

# Transport and Environment Committee

10.00am, Thursday, 28 January 2021

## Trams to Newhaven: Commencement of Statutory Procedures for Traffic Regulation Order

Executive/routine Wards Council Commitments	Executive City Centre, Leith Walk, Leith, Forth <a href="#">16, 17, 18, 19, 22</a>
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### 1. Recommendations

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- 1.1 It is recommended that 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;
  - 1.1.3 notes that a review of major junctions to prioritise vulnerable road user safety in the city is to commence;
  - 1.1.4 approves the commencement of the statutory procedures for the TRO necessary to ban the left hand turn from Leith Walk to London Road.

**Paul Lawrence**

Executive Director of Place

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## Trams to Newhaven: Commencement of Statutory Procedures for Traffic Regulation Order

### 2. Executive Summary

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- 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 Since approval was given, the junction design has been reviewed for London Road to test whether a different approach could better protect vulnerable road users by providing a single phase crossing which optimises pedestrian and cyclist safety without increasing saturation at the junction. The outcome of these was successful however to do so a ban stopping the left turn from Leith Walk to London Road would be required.
- 2.4 Therefore, approval is sought to make such an order and to commence the associated statutory process.

### 3. Background

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- 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 Those designs were updated and approval was given to commence the statutory process for a TRO on [23 July 2020](#). That statutory consultation commenced on 28 July 2020.
- 3.6 Since approval was given the junction design at London Road has been reviewed, taking account of the forthcoming review of major junctions, and a different approach has been tested to best protect vulnerable road users.
- 3.7 The design submitted to Policy and Sustainability Committee on 23 July 2020 proposed a two phase crossing at the junction of London Road and Leith Walk.

## 4. Main report

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- 4.1 The junction design at London Road has been reviewed to determine if a single phase crossing could be provided, to optimise pedestrian and cyclist safety but which does not result in high levels of saturation at the junction.
- 4.2 Traffic modelling has been undertaken to understand the impact of this change and predicted that saturation at the junction would increase from 80% to over 90%.
- 4.3 However, in order to ensure that the junction saturation remains within acceptable bounds, banning a left turn from Leith Walk onto London Road would reduce saturation to below 80% again.
- 4.4 Traffic counts were undertaken to understand the volume of vehicles using the left turn from Leith Walk. In the morning peak (08:00-09:00), 52 vehicles turn left from Leith Walk with a further 27 turning from Elm Row. In the evening peak (17:00-18:00) it is 102 plus 32.
- 4.5 Therefore, it is proposed that this movement be banned, with vehicle users who wish to travel westbound on London Road from Leith Walk driving to Picardy Place, and then turning right at London Road. The junction design is shown in Appendix 1.
- 4.6 To do so, however, a Traffic Regulation Order (TRO) would be required.

### **The Statutory Process**

- 4.7 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.
- 4.8 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.

- 4.9 The next stage is to advertise the TRO that is required to make the change proposed. The statutory procedures for the Traffic Order will include a 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:
- 4.9.1 online publication of the Orders via the Council's Traffic Orders webpage;
  - 4.9.2 advertisement in local newspapers;
  - 4.9.3 notification to people on the project's mailing list;
  - 4.9.4 notification of the consultation on the project's website; and
  - 4.9.5 leafleting of all residents and businesses along the route, notifying them of when and how to respond.

## **5. Next Steps**

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- 5.1 If Committee approves the recommendations of this report, the process as set out above would commence. Once the statutory process is complete, a further report will be presented 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**

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- 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 can be contained within this budget.

## **7. Stakeholder/Community Impact**

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- 7.1 Discussions were held with the ward councillors on the proposal. Feedback was sought of the impact of this change on surrounding area, principally focussed on west to east movement across the city. Further modelling has been sought and been provided to the ward councillors.

## **8. Background reading/external references**

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- 8.1 None.

## **9. Appendices**

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### **9.1 Appendix 1 - Scheme Route Plan**



0 10 100  
Millimetres

DO NOT SCALE

NOTES:

1. TOPOGRAPHICAL SURVEY PROVIDED BY THE CITY OF EDINBURGH COUNCIL DATED MARCH 2018, SUPPLEMENTED BY HISTORICAL OS TILES.
2. THE TRO DRAWINGS ARE REPRESENTATIVE OF THE TRAFFIC ORDERS ONLY.
3. THE TRO DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE APPLICABLE TRO SCHEDULES.
4. MEASURES INDICATED ON THESE PLANS AS BEING OUT WITH THIS TRAFFIC ORDER ARE INDICATIVE ONLY AND WILL BE DEVELOPED SEPARATELY BY THE CITY OF EDINBURGH COUNCIL.

KEY

GENERAL

- BIN STORES
- TAXI RANK
- PEDESTRIAN PRIORITY CROSSINGS
- PROPOSED KERB LINE

MEASURES INCLUDED IN THIS TRAFFIC ORDER

- NO WAITING AT ANY TIME / NO STOPPING AT ANY TIME / NO LOADING AT ANY TIME
- NO WAITING / NO LOADING AT TIMES SHOWN IN SCHEDULES
- PARKING BAYS AT TIMES SHOWN IN SCHEDULES
- LOADING BAYS AT TIMES SHOWN IN SCHEDULES
- LIMITED WAITING MON-SAT 7:30AM-6:30PM 4 HOURS, NO RETURN WITHIN 2 HOURS

MEASURES NOT INCLUDED IN THIS TRAFFIC ORDER

- PARKING BAYS (SEE NOTE 4 ABOVE)
- LOADING BAYS (SEE NOTE 4 ABOVE)
- DISABLED BAYS (SEE NOTE 4 ABOVE)

P06	14/03/18	ADDING EDINBURGH SAINT JAMES DESIGN	GK	JR	KC	SL
P07	04/04/18	ADDING EDINBURGH SAINT JAMES DESIGN	GK	SL	SM	SL
P08	19/11/18	ADDING EDINBURGH SAINT JAMES DESIGN	GK	JR	KC	SL
P09	12/02/19	ADDING EDINBURGH SAINT JAMES DESIGN	MM	JR	KC	SM
P10	30/04/19	FOR REVIEW AND COMMENT	CC	JR	KC	SM
P11	12/06/20	FOR REVIEW AND COMMENT	MG	KA	SM	AG
P12	22/06/20	TRO FINALISED FOR ISSUE	MG	KA	SM	AG
P13	16/07/20	TRO FINALISED FOR ISSUE	EG	SS	SM	AG
P14	09/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	AG	KA	SS
P15	10/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	KA	SS	AG
P16	14/09/20	WASTE MANAGEMENT AND CYCLEWAY UPDATES	DC	SS	SM	AG
P17	17/12/20	LONDON RD JUNCTION / CYCLE LAYOUTS	DC	KA	SS	AG
Rev.	Date	Description	Org	Chk'd	App'd	Auf'd

Drawing Status	Suitability
FOR INFORMATION	S2

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Client

• EDINBURGH •  
THE CITY OF EDINBURGH COUNCIL

Project Title

EDINBURGH TRAM  
YORK PLACE TO NEWHAVEN

Drawing Title

PROPOSED  
TRAFFIC REGULATION ORDERS  
SHEET 14 OF 14

Scale	1:500	Originator	DC	Checked	KA	Approved	SS	Authorised	AG
Original Size	A1	Date	17/12/20	Date	17/12/20	Date	17/12/20	Date	17/12/20
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Proposed layout  
1:500