

## Table 8 - West Edinburgh Transport Improvements

This table comprises the list of necessary transport proposals to support the development envisaged for Place 16 West Edinburgh as set out in the development principles. Additionally, it includes measures identified in the WETA (West Edinburgh Transport Appraisal) Refresh 2016 and West Edinburgh Transport Improvement Programme (WETIP) which are likely to be funded by the Edinburgh and South East Scotland City Region Deal (ESES CRD) and City of Edinburgh Council (CEC)\*.

Some proposals will be expected to be delivered in kind as part of the development. Whereas some proposals will be delivered by the Council with developer contributions taken on a cumulative basis.

Further details with regards to timings, updates to costs or funding, how and by whom they will be delivered shall be set out in the delivery programme as well as through the West Edinburgh Placemaking Framework.

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE1	Improved crossings at Turnhouse Road and Maybury Road for designated cycle path	This active travel crossing point is being progressed as part of the redesign of Maybury Junction (R6)	Active Travel	Cumulative contribution zone.
WE2	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		Public Transport	Likely to be funded by CityDeal/ Council monies and delivered under WETIP.
WE3	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	Carriageway widening on western side of roundabout to accommodate extra lane. Required to facilitate more direct access into West Edinburgh sites and the Gogar Link Road. Mainly for improved road traffic (separate West Edinburgh traffic from other city traffic) but with some benefit to public transport.	Roads	Cumulative contribution zone
WE4	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane.	Public Transport	Likely to be funded by CityDeal/ Council monies and delivered under WETIP.
WE5	Gogar to Maybury additional eastbound traffic lane	Additional capacity to help bus movement and necessary intervention to unlock development west of Maybury	Roads	Cumulative contribution zone.
WE6	Maybury Road Approach to Maybury Junction - bus priority measure.	Potentially superseded by Maybury Junction upgrade and Maybury Road feasibility study, and measure outcome to be considered as part of the strategic appraisal of the Orbital Bus route as part of the Bus Partnership Fund.	Public Transport	Cumulative contribution zone.

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE7	A8 North active travel infrastructure ('missing link')	New active travel route north of the A8 between Eastfield Road and Gogar roundabout following close to the carriageway but separate to the roadside.	Active Travel	Directly delivered by development layout and/or delivery secured by condition or legal agreement.
WE8	New active travel only bridge to north of Edinburgh Gateway station to tie in to West Craigs	To be delivered by Place 22 Maybury.	Active Travel	Directly delivered by development, delivery secured in signed legal agreement.
WE9	Active travel route linking active travel bridge to cycle network northwards to Cammo/Barnton	To be delivered by Place 22 Maybury and other housing sites.	Active Travel	Directly delivered by development, delivery secured in approved drawings/condition.
WE10	Active travel route west of Maybury to city and West Edinburgh Links	Connections from sites west of Maybury to the West Edinburgh Link active travel project.	Active Travel	Cumulative contribution zone.
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 West Edinburgh sites are seamlessly connected to other sites and active travel routes to the south, in particular East of Milburn tower.	Active Travel	To be delivered by development secured by condition or legal agreement.
WE12	New bus/active travel only connection bridge to north of Edinburgh Gateway station and West Craigs Development, tying into Maybury Road around Craigs Road.	<p>WE 12 would allow bus route services in West Edinburgh to connect directly with housing in West Craigs and lead to Maybury Road avoiding Gogar Roundabout and Maybury Junction.</p> <p>It is acknowledged that the land required to construct a new connection bridge over the railway line would impact upon a site within HSG19 (Maybury). The new connection bridge is only one option currently being consulted on in the draft WEPF.</p> <p>The other option is a road connection through Airport land to Turnhouse Road to permit the utilisation of existing railway bridge on Turnhouse Road tying into the West Craigs Development leading to Maybury Road.</p>	Public Transport	Depending on which option is progressed, either a cumulative contribution zone will be required or it could be substantially delivered by development secured by condition or legal agreement.
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. Active travel element is being considered in WETIP. See ATSG5.	Active Travel/ Public Transport	To be delivered by development secured by condition or legal agreement.

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE14	Upgraded bus interchange facility at Ingliston P+R	Potentially to be superseded by bus interchange improvements at Edinburgh Gateway. (See intervention WE15 below Enhanced interchange at Edinburgh Gateway).	Public Transport	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
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.		Public Transport	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement
WE16	Improved northern and southern orbital bus routes from Maybury (via Maybury Road and Edinburgh Park respectively)	Bus service subsidies will benefit all sites and bus services routed through West Edinburgh (see bus facilitating proposals: WE12, WE18, WE26, WE28).	Public Transport	Cumulative contribution zone.
WE17	Bus Priority South West Edinburgh	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).	Public Transport and Active Travel	Cumulative contribution zone.
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 Gogar Link Road/Gogar and Eastfield Road. This would be developed as part of the Main Street.	Public Transport	To be directly delivered by development layout secured by condition.
WE19	Segregated public transport route - West alignment - using safeguarded tram line	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.	Public Transport	Cumulative contribution zone for proportionate cost calculations.
WE20	Segregated public transport route South - Harvest Road	Bus route, utilising Harvest Road as a bypass of Newbridge Roundabout.	Public Transport	Cumulative contribution zone for proportionate cost calculations.
WE21	Segregated public transport route South - Newbridge	Offline public transport route to the south, potentially exiting the A89 in the vicinity of Newbridge, west of B800 though other alignments would be possible.	Public Transport	Cumulative contribution zone for proportionate cost calculations.
WE22	Dumbbells Roundabout Improvement - capacity and AT	A8 dumbbells (R3) includes active travel improvements: high quality (cycle by design) standard active travel route offline to the north of A8, linking Eastfield Road and the dumbbells; and dumbbells westbound off-slip.	Roads	Cumulative contribution zone for proportionate cost calculations.
	Dumbbells westbound off slip	Part of dumbbells junction (R3).	Roads	

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE23	Eastfield Road - 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.	Active Travel	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE24	Dualling of Eastfield Road Phase 1 - northern section	Eastfield Road to Airport (R3).	Roads	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE25	Dualling of Eastfield Road Phase 2- southern section	Eastfield Road (from dumbbells) (R3).	Roads	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE26	Main Street - Development Link Road	Main Street with bus route serving the development sites.	Roads	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE27	Gogar Link Road Segregated cycle route	Part of Gogar Link Road (R4).	Active Travel	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE28	Gogar Link Road Part 1 Dual Carriageway - to accommodate bus priority measures (segregated bus lane)	Part of Gogar Link Road (R4).	Roads	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE29	Gogar Link Road Part 2 Single Carriageway - single carriageway option	Part of Gogar Link Road (R4).	Roads	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
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 on H63 West Town will be a requirement of development. The new tram stop must be fully operational before the occupation of the first homes within H63.	Public Transport	Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE31	Ratho Station and A8 along Station Road - improved active travel access and Glasgow Road / Ratho Station - improved crossing.	Wider intervention for active travel. Part of the WETIP package being appraised.	Active Travel	Likely to be funded by CityDeal Council monies and delivered under WETIP
WE32	Improved Station Road/A8 bridge access for cyclists.	Potential for at-grade replacement on Station Road. Part of the WETIP package being appraised.	Active Travel	Cumulative contribution zone to establish proportionate contributions.
WE33	Station Road to Newbridge Interchange bus lane	To be appraised as part of WETIP.	Public Transport	Likely to be funded by CityDeal Council monies and delivered under WETIP
WE34	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)	Part of the WETIP package being appraised. Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston.	Active Travel	Cumulative contribution zone to establish proportionate contributions.
WE35	Active travel priority enhancements at key junctions on A89 approaching Newbridge	Part of the WETIP package being appraised.	Active travel	Likely to be funded by CityDeal Council monies and delivered under WETIP
WE36	Broxburn to Newbridge Roundabout bus lane	Broxburn to Newbridge public transport interventions (part of WETIP package being appraised).	Public Transport	Likely to be funded by CityDeal Council monies and delivered under WETIP
WE37	Kilpunt Park and Ride	Being appraised within WETIP project. Final project scope to be determined.	Public Transport	Cumulative contribution zone to establish proportionate contributions.

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE <sub>38</sub>	Intelligent traffic signal interventions at Newbridge/Gogar/Maybury junctions.	Intelligent traffic signal interventions at roundabout at Gogar (R5).	Roads	Cumulative contribution zone to establish proportionate contributions.
WE <sub>39</sub>	Mobility Hub	Indicative locations - Main Street near tram stop		Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.
WE <sub>40</sub>	Mobility Hub	Indicative location - near proposed High School.		Cumulative contribution zone to establish proportionate contributions. Delivery could be directly through development secured by condition or legal agreement.

\* WETA 2016 was a collaborative study from NPF3 that looked at the whole of West Edinburgh and recommended a package of strategic transport improvements costing a total of £108m. This included both developer and public lead schemes.

The ESES CRD was signed in 2017. £20m of ESES CRD funding was provided by Transport Scotland specifically towards public transport improvements identified under WETA 2016. CEC also provided £16m of funding, which was not specifically tied to public transport improvements.

The strategic case for the West Edinburgh Transport Improvement Programme (WETIP), sifted through the WETA refresh 2016 options to identify a core package of measures which would be suitable for public funding and which is enabling an Outline Business Case to now be developed. Opportunities for additional funding are also being pursued.

The £36m in ESES CRD funding is for the appraisal and implementation of projects and not solely for the delivery of improvements.