

# **Edinburgh Local Development Plan: Action Programme 2023 – adoption**

Appendix 2: Actions removed from LDP Action Programme

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LDP SITE OR TCZ	Action Ref. no.	Action	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and project status	Type	Owner
HSG 1	TR-SA-HSG1-1	Springfield HSG 1	Opportunity to create a link road from Bo'ness Road to Society Road should be investigated. Queensferry Transport Contribution Zone.	£0	£0	20/05023/FUL granted.	Roads	CEC
<b>Reason for removal</b>			This link road was included as part of the consultation on the LDP, but was not part of the mitigation measures in the LDP Transport Appraisal. This was looked at during the planning application stage, but did not form part of the approved layout.					

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HSG 12 Lochend Butterfly	TR-SA-HSG12-1	C. Option to assist with the provision of a new pedestrian bridge over the railway from the south development site and Moray Park Terrace in the event that the railway line is reinstated for use.					Active Travel	
<b>Reason for removal</b>			<p>The part of the action regarding a new pedestrian bridge over the railway has been discounted as a viable action during the scoping works (work up to RIBA Stage 1 and 2) for actions associated with this housing development. This part of the action did not receive any developer contributions, and since this housing development is fully constructed, there is no prospect of future contributions.</p> <p>Instead, pedestrian access improvements are proposed at the link to Moray Park Terrace (see TR-SA-HSG12-1 B) and concept designs were produced at the end of 2022.</p> <p>Removing this action from the LDPAP, and associating it with one housing development, does not preclude or prejudice its potential delivery in the future. Long-term potential for ramps or bridge in this location for example can be explored with when the Powderhall railway project develops (see Lochend Powderhall T7) or as part of a future active travel network plan.</p> <p>Recommend that this part of this action is removed from the LDPAP 2023.</p>					

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HSG 22 Burdiehouse	TR-SA-HSG22-5	Pedestrian cycleway access across site from Straiton path to Burdiehouse Burn	500m path at both the east and west edges of the site.	£125,000	£153,125	Not funded through signed s.75.	Active Travel	CEC
<b>Reason for removal</b>			<p>This action was discounted as viable to progress within the scope of works in the Walk, Wheel, Cycle Burdiehouse actions being progressed to RIBA Stage 2. The scoping exercise (feasibility report at Stage 1) concluded that a connection from the path alongside the Burdiehouse Burn to The Limes/The Murrays residential developments is not feasible due to the significant level difference between the two and that it would not be feasible to attempt to connect the two, especially to meet accessibility compliance.</p> <p>This is in the context that this action did not secure any developer contributions or obligations in the legal agreement, and since this housing development is fully constructed, there is no prospect of future contributions. The estimated cost in previous published action programmes is £153,125.</p> <p>While not as direct a route as envisaged through this action, paths have been delivered as part of the internal layout of HSG 22 and are being delivered as part of East of Burdiehouse development to connect both sites (see actions TR-SA-EBH-3 and TR-SA-EBH-4) to Burdiehouse Road and across to the Burn with future connections to the Straiton Ponds.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

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HSG22 Burdiehouse	TR-SA-HSG22-6	Widen existing path along Burdiehouse Burn Park	Widen 300m to 3.5m running parallel to site's northern boundary and linking to western access point. Forms part of strategic green network between Pentlands and Portobello.	£100,000	£122,500	Not funded through signed s.75.	Active Travel	CEC
<b>Reason for removal</b>			<p>This action was discounted as viable to progress within the scope of works in the Walk, Wheel, Cycle Burdiehouse actions (now progressed to RIBA Stage 2). The scoping exercise (feasibility report at Stage 1) concluded that there was not the available space to deliver path widening.</p> <p>The recommended removal of this action would not prejudice path improvements as part of future active travel or greenspace projects. It is noted that the Pentlands to Portobello active travel route project (currently at feasibility stage) will be assessing options to improve existing paths, alternative routes and generally improve access to the Burdiehouse Burn greenspace as part of this route development.</p> <p>This is in the context that this action did not secure any developer contributions or obligations in the legal agreement, and since this housing development is fully constructed, there is no prospect of future contributions.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

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HSG24 Gilmerton Station Road	TR-SA-HSG24-8	Upgrade bus stops and peak capacity on Gilmerton Road	Upgrade of peak capacity not pursued					
<b>Reason for removal</b>			<p>Funding for this action has not been secured in the legal agreement, and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and in February 2023 a draft Public Transport Action Plan (PTAP) was published. It will be in the context of the policies in the PTAP and the emerging Street Space Allocation Framework that the bus network will be reviewed (see PG1) and that public transport serves new developments (see PG2).</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan (PTAP and the Circulation Plan).</p> <p>It is now proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p> <p>Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p>					

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HSG32 Buileyon Road	TR-SA-HSG32-6	Cycle and Path Routes Works Bridge link over A9000	<p>Bridge over the A900 in south-east corner of the site.</p> <p>Design feasibility study to be funded by the developers and commissioned by the Council assessing the provision of a bridge over the A9000 in south-east corner of the site to provide an off-road cycle route to link to Ferrymuir Gait and routes to the East and provision of a link to the National Cycle Network by means of a bridge to Ferrymuir, located west of the A9000.</p>	£3,000,000	£3,675,000	Cost and actions to be determined in Feasibility Study as per s.75	Active Travel	CEC
<b>Reason for removal</b>			<p>A condition of the PPP application was to prepare a design feasibility study to assess the provision of a bridge at this location (study funded by the developers and commissioned by the Council).</p> <p>The feasibility study concluded that the delivery of a bridge would not be feasible to achieve with the level differences crossing the A9000 and other constraints such as the SUDS ponds associated with the A90.</p> <p>The alternative East – West active travel route will be delivered as part of other actions in this LDPAP 2023 namely:</p> <ul style="list-style-type: none"> <li>•TR-SA-HSG32-4 Buileyon Road East/West Works Buileyon Road: Street design and upgrade links;</li> <li>•TR-SA-HSG32-8 Echline Junction &amp; East Works Echline Junction: pedestrian/Cycle routes through roundabout; and</li> <li>•TR-SA-HSG32-9 Echline Junction &amp; East Works - Help provide upgrades of existing external pedestrian/cycle routes to Dalmeny Station: reconfigure existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities</li> </ul> <p>It is proposed to remove this action from the LDPAP 2023 based on the conclusions of the feasibility study</p>					

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HSG32 Buileyon Road	TR-SA-HSG32-10	Queensferry Crossing	Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction.	£0	£0		Junctions	Transport Scotland
<b>Reason for removal</b>			This is not a specific action for delivery by a housing site, and it was not requested in Transport Scotland consultee response and all relevant applications have now been granted permission. It is proposed that this is therefore removed from LDPAP 2023.					
HSG33 South Scotstoun	TR-SA-HSG33-9	Queensferry Crossing	Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.	£0	£0	Not requested in Transport Scotland consultee response	Junctions	Transport Scotland
<b>Reason for removal</b>			This is not a specific action for delivery by a housing site, and it was not requested in Transport Scotland consultee response and all relevant applications have now been granted permission. It is proposed that this is therefore removed from LDPAP 2023.					



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HSG36 Curriehill Road	TR-SA-HSG36-3	Connections to be made to the Kirknewton Core Path to the west boundary of the site		£0	£0	No section s.75 or legal agreement secured for this off-site connection.	Active Travel	CEC
<b>Reason for removal</b>			<p>The development layout of HSG 36 created two path links that connect with the core path on its western edge (Riccarton CEC 17).</p> <p>Connections to the Kirknewton core path (adjacent to HSG 37 Newmills) via an existing rough path along the northern extent of the urban area (field edge, to rear/back gardens of Currievale Drive) provides little natural surveillance, requires land ownership and functions as a recreational route. To deliver this action would require this to be upgraded to current standards. This action has not secured any funding in legal agreements and is not within a current delivery programme to scope, design and cost its delivery. Instead, connections from HSG 36 westwards to the Kirknewton Core Path will be achieved through active travel improvements along Currievale Drive/Curriehill Castle Drive - see separates Actions:</p> <ul style="list-style-type: none"> <li>•TR-SA-HSG37-9 Upgrade cycle routes between Newmills Road and Curriehill Station</li> <li>•TR-SA-HSG38-6 Upgrade cycle routes between site and Curriehill Station</li> </ul> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

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HSG 37 Newmills Road	TR-SA-HSG37-3	Cycle access to Ravelrig Road	Newmills Road site to Ravelrig Road via old railway line: New 4m wide 1km long path along old railway line to Ravelrig Road (new off road NCN 75), includes tree clearance, ramp to road and crossing of burn.	£450,000	£551,250	Not funded through signed s.75.	Active Travel	CEC
<b>Reason for removal</b>			<p>This action relates to a significant new additional route to connect with the National Cycle Network. It has been indicatively costed in previous action programmes at £551,250. This can potentially be delivered as part of future NCN project work and/or ATAP, at present is considered a long-term aspirational leisure route.</p> <p>Active travel improvements in the vicinity to improve links between new housing sites, and new housing and Curriehill Station in particular are captured in TR-SA-HSG37-9 and action in Ravelrig Road site: TR-SA-HSG38-6.</p> <p>All relevant applications have now been granted permission, and the housing site is fully constructed. This action did not secure any developer contributions or obligations in the legal agreement, and there is no prospect of future contributions. It is not included in any current delivery project.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

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HSG 38 Ravelrig Road	TR-SA-HSG38-4	New cycle path along Ravelrig Road	2. New 4m wide 1km long path along part of Ravelrig Road (NCN75) to join up with the re-routed/off-road NCN75 proposal see TR-SA-HSG37-3.			Not funded through signed s.75.	Active Travel	CEC
<b>Reason for removal</b>			<p>This is part of the action relates to a significant addition to the national cycle network by segregating a length of Ravelrig Road, and relates and relies on the delivery of a separate action TR-SA-HSG37-3 for new off-road section of NCN75. This action has been costed at £286,720 in previous action programmes. This can potentially be delivered as part of future NCN project work and/or ATAP, at present is considered a long-term aspirational leisure route.</p> <p>Active travel improvements in the vicinity to improve links between new housing sites, and new housing and Curriehill Station in particular are captured in TR-SA-HSG37-9 and action in Ravelrig Road site: TR-SA-HSG38-6.</p> <p>All relevant applications have now been granted permission, and the housing site is fully constructed. This action did not secure any developer contributions or obligations in the legal agreement, and there is no prospect of future contributions. It is not included in any current delivery project.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					

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HSG 38 Ravelrig Road	TR-SA-HSG38-5	New footway along west side of Ravelrig Road linking into Ravelrig Road and A70 footways		£0	£0	To be delivered as integral part of development secured through planning conditions.	Active Travel	Developer
<b>Reason for removal</b>			<p>Ravelrig Road housing site is nearing completion. This footway has not been delivered by the developer, as was the intention of the planning condition. To construct a new footpath on the west side of Ravelrig Road requires the removal of a significant row of mature trees. Dropped kerb crossing point has been delivered to access the existing footpath on the eastern side of Ravelrig Road.</p> <p>It is proposed that this action is removed from the LDPAP 2023.</p>					

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HSG 40 South East Wedge South Edmonstone.	TR-SA-HSG40-5	Upgrade existing bus stop facilities	A7, Old Dalkeith Road (east of The Wisp/Old Dalkeith Road junction) or, preferably, provide additional facilities south of the site on the A7, Old Dalkeith Road, with due consideration given to active travel connections to/from them.	£115,000	£140,875	Not funded through signed s.75.	Public Transport	CEC
<b>Reason for removal</b>			<p>Funding for this action has not been secured in the legal agreement, and there is no scope to fund this through future planning permissions.</p> <p>Bus service optimisation is a key objective of the City Mobility Plan and in February 2023 a draft Public Transport Action Plan (PTAP) was published. It will be in the context of the policies in the PTAP and the emerging Street Space Allocation Framework that the bus network will be reviewed (see PG1) and that public transport serves new developments (see PG2).</p> <p>Therefore, the principle of enhanced peak capacity and bus infrastructure in this location can now be taken forward through City Mobility Plan's implementation plan (PTAP and the Circulation Plan). Planning will continue to share with bus operators the housing completions programme to assist in predicting future bus service demand.</p> <p>It is proposed that this action is not taken forward for delivery as part of the LDP Action Programme 2023.</p>					

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North East	TR-SA-NELOC-22	Salamander St to Foot of the Walk (and beyond)	Elbe Street - relay cobbles with smooth/cycle friendly cobbles.	£360,000	£441,000		Active Travel	CEC
<b>Reason for removal</b>			<p>Through traffic from Salamander Street proposed as part of the LTN project will impact traffic movement in the area. The action to widen footway for footpath cycle way on Salamander Place see TR-SA-NELOC-17 will create a link between Salamander Street/Bath Road and Leith Links. Currently this is not within a delivery programme, and little developer contributions secured towards what would be a costly action to deliver. This action has been costed at £441,000 in previous action programmes. The proposed removal as an action within the LDPAP does not preclude its delivery in the future.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					
North East	TR-SA-NELOC-20	Ocean Drive eastward extension T16	New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project.	DD	DD			CEC
<b>Reason for removal</b>			<p>New roads infrastructure of the alignment in LDP safeguard T16 is likely to be delivered with development, as it comes forward, and therefore a separate action is not necessary.</p> <p>It is proposed that this action is not progressed as part of LDPAP 2023.</p>					