

City Plan 2030 Delivery Programme

January 2025



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Delivery Programme

Introduction

Background

A Delivery Programme sets out how a Local Development Plan (LDP) is to be implemented. It identifies a list of actions required to deliver the policy and proposals contained within a Local Development Plan alongside an explanation of how actions are to be undertaken and timescale for each action along with a 'pipeline' of the expected sequencing and timescales for the delivery of allocated housing sites.

A Delivery Programme takes the place of an Action Programme which was previously required to accompany a Local Development Plan and fulfils a similar purpose. A Delivery Programme is intended to have a focus on delivery rather than monitoring.

City Plan 2030

The proposed City Plan 2030 Action Programme was published in September 2021 and accompanied the Proposed City Plan 2030. It was subject to consultation alongside the plan and prepared in collaboration with wider Council services, key agencies and stakeholders.

[City Plan 2030](#) was adopted as Edinburgh's Local Development Plan on 7 November 2024. Under [transitional planning legislation](#), the Council is required to publish and adopt the Action Programme associated with the plan within three months of plan adoption.

In a letter sent to all Planning Authorities in June 2024, Scottish Ministers set out the requirement for Action Programmes associated with Local Development Plans to be republished as Delivery Programmes.

Interim Delivery Programme

The Delivery Programme has been prepared as an interim update to the Action Programme published with the Proposed City Plan 2030. It has been updated to reflect changes to existing actions that have occurred through the City Plan 2030 [Examination](#), the [Developer Contributions and Infrastructure Delivery Supplementary Guidance](#) and the [West Edinburgh Placemaking Framework](#). It now incorporates a pipeline for the sequencing and timing for allocated housing sites as established through the plan examination.

A Delivery Programme is required to be updated at least every two years, but a review can be undertaken sooner. As the Delivery Programme is interim, a fuller review of the Delivery Programme will take place in the future considering a number of factors. These may include the outcome of the Developer Contributions and Infrastructure Delivery Supplementary Guidance recently submitted to Scottish Ministers, future Housing Land Audits and to take into account changes to actions including, funding and updated costs, updates to related plans and strategies and to incorporate any further actions needed to support housing delivery.

Delivery Programme updates can also provide a mechanism to update any linked actions, costs and funding as part of the Developer Contributions and Infrastructure Delivery Supplementary Guidance.

The delivery of the pipeline of land in the short, medium and longer terms of the plan period will also be subject to changing circumstances, including where sites currently noted as constrained come forward as those constraints are overcome. Where brownfield sites are currently programmed in the medium to longer terms it may be appropriate to support them as short term additions to the land supply subject to appropriate proposals and clarity on the timing of provision of infrastructure requirements as set out in the delivery programme. This will include allocations designated as 'opportunity sites' by the recommendations of the Report of Examination.

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Table 1. Education Actions

The Education Actions give further information to City Plan 2030 Table 11 which sets out the education infrastructure required to support the plan. The Actions have been updated in accordance with the latest calculations made for the Developer Contributions and Infrastructure Delivery Supplementary Guidance (December 2024). Some actions have been combined for secondary schools in relation to the Guidance's area-based contribution zones.

Proposal Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	Owner	Funding	Total Capital Cost
	EBJG1	Boroughmuir / James Gillespie's	Additional primary school capacity	Contribution towards new 14-class primary school (Canaan Lane Primary School)	CEC	Developer	£10,557,030
	EBJG2 / EBJG3	Boroughmuir / James Gillespie's	Additional secondary school capacity	Additional secondary school places – 170 places	CEC	Developer	£11,720,140
	EBJG4	Boroughmuir / James Gillespie's	Additional ELC capacity	64 Place ELC setting	CEC	Developer	£3,165,500
ED1	ECA1	Castlebrae	Additional primary school capacity	New 14-class primary school (Greendykes)	CEC	Developer	£23,967,312
ED2	ECA2	Castlebrae	Additional primary school capacity	New 21-class primary school (Brunstane)	CEC	Developer	£34,602,617
	ECA3	Castlebrae	Additional RC primary school capacity	3 PS Classes + Dining Hall (St Francis' RC Primary School)	CEC	Developer	£4,644,000
	ECA4	Castlebrae	Additional secondary school capacity	Additional secondary school capacity – 687 places	CEC	Developer	£47,363,154
ED3	ECB1	Craigroyston / Broughton	Additional primary school + ELC capacity	Extension to Flora Stevenson (Annexe, ELC and PS places)	CEC	Developer	£10,225,000
ED4	ECB2	Craigroyston / Broughton	Additional primary school capacity	New 21-class primary school (Granton Waterfront)	CEC	Developer	£32,966,870
	ECB3	Craigroyston / Broughton	Additional primary school capacity	Catchment change affecting Stockbridge and Broughton Primary Schools.	CEC	Developer	N/A
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	Additional secondary school places – 537 places	CEC	Developer	£37,021,854
	ECB5	Craigroyston / Broughton	Additional RC primary school capacity	1 PS Class (St David's RC Primary School)	CEC	Developer	£1,645,021
	DLT1	North-east (Drummond / Leith / Trinity)	Additional primary school capacity	Catchment change affecting Abbeyhill and Leith Walk Primary Schools.	CEC	Developer	N/A
ED5	DLT2	North-east (Drummond / Leith / Trinity)	Additional primary school capacity	New 14-class primary school (Bonnington area)	CEC	Developer	£23,967,312
	DLT3	North-east (Drummond / Leith / Trinity)	Additional primary school capacity	2 PS Classes (Broughton Primary School / new primary school capacity)	CEC	Developer	£1,978,344
ED6	DLT4	North-east (Drummond / Leith / Trinity)	Additional primary school capacity	New 7-class primary school (Leith Primary School / new primary school capacity). To be located outwith the operational port area.	CEC	Developer	£13,968,816
	DLT5	North-east (Drummond / Leith / Trinity)	Additional primary school capacity	5 PS Classes and 1 GP Class (Craigentinny Primary School)	CEC	Developer	£6,278,688

Table 1. Education Actions

Proposal Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	Owner	Funding	Total Capital Cost
	DLT6	North-east (Drummond / Leith / Trinity)	Additional primary school capacity	New 15-class primary school (Victoria Primary School). 6 PS Classes and 1 GP Class (Victoria Primary School)	CEC	Developer	£11,540,842 £7,253,928
		North-east (Drummond / Leith / Trinity)	Additional primary school capacity	7 PS Classes, dining, kitchen (in Victoria Primary School's catchment area)	CEC	Developer	£8,829,168
		North-east (Drummond / Leith / Trinity)	ELC places	New 64-place ELC setting (Victoria Primary School's catchment area)	CEC	Developer	£3,165,500
		North-east (Drummond / Leith / Trinity)	ELC places	New 63-place ELC setting (Craigtinny's catchment area, Seafield)	CEC	Developer	£3,165,500
	DLT7	North-east (Drummond / Leith / Trinity)	Additional secondary school capacity	Additional secondary school places – 998 places	CEC	Developer	£68,804,116
		North-east (Drummond / Leith / Trinity)			CEC	Developer	
		North-east (Drummond / Leith / Trinity)			CEC	Developer	
	FH1	Firrhill	Additional primary school capacity	5 PS Classes, 1 GP Class, Assembly, Dining and Kitchen (Colinton Primary School)	CEC	Developer	£8,829,168
ED7	FH2	Firrhill	Additional secondary school capacity	Additional secondary school places – Annexe to Firrhill High School	CEC	Developer	8,100,685
	FH3	Firrhill	Additional ELC capacity	New 64 place ELC setting.	CEC	Developer	£3,165,500
ED8	LG1	Liberton / Gracemount	Additional primary school capacity	New 14-class primary school (BioQuarter/Edmonstone)	CEC	Developer	£23,967,312
ED9	LG2	Liberton / Gracemount	Additional primary school capacity	New 14-class primary school (Gilmerton Station Road)	CEC	Developer	£29,088,905
		Liberton / Gracemount	Additional primary school capacity	New 15-class primary school (Frogston Primary School)	CEC	Developer	£21,855,938

Table 1. Education Actions

Proposal Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	Owner	Funding	Total Capital Cost
		Liberton / Gracemount	Additional primary school capacity	6 PS Classes and 1 GP Class (Frogston Primary School)	CEC	Developer	£7,253,928
	LG4	Liberton / Gracemount	Additional RC primary school capacity	5 PS Classes and 1 GP Class (St Catherine's RC Primary School)	CEC	Developer	£4,766,427 (represents 76% of the total capital cost)
	LG5	Liberton / Gracemount	Additional secondary school capacity	Additional secondary school places – 789 places	CEC	Developer	£54,395,238
	ELG6	Liberton / Gracemount	Additional secondary school capacity		CEC	Developer	
	EPB1	Portobello	Additional primary school capacity	4 PS Classes and 1 GP Class (The Royal High Primary School)	CEC	Developer	£4,839,048
	EQF1	Queensferry	Additional primary school capacity	2 classes and dining hall extension (Echline PS)	CEC	Developer	£2,953,584
	EQF2	Queensferry	Additional primary school capacity	New 12-class primary school (Builyeon Road)	CEC	Developer	£21,874,206
	EQF3	Queensferry	Additional primary school capacity	2 PS Classes (Kirkliston Primary School, new annexe)	CEC	Developer	£1,978,344
		Queensferry	Additional primary school capacity	3 PS Classes and Dining Hall (Queensferry Primary School)	CEC	Developer	£3,668,760
	EQF4	Queensferry	Additional secondary school capacity	Additional secondary school places – 295 places	CEC	Developer	£20,337,890
	ERC1	Roman Catholic	Additional RC primary school capacity	2 classes (Holy Cross RC PS)	CEC	Developer	£1,990,961
	ERC3	Roman Catholic	Additional RC primary school capacity	4 classes (St John Vianney RC PS)	CEC	Developer	£3,779,055
	ERC4	Roman Catholic	Additional RC primary school capacity	1 class (St Joseph's RC PS)	CEC	Developer	£825,372
	ERC6	Roman Catholic	Additional RC secondary school capacity	235 secondary pupils (Holy Rood RC HS)	CEC	Developer	Contributions combined with ND secondary schools
	ERC7	Roman Catholic	Additional RC secondary school capacity	351 secondary pupils (St Augustine's RC HS)	CEC	Developer	Contributions combined with ND secondary schools

Table 1. Education Actions

Proposal Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	Owner	Funding	Total Capital Cost
	ERC8	Roman Catholic	Additional RC secondary school capacity	101 secondary pupils (St Thomas of Aquin's RC HS)	CEC	Developer	Contributions combined with ND secondary schools
	ESW1	South West	Additional primary school capacity	2 PS Classes and 1 GP Class (Canal View Primary School)	CEC	Developer	£2,693,520
	ESW2	South West	Additional primary school capacity	4 classes (Dean Park PS)	CEC	Developer	£3,863,808
	ESW3	South West	Additional primary school capacity	3 PS Classes and Dining Hall and Kitchen (Sighthill Primary School)	CEC	Developer	£4,268,760
	ESW4	South West	Additional secondary school capacity	Additional secondary school places – 65 places	CEC	Developer	£4,481,230
	ESW5	South West	Additional ELC capacity	New 64-place ELC setting (Canal View / Sighthill Primary Schools' catchment area)	CEC	Developer	£3,165,500
		South West	Additional RC HS capacity	Additional secondary school places (RC only) – 13 places	CEC	Developer	£896,246
	ETY1	Tynecastle	Additional primary school capacity	5 PS Classes and 1 GP Class and Kitchen (Balgreen Primary School)	CEC	Developer	£6,878,688
	ETY2	Tynecastle	Additional ELC capacity	New 64-place ELC setting (Balgreen Primary School's catchment area)	CEC	Developer	£3,165,500
		Tynecastle	Additional RC HS capacity	Additional secondary school places (RC only) – 8 places	CEC	Developer	£551,536
	EWE1	West	Additional primary school capacity	1 PS Class (Broomhouse Primary School)	CEC	Developer	£975,240
	EWE10	West	Additional secondary school capacity	New 1,200 secondary school (with expansion to 1,800)	CEC	Developer	£81,898,740
ED10	EWE2	West	Additional primary school capacity	New 14-class primary school (East of Milburn Tower)	CEC	Developer	£23,967,312
ED11	EWE3	West	Additional primary school capacity	New 21-class primary school (Maybury Primary School)	CEC	Developer	£32,722,784
ED13	EWE5	West	Additional primary school capacity	New 21-class primary school	CEC	Developer	£29,481,024
ED14	EWE5			New 21-class primary school	CEC	Developer	£29,481,024
ED15	EWE5			New 14-class primary school	CEC	Developer	£23,967,312

Table 1. Education Actions

Proposal Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	Owner	Funding	Total Capital Cost
	EWE7	West	Additional primary school capacity	2 classes (Gylemuir PS)	CEC	Developer	£1,187,006 (cost is 60% of total capital cost)
ED16	EWE8	West	Additional primary school capacity	3 PS Classes and Dining and Kitchen (Hillwood Primary School)	CEC	Developer	£4,268,760
	EWE10, EWE11, EWE12	West	Additional secondary school capacity	Additional secondary school places – 556 places (Craigmount, Forrester, Royal High School catchments)	CEC	Developer	£38,124,926
		West	ELC places	New 64-place ELC setting (Broomhouse Primary School's catchment area)	CEC	Developer	£3,165,500
ED17	EWE9	West	Additional RC primary school capacity	New 14-class RC primary school (West Edinburgh)	CEC	Developer	£23,967,312

Table 2. Active Travel Strategic Projects and Safeguards

The Active Travel Strategic Projects and Safeguards give further information and updates on the proposals in City Plan 2030 Table 3. They include updated information taken from the West Edinburgh Placemaking Framework (November 2024) and the Supplementary Guidance on Developer Contributions and Infrastructure Delivery (December 2024).

City Plan Proposal ref.	Project/Safeguard Title	Description	Owner	Status	Funding Information	Estimated delivery date/timescale
ATSR1	Edinburgh Waterfront Promenade	Form a continuous walkway/cycleway extending for almost 17km from Joppa in the east to Cramond in the west.	CEC	Sections delivered at Granton.	Sections will be an integral part of development layouts.	With development
ATSR2	Roseburn to Union Canal route/green network	<p>Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases.</p> <p>First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline.</p> <p>Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments.</p> <p>Later section -new bridge over East Coast Mainline. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government.)</p>	CEC	Construction ongoing.	<p>Total Gross Costs = £17,407,620</p> <p>£3,750,000 capital cost to be met from Council budget. Proportionate developer contributions of this amount sought.</p>	Opened 9th December 2024.
ATSR3	Pentlands to Portobello Walking and Cycling Route	Long distance walking and cycling route mainly via off-road or on quiet roads.	ELGT/CEC	Feasibility & Concept Design Report June 2019	The study on the route was funded by Sustrans and CSGNT Development Fund	TBC - Dependent on funding
ATSR4	River Almond Valley Walkway	Strategic off-road route from Cramond to Kirkliston.	ELGT/CEC	Feasibility Study completed December 2021	Total cost estimate from Feasibility Study = £3,177,000	TBC -Dependent on funding.
ATSR5	Lochend to Powderhall	Off-road route connection - potential to connect North Edinburgh Paths, Bonnington with Lochend and London Road to Portobello AT proposals.	CEC/Network Rail	Safeguarded only at this time.	TBC	TBC
ATSR6	West Edinburgh Link	New walking, cycling and public spaces in East Craigs, South Gyle, Bankhead, Sighthill and Wester Hailes linking with Edinburgh Park/the Gyle.	CEC	Design in progress	<p>Total Gross Costs = £9,356,810</p> <p>Total external funding - £7,753,730</p>	Expecting to commence Construction in May 2025 till June 2026.

Table 2. Active Travel Strategic Projects and Safeguards

City Plan Proposal ref.	Project/Safeguard Title	Description	Owner	Status	Funding Information	Estimated delivery date/timescale
ATSR7	Meadows to George Street	Part of Edinburgh City Centre Transformation	CEC	Stage 3 Developed Design	Total Gross Costs = £20,019,716 Total external funding - £14,632,231.	Construction estimate from April 2026- August 2027.
ATSR8	City Centre West-East Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.	CEC	Construction began in September 2021, and was completed in March 2024. Currently the project is undertaking post-constructions stages: Stage 6 - Handover & Close Out Stage 7 - In Use	Total Gross Costs = £23,384,264. Total external funding: £20,381,806	Construction completion Nov 2025
ATSR9	Lothian Road	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.	CEC	Early preparation and local engagement.	The Council has been awarded funding from Transport Scotland under Sustrans' Places for Everyone grant programme to develop a design proposal for Lothian Road.	Capacity to deliver Lothian Road subject to further development of strategic public transport interventions (ESSTS). Project construction expected 2028.
ATSR10	Waverley Valley Bridge Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.	CEC	Included as a key requirement in the Proposed Place Brief for Waverley Station, aligned with the approved Edinburgh City Centre Transformation Strategy.	TBC - Alongside Waverley Station masterplan	TBC - Alongside Waverley Station modernisation.
ATSR11	Currie to Heriot-Watt	Active travel safeguard connecting Currie settlement with safe, segregated route to university campus.	Sustrans/Heriot-Watt	Currently at Stage 4 - Technical Design. Full planning application submitted, reference number 24/00621/FUL.	Funding to be sought from Transport Scotland via SEStran in financial year 2025/26.	Funding to be sought from Transport Scotland via SEStran in financial year 2025/26. Once complete the route will be fully adopted under the City of Edinburgh Council's road maintenance programme.

Table 2. Active Travel Strategic Projects and Safeguards

City Plan Proposal ref.	Project/Safeguard Title	Description	Owner	Status	Funding Information	Estimated delivery date/timescale
ATSR12	A71 South Livingston to West Edinburgh	SEStran strategic route A71 West Calder - Hermiston	West Lothian/CEC/SEStran	Feasibility study carried out in 2016, funded by SEStran and CEC. No funding identified. Long Dalmahoy Road cross boundary route being explored as a related, lower cost option.	Banded cost > £10,000,000 refreshed SEStran Strategic Network in May 2024.	Defined in the refreshed SEStran Strategic Network in May 2024 as a Phase 3 project.
ATSR13	Bonnington Link East-West Great Junction Street to Powderhall	Bonnington cluster. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	Developer/CEC		Total project cost: £1,218,051.	With development
ATSR14	Leith Walk to West Bowling Green Street	Bonnington cluster. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	Developer		Total project cost: £561,863	With development
ATSR15	Foot of Leith Walk to Ocean Terminal	Phase 1 of Leith Connections providing better connections to new protected cycle lanes on Leith Walk, planned as part of Trams to Newhaven project, the north Edinburgh path network, the Water of Leith path and Quiet Route 10. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	CEC	Phase 1a - Strategic Route is at Stage 5 construction. Phase 2 – LTN is at Stage 3 design.	Total Project Costs: £7,400,000	Construction of Phase 1a Strategic Route has commenced on August 2024, and likely will end around July 2025. Whereas Phase 2 LTN is in stage 3 Design stage, with 18 months statutory ETRO ongoing from Oct 2023 till December 2025.
ATSR16	Lanark Road/Slateford Road	On street segregated active travel infrastructure (corridor will be subject to the outcomes of the circulation plan). Included within an active travel contribution zone in the City plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	CEC/Gorgie/Dalry development cluster	Longstone Link Phase 1 - Inglis Green Bridge Route is in Stage 0 - Strategic Definition.	Total Project Costs £7,303,932.	As the project is in its very early stages the high level Construction estimate is from March 2027 - July 2027.

Table 3. Active Travel Proposals Relating to Development Sites

The Active Travel Proposals Relating to Development Sites give further information and updates on the proposals in City Plan 2030 Table 4. This includes updated information taken from the adopted City Plan 2030, West Edinburgh Placemaking Framework and the Supplementary Guidance on Developer Contributions and Infrastructure Delivery.

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR1	Place 15 - Seafield: OPP55, OPP56, OPP57	New Active Travel Route: Along Seafield Road and Portobello High Street		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.	Developer/CEC	To be delivered as integral part of development and/or off-site delivery by legal agreement. Proportionate contributions expected from developers, secured through legal agreement. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	£8,960,932	With development
ATPR2	Place 15 - Seafield: OPP55	New Active Travel Route: Along Seafield Road and connection to Craigentenny Avenue via Fillyside.	Access from the site to Fillyside to access Craigentenny Avenue.	Provide safe crossing of Seafield Road at Fillyside. Required for safe route to school.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR3	Place 15 - Seafield: OPP24, OPP25, OPP26, OPP55, OPP56	New active travel route: City Centre along Portobello Road/London Road.		To provide direct segregated route to city centre. Potential to connect to Lochend to Powderhall route safeguard.	Developer/CEC	Proportionate contributions expected from developers, secured through legal agreement. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	£8,137,676	With development
ATPR4	Place 15 - Seafield: OPP55	Active Travel connections: Harry Lauder Junction		Improved Harry Lauder Junction for Active Travel with the removal of staggered phases.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR5	Place 15 - Seafield: OPP55	Active Travel Route: Seafield Road to Edinburgh Promenade - safe crossing	Incorporate into site design layout the objectives for Edinburgh Promenade route.	Provide safe crossings of Seafield Road East.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR6	Place 15 - Seafield: OPP55	Mobility Hub: Seafield	Place Brief to explore the optimum location for a mobility hub as part of engagement.		Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
PT1	Place 15 - Seafield: OPP55	Northern Orbital Route. New public transport route: Seafield Road to Leith.		To provide a direct link from Seafield west towards Leith as part of the northern orbital route.	Developer/CEC/Bus operators	Contribute proportionate to scale of development.		With development
ATPR7	Place 3 - Astley Ainslie: H8	Active travel link and crossing: Cannan Lane to Grange Loan	Partly to be delivered within the site layout.	Active travel routes to be made along Cannan Lane to Morningside Road (connecting to the quiet connection route from Whitehouse Loan to Hermitage Drive), pedestrian footway improvements and including provision of a safe walking and cycling crossing of Grange Loan at site entrance.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR8	Place 3 - Astley Ainslie: H8	New Active Travel route and crossing: Oswald Road to Cluny Gardens/Charterhall Road junction	Partly to be delivered within the site layout.	Route from site along South Oswald Road/Oswald Road including an upgrade and realignment of the crossing of Cluny Gardens to Blackford Pond open space.	Developer/CEC	To be delivered as integral part of development		With development
ATPR9	Place 3 - Astley Ainslie: H8	New active travel infrastructure: Newbattle Terrace/Grange Loan		Active travel route along site frontage extending to Morningside Road	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR10	Place 3 - Astley Ainslie: H8	Mobility Hub: Astley Ainslie	Place Brief to explore the optimum location for a mobility hub as part of engagement.		Developer/CEC	To be delivered as integral part of development		With development
PT 15	Place 3 - Astley Ainslie: H8	Public Transport Improvements: Morningside Rd/Cluny Gardens		Improve bus service on Morningside Rd and Cluny Gardens.	Developer/CEC	Contribute proportionate to scale of development.		With development
ATPR11	Place 30 - Redford Barracks: H85	New Active Travel connections: Water of Leith (NCR75 Colinton Dell) to Colinton Mains Drive	Partly to be delivered within the site layout.	Provide safe crossings of Colinton Road at Patties Road and explore upgrade options to the path to Colinton Mains Drive.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR12	Place 30 - Redford Barracks: H85	New Active Travel Route: Colinton Road to Colinton Village		Provide active travel route along Colinton Road.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR13	Place 30 - Redford Barracks: H85	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).	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£11,096,953	With development
ATPR14	Place 30 - Redford Barracks: H85	New active travel connection: Union canal ramp access.		Improved connection to the Union Canal with new ramp.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR15	Place 30 - Redford Barracks: H85	Mobility Hub: Redford Barracks	Place Brief to explore the optimum location for a mobility hub as part of engagement.		Developer/CEC	To be delivered as integral part of development.		With development
ATPR15	Place 30 - Redford Barracks: H85	Active travel link: connection to supermarket and Colinton Primary School and Oxfangs Road North/Colinton Mains Drive.	Partly to be delivered within the site layout.	Active travel infrastructure along Colinton Mains Drive, including upgrade to toucan crossings, and improvement of links through Braid Burn to Colinton Mains Road.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
PT8	Place 30 - Redford Barracks: H85	Public Transport Improvement: Orbital Bus Route connections		Orbital bus route service could be along Redford Road to south of site.	Developer/CEC/Bus operators	Contribute proportionate to scale of development.		With development
ATPR16	Place 5 - Royal Victoria Hospital: H31	New Active Travel Route: Royal Victoria Hospital to Roseburn Path via Quiet Route 20.	Route partly delivered as Royal Victoria Hospital development layout.	Provide connection to Craigleith Crescent, Craigleith Hill Crescent and on to Groathill Avenue to connect with Roseburn path.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR17	Place 5 - Royal Victoria Hospital: H31	New Active Travel Route and crossing: from Victoria Hospital site to Carrington Road (Quiet Route 20)	Route mostly to be delivered within Royal Victoria Hospital.	Continue route along north east along lane north of the Comely Bank Centre, ensuring safe crossing of Crewe Road South.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR18	Place 5 - Royal Victoria Hospital: H31	New active travel crossing: Craigleith Road at Orchard Drive		Toucan crossing to facilitate safe crossing and connection to new active travel route through site.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR19	Place 6 - Crewe Road South: H31, OPP32	New Active Travel link: along Fettes Avenue from Comely Bank to Carrington Road.		Provide active travel route along Fettes Avenue and Comely Bank	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR20	Place 6 - Crewe Road South: H31, OPP32, OPP33, H34	New Active Travel Route: Crewe Road South from Orchard Brae Roundabout to Crewe Toll.	Potential for Crewe Road South frontage to deliver active travel route as part of development.	Contribute towards improved crossing at Crewe Road South/Orchard Brae. Contribute towards active travel infrastructure alongside tramline, if this alignment option is progressed.	Developer/CEC	Contribute proportionate to scale of development. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£8,029,991	With development
ATPR21	Place 6 - Crewe Road South: H31, OPP32, H34	Mobility hub: Fettes Avenue	The mix of services on offer to be agreed, ideally with an option to expand over time.		Developer/CEC	Contribute proportionate to scale of development. Included within a shared mobility (Fettes Avenue mobility hub) contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£1,308,000	With development
ATPR22	Place 34 - Liberton Hospital/Ellen's Glen Road: H91	New Active Travel Route: Liberton Hospital to City Centre		A segregated cycle network towards the City Centre (or alternative route to be determined).	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£3,722,644	With development
ATPR23	Place 34 - Liberton Hospital/Ellen's Glen Road: H91	Active travel link: connections through site to Malbet Wynd - Liberton Community Campus	Partly to be delivered within the site layout.	Provide connection to the north to Liberton Community Campus.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR24	Place 34 - Liberton Hospital/Ellen's Glen Road: H91	Active Travel link: connection to Gilmerton Road and A7		Ensure connection through site and off-site improvements to north-west along Ellen's Glen Road to connect with active travel infrastructure on Gilmerton Road and then across via Moredunvale Road to A7 active travel and tram route/stop safeguards.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
PT8, PT9	Place 34 - Liberton Hospital/Ellen's Glen Road: H91	Public Transport Improvement: Liberton Hospital to City Centre and West		Assess capacity on routes to city centre. Part of (Southern) Orbital Bus Route South-East Edinburgh to West Edinburgh	Developer/CEC/bus operators	Contribute proportionate to scale of development.		With development
ATPR25	Place 31 - Edinburgh BioQuarter: H86	New Active Travel route: Connection to the Wisp from East of BioQuarter.		Potential to form extension of proposed route through to Little France Park connecting to development in Midlothian.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR26	Place 31 - Edinburgh BioQuarter: H86, H94	New Active Travel route: A7 north-south - BioQuarter to City Centre and Midlothian.		Provide a permanent segregated active travel route on the north-south corridor, to serve journeys towards the city centre and Midlothian.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£11,572,333	With development
ATPR27	Place 31 - Edinburgh BioQuarter: H86	Mobility Hub: BioQuarter	Potential for two hubs: 1. Little France Dr frontage (access to rear ERI entrance, cycle routes and proximity to safeguarded tram stop on A7; 2. south location near other tram stop on A7, dependant on landscape plans (green frontage/tree retention).		Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
PT16	Place 31 - Edinburgh BioQuarter: H86	Public Transport improvements: BioQuarter to City Centre		Increase capacity on bus services serving the city centre.	Developer /CEC	Contribute proportionate to scale of development.		With development
PT9, PT10, PT11, PT12	Place 31 - Edinburgh BioQuarter: H86	Public Transport improvements: Orbital Bus Route connections		Provide an enhanced orbital bus route from Edinburgh Royal Infirmary/BioQuarter to the developments in West Edinburgh and (potentially as a separate service) enhanced bus connection via the Wisp to Musselburgh and East Lothian.	Developer /CEC	Contribute proportionate to scale of development.		With development
ATPR28	Place 25 Gorgie Road East and Place 26 - Stevenson Road: OPP77, OPP78	New Active Travel Link: Stevenson Road to open space at Hutchison Crossway and path west of Slateford Green, allowing connection to Hutchison Road.	Route mostly to be delivered with Stevenson Road and Gorgie Road East sites.	Ensure route is provided with a safe crossing over Gorgie Road.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
PT14	Place 25 Gorgie Road East and Place 26 - Stevenson Road: OPP77, OPP78	Public Transport: Gorgie Road/A71 and connections with Orbital Bus Route		Contribute towards bus priority at signals to mitigate impact of congestion.	CEC	Contribute proportionate to scale of development.		With development
ATPR29	Place 28 - Murrayburn Road: OPP80	New Active Travel route and junction upgrade: Union Canal to Calder Road.	Route partly to be delivered within Murrayburn Road site as integral layout design.	Upgrade active travel route from Union Canal through Hailes Quarry park to Parkhead Drive and upgrade junction with Longstone Road and provide active travel route connection to Calder Road infrastructure.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR 30	Place 27 - Broomhouse Terrace: H79	New Active Travel link and crossing: Saughton tram stop to Broomhouse Row		Continue active travel link through site to create a direct route over open space to Saughton tram stop with new crossing.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR31	Place 27 - Broomhouse Terrace: H79	New active travel crossing: Broomhouse Road		New or upgraded crossing of Broomhouse Road to open space.	Developer/CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR32	Place 27 - Broomhouse Terrace: H79	New Active Travel route: North-South connections at parallel Saughton Road		Provide enhanced active travel crossing of Saughton Road to route along parallel Saughton Road connecting Calder Road to Quiet Route 8.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR33	Place 27 - Broomhouse Terrace: H79	Mobility hub: Broomhouse Terrace	Provide a mobility hub within the site with strong connections to the tram stop. The mix of services on offer to be agreed, ideally with an option to expand over time.	Potential for its siting to be outwith the site.	Developer/agreement with CEC Transport	To be delivered as integral part of development.		With development
ATPR34 (ATSR13)	Bonnington cluster: H39, OPP41, OPP43, OPP44, H45, OPP46, OPP47, OPP48	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall.	Routes partly to be delivered within the cluster of Bonnington.	Active travel route from Great Junction Street along Bangor Road through the Sugar Bond, along Ashley Place and onto Newhaven Road (with safe crossing) and Stewartfield to Redbraes Place and Park with potential to cross over Water of Leith to connect to wider open space and future option down to Powderhall line safeguarded active travel route.	Developer/CEC	Bonnington cluster. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government).	£1,218,051	With development
ATPR35 (ATSR14)	Bonnington cluster: H39, OPP41, OPP43, OPP44, H45, OPP46, OPP47, OPP48	New active travel route and crossing: Leith Walk to West Bowling Green Street	Route partly to be delivered within sites Jane Street, Stead's Place, Bangor Road	Active travel route connecting sites to Leith Walk and the core path off West Bowling Green Street to the Water of Leith, with safe crossing of Bonnington Road. Continue provision of route outwith sites to same standard along The Quilts and on to West Bowling Green Street.	Developer/CEC	Bonnington cluster. Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£561, 863	With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR35 (details)	Place 8 - Jane Street: OPP41	New active travel route: Leith Walk to West Bowling Green Street (section)	Route partly to be delivered within Jane Street site as integral layout design.	Continue provision of route to same standard on Stanwell Street including new crossing point along Bonnington Road.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR34 (details)	Place 10 - Newhaven Road 1: OPP44	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).		Ensure continuous active travel route along southern frontage/Ashley Place	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR34 (details)	Place 14 - Stewartfield: OPP48	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).	Route partly to be delivered within Stewartfield site as integral layout design.	Active travel route continues from Newhaven Road site to Stewartfield site along Newhaven Road - pavement widening and segregated cycle infrastructure and safe crossing to be delivered. Continuous active travel infrastructure along Redbraes Place.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR34 (details)	Place 11 - Newhaven Road 2: H45	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).	Route partly to be delivered within Newhaven site as integral layout design.	Active travel route continues from Newhaven Road site to Stewartfield site along Newhaven Road - on-street and safe crossing to be delivered.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR35 (details)	Place 12 - Bangor Road: OPP46	New active travel route: Leith Walk to West Bowling Green Street	Route partly to be delivered within Bangor Road site as integral layout design.	Continue provision of route to same standard along The Quilts and West Bowling Green Street and on Burlington Street.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR36	Place 12 - Bangor Road: OPP41, OPP46, OPP49	New active travel link and crossing: Great Junction St to Cables Wynd		New walking and segregated cycle infrastructure and junction crossing to provide access to Cables Wynd.	Developer	Included within an active travel contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£1,118,586	With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR37	Place 13 - South Fort Street: OPP47	New active travel connections: safe crossing of West Bowling Green Street	Link to be mostly delivered as part of layout design.	Ensure safe crossing of West Bowling Green Street to link with consented active travel route.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR38	Place 7 - Stead's Place: H40	New active travel route: Leith Walk to Pilrig Park	Route partly to be delivered within Stead's Place site as integral layout design.	Continue provision of route to same standard on Stanwell Street.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR39	Place 8 - Jane Street: OPP41	New active travel route: Great Junction Steet to Pilrig Park	Route partly to be delivered within Jane Street site as integral layout design.	Provide to same standard along Pirrie Street, and potential scope to upgrade path in Gretna Mews.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR40	Bonnington cluster: H39, H40, H42, OPP43, OPP44, H45, OPP46, OPP47, OPP48, OPP49, OPP50, OPP51	Mobility Hub.			Developer/CEC	Contribute proportionate to scale of development. Included within a shared mobility (the Bonnington Cluster mobility hub) contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government).	£1,308,000	With development
PT3	Bonnington cluster: H39, OPP41, OPP43, OPP44, H45, OPP46, OPP47, OPP48	Public Transport: improvement along Bonnington Road services		Capacity improvements to the Leith - Bonnington City Centre bus service.	Developer	Contribute proportionate to scale of development.		With development
ATPR41	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Promenade link to Granton Harbour	Part of Strategic Key Street 2. Upgrade path to 6m tarmac path and sea wall in 4 sections. Extend coastal path from completed section to SW corner of Granton Harbour. Three phases of shared use cycle/pedestrian path along northern side of W Harbour Road with associated traffic calming W Harbour Road. Phases proceed east to west.		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£980,000	With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR42	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	West Granton Road - Key Street Interface 8	Strategic Key Street 2 with segregated Cycleway (2 way), new toucan/puffin crossings.		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£1,470,000	With development
ATPR43	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Marine Drive / West Shore Road - Key Street Interface 7 (Forth Quarter Park to Promenade)	Segregated cycle route between the Marine Drive / Pennywell Road Roundabout and where West Shore Road meets the Gipsy Brae Recreation Ground. Linking Pennywell Road and Roundabout active travel improvements to The Promenade. 3.0m wide fully segregated cycle route with 0.5m separation strip between cycle track and carriageway on eastern side of Marine Drive and southern side of West Shore Road. (Strategic Key Street 7) Widen footway along West Shore Road for shared 'segregated' shared use footway – widen by 2m for 130m.		Developer /CEC	Being delivered by development (EW 2A Western Villages) and external funding, delivered by CEC.		With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR44	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Key Street Interface 1 - West Shore Road Key Street Interface 2 - West Harbour Road	Segregated cycle route from the Gipsy Brae Recreation Ground along West Shore Road and West Harbour Road to meet the recently completed cycle route on Lower Granton Road. Zebra/tiger crossing points required along West Shore Road to provide safe crossing points from development area to Coastal Park. (Strategic Key Street 1)		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£3,730,000	With development
ATPR45	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	East West Primary Route (Waterfront Park/Broadway/Avenue)	Segregated cycle route through proposed development sites around the Gas Holder connecting Marine Drive to Waterfront Park / Waterfront Broadway Junction.		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£2,317,000	With development
ATPR46	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	W Granton Road / Saltire Street / W Shore Road Route	Segregated cycle route between West Granton Road and West Shore Road following the north south alignment of Waterfront Broadway in the southern section).		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Majority of the route expected to be directly delivered by development (The Galleries development).	£91,875	With development

Table 3. Active Travel Proposals Relating to Development Sites

City Plan Proposal Ref.	City Plan site references	Proposal Title	Further Details on-site actions	Further Details off-site actions	Owner	Funding Information	Total Capital Cost	Delivery Timescale
ATPR47	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Key Street Interface 3 – Waterfront Broadway	Segregated cycle route as part of street/development layout		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£3,090,000	With development
ATPR48	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Key Street Interface 4 – The Diagonal	Segregated cycle route as part of street/development layout		Developer /CEC	Substantially in place, improvements and active frontages to be delivered through development layout.		With development
ATPR 49	East of Milburn Tower: H96	North South active travel route along Gogar Station Road	Segregated cycle route		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.		With development
ATPR50	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Mobility Hub - Granton Square	Cycle hub, external cycle parking, external e-bike charging, signage and branding, public transport stops/halts, urban realm, postal lockers, cycle/scooter hire stands, car club vehicles, EV charging hub, taxi rank.		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£1,308,000	With development
ATPR51	Place 4 - Edinburgh Waterfront (Granton Framework): EW 2a, EW 2b, EW 2c, EW 2d	Granton Mobility Hub	Likely to be a similar specification as ATPR50 above.		Developer /CEC	Included within the Granton Waterfront Development Framework Contribution Zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government.) Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£1,308,000	With development

Table 4. Active Travel Safeguards Local Connections

The Active Travel Safeguards Local Connections give further information and updates on the proposals in City Plan 2030 Table 5. This includes the safeguards put in place in City Plan 2030 in order to allow these local connection actions to be carried out.

City Plan reference	Safeguard Title	Further details	Owner	Status	Estimated delivery date/timescale
ATSG1	Blackhall path westwards extension to Cramond Road South		CEC	Safeguard	TBC
ATSG2	Couper Street - Citadel Place.	Opportunity to create level active travel connection.	CEC	Safeguard	TBC
ATSG3	Craigentenny - Leith Links at Craigentenny Ave North	Design work in progress.	CEC	Safeguard	TBC
ATSG4	Craigentenny - Leith Links cycle link		CEC	Safeguard	TBC
ATSG5	Edinburgh Park to Gogar Burn	East of Milburn Tower	CEC	Safeguard	TBC
ATSG6	Fort Kinnard - Queen Margaret University		CEC	Safeguard	TBC
ATSG7	Gillberstoun link		CEC	Safeguard	TBC
ATSG8	Inglis Green cycle link, new Water of Leith Bridge		CEC	Safeguard	TBC
ATSG9	Liberton Road – Robert Burns Drive link path		CEC	Safeguard	TBC
ATSG10 / ATSR2	Link along railway viaduct - Gorgie/Dalry Community Park - Roseburn Path.		CEC	Also as a strategic route	TBC
ATSG11	Lochend Butterfly cycle link with new bridge		CEC	Safeguard	TBC
ATSG12 / ATSR5	Lochend - Powderhall		CEC	Also as a strategic route	TBC
ATSG13	McLeod Street/Westfield Road		CEC	Safeguard	TBC
ATSG14	Morningside - Union Canal link	-	CEC	Safeguard	TBC
ATSG15	Morrison Crescent - Dalry Road		CEC	Safeguard	TBC
ATSG16	North Meggetland - Shandon link		CEC	Safeguard	TBC
ATSG17	Off road alternative NCNR 75 at Newmills, Balerno		CEC	Safeguard	TBC
ATSG18	Pitlochry Place - Lochend Butterfly		CEC	Design work in progress.	TBC
ATSG19	Quiet Route Link via Liberton Tower		CEC	Safeguard	TBC
ATSG20	Quiet Route link to Blackford Glen Road	-	CEC	Safeguard	TBC
ATSG21	Round the Forth cycle route at Joppa	The proposed coastal footpath and cycle link at Joppa will only be supported if there are no significant adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area (see Policy Env 21)	CEC	Safeguard	TBC
ATSG22	Salamander Cycle Link. Southern section of the Edinburgh Waterfront safeguard.	See Place 4 - Edinburgh Waterfront	CEC	Safeguard	TBC
ATSG23	To King's Buildings and Mayfield Road		CEC	Safeguard	TBC
ATSG24	West Approach Rd - Westfield Road cycle link		CEC	Safeguard	TBC
ATSG25	Wisp - Fort Kinnard link		CEC	Safeguard	TBC
ATSG26	Ramped access from Canal to Yeoman Place		CEC	Safeguard	TBC
ATSG27	Waterfront Avenue to Granton Rail path link		CEC	Safeguard	TBC

Table 5. Public Transport Proposals and Safeguards

The Public Transport Proposals and Safeguards provide further detail on City Plan 2030 Table 6 Orbital Bus Route and Improved Bus Connections and Table 7 Tram Route Proposal and Option Safeguards. This includes updated information taken from the adopted City Plan 2030, West Edinburgh Placemaking Framework and the Supplementary Guidance on Developer Contributions and Infrastructure Delivery.

City Plan reference	Action (headline title/description)	Further Details	Further details	Owner	Status	Funding information	Estimated delivery date/timescale
PT1	Northern Orbital Route		Quicker limited stop bus services, enhancing connectivity between North Edinburgh development (Waterfront, Granton, Seafield) with West Edinburgh. Two route options: Airport to Seafield vis IBG and Elements/Crosswinds; Edinburgh Park to Seafield	CEC/bus operators		Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds. Contributions towards PT1 – 17 can be sought on a case by case basis, where the level of bus service at the point of an application would justify a service subsidy to assist in meeting mode share targets and reducing the need for private car use. Some actions included in WETIP OBC programme of works, funded by City Deal/Council monies.	With development
PT2	Seafield Road to Leith (southside of Leith Links)		To provide a direct link from Seafield west towards Leith as part of the Northern Orbital Route	CEC/bus operators			With development
PT3	Bonnington Road		Capacity improvements to the Leith - Bonnington City Centre bus service.	CEC/bus operators			With development
PT4	West Edinburgh A8 corridor		Part of the West Edinburgh Transport Improvement Programme,	CEC/bus operators			With development
PT5	East of Milburn Tower		Hermiston Gait P&R/Riccarton to RBS Gogarburn	CEC/bus operators			With development
PT6	North-South Orbital bus connection		Bankhead - Edinburgh Park to Craig's Road	CEC/bus operators			With development
PT7	South Orbital Route -Sighthill to Redford Road/Oxgangs		Quicker limited stop bus services, enhancing connectivity between South East Edinburgh	CEC/bus operators			With development
PT8	South Orbital Route - Redford Barracks to Gilmerton		Quicker limited stop bus services, enhancing connectivity between South East Edinburgh	CEC/bus operators			With development
PT9	South Orbital Route -Gilmerton to BioQuarter		Quicker limited stop bus services, enhancing connectivity between South East Edinburgh	CEC/bus operators			With development
PT10	Little France Drive to the Wisp			CEC/bus operators			With development
PT11	The Wisp to Fort Kinnaird			CEC/bus operators			With development
PT12	The Wisp to Newcraighall/Duddingston Rd Junction			CEC/bus operators			With development

Table 5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	Owner	Status	Funding information	Estimated delivery date/timescale
PT13	Newcraighall to QMUC Public Transport		Path to allow formation of a bus route through site on LDP 2016 site HSG27, now developed according to Newcraighall site brief.	CEC/bus operators		Link delivered with development on site	Complete, with development
PT14	Public Transport: Gorgie Road/A71 and connections with Orbital Bus Route			CEC/bus operators		Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied.	With development
PT15	Astley Ainslie: Morningside Rd/Cluny Gardens		Ensure that bus services on Morningside Road have sufficient capacity to meet demands from the development. Improve bus service provision on Cluny Gardens, to provide a more attractive service in close proximity to the development and give direct access to a wider choice of destinations.	CEC/bus operators		There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds. Contributions towards PT1 – 17 can be sought on a case-by-case basis, where the level of bus service at the point of an application would justify a service subsidy to assist in meeting mode share targets and reducing the need for private car use. Some actions included in WETIP OBC programme of works, funded by City Deal/Council monies.	With development
PT16	BioQuarter to City Centre		Increase capacity on bus services	CEC/bus operators			With development
PT17	Liberton Hospital to City Centre		Proposed capacity assessment of bus services with minor adjustments on the City Centre bus services in response to the increased demand.	CEC/bus operators			With development
TR1	Edinburgh Tram: safeguards options for the extension of the tram network connecting Granton and the South East.	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.	Safeguard A1: West Granton Access Road from Ferry Road to Caroline Park	CEC	Existing safeguard	TBC with strategic business case.	TBC with strategic business case.

Table 5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	Owner	Status	Funding information	Estimated delivery date/timescale
TR2			Safeguard option B1b: ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll.	CEC	Existing safeguard		
TR3			Safeguard option B2: ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South.	CEC	New safeguard		
TR4			Safeguard C1 route leaves the existing tramline at Princes Street / South St David Street and continue east along Princes St to North Bridge. It would then follow North and South Bridge connecting into Nicholson Square. Safeguard D: Nicolson Square to BioQuarter	CEC	Existing safeguard		
TR5			Safeguard option C3: create operational loop connecting Newhaven route and South East corridors via Leith Street.	CEC	New safeguard option		
TR7			Safeguard option E1a: BioQuarter to Newcraighall via segregated route	CEC	Existing safeguard		
TR8			Safeguard option E1b: BioQuarter to Sheriffhall via mixed on-street and segregated alignment.	CEC	New safeguard option		
TR9			Safeguard option E1c: BioQuarter to Sheriffhall via Shawfair on segregated alignment.	CEC	New safeguard option		
TR10			Safeguard Airport to Newbridge	CEC	Existing safeguard		
TR11			Safeguard Newhaven to Granton	CEC	Existing safeguard		

Table 6. Public Transport Other Safeguards

The Public Transport Proposals Other Safeguards provide further detail on City Plan 2030 Table 10. This includes public transport safeguards for actions requiring further work outside of CEC ownership.

City Plan reference	Action (headline title/description)	Further Details	Further details	Owner	Status
PTSG 1	Future railway infrastructure improvements	Safeguard required to ensure development does not prejudice future infrastructure improvements at these locations.	The Almond Chord to the south of Dalmeny will allow Glasgow and Dunblane services to access Edinburgh Gateway Station and will increase public transport accessibility to West Edinburgh from West and Central Scotland. The route shown is indicative at this time. Part of the Abbeyhill branchline to the east of the city centre is needed for new turnback facilities to allow reversing of trains.	Safeguard - CEC Delivery - Network Rail / Transport Scotland	Transport Scotland Safeguarding still in place.
PTSG 2	Rail Halts at: Portobello, Piershill and Meadowbank	Safeguard required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.	Required to ensure development does not prejudice future reuse of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.	CEC/Network Rail	Network Rail Long-term safeguard
PTSG 3	South Suburban Halts	Safeguard required to ensure development does not prejudice future re-use of existing abandoned halts.	Required to ensure development does not prejudice future reuse of existing abandoned halts.	CEC/Network Rail	Network Rail Long-term safeguard

Table 7. West Edinburgh Transport Improvements

The West Edinburgh Transport Improvements have been updated based on City Plan 2030 Table 8 and details taken from the West Edinburgh Placemaking Framework (November 2024) and the Supplementary Guidance on Developer Contributions and Infrastructure Delivery (December 2024).

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE1	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	This active travel crossing is being progressed in discussion with the redesign of Maybury Junction (R6)		Developer contributions from LDP1 sites	Active Travel	CEC	With Maybury Junction Project- Currently in design process.
WE2	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction	Included in WETIP OBC programme of works (funded by City Deal/Council monies)		WETA	Public Transport	CEC via CRD project governance	Mid to late 2028
WE3	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	Required to facilitate access to the Gogar Link Road (WE27-29)	Directly delivered by developers	WETA	Roads	Directly delivered by developers	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE4	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane. Included in WETIP OBC programme of works (funded by City Deal/Council monies)		Originally a temporary measure via the Covid Bus Rapid Recovery Fund WETA	Public Transport	CEC via WETIP project	Mid to late 2028
WE5	Gogar to Maybury additional eastbound traffic lane.	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with Scottish Government) Additional capacity to help bus movement and a necessary intervention to unlock development west of Maybury.	£7,000,000 capital cost (Including optimism bias)	Initial concept design WETA	Roads	Directly delivered by developers and/or CEC	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE6	Part of the contribution zone as established in the SG. Maybury Road Approach to Maybury Junction - bus priority measure.	Further to the design outcomes of the Maybury Junction, there is no longer an action to include bus priority along Maybury Road. Bus priority remains a key outcome of WE5 approach to Maybury from the west.		WETA. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	CEC/developers/WETIP Board	With development
WE7	A8 North active travel infrastructure ('missing link')	H63 must deliver the missing link to connect active travel infrastructure along A8 from where existing footpath ends (on adopted road to the west) along their development frontage and to connect to the existing active travel infrastructure (to the east on NatWest) active travel access. Verge space is constrained and burn embankment immediately to north- may require a bridge crossing or space reallocation from slip road/off ramp due to speed reduction on A8. All within 24/00132/PPP red line boundary.	Directly delivered by developers	WETA	Active Travel	Directly delivered by H63 developers	With development. West Edinburgh Placemaking Framework (WEPF) states "Before first occupation of housing units within H63".

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE8	New active travel only bridge to north of Edinburgh Gateway station to tie into West Craigs	To be delivered by Place 22 Maybury	Directly delivered by developers	Transport Appraisal	Active Travel	Developer- HSG19 Maybury	With development. Work has commenced.
WE9	Active travel route linking active travel bridge to cycle network northwards to Cammo/Barnton	Directly delivered by development, delivery secured in approved drawings/condition (Place 22 Maybury)	Directly delivered by developers	Transport Appraisal	Active Travel	Developer- HSG19 Maybury	With development. Work has commenced.
WE10	Active travel route west of Maybury to city and West Edinburgh Links	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved by Planning Committee and currently with the Scottish Government). Our future streets, the Councils street allocation framework sets out improvements along the A8 corridor from Roseburn out to the Maybury roundabout. These include a safe cycling connection along the whole route extending the City Centre West Edinburgh Link west from Roseburn and major junction improvements at Maybury and Drumbrae. Therefore, WE10, alignment is costed as a 2-way protected cycleway along Glasgow Road from Maybury to Drumbrae as per Our Future Streets. The extent of segregated cycle way is 1,500m. Costs use the same cost framework as the other active travel (Generic cycle segregation) routes as set out in the Supplementary Guidance. The cost includes 44% optimism bias and are from Q4 2022.	£2,277,136.80 Capital costs including optimism bias.	Transport Appraisal/WETIP	Active Travel	CEC/developers	With development/ATAP delivery prioritisation. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE11	Active travel route alignment on the north side of A8 with additional provision of a connection to East of Milburn Tower development utilising the RBS Gogarburn bridge towards Gogar Station Road	This is an external connection to ensure that West Edinburgh sites are seamlessly connected to other sites and active travel routes to the south, in particular East of Milburn Tower. To be delivered by development secured by condition or legal agreement. 15/04318/PPP (East of Milburn Tower) has various conditions (1) (3) and (5) that specifically relate to WE11. It is assumed that these will be delivered by the developer.	Directly delivered by developers	Conditions relating to 15/04318/PPP (East of Milburn Tower)	Active Travel	With development of EoMT	With development of EoMT

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE12	New road formed in Airport land to enable new bus/active travel connection between WE29 and Turnhouse Road.	Route to use existing structures within airport land, connecting directly with Turnhouse Road and utilising existing railway bridge. To connect to WE29.	Directly delivered by Airport	Transport Appraisal	Active Travel/Public Transport	Delivered directly as part of development by Edinburgh Airport	WEPF states that "WE12 (from Turnhouse Road South) must be constructed prior to the completion of WE29.
WE13	Bus and Active travel link across City Bypass, south of the A8 to connect East of Milburn Tower development with Edinburgh Park and improve links with public transport.	Requires development layout of East of Milburn Tower to accommodate this potential link.	Directly delivered by developers	Transport appraisal	Active Travel/Public Transport	The delivery of this bus and active travel route requires that the development layout of East of Milburn Tower to accommodate it. Not currently in a delivery scheme as the application is at PPP stage but 15/04318/PPP condition (4) specifically relates to WE13. It is assumed that these will be delivered by the developer.	With development of EoMT
WE14	Upgraded Bus interchange facility at Ingliston P+R	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with Scottish Government). 10% of the total capital cost apportioned to West Edinburgh sites. Remaining monies from CEC/external funding TBC. Future reimagining of the Ingliston Park and Ride provides the opportunity to improve bus service provision. WE18 segregated public transport route is relevant to how bus interchange could be delivered.	£5,000,000		Public Transport	It is expected that CEC would deliver this along with future changes to the P&R facility via developer contributions and CEC/external funding TBC.	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE15	Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips.	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government) Enhanced access to Edinburgh Gateway station from H59 and delivered as part of its development will be a major component of this action. Intermodal exchange, public transport and active travel improvements.	£3,000,000		Public Transport	It is expected that CEC would coordinate delivery of this via contributions from developers.	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE16	Improved northern and southern orbital bus routes from Maybury (via Maybury Rd and Edinburgh Park respectively)	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government) Bus service subsidies will benefit all sites and bus services routed through West Edinburgh. As per proposals map, on existing roads and new roads as per development layout. Some routes are dependent on delivery of WE12, WE15, WE18, WE26, WE27 and WE28.	£6,500,000 (Jacobs April 24) based on approximately £200,000 per bus per year (5 buses for five years)		Public Transport	It is expected CEC will deliver this in conjunction with bus operators with subsidy provided from developer contributions.	With development. The WEPF states that "Contributions towards bus service improvements (subsidies) prior to first occupation, with services operational as soon as bus routes are open".
WE17	Bus Priority South West Edinburgh	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government). Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).	£490,000 Partly being delivered with the Cramond to Balerno service.		Public Transport and Active Travel	It is expected CEC will deliver this in conjunction with bus operators with subsidy provided from developer contributions.	With development. The WEPF states that "Contributions towards bus service improvements (subsidies) prior to first occupation".
WE18	Segregated public transport route - North connecting West Edinburgh sites through the Main Street	Transit corridor to the north of A8 serving IBG and tying into the Main street. IBG Phase 1 layout (15/05580/PPP) indicates WE18 access route, this will connect into that shown indicatively in 24/00132/PPP application. Some of this route is on IBG1 site with the rest within the H63 boundary. New road layout as part of development. This route will run from the Dumbbells Roundabout via the Ingliston Park and Ride facility to the Main Street.	Directly delivered by developers		Public Transport/Active travel	Directly delivered by developers. (H63 and potentially IBG1)	The WEPF states "Element of WE18 within H63 should be constructed prior to first occupation of housing units in H63. Until this measure is in place, there may be limits to the numbers of housing that can be delivered in the Framework area. Expected to be delivered as part of the development layout. This is contingent on understanding phasing to ensure seamless delivery with development and allow bus service through site from the outset (first residents)".

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE19	Segregated public transport route - West alignment - using safeguarded tram line.	Included within the West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Approved at Planning Committee and currently with the Scottish Government.) Proportionate contributions will be sought from sites in the contribution zone in advance of its longer term delivery and may require supplementary funding sources/bids for external funding. Offline bus corridor to the south of the A8, crossing to the west of Eastfield Road without interfering with A8 traffic and connecting into Eastfield Road north of Ingliston Park and Ride.	£18,000,000. (assumes approximate cost of £8.4m per km) (Jacobs April 24)		Public Transport	CEC Leading	The WEPF states "Delivery expected in the later phases/occupation of 75% of all units within the WEPF area".
WE20	Segregated public transport route South - Harvest Road	Included within West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government). Bus route, utilising Harvest Road as a bypass of Newbridge Roundabout, as per route on proposals map, precise route to be determined. Proportionate contributions will be sought in advance of its longer term delivery and may require supplementary funding sources/bids for external funding.	£1,000,000 (assumes local upgrades) (Jacobs April 24).		Public Transport	CEC Leading	The WEPF states "Delivery expected in the later phases/occupation of 75% of all units within the WEPF area".
WE21	Segregated public transport route South - Newbridge	Included within West Edinburgh Transport contribution zone in the City Plan 2030 Supplementary Guidance on Developer Contributions and Infrastructure Delivery. (Approved at Planning Committee and currently with the Scottish Government). Proportionate contributions will be sought in advance of its longer term delivery and may require supplementary funding sources/bids for external funding. Offline PT route to the south, potentially exiting the A89 in the vicinity of Newbridge, west of B800 though other alignments would be possible	£8,500,000 (assumes approximate cost of £8.4m per km) (Jacobs April 24).		Public Transport	CEC Leading	The WEPF states "Delivery expected in the later phases/occupation of 75% of all units within the WEPF area".

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE22	Dumbbells Roundabout Improvement - capacity and AT	A8 Dumbbells (R3) Includes: High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	Delivered directly by developers and Edinburgh Airport.		Roads/Active travel	Delivered directly by developers and Edinburgh Airport. IBG 1 (15/05580/PPP) has provision for this action to be directly delivered.	With development. In conjunction with Eastfield Road dualling (WE24 and WE25). Until this measure is in place there may be limits to the numbers of housing that can be delivered.
	Dumbbells westbound off slip	Part of dumbbells junction (R3)	Delivered directly by developers and Edinburgh Airport.		Roads	Delivered directly by developers and Edinburgh Airport. IBG 1 (15/05580/PPP) has provision for this action to be directly delivered.	With development. In conjunction with Eastfield Road dualling (WE24 and WE25). Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE23	Eastfield Road dualling - integration of segregation cycle - connection from A8 along Eastfield Road into Airport	High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	Delivered directly by developers and Edinburgh Airport.		Active Travel	Delivered directly by developers and Edinburgh Airport. Potential to be delivered directly by IBG1 development and potential to be partially delivered by H63 within land ownership. H63 also contains the majority of the land required within its red line boundary in application 24/00132/PPP.	With development of respective H63 and IBG 1 sites and in conjunction with Eastfield Road Dualling (WE24 and WE25). Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE24	Dualling of Eastfield Road Phase 1 - northern section	Eastfield Road to Airport (R3).	Delivered directly by developers and Edinburgh Airport.		Roads	Delivered directly by developers and Edinburgh Airport.	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE25	Dualling of Eastfield Road Phase 2- southern section	Eastfield Road (from Dumbbells) (R3)	Delivered directly by developers and Edinburgh Airport.		Roads	Delivered directly by developers and Edinburgh Airport. Potential to be delivered by IBG1 and H63 development.	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE26	Main Street - Development Link Road	Main Street- Southern east-west Gogar linkage. An east-west transport corridor serving the WEPF area, to link Eastfield Road with Edinburgh Gateway and the Gogar Roundabout via H63, H62 and provide access to H61. This would complement the "Gogar Link Road (WE27-29) and the northern east-west access. Delivery of this route would require an overbridge crossing over the existing Gogar Burn to the south of Castle Gogar. WE26 and associated Gogar burn bridge crossing to be directly delivered by developers (layouts of H62 and H63) and vital access to H61.	Delivered directly by developers.		Roads	Delivered directly by developers.	With development. WEPF states that "The road and bridge needs to be in place prior to the occupation of the secondary school".
WE27	Gogar Link Road Segregated cycle route (see WE28 and WE29).	Part of Gogar Link Road (R4). Will provide active travel connectivity to H61, WE12 (Northern link) and the Airport	Delivered directly by developers. (Including Airport)		Active Travel	Delivered directly by developers. (Including Airport)	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE28	Gogar Link Road Part 1 Dual Carriageway - to accommodate bus priority measures (segregated bus lane)	Part of Gogar Link Road (R4)	Delivered directly by developers. (Including Airport)		Roads	Delivered directly by developers. (Including Airport)	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE29	Gogar Link Road Part 2 Single Carriageway - single carriageway option	Part of Gogar Link Road (R4) The road is necessary for the development as a whole.	Delivered directly by developers. (Including Airport)		Roads	Delivered directly by developers. (Including Airport)	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
Northern east-west access	A northern east-west linkage, including a northern Gogar burn bridge crossing.	This access will connect WE26 within H63 with WE29. Will provide access to the north-east of the framework area and more direct access to the Northern Link (WE12).	Delivered directly by developers. (Including Airport)		Roads	Delivered directly by developers. (Including Airport)	With development. Until this measure is in place there may be limits to the numbers of housing that can be delivered.
WE30	New Tram Stop	The foundations and adjacent tram crossings are already in place as the construction of the line anticipated future additional patronage within the framework area. The completion of this stop along with the first phase of development of H63 West Town will be a requirement of development.	Directly delivered by developers.		Public Transport	Directly delivered by developers of H63.	With development. Table 8 of City Plan 2030 and the WEPF states "The new tram stop must be fully operational before the occupation of the first homes within H63".

Table 7. West Edinburgh Transport Improvements

Action Ref	Action	Further Details	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE31	Ratho Station and A8 along Station Road - improved active travel access and Glasgow Road / Ratho Station - improved crossing.	Included in the WETIP OBC programme of works (funded by CityDeal/Council monies).			Active Travel	CEC via CRD project governance	Mid to Late 2028.
WE32	Improved Station Road/A8 bridge access for cyclists.	Potential for at-grade replacement on Station Road. Included in the WETIP OBC programme of works (funded by CityDeal/Council monies).			Active Travel	CEC via CRD project governance	Mid to Late 2028.
WE33	Station Road to Newbridge Interchange bus lane	Included in the WETIP OBC programme of works (funded by CityDeal/Council monies).			Public Transport	CEC via CRD project governance	Mid to late 2028
WE34	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)	Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston. Included in WETIP OBC programme of works (funded by CityDeal/Council monies).			Active Travel	CEC via CRD project governance	Mid to late 2028
WE35	Active travel priority enhancements at key junctions on A89 approaching Newbridge	Likely to be funded by CityDeal/Council monies and delivered under WETIP.			Active travel	CEC via CRD project governance	Mid to late 2028
WE36	Broxburn to Newbridge Roundabout bus lane	Included in the WETIP OBC programme of works (funded by CityDeal/Council monies).			Public Transport	CEC via CRD project governance	Mid to late 2028
WE37	Kilpult Park and Ride	Included in the WETIP OBC programme of works (funded by CityDeal/Council monies).			Public Transport	CEC via CRD project governance	Mid to late 2028
WE38	Intelligent traffic signal interventions at Newbridge/Gogar/Maybury junctions.	Included in the WETIP OBC programme of works (funded by CityDeal/Council monies).			Roads	CEC via CRD project governance	Mid to late 2028
WE39	Mobility Hub		Directly delivered by developers.		Public Transport/Active Travel	Directly delivered by developers of H63	With development. The WEPF states "Prior to occupation of first housing units in H63 if WE40 is not in place".
WE40	Mobility Hub		Directly delivered by developers.		Public Transport/Active Travel	Directly delivered by developers of H63	With development. The WEPF states "Prior to occupation of first housing units in H63 if WE39 is not in place".

Table 8. Road Improvements and Safeguards

The Road Improvements and Safeguards provide further detail on City Plan 2030 Table 9.

Reference	Action	Further details	Owner	Status	Funding	Estimated delivery date/timescale
R1	T14 New Street in Leith Docks	New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project.	Developer	Safeguard route for the extension of Ocean Drive to support port redevelopment.	Developer	With development
R2	T15 West of Fort Kinnaird Road to The Wisp	Link between the Wisp and Newcraighall Road to enable bus priority and active travel infrastructure development along Niddrie Mains Road.	Developer	Safeguard and condition of development in application reference number 22/03291/PPP	Developer	With development, included in proposed layout in application number 22/03291/PPP as a matter to be covered by a detailed layout and approved by the Council before proceeding with development. Application granted, decision issued 31 August 2023.
R3	Eastfield Road and dumbells junction	Dualling of Eastfield Road and dumbells roundabout improvements, with segregated active travel.	Developer/Edinburgh Airport		Developer/Edinburgh Airport	With development
R4	Gogar Link Road	Road proposal required to support development in West Edinburgh. Largely single carriageway with some widening for bus priority, and segregated active travel.	Developer/Edinburgh Airport		Developer/Edinburgh Airport	With development
R5	Gogar Roundabout	Design of this on-going to align with the WETIP package to provide bus priority.	Developer/CEC		Developer/CEC	With development
R6	Maybury	Junction redesign option appraisal in development.	CEC		CEC	With Maybury Junction Project- Currently in design process.
R7	Craigs Road	New signalised junction improved provision for bus and active travel.	Developer/CEC		Developer/CEC	With development
R8	Barnton Junction	Increase efficiency of signals.	CEC		Developer/CEC	With development
R9	Newbridge Roundabout Improvement	Intelligent traffic signal interventions at Newbridge would seek to prioritise public transport.	Transport Scotland/CEC		Transport Scotland/CEC	Included in WETA Refresh and likely to be delivered as part of WETIP package of works.
R10	Sheriffhall junction	Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport.	Transport Scotland (City Region Deal Project being delivered by Transport Scotland)		Funding identified as part of City Region Deal Scottish Government commitment of up to £120m to support improvements to the A720 City Bypass for the grade separation of Sheriffhall Roundabout.	A Public Local Inquiry which was held in 2023 to consider objections received to the proposed scheme, the independent Reporter is now giving detailed consideration to all evidence before making recommendations to the Scottish Ministers.

Table 9. Environmental Proposals

The Environmental Proposals provide further detail on City Plan 2030 Table 1 giving details on the green blue network infrastructure.

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN1	Inch nursery and Park	Park Improvement	Park Improvement Plan of entire park to be produced which will involve public engagement and additional details regarding costings, business plan and implementation plan to be completed by multi-discipline consultant team from July 2021 - January 2022. This Plan's outputs will include proposals for Inch Nursery, the CEC Depot, Inch House, and boundaries to better connect it within the 20-minute neighbourhood.	CEC	improvement plan being produced	improvement plan CEC funded	Improvement plan completed July 2021-January 2022
BGN2	Leith Links	Park Improvement	Park Improvement Plan of entire park to be produced which will involve public engagement and 10-year implementation plan; Currently, in process of selecting a landscape architect consultant from the Framework to directly award as well as appoint a project manager to lead on community stakeholder engagement	CEC	improvement plan being produced	improvement plan CEC funded	2031 for full implementation. Improvement plan to be produced in coming years.
BGN3	Inverleith Park and Depot	Park Improvement	Park Improvement Plan of entire park to be produced and 10-year implementation plan; Currently, in process of selecting a landscape architect consultant from the Framework to directly award as well as appoint a project manager to lead on community stakeholder engagement	CEC	Improvement plan being produced	improvement plan CEC funded	2031 for full implementation. Improvement plan to be produced in coming years.
BGN4	Clerwood	Allotments/ food growing areas	New allotments and/or food growing areas to be created at Corstorphine Hill. The new allotments/food growing areas are to cover an area of approximately 0.24 hectares	CEC & ELGT	Site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	Timescale to be confirmed.
BGN5	Gypsy Brae	Allotments /food growing areas	New allotments and/or food growing areas to be created at West Shore Road. The new allotments/food growing areas are to cover an area of approximately 1.36 hectares	CEC & ELGT	Site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	Timescale to be confirmed.
BGN6	Fernieside	Allotments/ food growing areas	New allotments and/or food growing areas to be created at Fernieside Drive. The new allotments/food growing areas are to cover an area of approximately 0.2 hectares	CEC & ELGT	Site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	Timescale to be confirmed.
BGN7	Little France	Allotments/ food growing areas	New allotments and/or food growing areas to be created at Castlewood Avenue . The new allotments/food growing areas are to cover an area of approximately 0.7 hectares	CEC & ELGT	Site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	Timescale to be confirmed.

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN8	Kirk Loan	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP68. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN9	Seafield	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP55. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN10	Stewartfield	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP48. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
			of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32				
BGN11	St Clair St (north)	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under policy 31 and/or Policy 32.	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP54. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN12	Norton Park (South)	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32.	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H24. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN13	North Fort St	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H36. Details of design of the basin and its location within the site to be	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
			design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32		established through hydrological modelling undertaken.		
BGN14	Roseburn Street	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP5. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN15	Russell Road	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32.	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN16	Broomhouse Terrace	On-site green and blue infrastructure	Retain and enhance existing landscape structure and tree-planting at site perimeter, with selective thinning to form new pedestrian links into the site. Improve boundary treatment and use site layout and green-blue infrastructure to strengthen existing green networks and natural habitats.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H79	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN17	Murrayburn Road	On-site green and blue infrastructure	Retain and enhance existing mature trees and planting on frontages to Murrayburn Road and Dumbryden Drive. Improve boundary treatment. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Design landscape edge and planting abutting Hailes Park to complement and integrate with park setting. Investigate Murray Burn culvert location/condition/capacity to see how and if development should daylight this and incorporate this.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP80	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN18	Stevenson Rd	On-site green and blue infrastructure	Create new tree-lined street linking Stevenson Road to Gorgie Road to form part of new, direct link to existing greenspace (Slateford Green-Hutchison Crossway). Retain mature trees and enhance landscape buffer and boundary treatment between site and Westfield Court to form link to wider green network.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP78	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN19	Gorgie Rd east	Green and blue infrastructure	Retain existing mature trees and improve all boundary treatments. Create new tree-lined street linking Gorgie Road to Slateford Green-Hutchison Crossway to form part of new, direct route between Stevenson Road and the greenspace. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Investigate options to de-culvert the natural water pipe that crosses the site. If retained, provide access strip on either side of this pipe. Provide access strips on either sides of combined sewer pipe and mains water pipe that also cross the site.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP77	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN20	Crewe Rd South	Green and blue infrastructure	<p>Retain and enhance greenspace on northern and eastern boundaries within a new structure of tree/woodland planting and blue-green infrastructure. Reinforce existing green network between Comely Bank Cemetery and Inverleith Park and enable potential for new allotment space. Respect green landscape setting of Inverleith Conservation Area, in particular dominance of landscaped open space and its relationship with built form.</p> <p>The development shall incorporate a new open river channel that maximises riparian habitat and reduces overall flood risk from the culvert to the north of the site by diverting the stretch of the existing culverted watercourse that is north of the site from Crewe Road South (at the North West corner of this site) up to the junction of Carrington Road at its junction with Fettes Avenue (at the North East corner of this site). The diverted watercourse shall be routed to run inside the northern boundary of the site as shown the site brief diagram. As part of this, the developer shall upgrade any remaining length of culvert between where the open watercourse enters the culvert under Crewe Road South, and the start of the open river channel within the site. The developer shall coordinate with Scottish Water, SEPA and City of Edinburgh Council regarding the planning, design and delivery of this diversion.</p> <p>The site design and corresponding surface water management plan shall be cognisant of contemporary surface management proposals in this sewer catchment area, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership.</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP32	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN21	South Fort Street	Green and blue infrastructure	<p>Maintain a 20m buffer zone between the top of the bank to the Water of Leith and new built form, designing landform and planting to reduce flood risk, benefit biodiversity and create an attractive river edge. Integrate blue-green infrastructure into design of greenspace and movement routes and link to existing green corridors north and south of the site. Retain mature trees and shrubs.</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H47	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN22	Royal Victoria Hospital	Green and blue infrastructure	<p>Retain and enhance designated open space lining southern boundary as public open space. Ensure design and layout of streets and spaces incorporate surviving historic features (landscape and built form) and key views towards listed buildings. Retain mature trees and stone walls. Use selective thinning and sensitive adjustment to boundary walls to strengthen visual and physical connections between the site and its surroundings. Design greenspace and active travel links to incorporate blue green infrastructure (including tree-planting).</p> <p>The site design and corresponding surface water management plan shall be cognisant of contemporary surface management proposals in this sewer catchment area, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership.</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H31	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN23	Astley Ainsley	Green and blue infrastructure and play facilities	<p>Protect and respect the mature landscape setting of the site and retain its special character, including its green and open space as well as its many high quality trees. The whole site is covered by a TPO. Daylight covered sections of the Jordan Burn, with any new development also set back at least 15m from the top of the bank to the Burn. Layout must address numerous overland flows/sewers at capacity in the area. Diverting flows into green spaces should be considered for both sites of the Jordan Burn, reducing restriction and enabling development. The creation of 'blue corridors' following the natural flow paths are encouraged to convey water into the Jordan Burn.</p> <p>New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities.</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H8	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN24	Granton Waterfront Coastal Park	Proposed coastal park and landscaped coastal flood defence.	Create coastal park by making use of partly brownfield land. A key role of the Coastal Park is managing the impacts of climate change in relation to flood risk and water management along the coast of the Forth. There is also an opportunity to strongly centre the benefits of new, high quality and accessible green space to a community's health & wellbeing, and to deliver a wider destination resource that has benefits at a city wide or city-region level.	CEC	Work is presently ongoing to inform the details of green blue infrastructure the site should contain to deliver on the aforementioned objectives	Not in place presently	Timescale to be confirmed.
BGN25	Granton Waterfront West Shore Road	Proposed landscaped coastal flood defence.	Creation of landscaped greenspace that will assist with the management of the impacts of climate change in relation to flood risk and water management.	CEC	Work is presently ongoing to inform the details of green blue infrastructure the site should contain to deliver on the aforementioned objectives	Not in place presently	Timescale to be confirmed.
BGN26	Cramond Road	Large standard, publicly accessible open space of good quality to be created	This site currently comprises open space however it has scope for significant improvement to provide greater amenity for the surrounding area. This is especially important as the surrounding area is inadequately served by Large Standard open space in line standards set out in the Open Space Strategy. As a result, this site should deliver a minimum of a Large standard (i.e. 2 hectare area) good quality open space which is publicly accessible.	Site in private ownership, mechanism of delivery to be confirmed.	Detailed proposals still to be finalised	Not in place presently	Site in private ownership, mechanism of delivery to be confirmed.
BGN27	Redford Barracks	New play facilities and open space to be provided	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. The site shall also ensure all homes are adequately served by open space in line with the standards for different sizes of open space set out in the OSS. See proposal H85.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H85	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN28	Lanark Road (d)	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H75	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H75	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN29	Craiglockhart Avenue	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H74	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP74	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN30	Eastfield	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H58	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP58	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN31	Land at Ferrymuir	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H64	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP64	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN32	Murrayburn Gate	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H82	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H82	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN33	Clovenstone House	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H83	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H83	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN34	Liberton Hospital/Ellen's Glen Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H91/Place 34	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H91	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN35	Roseburn Public Park	Upgrade existing play facilities to excellent standard	Upgrade play facilities at PY141: Roseburn Public Park to excellent standard as necessary to ensure that site OPP5: Roseburn Street meets the Play Access Standard and is adequately served by a suitable standard of play facilities space within walking distance. This is necessary in this instance as these sites are not within such a walking distance at present and there is insufficient space on either site to provide a suitable quality play space.	CEC	Details of improvement to park to be set out through Open Space Strategy in consultation with CEC Parks and Greenspaces	The full funding for this proposal is to be secured via financial contributions linked to the development of site OPP5 secured as part of the corresponding planning applications.	Upon securing funds from contributing development
BGN36	Royal Victoria Hospital	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See Place 5.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H31	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN37	Orchard Brae Avenue	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal OPP33	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP33	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN38	Duddingston Park South	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H87	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H87	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN39	London Road (b)	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal OPP25	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP25	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN40	Morrisons at Gilmerton Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H90	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H90	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN41	Gilmerton Dykes Street	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H92	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H92	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN42	Balgreen Park	Upgrade existing play facilities to excellent standard	Upgrade play facilities at PY135: Balgreen Park to excellent standard as necessary to ensure that sites H69: Corstorphine Road (A) and H70: Corstorphine Road (B) meet the Play Access Standard and are adequately served by a suitable standard of play facilities space within walking distance. This is necessary in this instance as these sites are not within such a walking distance at present and there is insufficient space on either site to provide a suitable quality play space. H69: Corstorphine Road (A) shall contribute 66% of this cost and H70: Corstorphine Road (A) shall contribute 34%.	CEC	Details of improvement to park to be set out through Open Space Strategy in consultation with CEC Parks and Greenspaces	The full funding for this proposal is to be secured via financial contributions linked to the development of sites 349 and 348 secured as part of the corresponding planning applications. The proportionate split of contributions is for site 349 to provide 31% of the total cost of upgrading and site 348 to provide 69%	Upon securing funds from contributing development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN43	Dalry Community Park	Enhance and extend existing 1.1ha local park and associated green blue infrastructure	Enhance and extend existing 1.1ha local park. Associated with Fountainbridge redevelopment where open space provision cannot be met onsite. Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway. Linked to Roseburn to Union Canal Cycleway development (see transport action). Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.	Fountainbridge Developers, CEC Active Travel/ Transport	Not substantially commenced	Fountainbridge Developers, CEC Active Travel/ Transport Scope to introduce contribution zone for relevant developments when opportunity arises.	Complete
BGN44	Leith Western Harbour Central Park. Western Harbour EW1a	New 5.2ha public parkland and associated green blue infrastructure	New 5.2ha public parkland. To include formal and informal recreation facilities and community spaces. To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers. Public land status to be secured.	Western Harbour Developers	Not substantially commenced	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN45	Leith Links Seaward Extension	Linear extension to Leith Links	Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments. Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion. Open space to be maintained by developers. Public land status to be secured.	Developer	Developer now building the phase which includes this open space.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN46	South East Wedge Parkland (Little France Park)	Improvements to Little France Park	<p>The following actions have secured funding and on target for delivery by summer 2022: 1900m new path network across the site, Arboretum tree trail planting of approx 30 specimen trees, Boundary improvements with 300m double row native hedging, Reflective Orchard site feature for amenity including edible hedge, orchard trees, hard landscaping features, signage, internal pathworks with links to ERI via new Edin University and BioQ funded spur path link.</p> <p>Future opportunities subject to additional funding: Wetland scrape and enhancement of current saturated ground and habitat improvement potential in low South slope, unmanaged SUDS associated with BioQ and Flood Alleviation Basin. Included in management plan and future desire to better manage wetland areas for habitat</p> <p>Springfield Wedge enquiry with planning team to determine future costs / potential for acquisition and integration into parkland. Broad concepts and estimations of development costs to be provided. If the land were to be purchased approx 10Ha incorporated into the existing parkland the acquisition would have the potential to; improve active travel routes to the Wisp and beyond linking communities and neighbouring local authorities (Midlothian /Shawfair). Improve local pedestrian and cycling access for through routes linking East and South Edinburgh, Invest in greenspace for communities in an area that has received significant housing development in recent years, Further protect and extend valuable habitats and greenspaces.</p>	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	Commenced	See earlier column. Potential funding via Green Action Trust / SG funds if found to be a suitable project for allocation.	A number of actions have been undertaken including tree planting and pathways, while some remain outstanding.
BGN47	Niddrie Burn	Restoration of Niddrie Burn and formation of footpath	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	ELGT	ELGT are currently working on a path link on the West of the Niddrie Burn from the link into the housing scheme at Niddrie down to Pringle Drive. The new path will provide a missing link along the Pentlands to Portobello route.	Funding secured from Paths for All and Section 75 monies, to be spend by end of the financial year for footpath.	Planning application for footpath submitted 2024.

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City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN48	West Edinburgh green network	Extending and embedding the Green network into developments at West Edinburgh (Place 16)	Development which takes account of the West Edinburgh Landscape Framework as appropriate and considers how the site connects into the wider, strategic green network at West Edinburgh in creating a landscape structure and green network as a setting for development which incorporates north - south and east-west corridors and views, linked blue/green spaces and water management and ecosystem services;	Developer	not started. details of proposal to be established alongside formulation of associated development	To be delivered as integral part of development or off-site delivery by legal agreement.	Prior to the occupation of the secondary school. Notwithstanding east-west link above, the phasing plans submitted in connection with the initial planning applications for sites shall set out the green network and active travel links being delivered no later than the completion of roads within the corresponding phase. In addition, the phasing plans for H63 and H62 should show the green network and active travel connections to existing tram stops being delivered in full as necessary to ensure direct connection between the first phases of development and existing tram stops.
BGN49	Gogar Burn	Restoration of Gogar Burn	BGN49 is shown on the proposals map but the details, including any buffer zone, are to be confirmed through the West Edinburgh Placemaking Framework process. Irrespective of any re-routing of the main Gogar Burn water-course, the existing section of the burn to the south of the airport is expected to still be utilised as a drainage outlet as part of a sustainable surface water drainage system. The potential for diversion (restoration) of the Gogar Burn shall be safeguarded. Proposals for the related provision of a green corridor are set out in development principle j. of Place Policy 16. Further detailed option appraisal will be required to inform the West Edinburgh Placemaking Framework and delivery process recognising the need to address flood risk, improvements to water quality and enhanced biodiversity in a holistic way. Consultation with SEPA will be important in this respect.	Developers of applicable W. Edinburgh sites in consultation with SEPA and CEC	Detailed modelling to be undertaken to establishing exact details of proposal however the principle of the diversion and broad path of the new route is established.	Delivered directly by the land owner and/or developers	Timescale to be confirmed

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN50	Clovenstone Drive and Curriemuirend	Open space, playspace and green blue infrastructure	Two connected development sites. New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuirend. Maintenance / Access - CEC, Curriemuirend Developer Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge. Active travel routes to connect through both sites.	CEC, Curriemuirend Developer	Not started	In conjunction with housing development HSG 31	Timescale unknown
BGN51	BioQuarter	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer, Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H86	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN52	Edinburgh 205	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H63	To be delivered as integral part of development or off-site delivery by legal agreement.	The first, easterly open space and facilities should be provided as part of the first phase of the H63 development. This should be shown in the phasing plan to accompany the initial planning application for the development. The second open space and facilities to the west should be provided prior to the delivery of the corresponding primary school. See education infrastructure above regarding for when that school shall be required.

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN53	Turnhouse Rd	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H59	To be delivered as integral part of development or off-site delivery by legal agreement.	Prior to the completion of half of the allocated units for this site.
BGN54	Turnhouse Rd (SAICA)	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H60	To be delivered as integral part of development or off-site delivery by legal agreement.	Prior to the completion of half of the allocated units for this site.
BGN55	Crosswinds	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H61	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 9. Environmental Proposals

City Plan reference	Location/City Plan Site	Action type	Further Details	Owner	Status	Funding	Estimated delivery date/timescale
BGN56	Land adj. to Edinburgh Gateway	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H62	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN57	Seafield	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal OPP55	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

Table 10. Healthcare Infrastructure

This has been based on City Plan 2030 Table 12 and the accompanying Healthcare Appraisal and includes information from the Developer Contributions and Infrastructure Delivery Supplementary Guidance (December 2024).

Locality	Healthcare Infrastructure Requirements	Site References	Healthcare Actions	Funding Information	Estimated delivery date/timescale
North West Locality	Although a new practice for West Edinburgh is already being planned to accommodate the needs of existing development proposals a further new GP practice would be required to accommodate the additional population in West Edinburgh. The Stockbridge Health Centre would not be able to accommodate population generated from development sites and the accommodation can not be extended. Eyre Medical Practice is also at capacity with no ability to be extended and therefore new premises would be required.	H16, H17, H18, OPP20	Contribution Zone Grouping A - New practice required	Proportionate contributions from development/NHS Lothian.	With development in partnership with the healthcare providers.
		H30, H31, OPP32	Contribution Zone Grouping B - New practice required		
		OPP33, H34	Contribution Zone Grouping C - New practice required		
		H59, OPP60, H61, H62, H63, OPP66, OPP67, OPP68, H69, H70	Contribution Zone Grouping D - New practice required		
		OPP64	Contribution Zone Grouping E - New practice required		
North East Locality	Although the existing GP practices in the north part of this locality were able to accommodate the population associated with existing development proposals, additional development would exceed practice provision and there is limited scope for increasing the capacity of existing premises. Therefore, it is likely a new building will be required. The accumulation of sites between Leith Walk and Ferry Road also presents a challenge. There is no capacity in any of the existing practices and therefore increased physical capacity will be required and this will require a detailed review of GP provision and accommodation. The opportunity of new accommodation on the development site at Leith Walk (currently the tram depot sites) is noted. Development in the Wisp/Niddrie/Peffermill area will create pressure in this area. Existing developments can be absorbed through small schemes but a more substantial scheme will be required to accommodate further development.	H19, OPP21, OPP22, OPP23, OPP24, H42, H52, OPP53, OPP54	Contribution Zone Grouping F - New practice required	Proportionate contributions from development/NHS Lothian.	With development in partnership with the healthcare providers.
		OPP25, OPP26, H27	Contribution Zone Grouping G - New practice required		
		H35, H36, OPP37, OPP38, H39, H40, OPP41, OPP43, OPP44, H45, OPP46, OPP47, OPP48, OPP49, OPP50, OPP51	Contribution Zone Grouping H - New practice required		
		OPP55, OPP56, OPP57, OPP58, H87	Contribution Zone Grouping I - New practice required		
South East Locality	Development at the Edinburgh Bioquarter will require a new practice in this area. Development pressure in Midlothian around Danderhall will require a joint analysis of the collective impact on GP provision. The South East of the city is already under considerable pressure from existing development proposals. A new practice is proposed to address this but it may be able to accommodate some further development but not the Edinburgh Bioquarter. In addition, the development of the Astley Ainslie Hospital site will affect several other practices that are not able to be expanded. This would require re-provision of accommodation with increased capacity, assuming the practices are willing to do so.	H3, H8, H10, OPP13, OPP14	Contribution Zone Grouping J - New practice required	Proportionate contributions from development/NHS Lothian.	With development in partnership with the healthcare providers.
		H86, H88, OPP89, H92, H93, H90, H91, H94, OPP95	Contribution Zone Grouping K - New practice required		

Table 10. Healthcare Infrastructure

Locality	Healthcare Infrastructure Requirements	Site References	Healthcare Actions	Funding Information	Estimated delivery date/timescale
South West Locality	The Garden District site will create significant new population in an area already under pressure and access to the new practice planned for West Edinburgh is not straightforward. There may be scope to expand some of the existing practices in the area but the constraints of existing accommodation will require further analysis. If the Garden District expands further in future then a dedicated practice would be required. Development in the Gorgie/Slateford/Longstone area will also require additional GP provision. Further analysis of how to increase capacity will be required. Finally, development of the Redford Barracks site would have a significant impact although this could be addressed by expanding capacity at existing local practices particularly those located in the nearby new health centre.			TBC (NHS Lothian / Developers)	With development in partnership with the healthcare providers.
Location of mitigation requires more investigation	Other sites where their impact (individually or cumulatively) on healthcare infrastructure requires to be mitigated, but the location of the mitigation requires more investigation, and therefore at this stage it is not possible to map into a zone grouping.	H96	New practice required	Proportionate contributions from development/NHS Lothian.	With development in partnership with the healthcare providers.
		H15, H28	Extensions to existing practices		
		H11	Extensions to existing practices		
		OPP95	Extensions to existing practices		
		OPP1, OPP2, H12	Extensions to existing practices		
		H4	Extensions to existing practices		
		H65, OPP72, H73	Extensions to existing practices		
		H75	Extensions to existing practices		
		H76, OPP77, OPP78, H79, OPP80, OPP81, H83, H84	Extensions to existing practices		
		H85	Extensions to existing practices		
		OPP5, H7	Extensions to existing practices		

Table 11. Utilities

The utilities table includes actions reported from each major utilities provider. These support the delivery of the City Plan strategy and cross-boundary requirements.

Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
SGN (gas network provider): Reinforce local and 2bar Medium Pressure system in South East Edinburgh	Planned development in SE Edinburgh and North Midlothian are likely to require significant reinforcement of the Local Medium pressure system and the upstream 2 bar Medium Pressure system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2021/22.	Project timing and costing responsibility of SGN
SGN: Reinforce Edinburgh - Borders Local Transmission System	Developments in East Lothian and wider Midlothian will impact on Edinburgh - Borders local transmission system which will require reinforcement. LTS reinforcement projects may involve lead in times spanning several years.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Funding for major works will be sought post 2021	Project timing and costing responsibility of SGN
SGN: Localised specific reinforcements	Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network	Unknown	There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request. In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs.	SGN	Dependent on developer request	Project timing and costing responsibility of SGN
Scottish Water	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	N/A	N/A	N/A		Scottish Water are currently finalising a strategic modelling exercise on both the water and wastewater networks to look at the potential impact and sustainable solutions.
SP Energy Networks	No infrastructure actions identified for this Action Programme.CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	N/A	N/A	N/A		
BT OpenReach	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	N/A	N/A	N/A		

Table 12. Site Specific Transport Actions for Existing Housing Proposals

This includes actions carried over from the previous LDP (2016) Action Programme where these actions are fully or partially outstanding and an update is provided for them. This includes updates from the [Local Development Plan Action Programme \(April 2023\)](#).

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
HSG 4 West Newbridge	West Newbridge	<p>Transport requirements to be established through cumulative transport appraisal and planning permission.</p> <p>Bus Service Contribution (Supply and install bus stops and shelters at new bus turning area in the development and carry out improvements to the stop on Bridge Road/A89).</p> <p>National Cycle Network Contribution (links from the development site to the National Cycle Network.)</p> <p>Newbridge Roundabout Upgrade Contribution (to MOVA)</p> <p>Public Transport Improvement Contributions.</p> <p>Tram Contribution (Pay all consultant design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road widening).</p>	CEC		Developer		£1,019,000	£1,248,275
HSG 26 Newcraighall North				Planning Permission Granted 13/03181/FUL				
	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Requires dropped kerbs and a safe crossing of Newcraighall Road to be installed to complete this active travel connection between the two housing sites.	Developer	Partially to be delivered by developer as integral part of development. Off-site works not secured.	Developer/s.75			

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
Place 3 HSG 27 Newcraighall East				Planning Permission Granted 10/03506/PPP 15/04112/AMC 16/02696/FUL (37 units) 23/01743/FUL				
	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Requires dropped kerbs and a safe crossing of Newcraighall Road to be installed to complete this active travel connection between the two housing sites.	Developer	Not secured.	Developer/s.75	2022/23+		
Place 4 - Edinburgh Waterfront (Granton)	Active Travel: Complete link next to school site at Granton	120m of shared use footway at 4m wide. 140m of footway widening to achieve 4m width.	Developer /CEC			TBC		
	Lower Granton Square public realm	Path Granton Crescent Park – path widen and new ramp.	CEC				£2,300,000	£2,817,500
	Muirhouse Parkway / Pennywell Road Roundabout	Replace roundabout with signals, to aid pedestrians and cyclists.	CEC	Included in NEAT Connections project, and in Granton Waterfront Framework.		TBC	£575,000	£704,375
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)		Note – also required to contribute to Gogar roundabout improvements.		13/04966/PPP, 14/03098/AMC for part of site. 20/02028/FUL minded to grant subject to legal agreement.				
	Adoptable roads to be brought up to standard		Developer	To be delivered as integral part of development and/or to be secured through s.75		2027+	£0	£0
	Bus infrastructure - provide new facilities on internal roads		CEC	To be delivered as integral part of development and/or to be secured through s.75		2027+	£0	£0
	Edinburgh Park - Gogarburn pedestrian cycle link	Paths 1650m	CEC/Developer	To be delivered as integral part of development and/or to be secured through s.75		2027+	£0	£0
	Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station		Developer	To be delivered as integral part of development and/or to be secured through s.75		2027+	£0	£0

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
	Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active Travel Network (WEL)		Developer	To be delivered as integral part of development and/or to be secured through s.75		2027+	£0	£0
Place 22 Maybury (ELDP HSG 19)				16/04738/PPP (West Craigs Ltd) PPA-230-2207. 20/03942/AMC approved Dec 2020 for Plot 5 142 units and associated roads, footpaths. 20/03224/AMC approved 2020 for Plot 4 158 units and associated roads, footpaths etc. 19/05514/AMC granted May 2020 for landscape details across PPP site. 16/05681/PPP (Taylor Wimpey) PPA-230-2153 S.75s signed.				
	Contribute to the Maybury/Barnton TCZ							
	Bus route Craigs Road / Turnhouse Rd and upgrade bus Infrastructure on Turnhouse Rd		Developer		To be delivered as integral part of development secured through planning conditions.	2027/28	£0	£0
	3 crossing facilities on Turnhouse Road and Craigs Road at Maybury.	Crossing facilities x 3 at first suitable point along Turnhouse Road, second on Turnhouse Road near Maybury; toucan crossing as part of Craigs Road junction (CZ above).	Developer	Crossing facilities on Turnhouse Road installed.	To be delivered as integral part of development secured through planning conditions.	2023	£75,000	£91,875
	Incorporation of walking and cycling from the development site into the Maybury junction redesign.		CEC		Proportion of financial contribution secured. Awaiting design of Maybury junction - likely to be delivered as part of a holistic corridor design.	2027/28	£103,500	£126,788

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
	Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway and connections beyond. Central portion of HSG19	Bridge and ramps, approx. 80m: (based on 20m span and 5m width).Route to bridge to be formed as part of new development layout and on land to south controlled by owner of central portion of HSG 19 Maybury. Cycle paths to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Make underpass shared use. Determine whether it is possible to take away the row of parking around periphery (or change to parallel parking), to make room for segregated cyclelane. Cycle path to Gogar Link Road -north of station. Land purchase needed.	Developer	To be delivered as integral part of central portion of HSG 19 Maybury and secured through planning conditions, and financial contribution secured for cycle paths to Gyle. 20/01148/AMC approved bridge design (conditions 1,4,5 and 6) of 18/07600/PPP		2027/28	£0	£0
	Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Eastern portion of HSG19	Route to be formed as part of new development layout. This routes forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required.	Developer	To be delivered as integral part of development of eastern portion of HSG19 and secured through planning conditions (approved Nov 2020 20/01148/AMC)		2027/28	£0	£0
	RS: TRO for lower speed limit along Turnhouse Road	Coordinated by Development Control Team.	CEC	Financial contribution agreed.		2027/28	£2,000	£2,450

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)					16/01797/PPP and 16/01798/PPP Granted June 2021; s.75 signed			
	Builyeon Road East/West Works Builyeon Road: New footway and cycle path along frontage of site	Development of segregated cycleway and/or shared use footway (approx 975m) along both the new road and the remaining sections of the A904 Builyeon Road. Potential for bus priority measures.	Developer/CEC		New road to be delivered as an integral part of road layout of new development. Tie in with action below (Builyeon Road East/West Works Builyeon Road: Street design and upgrade links).	2024/25	£200,000	£245,000
	Builyeon Road East/West Works Builyeon Road: Street design and upgrade links	Changing the character of former alignment of Builyeon Road (A904), developing it as a high quality pedestrian/cycle route and linear park, realignment and provision of high quality crossings through Echline Junction. Continuation via external links from site to provide high quality pedestrian/cycle routes towards Dalmeny Station, high school, Ferrymuir retail park and town centre.	Developer/CEC		East/West Works with financial contribution secured in s.75. Concept designs and updated cost estimates produced autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.	2027	£900,000	£1,102,500
	Bus Improvement Works Upgrade existing bus infrastructure	Additional bus capacity needed and support commercial operation. Increased frequency of direct city centre service and also to key local facilities, to achieve public transport mode share. Upgrade of the existing facilities and provision of new high quality bus stops on remaining Builyeon Road.	CEC	Bus Improvement Works financial contribution secured in s.75. Bus route and stops being delivered into the new link road as shown in RCC drawings. Potential for location of bus infrastructure on Builyeon Road (other than in 'civic' area within development site) to be addressed in action above (Builyeon Road East/West Works Builyeon Road: Street design and upgrade links) and/or through future AMC detailed layouts.		2027	£400,000	£490,000

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
				Street design and upgrade links and in the scope of Queensferry Walking, Wheeling, Cycling Improvements project.				
	Cycle and Path Routes Works Network of high quality pedestrian/cycle routes through site	Develop high quality landscaped pedestrian/cycle route through site (1000m) to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry. To be delivered as part of site layout.	Developer/CEC	To be determined through AMC detailed site layout. Queensferry Walking and Cycling Improvements Project will ensure tie in with these connections.		2027	£0	£0
	Echline Junction & East Works Echline Junction: Pedestrian/Cycle routes through roundabout	Echline Junction (cycle/ped infrastructure both directions on roundabout). Integrate with new footway and cycle path along frontage of site. Provision of cycle and pedestrian infrastructure in both directions on Echline Junction including the provision of, as a minimum, new Toucan crossings and upgrading of the existing crossings to Toucan crossings.	CEC	Echline Junction & East contribution financial contribution secured in s.75 Concept designs and updated cost estimates to be produced by autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.		2027	£750,000	£918,750
	Echline Junction & East Works Help provide upgrades of existing external pedestrian/cycle routes to Dalmeny Station: reconfigure existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities.	Ferrymuir Road pedestrian/cycle enhancements. Enhancements to Ferrymuir Road between Echline Junction to the west and the Ferrymuir junction to the south, a distance of some 400 metres, to provide 3 metre wide footways converted to shared use or cycle segregation. Provision of, as a minimum, Toucan crossing on Kirkliston Road (B907) at its junction with Ferrymuir Lane. The continuation of this infrastructure to Dalmeny is through HSG 33 actions.	CEC	Echline Junction & East contribution financial contribution secured in s.75. Concept designs and updated cost estimates to be produced by autumn 2022. Proceeding as Queensferry walking, wheeling and cycling improvements project.		2027	£318,250	£389,856

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
	Route to Town Centre WorksHelp provide upgrades of existing external pedestrian and cycling facilities from the development to the town centre in the vicinity of the development	<p>Former Builyeon Road alignment to be developed as pedestrian/ cycle route and linear park, enabling links to existing paths in the Echline housing estate e.g. footpath at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park).</p> <p>Tarmac resurface of off road adopted paths through Echline housing estate, to toucan at end of Bo'Ness Rd/Stewart Terrace. Consider linking to NCN76/NCN1 along Farquhar Terrace/Hopetoun Road.</p> <p>Widening and better definition of existing footpaths between Echline Park and Echline View, and to Long Crook, to a width of 3.5 metres to form shared use paths.</p>	CEC	<p>Financial contribution required and/or to be delivered by applicant through conditions/s.75 Builyeon Road action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates produced autumn 2022. To be delivered through Queensferry walking, wheeling and cycling improvements project.</p> <p>Confirmation of paths upgrades required to clarify extent of scope.</p>		2027	£800,000	£980,000

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
	TRO Builyeon Road	Implement and physical measures for reduced speed limit (20MPH) on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904) - see action above (Builyeon Road East/West Works Builyeon Road: Street design and upgrade links). Part of the existing alignment would be converted to access and cycle/pedestrian only. New alignment would be implemented as per 'Designing Streets' principles.	CEC		Financial contribution towards TRO in legal agreement. Existing alignment conversion is part of Queensferry Walking, Wheeling and Cycling Improvements project. Concept designs and updated cost estimates produced autumn 2022. TRO to be coordinated through the same traffic order/redetermination order required for action above (Builyeon Road East/West Works Builyeon Road: Street design and upgrade links) (Queensferry Walking, Wheeling and Cycling Improvements Project).	2027	£1,500	£1,838

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
Place 33 Brunstane (ELDP HSG 29)	AT: Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations	Cycle Parking.	CEC	£2,000 secured in s.75		2027+	£1,500	£1,838
	Network of high quality pedestrian/cycle routes through site	To link with suitable exit points around site boundary, particularly with existing routes to Brunstane and Newcraighall railway stations. At least two pedestrian/cycle railway crossing points shall be provided within the site.	Developer	To be delivered as integral part of development secured through planning condition(s). Cycle / pedestrian rail bridge before 1st unit. Vehicle bridge before 250th unit. Cycle / pedestrian bridge south of and in addition to the above bridge before 665th unit.		2027+	£0	£0
	New junction with Milton Road East	Provide new signalised junction with Milton Road East.	Developer	To be delivered as integral part of development layout secured by s.75.		2027+	£0	£0
	New junction with Newcraighall Road	Provide new signalised junction with Newcraighall Road.	Developer	To be delivered as integral part of development layout secured by s.75.		2027+	£0	£0
	Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Establish new green network connections to Newcraighall village, Newcraighall public park, Gilberstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future developments in Midlothian.	CEC	Partly to be delivered though site layout.		2027+	£0	£0
	Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage	Help provide missing link across the Newcraighall railway line.Path widening/resurfacing (2000m).	CEC	Not secured.		2027+	£300,000	£367,500

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
	Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required	Crossing improvements x2.	Developer	Partly to be delivered though the two new signalised junctions.		2027+	£150,000	£183,750
	Road Improvements	Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.	Developer	To be delivered as integral part of development layout secured by s.75.		2027+	£0	£0
	Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction	An action identified in developer's transport appraisal. Scale of action to be considered.	CEC	£200,000 secured through s.75 agreement.		2027+	not costed	
	Upgrade existing bus stops on Milton Road East and Newcraighall Road	Essential to route bus services through site (consider section(s) of 'bus only' roads).	Developer	To be delivered as integral part of development secured through s.75.		2027+	£0	£0
Place 34 Liberton Hospital/ Ellen's Glen Road (in ELPD 2016)	Bus infrastructure	Upgrade existing bus stops in Lasswade Road. Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.	Developer/CEC	No permissions or s.75s yet issued.		2027+	£300,000	£367,500
	Cycle Network	High quality pedestrian and cycle routes within site, to link with public transport routes, and to link from Malbet Wynd through the site to connect via Ellen's Glen Road to the Burdiehouse Burn Valley Park Core Path (1000m).	Developer	No permissions or s.75s yet issued.		2027+	£250,000	£306,250
	New footway along east boundary frontage of site	Path (135m).	Developer	No permissions or s.75s yet issued.		2027+	£30,000	£36,750
	New pedestrian/cycle link on land near to Stenhouse Burn	To compensate for the narrow footway on Ellen's Glen Road (225m).	Developer	No permissions or s.75s yet issued.		2027+	£50,000	£61,250
	Widening and upgrade of existing footway along Ellen's Glen Road		Developer	No permissions or s.75s yet issued.		2027+	£0	£0

Table 12. Site Specific Transport Actions for Existing Housing Proposals

City Plan Site reference/ Contribution Zone	Action	Further Details	Owner	Status	Funding Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added contingency cost)
Place 36 - Edmonstone (ELDP 2016 HSG 40)				14/01057/PPP granted. 21/06751/AMC granted July 2022. 21/05968/AMC May 2022.				
	Pedestrian/Cycle path connecting to the Wisp	Integrate a network of footpaths, cycleways and open space to be part of the wider Green network. In particular: new pedestrian/cycle routes along the A7 and Wisp within the site and pedestrian/cycle route from A7/B701 junction to open space on the north east boundary. Connect Edmonstone with Danderhall: New toucan crossing across the Wisp from the eastern boundary of the site to connect into existing paths at Danderhall.	Developer	To be delivered as integral part of development (with exception of toucan crossing). secured through planning condition(s). s.75 - Prior to first unit occupied: 2m wide footway linking northern access road to Edmonstone Rd (60m). Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.	Active Travel	2027+	£0	£0
	Provide appropriate crossings of The Wisp	Providing linkages to neighbouring residential areas and bus stop on opposite side of the road. Also need to ensure cycle crossing at A7/B701 junction (Old Dalkeith Road with Ferniehill Road).	CEC	Not funded by signed s.75.	Active Travel	2027+	£550,000	£673,750
	Speed limit restrictions on The Wisp.		CEC	s.75 secured TRO £2k	Roads Safety	2027+	£0	£0
	Traffic signals at The Wisp / Old Dalkeith Road		Developer/CEC	To be delivered by applicant secured through signed s.75.	Traffic Signals	2027+	£0	£0
	Upgrade existing bus stop facilities	A7, Old Dalkeith Road (east of The Wisp/Old Dalkeith Road junction) or, preferably, provide additional facilities south of the site on the A7, Old Dalkeith Road, with due consideration given to active travel connections to/from them.	CEC	Not funded through signed s.75.	Public Transport	2027+	£115,000	£140,875

Table 13 Housing Pipeline

The Housing Pipeline sets out how allocated housing sites are programmed over City Plan 2030's plan period. The Pipeline was set out as part of the Examination of City Plan 2030 and published with the [Report of Examination on 5 April 2024](#).

The pipeline includes all allocated housing sites contained within Table 2 Housing Proposals and Table 15 Opportunity Sites in City Plan 2030. It includes the sequencing of sites over short, medium and long terms and timescales for delivery.

Legacy Sites

Legacy sites are allocated sites carried over from the previous LDP (2016) but not yet fully built out. For these sites, the pipeline also indicates sites noted as constrained in the [Housing Land Audit \(HLA\) published in 2022](#).

Proposed Sites and Opportunity Sites

Opportunity sites are allocated sites programmed within the housing figures but in accordance with the figures published in the recommendations of the Report of Examination for City Plan 2030, these do not include timescales.

Delivery

The delivery of the pipeline of land in the short, medium and longer terms of the plan period will also be subject to changing circumstances, including where sites currently noted as constrained come forward as those constraints are overcome. Where brownfield sites are currently programmed in the medium to longer terms it may be appropriate to support them as short term additions to the land supply subject to appropriate proposals and clarity on the timing of provision of infrastructure requirements as set out in the delivery programme. This will include allocations designated as 'opportunity sites' by the recommendations of the Report of Examination.

Table 13. Housing Pipeline

HOUSING PROPOSALS LEGACY SITES (City Plan Table 2)															
City Plan Site Ref.	Site Name	Capacity	Remaining	Short term (1-3 years)			Medium term (4-6 years)			Long term (7-10+ years)				24/34	Constrained in HLA22
				24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34		
CC3	Fountainbridge	140	140	70	70	0	0	0	0	0	0	0	0	140	
CC3	Fountainbridge (Phase 1)	258	258	0	0	78	90	90	0	0	0	0	0	258	
CC3	Fountainbridge (Phase 1.1)	64	64	64	0	0	0	0	0	0	0	0	0	64	
CC3	Fountainbridge (Phase 1.1)	113	113	0	50	63	0	0	0	0	0	0	0	113	
CC3	Fountainbridge (Vastint)	234	234	50	50	50	50	34	0	0	0	0	0	234	
Del 4	Edinburgh Park / South Gyle	1737	1737	0	100	100	200	200	200	200	200	200	200	1600	
EW 1A	Western Harbour	800	800	50	100	100	100	100	100	100	100	50	0	800	
EW 1A	Western Harbour	205	205	100	55	0	0	0	0	0	0	0	0	155	
EW 1A	Western Harbour - Platinum Point	452	226	0	0	0	100	126	0	0	0	0	0	226	Y
EW 1A	Western Harbour View	258	258	0	0	0	58	100	100	0	0	0	0	258	Y
EW 1A	Western Harbour	669	669	0	0	0	0	69	100	100	100	100	100	569	Y
EW 1B	CLW - Bath Road	212	212	64	19	0	0	0	0	0	0	0	0	83	
EW 1B	CLW - Bath Road	95	95	45	50	0	0	0	0	0	0	0	0	95	
EW 1B	CLW - Baltic Street	18	18	0	0	0	0	0	0	0	0	0	0	0	
EW 1B	Central Leith waterfront	1444	1444	0	50	100	100	100	150	150	150	200	200	1200	Y
EW 1C	Salamander Place Phase 6 and 7	151	151	50	50	51	0	0	0	0	0	0	0	151	
EW 1C	Leith Waterfront -Salamander Place	719	719	0	50	50	50	50	100	100	100	100	119	719	Y
EW 2A	West Shore Road - Forth Quarter	444	444	100	100	100	94	0	0	0	0	0	0	394	
EW 2A	West Shore Road - Forth Quarter	779	779	0	0	50	50	100	100	100	100	150	129	779	Y
EW 2B	Waterfront WEL - Central Dev Area	1074	1074	0	50	100	100	100	100	100	100	100	100	850	
EW 2C	Granton Harbour - Plot 31	97	97	0	0	97	0	0	0	0	0	0	0	97	
EW 2C	Granton Harbour - Plot 29	100	100	0	50	50	0	0	0	0	0	0	0	100	
EW 2C	Granton Harbour	288	155	0	0	0	55	100	0	0	0	0	0	155	Y
EW 2C	Granton Harbour Plots 9a/9b	104	104	50	54	0	0	0	0	0	0	0	0	104	
EW 2C	Granton Harbour	171	171	21	40	40	40	30	0	0	0	0	0	171	
EW 2C	Granton Harbour	98	98	0	38	60	0	0	0	0	0	0	0	98	
EW 2C	Granton Harbour	347	347	0	0	0	47	100	100	100	0	0	0	347	Y
EW 2D	Waterfront - WEL - North Shore	988	988	0	0	0	0	0	100	100	200	200	200	800	Y
HSG 1	Springfield	176	176	69	79	0	0	0	0	0	0	0	0	148	
HSG 5	Hillwood Rd	132	132	49	63	0	0	0	0	0	0	0	0	112	
HSG 7	Edinburgh Zoo	80	80	0	0	0	0	0	80	0	0	0	0	80	Y
HSG 15	Castlebrae	145	145	0	0	45	50	50	0	0	0	0	0	145	Y
HSG 17	Greendykes (areas K and L)	129	129	0	0	0	29	50	50	0	0	0	0	129	
HSG 18	New Greendykes Areas A,B	165	165	0	0	0	0	0	0	0	0	0	0	0	
HSG 18	New Greendykes Areas H/AH1	128	128	60	35	0	0	0	0	0	0	0	0	95	
HSG 19	Maybury Central - 1	5	5	0	0	0	0	0	0	0	0	0	0	0	
HSG 19	Maybury Central - 2	158	158	58	100	0	0	0	0	0	0	0	0	158	
HSG 19	Maybury Central - 3	142	142	0	0	0	0	0	0	0	0	0	0	0	
HSG 19	Maybury Central - 4	213	213	50	63	0	0	0	0	0	0	0	0	113	

Table 13. Housing Pipeline

HOUSING PROPOSALS LEGACY SITES (City Plan Table 2)															
City Plan Site Ref.	Site Name	Capacity	Remaining	Short term (1-3 years)			Medium term (4-6 years)			Long term (7-10+ years)				24/34	Constrained in HLA22
				24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34		
HSG 19	Maybury Central - 5	269	269	50	50	50	53	0	0	0	0	0	0	203	
HSG 19	Maybury Central - Remainder	899	899	102	192	238	225	115	0	0	0	0	0	872	
HSG 19	Maybury East	250	250	75	26	0	0	0	0	0	0	0	0	101	
HSG 19	Maybury West	130	130	0	0	0	25	50	55	0	0	0	0	130	
HSG 27	Newcraighall East (East Part)	88	88	0	44	44	0	0	0	0	0	0	0	88	Y
HSG 28	Ellens Glen Road	240	240	0	0	0	60	60	60	60	0	0	0	240	
HSG 29	Brunstane	1330	1330	120	120	100	75	75	75	75	75	75	75	865	
HSG 30	Moredunvale Road	200	200	0	0	0	0	0	0	50	50	50	50	200	Y
HSG 31	Curriemuirend	188	188	0	0	0	0	0	0	50	50	50	38	188	Y
HSG 32	Buileyon Road	980	980	136	152	154	153	154	65	100	0	0	0	914	
HSG 40	SE Wedge South - Edmonstone	696	696	50	50	50	100	100	100	100	100	46	0	696	

HOUSING PROPOSALS (City Plan Tables 2 and 15)															
City Plan ref.	Site Name	Capacity	Short term (1-3 years)			Medium term (4-6 years)			Long term (7-10+ years)				24/34		
			24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34			
H3	Chalmers Street (Eye Pavilion)	68						30	38					68	
H4	Dalry Road	45		20	25									45	
H7	Murieston Lane	69			30	39								69	
H8	Astley Ainslie Hospital	500				50	50	100	100	100	100			600	
H10	Watertoun Road	49	tbc											49	
H11	Watson Crescent Lane	8			8									8	
H12	Temple Park Crescent	46	22	24										46	
H15	St Leonard's Street (car park)	24				24								24	
H17	Eyre Place	69		69										69	
H18	Royston Terrace	28			28									28	
H19	Broughton Road	262			50	50	75	75	12					262	
H27	Willowbrae Road	24		24										24	
H28	Cowans Close	55	25	30										55	
H29	Silverlea	120	20	50	50									120	
H30	Ferry Road	14			14									14	
H31	Royal Victoria Hospital	360					50	100	100	110				360	
H34	Orchard Brae	124	24	50	50									124	
H36	North Fort Street	8			8									8	
H39	Pitt Street	103	tbc											103	
H42	Leith Walk/Manderston Street	235			50	50	100	35						235	
H45	Newhaven Road 2	193						45	50	50				145	

Table 13. Housing Pipeline

HOUSING PROPOSALS (City Plan Tables 2 and 15)													
City Plan ref.	Site Name	Capacity	Short term (1-3 years)			Medium term (4-6 years)			Long term (7-10+ years)				24/34
			24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	
H59	Land at Turnhouse Road (SAICA)	1000			100	100	200	200	200	200			1000
H61	Crosswinds	2500			100	200	300	300	300	300	300	300	2700
H62	Land adj to Edinburgh Gateway	250			50	50	75	75					250
H63	Edinburgh 205	7000			100	200	200	500	500	500	500	500	4000
H65	Old Liston Road	104			50	54							104
H69	Corstorphine Road (A)	16			16								16
H70	Corstorphine Road (B)	8			8								8
H73	Gorgie Road (Caledonian Packaging)	126						26	50	50			126
H75	Lanark Road (d)	80		40	40								80
H76	Peatville Gardens	10	10										10
H79	Broomhouse Terrace	320			50	100	100	70					320
H82	Murrayburn Gate	135		35	50	50							135
H83	Clovenstone House	97	47	50									97
H84	Calder Estate (H)	28			28								28
H85	Redford Barracks	800							100	200	200	200	1100
H86	Edinburgh BioQuarter	2500					100	100	100	100	100	100	800
H87	Duddingston Park South	24				24							24
H88	Moredun Park Loan	32							32				32
H90	Morrisons at Gilmerton Road	32							32				32
H91	Liberton Hospital	120			60	60							120
H92	Gilmerton Dykes Street	24	24										24
H93	Rae's Crescent	32				32							32
H94	Old Dalkeith Road	24				24							24
OPPORTUNITY SITES (City Plan Table 15)													
OPP1	Dundee Street	45											45
OPP2	Dundee Terrace	45											45
OPP5	Roseburn Street	152											152
OPP13	Gillespie Crescent	166											166
OPP14	Ratcliffe Terrace	97											97
OPP20	Broughton Market	41											41
OPP21	East London Street	41											41
OPP22	McDonald Road (B)	158											158
OPP23	McDonald Place	152											152
OPP24	Norton Park	69											69
OPP25	London Road (B)	113											113
OPP26	Portobello Road	41											41
OPP32	Crewe Road South	256											256
OPP33	Orchard Brae Avenue	55											55
OPP37	Coburg Street	152											152

Table 13. Housing Pipeline

HOUSING PROPOSALS (City Plan Tables 2 and 15)													
City Plan ref.	Site Name	Capacity	Short term (1-3 years)			Medium term (4-6 years)			Long term (7-10+ years)				24/34
			24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	
OPP38	Commercial Street	45											45
OPP41	Jane Street	372											372
OPP43	West Bowling Green Street	83											83
OPP44	Newhaven Road 1	90											90
OPP46	Bangor Road (Swanfield Ind Est)	290											290
OPP47	South Fort Street	414											414
OPP48	Stewartfield	207											207
OPP49	Corruna Place	24											24
OPP50	Bonnington Road	56											56
OPP51	Broughton Road	23											23
OPP53	Albert Street	28											28
OPP54	St Clair Street	373											373
OPP55	Seafield	800											800
OPP56	Sir Harry Lauder Road	104											104
OPP57	Joppa Road	8											8
OPP58	Eastfield	40											40
OPP60	Turnhouse Road	200											200
OPP64	Land at Ferrymuir	88											88
OPP66	St John's Road (A)	14											14
OPP67	St John's Road (B)	72											72
OPP68	Kirk Loan	16											16
OPP72	West Gorgie Park	110											110
OPP74	Craiglockhart Avenue	24											24
OPP77	Gorgie Road (East)	469											469
OPP78	Stevenson Road	290											290
OPP80	Murrayburn Road	384											384
OPP81	Dumbryden Drive	124											124
OPP89	Moredun Park View	24											24
OPP95	Peffermill Road	16											16

TOTALS	Capacity	Remaining	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	24/34
LEGACY SITES	18802	18443	1483	1950	1770	1904	1953	1635	1485	1325	1321	1211	16037
PROPOSED SITES	17666	17666	172	392	965	1107	1250	1720	1550	1610	1200	1100	11218
OPPORTUNITY SITES	6371												6371
ALL SITES	42839	42480	1655	2342	2735	3011	3203	3355	3035	2935	2521	2311	33626