

Policy and Sustainability Committee

10.00am, Thursday, 9 July 2020

Trams to Newhaven: Developed Design and Commencement of Statutory Procedures for Traffic Regulation Orders

Executive/routine Wards Council Commitments	Executive City Centre, Leith Walk, Leith, Forth 16, 17, 18, 19, 22
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1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes the developed design for the Trams to Newhaven scheme;
 - 1.1.2 notes that the implementation of the Traffic Regulation Orders (TROs) are fundamental to both the design of the tram scheme and its operation; and
 - 1.1.3 approves the commencement of the statutory procedures for the necessary TROs.

Paul Lawrence

Executive Director of Place

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2. Executive Summary

- 2.1 On [14 March 2019](#) the Council approved the terms of the Final Business Case for the Tram to Newhaven Project. The project completes the tram line to Newhaven from the existing temporary terminus at York Place.
- 2.2 As part of the development of the Final Business Case detailed final road designs were developed, and an extensive period of consultation was undertaken. Final designs were costed, and both the designs and the costings were used for the basis of the Final Business Case.
- 2.3 The Final Business Case noted that the final designs would be subject to TROs. This report briefly summarises the justification for the Orders, outlines the Orders' process and recommends commencing the statutory procedures.

3. Background

- 3.1 The Edinburgh Tram to Newhaven project completes Line 1a of the Edinburgh Tram Network, which was part of Line One originally approved by the Edinburgh Tram (Line One) Act 2006.
- 3.2 The project forms part of the city-wide objectives to deliver high capacity public transport where it is needed most, linking places where people live, with employment and other opportunities along the current tram line.
- 3.3 It also promotes active travel, with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use by providing a high quality public realm and improving local air quality.
- 3.4 Following the development of a Final Business Case prepared in accordance with Transport Scotland guidance, approval was given to commence the project in March 2019. As part of the presentation of the Final Business Case designs were presented to Council detailing the final on street design of the tram corridor, following a period of extensive consultation on the design.

- 3.5 Limited minor alterations have been made to the design, though the underlying design principles are unchanged.

4. Main report

- 4.1 The project has now reached completion of the on-street design for the tram corridor. A plan showing the route of the scheme is attached as Appendix 1.
- 4.2 For the tram line to be constructed and operational, the design must incorporate several changes to the road network and footways along the length of the proposed route. To make these changes TROs are needed.
- 4.3 There are two types of TRO proposed:
- 4.3.1 Waiting Orders – These set out the rules relating to waiting and loading restrictions and are required along lengths of the route to ensure primarily that both trams and general traffic can move unimpeded; and
- 4.3.2 Moving Orders - These impose traffic restrictions such as public transport lanes, road closures and prohibition of turns.

The Statutory Process

- 4.4 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 as amended, set out the process to be followed when a local authority promotes a TRO under the Road Traffic Regulation Act 1984.
- 4.5 The Local Authorities' Traffic Orders (Procedure) (Scotland) Amendment Regulations 2008 amended the 1999 Regulations to take account of situations where traffic measures are to be made "in connection with matters already authorised by a Private Act of Parliament". The amendment recognised the need to improve the statutory procedure to allow authorities to manage the promotion of TROs more effectively and more efficiently in such special circumstances. This amendment removed the requirement to hold a mandatory public hearing of objections, in specified circumstances, but did not remove the ability to hold a discretionary hearing.
- 4.6 The next stage of the project is to advertise the TROs that are required to make the changes proposed. The statutory procedures for the Traffic Orders will include a further public consultation. This will be publicised using the following measures, to ensure awareness of the planned changes and how to comment or formally object to them:
- 4.6.1 online publication of the Orders via the Council's Traffic Orders webpage;
- 4.6.2 advertisement in local newspapers;
- 4.6.3 notification to people on the project's mailing list;
- 4.6.4 notification of the consultation on the project's website; and

4.6.5 leafleting of all residents and businesses along the route, notifying them of when and how to respond.

5. Next Steps

- 5.1 Commence the process as set out above and invite comments and objections before bringing a further report to the relevant Committee.
- 5.2 Thereafter, to continue with construction and to deliver the project in line with the approved Order and the wider project delivery.

6. Financial impact

- 6.1 The project was allocated £207.3m as part of the final business case presented to Council on 14 March 2019. The cost of the Order processes has been allowed for within this budget.

7. Stakeholder/Community Impact

- 7.1 The developed design has been informed by two rounds of public consultation.

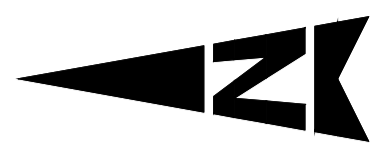
8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - Scheme Route Plan.

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Millimetres



DO NOT SCALE

KEY:
TRAM RAIL ROUTE

P01	10.06	FIRST ISSUE	MG	KA	SM
Rev.	Date	Description	Org/Chk'd	App'd	Aut'd
Drawing Status					Suitability
FOR INFORMATION					S2

ATKINS
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EDINBURGH
 THE CITY OF EDINBURGH COUNCIL

Project Title
 EDINBURGH TRAM
 YORK PLACE TO NEWHAVEN

Drawing Title
 TRAFFIC REGULATION ORDER
 KEY PLAN

Scale	NTS	Originator	Checked	Approved	Authorised
Original Size	A1	Date	Date	Date	Date
Drawing Number	5149899-ATK-ETE-DRG-HW-10015	Revision	P01.1		