

Active Travel Infrastructure Contribution Zone – supporting information	
Hawthornvale to Lindsay Road LDPAP Ref: TR-SA-NELOC-10 and Bernard Street/Salamander Street TR-SA-NELOC-1	
<b>City Plan proposals in scope</b>	<p><u>City Plan Sites:</u></p> <p>H35 Salamander Place, H36 North Fort Street, OPP37 Coburg Street OPP38 Commercial Street, Part of OPP55 Seafield.</p> <p><u>Legacy LDP 2016 sites:</u></p> <p>EW 1b Central Leith Waterfront: 1444 (HLA 22 Constrained site); 390 completed @CALA; Bath Road BW Trading 212, 95; Baltic Street Sundial Properties 16</p> <p>EW 1c East of Salamander Place EW 1c Salamander Place Phase 6 and 7 EW1d Seafield (Part)</p>
<b>Type of intervention</b>	Segregated cycleway.
<b>What is the intervention achieving and why is it necessary?</b>	<p>Segregated cycleway along this route can achieve a transformative role in placemaking for developments along this corridor. It will provide an east-west active travel corridor linking up with the north Edinburgh paths at Hawthornvale/Lindsay Road in the west, and the Seafield shared path and promenade at the east. Will also connect with Leith Connections links to Leith Walk segregated cycleways.</p> <p>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.</p>
<b>Origin of the intervention</b>	<p>Originally from an older appraisal of transport impacts of growth in North Edinburgh especially with the redevelopment of the Leith Docks. The level of growth has reduced from what was initially envisaged, however development at Western Harbour, Central Leith Waterfront and along Salamander Street/Salamander Place continues to place additional demand on existing transport infrastructure.</p> <p>This scheme has been progressed to Final Concept Design stage as part of a programme of works on the LDP Action Programme/Leith Connections Phase 3.</p>
<b>Contribution Zone details – size etc</b>	A 400m walking distance zone has been created using a digital (GIS) network analysis tool to map the walk distance from nodes/junctions on the route. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route.
<b>Cost / Delivery information</b>	To be programmed as Phase 3 of Leith Connections project.
<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 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	It is acknowledged that this route will serve the existing population. 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>Leith Links (west) to Bath Road</b> <b>LDPAP Ref: TR-SA-NELOC-17 Leith Links (West) to Bath Road</b>	
<b>City Plan proposals in scope</b>	<p><u>City Plan Sites:</u></p> <p>H35 Salamander Place: 113 units</p> <p><u>Legacy LDP 2016 Sites:</u></p> <p>LDP EW 1B: Central Leith waterfront LDP EW 1C: Leith Waterfront -Salamander Place, Salamander Place Phase 6 and 7 EW 1c Salamander Place Phase 5 Teague</p>
<b>Type of intervention</b>	Create cycle priority street.
<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>	Originally from an older appraisal of transport impacts of growth in North Edinburgh especially with the redevelopment of the Leith Docks. The level of growth has reduced from what was initially envisaged, however development at Western Harbour, Central Leith Waterfront and along Salamander Street/Salamander Place continues to place additional demand on existing transport infrastructure.
<b>Contribution Zone details – size etc</b>	A 400m walking distance zone has been created using a digital (GIS) network analysis tool to map the walk distance from nodes/junctions on the route. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route.
<b>Cost / Delivery information</b>	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 as well as, taking into account the likely delivery programme of homes.
<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	It is acknowledged that this route will serve the existing population. 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.