



Transport



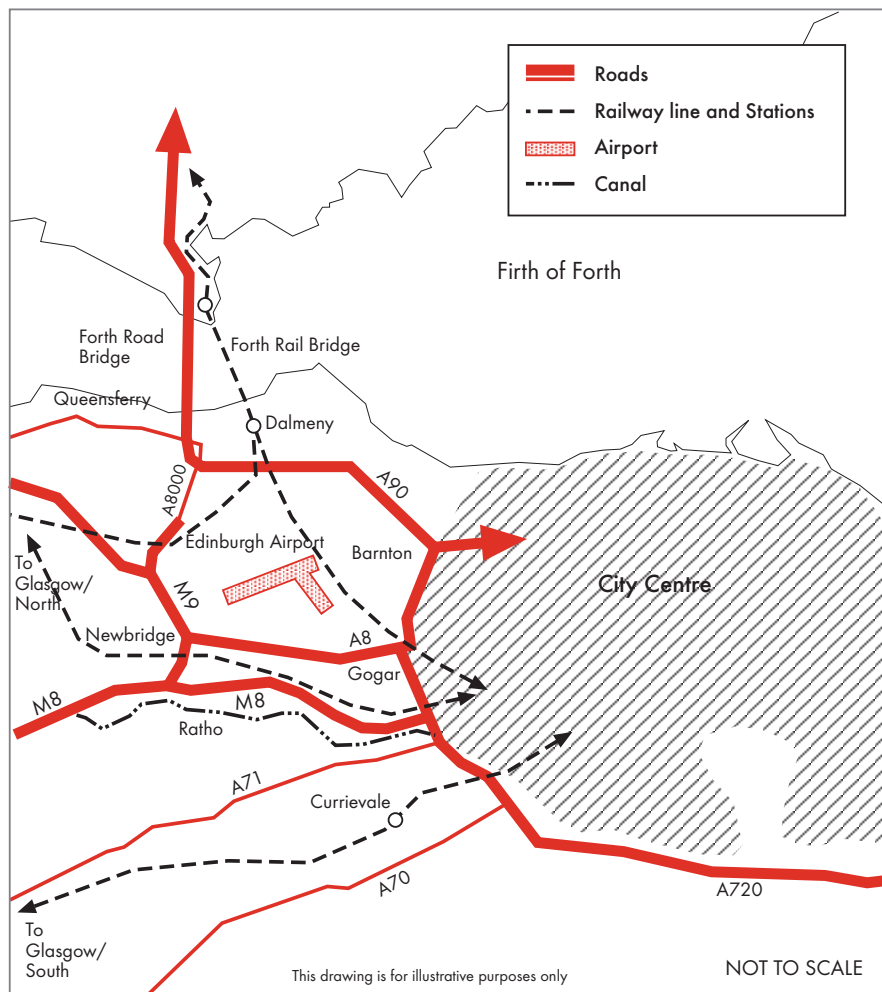
Background

7.1 The Rural West Edinburgh Local Plan area is a key location in the transport network of east central Scotland. Four passenger railway lines pass through as do a number of major roads, all of which provide strategic links between the City and the west and north of Scotland and beyond (see Figure 7.1). A network of local roads supplements the major roads in linking the settlements located in Rural West Edinburgh and providing access from these settlements to the City. Edinburgh Airport is also in the area.

7.2 The local transport network is strongly focused on radial routes into Edinburgh, with poorer north and south links. There are several off-road cycle routes, some of which form sections of the National Cycle Network. Provision is made for pedestrians through both on and off-road footpaths.

7.3 Because of its strategic location, Rural West Edinburgh faces transport issues and problems inseparable from those of urban Edinburgh and Central Scotland as a whole. Road traffic in the Local Plan area has been growing at faster than the average rate for Scotland. Previous transport initiatives in Rural West Edinburgh have helped deal with increasing traffic through new road schemes such as the City By Pass, the M8 Extension and the Newbridge Underpass. Traffic management schemes have been introduced in some settlements, for example Balerno and Kirkliston, in order to reduce the impact of through traffic on environmental quality and residential amenity.

Fig 7.1 : Existing Main Transport Routes and Facilities in Rural West Edinburgh.



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7.4 It is now widely recognised that constructing new roads to accommodate a continued rise in private car use is unsustainable. There is increasing awareness of the need for alternative policies to tackle the growth in car use and reduce associated environmental, safety, economic, health and social impacts. In response to the above, in October 2000 the Council adopted the "On Route" Local Transport Strategy which seeks to reduce car dependency, promote high quality public transport and encourage people to walk and cycle. As well as tackling the growth in car use, the LTS also has an important role in meeting the travel needs of people without access to a car. The challenge in Rural West Edinburgh as elsewhere is to maximise the potential for journeys to be made by bus, foot and cycle. The more dispersed settlement pattern of the area makes this more problematic than within urban Edinburgh. In addition, there is a need to improve public transport linkages between the main urban area of Edinburgh and major traffic generators in the Local Plan area, such as Edinburgh Airport and the Royal Highland Showground.



Edinburgh Airport

7.5 The number of passengers using Edinburgh Airport has increased above the UK average in recent years, a trend which is expected to continue. Work has been completed on a major extension of the airport terminal building to meet the needs of the increased passenger traffic. The airport also accommodates a thriving cargo business, linked to its customs facility. With the

expansion of passenger traffic, the airport has acquired redundant land and property at RAF Turnhouse which has been earmarked for cargo-based airport development. In addition, in August 2002 the Department for Transport published a consultation document "The Future Development of Air Transport in the United Kingdom: Scotland". This document looks at the future of air services and airports in Scotland and across the UK as a whole. Various options have been suggested for the expansion of Edinburgh Airport, a number of which include a second main runway. The government intends to publish a White Paper at the end of 2003. See paragraph 6.12 of the Economic Development and Tourism Chapter.

7.6 Water-based travel along the Union Canal is likely to increase in popularity as a result of the implementation of the Millennium Link project which reopened the canal link between Edinburgh and Glasgow in 2002.

National Context

7.7 In July 1998 the Government set out its "New Deal for Transport" and issued two Transport White Papers, one for the UK and one for Scotland. These were the first major Government policy statements on transport since 1975. Their approach recognised the need to reduce dependence on the private car and improve the alternatives. Both papers contained a wide range of proposals with considerable implications for transport at local and national levels. Local authorities were invited to prepare Local Transport Strategies to take forward the principles set out in the Transport White Papers.

7.8 Following the publication of the Transport White Papers, the Government issued NPPG 17 and PAN 57 on Transport and Planning in April 1999. The NPPG sets out guidance on how the Government's policies for the integration of transport and land use planning should be reflected in the operation of the planning system, and indicates the range of considerations to be addressed when assessing development proposals which may have an impact on transport policy and provision. It outlines a number of transport planning principles aimed at reducing the need to travel, especially by car, which should be incorporated into development plans. Until development plans are reviewed, these principles should be material considerations in the exercise of development control. The PAN provides guidance on the implementation of the NPPG and offers advice on good practice in transport planning.

7.9 The UK National Air Quality Strategy established by the Environment Act 1995 sets out Government policy for improving air quality and sets targets to be met by 2005. Local authorities now have a duty to review and assess air quality and prepare Action Plans for areas where there is an air quality problem. Vehicle emissions contribute directly to poor air quality and recent indicators are that pollution from households is also a significant factor. The Road Traffic Reduction Act 1997 seeks to reduce vehicle emissions through a strategy designed to reduce the amount of vehicular traffic on the roads.

7.10 For some years, the issue of future transport links across the Forth has been debated by the Scottish Executive and other interested parties. The discussions have involved various options including the possible construction of a second road bridge at Queensferry, with associated road links, and improvements to both rail and road-based public transport services. However, the Scottish Executive decided to defer its decision on whether or not to

proceed with a second crossing of the Forth at Queensferry and instead, in December 2002, announced its intention to establish a second crossing at Kincardine. At this time there is no requirement to safeguard any possible routes either for a bridge or for the approach roads at Queensferry, but it should be noted that this option has not been formally abandoned by the Scottish Executive.

7.11 The Scottish Executive's West Edinburgh Planning Framework sets out a vision for west Edinburgh and states that careful long term planning that integrates land use and transport is required in west Edinburgh. This Framework is about safeguarding land to provide for airport requirements and other transport infrastructure and setting the parameters for long-term development potential against that background. It establishes a new rail link to Edinburgh Airport as one of the top priorities for transport delivery. Another priority is the development of an effective modern public transport system. Implementation of the West Edinburgh Tram will play a significant part in achieving this. The vision also requires this local plan to safeguard options for possible new road accesses to the airport in order to ensure there is no detrimental impact to free flow of traffic on the road network, although it recognises the value of implementing public transport schemes first.

Regional Context



Dalmeny Rail Station

7.12 The Finalised Edinburgh and the Lothians Structure Plan strategy, with the exception of the Newbridge/Kirkliston/Ratho core development area, identifies West Edinburgh as an area of restraint because of its Green Belt designation, its high quality landscapes, environmental objectives and existing traffic problems. The Structure Plan transport strategy is an integrated package of measures which complements the land use strategy. It aims to:

- ❑ ensure that the location and design of new development, especially major new development reduces the need to travel by car and encourages the use of public transport, walking and cycling;
- ❑ maximise accessibility for all in the community by foot, cycle and public transport;
- ❑ manage car use through parking policies, particularly by applying development control parking standards in conjunction with public transport improvements;
- ❑ encourage the movement of freight by rail, sea and, where road freight is dominant, along the strategic road network;
- ❑ support transport strategies by safeguarding land for improvements to transport networks and prioritising the provision of new transport infrastructure required to support the development strategy; and
- ❑ ensure that new development caters for its transport needs.

7.13 The Council's "On Route" Local Transport Strategy sets out an overall vision for Edinburgh's transport for the next 20 years and details the Council's policies and proposals for transport in and around Edinburgh in the period to 2004. These objectives are reflected in the transport section of the Structure Plan.

Local Plan Objectives

7.14 The traffic pressures in Rural West Edinburgh make it of strategic transport importance and the Structure Plan therefore includes a number of proposals to improve public transport in the area. The most significant of these is the West Edinburgh Tram. Other proposals include the provision of Park and Ride facilities, improved rail infrastructure and services and traffic management measures.

7.15 This Local Plan seeks to achieve the relevant elements of the Council's transport strategy in the Rural West Edinburgh area. The objectives are:

- ❑ to reduce reliance and use of the private car and maximise accessibility for all, through careful location and design of new development and the provision of dedicated infrastructure to encourage walking, cycling and public transport use;
- ❑ to improve road safety and enhance the quality of the environment, particularly for pedestrians and cyclists through the introduction of appropriate traffic management measures and provision of dedicated infrastructure;
- ❑ to improve public transport linkages between the city and the major traffic generators in Rural West Edinburgh;
- ❑ to encourage the movement of freight by rail wherever possible;
- ❑ to safeguard land for new transport infrastructure where this can be fully justified in strategic terms, while ensuring that adverse environmental impacts will be minimised.

Policies and Proposals

Location and Design of Development

7.16 The location of development can make a significant contribution to the local plan objectives of reducing reliance and use of the private car and maximising accessibility for all. Developments can vary greatly in terms of the intensity of personal travel and the volume and nature of freight traffic generated. For example, office and retail uses are high generators of personal travel, housing generates lower levels, and warehousing results in limited personal travel. Conversely, warehousing generates a lot of freight traffic, where housing generates very little. The local transport strategy framework informs decisions on the location of development, based on an assessment of relative levels of accessibility.

7.17 Development proposals which generate significant levels of personal travel should be located on sites which minimise the need to travel and are easily accessible on foot, by cycle and by existing or planned, regular and frequent public transport services. Development proposals which rely solely on the private car for access are contrary to national, strategic and local transport objectives.

7.18 The Council will seek to ensure that all significant developments are accessible by foot, cycle and public transport as well as private vehicle, but it is recognised that this may not be possible for some developments, particularly in the more remote parts of Rural West Edinburgh. In these cases it may be that other planning considerations, such as the benefits achieved by the restoration of redundant traditional buildings in the countryside for an appropriate alternative use may outweigh any accessibility disbenefit.

7.19 Developments such as mineral and waste management operations and warehousing uses result in limited personal travel and therefore accessibility by foot, cycle and public transport is less important. However, such uses will generate significant levels of freight movements as a result of the transportation of goods and materials. Where possible, such uses should be well located in relation to the rail network and any future waste transfer facilities. It is recognised that in some instances accessibility by rail may not be a feasible option or there may be other planning considerations to be taken into account which outweigh the need for rail accessibility.

POLICY TRA1

Accessibility of Development

Development proposals with the potential to generate significant levels of personal travel should be located on sites which minimise the need to travel and are easily accessible on foot, by cycle and by existing or planned regular and frequent public transport services. Any such proposals which result in development which is only readily accessible by private car and would have no reasonable prospect of being served by public transport will not be permitted.

Developments proposals which would generate significant levels of freight transport will be supported on sites which allow the use of rail for the movement of goods and materials.

The Council will consider exceptions to this policy only where there are specific operational or planning reasons why the terms of the policy cannot be met or are not appropriate, or where there are overall planning benefits to be gained.

7.20 The effect of significant development proposals on the road network, public transport services and cycling facilities can only effectively be assessed through Transport Assessments. In some instances, it may be possible to identify remedial measures which, would let the Council approve an otherwise unacceptable development proposal. Such measures should enable the objectives and targets of the Structure Plan and the Council's local transport strategy relevant to the proposed development to be met, and could include Green Travel Plans for staff, traffic management measures, public transport improvements or providing or improving links to the development for cyclists, pedestrians and people with disabilities. The costs of such measures would be met by the developer and where necessary will be secured through a Section 75 or other legal agreement.

7.21 A Green Travel Plan is a tool for an organisation to manage its transport needs in a way which minimises environmental impact, maximises efficiency and benefits employee health. It should reflect the individual characteristics of different sites and their occupiers. The principal objective of Green Travel Plans is to minimise reliance on the private car by employees and visitors/customers or road based freight transportation. In order to assess whether a proposal is acceptable in terms of meeting sustainable transport objectives, the Council may require the preparation of a Green Travel Plan alongside a transport assessment in respect of large development proposals. Green Travel Plans produced as part of the development control process will be expected to:

- address all significant journey types to any sites which are the subject of development proposals;
- set targets for travel related to the site which are consistent with the Council's transport strategy;
- identify the means by which any targets will be met, to the satisfaction of the Council.

7.22 The Council recognises that many trips will be made by car to access development in Rural West Edinburgh. It is therefore important that in assessing development proposals, consideration is given to traffic implications in terms of road capacity, air quality, road safety and the amenity of local residents. Such considerations are also relevant in relation to proposals involving freight transport.

7.23 It is important that consideration is given to the future traffic generation implications of a proposal and not just the impact when a development is built. In assessing whether a proposal would have an unacceptable impact on the capacity of the existing road network, the Council will require to be satisfied that there would be no reasonably foreseeable problems within 15 years of the opening date of the development. In addition, prospective developers will be required to prove that the proposal will not compromise the ability of the road network to accommodate proposals in approved development plans. Part IV of the Environment Act 1995 requires planning authorities to have regard to local air quality when exercising their planning, transport and pollution control responsibilities.

POLICY TRA2

Transport Impact of
Development Proposals

Development will not be permitted where it would:

- have an unacceptable impact on the capacity of the existing road network to accommodate traffic unrelated to the development;**
- have an unacceptable impact on public transport operations in the surrounding area;**
- have an unacceptable impact in terms of air quality; or**
- have a significant adverse impact detrimental to road safety, residential amenity and walking/cycling.**

POLICY TRA3

Transport Assessment and
Green Travel Plans

A Transport Assessment will normally be required for significant development proposals in order to;

- assess the transport implications for access by non car modes and proposals to improve access;**
- assess the effects on the existing road network and travel system and measures to overcome these; and**
- an analysis of access for people with disabilities and proposals to ensure such access is achieved.**

Where appropriate, the Council will seek developer contributions by means of a Section 75 or other legal agreement, to secure any transport measures necessary to make a proposal acceptable.

Developments likely to generate a significant amount of travel to work will be required to prepare, implement and maintain a Green Travel Plan.

7.24 The Local Transport Strategy has the following objectives for parking provision:

- ❑ to support activity and development in locations which favour the use of sustainable means of transport, especially by managing parking in these locations to ensure adequate short stay parking provision;
- ❑ to minimise the traffic and parking impacts of new development on neighbouring areas;
- ❑ to minimise the surface area taken by parking, particularly in locations where space for other purposes is in high demand;
- ❑ to minimise the incentive to travel by car, particularly in areas where the direct adverse impacts of car use are most severe.

In February 2002 the Scottish Executive issued Draft NPPG 17 Addendum: Transport and Planning Maximum Parking Standards. This now requires councils to prepare their own set of maximum parking standards, and to publish them in their local transport strategies. In the past, parking standards for most developments typically set lower limits on parking provision. The effect of these lower limits is to allow parking provision at levels that provide for, and to an extent encourage, high levels of car use. The general approach adopted in the Council's current standards is to specify ranges of acceptable provision. These set an upper as well as lower limit on parking provision for a particular development. The degree of restriction on parking provision is related to accessibility by public transport and other alternatives to the car. Financial contributions towards projects aimed at encouraging increased use of public transport, walking and cycling, or otherwise reducing the amount of car travel may be required as an alternative to car parking spaces.



The provision of cycle racks

7.25 To encourage walking and cycling, development proposals should provide for the safe movement of pedestrians and cyclists, both within the site and in relation to links to existing cycle routes and footpaths. Car parking, if poorly designed or located, can have a detrimental visual impact on the environment and residential amenity. The appropriate levels of car and cycle parking provision that should be made are established in the Council's parking standards applied throughout the Council area. The Council's car parking standards are an integral component of its transport strategy. The standards are necessarily detailed and will be subject to monitoring and possible revision. They are therefore published in separate supplementary planning guidance.

POLICY TRA4

Provision for Pedestrians, Cyclists and Car Parking in Development Proposals

Development proposals should make specific provision for the needs of cyclists and pedestrians and provide convenient and safe access to existing or proposed cycle and footpath networks, where practicable.

Provision for car and cycle parking should be made in all development proposals in conformity with the Council's approved standards. Car parking should be sited and designed to minimise impact on visual and residential amenity and to take into account community safety.

Traffic Management

7.26 Traffic management measures have been introduced in Rural West Edinburgh to keep traffic moving safely and efficiently, giving priority where possible to public transport, pedestrians and cyclists. The term "traffic management measures" covers a wide range of schemes, including traffic calming, bus priority lanes, pedestrian crossing facilities, car parking provision, and directional signing amongst others. Throughout the local plan area, the Council will support appropriate traffic management measures, in particular in order to improve road safety, discourage through-traffic and improve the quality of the environment for pedestrians and cyclists. Developers will be expected to place greater emphasis on traffic calming and road safety in new development proposals. Traffic management measures should not impede the movement of cyclists, public transport vehicles or the emergency services. In addition, it is important that traffic management proposals are not undertaken at the expense of environmental quality. To assist in this, the Council has adopted the "Edinburgh Streetscape Manual" which includes a methodology and recommendations on good design practice. Where it is appropriate, given the significance of a traffic management scheme, the views of the general public, businesses, service providers and the wider community will be considered.

POLICY TRA5

Traffic Management

The Council will support traffic management measures which seek to create a safe and attractive environment, particularly in town and village centres and residential areas. Proposals should incorporate high design standards and use good quality materials. The needs of pedestrians, cyclists and people with mobility difficulties, and the impact of proposals on public transport and emergency services should be specifically addressed.

Cycling and Walking

7.27 The promotion of walking and cycling, as the most sustainable forms of transport, is one of the key objectives of the Council's transport strategy. Existing footpaths and cycle routes should therefore be protected and where possible enhanced.

7.28 In addition, the structure plan identifies former rail alignments as representing a valuable asset, because of their potential for renewed use for rail transport. Former railway lines will therefore be safeguarded in recognition of their potential for future cycle and pedestrian routes, including the route forming part of the Millennium Canal Link. The Council supports the creation of a strategic network of routes and will seek to identify opportunities to complete such a network (see Policy E26).

POLICY TRA6

Routes for Cyclists and Pedestrians

The Council will support the development of a comprehensive network of cycle and pedestrian routes, including on-road provision and off-road cycleways and footpaths. Existing routes and former railway lines will be safeguarded to protect the potential for a return to rail use, including the construction of stations and accesses, as well as re-use as walkways/cycleways. Proposals to complete missing links in key routes will be supported.

Public Transport

7.29 National, strategic and local transport policies give high priority to improving the level and quality of public transport services and facilities in order to increase their use. The Structure Plan promotes a number of significant public transport proposals in Rural West Edinburgh. These are outlined in detail in Policy TRA 8 and the Schedule of Transport Proposals at the end of this Chapter.



Curriehill Rail Station

7.30 A key objective of the Local Plan is to reduce reliance on the private car and maximise accessibility for all, including through the provision of dedicated infrastructure to encourage public transport use. The Council is progressing the West Edinburgh Tram system, as well as providing two new park-and-ride sites at Ingliston and Hermiston. It has also introduced bus priority on the A90. The introduction of quality public transport facilities at accessible locations in Rural West Edinburgh can play an important role in encouraging commuters and visitors to park their cars outside the City and continue their journey by public transport. This should ease traffic congestion and encourage travel by means other than the private car. The Local Plan therefore generally supports new or improved high quality car parking facilities where associated with park-and-ride facilities at rail stations or with frequent high quality bus services.

7.31 There are currently two rail stations located within the Rural West Edinburgh area, one at Dalmeny and the other at Curriehill. Both of these play an important role in providing public transport links between the local plan area and the city centre in particular. The car park at Curriehill Station is currently underused, which may in part reflect concerns regarding personal and vehicle security. Scotrail is encouraged to introduce security measures such as CCTV in order to promote greater use of this station, particularly by commuters.

POLICY TRA7

Public Transport

Development proposals should be laid out and designed to allow public transport to be as accessible as possible. The Council will support proposals to improve the level and quality of public transport facilities and services throughout the Local Plan area. It will also support proposals for new or improved high quality car parking facilities associated with rail stations or linked to high quality bus services, provided these are consistent with the Council's Local Transport Strategy and Policy TRA3.

Transport Proposals

7.32 The Edinburgh and the Lothians Structure Plan requires the Local Plan to safeguard land for a number of strategically significant transport schemes in Rural West Edinburgh. The schemes include major public transport proposals and two park and ride facilities, which are being given priority within the Council's Local Transport Strategy. The schedule at the end of this chapter provides details of all ten Local Plan transport proposals. Some of these schemes are in the control of the Council, others depend on the Scottish Executive or others for implementation. As some of the proposals are still subject to on-going studies to determine their final route/location it is not possible to show them all on the Proposals Map. However, when detailed schemes have been agreed, the Council will still safeguard land for these proposals where necessary to enable these schemes to be implemented.



Park-and-ride site at Ingliston

7.33 The Council expects that the transport proposals T1 - T4 will be implemented within five years of the adoption of the plan. National and strategic planning guidance emphasises the need for the integration of policies for land use and transport and co-ordinated public transport initiatives to reduce car usage. Proposals T1 for a West Edinburgh Tram and T2 for park-and-ride facilities are part of this framework. The proposed tram route will link the city centre to Newbridge, via Edinburgh Park, The Gyle, Gogarburn and Edinburgh Airport. It is expected that the system will be operational as far as Newbridge by 2009. Further extensions have strategic support including Livingston and Queensferry via Kirkliston and will be investigated and safeguarded as appropriate at later phases. The tram scheme will be complemented by a park-and-ride facility at Ingliston. The detailed tram line is still being developed; when the Council has agreed a final alignment, this will be safeguarded and this Plan will be modified accordingly. Proposal T11 is to safeguard land for a route for a guided busway from the proposed park-and-ride facility at Ingliston (Proposal T2) to Gogar Roundabout. This could link with the WEBS scheme and allow access from the Airport and Ingliston via Edinburgh Park, the Gyle and the City Centre. However, this safeguard is a contingency measure and the section of guided busway would only be developed in the event that proposal T1 for the West Edinburgh Tram was not implemented. Full Parliamentary approval for the busway was granted in July 1998 through the City of Edinburgh (Guided Busways) Order Confirmation Act 1998.

7.34 Structure Plan Policy TRAN1 requires the safeguarding of five bus-based park-and-ride sites in Edinburgh; two of these are in this local plan area. The identified sites at Ingliston and Hermiston lie within this Local Plan area and are in the Green Belt. As a result, proposals must incorporate extensive

landscaping in order to minimise visual intrusion on the character of the Green Belt. A site to the east of Eastfield Road and Ingliston has recently received outline planning permission for a park-and ride facility. This is shown on the Proposals Map.

7.35 In association with the Hermiston park and ride site, it is proposed to dual the section of the A71 between the Edinburgh City Bypass and Riccarton Mains Road, improve the junction between the A71 and Riccarton Mains Road and realign the latter (Proposal T3).

7.36 Consultants appointed by the Scottish Executive are looking at options for providing a railway station at Edinburgh Airport including a tunnel link. An alternative means of serving the airport would be to provide surface rail links, connecting to main lines by chords from the airport station. In this case the Dalmeny Chord would permit trains to the west of Scotland to serve the new station. However, in the meantime it is considered prudent to continue to safeguard alternative means of rail access to the airport, including a station at Turnhouse or Gogar with a surface link to the airport. Therefore, the Council supports the implementation of Proposals T4, T5 and T6 in order to improve public transport services in and through the Rural West Edinburgh area. Proposal T5 will be safeguarded, unless other rail links to Edinburgh Airport which would sever the safeguard proceed. In addition, the Council supports the principle of a railway station at Newbridge although the feasibility of establishing a station will depend in part on the final option selected for the Airport rail station. This plan safeguards two possible station sites at Newbridge for this purpose.

7.37 Proposals T7 and T8 relate to road construction and improvement schemes in Rural West Edinburgh which are being reviewed by consultants commissioned by the Council in the context of the Local Transport Strategy. The Local Plan will safeguard land for these proposals and show them on the Proposals Map until such time as they are implemented or a formal decision is taken to abandon them.

7.38 Proposal T9 (A8000 Road Improvement Scheme) is a Structure Plan scheme but following the Government's 1999 Strategic Roads Review, it is no longer being promoted by the Scottish Executive. Instead, it has been remitted to this Council to consider whether to implement the scheme, in conjunction with neighbouring authorities and other interests. In April 2000, the Council's Transportation Committee agreed to approve an alignment for the new road and to recommend to Planning Committee that land for the scheme be safeguarded in the Rural West Edinburgh Local Plan.

7.39 The scheme approved is for a new off-line, dualled road linking the A90 with the M9. The new road runs through the Green Belt from north of Kirkliston and joins the A90 at a major new interchange, to the east of the Echline roundabout. The scheme also involves widening the A90 to six lanes between the new interchanges and the Forth Road Bridge. The safeguarded road corridor is shown on the Proposals Map.

7.40 Proposal T10 reflects the requirements of the WEPF and the Structure Plan which seeks to maintain the free flow of traffic on the motorway and trunk road network possibly through the enhancement of the road network.

POLICY TRA8

Transport Proposals

Land is safeguarded for the following public transport proposals (T1 - T6) in order to reduce car usage, improve public transport provision and ease traffic congestion:

- T1: West Edinburgh Tram (Edinburgh City Centre - Edinburgh Park - Gogarburn - Edinburgh Airport - Newbridge with extensions to Queensferry and Livingston; (alignments to be established)
- T2: Park and Ride Facilities at Ingliston and Hermiston;
- T3: A71 (Eastern section) and Riccarton Mains Road junction improvements;
- T4: Edinburgh Airport Rail Stations;
- T5: Dalmeny Chord rail link;
- T6: Newbridge rail station safeguards.

Land is also safeguarded for the following roads proposals:

- T7: Currie Bypass;
- T8: Upgrading of A71 to west of Riccarton Mains road junction; (currently under review)
- T9: A8000 road improvement scheme;
- T10: Edinburgh Airport Road Links.

Land is also safeguarded for a guided busway:

- T11: City of Edinburgh Guided Busway. (Edinburgh Airport to Gogar Roundabout)

7.41 The Council will minimise the impact of transport schemes on the built and natural environment. It is important that consideration is given to alignment, siting and design in order to reduce the impact of proposals on visual, rural and residential amenity and on areas of nature conservation value. In addition, many of the transport proposals are in the Green Belt. The Local Plan supports these in principle as justified exceptions to Green Belt policy. However, it is essential that the impact on Green Belt objectives is minimised; effective noise mitigation measures should be incorporated, and substantial high quality screening and landscaping will be an essential component of all proposals. To address these issues, an Environmental Statement may be required as part of a planning application or Notice of Intention to Develop.

POLICY TRA9

Environmental Impact Of Transport Proposals

The Council will seek to minimise the impact of transport proposals on the environment. Careful consideration will be given to the proposed alignment, noise mitigation, siting, and design. Adequate levels of high quality screening and landscaping must be provided.

Schedule of Transport Proposals

Proposal Ref.	Proposal	Provider	Comments
T1	West Edinburgh Tram (Edinburgh City Centre-Edinburgh Park-Gogarburn-Edinburgh Airport-Newbridge with extensions to Queensferry and Livingston).	CEC/Private	Corridor safeguard to be established. It is anticipated that this service will be operational to Newbridge by Spring 2009.
T2	Park and Ride facilities at Ingliston and Hermiston.	CEC/Private	Both sites will be served by public bus services initially. The Ingliston site will also be served by the West Edinburgh Tram.
T3	A71 (eastern section) and Riccarton Mains Road junction improvements.	CEC	These improvement works will be undertaken in association with the Hermiston Park and Ride site.
T4	Edinburgh Airport Rail Station (including safeguarded stations at Turnhouse and Gogar) and associated links.	SE/Rail Operators/Airport Operator	Further consideration will be given to which of these locations is the most appropriate to facilitate access to the airport by rail.
T5	Dalmeny Chord rail link.	Network Rail/Strategic Rail Authority	The proposed cord should allow increased use of the rail network for freight and passenger trains.
T6	Newbridge Rail Station.	CEC/Rail Operators/Strategic Rail Authority	Details of proposal to be finalised. 2 potential station locations are safeguarded.
T7	Currie Bypass	CEC	Scheme subject to review
T8	Upgrading of A71 to west of Riccarton Mains Road junction.	CEC	Scheme subject to review

Proposal Ref.	Proposal	Provider	Comments
T9	A8000 road improvements.	CEC and others.	Alignment approved. Detailed scheme under development.
T10	Edinburgh Airport road links.	SE	Further consideration will be given to which road links are most appropriate.
T11	City of Edinburgh Guided Busway (Edinburgh Airport to Gogar Roundabout).	CEC/Private	Guided busway safeguarded route

Note: CEC = The City of Edinburgh Council; SE = Scottish Executive