

This appendix addresses the existing transport contribution zones that relate to legacy sites carried on from LDP 2016 into City Plan or transport actions that have not yet been delivered. This section therefore addresses an interim need to keep a record of the basis for contributions for these interventions up until a time that they have been delivered and contributions spent. See the existing [LDP 2016 Supplementary Guidance on Developer Contributions and Infrastructure Delivery August 2018](#).

Table of Contents

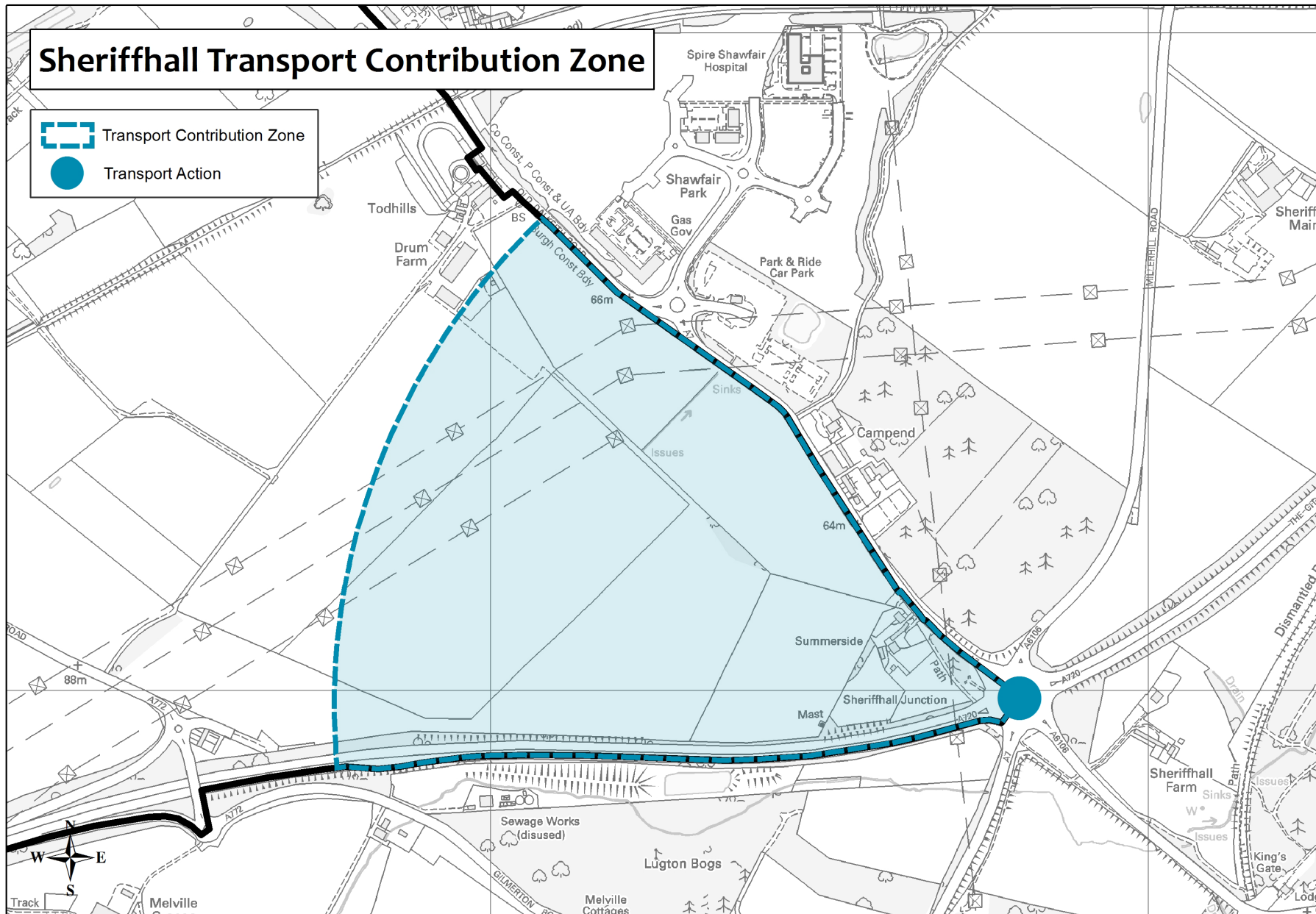
Sheriffhall Junction
Maybury /Craigs Road/Barnton
Gilmerton Crossroads
Burdiehouse
Gilmerton Station Road /Drum Street
Hermiston Park & Ride
Gillespie Crossroads
Lasswade Road/Gilmerton Dykes /Captain's Road

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Name and LDP references	SHERIFFHALL JUNCTION
LDP/City Plan proposals in scope	<p>City Plan proposal R10 in Part 4 Table 9 – Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport</p> <p>LDP Table 9 Proposal T13 Sheriffhall Junction; South East Edinburgh General Development Principles paragraph 128, p65. Sites: HSG 30 HSG 40 HSG 25 (part)</p>
Type of intervention	Cross boundary trunk road junction improvement project led by Scottish Government.
What is the intervention achieving and why is it necessary?	<p>Scheme objectives include improve movement of traffic on the A720, reduce the conflict between strategic and local traffic, addressing the further pressure on the busy junction from planned future development and associated additional traffic.</p> <p>The need for grade separation of the existing roundabout was identified in the 2008 Strategic Transport Projects Review (STPR) and was subject to an options appraisal, with the final preferred option for the scheme identified in 2017.</p>
Origin of the intervention (TA etc)	<p>Sheriffhall is a committed transport intervention in the LDP Transport Appraisal 2013 and an analysis of the impacts of committed schemes on mode share impact on affected corridors. For Sheriffhall it concluded: 'Reduce delay for cross boundary bus services but likely to be attractor to private cars. Impact on East Edinburgh sites but unlikely to increase sustainable travel mode share'.</p> <p>SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017). See also LDP page 66 inserted as a post examination modification: 'Scope of transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1): • Sheriffhall roundabout (T 14)'</p>
Contribution Zone details – size etc	Extent of the contribution zone used a 1km buffer along the road from the Sheriffhall junction for 4km, to vicinity of BioQuarter. This junction is for local and strategic transport, so the relatively large zone reflects the corridor within Edinburgh that it serves.

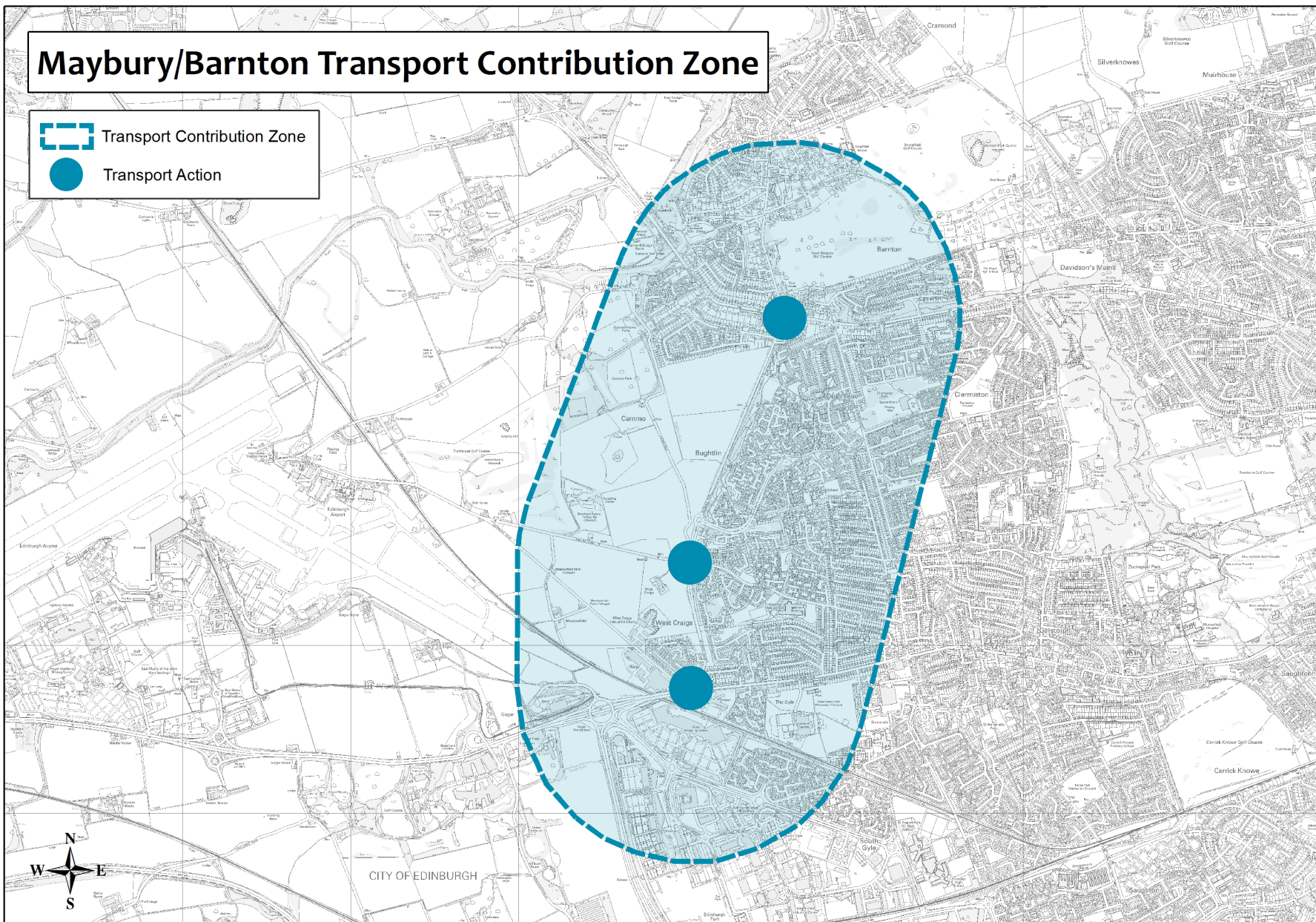
City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Cost / Delivery information	£120m committed from City Region Deal. The ESESCRD Joint Committee ratified their support for the proposed Sheriffhall Roundabout Scheme at their meeting on 3 September 2021. Public Local Inquiry held in 2023 into objections to draft Orders, Report was considered by DPEA and the report issued to Scottish Ministers for their decision.
Status	No contributions towards this action have ever been received.
Circular Tests:	
Necessity	This major junction upgrade is mainly to address pre-existing traffic management issues. New development will benefit, and will mitigate LDP sites in the South East Edinburgh (however scope of transport mitigation was not subject to further assessment – see p66 of LDP).
Planning purpose	Relates to the mitigation of the transport impacts of major development proposals in the South East Edinburgh.
Relationship to proposed development	Development along the A7 corridor will benefit from local improvements on the road network.
Scale and kind	Assessment of impact as per SESplan cross boundary appraisal.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.



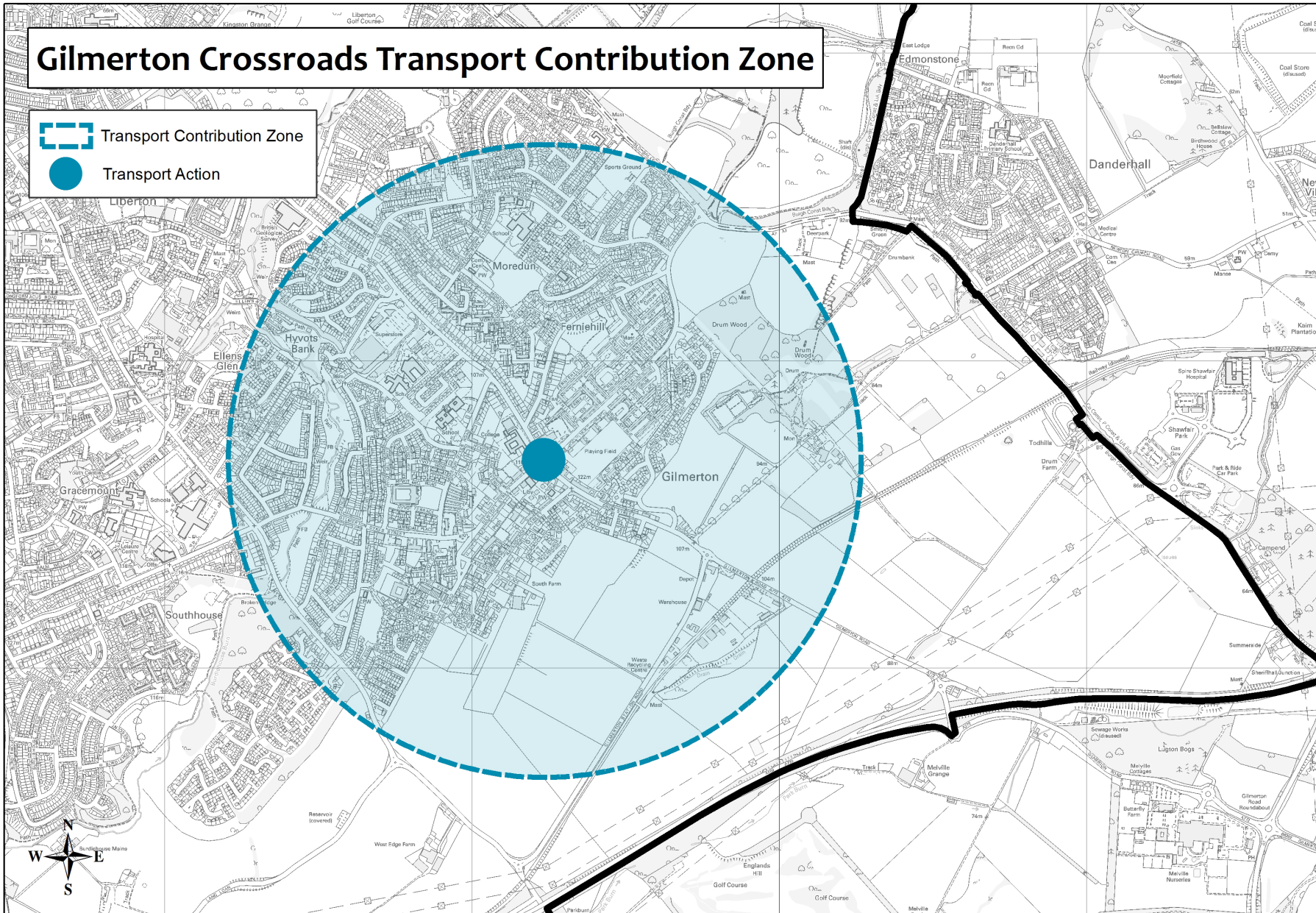
Name of transport intervention and LDP/City Plan references	<p>MAYBURY/BARNTON</p> <p><u>LDP 2016:</u></p> <ul style="list-style-type: none"> • LDP Table 9: Proposal T16 Maybury Junction, T17 Craigs Road Junction and T18 Barnton Junction; • West Edinburgh - General Development Principles paragraph 124, p57; • Maybury and Cammo Site Brief – Development Principles p59-60 <p><u>City Plan 2030</u> Place 16 development principle.</p>
LDP/City Plan proposals in scope	<p><u>LDP Proposals:</u> HSG 19 Maybury, HSG 20 Cammo</p> <p><u>Proposed City Plan:</u> Place 22 Maybury (HSG 19)</p>
Type of intervention	<p>Junction upgrade to increase junction capacity, access, efficiency of traffic signals and also provide bus priority and better provision for active travel.</p>
What is the intervention achieving and why is it necessary?	<p>Addresses the additional road traffic impact on the road network, and demand on the junction by other road users (new public transport services and active travel) and required to mitigate the impact of new housing development.</p>
Origin of the intervention (TA etc)	<p>Appraisal on the road network of development on key corridors in the LDP Transport Appraisal 2013.</p>
Contribution Zone details – size etc	<p>Zone extent uses a 1km radial buffer from the central point of each of the three road junctions. This zone captures a number of LDP housing sites that are accessed from the road that is served by the junctions.</p> <p>The zone takes in the three junctions that the transport appraisal identified for upgrade. These are in the same road corridor.</p>
Cost / Delivery information	<p>Costs are published as estimates in the Action Programme.</p> <p>Apportionment is percentage share using estimated capacity of each relevant site.</p> <p>A delivery programme and design option appraisal is in progress. It will take into account City Plan sites and other relevant transport interventions in the wider West Edinburgh area, including the West Edinburgh Transport Improvement Programme (WETIP).</p>

Status	<p>Contributions have been received and/or secured in signed legal agreements. However, the full action has not yet been delivered, and contributions are still to be paid. It is therefore proposed to retain this contribution zone:</p> <ul style="list-style-type: none"> • Until Maybury site is fully consented. There remains AMC applications to be submitted and/or • In case additional sites come forward in the zone and their impact on the junction project can be assessed.
Circular Tests:	
Necessity	Required to mitigate the cumulative impact of development on the road network (corridor including the junctions in question).
Planning purpose	To ensure development accords with planning objectives of the Plan, does not have an unacceptable adverse impact on road network and delivers improvements to public transport and active travel.
Relationship to proposed development	<p>Pragmatic to make assumption that each housing unit would have a similar impact on all three junctions. The impact of one housing site may be skewed towards the nearest junction. However, cumulatively the impact of all housing sites on the three junctions is taken together the impact is likely to be averaged out. The payment is not by actual individual housing units, but on the land capacity, based on a total estimated housing capacity.</p> <p>NB that contributions need to be secured at the PPP stage where the exact mix is not known to differentiate the impact of types of unit or their specific location within the site.</p>
Scale and kind	Assessment of impact as per LDP TA based on number of housing units.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

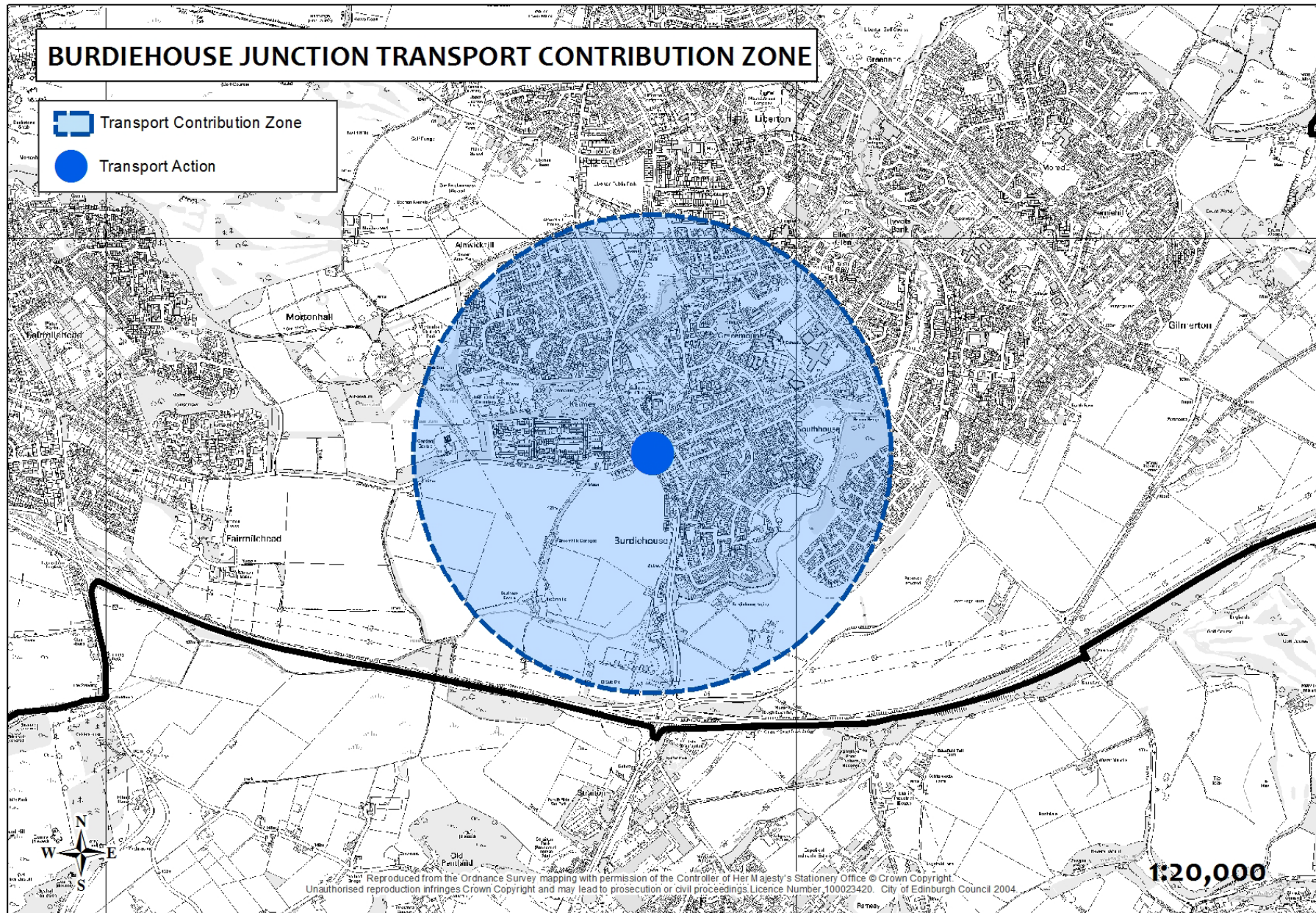


City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Name and LDP references	GILMERTON CROSSROADS
LDP/City Plan proposals in scope	<ul style="list-style-type: none"> • LDP Table 9 Proposal T19: Gilmerton Crossroads; • South East Edinburgh (South) Development Principles paragraph 128, p65. • LDP Transport Appraisal 2013 • Proposal T19 in LDP <p>LDP Sites: HSG 23 HSG 24 HSG 25</p>
Type of intervention	Improvement to a single road junction. Proposal to increase junction capacity based on improved efficiency of traffic signals and to ease congestion and maintain or improve bus priority for north to south traffic.
What is the intervention achieving and why is it necessary?	Required to mitigate the impact of new housing development at Gilmerton Station Road (HSG 24). Assessment of impact as per LDP TA based on number of housing units.
Origin of the intervention (TA etc)	LDP Transport Appraisal 2013
Contribution Zone details – size etc	Zone uses a radial buffer of 1km from the central point of the junction.
Cost / Delivery information	<p>Estimate costs are published in the Action Programme. Apportionment of cost is percentage share using estimated capacity of each relevant site.</p> <p>Delivery by CEC as roads authority using developer contributions, using capital budget or other external sources of funding as required to cover the full cost of delivery.</p>
Status	No further contributions are expected from development within this contribution zone. £693,303 has been paid in for this combined with Gilmerton Station Road/Drum Street junction upgrade (see entry below). This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.

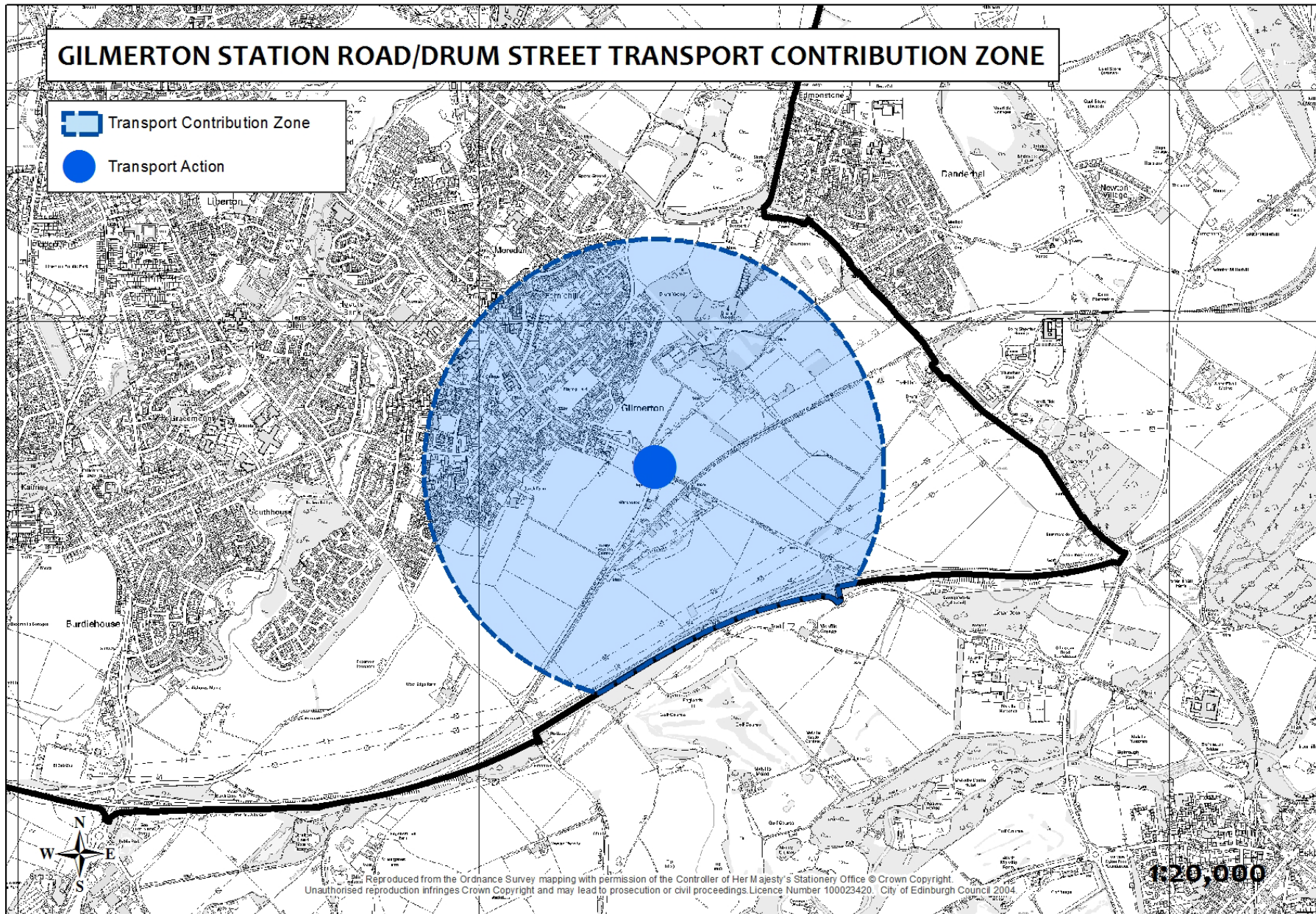


Name and LDP references	<p>BURDIEHOUSE JUNCTION (Kaimes Junction)</p> <p><u>LDP 2016:</u></p> <ul style="list-style-type: none"> • LDP Table 9 Proposal T20 • South East Edinburgh General Development Principles paragraph 128, p65.
LDP/City Plan proposals in scope	Broomhills (HSG21) and Burdiehouse (HSG22) East of Burdiehouse (urban area)
Type of intervention	Junction upgrade
What is the intervention achieving and why is it necessary?	Proposal to increase junction capacity based on improved efficiency of traffic signals to ease congestion and maintain or improve bus priority for north to south traffic. Required to mitigate the impact of new housing development at Broomhills (HSG 21) and Burdiehouse (HSG 22).
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Transport Appraisal 2013 • LDP Transport Appraisal Addendum 2016 – p68 appraised this land which was included in the urban area as a post examination modification.
Contribution Zone details – size etc	Improvement to a single road junction, with a radial buffer of 1km.
Cost / Delivery information	<ul style="list-style-type: none"> • Costs from the Action Programme estimates. • Assessment of impact as per LDP TA based on number of housing units. • Apportionment is percentage share using estimated capacity of each relevant site.
Status	No further contributions expected. Therefore a mechanism for securing developer contributions using a contribution zone is no longer required. This action will remain in the LDP Action Programme until delivered.



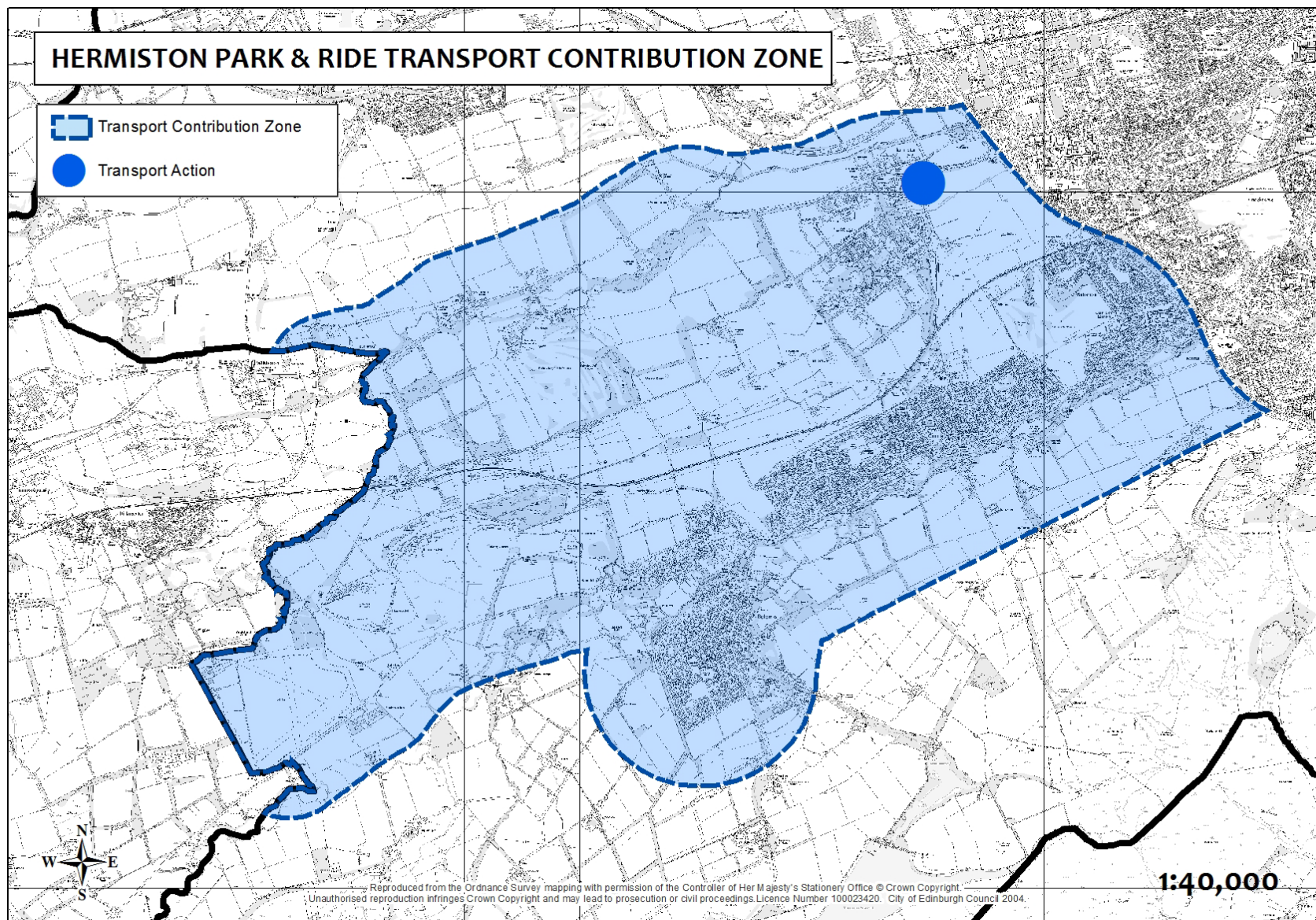
City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Name and LDP references	GILMERTON STATION ROAD/DRUM STREET
LDP/City Plan proposals in scope	Not in LDP. In the LDP transport appraisal 2013 Vol 2 page 56 Sites: HSG 23 HSG 24 HSG 25
Type of intervention	Junction Improvement
What is the intervention achieving and why is it necessary?	Intervention to junction to address additional impact on road network and junction from development.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Transport Appraisal 2013 • Proposal T19 in LDP
Contribution Zone details – size etc	Extent: Improvement to a single road junction, using a radial buffer of 1km.
Cost / Delivery information	<ul style="list-style-type: none"> • Costs from the Action Programme estimates. • Assessment of impact as per LDP TA based on number of housing units. Apportionment is percentage share using estimated capacity of each relevant site.
Status	<p>No more contributions are expected from development. £693,303 has been paid in for this combined with Gilmerton Crossroads junction upgrade (see entry above).</p> <p>This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.</p>



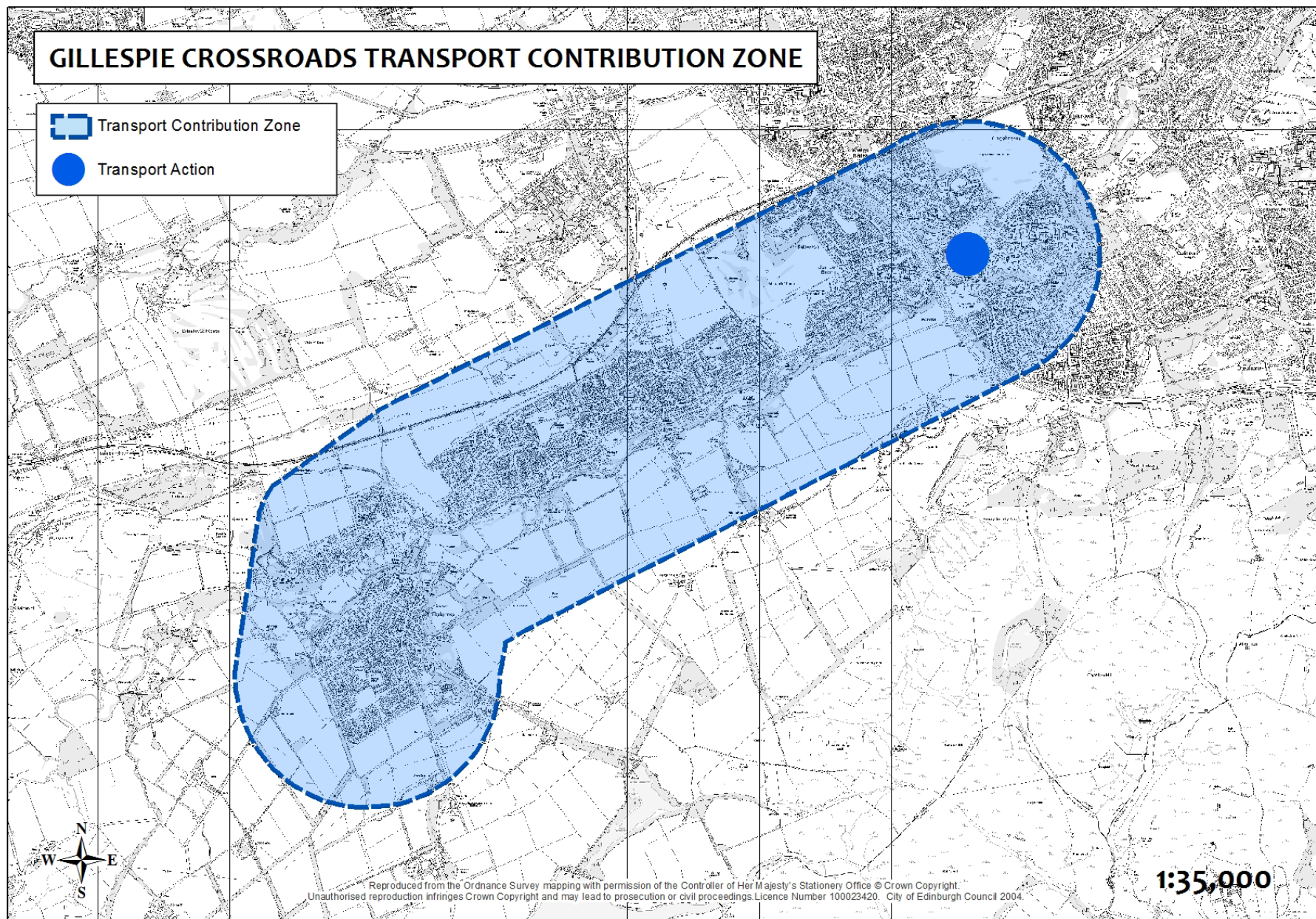
Name and LDP references	HERMISTON Park & Ride
LDP/City Plan proposals in scope	<ul style="list-style-type: none"> • South West Edinburgh Development Principles paragraph 136, p 80; • LDP Policy Tra 6 Park and Ride paragraph 280 Sites: HSG 35 HSG 36 HSG 37 HSG 38
Type of intervention	Extension to an existing park and ride facility
What is the intervention achieving and why is it necessary?	To mitigate the impact of development in the South West corridor on the road network by providing enhanced /alternative access to public transport.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Transport Appraisal 2013 • Page 80 of LDP
Contribution Zone details – size etc	Extent: Area of converging radial commuting routes – see corridor 5 of Corridor 5 of LDP TA Addendum 2016. Identified as a committed intervention that the TA identifies/scopes as a proposed intervention for corridor 5, South West.
Cost / Delivery information	<ul style="list-style-type: none"> • LDP TA appraisal addendum (see for example page 61) assessed impact of development and identified a committed intervention and relevant mitigation. • Total cost of committed intervention estimated as £4.5m • Proportion of this cost was based on the assumption that one in ten houses in new development would require a space in the Park and Ride extension, as follows: • Cost of providing each new P&R space estimated at £10k • 2011 census Currie & Balerno travel to work mode share = 19.2% rounded to 20% • Assumed 50% of those bus trips originate from P&R = 10% • Therefore every 10 residential units in contribution zone should provide 1 space in P&R • Cost per residential unit = £10k / 10 = £1,000 Total capacity of housing estimated as 470 units, resulting in total contribution of £470,000 towards the intervention. Remainder of the cost attributable to the Council.

Status	This action has extant planning permission, but has not been delivered. This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.
---------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Name and LDP references	GILLESPIE CROSSROADS
LDP/City Plan proposals in scope	South West Edinburgh Development Principles paragraph 136, p80 Sites: HSG 31 HSG 35 HSG 36 HSG 37 HSG 38
Type of intervention	Junction Upgrade
What is the intervention achieving and why is it necessary?	Intervention to road network to address additional impact on road network and junction from development.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017). • Page 80 of LDP
Contribution Zone details – size etc	Extent: Road corridor with 1km buffer created along A70 urban area.
Cost / Delivery information	<ul style="list-style-type: none"> • Costs from the Action Programme estimates. • Assessment of impact as per LDP TA based on number of housing units. • Apportionment is percentage share using estimated capacity of each relevant site.
Status	No further contributions are expected from development within this contribution zone. This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.



City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Name and LDP references	LASSWADE ROAD/GILMERTON DYKES/CAPTAIN’S ROAD
LDP/City Plan proposals in scope	Lang Loan Site Brief – Development Principles p69 Sites: HSG 23 HSG 28 HSG 39
Type of intervention	Road junction upgrade
What is the intervention achieving and why is it necessary?	Intervention to junction to address additional impact on road network and junction from development.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Examination Report p508 (identified in TA of planning application granted at appeal) • Page 69 of the LDP
Contribution Zone details – size etc	Extent: Improvement to a single road junction, using a radial buffer of 1km.
Cost / Delivery information	Assessment of impact in LDP TA Addendum 2016: Lasswade Road/Gilmerton Dykes Road/Captain’s Road
Status	The proportionate contributions expected from development have been paid into the Council, and no more development in this contribution zone is expected therefore a mechanism to secure developer contributions is no longer required. This action will remain in the LDP Action Programme until delivered.

