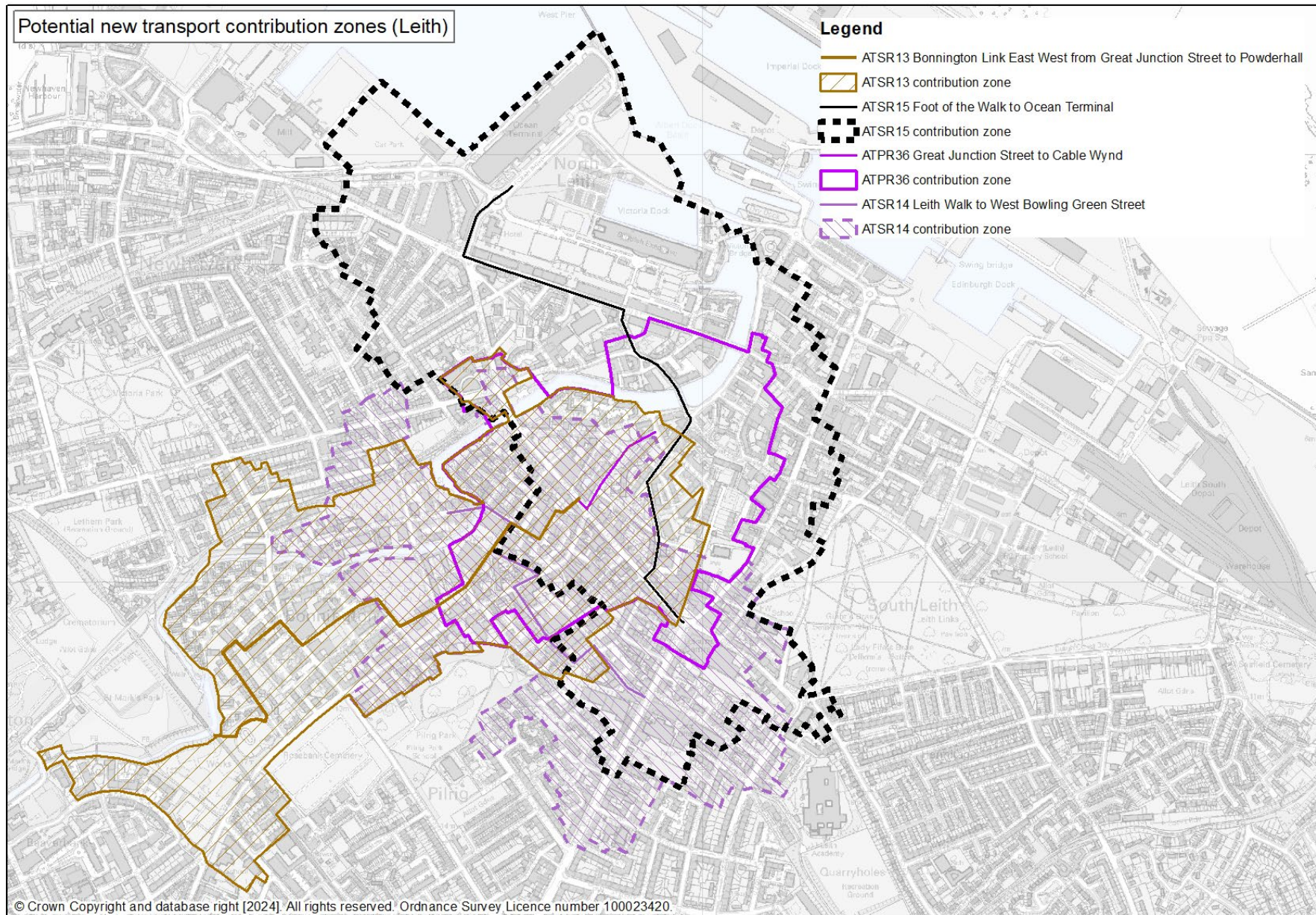


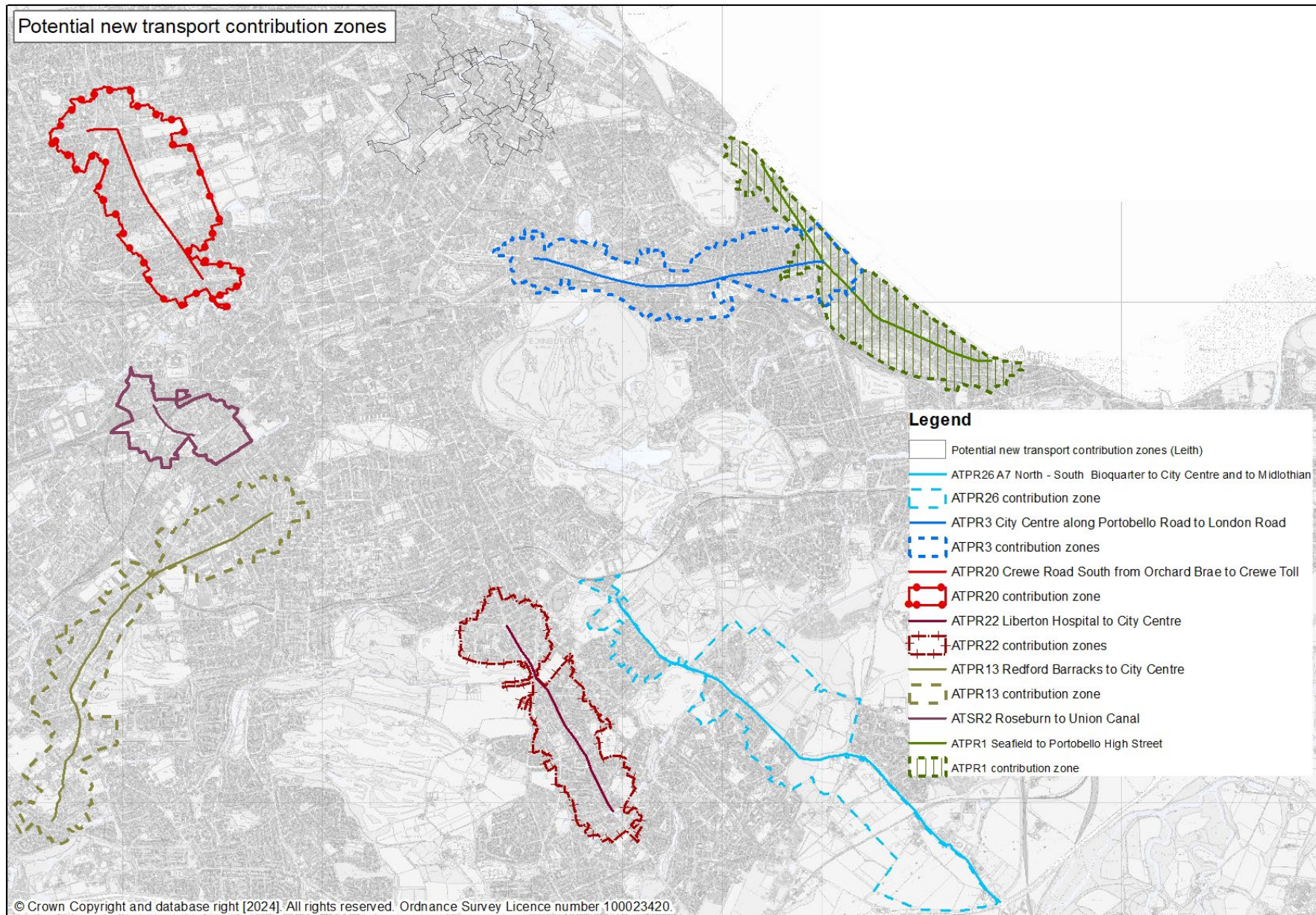
Contents
Map of active travel contribution zones
ATSR13 Bonnington Link East-West Great Junction Street to Powderhall
ATSR14 Leith Walk to West Bowling Green Street
ATSR15 Foot of the Walk to Ocean Terminal
ATSR16 Lanark Road/Slateford Road
ATPR 1 – Active Travel Route: Along Seafield Road and Portobello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

### **Note on Cost / Delivery information**

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

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





City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

<b>Name of transport intervention /City Plan reference</b>	<b>ATSR14 Leith Walk to West Bowling Green Street</b>
<b>City Plan proposals in scope</b>	Guidance on Developer Contributions and Infrastructure Delivery 4 H39 Pitt Street, H40 Stead's Place, OPP41 Jane Street, H42 Leith Walk/Manderston Street, OPP43 West Bowling Green Street, OPP44 Newhaven Road 1, OPP46 Bangor Road (Swanfield Industrial Estate), OPP47 South Fort Street, OPP49 Corunna Place, OPP50 Bonnington Road
<b>Type of intervention</b>	Segregated active travel route including new safe crossing on Bonnington Street.
<b>What is the intervention achieving and why is it necessary?</b>	<p>Necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Table 5.1 and section 6.9 of the City Plan 2030 Transport Assessment. Appropriate active travel provision to meet increase in cumulative demand is not 'desirable' but necessary, essential infrastructure to deliver sustainable development.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council's City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p> <p>This intervention creates north-south connection with the segregated Leith Walk cycle infrastructure and the North Edinburgh paths (NCN 75 Water of Leith) where access is taken off West Bowling Green Street. Ensures segregated cycle provision serves the new development and integrates with adjacent strategic routes, making up for the deficiency observed in the transport assessment (section 6.9).</p>
<b>Origin of the intervention (TA etc)</b>	Section 6.9 of the City Plan transport assessment sets out the estimated trip generation of sites within this zone, and the slightly wider area. This shows an increase in walking and cycling from the Pre-Covid scenario to the plausible post-Covid with policy scenario. New active travel proposals which connect to existing/planned routes will likely enhance active travel mode share, shifting use from vehicles. This intervention is shown as a proposed mitigation measure in Figure 6.7 of the City Plan 2030 Transport Assessment.
<b>Contribution Zone details – size etc</b>	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP's Key Performance Indicator, published in February 2024, to 'increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
<b>Cost / Delivery information</b>	<p>To be delivered substantially through development design.</p> <p>The timing of development is generally expected to be delivered with development, which the action programme will update on estimated year units will be completed, informed by the housing land audit and completions programme.</p>

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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



City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

<b>Name of transport intervention / City Plan reference</b>	<b>ATSR16 Lanark Road/Slateford Road</b>
<b>City Plan proposals in scope</b>	OPP1 Dundee Street, OPP2 Dundee Terrace, H7 Murieston Lane, H11 Watson Crescent Lane, OPP72 West Gorgie Park, OPP74 Craiglockhart Avenue, H75 Lanark Road (d)  OPP77 Gorgie Road (east) – adjacent to the boundary of the 400m limit
<b>Type of intervention</b>	On-street segregated active travel infrastructure, including junction upgrade e.g. advanced stop lines/cycle priority.
<b>What is the intervention achieving and why is it necessary?</b>	This proposal is a major transformation of the A70 corridor from Lanark Road/Inglis Green Road junction along Slateford Road until Angle Park Terrace/Henderson Street, with the scope of on-street segregation on the route to be determined within road width constraints.  Provides safe cycle access for commuters/ordinary trips to the city centre and as an alternative to Water of Leith and Union Canal routes which are often at capacity and should serve a more leisure function. Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.  This would also complement a separate mitigation measure for a segregated route on the A71 (Gorgie/Dalry Road), part of which is under construction.
<b>Origin of the intervention (TA etc)</b>	Section 6.11 of the City Plan 2030 Transport Assessment sets out the mitigation measures for the South West Cluster that includes development the sites at Gorgie within this zone. It includes this route along the A70 which it notes as a planned measure (from Inglis Green Road to Ardmillan Terrace) for cycle segregation integrated with bus lanes to offer a more connected bus priority network on this corridor, which can help serve a number of developments within a short walking distance of this main arterial route.
<b>Contribution Zone details – size etc</b>	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that

	<p>every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
<b>Cost / Delivery information</b>	Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project.
<b>Circular Tests:</b>	
Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	The cumulative impact of these developments requires these planned interventions to be delivered in order that trips are directed towards active travel, instead of car trips. It is acknowledged that this route also serves the existing population and sites identified in LDP1 and addresses longstanding required improvements to active travel. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

## Active Travel Proposals related to development

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

<b>Name of transport intervention / City Plan reference</b>	<b>ATPR 3 – Seafield City Centre along Portobello Road/London Road</b>
<b>City Plan proposals in scope</b>	OPP24 Norton Park/Rossie Place OPP25 London Road (B) OPP26 Portobello Road OPP55 Seafield

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

<b>Name of transport intervention / City Plan reference</b>	<b>ATPR 13 – Redford Barracks to City Centre</b>
<b>City Plan proposals in scope</b>	H85 Redford Barracks
<b>Type of intervention</b>	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).
<b>What is the intervention achieving and why is it necessary?</b>	Responds to the additional demand that this significant new residential development places on active travel infrastructure, where currently infrastructure is lacking. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

<b>Origin of the intervention</b> (TA etc)	Section 6.13 of the City Plan 2030 transport assessment sets out estimate trip generation. Given the leisure nature of the existing routes nearby, a direct, high-quality route towards the City Centre could significantly increase active travel from the site.
<b>Contribution Zone details – size etc</b>	<p>Only one City Plan 2030 site falls within the 400m distance of the route and that is Redford Barracks. Any other site in the urban area within 400m of the route could potentially be required to contribute towards this intervention.</p> <p>The contribution zone assists in working out the proportionate cost for the housing site to contribute.</p> <p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
<b>Cost / Delivery information</b>	Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project, but informed by when development of this site commences.
<b>Circular Tests:</b>	
<b>Necessity</b>	<p>Necessary to secure a financial contribution because this is a significant infrastructure largely outwith the development site and it would not be reasonable to expect a developer to deliver this directly. Here, we are seeking a proportionate contribution.</p> <p>On-site portion of the route will be expected to be delivered directly by the developer through site layout design.</p>
<b>Planning purpose</b>	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
<b>Relationship to proposed development</b>	The route originates from the site and will result in a safe, direct route for commuting into the city centre for employment, leisure, on-ward commuting. Thus mitigating against car trips for and facilitating a shift to active travel modes.

Part Three Transport – Addendum 2 – Active Travel Contribution Zones - supporting information



City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

Scale and kind	It is acknowledged that this route will serves the existing population and provides an improved more appropriate provision for commuters currently using the Water of Leith path or Union Canal. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

Part Three Transport – Addendum 2 – Active Travel Contribution Zones - supporting information

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, as well as the future residents. If the tram alignment option is progressed on this corridor, it is likely that this travel route will be designed and delivered in parallel with that project. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

	mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	The route originates from the site and will result in a safe, direct route for commuting into the city centre for employment, leisure, on-ward commuting. Thus, mitigating against car trips for commuting purposes and facilitating a shift to active travel modes.
Scale and kind	It is acknowledged that this route will serve the existing population and provides an improved more appropriate provision for commuters. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

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



City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

<b>Cost / Delivery information</b>	Part of the route (north section) is an active travel project within the Council’s Active Travel Investment Programme (Cameron Toll to BioQuarter) and could potentially be delivered in advance of development within Place 31: BioQuarter, depending on BioQuarters delivery phasing. This would deliver an infrastructure first approach. The route southwards to Dalkeith to be determined through the project delivery of the Active Travel Action Plan and/or Circulation Plan project, and more likely to be dependent on the commencement and phasing of the mixed use development at the BioQuarter.
<b>Circular Tests:</b>	
Necessity	Necessary to secure a financial contribution because this serves more than one development, is a significant infrastructure wholly outwith the development site (which is partly programmed for delivery in a capital project) and it would not be reasonable to expect developers to deliver this directly. Here, we are seeking a proportionate contribution.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, is partly programmed for delivery in a capital investment project and provides an improved more appropriate provision for commuters in all directions. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
Draft for Consultation June 2024

<b>Name of transport intervention / City Plan reference</b>	<b>ATSR2 ROSEBURN TO UNION CANAL</b>
<b>City Plan proposals in scope</b>	OPP1 Dundee Street OPP2 Dundee Terrace H4 Dalry Road OPP5 Roseburn Terrace
<b>Type of intervention</b>	Off-road active travel route creation connecting to the Union Canal towpath from the end of the North Edinburgh Path Network at Russell Road via former railway embankments, Dalry Community Park, a new crossing on the West Approach Road at Fountain Park.
<b>What is the intervention achieving and why is it necessary?</b>	This project provides a strategic missing link in the city’s active travel network by linking the North Edinburgh Path Network with the Union Canal.
<b>Origin of the intervention (TA etc)</b>	This is a longstanding off-road route safeguard that has now entered into its delivery project stage. The open space proposal has its origin in the Council’s Open Space Strategy. Improving Dalry Community Park and access to it will ensure open space standards are met for quality and access to a suitable size of open space.  It is also identified in the next Active Travel Action Plan. Safeguarded in the City Plan 2030 as ATSG 10. Has been in the Action Programme as a deliverable active travel and green network project since 2018.
<b>Contribution Zone details – size etc</b>	The contribution zone is based on a 400m walking distance from any point along the route.
<b>Cost / Delivery information</b>	Currently under development, expected completion Summer 2024. The overall cost of £12,510,520 has part funding from Sustrans Places for Everyone funding programme. The remainder £3.75m to be met through other funding sources, including developer contributions, and capital investment budgets to delivery of the Council’s Active Travel Investment Programme.
<b>Status</b>	Propose that this contribution zone remains in its current form, with updated costs and calculations for establishing proportionate contributions for sites identified in City Plan. Retain as a transport contribution zone until fully delivered and potential to take retrospective contributions.
<b>Circular Tests:</b>	

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery  
 Draft for Consultation June 2024

Necessity	<p>Mitigating the impact of development on the road network is necessary to ensure that development is compliant with policy aims and policies.</p> <p>It is necessary to use a planning obligation for a financial contribution towards significant capital project, as it would not be possible to condition or for individual developers to deliver themselves.</p>
Planning purpose	<p>Mitigating the impact of development on the road network by supporting the shift to sustainable modes serves a planning purpose and allows the development to accord with the wider aims of the plan and transport policies.</p> <p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.</p>
Relationship to proposed development	<p>Contributing sites would be within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.</p>
Scale and kind	<p>It is acknowledged that this route is strategic in nature and will serve the existing and wider population. For this reason, a proportionate approach to contributions is taken.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>