

Active Travel Contribution Zones for Proposals relating to development sites and Strategic Projects and Safeguards

Contents Table:

Summary Table of costs
ATSR 2 Roseburn to Union Canal
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

Note on Costs

Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

In the case of the active travel infrastructure, it applies a cost rate per metre based on a costing document commissioned by the Council to inform the high-level costs of implementing the Active Travel Action Plan (by consultants Faithful and Gould in November 2022) as well as costs derived by recent CEC led projects. Indexation should apply from November 2022. With the exception of Roseburn to Union Canal the cost is based on a current project and Foot of Walk to Ocean Terminal (which is based on Leith Connections project cost, dated 2022).

The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.196 of City Plan 2030.

Proportionate costs are calculated using allocated sites. Other proposals coming forward for development would be required to meet the terms of Policy Inf3 Infrastructure and Developer Contributions, and likely costs will be established using the same methodology.

Summary Table of costs

Refer to individual tables for detail of cost estimates for each infrastructure intervention and breakdown of cost calculations to determine the per unit rate.

City Plan Active Travel Proposal	New units as a proportion of all potential users within distance threshold (existing properties and estimate of new units)	Total cost of project	Cost to be borne by development(s) (Q3 2023).	Cost per new unit
ATSR 2 Roseburn to Union Canal	3.7%	£3,750,000	£138,750	£680.15
ATSR13 Bonnington Link East-West Great Junction Street to Powderhall	28.4%	£1,218,051	£345,926	£171.80
ATSR14 Leith Walk to West Bowling Green Street	27%	£561,863	£151,703	£83.58
ATSR15 Foot of the Walk to Ocean Terminal	13.8%	£7,400,000	£1,021,200	£806.60
ATSR16 Lanark Road/Slateford Road	4.1%	£7,303,932	£299,461	£785.99

City Plan Active Travel Proposal	New units as a proportion of all potential users within distance threshold (existing properties and estimate of new units)	Total cost of project	Cost to be borne by development(s) (Q3 2023).	Cost per new unit
ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street	17.5%	£8,960,932	£1,568,163	£1,719.50
ATPR 3 – Seafield City Centre along Portobello Road/London Road	11.5%	£8,137,676	£935,832.70	£830.40
ATPR 13 – Redford Barracks to City Centre	15.4%	£11,096,953	£1,708,930.80	£2,136.20
ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll	15.7%	£8,029,991	£1,260,709	£1,585.80
ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre	3.4%	£3,722,644	£126,569.90	£1,054.70
ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian	54.6%	£11,572,333	£6,318,494	£2,503.40
ATPR 36 – Great Junction Street to Cables Wynd	15.29%	£1,118,586	£171,031.80	£249.32

Active Travel Strategic Projects and Safeguards

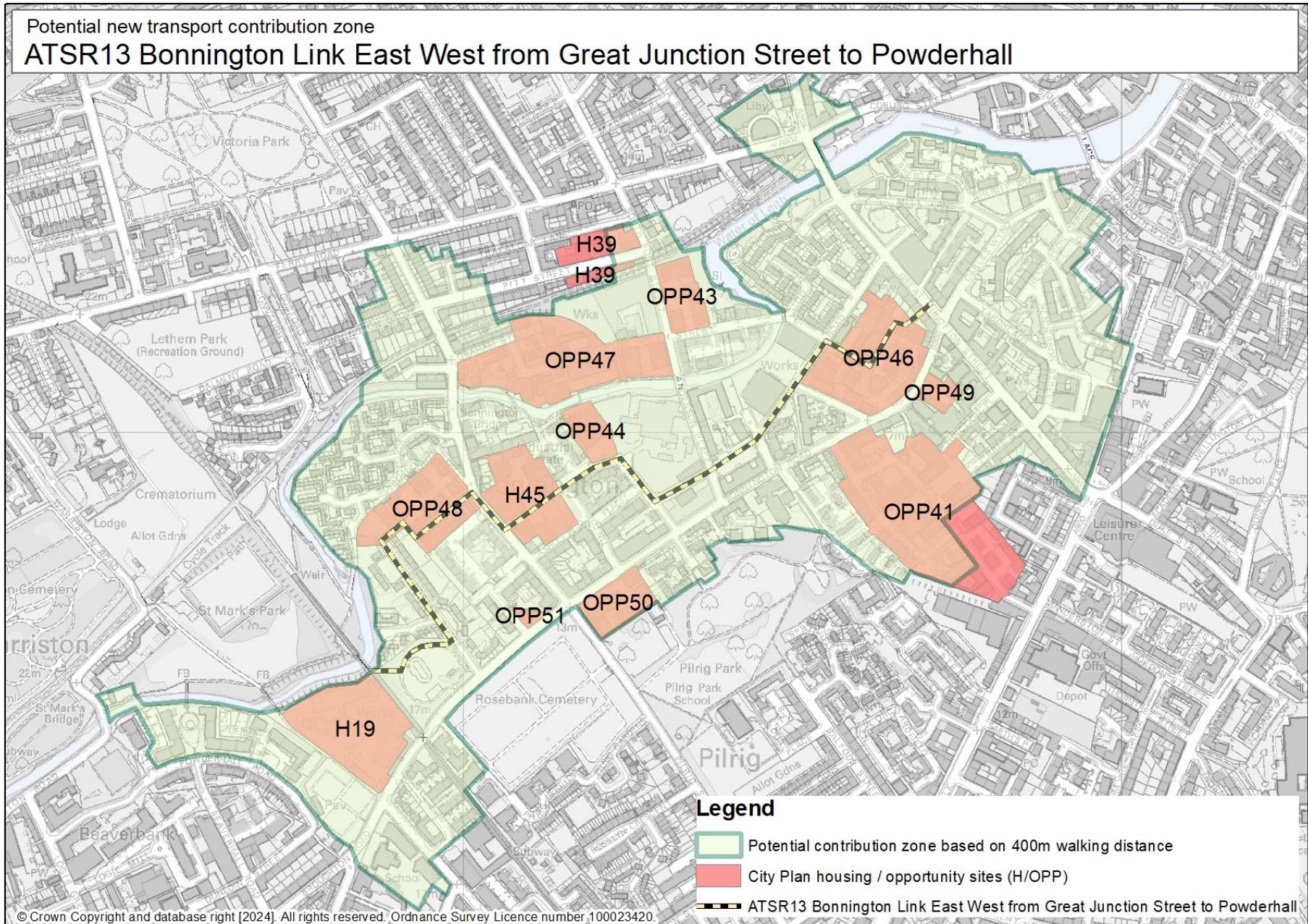
Cost and apportioning methodology: ATSR2 ROSEBURN TO UNION CANAL

Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost estimate of intervention:	£3,750,000 capital to be met from Council funds (which can be supplemented by developer contributions)
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	5287 properties
Estimated unit numbers from City Plan sites within the zone:	<p>City Plan sites: OPP1 Dundee Street 45 OPP2 Dundee Terrace 45 H4 Dalry Road 45 H7 Murieston Lane 69</p> <p>Total number of proposed units: 204</p>
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	<p>Total number of estimated proposed units from City Plan sites (204) + Existing Number of properties within 400m contribution zone (5287) = All potential units (5491)</p> <p>$204/5491 \times 100 = 3.7\%$</p>
Cost of project to be met by development within zone (% of total project cost)	$£3,750,000 \times 0.037 = £138,750$ (3.7% of total project cost)
Cost per unit	$£138,750/204 =$ £680.15 per unit

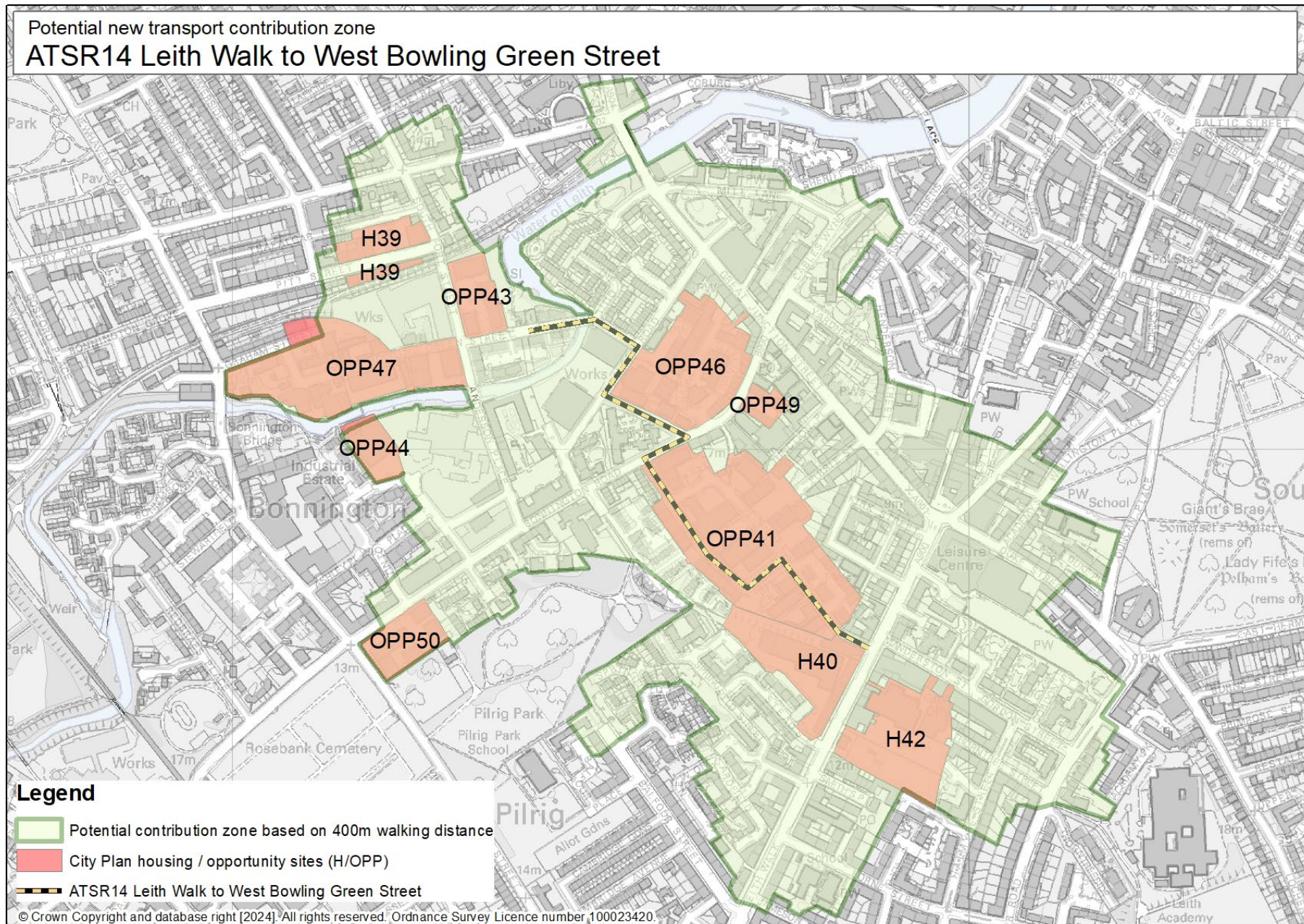
Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost and apportioning methodology: ATSR13 Bonnington Link East-West Great Junction Street to Powderhall	
Cost estimate of intervention:	75m @£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £1,218,051
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	5088
Estimated unit numbers from City Plan sites within the zone:	H19 262 OPP41 372, OPP43 83, OPP44 90, H45 193, OPP46 290, OPP47 414, OPP48, 207 OPP49, 24 OPP50, 56 OPP51 23 Total = 2,014
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (2014) + Existing Number of properties within 400m contribution zone (5088) = All potential units (7102) $2014/7102 \times 100 = 28.4\%$
Cost of project to be met by development within zone (% of total project cost)	$£1,218,051 \times 0.284 =$ £345,926 (28.4% of total project cost)
Cost per unit	$£345,926 / 2014 \text{ units} =$ £171.80 per unit



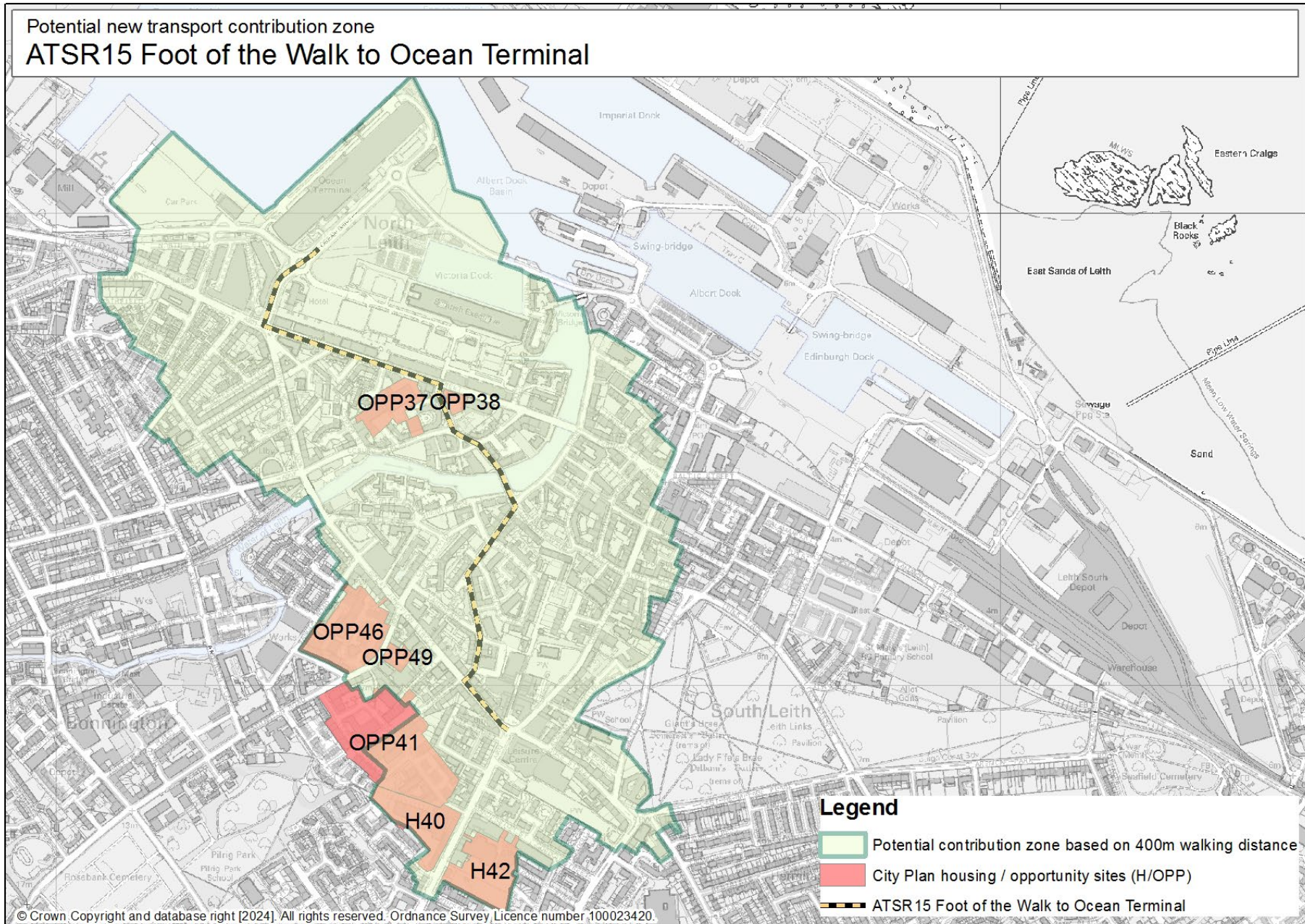
Cost and apportioning methodology: ATSR14 Leith Walk to West Bowling Green Street	
Cost estimate of intervention:	60m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £561,863
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4910
Estimated unit numbers from City Plan sites within the zone:	H39 103 H40 148 OPP41 372 H42 235 OPP43 83 OPP44 90 OPP46 290 OPP47 414 OPP49 24 OPP50 56 = 1,815 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (1815) + Existing Number of properties within 400m contribution zone (4910) = All potential units (6725) $1815/6725 \times 100 = 27\%$
Cost of project to be met by development within zone (% of total project cost)	$£561,863 \times 0.27$ (27% of total project cost) = £151,703
Cost per unit	$£151,703/1,815$ units = £83.58

***Cost / Delivery information** E.g. if the intervention is part of strategic AT plans/projects/strategies being progressed by the Council or partners. Indicate here if route's delivery mechanism is within CEC's capital investment programme, and how new development should pay a proportionate contribution.



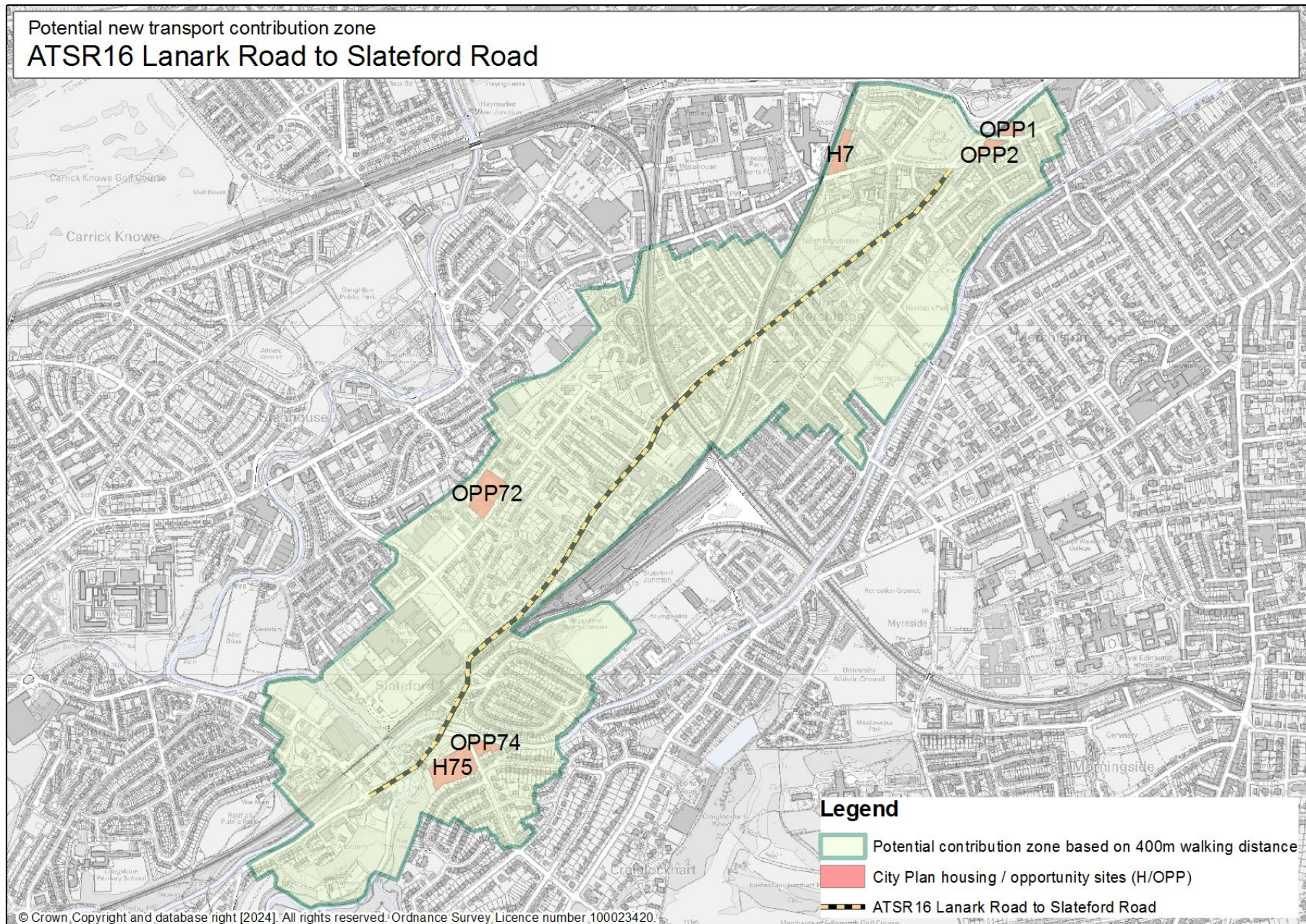
Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost and apportioning methodology: ATSR15 Foot of the Walk to Ocean Terminal	
Cost estimate of intervention:	£7,400.000 cost estimate from Leith Connections project
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	7881 properties
Estimated unit numbers from City Plan sites within the zone:	OPP37 152 OPP38 45 H40 148 OPP41 372 H42 235 OPP46 290 OPP49 24 = 1,266 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (1266) + Existing Number of properties within 400m contribution zone (7881) = All potential units (9147) $1266/9147 \times 100 = 13.8\%$
Cost of project to be met by development within zone (% of total project cost)	$£7,400,000 \times 0.138$ (13.8 % of total project cost) = £1,021,200
Cost per unit	$£1,021,200/1266$ units = £806.6 per unit



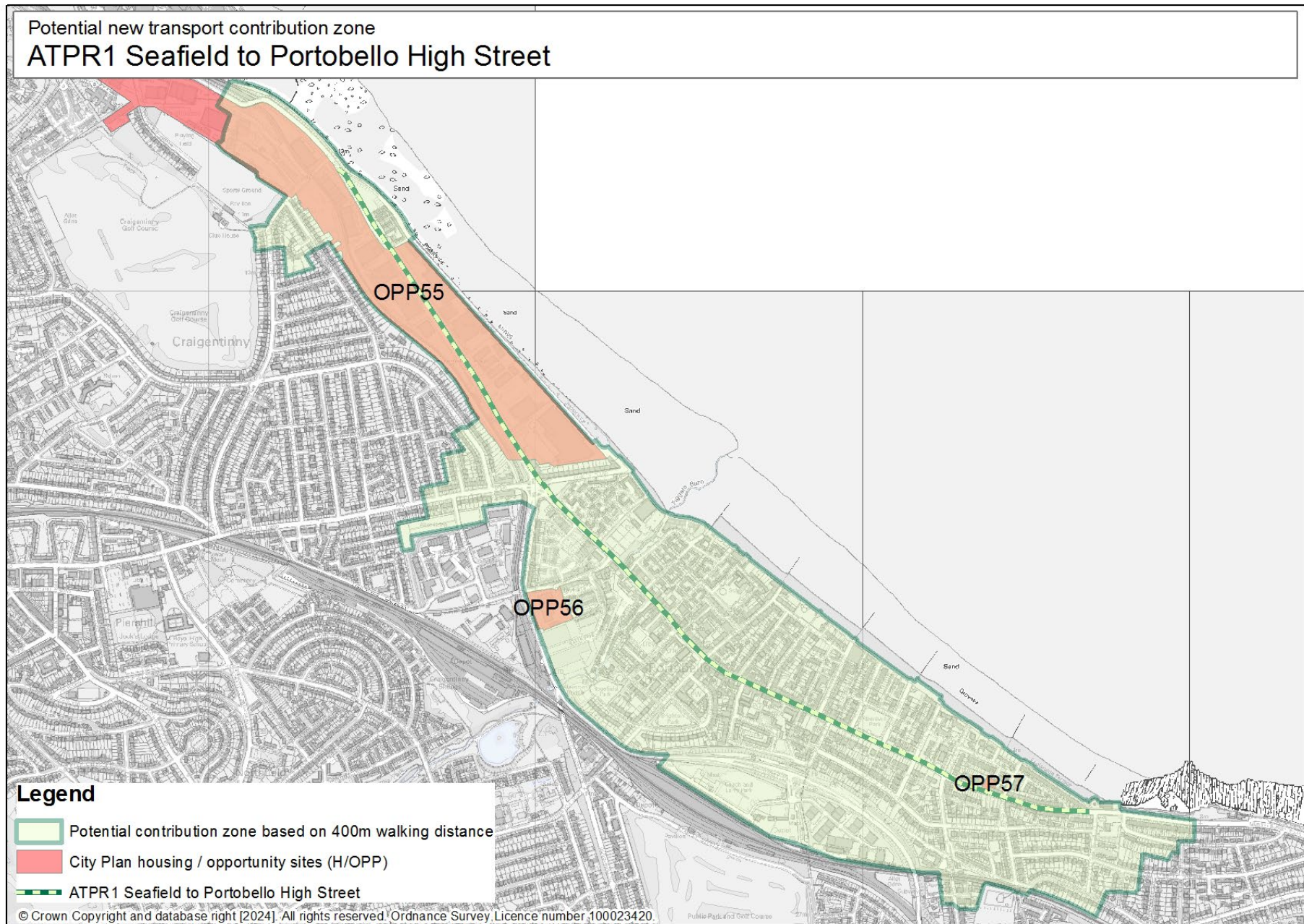
Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost and apportioning methodology: ATSR16 Lanark Road/Slateford Road	
Cost estimate of intervention:	2269@£1,253 generic segregation and 226m @£2,338 segregation conservation area (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £7,303,932
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	8,939 properties
Estimated unit numbers from City Plan sites within the zone:	OPP1 45 OPP2 45 H7 69 H11 8 OPP72 110 OPP74 24 H75 80 = 381 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (381) + Existing Number of properties within 400m contribution zone (8939) = All potential units (9320) $381/9320 \times 100 = 4.1\%$
Cost of project to be met by development within zone (% of total project cost)	$£7,303,932 \times 0.041$ (4.1 % of total project cost) = £299,461
Cost per unit	$£299,461 / 381$ units = £785.99 per unit

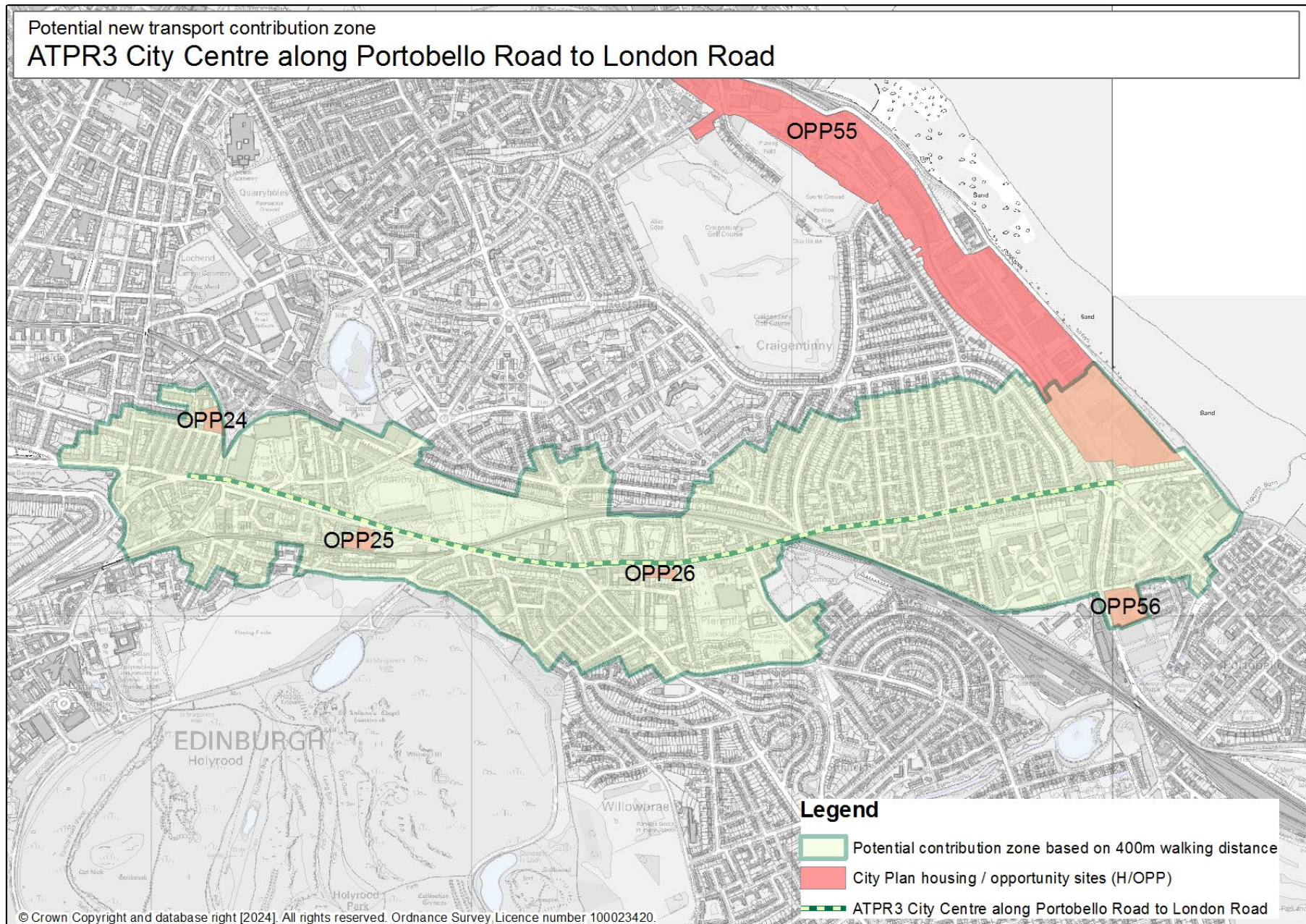


Active Travel Proposals related to development

Cost and apportioning methodology: ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street	
Cost estimate of intervention:	2099m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £8,960,932
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4228 Properties
Estimated unit numbers from City Plan sites within the zone:	OPP55 800 OPP56 104 OPP57 8 = 912 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (912) + Existing Number of properties within 400m contribution zone (4228) = All potential units (5140) $912/5140 \times 100 = 17.7\%$
Cost of project to be met by development within zone (% of total project cost)	$£8,960,932 \times 0.177$ (17.7 % of total project cost) = £1,586,085
Cost per unit	$£1,586,085 / 912$ = £1,739 per unit

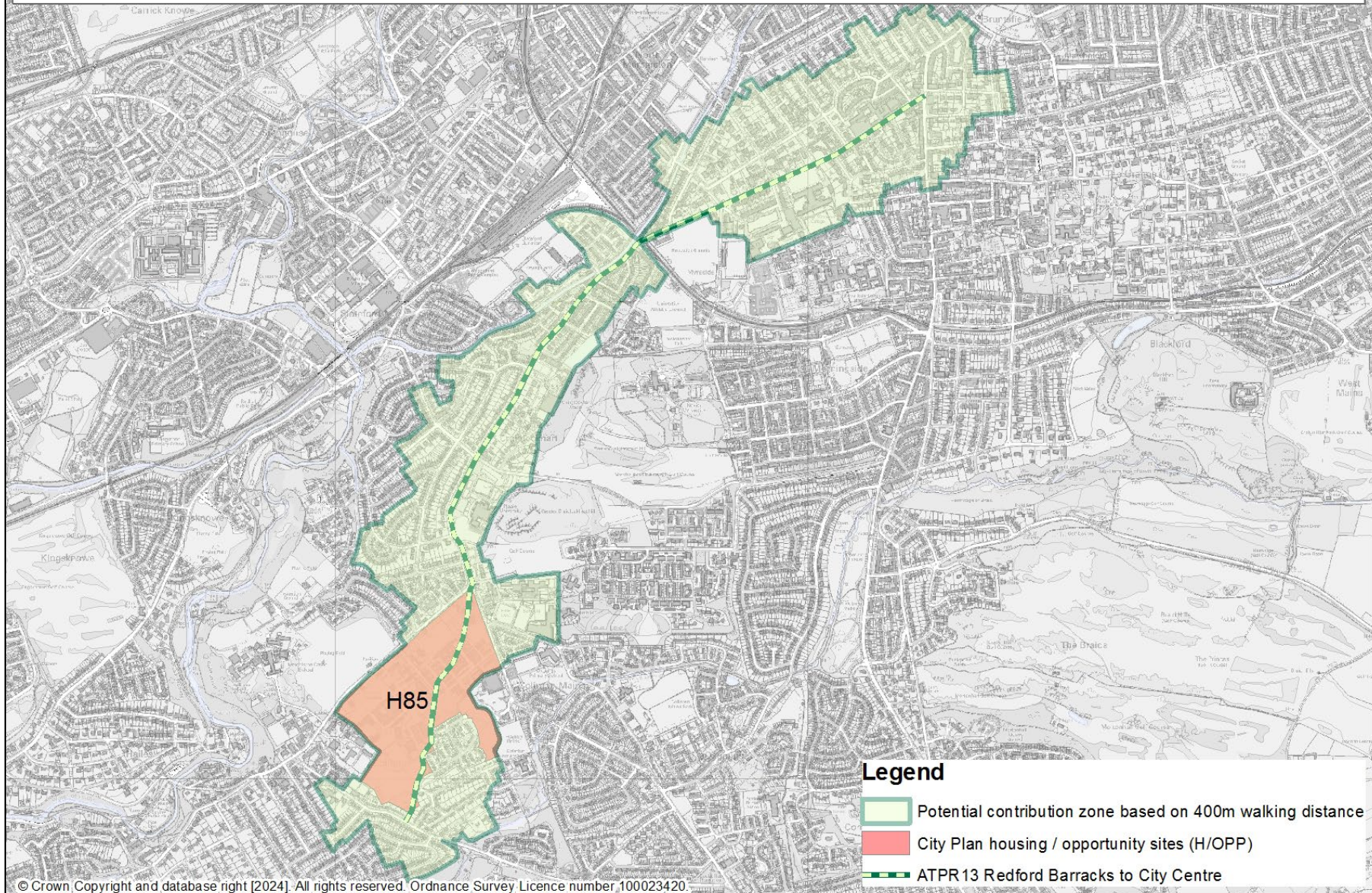


Cost and apportioning methodology: ATPR 3 – Seafield City Centre along Portobello Road/London Road	
Cost estimate of intervention:	2978.51m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £8,137,676
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	8670 properties
Estimated unit numbers from City Plan sites within the zone:	OPP24 69 OPP25 113 OPP26 41 OPP55 800 OPP56 104 = 1,127 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (1127) + Existing Number of properties within 400m contribution zone (8670) = All potential units (9797) $1127/9797 \times 100 = 11.5\%$
Cost of project to be met by development within zone (% of total project cost)	$£8,137,676 \times 0.115$ (11.5 % of total project cost) = £935,832.70
Cost per unit	$£935,832.70 / 1,127$ = £830.40 per unit



Cost and apportioning methodology: ATPR 13 – Redford Barracks to City Centre	
Cost estimate of intervention:	1329.94m@£1,253 generic segregation and 1784.1m @£2,338 segregation conservation area (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £11,096,953
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4408 properties
Estimated unit numbers from City Plan sites within the zone:	H85: 800 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (800) + Existing Number of properties within 400m contribution zone (4408) = All potential units (5208) $800/5208 \times 100 = 15.4\%$
Cost of project to be met by development within zone (% of total project cost)	$£11,096,953 \times 0.154$ (15.4 % of total project cost) = £1,708,930.80
Cost per unit	$£1,708,930.80 / 800$ units = £2,136.20 per unit

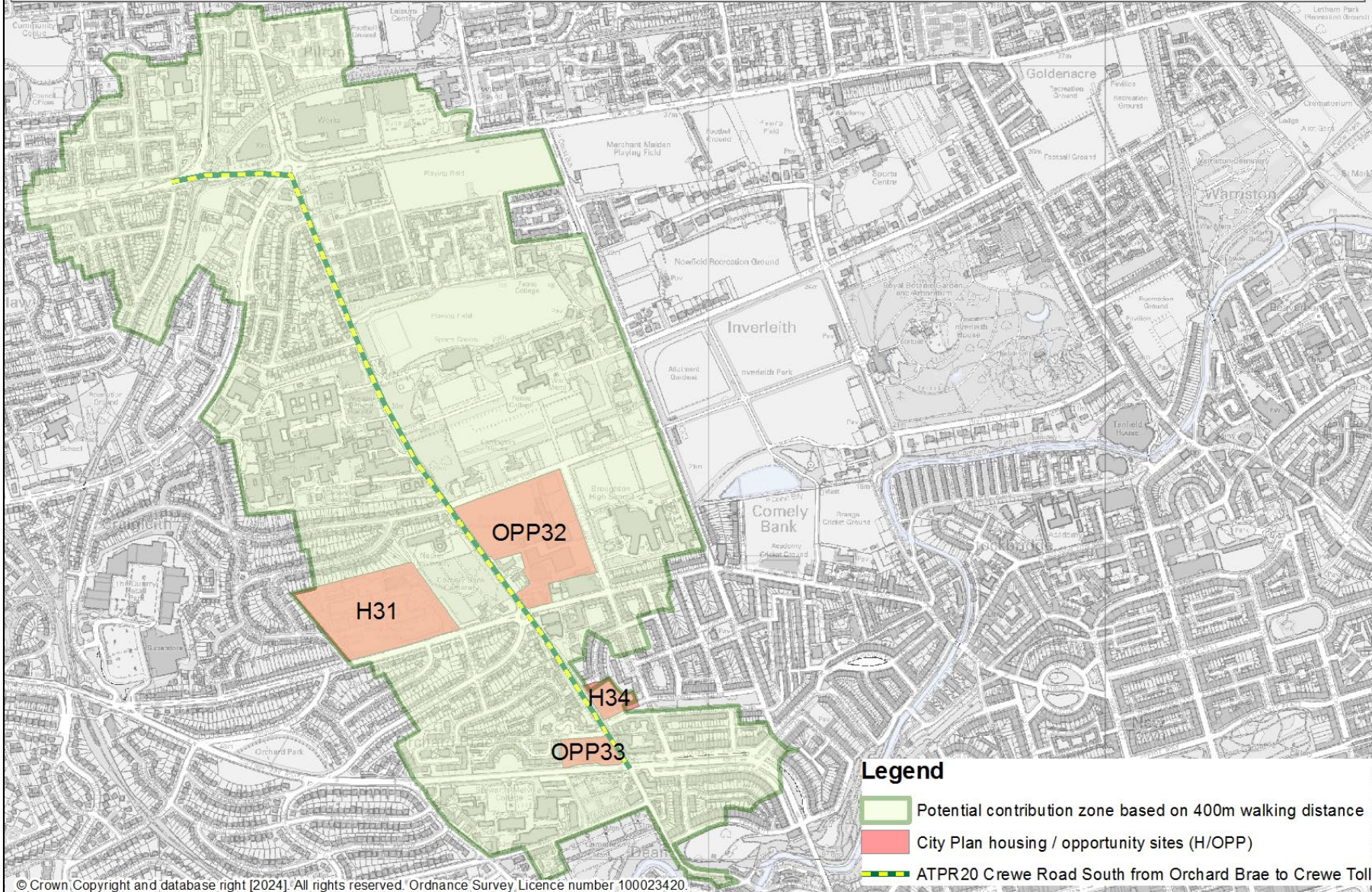
Potential new transport contribution zone
ATPR13 Redford Barracks to City Centre



Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

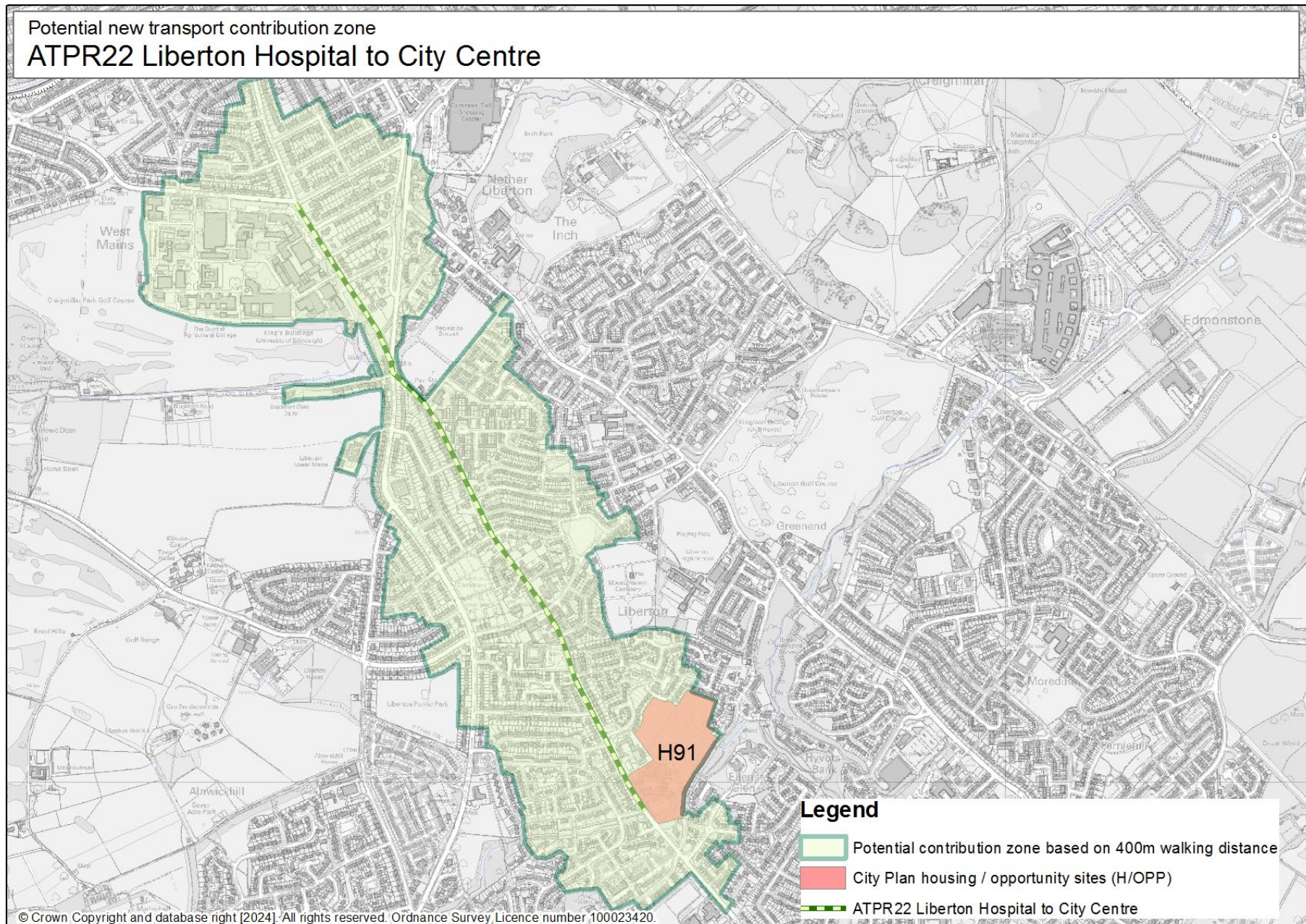
Cost and apportioning methodology: ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll	
Cost estimate of intervention:	1456.85m@£1,253 generic segregation and 579.7m@£2,338 segregation conservation area (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £8,029,991
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4259 properties
Estimated unit numbers from City Plan sites within the zone:	H31 Royal Victoria 360 OPP32 Crewe Road South 256 OPP33 Orchard Brae 55 H34 Orchard Brae 124 = 795 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (795) + Existing Number of properties within 400m contribution zone (4259) = All potential units (5054) $795/5054 \times 100 = 15.7\%$
Cost of project to be met by development within zone (% of total project cost)	$£8,029,991 \times 0.157$ (15.7 % of total project cost) = £1,260,709
Cost per unit	$£1,260,709 / 795$ units = £1,585.80 per unit

Potential new transport contribution zone
ATPR20 Crewe Road South from Orchard Brae to Crewe Toll



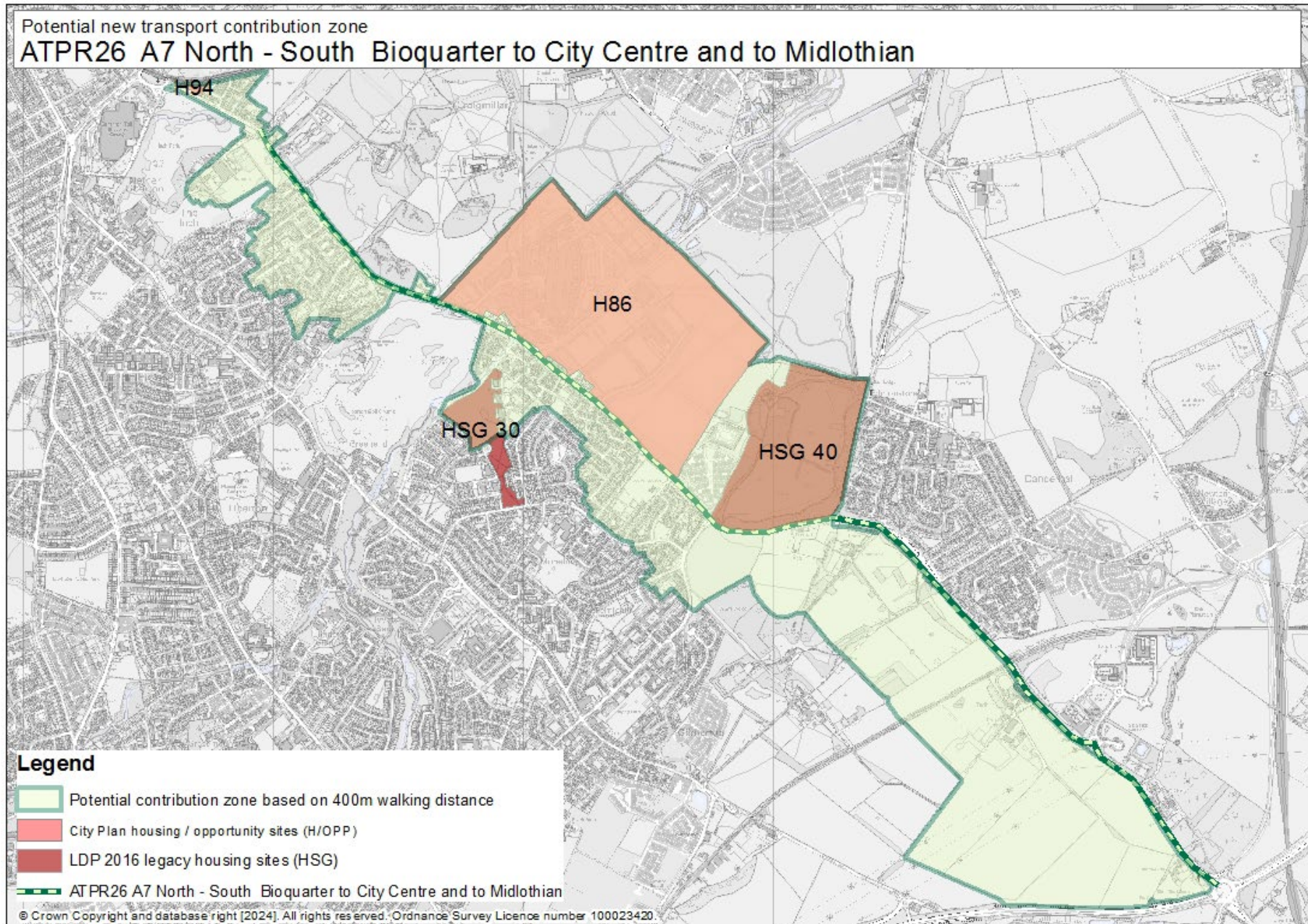
Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost and apportioning methodology: ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre	
Cost estimate of intervention:	1253m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £3,722,644
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	3416 properties
Estimated unit numbers from City Plan sites within the zone:	H91 Liberton Hospital 120 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (120) + Existing Number of properties within 400m contribution zone (3416) = All potential units (3536) $120/3536 \times 100 = 3.4\%$
Cost of project to be met by development within zone (% of total project cost)	$£3,722,644 \times 0.034$ (3.4 % of total project cost) = £126,569.90
Cost per unit	$£126,569.90 / 120$ units =£1,054.70 per unit



Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost and apportioning methodology: ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian	
Cost estimate of intervention:	5148.89@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £11,572,333
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	2099
Estimated unit numbers from City Plan sites within the zone:	H86 Edinburgh BioQuarter 2500 H94 Old Dalkeith Road 24 = 2,524
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (2524) + Existing Number of properties within 400m contribution zone (2099) = All potential units (4623) $2524/4623 \times 100 = 54.6\%$
Cost of project to be met by development within zone (% of total project cost)	$£11,572,333 \times 0.546$ (54.6 % of total project cost) = £6,318,493.80
Cost per unit	$£6,318,493.80 / 2,524$ = £2,503.40 per unit



Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery - Draft for Consultation June 2024

Cost and apportioning methodology: ATPR 36 Great Junction Street to Cables Wynd	
Cost estimate of intervention:	264m @ £2,338 (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £1,118,586
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	3,800 properties
Estimated unit numbers from City Plan sites within the zone:	OPP41 372 OPP46 290 OPP49 24 = 686
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (686) + Existing Number of properties within 400m contribution zone (3800) = All potential units (4,486) $686/4,486 \times 100 = 15.29\%$
Cost of project to be met by development within zone (% of total project cost)	$£1,118,586 \times 0.1529$ (15.29 % of total project cost) = £171,031.80
Cost per unit	$£171,031.80 / 686$ units = £249.32 per unit

