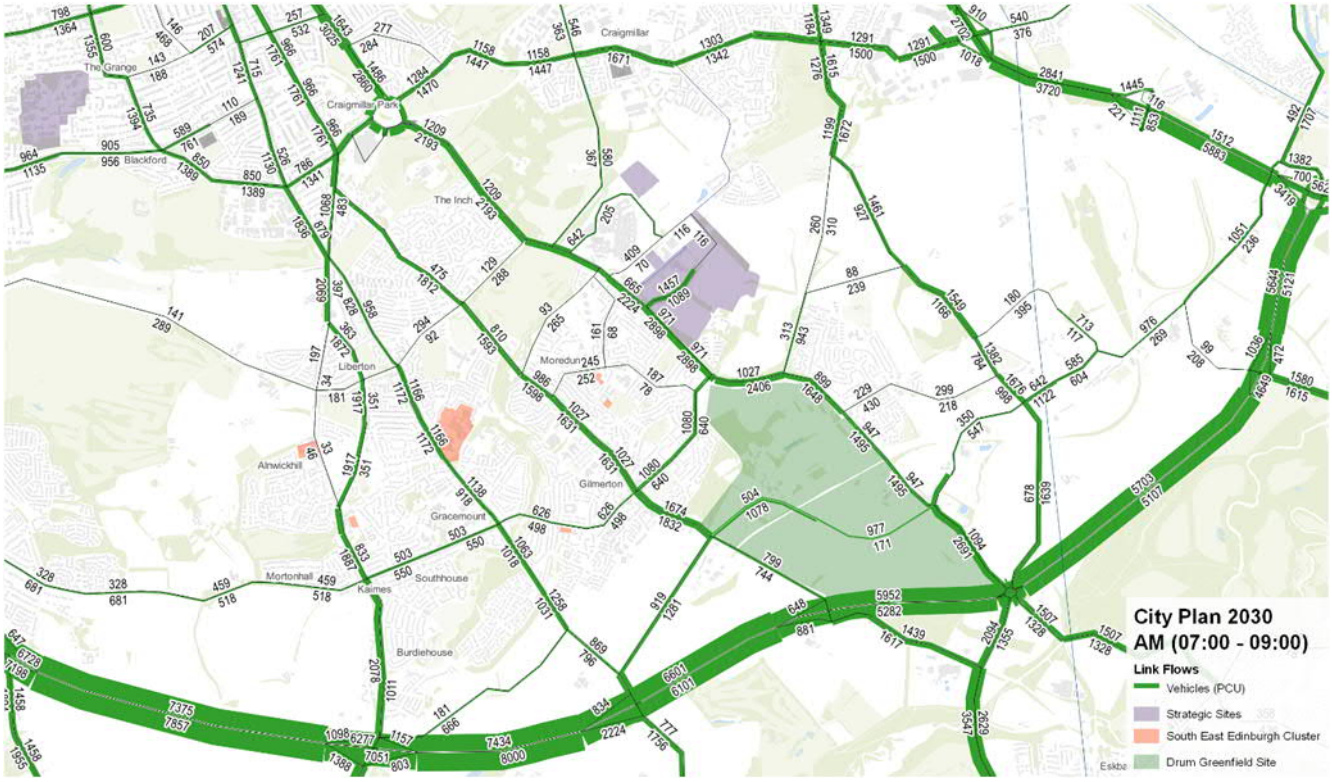
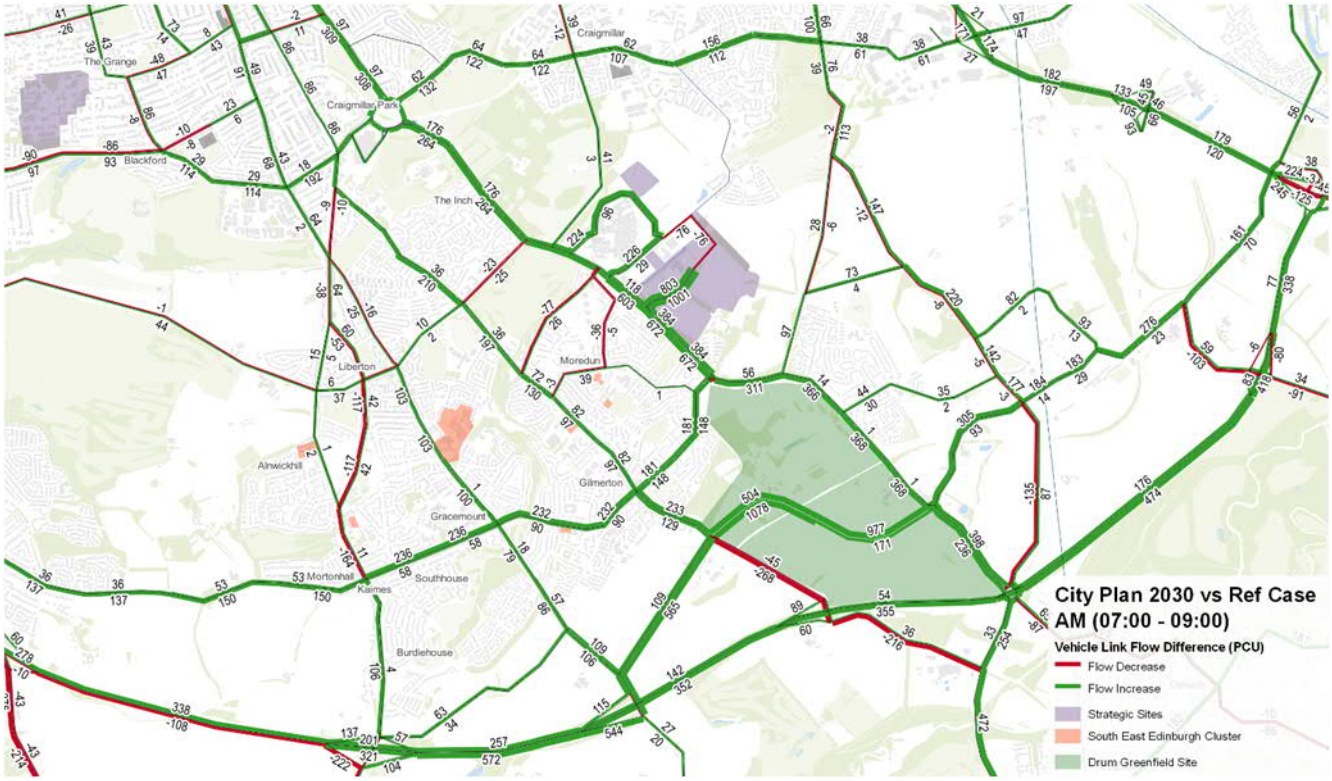


Figure 5.23: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot – South East



5.5.5 Public Transport

Figure 5.24 and Figure 5.25 present the potential impact of development on public transport flows across South East Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with Drum.

The majority of bus passenger flow increases are seen on the existing high frequency route to the city centre via Old Dalkeith Road and Gilmerton Road. This increase in demand on these routes would indicate that a tram service between the City Centre and the South East would be beneficial to planned developments in the area. Similar to the north of the city, there are indications that an improved south orbital public transport route between these developments and West Edinburgh would provide improved connectivity and increased demand for this route.

The impact of improved orbital route services along this corridor has been tested in the model and further analysis is provided within Section 6.19 of this report.

Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with IBG2 with lower level of public transport demand on the key high frequency routes to the city centre especially on Gilmerton Road.

Figure 5.24 City Plan 2030 Brownfield with Drum Public Transport Model Flows – South East

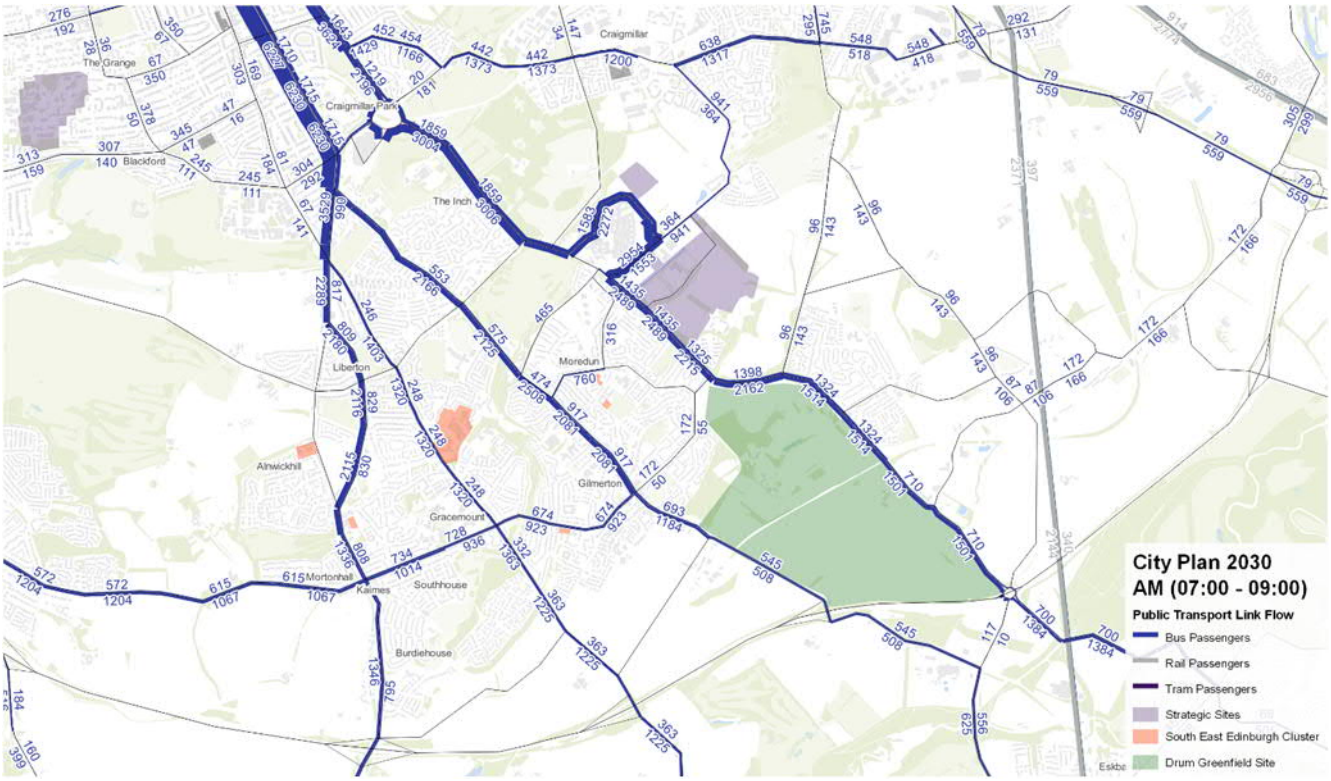
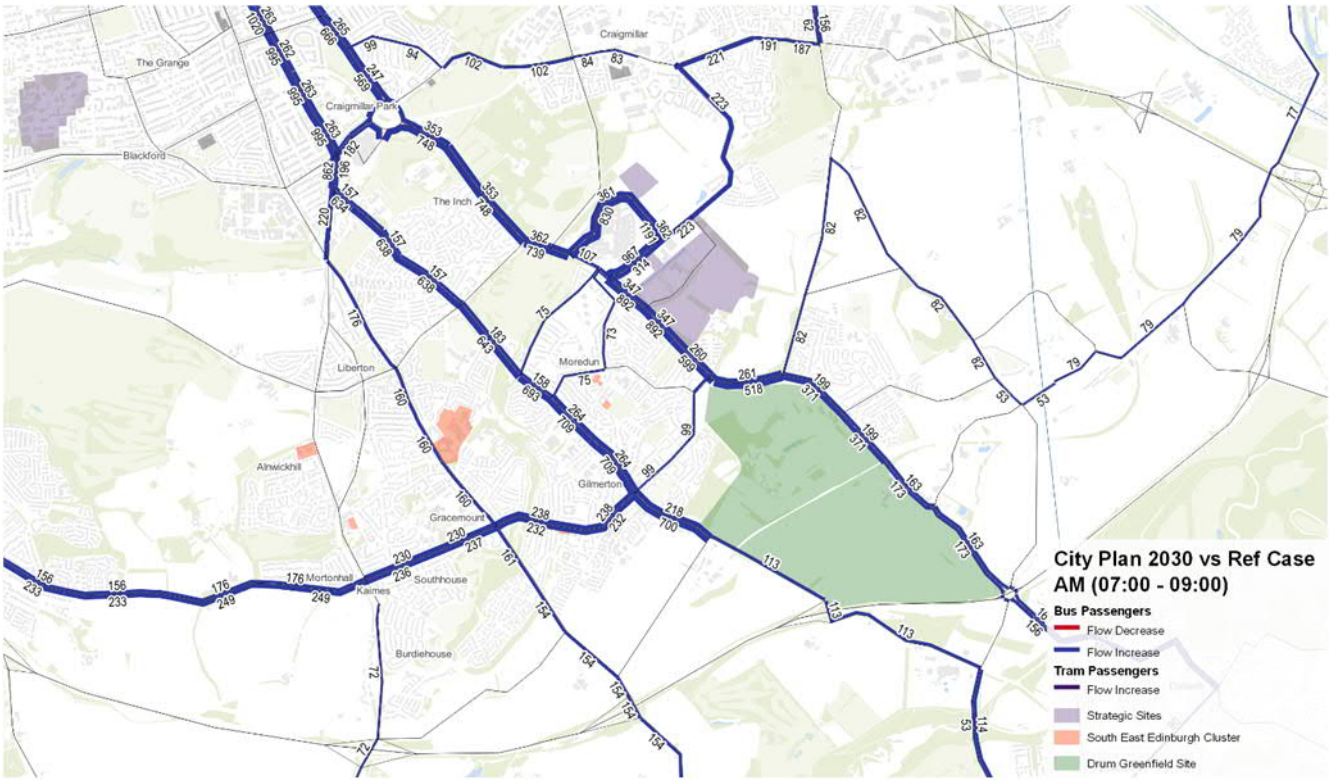


Figure 5.25: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot – South East



5.6 Transport Impacts: West Edinburgh

5.6.1 Introduction

The third area with significant levels of development planned is in West Edinburgh. This area of Edinburgh already includes large employment centres at Edinburgh Park and South Gyle. Planned residential developments west of Maybury Road are included within the Reference Case along with some development at IBG. City Plan sites include a number of residential and mixed use developments.

5.6.2 Key Developments

Reference Case:

- IBG1 Mixed Use Development incorporating over 300 residential units, 122,000sqm of Office space along with some Retail, Leisure and Hotel use;
- Over 1,700 Residential Units and 43,000sqm of Office space on land allocated in previous LDP (LDP Del4) at Edinburgh Park;
- Completion of several areas of the previous LDP Housing allocations west of Maybury Rd and in South Queensferry. This includes up to 1,800 units in West Craigs (LDP HSG 19), over 650 units in Cammo (LDP HSG 20), 840 units on Builyeon Rd (LDP HSG 32) and 340 units in South Scotstoun (LDP HSG 33).

City Plan 2030:

- IBG2 – revised proposals incorporating 7,000 residential units with a reduced office use element from the previous proposals;

- Elements Edinburgh – Mixed Use development including 2,500 residential units, 45,000sqm office space and some Industrial use;
- Edinburgh Park South – completion of the remaining planned office space on the site (35,756sqm);
- Royal Highland Showground – mix of hotel, office, retail, leisure and extended showground area;
- Garden District – development of the proposed 1,350 residential units;
- Turnhouse Rd – Up to 1,000 residential units replacing existing industrial units.

Consideration has also been given to the development of the Norton Park site. Were this to come forward, it is assumed that this would be an alternative option to IBG2. In that instance, the total magnitude of additional journeys to/from the area would be similar to that set out below, albeit that those journeys would connect with existing transport networks further west, and would not have direct access to the existing tram network.

5.6.3 Committed Infrastructure

Committed and potential infrastructure is shown in Figure 6.12 below.

A new active travel bridge is proposed, crossing over Fife rail line north of Edinburgh Gateway. This will connect into a number of new active travel links running through new residential areas west of Maybury Road towards Cammo.

The West Edinburgh Link active travel project runs through significant employment areas in West Edinburgh with connections provided from existing residential areas to the north and south.

The proposed Gogar link road will provide an alternative route to the existing A8 while also accommodating new developments between the A8 and the airport. New access roads will also run through these areas.

Figure 5.26: West Edinburgh Committed and Potential Development Infrastructure

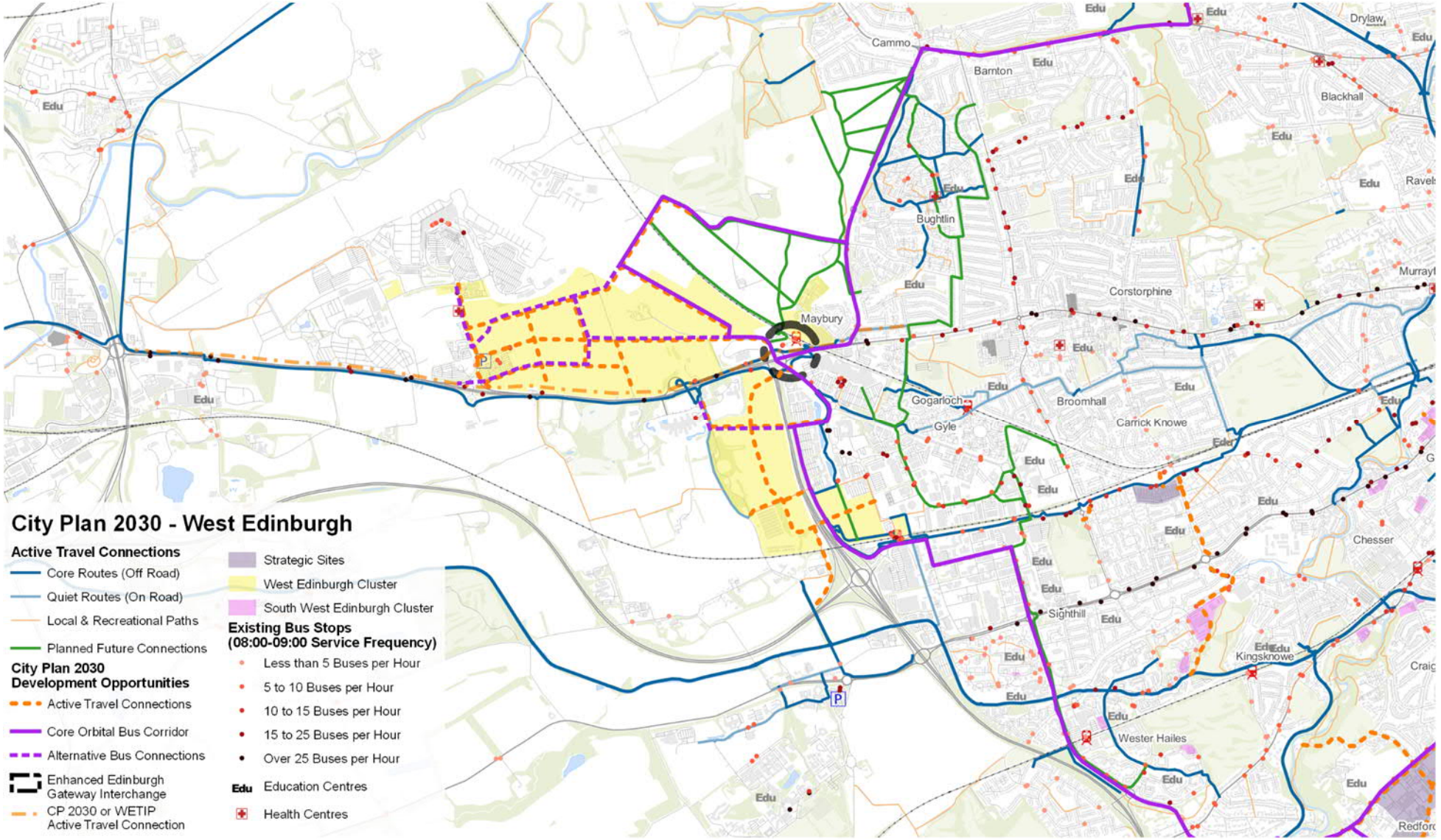


Table 5.3: Trip Generation – West Edinburgh Cluster (Revised IBG proposal & excluding Norton Park)

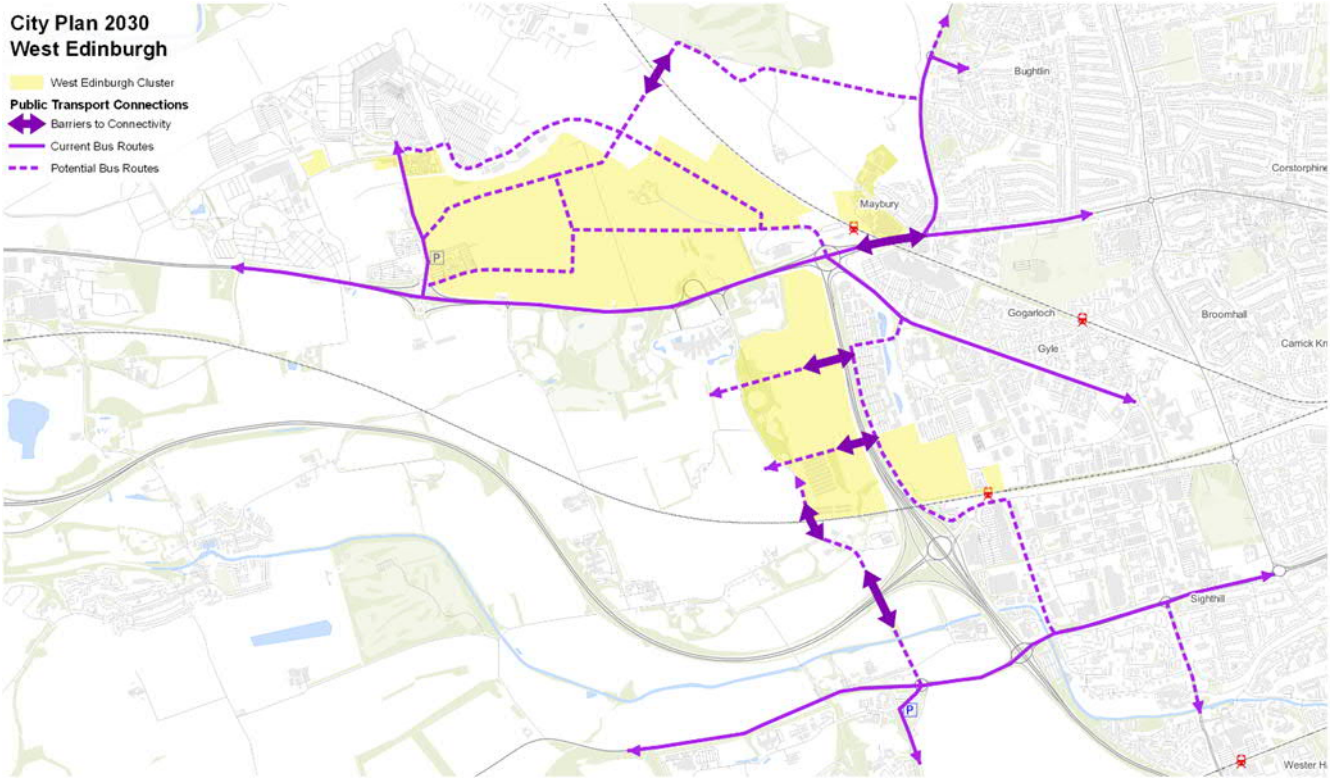
	AM (08:00 – 09:00) Arrive	AM (08:00 – 09:00) Depart	PM (17:00 – 18:00) Arrive	PM (17:00 – 18:00) Depart
Walking	252	601	409	279
Cycling	337	441	363	365
Public Transport	1,838	1,980	1,538	1,841
Vehicle Occupants	176	190	121	167
Vehicle	1,269	2,820	2,187	1,520

5.6.4 Creating Interconnected Neighbourhoods

A key aim within West Edinburgh is to create a series of high-density, mixed-use interconnected neighbourhoods, supporting City Mobility Plan aspirations to develop 20-minute neighbourhoods, which then have good connections between them. To do so, it is important that individual masterplans for each development combine to create a series of interconnected landscapes and neighbourhoods. In west Edinburgh, major transport infrastructure (rail lines, and major roads including the city bypass, A8, M8 and Maybury Road) all provide significant barriers to the connectivity of potential new neighbourhoods.

New public transport and active travel links connections are therefore required across major road and railway lines in order to connect developments in the area, in order to link them to each other and existing neighbourhoods. This could provide benefits for sustainable accessibility to/from developments that are currently being built out, as well as potential City Plan 2030 developments. Figure 6.13 illustrates a series of indicative locations for potential new connections.

Figure 5.27: Creating Interconnected Neighbourhoods – New and Improved Public Transport Connections



Individual development site masterplans will need to be flexible, accommodating possible changes to future planning and transport priorities. As an example, in the longer term it may be possible to reduce the scale and

impact of the city bypass north of Hermiston. It would therefore be beneficial for the East of Milburn Tower Masterplan to make passive provision for future additional east / west active travel and public connections towards the Gyle and Edinburgh Park, and for developments on either side of the Edinburgh – Fife rail line to enable effective new public transport and active travel connections to be made across it.

Improved public transport connectivity, north towards Maybury Road and south towards the A71, is also required, supporting future orbital bus provision.

5.6.5 Traffic Impacts

Figure 5.28 to Figure 5.31 present the vehicle and public transport model flows for the City Plan 2030 Brownfield with IBG2 scenario. This scenario generates the highest level of additional demand in this part of Edinburgh.

As discussed previously in Section 5.3 areas of the trunk road network including the M8 and City Bypass are close to or above capacity on some sections. The model indicates that this has an impact of the number of vehicles travelling towards Edinburgh as further development trips are added in West Edinburgh. There are some minor flow changes seen citybound on the M8 and M9.

The Gogar link road (the route as safeguarded in the LDP has been modelled) also results in reduced flow on the existing route via the A8. The model has also shown the impact of additional development demand on the new road: as development demand increases, additional delays at the new development access junctions and the Gogar roundabout results in slightly fewer airport bound vehicles travelling via the new road.

Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with Drum where there is reduced impact in the area immediately surrounding the IBG2 development and associated access roads.

Figure 5.28: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows – West Edinburgh

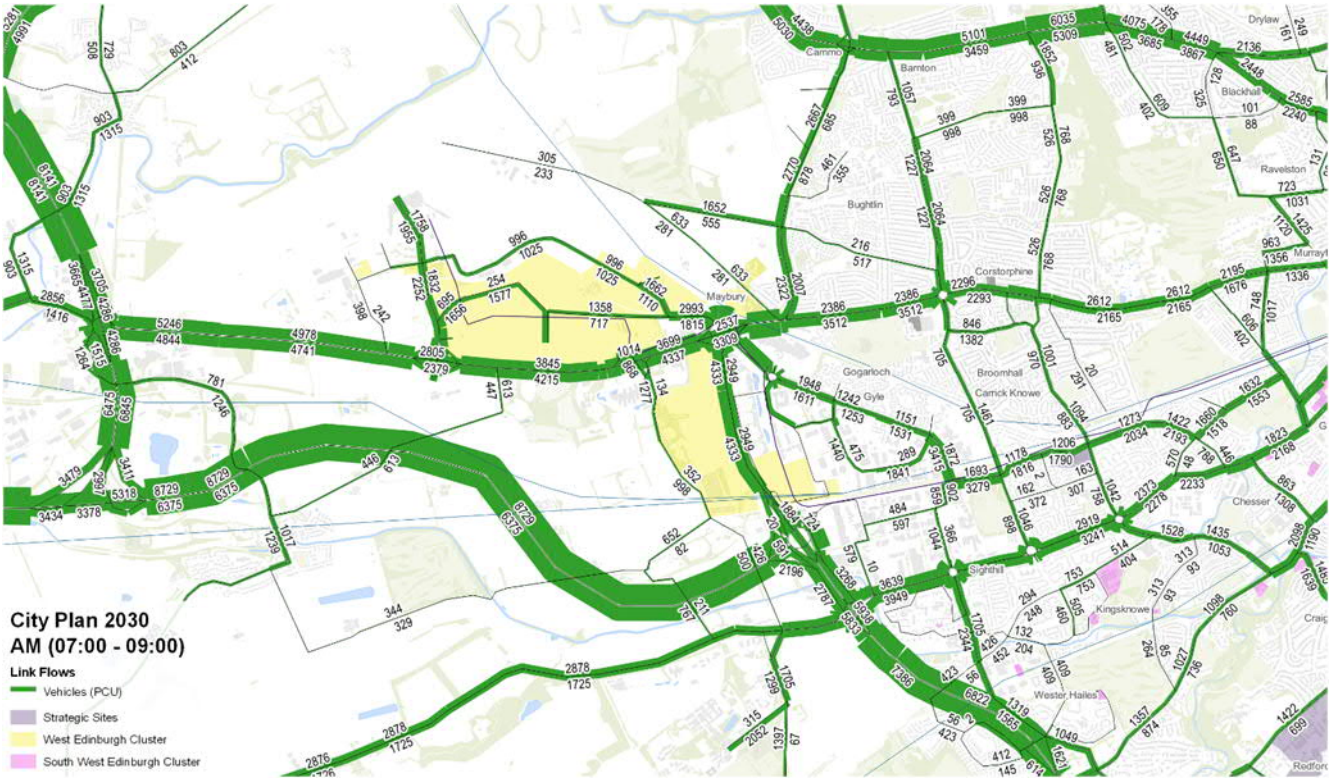
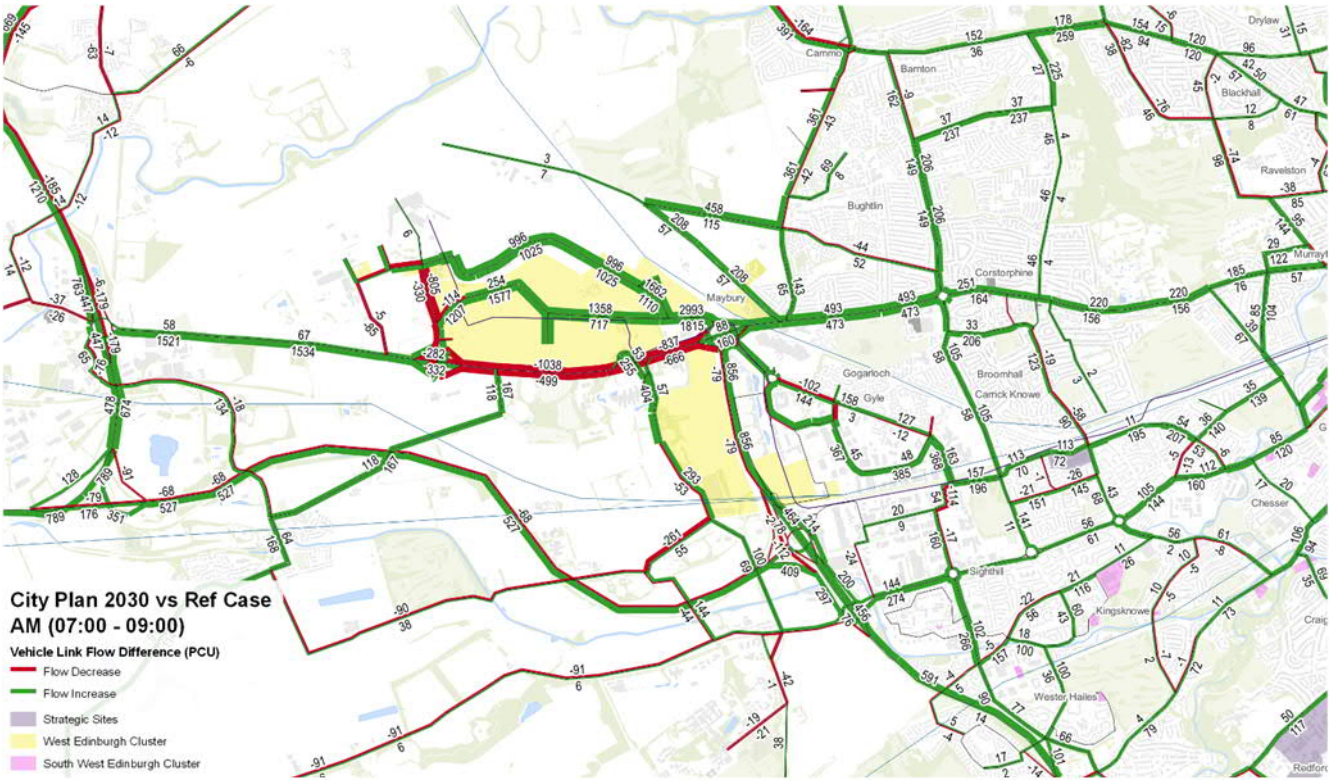


Figure 5.29: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot – West Edinburgh



5.6.6 Public Transport

Significant levels of public transport demand are forecast for all West Edinburgh developments. Existing services in the area would not accommodate this level of demand with the model showing that the tram demand exceeds the seat capacity. Increased demand is seen on existing public transport routes from outside of Edinburgh along with the key A8 and tram corridor to the city centre. The difference plot also shown some increases on the existing orbital service 200 to the north and the existing south orbital service 400 to the south.

Figure 5.30 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows – West Edinburgh

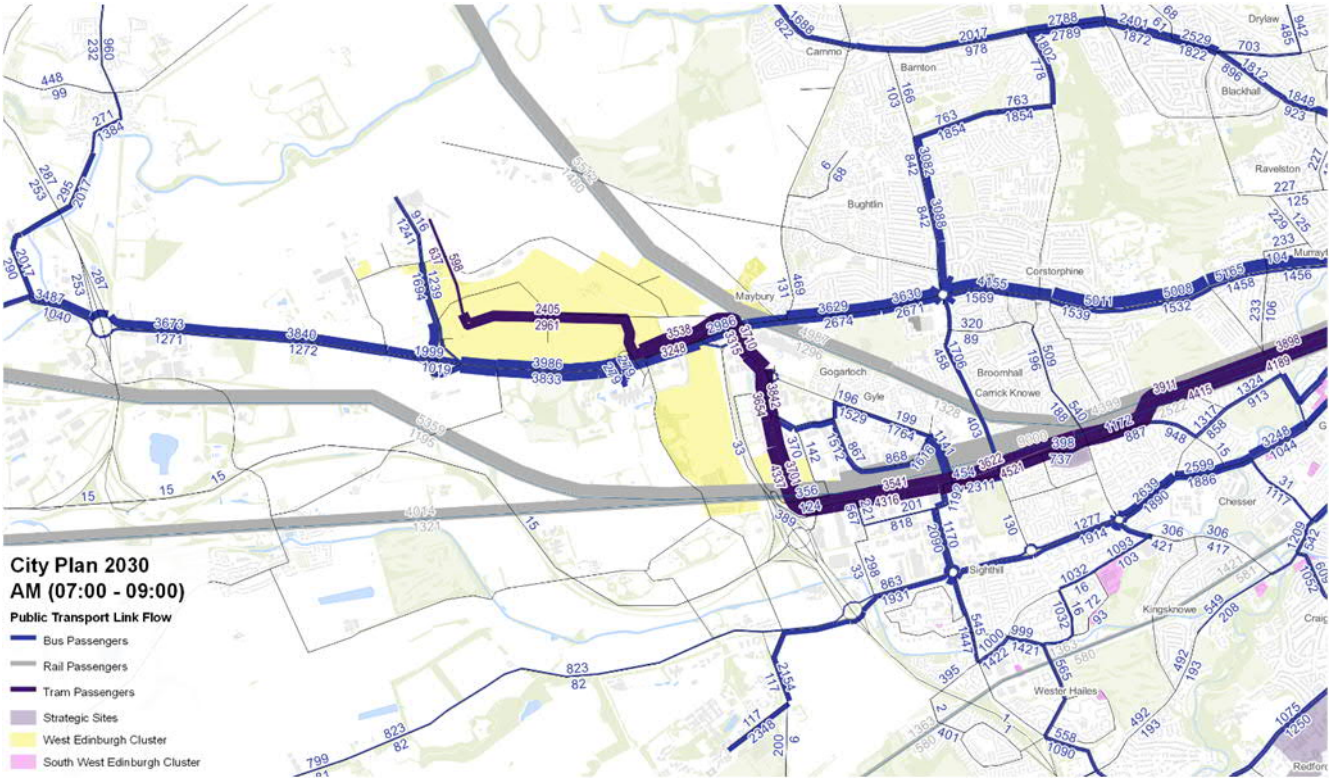
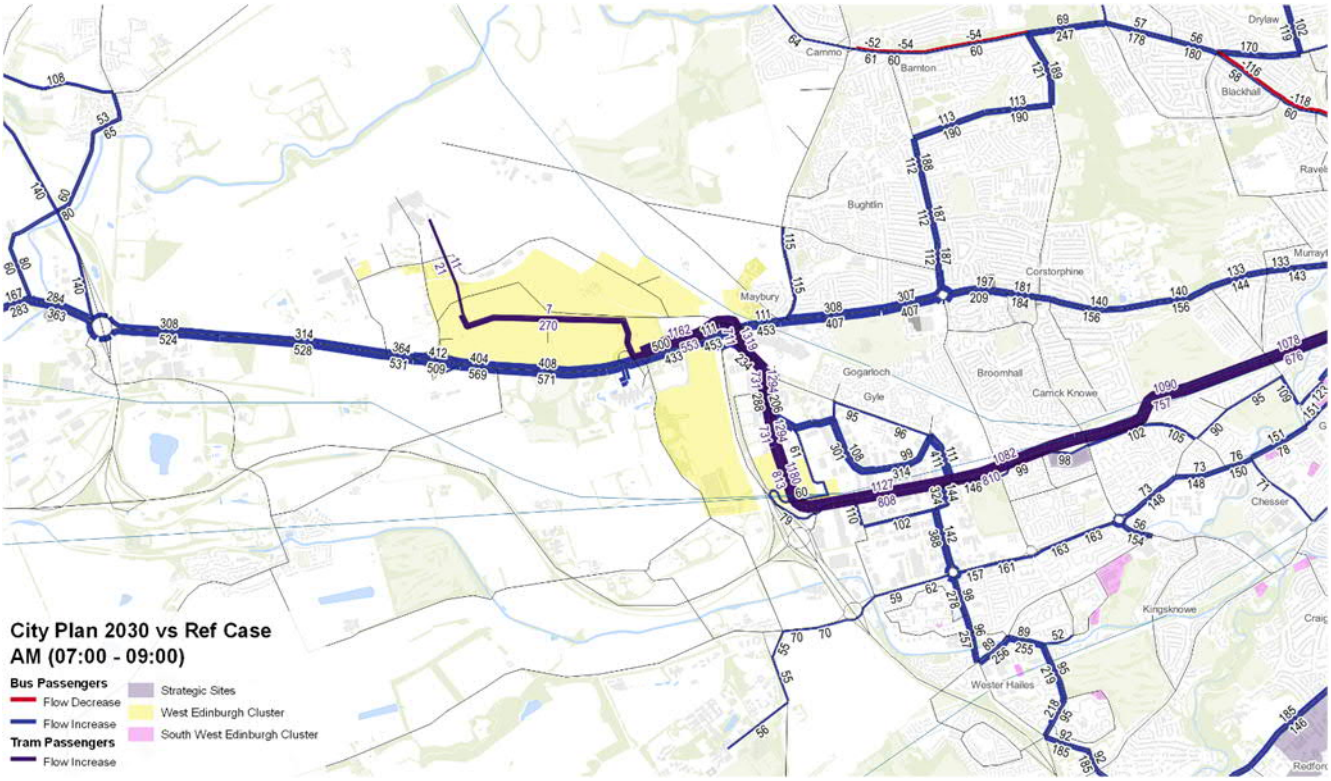


Figure 5.31: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot – West Edinburgh



5.7 Air Quality Assessment

Flow changes on all model links within each of Edinburgh's six air quality management areas (AQMAs) have been extracted from the model. These have been analysed to understand the potential impact on traffic levels in these areas due to the additional trips generated by City Plan 2030 developments. Figure 5.32 below shows the AQMAs in relation to the development sites and Table 5.4 and Table 5.5 provides a summary of the proportional change in vehicle flows in each area as a result of the Brownfield plus IBG2 developments and Brownfield plus Drum developments respectively. These are presented for scenario 1; in other scenarios, reference case model flows and City Plan development flow increases will be commensurately lower, but the proportional increase in vehicle flows as a result of the developments in each AQMA will be similar. Note that model flows are in Passenger Car Units (PCU) and cover a 2-hour period across the morning peak (07:00-09:00).

Figure 5.32: Edinburgh Air Quality Management Areas

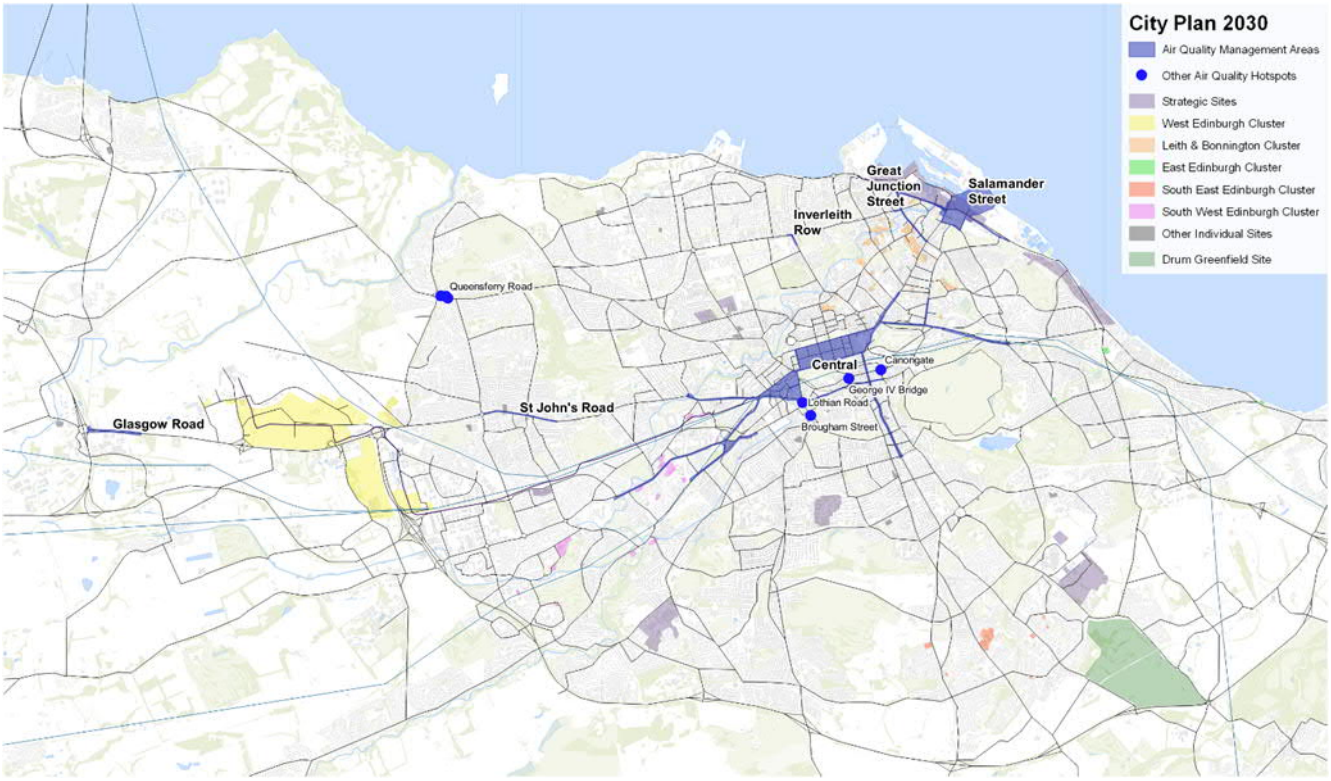


Table 5.4 shows that the AQMAs with the greatest proportional increase are on Glasgow Road and Salamander Street. They are within proximity to the key West Edinburgh and Leith Docks/Seafield strategic sites respectively. Results are similar when comparing the IBG2 and Drum scenario results with the largest variation in both results seen on Glasgow Road due to the impact of additional IBG2 development demand.

Table 5.4: Increase in Vehicle flows within Air Quality Management Areas (City Plan Brownfield with IBG2)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Central Edinburgh	251	304,558	+23,585	+8%
Glasgow Road	2	8,511	+1,579	+19%
St John's Road	10	24,638	+2,003	+8%
Inverleith	6	7,643	+698	+9%
Salamander St	17	13,781	+1,794	+13%
Great Junction St	22	22,731	+1,920	+8%

Table 5.5: Increase in Vehicle flows within Air Quality Management Areas (City Plan Brownfield with Drum)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Central Edinburgh	251	304,558	+24,162	+8%
Glasgow Road	2	8,511	+1,012	+12%
St John's Road	10	24,638	+1,766	+7%
Inverleith	6	7,643	+654	+9%
Salamander St	17	13,781	+1,959	+14%
Great Junction St	22	22,731	+2,159	+10%

A similar assessment has been made for selected other locations in Edinburgh that are not currently AQMAs but nevertheless have emissions levels that can be close to pollution thresholds. These sites and the estimated proportional change in traffic flows within them are listed in Table 5.6 for Brownfield plus IBG2 scenario and in Table 5.7 for Brownfield plus Drum scenario.

Table 5.6: Increase in Vehicle flows at selected other locations (City Plan Brownfield with IBG2)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Queensferry Road	6	18,241	+466	+3%
Canongate	2	1,433	+172	+12%
Lothian Road	2	3,335	+164	+5%
Brougham Street	2	2,068	+32	+2%
George IV Bridge	2	545	+19	+3%

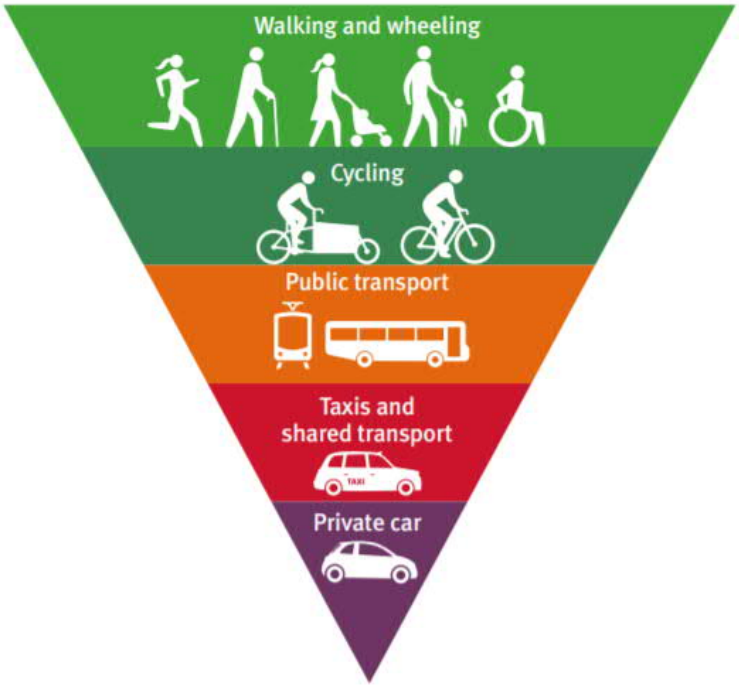
Table 5.7: Increase in Vehicle flows at selected other locations (City Plan Brownfield with Drum)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Queensferry Road	6	18,241	+410	+2%
Canongate	2	1,433	+173	+12%
Lothian Road	2	3,335	+249	+7%
Brougham Street	2	2,068	+80	+4%
George IV Bridge	2	545	+41	+8%

6. City Plan 2030 Transport Mitigation

6.1 Introduction

This section outlines the mitigation measures to overcome foreseen transport problems associated with City Plan 2030 developments. They have been developed to help meet the Transport Planning Objectives outlined in section 3 and in line with the sustainable transport hierarchy adopted with the City Mobility Plan[13]:



The approach to identifying and considering mitigation measures has made use of all of the information outlined in earlier sections of this report, including:

- The number and modal share of journeys to and from each development site assuming that no significant mitigation measures are implemented;
- Any resulting impacts on public transport capacity, traffic congestion or effects on pollution levels in Air Quality Management Areas; and
- The accessibility of each site to key destinations by active and public transport modes.

In this section, mitigation measures are proposed for individual sites (if they are large and/or remote from other sites) or clusters of sites (where they are in close proximity and share transport problems/solutions). This is for clarity of presentation only; mitigation measures have been developed for the proposed City Plan 2030 developments as a whole.

For some sites/clusters, a single package of preferred mitigation measures has emerged. For others, a variety of options were identified; in these cases, estimates of costs and benefits have been used to identify a preferred recommendation.

Solutions relate largely to measures which seek to reduce demand for unsustainable transport from new developments, and to measures which improve facilities and services for active travel and bus/tram. Few road infrastructure options are proposed as they are largely not in keeping with the Transport Planning Objectives. The approach follows the sustainable transport hierarchy set in the City Mobility Plan. No heavy rail interventions are proposed, in large part because of lack of confidence that any new rail proposal not already being considered (and therefore in the reference case) could be implemented before 2030.

Most of the mitigation measures listed below are proposed because of the transport impacts of specific developments or clusters of developments. There are others, however, that should be adopted by all City Plan 2030 developments, regardless of location or size. These are listed first.

[13] https://democracy.edinburgh.gov.uk/documents/s31421/City%20Mobility%20Plan%20-%20Combined%20v2.pdf

6.2 All-Development Mitigation Measures

Our investigation of potential transport problems and the Transport Planning Objectives lead us strongly towards ensuring that the new travel demand associated with new developments is accommodated as much as possible on active modes and public transport.

Location-specific mitigation measures are outlined later in this chapter, but there are some mitigation measures which will help achieve these outcomes which are recommended for implementation at every proposed City Plan 2030 site:

For all developments:

- Parking (maximum for cars, minima for cycles and motorcycles, and with appropriate provision for parking for disabled people's vehicles): to at least the standards set out in the Edinburgh Design Guidance[14];
- Electric vehicle charging provision: to at least the standards set out in the Edinburgh Design Guidance;
- Car Club provision: to at least the standards set out in the Edinburgh Design Guidance;
- Public transport access: high quality walking and wheeling routes, including provision for safe road crossings, will need to be provided between each development and nearby bus/tram stops, and with high quality waiting facilities at those stops;
- Active travel routes: high quality walking, wheeling and cycling routes will need to be provided within each development where appropriate and between each development and nearby off-road cycle paths or quiet routes, and to key nearby facilities (especially schools and local retail);
- Cycle hire facilities: public cycle hire facilities will need to be provided at or close to each development, commensurate with standards as defined by the operator's contract at the time;
- Mobility hubs: major new developments will need to include mobility hubs, commensurate with the requirements of City Mobility Plan;
- Street design: new/altered streets within the development will need to be designed in accordance with the Edinburgh Design Guidance; and
- Demand management: effectively developed and implemented travel plans will need to be required for all developments.

For office and other trip-attracting developments:

- Parking control: Controlled parking zones or other on-street parking controls will need to be implemented if necessary to eliminate problems of overspill parking.

Where new or improved active travel links are proposed as mitigation measures for new developments/clusters, they shall provide high-quality infrastructure which accords with the six core principles identified in Cycling by Design of: safety, coherence, directness, comfort, attractiveness and adaptability. New routes will meet the standards set out in the 'high' category for Level of Service in Cycling by Design, and additionally provide facilities for people walking and wheeling which also accords with the aspirations of those standards.

6.3 Development-Specific Mitigation Measures

Mitigation measures associated with all City Plan 2030 sites have been considered on an individual site basis or as part of a cluster of sites. Larger and strategic sites have been considered individually, while groups of smaller sites that are located in relatively close proximity have been grouped together into clusters. Finally, all remaining smaller sites that are located at various locations around the city, have been considered as a non-strategic cluster given their lack of proximity to other sites.

[14] As set out in https://www.edinburgh.gov.uk/downloads/file/27602/edinburgh-design-guidance-january-2020, or whatever equivalent guidance is in place at the time the development is built out

Sites and site clusters are shown on Figure 6.1.

Figure 6.1: City Plan 2030 Site Mitigation Approach

For each, details of the predicted demand, transport problems and proposed mitigation measures are provided in the tables below.

Indicative costs of mitigation measures have also been provided. It should be noted that these are based on industry standard costs, and not on detailed investigation of the feasibility or issues related to each specific proposal or route.

Active travel infrastructure costs are based on those that have been observed from implementation of recent schemes elsewhere in the UK and are in the range of £1M to £3M per km for on-road routes , and £200,000 to £400,000 for off-road routes.

6.4 Mitigation Measures: Norton Park

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>Development Content

5,230 residential units

45,000sqm office

22,500sqm Class 5 industrial

Trip Generation Estimates

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>230</td><td>483</td><td>408</td><td>285</td></tr>
<tr><td>Vehicle Occupants</td><td>114</td><td>242</td><td>204</td><td>142</td></tr>
<tr><td>Public Transport</td><td>1146</td><td>1017</td><td>855</td><td>1171</td></tr>
<tr><td>Walking</td><td>40</td><td>201</td><td>171</td><td>71</td></tr>
<tr><td>Cycling</td><td>169</td><td>211</td><td>178</td><td>184</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
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<tr><td>Vehicle Occupants</td><td>106</td><td>224</td><td>189</td><td>131</td></tr>
<tr><td>Public Transport</td><td>859</td><td>763</td><td>641</td><td>878</td></tr>
<tr><td>Walking</td><td>43</td><td>211</td><td>179</td><td>74</td></tr>
<tr><td>Cycling</td><td>254</td><td>317</td><td>267</td><td>276</td></tr>
</table>
</td>
<td>The proposed development is located in a semi-rural area to the east of Ratho Station, with minimal local connectivity to extant services or amenities. Furthermore, given its location, access onto the A8 Glasgow Road is likely.

Active Travel

There is limited active travel provision in the area.

Public Transport

The A8 corridor is well served by frequent bus services to the city centre and some key destinations in West Lothian but there are no existing crossing provision on the A8 in order to access the bus stops on the eastbound carriageway.</td>
<td>Active Travel

Creation of a new off-road cycle route from the A8 through the proposed development connecting with Ratho Station to the West A second new route connection from the development to the east, bypassing Gogar Roundabout and Maybury junction, creating links to the Gyle/Edinburgh Park and beyond.

Public Transport

Create a public transport corridor that bypasses Newbridge roundabout and directly serves the proposed development (as identified in the extant LDP). This may involve bus, a tram extension with potential stop at the proposed development site, or BRT (Bus Rapid Transport) services. The deliverability of tram and/or BRT solutions by 2030 is uncertain.

There is an opportunity for the development of a multi-modal hub within or in proximity to the proposed development, should the tram extension be taken forward.

The creation of a sustainable travel hub in or around the proposed development, to enable public transport access/interchange, and support active travel.</td>
</tr>
</table>

Plausible post-Covid with policy

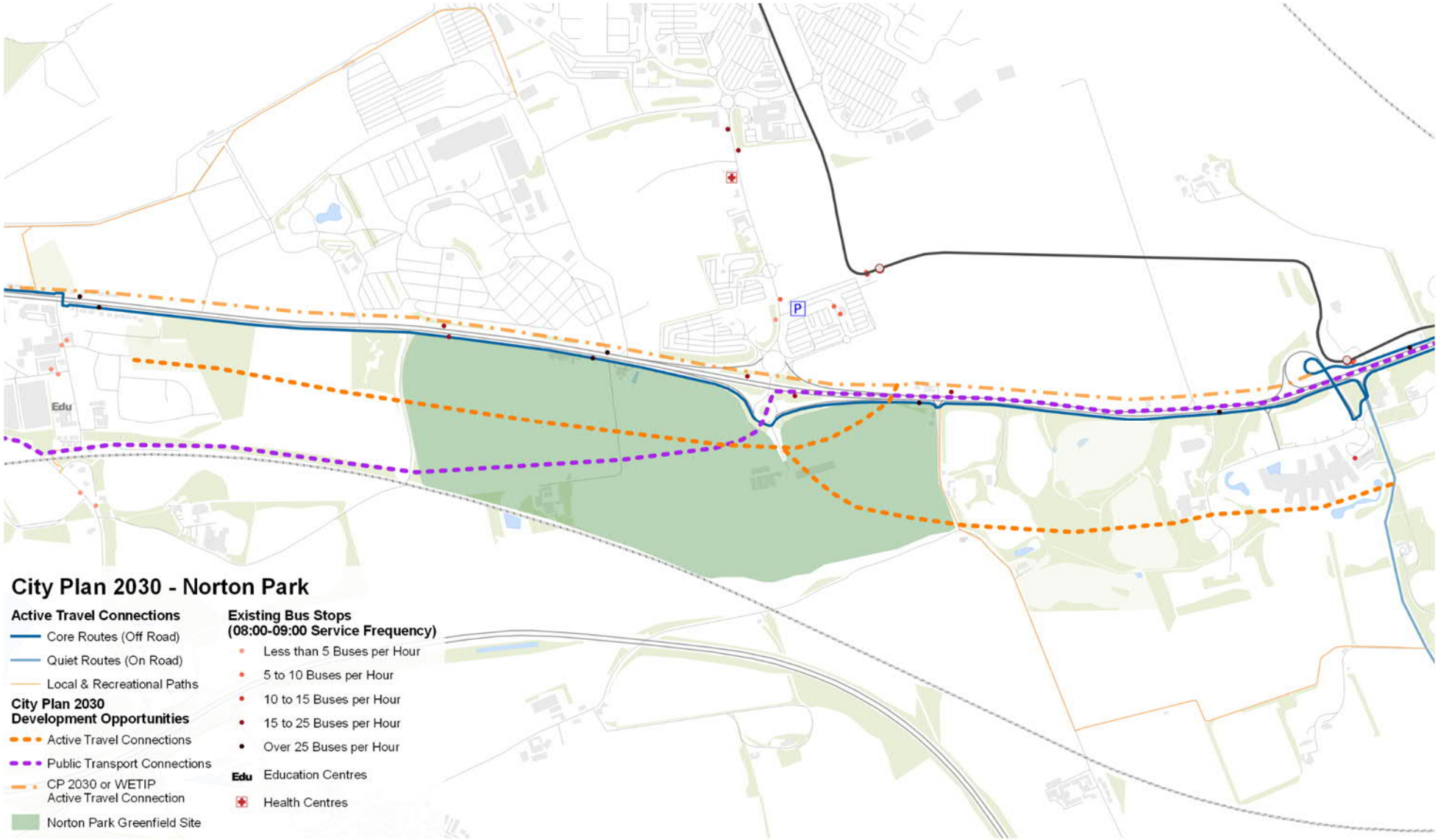
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	141	357	302	186
Vehicle Occupants	70	179	151	92
Public Transport	1146	1017	855	1171
Walking	47	232	196	81
Cycling	296	370	312	322

Given the comments below, mitigation measure costs have not been estimated

Development at Norton Park would require substantial investment in new public transport and active travel networks if a reasonably sustainable mode share of journeys is to be achieved, albeit that this investment may be able to support sustainable travel to Edinburgh from further West. Yet, even if these significant improvements were delivered, a substantial growth in vehicular traffic is also anticipated to occur because of the development, with almost all of this seeking to use the A8 for part of its journey. Norton Park offers lesser potential for travel by sustainable modes in comparison with the nearby IBG2 site. This is because Norton Park lacks access to tram so limiting scope for public transport access (whilst extending tram to Norton Park may be feasible, the opportunity to realise this by 2030 is considered small). In addition, the site is further from the existing urban area, the potential for realising a high proportion of trips by active modes is reduced.

As options to provide large increases in road capacity do not accord with the Transport Planning Objectives, nor CEC's mode hierarchy, they have been ruled out from further consideration. An effective package of transport mitigation measures for the Norton Park development has therefore not been identified.

Figure 6.2: Potential Mitigation Measures – Norton Park



6.5 Mitigation Measures: Land East of Riccarton

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>Development Content

5,000 residential units

Trip Generation Estimates

Pre-Covid scenario
<table>
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<tr><td>Vehicle Occupants</td><td>79</td><td>244</td><td>190</td><td>101</td></tr>
<tr><td>Public Transport</td><td>227</td><td>700</td><td>545</td><td>289</td></tr>
<tr><td>Walking</td><td>178</td><td>549</td><td>427</td><td>226</td></tr>
<tr><td>Cycling</td><td>22</td><td>69</td><td>54</td><td>28</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
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<tr><td>Public Transport</td><td>170</td><td>525</td><td>409</td><td>217</td></tr>
<tr><td>Walking</td><td>187</td><td>576</td><td>449</td><td>238</td></tr>
<tr><td>Cycling</td><td>33</td><td>103</td><td>80</td><td>43</td></tr>
</table>
</td>
<td>The proposed development is located between the A720 City Bypass and Herriot-Watt University Campus.

Active Travel

The proposed development would provide opportunities to link the site with the active travel network at Baberton Mains Hill and through to the NCR 754 along the Union Canal, however the capacity of the narrow canal towpath for pedestrians and cyclists is limited, and already a concern.

Public Transport

The site is located in close proximity to frequent bus links to the city centre and towards Livingston, and access to Hermiston Park and Ride, though journey times are lengthy during the peaks and direct connections to other locations are very limited.</td>
<td>Active Travel

Creation of an urban green corridor across the A720 to connect to the NCR754 and Union Canal in order to facilitate active travel. This should constitute something more significant than a simple crossing and should contain open wide spaces and amenities where possible.

Provision of high-quality active travel routes from the new A720 crossing to the city centre and other key destinations including the Gyle and Edinburgh Park.

Lower-cost active travel connections could be provided at Calder Road and Baberton Mains Hill to facilitate local access to existing amenities and public transport connections, and onward connections to the city centre. However, without grade separation from traffic on main routes, and provision of high quality infrastructure for walking, wheeling and cycling, the attractiveness of these routes is anticipated to be limited.

Public Transport

Opportunity for improved bus connections from West Lothian and the creation of a multi-modal hub at Hermiston Park and Ride.

A new tram line from Edinburgh Park to the proposed development with a terminus at Curriehill</td>
</tr>
</table>

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	361	1,112	867	459
Vehicle Occupants	72	222	173	92
Public Transport	227	700	545	289
Walking	205	631	491	260
Cycling	39	120	94	50

or Heriot-Watt, would significantly improve public transport provision and improve connections between the proposed development and the city centre, with a potential stop either within the development or on its periphery. The deliverability of tram extensions by 2030 is uncertain.

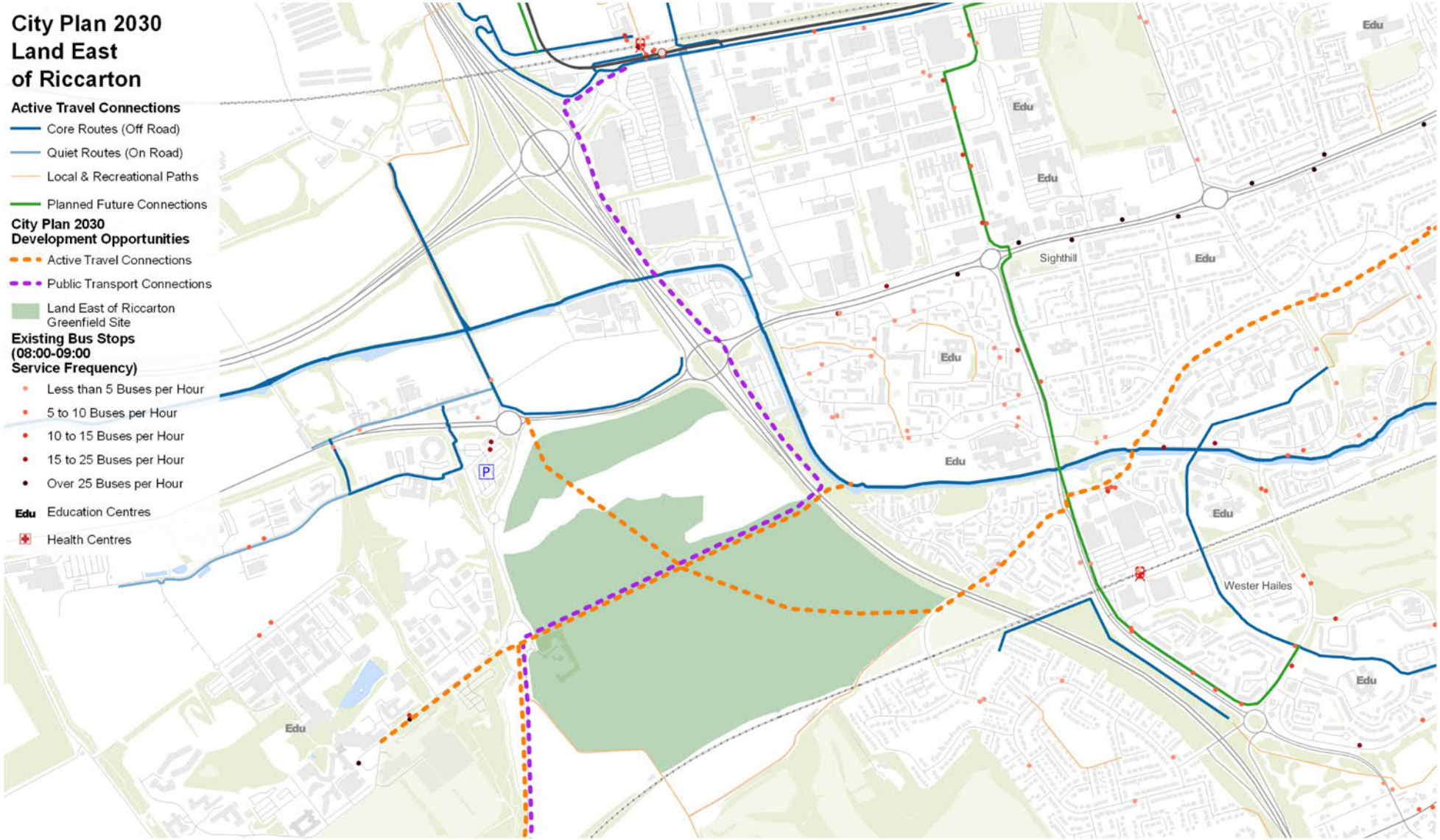
Lower-cost options exist through improved bus services (increased frequencies and new route choices). However, without substantial investment in bus priority (including at the A720/Calder Road junction) these services are likely to suffer from the same problems of long journey times and unreliability as extant routes.

Given the comments below, mitigation measure costs have not been estimated

To fully mitigate the transport impacts of this development site requires substantial investment in both public transport and active travel choices, including new crossing points of the A720. Without these, the development is likely to remain severed from the rest of the city by the bypass. High levels of car dependency for travel to/from the development would be the likely result, adding to the significant problems of congestion already apparent on the local road network.

Although solutions to meet public and active travel aspirations can be foreseen – extension of tram to the development and construction of a 'green bridge' to connect the site across the A720 to extant city suburbs – there is significant doubt that these can be delivered by 2030. This therefore places a risk on the ability to promote sustainable travel choices from the site and, as a result, no effective package of deliverable mitigation measures has been identified.

Figure 6.3: Potential Mitigation Measures – Land East of Riccarton



6.6 Mitigation Measures: Land South East of Gilmerton (The Drum)

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>
Development Content

5,000 residential units

Trip Generation Estimates

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>339</td><td>1044</td><td>813</td><td>431</td></tr>
<tr><td>Vehicle Occupants</td><td>94</td><td>290</td><td>226</td><td>120</td></tr>
<tr><td>Public Transport</td><td>286</td><td>880</td><td>685</td><td>363</td></tr>
<tr><td>Walking</td><td>166</td><td>511</td><td>398</td><td>211</td></tr>
<tr><td>Cycling</td><td>20</td><td>61</td><td>47</td><td>25</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>314</td><td>967</td><td>754</td><td>399</td></tr>
<tr><td>Vehicle Occupants</td><td>87</td><td>269</td><td>210</td><td>111</td></tr>
<tr><td>Public Transport</td><td>214</td><td>660</td><td>514</td><td>272</td></tr>
<tr><td>Walking</td><td>174</td><td>536</td><td>418</td><td>221</td></tr>
<tr><td>Cycling</td><td>30</td><td>91</td><td>71</td><td>38</td></tr>
</table>
</td>
<td>
The proposed development is located on the north side of A720 City Bypass between Sheriffhall Roundabout A722 Gilmerton Road junction.

Active Travel

The distance between the proposed development and local communities / city centre may impact on the attractiveness of active travel, however there is potential to create links around the site and facilitate multi-modal trips.

Public Transport

There are bus stops on the main routes on either side of the proposed development site, with connections towards the city centre (A7 and A722) and to Dalkeith, Newbattle and Lasswade.
</td>
<td>
Active Travel

Creation of effective active travel corridors within/across the site towards the city centre via Old Dalkeith Road and the Royal Infirmary. Continuation of the Old Dalkeith Road active travel corridor south to Dalkeith via Sheriffhall. Opportunity for a second active travel route to the west via Gilmerton and onto Liberton

Estimated cost: £7.2M - £21.6M

Public Transport

Tram Line 2 extension towards Sheriffhall has the potential to act as a major transport hub for the proposed development if it routes along the A7 towards Sheriffhall. Central to this will be the creation of active travel connections to tram stops, including safe crossing points over the A7.

The proposed development can hasten the development of an orbital bus service by connecting the A7 and A722 via a public transport only link. Combined with reduced public transport delays at Sheriffhall following grade separation there, this can also be extended to the West and create a public transport alternative to the city bypass, avoiding congestion and introducing routes that are not reliant on travelling to / from the city centre.
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</table>

Plausible post-Covid with policy

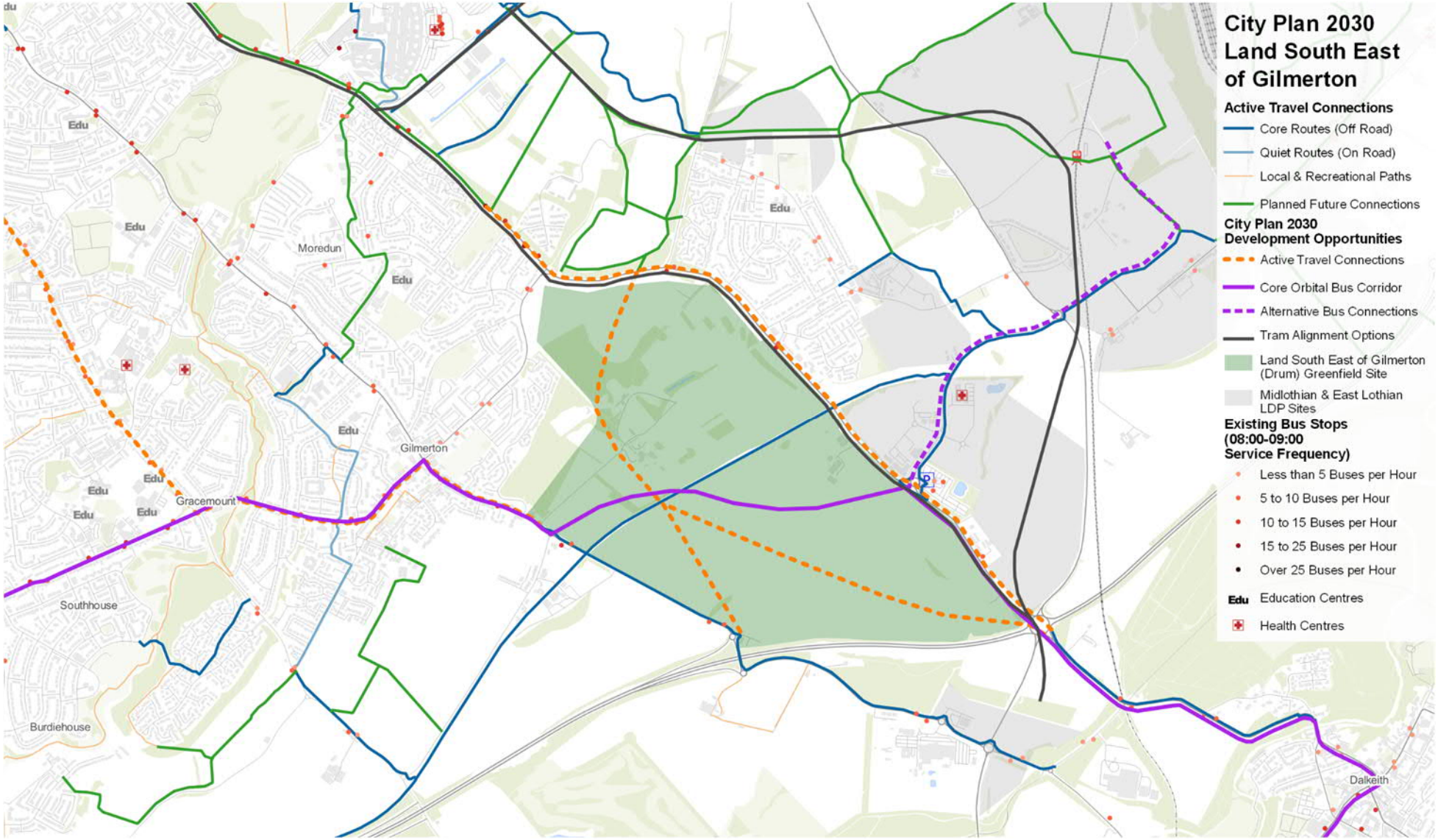
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	308	948	739	392
Vehicle Occupants	86	264	205	109
Public Transport	286	880	685	363
Walking	191	587	458	243
Cycling	34	106	83	44

Develop the connection from Midlothian across the A720 City Bypass to reduce the severance created by the trunk road. This can be through public transport; active travel corridors (to access local centres such as Dalkeith) which will likely remove a number of short trips on the A720, particularly at Sheriffhall Roundabout.

Estimated cost of cross-site bus link: £9M

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.4: Proposed Mitigation Measures – Land South East of Gilmerton



6.7 Mitigation Measures: Seafield Residential Development

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures
Development Content 800 residential units Trip Generation Estimates Pre-Covid scenario AM Peak / PM Peak Arr / Dep / Arr / Dep Vehicle 45 196 141 66 Vehicle Occupants 9 37 27 13 Public Transport 54 232 167 79 Walking 34 147 106 50 Cycling 6 26 18 9 Plausible post-Covid without policy AM Peak / PM Peak Arr / Dep / Arr / Dep Vehicle 42 181 130 61 Vehicle Occupants 8 35 25 12 Public Transport 40 174 125 59 Walking 36 154 111 52 Cycling 9 39 28 13	Active Travel While there is an existing unsurfaced off-road active travel route along the waterfront, extending along the entire extents of the site, it is in poor condition, inadequately signed and poorly lit. Sir Harry Lauder Road junction is particularly problematic for pedestrians and cyclists to navigate safely, with high levels of vehicular traffic creating an intimidating environment. There is no existing segregated active travel route to the City Centre from the site or its vicinity, with the most suitable on-road route via Inchview Terrace. Public Transport This site is located in an area that is relatively poorly served by public transport, with no bus stop provision and direct service along the A199, between Seafield Street and Lothian Depot.	Active Travel Proposed promenade / beachfront active travel route which will provide a direct link between the site and Portobello beach and town centre. The potential for lighting and surveillance along the extents of the proposed route will need to be considered further in order to ensure it remains attractive throughout the year and at all times of day. Provision for a direct and safe crossing of the Sir Harry Lauder Road junction for pedestrians and cyclists, including removal of the staggered nature of the existing crossing provision. Provision of placemaking infrastructure on Seafield Road to reduce the perception of severance and enhance the opportunities for active travel. Provision of active travel route(s) from the site to the City Centre, which could offer significant benefits in terms of reducing congestion. While further appraisal of particular routes will be required, the most natural route to the city centre is along A1140 / A1 so this should be considered further. Furthermore, the site might benefit from a direct link along Craigentinny Avenue in order to maximise active travel opportunities for the entire site catchment and this should also be explored further.

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	35	150	108	51
Vehicle Occupants	7	29	21	10
Public Transport	54	232	167	79
Walking	39	169	121	57
Cycling	10	45	32	15

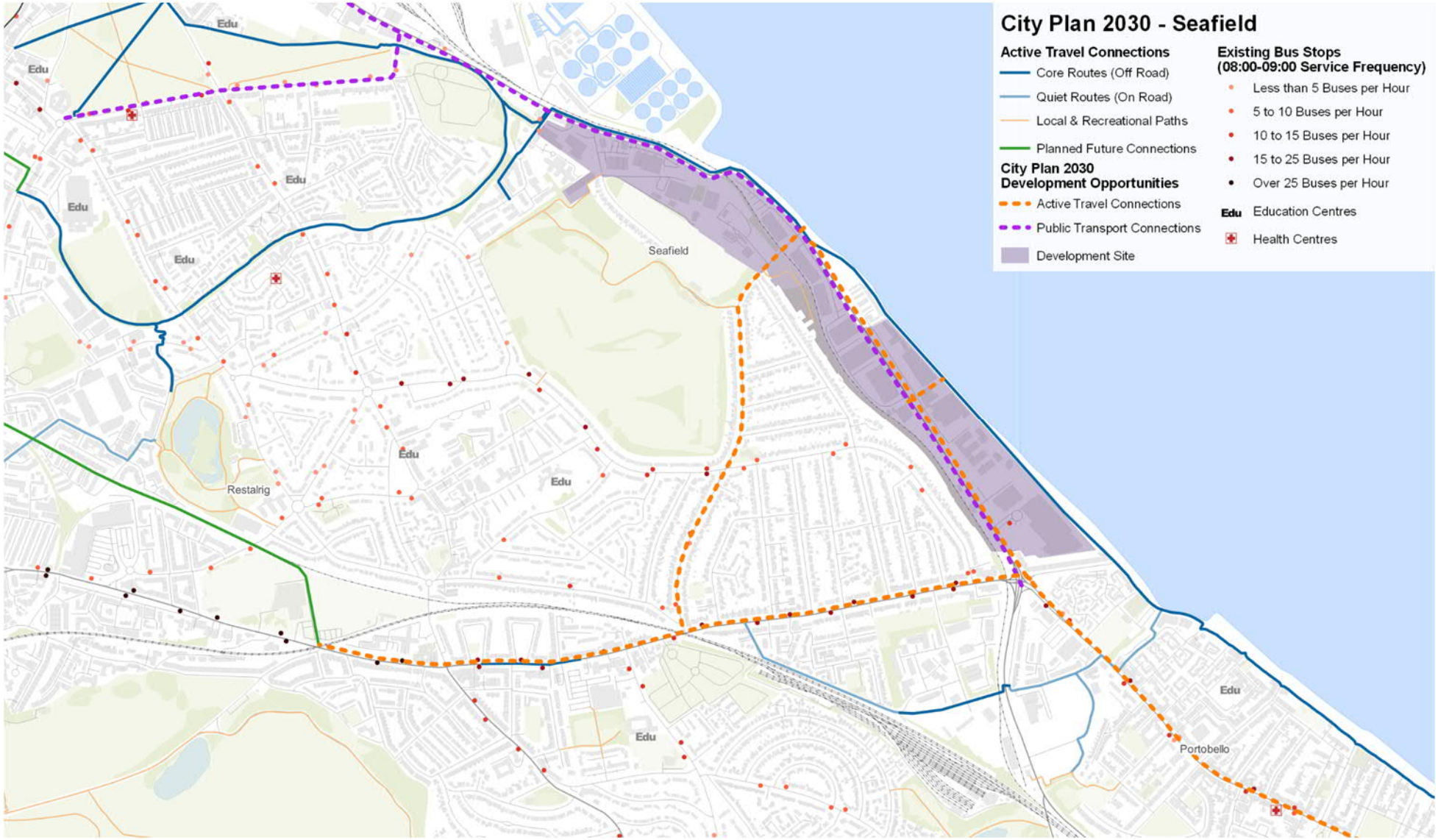
Estimated cost: £3.6M - £10.7M

Public Transport

Improved connections for public transport along the A199 Portobello to Leith corridor in order to enhance access to the city centre and to closer local area centres should be provided. This will not only benefit the site but can improve connectivity for the entire north-east of the city and serve other catchments that currently have poor access to public transport.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.5: Proposed Mitigation Measures - Seafield



6.8 Mitigation Measures: Leith Docks Mixed Use Development

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures
Development Content 92,068m2 office 12,120m2 port activities 64,900m2 Ocean Terminal extension 18,844m2 local shops 6,750m2 bars / restaurants 9,913m2 leisure 5,620m2 education Trip Generation Estimates Pre-Covid scenario AM Peak: Arr 1100, Dep 187; PM Peak: Arr 1037, Dep 1388 Vehicle Occupants: 210, 36, 198, 265 Public Transport: 1304, 221, 1230, 1646 Walking: 826, 140, 779, 1041 Cycling: 144, 24, 136, 182	Active Travel The site benefits from strong local connections in Leith and Newhaven. There is a high-quality active travel route parallel to the Water of Leith, though this is does not connect directly to the city centre or other major trip attractors, and is not the most attractive route in the dark. Many other planned improvements for cyclists (Leith Walk for example). Public Transport The site benefits from strong local connections in Leith and Newhaven. Existing infrastructure in place is already very extensive in terms of bus routes, with Ocean Terminal being the terminus for several services and any others stopping close by. Bus services can provide access to many areas around Edinburgh, including hospitals, shopping centres and the city centre itself. The proposed tram extension will provide a direct benefit in linking the proposed development with the city centre and Edinburgh Airport.	Active Travel Improvements to existing active travel routes, including enhancements to the attractiveness and natural surveillance on the Water of Leith walkway. The implementation of effective active travel provision connecting into the proposed Leith Connections active travel corridor, including reducing delays at main road crossing points, can encourage local trips into Leith, while improving the existing provision on Leith Links, will likely be of benefit. The proposed development creates an opportunity to improve existing active travel connections from Pilrig Park to Gretna Mews and Pirrie Street, and from Couper Street to Citadel Place (safeguarded). Ensure consistency of approach with the proposals contained within the Leith Connections Active Travel Programme. *Estimated cost: £0.5M - £1.4M* Public Transport While the site is highly accessible in relation to existing bus services and potential future tram provision, this can be further enhanced by enabling some of the existing bus services to travel into the site.

Plausible post-Covid without policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	1019	173	962	1286
Vehicle Occupants	194	33	183	245
Public Transport	978	166	923	1234
Walking	867	147	818	1094
Cycling	216	37	204	273

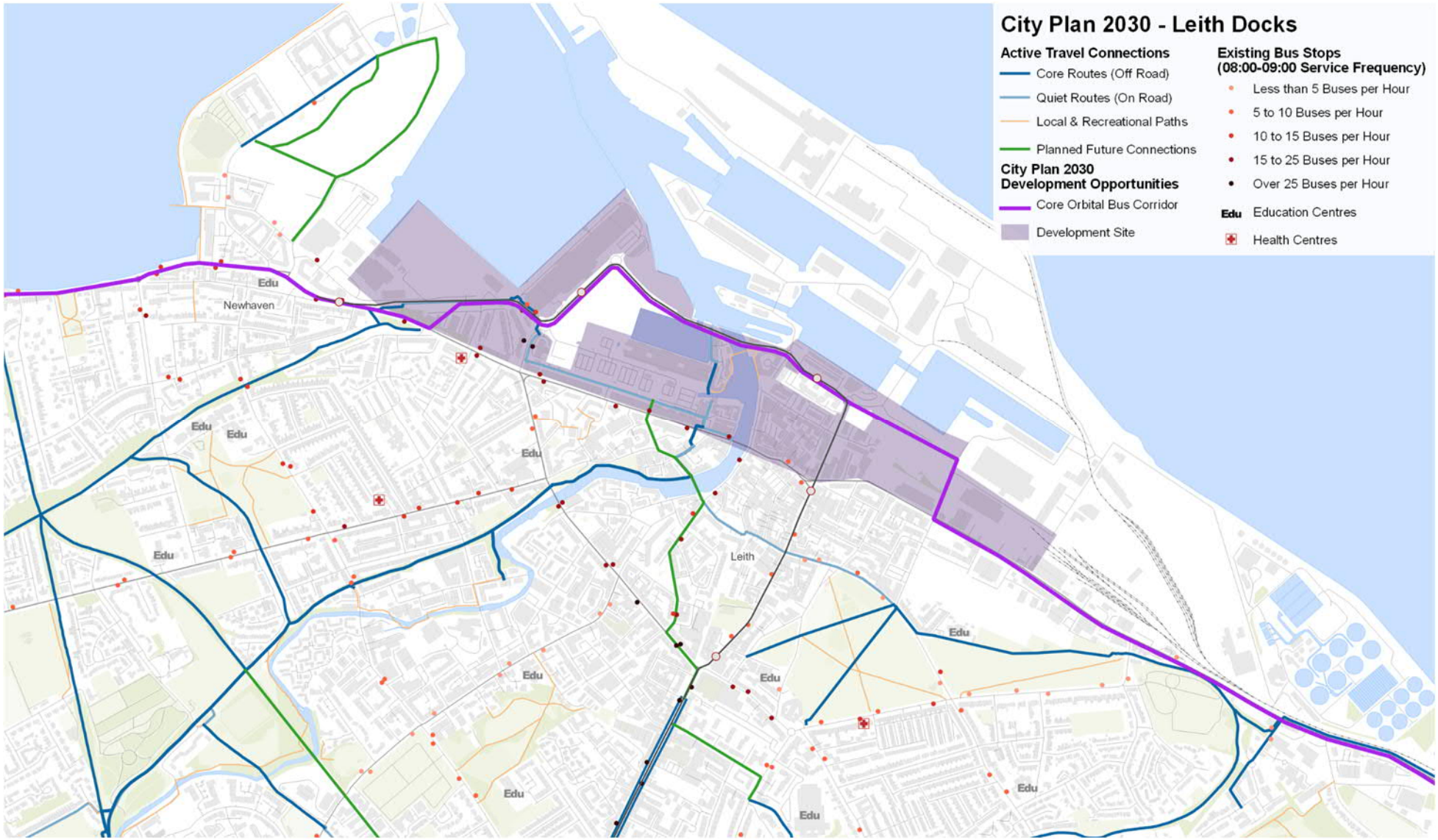
Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	842	143	795	1063
Vehicle Occupants	161	27	152	203
Public Transport	1304	221	1230	1646
Walking	949	161	895	1198
Cycling	252	43	238	318

An enhanced northern orbital bus route will better connect the development to key trip attractors less well served by extant services, including Granton to the west and Seafield/Portobello to the east.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.6: Proposed Mitigation Measures – Leith Docks



6.9 Mitigation Measures: Leith / Bonnington Site Cluster

Development Content / Estimated Trip Generation

Development Content

3,120 residential units (across 24 sites)

Trip Generation Estimates

Pre-Covid scenario

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	192	768	535	257
Vehicle Occupants	37	147	102	49
Public Transport	230	925	644	310
Walking	142	564	393	189
Cycling	26	104	72	35

Plausible post-Covid without policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	178	712	495	238
Vehicle Occupants	34	136	95	46
Public Transport	173	694	483	232
Walking	149	595	414	199
Cycling	39	155	108	52

Site Specific Observations

Active Travel

While the existing Water of Leith active travel route provides a good quality local provision, it doesn't connect directly to the City Centre which is of particular importance given the likely commuter demand generated by over 4,000 residential units. Notwithstanding this, Leith Walk provides a direct route to the City Centre, however there is a lack of direct segregated provision between parts of the Leith / Bonnington area and that route.

Public Transport

While the wider Leith area benefits from a comprehensive network of bus routes serving key destinations such as the City Centre, key hospitals and key local amenities, the service provisions in closer proximity to the developments within the Leith / Bonnington cluster are much more limited. The proposed tram extension, however, will improve provision for the proposed developments within the cluster.

Potential Mitigation Measures

Active Travel

Proposals to connect the proposed developments within this cluster with the public transport system and the future implementation of a cycle route on Leith Walk, connecting Bonnington with the City Centre, will likely enhance active travel mode share within this area.

Active travel proposals surrounding the development sites including:;

- continuous footway provision;
- safe crossing provision; and
- public realm improvements.

Active travel corridor through the wider area linking all developments with planned Leith Walk and Leith Connections active travel routes This intervention serves the main sites located around Bonnington Road / Great Junction Street.

Estimated cost: £3.2M - £9.8M

Public Transport

Capacity improvements to the Leith – Bonnington – City Centre bus service.

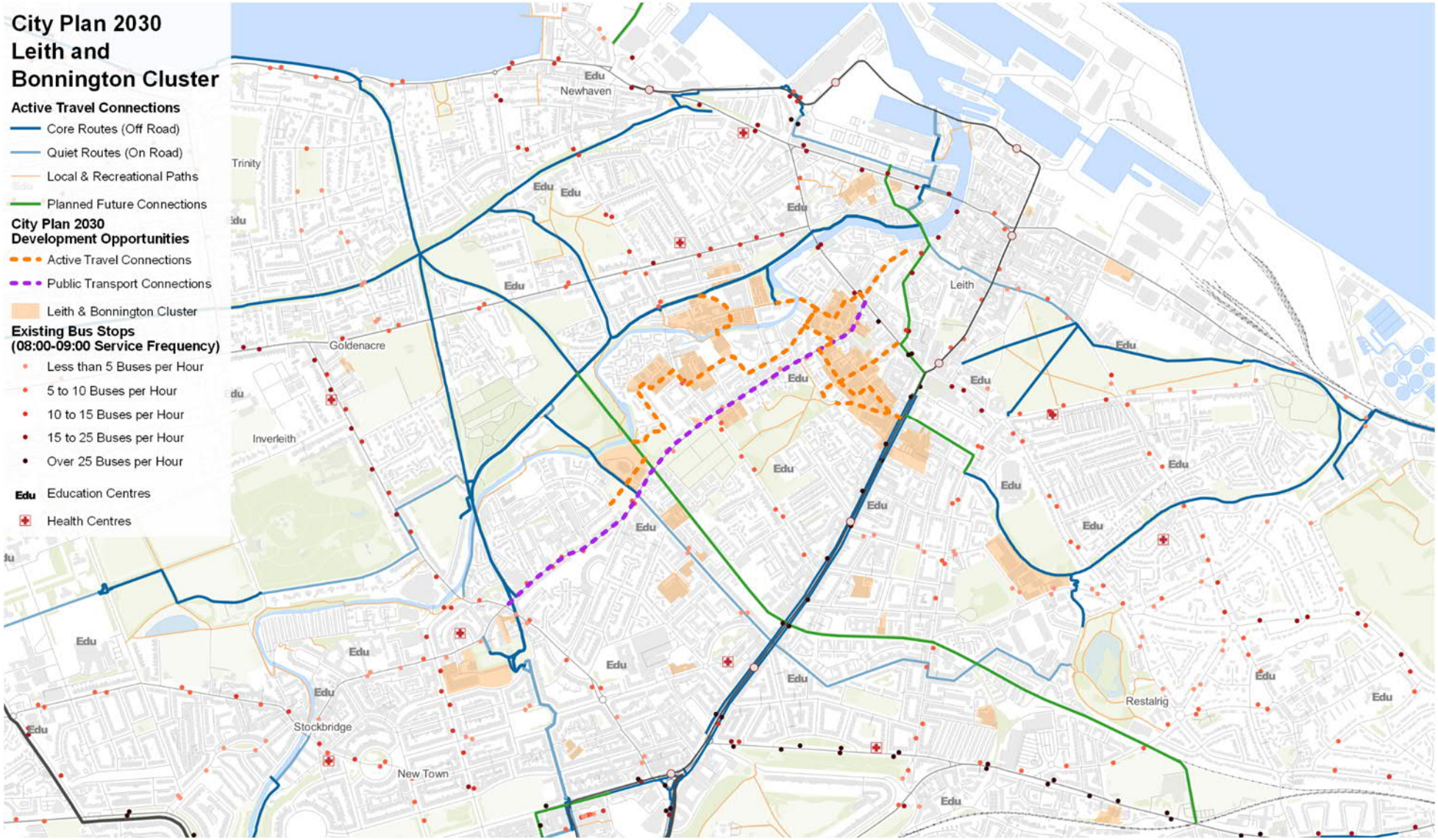
Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	147	588	409	197
Vehicle Occupants	28	112	78	38
Public Transport	230	925	644	310
Walking	165	657	457	220
Cycling	45	181	126	61

to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.7: Proposed Mitigation Measures – Leith / Bonnington Cluster



6.10 Mitigation Measures: Royal Victoria Hospital / Crewe Road South

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>
Development Content

Royal Victoria Hospital - 360 residential units

Crewe Road South - 320 residential units

Trip Generation Estimates (combined)

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>23</td><td>81</td><td>61</td><td>31</td></tr>
<tr><td>Vehicle Occupants</td><td>4</td><td>16</td><td>12</td><td>6</td></tr>
<tr><td>Public Transport</td><td>31</td><td>116</td><td>86</td><td>44</td></tr>
<tr><td>Walking</td><td>30</td><td>125</td><td>91</td><td>45</td></tr>
<tr><td>Cycling</td><td>4</td><td>15</td><td>11</td><td>6</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>21</td><td>75</td><td>56</td><td>29</td></tr>
<tr><td>Vehicle Occupants</td><td>4</td><td>15</td><td>11</td><td>6</td></tr>
<tr><td>Public Transport</td><td>23</td><td>87</td><td>65</td><td>33</td></tr>
<tr><td>Walking</td><td>31</td><td>131</td><td>96</td><td>48</td></tr>
<tr><td>Cycling</td><td>6</td><td>22</td><td>16</td><td>8</td></tr>
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<td>
Active Travel

Pedestrian access to the City Centre is via the existing footway network, which can be accessed within 30 minutes via Orchard Brae or Stockbridge. Cycling access to the City Centre is via the local road network, with only limited segregated / off-road provision in this area.

In addition to being located in reasonable proximity of the City Centre, the site is located close to the local community hub of Stockbridge, with pedestrian access via the existing footway network and cycling access with the local road network.

Craigleith Retail Park is also close to the proposed developments, with pedestrian access via the footway provision on Craigleith Road.

Public Transport

Both proposed developments are reasonably well located in relation to existing public transport provision. Bus stops are located on Craigleith Road, to the east and west of the Royal Victoria Hospital site, which accommodates two services an hour to the City Centre and Royal Infirmary Hospital. Furthermore, more frequent services to these locations can be accessed via the bus stops on Crewe Road South, located directly adjacent to the Crewe Road South development.
</td>
<td>
Active Travel

The provision of a higher quality active travel route towards Stockbridge will be particularly important in reducing demand by private car, given the many services located there. In order to facilitate this, improved pedestrian crossing facilities should be implemented, particularly at the Crewe Road South / Orchard Brae roundabout which presents a particular barrier to pedestrian movements from the Royal Victoria Hospital site, and a higher-quality cycle route is also required linking to existing quiet routes and Inverleith Park.

Provision of a direct and high-quality active travel connection along Crewe Road South and Orchard Brae as part of a parallel active travel route alongside any tram extension along this area will be of particular benefit to accommodate likely commuter demand.

Provision of an active travel link, connecting to the existing active travel provision at Craigleith, which will in turn provide an attractive active travel connection to Haymarket and the west of the city.

Estimated cost: £4.2M - £12.5M

Public Transport

The potential of a tram extension that serves Orchard Brae will be of significant benefit in
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</table>

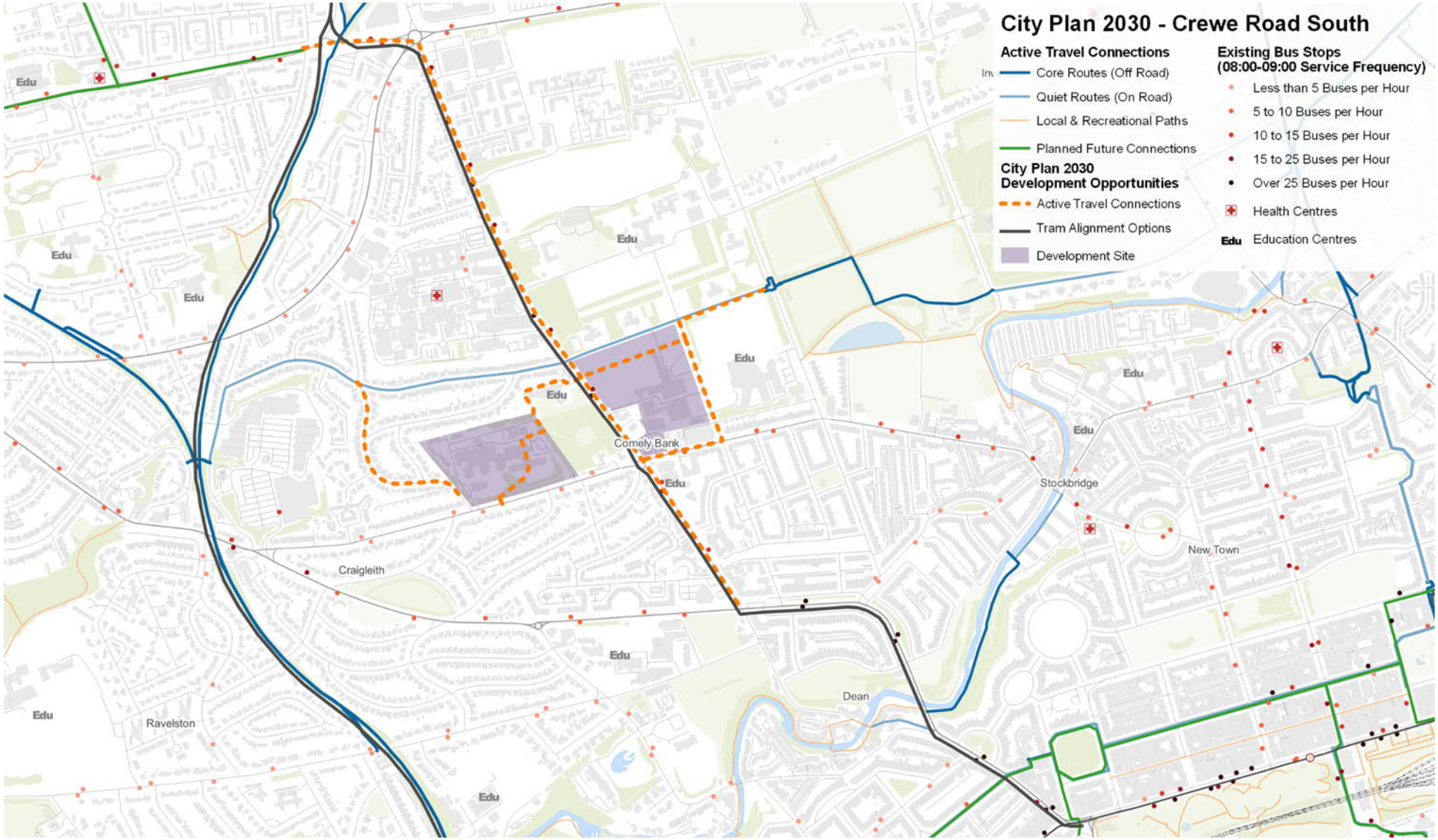
Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	18	62	47	24
Vehicle Occupants	3	12	9	5
Public Transport	31	116	86	44
Walking	34	144	105	52
Cycling	7	26	19	10

transforming the public transport offerings for both developments in accessing the City Centre and beyond.

Costs have not been estimated as part of this Transport Appraisal; related work is ongoing

Figure 6.8: Proposed Mitigation Measures – Royal Victoria Hospital / Crewe Road South



6.11 Mitigation Measures: South West Edinburgh Cluster

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures
Development Content 2,532 residential units (across 22 sites) Trip Generation Estimates Pre-Covid scenario AM Peak / PM Peak Arr / Dep / Arr / Dep Vehicle 194 732 516 263 Vehicle Occupants 39 146 103 52 Public Transport 125 478 336 170 Walking 115 448 315 158 Cycling 13 51 36 18 Plausible post-Covid without policy AM Peak / PM Peak Arr / Dep / Arr / Dep Vehicle 180 679 478 243 Vehicle Occupants 36 136 95 49 Public Transport 94 358 252 128 Walking 121 470 330 166 Cycling 20 77 54 27	Active Travel The Water of Leith walkway and Union Canal are both traffic free active travel routes serving this area, though are considered to be operating very close to, or at, their capacity at peak times. With the additional demand from developments in this cluster, especially during peak commuting ties towards the City Centre, there is a need for alternative active travel infrastructure. The Water of Leith also does not connect directly to City Centre, the key major attractor for many of the developments in this cluster, and the conflict between cyclists and pedestrians on the narrow canal towpath has been highlighted as an outstanding concern. On-road cycle routes are also available on A70 and A71 by utilising bus lanes where appropriate. However, neither of these routes are fully joined up with sections of cycle lane and shared bus lane interspersed with standard on-road cycling. There are also significant junctions where no priority or safe crossing is provided for cyclists which will hinder the mode share percentage as a result. Spaces for People has delivered connected cycle infrastructure on the A70 corridor, with a segregated cycling scheme along Dundee Street towards Fountainbridge. This section can be accessed from the A71 as well via Henderson Terrace, so offers an extended piece of infrastructure that temporarily	Active Travel Improvements along the A71 corridor to provide a connected and direct active travel route from the development sites around Gorgie, Chesser and Wester Hailes to the City Centre. This should include interventions such as advanced stop lines at signals and extended cycle paths on road. If space allows in detailed design, segregated infrastructure or shared footways would be preferrable. *Estimated cost: £1.7M - £5.2M* Public Transport Along the A70 corridor there is extended bus lane provision at Gillespie Crossroads and a proposed cycle segregation scheme integrated with bus lanes. This will be of benefit to some development sites in this cluster that have sufficient access to this corridor route. Increase capacity and frequency on orbital bus routes connecting this area with development sites in West Edinburgh, South Edinburgh and Edinburgh Royal Infirmary. A route along Inglis Green Road is proposed to capture major developments on this road and at Wester Hailes. Bus priority at signals would reduce the negative impact felt at some pinch points, with particular focus at Gorgie / Dalry where it is noted a number of

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	149	561	395	201
Vehicle Occupants	30	112	79	40
Public Transport	125	478	336	170
Walking	132	515	362	182
Cycling	23	90	63	32

can improve active travel connections towards the City Centre and Old Town.

The Spaces for People scheme on the A70 should benefit active travel on Lanark Road corridor if implemented permanently. From Inglis Green Road to Ardmillan Terrace there is a planned measure for cycle segregation integrated with bus lanes to offer a more connected bus priority network on this corridor, which can help serve a number of developments within a short walking distance of this main arterial route.

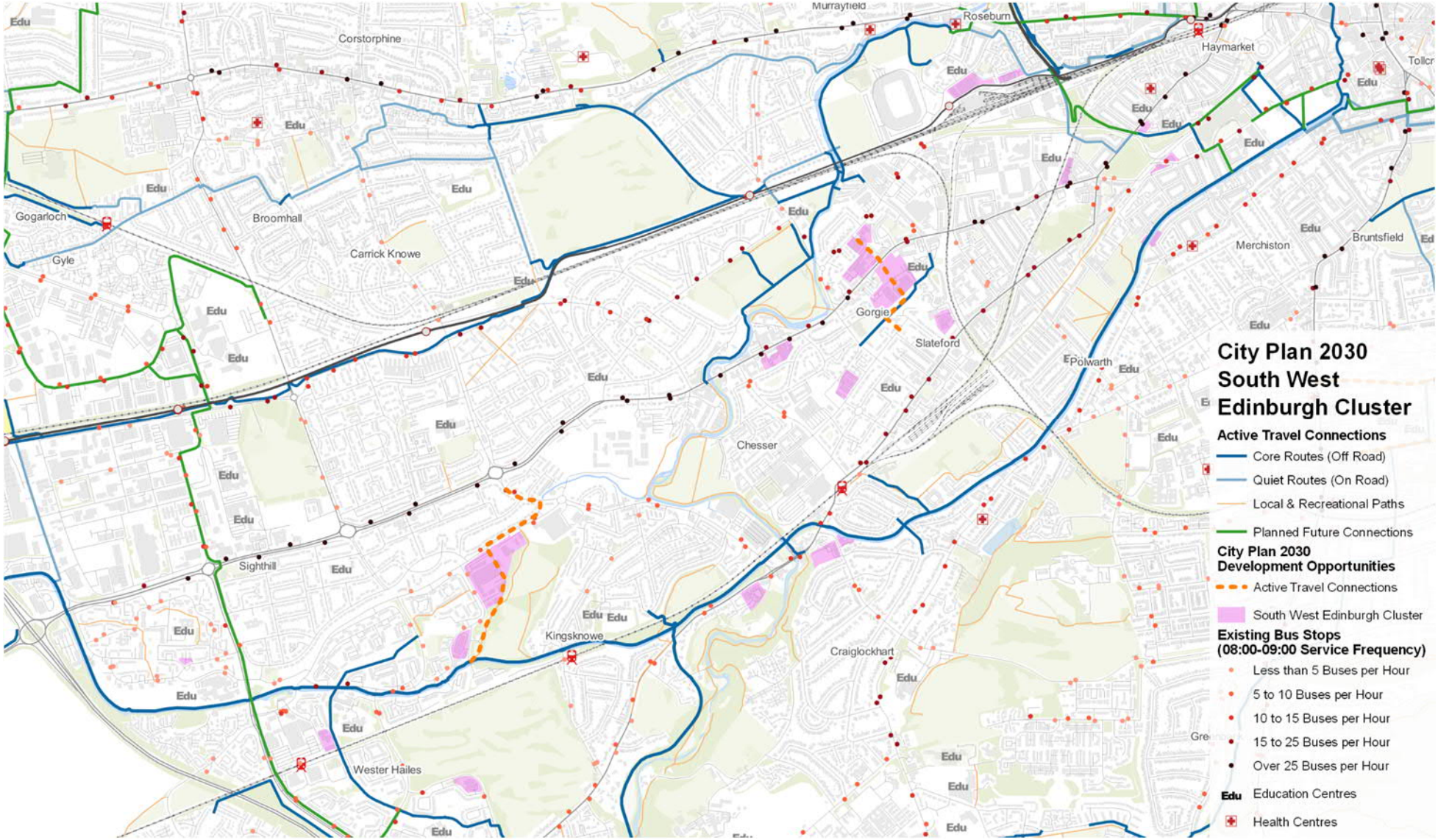
Public Transport

While the A71 and A70 corridors are well service by multiple bus routes that provide access to key destinations such as the City Centre, there is a noted lack of penetration in many communities for an orbital connection to South or West Edinburgh. This will be of detriment to those developments further away from the City Centre, where travel to major amenities such as hospitals generally requires interchange.

services get delayed due to congestion. Narrow road widths and a lack of available space reduces the options for improvements here, however small intervention measures such as a hurry call or extended green phase upon bus detection at Ardmillan Terrace and Robertson Avenue would provide some benefits to bus and help increase this mode share from the proposed developments.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.9: Proposed Mitigation Measures – South West Edinburgh Cluster



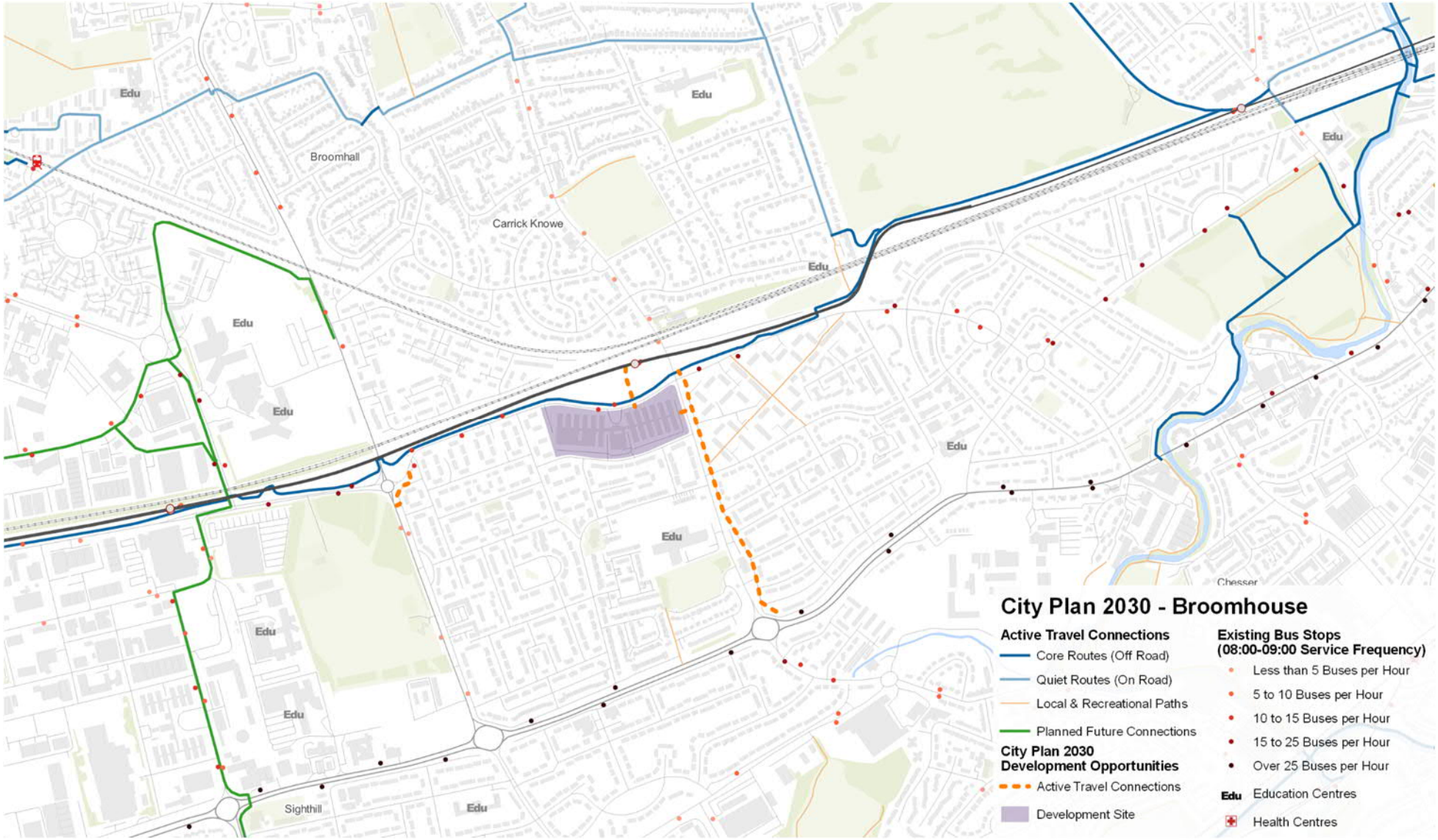
6.12 Mitigation Measures: Broomhouse Terrace

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures
Development Content Broomhouse Terrace - 320 residential units Trip Generation Estimates Pre-Covid scenario AM Peak / PM Peak Arr / Dep / Arr / Dep Vehicle 25 78 61 32 Vehicle Occupants 5 16 12 6 Public Transport 15 45 35 18 Walking 11 35 27 14 Cycling 1 4 3 2 Plausible post-Covid without policy AM Peak / PM Peak Arr / Dep / Arr / Dep Vehicle 24 73 57 30 Vehicle Occupants 5 14 11 6 Public Transport 11 34 26 14 Walking 12 37 29 15 Cycling 2 7 5 3	The proposed development is located within the Broomhouse area, to the west of the City Centre. The site is well served by existing active travel and public transport links. Active Travel Segregated cycle lanes connect the proposed development with the Water of Leith active travel network at Murrayfield. Active travel connections away from that corridor are less comprehensive, relying only on local footways and on-street cycle lanes. Public Transport Saughton tram station is located within a 5-minute walk from the proposed development. Bus stops are located within a 5-minute walk of the site, that accommodate services 22, 2 and 1 and provide frequent access to the City Centre and Gyle Shopping Centre.	The proposed development site is well located in relation to existing transport connections, with only limited additional active travel or public transport interventions required in order to facilitate the development. A higher-quality active travel route serving north-south movements in the vicinity of the site would be helpful to provide connections to locations away from the radial corridor. *Estimated cost: £0.8M - £2.5M*

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	19	60	47	25
Vehicle Occupants	4	12	9	5
Public Transport	15	45	35	18
Walking	13	40	31	17
Cycling	3	8	6	3

Figure 6.10: Proposed Mitigation Measures – Broomhouse Terrace



6.13 Mitigation Measures: Redford Barracks

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>Development Content

800 residential units

Trip Generation Estimates

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>64</td><td>196</td><td>153</td><td>81</td></tr>
<tr><td>Vehicle Occupants</td><td>13</td><td>39</td><td>30</td><td>16</td></tr>
<tr><td>Public Transport</td><td>36</td><td>112</td><td>87</td><td>46</td></tr>
<tr><td>Walking</td><td>29</td><td>88</td><td>68</td><td>36</td></tr>
<tr><td>Cycling</td><td>4</td><td>11</td><td>9</td><td>5</td></tr>
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Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>59</td><td>182</td><td>141</td><td>75</td></tr>
<tr><td>Vehicle Occupants</td><td>12</td><td>36</td><td>28</td><td>15</td></tr>
<tr><td>Public Transport</td><td>27</td><td>84</td><td>65</td><td>35</td></tr>
<tr><td>Walking</td><td>30</td><td>92</td><td>72</td><td>38</td></tr>
<tr><td>Cycling</td><td>5</td><td>16</td><td>13</td><td>7</td></tr>
</table>
Plausible post-Covid with policy</td>
<td>Active Travel

The off-road active travel route along the Water of Leith walkway is within a reasonable walking distance of the development location and can be accessed through Colinton to the South East. Another off-road active travel route, the Union Canal towpath, can be accessed about one mile to the north of the development off Colinton Road, though there are no designated routes along this road to access this. These routes are also noted to be very busy at peak times.

The development is within very close proximity to a Tesco Superstore, Firhill Secondary school and two primary schools. These are all major amenities and attractors that could be available within reasonable distances for walking and cycling from across the development site.

Public Transport

There are strong bus links to the City Centre, with frequent services accessible from all the major roads at the edge of the development.

The 400 Skylink service operated by Lothian Buses also provides a route between Edinburgh Royal Infirmary and Edinburgh Airport, though the journey time on this route may significantly exceed the comparable trip if made by car or private vehicle due</td>
<td>Active Travel

A direct and high-quality active travel route towards City Centre along Colinton Road to the north of the development could significantly increase active travel usage from the site. New ramp access to allow for easier cycle access to Union Canal would also be beneficial, as currently most of these accesses are via stairs so not suited to cyclists. An alternative route could utilise Elliot Place and Craiglockhart Road to reduce the impact on traffic using Colinton Road. Active travel connections to the A70 corridor could also be included in order to connect with any segregated active travel infrastructure included as part of the South West cluster proposals and Spaces for People schemes, which in turn improves the overall connections in the area.

Ensuring an active travel route and permeability from the East from the development proposals to Tesco Superstore and Oxgangs Road N is highly recommended. This would significantly reduce the possibility of very short vehicle trips to local amenities causing localised congestion around the development.

A safe and attractive active travel route around Merchiston School and through to Colinton could be introduced to provide direct and easy access to public greenspace and recreational active travel routes.</td>
</tr>
</table>

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	49	150	117	62
Vehicle Occupants	10	30	23	12
Public Transport	36	112	87	46
Walking	33	101	79	42
Cycling	6	19	15	8

to the number of stops and specific route of this service.

Estimated cost: £7.6M - £23.0M

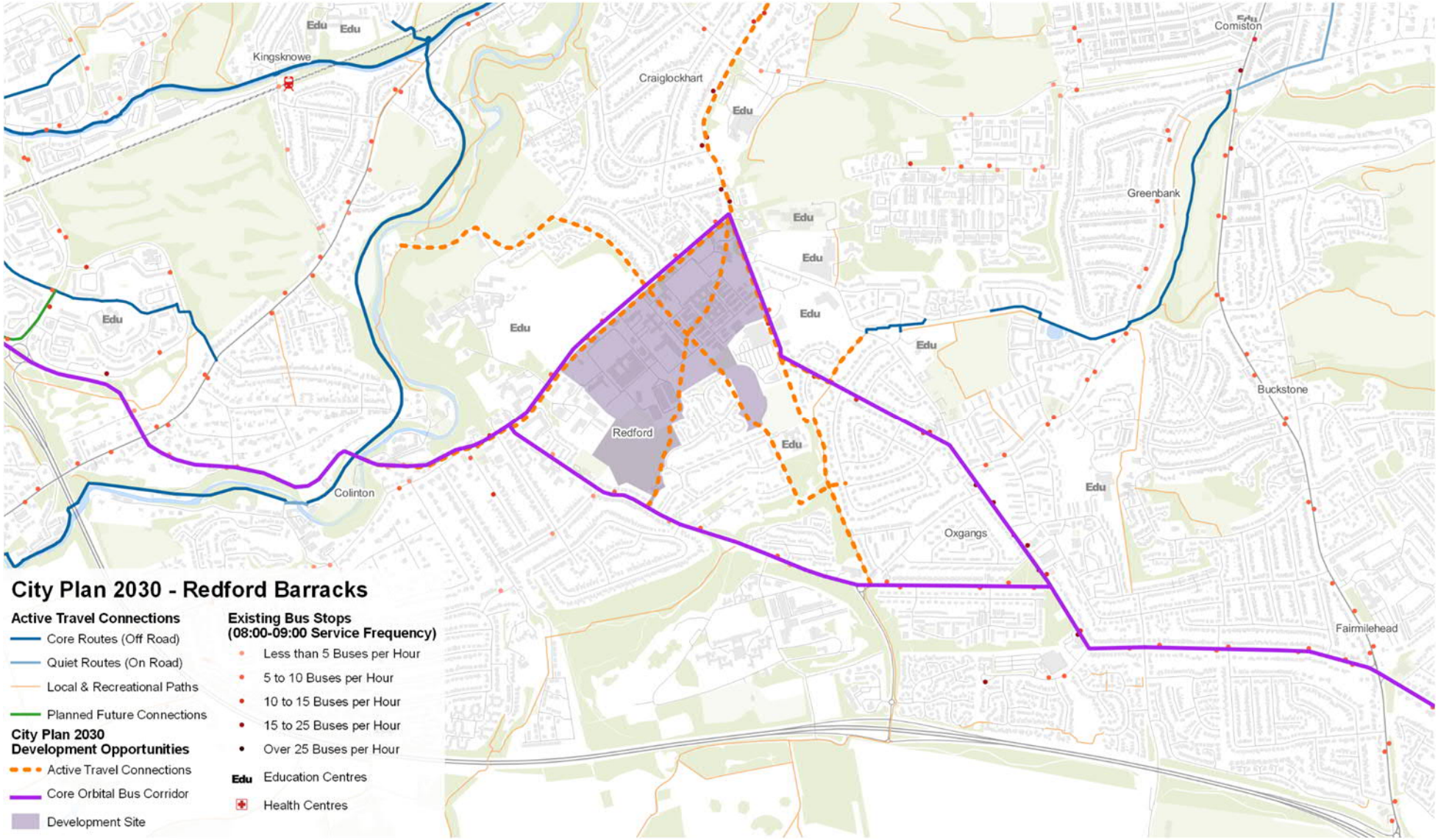
Public Transport

A review of bus capacity and service patterns in the area is recommended to best meet demand created from the development. This would ensure the allocation of capacity is adequate to allow the potential bus mode share from the site be realised.

An orbital bus service along a similar alignment of the 400 Skylink service, but with a more direct route and limited stops to improve end-to-end journey times, could open up travel by public transport to the South and West areas of Edinburgh. This service could pass along the site boundary.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.11: Proposed Mitigation Measures – Redford Barracks



6.14 Mitigation Measures: Astley Ainslie Hospital

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>Development Content

500 residential units

Trip Generation Estimates

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>9</td><td>56</td><td>41</td><td>21</td></tr>
<tr><td>Vehicle Occupants</td><td>2</td><td>11</td><td>8</td><td>4</td></tr>
<tr><td>Public Transport</td><td>17</td><td>110</td><td>79</td><td>41</td></tr>
<tr><td>Walking</td><td>29</td><td>182</td><td>131</td><td>68</td></tr>
<tr><td>Cycling</td><td>3</td><td>16</td><td>12</td><td>6</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>8</td><td>52</td><td>38</td><td>20</td></tr>
<tr><td>Vehicle Occupants</td><td>2</td><td>11</td><td>8</td><td>4</td></tr>
<tr><td>Public Transport</td><td>13</td><td>82</td><td>59</td><td>31</td></tr>
<tr><td>Walking</td><td>30</td><td>191</td><td>138</td><td>72</td></tr>
<tr><td>Cycling</td><td>4</td><td>25</td><td>18</td><td>9</td></tr>
</table>
</td>
<td>Active Travel

The site is surrounded by residential streets that are relatively low trafficked, though there is a lack of specific active travel infrastructure. There are direct streets and footways giving connections to Morningside Road to the West, where there are local amenities available such as shops and healthcare services.

As part of Spaces for People, a quiet route has been introduced on Whitehouse Loan to the north of the development, through Canaan Lane and Woodburn Terrace to the west. This offers a safer active travel route north-south to public green space at Bruntsfield Links and James Gillespie's High School. There are primary schools just west of the site as well which are also part of the quiet route.

A line of residential properties and the railway line act as significant barriers to active travel access from the south side of the site from Cluny Gardens. Oswald Road at the eastern extent of the site and Braid Avenue to the west are the only available routes to Cluny Gardens, and Blackford Hill beyond this, a popular recreational spot.

Public Transport

Morningside Road to the West is served by numerous bus services that provide direct links to many areas across Edinburgh. Though within</td>
<td>Active Travel

Provide designated active travel routes from the site to Morningside Road. This would connect the site to the local centre at Morningside and offer a short active travel journey time to the amenities available here.

Enhancements to the quiet route towards the meadows. This would provide safer active travel to green spaces and local schools, as well as towards the City Centre and the major attractors located there.

Estimated cost: £1.8M - £5.3M

Public Transport

Ensure that bus services on Morningside Road have sufficient capacity to meet demands from the development. Improve bus service provision on Cluny Gardens, to provide a more attractive service in close proximity to the development and give direct access to a wider choice of destinations.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.</td>
</tr>
</table>

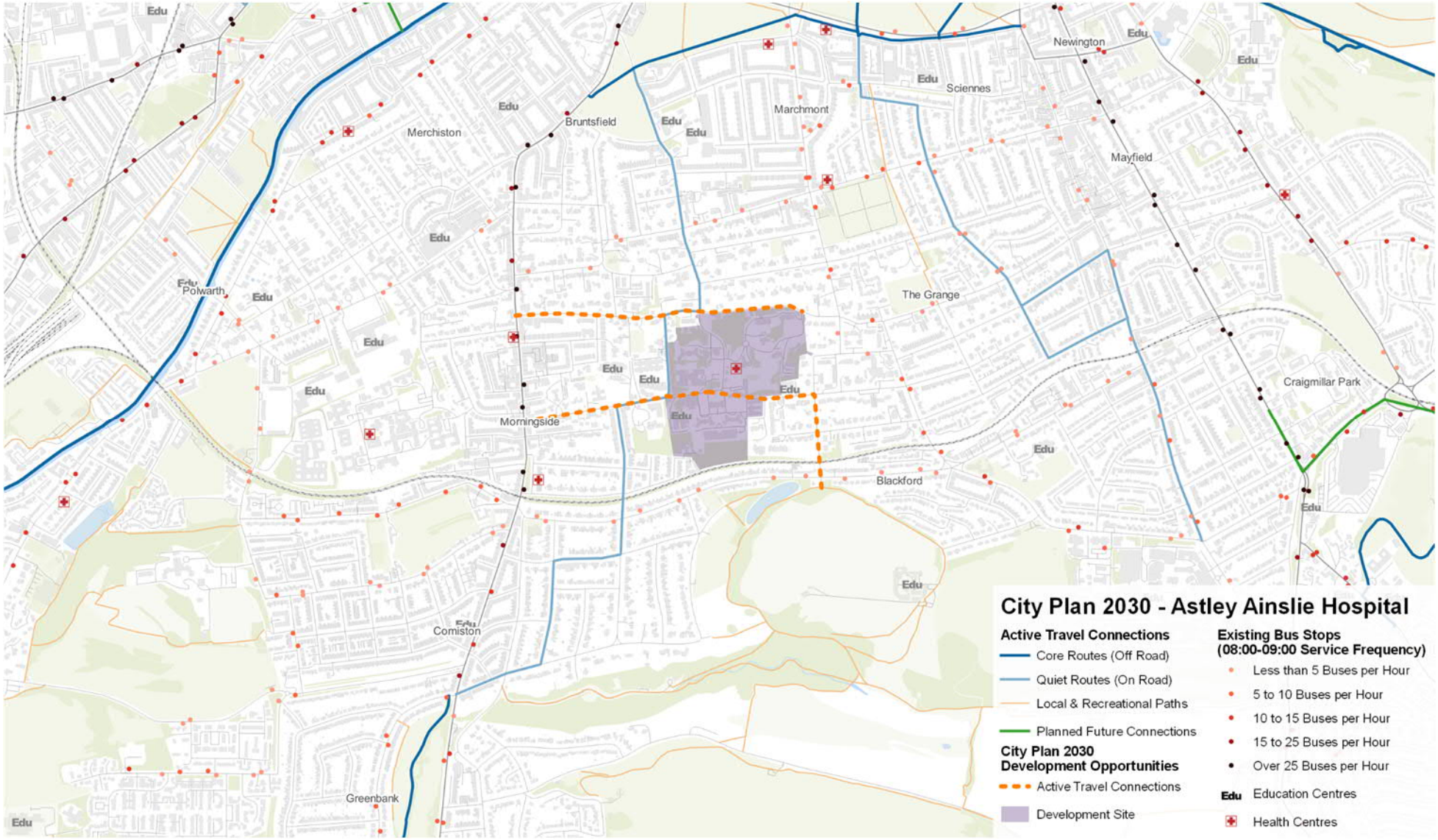
Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	7	43	31	16
Vehicle Occupants	1	9	6	3
Public Transport	17	110	79	41
Walking	33	209	151	79
Cycling	5	29	21	11

walking distance for many people, stops on these routes are not in close proximity to the development.

There are also some services that run on Blackford Avenue to the east of the site and on Cluny Gardens to the south. Only one service from Cluny Gardens gives reasonable access to Edinburgh Royal Infirmary from the site.

Figure 6.12: Proposed Mitigation Measures – Astley Ainslie Hospital



6.15 Mitigation Measures: South East Edinburgh Cluster

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>Development Content

360 residential units (across 7 sites)

Trip Generation Estimates

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>24</td><td>75</td><td>59</td><td>31</td></tr>
<tr><td>Vehicle Occupants</td><td>7</td><td>21</td><td>16</td><td>9</td></tr>
<tr><td>Public Transport</td><td>21</td><td>63</td><td>49</td><td>26</td></tr>
<tr><td>Walking</td><td>12</td><td>37</td><td>29</td><td>15</td></tr>
<tr><td>Cycling</td><td>1</td><td>4</td><td>3</td><td>2</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>23</td><td>70</td><td>54</td><td>29</td></tr>
<tr><td>Vehicle Occupants</td><td>6</td><td>19</td><td>15</td><td>8</td></tr>
<tr><td>Public Transport</td><td>15</td><td>48</td><td>37</td><td>20</td></tr>
<tr><td>Walking</td><td>13</td><td>39</td><td>30</td><td>16</td></tr>
<tr><td>Cycling</td><td>2</td><td>7</td><td>5</td><td>3</td></tr>
</table>
</td>
<td>Active Travel

There is a lack of dedicated active trave infrastructure around the developments within this cluster. Heading towards the City Centre from the proposed site at Liberton Hospital, there is no active travel infrastructure until Mayfield Road, and similarly there are few orbital connections circulating the region along the East-West axis.

Spaces for People have developed a scheme for segregated cycling on the A772 but there is no specific connection to this route from the main developments in this cluster.

Public Transport

There are frequent bus connections on major distributor roads heading North-South towards the City Centre and some running orbitally as a connection between Edinburgh Royal Infirmary and some areas in the West.

There are some bus temporary priority measures proposed as part of the BPRDF scheme in this area, with particular improvements to the B701 seeking improved reliability and journey times on the East-West route towards and from Edinburgh Royal Infirmary.

The possible tram extension route on the A7 may be accessible within walking distance of some of the</td>
<td>Active Travel

A complete segregated cycle network towards the City Centre from the Liberton Hospital site. .

Similarly, allowing for a connection across the A772 from the Liberton Hospital development and towards the bioQuarter development on the A7 would offer a direct passage to any potential tram extension, as well as access to Edinburgh Royal Infirmary.

Estimated cost: £4.0M - £12.0M

Public Transport

Proposed capacity assessment of bus services with minor adjustments on the City Centre bus services in response to the increased demand.

An orbital bus route is proposed to have a similar route to the 400 Skylink service but with limited stop and a more direct route around the South West region. This would create a much stronger link to the developments around West Edinburgh and the airport.

Consider the impact of BPRDF and Spaces for People schemes to assess if these have merit to become permanent features. Extended bus lanes and priority at signals can help reduce the negative</td>
</tr>
</table>

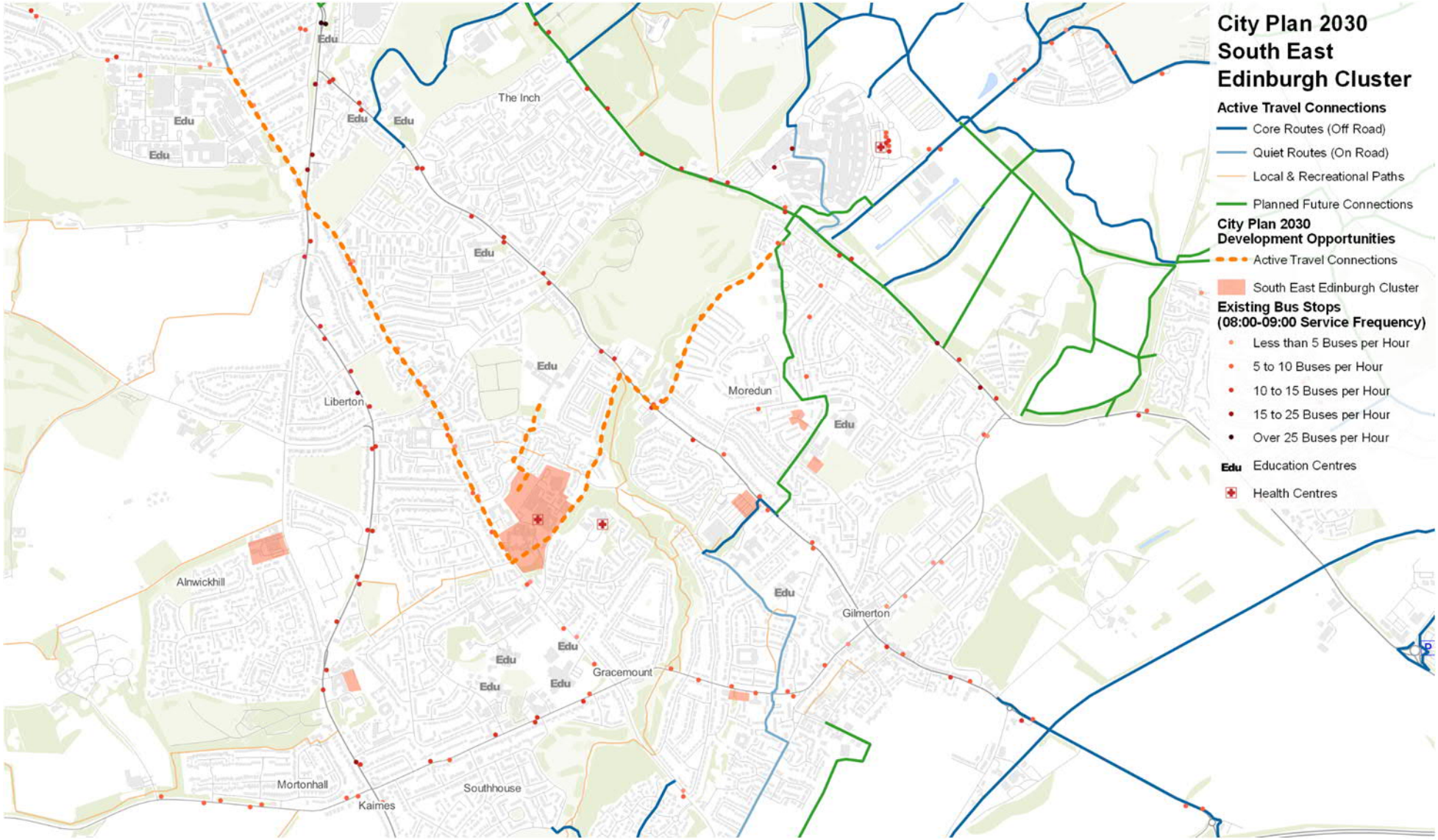
Plausible post-Covid with policy				
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	19	58	45	24
Vehicle Occupants	5	16	12	7
Public Transport	21	63	49	26
Walking	14	42	33	17
Cycling	2	8	6	3

smaller sites by Moredun. The development at Liberton Hospital could fall within the catchment of tram as well so long as sufficient connections can be made to allow multi-modal trips.

impact of pinch points on the network and improve journey times and service reliability.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.13: Proposed Mitigation Measures – South East Edinburgh Cluster



6.16 Mitigation Measures: Edinburgh bioQuarter

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures
Development Content 2,500 residential units; and 240,000sqm commercial / life sciences Trip Generation Estimates Pre-Covid scenario AM Peak Arr / AM Peak Dep / PM Peak Arr / PM Peak Dep Vehicle: 703 / 623 / 461 / 564 Vehicle Occupants: 195 / 173 / 128 / 157 Public Transport: 592 / 525 / 388 / 475 Walking: 344 / 305 / 225 / 276 Cycling: 41 / 36 / 27 / 33 Plausible post-Covid without policy AM Peak Arr / AM Peak Dep / PM Peak Arr / PM Peak Dep Vehicle: 651 / 578 / 427 / 522 Vehicle Occupants: 181 / 161 / 119 / 145 Public Transport: 444 / 394 / 291 / 356 Walking: 361 / 320 / 237 / 290 Cycling: 61 / 54 / 40 / 49	Active Travel Present active travel connections are not complete between the proposed development site and the City Centre. There is a slightly disjointed on-road cycle lane network along the A7 and the A701 heading towards the City Centre, with most of the permanent infrastructure for active travel taking the form of shared bus/cycle lanes, interspersed with cycle only lanes on the roadside. Spaces for People has delivered temporary segregated cycling measures to Edinburgh Royal Infirmary. There are also segregated cycling measures delivered on the A701 and Mayfield Road / A700 heading North–South offering a temporarily improved active travel network in and out of the City Centre. There is a designated core active travel route alongside bioQuarter towards Hunter's Hall Public Park to the east, and a proposed route through the development site to Little France Park. However, there is a lack of segregated active travel connections through south Edinburgh heading towards the west of the city. Public Transport Currently, Edinburgh Royal Infirmary is a significant attractor for bus services and has multiple routes available from it. The Infirmary is within a very short	Active Travel Provide an active travel connection to The Wisp from the East of the bioQuarter. There is the potential for this to form an extension of the proposed route through to Little France Park and open up active travel to communities in East Edinburgh to and from bioQuarter. Continuation of the proposed Cameron Toll to bioQuarter active travel route towards Dalkeith. *Estimated cost: £1.7M - £5.0M* Public Transport Ensure that easy active travel routes are available from throughout the development site to key bus stops on the A7 and at the Infirmary. Increase capacity on bus services serving the city centre. Provide an enhanced orbital route from Edinburgh Royal Infirmary/bioQuarter to the developments in West Edinburgh and (potentially as a separate service) enhanced bus connection via the Wisp to Musselburgh and East Lothian. Ensure good connections – convenient stop with good walking/cycling accessibility between it and all parts of the site – to proposed tram line.

Plausible post-Covid with policy

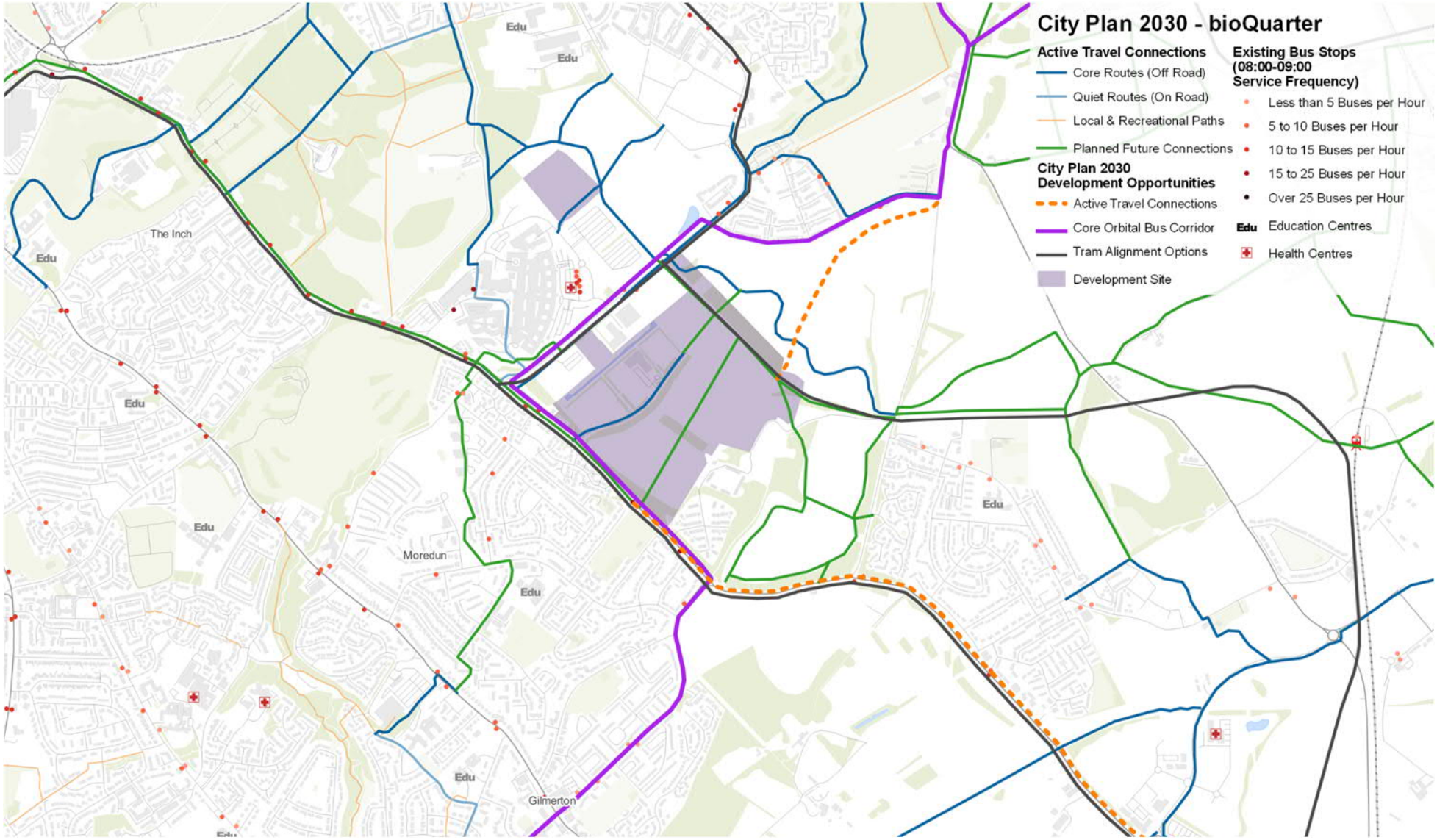
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	538	477	353	432
Vehicle Occupants	150	133	98	120
Public Transport	592	525	388	475
Walking	396	351	259	317
Cycling	71	63	47	57

distance of the Northern extent of the bioQuarter development but may not be easily accessible on foot from the entire development site.

The A7 is also well served with bus connections but the capacity of some services at peak times is already limited.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.14: Proposed Mitigation Measures –Edinburgh bioQuarter



6.17 Mitigation Measures: East Edinburgh Cluster

<table>
<tr><th>Development Content / Estimated Trip Generation</th><th>Site Specific Observations</th><th>Potential Mitigation Measures</th></tr>
<tr>
<td>Development Content

241 residential units (across 6 sites)

Trip Generation Estimates

Pre-Covid scenario
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>16</td><td>54</td><td>41</td><td>21</td></tr>
<tr><td>Vehicle Occupants</td><td>4</td><td>13</td><td>10</td><td>5</td></tr>
<tr><td>Public Transport</td><td>16</td><td>52</td><td>39</td><td>20</td></tr>
<tr><td>Walking</td><td>9</td><td>31</td><td>24</td><td>12</td></tr>
<tr><td>Cycling</td><td>1</td><td>4</td><td>3</td><td>2</td></tr>
</table>
Plausible post-Covid without policy
<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr>
<tr><td>Vehicle</td><td>15</td><td>50</td><td>38</td><td>20</td></tr>
<tr><td>Vehicle Occupants</td><td>4</td><td>13</td><td>10</td><td>5</td></tr>
<tr><td>Public Transport</td><td>12</td><td>39</td><td>30</td><td>15</td></tr>
<tr><td>Walking</td><td>10</td><td>33</td><td>25</td><td>13</td></tr>
<tr><td>Cycling</td><td>2</td><td>7</td><td>5</td><td>3</td></tr>
</table>
</td>
<td>Active Travel

There is no direct active travel route to the City Centre from any of the sites around this cluster, which is a significant barrier to increasing mode share. However, local neighbourhood centres at Portobello and Joppa can encourage short trips rather than travel by car further afield for some local amenities.

The signalised junction to the north of the cluster with Sir Harry Lauder Road/Seafield Road East is a major barrier to active mode movements. A very high traffic flow and a complicated layout makes this difficult and time-consuming to negotiate by cycle or on foot.

Public Transport

Across the East Edinburgh cluster, there is a comprehensive network of bus routes on the main distributor roads offering serving many key destinations around Edinburgh, including the City Centre and Royal Infirmary. Considering the scale of development in this cluster, the existing provision of buses is likely to only require minor adjustments to timetabling or capacity to manage demand.

However, there is no direct bus service along the waterfront towards Seafield and Leith. Currently only one service travels between Portobello and Leith via Restalrig and this only serves Duke Street / Great</td>
<td>Active Travel

Provide safe and attractive local routes to Portobello High Street from development sites which will likely enhance the use of active travel for local trips, as well as connecting with the already established public transport connections.

Connect the developments in this cluster around Portobello and Joppa with the new high-quality connection from Seafield to City Centre. This could be achieved through provided segregated or dedicated active travel infrastructure along Joppa Road / Portobello High Street, including advanced cycle wait facilities at signalised junctions where not already provided.

Provide local active travel connections to green spaces around developments included in this cluster.

Estimated cost: £3.2M - £9.5M

Public Transport

Capacity improvements to existing services on Portobello High Street to match demand from new developments.

Consider permanent inclusion of any BPRDF interventions that are proven to work in the trial.</td>
</tr>
</table>

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	13	42	32	16
Vehicle Occupants	3	10	8	4
Public Transport	16	52	39	20
Walking	11	36	27	14
Cycling	2	8	6	3

Junction Street before travelling west on Ferry Road. With proposed mixed-use development along much of this route to Leith, there is potential demand for public transport to serve the coastal route directly.

Potential north orbital bus route proposals could be extended into Portobello to link the East Edinburgh cluster grouping with the enhanced facilities in Leith using the direct coastal route. Part of this may involve a review of the junction with Seafield Road East to enhance bus priority without conflicting with any active travel improvements. A longer bus lane on Portobello High Street approach could be delivered to help reach the signal heads earlier.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.15: Proposed Mitigation Measures – East Edinburgh Cluster

6.18 Mitigation Measures: West Edinburgh

Of all the proposed City Plan 2030 development sites/clusters, West Edinburgh has received most consideration in this Transport Appraisal, on account of the scale of development and complexity of the nearby transport system. The road network in this part of Edinburgh is already congested at peak periods, and previous work has been undertaken to investigate the transport implications of potential developments in the area, not least the West Edinburgh Transport Appraisal refresh of 2016 (WETA)[15].

At that time, development proposals in the area were largely office-based, but the challenges of accommodating transport demand from new development and airport growth on the network were demonstrated. The need to invest in improvements to active travel routes, to bus services and facilities, and to road infrastructure at Newbridge, Maybury and in the vicinity of the development sites was also recommended[16]. Even with these improvements, the risk that these could be insufficient to accommodate demand was identified, and therefore significant demand restraint measures were also recommended:

"If proposed development in West Edinburgh is to achieve a high public transport and active travel mode share, it is vital to consider both measures that make these modes more attractive and also interventions that actively deter car use. Parking control and other demand management measures are an important element of relevant local, regional and national policies and will be critical in promoting sustainable travel behaviour in West Edinburgh area. Strong parking controls are an important element of the masterplanning philosophy for a number of the key development areas within West Edinburgh. The location of Edinburgh airport within the area is an additional and important consideration in determining the types of control appropriate to the area and how these might be most appropriately implemented" (WETA, 2016).

Developments proposed for the area in City Plan 2030 are substantially different from those considered in WETA, with a much greater proportion of residential development than had previously been planned for. The total volume of additional vehicular trips generated in both cases is broadly similar, but the directional flow of them is very different. Table 6.1 and Table 6.2 compare the vehicular trip rates of those developments that would have a primary road access from the A8 between Maybury and Newbridge:

Table 6.1: WETA Refresh 2016 - developments served by the A8 - Vehicle Trips

		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
Royal Bank of Scotland	100,000m2 office	913	87	68	881
Ratho Station	130 residential units	22	92	92	22
East of Milburn Tower	2,250 residential units	198	789	789	198
IBG Phase 1	122,000m2 office	746	136	82	638
	312 residential units	28	74	84	30
	1,415 room hotel	134	134	116	56
	Total	908	344	282	724
IBG Phase 2	118,000m2 office	351	62	46	320
	1966 residential units	71	252	167	95
	Total	422	314	213	415
RHASS	showground building	177	50	83	234
Airport Hotel (Hampton)	175 bed hotel	70	178	168	72
Airport Hotel (Moxy)	213 bed hotel	94	110	112	70
Fairview Mill	180 bed hotel	526	150	142	402
Total		2417	2027	1881	2137

[15] https://www.edinburgh.gov.uk/downloads/file/25278/west-edinburgh-transport-appraisal-refresh-report-december-2016
[16] The WETA recommendations are assumed to be taken forward as reference case interventions.

Table 6.2: City Plan (Ref Case + CP2030) - developments served by the A8 - Vehicle Trips

		Total			
		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
IBG Phase 1 (Ref Case)	122000m2 office	374	68	41	320
	1,415 room hotel	67	132	94	116
	800m2 leisure	-	-	-	-
	5,400m2 retail/food and drink	-	-	-	-
	312 residential units	14	37	41	15
	Total	455	237	176	451
Fairview Mill (Ref Case)	180 room hotel	31	51	53	36
	845m2 pub / restaurant	0	0	17	10
	Total	31	51	70	46
RHASS Showground (Ref Case)	213 room Moxy hotel	21	48	35	22
	160 room hotel	13	26	26	14
	3,300m2 conference facilities	5	2	5	21
	Total	39	76	65	58
IBG Phase 2 (CP2030)	22,297m2 office	43	6	3	31
	3,716m2 industrial	1	0	0	1
	7,000 residential units	277	1376	1166	483
	Total	321	1382	1169	515
RHASS Showground (CP2030)	13,370m2 new / extended showground	21	7	19	87
	124 room hotel extension	10	20	20	11
	29,000m2 office	250	15	14	218
	2,475m2 Food Centre for Excellence	4	0	19	15
	Total	286	42	71	331
Elements Edinburgh (Crosswinds) (CP2030)	45,000m2 office	103	10	7	92
	13,500m2 industrial	3	2	0	2
	2,500 residential units	99	491	416	173
	Total	205	503	424	267
Saica (Land at Turnhouse Road)	1,000 residential units	94	367	214	99
Total		1430	2657	2190	1767

In summary, predicted net additional vehicular flows are given in Table 7.3.

Table 6.3: West Edinburgh Additional Vehicle Flows from developments served by A8

	WETA Refresh	City Plan 2030
Morning peak hour net additional vehicle movements	4,444	4,087
Morning peak hour arrivals : departures	54% : 46%	35% : 65%
Evening peak hour net additional vehicle movements	4,248	3,956
Evening peak hour arrivals : departures	47% : 53%	55% : 45%

It can therefore be seen that, whilst the overall quantum of additional vehicle trips from those developments primarily served by the A8 between Newbridge and Maybury is a little lower in City Plan 2030 development

scenarios than in WETA, City Plan 2030 developments are forecast to create more strongly tidal flows, away from the area in the mornings and towards it in the evenings.

These additional vehicle trips would create significant additional demand on a network that is already operating at or near capacity at peak times and lengthen the duration of peak periods. The scale of potential problem is mitigated to an extent by the forecasts that the new development would reduce the number of people commuting into Edinburgh from outside the city boundary. Appendices G and H outline forecast traffic changes in detail.

Meanwhile, public transport and active travel demand is also expected to increase substantially:

Table 6.4: City Plan (Ref Case + CP2030) – developments served by the A8 – Public Transport and Active Travel Trips

	Public transport trips				Walking trips				Cycling trips			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
IBG Phase 1 (Ref Case)	2780	759	516	2471	110	220	163	186	362	81	57	311
Fairview Mill (Ref Case)	19	31	43	28	10	16	22	15	2	2	3	2
RHASS Showground (Ref Case)	27	52	45	40	4	8	7	6	9	17	14	13
IBG Phase 2 (CP2030)	505	1006	840	565	30	147	125	52	95	271	228	124
RHASS Showground (CP2030)	197	29	49	228	32	5	8	37	63	9	16	74
Elements Edinburgh (Crosswinds) (CP2030)	732	416	339	713	59	58	48	62	106	104	87	111
Saica (Land at Turnhouse Road)	54	210	123	57	42	164	96	45	5	21	12	6
Total	**4314**	**2503**	**1955**	**4102**	**287**	**618**	**469**	**403**	**642**	**505**	**417**	**641**

Note that the forecast public transport flow is greater to these developments in the morning, and from them in the evening, in contrast to the forecast private vehicle flow. This difference arises largely because of the forecast trip generation from IBG1, which is assumed to be largely office-based with limited provision for car use. Any variance in the masterplan for the IBG1 site could have a significant impact on the total number of journeys it generates, the proportion of trips by mode and their direction of travel.

Including the extant IBG1 transport assessment assumptions, a total demand of over 4,300 peak hour arrivals by public transport is predicted at the developments primarily served from the A8 between Newbridge and Maybury. This is the equivalent of 17 additional fully-laden trams or 43 additional fully-laden buses of the latest tri-axle design on Lothian buses' fleet in the hour.

Demand for travel to/from the site is exacerbated if few facilities and services are located there. Sites in West Edinburgh do not perform as well as most other proposed City Plan 2030 development locations when considering access to a range of extant services by public transport, and are the worst of all sites considered for access to these services by active modes (see section 5.2).

The accessibility analysis underpins the need both to improve active and public transport facilities, to ensure that a wide range of new services are available on site to minimise residents' need to travel elsewhere, and for strong demand restraint measures for private car use.

To seek to minimise transport problems, and if development of the scale proposed remains to be sought by City Plan 2030, a combination of four broad strands of mitigation measures is proposed:

- Investment to ensure that as many services as possible which require travel (for retail, education, employment, etc) are provided within the developments, delivering the 20-minute neighbourhood concept and therefore reducing the need to travel elsewhere;
- Good active travel and public transport connections between developments in West Edinburgh and to key nearby trip attractors (the Gyle, Edinburgh Park, the airport, etc) to minimise the need for short-distance car use;
- Measures which robustly constrain demand for travel to and from the developments by car, in particular by restricting parking supply (which, we note, is often harder to bring forward and enforce in residential developments than those for offices); and
- Significant investment in infrastructure and services to make active and public transport choices attractive for as many journeys as possible between West Edinburgh, the rest of Edinburgh and beyond.

More detail of the recommended transport mitigation measures is provided below.

Other West Edinburgh Development Impacts

Whilst Table 6.2 to Table 6.4 above detail the trip generation associated with only the City Plan 2030 developments (reference case and City Plan 2030) that are directly served by the A8, the trip generation associated with all other developments within the West Edinburgh cluster are detailed in the tables below.

Table 6.5: West Edinburgh City Plan 2030 developments not directly accessed by the A8 – vehicle trips

		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
Edinburgh Park (Parabola) (Ref Case)	43,000m2 office	287	38	22	208
	170 room Apartment Hotel	4	2	2	3
Edinburgh Park (Parabola) (CP2030)	35,756m2 office	238	31	18	173
Garden District (CP2030)	1,350 residential units	126	495	290	134
Total		**655**	**566**	**332**	**518**

Table 6.6: West Edinburgh City Plan 2030 developments not directly accessed by the A8 – public transport and active travel trips

	Public transport trips				Walking trips				Cycling trips			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Edinburgh Park (Parabola) (Ref Case)	339	47	28	246	40	6	3	29	73	10	6	53
Fairview Mill (Ref Case)	19	31	43	28	10	16	22	15	2	2	3	2
Edinburgh Park (Parabola) (CP2030)	278	37	21	202	33	4	3	24	60	8	5	43
Total	**636**	**115**	**92**	**476**	**83**	**26**	**28**	**68**	**135**	**20**	**14**	**98**

To meet these demands, and ensure that a greater proportion of travel by unsustainable modes is not generated, the following mitigation measures are recommended for West Edinburgh developments.

Active travel mitigation measures

To encourage as many journeys as possible to be undertaken by active modes of walking, wheeling and cycling, large-scale new developments in West Edinburgh should:

- Present attractive, safe and secure streetscapes for local active journeys, within the developments and to the access points to them (external active travel routes and public transport nodes);
- Have high-quality facilities to enable active travel, including high-capacity secure cycle parking and access to public bike-hire schemes;
- Have high-quality, direct walking and cycling routes, segregated from traffic and without at-grade crossings of major roads where possible, between the developments and as a minimum to the airport (as a major employment site), the Gyle, Edinburgh Park and, via a link to North Gyle Terrace, onward links to other parts of Edinburgh's active travel network.

Public transport mitigation measures

To encourage as many journeys as possible to be undertaken by public transport, large-scale new developments in West Edinburgh should:

- Create a new tram stop, between the extant Ingliston and Gogarburn stops;
- Have high-quality active travel routes to tram stops, Edinburgh Gateway station and bus stops;
- Deliver additional capacity for public transport, so enabling demand for journeys between the developments, to the city centre, Edinburgh Park, the airport and other key destinations to be met;
- Support delivery of the bus priority and interchange recommendations that emerge from the on-going West Edinburgh Transport Improvement Programme study;
- Deliver high-quality intermodal interchange facilities at Maybury/Edinburgh Gateway, to integrate radial and orbital bus services with longer-distance coaches, Edinburgh tram and national rail services.

In addition, new options must be delivered to provide improved bus connectivity to/from the West Edinburgh developments that avoids the forecast traffic congestion problems at Maybury junction. Buses already suffer from substantial peak time delays and journey time unreliability at this location. Growth in general traffic levels from reference case effects and City Plan developments in West Edinburgh would, without mitigation, substantially increase delays to each bus plus, with many more buses/bus passengers, the effects of delays to buses is substantially magnified.

Detailed work to assess public transport (and active travel) priority and potential routeing options in the area is ongoing with the WETIP study, led by CEC and Transport Scotland. This will make recommendations about the best value interventions, including in response to congestion problems at Maybury. These will be guided by City Plan 2030 and will include considerations of opportunities to improve bus priority between the area served by the current A8 between Maybury and Broxburn. The forthcoming work facilitated by the Bus Partnership Fund will consider orbital movements within/around Edinburgh, and will address North Edinburgh and South Edinburgh demand (separately), recognising the significantly increased demand for orbital public transport movements that major new developments in West Edinburgh would create.

In the meantime, our assessment of the travel demand and potential resulting problems in West Edinburgh, determines that each of the following improvements to public transport infrastructure provision are recommended. These would enable public transport to provide sufficiently fast and reliable services to be attractive for a large proportion of journeys to/from the area, hence mitigating the risk of even greater demand for general traffic growth. Without them, the transport network may have insufficient capacity to cater for new development demand, resulting in unacceptable levels of traffic congestion:

- On the A8 corridor east – west through Maybury junction: reallocation of existing road space to buses, and/or general traffic queue relocation to give more priority to buses, and/or provision of additional roadspace on the approaches to Maybury junction, with the additional capacity given to buses;
- Between the main West Edinburgh development sites and north Edinburgh: a new bus-only (or bus and active travel-only) crossing of the Edinburgh – Fife rail line, with onward connection to Maybury Road. This would enable buses to connect from the new West Edinburgh developments to Maybury Road and onward to north Edinburgh whilst bypassing delays at Maybury. Depending on design details, this link may also be able to provide improved public transport access to the developments underway between the rail line and Maybury Road. This could provide improved connectivity between those developments and the employment and other opportunities in the proposed West Edinburgh developments, as well as potential from them to the city centre and north Edinburgh;
- Between the main West Edinburgh development sites and south Edinburgh: improved bus priority on a route from the Gyle through Edinburgh Park, Sighthill and across the A71 to Wester Hailes and beyond. This would be needed in order to improve journey times and journey time reliability on this section. If no effective solution to congestion problems at Maybury junction (which impact on the Gogar interchange) was forthcoming, a new bus-only (or bus- and active travel-only) crossing of the City Bypass (between the Garden District and Lochside Avenue) would be required in order for these services to bypass that congestion (more detail on the potential opportunities for orbital bus connectivity arising from new developments in West Edinburgh is provided later in this section).

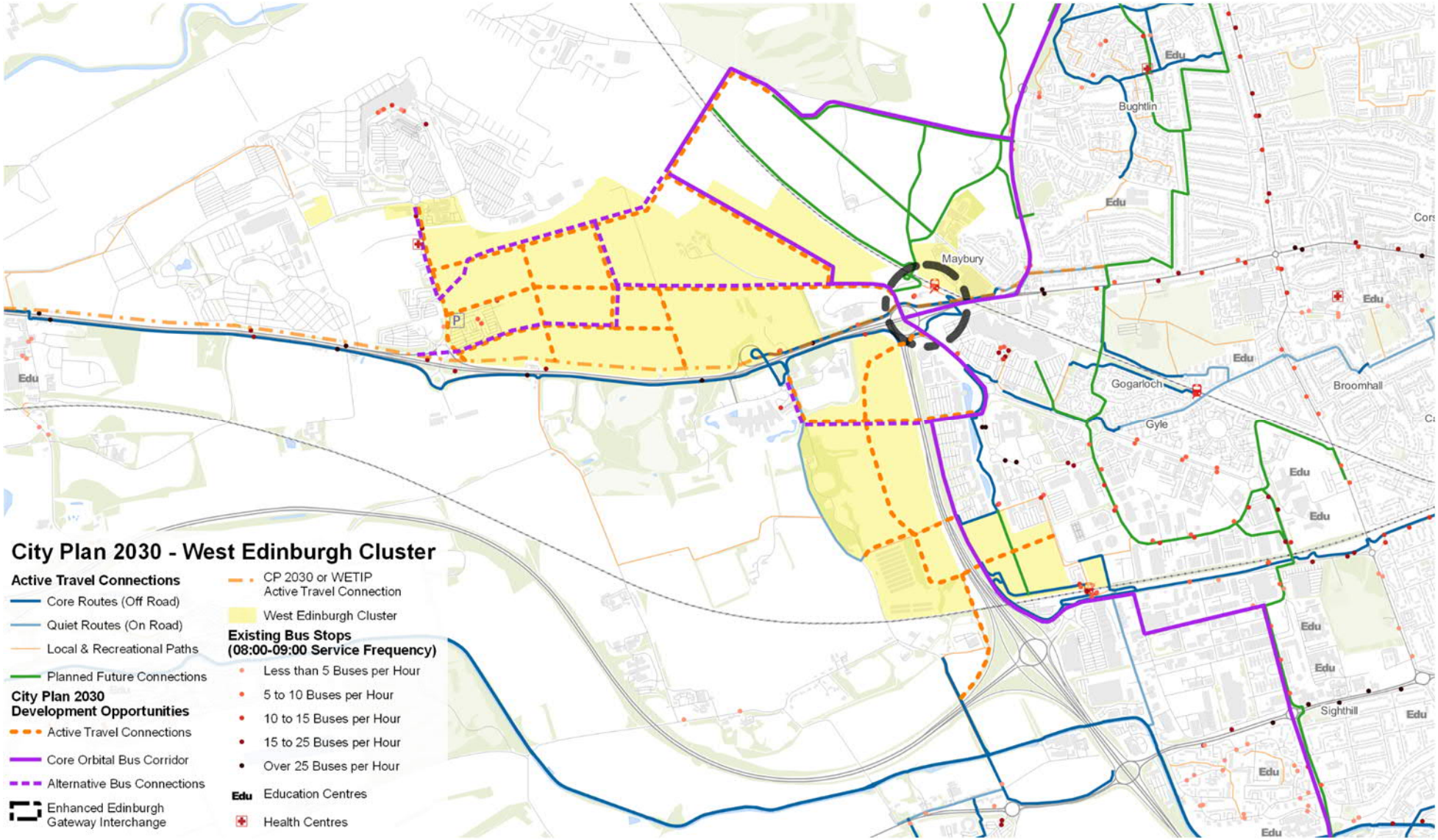
Private transport mitigation measures

To reduce demand for private car trips to/from them, large-scale new developments in West Edinburgh will need to:

- Develop robust parking standards, covering both residential and non-residential developments;
- Ensure that parking restrictions and controlled parking zones avoid problems of uncontrolled parking on streets within the developments or outside them;
- Provide parking for disabled people and ample provision for car club vehicles, ensuring that residents of the developments have access to them for journeys for which car use is essential;
- Provide street spaces, where vehicular access is needed, that accord with Low Traffic Neighbourhood principles, prioritising space for people rather than movement of motorised vehicles.

Additionally, in addition to these design/standards issues, an effective mechanism will need to be found to enforce adherence to regulations for parking supply at the developments, both during build-out and on an on-going basis following completion. Experience from other car-free/low car use neighbourhood developments in European cities has often found pressure to relax parking restraint measures over time, and these should be avoided, as should any potential for high levels of car use by early occupiers of developments as they get built out.

Figure 6.16: Proposed Mitigation Measures – West Edinburgh



6.19 Public Transport – Orbital Bus Routes

Analysis of the travel demand generated by the proposed developments has identified significant additional calls for orbital movements, especially if substantial development in West Edinburgh were to take place. This has the potential to be a catalyst for improved orbital connectivity, and is explored further in this section.

The concept is for quicker limited stop bus services, enhancing existing Lothian Skylink 200 and 400 services with some route adjustments and extensions. These also create key train/tram/bus/active travel interchange opportunities at the A8, The Gyle and Edinburgh Gateway Station. Figure 6.17 shows indicative routes for the potential services, comprising both North and South routes.

The North Orbital route could connect new residential development and high employment areas of West Edinburgh with key areas of development along the waterfront from Granton, Newhaven through to Seafield.

Modelling assumes a 10-minute service headway between Maybury and Seafield delivered through a combination of two sub-options:

- Airport to Seafield via IBG and Elements developments – every 20 mins; and
- Edinburgh Park to Seafield – every 20 mins.

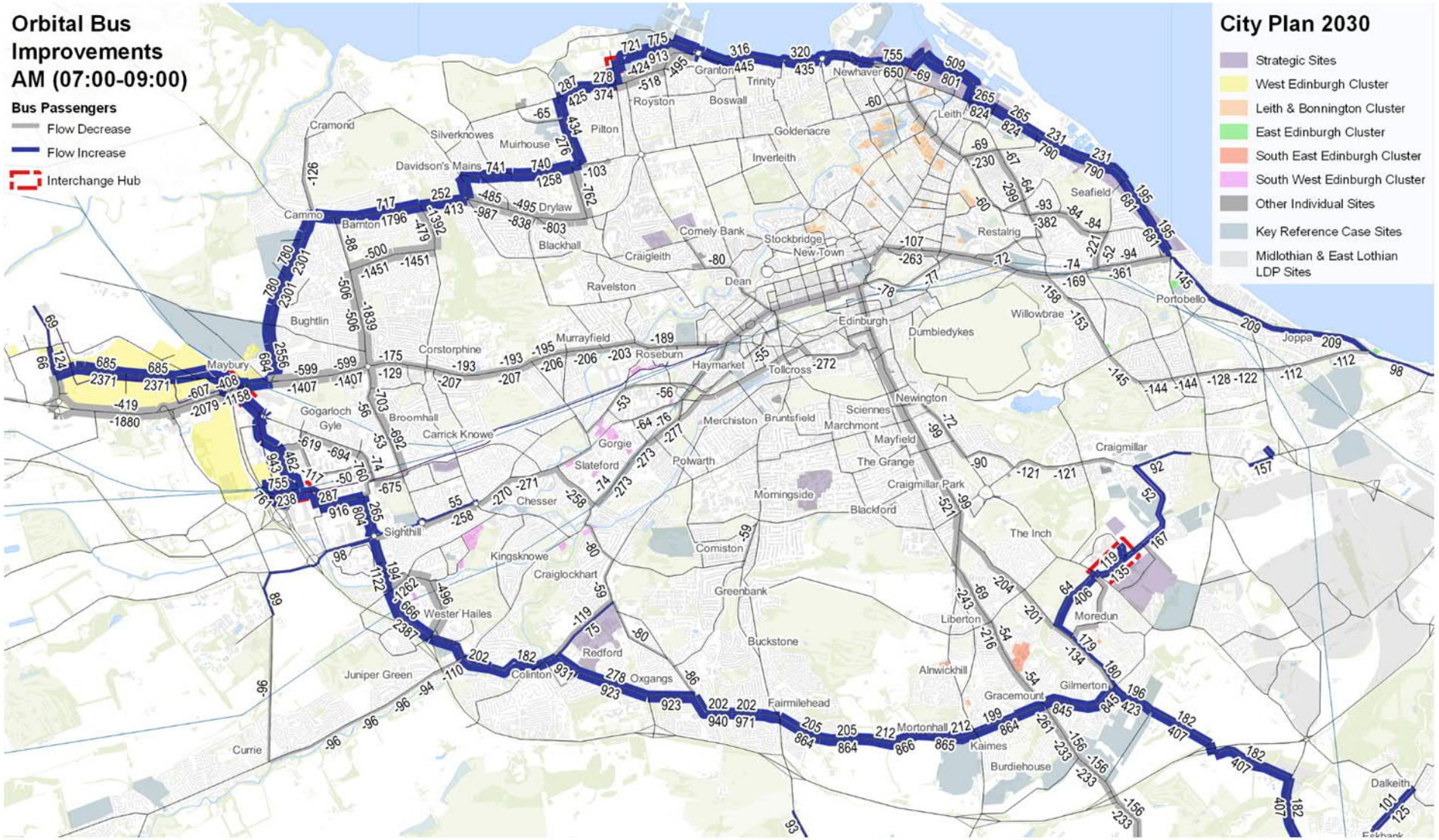
The South Orbital route could connect West Edinburgh with new areas of development to the South East of Edinburgh at the bioQuarter via a number of key residential localities. An alternative branch also provides connectivity towards Dalkeith and Eskbank.

Modelling assumes a10-minute service headway on shared sections of the following two routes:

- Airport to Fort Kinnaird – every 20 mins via bioQuarter, Colinton Mains Dr (north of Redford Barracks) and South Gyle; and
- Airport to Dalkeith – every 20 mins via Eskbank, Redford Rd and Edinburgh Park.

Figure 6.17 below shows the impact of these improved services on bus network patronage, assuming that significant residential development at IBG were to go ahead, along with the brownfield developments throughout the city proposed by City Plan 2030 (though without other greenfield development site options). It shows the substantial demand on many sections of the routes. Note that reductions are seen on altered sections of existing Skylink 200 & 400 service routes and on route of service 21 via Meadow Place Rd onto Bankhead Drive towards South Gyle, as the quicker services becomes a more attractive option towards this area. There are also some reductions on cross city routes where some passengers may have previously travelled via connecting services.

Figure 6.17: Public Transport model flow changes following introduction of improved orbital bus services



6.20 Appraisal of Mitigation Measures

Our approach to forecasting the travel demand effects of the mitigation measures is set out in Appendix C. Given the highly-localised nature of the effects of individual sites' mitigation measures, some of which can be determined only post-design, we have not presented mode share implications for the effects of mitigation measures on each site/cluster. The network-wide effects can, however, be estimated with more robustness.

Table 6.7 shows the forecast effects on modal use of the combined set of mitigation measures for all brownfield developments (greenfield are excluded as significant investment in the promotion of active and sustainable travel choices is assumed to be a prerequisite for these, and is factored into the trip-rate forecasts). These forecasts are applicable in future travel demand scenarios 1 and 2. Scenario 3 would deliver much more investment across the city to promote active and sustainable travel, so the additional effects of mitigation measures is assumed to be limited at best (as use of sustainable modes would already be higher).

Table 6.7: Mode Share Effects of Mitigation Measures

Mode	Net demand for use if mitigation measures were implemented in comparison with no mitigation
Vehicle	-12%
Vehicle Occupants	1%
Public Transport	5%
Walking	8%
Cycling	16%

Assessment of Mitigation Measures Against STAG Criteria

In this section, we provide an appraisal of the overall impacts of the proposed mitigation measures against each of the sub-criteria of the five objectives set out the Scottish Transport Appraisal Guidance. A fuller description of each criterion is available in the guidance[17]. The descriptions outline the anticipated effects of the transport mitigation measures in comparison with a situation where the developments went ahead, with their resulting increases in travel demand, but without any mitigation measures.

A summary assessment is provided against each criterion on a seven-point semantic scale:

Table 6.8: Assessment Summary Semantic Scale

Score	Benefit	Score	Benefit
✓	Minor benefit	×	Minor disbenefit
✓✓	Moderate benefit	××	Moderate disbenefit
✓✓✓	Major benefit	×××	Major disbenefit
0	No significant impact		

17 https://www.transport.gov.scot/our-approach/industry-guidance/scottish-transport-analysis-guide-scot-tag/#overview

Table 6.9: Environment

Sub-criterion	Likely impact of mitigation	Summary assessment
Noise & vibration	Mitigation measures will reduce general traffic volumes, though increase public transport services. Most places will therefore benefit from some reduction in noise and vibration, though some locations close to public transport corridors may experience an increase	✓
Carbon emissions	Mitigation measures will reduce total traffic flow and hence carbon emissions	✓✓
Local air quality	Mitigation measures will reduce total traffic flow, hence air pollution from traffic, but congestion will remain at key hotspot locations	✓
Water quality, drainage and flood defence	No significant impacts expected	0
Geology	No significant impacts expected	0
Biodiversity and habitats	No significant impacts expected, though care will be required to avoid any adverse impacts in locations where land is required	0
Landscape	No significant impacts expected	0
Visual amenity	No significant impacts expected, though care will be required to avoid any adverse impacts in locations where infrastructure is required	0
Agriculture and soils	No significant impacts expected, though care will be required to avoid any adverse impacts in locations where land is required	0
Cultural heritage	No significant impacts expected	0

Table 6.10: Safety

Sub-criterion	Likely impact of mitigation	Summary assessment
Accidents	Mitigation measures will reduce general traffic volumes hence reduce the risk of road crashes. They will also provide safer active travel infrastructure than would otherwise be the case, reducing the likelihood of injury to pedestrians and cyclists.	✓
Security	By encouraging more people to travel actively and by public transport, natural surveillance will be improved, resulting in benefits to personal security	✓

Table 6.11: Economy

Sub-criterion	Likely impact of mitigation	Summary assessment
Travel time savings	By reducing traffic congestion and promoting more efficient modes, the mitigation measures may result in minor savings in travel times, though effects are unlikely to be significant	0
User charges	No significant impacts expected	0
Vehicle operating cost changes for road vehicles	By promoting alternative modes, a minor reduction in net vehicle operating costs is expected	✓
Quality benefits to transport users	A minor benefit to the quality of public transport and active travel journeys is expected	✓
Reliability benefits to transport users	By reducing traffic congestion and promoting more efficient modes, the mitigation measures are expected to result in a minor improvement to journey reliability	✓
Investment costs	No significant impacts expected	0
Operating and maintenance costs	Mitigation measures may lead to a minor increase in public transport operating costs (largely or entirely offset by an increase in passenger revenue), but a reduction in road maintenance requirements	0
Revenues	Public transport revenues will increase as a result of the mitigation measures	✓✓
Grant and subsidy payment	No significant impacts expected	0
Economic impact and locational activity	A minor benefit is expected, as a result of provision of more inclusive transport choices to new developments	✓

Table 6.12: Integration

Sub-criterion	Likely impact of mitigation	Summary assessment
Transport integration	Transport integration will be improved by increased investment in measures that support ease of use of active and public transport modes	✓
Transport and land-use integration	By facilitating sustainable development and the aspirations of City Plan 2030, the mitigation measures support transport and land-use integration	✓✓✓
Policy integration	The mitigation measures support aspirations of the Council, Scottish Government and others to promote inclusive, healthy and sustainable transport	✓✓

Table 6.13: Accessibility

Sub-criterion	Likely impact of mitigation	Summary assessment
Community accessibility	The mitigation measures, by supporting improvements to public transport and active travel, enhance community accessibility for potential City Plan 2030 developments and also other parts of the city	✓✓
Comparative accessibility	The mitigation measures, by supporting improvements to public transport and active travel, enhance accessibility for the many people that are commonly excluded from car-based transport networks	✓✓

Table 6.14: Feasibility, Affordability and Public Acceptability

Sub-criterion	Likely impact of mitigation	Summary assessment
Feasibility	Work to date has not identified any significant feasibility risks with the proposed mitigation measures, though more detailed investigation of some of them is on-going, not least through ESSTS and WETIP	✓
Affordability	The mitigation measures listed are proportionate to the transport problems caused by new developments and, although detailed consideration of costs and funding sources is required, are believed to be affordable	✓
Public acceptability	Whilst some of the mitigation measures are likely to lead to public acceptability concerns, these are anticipated to be at a local level in the vicinity of specific interventions, and the overall package of City Plan 2030 developments is considered to be more acceptable with the mitigation measures than without	✓

6.21 Monitoring

Effective monitoring is required in order to ensure that proposed developments come forward in a manner as anticipated in this appraisal and that mitigation measures are delivered. CEC should work with developers to ensure that:

- Development locations and sizes accord with the assumptions made in this Transport Appraisal and, if changes occur as a result of more detailed consideration, that appropriate alterations to mitigation measures are agreed;
- Mitigation measures are delivered to high standards, in a timely manner in relation to the build-out and occupation of development sites;
- Trip rates from new developments broadly accord with the forecasts made in this appraisal and, if they are found to be substantially different (and especially if vehicular trip rates are significantly higher than forecast) that appropriate further mitigation measures are implemented.

Appendix A. Development and Transport Assumptions

City Plan 2030 Transport Appraisal

Appendix A: Reference Case and City Plan 2030 Assumptions

1 | 2

5 August 2021

City of Edinburgh Council

City Plan 2030 Transport Appraisal

Project No:	BESP0023
Document Title:	Appendix A: Reference Case and City Plan 2030 Assumptions
Document No.:	1
Revision:	2
Document Status:	Final
Date:	5 August 2021
Client Name:	City of Edinburgh Council
Client No:	
Project Manager:	Tim Steiner
Author:	Joseph M Campbell
File Name:	Appendix A - Development and Transport Assumptions

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Contents

1. Introduction

This appendix sets out an update to the assumptions used to generate both the Reference Case and City Plan 2030 (CP 2030) transport demand for the Transport Appraisal of City Plan 2030. Forecast trip-rate demand for each site has been developed and is reported in Appendix B.

Furthermore, this note outlines the assumptions regarding changes to the transport system that are envisaged to take place before any City Plan 2030 developments would occur, which are included within the Transport Appraisal reference case.

2. Development Assumptions

2.1 Reference Case Development Assumptions

2.1.1 Residential development

Development and occupation of new pre-City Plan 2030 residential developments are assumed to be as stated in the Housing Land Audit and Completions Programme 2020.

Jacobs is working with the version of the programme as supplied to us by CEC on 3rd December.

2.1.2 Non-residential developments

An initial estimate of reference case demand was generated, based on the assumption that all new 'City Centre and Special Economic Area' non-residential developments in the Local Development Plan would come forward and be occupied prior to 2030.

CEC have since provided more clarification on the likely reference case demand, along with likely demand associated with CP2030 development. As such, the number and scale of the non-residential developments considered within the reference case have been amended as follows, with the specific developments detailed in Table 2.1.

West Edinburgh

The reference case scenario for West Edinburgh includes development demand associated with all the West Edinburgh developments listed in the extant Local Development Plan (LDP) that have planning approval.

More detail on the reference case development content for West Edinburgh is detailed in Table 2.1.

City Centre

It is assumed that all city centre non-residential developments outlined within the current LDP are proceeding, therefore the demand associated with these developments will be considered as part of the reference case assessments.

Leith Docks / Granton Waterfront

The residential element of the Leith Docks development (Waterfront Plaza, CALA Homes) is underway and should be completed as set out in the Housing Land Audit; this is therefore included within the reference case. All other developments in the area are considered as part of City Plan 2030, albeit the land uses and sizes may change from those proposed in the current LDP.

It is assumed that all Granton non-residential developments outlined within the current LDP will proceed prior to 2030, therefore the demand associated with these developments will be considered as part of the reference case assessments.

South East Edinburgh

CEC have provided details of the anticipated total development mix / scale for the BioQuarter site (260,000sqm life sciences / commercial uses and up to 2,500 residential units). CEC have confirmed that approx. 20,000 sqm of life sciences / commercial development has already been constructed. This is assumed to comprise the reference case, with the remaining development potentially coming forward through City Plan 2030.

It is assumed that the Niddrie Mains Road development, included within the current LDP, is proceeding as such will be considered within the reference case assessments.

The assumptions of all reference case developments / sizes are provided in Table 2.1 below.

Table 2.1 – Reference Case Developments (in addition to those listed in Housing Land Audit)

Development location	Reference case growth assumptions
City Centre	
179 Canongate (Summix Capital Ltd)	1,858 sqm offices
New Town Quarter (Ediston, Orion Capital Managers)	116 room hotel; 9,779 sqm offices; 940 sqm gym; and 349 residential units**
Haymarket Development (Qmile Group, M&G Real Estate)	50,413 sqm offices; 2,893 sqm retail; and 365 room hotel
Fountain Quay (EDI Group)	11,621 sqm offices; 4,476 sqm food / retail; 140 room hotel; 11,858 sqm cultural / leisure; and 340 residential units*
Exchange 2 Dewar Place Development (Catalyst Capital)	25,330 sqm hotels; 4,559 sqm offices; and 206 sqm retail / food and drink
St James Quarter	79,196 sqm retail floor area tested in TA 315 room hotel; 7,207 sqm offices; and 150 residential units*.
Leith / Granton Waterfront	
Waterfront Plaza, Leith Docks (CALA Homes)	388 residential units*

Development location	Reference case growth assumptions
Granton Waterfront (Waterfront Edinburgh Ltd)	200 room hotel; 356 sqm retail; 461 sqm restaurant / bar; and 1,237 sqm offices
Granton Harbour Local Centre (Granton Central Developments Ltd)	8,120 sqm retail; 1,816 sqm offices; and 3,775 sqm leisure / public space
South East Edinburgh	
BioQuarter	20,000sqm life sciences / commercial uses
Niddrie Mains Road Development (Keyworker Living Ltd)	64 residential (assisted living) units; 88 residential (dementia care) units; 164 residential (student accommodation) units; and 164 sqm retail.
West Edinburgh	
IBG 1 (Murray Estates)	Assume developed and occupied as stated in WETA 2016 Refresh: 122,000 sqm office; Hotels (1,415 rooms); 800 sqm leisure development; 5,400sqm Retail/food and drink development; and 312 residential units**
Fairview Mill (Amber Real Estate)	Hotel (180 rooms); and 845 sqm pub / restaurant
Edinburgh Park (Parabola)	43,000 sqm offices; Apartment hotel (170 bedroom); and 1,737 residential units*
RHASS Showground (Vastint Hospitality)	Moxy Airport Hotel (213 rooms) (built); New hotel (160 rooms) (built)

* CEC confirmed that residential elements of these developments are included in 2020 Housing Land Audit provision.

** Assumption that the residential elements for New Town Quarter and IBG 1 are not included in the 2020 Housing Land Audit provision, but are considered to be reference case developments.

2.2 City Plan 2030 Development Assumptions

2.2.1 Residential Development

While the details of location and scale of residential developments to be included within the City Plan 2030 is necessarily uncertain at this stage of the plan development process, reference has been made to the City Plan 2030 Housing Study which outline the following development options:

- Option 1 – Delivery by the council and its partners within the urban area;
- Option 2 – Delivery through market housing by releasing greenfield; and

- Option 3 – All potential housing-led mixed-use sites, a blended approach between brownfield and greenfield.

For the purposes of this Transport Appraisal, it is proposed that the demand associated with Option 3 (brownfield / greenfield blend) is considered in order to ensure a robust assessment.

Jacobs is working with a list of sites as supplied to us by CEC on 11th December, which suggests that there are 108 brownfield locations which are being considered for allocation for residential development. The total estimated capacity of the sites is a little over 13,000 residential units.

There are, additionally, some strategic brownfield/edge of urban area sites which have been identified as potential development opportunities in City Plan 2030:

- Potential at Bioquarter - 2,500 units (BioQuarter full development content captured in Table 2.2 below);
- Land at Seafield – 800 units;
- Garden District (East of Milburn Tower) - 1,350 units; and
- Saico (Land at Turnhouse Road) - 1,000 units.

CEC has estimated that, in addition to the sites listed above, capacity for a further 5,000 residential units is required by 2030. Four options have been identified for this provision (with the assumption that all the capacity would be provided by one of them):

- Further densification and reclassification of the International Business Gateway site (IBG2); or
- Norton Park (east of Ratho Station); or
- Land east of Riccarton; or
- Land at the Drum, south east of Gilmerton.

CEC have confirmed that 35% of units for all sites should be assigned to affordable housing except for Garden District which already has planning consent for a 25% split.

2.2.2 Non-Residential Development

West Edinburgh

CEC have confirmed that discussions are ongoing within CEC and with the Scottish Government in order to establish support for a mixed-use approach to development at West Edinburgh.

As explained previously, all developments within the extant LDP that have planning approval, have been included within the reference case. The remaining developments that are included in the extant LDP that don't have planning approval, are assumed to comprise the City Plan 2030 developments.

City Centre

It is assumed that there will be no City Centre non-residential developments within the City Plan 2030 assessments.

Leith / Granton Waterfront

CEC have been in discussions with Forth Ports over proposed development content to be considered within the City Plan 2030 and have referred to the Forth Ports MIR / City Plan 2030 Choices consultation response. Furthermore, CEC have confirmed that the development principles for Leith Waterfront, as part of the City Plan 2030, comprise those outlined within Table 11 of the current Local Development Plan.

While the information within the MIR / City Plan 2030 Choices response and Table 11 of the Local Development Plan provide details of the development principles and some detail on land uses, it only provides details on the estimated total residential capacities and does not provide details on the anticipated scale of development relating to the other land uses. Notwithstanding this, in order to progress the assessment and ensure it's robustness, the non-residential development content included within the Leith Docks (Forth Properties) Transport Assessment is assumed to be the development content that comes forward as part of City Plan 2030.

As outlined in section 2.1.2, it is assumed that all Granton non-residential development will come forward before 2030 and as such has been considered within the reference case.

South East Edinburgh

As mentioned previously, CEC have provided details of the anticipated development mix / scale for BioQuarter (260,000sqm life sciences / commercial uses and up to 2,500 residential units) and have confirmed that with the exception of the 20,000sqm of life sciences / commercial already constructed, all development should be considered as part of CP2030.

The assumptions of potential City Plan 2030 developments / sizes for strategic sites are provided in Table 2.2 below.

Table 2.2 – Potential City Plan 2030 Developments

Development location	Growth assumptions
West Edinburgh	
IBG 2	3,716 sqm Class 5 industrial; 22,297 sqm offices; and 2,000 residential units, plus an option for an additional 5,000 units as referenced above*
Elements Edinburgh (Crosswinds Developments)	45,000 sqm offices; 13,500 sqm Class 5 industrial; and 2,500 residential units.*
Edinburgh Park (Parabola)	35,756 sqm offices
RHASS Showground	29,000 sqm offices; 13,370 sqm new / extended showground; Extension to existing on-site hotel (124 rooms); and 2,475 sqm food centre of excellence (retail).
Norton Park (see note above)	45,000 sqm offices; 22,500 sqm Class 5 industrial; and 5230 residential units.*
Leith / Granton Waterfront	
Leith Docks (Forth Properties)	92,068 sqm offices; 12,120 sqm port activities; 64,900 sqm Ocean Terminal Extension; 18,844 sqm retail / local shops; 6,750 bars / restaurants; 9,913 sqm leisure; and 5,620 sqm education.

Development location	Growth assumptions
South East Edinburgh	
Bioquarter	240,000sqm life sciences / commercial uses; and up to 2,500 residential units*

* CEC confirmed that residential elements of these developments are included in City Plan 2030 housing land provision.

3. Transport Assumptions

A summary of the transport intervention assumptions, considered as part of the City Plan 2030 reference case, are outlined in Table 3.1 below.

Table 3.1 Initial List of Reference Case Transport Interventions

Category	Scheme
Bus priority (BPRDF/Bus Partnership Fund)	
	A90
	A8 / A89 Gogar & Newbridge
	A1
Bus network	
	Kilpunt P&R
	Hermiston P&R extension
Active travel	
	ATAP quiet routes network
	Places for Everyone projects in development (Meadows to George Street, Roseburn, Fountainbridge, Powderhall, West Edinburgh Active Travel Network)
	City Centre Transformation (first 5 years)
Tram	
	Line 1a (Newhaven)
Rail	
	Almond Chord
	Portobello junction
	ECML capacity improvements
Road	
	Sheriffhall upgrade
	WETIP proposals (including Eastfield Road and Gogar/Maybury upgrade)
Other	
	Low Emission Zone

Appendix B. Trip Rate Assumptions and Trip Generation

City Plan 2030 Transport Appraisal

Appendix B: Reference Case and City Plan 2030 Assumptions

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5 August 2021

City of Edinburgh Council

City Plan 2030 Transport Appraisal

Project No:	BESP0023
Document Title:	Appendix B: Reference Case and City Plan 2030 Assumptions
Document No.:	1
Revision:	2
Document Status:	Final
Date:	5 August 2021
Client Name:	City of Edinburgh Council
Client No:	
Project Manager:	Tim Steiner
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File Name:	Appendix B - People Trip Rate Assumptions

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Contents

1. Introduction

This note sets out the methodology adopted to derive residential and non-residential people trip rates and in turn generate an estimate of the transport demand (reference case and City Plan 2030) for the Transport Appraisal of City Plan 2030.

This note should be read in conjunction with Appendix A of the Transport Appraisal which provides detail on the developments that are being considered in both the reference case and City Plan 2030 assessments.

It should also be read in conjunction with section 2.4 of the Transport Appraisal, which consider scenarios for variations in trip rates in other plausible futures, which enables the Transport Appraisal to consider the potential long-term effects on transport demand of the Covid pandemic, and of the potential efforts of City of Edinburgh Council and other partners to increase investment in active and sustainable travel. As such, the process outlined in this note refers to the estimation of trip rates based on pre-Covid transport data.

2. Residential Trip Rates

In order to estimate the potential trip generation of residential developments, the TRICS (Trip Rate Information Computer System) database was interrogated. When obtaining the trip rates of any given development, the usual multi-modal TRICS methodology was used.

To derive the trip rate associated with a proposed residential development, the land use category 3 “Residential” was selected and the following criteria applied:

- Survey sites within Greater London and Ireland were excluded;
- The sub land uses A – Houses privately owned; B – Affordable/Local authority houses; C – Flats privately owned; D – Affordable/Local authority flats; K – Mixed private housing (Flats and houses); L – Mixed affordable housing (Flats and houses); and M – Mixed private/affordable housing were used appropriately, depending on the development type for each potential site in Edinburgh, as identified within the 2020 Housing Land Audit; and
- The location type of a proposed residential development was then selected in line with the ‘TRICS Good Practice Guide’, with particular focus on the compatibility of site locations in TRICS when compared with the location of proposed developments within the 2020 Housing Land Audit and Completions Programme. A summary of the location types within TRICS are highlighted in Figure 1 below.

It should be noted that within TRICS, affordable/local authority flats do not tend to be located on sites at the edge of town/city, however some developments are proposed in this location. As such where this is the case, suburban / neighbourhood centre location type has been selected.

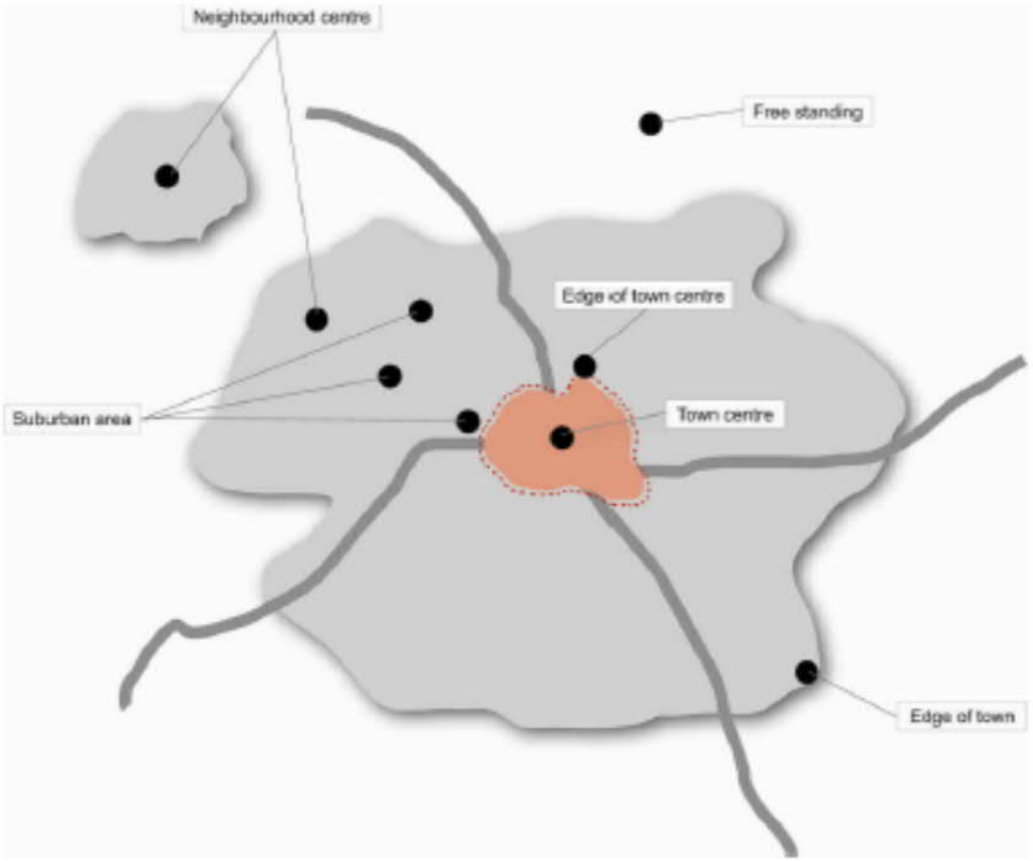

Figure 2.1 – TRICS Location Types *Source – TRICS Good Practice Guide*

People trip rates have been applied to the development sizes (number of units) for each development in order to establish an estimated people trip generation for each site. Furthermore, each development has been assigned to a strategic location in order to assist in estimating demand arising from the strategic development areas in Edinburgh, which in turns enables us to model and understand locations of constraint / impact. The strategic city locations are as follows:

- City Centre;
- Granton / Leith Waterfront;
- West Edinburgh; and
- South East Edinburgh.

In order to establish trips by mode for each residential development, Census 2011 Travel to Work data for key strategic locations within Edinburgh has been used. Census Travel to Work modal splits are considered more appropriate than TRICS modal splits for this scenario based on pre-Covid transport data, as they relate directly to the location in question and provide a more accurate reflection of the specific characteristics of each area. This is considered a robust starting point in terms of developing an understanding of demand associated with both reference case and City Plan 2030 development.

These strategic modal splits have then been applied to the total people trip generations in order to establish total trips per mode. Census 2011 travel to work data at an electoral ward level has been considered, with the following electoral wards included in the analysis for each strategic city location and a summary of the modal splits by strategic location detailed in Table 2.1 below:

- City Centre;
  - City Centre Electoral Ward;
- Granton / Leith Waterfront;
  - Forth Electoral Ward;
  - Leith Electoral Ward;
- West Edinburgh;
  - Almond Electoral Ward;
  - Drum Brae / Gyle Electoral Ward;
- South East Edinburgh;
  - Southside / Newington Electoral Ward; and
  - Liberton / Gilmerton Electoral Ward.

Table 2.2 – Census 2011 Travel to Work Modal Splits by Strategic Location

Strategic Location	Modal Splits (%)				
	Vehicles	Vehicle Occupants	Public Transport	Walking	Cycling
City Centre	15.0	3.0	29.2	48.4	4.4
Granton / Leith Waterfront	30.7	5.9	36.4	23.0	4.0
West Edinburgh	43.9	8.8	25.1	19.7	2.5
South East Edinburgh	37.5	10.4	31.6	18.3	2.2

A summary of the people trip rates and associated trip generations (by mode), associated with each development site are contained within Appendix B.1 and Appendix B.2 for the reference case sites and potential City Plan 2030 sites respectively. This also includes the total residential trip generations by mode associated with each strategic location.

3. Non-Residential Trip Rates

The people trip rates and land use sizes for the non-residential developments included within Appendix A of the Transport Appraisal were taken from the Transport Assessment (TA) prepared in support of those developments, where these are available.

Where people trip rates are not available from the TA, the trip rates have been derived from the TRICS database (using the same criteria as explained above for the residential land uses), but for the relevant non-residential land use.

Where the TA provided vehicle trips only, people trips have been calculated using the modal splits of a relevant nearby TA as a proxy. For example, the Fountain Quay TA only provided vehicle trips, therefore the modal splits within the Haymarket TA have been applied in order to estimate total people trips and trips by other modes (vehicle occupants, public transport, walking and cycling).

A summary of the source of people trip rates for potential non-residential land uses is provided in Appendix B.3 below for the reference case and Appendix B.4 for City Plan 2030.

A summary of the people trip rates and associated trip generations (by mode) associated with each non-residential development site (included within the 'City Plan TA working paper – reference case and City Plan 2030 Assumptions') is contained within Appendix B.1 and Appendix B.2 for the reference case and City Plan 2030 sites respectively. This also includes the total non-residential trip generations by mode associated with each strategic city location.

Appendix B.1- Reference Case Trip Rates and Trip Generation

Provided in accompanying spreadsheet

Appendix B.2- City Plan 2030 Trip Rates and Trip Generation

Provided in accompanying spreadsheet

Appendix B.3- Non-Residential Reference Case - Summary of People Trip Rate Source

Non-Residential Development	Trip Rate Source
City Centre	
179 Canongate	Total people trip rates / trips obtained from the TRICS Database; Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode.
New Town Quarter	Total people rates / trips for office element included in the *'ECS Transport Planning Limited, Proposed Mixed Use Development New Town Quarter, Edinburgh Transport Assessment'*; Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode; No trip generations associated with the Hotel and Gym elements were included in the TA, therefore no trip generation associated with these elements have been included in the reference case demand assessments.
Haymarket	People trip rates / trips by mode provided within 'Haymarket Edinburgh, Transport Statement, Sweco, March 2019'
Fountain Quay	Vehicle trip rates / trips only within *'Fountain Quay, Edinburgh, Goodson Cole Transportation, Transport Statement, July 2014'* for the office, and hotel elements; People trips established using modal splits within Haymarket TA (details above); Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode; No trip generations associated with the food / retail and cultural / leisure trip rates were included in the TA, therefore no trip generation associated with these elements have been included in the reference case demand assessments
Exchange 2 Dewar Place	Total people trip rates / trips provided within *Exchange 2, Transport Statement, Sweco, 2017.*
St James Quarter	Total people trip rates / trips provided within '*St James Centre, Transport Assessment, Colin Buchanan, 2008'.*
Granton / Leith Waterfront	
Granton Waterfront	Total people rates / trips obtained from '*Waterfront, Harbour Road Plot C, Transport Assessment, MRC McLean Hazel, October 2008';* Modal splits within Haymarket TA (details above) applied to total people trips to determine trips by mode.
Granton Harbour Local Centre	Total people trip rates / trips obtained from the TRICS Database; Modal splits within Haymarket TA (details above) applied to total people trips to determine trips by mode.
South East Edinburgh	
Niddrie Mains Road	Total people rates / trips by mode obtained from *'Niddrie Mains Road, Transport Statement, Goodson Associates, December 2019';*

	No trips associated with the retail element as predicted to be local non-car trips.
BioQuarter	People trip rates from New Town Quarter Transport Assessment used given no Transport Assessment available for this development.
West Edinburgh	
IBG Phase 1	Total people rates / trips by mode for office, hotel and residential elements obtained from *'West Edinburgh Transport Study, WSP Parsons Brinckerhoff, September 2015'* ; No trips associated with Leisure and retail / food and drink as anticipated to be local non-car trips.
Fairview Mill	Total people rates / trips by mode obtained from 'Fairview Mill, Transport Statement, Transport Planning Ltd, November 2016'.
Edinburgh Park	Total people rates / trips by mode obtained from *'Edinburgh Park Southern Phase, Transport Assessment, WYG, May 2020'*.
RHASS Showground	Total people rates / trips by mode obtained from *'West Edinburgh Transport Appraisal Refresh, Jacobs, December 2016'*.

Appendix B.4 – Non-Residential City Plan 2030 - Summary of People Trip Rate Source

Non-Residential Development	Trip Rate Source
Granton / Leith Waterfront	
Leith Docks	Vehicle trip rates / trips only within *Leith Docks, Transport Assessment, Arup, August 2007*; People trips established using modal splits within Haymarket TA (details above); Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode; No trip generations associated with the retail / local shops were included in the TA, therefore no trip generation associated with these elements have been included in the reference case demand assessments.
South East Edinburgh	
BioQuarter	People trip rates from New Town Quarter Transport Assessment used given no Transport Assessment available for this development.
West Edinburgh	
IBG Phase 2	Vehicle trips only within the *'West Edinburgh Transport Study – Phase 2, WSP Parsons Brinckerhoff, May 2016'*; Given the shift from office led development to residential led development, the residential trip rates within the IBG Transport Assessment are not considered robust, given they assume a high proportion of internal trips between the residential and office land uses. As such, given there is a significantly reduced office provision within the site, it is considered more robust to apply the residential people trip rates from the Elements Edinburgh Transport Assessment (details below) to the IBG Phase 2 residential development content in order to estimate total people trips; Total people trips for all other land uses (non-residential) established using modal splits within IBG Phase 1 assessment (details above); Modal splits within Elements Edinburgh Transport Assessment (details below) applied to total residential people trips to determine trips by mode; and Modal splits within IBG Phase 1 assessment applied to total people trips to determine trips by mode for all remaining land uses (non-residential).
Edinburgh Park	Total people rates / trips by mode obtained from *'Edinburgh Park Southern Phase, Transport Assessment, WYG, May 2020'*.
RHASS Showground	Total people rates / trips by mode obtained from *'West Edinburgh Transport Appraisal Refresh, Jacobs, December 2016'*.
Elements Edinburgh	Total people rates / trips by mode obtained from *'Elements Edinburgh Transport Assessment, Mott Macdonald, July 2020'*.
Norton Park	People trip rates from Elements Edinburgh Transport Assessment have been applied to Norton Park given no Transport Assessment available for this development.

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
City Centre	179 Canongate	Summix Capital Ltd	Offices	1858.00	sqm	1,858	1.222	0.069	0.070	1.203	23	1	1	22	7	0	0	7	0	0	0	0	5	0	0	5	8	0	0	8	2	0	0	2
	New Town Quarter	Ediston, Orion Capital Managers	Hotel	116.00	rooms	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Office	9779.00	sqm	9,779	0.593	0.113	0.060	0.387	58	11	6	38	18	3	2	12	0	0	0	0	12	2	1	8	21	4	2	14	6	1	1	4
			Gym	940.00	sqm	940	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Residential Units	349.00	units	349	0.100	0.522	0.434	0.194	35	182	151	68	11	56	47	21	0	0	0	0	7	38	32	14	13	66	55	24	3	18	15	7
	Haymarket Development	Qmile Group, M&G Real Estate	Office	50413.00	sqm	50,413	3.009	0.221	0.211	2.595	1517	111	106	1308	470	35	33	406	0	0	0	0	319	23	22	275	546	40	38	471	152	11	11	131
			Retail	2893.00	sqm	2,893	3.313	2.607	6.253	6.415	96	75	181	186	30	23	56	58	0	0	0	0	20	16	38	39	35	27	65	67	10	8	18	19
			Hotel	365.00	rooms	365	0.466	0.655	0.664	0.524	170	239	242	191	53	74	75	59	0	0	0	0	36	50	51	40	61	86	87	69	17	24	24	19
	Fountain Quay	EDI Group	Office	11621.00	sqm	11,621	0.885	0.099	0.045	0.780	332	37	17	292	103	12	5	91	0	0	0	0	70	8	4	61	119	13	6	105	33	4	2	29
			Food / Retail	4476.00	sqm	4,476	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Hotel	140.00	rooms	140	0.060	0.171	0.078	0.071	27	77	35	32	8	24	11	10	0	0	0	0	6	16	7	7	10	28	13	12	3	8	4	3
			Cultural / Leisure	11858.00	sqm	11,858	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Exchange 2 Dewar Place Develop	Catalyst Capital	Hotels	25330.00	sqm	25,330	0.524	0.757	0.625	0.524	133	192	158	133	28	40	33	28	0	0	0	0	42	61	51	42	49	71	59	49	8	12	9	8
			Office	4559.00	sqm	4,559	2.937	0.300	0.684	2.829	134	14	31	129	28	3	7	27	0	0	0	0	43	4	10	41	50	5	12	48	8	1	2	8
			Retail / Food and Drink	206.00	sqm	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	St James Quarter	Henderson Global Investors	Retail	79196.00	sqm	79,196	-	-	-	-	2482	436	464	3027	273	48	51	333	0	0	0	0	1812	319	338	2210	298	52	56	363	0	0	0	0
			Hotel	315.00	rooms	315	-	-	-	-	-	-	218	209	-	-	24	23	-	-	0	0	-	-	159	153	-	-	26	25	-	-	0	0
			Office	7207.00	sqm	7,207	-	-	-	-	-	-	18	55	-	-	2	6	-	-	0	0	-		13	40	-	-	2	7	-	-	0	0
	LDP CC2: New Street	Artesan	Housing	0.78		167	0.197	0.770	0.609	0.314	33	129	102	52	5	19	15	8	1	4	3	2	10	38	30	15	16	62	49	25	1	6	4	2
	LDP CC3: Fountainbridge (North)	Fountain North Ltd.	Housing	0.60		125	0.100	0.522	0.434	0.194	13	65	54	24	2	10	8	4	0	2	2	1	4	19	16	7	6	32	26	12	1	3	2	1
	LDP CC3: Fountainbridge (North)	Moda Living (Springside) Ltd.	Housing	0.61		205	0.100	0.522	0.434	0.194	21	107	89	40	3	16	13	6	1	3	3	1	6	31	26	12	10	52	43	19	1	5	4	2
	LDP CC3: Fountainbridge (North)	Moda Living (Springside)	Housing	1.09		140	0.100	0.522	0.434	0.194	14	73	61	27	2	11	9	4	0	2	2	1	4	21	18	8	7	35	29	13	1	3	3	1
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		64																												
	Market		Housing			32	0.100	0.522	0.434	0.194	3	17	14	6	0	3	2	1	0	1	0	0	1	5	4	2	2	8	7	3	0	1	1	0
	Affordable		Housing			32	0.115	0.319	0.310	0.257	4	10	10	8	1	2	1	1	0	0	0	0	1	3	3	2	2	5	5	4	0	0	0	0
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council.	Housing	0.00		113	0.103	0.523	0.455	0.210	12	59	51	24	2	9	8	4	0	2	2	1	3	17	15	7	6	29	25	11	1	3	2	1
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	3.70		258	0.103	0.523	0.455	0.210	27	17	15	7	4	3	2	1	1	1	0	0	8	5	4	2	13	8	7	3	1	1	1	0
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		234																												
	Market		Housing			176	0.100	0.522	0.434	0.194	18	92	76	34	3	14	11	5	1	3	2	1	5	27	22	10	9	44	37	17	1	4	3	1
	Affordable		Housing			58	0.115	0.319	0.310	0.257	7	19	18	15	1	3	3	2	0	1	1	0	2	5	5	4	3	9	9	7	0	1	1	1
	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	Housing	0.05		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0
	Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	39	128	94	60	6	19	14	9	1	4	3	2	11	37	27	17	19	62	45	29	2	6	4	3
	Canon Street	Thistle Property Group.	Housing	0.03		11	0.103	0.523	0.455	0.210	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0
	Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0
	Craigleith Road	Motor Fuel Limited.	Housing	0.15		8	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	0
	Dumbiedykes Road	Mr Martone	Housing	0.02		19	0.100	0.522	0.434	0.194	2	10	8	4	0	1	1	1	0	0	0	0	1	3	2	1	1	5	4	2	0	0	0	0
	Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.00		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0
	Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	5	4	2	0	1	1	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	0
	George Street	Lightstorm Estates Ltd.	Housing	0.00		6	0.125	0.425	0.350	0.200	1	3	2	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0
	Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0
	London Road	City Of Edinburgh Council.	Housing	11.62		300	0.115	0.319	0.310	0.257	35	96	93	77	5	14	14	12	1	3	3	2	10	28	27	23	17	46	45	37	2	4	4	3
	Market		Housing			225																												
	Affordable		Housing			75																												
	London Road	Murascot Ltd.	Housing	0.12		30	0.096	0.521	0.403	0.172	3	16	12	5	0	2	2	1	0	0	0	0	1	5	4	2	1	8	6	2	0	1	1	0
	Market		Housing			23																												
	Affordable		Housing			7																												
	London Road	Caledonian Trust PLC.	Housing	0.81		116	0.096	0.521	0.403	0.172	11	60	47	20	2	9	7	3	0	2	1	1	3	18	14	6	5	29	23	10	0	3	2	1
	Market		Housing			87																												
	Affordable		Housing			29																												
	Melville Street	Dragon Development Edinburgh. Fountain North Ltd And Dunedin	Housing	0.00		11	0.166	0.553	0.433	0.218	2	6	5	2	0	1	1	0	0	0	0	0	1	2	1	1	1	3	2	1	0	0	0	0
	Morrison Crescent	Canmore	Housing	0.15		19	0.323	1.020	0.667	0.394	6	19	13	7	1	3	2	1	0	1	0	0	2	6	4	2	3	9	6	4	0	1	1	0
	Princes Street	ECF Edinburgh Retail.	Housing	0.00		17	0.100	0.522	0.434	0.194	2	9	7	3	0	1	1	0	0	0	0	0	0	3	2	1	1	4	4	2	0	0	0	0
	Queen Street	Glenmorison Group.	Housing	0.01		7	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0
	Queensferry Road	Greenstead Properties Ltd	Housing	0.14		2	0.096	0.521	0.403	0.172	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	Randolph Crescent	Randolph Development LLP.	Housing	0.04		8	0.100	0.522	0.434	0.194	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0
	Randolph Crescent		Housing	0.00		7	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0
	Randolph Crescent	Square & Crescent Ltd	Housing	0.05		8	0.100	0.522	0.434	0.194	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0
	Shandwick Place	Mr Tom Diresta c/o Agent	Housing	0.06		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0
	Simon Square	Seven Hills Property Ltd.	Housing	0.00		6	0.100	0.522	0.434	0.194	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0
	South Learmonth Gardens	Square & Crescent.	Housing	0.05		6	0.100	0.522	0.434	0.194	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0
	St James Centre	TIAA Henderson Real Estate.	Housing	0.49		150	0.100	0.522	0.434	0.194	15	78	65	29	2	12	10	4	0	2	2	1	4	23	19	8	7	38	32	14	1	3	3	1
	Union Street	Blagden Property (One) Ltd	Housing	0.06		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0
	West Coates	City &	Housing	7.42		93	0.096	0.521	0.403	0.172	9	48	37	16	1	7	6	2	0	1	1	0	3	14	11	5	4	23	18	8	0	2	2	1
	York Place	S1 Developments.	Housing	0.02		6	0.103	0.523	0.455	0.210	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0
	City Centre Total										**5294**	**2507**	**2561**	**6180**	**1072**	**488**	**486**	**1153**	**9**	**34**	**28**	**15**	**2455**	**869**	**999**	**3078**	**1349**	**940**	**872**	**1498**	**254**	**135**	**126**	**251**
Granton Waterfront	Granton Waterfront	Waterfront Edinburgh Ltd	Hotel	200.00	rooms	200	-	-	-	-																								
			Retail	356.00	sqm	356	1.600	0.780	4.720	5.370	6	3	17	19	2	1	5	6	0	0	0	0	1	1	4	4	2	1	6	7	1	0	2	2
			Restaurant / Bar	461.00	sqm	461	0.000	0.000	6.000	3.000	0	0	28	14	0	0	9	4	0	0	0	0	0	0	6	3	0	0	10	5	0	0	3	1
			Office	1237.00	sqm	1,237	1.490	0.170	0.130	1.090	18	2	2	13	6	1	0	4	0	0	0	0	4	0	0	3	7	1	1	5	2	0	0	1
	Granton Harbour Local Centre	Granton Central Developments Ltd	Retail	8120.00	sqm	8,120	1.661	1.099	3.362	4.278	135	89	273	347	42	28	85	108	0	0	0	0	28	19	57	73	49	32	98	125	13	9	27	35
			Office	1816.00	sqm	1,816	3.142	0.208	0.298	3.128	57	4	5	57	18	1	2	18	0	0	0	0	12	1	1	12	21	1	2	20	6	0	1	6
			Leisure / Public Space	3755.00	sqm	3,755	-	-	-	-																								
	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	Housing	4.32		350	0.115	0.319	0.310	0.159	40	112	109	56	12	34	33	17	2	7	6	3	15	41	40	20	9	26	25	13	2	4	4	2
	LDP EW 2B: Upper Strand Phs 3	Places for People	Housing	0.54		89																												
	Market		Housing			56	0.100	0.522	0.434	0.194	6	29	24	11	2	9	7	3	0	2	1	1	2	11	9	4	1	7	6	3	0	1	1	0
	Affordable		Housing			33	0.115	0.319	0.310	0.257	4	11	10	8	1	3	3	3	0	1	1	0	1	4	4	3	1	2	2	2	0	0	0	0
	LDP EW 2B: Waterfront WEL - Central Dev Area	Various	Housing	7.10		1,385																												
	Market		Housing			1,150	0.091	0.182	0.291	0.145	105	209	335	167	32	64	103	51	6	12	20	10	38	76	122	61	24	48	77	38	4	8	13	7
	Affordable		Housing			235	0.115	0.319	0.310	0.265	27	75	73	62	8	23	22	19	2	4	4	4	10	27	27	23	6	17	17	14	1	3	3	3
	LDP EW 2C: Granton Harbour - Plot 3	Port Of Leith Housing Association.	Housing	0.70		104	0.115	0.319	0.310	0.159	12	33	32	17	4	10	10	5	1	2	2	1	4	12	12	6	3	8	7	4	0	1	1	1
	LDP EW 2C: Granton Harbour Plots 26 and 27	Link	Housing	1.90		264	0.115	0.319	0.310	0.257	30	84	82	68	9	26	25	21	2	5	5	4	11	31	30	25	7	19	19	16	1	3	3	3
	LDP EW 2C: Granton Harbour Plots S1 and S2	Port of Leith HA	Housing	2.16		302	0.115	0.319	0.310	0.257	35	96	94	78	11	30	29	24	2	6	5	5	13	35	34	28	8	22	22	18	1	4	4	3
	LDP EW 2C: Granton Harbour Plots 9a/9b	Granton Central Developments Ltd.	Housing	0.81		104	0.098	0.501	0.406	0.179	10	52	42	19	3	16	13	6	1	3	2	1	4	19	15	7	2	12	10	4	0	2	2	1
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		171	0.098	0.501	0.406	0.179	17	86	69	31	5	26	21	9	1	5	4	2	6	31	25	11	4	20	16	7	1	3	3	1

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		98	0.098	0.501	0.406	0.179	10	49	40	18	3	15	12	5	1	3	2	1	3	18	14	6	2	11	9	4	0	2	2	1
	Crewe Road Gardens	Robertson Partnership Homes.	Housing	0.39		10	0.100	0.522	0.434	0.194	1	5	4	2	0	2	1	1	0	0	0	0	0	2	2	1	0	1	1	0	0	0	0	0
	East Trinity Road	Inverleith Property Holdings Ltd.	Housing	0.03		3	0.098	0.501	0.406	0.179	0	2	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	Groathill Road South	Beaufort Property Company Ltd.	Housing	0.13		9	0.096	0.521	0.403	0.172	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	0
	Kinnear Road	Mr Ali Afshar	Housing	0.22		16	0.127	0.255	0.436	0.273	2	4	7	4	1	1	2	1	0	0	0	0	1	1	3	2	0	1	2	1	0	0	0	0
	Pennywell Road	City Of Edinburgh Council.	Housing	3.24		124	0.137	0.754	0.387	0.221	17	93	48	27	5	29	15	8	1	5	3	2	6	34	17	10	4	22	11	6	1	4	2	1
	Pennywell Road	Urban Union	Housing	7.74		315																												
	Market		Housing			134	0.115	0.319	0.310	0.265	15	43	42	36	5	13	13	11	1	3	2	2	6	16	15	13	4	10	10	8	1	2	2	1
	Affordable		Housing			181	0.137	0.754	0.387	0.221	25	136	70	40	8	42	21	12	1	8	4	2	9	50	26	15	6	31	16	9	1	5	3	2
	Pennywell Road	CEC	Housing	2.21		68	0.137	0.754	0.387	0.221	9	51	26	15	3	16	8	5	1	3	2	1	3	19	10	5	2	12	6	3	0	2	1	1
	Market		Housing			48																												
	Affordable		Housing			20																												
	Telford Drive	Mr Adam Dzierzek	Housing	0.03		8	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	0
	Trinity Road	Mr John and Moira Paterson	Housing	0.14		5	0.197	0.770	0.609	0.314	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
	Warriston Road	Canonmills No. 5 LTD.	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	1	2	2	1	0	0	0	0	1	2	2	1	0	1	1	1	0	0	0	0
	Warriston Road	Artisan Cannonmills	Housing	0.72		180																					0	0	0	0	0	0	0	0
	Market		Housing			135	0.100	0.522	0.434	0.194	14	70	59	26	4	22	18	8	1	4	3	2	5	26	21	10	3	16	13	6	1	3	2	1
	Affordable		Housing			45	0.146	0.315	0.292	0.180	7	14	13	8	2	4	4	2	0	1	1	0	2	5	5	3	2	3	3	2	0	1	1	0
	West Granton Road	ED Consillium Ltd.	Housing	0.07		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
	Granton Waterfront Total										**607**	**1376**	**1524**	**1152**	**187**	**422**	**469**	**355**	**23**	**75**	**70**	**41**	**188**	**486**	**505**	**350**	**168**	**330**	**393**	**324**	**37**	**61**	**81**	**73**
Leith Waterfront	LDP EW 1A: Western Harbour	Forth Properties Limited.	Housing	17.60		938	0.156	0.583	0.485	0.225	146	547	455	211	45	168	140	65	9	32	27	12	53	199	166	77	34	126	105	49	6	22	18	8
	LDP EW1B: Central lieth																																	
	Waterfront A	CALA Management Ltd.	Housing	5.25		352	0.156	0.583	0.485	0.225	55	205	171	79	17	63	52	24	3	12	10	5	20	75	62	29	13	47	39	18	2	8	7	3
	Market		Housing			255																												
	Affordable		Housing			97																												
	LDP EW 1C: Salamander Place																																	
	phase 3 and 4	Crudden and Teague	Housing	1.03		199	0.100	0.522	0.434	0.194	20	104	86	39	6	32	26	12	1	6	5	2	7	38	31	14	5	24	20	9	1	4	3	2
	LDP EW 1C: Salamander Place	Teague Homes (UK), Miller Homes																																
	Phase 5	& Crud	Housing	0.00		155	0.156	0.583	0.485	0.225	24	90	75	35	7	28	23	11	1	5	4	2	9	33	27	13	6	21	17	8	1	4	3	1
	LDP EW 1C: Salamander Place	Cruden Homes (East) Ltd / Teague																																
	Phase 6 and 7	Homes	Housing	0.00		151	0.100	0.522	0.434	0.194	15	79	66	29	5	24	20	9	1	5	4	2	5	29	24	11	3	18	15	7	1	3	3	1
			Housing																															
	LDP HSG 1: Springfield	Lp Site	Housing	11.97		150	0.211	0.800	0.443	0.205	32	120	66	31	10	37	20	9	2	7	4	2	12	44	24	11	7	28	15	7	1	5	3	1
	Market		Housing			112																												
	Affordable		Housing			38																												
	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	Housing	2.08		175	0.197	0.787	0.563	0.299	34	138	99	52	11	42	30	16	2	8	6	3	13	50	36	19	8	32	23	12	1	6	4	2
	Market		Housing			102																												
	Affordable		Housing			73																												
	LDP HSG 12: Albion Road	Places for People	Housing	2.70		68	0.096	0.521	0.403	0.172	7	35	27	12	2	11	8	4	0	2	2	1	2	13	10	4	2	8	6	3	0	1	1	0
	Ashley Place	Cornhill Building Services Limited.	Housing	0.47		40	0.190	0.800	0.578	0.270	8	32	23	11	2	10	7	3	0	2	1	1	3	12	8	4	2	7	5	2	0	1	1	0
	Market		Housing			32																												
	Affordable		Housing			8																												
	Bath Road	Kindplease Ltd.	Housing	0.00		6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0
	Bath Road	BDW Trading Ltd.	Housing	0.00		212	0.190	0.800	0.578	0.270	40	170	123	57	12	52	38	18	2	10	7	3	15	62	45	21	9	39	28	13	2	7	5	2
	Market		Housing			159																												
	Affordable		Housing			53																												
	Beaverbank Place	Dunedin Canmore	Housing	0.17		41	0.103	0.523	0.455	0.210	4	21	19	9	1	7	6	3	0	1	1	1	2	8	7	3	1	5	4	2	0	1	1	0
	Bernard Street	J & M Cameron Properties Ltd	Housing	0.08		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
		Mr James Watson And Mr David																																
	Bonnington Road Lane	Elliott	Housing	0.05		14	0.127	0.255	0.436	0.273	2	4	6	4	1	1	2	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
	Market		Housing			11																												
	Affordable		Housing			3																												
	Bonnington Road Lane	John Lewis Partnership.	Housing	0.00		220	0.190	0.800	0.578	0.270	42	176	127	59	13	54	39	18	2	10	7	3	15	64	46	22	10	41	29	14	2	7	5	2
	Market		Housing			165																												
	Affordable		Housing			55																												
	Bonnington Road Lane	Part	Housing	1.48		66	0.190	0.800	0.578	0.270	13	53	38	18	4	16	12	5	1	3	2	1	5	19	14	6	3	12	9	4	1	2	2	1
	Market		Housing			57																												
	Affordable		Housing			9																												
	Constitution Street	GA Group Ltd.	Housing	0.07		9	0.098	0.501	0.406	0.179	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	0
		Edinburgh Intelligent Mortage																																
	Easter Road	Advice.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0
	Figgate Street	Figgate Street Developments	Housing	0.04		6	0.098	0.501	0.406	0.179	1	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
	Fishwives Causeway	Barrat	Housing	4.93		397	0.156	0.583	0.485	0.225	62	231	193	89	19	71	59	27	4	14	11	5	23	84	70	33	14	53	44	21	2	9	8	4
	Market		Housing			289																												
	Affordable		Housing			108																												
	Great Junction Street	Glenprop2.	Housing	0.12		37	0.127	0.255	0.436	0.273	5	9	16	10	1	3	5	3	0	1	1	1	2	3	6	4	1	2	4	2	0	0	1	0
	Hopetoun Crescent	K & S Mir Ltd.	Housing	0.00		6	0.103	0.523	0.455	0.210	1	3	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
	Lochend Butterfly Way	STD Ltd	Housing	0.18		24	0.127	0.255	0.436	0.273	3	6	10	7	1	2	3	2	0	0	1	0	1	2	4	2	1	1	2	2	0	0	0	0
	Market		Housing			18																												
	Affordable		Housing			6																												
	Madeira Street	Port Of Leith Housing Association.	Housing	0.12		4	0.115	0.319	0.310	0.257	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Main Street	Undefined	Housing	0.10		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0
	Marionville Road	Glendinning Assets Limited.	Housing	0.45		113	0.211	0.800	0.443	0.205	24	90	50	23	7	28	15	7	1	5	3	1	9	33	18	8	5	21	12	5	1	4	2	1
	Market		Housing			85																												
	Affordable		Housing			28																												
	Maritime Lane	Zonal Retail Data System Ltd.	Housing	0.05		8	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0
	Meadowbank	City Development Office Ltd.	Housing	0.04		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
	Mill Lane	F3 Building Surveyors	Housing	0.04		6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0
	Milton Road West	83S Ltd	Housing	0.21		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
	Mitchell Street	J.N.L Property Investments.	Housing	0.02		9	0.127	0.255	0.436	0.273	1	2	4	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0
	Newhaven Road	Queensberry Properties	Housing	0.38		52																												
	Market		Housing			39	0.127	0.255	0.436	0.273	5	10	17	11	2	3	5	3	0	1	1	1	2	4	6	4	1	2	4	2	0	0	1	0
	Affordable		Housing			13	0.137	0.754	0.387	0.221	2	10	5	3	1	3	2	1	0	1	0	0	1	4	2	1	0	2	1	1	0	0	0	0
	Ocean Drive	Abercastle Developments Ltd.	Housing	0.00		5	0.127	0.255	0.436	0.273	1	1	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	Ocean Drive	Port of Leith HA	Housing	0.38		57	0.127	0.255	0.436	0.273	7	15	25	16	2	4	8	5	0	1	1	1	3	5	9	6	2	3	6	4	0	1	1	1
	Pitt Street	Buckley Building UK Ltd.	Housing	0.01		8	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0
	Sandpiper Drive	Robertson Living.	Housing	0.00		40	0.127	0.255	0.436	0.273	5	10	17	11	2	3	5	3	0	1	1	1	2	4	6	4	1	2	4	3	0	0	1	0
		Blake Property Company LLP &																																
	South Fort Street	BDW Tradi	Housing	0.00		122																												
	Market		Housing			81	0.127	0.255	0.436	0.273	10	21	35	22	3	6	11	7	1	1	2	1	4	8	13	8	2	5	8	5	0	1	1	1
	Affordable		Housing			34	0.137	0.754	0.387	0.221	5	26	13	8	1	8	4	2	0	2	1	0	2	9	5	3	1	6	3	2	0	1	1	0
	Stead's Place	McGregor MOT Centre.	Housing	0.04		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
	Sunnybank Place	Enemetric.	Housing	0.20		35	0.115	0.319	0.310	0.257	4	11	11	9	1	3	3	3	0	1	1	1	1	4	4	3	1	3	2	2	0	0	0	0
	Wellington Place	Deborah Bailey	Housing	0.14		32	0.115	0.319	0.310	0.257	4	10	10	8	1	3	3	3	0	1	1	0	1	4	4	3	1	2	2	2	0	0	0	0
	West Bowling Green Street	HB Villages Developments Limited.	Housing	0.39		24	0.127	0.255	0.436	0.273	3	6	10	7	1	2	3	2	0	0	1	0	1	2	4	2	1	1	2	2	0	0	0	0

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	West Bowling Green Street	J Smart & Co.	Housing	0.83		6																												
	Market		Housing			6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0
	Affordable		Housing			0																												
	West Bowling Green Street	WBG Partnership.	Housing	0.36		77																												
	Market		Housing			58	0.127	0.255	0.436	0.273	7	15	25	16	2	5	8	5	0	1	1	1	3	5	9	6	2	3	6	4	0	1	1	1
	Affordable		Housing			19	0.115	0.319	0.310	0.257	2	6	6	5	1	2	2	1	0	0	0	0	1	2	2	2	1	1	1	1	0	0	0	0
	Leith Waterfront Total										**605**	**2290**	**1880**	**922**	**185**	**702**	**577**	**283**	**35**	**134**	**110**	**54**	**220**	**834**	**685**	**336**	**139**	**528**	**433**	**212**	**24**	**92**	**76**	**37**
South East Edinburgh	Niddrie Mains Road Development	Keyworker Living Ltd	Residential (assisted living)	64.00	units	64	0.111	0.121	0.126	0.153	7	8	8	10	5	5	6	7	0	0	0	0	1	1	1	1	1	1	1	2	0	0	0	0
			Residential (dementia care)	88.00	units	88	0.091	0.067	0.063	0.178	8	6	6	16	4	3	3	9	1	1	1	3	1	0	0	1	1	1	1	3	0	0	0	0
			Residential (student accom.)	164.00	units	164	0.028	0.223	0.209	0.121	5	37	34	20	1	5	5	3	0	1	1	1	1	4	4	2	3	26	24	14	0	0	0	0
			Retail	164.00	sqm	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	BioQuarter		Life sciences / commercial	20000.00	sqm	20000	0.593	0.113	0.060	0.387	119	23	12	77	44	8	4	29	12	2	1	8	37	7	4	24	22	4	2	14	3	0	0	2
	LDP HSG 14: Niddrie Mains																																	
	Road	Cruden Homes (East) Ltd.	Housing	2.14		34	0.146	0.315	0.303	0.157	5	11	10	5	2	4	4	2	1	1	1	1	2	3	3	2	1	2	2	1	0	0	0	0
	Market		Housing			26																												
	Affordable		Housing			8																												
	LDP HSG 14: Niddrie Mains	21st Century Homes	Housing	3.31		194	0.146	0.315	0.303	0.157	28	61	59	30	11	23	22	11	3	6	6	3	9	19	19	10	5	11	11	6	1	1	1	1
	Market		Housing			86																												
	Affordable		Housing			108																												
	LDP HSG 16: Thistle Foundation																																	
	Phase 3	Places For People.	Housing	2.29		71	0.211	0.800	0.443	0.205	15	57	31	15	6	21	12	5	2	6	3	2	5	18	10	5	3	10	6	3	0	1	1	0
	LDP HSG 17: Greendykes (areas																																	
	K and L)	Craigmillar JVC	Housing	15.79		129	0.211	0.800	0.443	0.205	27	103	57	26	10	39	21	10	3	11	6	3	9	33	18	8	5	19	10	5	1	2	1	1
	LDP HSG 17: Greendykes Road																																	
	(areas D and J)	BDW Trading Ltd	Housing	2.99		6	0.211	0.800	0.443	0.205	1	5	3	1	0	2	1	0	0	1	0	0	0	2	1	0	0	1	0	0	0	0	0	0
	LDP HSG 17: Greendykes Road																																	
	(areas N,Q,P,R)	Taylor Wimpey	Housing	3.93		169	0.211	0.800	0.443	0.205	36	135	75	35	13	51	28	13	4	14	8	4	11	43	24	11	7	25	14	6	1	3	2	1
	LDP HSG 18: New Greendykes																																	
	Areas A,B	Persimmon Homes.	Housing	4.04		163	0.211	0.800	0.443	0.205	34	130	72	33	13	49	27	13	4	14	8	3	11	41	23	11	6	24	13	6	1	3	2	1
	LDP HSG 18: New Greendykes	Sheratan Ltd + Persimmon Homes																																
	Areas C & D	(East S	Housing	2.93		110	0.211	0.800	0.443	0.205	23	88	49	23	9	33	18	8	2	9	5	2	7	28	15	7	4	16	9	4	1	2	1	0
	LDP HSG 18: New Greendykes																																	
	Areas H/AH1	Persimmon Homes.	Housing	4.82		128	0.211	0.800	0.443	0.205	27	102	57	26	10	38	21	10	3	11	6	3	9	32	18	8	5	19	10	5	1	2	1	1
	Market		Housing			103																												
	Affordable		Housing			25																												
	LDP HSG 21: Broomhills	BDW Trading Ltd.	Housing	24.60		331																												
	Market		Housing			267	0.215	0.775	0.573	0.254	57	207	153	68	22	78	57	25	6	22	16	7	18	65	48	21	11	38	28	12	1	5	3	1
	Affordable		Housing			64	0.115	0.319	0.310	0.257	7	20	20	16	3	8	7	6	1	2	2	2	2	6	6	5	1	4	4	3	0	0	0	0
		Hallam Land Management Ltd &																																
	LDP HSG 22: Burdiehouse Road	BDW	Housing	13.97		17																												
	Market		Housing			17	0.215	0.775	0.573	0.254	4	13	10	4	1	5	4	2	0	1	1	0	1	4	3	1	1	2	2	1	0	0	0	0
	Affordable		Housing			0																												
	LDP HSG 24: Gilmerton Station																																	
	Road	Miller Homes Ltd	Housing	7.86		64	0.146	0.315	0.303	0.157	9	20	19	10	4	8	7	4	1	2	2	1	3	6	6	3	2	4	4	2	0	0	0	0
	LDP HSG 24: Gilmerton Station																																	
	Road	Persimmon Homes	Housing	9.72		294																												
	Market		Housing			220	0.215	0.775	0.573	0.254	47	171	126	56	18	64	47	21	5	18	13	6	15	54	40	18	9	31	23	10	1	4	3	1
	Affordable		Housing			74	0.115	0.319	0.310	0.257	9	24	23	19	3	9	9	7	1	2	2	2	3	7	7	6	2	4	4	3	0	1	0	0
	LDP HSG 24: Gilmerton Station																																	
	Road	BDW	Housing	12.37		315																												
	Market		Housing			237	0.215	0.775	0.573	0.254	51	184	136	60	19	69	51	23	5	19	14	6	16	58	43	19	9	34	25	11	1	4	3	1
	Affordable		Housing			78	0.115	0.319	0.310	0.257	9	25	24	20	3	9	9	8	1	3	3	2	3	8	8	6	2	5	4	4	0	1	1	0
	LDP HSG 25: Candlemaker's	Taylor Wimpey / South East																																
	Park	Edinburgh D	Housing	6.87		112	0.211	0.800	0.443	0.205	24	90	50	23	9	34	19	9	2	9	5	2	7	28	16	7	4	16	9	4	1	2	1	0
	Market		Housing			75																												
	Affordable		Housing			37																												
	LDP HSG 27: Newcraighall East																																	
	phas 1-3	Avant Homes	Housing	9.41		36																												
	Market		Housing			12	0.215	0.775	0.573	0.254	3	9	7	3	1	3	3	1	0	1	1	0	1	3	2	1	0	2	1	1	0	0	0	0
	Affordable		Housing			24	0.115	0.319	0.310	0.257	3	8	7	6	1	3	3	2	0	1	1	1	1	2	2	2	1	1	1	1	0	0	0	0
	LDP HSG 27: Newcraighall East																																	
	Phase 4	Avant Homes	Housing	17.05		37																												
	Market		Housing			27	0.215	0.775	0.573	0.254	6	21	15	7	2	8	6	3	1	2	2	1	2	7	5	2	1	4	3	1	0	0	0	0
	Affordable		Housing			10	0.115	0.319	0.310	0.257	1	3	3	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
	LDP HSG 27: Newcraighall East																																	
	Phase 5	Avant Homes	Housing	17.05		29																												
	Market		Housing			23	0.215	0.775	0.573	0.254	5	18	13	6	2	7	5	2	1	2	1	1	2	6	4	2	1	3	2	1	0	0	0	0
	Affordable		Housing			6	0.115	0.319	0.310	0.257	1	2	2	2	0	1	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	LDP HSG 28: Ellens Glen Road	LDP site	Housing	4.04		240																												
	Market		Housing			180	0.215	0.775	0.573	0.254	39	140	103	46	15	52	39	17	4	15	11	5	12	44	33	14	7	26	19	8	1	3	2	1
	Affordable		Housing			60	0.115	0.319	0.310	0.257	7	19	19	15	3	7	7	6	1	2	2	2	2	6	6	5	1	4	3	3	0	0	0	0
	LDP HSG 29: Brunstane	LDP site	Housing	48.29		1330																												
	Market		Housing			998	0.215	0.775	0.573	0.254	215	773	572	253	80	290	214	95	22	81	60	26	68	244	181	80	39	142	105	46	5	17	12	6
	Affordable		Housing			332	0.115	0.319	0.310	0.257	38	106	103	85	14	40	39	32	4	11	11	9	12	33	33	27	7	19	19	16	1	2	2	2
	LDP HSG 30: Moredunvale Road	LDP Site	Housing	5.41		200	0.211	0.800	0.443	0.205	42	160	89	41	16	60	33	15	4	17	9	4	13	51	28	13	8	29	16	8	1	3	2	1
	LDP HSG 39: Lasswade Road	Persimmon / Miller	Housing	14.21		150	0.211	0.800	0.443	0.205	32	120	66	31	12	45	25	12	3	13	7	3	10	38	21	10	6	22	12	6	1	3	1	1
	Market		Housing			143																												
	Affordable		Housing			7																												
	LDP HSG 40: SE Wedge South -	Snaefell Holdings (UK) Ltd.	Housing	27.23		696	0.190	0.800	0.578	0.270	132	557	402	188	50	209	151	70	14	58	42	20	42	176	127	59	24	102	74	34	3	12	9	4
	Market		Housing			522																												
	Affordable		Housing			174																												
	Braid Road	Pentland Investements Limited.	Housing	0.00		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0
	Brunstane Road South	South Castle Properties Limited.	Housing	0.54		4	0.215	0.755	0.573	0.254	1	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0
	Canaan Lane	Mr Phillip Sunderland	Housing	0.03		10	0.127	0.255	0.436	0.273	1	3	4	3	0	1	2	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0
	Duddingston Row	21st Century Homes.	Housing	0.00		40	0.215	0.755	0.573	0.254	9	30	23	10	3	11	9	4	1	3	2	1	3	10	7	3	2	6	4	2	0	1	0	0
	Newtoft Street	Abbey Property Partnership	Housing	0.21		6	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	Niddrie Mains Road	CCG (Scotland) Ltd.	Housing	0.00		136	0.146	0.315	0.292	0.180	20	43	40	24	7	16	15	9	2	4	4	3	6	14	13	8	4	8	7	4	0	1	1	1
	Oxgangs Green	Hopefield Partnership Ltd.	Housing	0.00		85	0.190	0.800	0.578	0.270	16	68	49	23	6	25	18	9	2	7	5	2	5	21	16	7	3	12	9	4	0	1	1	0
	Peffermill Road	21st Century Homes.	Housing	0.34		30	0.115	0.319	0.310	0.265	3	10	9	8	1	4	3	3	0	1	1	1	1	3	3	3	1	2	2	1	0	0	0	0
	Prestonfield Avenue	First Construction Ltd.	Housing	0.08		9	0.115	0.319	0.310	0.265	1	3	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
	The Wisp	Springfield Properties PLC	Housing	1.63		139	0.211	0.800	0.443	0.205	29	111	62	28	11	42	23	11	3	12	6	3	9	35	19	9	5	20	11	5	1	2	1	1
	Market		Housing			104																												
	Affordable		Housing			35																												
	Duddingston Road West	KLN Properties	Housing			120																												

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	Market		Housing			90	0.215	0.775	0.573	0.254	19	70	52	23	7	26	19	9	2	7	5	2	6	22	16	7	4	13	9	4	0	2	1	0
	Affordable		Housing			30	0.115	0.319	0.310	0.257	3	10	9	8	1	4	3	3	0	1	1	1	1	3	3	2	1	2	2	1	0	0	0	0
	South East Total										**1180**	**3807**	**2694**	**1414**	**445**	**1421**	**1005**	**531**	**122**	**394**	**278**	**146**	**369**	**1192**	**841**	**437**	**219**	**718**	**512**	**270**	**25**	**82**	**58**	**30**
West Edinburgh	International Business Gateway			122000	sqm																													
	Phase 1	Murray Estates	Office	(6481)	(employees)	6,481	-	-	-	-	3565	648	389	3046	374	68	41	320	185	34	20	158	2649	481	289	2263	0	0	0	0	357	65	39	305
			Hotel	1415.00	rooms	1,415	-	-	-	-	287	565	402	497	67	132	94	116	13	25	18	22	103	203	144	178	104	205	146	180	0	0	0	0
			Leisure	800.00	sqm	800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Retail/Food and Drink	5400.00	sqm	5,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Residential units	312.00	units	312	-	-	-	-	61	162	180	65	14	37	41	15	7	19	21	7	28	74	83	30	6	16	18	6	6	16	18	6
	Fairview Mill	Amber Real Estate	Hotel	180.00	rooms	180	0.364	0.586	0.608	0.415	66	105	109	75	31	51	53	36	2	4	4	3	19	31	32	22	10	16	17	11	2	2	3	2
			Pub/Restaurant	845.00	sqm	845	0.000	0.000	4.280	2.474	0	0	36	21	0	0	17	10	0	0	1	1	0	0	11	6	0	0	6	3	0	0	1	0
	Edinburgh Park Parabola	Dixon Jones	Office	43000.00	sqm	43,000	1.851	0.244	0.143	1.344	796	105	61	578	287	38	22	208	64	8	5	46	334	44	26	243	40	5	3	29	72	9	6	52
			Apartment Hotel	170.00	rooms	170	7.065	3.539	3.018	4.674	12	6	5	8	4	2	2	3	1	0	0	1	5	3	2	3	1	0	0	0	1	1	0	1
	RHASS Showground	Vastint Hospitality	Moxy Airport Hotel	213.00	rooms	213	0.219	0.504	0.364	0.229	47	107	78	49	21	48	35	22	4	10	7	4	14	33	24	15	2	5	4	2	5	11	8	5
			New Hotel	160.00	rooms	160	0.181	0.363	0.357	0.197	29	58	57	32	13	26	26	14	3	5	5	3	9	18	18	10	1	3	3	2	3	6	6	3
			Conference facilities	3300.00	sqm	3,300	0.356	0.111	0.311	1.444	12	4	10	48	5	2	5	21	1	0	1	4	4	1	3	15	1	0	1	2	1	0	1	5
	LDP Del 4: Edinburgh Park /																																	
	South Gyle	LDP Site	Housing	121.75		1737																												
	Market		Housing			1303	0.098	0.501	0.406	0.179	128	653	529	233	56	287	233	103	11	57	46	20	32	164	133	59	25	129	104	46	3	16	13	6
	Affordable		Housing			434	0.115	0.319	0.310	0.257	50	138	135	112	22	61	59	49	4	12	12	10	13	35	34	28	10	27	26	22	1	3	3	3
	LDP HSG 5: Hillwood Rd	Taylor Wimpey	Housing	4.93		124	0.197	0.787	0.563	0.299	24	98	70	37	11	43	31	16	2	9	6	3	6	25	18	9	5	19	14	7	1	2	2	1
	Market		Housing			93																												
	Affordable		Housing			31																												
	LDP HSG 31: Curriemuirend	CEC	Housing	5.73		188	0.162	0.313	0.192	0.323	30	59	36	61	13	26	16	27	3	5	3	5	8	15	9	15	6	12	7	12	1	1	1	1
		Southside Company Services Ltd																																
	Ardshiel Avenue	& Rothe	Housing	0.00		6	0.215	0.775	0.573	0.254	1	5	3	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
	Calder Road	The City Of Edinburgh Council.	Housing	2.60		154	0.211	0.800	0.443	0.205	32	123	68	32	14	54	30	14	3	11	6	3	8	31	17	8	6	24	13	6	1	3	2	1
	Calder Road	The City Of Edinburgh Council.	Housing	2.11		40	0.211	0.800	0.443	0.205	8	32	18	8	4	14	8	4	1	3	2	1	2	8	4	2	2	6	3	2	0	1	0	0
	Colinton Road	Rutherford Colinton.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
		Edinburgh Napier University And																																
	Craighouse Road	Craigh	Housing	19.77		137	0.156	0.583	0.485	0.260	21	80	66	36	9	35	29	16	2	7	6	3	5	20	17	9	4	16	13	7	1	2	2	1
	Dumbryden Drive	Robertson Partnership Homes	Housing	0.00		49	0.211	0.800	0.443	0.205	10	39	22	10	5	17	10	4	1	3	2	1	3	10	5	3	2	8	4	2	0	1	1	0
	Gorgie Road	Caledonian Heritable	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	1	3	2	1	0	1	0	0	0	2	1	1	0	1	1	0	0	0	0	0
	Gorgie Road	AMA (New Town) Ltd.	Housing	0.66		48	0.156	0.583	0.485	0.225	7	28	23	11	3	12	10	5	1	2	2	1	2	7	6	3	1	6	5	2	0	1	1	0
	Lanark Road	John Clark (Holdings) Ltd.	Housing	0.00		57	0.127	0.255	0.436	0.273	7	15	25	16	3	6	11	7	1	1	2	1	2	4	6	4	1	3	5	3	0	0	1	0
	Market		Housing			45																												
	Affordable		Housing			12																												
	Lanark Road	Haynes Asset Management.	Housing	0.00		9	0.127	0.255	0.436	0.273	1	2	4	2	1	1	2	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0
		George Dunbar And Sons Builders																																
	Lanark Road West	Ltd.	Housing	0.98		53	0.127	0.255	0.436	0.273	7	14	23	14	3	6	10	6	1	1	2	1	2	3	6	4	1	3	5	3	0	0	1	0
	Market		Housing			41																												
	Affordable		Housing			12																												
	Lasswade Road	Bellway / Miller	Housing	18.61		335	0.127	0.255	0.436	0.273	43	85	146	91	19	38	64	40	4	7	13	8	11	21	37	23	8	17	29	18	1	2	4	2
	Market		Housing			252																												
	Affordable		Housing			83																												
		Castle Rock Edinvar Housing																																
	Longstone Road	Associatio	Housing	5.63		50																												
	Market		Housing			12	0.323	1.020	0.667	0.394	4	12	8	5	2	5	4	2	0	1	1	0	1	3	2	1	1	2	2	1	0	0	0	0
	Affordable		Housing			38	0.115	0.319	0.310	0.257	4	12	12	10	2	5	5	4	0	1	1	1	1	3	3	2	1	2	2	2	0	0	0	0
		Mactaggart And Mickel																																
	St John's Road	Commercial Devel	Housing	0.00		36	0.211	0.800	0.443	0.205	8	29	16	7	3	13	7	3	1	3	1	1	2	7	4	2	1	6	3	1	0	1	0	0
	Market		Housing			27																												
	Affordable		Housing			9																												
	Viewforth	CALA Management Ltd.	Housing	0.88		104																												
	Market		Housing			87	0.100	0.522	0.434	0.194	9	45	38	17	4	20	17	7	1	4	3	1	2	11	9	4	2	9	7	3	0	1	1	0
	Affordable		Housing			17	0.146	0.315	0.292	0.180	2	5	5	3	1	2	2	1	0	0	0	0	1	1	1	1	0	1	1	1	0	0	0	0
	LDP HSG 37: Newmills Road	Cala Management Ltd.	Housing	11.33		65	0.211	0.800	0.443	0.205	14	52	29	13	6	23	13	6	1	5	3	1	3	13	7	3	3	10	6	3	0	1	1	0
	Market		Housing			50																												
	Affordable		Housing			15																												
	LDP HSG 38: Ravelrig Road	CALA Management Ltd.	Housing	14.02		47	0.211	0.800	0.443	0.205	10	38	21	10	4	17	9	4	1	3	2	1	2	9	5	2	2	7	4	2	0	1	1	0
	Market		Housing			47																												
	Affordable		Housing			0																												
	Long Dalmahoy Road	Mr C Hardy	Housing	0.32		7	0.215	0.775	0.573	0.254	2	5	4	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
	West Edinburgh Total										**5300**	**3339**	**2636**	**5152**	**1004**	**1097**	**910**	**1088**	**318**	**244**	**197**	**314**	**3273**	**1285**	**960**	**2970**	**249**	**561**	**454**	**381**	**456**	**149**	**113**	**397**
North Western Areas	LDP HSG 19: Maybury Central	West Craigs Ltd.	Housing	58.82		1,400																												
	Market		Housing			1,030	0.215	0.775	0.573	0.254	221	798	590	262	97	351	259	115	19	70	52	23	56	201	148	66	44	157	116	52	5	20	15	6
	Affordable		Housing			370	0.323	1.020	0.667	0.394	120	377	247	146	53	166	108	64	10	33	22	13	30	95	62	37	24	74	49	29	3	9	6	4
		Taylor Wimpey UK Limited (c/o																																
	LDP HSG 19: Maybury East	Agent).	Housing	12.99		250																												
	Market		Housing			187	0.215	0.775	0.573	0.254	40	145	107	47	18	64	47	21	4	13	9	4	10	36	27	12	8	29	21	9	1	4	3	1
	Affordable		Housing			63	0.323	1.020	0.667	0.394	20	64	42	25	9	28	18	11	2	6	4	2	5	16	11	6	4	13	8	5	1	2	1	1
	LDP HSG 19: Maybury West	Roseberry Estates	Housing	4.53		130																												
	Market		Housing			97	0.215	0.775	0.573	0.254	21	75	56	25	9	33	24	11	2	7	5	2	5	19	14	6	4	15	11	5	1	2	1	1
	Affordable		Housing			33	0.323	1.020	0.667	0.394	11	34	22	13	5	15	10	6	1	3	2	1	3	8	6	3	2	7	4	3	0	1	1	0
		CALA Management Ltd/BDW																																
	LDP HSG 20: Cammo	Trading Ltd	Housing	28.18		656																												
	Market		Housing			492	0.215	0.775	0.573	0.254	106	381	282	125	46	168	124	55	9	33	25	11	27	96	71	31	21	75	56	25	3	9	7	3
	Affordable		Housing			164	0.115	0.319	0.310	0.257	19	52	51	42	8	23	22	19	2	5	4	4	5	13	13	11	4	10	10	8	0	1	1	1
	LDP HSG 32: Builyeon Road	LDP site	Housing	38.41		840	0.197	0.787	0.563	0.299	165	661	473	251	73	291	208	110	15	58	41	22	42	166	119	63	33	130	93	49	4	16	12	6
	Market		Housing			630																												
	Affordable		Housing			210																												
	LDP HSG 33: South Scotstoun	Taylor Wimpey East Scotland.	Housing	18.83		339	0.211	0.800	0.443	0.205	72	271	150	69	31	119	66	31	6	24	13	6	18	68	38	17	14	53	30	14	2	7	4	2
	Market		Housing			254																												
	Affordable		Housing			85																												
	Almondhill	Almond Hill Kirkliston Ltd.	Housing	1.74		11	0.215	0.775	0.573	0.254	2	9	6	3	1	4	3	1	0	1	1	0	1	2	2	1	0	2	1	1	0	0	0	0
	Barnton Avenue West	Barnton Avenue West Ltd.	Housing	0.21		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	Barnton Avenue West	New Age Developers.	Housing	0.00		15	0.127	0.255	0.436	0.273	2	4	7	4	1	2	3	2	0	0	1	0	0	1	2	1	0	1	1	1	0	0	0	0
	Ferrymuir	J.Smart & Co (contractors) PLC.	Housing	0.50		44	0.098	0.501	0.406	0.179	4	22	18	8	2	10	8	3	0	2	2	1	1	6	4	2	1	4	4	2	0	1	0	0
	RWELP HSG : Ferrymuir Gait	Corus Hotels Ltd.	Housing	4.66		108	0.211	0.800	0.443	0.205	23	86	48	22	10	38	21	10	2	8	4	2	6	22	12	6	4	17	9	4	1	2	1	1

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	Market		Housing			81																												
	Affordable		Housing			27																												
	Wellflats Road	The Trustees Of The Foxhall Trust.	Housing	0.00		100																												
	Market		Housing			75	0.323	1.020	0.667	0.394	24	77	50	30	11	34	22	13	2	7	4	3	6	19	13	7	5	15	10	6	1	2	1	1
	Affordable		Housing			25	0.323	1.020	0.667	0.394	8	26	17	10	4	11	7	4	1	2	1	1	2	6	4	2	2	5	3	2	0	1	0	0
	North Western Totals										**859**	**3084**	**2168**	**1083**	**378**	**1355**	**953**	**476**	**75**	**270**	**190**	**95**	**216**	**775**	**545**	**272**	**169**	**607**	**427**	**213**	**21**	**76**	**53**	**27**

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	**Quantity**	**Trip Rate**				**Total People Trips**				**Total Vehicle Trips**				**Total Vehicle Occupant Trips**				**Total Public Transport Trips**				**Total Walking Trips**				**Total Cycling Trips**				**k Total People Trips Difference from Scen**			
							AM (08:00-09:00)		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**		**AM (08:00-09:00)**		**PM (17:00 - 18:00)**	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
City Centre	179 Canongate	Summix Capital Ltd	Offices	1858.00	sqm	1,858	1.222	0.069	0.070	1.203	21	1	1	21	7	0	0	6	0	0	0	0	4	0	0	4	9	0	0	8	3	0	0	3	-0.6	0.0	0.0	-0.6
																																			0.0	0.0	0.0	0.0
	New Town Quarter	Ediston, Orion Capital Managers	Hotel	116.00	rooms	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Office	9779.00	sqm	9,779	0.593	0.113	0.060	0.387	55	10	6	36	17	3	2	11	0	0	0	0	9	2	1	6	22	4	2	14	9	2	1	6	-1.6	-0.3	-0.2	-1.0
			Gym	940.00	sqm	940	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Residential Units	349.00	units	349	0.100	0.522	0.434	0.194	33	172	143	64	10	52	44	19	0	0	0	0	5	29	24	11	13	69	57	26	5	27	23	10	-0.9	-4.9	-4.1	-1.8
																																			0.0	0.0	0.0	0.0
	Haymarket Development	Qmile Group, M&G Real Estate	Office	50413.00	sqm	50,413	3.009	0.221	0.211	2.595	1435	105	101	1238	436	32	31	376	0	0	0	0	239	18	17	206	573	42	40	495	228	17	16	196	-40.7	-3.0	-2.9	-35.1
			Retail	2893.00	sqm	2,893	3.313	2.607	6.253	6.415	91	71	171	176	28	22	52	53	0	0	0	0	15	12	28	29	36	29	68	70	14	11	27	28	-2.6	-2.0	-4.9	-5.0
			Hotel	365.00	rooms	365	0.466	0.655	0.664	0.524	161	226	229	181	49	69	70	55	0	0	0	0	27	38	38	30	64	90	92	72	26	36	36	29	-4.6	-6.4	-6.5	-5.1
																																			0.0	0.0	0.0	0.0
	Fountain Quay	EDI Group	Office	11621.00	sqm	11,621	0.885	0.099	0.045	0.780	314	35	16	277	95	11	5	84	0	0	0	0	52	6	3	46	125	14	6	111	50	6	3	44	-8.9	-1.0	-0.5	-7.8
			Food / Retail	4476.00	sqm	4,476	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Hotel	140.00	rooms	140	0.060	0.171	0.078	0.071	26	73	33	30	8	22	10	9	0	0	0	0	4	12	6	5	10	29	13	12	4	12	5	5	-0.7	-2.1	-0.9	-0.9
			Cultural / Leisure	11858.00	sqm	11,858	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																																			0.0	0.0	0.0	0.0
	Exchange 2 Dewar Place Develo	Catalyst Capital	Hotels	25330.00	sqm	25,330	0.524	0.757	0.625	0.524	126	181	150	126	26	37	31	26	0	0	0	0	32	46	38	32	52	74	62	52	12	17	14	12	4.4	6.3	5.2	4.4
			Office	4559.00	sqm	4,559	2.937	0.300	0.684	2.829	127	13	29	122	26	3	6	25	0	0	0	0	32	3	7	31	52	5	12	50	12	1	3	12	4.4	0.4	1.0	4.2
			Retail / Food and Drink	206.00	sqm	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																																			0.0	0.0	0.0	0.0
	St James Quarter	Henderson Global Investors	Retail	79196.00	sqm	79,196	-	-	-	-	2348	413	439	2864	253	44	47	309	0	0	0	0	1359	239	254	1657	313	55	58	381	0	0	0	0	423.3	74.4	79.1	516.3
			Hotel	315.00	rooms	315	-	-	-	-	-	-	206	198	-	-	22	21	-	-	0	0	-	-	119	114	-	-	27	26	-	-	0	0	-	-	37.2	35.7
			Office	7207.00	sqm	7,207	-	-	-	-	-	-	17	52	-	-	2	6	-	-	0	0	-	-	10	30	-	-	2	7	-	-	0	0	-	-	3.1	9.3
																																			0.0	0.0	0.0	0.0
	LDP CC2: New Street	Artesan	Housing	0.78		167	0.197	0.770	0.609	0.314	31	122	96	50	5	18	14	7	1	4	3	1	7	28	22	11	17	65	52	27	2	8	7	3	-0.5	-1.8	-1.4	-0.7
																																			0.0	0.0	0.0	0.0
	LDP CC3: Fountainbridge (North)	Fountain North Ltd.	Housing	0.60		125	0.100	0.522	0.434	0.194	12	62	51	23	2	9	8	3	0	2	2	1	3	14	12	5	6	33	28	12	1	4	4	2	-0.2	-0.9	-0.8	-0.3
	LDP CC3: Fountainbridge (North)	Moda Living (Springside) Ltd.	Housing	0.61		205	0.100	0.522	0.434	0.194	19	101	84	38	3	15	12	6	1	3	3	1	4	23	19	9	10	54	45	20	1	7	6	3	-0.3	-1.5	-1.2	-0.6
	LDP CC3: Fountainbridge (North)	Moda Living (Springside)	Housing	1.09		140	0.100	0.522	0.434	0.194	13	69	57	26	2	10	8	4	0	2	2	1	3	16	13	6	7	37	31	14	1	5	4	2	-0.2	-1.0	-0.8	-0.4
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		64																													0.0	0.0	0.0	0.0
	Market		Housing			32	0.100	0.522	0.434	0.194	3	16	13	6	0	2	2	1	0	0	0	0	1	4	3	1	2	8	7	3	0	1	1	0	0.0	-0.2	-0.2	-0.1
	Affordable		Housing			32	0.115	0.319	0.310	0.257	3	10	9	8	1	1	1	1	0	0	0	0	1	2	2	2	2	5	5	4	0	1	1	1	-0.1	-0.1	-0.1	-0.1
																																			0.0	0.0	0.0	0.0
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council.	Housing	0.00		113	0.103	0.523	0.455	0.210	11	56	49	22	2	8	7	3	0	2	1	1	3	13	11	5	6	30	26	12	1	4	3	2	-0.2	-0.8	-0.7	-0.3
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	3.70		258	0.103	0.523	0.455	0.210	25	16	14	6	4	2	2	1	1	0	0	0	6	4	3	1	14	9	7	3	2	1	1	0	-0.4	-0.2	-0.2	-0.1
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		234																													0.0	0.0	0.0	0.0
	Market		Housing			176	0.100	0.522	0.434	0.194	17	87	72	32	2	13	11	5	0	3	2	1	4	20	17	7	9	47	39	17	1	6	5	2	-0.2	-1.3	-1.1	-0.5
	Affordable		Housing			58	0.115	0.319	0.310	0.257	6	18	17	14	1	3	2	2	0	1	1	0	1	4	4	3	3	9	9	8	0	1	1	1	-0.1	-0.3	-0.3	-0.2
																																			0.0	0.0	0.0	0.0
	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	Housing	0.05		11	0.100	0.522	0.434	0.194	1	5	5	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
																																			0.0	0.0	0.0	0.0
	Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	37	121	89	57	5	18	13	8	1	4	3	2	9	28	21	13	20	65	48	30	3	8	6	4	-0.5	-1.8	-1.3	-0.8
																																			0.0	0.0	0.0	0.0
	Canon Street	Thistle Property Group.	Housing	0.03		11	0.103	0.523	0.455	0.210	1	5	5	2	0	1	1	0	0	0	0	0	0	1	1	1	1	3	3	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	Craigleith Road	Motor Fuel Limited.	Housing	0.15		8	0.156	0.583	0.485	0.225	1	4	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	Dumbiedykes Road	Mr Martone	Housing	0.02		19	0.100	0.522	0.434	0.194	2	9	8	3	0	1	1	1	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1
	Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.00		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0.0	0.0	0.0	0.0
	Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	4	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	George Street	Lightstorm Estates Ltd.	Housing	0.00		6	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0.0	0.0	0.0	0.0
	Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0
	London Road	City Of Edinburgh Council.	Housing	11.62		300	0.115	0.319	0.310	0.257	33	91	88	73	5	13	13	11	1	3	3	2	8	21	20	17	18	49	47	39	2	6	6	5	-0.5	-1.3	-1.3	-1.1
	Market		Housing			225																													0.0	0.0	0.0	0.0
	Affordable		Housing			75																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	London Road	Murascot Ltd.	Housing	0.12		30	0.096	0.521	0.403	0.172	3	15	11	5	0	2	2	1	0	0	0	0	1	3	3	1	1	8	6	3	0	1	1	0	0.0	-0.2	-0.2	-0.1
	Market		Housing			23																													0.0	0.0	0.0	0.0
	Affordable		Housing			7																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	London Road	Caledonian Trust PLC.	Housing	0.81		116	0.096	0.521	0.403	0.172	11	57	44	19	2	8	6	3	0	2	1	1	2	13	10	4	6	31	24	10	1	4	3	1	-0.2	-0.8	-0.7	-0.3
	Market		Housing			87																													0.0	0.0	0.0	0.0
	Affordable		Housing			29																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Melville Street	Dragon Development Edinburgh.	Housing	0.00		11	0.166	0.553	0.433	0.218	2	6	5	2	0	1	1	0	0	0	0	0	0	1	1	1	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	Morrison Crescent	Fountain North Ltd And Dunedin Canmore	Housing	0.15		19	0.323	1.020	0.667	0.394	6	18	12	7	1	3	2	1	0	1	0	0	1	4	3	2	3	10	6	4	0	1	1	0	-0.1	-0.3	-0.2	-0.1
	Princes Street	ECF Edinburgh Retail.	Housing	0.00		17	0.100	0.522	0.434	0.194	2	8	7	3	0	1	1	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	0	0	0.0	-0.1	-0.1	0.0
	Queen Street	Glenmorison Group.	Housing	0.01		7	0.100	0.522	0.434	0.194	1	3	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0
	Queensferry Road	Greenstead Properties Ltd	Housing	0.14		2	0.096	0.521	0.403	0.172	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	Randolph Crescent	Randolph Development LLP.	Housing	0.04		8	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0
	Randolph Crescent		Housing	0.00		7	0.100	0.522	0.434	0.194	1	3	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0
	Randolph Crescent	Square & Crescent Ltd	Housing	0.05		8	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0
	Shandwick Place	Mr Tom Diresta c/o Agent	Housing	0.06		11	0.100	0.522	0.434	0.194	1	5	5	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	Simon Square	Seven Hills Property Ltd.	Housing	0.00		6	0.100	0.522	0.434	0.194	1	3	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0	0.0	0.0	0.0	0.0
	South Learmonth Gardens	Square & Crescent.	Housing	0.05		6	0.100	0.522	0.434	0.194	1	3	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0	0.0	0.0	0.0	0.0
	St James Centre	TIAA Henderson Real Estate.	Housing	0.49		150	0.100	0.522	0.434	0.194	14	74	62	28	2	11	9	4	0	2	2	1	3	17	14	6	8	40	33	15	1	5	4	2	-0.2	-1.1	-0.9	-0.4
	Union Street	Blagden Property (One) Ltd	Housing	0.06		11	0.100	0.522	0.434	0.194	1	5	5	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0
	West Coates	City &	Housing	7.42		93	0.096	0.521	0.403	0.172	8	46	35	15	1	7	5	2	0	1	1	0	2	11	8	4	5	25	19	8	1	3	2	1	-0.1	-0.7	-0.5	-0.2
	York Place	S1 Developments.	Housing	0.02		6	0.103	0.523	0.455	0.210	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0	0.0	0.0	0.0	0.0
	City Centre Total										**5008**	**2372**	**2423**	**5846**	**993**	**452**	**450**	**1069**	**8**	**32**	**26**	**14**	**1841**	**651**	**749**	**2308**	**1416**	**987**	**915**	**1573**	**382**	**203**	**189**	**376**	367.5	45.7	92.8	505.7
Granton Waterfront	Granton Waterfront	Waterfront Edinburgh Ltd	Hotel	200.00	rooms	200	-	-	-	-																									0.0	0.0	0.0	0.0
			Retail	356.00	sqm	356	1.600	0.780	4.720	5.370	5	3	16	18	2	1	5	5	0	0	0	0	1	0	3	3	2	1	6	7	1	0	3	3	-0.2	-0.1	-0.5	-0.5
			Restaurant / Bar	461.00	sqm	461	0.000	0.000	6.000	3.000	0	0	26	13	0	0	8	4	0	0	0	0	0	0	4	2	0	0	10	5	0	0	4	2	0.0	0.0	-0.7	-0.4
			Office	1237.00	sqm	1,237	1.490	0.170	0.130	1.090	17	2	2	13	5	1	0	4	0	0	0	0	3	0	0	2	7	1	1	5	3	0	0	2	-0.5	-0.1	0.0	-0.4
																																			0.0	0.0	0.0	0.0
	Granton Harbour Local Centre	Ltd	Retail	8120.00	sqm	8,120	1.661	1.099	3.362	4.278	128	84	258	329	39	26	78	100	0	0	0	0	21	14	43	55	51	34	103	131	20	13	41	52	-3.6	-2.4	-7.3	-9.3
			Office	1816.00	sqm	1,816	3.142	0.208	0.298	3.128	54	4	5	54	16	1	2	16	0	0	0	0	9	1	1	9	22	1	2	21	9	1	1	9	-1.5	-0.1	-0.1	-1.5
			Leisure / Public Space	3755.00	sqm	3,755	-	-	-	-																									0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	Housing	4.32		350	0.115	0.319	0.310	0.159	38	106	103	53	11	32	31	16	2	6	6	3	11	30	30	15	10	27	26	13	2	7	7	3	1.3	3.6	3.5	1.8
	LDP EW 2B: Upper Strand Phs 3	Places for People	Housing	0.54		89																													0.0	0.0	0.0	0.0
	Market		Housing			56	0.100	0.522	0.434	0.194	5	28	23	10	2	8	7	3	0	2	1	1	2	8	7	3	1	7	6	3	0	2	1	1	0.2	0.9	0.8	0.3
	Affordable		Housing			33	0.115	0.319	0.310	0.257	4	10	10	8	1	3	3	2	0	1	1	0	1	3	3	2	1	3	2	2	0	1	1	1	0.1	0.3	0.3	0.3
																																			0.0	0.0	0.0	0.0
	LDP EW 2B: Waterfront WEL - Central Dev Area	Various	Housing	7.10		1,385																													0.0	0.0	0.0	0.0
	Market		Housing			1,150	0.091	0.182	0.291	0.145	99	198	317	158	30	59	95	47	6	11	18	9	29	57	91	46	25	51	81	40	6	13	20	10	3.4	6.7	10.7	5.4
	Affordable		Housing			235	0.115	0.319	0.310	0.265	26	71	69	59	8	21	21	18	1	4	4	3	7	20	20	17	7	18	18	15	2	5	4	4	0.9	2.4	2.3	2.0
																																			0.0	0.0	0.0	0.0
	LDP EW 2C: Granton Harbour - Plot 3	Port Of Leith Housing Association.	Housing	0.70		104	0.115	0.319	0.310	0.159	11	31	30	16	3	9	9	5	1	2	2	1	3	9	9	5	3	8	8	4	1	2	2	1	0.4	1.1	1.0	0.5
	LDP EW 2C: Granton Harbour Plots 26 and 27	Link	Housing	1.90		264	0.115	0.319	0.310	0.257	29	80	77	64	9	24	23	19	2	5	4	4	8	23	22	19	7	20	20	16	2	5	5	4	1.0	2.7	2.6	2.2
	LDP EW 2C: Granton Harbour Plots S1 and S2	Port of Leith HA	Housing	2.16		302	0.115	0.319	0.310	0.257	33	91	89	73	10	27	27	22	2	5	5	4	9	26	26	21	8	23	23	19	2	6	6	5	1.1	3.1	3.0	2.5
	LDP EW 2C: Granton Harbour Plots 9a/9b	Granton Central Developments Ltd.	Housing	0.81		104	0.098	0.501	0.406	0.179	10	49	40	18	3	15	12	5	1	3	2	1	3	14	12	5	2	13	10	5	1	3	3	1	0.3	1.7	1.4	0.6
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		171	0.098	0.501	0.406	0.179	16	81	66	29	5	24	20	9	1	5	4	2	5	23	19	8	4	21	17	7	1	5	4	2	0.5	2.8	2.2	1.0
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		98	0.098	0.501	0.406	0.179	9	46	38	17	3	14	11	5	1	3	2	1	3	13	11	5	2	12	10	4	1	3	2	1	0.3	1.6	1.3	0.6
																																			0.0	0.0	0.0	0.0
	Crewe Road Gardens	Robertson Partnership Homes.	Housing	0.39		10	0.100	0.522	0.434	0.194	1	5	4	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0.0	0.2	0.1	0.1
	East Trinity Road	Inverleith Property Holdings Ltd.	Housing	0.03		3	0.098	0.501	0.406	0.179	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	Groathill Road South	Beaufort Property Company Ltd.	Housing	0.13		9	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.2	0.1	0.0
	Kinnear Road	Mr Ali Afshar	Housing	0.22		16	0.127	0.255	0.436	0.273	2	4	7	4	1	1	2	1	0	0	0	0	1	1	2	1	0	1	2	1	0	0	0	0	0.1	0.1	0.2	0.1
	Pennywell Road	City Of Edinburgh Council.	Housing	3.24		124	0.137	0.754	0.387	0.221	16	88	45	26	5	27	14	8	1	5	3	1	5	26	13	7	4	23	12	7	1	6	3	2	0.5	3.0	1.5	0.9
	Pennywell Road	Urban Union	Housing	7.74		315																													0.0	0.0	0.0	0.0
	Market		Housing			134	0.115	0.319	0.310	0.265	15	40	39	34	4	12	12	10	1	2	2	2	4	12	11	10	4	10	10	9	1	3	3	2	0.5	1.4	1.3	1.1
	Affordable		Housing			181	0.137	0.754	0.387	0.221	23	129	66	38	7	39	20	11	1	7	4	2	7	37	19	11	6	33	17	10	1	8	4	2	0.8	4.4	2.2	1.3
																																			0.0	0.0	0.0	0.0
	Pennywell Road	CEC	Housing	2.21		68	0.137	0.754	0.387	0.221	9	49	25	14	3	15	7	4	1	3	1	1	3	14	7	4	2	12	6	4	1	3	2	1	0.3	1.6	0.8	0.5
	Market		Housing			48																													0.0	0.0	0.0	0.0
	Affordable		Housing			20																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Telford Drive	Mr Adam Dzierzek	Housing	0.03		8	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Trinity Road	Mr John and Moira Paterson	Housing	0.14		5	0.197	0.770	0.609	0.314	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.1
	Warriston Road	Canonmills No. 5 LTD.	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	0	2	2	1	0	0	0	0	0	2	1	1	0	2	1	1	0	0	0	0	0.1	0.2	0.2	0.1
	Warriston Road	Artisan Cannonmills	Housing	0.72		180																					0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	Market		Housing			135	0.100	0.522	0.434	0.194	13	67	55	25	4	20	17	7	1	4	3	1	4	19	16	7	3	17	14	6	1	4	4	2	0.4	2.3	1.9	0.8
	Affordable		Housing			45	0.146	0.315	0.292	0.180	6	13	12	8	2	4	4	2	0	1	1	0	2	4	4	2	2	3	3	2	0	1	1	0	0.2	0.5	0.4	0.3
																																			0.0	0.0	0.0	0.0
	West Granton Road	ED Consilium Ltd.	Housing	0.07		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1
	Granton Waterfront Total										**574**	**1301**	**1442**	**1090**	**173**	**391**	**434**	**329**	**21**	**69**	**65**	**38**	**141**	**384**	**379**	**263**	**176**	**346**	**413**	**340**	**56**	**92**	**121**	**110**	6.7	38.4	29.8	10.4
Leith Waterfront	LDP EW 1A: Western Harbour	Forth Properties Limited.	Housing	17.60		938	0.156	0.583	0.485	0.225	138	517	430	200	42	155	129	60	8	30	25	11	40	149	124	58	35	132	110	51	9	33	27	13	4.7	17.6	14.6	6.8
	LDP EW1B: Central lieth Waterfront A	CALA Management Ltd.	Housing	5.25		352	0.156	0.583	0.485	0.225	52	194	162	75	16	58	49	23	3	11	9	4	15	56	47	22	13	50	41	19	3	12	10	5	1.8	6.6	5.5	2.5
	Market		Housing			255																													0.0	0.0	0.0	0.0
	Affordable		Housing			97																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP EW 1C: Salamander Place phase 3 and 4	Crudden and Teague	Housing	1.03		199	0.100	0.522	0.434	0.194	19	98	82	37	6	30	25	11	1	6	5	2	5	28	24	11	5	25	21	9	1	6	5	2	0.6	3.3	2.8	1.2
	LDP EW 1C: Salamander Place Phase 5	Teague Homes (UK), Miller Homes & Crud	Housing	0.00		155	0.156	0.583	0.485	0.225	23	85	71	33	7	26	21	10	1	5	4	2	7	25	21	10	6	22	18	8	1	5	5	2	0.8	2.9	2.4	1.1
	LDP EW 1C: Salamander Place Phase 6 and 7	Cruden Homes (East) Ltd / Teague Homes	Housing	0.00		151	0.100	0.522	0.434	0.194	14	75	62	28	4	22	19	8	1	4	4	2	4	22	18	8	4	19	16	7	1	5	4	2	0.5	2.5	2.1	0.9
			Housing								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	LDP HSG 1: Springfield	Lp Site	Housing	11.97		150	0.211	0.800	0.443	0.205	30	114	63	29	9	34	19	9	2	7	4	2	9	33	18	8	8	29	16	7	2	7	4	2	1.0	3.9	2.1	1.0
	Market		Housing			112																													0.0	0.0	0.0	0.0
	Affordable		Housing			38																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	Housing	2.08		175	0.197	0.787	0.563	0.299	33	130	93	49	10	39	28	15	2	7	5	3	9	38	27	14	8	33	24	13	2	8	6	3	1.1	4.4	3.2	1.7
	Market		Housing			102																													0.0	0.0	0.0	0.0
	Affordable		Housing			73																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 12: Albion Road	Places for People	Housing	2.70		68	0.096	0.521	0.403	0.172	6	34	26	11	2	10	8	3	0	2	1	1	2	10	7	3	2	9	7	3	0	2	2	1	0.2	1.1	0.9	0.4
																																			0.0	0.0	0.0	0.0
	Ashley Place	Cornhill Building Services Limited.	Housing	0.47		40	0.190	0.800	0.578	0.270	7	30	22	10	2	9	7	3	0	2	1	1	2	9	6	3	2	8	6	3	0	2	1	1	0.2	1.0	0.7	0.3
	Market		Housing			32																													0.0	0.0	0.0	0.0
	Affordable		Housing			8																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Bath Road	Kindplease Ltd.	Housing	0.00		6	0.127	0.255	0.436	0.273	1	1	2	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.1
	Bath Road	BDW Trading Ltd.	Housing	0.00		212	0.190	0.800	0.578	0.270	38	160	116	54	11	48	35	16	2	9	7	3	11	46	33	16	10	41	30	14	2	10	7	3	1.3	5.4	3.9	1.8
	Market		Housing			159																													0.0	0.0	0.0	0.0
	Affordable		Housing			53																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Beaverbank Place	Dunedin Canmore	Housing	0.17		41	0.103	0.523	0.455	0.210	4	20	18	8	1	6	5	2	0	1	1	0	1	6	5	2	1	5	5	2	0	1	1	1	0.1	0.7	0.6	0.3
	Bernard Street	J & M Cameron Properties Ltd	Housing	0.08		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1
		Mr James Watson And Mr David																																	0.0	0.0	0.0	0.0
	Bonnington Road Lane	Elliott	Housing	0.05		14	0.127	0.255	0.436	0.273	2	3	6	4	1	1	2	1	0	0	0	0	0	1	2	1	0	1	1	1	0	0	0	0	0.1	0.1	0.2	0.1
	Market		Housing			11																													0.0	0.0	0.0	0.0
	Affordable		Housing			3																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Bonnington Road Lane	John Lewis Partnership.	Housing	0.00		220	0.190	0.800	0.578	0.270	40	166	120	56	12	50	36	17	2	10	7	3	11	48	35	16	10	43	31	14	3	11	8	4	1.3	5.6	4.1	1.9
	Market		Housing			165																													0.0	0.0	0.0	0.0
	Affordable		Housing			55																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Bonnington Road Lane	Bonnington Part	Housing	1.48		66	0.190	0.800	0.578	0.270	12	50	36	17	4	15	11	5	1	3	2	1	3	14	10	5	3	13	9	4	1	3	2	1	0.4	1.7	1.2	0.6
	Market		Housing			57																													0.0	0.0	0.0	0.0
	Affordable		Housing			9																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Constitution Street	GA Group Ltd.	Housing	0.07		9	0.098	0.501	0.406	0.179	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.1
		Edinburgh Intelligent Mortage																																				
	Easter Road	Advice.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	2	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0.0	0.1	0.1	0.0
	Figgate Street	Figgate Street Developments	Housing	0.04		6	0.098	0.501	0.406	0.179	1	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Fishwives Causeway	Barrat	Housing	4.93		397	0.156	0.583	0.485	0.225	59	219	182	85	18	66	55	25	3	13	10	5	17	63	53	24	15	56	47	22	4	14	12	5	2.0	7.4	6.2	2.9
	Market		Housing			289																													0.0	0.0	0.0	0.0
	Affordable		Housing			108																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Great Junction Street	Glenprop2.	Housing	0.12		37	0.127	0.255	0.436	0.273	4	9	15	10	1	3	5	3	0	1	1	1	1	3	4	3	1	2	4	2	0	1	1	1	0.2	0.3	0.5	0.3
	Hopetoun Crescent	K & S Mir Ltd.	Housing	0.00		6	0.103	0.523	0.455	0.210	1	3	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Lochend Butterfly Way	STD Ltd	Housing	0.18		24	0.127	0.255	0.436	0.273	3	6	10	6	1	2	3	2	0	0	1	0	1	2	3	2	1	1	3	2	0	0	1	0	0.1	0.2	0.3	0.2
	Market		Housing			18																													0.0	0.0	0.0	0.0
	Affordable		Housing			6																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Madeira Street	Port Of Leith Housing Association.	Housing	0.12		4	0.115	0.319	0.310	0.257	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	Main Street	Undefined	Housing	0.10		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0.0	0.1	0.1	0.1
	Marionville Road	Glendinning Assets Limited.	Housing	0.45		113	0.211	0.800	0.443	0.205	23	86	47	22	7	26	14	7	1	5	3	1	7	25	14	6	6	22	12	6	1	5	3	1	0.8	2.9	1.6	0.7
	Market		Housing			85																													0.0	0.0	0.0	0.0
	Affordable		Housing			28																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Maritime Lane	Zonal Retail Data System Ltd.	Housing	0.05		8	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Meadowbank	City Development Office Ltd.	Housing	0.04		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1
	Mill Lane	F3 Building Surveyors	Housing	0.04		6	0.127	0.255	0.436	0.273	1	1	2	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.1
	Milton Road West	83S Ltd	Housing	0.21		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1
	Mitchell Street	J.N.L Property Investments.	Housing	0.02		9	0.127	0.255	0.436	0.273	1	2	4	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Newhaven Road	Queensberry Properties	Housing	0.38		52																													0.0	0.0	0.0	0.0
	Market		Housing			39	0.127	0.255	0.436	0.273	5	9	16	10	1	3	5	3	0	1	1	1	1	3	5	3	1	2	4	3	0	1	1	1	0.2	0.3	0.5	0.3
	Affordable		Housing			13	0.137	0.754	0.387	0.221	2	9	5	3	1	3	1	1	0	1	0	0	0	3	1	1	0	2	1	1	0	1	0	0	0.1	0.3	0.2	0.1
																																			0.0	0.0	0.0	0.0
	Ocean Drive	Abercastle Developments Ltd.	Housing	0.00		5	0.127	0.255	0.436	0.273	1	1	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.0
	Ocean Drive	Port of Leith HA	Housing	0.38		57	0.127	0.255	0.436	0.273	7	14	24	15	2	4	7	4	0	1	1	1	2	4	7	4	2	4	6	4	0	1	2	1	0.2	0.5	0.8	0.5
	Pitt Street	Buckley Building UK Ltd.	Housing	0.01		8	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Sandpiper Drive	Robertson Living.	Housing	0.00		40	0.127	0.255	0.436	0.273	5	10	16	10	1	3	5	3	0	1	1	1	1	3	5	3	1	2	4	3	0	1	1	1	0.2	0.3	0.6	0.4
		Blake Property Company LLP &																																				
	South Fort Street	BDW Tradi	Housing	0.00		122																													0.0	0.0	0.0	0.0
	Market		Housing			81	0.127	0.255	0.436	0.273	10	20	33	21	3	6	10	6	1	1	2	1	3	6	10	6	2	5	9	5	1	1	2	1	0.3	0.7	1.1	0.7
	Affordable		Housing			34	0.137	0.754	0.387	0.221	4	24	12	7	1	7	4	2	0	1	1	0	1	7	4	2	1	6	3	2	0	2	1	0	0.1	0.8	0.4	0.2
																																			0.0	0.0	0.0	0.0
	Stead's Place	McGregor MOT Centre.	Housing	0.04		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1
	Sunnybank Place	Enemetric.	Housing	0.20		35	0.115	0.319	0.310	0.257	4	11	10	9	1	3	3	3	0	1	1	0	1	3	3	2	1	3	3	2	0	1	1	1	0.1	0.4	0.3	0.3
	Wellington Place	Deborah Bailey	Housing	0.14		32	0.115	0.319	0.310	0.257	3	10	9	8	1	3	3	2	0	1	1	0	1	3	3	2	1	2	2	2	0	1	1	0	0.1	0.3	0.3	0.3
		HB Villages Developments																																				
	West Bowling Green Street	Limited.	Housing	0.39		24	0.127	0.255	0.436	0.273	3	6	10	6	1	2	3	2	0	0	1	0	1	2	3	2	1	1	3	2	0	0	1	0	0.1	0.2	0.3	0.2
	West Bowling Green Street	J Smart & Co.	Housing	0.83		6																													0.0	0.0	0.0	0.0
	Market		Housing			6	0.127	0.255	0.436	0.273	1	1	2	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.1
	Affordable		Housing			0																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	West Bowling Green Street	WBG Partnership.	Housing	0.36		77																													0.0	0.0	0.0	0.0
	Market		Housing			58	0.127	0.255	0.436	0.273	7	14	24	15	2	4	7	5	0	1	1	1	2	4	7	4	2	4	6	4	0	1	2	1	0.2	0.5	0.8	0.5
	Affordable		Housing			19	0.115	0.319	0.310	0.257	2	6	6	5	1	2	2	1	0	0	0	0	1	2	2	1	1	1	1	1	0	0	0	0	0.1	0.2	0.2	0.2
	Leith Waterfront Total										**572**	**2166**	**1779**	**872**	**172**	**651**	**535**	**262**	**33**	**124**	**102**	**50**	**165**	**625**	**514**	**252**	**146**	**554**	**455**	**223**	**37**	**138**	**114**	**56**	19.4	73.5	60.4	29.6

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
South East Edinburgh	Niddrie Mains Road Developmen	Keyworker Living Ltd	Residential (assisted living)	64.00	units	64	0.111	0.121	0.126	0.153	7	7	8	9	5	5	5	6	0	0	0	0	1	1	1	1	1	2	2	2	0	0	0	0	0.1	0.1	0.2	0.2
			Residential (dementia care)	88.00	units	88	0.091	0.067	0.063	0.178	8	6	5	15	4	3	3	8	1	1	1	2	0	0	0	1	2	1	1	3	0	0	0	0	0.1	0.0	0.0	0.1
			Residential (student accom.)	164.00	units	164	0.028	0.223	0.209	0.121	4	35	32	19	1	4	4	2	0	1	1	1	0	3	3	2	3	27	26	15	0	0	0	0	-0.2	-1.9	-1.8	-1.0
			Retail	164.00	sqm	164	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
																																			0.0	0.0	0.0	0.0
	BioQuarter		Life sciences / commercial	20000.00	sqm	20000	0.593	0.113	0.060	0.387	112	21	11	73	41	8	4	27	11	2	1	7	28	5	3	18	23	4	2	15	4	1	0	3	4.7	0.9	0.5	3.1
																																			0.0	0.0	0.0	0.0
	LDP HSG 14: Niddrie Mains																																					
	Road	Cruden Homes (East) Ltd.	Housing	2.14		34	0.146	0.315	0.303	0.157	5	10	10	5	2	4	4	2	0	1	1	1	1	3	2	1	1	2	2	1	0	0	0	0	0.2	0.4	0.4	0.2
	Market		Housing			26																													0.0	0.0	0.0	0.0
	Affordable		Housing			8																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 14: Niddrie Mains	21st Century Homes	Housing	3.31		194	0.146	0.315	0.303	0.157	27	58	56	29	10	21	20	11	3	6	6	3	7	14	14	7	5	12	11	6	1	2	2	1	1.1	2.4	2.3	1.2
	Market		Housing			86																													0.0	0.0	0.0	0.0
	Affordable		Housing			108																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 16: Thistle Foundation																																					
	Phase 3	Places For People.	Housing	2.29		71	0.211	0.800	0.443	0.205	14	54	30	14	5	20	11	5	1	5	3	1	4	13	7	3	3	11	6	3	0	2	1	0	0.6	2.3	1.3	0.6
	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	Housing	15.79		129	0.211	0.800	0.443	0.205	26	98	54	25	9	36	20	9	3	10	6	3	6	24	14	6	5	20	11	5	1	3	2	1	1.1	4.1	2.3	1.1
	LDP HSG 17: Greendykes Road (areas D and J)	BDW Trading Ltd	Housing	2.99		6	0.211	0.800	0.443	0.205	1	5	3	1	0	2	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.1	0.2	0.1	0.0
	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	Housing	3.93		169	0.211	0.800	0.443	0.205	34	128	71	33	12	47	26	12	3	13	7	3	8	32	18	8	7	26	14	7	1	4	2	1	1.4	5.4	3.0	1.4
	LDP HSG 18: New Greendykes Areas A,B	Persimmon Homes.	Housing	4.04		163	0.211	0.800	0.443	0.205	33	123	68	32	12	45	25	12	3	13	7	3	8	31	17	8	7	25	14	6	1	4	2	1	1.4	5.2	2.9	1.3
	LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S	Housing	2.93		110	0.211	0.800	0.443	0.205	22	83	46	21	8	31	17	8	2	9	5	2	5	21	12	5	4	17	9	4	1	3	2	1	0.9	3.5	1.9	0.9
	LDP HSG 18: New Greendykes Areas H/AH1	Persimmon Homes.	Housing	4.82		128	0.211	0.800	0.443	0.205	26	97	54	25	9	36	20	9	3	10	5	3	6	24	13	6	5	20	11	5	1	3	2	1	1.1	4.1	2.3	1.0
	Market		Housing			103																													0.0	0.0	0.0	0.0
	Affordable		Housing			25																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 21: Broomhills	BDW Trading Ltd.	Housing	24.60		331																													0.0	0.0	0.0	0.0
	Market		Housing			267	0.215	0.775	0.573	0.254	54	196	145	64	20	72	53	24	6	20	15	7	14	49	36	16	11	40	29	13	2	7	5	2	2.3	8.3	6.1	2.7
	Affordable		Housing			64	0.115	0.319	0.310	0.257	7	19	19	16	3	7	7	6	1	2	2	2	2	5	5	4	1	4	4	3	0	1	1	1	0.3	0.8	0.8	0.7
																																			0.0	0.0	0.0	0.0
	LDP HSG 22: Burdiehouse Road	Hallam Land Management Ltd & BDW	Housing	13.97		17																													0.0	0.0	0.0	0.0
	Market		Housing			17	0.215	0.775	0.573	0.254	3	12	9	4	1	5	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	0	0	0	0.1	0.5	0.4	0.2
	Affordable		Housing			0																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	Housing	7.86		64	0.146	0.315	0.303	0.157	9	19	18	10	3	7	7	3	1	2	2	1	2	5	5	2	2	4	4	2	0	1	1	0	0.4	0.8	0.8	0.4
	LDP HSG 24: Gilmerton Station Road	Persimmon Homes	Housing	9.72		294																													0.0	0.0	0.0	0.0
	Market		Housing			220	0.215	0.775	0.573	0.254	45	161	119	53	16	59	44	19	5	16	12	5	11	40	30	13	9	33	24	11	2	6	4	2	1.9	6.8	5.0	2.2
	Affordable		Housing			74	0.115	0.319	0.310	0.257	8	22	22	18	3	8	8	7	1	2	2	2	2	6	5	5	2	5	4	4	0	1	1	1	0.3	0.9	0.9	0.8
																																			0.0	0.0	0.0	0.0
	LDP HSG 24: Gilmerton Station Road	BDW	Housing	12.37		315																													0.0	0.0	0.0	0.0
	Market		Housing			237	0.215	0.775	0.573	0.254	48	174	128	57	18	64	47	21	5	18	13	6	12	44	32	14	10	35	26	12	2	6	4	2	2.0	7.3	5.4	2.4
	Affordable		Housing			78	0.115	0.319	0.310	0.257	8	24	23	19	3	9	8	7	1	2	2	2	2	6	6	5	2	5	5	4	0	1	1	1	0.4	1.0	1.0	0.8
																																			0.0	0.0	0.0	0.0
	LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	Housing	6.87		112	0.211	0.800	0.443	0.205	22	85	47	22	8	31	17	8	2	9	5	2	6	21	12	5	5	17	10	4	1	3	2	1	0.9	3.6	2.0	0.9
	Market		Housing			75																													0.0	0.0	0.0	0.0
	Affordable		Housing			37																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 27: Newcraighall East phas 1-3	Avant Homes	Housing	9.41		36																													0.0	0.0	0.0	0.0
	Market		Housing			12	0.215	0.775	0.573	0.254	2	9	7	3	1	3	2	1	0	1	1	0	1	2	2	1	0	2	1	1	0	0	0	0	0.1	0.4	0.3	0.1
	Affordable		Housing			24	0.115	0.319	0.310	0.257	3	7	7	6	1	3	3	2	0	1	1	1	1	2	2	1	1	1	1	1	0	0	0	0	0.1	0.3	0.3	0.2
																																			0.0	0.0	0.0	0.0
	LDP HSG 27: Newcraighall East Phase 4	Avant Homes	Housing	17.05		37																													0.0	0.0	0.0	0.0
	Market		Housing			27	0.215	0.775	0.573	0.254	5	20	15	6	2	7	5	2	1	2	1	1	1	5	4	2	1	4	3	1	0	1	1	0	0.2	0.8	0.6	0.3
	Affordable		Housing			10	0.115	0.319	0.310	0.257	1	3	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.1
																																			0.0	0.0	0.0	0.0
	LDP HSG 27: Newcraighall East Phase 5	Avant Homes	Housing	17.05		29																													0.0	0.0	0.0	0.0
	Market		Housing			23	0.215	0.775	0.573	0.254	5	17	12	6	2	6	5	2	0	2	1	1	1	4	3	1	1	3	3	1	0	1	0	0	0.2	0.7	0.5	0.2
	Affordable		Housing			6	0.115	0.319	0.310	0.257	1	2	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.1	0.1	0.1
																																			0.0	0.0	0.0	0.0
	LDP HSG 28: Ellens Glen Road	LDP site	Housing	4.04		240																													0.0	0.0	0.0	0.0
	Market		Housing			180	0.215	0.775	0.573	0.254	37	132	98	43	13	48	36	16	4	13	10	4	9	33	24	11	7	27	20	9	1	5	3	1	1.5	5.6	4.1	1.8
	Affordable		Housing			60	0.115	0.319	0.310	0.257	7	18	18	15	2	7	6	5	1	2	2	1	2	5	4	4	1	4	4	3	0	1	1	1	0.3	0.8	0.7	0.6
																																			0.0	0.0	0.0	0.0
	LDP HSG 29: Brunstane	LDP site	Housing	48.29		1330																													0.0	0.0	0.0	0.0
	Market		Housing			998	0.215	0.775	0.573	0.254	203	732	541	240	75	269	199	88	21	75	55	24	51	183	135	60	41	149	110	49	7	25	19	8	8.6	30.9	22.9	10.1
	Affordable		Housing			332	0.115	0.319	0.310	0.257	36	100	97	81	13	37	36	30	4	10	10	8	9	25	24	20	7	20	20	16	1	3	3	3	1.5	4.2	4.1	3.4
																																			0.0	0.0	0.0	0.0
	LDP HSG 30: Moredunvale Road	LDP Site	Housing	5.41		200	0.211	0.800	0.443	0.205	40	151	84	39	15	56	31	14	4	15	9	4	10	38	21	10	8	31	17	8	1	5	3	1	1.7	6.4	3.5	1.6
																																			0.0	0.0	0.0	0.0
	LDP HSG 39: Lasswade Road	Persimmon / Miller	Housing	14.21		150	0.211	0.800	0.443	0.205	30	114	63	29	11	42	23	11	3	12	6	3	7	28	16	7	6	23	13	6	1	4	2	1	1.3	4.8	2.7	1.2
	Market		Housing			143																													0.0	0.0	0.0	0.0
	Affordable		Housing			7																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 40: SE Wedge South -	Snaefell Holdings (UK) Ltd.	Housing	27.23		696	0.190	0.800	0.578	0.270	125	527	381	178	46	193	140	65	13	54	39	18	31	132	95	45	25	107	77	36	4	18	13	6	5.3	22.2	16.1	7.5
	Market		Housing			522																													0.0	0.0	0.0	0.0
	Affordable		Housing			174																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Braid Road	Pentland Investements Limited.	Housing	0.00		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.1	0.1	0.1
																																			0.0	0.0	0.0	0.0
	Brunstane Road South	South Castle Properties Limited.	Housing	0.54		4	0.215	0.755	0.573	0.254	1	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0.0	0.1	0.1	0.0
																																			0.0	0.0	0.0	0.0
	Canaan Lane	Mr Phillip Sunderland	Housing	0.03		10	0.127	0.255	0.436	0.273	1	2	4	3	0	1	2	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0	0.1	0.1	0.2	0.1
	Duddingston Row	21st Century Homes.	Housing	0.00		40	0.215	0.755	0.573	0.254	8	29	22	10	3	10	8	4	1	3	2	1	2	7	5	2	2	6	4	2	0	1	1	0	0.3	1.2	0.9	0.4
	Newtoft Street	Abbey Property Partnership	Housing	0.21		6	0.127	0.255	0.436	0.273	1	1	2	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.1	0.1	0.1
	Niddrie Mains Road	CCG (Scotland) Ltd.	Housing	0.00		136	0.146	0.315	0.292	0.180	19	41	38	23	7	15	14	9	2	4	4	2	5	10	9	6	4	8	8	5	1	1	1	1	0.8	1.7	1.6	1.0
	Oxgangs Green	Hopefield Partnership Ltd.	Housing	0.00		85	0.190	0.800	0.578	0.270	15	64	46	22	6	24	17	8	2	7	5	2	4	16	12	5	3	13	9	4	1	2	2	1	0.6	2.7	2.0	0.9
	Peffermill Road	21st Century Homes.	Housing	0.34		30	0.115	0.319	0.310	0.265	3	9	9	8	1	3	3	3	0	1	1	1	1	2	2	2	1	2	2	2	0	0	0	0	0.1	0.4	0.4	0.3
	Prestonfield Avenue	First Construction Ltd.	Housing	0.08		9	0.115	0.319	0.310	0.265	1	3	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.1
																																			0.0	0.0	0.0	0.0
	The Wisp	Springfield Properties PLC	Housing	1.63		139	0.211	0.800	0.443	0.205	28	105	58	27	10	39	21	10	3	11	6	3	7	26	15	7	6	21	12	5	1	4	2	1	1.2	4.4	2.5	1.1
	Market		Housing			104																													0.0	0.0	0.0	0.0
	Affordable		Housing			35																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Duddingston Road West	KLN Properties	Housing			120																													0.0	0.0	0.0	0.0
	Market		Housing			90	0.215	0.775	0.573	0.254	18	66	49	22	7	24	18	8	2	7	5	2	5	17	12	5	4	13	10	4	1	2	2	1	0.8	2.8	2.1	0.9
	Affordable		Housing			30	0.115	0.319	0.310	0.257	3	9	9	7	1	3	3	3	0	1	1	1	1	2	2	2	1	2	2	1	0	0	0	0	0.1	0.4	0.4	0.3
	South East Total										**1116**	**3601**	**2548**	**1338**	**412**	**1317**	**931**	**492**	**113**	**365**	**258**	**135**	**276**	**894**	**631**	**328**	**230**	**754**	**538**	**284**	**38**	**123**	**87**	**45**	46.3	148.4	104.1	54.0
West Edinburgh	International Business Gateway			122000	sqm																																	
	Phase 1	Murray Estates	Office	(6481)	(employees)	6,481	-	-	-	-	3372	613	368	2882	347	63	38	296	172	31	19	147	1987	361	217	1697	0	0	0	0	535	97	58	457	332.4	60.4	36.3	284.0
			Hotel	1415.00	rooms	1,415	-	-	-	-	272	534	380	470	62	122	87	107	12	24	17	21	77	152	108	134	109	215	153	189	0	0	0	0	11.2	22.0	15.7	19.4
			Leisure	800.00	sqm	800	-	-	-	-	-	-	-	-	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	-	-	-	-
			Retail/Food and Drink	5400.00	sqm	5,400	-	-	-	-	-	-	-	-	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	-	-	-	-
			Residential units	312.00	units	312	-	-	-	-	58	153	170	61	13	35	38	14	7	17	19	7	21	56	62	22	6	17	19	7	9	24	26	10	2.0	5.2	5.8	2.1
																																			0.0	0.0	0.0	0.0
	Fairview Mill	Amber Real Estate	Hotel	180.00	rooms	180	0.364	0.586	0.608	0.415	62	100	104	71	29	47	49	33	2	4	4	2	14	23	24	17	11	17	18	12	2	4	4	3	3.4	5.4	5.6	3.8
			Pub/Restaurant	845.00	sqm	845	0.000	0.000	4.280	2.474	0	0	34	20	0	0	16	9	0	0	1	1	0	0	8	5	0	0	6	3	0	0	1	1	0.0	0.0	1.9	1.1

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	Edinburgh Park Parabola	Dixon Jones	Office	43000.00	sqm	43,000	1.851	0.244	0.143	1.344	753	99	58	547	266	35	21	193	59	8	5	43	251	33	19	182	42	6	3	30	107	14	8	78	28.4	3.7	2.2	20.6
			Apartment Hotel	170.00	rooms	170	7.065	3.539	3.018	4.674	11	6	5	8	4	2	2	3	1	0	0	1	4	2	2	3	1	0	0	0	2	1	1	1	0.4	0.2	0.2	0.3
																																					0.0	0.0	0.0	0.0
	RHASS Showground	Vastint Hospitality	Moxy Airport Hotel	213.00	rooms	213	0.219	0.504	0.364	0.229	44	102	73	46	19	45	32	20	4	9	6	4	11	25	18	11	2	6	4	3	7	16	12	7	0.5	1.1	0.8	0.5
			New Hotel	160.00	rooms	160	0.181	0.363	0.357	0.197	27	55	54	30	12	24	24	13	2	5	5	3	7	14	13	7	2	3	3	2	4	9	9	5	0.3	0.6	0.6	0.3
			Conference facilities	3300.00	sqm	3,300	0.356	0.111	0.311	1.444	11	3	10	45	5	2	4	20	1	0	1	4	3	1	2	11	1	0	1	3	2	1	2	7	0.1	0.0	0.1	0.5
																																					0.0	0.0	0.0	0.0
	LDP Del 4: Edinburgh Park /																																							
	South Gyle	LDP Site	Housing	121.75		1737																															0.0	0.0	0.0	0.0
	Market		Housing			1303	0.098	0.501	0.406	0.179	121	618	500	221	52	266	215	95	10	53	43	19	24	123	100	44	26	135	109	48	5	24	20	9	3.2	16.4	13.3	5.9
	Affordable		Housing			434	0.115	0.319	0.310	0.257	47	131	127	106	20	56	55	45	4	11	11	9	9	26	25	21	10	29	28	23	2	5	5	4	1.3	3.5	3.4	2.8
																																					0.0	0.0	0.0	0.0
	LDP HSG 5: Hillwood Rd	Taylor Wimpey	Housing	4.93		124	0.197	0.787	0.563	0.299	23	92	66	35	10	40	28	15	2	8	6	3	5	18	13	7	5	20	14	8	1	4	3	1	0.6	2.5	1.8	0.9
	Market		Housing			93																															0.0	0.0	0.0	0.0
	Affordable		Housing			31																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 31: Curriemuirend	CEC	Housing	5.73		188	0.162	0.313	0.192	0.323	29	56	34	57	12	24	15	25	2	5	3	5	6	11	7	11	6	12	7	13	1	2	1	2	0.8	1.5	0.9	1.5
																																					0.0	0.0	0.0	0.0
		Southside Company Services Ltd																																						
	Ardshiel Avenue	& Rothe	Housing	0.00		6	0.215	0.775	0.573	0.254	1	4	3	1	1	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
																																					0.0	0.0	0.0	0.0
	Calder Road	The City Of Edinburgh Council.	Housing	2.60		154	0.211	0.800	0.443	0.205	31	117	65	30	13	50	28	13	3	10	6	3	6	23	13	6	7	25	14	7	1	5	3	1	0.8	3.1	1.7	0.8
	Calder Road	The City Of Edinburgh Council.	Housing	2.11		40	0.211	0.800	0.443	0.205	8	30	17	8	3	13	7	3	1	3	1	1	2	6	3	2	2	7	4	2	0	1	1	0	0.2	0.8	0.4	0.2
																																					0.0	0.0	0.0	0.0
	Colinton Road	Rutherford Colinton.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	0.1	0.1	0.0
																																					0.0	0.0	0.0	0.0
		Edinburgh Napier University And																																						
	Craighouse Road	Craigh	Housing	19.77		137	0.156	0.583	0.485	0.260	20	76	63	34	9	33	27	15	2	6	5	3	4	15	13	7	4	17	14	7	1	3	2	1	0.5	2.0	1.7	0.9
	Dumbryden Drive	Robertson Partnership Homes	Housing	0.00		49	0.211	0.800	0.443	0.205	10	37	21	10	4	16	9	4	1	3	2	1	2	7	4	2	2	8	4	2	0	1	1	0	0.3	1.0	0.5	0.3
	Gorgie Road	Caledonian Heritable	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	1	3	2	1	0	1	1	0	0	1	1	0	0	1	1	1	0	0	0	0	0.0	0.2	0.1	0.1
	Gorgie Road	AMA (New Town) Ltd.	Housing	0.66		48	0.156	0.583	0.485	0.225	7	26	22	10	3	11	9	4	1	2	2	1	1	5	4	2	2	6	5	2	0	1	1	0	0.2	0.7	0.6	0.3
																																					0.0	0.0	0.0	0.0
	Lanark Road	John Clark (Holdings) Ltd.	Housing	0.00		57	0.127	0.255	0.436	0.273	7	14	24	15	3	6	10	6	1	1	2	1	1	3	5	3	1	3	5	3	0	1	1	1	0.2	0.4	0.6	0.4
	Market		Housing			45																															0.0	0.0	0.0	0.0
	Affordable		Housing			12																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Lanark Road	Haynes Asset Management.	Housing	0.00		9	0.127	0.255	0.436	0.273	1	2	4	2	0	1	2	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0.0	0.1	0.1	0.1
		George Dunbar And Sons																																						
	Lanark Road West	Builders Ltd.	Housing	0.98		53	0.127	0.255	0.436	0.273	6	13	22	14	3	6	9	6	1	1	2	1	1	3	4	3	1	3	5	3	0	1	1	1	0.2	0.3	0.6	0.4
	Market		Housing			41																															0.0	0.0	0.0	0.0
	Affordable		Housing			12																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Lasswade Road	Bellway / Miller	Housing	18.61		335	0.127	0.255	0.436	0.273	40	81	138	87	17	35	59	37	3	7	12	7	8	16	28	17	9	18	30	19	2	3	5	3	1.1	2.2	3.7	2.3
	Market		Housing			252																															0.0	0.0	0.0	0.0
	Affordable		Housing			83																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
		Castle Rock Edinvar Housing																																						
	Longstone Road	Associatio	Housing	5.63		50																															0.0	0.0	0.0	0.0
	Market		Housing			12	0.323	1.020	0.667	0.394	4	12	8	4	2	5	3	2	0	1	1	0	1	2	2	1	1	3	2	1	0	0	0	0	0.1	0.3	0.2	0.1
	Affordable		Housing			38	0.115	0.319	0.310	0.257	4	11	11	9	2	5	5	4	0	1	1	1	1	2	2	2	1	3	2	2	0	0	0	0	0.1	0.3	0.3	0.2
																																					0.0	0.0	0.0	0.0
		Mactaggart And Mickel																																						
	St John's Road	Commercial Devel	Housing	0.00		36	0.211	0.800	0.443	0.205	7	27	15	7	3	12	6	3	1	2	1	1	1	5	3	1	2	6	3	2	0	1	1	0	0.2	0.7	0.4	0.2
	Market		Housing			27																															0.0	0.0	0.0	0.0
	Affordable		Housing			9																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Viewforth	CALA Management Ltd.	Housing	0.88		104																															0.0	0.0	0.0	0.0
	Market		Housing			87	0.100	0.522	0.434	0.194	8	43	36	16	4	18	15	7	1	4	3	1	2	9	7	3	2	9	8	3	0	2	1	1	0.2	1.1	1.0	0.4
	Affordable		Housing			17	0.146	0.315	0.292	0.180	2	5	5	3	1	2	2	1	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0.1	0.1	0.1	0.1
																																					0.0	0.0	0.0	0.0
	LDP HSG 37: Newmills Road	Cala Management Ltd.	Housing	11.33		65	0.211	0.800	0.443	0.205	13	49	27	13	6	21	12	5	1	4	2	1	3	10	5	3	3	11	6	3	1	2	1	0	0.3	1.3	0.7	0.3
	Market		Housing			50																															0.0	0.0	0.0	0.0
	Affordable		Housing			15																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 38: Ravelrig Road	CALA Management Ltd.	Housing	14.02		47	0.211	0.800	0.443	0.205	9	36	20	9	4	15	8	4	1	3	2	1	2	7	4	2	2	8	4	2	0	1	1	0	0.2	0.9	0.5	0.2
	Market		Housing			47																															0.0	0.0	0.0	0.0
	Affordable		Housing			0																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Long Dalmahoy Road	Mr C Hardy	Housing	0.32		7	0.215	0.775	0.573	0.254	1	5	4	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	West Edinburgh Total										**5014**	**3158**	**2493**	**4873**	**931**	**1017**	**843**	**1008**	**294**	**226**	**183**	**291**	**2454**	**964**	**720**	**2227**	**261**	**589**	**476**	**400**	**684**	**223**	**169**	**595**	389.4	138.6	102.0	351.1
North Western Areas																																					0.0	0.0	0.0	0.0
	LDP HSG 19: Maybury Central	West Craigs Ltd.	Housing	58.82		1,400																															0.0	0.0	0.0	0.0
	Market		Housing			1,030	0.215	0.775	0.573	0.254	209	755	558	247	90	325	240	107	18	65	48	21	42	150	111	49	46	165	122	54	8	30	22	10	5.6	20.1	14.9	6.6
	Affordable		Housing			370	0.323	1.020	0.667	0.394	113	357	233	138	49	154	101	59	10	31	20	12	23	71	46	27	25	78	51	30	4	14	9	5	3.0	9.5	6.2	3.7
																																					0.0	0.0	0.0	0.0
		Taylor Wimpey UK Limited (c/o																																						
	LDP HSG 19: Maybury East	Agent).	Housing	12.99		250																															0.0	0.0	0.0	0.0
	Market		Housing			187	0.215	0.775	0.573	0.254	38	137	101	45	16	59	44	19	3	12	9	4	8	27	20	9	8	30	22	10	1	5	4	2	1.0	3.7	2.7	1.2
	Affordable		Housing			63	0.323	1.020	0.667	0.394	19	61	40	23	8	26	17	10	2	5	3	2	4	12	8	5	4	13	9	5	1	2	2	1	0.5	1.6	1.1	0.6
																																					0.0	0.0	0.0	0.0
	LDP HSG 19: Maybury West	Roseberry Estates	Housing	4.53		130																															0.0	0.0	0.0	0.0
	Market		Housing			97	0.215	0.775	0.573	0.254	20	71	53	23	8	31	23	10	2	6	5	2	4	14	10	5	4	16	11	5	1	3	2	1	0.5	1.9	1.4	0.6
	Affordable		Housing			33	0.323	1.020	0.667	0.394	10	32	21	12	4	14	9	5	1	3	2	1	2	6	4	2	2	7	5	3	0	1	1	0	0.3	0.8	0.6	0.3
																																					0.0	0.0	0.0	0.0
		CALA Management Ltd/BDW																																						
	LDP HSG 20: Cammo	Trading Ltd	Housing	28.18		656																															0.0	0.0	0.0	0.0
	Market		Housing			492	0.215	0.775	0.573	0.254	100	361	267	118	43	155	115	51	9	31	23	10	20	72	53	24	22	79	58	26	4	14	10	5	2.7	9.6	7.1	3.1
	Affordable		Housing			164	0.115	0.319	0.310	0.257	18	49	48	40	8	21	21	17	2	4	4	3	4	10	10	8	4	11	11	9	1	2	2	2	0.5	1.3	1.3	1.1
																																					0.0	0.0	0.0	0.0
	LDP HSG 32: Builyeon Road	LDP site	Housing	38.41		840	0.197	0.787	0.563	0.299	157	625	447	238	67	269	193	102	13	54	38	20	31	125	89	47	34	137	98	52	6	24	17	9	4.2	16.7	11.9	6.3
	Market		Housing			630																															0.0	0.0	0.0	0.0
	Affordable		Housing			210																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 33: South Scotstoun	Taylor Wimpey East Scotland.	Housing	18.83		339	0.211	0.800	0.443	0.205	68	257	142	66	29	110	61	28	6	22	12	6	13	51	28	13	15	56	31	14	3	10	6	3	1.8	6.8	3.8	1.8
	Market		Housing			254																															0.0	0.0	0.0	0.0
	Affordable		Housing			85																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Almondhill	Almond Hill Kirkliston Ltd.	Housing	1.74		11	0.215	0.775	0.573	0.254	2	8	6	3	1	3	3	1	0	1	1	0	0	2	1	1	0	2	1	1	0	0	0	0	0.1	0.2	0.2	0.1
																																					0.0	0.0	0.0	0.0
	Barnton Avenue West	Barnton Avenue West Ltd.	Housing	0.21		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.0
	Barnton Avenue West	New Age Developers.	Housing	0.00		15	0.127	0.255	0.436	0.273	2	4	6	4	1	2	3	2	0	0	1	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1
																																					0.0	0.0	0.0	0.0
	Ferrymuir	J.Smart & Co (contractors) PLC.	Housing	0.50		44	0.098	0.501	0.406	0.179	4	21	17	7	2	9	7	3	0	2	1	1	1	4	3	1	1	5	4	2	0	1	1	0	0.1	0.6	0.4	0.2
																																					0.0	0.0	0.0	0.0
	RWELP HSG : Ferrymuir Gait	Corus Hotels Ltd.	Housing	4.66		108	0.211	0.800	0.443	0.205	22	82	45	21	9	35	19	9	2	7	4	2	4	16	9	4	5	18	10	5	1	3	2	1	0.6	2.2	1.2	0.6
	Market		Housing			81																															0.0	0.0	0.0	0.0
	Affordable		Housing			27																															0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
		The Trustees Of The Foxhall																																						
	Wellflats Road	Trust.	Housing	0.00		100																															0.0	0.0	0.0	0.0
	Market		Housing			75	0.323	1.020	0.667	0.394	23	72	47	28	10	31	20	12	2	6	4	2	5	14	9	6	5	16	10	6	1	3	2	1	0.6	1.9	1.3	0.7
	Affordable		Housing			25	0.323	1.020	0.667	0.394	8	24	16	9	3	10	7	4	1	2	1	1	2	5	3	2	2	5	3	2	0	1	1	0	0.2	0.6	0.4	0.2
	North Western Totals										**813**	**2918**	**2051**	**1025**	**350**	**1256**	**883**	**441**	**70**	**251**	**176**	**88**	**162**	**581**	**408**	**204**	**178**	**638**	**448**	**224**	**32**	**114**	**80**	**40**	21.6	77.7	54.6	27.3

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
City Centre	179 Canongate	Summix Capital Ltd	Offices	1858.00	sqm	1,858	1.222	0.069	0.070	1.203	23	1	1	22	5	0	0	5	0	0	0	0	5	0	0	5	9	1	1	9	4	0	0	4	-0.8	0.0	0.0	-0.8
																																			0.0	0.0	0.0	0.0
	New Town Quarter	Ediston, Orion Capital Managers	Hotel	116.00	rooms	116	-	-	-	-	-	-	-	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	-	-	-
			Office	9779.00	sqm	9,779	0.593	0.113	0.060	0.387	58	11	6	38	14	3	1	9	0	0	0	0	12	2	1	8	24	5	2	16	10	2	1	7	-2.1	-0.4	-0.2	-1.4
			Gym	940.00	sqm	940	-	-	-	-	-	-	-	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	-	-	-
			Residential Units	349.00	units	349	0.100	0.522	0.434	0.194	35	182	151	68	8	43	36	16	0	0	0	0	7	38	32	14	14	75	63	28	6	32	27	12	-1.3	-6.6	-5.5	-2.5
																																			0.0	0.0	0.0	0.0
	Haymarket Development	Qmile Group, M&G Real Estate	Office	50413.00	sqm	50,413	3.009	0.221	0.211	2.595	1517	111	106	1308	360	26	25	311	0	0	0	0	319	23	22	275	628	46	44	542	265	19	19	229	-55.2	-4.1	-3.9	-47.6
			Retail	2893.00	sqm	2,893	3.313	2.607	6.253	6.415	96	75	181	186	23	18	43	44	0	0	0	0	20	16	38	39	40	31	75	77	17	13	32	32	-3.5	-2.7	-6.6	-6.8
			Hotel	365.00	rooms	365	0.466	0.655	0.664	0.524	170	239	242	191	40	57	58	45	0	0	0	0	36	50	51	40	70	99	100	79	30	42	42	33	-6.2	-8.7	-8.8	-7.0
																																			0.0	0.0	0.0	0.0
	Fountain Quay	EDI Group	Office	11621.00	sqm	11,621	0.885	0.099	0.045	0.780	332	37	17	292	79	9	4	69	0	0	0	0	70	8	4	61	137	15	7	121	58	6	3	51	-12.1	-1.4	-0.6	-10.6
			Food / Retail	4476.00	sqm	4,476	-	-	-	-	-	-	-	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	-	-	-
			Hotel	140.00	rooms	140	0.060	0.171	0.078	0.071	27	77	35	32	6	18	8	8	0	0	0	0	6	16	7	7	11	32	15	13	5	14	6	6	-1.0	-2.8	-1.3	-1.2
			Cultural / Leisure	11858.00	sqm	11,858	-	-	-	-	-	-	-	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	-	-	-
																																			0.0	0.0	0.0	0.0
	Exchange 2 Dewar Place Develo	Catalyst Capital	Hotels	25330.00	sqm	25,330	0.524	0.757	0.625	0.524	133	192	158	133	21	31	25	21	0	0	0	0	42	61	51	42	56	82	67	56	14	20	17	14	-1.5	-2.2	-1.8	-1.5
			Office	4559.00	sqm	4,559	2.937	0.300	0.684	2.829	134	14	31	129	22	2	5	21	0	0	0	0	43	4	10	41	57	6	13	55	14	1	3	14	-1.5	-0.2	-0.4	-1.5
			Retail / Food and Drink	206.00	sqm	206	-	-	-	-	-	-	-	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	-	-	-
																																			0.0	0.0	0.0	0.0
	St James Quarter	Henderson Global Investors	Retail	79196.00	sqm	79,196	-	-	-	-	2482	436	464	3027	209	37	39	255	0	0	0	0	1812	319	338	2210	342	60	64	418	0	0	0	0	118.5	20.8	22.1	144.6
			Hotel	315.00	rooms	315	-	-	-	-	-	-	218	209	_	_	18	18	_	_	0	0	_	_	159	153	_	_	30	29	_	_	0	0	-	-	10.4	10.0
			Office	7207.00	sqm	7,207	-	-	-	-	-	-	18	55	_	_	2	5	_	_	0	0	_	_	13	40	_	_	3	8	_	_	0	0	-	-	0.9	2.6
																																			0.0	0.0	0.0	0.0
	LDP CC2: New Street	Artesan	Housing	0.78		167	0.197	0.770	0.609	0.314	33	129	102	52	4	15	12	6	1	3	2	1	10	38	30	15	18	72	57	29	3	10	8	4	-2.1	-8.1	-6.4	-3.3
																																			0.0	0.0	0.0	0.0
	LDP CC3: Fountainbridge (North)	Fountain North Ltd.	Housing	0.60		125	0.100	0.522	0.434	0.194	13	65	54	24	1	7	6	3	0	2	1	1	4	19	16	7	7	36	30	14	1	5	4	2	-0.8	-4.1	-3.4	-1.5
	LDP CC3: Fountainbridge (North)	Moda Living (Springside) Ltd.	Housing	0.61		205	0.100	0.522	0.434	0.194	21	107	89	40	2	12	10	5	0	2	2	1	6	31	26	12	11	60	50	22	2	8	7	3	-1.3	-6.8	-5.6	-2.5
	LDP CC3: Fountainbridge (North)	Moda Living (Springside)	Housing	1.09		140	0.100	0.522	0.434	0.194	14	73	61	27	2	8	7	3	0	2	1	1	4	21	18	8	8	41	34	15	1	6	5	2	-0.9	-4.6	-3.8	-1.7
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		64																													0.0	0.0	0.0	0.0
	Market		Housing			32	0.100	0.522	0.434	0.194	3	17	14	6	0	2	2	1	0	0	0	0	1	5	4	2	2	9	8	3	0	1	1	0	-0.2	-1.1	-0.9	-0.4
	Affordable		Housing			32	0.115	0.319	0.310	0.257	4	10	10	8	0	1	1	1	0	0	0	0	1	3	3	2	2	6	6	5	0	1	1	1	-0.2	-0.6	-0.6	-0.5
																																			0.0	0.0	0.0	0.0
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council.	Housing	0.00		113	0.103	0.523	0.455	0.210	12	59	51	24	1	7	6	3	0	1	1	1	3	17	15	7	6	33	29	13	1	5	4	2	-0.7	-3.7	-3.3	-1.5
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	3.70		258	0.103	0.523	0.455	0.210	27	17	15	7	3	2	2	1	1	0	0	0	8	5	4	2	15	9	8	4	2	1	1	1	-1.7	-1.1	-0.9	-0.4
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		234																													0.0	0.0	0.0	0.0
	Market		Housing			176	0.100	0.522	0.434	0.194	18	92	76	34	2	11	9	4	0	2	2	1	5	27	22	10	10	51	43	19	1	7	6	3	-1.1	-5.8	-4.8	-2.2
	Affordable		Housing			58	0.115	0.319	0.310	0.257	7	19	18	15	1	2	2	2	0	0	0	0	2	5	5	4	4	10	10	8	1	1	1	1	-0.4	-1.2	-1.1	-0.9
																																			0.0	0.0	0.0	0.0
	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	Housing	0.05		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	3	1	0	0	0	0	-0.1	-0.4	-0.3	-0.1
																																			0.0	0.0	0.0	0.0
	Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	39	128	94	60	4	15	11	7	1	3	2	1	11	37	27	17	22	71	52	33	3	10	7	5	-2.5	-8.1	-5.9	-3.8
																																			0.0	0.0	0.0	0.0
	Canon Street	Thistle Property Group.	Housing	0.03		11	0.103	0.523	0.455	0.210	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	3	1	0	0	0	0	-0.1	-0.4	-0.3	-0.1
	Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0	-0.1	-0.3	-0.3	-0.1
	Craigleith Road	Motor Fuel Limited.	Housing	0.15		8	0.156	0.583	0.485	0.225	1	5	4	2	0	1	0	0	0	0	0	0	0	1	1	1	1	3	2	1	0	0	0	0	-0.1	-0.3	-0.2	-0.1
	Dumbiedykes Road	Mr Martone	Housing	0.02		19	0.100	0.522	0.434	0.194	2	10	8	4	0	1	1	0	0	0	0	0	1	3	2	1	1	6	5	2	0	1	1	0	-0.1	-0.6	-0.5	-0.2
	Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.00		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	0	0	0.0	-0.1	-0.1	-0.1
	Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	5	4	2	0	1	0	0	0	0	0	0	0	1	1	1	1	3	2	1	0	0	0	0	-0.1	-0.3	-0.2	-0.1
	George Street	Lightstorm Estates Ltd.	Housing	0.00		6	0.125	0.425	0.350	0.200	1	3	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	0	0	0.0	-0.2	-0.1	-0.1
	Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	-0.1	-0.3	-0.2	-0.1
	London Road	City Of Edinburgh Council.	Housing	11.62		300	0.115	0.319	0.310	0.257	35	96	93	77	4	11	11	9	1	2	2	2	10	28	27	23	19	53	52	43	3	7	7	6	-2.2	-6.1	-5.9	-4.9
	Market		Housing			225																													0.0	0.0	0.0	0.0
	Affordable		Housing			75																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	London Road	Murascot Ltd.	Housing	0.12		30	0.096	0.521	0.403	0.172	3	16	12	5	0	2	1	1	0	0	0	0	1	5	4	2	2	9	7	3	0	1	1	0	-0.2	-1.0	-0.8	-0.3
	Market		Housing			23																													0.0	0.0	0.0	0.0
	Affordable		Housing			7																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	London Road	Caledonian Trust PLC.	Housing	0.81		116	0.096	0.521	0.403	0.172	11	60	47	20	1	7	5	2	0	1	1	0	3	18	14	6	6	34	26	11	1	5	4	2	-0.7	-3.8	-3.0	-1.3
	Market		Housing			87																													0.0	0.0	0.0	0.0
	Affordable		Housing			29																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Melville Street	Dragon Development Edinburgh.	Housing	0.00		11	0.166	0.553	0.433	0.218	2	6	5	2	0	1	1	0	0	0	0	0	1	2	1	1	1	3	3	1	0	0	0	0	-0.1	-0.4	-0.3	-0.2
		Fountain North Ltd And Dunedin																																				
	Morrison Crescent	Cairnmore	Housing	0.15		19	0.323	1.020	0.667	0.394	6	19	13	7	1	2	1	1	0	0	0	0	2	6	4	2	3	11	7	4	0	1	1	1	-0.4	-1.2	-0.8	-0.5
	Princes Street	ECF Edinburgh Retail.	Housing	0.00		17	0.100	0.522	0.434	0.194	2	9	7	3	0	1	1	0	0	0	0	0	0	3	2	1	1	5	4	2	0	1	1	0	-0.1	-0.6	-0.5	-0.2
	Queen Street	Glenmorison Group.	Housing	0.01		7	0.100	0.522	0.434	0.194	1	4	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.2	-0.2	-0.1
	Queensferry Road	Greenstead Properties Ltd	Housing	0.14		2	0.096	0.521	0.403	0.172	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	-0.1	-0.1	0.0
	Randolph Crescent	Randolph Development LLP.	Housing	0.04		8	0.100	0.522	0.434	0.194	1	4	3	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	-0.1	-0.3	-0.2	-0.1
	Randolph Crescent		Housing	0.00		7	0.100	0.522	0.434	0.194	1	4	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.2	-0.2	-0.1
	Randolph Crescent	Square & Crescent Ltd	Housing	0.05		8	0.100	0.522	0.434	0.194	1	4	3	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	-0.1	-0.3	-0.2	-0.1
	Shandwick Place	Mr Tom Diresta c/o Agent	Housing	0.06		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	3	1	0	0	0	0	-0.1	-0.4	-0.3	-0.1
	Simon Square	Seven Hills Property Ltd.	Housing	0.00		6	0.100	0.522	0.434	0.194	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0	0.0	-0.2	-0.2	-0.1
	South Learmonth Gardens	Square & Crescent.	Housing	0.05		6	0.100	0.522	0.434	0.194	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	0	0.0	-0.2	-0.2	-0.1
	St James Centre	TIAA Henderson Real Estate.	Housing	0.49		150	0.100	0.522	0.434	0.194	15	78	65	29	2	9	7	3	0	2	2	1	4	23	19	8	8	44	36	16	1	6	5	2	-1.0	-5.0	-4.1	-1.8
	Union Street	Blagden Property (One) Ltd	Housing	0.06		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	3	1	0	0	0	0	-0.1	-0.4	-0.3	-0.1
	West Coates	City &	Housing	7.42		93	0.096	0.521	0.403	0.172	9	48	37	16	1	6	4	2	0	1	1	0	3	14	11	5	5	27	21	9	1	4	3	1	-0.6	-3.1	-2.4	-1.0
	York Place	S1 Developments.	Housing	0.02		6	0.103	0.523	0.455	0.210	1	3	3	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.2	-0.2	-0.1
	City Centre Total										**5294**	**2507**	**2561**	**6180**	**821**	**374**	**372**	**883**	**7**	**26**	**22**	**11**	**2455**	**869**	**999**	**3078**	**1551**	**1081**	**1002**	**1723**	**445**	**237**	**221**	**439**	15.1	-79.8	-54.7	45.3
Granton Waterfront	Granton Waterfront	Waterfront Edinburgh Ltd	Hotel	200.00	rooms	200	-	-	-	-																									0.0	0.0	0.0	0.0
			Retail	356.00	sqm	356	1.600	0.780	4.720	5.370	6	3	17	19	1	1	4	5	0	0	0	0	1	1	4	4	2	1	7	8	1	0	3	3	-0.2	-0.1	-0.6	-0.7
			Restaurant / Bar	461.00	sqm	461	0.000	0.000	6.000	3.000	0	0	28	14	0	0	7	3	0	0	0	0	0	0	6	3	0	0	11	6	0	0	5	2	0.0	0.0	-1.0	-0.5
			Office	1237.00	sqm	1,237	1.490	0.170	0.130	1.090	18	2	2	13	4	0	0	3	0	0	0	0	4	0	0	3	8	1	1	6	3	0	0	2	-0.7	-0.1	-0.1	-0.5
																																			0.0	0.0	0.0	0.0
	Granton Harbour Local Centre	Ltd	Retail	8120.00	sqm	8,120	1.661	1.099	3.362	4.278	135	89	273	347	32	21	65	82	0	0	0	0	28	19	57	73	56	37	113	144	24	16	48	61	-4.9	-3.2	-9.9	-12.6
			Office	1816.00	sqm	1,816	3.142	0.208	0.298	3.128	57	4	5	57	14	1	1	13	0	0	0	0	12	1	1	12	24	2	2	24	10	1	1	10	-2.1	-0.1	-0.2	-2.1
			Leisure / Public Space	3755.00	sqm	3,755	-	-	-	-																										0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP EW 2A: West Shore Road - Forth Quarter	City of Edinburgh Council	Housing	4.32		350	0.115	0.319	0.310	0.159	40	112	109	56	9	26	25	13	2	5	5	2	15	41	40	20	11	30	29	15	3	8	8	4	0.8	2.3	2.3	1.2
	LDP EW 2B: Upper Strand Phs 3	Places for People	Housing	0.54		89																													0.0	0.0	0.0	0.0
	Market		Housing			56	0.100	0.522	0.434	0.194	6	29	24	11	1	7	6	3	0	1	1	0	2	11	9	4	1	8	6	3	0	2	2	1	0.1	0.6	0.5	0.2
	Affordable		Housing			33	0.115	0.319	0.310	0.257	4	11	10	8	1	2	2	2	0	0	0	0	1	4	4	3	1	3	3	2	0	1	1	1	0.1	0.2	0.2	0.2
																																			0.0	0.0	0.0	0.0
	LDP EW 2B: Waterfront WEL - Central Dev Area	Various	Housing	7.10		1,385																													0.0	0.0	0.0	0.0
	Market		Housing			1,150	0.091	0.182	0.291	0.145	105	209	335	167	25	49	79	39	5	9	15	7	38	76	122	61	28	55	89	44	7	15	24	12	2.2	4.3	7.0	3.5
	Affordable		Housing			235	0.115	0.319	0.310	0.265	27	75	73	62	6	18	17	15	1	3	3	3	10	27	27	23	7	20	19	17	2	5	5	4	0.6	1.6	1.5	1.3
																																			0.0	0.0	0.0	0.0
	LDP EW 2C: Granton Harbour - Plot 3	Port Of Leith Housing Association.	Housing	0.70		104	0.115	0.319	0.310	0.159	12	33	32	17	3	8	8	4	1	1	1	1	4	12	12	6	3	9	9	4	1	2	2	1	0.2	0.7	0.7	0.3
	LDP EW 2C: Granton Harbour Plots 26 and 27	Link	Housing	1.90		264	0.115	0.319	0.310	0.257	30	84	82	68	7	20	19	16	1	4	4	3	11	31	30	25	8	22	22	18	2	6	6	5	0.6	1.7	1.7	1.4
	LDP EW 2C: Granton Harbour Plots S1 and S2	Port of Leith HA	Housing	2.16		302	0.115	0.319	0.310	0.257	35	96	94	78	8	23	22	18	2	4	4	3	13	35	34	28	9	26	25	21	2	7	7	5	0.7	2.0	1.9	1.6
	LDP EW 2C: Granton Harbour Plots 9a/9b	Granton Central Developments Ltd.	Housing	0.81		104	0.098	0.501	0.406	0.179	10	52	42	19	2	12	10	4	0	2	2	1	4	19	15	7	3	14	11	5	1	4	3	1	0.2	1.1	0.9	0.4
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		171	0.098	0.501	0.406	0.179	17	86	69	31	4	20	16	7	1	4	3	1	6	31	25	11	4	23	18	8	1	6	5	2	0.3	1.8	1.4	0.6
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		98	0.098	0.501	0.406	0.179	10	49	40	18	2	12	9	4	0	2	2	1	3	18	14	6	3	13	11	5	1	3	3	1	0.2	1.0	0.8	0.4
																																			0.0	0.0	0.0	0.0
	Crewe Road Gardens	Robertson Partnership Homes.	Housing	0.39		10	0.100	0.522	0.434	0.194	1	5	4	2	0	1	1	0	0	0	0	0	0	2	2	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.0
	East Trinity Road	Inverleith Property Holdings Ltd.	Housing	0.03		3	0.098	0.501	0.406	0.179	0	2	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	Groathill Road South	Beaufort Property Company Ltd.	Housing	0.13		9	0.096	0.521	0.403	0.172	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Kinnear Road	Mr Ali Afshar	Housing	0.22		16	0.127	0.255	0.436	0.273	2	4	7	4	0	1	2	1	0	0	0	0	1	1	3	2	1	1	2	1	0	0	0	0	0.0	0.1	0.1	0.1
	Pennywell Road	City Of Edinburgh Council.	Housing	3.24		124	0.137	0.754	0.387	0.221	17	93	48	27	4	22	11	6	1	4	2	1	6	34	17	10	5	25	13	7	1	7	3	2	0.4	1.9	1.0	0.6
	Pennywell Road	Urban Union	Housing	7.74		315																													0.0	0.0	0.0	0.0
	Market		Housing			134	0.115	0.319	0.310	0.265	15	43	42	36	4	10	10	8	1	2	2	2	6	16	15	13	4	11	11	9	1	3	3	3	0.3	0.9	0.9	0.7
	Affordable		Housing			181	0.137	0.754	0.387	0.221	25	136	70	40	6	32	16	9	1	6	3	2	9	50	26	15	7	36	19	11	2	10	5	3	0.5	2.8	1.5	0.8
																																			0.0	0.0	0.0	0.0
	Pennywell Road	CEC	Housing	2.21		68	0.137	0.754	0.387	0.221	9	51	26	15	2	12	6	4	0	2	1	1	3	19	10	5	2	14	7	4	1	4	2	1	0.2	1.1	0.5	0.3
	Market		Housing			48																													0.0	0.0	0.0	0.0
	Affordable		Housing			20																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Telford Drive	Mr Adam Dzierzek	Housing	0.03		8	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Trinity Road	Mr John and Moira Paterson	Housing	0.14		5	0.197	0.770	0.609	0.314	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Warriston Road	Canonmills No. 5 LTD.	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	0	2	1	1	0	0	0	0	1	2	2	1	0	2	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Warriston Road	Artisan Cannonmills	Housing	0.72		180																					0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	Market		Housing			135	0.100	0.522	0.434	0.194	14	70	59	26	3	17	14	6	1	3	3	1	5	26	21	10	4	19	16	7	1	5	4	2	0.3	1.5	1.2	0.5
	Affordable		Housing			45	0.146	0.315	0.292	0.180	7	14	13	8	2	3	3	2	0	1	1	0	2	5	5	3	2	4	3	2	0	1	1	1	0.1	0.3	0.3	0.2
																																			0.0	0.0	0.0	0.0
	West Granton Road	ED Consilium Ltd.	Housing	0.07		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Granton Waterfront Total										**607**	**1376**	**1524**	**1152**	**143**	**323**	**359**	**272**	**18**	**57**	**54**	**31**	**188**	**486**	**505**	**350**	**193**	**379**	**452**	**373**	**65**	**107**	**141**	**128**	0.2	23.0	13.1	-1.8
Leith Waterfront	LDP EW 1A: Western Harbour	Forth Properties Limited.	Housing	17.60		938	0.156	0.583	0.485	0.225	146	547	455	211	34	128	107	50	7	25	20	9	53	199	166	77	39	145	121	56	10	39	32	15	3.0	11.4	9.4	4.4
	LDP EW1B: Central lieth																																					
	Waterfront A	CALA Management Ltd.	Housing	5.25		352	0.156	0.583	0.485	0.225	55	205	171	79	13	48	40	19	2	9	8	4	20	75	62	29	15	54	45	21	4	14	12	6	1.1	4.3	3.5	1.6
	Market		Housing			255																													0.0	0.0	0.0	0.0
	Affordable		Housing			97																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP EW 1C: Salamander Place																																					
	phase 3 and 4	Crudden and Teague	Housing	1.03		199	0.100	0.522	0.434	0.194	20	104	86	39	5	24	20	9	1	5	4	2	7	38	31	14	5	28	23	10	1	7	6	3	0.4	2.2	1.8	0.8
	LDP EW 1C: Salamander Place	Teague Homes (UK), Miller																																				
	Phase 5	Homes & Crud	Housing	0.00		155	0.156	0.583	0.485	0.225	24	90	75	35	6	21	18	8	1	4	3	2	9	33	27	13	6	24	20	9	2	6	5	2	0.5	1.9	1.6	0.7
	LDP EW 1C: Salamander Place	Cruden Homes (East) Ltd /																																				
	Phase 6 and 7	Teague Homes	Housing	0.00		151	0.100	0.522	0.434	0.194	15	79	66	29	4	19	15	7	1	4	3	1	5	29	24	11	4	21	17	8	1	6	5	2	0.3	1.6	1.4	0.6
			Housing								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	LDP HSG 1: Springfield	Lp Site	Housing	11.97		150	0.211	0.800	0.443	0.205	32	120	66	31	7	28	16	7	1	5	3	1	12	44	24	11	8	32	18	8	2	8	5	2	0.7	2.5	1.4	0.6
	Market		Housing			112																													0.0	0.0	0.0	0.0
	Affordable		Housing			38																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	Housing	2.08		175	0.197	0.787	0.563	0.299	34	138	99	52	8	32	23	12	2	6	4	2	13	50	36	19	9	36	26	14	2	10	7	4	0.7	2.9	2.0	1.1
	Market		Housing			102																													0.0	0.0	0.0	0.0
	Affordable		Housing			73																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 12: Albion Road	Places for People	Housing	2.70		68	0.096	0.521	0.403	0.172	7	35	27	12	2	8	6	3	0	2	1	1	2	13	10	4	2	9	7	3	0	2	2	1	0.1	0.7	0.6	0.2
																																			0.0	0.0	0.0	0.0
	Ashley Place	Cornhill Building Services Limited.	Housing	0.47		40	0.190	0.800	0.578	0.270	8	32	23	11	2	8	5	3	0	1	1	0	3	12	8	4	2	8	6	3	1	2	2	1	0.2	0.7	0.5	0.2
	Market		Housing			32																													0.0	0.0	0.0	0.0
	Affordable		Housing			8																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Bath Road	Kindplease Ltd.	Housing	0.00		6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.0
	Bath Road	BDW Trading Ltd.	Housing	0.00		212	0.190	0.800	0.578	0.270	40	170	123	57	9	40	29	13	2	8	5	3	15	62	45	21	11	45	32	15	3	12	9	4	0.8	3.5	2.5	1.2
	Market		Housing			159																													0.0	0.0	0.0	0.0
	Affordable		Housing			53																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Beaverbank Place	Dunedin Canmore	Housing	0.17		41	0.103	0.523	0.455	0.210	4	21	19	9	1	5	4	2	0	1	1	0	2	8	7	3	1	6	5	2	0	2	1	1	0.1	0.4	0.4	0.2
	Bernard Street	J & M Cameron Properties Ltd	Housing	0.08		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.1
		Mr James Watson And Mr David																																	0.0	0.0	0.0	0.0
	Bonnington Road Lane	Elliott	Housing	0.05		14	0.127	0.255	0.436	0.273	2	4	6	4	0	1	1	1	0	0	0	0	1	1	2	1	0	1	2	1	0	0	0	0	0.0	0.1	0.1	0.1
	Market		Housing			11																													0.0	0.0	0.0	0.0
	Affordable		Housing			3																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Bonnington Road Lane	John Lewis Partnership.	Housing	0.00		220	0.190	0.800	0.578	0.270	42	176	127	59	10	41	30	14	2	8	6	3	15	64	46	22	11	47	34	16	3	12	9	4	0.9	3.7	2.6	1.2
	Market		Housing			165																													0.0	0.0	0.0	0.0
	Affordable		Housing			55																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Bonnington Road Lane	Bonnington Part	Housing	1.48		66	0.190	0.800	0.578	0.270	13	53	38	18	3	12	9	4	1	2	2	1	5	19	14	6	3	14	10	5	1	4	3	1	0.3	1.1	0.8	0.4
	Market		Housing			57																													0.0	0.0	0.0	0.0
	Affordable		Housing			9																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Constitution Street	GA Group Ltd.	Housing	0.07		9	0.098	0.501	0.406	0.179	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
		Edinburgh Intelligent Mortage																																				
	Easter Road	Advice.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	3	2	1	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.0	0.0
	Figgate Street	Figgate Street Developments	Housing	0.04		6	0.098	0.501	0.406	0.179	1	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Fishwives Causeway	Barrat	Housing	4.93		397	0.156	0.583	0.485	0.225	62	231	193	89	15	54	45	21	3	10	9	4	23	84	70	33	16	61	51	24	4	16	14	6	1.3	4.8	4.0	1.9
	Market		Housing			289																													0.0	0.0	0.0	0.0
	Affordable		Housing			108																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Great Junction Street	Glenprop2.	Housing	0.12		37	0.127	0.255	0.436	0.273	5	9	16	10	1	2	4	2	0	0	1	0	2	3	6	4	1	3	4	3	0	1	1	1	0.1	0.2	0.3	0.2
	Hopetoun Crescent	K & S Mir Ltd.	Housing	0.00		6	0.103	0.523	0.455	0.210	1	3	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.0	0.1	0.1	0.0
	Lochend Butterfly Way	STD Ltd	Housing	0.18		24	0.127	0.255	0.436	0.273	3	6	10	7	1	1	2	2	0	0	0	0	1	2	4	2	1	2	3	2	0	0	1	0	0.1	0.1	0.2	0.1
	Market		Housing			18																													0.0	0.0	0.0	0.0
	Affordable		Housing			6																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Madeira Street	Port Of Leith Housing Association.	Housing	0.12		4	0.115	0.319	0.310	0.257	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	Main Street	Undefined	Housing	0.10		7	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0.0	0.0	0.1	0.0
	Marionville Road	Glendinning Assets Limited.	Housing	0.45		113	0.211	0.800	0.443	0.205	24	90	50	23	6	21	12	5	1	4	2	1	9	33	18	8	6	24	13	6	2	6	4	2	0.5	1.9	1.0	0.5
	Market		Housing			85																													0.0	0.0	0.0	0.0
	Affordable		Housing			28																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Maritime Lane	Zonal Retail Data System Ltd.	Housing	0.05		8	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.0	0.1	0.0
	Meadowbank	City Development Office Ltd.	Housing	0.04		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Mill Lane	F3 Building Surveyors	Housing	0.04		6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0.0	0.0	0.1	0.0
	Milton Road West	83S Ltd	Housing	0.21		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Mitchell Street	J.N.L Property Investments.	Housing	0.02		9	0.127	0.255	0.436	0.273	1	2	4	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.0	0.1	0.1
	Newhaven Road	Queensberry Properties	Housing	0.38		52																													0.0	0.0	0.0	0.0
	Market		Housing			39	0.127	0.255	0.436	0.273	5	10	17	11	1	2	4	3	0	0	1	0	2	4	6	4	1	3	5	3	0	1	1	1	0.1	0.2	0.4	0.2
	Affordable		Housing			13	0.137	0.754	0.387	0.221	2	10	5	3	0	2	1	1	0	0	0	0	1	4	2	1	0	3	1	1	0	1	0	0	0.0	0.2	0.1	0.1
																																			0.0	0.0	0.0	0.0
	Ocean Drive	Abercastle Developments Ltd.	Housing	0.00		5	0.127	0.255	0.436	0.273	1	1	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.0	0.0	0.0	0.0
	Ocean Drive	Port of Leith HA	Housing	0.38		57	0.127	0.255	0.436	0.273	7	15	25	16	2	3	6	4	0	1	1	1	3	5	9	6	2	4	7	4	1	1	2	1	0.2	0.3	0.5	0.3
	Pitt Street	Buckley Building UK Ltd.	Housing	0.01		8	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.0	0.1	0.0
	Sandpiper Drive	Robertson Living.	Housing	0.00		40	0.127	0.255	0.436	0.273	5	10	17	11	1	2	4	3	0	0	1	0	2	4	6	4	1	3	5	3	0	1	1	1	0.1	0.2	0.4	0.2
		Blake Property Company LLP &																																				
	South Fort Street	BDW Tradi	Housing	0.00		122																													0.0	0.0	0.0	0.0
	Market		Housing			81	0.127	0.255	0.436	0.273	10	21	35	22	2	5	8	5	0	1	2	1	4	8	13	8	3	5	9	6	1	1	2	2	0.2	0.4	0.7	0.5
	Affordable		Housing			34	0.137	0.754	0.387	0.221	5	26	13	8	1	6	3	2	0	1	1	0	2	9	5	3	1	7	3	2	0	2	1	1	0.1	0.5	0.3	0.2
																																			0.0	0.0	0.0	0.0
	Stead's Place	McGregor MOT Centre.	Housing	0.04		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0	0.0	0.1	0.1	0.1
	Sunnybank Place	Enemetric.	Housing	0.20		35	0.115	0.319	0.310	0.257	4	11	11	9	1	3	3	2	0	1	0	0	1	4	4	3	1	3	3	2	0	1	1	1	0.1	0.2	0.2	0.2
	Wellington Place	Deborah Bailey	Housing	0.14		32	0.115	0.319	0.310	0.257	4	10	10	8	1	2	2	2	0	0	0	0	1	4	4	3	1	3	3	2	0	1	1	1	0.1	0.2	0.2	0.2
		HB Villages Developments																																				
	West Bowling Green Street	Limited.	Housing	0.39		24	0.127	0.255	0.436	0.273	3	6	10	7	1	1	2	2	0	0	0	0	1	2	4	2	1	2	3	2	0	0	1	0	0.1	0.1	0.2	0.1
	West Bowling Green Street	J Smart & Co.	Housing	0.83		6																													0.0	0.0	0.0	0.0
	Market		Housing			6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0.0	0.0	0.1	0.0
	Affordable		Housing			0																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	West Bowling Green Street	WBG Partnership.	Housing	0.36		77																													0.0	0.0	0.0	0.0
	Market		Housing			58	0.127	0.255	0.436	0.273	7	15	25	16	2	3	6	4	0	1	1	1	3	5	9	6	2	4	7	4	1	1	2	1	0.2	0.3	0.5	0.3
	Affordable		Housing			19	0.115	0.319	0.310	0.257	2	6	6	5	1	1	1	1	0	0	0	0	1	2	2	2	1	2	2	1	0	0	0	0	0.0	0.1	0.1	0.1
	Leith Waterfront Total										**605**	**2290**	**1880**	**922**	**142**	**538**	**442**	**216**	**27**	**103**	**84**	**41**	**220**	**834**	**685**	**336**	**160**	**607**	**498**	**244**	**43**	**161**	**132**	**65**	12.6	47.6	39.1	19.1

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
South East Edinburgh	Niddrie Mains Road Developmen	Keyworker Living Ltd	Residential (assisted living)	64.00	units	64	0.111	0.121	0.126	0.153	7	8	8	10	4	4	4	5	0	0	0	0	1	1	1	1	2	2	2	2	0	0	0	0	0.9	1.0	1.1	1.3
			Residential (dementia care)	88.00	units	88	0.091	0.067	0.063	0.178	8	6	6	16	3	3	2	7	1	1	1	2	1	0	0	1	2	1	1	3	0	0	0	0	1.1	0.8	0.8	2.2
			Residential (student accom.)	164.00	units	164	0.028	0.223	0.209	0.121	5	37	34	20	0	4	3	2	0	1	1	1	1	0	4	2	4	30	28	16	0	0	0	0	-0.3	-2.6	-2.4	-1.4
			Retail	164.00	sqm	164	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
																																					0.0	0.0	0.0	0.0
	BioQuarter		Life sciences / commercial	20000.00	sqm	20000	0.593	0.113	0.060	0.387	119	23	12	77	34	6	3	22	9	2	1	6	37	7	4	24	25	5	3	16	5	1	0	3	8.1	1.5	0.8	5.3
																																					0.0	0.0	0.0	0.0
	LDP HSG 14: Niddrie Mains																																							
	Road	Cruden Homes (East) Ltd.	Housing	2.14		34	0.146	0.315	0.303	0.157	5	11	10	5	1	3	3	2	0	1	1	0	2	3	3	2	1	2	2	1	0	0	0	0	0.3	0.7	0.7	0.4
	Market		Housing			26																													0.0	0.0	0.0	0.0
	Affordable		Housing			8																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 14: Niddrie Mains	21st Century Homes	Housing	3.31		194	0.146	0.315	0.303	0.157	28	61	59	30	8	18	17	9	2	5	5	2	9	19	19	10	6	13	12	6	1	2	2	1	1.9	4.2	4.0	2.1
	Market		Housing			86																													0.0	0.0	0.0	0.0
	Affordable		Housing			108																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 16: Thistle Foundation																																							
	Phase 3	Places For People.	Housing	2.29		71	0.211	0.800	0.443	0.205	15	57	31	15	4	16	9	4	1	5	3	1	5	18	10	5	3	12	7	3	1	2	1	1	1.0	3.9	2.1	1.0
	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	Housing	15.79		129	0.211	0.800	0.443	0.205	27	103	57	26	8	30	16	8	2	8	5	2	9	33	18	8	6	22	12	6	1	4	2	1	1.9	7.0	3.9	1.8
	LDP HSG 17: Greendykes Road (areas D and J)	BDW Trading Ltd	Housing	2.99		6	0.211	0.800	0.443	0.205	1	5	3	1	0	1	1	0	0	0	0	0	0	2	1	0	0	1	1	0	0	0	0	0	0.1	0.3	0.2	0.1
	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	Housing	3.93		169	0.211	0.800	0.443	0.205	36	135	75	35	10	39	21	10	3	11	6	3	11	43	24	11	8	29	16	7	1	5	3	1	2.4	9.2	5.1	2.4
	LDP HSG 18: New Greendykes Areas A,B	Persimmon Homes.	Housing	4.04		163	0.211	0.800	0.443	0.205	34	130	72	33	10	37	21	10	3	10	6	3	11	41	23	11	7	28	15	7	1	5	3	1	2.3	8.9	4.9	2.3
	LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S	Housing	2.93		110	0.211	0.800	0.443	0.205	23	88	49	23	7	25	14	6	2	7	4	2	7	28	15	7	5	19	10	5	1	3	2	1	1.6	6.0	3.3	1.5
	LDP HSG 18: New Greendykes Areas H/AH1	Persimmon Homes.	Housing	4.82		128	0.211	0.800	0.443	0.205	27	102	57	26	8	29	16	8	2	8	5	2	9	32	18	8	6	22	12	6	1	4	2	1	1.8	7.0	3.9	1.8
	Market		Housing			103																													0.0	0.0	0.0	0.0
	Affordable		Housing			25																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 21: Broomhills	BDW Trading Ltd.	Housing	24.60		331																																		
	Market		Housing			267	0.215	0.775	0.573	0.254	57	207	153	68	16	59	44	19	5	17	12	5	18	65	48	21	12	44	32	14	2	8	6	3	3.9	14.1	10.5	4.6
	Affordable		Housing			64	0.115	0.319	0.310	0.257	7	20	20	16	2	6	6	5	1	2	2	1	2	6	6	5	2	4	4	3	0	1	1	1	0.5	1.4	1.4	1.1
																																					0.0	0.0	0.0	0.0
	LDP HSG 22: Burdiehouse Road	Hallam Land Management Ltd & BDW	Housing	13.97		17																													0.0	0.0	0.0	0.0
	Market		Housing			17	0.215	0.775	0.573	0.254	4	13	10	4	1	4	3	1	0	1	1	0	1	4	3	1	1	3	2	1	0	1	0	0	0.2	0.9	0.7	0.3
	Affordable		Housing			0																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	Housing	7.86		64	0.146	0.315	0.303	0.157	9	20	19	10	3	6	6	3	1	2	2	1	3	6	6	3	2	4	4	2	0	1	1	0	0.6	1.4	1.3	0.7
	LDP HSG 24: Gilmerton Station Road	Persimmon Homes	Housing	9.72		294																													0.0	0.0	0.0	0.0
	Market		Housing			220	0.215	0.775	0.573	0.254	47	171	126	56	14	49	36	16	4	14	10	4	15	54	40	18	10	36	27	12	2	6	5	2	3.2	11.6	8.6	3.8
	Affordable		Housing			74	0.115	0.319	0.310	0.257	9	24	23	19	2	7	7	5	1	2	2	2	3	7	7	6	2	5	5	4	0	1	1	1	0.6	1.6	1.6	1.3
																																					0.0	0.0	0.0	0.0
	LDP HSG 24: Gilmerton Station Road	BDW	Housing	12.37		315																													0.0	0.0	0.0	0.0
	Market		Housing			237	0.215	0.775	0.573	0.254	51	184	136	60	15	53	39	17	4	15	11	5	16	58	43	19	11	39	29	13	2	7	5	2	3.5	12.5	9.3	4.1
	Affordable		Housing			78	0.115	0.319	0.310	0.257	9	25	24	20	3	7	7	6	1	2	2	2	3	8	8	6	2	5	5	4	0	1	1	1	0.6	1.7	1.7	1.4
																																					0.0	0.0	0.0	0.0
	LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	Housing	6.87		112	0.211	0.800	0.443	0.205	24	90	50	23	7	26	14	7	2	7	4	2	7	28	16	7	5	19	10	5	1	3	2	1	1.6	6.1	3.4	1.6
	Market		Housing			75																													0.0	0.0	0.0	0.0
	Affordable		Housing			37																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 27: Newcraighall East phas 1-3	Avant Homes	Housing	9.41		36																													0.0	0.0	0.0	0.0
	Market		Housing			12	0.215	0.775	0.573	0.254	3	9	7	3	1	3	2	1	0	1	1	0	1	3	2	1	1	2	1	1	0	0	0	0	0.2	0.6	0.5	0.2
	Affordable		Housing			24	0.115	0.319	0.310	0.257	3	8	7	6	1	2	2	2	0	1	1	0	1	2	2	2	1	2	2	1	0	0	0	0	0.2	0.5	0.5	0.4
																																					0.0	0.0	0.0	0.0
	LDP HSG 27: Newcraighall East Phase 4	Avant Homes	Housing	17.05		37																													0.0	0.0	0.0	0.0
	Market		Housing			27	0.215	0.775	0.573	0.254	6	21	15	7	2	6	4	2	0	2	1	1	2	7	5	2	1	4	3	1	0	1	1	0	0.4	1.4	1.1	0.5
	Affordable		Housing			10	0.115	0.319	0.310	0.257	1	3	3	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.1	0.2	0.2	0.2
																																					0.0	0.0	0.0	0.0
	LDP HSG 27: Newcraighall East Phase 5	Avant Homes	Housing	17.05		29																													0.0	0.0	0.0	0.0
	Market		Housing			23	0.215	0.775	0.573	0.254	5	18	13	6	1	5	4	2	0	1	1	0	2	6	4	2	1	4	3	1	0	1	1	0	0.3	1.2	0.9	0.4
	Affordable		Housing			6	0.115	0.319	0.310	0.257	1	2	2	2	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0.1	0.1	0.1
																																					0.0	0.0	0.0	0.0
	LDP HSG 28: Ellens Glen Road	LDP site	Housing	4.04		240																													0.0	0.0	0.0	0.0
	Market		Housing			180	0.215	0.775	0.573	0.254	39	140	103	46	11	40	30	13	3	11	8	4	12	44	33	14	8	29	22	10	1	5	4	2	2.6	9.5	7.0	3.1
	Affordable		Housing			60	0.115	0.319	0.310	0.257	7	19	19	15	2	5	5	4	1	2	1	1	2	6	6	5	1	4	4	3	0	1	1	1	0.5	1.3	1.3	1.1
																																					0.0	0.0	0.0	0.0
	LDP HSG 29: Brunstane	LDP site	Housing	48.29		1330																													0.0	0.0	0.0	0.0
	Market		Housing			998	0.215	0.775	0.573	0.254	215	773	572	253	62	222	164	73	17	62	46	20	68	244	181	80	45	163	121	53	8	29	22	10	14.7	52.8	39.1	17.3
	Affordable		Housing			332	0.115	0.319	0.310	0.257	38	106	103	85	11	30	30	24	3	8	8	7	12	33	33	27	8	22	22	18	1	4	4	3	2.6	7.2	7.0	5.8
																																					0.0	0.0	0.0	0.0
	LDP HSG 30: Moredunvale Road	LDP Site	Housing	5.41		200	0.211	0.800	0.443	0.205	42	160	89	41	12	46	25	12	3	13	7	3	13	51	28	13	9	34	19	9	2	6	3	2	2.9	10.9	6.1	2.8
																																					0.0	0.0	0.0	0.0
	LDP HSG 39: Lasswade Road	Persimmon / Miller	Housing	14.21		150	0.211	0.800	0.443	0.205	32	120	66	31	9	34	19	9	3	10	5	2	10	38	21	10	7	25	14	6	1	5	3	1	2.2	8.2	4.5	2.1
	Market		Housing			143																													0.0	0.0	0.0	0.0
	Affordable		Housing			7																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	LDP HSG 40: SE Wedge South -	Snaefell Holdings (UK) Ltd.	Housing	27.23		696	0.190	0.800	0.578	0.270	132	557	402	188	38	160	115	54	11	44	32	15	42	176	127	59	28	117	85	40	5	21	15	7	9.0	38.0	27.5	12.8
	Market		Housing			522																													0.0	0.0	0.0	0.0
	Affordable		Housing			174																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Braid Road	Pentland Investements Limited.	Housing	0.00		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0.1	0.1	0.2	0.1
																																					0.0	0.0	0.0	0.0
	Brunstane Road South	South Castle Properties Limited.	Housing	0.54		4	0.215	0.755	0.573	0.254	1	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0.1	0.2	0.2	0.1
																																					0.0	0.0	0.0	0.0
	Canaan Lane	Mr Phillip Sunderland	Housing	0.03		10	0.127	0.255	0.436	0.273	1	3	4	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.1	0.2	0.3	0.2
	Duddingston Row	21st Century Homes.	Housing	0.00		40	0.215	0.755	0.573	0.254	9	30	23	10	2	9	7	3	1	2	2	1	3	10	7	3	2	6	5	2	0	1	1	0	0.6	2.1	1.6	0.7
	Newtoft Street	Abbey Property Partnership	Housing	0.21		6	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0.1	0.1	0.2	0.1
	Niddrie Mains Road	CCG (Scotland) Ltd.	Housing	0.00		136	0.146	0.315	0.292	0.180	20	43	40	24	6	12	11	7	2	3	3	2	6	14	13	8	4	9	8	5	1	2	2	1	1.4	2.9	2.7	1.7
	Oxgangs Green	Hopefield Partnership Ltd.	Housing	0.00		85	0.190	0.800	0.578	0.270	16	68	49	23	5	20	14	7	1	5	4	2	5	21	16	7	3	14	10	5	1	3	2	1	1.1	4.6	3.4	1.6
	Peffermill Road	21st Century Homes.	Housing	0.34		30	0.115	0.319	0.310	0.265	3	10	9	8	1	3	3	2	0	1	1	1	1	3	3	3	1	2	2	2	0	0	0	0	0.2	0.7	0.6	0.5
	Prestonfield Avenue	First Construction Ltd.	Housing	0.08		9	0.115	0.319	0.310	0.265	1	3	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.1	0.2	0.2	0.2
																																					0.0	0.0	0.0	0.0
	The Wisp	Springfield Properties PLC	Housing	1.63		139	0.211	0.800	0.443	0.205	29	111	62	28	8	32	18	8	2	9	5	2	9	35	19	9	6	23	13	6	1	4	2	1	2.0	7.6	4.2	1.9
	Market		Housing			104																													0.0	0.0	0.0	0.0
	Affordable		Housing			35																													0.0	0.0	0.0	0.0
																																					0.0	0.0	0.0	0.0
	Duddingston Road West	KLN Properties	Housing			120																													0.0	0.0	0.0	0.0
	Market		Housing			90	0.215	0.775	0.573	0.254	19	70	52	23	6	20	15	7	2	6	4	2	6	22	16	7	4	15	11	5	1	3	2	1	1.3	4.8	3.5	1.6
	Affordable		Housing			30	0.115	0.319	0.310	0.257	3	10	9	8	1	3	3	2	0	1	1	1	1	3	3	2	1	2	2	2	0	0	0	0	0.2	0.7	0.6	0.5
	South East Total										**1180**	**3807**	**2694**	**1414**	**341**	**1088**	**769**	**407**	**94**	**302**	**213**	**112**	**369**	**1192**	**841**	**437**	**252**	**825**	**589**	**311**	**44**	**143**	**101**	**52**	81.0	255.9	180.1	95.6
West Edinburgh	International Business Gateway			122000	sqm																																			
	Phase 1	Murray Estates	Office	(6481)	(employees)	6,481	-	-	-	-	3565	648	389	3046	287	52	31	245	142	26	15	121	2649	481	289	2263	0	0	0	0	624	113	68	533	-136.3	-24.8	-14.9	-116.5
			Hotel	1415.00	rooms	1,415	-	-	-	-	287	565	402	497	51	101	72	89	10	19	14	17	103	203	144	178	119	235	167	207	0	0	0	0	3.4	6.7	4.7	5.9
			Leisure	800.00	sqm	800	-	-	-	-	-	-	-	-	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	-	-	-	-
			Retail/Food and Drink	5400.00	sqm	5,400	-	-	-	-	-	-	-	-	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	-	-	-	-
			Residential units	312.00	units	312	-	-	-	-	61	162	180	65	11	29	32	11	5	14	16	6	28	74	83	30	7	18	20	7	10	28	31	11	-0.5	-1.2	-1.3	-0.5
																																					0.0	0.0	0.0	0.0
	Fairview Mill	Amber Real Estate	Hotel	180.00	rooms	180	0.364	0.586	0.608	0.415	66	105	109	75	24	39	40	27	2	3	3	2	19	31	32	22	12	19	19	13	3	4	4	3	6.1	9.9	10.2	7.0
			Pub/Restaurant	845.00	sqm	845	0.000	0.000	4.280	2.474	0	0	36	21	0	0	13	8	0	0	1	1	0	0	11	6	0	0	6	4	0	0	1	1	0.0	0.0	3.4	2.0

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				ĸ Total People Trips Difference from Scen			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
																																			0.0	0.0	0.0	0.0
	Edinburgh Park Parabola	Dixon Jones	Office	43000.00	sqm	43,000	1.851	0.244	0.143	1.344	796	105	61	578	219	29	17	159	49	6	4	35	334	44	26	243	46	6	4	33	125	17	10	91	22.3	2.9	1.7	16.2
			Apartment Hotel	170.00	rooms	170	7.065	3.539	3.018	4.674	12	6	5	8	3	2	1	2	1	0	0	0	5	3	2	3	1	0	0	0	2	1	1	1	0.3	0.2	0.1	0.2
																																			0.0	0.0	0.0	0.0
	RHASS Showground	Vastint Hospitality	Moxy Airport Hotel	213.00	rooms	213	0.219	0.504	0.364	0.229	47	107	78	49	16	37	27	17	3	7	5	3	14	33	24	15	3	6	4	3	8	19	14	9	2.0	4.7	3.4	2.1
			New Hotel	160.00	rooms	160	0.181	0.363	0.357	0.197	29	58	57	32	10	20	20	11	2	4	4	2	9	18	18	10	2	3	3	2	5	10	10	6	1.3	2.6	2.5	1.4
			Conference facilities	3300.00	sqm	3,300	0.356	0.111	0.311	1.444	12	4	10	48	4	1	4	16	1	0	1	3	4	1	3	15	1	0	1	3	2	1	2	8	0.5	0.2	0.5	2.1
																																			0.0	0.0	0.0	0.0
	LDP Del 4: Edinburgh Park / South Gyle	LDP Site	Housing	121.75		1737																													0.0	0.0	0.0	0.0
	Market		Housing			1303	0.098	0.501	0.406	0.179	128	653	529	233	43	220	178	79	9	44	36	16	32	164	133	59	29	148	120	53	6	28	23	10	9.6	49.2	39.9	17.6
	Affordable		Housing			434	0.115	0.319	0.310	0.257	50	138	135	112	17	47	45	38	3	9	9	7	13	35	34	28	11	31	30	25	2	6	6	5	3.8	10.4	10.1	8.4
																																			0.0	0.0	0.0	0.0
	LDP HSG 5: Hillwood Rd	Taylor Wimpey	Housing	4.93		124	0.197	0.787	0.563	0.299	24	98	70	37	8	33	23	12	2	7	5	2	6	25	18	9	6	22	16	8	1	4	3	2	1.8	7.4	5.3	2.8
	Market		Housing			93																													0.0	0.0	0.0	0.0
	Affordable		Housing			31																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 31: Curriemuirend	CEC	Housing	5.73		188	0.162	0.313	0.192	0.323	30	59	36	61	10	20	12	20	2	4	2	4	8	15	9	15	7	13	8	14	1	3	2	3	2.3	4.4	2.7	4.6
																																			0.0	0.0	0.0	0.0
	Ardshiel Avenue	Southside Company Services Ltd & Rothe	Housing	0.00		6	0.215	0.775	0.573	0.254	1	5	3	2	0	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.1	0.4	0.3	0.1
																																			0.0	0.0	0.0	0.0
	Calder Road	The City Of Edinburgh Council.	Housing	2.60		154	0.211	0.800	0.443	0.205	32	123	68	32	11	41	23	11	2	8	5	2	8	31	17	8	7	28	15	7	1	5	3	1	2.4	9.3	5.1	2.4
	Calder Road	The City Of Edinburgh Council.	Housing	2.11		40	0.211	0.800	0.443	0.205	8	32	18	8	3	11	6	3	1	2	1	1	2	8	4	2	2	7	4	2	0	1	1	0	0.6	2.4	1.3	0.6
																																			0.0	0.0	0.0	0.0
	Colinton Road	Rutherford Colinton.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0.0	0.2	0.2	0.1
																																			0.0	0.0	0.0	0.0
	Craighouse Road	Edinburgh Napier University And Craigh	Housing	19.77		137	0.156	0.583	0.485	0.260	21	80	66	36	7	27	22	12	1	5	4	2	5	20	17	9	5	18	15	8	1	3	3	2	1.6	6.0	5.0	2.7
	Dumbryden Drive	Robertson Partnership Homes	Housing	0.00		49	0.211	0.800	0.443	0.205	10	39	22	10	3	13	7	3	1	3	1	1	3	10	5	3	2	9	5	2	0	2	1	0	0.8	3.0	1.6	0.8
	Gorgie Road	Caledonian Heritable	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	1	2	2	1	0	0	0	0	0	2	1	1	0	1	1	1	0	0	0	0	0.1	0.5	0.4	0.2
	Gorgie Road	AMA (New Town) Ltd.	Housing	0.66		48	0.156	0.583	0.485	0.225	7	28	23	11	3	9	8	4	1	2	2	1	2	7	6	3	2	6	5	2	0	1	1	0	0.6	2.1	1.8	0.8
																																			0.0	0.0	0.0	0.0
	Lanark Road	John Clark (Holdings) Ltd.	Housing	0.00		57	0.127	0.255	0.436	0.273	7	15	25	16	2	5	8	5	0	1	2	1	2	4	6	4	2	3	6	4	0	1	1	1	0.5	1.1	1.9	1.2
	Market		Housing			45																													0.0	0.0	0.0	0.0
	Affordable		Housing			12																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Lanark Road	Haynes Asset Management.	Housing	0.00		9	0.127	0.255	0.436	0.273	1	2	4	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.1	0.2	0.3	0.2
	Lanark Road West	George Dunbar And Sons Builders Ltd.	Housing	0.98		53	0.127	0.255	0.436	0.273	7	14	23	14	2	5	8	5	0	1	2	1	2	3	6	4	2	3	5	3	0	1	1	1	0.5	1.0	1.7	1.1
	Market		Housing			41																													0.0	0.0	0.0	0.0
	Affordable		Housing			12																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Lasswade Road	Bellway / Miller	Housing	18.61		335	0.127	0.255	0.436	0.273	43	85	146	91	14	29	49	31	3	6	10	6	11	21	37	23	10	19	33	21	2	4	6	4	3.2	6.4	11.0	6.9
	Market		Housing			252																													0.0	0.0	0.0	0.0
	Affordable		Housing			83																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Longstone Road	Castle Rock Edinvar Housing Associatio	Housing	5.63		50																													0.0	0.0	0.0	0.0
	Market		Housing			12	0.323	1.020	0.667	0.394	4	12	8	5	1	4	3	2	0	1	1	0	1	3	2	1	1	3	2	1	0	1	0	0	0.3	0.9	0.6	0.4
	Affordable		Housing			38	0.115	0.319	0.310	0.257	4	12	12	10	1	4	4	3	0	1	1	1	1	3	3	2	1	3	3	2	0	1	1	0	0.3	0.9	0.9	0.7
																																			0.0	0.0	0.0	0.0
	St John's Road	Mactaggart And Mickel Commercial Devel	Housing	0.00		36	0.211	0.800	0.443	0.205	8	29	16	7	3	10	5	2	1	2	1	0	2	7	4	2	2	7	4	2	0	1	1	0	0.6	2.2	1.2	0.6
	Market		Housing			27																													0.0	0.0	0.0	0.0
	Affordable		Housing			9																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Viewforth	CALA Management Ltd.	Housing	0.88		104																													0.0	0.0	0.0	0.0
	Market		Housing			87	0.100	0.522	0.434	0.194	9	45	38	17	3	15	13	6	1	3	3	1	2	11	9	4	2	10	9	4	0	2	2	1	0.7	3.4	2.8	1.3
	Affordable		Housing			17	0.146	0.315	0.292	0.180	2	5	5	3	1	2	2	1	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0.2	0.4	0.4	0.2
																																			0.0	0.0	0.0	0.0
	LDP HSG 37: Newmills Road	Cala Management Ltd.	Housing	11.33		65	0.211	0.800	0.443	0.205	14	52	29	13	5	18	10	4	1	3	2	1	3	13	7	3	3	12	7	3	1	2	1	1	1.0	3.9	2.2	1.0
	Market		Housing			50																													0.0	0.0	0.0	0.0
	Affordable		Housing			15																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 38: Ravelrig Road	CALA Management Ltd.	Housing	14.02		47	0.211	0.800	0.443	0.205	10	38	21	10	3	13	7	3	1	3	1	1	2	9	5	2	2	9	5	2	0	2	1	0	0.7	2.8	1.6	0.7
	Market		Housing			47																													0.0	0.0	0.0	0.0
	Affordable		Housing			0																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Long Dalmahoy Road	Mr C Hardy	Housing	0.32		7	0.215	0.775	0.573	0.254	2	5	4	2	1	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0.1	0.4	0.3	0.1
	West Edinburgh Total										**5300**	**3339**	**2636**	**5152**	**769**	**840**	**697**	**833**	**243**	**187**	**151**	**241**	**3273**	**1285**	**960**	**2970**	**286**	**646**	**522**	**438**	**798**	**261**	**197**	**694**	-68.7	120.1	109.0	-24.8
North Western Areas																																			0.0	0.0	0.0	0.0
	LDP HSG 19: Maybury Central	West Craigs Ltd.	Housing	58.82		1,400																													0.0	0.0	0.0	0.0
	Market		Housing			1,030	0.215	0.775	0.573	0.254	221	798	590	262	75	269	199	88	15	54	40	18	56	201	148	66	50	181	134	59	10	34	25	11	16.7	60.2	44.5	19.7
	Affordable		Housing			370	0.323	1.020	0.667	0.394	120	377	247	146	40	127	83	49	8	25	17	10	30	95	62	37	27	85	56	33	5	16	11	6	9.0	28.5	18.6	11.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 19: Maybury East	Taylor Wimpey UK Limited (c/o Agent).	Housing	12.99		250																													0.0	0.0	0.0	0.0
	Market		Housing			187	0.215	0.775	0.573	0.254	40	145	107	47	14	49	36	16	3	10	7	3	10	36	27	12	9	33	24	11	2	6	5	2	3.0	10.9	8.1	3.6
	Affordable		Housing			63	0.323	1.020	0.667	0.394	20	64	42	25	7	22	14	8	1	4	3	2	5	16	11	6	5	15	10	6	1	3	2	1	1.5	4.8	3.2	1.9
																																			0.0	0.0	0.0	0.0
	LDP HSG 19: Maybury West	Roseberry Estates	Housing	4.53		130																													0.0	0.0	0.0	0.0
	Market		Housing			97	0.215	0.775	0.573	0.254	21	75	56	25	7	25	19	8	1	5	4	2	5	19	14	6	5	17	13	6	1	3	2	1	1.6	5.7	4.2	1.9
	Affordable		Housing			33	0.323	1.020	0.667	0.394	11	34	22	13	4	11	7	4	1	2	1	1	3	8	6	3	2	8	5	3	0	1	1	1	0.8	2.5	1.7	1.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 20: Cammo	CALA Management Ltd/BDW Trading Ltd	Housing	28.18		656																													0.0	0.0	0.0	0.0
	Market		Housing			492	0.215	0.775	0.573	0.254	106	381	282	125	36	128	95	42	7	26	19	8	27	96	71	31	24	86	64	28	5	16	12	5	8.0	28.7	21.3	9.4
	Affordable		Housing			164	0.115	0.319	0.310	0.257	19	52	51	42	6	18	17	14	1	4	3	3	5	13	13	11	4	12	12	10	1	2	2	2	1.4	3.9	3.8	3.2
																																			0.0	0.0	0.0	0.0
	LDP HSG 32: Builyeon Road	LDP site	Housing	38.41		840	0.197	0.787	0.563	0.299	165	661	473	251	56	223	159	85	11	44	32	17	42	166	119	63	37	150	107	57	7	29	20	11	12.5	49.8	35.7	18.9
	Market		Housing			630																													0.0	0.0	0.0	0.0
	Affordable		Housing			210																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	LDP HSG 33: South Scotstoun	Taylor Wimpey East Scotland.	Housing	18.83		339	0.211	0.800	0.443	0.205	72	271	150	69	24	91	51	23	5	18	10	5	18	68	38	17	16	61	34	16	3	12	6	3	5.4	20.4	11.3	5.2
	Market		Housing			254																													0.0	0.0	0.0	0.0
	Affordable		Housing			85																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Almondhill	Almond Hill Kirkliston Ltd.	Housing	1.74		11	0.215	0.775	0.573	0.254	2	9	6	3	1	3	2	1	0	1	0	0	1	2	2	1	1	2	1	1	0	0	0	0	0.2	0.6	0.5	0.2
																																			0.0	0.0	0.0	0.0
	Barnton Avenue West	Barnton Avenue West Ltd.	Housing	0.21		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0.1	0.1	0.2	0.1
	Barnton Avenue West	New Age Developers.	Housing	0.00		15	0.127	0.255	0.436	0.273	2	4	7	4	1	1	2	1	0	0	0	0	0	1	2	1	0	1	1	1	0	0	0	0	0.1	0.3	0.5	0.3
																																			0.0	0.0	0.0	0.0
	Ferrymuir	J.Smart & Co (contractors) PLC.	Housing	0.50		44	0.098	0.501	0.406	0.179	4	22	18	8	1	7	6	3	0	1	1	1	1	6	4	2	1	5	4	2	0	1	1	0	0.3	1.7	1.3	0.6
																																			0.0	0.0	0.0	0.0
	RWELP HSG : Ferrymuir Gait	Corus Hotels Ltd.	Housing	4.66		108	0.211	0.800	0.443	0.205	23	86	48	22	8	29	16	7	2	6	3	1	6	22	12	6	5	20	11	5	1	4	2	1	1.7	6.5	3.6	1.7
	Market		Housing			81																													0.0	0.0	0.0	0.0
	Affordable		Housing			27																													0.0	0.0	0.0	0.0
																																			0.0	0.0	0.0	0.0
	Wellflats Road	The Trustees Of The Foxhall Trust.	Housing	0.00		100																													0.0	0.0	0.0	0.0
	Market		Housing			75	0.323	1.020	0.667	0.394	24	77	50	30	8	26	17	10	2	5	3	2	6	19	13	7	5	17	11	7	1	3	2	1	1.8	5.8	3.8	2.2
	Affordable		Housing			25	0.323	1.020	0.667	0.394	8	26	17	10	3	9	6	3	1	2	1	1	2	6	4	2	2	6	4	2	0	1	1	0	0.6	1.9	1.3	0.7
	North Western Totals										**859**	**3084**	**2168**	**1083**	**289**	**1038**	**730**	**365**	**58**	**207**	**146**	**73**	**216**	**775**	**545**	**272**	**195**	**699**	**491**	**245**	**37**	**133**	**94**	**47**	64.8	232.5	163.4	81.7

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Leith	`	7	West Bowling Green Street	0.6	Medium High density - (100-175)	83	0.2010	0.7910	0.5620	0.2730	17	66	47	23	5	20	14	7	1	4	3	1	6	24	17	8	4	15	11	5	1	3	2	1
Leith	1	8.300000191	Newhaven Road (C)	1.4	Medium High density - (100-175)	193	0.2010	0.7910	0.5620	0.2730	39	153	108	53	12	47	33	16	2	9	6	3	14	56	39	19	9	35	25	12	2	6	4	2
Leith	2	9	Bonnington Road	0.7	Medium low density - (60-100)	56	0.1810	0.5570	0.4340	0.2300	10	31	24	13	3	10	7	4	1	2	1	1	4	11	9	5	2	7	6	3	0	1	1	1
Leith	3	10	Bangor Road (Swanfield Industrial Estate)	2.1	Medium High density - (100-175)	290	0.2010	0.7910	0.5620	0.2730	58	229	163	79	18	70	50	24	3	13	10	5	21	84	59	29	13	53	38	18	2	9	7	3
Leith	4	12	St Clair Street	2.7	Medium High density - (100-175)	373	0.2010	0.7910	0.5620	0.2730	75	295	210	102	23	90	64	31	4	17	12	6	27	107	76	37	17	68	48	23	3	12	8	4
Leith	24	112	Albert Street	0.2	Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	6	22	16	8	2	7	5	2	0	1	1	0	2	8	6	3	1	5	4	2	0	1	1	0
Leith	25	115.1999969	London Road (B)	0.5	High density - (175-275)	113	0.2130	0.8350	0.4880	0.2260	24	94	55	26	7	29	17	8	1	6	3	1	9	34	20	9	6	22	13	6	1	4	2	1
Leith	30	134	South Fort Street	3	Medium High density - (100-175)	414	0.2010	0.7910	0.5620	0.2730	83	327	233	113	26	100	71	35	5	19	14	7	30	119	85	41	19	75	54	26	3	13	9	5
Leith	31	136	Coburg Street	1.1	Medium High density - (100-175)	152	0.2010	0.7910	0.5620	0.2730	31	120	85	41	9	37	26	13	2	7	5	2	11	44	31	15	7	28	20	10	1	5	3	2
Leith	32	138	Bangor Road (James Pringle)	1	Medium High density - (100-175)	138	0.1840	0.7980	0.5730	0.2700	25	110	79	37	8	34	24	11	1	6	5	2	9	40	29	14	6	25	18	9	1	4	3	1
Leith	33	142	Iona Street	0.6	Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	5	20	15	7	1	4	3	1	6	24	17	8	4	15	11	5	1	3	2	1
Leith	36	157	North Fort Street	0.1	Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith	37	158	Pitt Street	0.6	Medium low density - (60-100)	48	0.1810	0.5570	0.4340	0.2300	9	27	21	11	3	8	6	3	1	2	1	1	3	10	8	4	2	6	5	3	0	1	1	0
Leith	38	161	Leith Walk /Halmyre Street	1.7	Medium High density - (100-175)	235	0.1840	0.7980	0.5730	0.2700	43	188	135	63	13	58	41	19	3	11	8	4	16	68	49	23	10	43	31	15	2	8	5	3
Leith	45	210	Joppa Road	0.1	Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith	46	225	Eastfield	0.5	Medium low density - (60-100)	40	0.1810	0.5570	0.4340	0.2300	7	22	17	9	2	7	5	3	0	1	1	1	3	8	6	3	2	5	4	2	0	1	1	0
Leith	47	226	Royston Terrace	0.2	Medium High density - (100-175)	28	0.1840	0.7980	0.5730	0.2700	5	22	16	8	2	7	5	2	0	1	1	0	2	8	6	3	1	5	4	2	0	1	1	0
Leith	48	230	Broughton Road	0.1	High density - (175-275)	23	0.2110	0.8000	0.4430	0.2050	5	18	10	5	1	6	3	1	0	1	1	0	2	7	4	2	1	4	2	1	0	1	0	0
Leith	53	255	McDonald Road (B)	0.7	High density - (175-275)	158	0.2110	0.8000	0.4430	0.2050	33	126	70	32	10	39	21	10	2	7	4	2	12	46	25	12	8	29	16	7	1	5	3	1
Leith	63	326	Baltic Street (B)	0.1	Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	1	0	0	1	4	3	1	1	3	2	1	0	0	0	0
Leith	64	329	Stewartfield	1.5	Medium High density - (100-175)	207	0.1840	0.7980	0.5730	0.2700	38	165	119	56	12	51	36	17	2	10	7	3	14	60	43	20	9	38	27	13	2	7	5	2
Leith	65	330	Ferry Road	0.1	Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	1	0	0	1	4	3	1	1	3	2	1	0	0	0	0
Leith	66	332	Beaverhall Road	0.6	Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	5	20	15	7	1	4	3	1	6	24	17	8	4	15	11	5	1	3	2	1
Leith	67	334	Westbank Street	1.8	Medium low density - (60-100)	144	0.1810	0.5570	0.4340	0.2300	26	80	62	33	8	25	19	10	2	5	4	2	9	29	23	12	6	18	14	8	1	3	3	1
Leith	68	335	Portobello Road	0.3	Medium High density - (100-175)	41	0.2010	0.7910	0.5620	0.2730	8	32	23	11	3	10	7	3	0	2	1	1	3	12	8	4	2	7	5	3	0	1	1	0
Leith	69	336	Norton Park	0.5	Medium High density - (100-175)	69	0.2010	0.7910	0.5620	0.2730	14	55	39	19	4	17	12	6	1	3	2	1	5	20	14	7	3	13	9	4	1	2	2	1
Leith	87	384	Jane Street	4.2	Medium High density - (100-175)	580	0.1840	0.7980	0.5730	0.2700	107	463	332	157	33	142	102	48	6	27	19	9	39	169	121	57	25	107	77	36	4	19	13	6
Leith	88	385	Corunna Place	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	2	5	4	2	1	3	2	1	0	1	0	0
Leith	89	386	Commercial Street	0.2	High density - (175-275)	45	0.1840	0.7980	0.5730	0.2700	8	36	26	12	3	11	8	4	0	2	2	1	3	13	9	4	2	8	6	3	0	1	1	0
Leith	92	393	Salamander Place	0.5	High density - (175-275)	113	0.1840	0.7980	0.5730	0.2700	21	90	65	31	6	28	20	9	1	5	4	2	8	33	24	11	5	21	15	7	1	4	3	1
Leith	93	382	Steads Place	1.4	Medium High density - (100-175)	193	0.1840	0.7980	0.5730	0.2700	36	154	111	52	11	47	34	16	2	9	6	3	13	56	40	19	8	35	25	12	1	6	4	2
Leith	100	8.199999809	Newhaven Road (B)	0.4	High density - (175-275)	90	0.2110	0.8000	0.4430	0.2050	19	72	40	18	6	22	12	6	1	4	2	1	7	26	15	7	4	17	9	4	1	3	2	1
Leith	101	328	Broughton Road	1.9	Medium High density - (100-175)	262	0.2010	0.7910	0.5620	0.2730	53	207	147	72	16	64	45	22	3	12	9	4	19	75	54	26	12	48	34	16	2	8	6	3
Strategic Sites			Seafield		Assumed Medium High density - (100-175)	800	0.1840	0.7980	0.5730	0.2700	147	638	458	216	45	196	141	66	9	37	27	13	54	232	167	79	34	147	106	50	6	26	18	9
			Leith Docks		Office	92068 sqm	0.9000	0.1000	0.3000	0.7000	2699	300	900	2099	829	92	276	644	158	18	53	123	983	109	328	764	622	69	207	484	109	12	36	84
			(Forth Properties)		Port Activities	12120 rooms	0.6000	0.2000	0.1400	0.4600	237	79	55	182	73	24	17	56	14	5	3	11	86	29	20	66	55	18	13	42	10	3	2	7
					Ocean Terminal Extension	64900 sqm	0.1200	0.0100	0.6200	0.6800	254	21	1311	1438	78	6	402	441	15	1	77	84	92	8	477	523	58	5	302	331	10	1	53	58
					Retail - Local shops	18844 sqm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
					Bars/Restaurants	6750 sqm	0.0000	0.0000	3.3900	2.0900	0	0	745	460	0	0	229	141	0	0	44	27	0	0	271	167	0	0	172	106	0	0	30	18
					Leisure	9913 sqm	0.3900	0.1900	1.0100	0.7700	126	61	326	249	39	19	100	76	7	4	19	15	46	22	119	91	29	14	75	57	5	2	13	10
					Education	5620 sqm	1.4600	0.8000	0.2300	0.5100	267	146	42	93	82	45	13	29	16	9	2	5	97	53	15	34	62	34	10	22	11	6	2	4
Total Leith											**4573**	**4630**	**6218**	**5881**	**1404**	**1420**	**1908**	**1805**	**268**	**271**	**364**	**344**	**1665**	**1686**	**2264**	**2141**	**1054**	**1067**	**1433**	**1355**	**184**	**186**	**250**	**237**

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips		
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 -
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
Granton	19	95	Crewe Road South	4	Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	58	178	139	74	18	55	43	23	3	10	8	4	21	65	51	27	13	41	32	17	2	7	6
Granton	49	233	West Pilton Grove	0.5	Medium low density - (60-100)	40	0.1560	0.5830	0.4850	0.2250	6	23	19	9	2	7	6	3	0	1	1	1	2	8	7	3	1	5	4	2	0	1	1
Granton	57	277	Silverlea	1.5	Medium low density - (60-100)	120	0.1560	0.5830	0.4850	0.2250	19	70	58	27	6	21	18	8	1	4	3	2	7	25	21	10	4	16	13	6	1	3	2
Total Granton											**83**	**272**	**216**	**110**	**25**	**83**	**66**	**34**	**5**	**16**	**13**	**6**	**30**	**99**	**79**	**40**	**19**	**63**	**50**	**25**	**3**	**11**	**9**

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips		
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 -
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
Fountainbridge	15	88	Temple Park Crescent		0.2 Medium High density - (100-175)	28	0.1180	0.7520	0.5430	0.2820	3	21	15	8	0	3	2	1	0	1	0	0	1	6	4	2	2	10	7	4	0	1	1
Fountainbridge	16	89	Watson Crescent Lane		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0
Fountainbridge	17	91	Dundee Street		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	6	3	2	0	1	1	0	3	11	6	3	5	18	11	5	0	2	1
Fountainbridge	18	94	Gillspie Crescent		1.2 Medium High density - (100-175)	166	0.1180	0.7520	0.5430	0.2820	20	125	90	47	3	19	13	7	1	4	3	1	6	36	26	14	9	60	44	23	1	5	4
Fountainbridge	21	100	Dundee Terrace		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	6	3	2	0	1	1	0	3	11	6	3	5	18	11	5	0	2	1
Fountainbridge	22	106	Orchard Brae Avenue		0.3 Medium High density - (100-175)	55	0.1180	0.7520	0.5430	0.2820	6	41	30	16	1	6	4	2	0	1	1	0	2	12	9	5	3	20	14	8	0	2	1
Fountainbridge	23	107	Orchard Brae		0.9 Medium High density - (100-175)	124	0.1180	0.7520	0.5430	0.2820	11	73	53	27	2	11	8	4	0	2	2	1	3	21	15	8	6	35	26	13	1	3	2
EoCC	26	124	Ratcliffe Terrace		0.7 Medium High density - (100-175)	97	0.1180	0.7520	0.5430	0.2820	11	73	53	27	2	11	8	4	0	2	2	1	3	21	15	8	6	35	26	13	1	3	2
EoCC	27	126	St Leonard's Street (car park)		0.3 Medium low density - (60-100)	24	0.1660	0.5530	0.4330	0.2180	4	13	10	5	1	2	2	1	0	0	0	0	1	4	3	2	2	6	5	3	0	1	0
EoCC	28	128	Eyre Terrace		2.5 Medium High density - (100-175)	245	0.1180	0.7520	0.5430	0.2820	29	184	133	69	4	28	20	10	1	6	4	2	8	54	39	20	14	89	64	33	1	8	6
EoCC	29	130	India Place		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0
EoCC	34	144	McDonald Place		1.1 Medium High density - (100-175)	152	0.1180	0.7520	0.5430	0.2820	18	114	83	43	3	17	12	6	1	3	3	1	5	33	24	13	9	55	40	21	1	5	4
EoCC	35	151	Eyre Place		0.5 Medium High density - (100-175)	69	0.1180	0.7520	0.5430	0.2820	8	52	37	19	1	8	6	3	0	2	1	1	2	15	11	6	4	25	18	9	0	2	2
EoCC	51	249	Watertoun Road		0.9 Medium low density - (60-100)	72	0.1660	0.5530	0.4330	0.2180	12	40	31	16	2	6	5	2	0	1	1	0	3	12	9	5	6	19	15	8	1	2	1
Fountainbridge	54	257	Chalmers Street (Eye Pavilion)		0.3 High density - (175-275)	68	0.2130	0.8350	0.4880	0.2260	14	57	33	15	2	8	5	2	0	2	1	0	4	17	10	4	7	27	16	7	1	2	1
EoCC	55	259	Astley Ainslie Hospital		18.8	500	0.1180	0.7520	0.5430	0.2820	59	376	272	141	9	56	41	21	2	11	8	4	17	110	79	41	29	182	131	68	3	16	12
EoCC	61	302	Royal Victoria Hospital		4.5 Medium low density - (60-100)	360	0.0950	0.4820	0.3390	0.1630	34	174	122	59	5	26	18	9	1	5	4	2	10	51	36	17	17	84	59	28	1	8	5
EoCC	73	348	Roseburn Street		1.1 Medium High density - (100-175)	152	0.1530	0.6720	0.5240	0.2600	23	102	80	40	3	15	12	6	1	3	2	1	7	30	23	12	11	49	39	19	1	4	3
EoCC	74	349	Russell Road (Royal Mail)		0.5 Medium High density - (100-175)	69	0.1530	0.6720	0.5240	0.2600	11	46	36	18	2	7	5	3	0	1	1	1	3	14	11	5	5	22	18	9	0	2	2
Fountainbridge	78	356	Dalry Road		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	6	3	2	0	1	1	0	3	11	6	3	5	18	11	5	0	2	1
EoCC	83	371	Cowans Close		0.4 Medium High density - (100-175)	55	0.1530	0.6720	0.5240	0.2600	8	37	29	14	1	6	4	2	0	1	1	0	2	11	8	4	4	18	14	7	0	2	1
CC	90	390	Timberbush		0.2 Medium High density - (100-175)	28	0.1530	0.6720	0.5240	0.2600	4	19	15	7	1	3	2	1	0	1	0	0	1	5	4	2	2	9	7	4	0	1	1
EoCC	96	399	Broughton Market		0.3 Medium High density - (100-175)	41	0.1530	0.6720	0.5240	0.2600	6	28	21	11	1	4	3	2	0	1	1	0	2	8	6	3	3	13	10	5	0	1	1
EoCC	99	404	East London Street		0.3 Medium high density - (100-175)	41	0.2130	0.8350	0.4880	0.2260	9	34	20	9	1	5	3	1	0	1	1	0	3	10	6	3	4	17	10	4	0	2	1
EoCC	104	505	Glenogle Road		0.6 medium high density - (100-175)	83	0.2130	0.8350	0.4880	0.2260	18	69	41	19	3	10	6	3	1	2	1	1	5	20	12	5	9	34	20	9	1	3	2
Total City Centre											**341**	**1800**	**1276**	**644**	**51**	**269**	**191**	**96**	**10**	**55**	**39**	**20**	**100**	**525**	**373**	**188**	**165**	**871**	**618**	**312**	**15**	**79**	**56**

								Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
								AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
West	5	34	Broomhouse Terrace	4	Medium low density - (60-100)	320		0.1810	0.5570	0.4340	0.2300	58	178	139	74	25	78	61	32	5	16	12	6	15	45	35	18	11	35	27	14	1	4	3	2
West	6	35	Murrayburn Gate	0.6	High density - (175-275)	135		0.1840	0.7980	0.5730	0.2700	25	108	77	36	11	47	34	16	2	9	7	3	6	27	19	9	5	21	15	7	1	3	2	1
West	7	37	Murrayburn Road	4.8	Medium low density - (60-100)	384		0.1810	0.5570	0.4340	0.2300	70	214	167	88	31	94	73	39	6	19	15	8	17	54	42	22	14	42	33	17	2	5	4	2
West	8	38	Dumbryden Drive	0.8	Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	25	98	70	34	11	43	31	15	2	9	6	3	6	25	18	9	5	19	14	7	1	2	2	1
West	9	58	Gorgie Park Close	0.8	Medium High density - (100-175)	110		0.2050	0.7880	0.5520	0.2930	23	87	61	32	10	38	27	14	2	8	5	3	6	22	15	8	4	17	12	6	1	2	1	1
West	10	61	Stevenson Road	2.1	Medium High density - (100-175)	290		0.2050	0.7880	0.5520	0.2930	59	229	160	85	26	100	70	37	5	20	14	7	15	57	40	21	12	45	32	17	1	6	4	2
West	11	62	Gorgie Road (east)	3.4	Medium High density - (100-175)	469		0.2050	0.7880	0.5520	0.2930	96	370	259	137	42	162	114	60	8	32	23	12	24	93	65	35	19	73	51	27	2	9	6	3
West	14	85	Falcon Road West	0.2	Medium High density - (100-175)	28		0.1870	0.8220	0.5930	0.2850	5	23	17	8	2	10	7	4	0	2	1	1	1	6	4	2	1	5	3	2	0	1	0	0
West	20	99	Murieston Lane	0.5	Medium High density - (100-175)	69		0.2050	0.7880	0.5520	0.2930	14	54	38	20	6	24	17	9	1	5	3	2	4	14	10	5	3	11	8	4	0	1	1	0
West	42	191	Craiglockhart Avenue	0.3	Medium low density - (60-100)	24		0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	5	4	2	0	1	1	0	1	3	2	1	0	2	2	1	0	0	0	0
West	43	192	Inglis Green Road	1.9	Medium low density - (60-100)	152		0.0950	0.4820	0.3390	0.1630	14	73	52	25	6	32	23	11	1	6	5	2	4	18	13	6	3	14	10	5	0	2	1	1
West	44	193	Lanark Road (A)	0.9	Medium low density - (60-100)	72		0.1560	0.5830	0.4850	0.2250	11	42	35	16	5	18	15	7	1	4	3	1	3	11	9	4	2	8	7	3	0	1	1	0
West	50	238	Calder Estate (H)	0.2	Medium High density - (100-175)	28		0.2010	0.7910	0.5620	0.2730	6	22	16	8	2	10	7	3	0	2	1	1	1	6	4	2	1	4	3	2	0	1	0	0
West	52	253	Westfield Road (A)	0.2	Medium High density - (100-175)	28		0.2130	0.8350	0.4880	0.2260	6	23	14	6	3	10	6	3	1	2	1	1	1	6	3	2	1	5	3	1	0	1	0	0
West	58	280	Clovenstone House	0.7	Medium High density - (100-175)	97		0.2010	0.7910	0.5620	0.2730	19	77	55	26	9	34	24	12	2	7	5	2	5	19	14	7	4	15	11	5	0	2	1	1
West	60	290	Balgreen	1.1	Medium High density - (100-175)	152		0.2130	0.8350	0.4880	0.2260	32	127	74	34	14	56	33	15	3	11	7	3	8	32	19	9	6	25	15	7	1	3	2	1
West	62	320	Old Liston Road	1.3	Medium low density - (60-100)	104		0.1810	0.5570	0.4340	0.2300	19	58	45	24	8	25	20	11	2	5	4	2	5	15	11	6	4	11	9	5	0	1	1	1
West	70	342	St John's Road (A)	0.1	Medium High density - (100-175)	14		0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	5	3	2	0	1	1	0	1	3	2	1	1	2	2	1	0	0	0	0
West	71	345	Corstorphine Road (A)	0.2	Medium low density - (60-100)	16		0.0950	0.4820	0.3390	0.1630	2	8	5	3	1	3	2	1	0	1	0	0	0	2	1	1	0	2	1	1	0	0	0	0
West	72	346	Corstorphine Road (B)	0.1	Medium low density - (60-100)	8		0.0950	0.4820	0.3390	0.1630	1	4	3	1	0	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
West	79	363	West Gorgie Park	0.8	Medium High density - (100-175)	110		0.2130	0.8350	0.4880	0.2260	23	92	54	25	10	40	24	11	2	8	5	2	6	23	13	6	5	18	11	5	1	2	1	1
West	82	368	Peatville Gardens	0.2		10		0.1810	0.5570	0.4340	0.2300	2	6	4	2	1	2	2	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
West	86	379	Lanark Road (D)	1	Medium low density - (60-100)	80		0.1810	0.5570	0.4340	0.2300	14	45	35	18	6	20	15	8	1	4	3	2	4	11	9	5	3	9	7	4	0	1	1	0
West	91	391	St John's Road (B)	0.9	Medium low density - (60-100)	72		0.1810	0.5570	0.4340	0.2300	13	40	31	17	6	18	14	7	1	4	3	1	3	10	8	4	3	8	6	3	0	1	1	0
West	94	396	Gylemuir Road	0.9	Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	25	98	70	34	11	43	31	15	2	9	6	3	6	25	18	9	5	19	14	7	1	2	2	1
West	95	397	Kirk Loan	0.2	Medium low density - (60-100)	16		0.2010	0.7910	0.5620	0.2730	3	13	9	4	1	6	4	2	0	1	1	0	1	3	2	1	1	2	2	1	0	0	0	0
West	98	401	Gorgie Road (Caledonian Packaging)	1	Medium high density - (100-175)	138		0.2130	0.8350	0.4880	0.2260	29	115	67	31	13	51	30	14	3	10	6	3	7	29	17	8	6	23	13	6	1	3	2	1
			International Business Gateway Phase 2		Office	22297.00	sqm	1.8510	0.2440	0.1430	1.3440	413	54	32	300	43	6	3	31	21	3	2	16	307	40	24	223	0	0	0	0	41	5	3	30
					Class 5 Industrial	3716.00	sqm	0.173	0.101	0.029	0.144	6	4	1	5	1	0	0	1	0	0	0	0	5	3	1	4	0	0	0	0	1	0	0	1
					Residential units	7000.00	units	0.0790	0.3930	0.3330	0.1380	553	2751	2331	966	277	1376	1166	483	0	0	0	0	194	963	816	338	30	147	125	52	53	265	225	93
			Edinburgh Park Southern (Parabola)		Office	35756.00	sqm	1.8510	0.2440	0.1430	1.3440	662	87	51	481	238	31	18	173	53	7	4	38	278	37	21	202	33	4	3	24	60	8	5	43
			RHASS Showground		New/extended showground	13370.00	sqm	0.3560	0.1110	0.3110	1.4440	48	15	42	193	21	7	19	87	4	1	4	17	15	5	13	60	2	1	2	10	5	1	4	19
					Extension to existing on-site hotel	124.00	rooms	0.1810	0.3630	0.3570	0.1970	22	45	44	24	10	20	20	11	2	4	4	2	7	14	14	8	1	2	2	1	2	5	4	2
					Office	29000.00	sqm	1.9180	0.1120	0.1040	1.6700	556	32	30	484	250	15	14	218	50	3	3	44	172	10	9	150	28	2	2	24	56	3	3	48
					Food centre of excellence (retail)	2475.00	sqm	0.3450	0.0000	1.7240	1.3790	9	0	43	34	4	0	19	15	1	0	4	3	3	0	13	11	0	0	2	2	1	0	4	3
			Elements Edinburgh (Crosswinds)		Office	45000.00	sqm	1.9590	0.1890	0.1360	1.7510	882	85	61	788	103	10	7	92	0	0	0	0	646	62	45	578	47	5	3	42	85	8	6	76
					Class 5 Industrial	13500.00	sqm	0.173	0.101	0.029	0.144	23	14	4	19	3	2	0	2	0	0	0	0	17	10	3	14	1	1	0	1	2	1	0	2
					Residential	2500.00	units	0.0790	0.3930	0.3330	0.1380	198	983	833	345	99	491	416	173	0	0	0	0	69	344	291	121	11	53	45	18	19	95	80	33
Strategic Sites			Saico (Land at Turnhouse Road)		Assumed Medium High density - (100-175)	1000	units	0.2130	0.8350	0.4880	0.2260	213	835	488	226	94	367	214	99	19	73	43	20	54	210	123	57	42	164	96	45	5	21	12	6
Strategic Sites			Garden District		Assumed Medium High density - (100-175)	1350	units	0.2130	0.8350	0.4880	0.2260	288	1127	659	305	126	495	290	134	25	99	58	27	72	283	165	77	57	222	130	60	7	28	16	8
			Total West Edinburgh									**4472**	**8257**	**6189**	**4969**	**1533**	**3798**	**2877**	**1870**	**228**	**385**	**258**	**237**	**1989**	**2539**	**1933**	**2041**	**370**	**1039**	**719**	**436**	**352**	**496**	**402**	**384**

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
SE	12	75	Duddingston Park South	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0
SE	13	78	Peffer Bank	1		120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	8	25	20	10	2	7	5	3	7	21	16	9	4	12	10	5	0	1	1	1
SE	39	187	Gilmerton Dykes Street	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0
SE	40	188	Rae's Crescent	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	7	5	3	1	2	1	1	2	6	4	2	1	3	3	1	0	0	0	0
SE	41	190	Alnwickhill Road	1.2	Medium low density - (60-100)	96	0.1810	0.5570	0.4340	0.2300	17	53	42	22	7	20	16	8	2	6	4	2	5	17	13	7	3	10	8	4	0	1	1	0
SE	56	266	Niddrie Mains Road (A)	1.3	Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	7	22	17	9	2	6	5	2	6	18	14	8	3	11	8	4	0	1	1	1
SE	59	289	Liberton Hospital	4.5	Medium low density - (60-100)	120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	8	25	20	10	2	7	5	3	7	21	16	9	4	12	10	5	0	1	1	1
SE	76	352	Niddrie Mains Road (B)	1.1		136	0.1810	0.5570	0.4340	0.2300	25	76	59	31	9	28	22	12	3	8	6	3	8	24	19	10	5	14	11	6	1	2	1	1
SE	77	353	Peffermill Road	0.2	Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	2	8	5	3	1	3	2	1	0	1	1	0	0	2	2	1	0	1	1	0	0	0	0	0
SE	80	364	Old Dalkeith Road	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0
SE	84	374	Moredun Park Loan	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	7	5	3	1	2	1	1	2	6	4	2	1	3	3	1	0	0	0	0
SE	85	375	Moredun Park View	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0
SE	103	503	Morrisons at Gilmerton Road	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	7	5	3	1	2	1	1	2	6	4	2	1	3	3	1	0	0	0	0
SE	106	513	Land at The Wisp	3.8	Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	21	63	49	26	6	18	14	7	17	53	42	22	10	31	24	13	1	4	3	2
SE	107	515	Gilmerton Gateway	3.8	Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	21	63	49	26	6	18	14	7	17	53	42	22	10	31	24	13	1	4	3	2
					Assumed Medium low density - (60-100)	2500 units	0.1810	0.5570	0.4340	0.2300	453	1393	1085	575	170	522	407	215	47	145	113	60	143	440	343	182	83	255	199	105	10	30	24	13
	Strategic Sites		BioQuarter		Commercial / Life Sciences	240000 sqm	0.5930	0.1130	0.0600	0.3870	1423	271	144	929	533	102	54	348	148	28	15	97	450	86	45	293	261	50	26	170	31	6	3	20
	Strategic Sites		Land South East of Gilmerton		Assumed Medium low density - (60-100)	5000 units	0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	339	1044	813	431	94	290	226	120	286	880	685	363	166	511	398	211	20	61	47	25
					Total South East Edinburgh						**3031**	**5223**	**4002**	**2973**	**1136**	**1957**	**1500**	**1114**	**316**	**544**	**417**	**310**	**957**	**1650**	**1264**	**939**	**556**	**958**	**734**	**545**	**66**	**114**	**87**	**65**

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
East	75	350	Willowbrae Road	0.3	Medium low density - (60-100)	24	0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	4	3	1	0	1	1	0	1	4	3	1	0	2	1	1	0	0	0	0
SW	81	367	Redford Barracks	31.1		800	0.1810	0.5570	0.4340	0.2300	145	446	347	184	64	196	153	81	13	39	30	16	36	112	87	46	29	88	68	36	4	11	9	5
East	97	400	Sir Harry Lauder Road	1.3	Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	7	22	17	9	2	6	5	2	6	18	14	8	3	11	8	4	0	1	1	1
East	102	502	Craigentinny Depot	5	Medium low density - (60-100)	400	0.1810	0.5570	0.4340	0.2300	72	223	174	92	27	83	65	34	8	23	18	10	23	70	55	29	13	41	32	17	2	5	4	2
NW	105	509	Land at Ferrymuir	1.1	Medium low density - (60-100)	88	0.1810	0.5570	0.4340	0.2300	16	49	38	20	7	22	17	9	1	4	3	2	4	12	10	5	3	10	8	4	0	1	1	0
	Strategic Site		Land East of Riccarton			5000	0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	398	1224	954	505	79	244	190	101	227	700	545	289	178	549	427	226	22	69	54	28
Total Other											**1159**	**3572**	**2782**	**1474**	**503**	**1551**	**1208**	**640**	**103**	**318**	**248**	**131**	**297**	**916**	**714**	**378**	**227**	**700**	**545**	**289**	**28**	**87**	**68**	**36**

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Leith	`	7	West Bowling Green Street	0.6	Medium High density - (100-175)	83	0.2010	0.7910	0.5620	0.2730	16	62	44	21	5	19	13	6	1	4	3	1	5	18	13	6	4	16	11	5	1	4	3	1
Leith	1	8.300000191	Newhaven Road (C)	1.4	Medium High density - (100-175)	193	0.2010	0.7910	0.5620	0.2730	37	144	103	50	11	43	31	15	2	8	6	3	11	42	30	14	9	37	26	13	2	9	7	3
Leith	2	9	Bonnington Road	0.7	Medium low density - (60-100)	56	0.1810	0.5570	0.4340	0.2300	10	30	23	12	3	9	7	4	1	2	1	1	3	9	7	4	2	8	6	3	1	2	1	1
Leith	3	10	Bangor Road (Swanfield Industrial Estate)	2.1	Medium High density - (100-175)	290	0.2010	0.7910	0.5620	0.2730	55	217	154	75	17	65	46	23	3	12	9	4	16	63	45	22	14	55	39	19	4	14	10	5
Leith	4	12	St Clair Street	2.7	Medium High density - (100-175)	373	0.2010	0.7910	0.5620	0.2730	71	279	198	96	21	84	60	29	4	16	11	6	20	81	57	28	18	71	51	25	5	18	13	6
Leith	24	112	Albert Street	0.2	Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	5	21	15	7	2	6	4	2	0	1	1	0	2	6	4	2	1	5	4	2	0	1	1	0
Leith	25	115.1999969	London Road (B)	0.5	High density - (175-275)	113	0.2130	0.8350	0.4880	0.2260	23	89	52	24	7	27	16	7	1	5	3	1	7	26	15	7	6	23	13	6	1	6	3	2
Leith	30	134	South Fort Street	3	Medium High density - (100-175)	414	0.2010	0.7910	0.5620	0.2730	79	310	220	107	24	93	66	32	5	18	13	6	23	89	64	31	20	79	56	27	5	20	14	7
Leith	31	136	Coburg Street	1.1	Medium High density - (100-175)	152	0.2010	0.7910	0.5620	0.2730	29	114	81	39	9	34	24	12	2	7	5	2	8	33	23	11	7	29	21	10	2	7	5	3
Leith	32	138	Bangor Road (James Pringle)	1	Medium High density - (100-175)	138	0.1840	0.7980	0.5730	0.2700	24	104	75	35	7	31	22	11	1	6	4	2	7	30	22	10	6	27	19	9	2	7	5	2
Leith	33	142	Iona Street	0.6	Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	14	63	45	21	4	19	14	6	1	4	3	1	4	18	13	6	4	16	12	5	1	4	3	1
Leith	36	157	North Fort Street	0.1	Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
Leith	37	158	Pitt Street	0.6	Medium low density - (60-100)	48	0.1810	0.5570	0.4340	0.2300	8	25	20	10	2	8	6	3	0	1	1	1	2	7	6	3	2	6	5	3	1	2	1	1
Leith	38	161	Leith Walk /Halmyre Street	1.7	Medium High density - (100-175)	235	0.1840	0.7980	0.5730	0.2700	41	177	127	60	12	53	38	18	2	10	7	3	12	51	37	17	10	45	33	15	3	11	8	4
Leith	45	210	Joppa Road	0.1	Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0
Leith	46	225	Eastfield	0.5	Medium low density - (60-100)	40	0.1810	0.5570	0.4340	0.2300	7	21	16	9	2	6	5	3	0	1	1	0	2	6	5	3	2	5	4	2	0	1	1	1
Leith	47	226	Royston Terrace	0.2	Medium High density - (100-175)	28	0.1840	0.7980	0.5730	0.2700	5	21	15	7	1	6	5	2	0	1	1	0	1	6	4	2	1	5	4	2	0	1	1	0
Leith	48	230	Broughton Road	0.1	High density - (175-275)	23	0.2110	0.8000	0.4430	0.2050	5	17	10	4	1	5	3	1	0	1	1	0	1	5	3	1	1	4	2	1	0	1	1	0
Leith	53	255	McDonald Road (B)	0.7	High density - (175-275)	158	0.2110	0.8000	0.4430	0.2050	32	120	66	31	9	36	20	9	2	7	4	2	9	35	19	9	8	31	17	8	2	8	4	2
Leith	63	326	Baltic Street (B)	0.1	Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	10	7	4	1	3	2	1	0	1	0	0	1	3	2	1	1	3	2	1	0	1	0	0
Leith	64	329	Stewartfield	1.5	Medium High density - (100-175)	207	0.1840	0.7980	0.5730	0.2700	36	156	112	53	11	47	34	16	2	9	6	3	10	45	32	15	9	40	29	14	2	10	7	3
Leith	65	330	Ferry Road	0.1	Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	10	7	4	1	3	2	1	0	1	0	0	1	3	2	1	1	3	2	1	0	1	0	0
Leith	66	332	Beaverhall Road	0.6	Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	14	63	45	21	4	19	14	6	1	4	3	1	4	18	13	6	4	16	12	5	1	4	3	1
Leith	67	334	Westbank Street	1.8	Medium low density - (60-100)	144	0.1810	0.5570	0.4340	0.2300	25	76	59	31	7	23	18	9	1	4	3	2	7	22	17	9	6	19	15	8	2	5	4	2
Leith	68	335	Portobello Road	0.3	Medium High density - (100-175)	41	0.2010	0.7910	0.5620	0.2730	8	31	22	11	2	9	7	3	0	2	1	1	2	9	6	3	2	8	6	3	0	2	1	1
Leith	69	336	Norton Park	0.5	Medium High density - (100-175)	69	0.2010	0.7910	0.5620	0.2730	13	52	37	18	4	16	11	5	1	3	2	1	4	15	11	5	3	13	9	5	1	3	2	1
Leith	87	384	Jane Street	4.2	Medium High density - (100-175)	580	0.1840	0.7980	0.5730	0.2700	101	438	314	148	30	132	94	45	6	25	18	8	29	126	91	43	26	112	80	38	6	28	20	9
Leith	88	385	Corunna Place	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	1	4	3	2	0	1	1	0	1	4	3	2	1	3	3	1	0	1	1	0
Leith	89	386	Commercial Street	0.2	High density - (175-275)	45	0.1840	0.7980	0.5730	0.2700	8	34	24	11	2	10	7	3	0	2	1	1	2	10	7	3	2	9	6	3	0	2	2	1
Leith	92	393	Salamander Place	0.5	High density - (175-275)	113	0.1840	0.7980	0.5730	0.2700	20	85	61	29	6	26	18	9	1	5	4	2	6	25	18	8	5	22	16	7	1	5	4	2
Leith	93	382	Steads Place	1.4	Medium High density - (100-175)	193	0.1840	0.7980	0.5730	0.2700	34	146	105	49	10	44	31	15	2	8	6	3	10	42	30	14	9	37	27	13	2	9	7	3
Leith	100	8.199999809	Newhaven Road (B)	0.4	High density - (175-275)	90	0.2110	0.8000	0.4430	0.2050	18	68	38	17	5	20	11	5	1	4	2	1	5	20	11	5	5	17	10	4	1	4	2	1
Leith	101	328	Broughton Road	1.9	Medium High density - (100-175)	262	0.2010	0.7910	0.5620	0.2730	50	196	139	68	15	59	42	20	3	11	8	4	14	57	40	20	13	50	36	17	3	13	9	4
	Strategic Sites		Seafield		Assumed Medium High density - (100-175)	800	0.1840	0.7980	0.5730	0.2700	139	604	434	204	42	181	130	61	8	35	25	12	40	174	125	59	36	154	111	52	9	39	28	13
			Leith Docks		Office	92068 sqm	0.9000	0.1000	0.3000	0.7000	2553	284	851	1986	768	85	256	597	146	16	49	114	737	82	246	573	653	73	218	508	163	18	54	127
			(Forth Properties)		Port Activities	12120 rooms	0.6000	0.2000	0.1400	0.4600	224	75	52	172	67	22	16	52	13	4	3	10	65	22	15	50	57	19	13	44	14	5	3	11
					Ocean Terminal Extension	64900 sqm	0.1200	0.0100	0.6200	0.6800	240	20	1240	1360	72	6	373	409	14	1	71	78	69	6	358	393	61	5	317	348	15	1	79	87
					Retail - Local shops	18844 sqm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
					Bars/Restaurants	6750 sqm	0.0000	0.0000	3.3900	2.0900	0	0	705	435	0	0	212	131	0	0	40	25	0	0	204	125	0	0	180	111	0	0	45	28
					Leisure	9913 sqm	0.3900	0.1900	1.0100	0.7700	119	58	309	235	36	17	93	71	7	3	18	13	34	17	89	68	30	15	79	60	8	4	20	15
					Education	5620 sqm	1.4600	0.8000	0.2300	0.5100	253	139	40	88	76	42	12	27	15	8	2	5	73	40	11	25	65	35	10	23	16	9	3	6
					Total Leith Scenario 2						**4326**	**4380**	**5883**	**5563**	**1301**	**1316**	**1769**	**1673**	**248**	**251**	**337**	**319**	**1249**	**1264**	**1698**	**1606**	**1106**	**1120**	**1504**	**1423**	**276**	**280**	**375**	**355**
					Leith Scenario 2 - Leith Scenario 1		-247	-250	-336	-318	-103	-104	-140	-132	-20	-20	-27	-25	-416	-421	-566	-535	53	53	72	68	92	93	125	118
					% Difference		-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips		
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 -
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
Granton	19	95	Crewe Road South	4	Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	55	169	131	70	16	51	39	21	3	10	8	4	16	49	38	20	14	43	34	18	3	11	8
Granton	49	233	West Pilton Grove	0.5	Medium low density - (60-100)	40	0.1560	0.5830	0.4850	0.2250	6	22	18	9	2	7	6	3	0	1	1	0	2	6	5	2	2	6	5	2	0	1	1
Granton	57	277	Silverlea	1.5	Medium low density - (60-100)	120	0.1560	0.5830	0.4850	0.2250	18	66	55	26	5	20	17	8	1	4	3	1	5	19	16	7	5	17	14	7	1	4	4
Total Granton Scenario 2											**78**	**257**	**205**	**104**	**24**	**77**	**62**	**31**	**4**	**15**	**12**	**6**	**23**	**74**	**59**	**30**	**20**	**66**	**52**	**27**	**5**	**16**	**13**
Granton Scenario 2 - Granton Scenario 1											-4	-15	-12	-6	-2	-6	-5	-2	0	-1	-1	0	-8	-25	-20	-10	1	3	2	1	2	5	4
% Difference											-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips		
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 -
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
Fountainbridge	15	88	Temple Park Crescent		0.2 Medium High density - (100-175)	28	0.1180	0.7520	0.5430	0.2820	3	20	14	7	0	3	2	1	0	1	0	0	1	5	3	2	2	11	8	4	0	1	1
Fountainbridge	16	89	Watson Crescent Lane		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0
Fountainbridge	17	91	Dundee Street		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	9	36	21	10	1	5	3	1	0	1	1	0	2	8	5	2	5	19	11	5	1	2	1
Fountainbridge	18	94	Gillspie Crescent		1.2 Medium High density - (100-175)	166	0.1180	0.7520	0.5430	0.2820	19	118	85	44	3	17	13	6	1	4	3	1	4	27	20	10	10	63	46	24	1	8	6
Fountainbridge	21	100	Dundee Terrace		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	9	36	21	10	1	5	3	1	0	1	1	0	2	8	5	2	5	19	11	5	1	2	1
Fountainbridge	22	106	Orchard Brae Avenue		0.3 Medium High density - (100-175)	55	0.1180	0.7520	0.5430	0.2820	6	39	28	15	1	6	4	2	0	1	1	0	1	9	7	3	3	21	15	8	0	3	2
Fountainbridge	23	107	Orchard Brae		0.9 Medium High density - (100-175)	124	0.1180	0.7520	0.5430	0.2820	11	69	50	26	2	10	7	4	0	2	1	1	3	16	12	6	6	37	27	14	1	5	3
EoCC	26	124	Ratcliffe Terrace		0.7 Medium High density - (100-175)	97	0.1180	0.7520	0.5430	0.2820	11	69	50	26	2	10	7	4	0	2	1	1	3	16	12	6	6	37	27	14	1	5	3
EoCC	27	126	St Leonard's Street (car park)		0.3 Medium low density - (60-100)	24	0.1660	0.5530	0.4330	0.2180	4	13	10	5	1	2	1	1	0	0	0	0	1	3	2	1	2	7	5	3	0	1	1
EoCC	28	128	Eyre Terrace		2.5 Medium High density - (100-175)	245	0.1180	0.7520	0.5430	0.2820	27	174	126	65	4	26	18	10	1	5	4	2	6	40	29	15	15	94	68	35	2	12	9
EoCC	29	130	India Place		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0
EoCC	34	144	McDonald Place		1.1 Medium High density - (100-175)	152	0.1180	0.7520	0.5430	0.2820	17	108	78	41	2	16	11	6	1	3	2	1	4	25	18	9	9	58	42	22	1	8	5
EoCC	35	151	Eyre Place		0.5 Medium High density - (100-175)	69	0.1180	0.7520	0.5430	0.2820	8	49	35	18	1	7	5	3	0	1	1	1	2	11	8	4	4	26	19	10	1	3	2
EoCC	51	249	Watertoun Road		0.9 Medium low density - (60-100)	72	0.1660	0.5530	0.4330	0.2180	11	38	29	15	2	6	4	2	0	1	1	0	3	9	7	3	6	20	16	8	1	3	2
Fountainbridge	54	257	Chalmers Street (Eye Pavilion)		0.3 High density - (175-275)	68	0.2130	0.8350	0.4880	0.2260	14	54	31	15	2	8	5	2	0	2	1	0	3	12	7	3	7	29	17	8	1	4	2
EoCC	55	259	Astley Ainslie Hospital		18.8	500	0.1180	0.7520	0.5430	0.2820	56	356	257	133	8	52	38	20	2	11	8	4	13	82	59	31	30	191	138	72	4	25	18
EoCC	61	302	Royal Victoria Hospital		4.5 Medium low density - (60-100)	360	0.0950	0.4820	0.3390	0.1630	32	164	115	56	5	24	17	8	1	5	3	2	7	38	27	13	17	88	62	30	2	11	8
EoCC	73	348	Roseburn Street		1.1 Medium High density - (100-175)	152	0.1530	0.6720	0.5240	0.2600	22	97	75	37	3	14	11	5	1	3	2	1	5	22	17	9	12	52	40	20	2	7	5
EoCC	74	349	Russell Road (Royal Mail)		0.5 Medium High density - (100-175)	69	0.1530	0.6720	0.5240	0.2600	10	44	34	17	1	6	5	2	0	1	1	1	2	10	8	4	5	24	18	9	1	3	2
Fountainbridge	78	356	Dalry Road		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	9	36	21	10	1	5	3	1	0	1	1	0	2	8	5	2	5	19	11	5	1	2	1
EoCC	83	371	Cowans Close		0.4 Medium High density - (100-175)	55	0.1530	0.6720	0.5240	0.2600	8	35	27	14	1	5	4	2	0	1	1	0	2	8	6	3	4	19	15	7	1	2	2
CC	90	390	Timberbush		0.2 Medium High density - (100-175)	28	0.1530	0.6720	0.5240	0.2600	4	18	14	7	1	3	2	1	0	1	0	0	1	4	3	2	2	10	7	4	0	1	1
EoCC	96	399	Broughton Market		0.3 Medium High density - (100-175)	41	0.1530	0.6720	0.5240	0.2600	6	26	20	10	1	4	3	1	0	1	1	0	1	6	5	2	3	14	11	5	0	2	1
EoCC	99	404	East London Street		0.3 Medium High density - (100-175)	41	0.2130	0.8350	0.4880	0.2260	8	32	19	9	1	5	3	1	0	1	1	0	2	7	4	2	4	17	10	5	1	2	1
EoCC	104	505	Glenogle Road		0.6 medium high density - (100-175)	83	0.2130	0.8350	0.4880	0.2260	17	66	38	18	2	10	6	3	0	2	1	1	4	15	9	4	9	35	21	10	1	5	3
Total City Centre Scenario 2											**323**	**1703**	**1207**	**609**	**47**	**250**	**177**	**89**	**10**	**51**	**36**	**18**	**75**	**394**	**279**	**141**	**174**	**915**	**649**	**327**	**22**	**118**	**84**
CC Scenario 2 - CC Scenario 1											-18	-97	-69	-35	-4	-20	-14	-7	-1	-4	-3	-1	-25	-131	-93	-47	8	44	31	16	7	39	28
% Difference											-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%

								Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
								AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
West	5	34	Broomhouse Terrace	4	Medium low density - (60-100)	320		0.1810	0.5570	0.4340	0.2300	55	169	131	70	24	73	57	30	5	14	11	6	11	34	26	14	12	37	29	15	2	7	5	3
West	6	35	Murrayburn Gate	0.6	High density - (175-275)	135		0.1840	0.7980	0.5730	0.2700	23	102	73	34	10	44	32	15	2	9	6	3	5	20	15	7	5	22	16	8	1	4	3	1
West	7	37	Murrayburn Road	4.8	Medium low density - (60-100)	384		0.1810	0.5570	0.4340	0.2300	66	202	158	84	28	87	68	36	6	17	14	7	13	40	31	17	14	44	34	18	3	8	6	3
West	8	38	Dumbryden Drive	0.8	Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	24	93	66	32	10	40	28	14	2	8	6	3	5	18	13	6	5	20	14	7	1	4	3	1
West	9	58	Gorgie Park Close	0.8	Medium High density - (100-175)	110		0.2050	0.7880	0.5520	0.2930	21	82	57	30	9	35	25	13	2	7	5	3	4	16	11	6	5	18	13	7	1	3	2	1
West	10	61	Stevenson Road	2.1	Medium High density - (100-175)	290		0.2050	0.7880	0.5520	0.2930	56	216	151	80	24	93	65	35	5	19	13	7	11	43	30	16	12	47	33	18	2	8	6	3
West	11	62	Gorgie Road (east)	3.4	Medium High density - (100-175)	469		0.2050	0.7880	0.5520	0.2930	91	350	245	130	39	151	105	56	8	30	21	11	18	70	49	26	20	76	54	28	4	14	10	5
West	14	85	Falcon Road West	0.2	Medium High density - (100-175)	28		0.1870	0.8220	0.5930	0.2850	5	22	16	8	2	9	7	3	0	2	1	1	1	4	3	2	1	5	3	2	0	1	1	0
West	20	99	Murieston Lane	0.5	Medium High density - (100-175)	69		0.2050	0.7880	0.5520	0.2930	13	51	36	19	6	22	16	8	1	4	3	2	3	10	7	4	3	11	8	4	1	2	1	1
West	42	191	Craiglockhart Avenue	0.3	Medium low density - (60-100)	24		0.0950	0.4820	0.3390	0.1630	2	11	8	4	1	5	3	2	0	1	1	0	0	2	2	1	0	2	2	1	0	0	0	0
West	43	192	Inglis Green Road	1.9	Medium low density - (60-100)	152		0.0950	0.4820	0.3390	0.1630	14	69	49	23	6	30	21	10	1	6	4	2	3	14	10	5	3	15	11	5	1	3	2	1
West	44	193	Lanark Road (A)	0.9	Medium low density - (60-100)	72		0.1560	0.5830	0.4850	0.2250	11	40	33	15	5	17	14	7	1	3	3	1	2	8	7	3	2	9	7	3	0	2	1	1
West	50	238	Calder Estate (H)	0.2	Medium High density - (100-175)	28		0.2010	0.7910	0.5620	0.2730	5	21	15	7	2	9	6	3	0	2	1	1	1	4	3	1	1	5	3	2	0	1	1	0
West	52	253	Westfield Road (A)	0.2	Medium High density - (100-175)	28		0.2130	0.8350	0.4880	0.2260	6	22	13	6	2	10	6	3	0	2	1	1	1	4	3	1	1	5	3	1	0	1	1	0
West	58	280	Clovenstone House	0.7	Medium High density - (100-175)	97		0.2010	0.7910	0.5620	0.2730	18	73	52	25	8	31	22	11	2	6	4	2	4	14	10	5	4	16	11	5	1	3	2	1
West	60	290	Balgreen	1.1	Medium High density - (100-175)	152		0.2130	0.8350	0.4880	0.2260	31	120	70	32	13	52	30	14	3	10	6	3	6	24	14	6	7	26	15	7	1	5	3	1
West	62	320	Old Liston Road	1.3	Medium low density - (60-100)	104		0.1810	0.5570	0.4340	0.2300	18	55	43	23	8	24	18	10	2	5	4	2	4	11	9	5	4	12	9	5	1	2	2	1
West	70	342	St John's Road (A)	0.1	Medium High density - (100-175)	14		0.2010	0.7910	0.5620	0.2730	3	10	7	4	1	5	3	2	0	1	1	0	1	2	1	1	1	2	2	1	0	0	0	0
West	71	345	Corstorphine Road (A)	0.2	Medium low density - (60-100)	16		0.0950	0.4820	0.3390	0.1630	1	7	5	2	1	3	2	1	0	1	0	0	0	1	1	0	0	2	1	1	0	0	0	0
West	72	346	Corstorphine Road (B)	0.1	Medium low density - (60-100)	8		0.0950	0.4820	0.3390	0.1630	1	4	3	1	0	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
West	79	363	West Gorgie Park	0.8	Medium High density - (100-175)	110		0.2130	0.8350	0.4880	0.2260	22	87	51	24	10	37	22	10	2	7	4	2	4	17	10	5	5	19	11	5	1	3	2	1
West	82	368	Peatville Gardens	0.2		10		0.1810	0.5570	0.4340	0.2300	2	5	4	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
West	86	379	Lanark Road (D)	1	Medium low density - (60-100)	80		0.1810	0.5570	0.4340	0.2300	14	42	33	17	6	18	14	7	1	4	3	1	3	8	7	3	3	9	7	4	1	2	1	1
West	91	391	St John's Road (B)	0.9	Medium low density - (60-100)	72		0.1810	0.5570	0.4340	0.2300	12	38	30	16	5	16	13	7	1	3	3	1	2	8	6	3	3	8	6	3	0	1	1	1
West	94	396	Gylemuir Road	0.9	Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	24	93	66	32	10	40	28	14	2	8	6	3	5	18	13	6	5	20	14	7	1	4	3	1
West	95	397	Kirk Loan	0.2	Medium low density - (60-100)	16		0.2010	0.7910	0.5620	0.2730	3	12	9	4	1	5	4	2	0	1	1	0	1	2	2	1	1	3	2	1	0	0	0	0
West	98	401	Gorgie Road (Caledonian Packaging)	1	Medium high density - (100-175)	138		0.2130	0.8350	0.4880	0.2260	28	109	64	30	12	47	27	13	2	9	5	3	6	22	13	6	6	24	14	6	1	4	2	1
			International Business Gateway Phase 2		Office	22297.00	sqm	1.8510	0.2440	0.1430	1.3440	390	51	30	283	40	5	3	29	20	3	2	14	230	30	18	167	0	0	0	0	62	8	5	45
					Class 5 Industrial	3716.00	sqm	0.173	0.101	0.029	0.144	6	4	1	5	1	0	0	1	0	0	0	0	4	2	1	3	0	0	0	0	1	1	0	1
					Residential units	7000.00	units	-	-	-	-	523	2602	2205	914	256	1275	1080	448	0	0	0	0	145	722	612	254	31	155	131	54	80	398	337	140
			Edinburgh Park Southern (Parabola)		Office	35756.00	sqm	1.8510	0.2440	0.1430	1.3440	626	83	48	455	221	29	17	160	49	6	4	36	208	27	16	151	35	5	3	25	89	12	7	65
			RHASS Showground		New/extended showground	13370.00	sqm	0.3560	0.1110	0.3110	1.4440	45	14	39	183	20	6	17	81	4	1	3	16	11	3	10	45	2	1	2	10	7	2	6	29
					Extension to existing on-site hotel	124.00	rooms	0.1810	0.3630	0.3570	0.1970	21	43	42	23	9	19	18	10	2	4	4	2	5	10	10	6	1	2	2	1	3	7	7	4
					Office	29000.00	sqm	1.9180	0.1120	0.1040	1.6700	526	31	29	458	232	14	13	202	46	3	3	40	129	8	7	113	29	2	2	25	83	5	5	73
					Food centre of excellence (retail)	2475.00	sqm	0.3450	0.0000	1.7240	1.3790	8	0	40	32	4	0	18	14	1	0	4	3	2	0	10	8	0	0	2	2	1	0	6	5
			Elements Edinburgh (Crosswinds)		Office	45000.00	sqm	1.9590	0.1890	0.1360	1.7510	834	80	58	745	96	9	7	85	0	0	0	0	485	47	34	433	50	5	3	44	128	12	9	114
					Class 5 Industrial	13500.00	sqm	0.173	0.101	0.029	0.144	22	13	4	18	3	1	0	2	0	0	0	0	13	7	2	11	1	1	0	1	3	2	1	3
					Residential	2500.00	units	0.0790	0.3930	0.3330	0.1380	187	929	788	326	92	455	386	160	0	0	0	0	52	258	219	91	11	55	47	19	29	142	120	50
Strategic Sites			Saico (Land at Turnhouse Road)		Assumed Medium High density - (100-175)	1000	units	0.2130	0.8350	0.4880	0.2260	201	790	462	214	87	340	199	92	17	68	40	18	40	157	92	43	44	173	101	47	8	31	18	8
Strategic Sites			Garden District		Assumed Medium High density - (100-175)	1350	units	0.2130	0.8350	0.4880	0.2260	272	1066	623	289	117	459	268	124	23	92	54	25	54	212	124	57	59	233	136	63	11	42	24	11
					Total West Edinburgh Scenario 2							**4231**	**7811**	**5855**	**4701**	**1421**	**3520**	**2667**	**1733**	**212**	**357**	**239**	**220**	**1492**	**1904**	**1450**	**1531**	**389**	**1091**	**755**	**458**	**528**	**744**	**603**	**577**
					WE Scenario 2 - WE Scenario 1							-241	-446	-334	-268	-112	-278	-211	-137	-17	-28	-19	-17	-497	-635	-483	-510	19	52	36	22	176	248	201	192
					% difference							-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
SE	12	75	Duddingston Park South	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0
SE	13	78	Peffer Bank	1		120	0.1810	0.5570	0.4340	0.2300	21	63	49	26	8	23	18	10	2	6	5	3	5	16	12	7	4	13	10	5	1	2	2	1
SE	39	187	Gilmerton Dykes Street	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0
SE	40	188	Rae's Crescent	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	5	17	13	7	2	6	5	3	1	2	1	1	1	4	3	2	1	3	3	1	0	1	0	0
SE	41	190	Alnwickhill Road	1.2	Medium low density - (60-100)	96	0.1810	0.5570	0.4340	0.2300	16	51	39	21	6	19	14	8	2	5	4	2	4	13	10	5	3	10	8	4	1	2	1	1
SE	56	266	Niddrie Mains Road (A)	1.3	Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	18	55	43	23	7	20	16	8	2	6	4	2	4	14	11	6	4	11	9	5	1	2	1	1
SE	59	289	Liberton Hospital	4.5	Medium low density - (60-100)	120	0.1810	0.5570	0.4340	0.2300	21	63	49	26	8	23	18	10	2	6	5	3	5	16	12	7	4	13	10	5	1	2	2	1
SE	76	352	Niddrie Mains Road (B)	1.1		136	0.1810	0.5570	0.4340	0.2300	23	72	56	30	9	26	21	11	2	7	6	3	6	18	14	7	5	15	11	6	1	2	2	1
SE	77	353	Peffermill Road	0.2	Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	1	7	5	2	1	3	2	1	0	1	1	0	0	2	1	1	0	1	1	1	0	0	0	0
SE	80	364	Old Dalkeith Road	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0
SE	84	374	Moredun Park Loan	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	5	17	13	7	2	6	5	3	1	2	1	1	1	4	3	2	1	3	3	1	0	1	0	0
SE	85	375	Moredun Park View	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0
SE	103	503	Morrisons at Gilmerton Road	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	5	17	13	7	2	6	5	3	1	2	1	1	1	4	3	2	1	3	3	1	0	1	0	0
SE	106	513	Land at The Wisp	3.8	Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	52	160	125	66	19	59	46	24	5	16	13	7	13	40	31	17	11	33	25	13	2	6	4	2
SE	107	515	Gilmerton Gateway	3.8	Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	52	160	125	66	19	59	46	24	5	16	13	7	13	40	31	17	11	33	25	13	2	6	4	2
					Assumed Medium low density - (60-100)	2500 units	0.1810	0.5570	0.4340	0.2300	428	1317	1026	544	157	484	377	200	44	135	105	56	107	330	257	136	87	268	209	111	15	45	35	19
	Strategic Sites		BioQuarter		Commercial / Life Sciences	240000 sqm	0.5930	0.1130	0.0600	0.3870	1346	257	136	879	494	94	50	323	137	26	14	90	337	64	34	220	274	52	28	179	46	9	5	30
	Strategic Sites		Land South East of Gilmerton		Assumed Medium low density - (60-100)	5000 units	0.1810	0.5570	0.4340	0.2300	856	2635	2053	1088	314	967	754	399	87	269	210	111	214	660	514	272	174	536	418	221	30	91	71	38
					Total South East Edinburgh Scenario 2						**2868**	**4941**	**3786**	**2812**	**1053**	**1814**	**1390**	**1033**	**293**	**504**	**387**	**287**	**718**	**1237**	**948**	**704**	**584**	**1006**	**771**	**573**	**99**	**170**	**131**	**97**
					SE Scenario 2 - SE Scenario 1						-164	-282	-216	-161	-83	-143	-110	-82	-23	-40	-31	-23	-239	-412	-316	-235	28	48	37	27	33	57	44	32
					% difference						-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%

								Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
								AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
								IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	Market	Affordable																											
East	75	350	Willowbrae Road	0.3	Medium low density - (60-100)	24	16	8	0.0950	0.4820	0.3390	0.1630	2	11	8	4	1	4	3	1	0	1	1	0	1	3	2	1	0	2	2	1	0	0	0	0
SW	81	367	Redford Barracks	31.1		800	520	280	0.1810	0.5570	0.4340	0.2300	137	422	328	174	59	182	141	75	12	36	28	15	27	84	65	35	30	92	72	38	5	16	13	7
East	97	400	Sir Harry Lauder Road	1.3	Medium low density - (60-100)	104	68	36	0.1810	0.5570	0.4340	0.2300	18	55	43	23	7	20	16	8	2	6	4	2	4	14	11	6	4	11	9	5	1	2	1	1
East	102	502	Craigentinny Depot	5	Medium low density - (60-100)	400	260	140	0.1810	0.5570	0.4340	0.2300	68	211	164	87	25	77	60	32	7	22	17	9	17	53	41	22	14	43	33	18	2	7	6	3
NW	105	509	Land at Ferrymuir	1.1	Medium low density - (60-100)	88	57	31	0.1810	0.5570	0.4340	0.2300	15	46	36	19	6	20	16	8	1	4	3	2	3	9	7	4	3	10	8	4	1	2	1	1
	Strategic Site		Land East of Riccarton			5000			0.1810	0.5570	0.4340	0.2300	856.13	2634.61	2052.82	1087.9	369	1134	884	468	74	226	176	93	170	525	409	217	187	576	449	238	33	103	80	43
Total Other Scenario 2												**1097**	**3379**	**2632**	**1394**	**467**	**1437**	**1120**	**593**	**96**	**295**	**230**	**122**	**223**	**687**	**535**	**284**	**238**	**735**	**572**	**303**	**42**	**131**	**102**	**54**
Other Scenario 2 - Other Scenario 1												-63	-193	-150	-80	-37	-113	-88	-47	-8	-23	-18	-10	-74	-229	-178	-95	11	35	27	14	14	44	34	18
% difference												-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Leith	`	7	West Bowling Green Street	0.6	Medium High density - (100-175)	83	0.2010	0.7910	0.5620	0.2730	17	66	47	23	4	15	11	5	1	3	2	1	6	24	17	8	4	17	12	6	1	5	3	2
Leith	1	8.300000191	Newhaven Road (C)	1.4	Medium High density - (100-175)	193	0.2010	0.7910	0.5620	0.2730	39	153	108	53	9	36	25	12	2	7	5	2	14	56	39	19	10	40	29	14	3	11	8	4
Leith	2	9	Bonnington Road	0.7	Medium low density - (60-100)	56	0.1810	0.5570	0.4340	0.2300	10	31	24	13	2	7	6	3	0	1	1	1	4	11	9	5	3	8	6	3	1	2	2	1
Leith	3	10	Bangor Road (Swanfield Industrial Estate)	2.1	Medium High density - (100-175)	290	0.2010	0.7910	0.5620	0.2730	58	229	163	79	14	54	38	19	3	10	7	4	21	84	59	29	15	61	43	21	4	16	11	6
Leith	4	12	St Clair Street	2.7	Medium High density - (100-175)	373	0.2010	0.7910	0.5620	0.2730	75	295	210	102	18	69	49	24	3	13	9	5	27	107	76	37	20	78	56	27	5	21	15	7
Leith	24	112	Albert Street	0.2	Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	6	22	16	8	1	5	4	2	0	1	1	0	2	8	6	3	1	6	4	2	0	2	1	1
Leith	25	115.1999969	London Road (B)	0.5	High density - (175-275)	113	0.2130	0.8350	0.4880	0.2260	24	94	55	26	6	22	13	6	1	4	2	1	9	34	20	9	6	25	15	7	2	7	4	2
Leith	30	134	South Fort Street	3	Medium High density - (100-175)	414	0.2010	0.7910	0.5620	0.2730	83	327	233	113	20	77	55	27	4	15	10	5	30	119	85	41	22	87	62	30	6	23	16	8
Leith	31	136	Coburg Street	1.1	Medium High density - (100-175)	152	0.2010	0.7910	0.5620	0.2730	31	120	85	41	7	28	20	10	1	5	4	2	11	44	31	15	8	32	23	11	2	8	6	3
Leith	32	138	Bangor Road (James Pringle)	1	Medium High density - (100-175)	138	0.1840	0.7980	0.5730	0.2700	25	110	79	37	6	26	19	9	1	5	4	2	9	40	29	14	7	29	21	10	2	8	6	3
Leith	33	142	Iona Street	0.6	Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	4	16	11	5	1	3	2	1	6	24	17	8	4	18	13	6	1	5	3	2
Leith	36	157	North Fort Street	0.1	Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith	37	158	Pitt Street	0.6	Medium low density - (60-100)	48	0.1810	0.5570	0.4340	0.2300	9	27	21	11	2	6	5	3	0	1	1	0	3	10	8	4	2	7	6	3	1	2	1	1
Leith	38	161	Leith Walk /Halmyre Street	1.7	Medium High density - (100-175)	235	0.1840	0.7980	0.5730	0.2700	43	188	135	63	10	44	32	15	2	8	6	3	16	68	49	23	11	50	36	17	3	13	9	4
Leith	45	210	Joppa Road	0.1	Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith	46	225	Eastfield	0.5	Medium low density - (60-100)	40	0.1810	0.5570	0.4340	0.2300	7	22	17	9	2	5	4	2	0	1	1	0	3	8	6	3	2	6	5	2	1	2	1	1
Leith	47	226	Royston Terrace	0.2	Medium High density - (100-175)	28	0.1840	0.7980	0.5730	0.2700	5	22	16	8	1	5	4	2	0	1	1	0	2	8	6	3	1	6	4	2	0	2	1	1
Leith	48	230	Broughton Road	0.1	High density - (175-275)	23	0.2110	0.8000	0.4430	0.2050	5	18	10	5	1	4	2	1	0	1	0	0	2	7	4	2	1	5	3	1	0	1	1	0
Leith	53	255	McDonald Road (B)	0.7	High density - (175-275)	158	0.2110	0.8000	0.4430	0.2050	33	126	70	32	8	30	16	8	1	6	3	1	12	46	25	12	9	33	19	9	2	9	5	2
Leith	63	326	Baltic Street (B)	0.1	Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	0	0	0	1	4	3	1	1	3	2	1	0	1	1	0
Leith	64	329	Stewartfield	1.5	Medium High density - (100-175)	207	0.1840	0.7980	0.5730	0.2700	38	165	119	56	9	39	28	13	2	7	5	3	14	60	43	20	10	44	31	15	3	12	8	4
Leith	65	330	Ferry Road	0.1	Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	0	0	0	1	4	3	1	1	3	2	1	0	1	1	0
Leith	66	332	Beaverhall Road	0.6	Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	4	16	11	5	1	3	2	1	6	24	17	8	4	18	13	6	1	5	3	2
Leith	67	334	Westbank Street	1.8	Medium low density - (60-100)	144	0.1810	0.5570	0.4340	0.2300	26	80	62	33	6	19	15	8	1	4	3	1	9	29	23	12	7	21	17	9	2	6	4	2
Leith	68	335	Portobello Road	0.3	Medium High density - (100-175)	41	0.2010	0.7910	0.5620	0.2730	8	32	23	11	2	8	5	3	0	1	1	1	3	12	8	4	2	9	6	3	1	2	2	1
Leith	69	336	Norton Park	0.5	Medium High density - (100-175)	69	0.2010	0.7910	0.5620	0.2730	14	55	39	19	3	13	9	4	1	2	2	1	5	20	14	7	4	14	10	5	1	4	3	1
Leith	87	384	Jane Street	4.2	Medium High density - (100-175)	580	0.1840	0.7980	0.5730	0.2700	107	463	332	157	25	109	78	37	5	21	15	7	39	169	121	57	28	123	88	41	8	33	23	11
Leith	88	385	Corunna Place	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	3	2	1	0	1	0	0	2	5	4	2	1	4	3	1	0	1	1	0
Leith	89	386	Commercial Street	0.2	High density - (175-275)	45	0.1840	0.7980	0.5730	0.2700	8	36	26	12	2	8	6	3	0	2	1	1	3	13	9	4	2	10	7	3	1	3	2	1
Leith	92	393	Salamander Place	0.5	High density - (175-275)	113	0.1840	0.7980	0.5730	0.2700	21	90	65	31	5	21	15	7	1	4	3	1	8	33	24	11	6	24	17	8	1	6	5	2
Leith	93	382	Steads Place	1.4	Medium High density - (100-175)	193	0.1840	0.7980	0.5730	0.2700	36	154	111	52	8	36	26	12	2	7	5	2	13	56	40	19	9	41	29	14	3	11	8	4
Leith	100	8.199999809	Newhaven Road (B)	0.4	High density - (175-275)	90	0.2110	0.8000	0.4430	0.2050	19	72	40	18	4	17	9	4	1	3	2	1	7	26	15	7	5	19	11	5	1	5	3	1
Leith	101	328	Broughton Road	1.9	Medium High density - (100-175)	262	0.2010	0.7910	0.5620	0.2730	53	207	147	72	12	49	35	17	2	9	7	3	19	75	54	26	14	55	39	19	4	15	10	5
Strategic Sites			Seafield		Assumed Medium High density - (100-175)	800	0.1840	0.7980	0.5730	0.2700	147	638	458	216	35	150	108	51	7	29	21	10	54	232	167	79	39	169	121	57	10	45	32	15
			Leith Docks		Office	92068 sqm	0.9000	0.1000	0.3000	0.7000	2699	300	900	2099	635	71	212	494	121	13	40	94	983	109	328	764	715	79	238	556	190	21	63	148
			(Forth Properties)		Port Activities	12120 rooms	0.6000	0.2000	0.1400	0.4600	237	79	55	182	56	19	13	43	11	4	2	8	86	29	20	66	63	21	15	48	17	6	4	13
					Ocean Terminal Extension	64900 sqm	0.1200	0.0100	0.6200	0.6800	254	21	1311	1438	60	5	308	338	11	1	59	64	92	8	477	523	67	6	347	381	18	1	92	101
					Retail - Local shops	18844 sqm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
					Bars/Restaurants	6750 sqm	0.0000	0.0000	3.3900	2.0900	0	0	745	460	0	0	175	108	0	0	33	21	0	0	271	167	0	0	198	122	0	0	53	32
					Leisure	9913 sqm	0.3900	0.1900	1.0100	0.7700	126	61	326	249	30	14	77	58	6	3	15	11	46	22	119	91	33	16	86	66	9	4	23	18
					Education	5620 sqm	1.4600	0.8000	0.2300	0.5100	267	146	42	93	63	34	10	22	12	7	2	4	97	53	15	34	71	39	11	25	19	10	3	7
															842	143	795	1063	161	27	152	203	1304	221	1230	1646	949	161	895	1198	252	43	238	318
			Total Leith Scenario 2								**4573**	**4630**	**6218**	**5881**	**1075**	**1088**	**1461**	**1382**	**205**	**208**	**279**	**264**	**1665**	**1686**	**2264**	**2141**	**1212**	**1227**	**1648**	**1558**	**322**	**326**	**438**	**414**
			Leith Scenario 2 - Leith Scenario 1				0	0	0	0	-329	-333	-447	-423	-63	-63	-85	-81	0	0	0	0	158	160	215	203	138	140	188	178				
			% Difference				0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%	75%				

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips		
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 -
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
Granton	19	95	Crewe Road South	4	Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	58	178	139	74	14	42	33	17	3	8	6	3	21	65	51	27	15	47	37	20	4	13	10
Granton	49	233	West Pilton Grove	0.5	Medium low density - (60-100)	40	0.1560	0.5830	0.4850	0.2250	6	23	19	9	1	5	5	2	0	1	1	0	2	8	7	3	2	6	5	2	0	2	1
Granton	57	277	Silverlea	1.5	Medium low density - (60-100)	120	0.1560	0.5830	0.4850	0.2250	19	70	58	27	4	16	14	6	1	3	3	1	7	25	21	10	5	19	15	7	1	5	4
Total Granton Scenario 2											**83**	**272**	**216**	**110**	**19**	**64**	**51**	**26**	**4**	**12**	**10**	**5**	**30**	**99**	**79**	**40**	**22**	**72**	**57**	**29**	**6**	**19**	**15**
Granton Scenario 2 - Granton Scenario 1											0	0	0	0	-6	-19	-16	-8	-1	-4	-3	-2	0	0	0	0	3	9	7	4	3	8	7
% Difference											0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips		
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 -
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
Fountainbridge	15	88	Temple Park Crescent		0.2 Medium High density - (100-175)	28	0.1180	0.7520	0.5430	0.2820	3	21	15	8	0	2	2	1	0	0	0	0	1	6	4	2	2	12	8	4	0	2	1
Fountainbridge	16	89	Watson Crescent Lane		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0
Fountainbridge	17	91	Dundee Street		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	4	3	1	0	1	1	0	3	11	6	3	5	21	12	6	1	3	2
Fountainbridge	18	94	Gillspie Crescent		1.2 Medium High density - (100-175)	166	0.1180	0.7520	0.5430	0.2820	20	125	90	47	2	14	10	5	0	3	2	1	6	36	26	14	11	70	50	26	2	10	7
Fountainbridge	21	100	Dundee Terrace		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	4	3	1	0	1	1	0	3	11	6	3	5	21	12	6	1	3	2
Fountainbridge	22	106	Orchard Brae Avenue		0.3 Medium High density - (100-175)	55	0.1180	0.7520	0.5430	0.2820	6	41	30	16	1	5	3	2	0	1	1	0	2	12	9	5	4	23	17	9	0	3	2
Fountainbridge	23	107	Orchard Brae		0.9 Medium High density - (100-175)	124	0.1180	0.7520	0.5430	0.2820	11	73	53	27	1	8	6	3	0	2	1	1	3	21	15	8	6	41	29	15	1	6	4
EoCC	26	124	Ratcliffe Terrace		0.7 Medium High density - (100-175)	97	0.1180	0.7520	0.5430	0.2820	11	73	53	27	1	8	6	3	0	2	1	1	3	21	15	8	6	41	29	15	1	6	4
EoCC	27	126	St Leonard's Street (car park)		0.3 Medium low density - (60-100)	24	0.1660	0.5530	0.4330	0.2180	4	13	10	5	0	2	1	1	0	0	0	0	1	4	3	2	2	7	6	3	0	1	1
EoCC	28	128	Eyre Terrace		2.5 Medium High density - (100-175)	245	0.1180	0.7520	0.5430	0.2820	29	184	133	69	3	21	15	8	1	4	3	2	8	54	39	20	16	103	74	38	2	14	10
EoCC	29	130	India Place		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0
EoCC	34	144	McDonald Place		1.1 Medium High density - (100-175)	152	0.1180	0.7520	0.5430	0.2820	18	114	83	43	2	13	9	5	0	3	2	1	5	33	24	13	10	64	46	24	1	9	6
EoCC	35	151	Eyre Place		0.5 Medium High density - (100-175)	69	0.1180	0.7520	0.5430	0.2820	8	52	37	19	1	6	4	2	0	1	1	0	2	15	11	6	5	29	21	11	1	4	3
EoCC	51	249	Watertoun Road		0.9 Medium low density - (60-100)	72	0.1660	0.5530	0.4330	0.2180	12	40	31	16	1	5	4	2	0	1	1	0	3	12	9	5	7	22	17	9	1	3	2
Fountainbridge	54	257	Chalmers Street (Eye Pavilion)		0.3 High density - (175-275)	68	0.2130	0.8350	0.4880	0.2260	14	57	33	15	2	7	4	2	0	1	1	0	4	17	10	4	8	32	18	9	1	4	3
EoCC	55	259	Astley Ainslie Hospital		18.8	500	0.1180	0.7520	0.5430	0.2820	59	376	272	141	7	43	31	16	1	9	6	3	17	110	79	41	33	209	151	79	5	29	21
EoCC	61	302	Royal Victoria Hospital		4.5 Medium low density - (60-100)	360	0.0950	0.4820	0.3390	0.1630	34	174	122	59	4	20	14	7	1	4	3	1	10	51	36	17	19	97	68	33	3	13	9
EoCC	73	348	Roseburn Street		1.1 Medium High density - (100-175)	152	0.1530	0.6720	0.5240	0.2600	23	102	80	40	3	12	9	5	1	2	2	1	7	30	23	12	13	57	44	22	2	8	6
EoCC	74	349	Russell Road (Royal Mail)		0.5 Medium High density - (100-175)	69	0.1530	0.6720	0.5240	0.2600	11	46	36	18	1	5	4	2	0	1	1	0	3	14	11	5	6	26	20	10	1	4	3
Fountainbridge	78	356	Dalry Road		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	4	3	1	0	1	1	0	3	11	6	3	5	21	12	6	1	3	2
EoCC	83	371	Cowans Close		0.4 Medium High density - (100-175)	55	0.1530	0.6720	0.5240	0.2600	8	37	29	14	1	4	3	2	0	1	1	0	2	11	8	4	5	21	16	8	1	3	2
CC	90	390	Timberbush		0.2 Medium High density - (100-175)	28	0.1530	0.6720	0.5240	0.2600	4	19	15	7	0	2	2	1	0	0	0	0	1	5	4	2	2	10	8	4	0	1	1
EoCC	96	399	Broughton Market		0.3 Medium High density - (100-175)	41	0.1530	0.6720	0.5240	0.2600	6	28	21	11	1	3	2	1	0	1	0	0	2	8	6	3	3	15	12	6	0	2	2
EoCC	99	404	East London Street		0.3 Medium High density - (100-175)	41	0.2130	0.8350	0.4880	0.2260	9	34	20	9	1	4	2	1	0	1	0	0	3	10	6	3	5	19	11	5	1	3	2
EoCC	104	505	Glenogle Road		0.6 medium high density - (100-175)	83	0.2130	0.8350	0.4880	0.2260	18	69	41	19	2	8	5	2	0	2	1	0	5	20	12	5	10	39	23	10	1	5	3
					Total City Centre Scenario 2						341	1800	1276	644	39	206	146	74	8	42	30	15	100	525	373	188	190	1002	710	359	26	138	98
					CC Scenario 2 - CC Scenario 1						0	0	0	0	-12	-63	-45	-23	-2	-13	-9	-5	0	0	0	0	25	131	93	47	11	59	42
					% Difference						0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%

								Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
								AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
West	5	34	Broomhouse Terrace	4	Medium low density - (60-100)	320		0.1810	0.5570	0.4340	0.2300	58	178	139	74	19	60	47	25	4	12	9	5	15	45	35	18	13	40	31	17	3	8	6	3
West	6	35	Murrayburn Gate	0.6	High density - (175-275)	135		0.1840	0.7980	0.5730	0.2700	25	108	77	36	8	36	26	12	2	7	5	2	6	27	19	9	6	24	18	8	1	5	3	2
West	7	37	Murrayburn Road	4.8	Medium low density - (60-100)	384		0.1810	0.5570	0.4340	0.2300	70	214	167	88	23	72	56	30	5	14	11	6	17	54	42	22	16	48	38	20	3	9	7	4
West	8	38	Dumbryden Drive	0.8	Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	25	98	70	34	8	33	23	11	2	7	5	2	6	25	18	9	6	22	16	8	1	4	3	1
West	9	58	Gorgie Park Close	0.8	Medium High density - (100-175)	110		0.2050	0.7880	0.5520	0.2930	23	87	61	32	8	29	20	11	2	6	4	2	6	22	15	8	5	20	14	7	1	4	3	1
West	10	61	Stevenson Road	2.1	Medium High density - (100-175)	290		0.2050	0.7880	0.5520	0.2930	59	229	160	85	20	77	54	29	4	15	11	6	15	57	40	21	13	52	36	19	3	10	7	4
West	11	62	Gorgie Road (east)	3.4	Medium High density - (100-175)	469		0.2050	0.7880	0.5520	0.2930	96	370	259	137	32	124	87	46	6	25	17	9	24	93	65	35	22	84	59	31	4	16	11	6
West	14	85	Falcon Road West	0.2	Medium High density - (100-175)	28		0.1870	0.8220	0.5930	0.2850	5	23	17	8	2	8	6	3	0	2	1	1	1	6	4	2	1	5	4	2	0	1	1	0
West	20	99	Murieston Lane	0.5	Medium High density - (100-175)	69		0.2050	0.7880	0.5520	0.2930	14	54	38	20	5	18	13	7	1	4	3	1	4	14	10	5	3	12	9	5	1	2	2	1
West	42	191	Craiglockhart Avenue	0.3	Medium low density - (60-100)	24		0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	4	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	0	0	0
West	43	192	Inglis Green Road	1.9	Medium low density - (60-100)	152		0.0950	0.4820	0.3390	0.1630	14	73	52	25	5	25	17	8	1	5	3	2	4	18	13	6	3	17	12	6	1	3	2	1
West	44	193	Lanark Road (A)	0.9	Medium low density - (60-100)	72		0.1560	0.5830	0.4850	0.2250	11	42	35	16	4	14	12	5	1	3	2	1	3	11	9	4	3	10	8	4	0	2	2	1
West	50	238	Calder Estate (H)	0.2	Medium High density - (100-175)	28		0.2010	0.7910	0.5620	0.2730	6	22	16	8	2	7	5	3	0	1	1	1	1	6	4	2	1	5	4	2	0	1	1	0
West	52	253	Westfield Road (A)	0.2	Medium High density - (100-175)	28		0.2130	0.8350	0.4880	0.2260	6	23	14	6	2	8	5	2	0	2	1	0	1	6	3	2	1	5	3	1	0	1	1	0
West	58	280	Clovenstone House	0.7	Medium High density - (100-175)	97		0.2010	0.7910	0.5620	0.2730	19	77	55	26	7	26	18	9	1	5	4	2	5	19	14	7	4	17	12	6	1	3	2	1
West	60	290	Balgreen	1.1	Medium High density - (100-175)	152		0.2130	0.8350	0.4880	0.2260	32	127	74	34	11	43	25	12	2	9	5	2	8	32	19	9	7	29	17	8	1	5	3	1
West	62	320	Old Liston Road	1.3	Medium low density - (60-100)	104		0.1810	0.5570	0.4340	0.2300	19	58	45	24	6	19	15	8	1	4	3	2	5	15	11	6	4	13	10	5	1	3	2	1
West	70	342	St John's Road (A)	0.1	Medium High density - (100-175)	14		0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	4	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	0	0	0
West	71	345	Corstorphine Road (A)	0.2	Medium low density - (60-100)	16		0.0950	0.4820	0.3390	0.1630	2	8	5	3	1	3	2	1	0	1	0	0	0	2	1	1	0	2	1	1	0	0	0	0
West	72	346	Corstorphine Road (B)	0.1	Medium low density - (60-100)	8		0.0950	0.4820	0.3390	0.1630	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
West	79	363	West Gorgie Park	0.8	Medium High density - (100-175)	110		0.2130	0.8350	0.4880	0.2260	23	92	54	25	8	31	18	8	2	6	4	2	6	23	13	6	5	21	12	6	1	4	2	1
West	82	368	Peatville Gardens	0.2		10		0.1810	0.5570	0.4340	0.2300	2	6	4	2	1	2	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0
West	86	379	Lanark Road (D)	1	Medium low density - (60-100)	80		0.1810	0.5570	0.4340	0.2300	14	45	35	18	5	15	12	6	1	3	2	1	4	11	9	5	3	10	8	4	1	2	1	1
West	91	391	St John's Road (B)	0.9	Medium low density - (60-100)	72		0.1810	0.5570	0.4340	0.2300	13	40	31	17	4	13	11	6	1	3	2	1	3	10	8	4	3	9	7	4	1	2	1	1
West	94	396	Gylemuir Road	0.9	Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	25	98	70	34	8	33	23	11	2	7	5	2	6	25	18	9	6	22	16	8	1	4	3	1
West	95	397	Kirk Loan	0.2	Medium low density - (60-100)	16		0.2010	0.7910	0.5620	0.2730	3	13	9	4	1	4	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	1	0	0
West	98	401	Gorgie Road (Caledonian Packaging)	1	Medium high density - (100-175)	138		0.2130	0.8350	0.4880	0.2260	29	115	67	31	10	39	23	10	2	8	5	2	7	29	17	8	7	26	15	7	1	5	3	1
			International Business Gateway Phase 2		Office	22297.00	sqm	1.8510	0.2440	0.1430	1.3440	413	54	32	300	33	4	3	24	16	2	1	12	307	40	24	223	0	0	0	0	72	10	6	52
					Class 5 Industrial	3716.00	sqm	0.173	0.101	0.029	0.144	6	4	1	5	1	0	0	0	0	0	0	0	5	3	1	4	0	0	0	0	1	1	0	1
					Residential units	7000.00	units	-	-	-	-	553	2751	2331	966	212	1053	893	370	0	0	0	0	194	963	816	338	34	169	144	60	93	464	393	163
			Edinburgh Park Southern (Parabola)		Office	35756.00	sqm	1.8510	0.2440	0.1430	1.3440	662	87	51	481	182	24	14	132	41	5	3	29	278	37	21	202	38	5	3	28	104	14	8	76
			RHASS Showground		New/extended showground	13370.00	sqm	0.3560	0.1110	0.3110	1.4440	48	15	42	193	16	5	14	67	3	1	3	13	15	5	13	60	3	1	2	11	8	3	7	34
					Extension to existing on-site hotel	124.00	rooms	0.1810	0.3630	0.3570	0.1970	22	45	44	24	8	16	15	8	2	3	3	2	7	14	14	8	1	3	3	1	4	8	8	4
					Office	29000.00	sqm	1.9180	0.1120	0.1040	1.6700	556	32	30	484	192	11	10	167	38	2	2	33	172	10	9	150	32	2	2	28	97	6	5	85
					Food centre of excellence (retail)	2475.00	sqm	0.3450	0.0000	1.7240	1.3790	9	0	43	34	3	0	15	12	1	0	3	2	3	0	13	11	0	0	2	2	1	0	7	6
			Elements Edinburgh (Crosswinds)		Office	45000.00	sqm	1.9590	0.1890	0.1360	1.7510	882	85	61	788	79	8	5	71	0	0	0	0	646	62	45	578	54	5	4	49	149	14	10	133
					Class 5 Industrial	13500.00	sqm	0.173	0.101	0.029	0.144	23	14	4	19	2	1	0	2	0	0	0	0	17	10	3	14	1	1	0	1	4	2	1	3
					Residential	2500.00	units	0.0790	0.3930	0.3330	0.1380	198	983	833	345	76	376	319	132	0	0	0	0	69	344	291	121	12	61	51	21	33	166	140	58
Strategic Sites			Saico (Land at Turnhouse Road)		Assumed Medium High density - (100-175)	1000	units	0.2130	0.8350	0.4880	0.2260	213	835	488	226	72	281	164	76	14	56	33	15	54	210	123	57	48	189	111	51	9	36	21	10
Strategic Sites			Garden District		Assumed Medium High density - (100-175)	1350	units	0.2130	0.8350	0.4880	0.2260	288	1127	659	305	97	379	222	103	19	76	44	20	72	283	165	77	65	255	149	69	12	49	28	13
					Total West Edinburgh Scenario 2							**4472**	**8257**	**6189**	**4969**	**1174**	**2908**	**2203**	**1432**	**175**	**295**	**198**	**182**	**1989**	**2539**	**1933**	**2041**	**426**	**1195**	**826**	**501**	**616**	**868**	**704**	**673**
					WE Scenario 2 - WE Scenario 1							0	0	0	0	-359	-889	-674	-438	-53	-90	-61	-56	0	0	0	0	56	156	108	65	264	372	302	288
					% difference							0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%	75%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
SE	12	75	Duddingston Park South	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0
SE	13	78	Peffer Bank	1		120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	6	19	15	8	2	5	4	2	7	21	16	9	5	14	11	6	1	3	2	1
SE	39	187	Gilmerton Dykes Street	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0
SE	40	188	Rae's Crescent	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	5	4	2	0	1	1	1	2	6	4	2	1	4	3	2	0	1	1	0
SE	41	190	Alnwickhill Road	1.2	Medium low density - (60-100)	96	0.1810	0.5570	0.4340	0.2300	17	53	42	22	5	15	12	6	1	4	3	2	5	17	13	7	4	11	9	5	1	2	2	1
SE	56	266	Niddrie Mains Road (A)	1.3	Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	5	17	13	7	2	5	4	2	6	18	14	8	4	12	10	5	1	2	2	1
SE	59	289	Liberton Hospital	4.5	Medium low density - (60-100)	120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	6	19	15	8	2	5	4	2	7	21	16	9	5	14	11	6	1	3	2	1
SE	76	352	Niddrie Mains Road (B)	1.1		136	0.1810	0.5570	0.4340	0.2300	25	76	59	31	7	22	17	9	2	6	5	2	8	24	19	10	5	16	12	7	1	3	2	1
SE	77	353	Peffermill Road	0.2	Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	2	8	5	3	0	2	2	1	0	1	0	0	0	2	2	1	0	2	1	1	0	0	0	0
SE	80	364	Old Dalkeith Road	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0
SE	84	374	Moredun Park Loan	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	5	4	2	0	1	1	1	2	6	4	2	1	4	3	2	0	1	1	0
SE	85	375	Moredun Park View	0.3	Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0
SE	103	503	Morrisons at Gilmerton Road	0.4	Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	5	4	2	0	1	1	1	2	6	4	2	1	4	3	2	0	1	1	0
SE	106	513	Land at The Wisp	3.8	Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	16	49	38	20	4	14	11	6	17	53	42	22	12	36	28	15	2	6	5	3
SE	107	515	Gilmerton Gateway	3.8	Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	16	49	38	20	4	14	11	6	17	53	42	22	12	36	28	15	2	6	5	3
					Assumed Medium low density - (60-100)	2500 units	0.1810	0.5570	0.4340	0.2300	453	1393	1085	575	130	400	311	165	36	111	87	46	143	440	343	182	95	294	229	121	17	53	41	22
	Strategic Sites		BioQuarter		Commercial / Life Sciences	240000 sqm	0.5930	0.1130	0.0600	0.3870	1423	271	144	929	408	78	41	267	114	22	11	74	450	86	45	293	300	57	30	196	54	10	5	35
	Strategic Sites		Land South East of Gilmerton		Assumed Medium low density - (60-100)	5000 units	0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	260	799	623	330	72	222	173	92	286	880	685	363	191	587	458	243	34	106	83	44
					Total South East Edinburgh Scenario 2						**3031**	**5223**	**4002**	**2973**	**870**	**1499**	**1148**	**853**	**242**	**417**	**319**	**237**	**957**	**1650**	**1264**	**939**	**639**	**1102**	**844**	**627**	**115**	**199**	**152**	**113**
					SE Scenario 2 - SE Scenario 1						0	0	0	0	-266	-458	-351	-261	-74	-127	-98	-73	0	0	0	0	83	144	110	82	49	85	65	49
					% difference						0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%	75%

								Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
								AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	Market	Affordable	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
East	75	350	Willowbrae Road	0.3	Medium low density - (60-100)	24	16	8	0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	3	2	1	0	1	1	0	1	4	3	1	0	2	2	1	0	0	0	0
SW	81	367	Redford Barracks	31.1		800	520	280	0.1810	0.5570	0.4340	0.2300	145	446	347	184	49	150	117	62	10	30	23	12	36	112	87	46	33	101	79	42	6	19	15	8
East	97	400	Sir Harry Lauder Road	1.3	Medium low density - (60-100)	104	68	36	0.1810	0.5570	0.4340	0.2300	19	58	45	24	5	17	13	7	2	5	4	2	6	18	14	8	4	12	10	5	1	2	2	1
East	102	502	Craigentinny Depot	5	Medium low density - (60-100)	400	260	140	0.1810	0.5570	0.4340	0.2300	72	223	174	92	21	64	50	26	6	18	14	7	23	70	55	29	15	47	37	19	3	8	7	4
NW	105	509	Land at Ferrymuir	1.1	Medium low density - (60-100)	88	57	31	0.1810	0.5570	0.4340	0.2300	16	49	38	20	5	16	13	7	1	3	3	1	4	12	10	5	4	11	9	5	1	2	2	1
	Strategic Site		Land East of Riccarton			5000			0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	305	937	730	387	61	187	146	77	227	700	545	289	205	631	491	260	39	120	94	50
Total Other Scenario 2												**1159**	**3572**	**2782**	**1474**	**386**	**1188**	**925**	**490**	**79**	**244**	**190**	**101**	**297**	**916**	**714**	**378**	**261**	**804**	**627**	**332**	**50**	**153**	**119**	**63**
Other Scenario 2 - Other Scenario 1												0	0	0	0	-118	-363	-283	-150	-24	-74	-58	-31	0	0	0	0	34	105	82	43	21	65	51	27
% difference												0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%	75%

Appendix C. Mode Share Estimation Methodology

City Plan Transport Appraisal

Appendix C: Mitigation measures - mode share estimation methodology

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6 August 2021

City of Edinburgh Council

City Plan Transport Appraisal

Project No:	BESP0023
Document Title:	Appendix C: Mitigation measures - mode share estimation methodology
Document No.:	1
Revision:	3
Date:	6 August 2021
Client Name:	City of Edinburgh Council
Project Manager:	Tim Steiner
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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	15/1/21	Draft for Transport Scotland consideration	TJS	GD	GD	KG
2	17/2/21	Final with updated CMP content	TJS	GD	GD	KG
3	6/8/21	Final	TJS	GD	GD	KG

Contents

1. Introduction

As part of the work to complete a Transport Appraisal of Edinburgh's proposed City Plan 2030, the impact on transport mode share of various mitigation measures is to be estimated. This note sets out the approach used to estimate the impact on mode share of the mitigation measures.

2. Required outputs

This methodology intends to predict the effects on mode share of the potential introduction of walking and cycling infrastructure and/or public transport infrastructure/services in the vicinity of proposed new developments. This infrastructure would be provided with the intention of mitigating transport problems that might otherwise occur as a result of the developments (e.g. of traffic congestion, pollution) and to support sustainable, healthy transport objectives.

Note that this methodology is applicable to the brownfield sites being considered in City Plan 2030, as these are sites largely within the extant urban area. It is not applicable to the larger edge-of-town greenfield sites that are under consideration. Work to understand the accessibility of the greenfield sites by sustainable modes has identified significant issues with each of them based only on the current transport network, hence that significant investment in active and sustainable travel measures is required before any can progress. Trip rate forecasts for these greenfield sites therefore largely assume that effective sustainable travel measures are in place.

The active travel and public transport mode share predictions will be used to amend the development trip rate forecasts (as described in Appendix B) in the event that these mitigation measures were implemented.

The impact of mitigation measures in terms of scale of change from the without-mitigation ('base case') trip generation forecasts will depend on a variety of factors, especially the availability of extant active travel routes and facilities, and public transport services and infrastructure: the mode share impacts of new facilities may be minimal if effective existing facilities are in place.

3. Evidence and assumptions

Active travel

Increases in active travel rates as a result of mitigation measures will depend on a wide variety of local circumstances, and the final design of those measures, which are not being considered in detail as part of this city-wide transport appraisal. We rely instead on evidence of the potential growth in active travel rates from similar measures elsewhere.

The most comprehensive network of newly-introduced active travel facilities in the UK is London's Cycle Superhighways. Installed in locations where high levels of traffic had often made cycling an intimidating choice, they represent arguably the maximum level of change that could be expected on any particular corridor. Evaluation of them showed increases in cycle usage of up to around 70%[1]. We anticipate that this scale of change may be achievable long-term in Edinburgh, but that the likely effects of a new link to a single development/development cluster would be less. Similar schemes in Leeds and Manchester have delivered increases in the 30-80% range[2], and we therefore take a prudent approach that the maximum effect on trip rates that could be achieved by investment in active travel infrastructure linking to a development is a 30% increase.

[1] Transport for London, Update on the implementation of the Quietways and Cycle Superhighways programmes, 2016, http://content.tfl.gov.uk/pic-161130-07-cycle-quietways.pdf

[2] https://www.transport.gov.scot/media/49052/stpr2-phase-1-ast-project-1-active-freeways-3-feb-2021.pdf

Evidence from recent years has shown that, across Edinburgh as a whole, rates of cycling remain much lower than of walking, but are growing faster. There is therefore seen to be a greater propensity to positively influence cycling mode choice (albeit from a lower base) than that of walking. As a result, we assume that the maximum impact achievable on walking mode share is 15% (half the estimated maximum for cycling).

From this data, we suggest it is reasonable to assume that:

- The maximum increase in cycling trips that could be achieved by mitigation measures (i.e. for a development for which base case trip rate assumptions assume that no mitigation measures are put in place, and which is in a location at which high-quality facilities could be provided in an area where there would otherwise be no such provision) is 30% greater than would otherwise be forecast;
- The maximum increase in walking trips is much lower: assumed to be at most half the maximum growth in cycling trips;
- Where there is already some provision, or high-quality facilities are already assumed as part of the Transport Assessment, the potential for growth in active trips will be lower;
- Increased demand for active modes is assumed to come equally from reductions in demand for public transport and private car trips.

As a result, we predict that developments will fall into one of six broad situations, which will generate proportional increases in active travel mode shares of:

Situation	Active mode mitigation measure	Base case trip rate assumes active travel improvement	Increase in cycle mode share over base case forecast	Increase in walk mode share over base case forecast
1	High-quality active mode infrastructure introduced in an area where there is otherwise little provision	No	30%	15%
2	High-quality active mode infrastructure introduced in an area where there is otherwise some reasonable provision	No	15%	7.5%
3	High-quality active mode infrastructure introduced in an area where there is otherwise little provision	Yes	15%	7.5%
4	High-quality active mode infrastructure introduced in an area where there is otherwise some reasonable provision	Yes	7.5%	4%
5	Reasonable quality active mode infrastructure introduced in an area where there is otherwise little provision	No	17.5%	7.5%
6	High-quality active mode infrastructure already serves the site	No	0%	0%

Public transport

A similar approach is adopted to estimate the effects of potential increases in public transport demand as a result of mitigation measures.

Edinburgh already has an enviable local public transport network and the highest rates of public transport use in Scotland. That the city's public transport network is reasonably comprehensive means that the potential for mitigation measures for most brownfield sites to substantially influence public transport use is limited.

As a result, we see the maximum potential effect of mitigation measures at these sites on public transport demand to be lower than that for walking, so have assumed a maximum 10% increase in public transport mode share, with commensurately lesser impacts in some locations.

Situation	Public transport mitigation measure	Base case trip rate assumes public transport improvement	Increase in public transport mode share over base case forecast
1	High-quality public transport infrastructure and services introduced in an area where there is otherwise little provision	No	10%
2	High-quality public transport infrastructure and services introduced in an area where there is otherwise some reasonable provision	No	5%
3	High-quality public transport infrastructure and services introduced in an area where there is otherwise little provision	Yes	5%
4	High-quality public transport infrastructure and services introduced in an area where there is otherwise some reasonable provision	Yes	2.5%
5	Reasonable quality public transport infrastructure and services introduced in an area where there is otherwise little provision	No	5%
6	High-quality public transport infrastructure and services already serve the site	No	0%

4. Allocation of City Plan 2030 proposed sites to above situations

The Transport Appraisal work is considering mitigation measures for potential City Plan 2030 sites (or clusters of sites). These sites are described in our main report.

The table below shows which of the situations listed above are applicable to each site/cluster:

Site/cluster	Active travel situation	Public transport situation
Seafield	2	2
Leith Docks	2	4
Bioquarter	1	2
Astley Ainslie Hospital	4	1
Redford Barracks	1	2
Royal Victoria Hospital/Crewe Road South	4	2
Broomhouse	0	2
Leith/Bonnington cluster	2	2
East Edinburgh cluster	2	2
West Edinburgh cluster	1	3
South West Edinburgh cluster	2	2
South Edinburgh cluster	1	2

5. Effects of travel demand scenarios

The City Plan 2030 Transport Appraisal report sets out three plausible future scenarios for travel demand:

	Scenario 1: Pre-Covid Trends/No Covid	Scenario 2 Plausible post-Covid without policy	Scenario 3 Plausible post-Covid with policy
Brief scenario description	Covid restrictions are swiftly lifted and all travel demand reverts to pre-Covid levels and trends, and with no substantial change in transport or other related policies from those in place pre-Covid	This scenario sets out a plausible future for travel up to 2030, reflecting the potential transport demand impacts of societal changes post-Covid. It assumes no significant changes to the transport or related policy environment from those in place pre-Covid	Assumes the post-Covid societal changes of scenario 2 but adds proactive "with policy" sustainable transport and transport/land-use integration measures from City Mobility Plan plus the relevant policy drivers in City Plan itself and complementary policies[3]. These have the effect of both helping revitalise travel demand from what would otherwise happen post-Covid, and also significantly promote active and sustainable travel choices
Assumptions	All committed transport interventions are implemented No significant new policy enablers	All committed transport interventions are implemented No significant new policy enablers Some reduction in overall travel linked to the implications of Covid on the economy and particularly retail and hospitality in the city centre, but otherwise a relatively strong recovery towards previous travel patterns following introduction of effective vaccines. Outcome is only a gradual return towards previous levels of public transport use, although a modest increase in levels of active travel	All committed transport interventions are implemented Proactive and integrated transport and land-use policies have been implemented at city, regional and national levels. Significant city, regional and national transport interventions have been successful in promoting active and sustainable transport measures. This includes a robust sustainable development approach promoted strongly through City Plan (e.g. density of development, 20-minute neighbourhoods)
Overall travel demand (total journeys per person)	Parameters as per current model (based on pre-Covid data) and with TA assumptions for new sites (most of which were developed pre-Covid)	Peak time: 95% of scenario 1 volume[4] Interpeak: 100% of scenario 1 volume	Peak: 100% of scenario 1 volume[5] Interpeak: 100% of scenario 1 volume
Active travel demand		150% of scenario 1 volume for cycling[6] 105% of scenario 1 volume for walking[7]	175% of scenario 1 volume for cycling[8] 115% of scenario 1 volume for walking
Bus demand		75% of scenario 1 volume[9]	100% of scenario 1 volume[10]
Tram demand		75% of scenario 1 volume	100% of scenario 1 volume
Rail demand		75% of scenario 1 volume	100% of scenario 1 volume
Private car demand		*93% of scenario 1 volume*[11]	*77% of scenario 1 volume*

[3] Including City Centre Transformation, Low Emission Zone, SSTS, second Strategic Transport Projects Review and SEStran' Regional Transport Strategy.
[4] Reflecting that Covid could lead to a long-term reduction in peak travel, especially for employment
[5] Reflecting that strong economic recovery policies could bring total travel demand back to around pre-Covid levels
[6] Noting that increases in cycling rates were on a significant upward trajectory in recent years, and will be further increased by Covid
[7] Noting that increases in walking rates will not be sustained at the levels seen during 2020 lockdown, but would remain above pre-Covid levels
[8] Reflecting that policies can significantly affect active travel levels, and that potential to increase cycling is probably greater than to increase walking, given the already relatively high modal share for walking in Edinburgh
[9] Public transport demand fell to approx. 40% of pre-Covid levels during 2020 lockdown; this scenario assumes that demand without policy changes would recover most of that from that to pre-Covid levels, but would remain at approximately three-quarters of pre-Covid levels
[10] Reflecting that policies will be able to help attract significantly more people to/back to public transport than scenario 2
[11] Private car mode shares for scenarios 2 and 3 are calculated from the assumptions given above and pre-Covid transport mode shares in Edinburgh taken from Scottish Household Survey travel diary results

The predictions made earlier in this note for the mode share effects of mitigation measures are based on scenario 1, for which the most robust evidence base is available.

The same proportional change in the usage of each mode is forecast in scenario 2 (as a 'without-policy' scenario, the mitigation measures would have a similar effect on demand for each of each mode, albeit from a different baseline.

In scenario 3, the mitigation measures implemented by individual development sites/clusters are anticipated to have relatively little influence on travel behaviours, as the 'with-policy' measures will have resulted in the wide-scale roll out of measures to encourage active and sustainable transport.

Appendix D. Accessibility Analysis Approach

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Memorandum

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Subject	Public Transport and Active Travel Accessibility Modelling	Project Name	City Plan 2030 Transport Appraisal
From	Owen O'Reilly		
Date	January 2021		

Introduction

This Technical Note sets out the methodology for modelling and scoring public transport and active travel accessibility associated with Reference Case and City Plan 2030 development allocations as part of the City Plan 2030 Transport Appraisal. The Technical Note outlines:

1. Analysis Approach and Baseline Data;
2. Modelling Accessibility of Non-Residential Developments;
3. Modelling Accessibility of Residential Developments;
4. Accessibility Scoring;
5. Modelling Outputs; and
6. Further Analysis.

Definitions

- Reference Case – The land-use and transport changes that are anticipated to occur without City Plan 2030 (and to which the new transport demand arising from City Plan 2030 will be added).
- City Plan 2030 Allocations – Developments identified under City Plan 2030 additional to reference case sites.

1. Analysis Approach and Baseline Data

Modelling has been undertaken using GIS analysis tools to assess active travel and public transport accessibility for Reference Case and City Plan 2030 development sites, as identified within City of Edinburgh Council (CEC) datasets for the following development categories:

- Housing Land Audit (HLA) City Plan Sites, for those developments covered by the extant LDP;
- Strategic Sites;
- Brownfield Sites;
- Greenfield Sites; and
- Non-Residential Developments.

The analysis considers accessible locations within specific journey times to/from development site centroids (centre points). Journey time bands considered are 10 minute intervals up to 30 minutes (0 to 10, 0 to 20 and 0 to 30 minutes) for walking, cycling and public transport. These bands have been

determined through a site-by-site isochrone (accessible area) analysis undertaken using the TRACC[1] accessibility mapping GIS application.

The TRACC isochrone analysis is based on the existing road and paths network informed by the following datasets:

- Ordnance Survey Open Roads[2];
- SUSTRANS cycle network[3]; and
- CEC Core Paths (Provided by CEC).

TRACC journey time isochrones for public transport accessibility are informed by stop locations extracted from the Department for Transport (DfT) National Public Transport Access Node (NaPTAN) database[4], and service frequencies extracted from the Traveline National Dataset[5] (TNDS) and Train Operating Companies (TOC) data[6].

2. Modelling Accessibility for Non-Residential Developments

The methodology for assessing accessibility for non-residential developments has been developed to capture accessible commuting areas and differs from the assessment of residential developments. The analysis identifies the number of Census 2011 Output Area Population Weighted Centroids (origins) that can access each development (destinations) within each 10 minute journey time band, e.g. 0 to 10 minutes, 0 to 20 minutes and 0 to 30 minutes journey time bands.

For the purposes of this analysis, the journey time isochrone bands represent non-residential development catchment areas. Output Area Population Weighted Centroids identified within each isochrone band allows for broad estimates of the number of people who could access each non-residential development site from home within the specified journey times.

3. Modelling Accessibility for Residential Developments

In modelling accessibility for residential developments, TRACC journey time analysis identifies the number of attractor locations (destinations) accessible from each development (origins) within each 10 minute journey time band.

Attractor locations are groups of journey purpose destinations aligned to applicable categories identified in Transport Scotland's Transport and Travel in Scotland Table TD3 (% of journeys made by purpose of travel). These attractor locations have been compiled from:

- Ordnance Survey (OS) - OS Open Map Local[7] Functional Sites;

[1] https://www.basemap.co.uk/tracc/

[2] https://osdatahub.os.uk/downloads/open/OpenRoads

[3] https://data-sustrans-uk.opendata.arcgis.com/

[4] http://naptan.dft.gov.uk/naptan/

[5] https://www.travelinedata.org.uk/traveline-open-data/traveline-national-dataset/

[6] https://www.raildeliverygroup.com/our-services/rail-data/timetable-data.html

[7] https://osdatahub.os.uk/downloads/open/OpenMapLocal

- Census Zones - Census 2011 Workplace Zones Population Weighted Centroids[8];
- CEC Site Data – Points of Interest Data, e.g. Shops, Restaurants etc (Provided by CEC); and
- OpenStreetMap (OSM) data[9] – OSM Points of Interest data.

As several Travel in Scotland TD3 categories are not applicable in the context of this analysis or are unable to be mapped sufficiently due to data limitations, associated journey purpose percentages have been re-weighted. The categories considered in the accessibility analysis and the re-weightings applied are detailed as follows.

Table 1: Re-Weighting of Journey Purpose Themes

TD3 Category	TD3 Weighting (%)	Analysis Category	Re-Weighted (%)
Commuting and Business	27.0	Workplaces	36.8
Shopping	23.0	Food Shopping[10]	31.3
Visiting Friends or Relatives	10.1	Excluded	-
Go Home	7.0	Excluded	-
Sport / Entertainment	6.3	Sport and Leisure	8.6
Education	6.0	Education[11]	8.2
Other personal business	5.3	Public Service, Banks and Religious	7.2
Go for a walk	5.2	Excluded	-
Eating / Drinking	3.3	Pubs, Bars and Dining	4.5
Visit Hospital or Other Health	2.5	Health[12]	3.4
Escort	2.2	Excluded	-
Holiday / Daytrip	1.2	Excluded	-
Other Journey	1.1	Excluded	-

[8] https://www.nrscotland.gov.uk/statistics-and-data/geography/our-products/census-datasets/2011-census/2011-boundaries

[9] https://www.geofabrik.de/data/download.html

[10] Sub-divided into 'Small Food Shops and Newsagents' and 'Large Food Shops, Shopping Centres and Retail Parks'

[11] Sub-divided into 'Primary & Secondary', 'Post-secondary education' and 'Other (Kindergarten, Special Needs)'

[12] Sub-divided into 'GPs and Hospitals' and 'Pharmacy, Optician and Dentist'

3.1 Applied Caps

In the context of this assessment it is considered that a small number of accessible locations is sufficient to achieve a maximum accessibility score for each theme. To account for this a cap on the maximum number of accessible locations has been applied. This represents the minimum accessible number of attractors under each category required for a development to receive the maximum scoring for that category. The assumed cap values are detailed as follows.

Table 2: Applied Cap Value

Analysis Category	Cap Value (Number of Sites)
Pubs, Bars and Dining	5
Sport and Leisure	10
Health	3
Primary & Secondary	2
Post-secondary education	2
Other (Kindergarten, Special Needs)	2
Public Service, Banks and Religious	10
Small Food Shops and Newsagents	3
Large Food Shops, Shopping Centres and Retail Parks	1
Workplaces	10

4. Accessibility Scoring

Outputs from the journey time analysis have been processed to determine accessibility scores for each development on a relative basis, with separate scores generated for each journey time band.

4.1 Residential Developments

The scoring method for residential developments is detailed as follows.

- The number of accessible sites under each journey purpose category (workplaces, health, etc) within each journey time band is compared against the assigned cap value for that category. In instances where the number of accessible sites is lower than the cap value the number accessible sites is divided by the cap. This provides a proportion of accessible location for any one development site relative to the minimum number of accessible locations required for maximum score as defined by the cap value. In cases where the number of accessible locations is equal to or greater than the specified cap a value of 1 is assigned to the proportion;

- The proportion of accessible locations for each development under each journey purpose theme and time band is multiplied by the re-weighted journey purpose theme value to provide a scoring; and
- For each development site the scores under each theme for a particular time band are summed to provide the Overall Accessibility Score. The lowest possible Overall Accessibility Score is 0 if a development does not have access to any sites within a particular time band, and the maximum available score is 100. The following table provides a worked example.

Table 3: Example of Accessibility Scoring Method

Journey Purpose Theme	Pubs, Bars and Dining	Sport and Leisure	Pharmacy, Optician and Dentist	GPs and Hospitals	Primary & Secondary	Post-secondary education	Other Education	Public Service, Banks and Religious	Small Food Shops and Newsagents	Large Food Shops, Shopping Centres and Retail Parks	Workplaces
Re-Weighting	4.5%	8.6%	3.4%	3.4%	8.2%	8.2%	8.2%	7.2%	31.3%	31.3%	36.6%
No. of Accessible Locations	29	3	4	1	1	1	1	7	17	1	10
Cap Values	5	10	3	3	2	2	2	10	3	1	50
Proportion (accessible locations / cap value)	1	0.3	1	0.3	0.5	0.5	0.5	0.7	1	1	0.2
Theme Accessibility Value	4.5	2.6	3.4	1.1	4.1	4.1	4.1	5	31.3	31.3	7.4
Weighted Theme Accessibility Value	4.5	2.6	1.7	0.6	1.4	1.4	1.4	5	31.3		7.4
Overall Accessibility Score	57										

The overall site accessibility scores have been aligned to the following Score Bands.

Table 4: Accessibility Scoring Bands

Score Bands	0 - 19	20 - 39	40 - 59	60 - 79	80 - 100
Accessibility Score	1	2	3	4	5

To account for different trip purposes under the themes of 'Health', 'Education' and 'Food Shopping', the following sub-themes have been identified and factored into the assessment:

- Health - 'GPs and Hospitals' and 'Pharmacy, Optician and Dentist';

- Education - ‘Primary & Secondary’, ‘Post-secondary education’ and ‘Other (Kindergarten, Special Needs)’; and
- Food Shopping - ‘Small Food Shops and Newsagents’ and ‘Large Food Shops, Shopping Centres and Retail Parks’.

The theme weighting for ‘Health’ and ‘Education’ categories is split equally between the sub-categories in calculating the associated accessibility scores. Therefore, maximum score for the ‘Health’ and ‘Education’ categories is only available for developments that meet or exceed the associated caps of all sub-categories.

For food shopping maximum score is available if either of the sub-category caps is met or exceeded.

4.2 Non-Residential Developments

A similar method has been applied to determine relative accessibility scores for Non-Residential Developments, but these are based on the number of Census 2011 Output Area[13] Population Weighted Centroids[14] [15] that can access each Non-Residential Development site within a specific journey time band. The scoring steps are described as follows.

- Each Population Weighted Centroid represents the centre of a local area relative to population density of that area and has an associated population value. The populations for all settlements that can access a specific development site are summed to identify the total catchment area population; and
- The total catchment area population for each development site is divided by the maximum population accessible for any one site of all development sites assessed to provide an Accessibility Value. This Accessibility Value is aligned to the bands detailed in Table 4 to determine the Accessibility Score for each Non-Residential Development. A worked example of this scoring is provided in Table 5 below.

[13] Output Areas are the smallest geographical area for which census results are published. They are created from groups of postcodes and are based on population (minimum of 50) and household (Minimum of 20) numbers.

[14] The population weighted centroid is the point in the area where population density is the same all around the point, or put more simply, the population ‘centre of gravity’ of the area.

[15] https://www.nrscotland.gov.uk/statistics-and-data/geography/our-products/census-datasets/2011-census/2011-census-supporting-information

Table 5: Non-Residential Developments Accessibility Scoring Calculations Example

Development Site	A	B	C	D	E
Number of Output Area Centroids	2	6	4	10	8
Total Catchment Area Population	102	300	220	540	408
Max Accessible Population	540	540	540	540	540
Accessibility Value	19	56	41	100	76
Accessibility Score	1	3	3	5	4

5. Modelling Outputs

The methodology applied in the scoring of both residential and non-residential developments provides the relative accessibility of any one development to all others considered in the assessment. This allows for the ranking of sites in the context of the factors considered in the assessment and identification of locations, areas, or site clusters where accessibility may require enhancement.

For residential developments, the identification of scores under each journey purpose theme provides for further analysis to be directed, e.g. where a site performs well under the theme of Health, but poorly under the theme of Education, further analysis can be focussed on identification of improvements which would enhance accessibility to Education.

The primary outputs from the analysis include accessibility maps and scoring summary sheets for 0 to 10, 0 to 20 and 0 to 30 Minutes Journey Time Bands as follows (Outputs for Residential Developments are split by HLACP2020, Brownfield, Greenfield and Strategic).

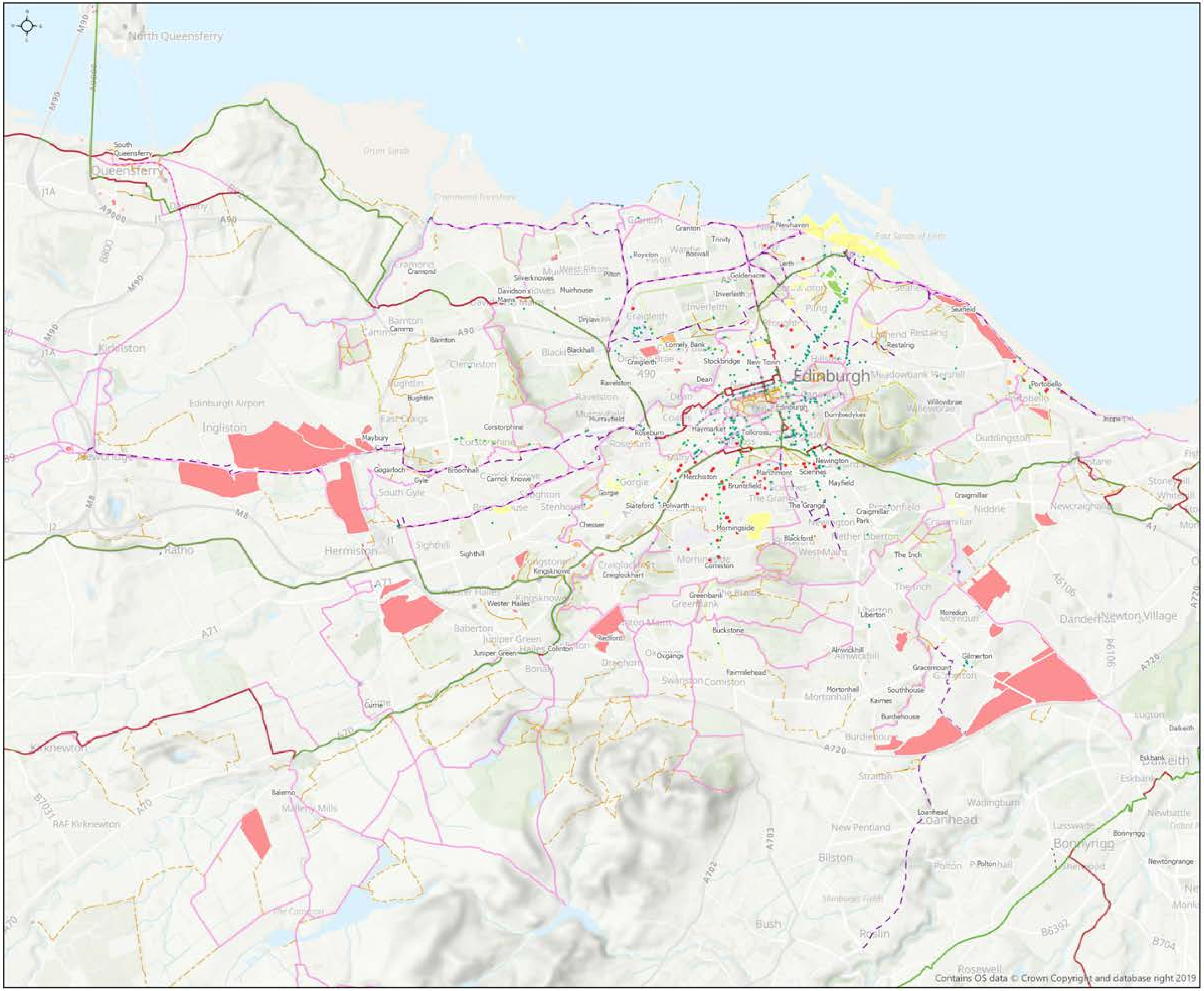
- Reference Case Residential Developments – Accessibility to Attractions Locations;
- City Plan 2030 Residential Developments – Accessibility to Attractions Locations;
- Reference Case Non-Residential Developments – Accessibility to Attractions Locations; and
- City Plan 2030 Non-Residential Developments – Accessibility to Attractions Locations.

5.1 Assessment Caveats

The following caveats should be noted in considering the outputs from the assessment:

- At the time of writing no relevant research was identified to confirm or reject the assumed caps; and
- The time required to travel between a development to any attractor is measured from the centroid point of the development site. In reality different parts of the developments would have different journey times to an attractor. The use of centroids as a measuring points is considered to provide good balance between accuracy and complexity of the analysis.

Appendix E. Accessibility Assessment Summary Outputs



CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

Key

Accessibility Score - Walking - 0 to 10 Minutes
- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data
- Adopted Core Paths
- Local Paths
- Cycle Quiet Routes
- Cycle Hire
- Bike Hangars
- Cycle Parking

National Cycle Network (NCN)
- Traffic Free
- On Road

NCN Links
- Traffic Free
- On Road
- Ferry
- SUSTRANS Space to Move Link

0 0.75 1.5 3 Km

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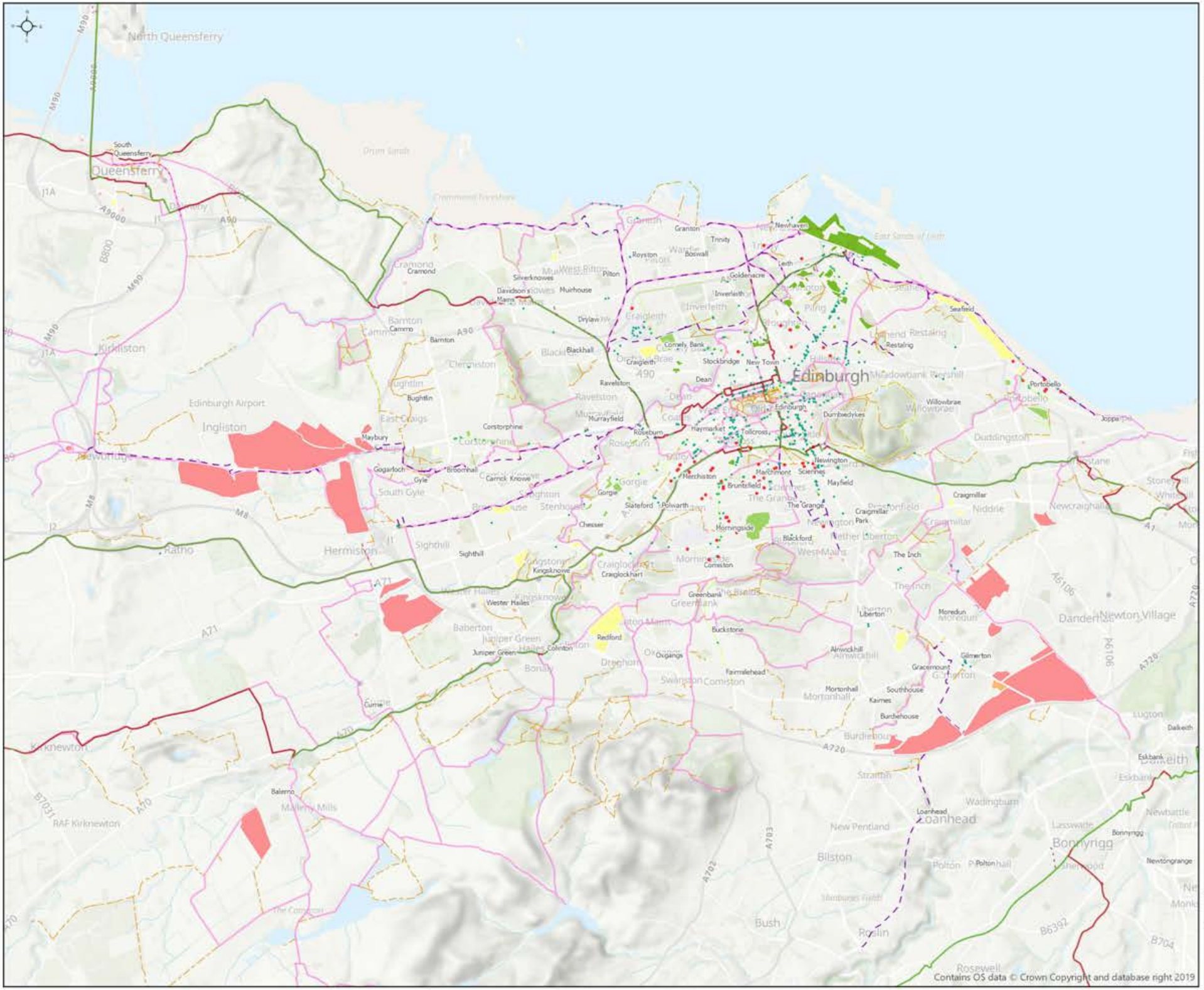

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CP2030
Accessibility Analysis Scoring: Residential Developments - Attractions Locations

Key

Accessibility Score - Walking - 0 to 20 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

- Adopted Core Paths
- Local Paths
- Cycle Quiet Routes
- Cycle Hire
- Bike Hangars
- Cycle Parking

National Cycle Network (NCN)

- Traffic Free
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NCN Links

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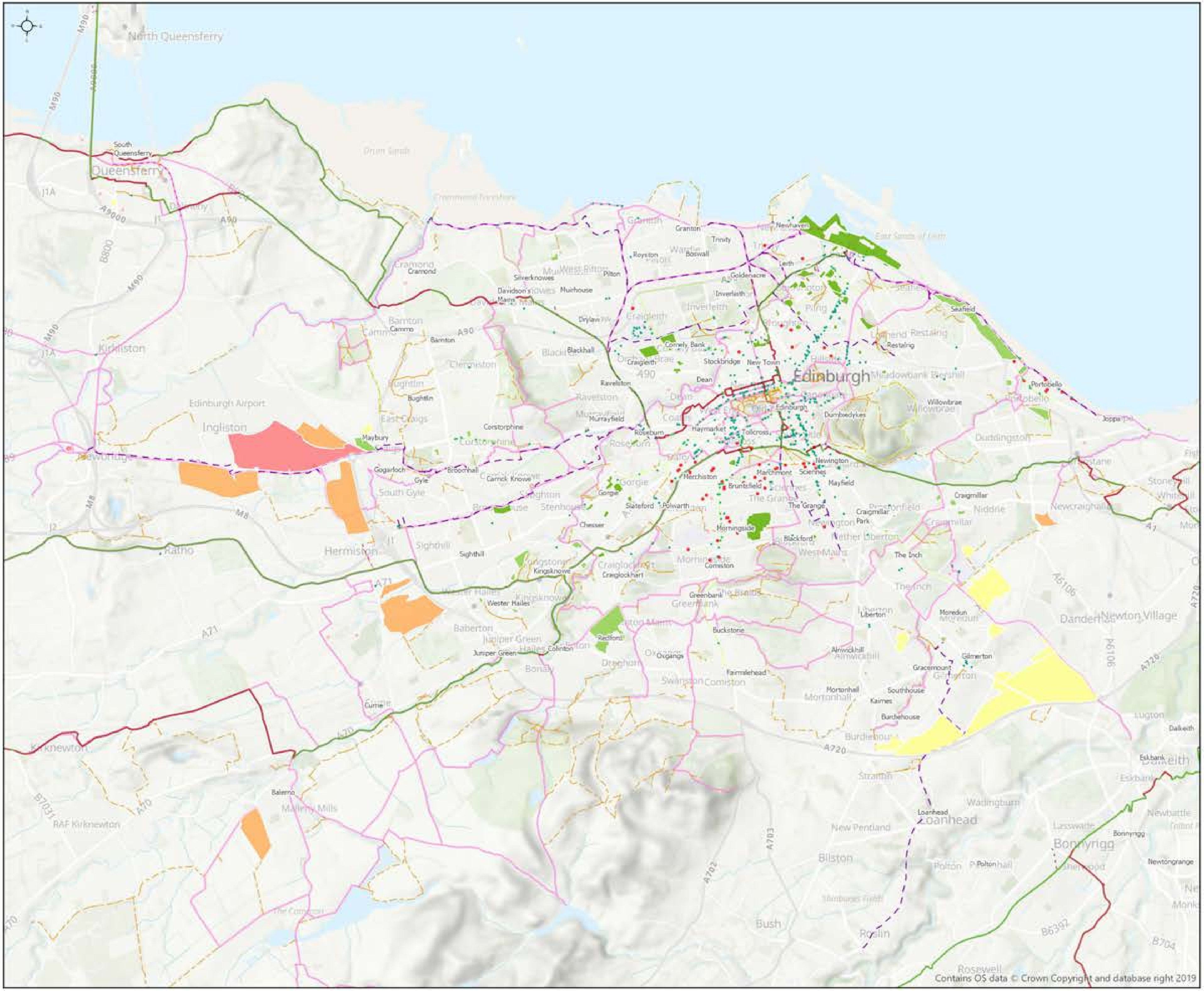

CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

Key

Accessibility Score - Walking - 0 to 30 Minutes
- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data
- Adopted Core Paths
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NCN Links
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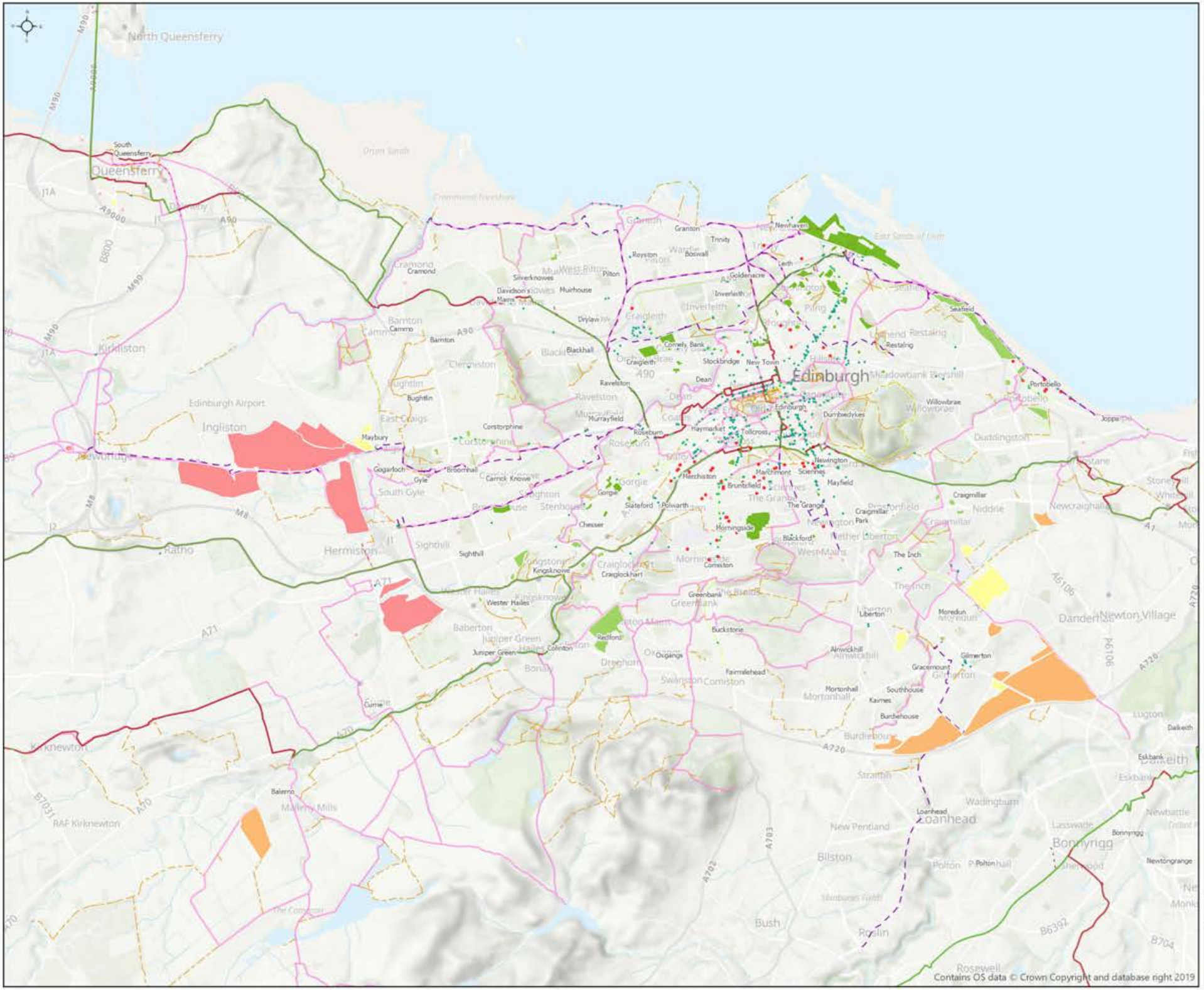

CP2030
Accessibility Analysis Scoring: Residential Developments - Attractions Locations

Key

Accessibility Score - Cycling - 0 to 10 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

- Adopted Core Paths
- Local Paths
- Cycle Quiet Routes
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National Cycle Network (NCN)

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NCN Links

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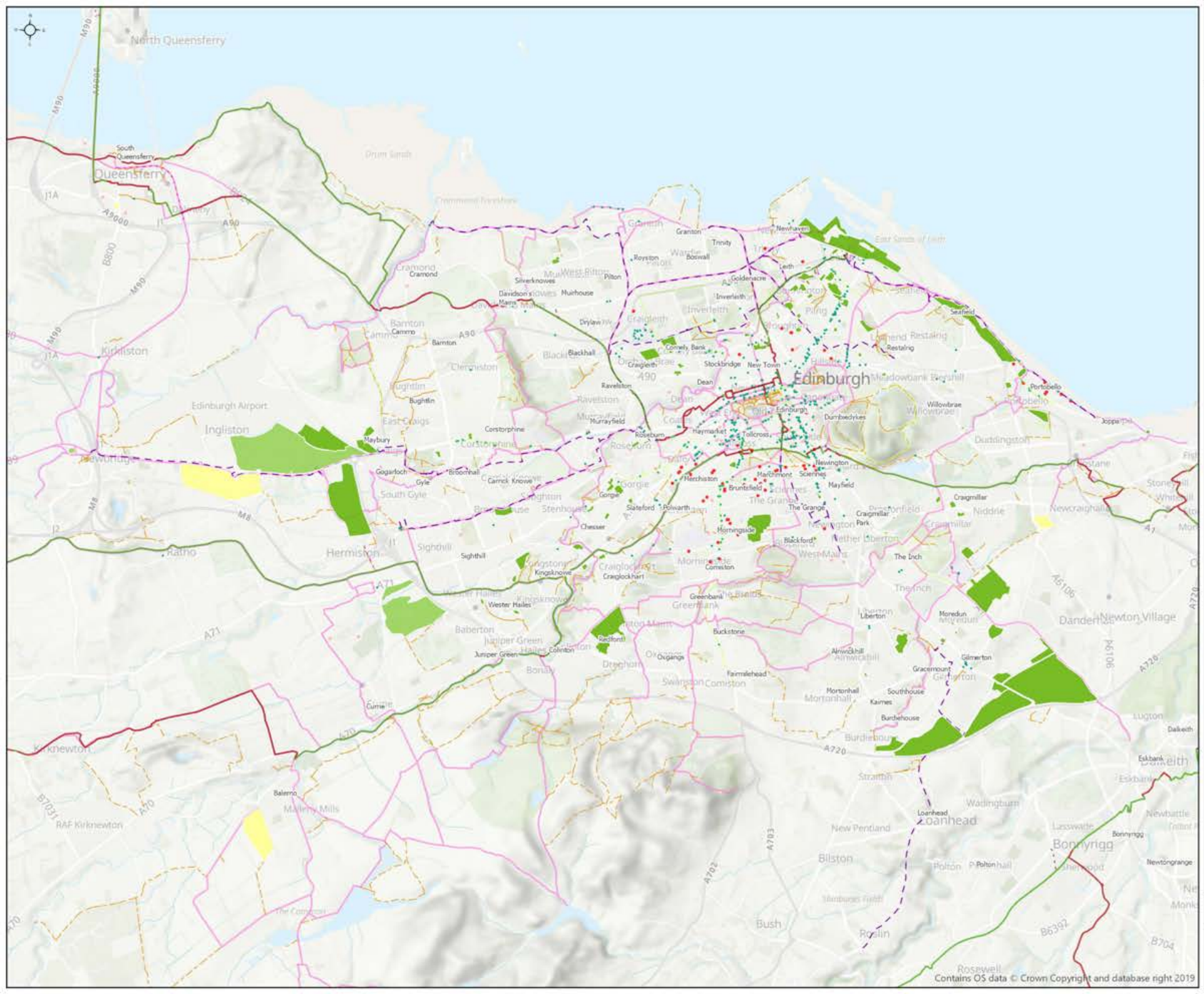

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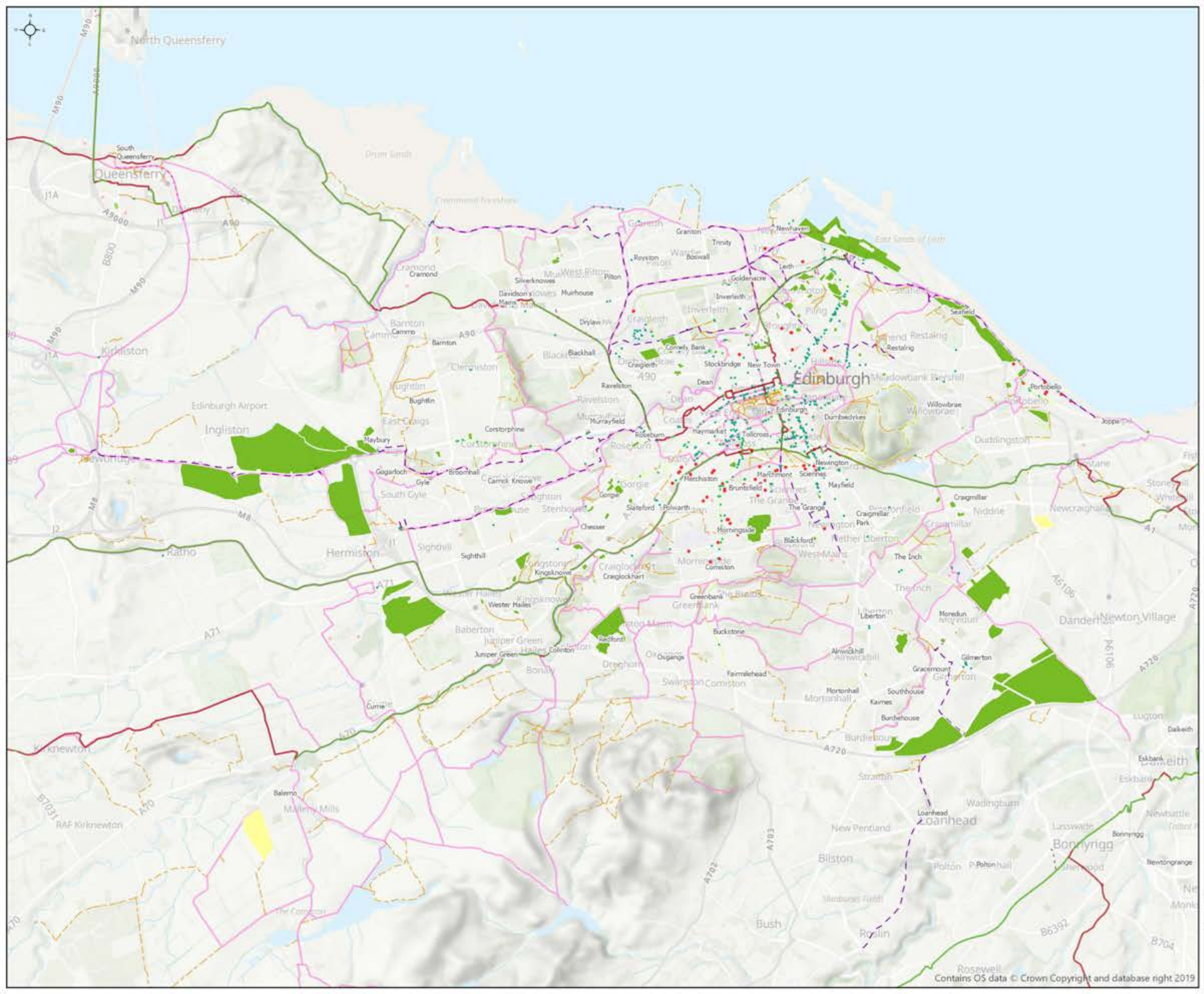

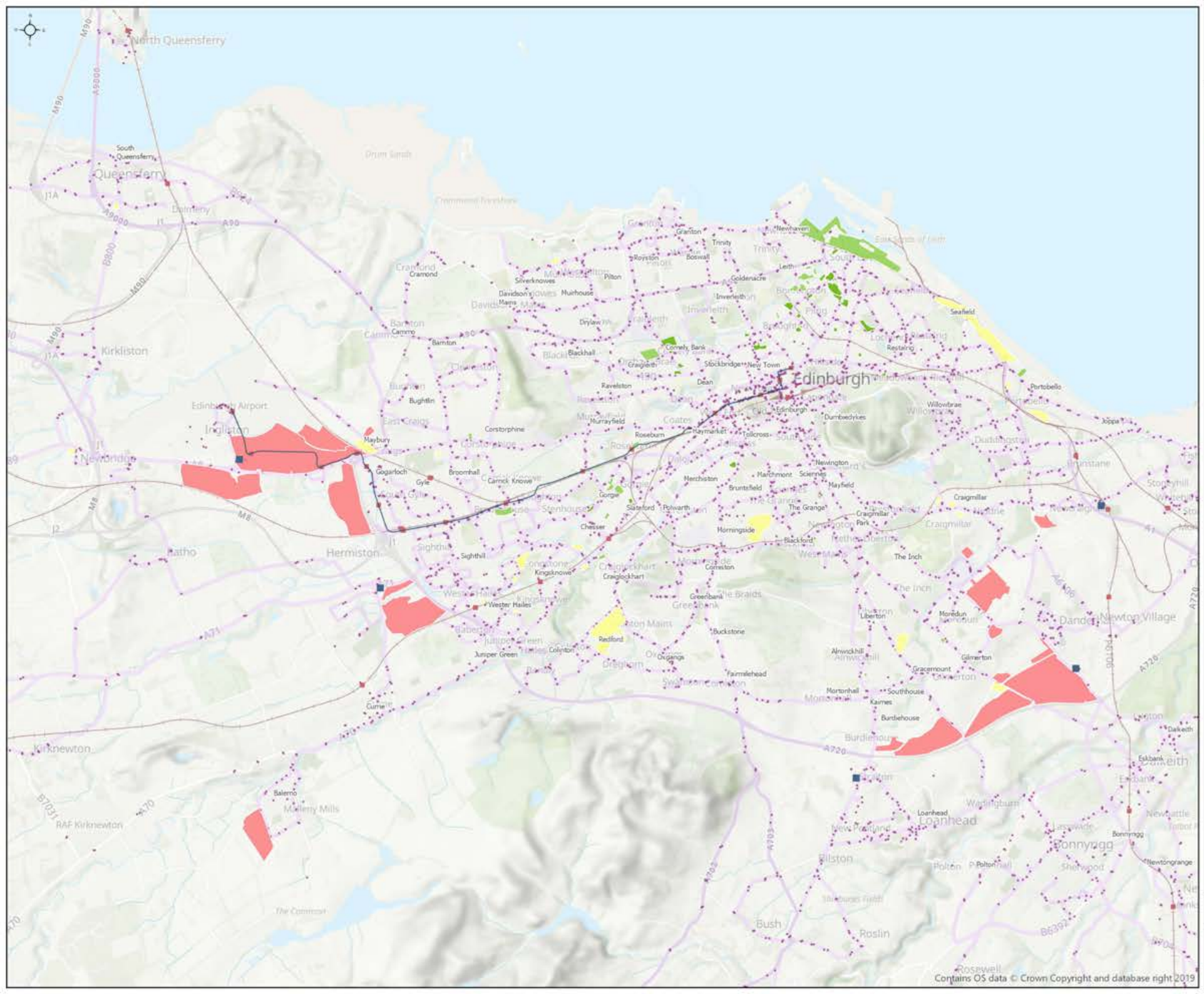

CP2030
Accessibility Analysis Scoring: Residential Developments - Attractions Locations

Key

Accessibility Score - Public Transport - 0 to 10 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100
- Bus Routes
- Rail Line
- Rail Line (Tunnel)
- Tram Line
- Train / Tram Station
- Park and Ride

0 0.75 1.5 3 Km

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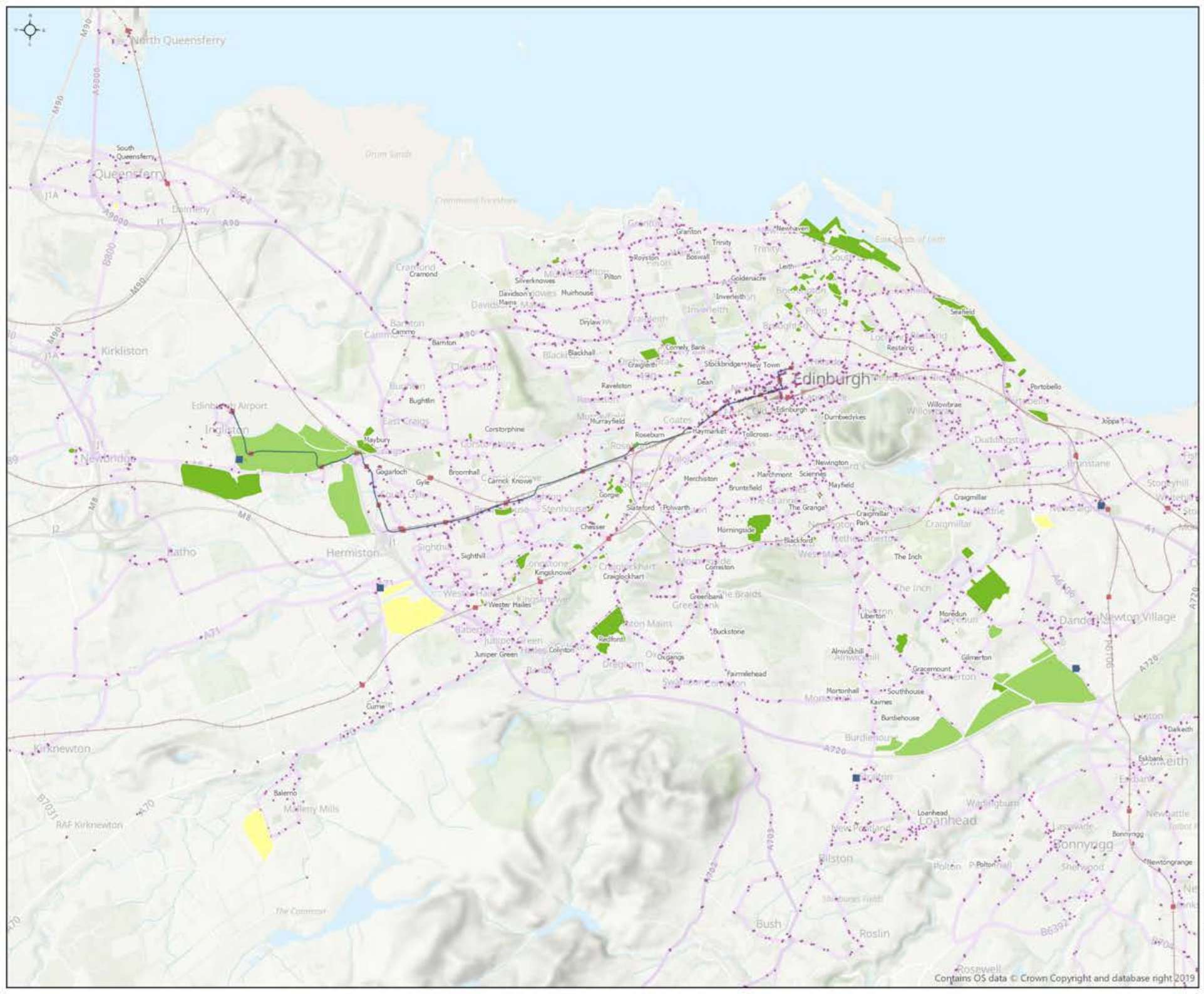

CP2030
Accessibility Analysis Scoring: Residential Developments - Attractions Locations

Key

Accessibility Score - Public Transport - 0 to 20 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100
- Bus Routes
- Rail Line
- Rail Line (Tunnel)
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- Train / Tram Station
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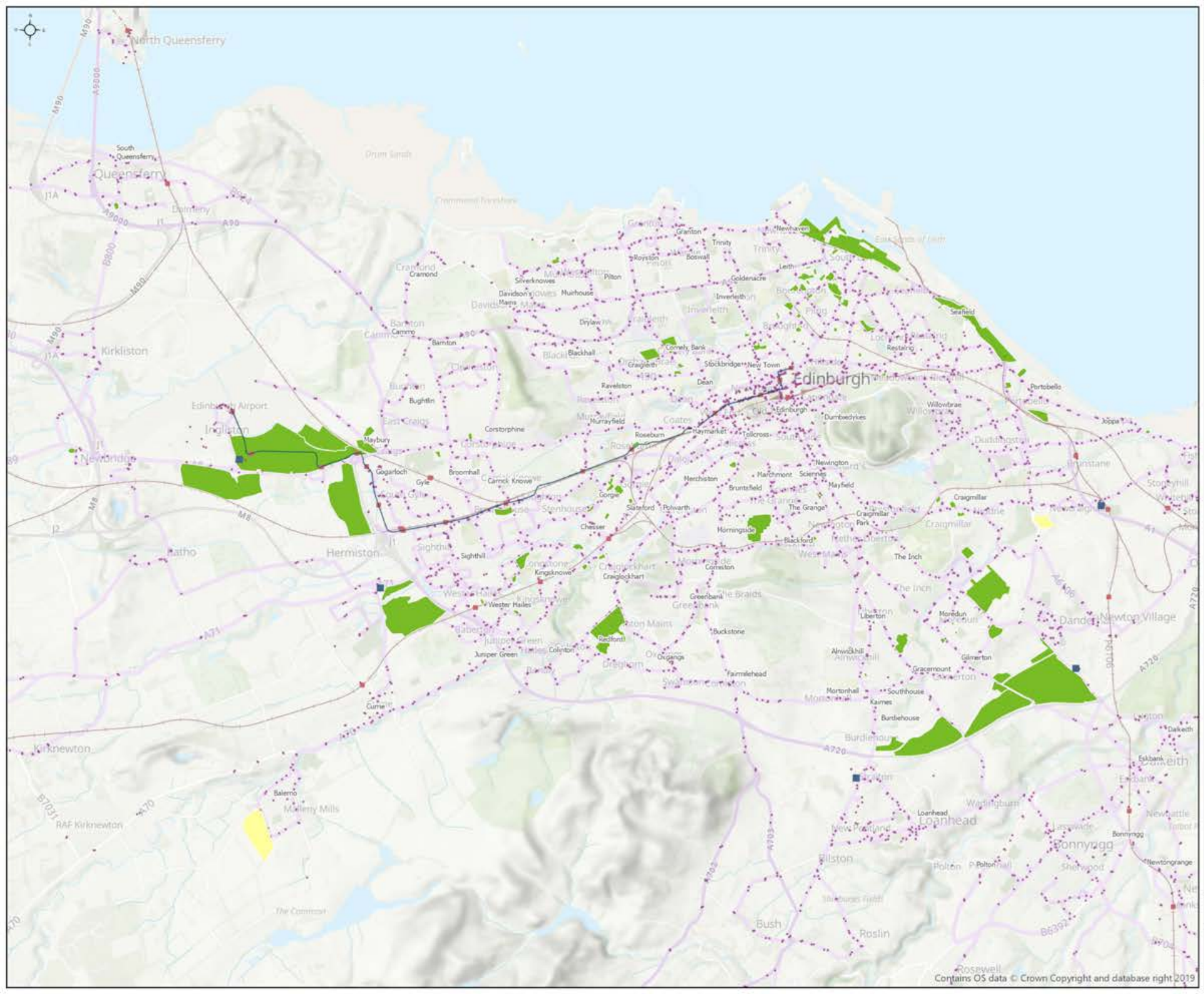

CP2030
Accessibility Analysis Scoring: Residential Developments - Attractions Locations

Key

Accessibility Score - Public Transport - 0 to 30 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100
- Bus Routes
- Rail Line
- Rail Line (Tunnel)
- Tram Line
- Train / Tram Station
- Park and Ride

0 0.75 1.5 3 Km

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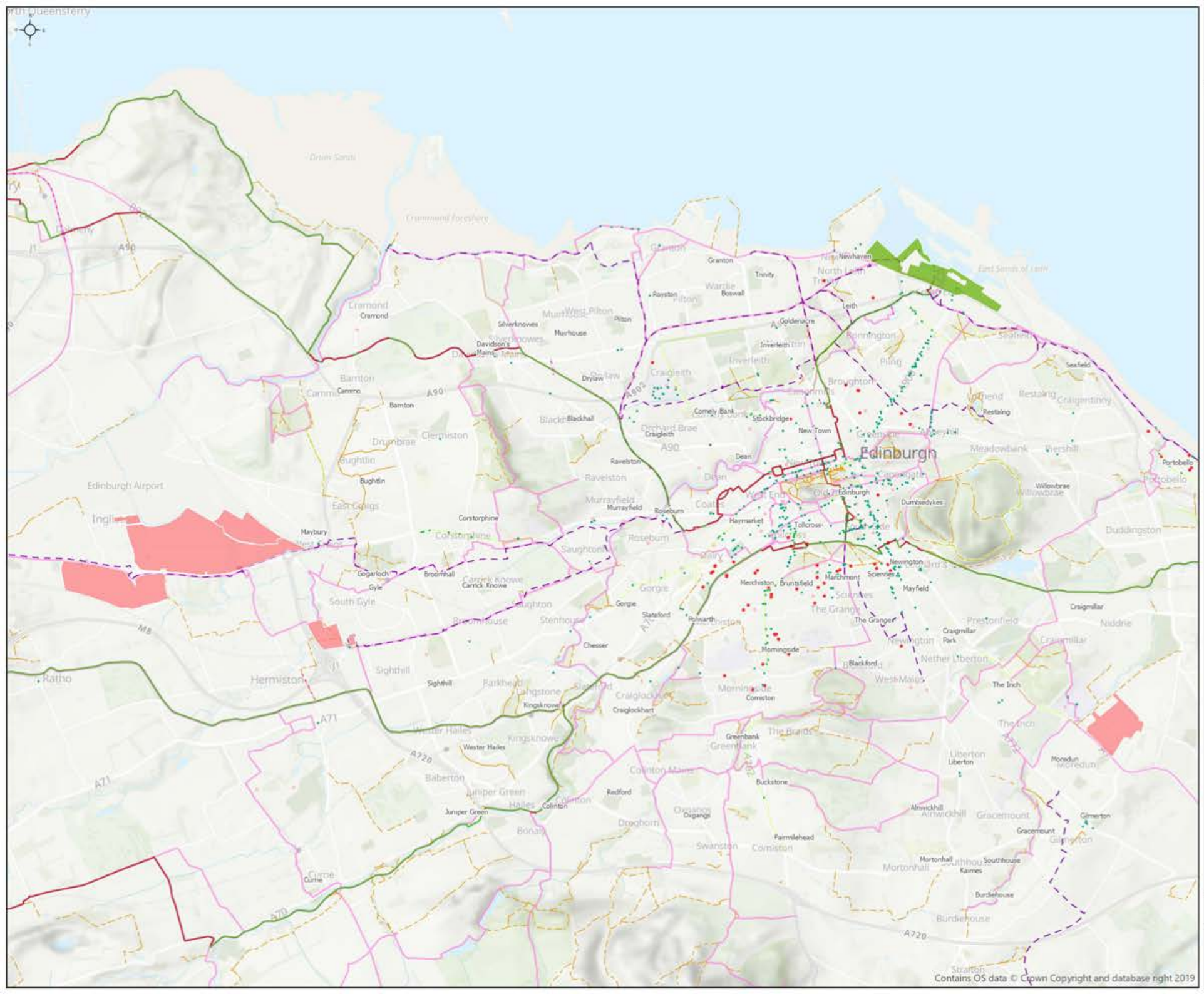

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CP2030 Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key

Accessibility Score - Walking - 0 to 10 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

- Adopted Core Paths
- Local Paths
- Cycle Quiet Routes
- Cycle Hire
- Bike Hangars
- Cycle Parking

National Cycle Network (NCN)

- Traffic Free
- On Road

NCN Links

- Traffic Free
- On Road
- Ferry

SUSTRANS Space to Move Link

0 0.5 1 2 Km

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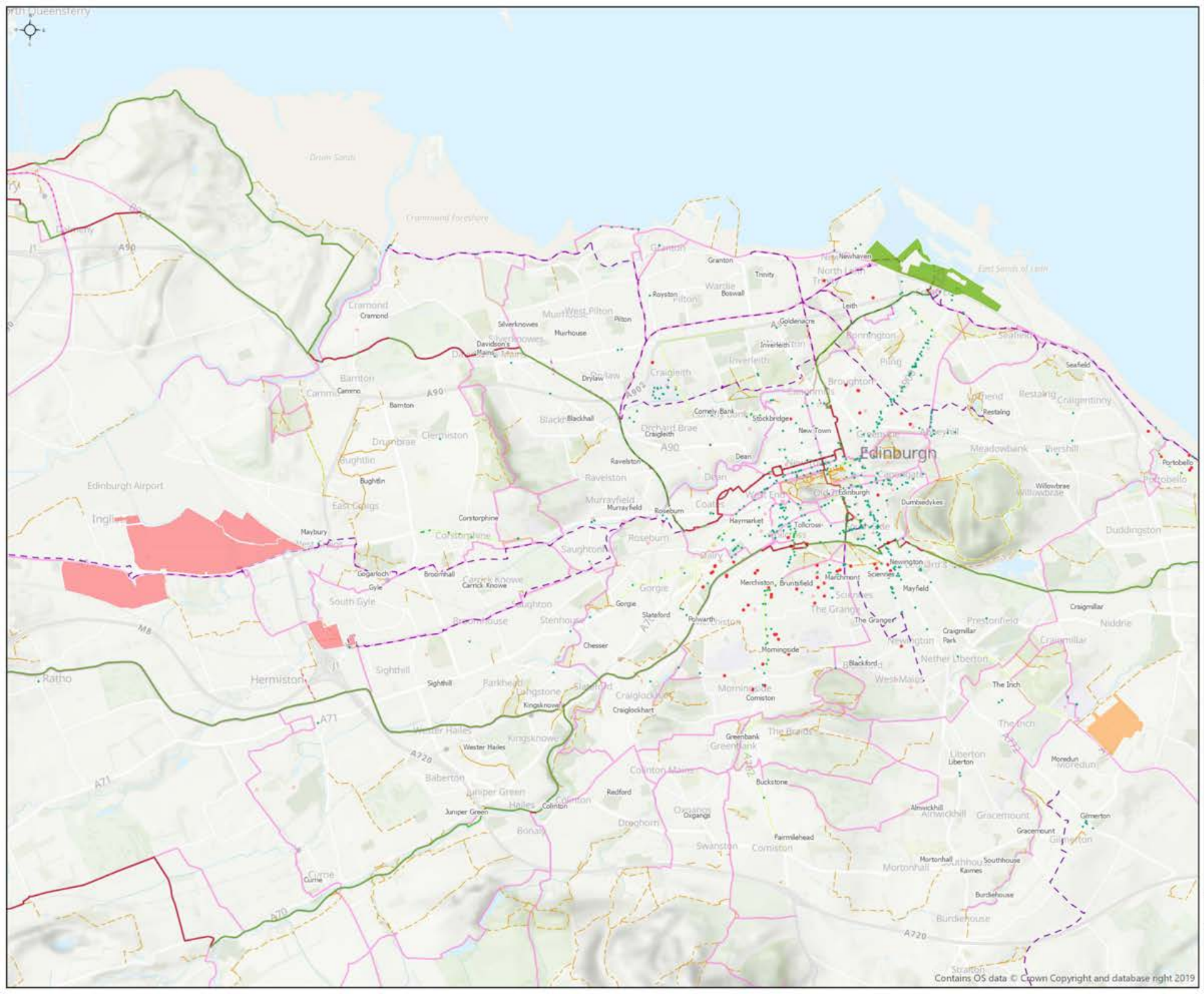

CP2030 Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key

Accessibility Score - Walking - 0 to 20 Minutes

- ≤20
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CEC Active Travel Data

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NCN Links

- Traffic Free
- On Road
- Ferry

SUSTRANS Space to Move Link

0 0.5 1 2 Km

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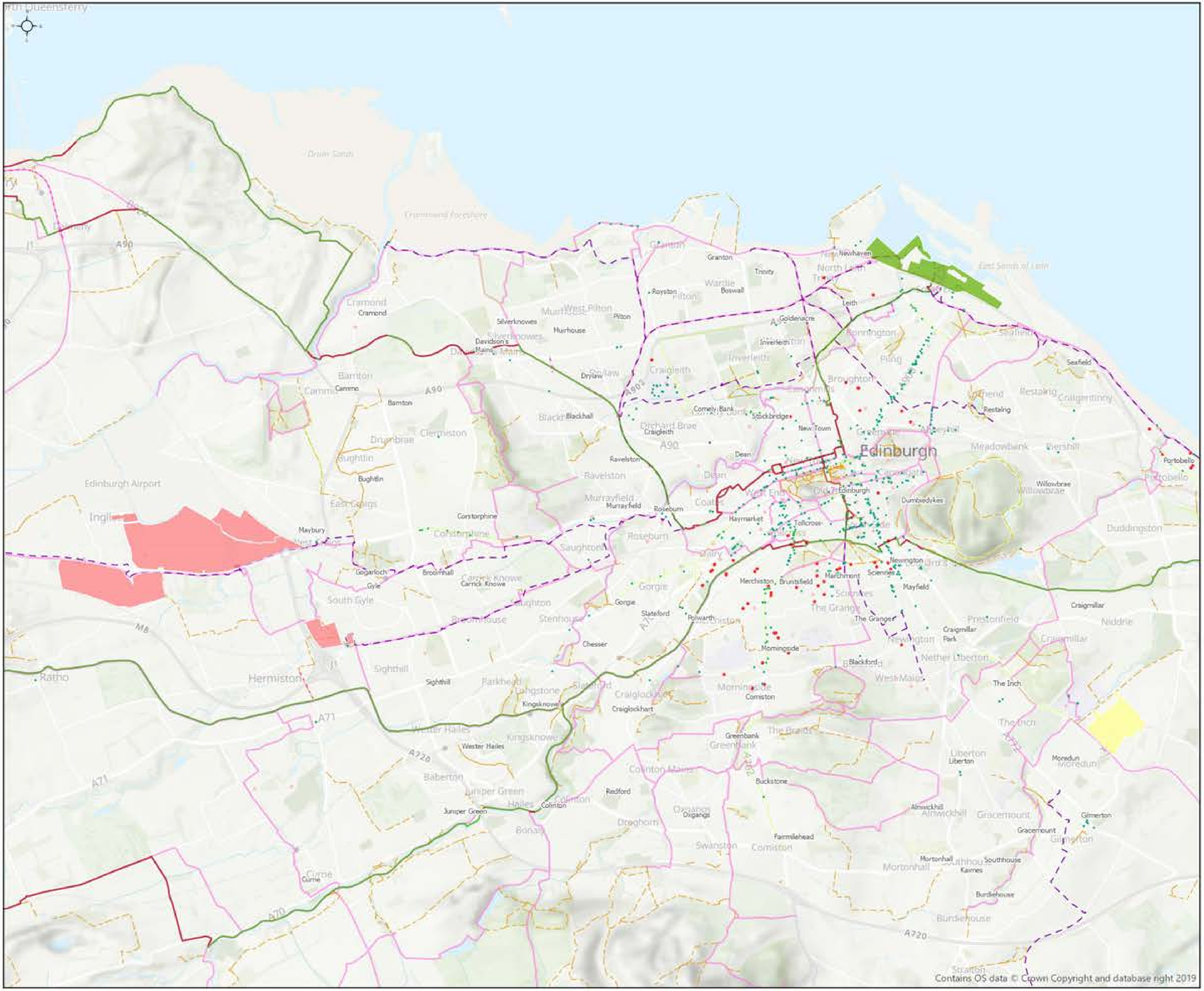

CP2030
Accessibility Analysis Scoring:
Non-Residential Developments -
Output Areas Population Weighted
Centroids

Key

Accessibility Score - Walking - 0 to 30 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

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- Local Paths
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National Cycle Network (NCN)

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- SUSTRANS Space to Move Link

0 0.5 1 2 Km

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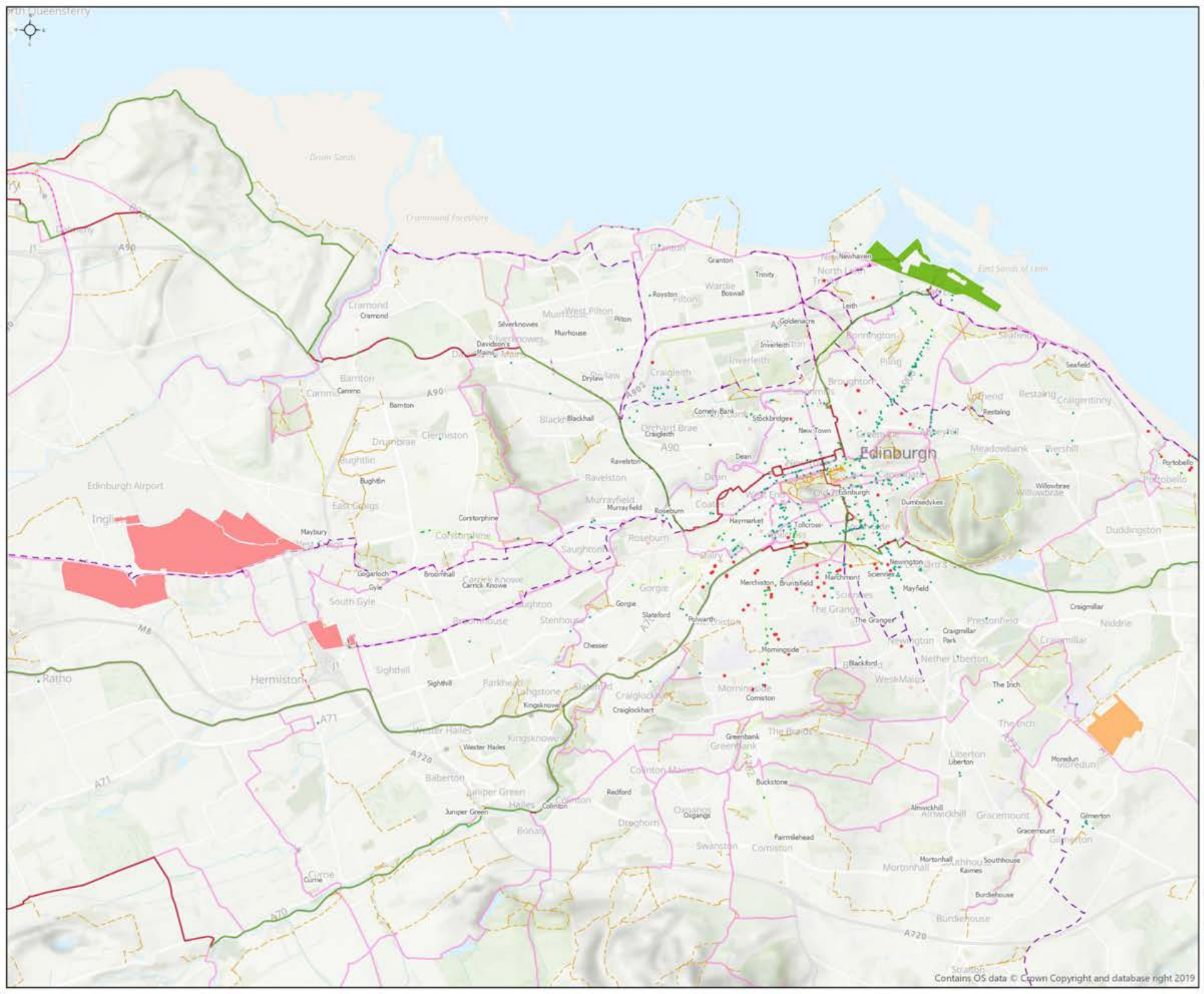

CP2030
Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key

Accessibility Score - Cycling - 0 to 10 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

- Adopted Core Paths
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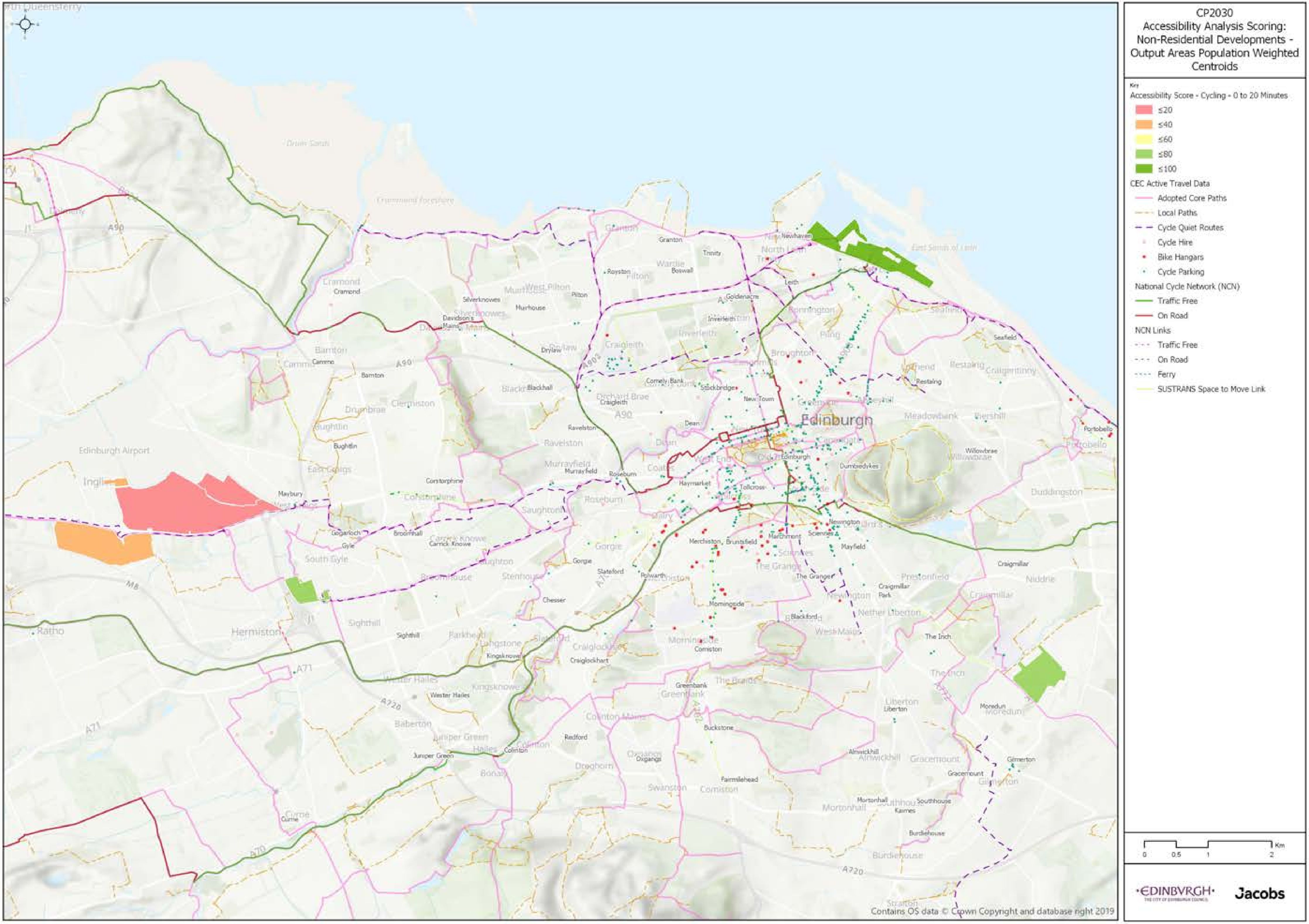
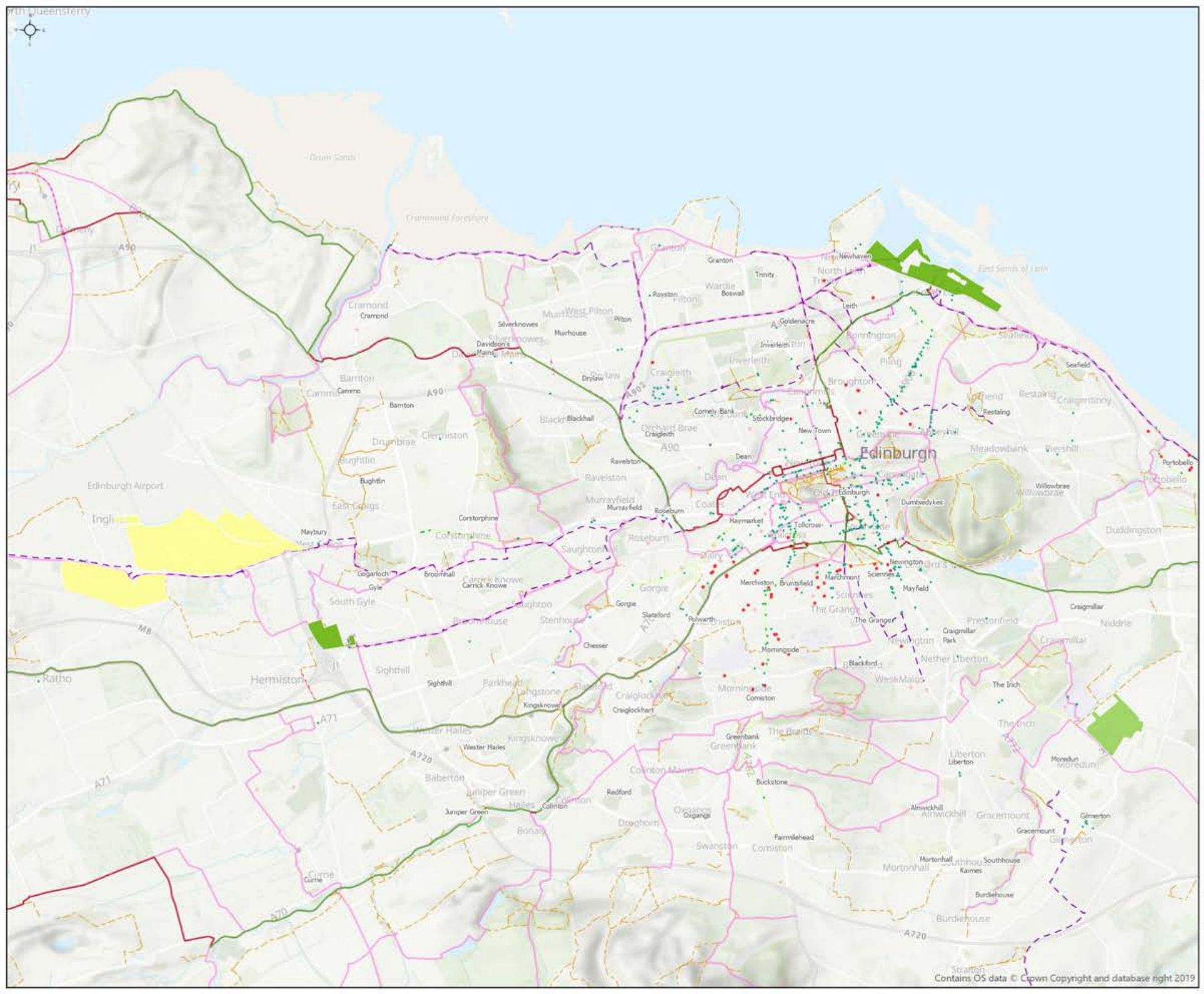
CP2030 Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids




Edinburgh
Edinburgh Airport
Cramond
Barnton
Davidson's Mains
Silverknowes
Murrayfield
Corstorphine
Maybury
Gogarloch
Broomhall
Gyle
South Gyle
Carrick Knowe
Ratho
Hermiston
Sighthill
Kingsknowe
Wester Hailes
Juniper Green
Baberton
Currie
Colinton
Redford
Oxgangs
Fairmilehead
Swanston
Comiston
Craiglockhart
Slateford
Gorgie
Dalry
Stenhouse
Chesser
Polwarth
Merchiston
Bruntsfield
Morningside
Blackford
Newington
Sciennes
Marchmont
Haymarket
Tollcross
Dean
Ravelston
Craigleith
Blackhall
Comely Bank
Stockbridge
New Town
Broughton
Leith
Granton
Trinity
Pilton
Drylaw
Murrayfield
Roseburn
Corstorphine
Saughton
Craigmillar
Niddrie
Prestonfield
Duddingston
Portobello
Willowbrae
Meadowbank
Restalrig
Craigentinny
Seafield
Newhaven
North Leith
Bonnington
Inverleith
Goldenacre
Silverknowes
Murrayfield
Cramond Foreshore
Drum Sands
East Sands of Leith
A90
A1
A71
A720
A702
M8
A772
A7
A70
CP2030
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On Road
NCN Links
Traffic Free
On Road
Ferry
SUSTRANS Space to Move Link
0
0.5
1
2
Km
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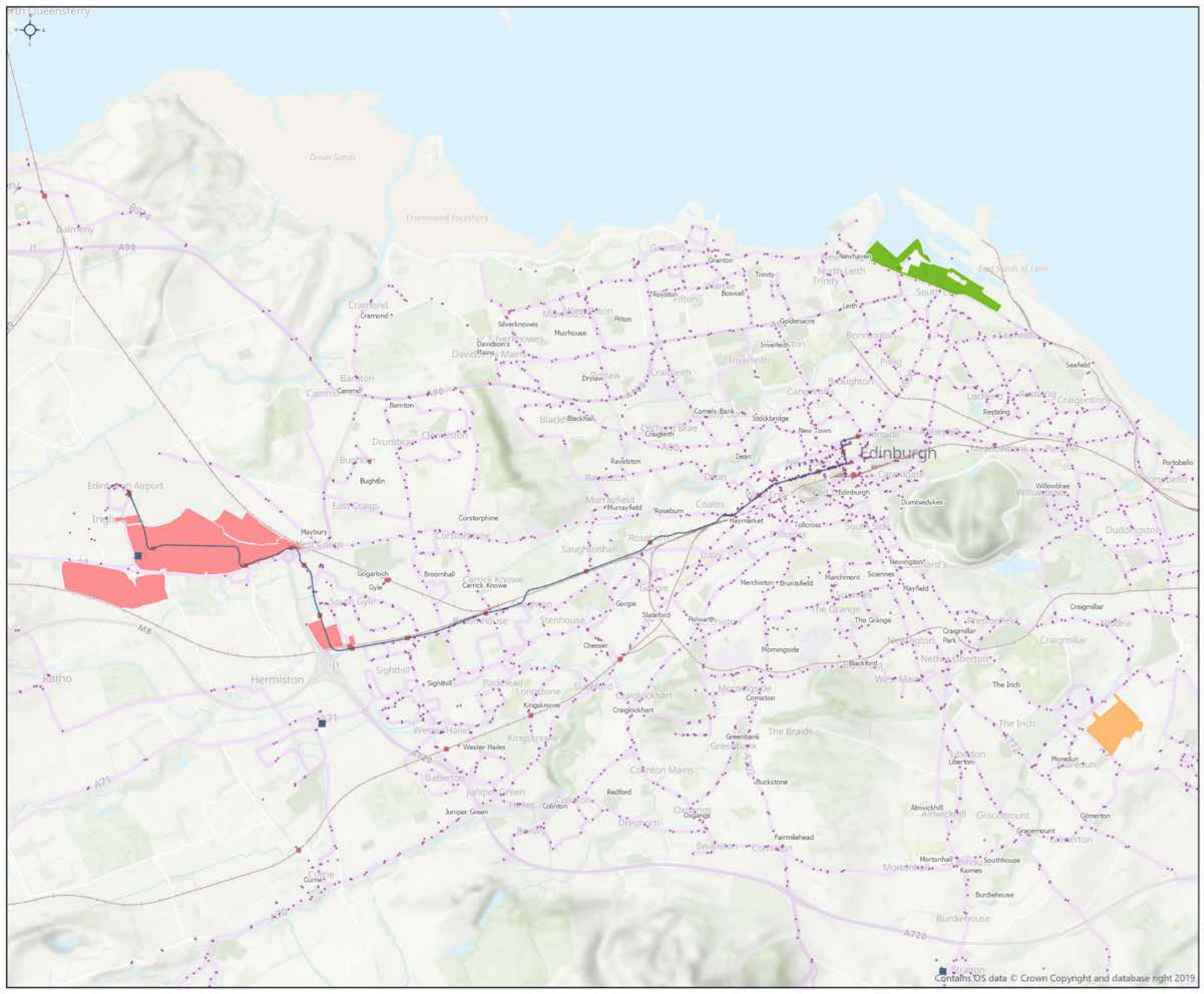

CP2030
Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key

Accessibility Score - Public Transport - 0 to 10 Minutes

- ≤20
- ≤40
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- Bus Routes
- Rail Line
- Rail Line (Tunnel)
- Tram Line
- Train / Tram Station
- Park and Ride

0 0.5 1 2 Km

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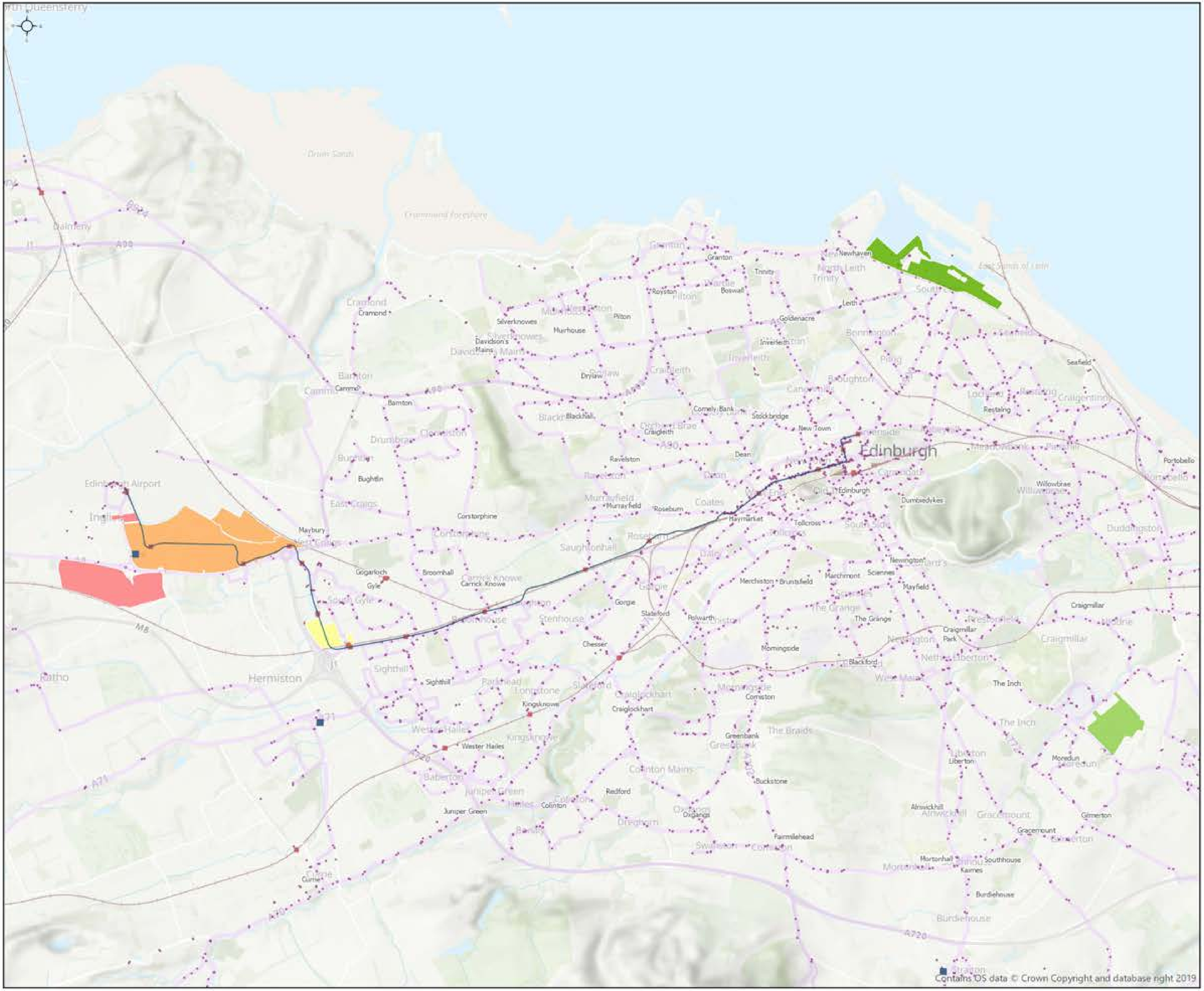

CP2030
Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key

Accessibility Score - Public Transport - 0 to 20 Minutes

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- ≤80
- ≤100
- Bus Routes
- Rail Line
- Rail Line (Tunnel)
- Tram Line
- Train / Tram Station
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0 0.5 1 2 Km

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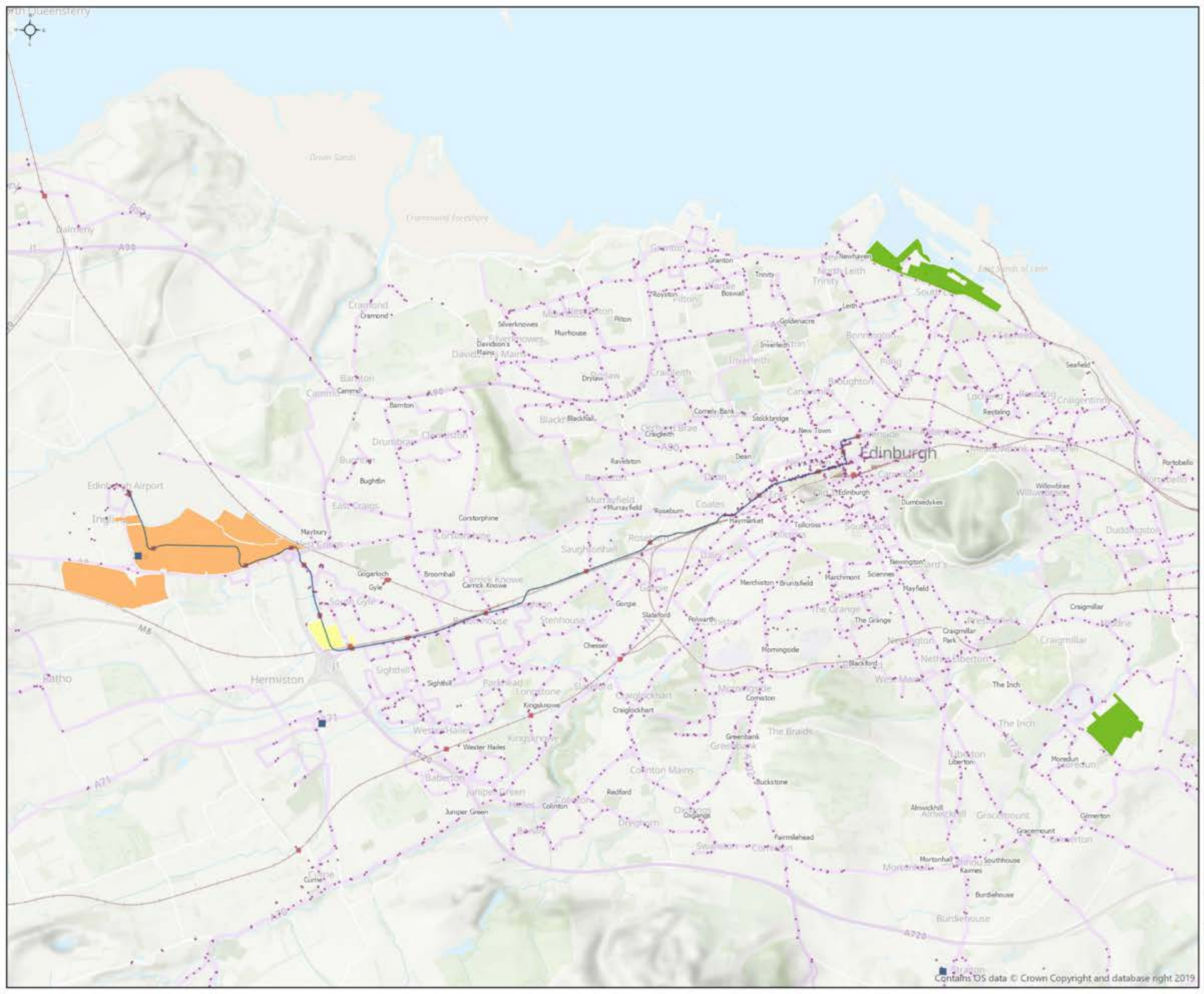

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- Tram Line
- Train / Tram Station
- Park and Ride

0 0.5 1 2 Km

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Appendix F. Derivation of Transport Planning Objectives

City Plan Transport Appraisal

Appendix F: Development of Transport Planning Objectives

1 | 2

5 August 2021

City of Edinburgh Council

City Plan Transport Appraisal

Project No:	BESP0023
Document Title:	Appendix F: Development of Transport Planning Objectives
Document No.:	1
Revision:	2
Date:	5 August 2021
Client Name:	City of Edinburgh Council
Project Manager:	Tim Steiner
Author:	Tim Steiner

Please select a legal entity...

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Edinburgh, EH11 1DQ
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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	15/1/21	Draft for Transport Scotland consideration	TJS	GD	GD	KG
2	17/2/21	Final with updated CMP content	TJS	GD	GD	KG
3	5/8/21	Final	TJS	GD	GD	KG

Contents

1. Introduction

It is imperative for the success of the Edinburgh City Plan 2030 Transport Appraisal (TA) that a robust set of transport planning objectives is defined. These need to be aligned with established policy objectives and will serve to determine whether appropriate solutions are being identified.

This document outlines a set of SMART transport planning objectives (TPOs) for City Plan TA and aims to demonstrate and summarise the key linkages and interfaces between the TPOs and the wider policy context.

2. Relevant background documents

In this section, we outline key themes, objectives and vision statements from the main policy documents and plans which should influence the City Plan 2030 Transport Appraisal.

2.1 Choices for City Plan 2030

https://www.edinburgh.gov.uk/downloads/file/26927/choices-for-city-plan-2030

Themes

- Affordability, carbon neutral, economic success, make Edinburgh a sustainable city

Key Issues

- Increasing levels of poverty and health inequalities
- Rising house prices
- Traffic congestion and poor air quality

Objectives

- Be carbon neutral by 2030
- Create a network of greenspaces that protects green settings and helps people make sustainable travel choices
- Provide new homes, jobs and services in accessible locations with good access to walking and cycling routes and to public transport
- Provide space for freight and distribution hubs
- Create affordable homes for citizens and reduce the amount of homes being lost to other uses
- Provide land for all types of businesses and redevelop former sites

Vision

To make Edinburgh

- A sustainable city which supports everyone's physical and mental wellbeing
- A city where everyone lives in a home they can afford
- A city where you don't need to own a car to move around
- A city where everyone shares in its economic success

2.2 City Mobility Plan and Delivery Strategy

https://democracy.edinburgh.gov.uk/documents/s31421/City%20Mobility%20Plan%20-%20Combined%20v2.pdf

Themes

- Improve health, wellbeing, equality and inclusion
- Protect the environment and respond to climate change
- Support inclusive and sustainable growth

Key Issues

- Climate emergency
- Poverty
- Sustainable economic growth
- Safety
- Inclusion
- Health and wellbeing
- Congestion

Objectives

- People: To improve health, wellbeing, equality and inclusion:
  - Encourage behaviour change to support the use of sustainable travel modes
  - Ensure that transport options in the city are inclusive and affordable
- Movement: To support inclusive and sustainable economic growth and respond to climate change:
  - Increase the proportion of trips people make by active and sustainable travel modes
  - Improve sustainable travel choices for all travelling into, out of and across the city
  - Reduce harmful emissions from road transport
  - Improve the safety for all travelling within our city
  - Maximise the efficiency of our streets to better move people and goods
- Place: To protect and enhance our environment:
  - Reduce the need to travel and distances travelled
  - Reduce vehicular dominance and improve the quality of our streets

Vision

- Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents

2.3 Edinburgh City Centre Transformation

https://www.connectingedinburgh.com/citycentre

Themes

- Inclusive design and accessible, better environment for residents, enhanced open spaces

Key Issues

- Climate change and the city's plan to be carbon neutral by 2030
- Rising health concerns from inactive lifestyles and poor air quality
- A growing and ageing population, alongside high numbers of visitors
- Keeping the city centre liveable for residents
- Making it easier for older people, children and those with physical and sensory impairments to move around
- Supporting the economy and heritage through sustainable transport and high quality public spaces

Objectives

- A walkable city centre with pedestrian priority zones
- High quality streets and public places
- New segregated and safe cycle routes
- Improved public transport journey times, a free city centre hopper bus and public transport interchanges
- Accessible city centre where people of all ages and abilities can explore with lifts, shop mobility and wayfinding
- Reallocation of space in the city centre through a significant reduction of on-street parking, with greater priority given to residents and blue badge parking

Vision

- An exceptional city centre that is for all, a place for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past

2.4 West Edinburgh Transport Appraisal

https://www.edinburgh.gov.uk/downloads/file/25278/west-edinburgh-transport-appraisal-refresh-report-december-2016

Themes

- Enabling sustainable development
- Sustainable forms of travel
- Better health through the encouragement of physical activity
- Regeneration (social and economic benefits)

Key Issues

- The Plan identifies local access issues and provides focus for future paths management delivered locally

Objectives

- To support West Edinburgh Planning Framework growth through:
  - At a local and strategic level, reduce the variability of journey times and improve overall journey times for public transport
  - To minimise and mitigate environmental impacts on local communities – local air quality; road noise; severance (physical/speed)

- To maximise mode share by walking, cycling and public transport (minimum 50% mode share to non-airport development)
- To improve accessibility to; through and within the area
- To ensure the transport system has the resilience to handle foreseeable major events and incidents
- To protect and enhance the natural and built environment of the West Edinburgh area as set out in relevant documents

2.5 Edinburgh Core Paths Plan

https://www.edinburgh.gov.uk/downloads/file/22554/edinburgh-s-core-path-plan

Themes

- Sustainable forms of travel, improved transport accessibility

Key Issues

- Multiple areas of deprivation in West Edinburgh that will benefit from transport improvements
- Significant scale of development proposed in West Edinburgh
    - Significant forecasted passenger increases at Edinburgh Airport and the development International Business Gateway site

Objectives

- Prioritise sustainable modes of travel through configuration of cycling, walking and public transport projects
- Reduce journey times for public transport

2.6 Edinburgh Strategic Sustainable Transport Study

https://www.edinburgh.gov.uk/downloads/file/26872/edinburgh-strategic-sustainable-transport-study

Themes

- Sustainable economic growth, reduce carbon, promote equality, health and wellbeing

Key Issues

- Continued success and growth requires the development and implementation of a coordinated approach to economic development, spatial planning and transport

Objectives

- Sustainable economic growth and development
- Improved equity & social inclusion
- Reduce transport related carbon emissions
- Improved built & natural environment
- Improved health, wellbeing & safety

2.7 SEStran Regional Transport Strategy

https://sestran.gov.uk/publications/regional-transport-strategy-2015-2025-refresh/

Themes

- Sustainable development, less car dependence, widening of access

Key Issues

- Population level and number of households are projected to increase in the SEStran area by 2024
- Road traffic in the SEStran area has increased by 20% in the last decade
- Strong growth in employment
- 1/3 of households have no access to a car

Objectives

- 'Economy' – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner:
  - widening labour markets;
  - improving connectivity;
  - supporting other strategies; and
  - tackling congestion.
- 'Accessibility' – to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas:
  - targeting improvements in access to employment, health and other services/opportunities; and
  - addressing barriers to the use of public transport, including cost.
- 'Environment' – to ensure that development is achieved in an environmentally sustainable manner:
  - reducing greenhouse gas emissions and other pollutants; and
  - enabling sustainable travel/reduce car dependency.
- 'Safety and Health' – to promote a healthier and more active SEStran area population:
  - reducing transport related injuries and deaths;
  - improving the health of the population; and
  - tackling local air quality and transport related noise.

Vision

- South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health

2.8 Second National Transport Strategy

https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf

Themes

- Sets out a long-terms strategy for development of the transport network in Scotland

Key Issues

- Reducing inequalities, taking climate action, delivering inclusive economic growth, improving health & wellbeing

Objectives

- Reduces inequalities
  - Will provide fair access to the services we need
  - Will be easy to use for all
  - Will be affordable for all
- Takes climate action
  - Will help deliver our net-zero target
  - Will adapt to the effects of climate change
  - Will promote greener, cleaner choices
- Helps deliver inclusive economic growth
  - Will get people and goods where they need to get to
  - Will be reliable, efficient and high quality
  - Will use beneficial innovation
- Improves our health and wellbeing
  - Will be safe and secure for all
  - Will enable us to make healthy travel choices
  - Will help make our communities great places to live

2.9 Second Strategic Transport Projects Review

https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/

Themes

- Support NTS2, better connectivity, economic growth, cleaner transport

Key Issues

- Inequality, climate change, health and wellbeing, sustainable economic growth

Objectives

- A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target
- An inclusive strategic transport system that improves the affordability and accessibility of public transport

- A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing
- An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
- A reliable and resilient strategic transport system that is safe and secure for users

3. Proposed TPOs for Edinburgh City Plan 2030 TA

Based on the policy context outlined above, proposed TPOs for City Plan 2030 TA are:

TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices

- Targets:
  - Deliver all City Plan 2030 development aspirations in a manner that supports sustainable transport and meets the other TPOs
  - For new developments to support growth in public transport patronage and active travel
- KPIs:
  - Total number of residential units that can be delivered whilst meeting TPOs 2, 3 and 4
  - Total quantum of floorspace of other development classes that can be delivered whilst meeting TPOs 2, 3 and 4
  - Forecast public transport patronage
  - Forecast number of active journeys

TPO2: Minimise the need to travel to and from new developments, especially by car

- Target:
  - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
- KPIs:
  - Forecast mode share of journeys to/from new developments

TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes

- Targets:
  - For new developments to support a higher proportion of journeys by active and sustainable modes than equivalent extant developments in Edinburgh
  - For air pollution levels in hotspot locations to be reduced or no worse than in the reference case
- KPIs:
  - Forecast proportion of active journeys
  - Forecast air pollution levels at hotspot locations

TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks

- Targets:
  - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
  - For traffic congestion to be reduced or no worse as a result of development proposals
- KPIs:
  - Forecast mode share of journeys to/from new developments
  - Forecast average peak-time vehicle journey times on key strategic road corridors

4. Objective mapping

Choices for City Plan 2030 identifies 16 main outcomes, derived from the four main themes of the plan. The diagram below demonstrates alignment of the four TPOs to the 16 outcomes.

	Aligns with TPOs		Aligns with TPOs
A sustainable city which supports everyone's physical and mental wellbeing		A city where you don't need to own a car to move around	
1. Making Edinburgh a sustainable, active and connected city	TPO1, 2, 3 & 4	5. Delivering community infrastructure	TPO1, 2
2. Improving the quality, density and accessibility of new development	TPO1, 2 & 4	6. Creating places that focus on people, not cars	TPO1, 2, 3 & 4
3. Delivering carbon neutral buildings		7. Supporting the reduction in car use in Edinburgh	TPO1, 2, 3 & 4
4. Creating place briefs and supporting the use of Local Place Plans in our communities		8. Delivering new walking and cycle routes	TPO3
A city in which everyone lives in a home which they can afford		A city where everyone shares in its economic success	
9. Protecting against the loss of Edinburgh's homes to other uses		13. Supporting inclusive growth, innovation, universities and culture	TPO1
10. Creating sustainable communities	TPO1	14. Delivering West Edinburgh	TPO1
11. Delivering more affordable homes		15. Protecting our city centre, town and local centres	TPO1, 2, 3 & 4

Objective mapping with other key studies and policies is demonstrated in the diagram below. Between that diagram and the assessment above, we demonstrate that the City Plan TA TPOs complement the needs of extant policies and the aspirations of City Plan 2030 well.

Proposed TPO	City Mobility Plan	Edinburgh City Centre Transformation	West Edinburgh Transport Appraisal	Edinburgh Core Paths Plan	Edinburgh Strategic Sustainable Transport Study	SEStran Regional Transport Strategy	NTS2	STPR2
TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices	To support inclusive and sustainable economic growth and respond to climate change	Reallocation of space in the city centre through a significant reduction of on-street parking, with greater priority given to residents and blue badge parking	To support West Edinburgh Planning Framework growth		Sustainable economic growth and development	'Economy' – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner:	Will get people and goods where they need to get to Will be reliable, efficient and high quality	An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
TPO2: Minimise the need to travel to and from new developments, especially by car	To improve health, wellbeing, equality and inclusion To protect and enhance our environment		To maximise mode share by walking, cycling and public transport (minimum 50% mode share to non-airport development)	Prioritise sustainable modes of travel through configuration of cycling, walking and public transport projects	Reduce transport related carbon emissions	'Environment' – to ensure that development is achieved in an environmentally sustainable manner:	Will help deliver our net-zero target Will adapt to the effects of climate change Will promote greener, cleaner choices	A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target
TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes	To improve health, wellbeing, equality and inclusion	High quality streets and public places A walkable city centre with pedestrian priority zones New segregated and safe cycle routes	To minimise and mitigate environmental impacts on local communities – local air quality; road noise; severance (physical/speed)	Prioritise sustainable modes of travel through configuration of cycling, walking and public transport projects	Improved health, wellbeing & safety	'Safety and Health' – to promote a healthier and more active SEStran area population:	Will enable us to make healthy travel choices Will help make our communities great places to live	A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing

TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks	To protect and enhance our environment To support inclusive and sustainable economic growth and respond to climate change	Improved public transport journey times, a free city centre hopper bus and public transport interchanges	At a local and strategic level, reduce the variability of journey times and improve overall journey times for public transport	Reduce journey times for public transport		'Environment' – to ensure that development is achieved in an environmentally sustainable manner:	Will help deliver our net-zero target Will be reliable, efficient and high quality Will help make our communities great places to live	A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target

Appendix G. Development Traffic Impacts

City Plan 2030 Transport Appraisal

Appendix G: summary of development traffic demand changes

1 3

9 September 2021

City of Edinburgh Council

Document history and status

Revision	Date	Description	Au	Checked	Reviewed	Approved
1	1 July 2021	First draft	IE	TJS	TJS	TJS
2	6 August 2021	Updated	IE	TJS	TJS	TJS
3	9 Sept 2021	Final	IE	TJS	TJS	TJS

Distribution of copies

Revision	Issue approved	Date issued	Issued to	Comments
1	TJS	1 July 2021	Transport Scotland, CEC	For comment
2	TJS	6 Aug 2021	CEC	
3	TJS	9 Sept 2021	CEC	

City Plan 2030 Transport Appraisal

Project No:	BESP0023
Document Title:	Appendix G: summary of development traffic demand changes
Document No.:	1
Revision:	3
Date:	9 September 2021
Client Name:	City of Edinburgh Council
Project Manager:	Tim Steiner
Author:	Iain Esslemont
File Name:	Appendix G - Development traffic impacts

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Contents

1. Introduction

This working note presents additional analysis, complementing that presented to date in our work for the City of Edinburgh Council to prepare a Transport Appraisal of the proposed City Plan 2030, of the anticipated transport impacts of potential new developments.

More detail on the junctions that are of most interest to Transport Scotland (Sheriffhall, Newbridge and Hermiston Gait) is provided in Appendix H.

2. Additional Modelling Analysis

Plots are provided in this note to help understand the cumulative impact of City Plan developments compared to Reference Case in the areas surrounding the strategic road network. The additional analysis focuses on the West Edinburgh area for the Brownfield with IBG2 development scenario, and on the South East Edinburgh area for the Brownfield with Drum development scenario (though information is also provided on the impacts throughout the most congested parts of the Trunk Road network for both development scenarios).

The plots later in this section show the modelled baseline demand. Figure 2.1 and Figure 2.2 show the link volume: capacity ratio for the Reference Case (i.e. forecast travel demand without development) in the morning and evening peaks respectively. We present the volume:capacity plots, rather than those for queue lengths, as the former are a more reliable indicator of traffic capacity issues from what is, in both morning and evening peaks, a 2-hour strategic model.

The figures highlight the significant capacity issues already on many key links in the Reference Case Model, especially on the City Bypass and western approaches to the city. Demand on several sections of the M8 and City of Edinburgh Bypass are close to or above the link capacity. This has an impact on the distribution of trips in the model as further demand associated with City Plan 2030 development is added, as the model distributes trips between zones based on the number of households and employment areas within each zone. As the number of housing units increases, the model distributes journeys between them and areas of employment. The high number of additional City Plan housing units and limited additional employment floor space, combined with network capacity issues, has an impact on the distribution of the additional trips. Some trips from the development areas may therefore not follow the typical morning pattern where a higher proportion of trips may be expected to travel towards the city and expected to come from the city in the evening peak.

Sections 3 and 4 of this note provide model outputs for the Brownfield+IBG2 and Brownfield+Drum development scenarios respectively. These development options are outlined in the Transport Appraisal report. Plots show the predicted impacts of the development on demand for road travel and, separately, on traffic flow. Proportional change in flow can differ from proportional change in demand if congestion is suppressing the forecast number of trips to be made.

The plots highlight that the model predicts that the overall volume of traffic coming from outside of the western city boundary in the morning peak does not change significantly between the Reference Case and the City Plan scenarios, due to the trip redistribution effect. The same pattern can be seen in the evening peak.

Note that grade separation of Sheriffhall is included within all model networks. All forecasts assume transport demand levels are as stated in plausible future 1 (i.e. no Covid, highest levels of road traffic) of those considered in the Transport Appraisal (section 2.4 of the Transport Appraisal report outlines this and the other plausible futures).

Figure 2.1: AM Ref Case Link Demand to Capacity Ratio (%)

Figure 2.2: PM Ref Case Link Demand to Capacity Ratio (%)

3. City Plan Brownfield with IBG2

The plots in this section present the potential cumulative impact on link flow of all Brownfield and IBG2 development trips relative to the total flow on each link in the Reference Case.

Figure 3.1 provides the with-development volume:capacity plot for the AM peak, then Figure 3.2 and show the proportional changes of traffic flow and traffic demand respectively around West Edinburgh, in comparison with the reference case. Figure 3.4 and Figure 3.5 present the same analysis covering the area to the south east of the city for this development scenario. Figure 3.11 to Figure 3.14 shows how trips generated from the IBG2 development (only) are predicted to be distributed through the network. The other figures in this section provide equivalent forecasts for the PM peak.

It is seen that the most notable changes in forecast demand in the morning peak is heading westbound on the A8 towards Newbridge, eastbound towards the city via Glasgow Rd and towards the south west of the city via Gogar Roundabout. Significant city-bound traffic growth from beyond the west of the city is not forecast, as the model predicts that the origins of some of these journeys will move to the new developments.

Additional demand on Gogar Station Rd is largely associated with the Garden District Development while the Edinburgh Park South development results in some increases in the South Gyle area. Note that percentages may seem high on some minor roads, but this is largely due to low reference case vehicle flow values. The reduced flow on the A8 between Gogar and the Airport Dumbbells junctions is due the new airport link road.

The actual flow plot (Figure 3.2) highlights in the AM that there is no increase in westbound flow on the city bypass however this is due to these sections of the bypass being at capacity in the reference case. The link demand plot shows (Figure 3.3) that there is 7% additional demand on this westbound section between Baberton and Calder Junctions.

Predicted flows on some other key sections of the Trunk Road are predicted to fall slightly in the AM peak (e.g. M8 approach to Hermiston Gait and M9 southbound off slip to Newbridge) as a result of trip redistribution. Traffic is however forecast to increase on the M9 northbound off slip to Newbridge (demand and flow increased by 12% and 11% respectively).

Figure 3.1: AM City Plan 2030 (Brownfield with IBG2) Link Demand to Capacity Ratio (%)

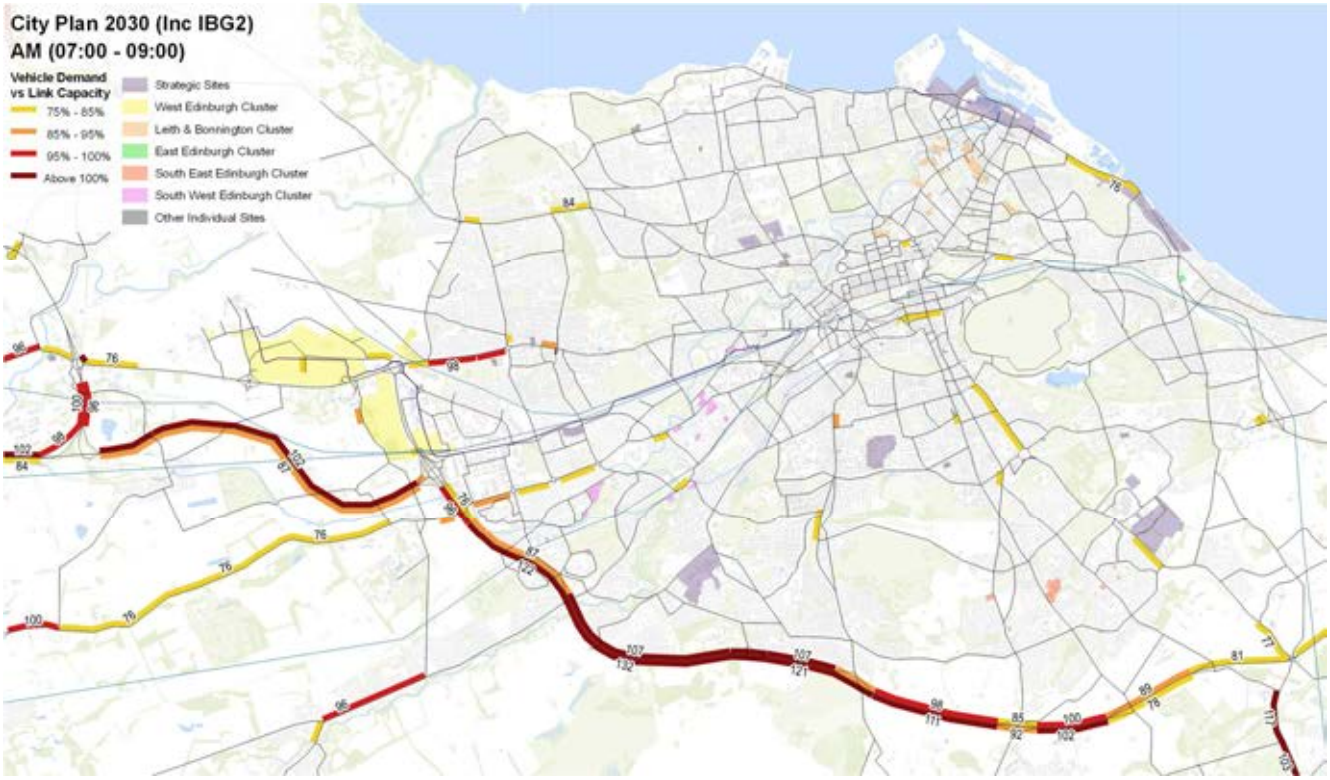


Figure 3.2: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.3: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

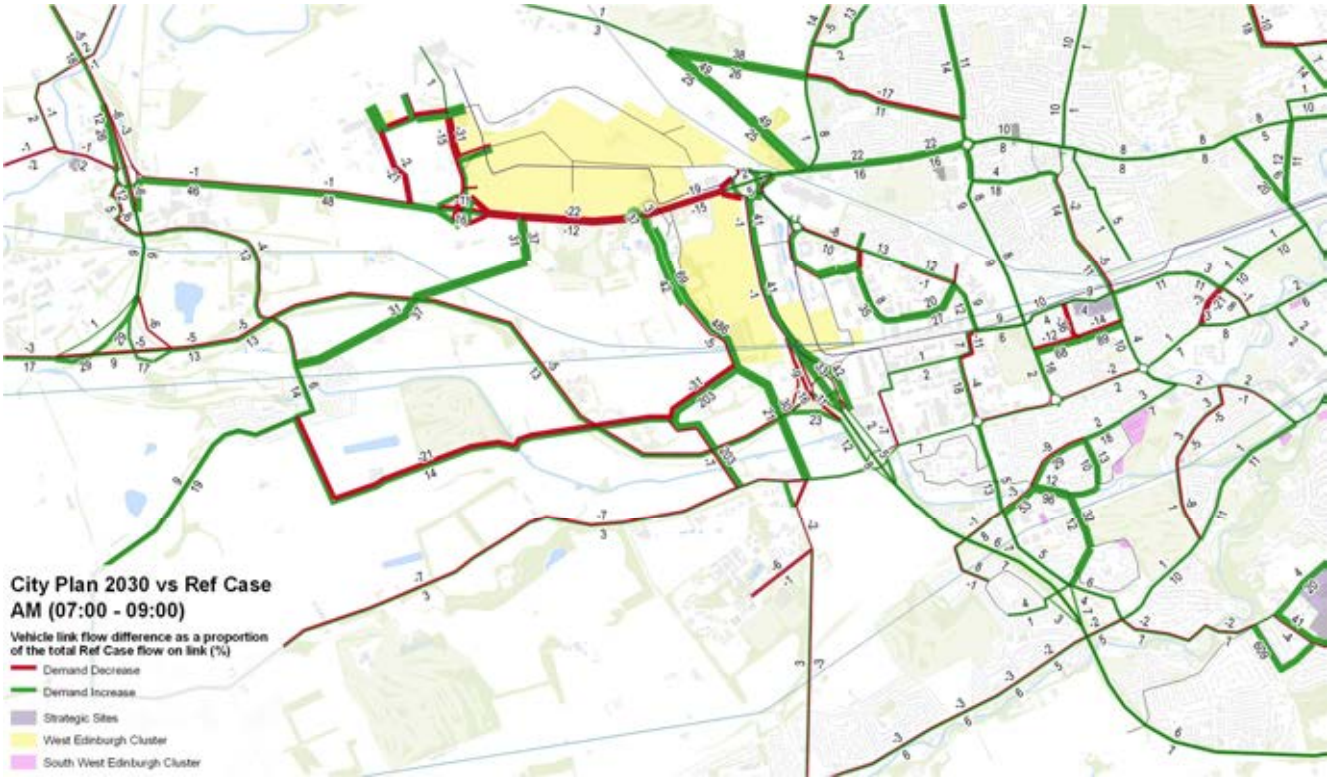


Figure 3.4: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.5: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

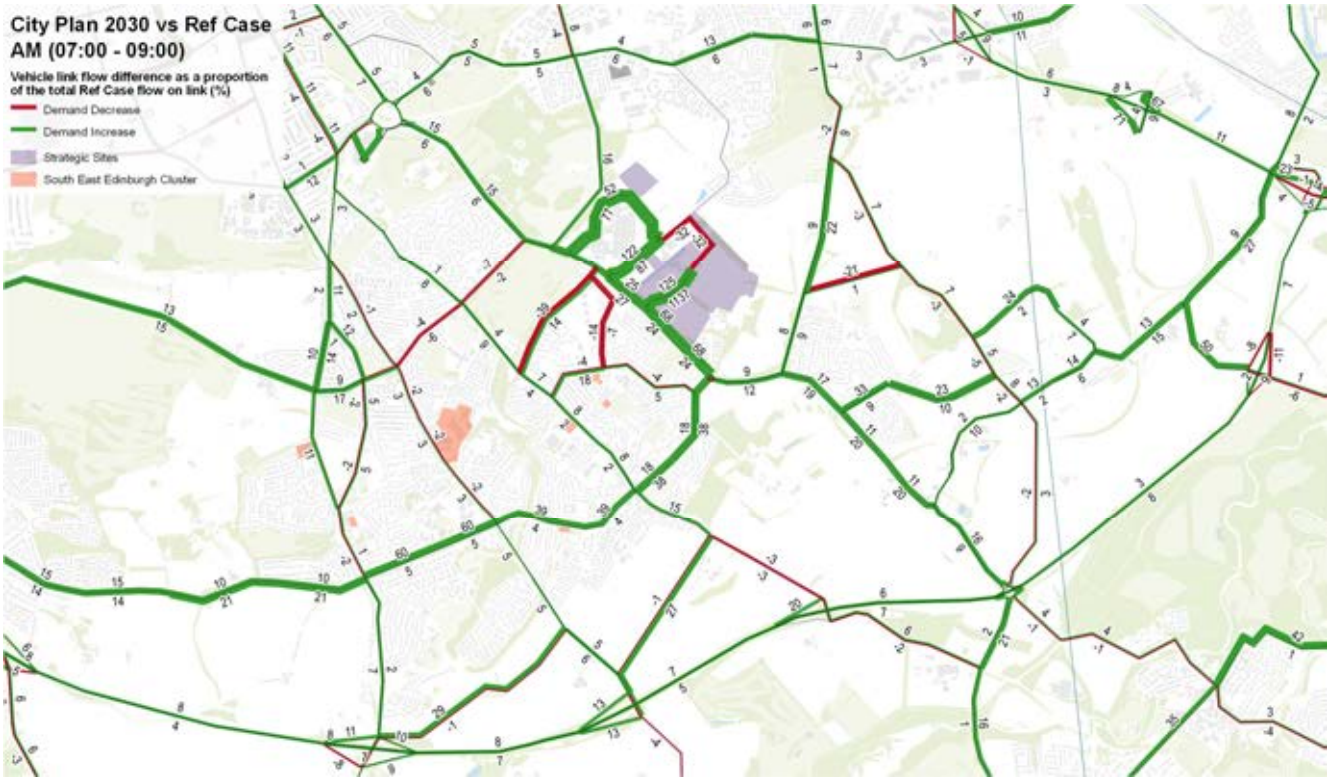


Figure 3.6: PM City Plan 2030 (Brownfield with IBG2) Link Demand to Capacity Ratio (%)

Figure 3.7: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

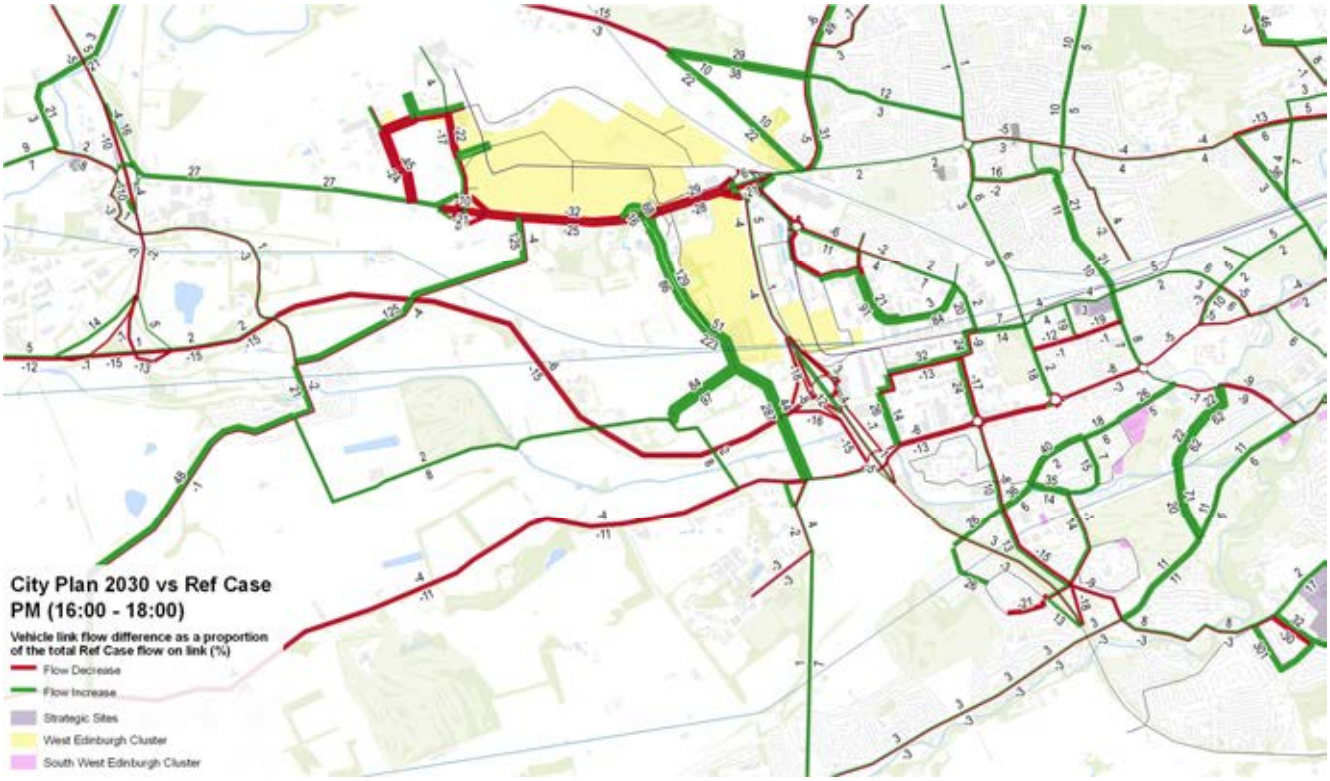


Figure 3.8: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

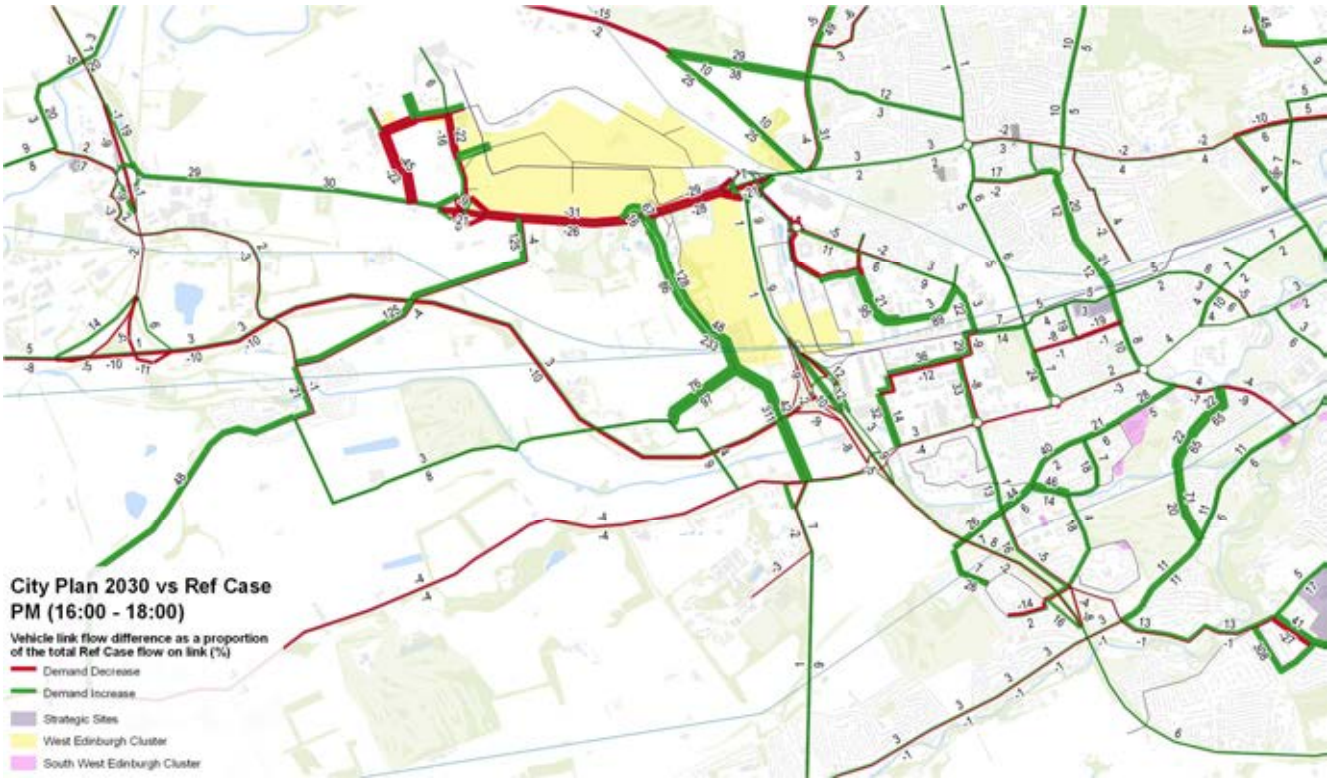


Figure 3.9: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.10: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 3.11: AM distribution of IBG2 only trips relative to Ref Case link demand

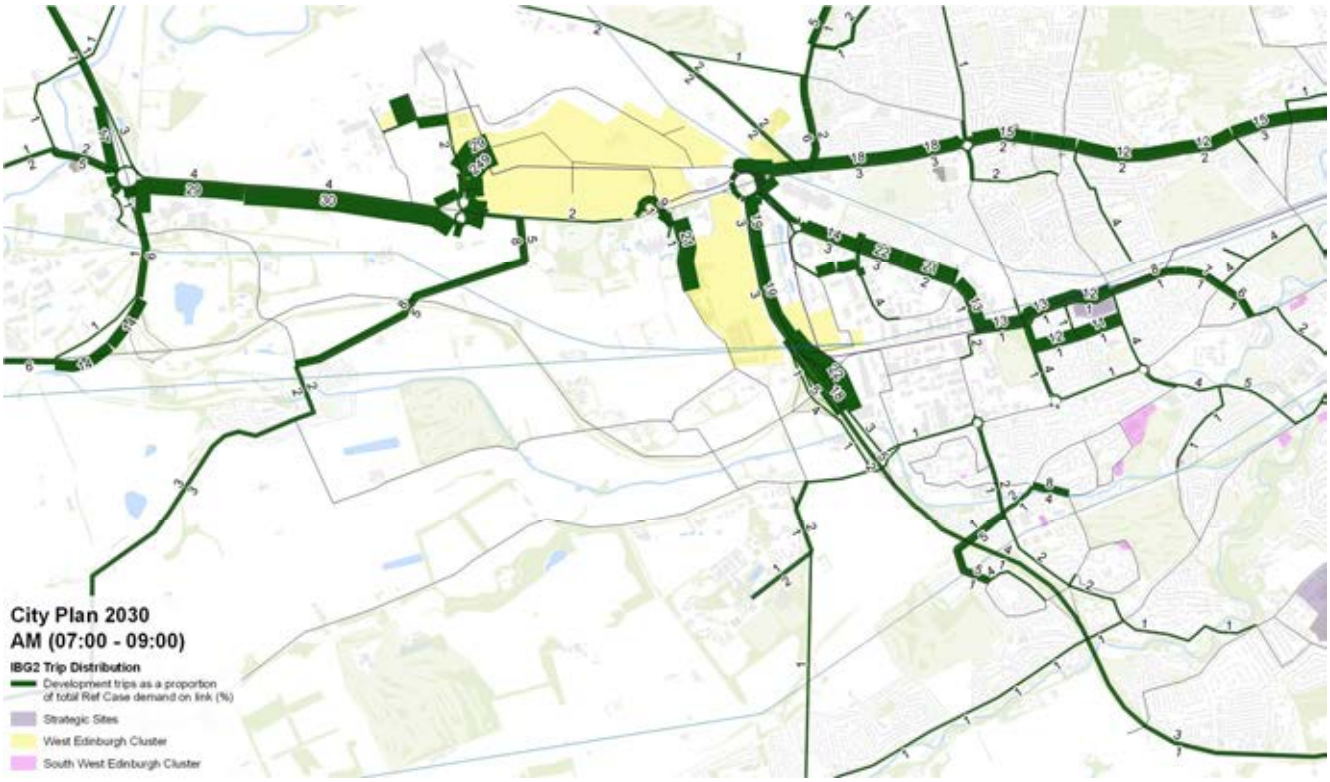


Figure 3.12: AM distribution of IBG2 only trips relative to Ref Case link demand

Figure 3.13: PM distribution of IBG2 only trips relative to Ref Case link demand

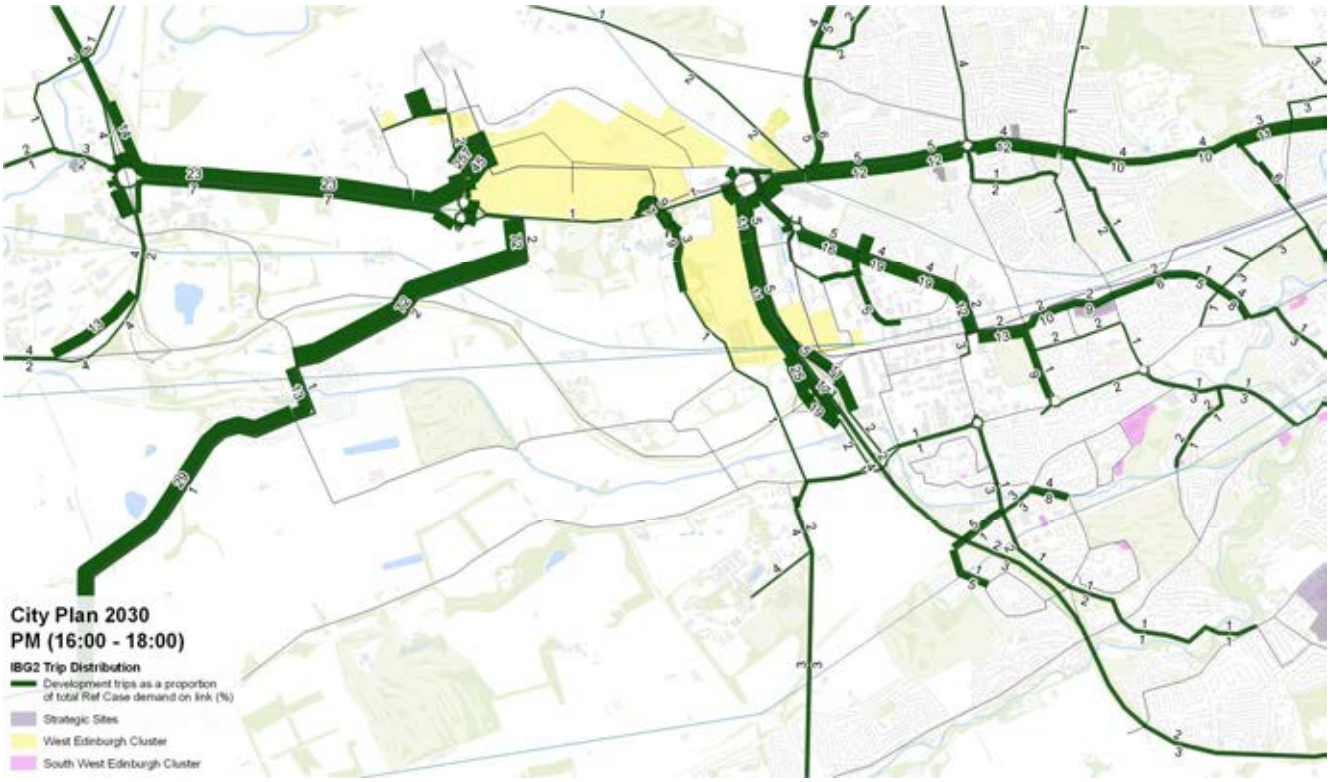


Figure 3.14: PM distribution of IBG2 only trips relative to Ref Case link demand

4. City Plan Brownfield with Drum

To the south east of the city, the analysis is based on the outputs from City Plan Brownfield with Drum development model run. Most additional trips in this area are associated with the Drum greenfield development and the Edinburgh bioQuarter development.

The volume:capacity plot in Figure 4.1 for the AM peak is very similar to the Brownfield with IBG2 volume:capacity plot with some additional ratio increases on sections of the Bypass around Straiton Junction.

The proportional difference between Reference Case and City Plan link flows (Figure 4.2) relative to the total Reference Case link flow on each link while the change in link demand relative to the total Reference Case link demand is shown in Figure 4.3 for the AM peak. Figure 4.4 and

Figure 4.5 provide the same information for this development scenario for the network around West Edinburgh.

Demand from the Drum development loads onto the network to the west of the site via Gilmerton Road and Gilmerton Station Road roundabout and via the A7 Old Dalkeith Road and Shawfair Avenue roundabout to the east of the site. Increased flows on Old Dalkeith Road result in some rerouting away from Kingston Road, Craigmillar Castle Road and Moredunvale Road as it becomes more difficult to exit onto Old Dalkeith Road at these priority junctions.

Similarly, the increased flows from the development via Gilmerton Road result in a reduction in traffic on Gilmerton Road south of Gilmerton Station Road as some vehicles previously travelling north/ south take some alternative routes. The full impact of development demand on sections of the bypass is represented by the demand flow plot.

A similar level of increase is seen in the AM Brownfield with Drum (8% increase) and the AM Brownfield with IBG 2 (7% increase) westbound on the bypass between Baberton and Calder Junctions relative to the Ref Case link demand.

The PM analysis is presented in Figure 4.6 to Figure 4.10. Figure 4.11 to Figure 4.14 shows how trips generated from the Drum development (only) are predicted to be distributed through the local network.

Figure 4.1: AM City Plan 2030 (Brownfield with Drum) Link Demand to Capacity Ratio (%)

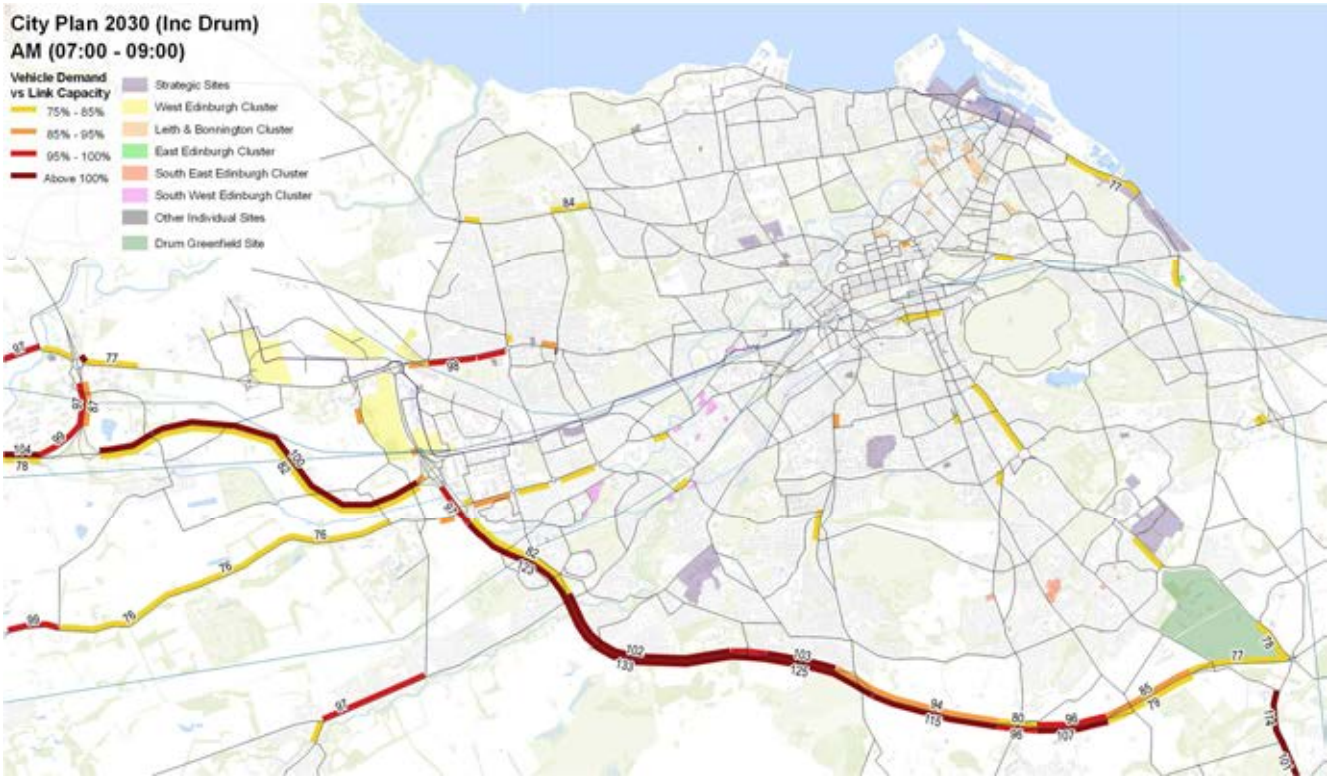


Figure 4.2: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

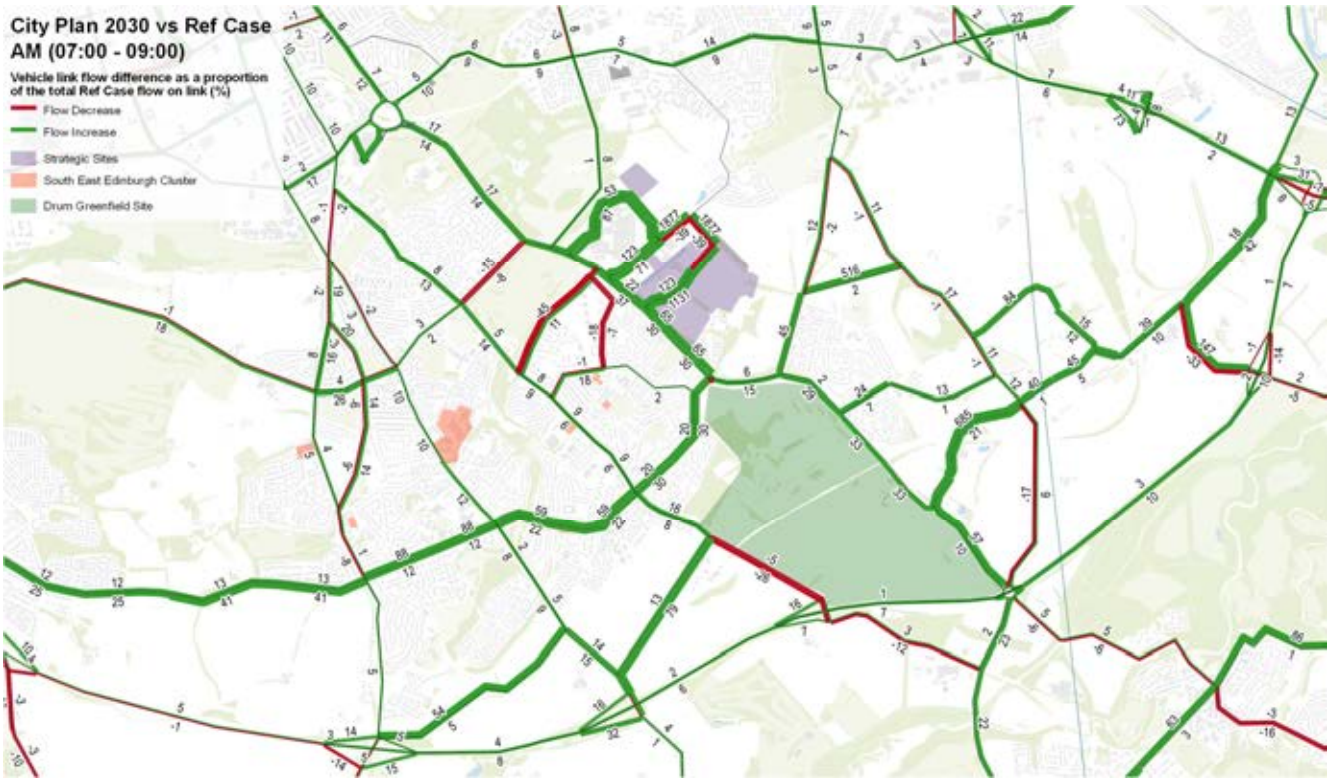


Figure 4.3: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

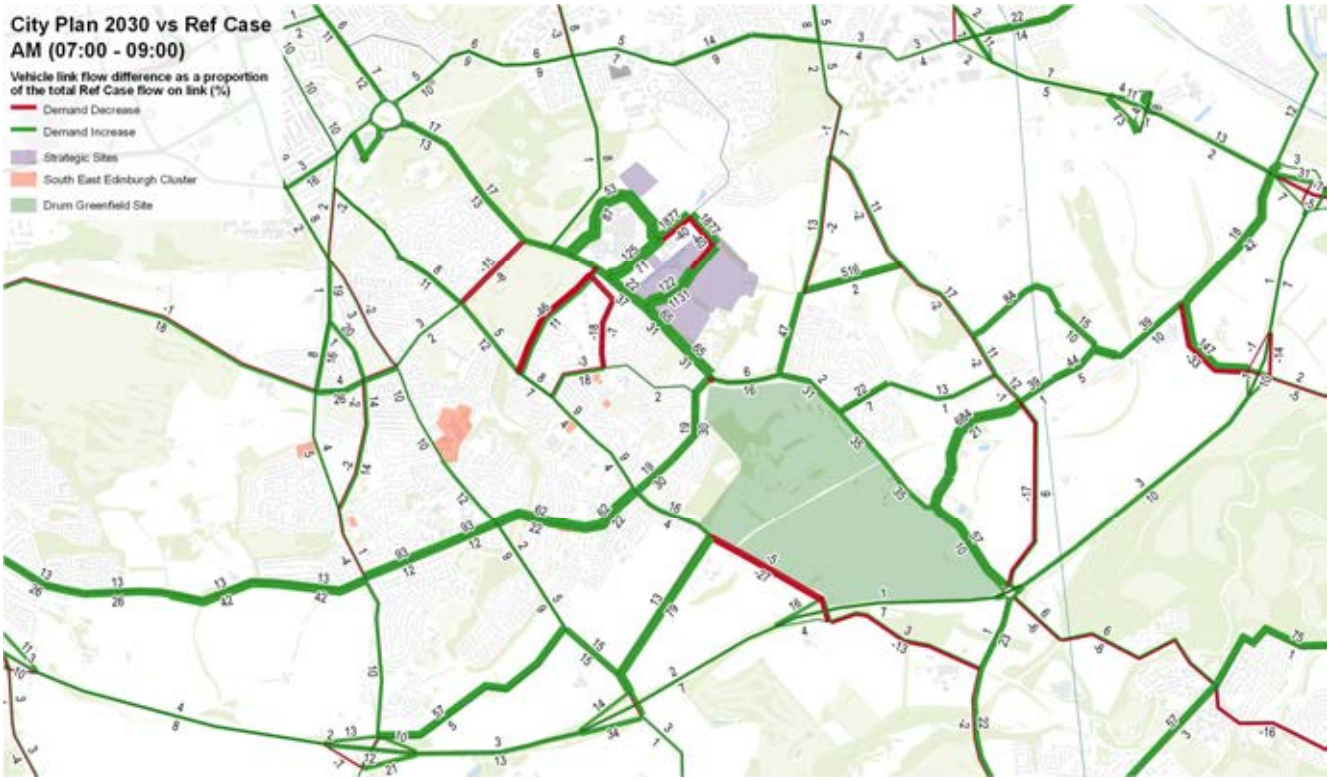


Figure 4.4: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 4.5: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 4.6: PM City Plan 2030 (Brownfield with Drum) Link Demand to Capacity Ratio (%)

Figure 4.7: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 4.8: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 4.9: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

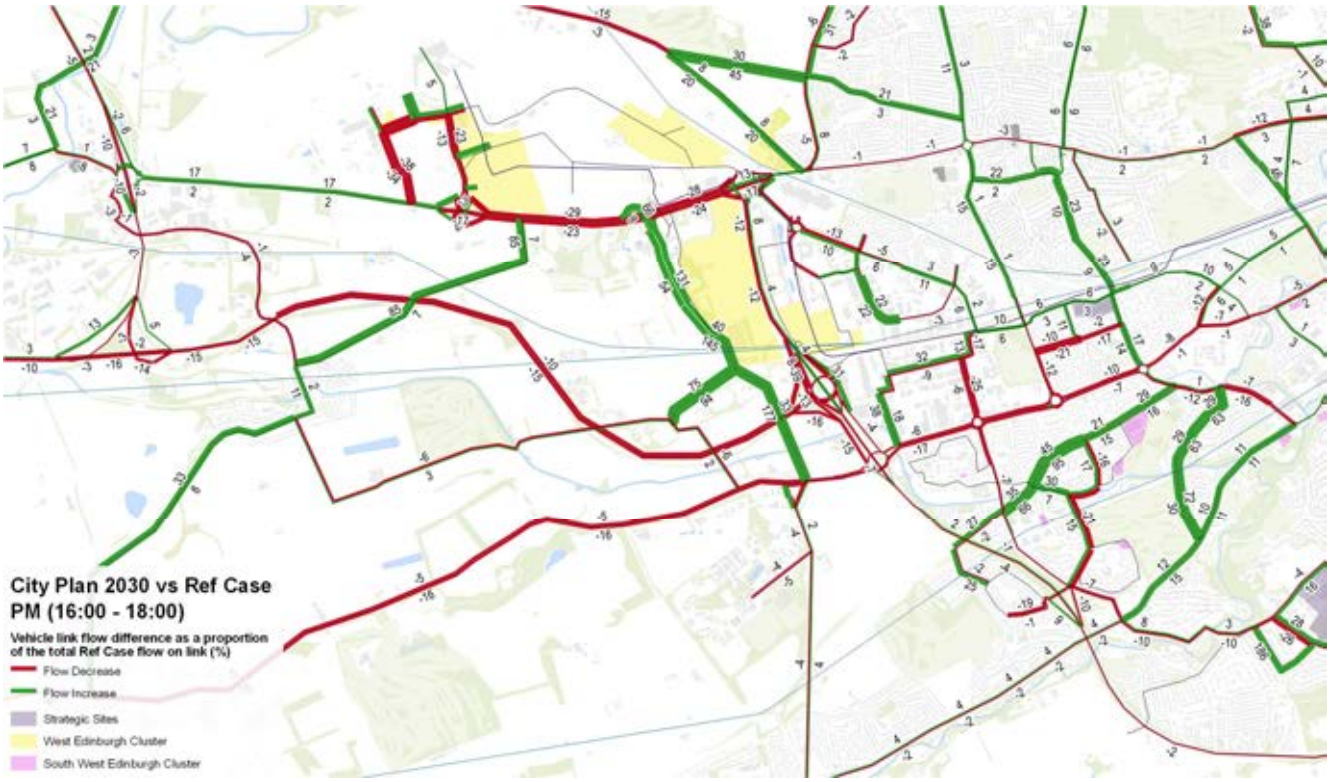


Figure 4.10: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

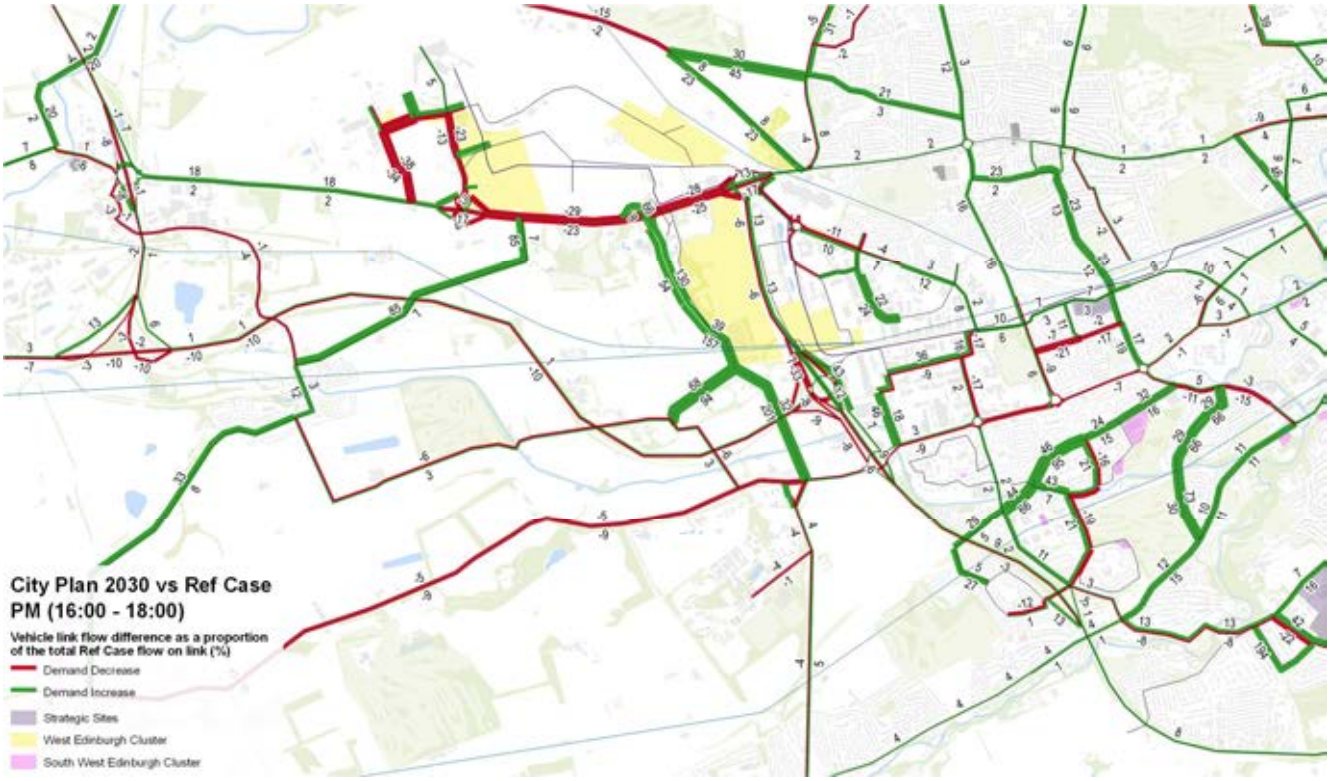


Figure 4.11: AM distribution of Drum only trips relative to Ref Case link demand

Figure 4.12: AM distribution of Drum only trips relative to Ref Case link demand

Figure 4.13: PM distribution of Drum only trips relative to Ref Case link demand

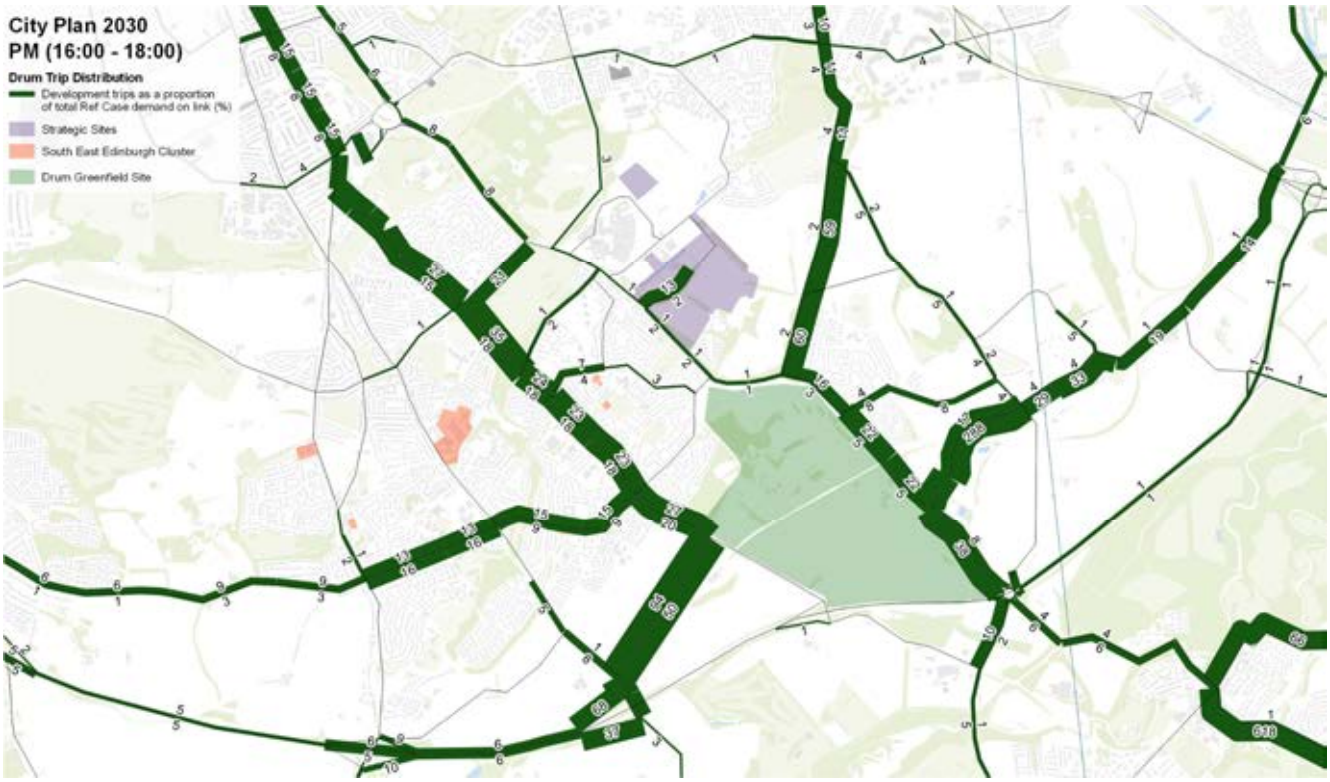
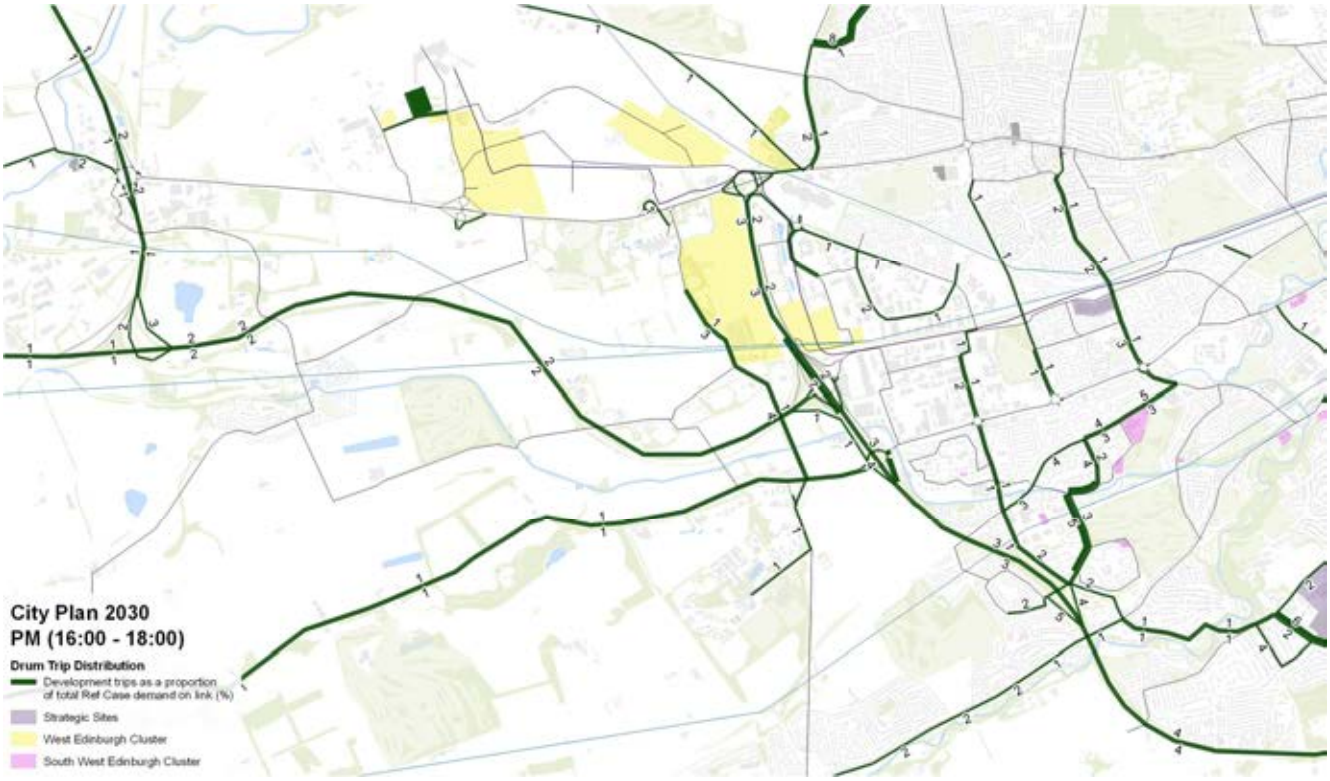


Figure 4.14: PM distribution of Drum only trips relative to Ref Case link demand



5. Additional Modelling Plots: Brownfield with Drum Scenario

The following section provides the plots for the alternative development scenario to those presented with Section 5.4 to 5.6 of the main report.

North, North West and East Edinburgh (City Plan 2030 Brownfield with Drum)

Figure 5.1: City Plan 2030 Brownfield with Drum Vehicle Model Flows – North Edinburgh

Figure 5.2: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot – North Edinburgh

Figure 5.3 City Plan 2030 Brownfield with Drum Public Transport Model Flows – North Edinburgh

Figure 5.4: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot – North Edinburgh

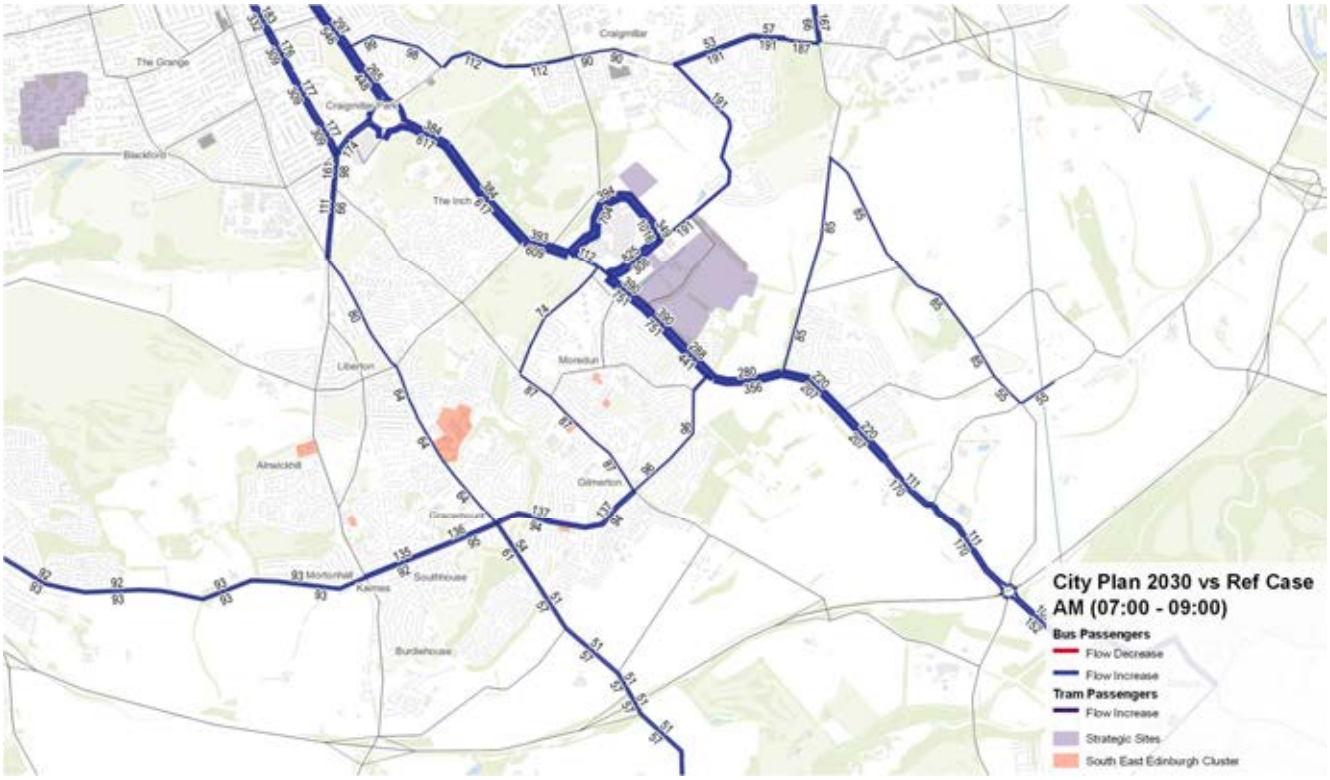
South East Edinburgh (City Plan 2030 Brownfield with IBG2)

Figure 5.5: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows – South East Edinburgh

Figure 5.6: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot – South East Edinburgh

Figure 5.7 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows – South East Edinburgh

Figure 5.8: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot – South East Edinburgh



West Edinburgh (City Plan 2030 Brownfield with Drum)

Figure 5.9: City Plan 2030 Brownfield with Drum Vehicle Model Flows – West Edinburgh

Figure 5.10: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot – West Edinburgh

Figure 5.11 City Plan 2030 Brownfield with Drum Public Transport Model Flows – West Edinburgh

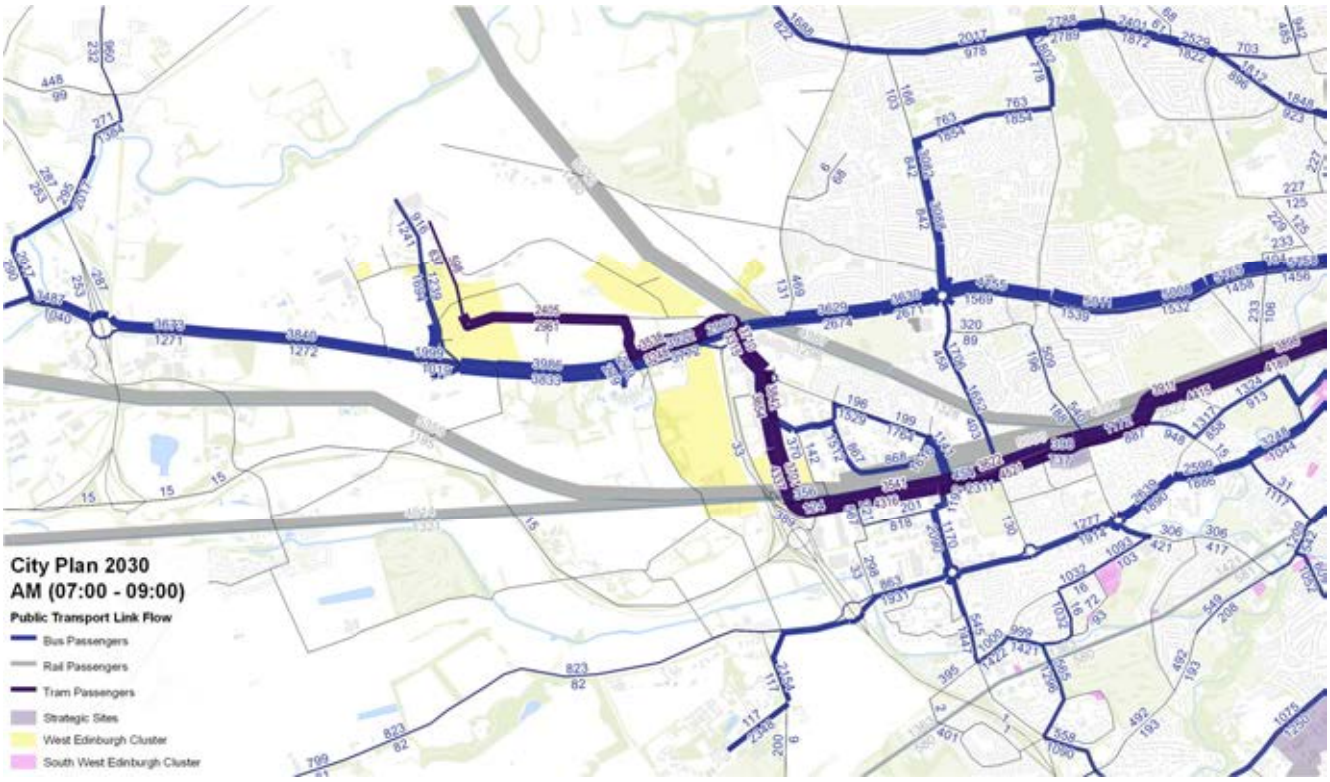
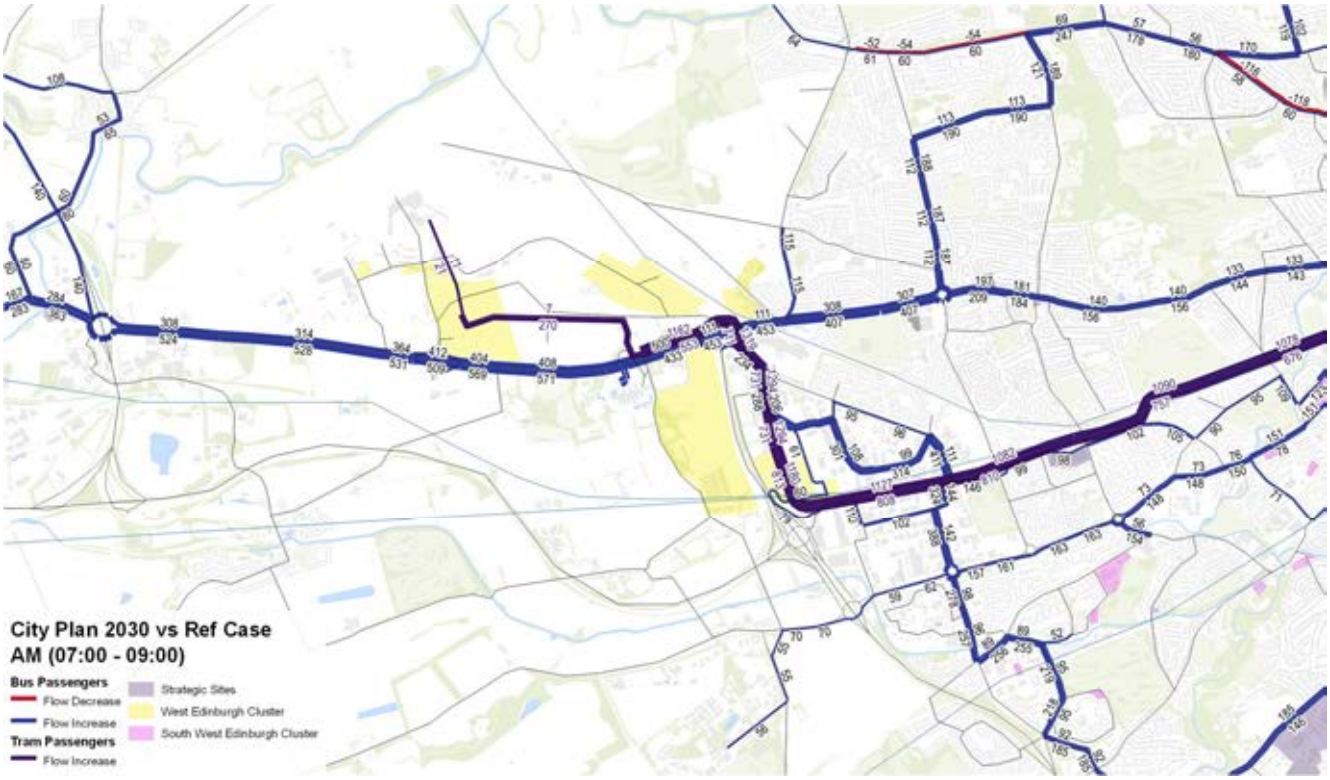


Figure 5.12: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot – West Edinburgh



Appendix H. Impacts on Newbridge, Hermiston, Sheriffhall Junctions

City Plan 2030 Transport Appraisal

Appendix H: summary of development traffic demand changes at key Trunk Road junctions

1 2

3 September 2021

City of Edinburgh Council

Document history and status

Revision	Date	Description	Au	Checked	Reviewed	Approved
1	1 July 2021	Final	IE	TJS	TJS	TJS

Distribution of copies

Revision	Issue approved	Date issued	Issued to	Comments

City Plan 2030 Transport Appraisal

Project No:	BESP0023
Document Title:	Appendix H: summary of development traffic demand changes at key Trunk Road junctions
Document No.:	1
Revision:	2
Date:	3 September 2021
Client Name:	City of Edinburgh Council
Project Manager:	Tim Steiner
Author:	Iain Esslemont
File Name:	Appendix H - Newbridge Hermiston Sheriffhall impacts

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Contents

1. Introduction

This note provides information on the predicted effects on traffic flow of potential developments that could be brought forward by Edinburgh's City Plan 2030 on three key Trunk Road junctions: Newbridge, Hermiston Gait and Sheriffhall. Note that all modelling work assumes that the proposed grade separation of the Sheriffhall junction has been completed.

It follows the same methodology as the information set out in Appendix G, but with more detail provided for those junctions. Appendix G provides information on the approach adopted and on the development scenarios modelled, and should be read alongside this note.

2. City Plan Brownfield with IBG2

2.1 Newbridge

Table 2.1: AM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
M9 Northbound On Slip	2,902	3,665	763 (26.3%)	2,903	3,665	762 (26.3%)
M9 Southbound Off Slip	3,711	3,705	-6 (-0.2%)	4,057	3,933	-124 (-3.1%)
A8 Glasgow Rd Eastbound	5,187	5,246	59 (1.1%)	5,525	5,466	-59 (-1.1%)
A8 Glasgow Rd Westbound	3,323	4,844	1521 (45.8%)	3,324	4,844	1520 (45.7%)
M9 Southbound On Slip	1,705	2,559	854 (50.1%)	1,705	2,559	854 (50.1%)
M9 Northbound Off Slip	1,967	1,999	32 (1.6%)	2,093	2,097	4 (0.2%)
A89 Westbound	1,661	1,640	-21 (-1.3%)	1,741	1,715	-26 (-1.5%)
A89 Eastbound	2,864	2,829	-35 (-1.2%)	2,864	2,829	-35 (-1.2%)

Figure 2.1: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

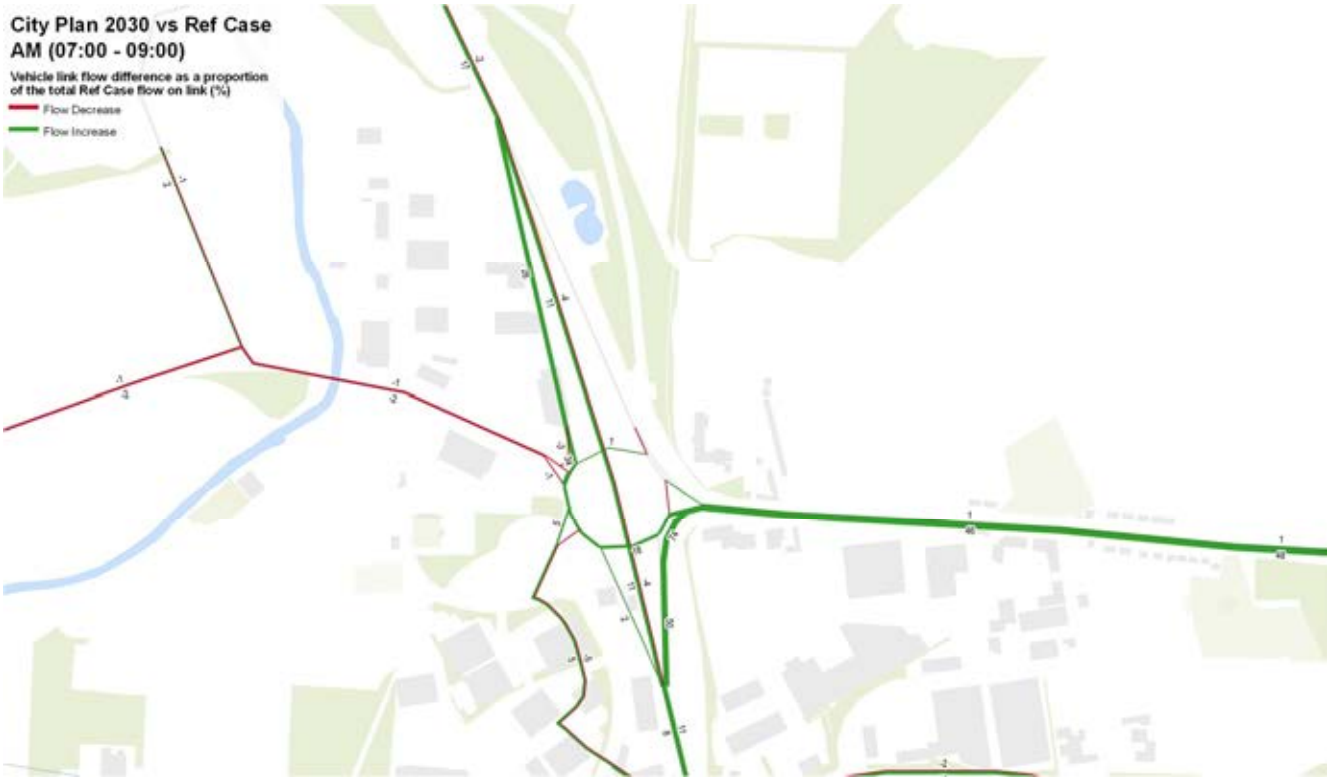

Figure 2.2: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

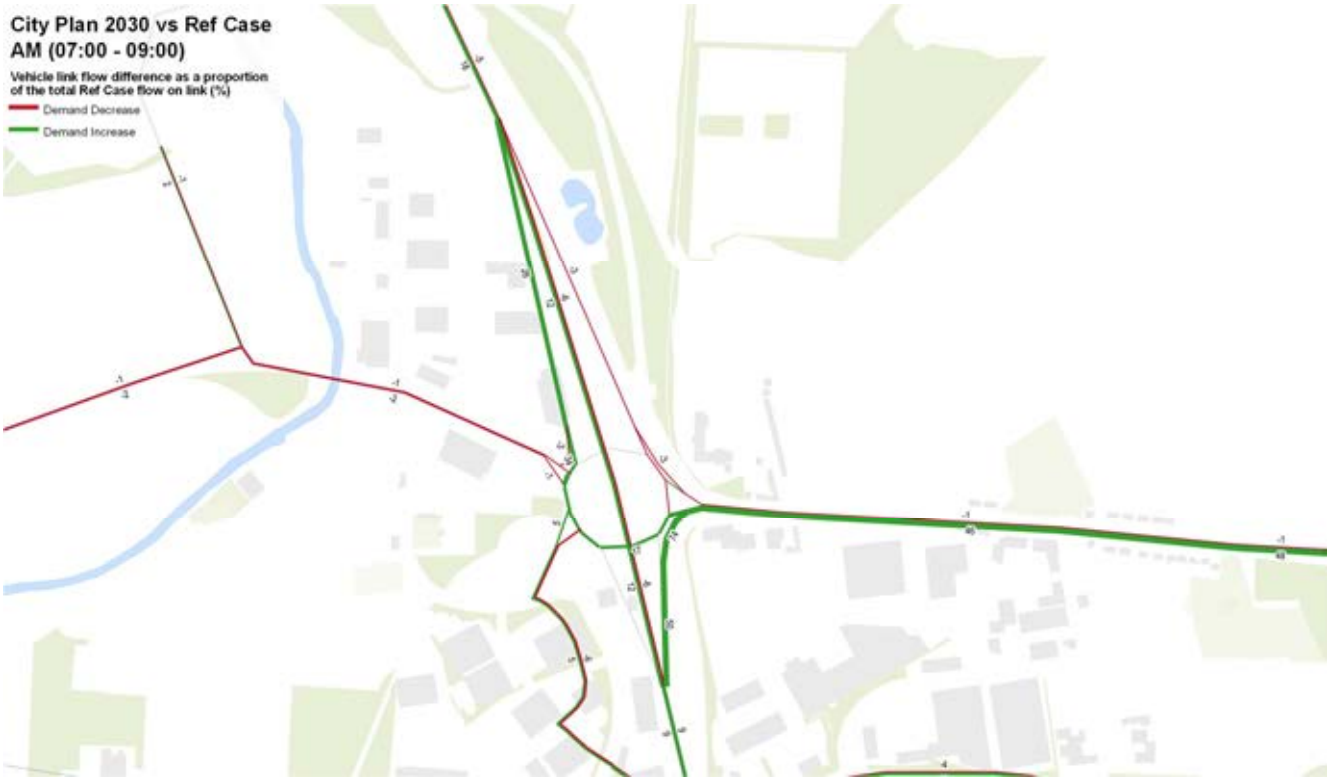

Figure 2.3: AM distribution of IBG2 only trips relative to Ref Case link demand

Table 2.2: PM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
M9 Northbound On Slip	4,110	4,114	4 (0.1%)	4,110	4,115	5 (0.1%)
M9 Southbound Off Slip	3,136	3,650	514 (16.4%)	3,414	4,067	653 (19.1%)
A8 Glasgow Rd Eastbound	3,413	4,318	905 (26.5%)	3,579	4,626	1047 (29.3%)
A8 Glasgow Rd Westbound	5,428	5,447	19 (0.4%)	5,429	5,447	18 (0.3%)
M9 Southbound On Slip	2,124	2,167	43 (2.0%)	2,124	2,168	44 (2.1%)
M9 Northbound Off Slip	1,056	1,376	320 (30.3%)	1,108	1,442	334 (30.1%)
A89 Westbound	1,572	1,430	-142 (-9.0%)	1,635	1,508	-127 (-7.8%)
A89 Eastbound	1,650	1,678	28 (1.7%)	1,650	1,678	28 (1.7%)

Figure 2.4: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 2.5: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 2.6: PM distribution of IBG2 only trips relative to Ref Case link demand

2.2 Hermiston

Table 2.3: AM Hermiston Junction Key Model Links

Movement	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	510	724	214 (42.0%)	510	724	214 (42.0%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	703	591	-112 (-15.9%)	704	591	-113 (-16.0%)
A720 City of Edinburgh Bypass exit from Hermiston	4,062	4,054	-8 (-0.2%)	4,352	4,170	-182 (-4.2%)
A720 City of Edinburgh Bypass entry to Hermiston	3,936	3,934	-2 (0.0%)	4,849	5,167	318 (6.6%)
M8 to A720 City of Edinburgh Bypass Northbound	1,867	1,824	-43 (-2.3%)	2,000	1,838	-162 (-8.1%)
Calder Junction slip to M8	1,787	2,196	409 (22.9%)	1,800	2,223	423 (23.5%)
Hermiston to Calder Junction	2,559	2,545	-14 (-0.6%)	2,765	2,617	-148 (-5.3%)
M8 entry to Hermiston	6,930	6,905	-25 (-0.4%)	7,447	7,099	-348 (-4.7%)
M8 exit from Hermiston	4,061	4,179	118 (2.9%)	4,962	5,389	427 (8.6%)

Figure 2.7: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 2.8: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 2.9: AM distribution of IBG2 only trips relative to Ref Case link demand

Table 2.4: PM Hermiston Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	443	455	12 (2.7%)	449	506	57 (12.6%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	652	597	-55 (-8.4%)	653	640	-13 (-2.0%)
A720 City of Edinburgh Bypass exit from Hermiston	3,998	3,896	-102 (-2.6%)	4,496	4,780	284 (6.3%)
A720 City of Edinburgh Bypass entry to Hermiston	3,716	3,330	-386 (-10.4%)	4,453	4,023	-430 (-9.7%)
M8 to A720 City of Edinburgh Bypass Northbound	1,529	1,305	-224 (-14.7%)	1,565	1,492	-73 (-4.7%)
Calder Junction slip to M8	4,277	3,607	-670 (-15.7%)	4,563	4,150	-413 (-9.1%)
Hermiston to Calder Junction	2,144	1,940	-204 (-9.5%)	2,348	2,373	25 (1.1%)
M8 entry to Hermiston	6,342	6,059	-283 (-4.5%)	6,782	7,111	329 (4.9%)
M8 exit from Hermiston	4,165	3,604	-561 (-13.5%)	4,892	4,325	-567 (-11.6%)

Figure 2.10: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 2.11: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 2.12: PM distribution of IBG2 only trips relative to Ref Case link demand

2.3 Sheriffhall

Table 2.5: AM Sheriffhall Junction Key Model Links

Movement	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	2,460	2,651	191 (7.8%)	2,537	2,767	230 (9.1%)
A7 Old Dalkeith Rd North entry to Sheriffhall	710	896	186 (26.2%)	710	896	186 (26.1%)
A6106 Millerhill Rd exit from Sheriffhall	813	783	-30 (-3.7%)	894	873	-21 (-2.3%)
A6106 Millerhill Rd entry to Sheriffhall	1,552	1,592	40 (2.6%)	1,552	1,592	40 (2.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	1,459	1,436	-23 (-1.6%)	1,642	1,626	-16 (-1.0%)
A720 City of Edinburgh Bypass Westbound Off Slip	760	926	166 (21.9%)	760	926	166 (21.9%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,441	1,452	11 (0.8%)	1,457	1,508	51 (3.5%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	1,415	1,404	-11 (-0.8%)	1,415	1,405	-10 (-0.7%)
A7 South exit from Sheriffhall	1,101	1,334	233 (21.2%)	1,101	1,334	233 (21.2%)
A7 South entry to Sheriffhall	2,061	2,067	6 (0.3%)	2,375	2,411	36 (1.5%)
A720 City of Edinburgh Bypass Westbound On Slip	1,054	1,174	120 (11.4%)	1,054	1,174	120 (11.4%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,831	1,945	114 (6.2%)	1,872	2,051	179 (9.5%)

Figure 2.13: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 2.14: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 2.15: AM distribution of IBG2 only trips relative to Ref Case link demand

Table 2.6: PM Sheriffhall Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	453	516	63 (13.9%)	581	689	108 (18.5%)
A7 Old Dalkeith Rd North entry to Sheriffhall	1,749	1,712	-37 (-2.1%)	2,099	2,120	21 (1.0%)
A6106 Millerhill Rd exit from Sheriffhall	1,086	1,100	14 (1.3%)	1,396	1,436	40 (2.8%)
A6106 Millerhill Rd entry to Sheriffhall	900	850	-50 (-5.6%)	1,069	1,062	-7 (-0.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	129	119	-10 (-7.7%)	162	156	-6 (-3.5%)
A720 City of Edinburgh Bypass Westbound Off Slip	574	639	65 (11.3%)	716	842	126 (17.6%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,006	951	-55 (-5.5%)	1,314	1,331	17 (1.3%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	894	932	38 (4.3%)	1,117	1,179	62 (5.5%)
A7 South exit from Sheriffhall	2,285	2,367	82 (3.6%)	2,813	3,081	268 (9.5%)
A7 South entry to Sheriffhall	752	829	77 (10.2%)	896	1,009	113 (12.6%)
A720 City of Edinburgh Bypass Westbound On Slip	1,203	1,263	60 (5.0%)	1,504	1,582	78 (5.2%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,392	1,454	62 (4.5%)	1,874	2,063	189 (10.1%)

Figure 2.16: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 2.17: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 2.18: PM distribution of IBG2 only trips relative to Ref Case link demand

3. City Plan Brownfield with Drum

3.1 Newbridge

Table 3.1: AM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
M9 Northbound On Slip	2,902	3,315	414 (14.3%)	2,903	3,315	413 (14.2%)
M9 Southbound Off Slip	3,711	3,702	-9 (-0.2%)	4,057	3,861	-196 (-4.8%)
A8 Glasgow Rd Eastbound	5,187	5,343	156 (3.0%)	5,525	5,534	9 (0.2%)
A8 Glasgow Rd Westbound	3,323	4,180	857 (25.8%)	3,324	4,181	857 (25.8%)
M9 Southbound On Slip	1,705	2,271	566 (33.2%)	1,705	2,271	566 (33.2%)
M9 Northbound Off Slip	1,967	2,105	138 (7.0%)	2,093	2,239	145 (6.9%)
A89 Westbound	1,661	1,635	-26 (-1.6%)	1,741	1,707	-34 (-1.9%)
A89 Eastbound	2,864	2,848	-15 (-0.5%)	2,864	2,848	-15 (-0.5%)

Figure 3.1: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

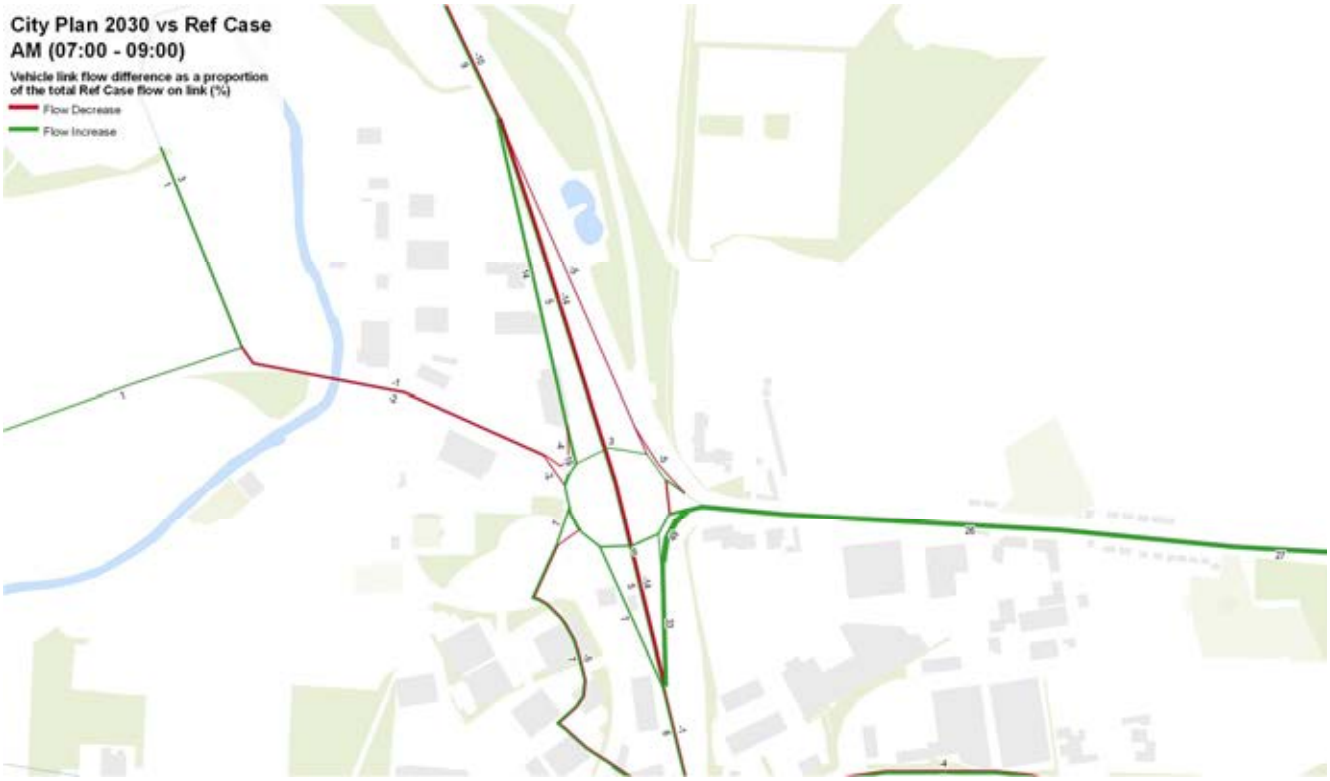

Figure 3.2: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

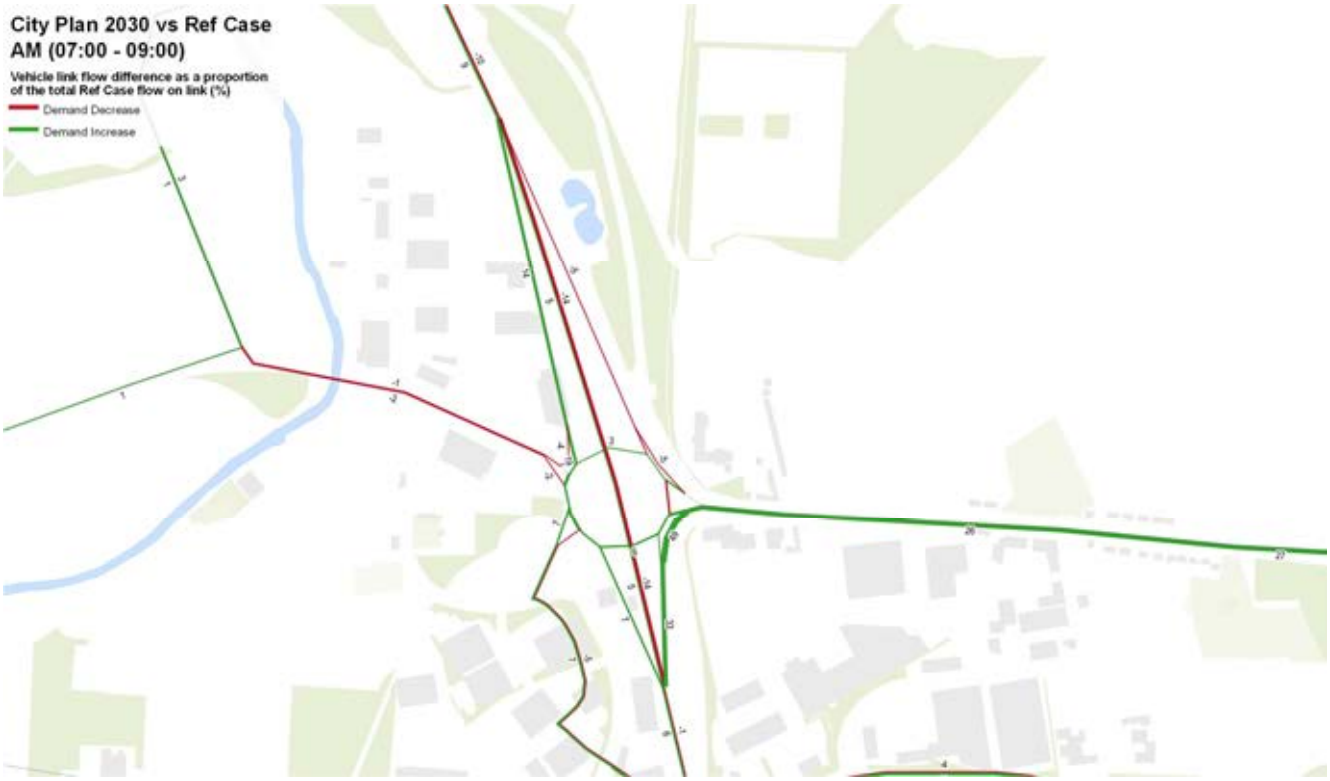

Figure 3.3: AM distribution of Drum only trips relative to Ref Case link demand

Table 3.2: PM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
M9 Northbound On Slip	4,110	4,119	9 (0.2%)	4,110	4,120	10 (0.2%)
M9 Southbound Off Slip	3,136	3,339	203 (6.5%)	3,414	3,666	252 (7.4%)
A8 Glasgow Rd Eastbound	3,413	3,992	579 (17.0%)	3,579	4,205	626 (17.5%)
A8 Glasgow Rd Westbound	5,428	5,521	92 (1.7%)	5,429	5,521	92 (1.7%)
M9 Southbound On Slip	2,124	2,216	92 (4.3%)	2,124	2,216	92 (4.3%)
M9 Northbound Off Slip	1,056	1,326	270 (25.6%)	1,108	1,396	288 (25.9%)
A89 Westbound	1,572	1,439	-133 (-8.5%)	1,635	1,519	-116 (-7.1%)
A89 Eastbound	1,650	1,657	7 (0.4%)	1,650	1,657	7 (0.4%)

Figure 3.4: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.5: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 3.6: PM distribution of Drum only trips relative to Ref Case link demand

3.2 Hermiston

Table 3.3: AM Hermiston Junction Key Model Links

Movement	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	510	614	104 (20.4%)	510	614	104 (20.4%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	703	722	19 (2.7%)	704	722	18 (2.5%)
A720 City of Edinburgh Bypass exit from Hermiston	4,062	3,858	-203 (-5.0%)	4,352	3,962	-390 (-9.0%)
A720 City of Edinburgh Bypass entry to Hermiston	3,936	3,819	-117 (-3.0%)	4,849	5,055	205 (4.2%)
M8 to A720 City of Edinburgh Bypass Northbound	1,867	1,856	-11 (-0.6%)	2,000	1,912	-89 (-4.4%)
Calder Junction slip to M8	1,787	2,119	332 (18.6%)	1,800	2,162	362 (20.1%)
Hermiston to Calder Junction	2,559	2,528	-31 (-1.2%)	2,765	2,633	-132 (-4.8%)
M8 entry to Hermiston	6,930	6,680	-251 (-3.6%)	7,447	6,893	-554 (-7.4%)
M8 exit from Hermiston	4,061	3,875	-186 (-4.6%)	4,962	5,072	109 (2.2%)

Figure 3.7: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.8: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 3.9: AM distribution of Drum only trips relative to Ref Case link demand

Table 3.4: PM Hermiston Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	443	581	138 (31.2%)	449	645	195 (43.5%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	652	566	-86 (-13.2%)	653	604	-49 (-7.5%)
A720 City of Edinburgh Bypass exit from Hermiston	3,998	3,859	-139 (-3.5%)	4,496	4,811	315 (7.0%)
A720 City of Edinburgh Bypass entry to Hermiston	3,716	3,281	-435 (-11.7%)	4,453	4,028	-426 (-9.6%)
M8 to A720 City of Edinburgh Bypass Northbound	1,529	1,133	-396 (-25.9%)	1,565	1,329	-236 (-15.1%)
Calder Junction slip to M8	4,277	3,608	-670 (-15.7%)	4,563	4,173	-391 (-8.6%)
Hermiston to Calder Junction	2,144	1,882	-263 (-12.3%)	2,348	2,346	-2 (-0.1%)
M8 entry to Hermiston	6,342	5,937	-405 (-6.4%)	6,782	7,085	303 (4.5%)
M8 exit from Hermiston	4,165	3,568	-598 (-14.4%)	4,892	4,343	-549 (-11.2%)

Figure 3.10: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.11: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

Figure 3.12: PM distribution of Drum only trips relative to Ref Case link demand

3.3 Sheriffhall

Table 3.5: AM Sheriffhall Junction Key Model Links

Movement	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	2,460	2,691	230 (9.3%)	2,537	2,794	257 (10.1%)
A7 Old Dalkeith Rd North entry to Sheriffhall	710	1,094	384 (54.1%)	710	1,094	384 (54.0%)
A6106 Millerhill Rd exit from Sheriffhall	813	678	-135 (-16.6%)	894	745	-148 (-16.6%)
A6106 Millerhill Rd entry to Sheriffhall	1,552	1,639	87 (5.6%)	1,552	1,639	87 (5.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	1,459	1,573	115 (7.9%)	1,642	1,748	106 (6.5%)
A720 City of Edinburgh Bypass Westbound Off Slip	760	998	238 (31.3%)	760	998	238 (31.3%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,441	1,507	65 (4.5%)	1,457	1,538	81 (5.6%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	1,415	1,328	-87 (-6.2%)	1,415	1,329	-86 (-6.1%)
A7 South exit from Sheriffhall	1,101	1,355	254 (23.1%)	1,101	1,355	254 (23.1%)
A7 South entry to Sheriffhall	2,061	2,094	33 (1.6%)	2,375	2,401	25 (1.1%)
A720 City of Edinburgh Bypass Westbound On Slip	1,054	1,173	118 (11.2%)	1,054	1,173	118 (11.2%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,831	1,823	-8 (-0.4%)	1,872	1,892	20 (1.1%)

Figure 3.13: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

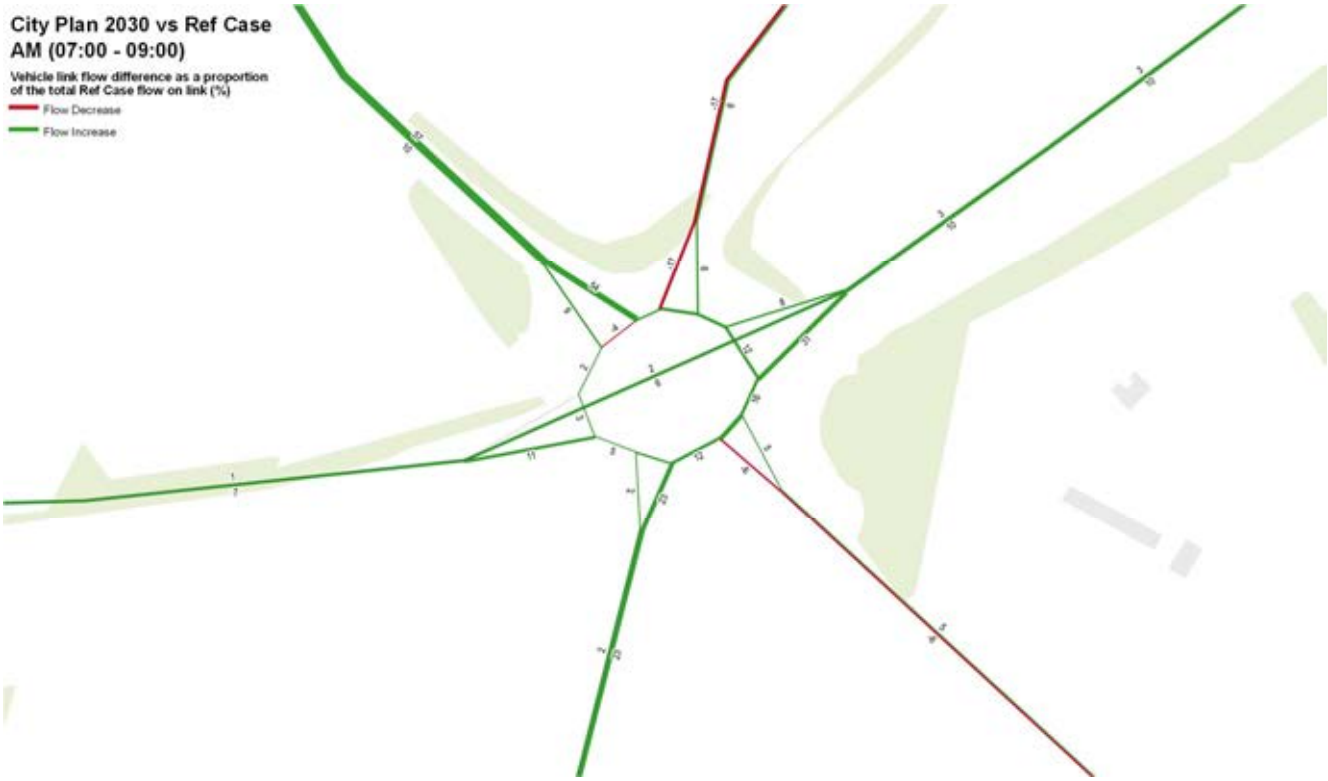

Figure 3.14: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

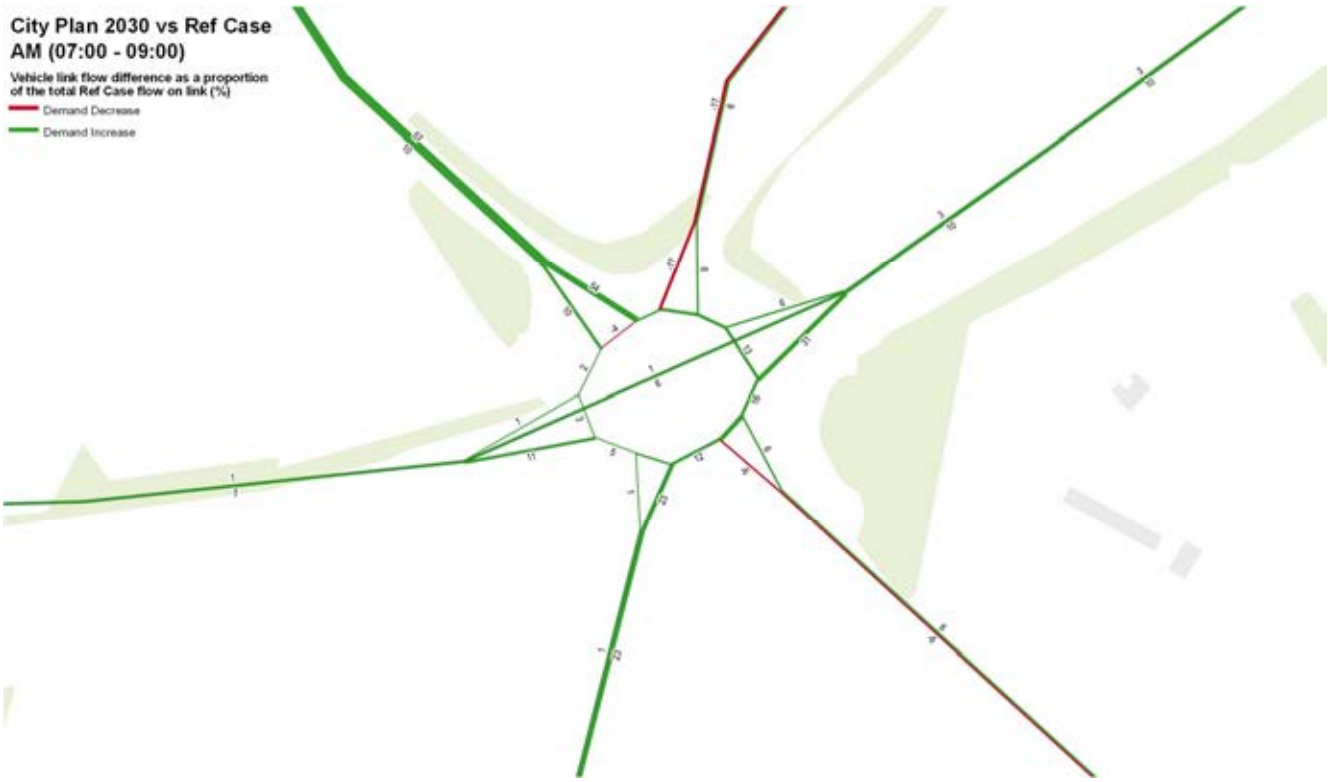

Figure 3.15: AM distribution of Drum only trips relative to Ref Case link demand

Table 3.6: PM Sheriffhall Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	453	612	160 (35.4%)	581	841	259 (44.6%)
A7 Old Dalkeith Rd North entry to Sheriffhall	1,749	1,729	-20 (-1.1%)	2,099	2,162	63 (3.0%)
A6106 Millerhill Rd exit from Sheriffhall	1,086	1,064	-22 (-2.0%)	1,396	1,421	24 (1.7%)
A6106 Millerhill Rd entry to Sheriffhall	900	748	-152 (-16.9%)	1,069	945	-124 (-11.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	129	123	-6 (-4.6%)	162	165	4 (2.2%)
A720 City of Edinburgh Bypass Westbound Off Slip	574	762	188 (32.8%)	716	1,039	323 (45.0%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,006	913	-93 (-9.2%)	1,314	1,301	-13 (-1.0%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	894	850	-44 (-4.9%)	1,117	1,214	97 (8.6%)
A7 South exit from Sheriffhall	2,285	2,488	203 (8.9%)	2,813	3,280	467 (16.6%)
A7 South entry to Sheriffhall	752	894	142 (18.9%)	896	1,094	198 (22.1%)
A720 City of Edinburgh Bypass Westbound On Slip	1,203	1,066	-138 (-11.5%)	1,504	1,447	-57 (-3.8%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,392	1,382	-10 (-0.7%)	1,874	2,003	128 (6.9%)

Figure 3.16: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

Figure 3.17: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

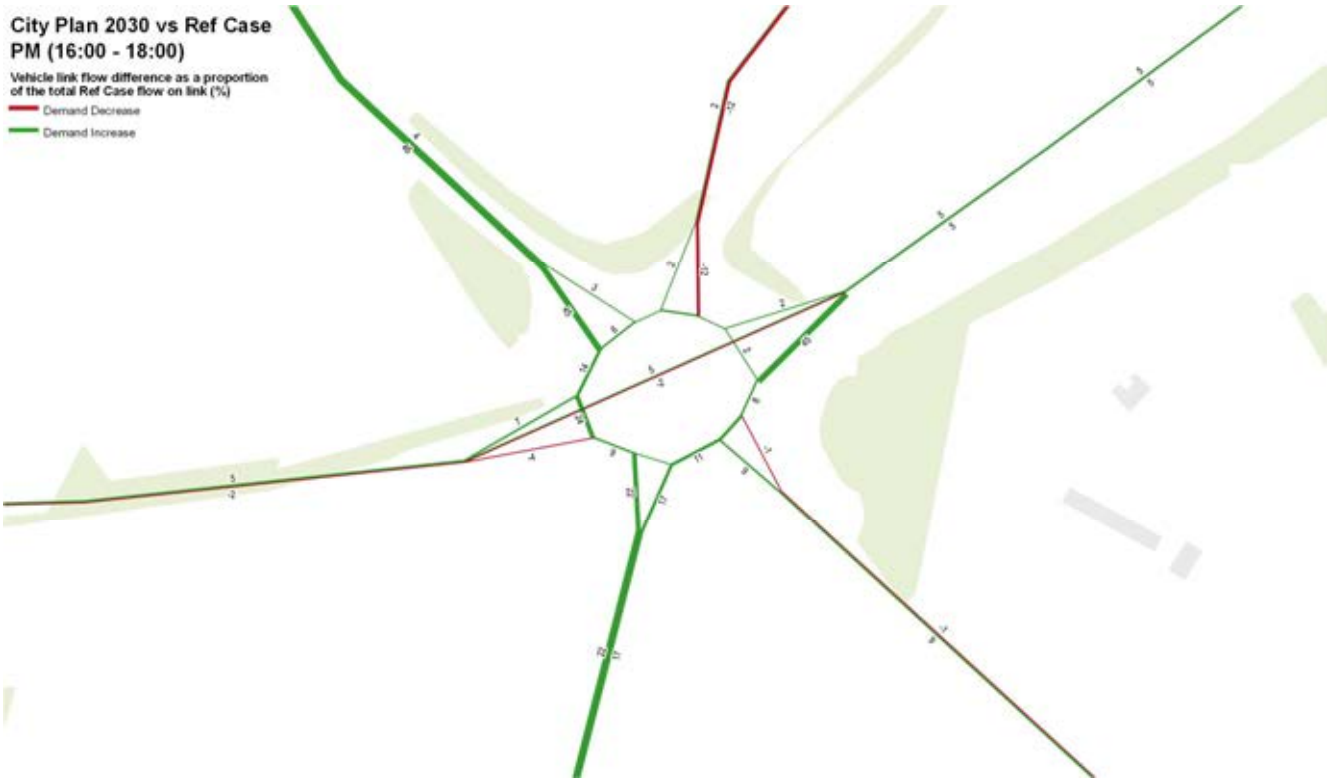

Figure 3.18: PM distribution of Drum only trips relative to Ref Case link demand

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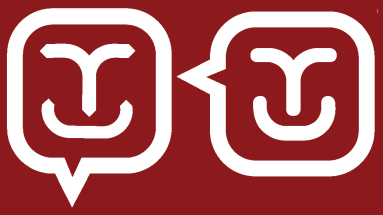

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