

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

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

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

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

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