

City Plan 2030

Supplementary Guidance on
Developer Contributions and
Infrastructure Delivery

Addendums 1-9
December 2024

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

Addendum One – Education Infrastructure

Type of intervention	Education infrastructure additional capacity to meet forecast demand from allocated City Plan sites. Level of intervention depends on contribution zone and sub-zones – can be additional classrooms in extended school premises or whole new schools.
Origin of the intervention	City of Edinburgh Education Appraisal September 2021
Contribution Zone details	The proposed education contribution zones in Appendix 1 use the current non-denominational secondary school catchment areas, with current non-denominational primary school catchment areas as sub-zones. This is a reasonable basis as pupils from new housing development will be accommodated in the secondary and primary schools of the catchment area in which the development lies.
Cost / Delivery information	Costs are based on recently completed projects with indexation to apply from Q4 2022. Land value costs will be added where relevant using the conclusions of a report by the district valuer. Servicing and remediation costs associated with the transfer of land to the education authority to deliver new schools or school extensions will also be borne by development.
NPF4 Policy 18 Tests:	
Necessity	The legislative requirements to provide adequate school provision is set out in the Education Appraisal. Education infrastructure is a key community infrastructure as set out in City Plan policy Inf 3.
Planning purpose	Contributions towards mitigating the impact of new development on the education capacity is set out in City Plan policy Inf 3 Infrastructure Delivery and Developer Contributions criterion b).
Relationship to proposed development	The education appraisal explains the methodology for assessing where spare capacity in the education estate exists, or where new capacity is required. In addition, the model and assumptions of expected housing output within each zone and how much additional capacity is required to accommodate expected pupil generation within a zone, is set out in our background information published alongside this consultation.
Scale and kind	Developers are expected to contribute towards mitigating the cumulative impact of development. They are not expected to mitigate the impact of baseline projections. The proportionate cost is based on a per unit (house and flat) rate based on expected pupil generation. This ensures each development only pays for its impact.
Reasonableness	The above methodology ensures a reasonable and fair approach to setting out the expected impact, and the likely costs based on the best and most up to date information available. Further assessments may be required to test the assumptions at the point an application is submitted, and the ‘reasonable test’ will apply at this point and through the detailed clauses in legal agreements.

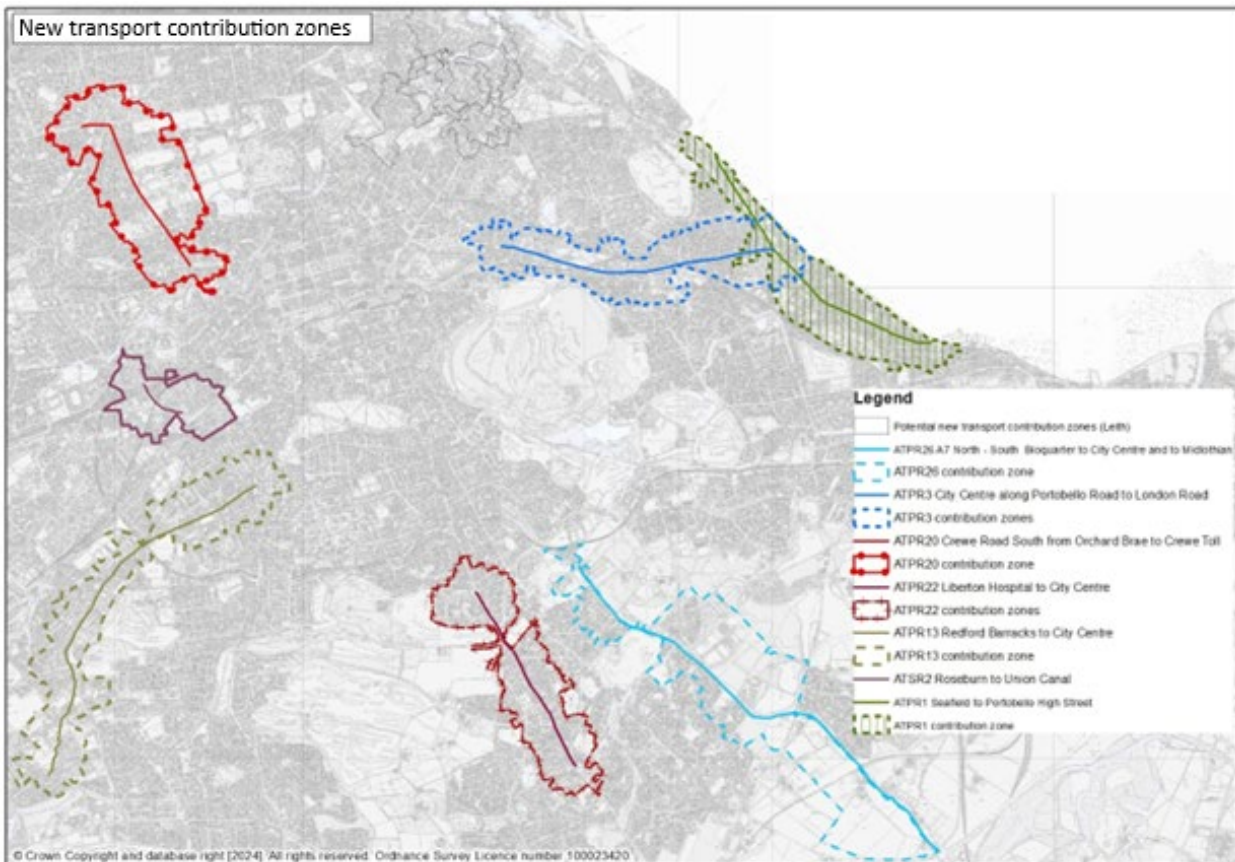
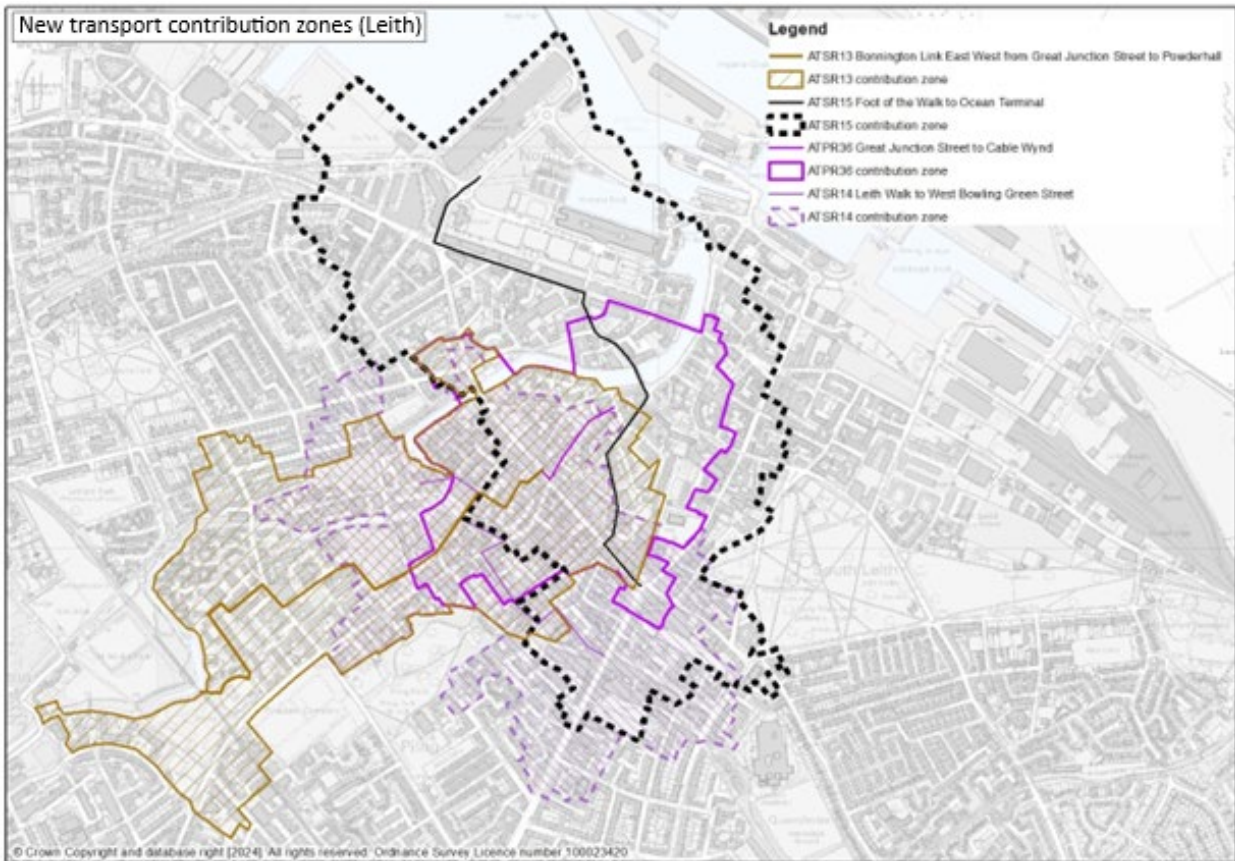
Addendum Two – Active Travel Contribution Zones

Contents
Map of active travel contribution zones
ATSR13 Bonnington Link East-West Great Junction Street to Powderhall
ATSR14 Leith Walk to West Bowling Green Street
ATSR15 Foot of the Walk to Ocean Terminal
ATSR16 Lanark Road/Slateford Road
ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street
ATPR 3 – Seafield City Centre along Portobello Road/London Road
ATPR 13 – Redford Barracks to City Centre
ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll
ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre
ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian
ATPR 36 Great Junction Street to Cables Wynd
ATSR2 Roseburn to Union Canal

Note on Cost / Delivery information

Appendix 2 provides the map of each contribution zone. It provides the detailed costs estimates and cost apportionment calculations. Most of these determine that the intervention serves an existing population and its delivery will add to the city wide high quality cycle network. A proportion of the cost of the intervention can be delivered with developer contribution; the rest will of the funding will be found through Council capital investment programmes or external funding bids.

Where for example the intervention is part of an active travel project being progressed by the Council or partners, potentially as part of the delivery of the active travel network (Active Travel Action Plan, implementing the City Mobility Plan, part of [the Council’s Our Future Streets framework](#)) it will be indicated if it currently has an allocated budget or delivery programme. This will be kept up to date and reviewed, including in the City Plan 2030 Delivery Programmes. This addendum sets out why additional funding is sought from developer contributions.



Name of transport intervention City Plan reference	ATSR13 Bonnington Link East-West Great Junction Street to Powderhall
City Plan proposals in scope	Bonnington Cluster sites: H19, OPP41, OPP43, OPP44, H45, OPP46, OPP47, OPP48, OPP49, OPP50, OPP51
Type of intervention	Segregated active travel link connecting various sites with a continuous route. Connects to safe crossing of Great Junction Street, segregated route to Cables Wynd (ATPR36) thereafter links to Council’s ‘Leith Connections’ route (ATSR15 Foot of the Walk to Ocean Terminal). In the south it allows for the future connection into the Lochend to Powderhall route (ATSR5).
What is the intervention achieving and why is it necessary to make the proposal acceptable in planning terms?	<p>Necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Table 5.1 of the City Plan 2030 Transport Assessment. Appropriate active travel provision to meet increase in cumulative demand is not ‘desirable’ but necessary, essential infrastructure to deliver sustainable development.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram. This will ensure a continuous route through these new developments and to connect at either end with other strategic long-term routes (Foot of Leith Walk to Ocean Terminal and Lochend to Powderhall) as well as local connection to be made with development at Pirrie Street.</p>
Origin of the intervention	Section 6.9 of the City Plan transport assessment sets out the estimated trip generation of sites within this zone, and the slightly wider area. This shows an increase in walking and cycling from the Pre-Covid scenario to the plausible post-Covid with policy scenario. The intervention proposed in the transport assessment for the Bonnington Cluster includes this route so as to provide an active travel corridor through the wider area, where such provision doesn’t currently exist, linking all developments together with the planned Leith Walk and Leith Connections active travel routes.
Contribution Zone details	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network’.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>

Cost / Delivery information	<p>Most of this route will be directly delivered by the individual sites. However, there are some aspects to the route that require a cumulative approach to apportion the costs of its delivery. In particular the southern section to create the necessary link to join Powderhall at Redbraes Park.</p> <p>Remainder of cost to be met by Council capital investment budget and/or external funding sources, to be determined by future capital investment plans and Council budgets and updates to be provided in future City Plan Delivery Programmes.</p> <p>Projects are likely to be delivered as part of the Council’s ATAP. Programming to be determined through the Council’s Our Future Streets Framework (City Mobility Plan Implementation Plan/Circulation Plan.</p>
NPF4 Policy 18 Tests	
Necessity	<p>Necessary to secure a financial contribution towards the infrastructure because more than one development require its delivery to complete the route. Where possible expect developers to deliver the route as part of development layout design, and these sections of the route can be secured by planning condition. Contributions therefore should be limited to the sections of the route outwith development envelope and will be costed on that basis.</p>
Planning purpose	<p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes is needed to shift mode share towards active modes and create sustainable places.</p> <p>See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.</p>
Relationship to proposed development	<p>Identified development proposals and other sites coming forward within this contribution zone are within 400m walking distance of the route. The route passes through or adjacent to sites OPP48, H45, OPP44 and OPP46.</p>
Scale and kind	<p>This cycle route would not be proposed if not to serve the new homes in this area, as such is only necessary to ensure these developments are served by safe active travel between the various developments and connecting to other existing or planned routes. The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

Name of transport intervention /City Plan reference	ATSR14 Leith Walk to West Bowling Green Street
City Plan proposals in scope	H39 Pitt Street, H40 Stead’s Place, OPP41 Jane Street, H42 Leith Walk/Manderston Street, OPP43 West Bowling Green Street, OPP44 Newhaven Road 1, OPP46 Bangor Road (Swanfield Industrial Estate), OPP47 South Fort Street, OPP49 Corunna Place, OPP50 Bonnington Road
Type of intervention	Segregated active travel route including new safe crossing on Bonnington Street.
What is the intervention achieving and why is it necessary?	<p>Necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Table 5.1 and section 6.9 of the City Plan 2030 Transport Assessment. Appropriate active travel provision to meet increase in cumulative demand is not ‘desirable’ but necessary, essential infrastructure to deliver sustainable development.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p> <p>This intervention creates north-south connection with the segregated Leith Walk cycle infrastructure and the North Edinburgh paths (NCN 75 Water of Leith) where access is taken off West Bowling Green Street. Ensures segregated cycle provision serves the new development and integrates with adjacent strategic routes, making up for the deficiency observed in the transport assessment (section 6.9).</p>
Origin of the intervention (TA etc)	Section 6.9 of the City Plan transport assessment sets out the estimated trip generation of sites within this zone, and the slightly wider area. This shows an increase in walking and cycling from the Pre-Covid scenario to the plausible post-Covid with policy scenario. New active travel proposals which connect to existing/planned routes will likely enhance active travel mode share, shifting use from vehicles. This intervention is shown as a proposed mitigation measure in Figure 6.7 of the City Plan 2030 Transport Assessment.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	To be delivered substantially through development design. The timing of development is generally expected to be delivered with development, which the action programme will update on estimated year units

	will be completed, informed by the housing land audit and completions programme.
NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution towards the infrastructure because more than one development require its delivery to complete the route. Where possible expect developers to deliver the route as part of development layout design, and these sections of the route can be secured by planning condition. Contributions therefore should be limited to the sections of the route outwith development envelope and will be costed on that basis.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	The route passes through or directly adjacent to sites OPP41 and OPP46, so directly serving these. Other identified development proposals and other sites coming forward within this contribution zone are within 400m walking distance of the route and are located such that they will benefit from easy access and use of this infrastructure.
Scale and kind	This cycle route would not be proposed if not to serve the new homes in this area, as such is only necessary to ensure these developments are served by safe active travel between the various developments and connecting to other existing or planned routes. The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATSR15 Foot of the Walk to Ocean Terminal
City Plan proposals in scope	OPP37 Coburg Street, OPP38 Commercial Street, H40 Stead’s Place, OPP41 Jane Steet, H42 Leith Walk/Halmyre Street, OPP46 Bangor Road (Swanfield), OPP49 Corunna Place
Type of intervention	Protected cycle lane from the Foot of the Walk to Ocean Terminal with improved footways and crossings.
What is the intervention achieving and why is it necessary?	<p>Strategic connection between two other projects – Leith Walk segregated cycle way and the Hawthornvale Path/Lindsay Road to Seafield east-west project (in the 2016 LDP’s action programme to support significant development in Leith/Salamander area) and links to the Water of Leith path (at Sandport Place).</p> <p>This key project provides active travel provision to support ‘reference case’ growth in North Edinburgh (proposals in the 2016 LDP) and is noted as a planned intervention and the TA assesses City Plan 2030 sites in Bonnington/Leith area based on this planned intervention having progressed.</p> <p>Clearly, given the proximity to this, and how it connects to related active travel routes, this provides the Bonnington/Leith sites with necessary step change in infrastructure provision to mitigate against car-based trips, by supporting instead the shift towards higher cycling rates.</p> <p>A proportionate contribution towards this intervention is therefore justified.</p>
Origin of the intervention (TA etc)	Committed infrastructure considered as ‘baseline’ in the City Plan 2030 Transport Assessment, along with the cycle lanes on Leith Walk (see TA 5.4.3). This route is also known as ‘Phase 1 of Leith Connections’ and is in the design / consultation phase of the project delivery.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	£7.4m – part of the Leith Connection project. Costs based on design work carried out, and will be delivered in phases.

NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because it serves more than one development, and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	The cumulative impact of these developments requires these planned interventions to be delivered in order that trips are directed towards active travel, instead of car trips. It is acknowledged that this route also serves the existing population and sites identified in LDP1 and addresses longstanding required improvements to active travel. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATSR16 Lanark Road/Slateford Road
City Plan proposals in scope	OPP1 Dundee Street, OPP2 Dundee Terrace, H7 Murieston Lane, H11 Watson Crescent Lane, OPP72 West Gorgie Park, OPP74 Craiglockhart Avenue, H75 Lanark Road (d) OPP77 Gorgie Road (east) – adjacent to the boundary of the 400m limit
Type of intervention	On-street segregated active travel infrastructure, including junction upgrade e.g. advanced stop lines/cycle priority.
What is the intervention achieving and why is it necessary?	<p>This proposal is a major transformation of the A70 corridor from Lanark Road/Inglis Green Road junction along Slateford Road until Angle Park Terrace/Henderson Street, with the scope of on-street segregation on the route to be determined within road width constraints.</p> <p>Provides safe cycle access for commuters/ordinary trips to the city centre and as an alternative to Water of Leith and Union Canal routes which are often at capacity and should serve a more leisure function. Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.</p> <p>This would also complement a separate mitigation measure for a segregated route on the A71 (Gorgie/Dalry Road), part of which is under construction.</p>
Origin of the intervention (TA etc)	Section 6.11 of the City Plan 2030 Transport Assessment sets out the mitigation measures for the South West Cluster that includes development the sites at Gorgie within this zone. It includes this route along the A70 which it notes as a planned measure (from Inglis Green Road to Ardmillan Terrace) 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.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	Programming to be determined through the Council’s Our Future Streets framework (Active Travel Action Plan and/or Circulation Plan project).

NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	The cumulative impact of these developments requires these planned interventions to be delivered in order that trips are directed towards active travel, instead of car trips. It is acknowledged that this route also serves the existing population and sites identified in LDP1 and addresses longstanding required improvements to active travel. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Active Travel Proposals related to development

Name of transport intervention / City Plan reference	ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street
City Plan proposals in scope	OPP55 Seafield, OPP56 Sir Harry Lauder Road, OPP57 Joppa Road
Type of intervention	To provide a direct link from Seafield to Leith and Portobello with segregated active travel infrastructure, including advanced cycle wait facilities at signalised junctions where not already provided and widen footpaths in Portobello High Street where possible. Relates to Proposal ATPR4: Active travel connections: Sir Harry Lauder junction.
What is the intervention achieving and why is it necessary?	<p>Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.</p> <p>Required to provide safe access to the high street services and allow this development to function in a '20-minute neighbourhood'. Provides an on-street alternative to the Promenade which function more as a leisure route and has conflict/pinch point with other path users.</p>
Origin of the intervention (TA etc)	Section 6.7 of the Transport Assessment proposes direct and safe crossing of the Sir Harry Lauder Road junction for pedestrians and cyclists as a mitigation measure. City Plan proposes that this provision extends along the length of Portobello High Street to effectively allow safe active travel between the site and the essential community facilities on the high street.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP's Key Performance Indicator, published in February 2024, to 'increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	Likely to be delivered as part of the Council's Active Travel Action Plan with programming to be determined through the Council's Our Future Streets framework (Circulation Plan project), as well as the likely delivery programme of homes at Seafield (forecasts of which is found in the annual Housing Land Audit and Completions Programme).

NPF4 Policy 18 Tests	
Necessity	<p>Necessary to secure a financial contribution because this is a significant infrastructure wholly outwith the development site and it would not be reasonable to expect a developer to deliver this directly, and a proportionate contribution is being sought.</p> <p>Securing a legal agreement for part funding this route allows two other sites to contribute a proportion that will be served within a 400m distance of the route.</p>
Planning purpose	<p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.</p>
Relationship to proposed development	<p>Establishes a direct link between the Seafield site and the main high street services. The other couple of sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route which provides direct access and links to the wider active travel network (e.g to city centre route ATPR3 and westwards to Leith along Salamander Street.</p>
Scale and kind	<p>It is acknowledged that this route will serves the existing population and improves a less than adequate current provision on the Portobello High Street. For this reason, a proportionate approach to contributions is taken.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

Name of transport intervention / City Plan reference	ATPR 3 – Seafield City Centre along Portobello Road/London Road
City Plan proposals in scope	OPP24 Norton Park/Rossie Place OPP25 London Road (B) OPP26 Portobello Road OPP55 Seafield OPP56 Sir Harry Lauder Road
Type of intervention	<p>To provide direct segregated route to city centre. Potential to connect to Lochend to Powderhall route safeguard.</p> <p>Intervention relates to on-site delivery of an active travel route along Seafield Road and Craigentenny Avenue, including safe crossing of Seafield Road at Fillyside (ATPR2) and to proposal ATPR4: Active travel connections: Sir Harry Lauder junction.</p> <p>If a route along Craigentenny Avenue is delivered as part of the entire seafront development, this will also maximise active travel opportunities, allowing the more western parts of the site connect to this route bound for the city centre.</p>
What is the intervention achieving and why is it necessary?	Responds to the additional demand that this significant development places on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel, thereby reducing the overall car trips.
Origin of the intervention (TA etc)	Section 6.7 of the Transport Assessment proposes mitigation for the impact of development at Seafield suggesting that a route to the city centre from the site could offer significant benefits in terms of reducing congestion.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	A key route likely to be the subject of further consideration and programming within the Council’s Our Future Streets framework and programmed in the active travel action plan, as well as informed by the anticipated phasing of Seafield development.

NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because this is a significant infrastructure wholly outwith the development site and it would not be reasonable to expect a developer to deliver this directly, and a proportionate contribution is being sought. Securing a legal agreement for part funding this route allows two other sites to contribute a proportion that will be served within a 400m distance of the route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Specifically indicated as a mitigation for this major development, to address main commuting route towards city centre/main public transport commuting train stations, where a route does not currently exist. Other smaller sites along the route identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serves the existing population and improves a less than adequate current provision from Portobello to the city centre. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 13 – Redford Barracks to City Centre
City Plan proposals in scope	H85 Redford Barracks
Type of intervention	New Active Travel Route: Redford Barracks to City Centre. Direct, high quality active travel route towards City Centre along Colinton Road (or alternative route to be determined).
What is the intervention achieving and why is it necessary?	Responds to the additional demand that this significant new residential development places on active travel infrastructure, where currently infrastructure is lacking. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.13 of the City Plan 2030 transport assessment sets out estimate trip generation. Given the leisure nature of the existing routes nearby, a direct, high-quality route towards the City Centre could significantly increase active travel from the site.
Contribution Zone details – size etc	<p>Only one City Plan 2030 site falls within the 400m distance of the route and that is Redford Barracks. Any other site in the urban area within 400m of the route could potentially be required to contribute towards this intervention.</p> <p>The contribution zone assists in working out the proportionate cost for the housing site to contribute.</p> <p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	Programming to be determined through the Council’s Our Future Streets framework (Active Travel Action Plan and/or Circulation Plan project), but informed by when development of this site commences.

NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because this is a significant infrastructure largely outwith the development site and it would not be reasonable to expect a developer to deliver this directly. Here, we are seeking a proportionate contribution. On-site portion of the route will be expected to be delivered directly by the developer through site layout design.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	The route originates from the site and will result in a safe, direct route for commuting into the city centre for employment, leisure, on-ward commuting. Thus mitigating against car trips for and facilitating a shift to active travel modes.
Scale and kind	It is acknowledged that this route will serves the existing population and provides an improved more appropriate provision for commuters currently using the Water of Leith path or Union Canal. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll
City Plan proposals in scope	H31 Royal Victoria 360 OPP32 Crewe Road South 256 OPP33 Orchard Brae 55 H34 Orchard Brae 124 (20/03938/PAN)
Type of intervention	New Active Travel Route infrastructure along the tramline, if this alignment option is progressed. Potential for Crewe Road South site’s frontage to deliver active travel route as part of development. Includes wards crossing at Crewe Road South/Orchard Brae.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.10 of the City Plan 2030 transport assessment considers together the trip generation of two significant developments in a central location to the city centre. To accommodate likely commuter demand, an active travel route along Crewe Road South and Orchard Brae, alongside the tram extension.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.
Cost / Delivery information	Programming to be determined through the Council’s Our Future Streets framework (Active Travel Action Plan and/or Circulation Plan project), the tram extension project, and the commencement of these developments.
NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites, majority of the route is outwith development sites area.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.

Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, as well as the future residents. If the tram alignment option is progressed on this corridor, it is likely that this travel route will be designed and delivered in parallel with that project. For these reasons, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre
City Plan proposals in scope	H91 Liberton Hospital
Type of intervention	A segregated cycle network towards the City Centre (or alternative route to be determined).
What is the intervention achieving and why is it necessary?	Responds to the additional demand that this development places on active travel infrastructure, where currently none exists. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.15 of the City Plan 2030 transport assessment considers the trip generation of the south-east Edinburgh cluster.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p> <p>Here, we are seeking a proportionate contribution from one proposed housing site, so the zone is not a cumulative contribution zone that proportions the impact of more than one development site (unless other windfall sites come forward in the zone). Instead this zone is purely to calculate the impact of development from this one site, in relation to the potential users of this infrastructure from the existing population.</p>
Cost / Delivery information	Programming to be determined through the Council’s Our Future Streets framework (Active Travel Action Plan and/or Circulation Plan project), and determined on likely commencement of this site.
NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because this is a significant infrastructure wholly outwith the development site and it would not be reasonable to expect a developer to deliver this directly.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.

Relationship to proposed development	The route originates from the site and will result in a safe, direct route for commuting into the city centre for employment, leisure, on-ward commuting. Thus, mitigating against car trips for commuting purposes and facilitating a shift to active travel modes.
Scale and kind	It is acknowledged that this route will serve the existing population and provides an improved more appropriate provision for commuters. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian
City Plan proposals in scope	H86 Edinburgh BioQuarter 2500 H94 Old Dalkeith Road 24 HSG 30 Moredunvale 188
Type of intervention	Segregated active travel route on the north-south corridor, to serve journeys towards the city centre and Midlothian.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.16 of the City Plan 2030 transport assessment considers the estimated trip generation rates. Noting that active travel provision is disjointed in the area, especially the lack of segregated routes towards the city centre, the mitigation measures propose a segregated route along the A7 corridor. City Plan Policy Place 31 Development Principles provides the high-level requirements for placemaking and sustainable communities meeting 20-minute neighbourhood aspirations, including how active travel provision is envisaged within and outwith the site.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.
Cost / Delivery information	Part of the route (north section) is an active travel project within the Council’s Active Travel Investment Programme (Cameron Toll to BioQuarter) and could potentially be delivered in advance of development within Place 31: BioQuarter, depending on BioQuarters delivery phasing. This would deliver an infrastructure first approach. The route southwards to Dalkeith to be determined through the Council’s Our Future Streets framework and the project delivery of the Active Travel Action Plan and/or Circulation Plan project, and more likely to be dependent on the commencement and phasing of the mixed-use development at the BioQuarter.

NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because this serves more than one development, is a significant infrastructure wholly outwith the development site (which is partly programmed for delivery in a capital project) and it would not be reasonable to expect developers to deliver this directly. Here, we are seeking a proportionate contribution.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, is partly programmed for delivery in a capital investment project and provides an improved more appropriate provision for commuters in all directions. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 36 Great Junction Street to Cables Wynd
City Plan proposals in scope	OPP37 Coburg Street OPP38 Commercial Street OPP41 Jane Steet OPP43 West Bowling Green Street OPP46 Bangor Road (Swanfield) OPP49 Corunna Place
Type of intervention	Segregated active travel route on the north-south corridor, to serve journeys towards the city centre and Midlothian.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.16 of the City Plan 2030 transport assessment considers the estimated trip generation rates. Noting that active travel provision is disjointed in the area, especially the lack of segregated routes towards the city centre, the mitigation measures proposes a segregated route along the A7 corridor. City Plan Policy Place 31 Development Principles provides the high-level requirements for placemaking and sustainable communities meeting 20-minute neighbourhood aspirations, including how active travel provision is envisaged within and outwith the site.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.
Cost / Delivery information	Part of the route (north section) is an active travel project within the Council’s Active Travel Investment Programme (Cameron Toll to BioQuarter) and could potentially be delivered in advance of development within Place 31: BioQuarter, depending on BioQuarters delivery phasing. This would deliver an infrastructure first approach. The route southwards to Dalkeith to be determined through the the Council’s Our Future Streets framework and the project delivery of the Active Travel Action Plan and/or Circulation Plan project, and more likely to be dependent on

	the commencement and phasing of the mixed use development at the BioQuarter.
NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because this serves more than one development, is a significant infrastructure wholly outwith the development site (which is partly programmed for delivery in a capital project) and it would not be reasonable to expect developers to deliver this directly. Here, we are seeking a proportionate contribution.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, is partly programmed for delivery in a capital investment project and provides an improved more appropriate provision for commuters in all directions. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATSR2 Roseburn to Union Canal
City Plan proposals in scope	OPP1 Dundee Street OPP2 Dundee Terrace H4 Dalry Road OPP5 Roseburn Terrace
Type of intervention	Off-road active travel route creation connecting to the Union Canal towpath from the end of the North Edinburgh Path Network at Russell Road via former railway embankments, Dalry Community Park, a new crossing on the West Approach Road at Fountain Park.
What is the intervention achieving and why is it necessary?	This project provides a strategic missing link in the city's active travel network by linking the North Edinburgh Path Network with the Union Canal.
Origin of the intervention (TA etc)	This is a longstanding off-road route safeguard that has now entered into its delivery project stage. The open space proposal has its origin in the Council's Open Space Strategy. Improving Dalry Community Park and access to it will ensure open space standards are met for quality and access to a suitable size of open space. It is also identified in the next Active Travel Action Plan. Safeguarded in the City Plan 2030 as ATSG 10. Has been in the Action Programme as a deliverable active travel and green network project since 2018.
Contribution Zone details – size etc	The contribution zone is based on a 400m walking distance from any point along the route.
Cost / Delivery information	Currently under development, expected completion Summer 2024. The overall cost of £12,510,520 has part funding from Sustrans Places for Everyone funding programme. The remainder £3.75m to be met through other funding sources, including developer contributions, and capital investment budgets to delivery of the Council's Active Travel Investment Programme.
Status	Propose that this contribution zone remains in its current form, with updated costs and calculations for establishing proportionate contributions for sites identified in City Plan. Retain as a transport contribution zone until fully delivered and potential to take retrospective contributions.
NPF4 Policy 18 Tests	
Necessity	Mitigating the impact of development on the road network is necessary to ensure that development is compliant with policy aims and policies. It is necessary to use a planning obligation for a financial contribution towards significant capital project, as it would not be possible to condition or for individual developers to deliver themselves.

<p>Planning purpose</p>	<p>Mitigating the impact of development on the road network by supporting the shift to sustainable modes serves a planning purpose and allows the development to accord with the wider aims of the plan and transport policies.</p> <p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.</p>
<p>Relationship to proposed development</p>	<p>Contributing sites would be within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.</p>
<p>Scale and kind</p>	<p>It is acknowledged that this route is strategic in nature and will serve the existing and wider population. For this reason, a proportionate approach to contributions is taken.</p>
<p>Reasonableness</p>	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

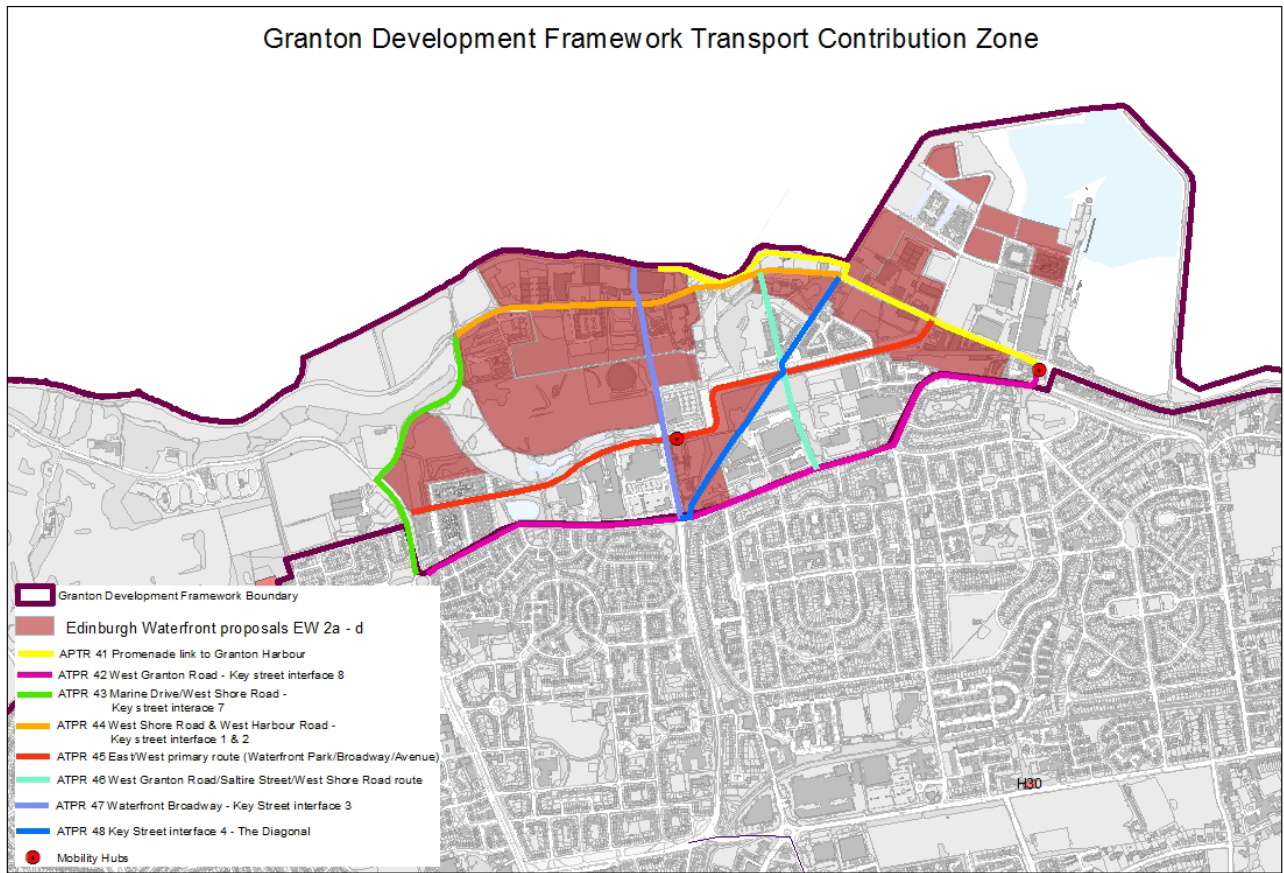
Addendum 3 Granton Waterfront Development Framework Contribution Zone

Active Travel Infrastructure Contribution Zone – supporting information	
City Plan housing proposals in scope	<p>From City Plan (based on 2021 HLA remaining units): EW2a Forth Quarter 1,223 <i>Ew2b Central Development Area 1,149</i> Ew2c Granton Harbour 1,546 EW2d North Shore 988 Total: = 3,918 units</p> <p>Latest projections from GWDF = 3,519 units Ew2b Central Development Area = 1,149 Total = 4,668 units</p>
Type of intervention	A package of high-quality segregated active travel infrastructure creating safe routes and increasing permeability across the Development Framework area. Identified in City Plan Part 4 as active travel proposals relating to development sites.
What is the intervention achieving and why is it necessary?	<p>The Granton Waterfront Development Framework's vision provides a package of eight separate and connected active travel routes. The delivery of this active travel network is necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Section 5.4 Transport Impacts: North, North West and East Edinburgh, Table 5.1 and section 5.4.4. of the City Plan 2030 Transport Assessment.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council's City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p> <p>Appropriate active travel provision to meet increase in cumulative demand is not 'desirable' but necessary, essential infrastructure to deliver sustainable development, as required by NPF4 Policy 13 b) where development will be supported where appropriate they i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation and viii. Adequately mitigate any impact on public access routes.</p>
Origin of the intervention (TA etc)	<p>Section 3.5 of the Granton Waterfront Development Framework states that the existing site currently lacks permeability and safe routes or access to the waterfront. Section 3.6 'Integrating Active Travel' of the GWDF sets out the proposed primary and secondary active travel routes.</p> <p>[The origin of these interventions is the work informing the Granton Waterfront Development Framework and its design and access strategy preparation]</p> <p>The City Plan Transport Assessment does not provide new mitigation measures for the Granton Waterfront area as it takes this legacy site (development sites carried forward from LDP1) and the mitigation proposed into account in its baseline of expected interventions.</p>

Contribution Zone details – size etc	<p>The zone has been created using the extent of the GWDF area.</p> <p>This allows the package of active travel routes that form the vision for Granton Waterfront to be assessed holistically as mitigation measures for sites across the area.</p>
Cost / Delivery information	<p>To be delivered substantially through development design.</p> <p>The timing of development is generally expected to be delivered with development, with some routes being delivered earlier to ensure infrastructure first approach.</p> <p>The expected delivery dates for these routes will be updated annually in the City Plan 2030 delivery programme informed by the housing land audit and completions programme.</p>
NPF4 Policy 18 Tests	
Necessity	<p>It is necessary to use a planning obligation for each site within the zone to contribute towards the cumulative impacts of more than one development within the zone. The cumulative impact of all development requires a cumulative approach to the proposed mitigation.</p> <p>Necessary to use a cumulative contribution zone to determine costs on a per unit basis and calculating the proportionate impact.</p> <p>The routes are a mainly to be delivered on existing roads, external to sites. However, where possible it is expected that developers deliver the route as part of development layout design, and these sections of the route can be secured by planning condition.</p>
Planning purpose	<p>Applying an obligation to deliver routes that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: <i>Active Travel Proposals relating to development sites</i>).</p> <p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable and connected places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.</p>
Relationship to proposed development	<p>The route passes through or directly adjacent to sites within Place 4 – Edinburgh Waterfront (Granton Framework), directly serving these. Delivering these active travel proposals are required to mitigate the impacts of development and ensure development complies with policy outcomes (including the development principles set out in Place 4).</p>
Scale and kind	<p>The network of cycle routes proposed is proportionate to the level of development and change in land use within the Granton Waterfront area.</p> <p>The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

Mobility Hubs contribution zone – supporting information	
City Plan housing proposals in scope	<p>From City Plan (based on 2021 HLA remaining units): EW2a Forth Quarter 1,223 <i>Ew2b Central Development Area 1,149</i> Ew2c Granton Harbour 1,546 EW2d North Shore 988 Total: = 3,918 units</p> <p>Latest projections from GWDF = 3,519 units Ew2b Central Development Area = 1,149 Total = 4,668 units</p>
Type of intervention	Two mobility hubs are identified for the Granton Framework area in City Plan Part 4 as active travel proposals relating to development sites.
What is the intervention achieving and why is it necessary?	<p>Mobility hubs are proposed to mitigate the impact of development - the increase in population and people trips generated - and support people to not need to own a private car and support lower private car parking levels. This is in line with City Plan Policy Inf 7 and Inf 3 criterion a.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p>
Origin of the intervention	<p>Mobility hubs are a relatively new concept in Scotland. The two proposed hubs in the Granton Framework area were not included in the Granton Waterfront Development Framework itself, but are being developed alongside the submission of planning applications.</p> <p>Mobility hubs are included in the City Plan 2030 transport assessment as a mitigation measure to minimise unnecessary car use and were therefore included as proposals.</p>
Contribution Zone details – size etc	The zone has been created using the extent of the GWDF area.
Cost / Delivery information	<p>To be delivered substantially through development design.</p> <p>The timing of development is generally expected to be delivered with development, and can be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.</p>
NPF4 Policy 18 Tests	
Necessity	<p>It is necessary to use a planning obligation for each site within the zone to contribute towards the cumulative impacts of more than one development within the zone. The cumulative impact of all development requires a cumulative approach to the proposed mitigation and a mobility hub will serve more than one development.</p> <p>Necessary to use a cumulative contribution zone to determine costs on a per unit basis and calculating the proportionate impact.</p>

	<p>The Granton Square hub is likely to be located on the existing road, external to sites. The space for the Granton hub will be delivered as part of the layout design of housing/mixed use development. The delivery of services will be secured and funded separately.</p>
Planning purpose	<p>Applying an obligation to deliver mobility hubs that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: <i>Active Travel Proposals relating to development sites</i>).</p> <p>Mobility hubs support the active travel modal split of development in line with current planning and mobility policy.</p> <p>provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable and connected places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.</p>
Relationship to proposed development	<p>The mobility hubs are strategically located within the Framework area, intersecting with proposed active travel routes to serve all development within Place 4 – Edinburgh Waterfront (Granton Framework).</p>
Scale and kind	<p>The two required mobility hubs are proportionate to the level of development and change in land use within the Granton Waterfront area.</p> <p>The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>



Addendum 4 West Edinburgh Transport Contribution Zone

WEST EDINBURGH – proposed transport contribution zone	
City Plan proposals and sites in scope	<p><u>City Plan 2030</u></p> <p><u>Place Policies</u></p> <p>Place 16: West Edinburgh Place 17 Edinburgh Airport Place 18 RBS Gogarburn Place 19: Edinburgh Park/South Gyle Place 20 Royal Highland Centre</p> <p><u>Proposals</u></p> <p><u>Table 2- Housing Proposals: (West of Edinburgh):</u></p> <p>H96 East of Milburn Tower Del 4 (Edinburgh Park/South Gyle) (Existing ELDP 2016 Proposal) H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205</p> <p><u>Table 8 – West Edinburgh Transport Improvements:</u></p> <p>WE5, WE6, WE10, WE14, WE15, WE16, WE17, WE19, WE20, WE21.</p> <p><u>Table 14 – Network of Centres (Commercial Centres: The Gyle)</u></p>
Type of intervention	<p>A number of the West Edinburgh Transport Improvements identified in Table 8 of City Plan are either to be delivered directly by developers or are not for developers within the framework area to deliver.</p> <p>The package of transport interventions identified as requiring proportionate contributions include active travel improvements to reduce severance within the area as well as bus priority measures, upgraded and enhanced active travel/public transport interchange facilities as well as improved bus routes and new dedicated routes for public transport to serve the area and beyond.</p>
What is the intervention achieving and why is it necessary?	<p>Supports the delivery of a sustainable urban extension of Edinburgh as envisaged in Place 16 and in the West Edinburgh Placemaking Framework - Strategic Masterplan.</p> <p>Specifically, the package is necessary to mitigate the significant impacts on the road network, ensure development can meet mode share targets and deliver development that accords with wider plan aims and detailed policies, including the Development Principles in Place 16.</p>
Origin of the intervention	<p>Transport Appraisal of the impact of development on the road network.</p> <p>This package of transport interventions has developed and evolved over a number of years in transport appraisals to support the development of West Edinburgh, including the airport, the Royal Highland Centre and IBG.</p>

	<p>These have been published in the West Edinburgh Transport Appraisal (WETA) 2010 and refresh 2016, City Plan 2030 transport appraisal technical note September 2021 (which integrated WETIP into the transport appraisal's assessment and assumptions). The interventions have been refined in City Plan to reflect the change in nature of the proposals at West Edinburgh from mainly business uses to a focus on housing-led, high density, mixed use urban extension.</p>
Contribution Zone details	<p>The West Edinburgh Transport Contribution Zone extends the zone in the Finalised Supplementary Guidance on Developer Contributions August 2018 by including The Gyle and Edinburgh Park and East of Milburn Tower.</p> <p>It covers the area in the following policies: Place 16 West Edinburgh (IBG1, H59, H61, H62, H63), Place 17 Edinburgh Airport, Place 18 RBS Gogarburn, Place 19 (Del 4) Edinburgh Park/South Gyle, Emp5, Place 20 Royal Highland Centre and H96 East of Milburn Tower.</p> <p>The zone is required to apportion costs across the numerous sites that individually and cumulatively require these interventions.</p>
Cost / Delivery information	<p>See Appendix 4 for breakdown of costs for each intervention. These are the likely costs, as estimates provided from the transport consultancy used for the City Plan transport appraisal and involved in WETIP (Jacobs).</p> <p>The delivery of the remaining interventions in Table 8 of City Plan are to be funded by City Deal allocated funds (as per WETIP Outline Business Case) or directly delivered by development. Details of this is provided in the West Edinburgh Planning Framework.</p>
NPF4 Policy 18 Tests	
Necessity	<p>Necessary to mitigate negative impact of new growth on the road network and ensure that development is served with sustainable travel options in line with sustainable travel hierarchy. The package of interventions addresses passenger journey times and severance in the network especially for active travel journeys. Without this infrastructure package, there would be a reliance on or preference for private car use. However, this would have an unacceptably negative impact on an already congested road network.</p> <p>The WEPF states that until many of these measure are in place, there may be limits to the numbers of housing that can be delivered in the Framework area (see WE5, WE6, WE10, WE14, WE15). WE16 Improved northern and southern orbital bus routes and WE 17 Bus Priority South West Edinburgh the WEPF states: Contributions towards bus service improvements (subsidies) prior to first occupation, with services operational as soon as bus routes are open.</p>
Planning purpose	<p>Allows West Edinburgh planned growth to deliver a sustainable, people-focussed place, and a considered urban extension to Edinburgh. Without these interventions, growth at the level proposed would fail on key policy tests and outcomes.</p>

Relationship to proposed development	Interventions relate to the level of growth proposed; contributions are based proportionately on the level of impact. See Appendix 4 for breakdown of costs for each intervention. Further details are also provided in the West Edinburgh Placemaking Framework
Scale and kind	The package of interventions has been carefully considered through the transport appraisal process to understand the appropriate level of interventions required to support the level and type of growth planned.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage, but works on the premise of the 'development first' approach to development to ensure that development is delivered when it is required, and often at an early stage. More detail on phasing of development, required infrastructure and therefore indicative information on phasing of contribution payments is included in the West Edinburgh Placemaking Framework. This is to ensure it meets the principles set out in NPF4 Policy 18 and the vision for Place 16.

Addendum 5: Shared Mobility

Car Sharing Schemes – supporting information	
City Plan housing proposals in scope	Any residential development.
Type of intervention	Provision of parking spaces dedicated for shared car schemes (including charge point infrastructure), relevant TRO or Stopping-Up Orders to implement the parking bays, and contribution towards the cost of new vehicles.
What is the intervention achieving and why is it necessary?	Car sharing schemes reduce the need for private car ownership and therefore reducing unnecessary car journeys and parking levels in development. This is a key outcome of City Plan’s strategy. Car sharing schemes are a mitigation measure of new travel demand from new development, and City Plan’s transport assessment recommends this measure for every proposed City Plan site.
Origin of the intervention	An established mobility service intervention in use in Edinburgh. The City Plan transport assessment in the Overview and Summary states that investment will be required at all developments to support public transport and active travel and minimise unnecessary car use, including car club provision to standard as set out in the Edinburgh Design Guidance. See also the recommendation in part 6.2 All-Development Mitigation Measures of the transport assessment.
Cost / Delivery information	Appendix 5 sets out the cost of delivering the infrastructure, and at rates depending on the number of units. This is considered reasonable and proportionate as it relates to the relative impact of development.
NPF4 Policy 18 Tests	
Necessity	A necessary mitigation measure to meet policy outcomes. Necessary to secure financial contributions through appropriate legal agreements towards the cost of delivering as car sharing schemes are part of a service contract managed by the Council and cannot be directly delivered by individual developers.
Planning purpose	To meet planning policy.
Relationship to proposed development	Contribution relates to the impact of new travel demand from new development.
Scale and kind	Contribution level is related to number of housing units, and is therefore related to the level of impact.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Fettes Avenue Mobility Hub contribution zone – supporting information	
City Plan housing proposals in scope	H31 Royal Victoria Hospital 360 OPP32 Crewe Road South 256 H34 Orchard Brae 124
Type of intervention	A mobility hub (ATPR21) has been identified on Fettes Avenue in Place 16 (development principle i) and indicatively in City Plan Place 16 map and the proposal map.
What is the intervention achieving and why is it necessary?	A mobility hub is proposed to mitigate the impact of development - the increase in population and people trips generated - and support people to not need to own a private car and support lower private car parking levels. This is in line with City Plan Policy Inf 7 and Inf 3 criterion a.
Origin of the intervention	In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram. Mobility hubs are included in the City Plan 2030 transport assessment as a mitigation measure to minimise unnecessary car use and were therefore included as proposals to mitigate the impact of major development.
Contribution Zone details	A 10-minute isochrone (800m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. This is considered a reasonable distance to serve a neighbourhood with this level of additional mobility provision.
Cost / Delivery information	Cost is based on feasibility studies commissioned by City of Edinburgh Council. The timing of development is generally expected to be delivered with development, and can be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.
NPF4 Policy 18 Tests	
Necessity	The cumulative impact of development within the zone requires a cumulative approach to the proposed mitigation and a mobility hub will serve more than one development. It is therefore necessary to use a cumulative contribution zone to calculate the proportionate impact from more than one development and provide a per unit cost.
Planning purpose	Applying an obligation to deliver mobility hubs that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: Active Travel Proposals relating to development sites). Mobility hubs support the active travel modal split expected for development in line with current planning and mobility policy. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.
Relationship to proposed development	Required to mitigate the impact of increased travel and mobility demand from development, and support sustainable travel choices required to meet City Plan policies.

Scale and kind	The contribution zone approach allows for the cumulative impact of these developments to be funded in a proportionate manner, using a per unit rate that relates to impact. It takes into account the existing premises within the zone, so that development only pays for its proportion of demand on the service.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Bonnington Cluster Mobility Hub contribution zone – supporting information	
City Plan housing proposals in scope	H42 Leith Walk/Halmyre Street 235 OPP43 West Bowling Green Street 83 OPP44 Newhaven Road (B) 90 H45 Newhaven Road (C) 193 OPP46 Bangor Road (Swanfield Industrial Estate) 290 OPP48 Stewartfield 207 OPP49 Corunna Place 24 OPP50 Bonnington Road 56 OPP51 Broughton Road 23
Type of intervention	A mobility hub (ATPR40) has been identified on indicatively within the Bonnington Cluster (Jane Street) and indicatively in the City Plan proposals map.
What is the intervention achieving and why is it necessary?	A mobility hub is proposed to mitigate the impact of development - the increase in population and people trips generated - and support people to not need to own a private car and support lower private car parking levels. This is in line with City Plan Policy Inf 7 and Inf 3 criterion a.
Origin of the intervention	Mobility hubs are included in the City Plan 2030 transport assessment as a mitigation measure to minimise unnecessary car use and were therefore included as proposals.
Contribution Zone details – size etc	A 10-minute isochrone (800m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. This is considered a reasonable distance to serve a neighbourhood with this level of additional mobility provision.
Cost / Delivery information	Cost is based on feasibility studies commissioned by City of Edinburgh Council. The timing of development is generally expected to be delivered with development, and can be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.
NPF4 Policy 18 Tests	
Necessity	It is necessary to use a planning obligation for each site within the zone to contribute towards the cumulative impacts of more than one development within the zone. The cumulative impact of all development requires a cumulative approach to the proposed mitigation and a mobility hub will serve more than one development. Necessary to use a cumulative contribution zone to determine costs on a per unit basis and calculating the proportionate impact.
Planning purpose	Applying an obligation to deliver mobility hubs that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: Active Travel Proposals relating to development sites). Mobility hubs support the active travel modal split of development in line with current planning and mobility policy. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.

Relationship to proposed development	Required to mitigate the impact of increased travel and mobility demand from development, and support sustainable travel choices required to meet City Plan policies.
Scale and kind	The contribution zone approach allows for the cumulative impact of these developments to be funded in a proportionate manner, using a per unit rate that relates to impact. It takes into account the existing premises within the zone, so that development only pays for its proportion of demand on the service.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Addendum 6 Edinburgh Tram

Name and City Plan references	EDINBURGH TRAM
City Plan proposals in scope	<p>City Plan 2030 Proposals: Place 4 Edinburgh Waterfront Place 16 West Edinburgh (implement safeguarded tram stops) Table 7 – Tram Route Proposal and Options Safeguards. Proposals TR1-11 (existing and new safeguard options for the next route). Table 8 – West Edinburgh Transport Improvements - Proposal WE 30 New Tram Stop</p> <p>City Plan 2030 allocated sites: The following proposed housing sites are within 500m of the operational tramline: H4, OPP5, OPP20, OPP21, H35, OPP37, OPP38, H40, H42, OPP46, OPP49, H52, OPP53, H59, OPP60, OPP78, H79.</p>
Type of intervention	New mass transit tram line operational from Edinburgh Airport to York Place (since 2014) and to Newhaven (since June 2023). Plan safeguards long term extensions to the network to the southeast and Newbridge.
What is the intervention achieving and why is it necessary?	Supports the sustainable growth of the city and the spatial plan for growing the city as set out in the LDP 2016 Figure 1 and City Plan 2030 Map 1. It is necessary to alleviate congestion on the road network by offering an alternative, sustainable mode, and help the city its meet mode share targets (reducing car kilometres by 30%).
Origin of the intervention	<p>The operational tram line was a City of Edinburgh Council front-funded project. Tramline was safeguarded in the previous development plan - Edinburgh City Local Plan (2010).</p> <p>The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment options for the Granton to City Centre extension and the South East Corridor options, being taken forward to a Strategic Business Case. This is developed alongside City Plan. Tramline 1a (Trams to Newhaven under construction) is a reference case transport intervention (transport assumption that it will be delivered by 2030 in the City Plan Transport Assessment (CP2030 TA). See Table 2.1). CP2030 TA additional modelling has run with the intervention of the ESSTS Granton and South East tram alignment options and to investigate the impact of new development on future tram patronage levels. Where relevant, tram extension has been provided as a potential mitigation measure for City Plan sites (section 6 of the CP2030 TA).</p>
Contribution Zone details – size etc	Extent of the existing tram contribution zone follows the full line of the operational tram with scaled factors: zone 1 up to 250m distance from the line, zone 2 up to 500m from the line, zone 3 up to 750m from the line.

<p>Cost / Delivery information</p>	<ul style="list-style-type: none"> • From the total estimated capital cost, a sum of £23m borrowed to be repaid through developer contributions – primarily windfall / mixed policy designations in LDP1 such as CC, EW1/EW2, IBG. It is proposed this is increased to take into account ongoing borrowing costs. • No assessment of individual impacts from individual sites carried out. Instead a high level assumption that sites within close proximity of the tramline would benefit and mitigate their impact on the road network by diverting car trips to tram trips. • Contributions calculated using scale factor as set out in pages 34-35 of the finalised Supplementary Guidance on Developer Contributions and Infrastructure Delivery (2018). This takes into account assumption on different uses and applies a proportionate contribution based on floorspace.
<p>Status</p>	<p>Retain this contribution zone to continue its use to collect contributions towards the tram line until contributions have reached the £23m front-funding/borrowing cap and then apply an additional cap to take into account the cost of servicing the borrowing, including interest rate.</p>
<p>NPF4 Policy 18 Tests</p>	
<p>Necessity</p>	<p>Mitigating the impact of development on the road network is necessary to ensure that development is compliant with City Plan aims and policies.</p> <p>It is necessary to use a planning obligation for a financial contribution towards this project (or in this case towards servicing the debt of the capital investment). It would not be possible to condition or for individual developers to deliver themselves a significant capital project.</p>
<p>Planning purpose</p>	<p>Mitigating the impact of development on the road network and development working towards meeting the Council’s sustainable mode share targets relate to the serve a planning purpose and rooted in developer contributions and transport policy (City Plan 2030 Policies Inf 3 and Inf 4).</p>
<p>Relationship to proposed development</p>	<p>Development proposals within a 500m walking distance to the tramline and 750m from a tram stop are to contribute/within the contribution zone. It is considered appropriate distance to expect that future residents/users/visitors to make use of the tram (rather than private car trips) for it to reasonably be considered to mitigate the impact of the development on the road network and help meet sustainable mode share targets.</p> <p>Other major developments that will have a significant trip generation but are marginally outwith the 500m zone will be considered on a case by case basis, and the policy tests in NPF4 Policy 18 will still considered.</p>
<p>Scale and kind</p>	<p>Proportionate contributions sought based on use and floorspace, using a scale factor, and sliding scale based on distance of proposed development from the tramline/tram stop.</p>

Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.
----------------	---

Addendum 7: North Edinburgh

Active Travel Infrastructure Contribution Zone – supporting information	
Hawthornvale to Lindsay Road LDPAP Ref: TR-SA-NELOC-10 and Bernard Street/Salamander Street TR-SA-NELOC-1	
City Plan proposals in scope	<p><u>City Plan Sites:</u></p> <p>H35 Salamander Place, H36 North Fort Street, OPP37 Coburg Street OPP38 Commercial Street, Part of OPP55 Seafield.</p> <p><u>Legacy LDP 2016 sites:</u></p> <p>EW 1b Central Leith Waterfront: 1444 (HLA 22 Constrained site); 390 completed @CALA; Bath Road BW Trading 212, 95; Baltic Street Sundial Properties 16</p> <p>EW 1c East of Salamander Place EW 1c Salamander Place Phase 6 and 7 EW1d Seafield (Part)</p>
Type of intervention	Segregated cycleway.
What is the intervention achieving and why is it necessary?	<p>Segregated cycleway along this route can achieve a transformative role in placemaking for developments along this corridor. It will provide an east-west active travel corridor linking up with the north Edinburgh paths at Hawthornvale/Lindsay Road in the west, and the Seafield shared path and promenade at the east. Will also connect with Leith Connections links to Leith Walk segregated cycleways.</p> <p>Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.</p>
Origin of the intervention	<p>Originally from an older appraisal of transport impacts of growth in North Edinburgh especially with the redevelopment of the Leith Docks. The level of growth has reduced from what was initially envisaged, however development at Western Harbour, Central Leith Waterfront and along Salamander Street/Salamander Place continues to place additional demand on existing transport infrastructure.</p> <p>This scheme has been progressed to Final Concept Design stage as part of a programme of works on the LDP Action Programme/Leith Connections Phase 3.</p>
Contribution Zone details – size etc	A 400m walking distance zone has been created using a digital (GIS) network analysis tool to map the walk distance from nodes/junctions on the route. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route.
Cost / Delivery information	To be programmed as Phase 3 of Leith Connections project.
NPF4 Policy 18 Tests	

Necessity	Necessary to secure a financial contribution because it serves more than one development, and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Leith Links (west) to Bath Road	
LDPAP Ref: TR-SA-NELOC-17 Leith Links (West) to Bath Road	
City Plan proposals in scope	<p><u>City Plan Sites:</u></p> <p>H35 Salamander Place: 113 units</p> <p><u>Legacy LDP 2016 Sites:</u></p> <p>LDP EW 1B: Central Leith waterfront LDP EW 1C: Leith Waterfront -Salamander Place, Salamander Place Phase 6 and 7 EW 1c Salamander Place Phase 5 Teague</p>
Type of intervention	Create cycle priority street.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Originally from an older appraisal of transport impacts of growth in North Edinburgh especially with the redevelopment of the Leith Docks. The level of growth has reduced from what was initially envisaged, however development at Western Harbour, Central Leith Waterfront and along Salamander Street/Salamander Place continues to place additional demand on existing transport infrastructure.
Contribution Zone details – size etc	A 400m walking distance zone has been created using a digital (GIS) network analysis tool to map the walk distance from nodes/junctions on the route. 400m is

	considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route.
Cost / Delivery information	Projects are likely to be delivered as part of the Council’s ATAP. Programming to be determined through the City Mobility Plan Implementation Plan/Circulation Plan as well as, taking into account the likely delivery programme of homes.
NPF4 Policy 18 Tests	
Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Addendum 8: Healthcare Contribution Zones

North West Locality

Area	Units	Action	Description
OPP5 Roseburn Street	152	Extensions to existing practices	Additional capacity needs to be created at Tollcross Health Centre.
H7 Murieston Lane	69		
H16 Fettes Row	349	New practice required (contribution zone grouping A)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annandale, Hopetoun, Stockbridge (relocation and expansion), Eyre, Green Practice (Stockbridge), Dr Thyne (Stockbridge).
H17 Eyre Place	69		
H18 Royston Terrace	28		
OPP20 Broughton Market	41		
OPP23 McDonald Place	152	New practice required (contribution zone grouping B)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Bangholm, Blackhall, Crewe.
H30 Ferry Road	14		
H31 Royal Victoria Hospital	360		
OPP32 Crewe Road South	256		
OPP33 Orchard Brae Avenue	55	New practice required (contribution zone grouping C)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Blackhall, Stockbridge (relocation and expansion).
H34 Orchard Brae	124		
H59 Land At Turnhouse (SAICA)	1000	New practice required (contribution zone grouping D)	A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Parkgrove, East Craigs.
OPP60 Turnhouse Road	200		
H61 Crosswinds	2500		
H62 Land Adjacent to Edinburgh Gateway	250		
H63 Edinburgh 205	7000		
OPP66 St Johns Road (A)	14		A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Eastcraigs, Ladywell East, Ladywell West.
OPP67 St Johns Road (B)	72		
OPP68 Kirks Loan	16		
H69 Corstorphine Road (A)	16		
H70 Corstorphine Road (B)	8		

OPP64 Land at Ferrymuir	88	New practice required (contribution zone grouping E)	A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at South Queensferry.
H96 East of Millburn Tower	1350	New practice required (shown within contribution zone grouping D)	A new medical practice will be required in west Edinburgh to accommodate the new population generated by this new development.
Extent of the zone:	<p>The contribution zones (A-E) group together allocated city plan housing sites, where the cumulative impact requires a new practice to be delivered within that zone.</p> <p>A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map from the central point of each site within the grouping. This has been used to inform the zone boundaries factoring in overlaps where relevant. This approach is in keeping with our ‘living well locally’ strategy and Inf 1 Access to Community Facilities.</p>		
Planning Circular Tests:	<ul style="list-style-type: none"> • It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed therefore serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The North West locality summary and Actions provide the details. • The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact. • Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements. 		

North East Locality

Area	Units	Action	Description
H19 Broughton Road	262	New practice required (contribution zone grouping F)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annadale, Hopetoun, Leith Mount, Links, Mill Lane, Restalrig, Victoria.
OPP21 East London Street	41		
OPP22 McDonald Road (B)	158		
OPP23 McDonald Place	152		
OPP24 Norton Park	69		
H42 Leith Walk/Manderston Street	235		
H52 Iona Street	80		
OPP53 Albert Street	28		
OPP54 St Clair Street	373		
OPP25 London Road	113	New practice required (contribution zone grouping G)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Baronscourt, Brunton, Durham Road, Milton, Southfield.
OPP26 Portobello Road	41		
H27 Willowbrae Road	24		
H35 Salamander Place	113	New practice required (contribution zone grouping H)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annandale, Hopetoun, Leith, Leith Mount, Mill Lane, Summerside, Victoria.
H36 North Fort Street	8		
OPP37 Coburg Street	152		
OPP38 Commercial Street	45		
H39 Pitt Street	103		
H40 Steads Place	193		
OPP41 Jane Street	372		
OPP43 West Bowling Street	83		
OPP44 Newhaven Road 1	90		
OPP45 Newhaven Road 2	193		
OPP46 Bangor Road	290		
OPP47 South Fort Street	414		
OPP48 Stewartfield	207		
OPP49 Corunna Place	24		

OPP50 Bonnington Road	56		
OPP51 Broughton Road	23		
OPP55 Seafield	800	New practice required (contribution zone grouping I)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Durham Road, Links, Milton, Mill Lane, Portobello, Restalrig, Southfield, Victoria. Extensions may also be required as interim measures until such time as new practices are complete and in operation.
OPP56 Sir Harry Lauder Road	104		
OPP57 Joppa Road	8		
OPP58 Eastfield	40		
H87 Duddingston Park South	24		
Extent of the zones		The contribution zones in the North East (groupings F-I) group together allocated city plan housing sites, where the cumulative impact requires a new practice to be delivered within that zone. A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map from the central point of each site within the grouping. This has been used to inform the zone boundaries factoring in overlaps where relevant. This approach is in keeping with our 'living well locally' strategy and Inf 1 Access to Community Facilities.	
Circular Tests		<ul style="list-style-type: none"> • It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed and serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The North East locality summary and Actions provide the details. • The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact. • Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements. 	

South East Locality

Area	Units	Action	Description
H3 Chalmers Street (Eye Pavilion)	68	New practice required (contribution zone grouping J)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Meadows, Grange, Bruntsfield, Hermitage, Morningside.
H8 Astley Ainslie Hospital	500		
H10 Watertoun Road	49		
OPP13 Gillespie Crescent	166		
OPP14 Ratcliffe Terrace	97		
H11 Watson Crescent Lane	8	Extensions to existing practices	Extensions may be required at the following practices: Springwell, Polworth, Gilmore, Leven.
H15 St Leonard’s Street	24	Extensions to existing practices	Extensions may be required at the following practices: MacKenzie, St Leonards.
H28 Cowans Close	55		
H86 Edinburgh Bioquarter	2500	New practice required (contribution zone grouping K)	A new medical practice will be required to accommodate the new population generated by this new development. Extensions may be required at the following practice: Gracemount
H88 Moredun Park Loan	32		
OPP89 Moredun Park View	24		
H92 Gilmerton Dykes Road	24		
H93 Rae’s Crescent	32		
H90 Morrisons at Gilmerton Road	32		
H91 Liberton Hospital	360		
H94 Old Dalkeith Road	24		
OPP95 Peffermill Road	16	Extensions to existing practices	Extensions may be required at the following practices: Conan Doyle, Braefoot, Craigmillar
Extent of the zones		The contribution zones in the South East (groupings J-K) group together allocated city plan housing sites, where the cumulative impact requires a new practice to be delivered within that zone. A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map from the central point of each site within the grouping. This has been used to inform the zone boundaries factoring in overlaps where relevant. This approach is in keeping with our ‘living well locally’ strategy and Inf 1 Access to Community Facilities.	

Circular Tests	<ul style="list-style-type: none">• It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed and serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The South East locality summary and Actions provide the details.• The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact.• Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements.
----------------	--

South West Locality

OPP1 Dundee Street	45	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven
OPP2 Dundee Terrace	45		
H12 Temple Park Crescent	46		
H4 Dalry Road	45	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven, Slateford.
H65 Old Liston Road	104	None	Adequate capacity in place.
OPP72 West Gorgie Park	110	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven, Slateford, Sighthill Red/Green
H73 Gorgie Park (Caledonian Packaging)	138		
OPP74 Craiglockhart Avenue	24	None	Adequate capacity in place
H75 Lanark Road	80	Extensions to existing practices	Extensions may be required at the following practices: Slateford, Springwell, Sighthill Green/Red
H76 Peatville Gardens	10	Extensions to existing practices	Extensions may be required at the following practices: Sighthill Green/Red, Wester Hailes, Whinpark, Slateford, Springwell.
H77 Gorgie Road (east)	469		
OPP78 Stevenson Road	290		
H79 Broomhouse Terrace	320		
OPP80 Murrayburn Road	384		
OPP81 Dumbryden Drive	124		
H83 Clovenstone House	97		
H84 Calder Estate	28		
H85 Redford Barracks	800	Extensions to existing practices	Extensions may be required at the following practices: Firhill, Colinton, Craiglockhart
Extent of the zones		The groups of sites where there is a need to mitigate their cumulative impact are shown in tables in Appendix X. However, as the mitigation is likely to be an extension to one or more existing practices, there is not the same need to show the healthcare intervention in a zone.	
Circular Tests		<ul style="list-style-type: none"> It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed and serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows 	

	<p>the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The South West locality summary and Actions provide the details.</p> <ul style="list-style-type: none">• The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact.• Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements.
--	--

Addendum 9: Green Blue Network and Public Realm

Delivering public realm through development is a policy outcome as well as a type of infrastructure we can seek contributions towards where appropriate. NPF4 continues the appliance of the five tests for developer contributions. As a planning authority, we need to satisfy ourselves that the contribution meets these tests and is not being sought to make up for an existing deficiency.

NPF4 Policy 18 Tests	
Necessity	<p>To meet broader policy outcomes and in particular to protect and enhance the setting of listed buildings and the World Heritage Site in general, improvements to the public realm are required.</p> <p>Plans and strategies are emerging for key public realm interventions in the city centre, implementing the City Centre Transformation Strategy. Because it will be challenging to attribute a significant impact from an individual development, a cumulative approach is appropriate whereby total potential impact from development within a zone is understood in relation to the infrastructure intervention, and proportionate impacts and costs can be attributed on a pro rata basis.</p>
Planning purpose	<p>The policy overview established that public realm is a planning policy objective, and public realm infrastructure should be viewed as a necessary infrastructure like any other to ensure development delivers on policy objectives.</p>
Relationship to proposed development	<p>Public realm infrastructure improves the immediate environment, and movement around the city centre, supporting sustainable travel choices. Improves setting of listed buildings and enhances world heritage site.</p>
Scale and kind	<p>The cumulative approach helps to apportion costs across the contribution zone, on a pro rata basis, which should approximate impact based on level of increased activity.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

City Plan 2030

December 2024



www.edinburgh.gov.uk/its

0131 242 8181

Reference 25-0064