

Granton Waterfront Development Framework Contribution Zone

Transport appraisal City Plan 2030 has included the Granton Waterfront Development Framework (GWDF) area in its base line reference case. The following table shows the main active travel infrastructure from the Framework that City Plan includes as Proposals in Table 4.

The costs are based on a Consultancy benchmarking exercise that included the assessment of previous transport infrastructure project costs from the City of Edinburgh Council and other works that the Consultancy has been involved with around the UK. Note these cost estimates were previously published in the LDP Action Programme 2023 and are from Q3 2021.

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.

Name of transport intervention / City Plan reference	Cost (Q3 2021)
ATPR 41 – Promenade link to Granton Harbour Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£980,000
ATPR 42 – West Granton Road – Key Street Interface 8 Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£1,470,000
ATPR 43 – Marine Drive / West Shore Road – Key Steet Interface 7 (Forth Quarter Park to Promenade) Being delivered by development (EW 2A Western Villages) and external funding, delivered by CEC.	n/a
ATPR 44 – Key Street Interface 1 - West Shore Road Key Street Interface 2 - West Harbour Road Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£3,730,000
APTR 45 – East West Primary Route (Waterfront Park/Broadway/Avenue) Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£2,317,000
ATPR46 – W Granton Road / Saltire Street / W Shore Road Route development. Contribution zone required to establish proportionate contributions from development.	£91,875

Majority of the route expected to be directly delivered by development (the Galleries development)		
Granton Contribution Zone for Active Travel Infrastructure		
Cost and apportioning methodology	Cost estimate of intervention:	£10,355,875
	Existing/reference case unit numbers	Number of existing properties in Granton Dev Framework area: 2,124 properties.
	Estimated unit numbers from City Plan sites within the zone:	4,668 units New units/existing x100 = % 4,668/2,124 x100 = 219.8%
	Proportion of new units calculated as part of the zone:	City Plan estimate units/ (Existing Properties + City Plan estimate units) X 100 = 4,668/ (4668 + 2,124) x100 4,668/6,792 x 100 = 68.7%
	Cost of project to be met by development within zone (% of total project cost)	Project cost x .00% = £10,355,875 x 0.687% = £7,114,486
	Cost per unit	£/units expected in the zone = £cost per unit £7,114,486/ 4,668 £1,524 per unit

Table 1 Active Travel proposals relating to Place 4 Edinburgh Waterfront (Granton Framework)

Table 2 Apportionment of Active Travel costs

Table 3: Mobility Hubs proposals relating to Place 4 Edinburgh Waterfront (Granton Framework)

Costs are based on estimates as part of the phase 1 cost plan produced by the Council’s Development Partner.

It is anticipated that Waterfront Avenue Mobility Hub will capture trips from the western side of the Framework area (phases 1, 3 & 4) while Granton Square Mobility Hub will likely take Phase 2 and the Harbour sites. Any given development site will be served by either one hub or the other, and as such

proportionate contributions towards one hub will be sought and the calculations below use the cost of one hub only. Legal agreements will specify the mobility hub closest in proximity to the development.

Mobility Hub	Comprising Elements	Cost
ATPR50: Granton (Waterfront Ave)	Cycle Hub, External Cycle Parking, external e-bike charging, signage and branding, public transport stops/halts, urban realm, postal lockers, cycle / scooter hire stands, car club vehicles, EV charging hub, taxi rank	£1,308,000 Comprising £817,500 total cost, with contingency @20% £163,000 and optimism bias @40% £327,000.
ATPR51: Granton Square	Likely to be similar specification as above.	Estimated as above

Table 4: Apportionment of Mobility Hub costs

Cost and apportioning methodology	
Cost estimate of intervention:	£1,308,000
Existing/reference case unit numbers	Number of existing properties in Granton Dev Framework area: 2,124 properties.
Estimated unit numbers from City Plan sites within the zone:	4,668 units
New units as a proportion of all potential users within the zone (existing properties and estimate of new units):	City Plan estimate units/ (Existing Properties + City Plan estimate units) X 100 = 4,668/ (4668 + 2,124) x100 4,668/6,792 x 100 = 68.7%
Cost of project to be met by development within zone (% of total project cost)	Project cost x % = £1,308,000 x 0.687% = £898,596
Cost per unit	£898,596/4,668 units expected in the zone = £192.50 per unit

