

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

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

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

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

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

