

The City of Edinburgh Council

10.00am, Thursday, 9 February 2023

Motion by Councillor McVey – Tram Extension

Executive
Wards
Council Commitments

All

1. Recommendations

- 1.1 It is recommended that the Council:
- 1.1.1 Notes the progress being made on the development of a Strategic Business Case for a Granton Waterfront to Edinburgh BioQuarter Mass Rapid Transit;
 - 1.1.2 Notes that Transport Scotland published their final Strategic Transport Projects Review (STPR2) report on [8 December 2022](#). This recommends that an Edinburgh and South East Scotland Mass Transit proposition be developed;
 - 1.1.3 Notes the close alignment between the Council's City Mobility Plan and STPR2;
 - 1.1.4 Notes Transport Scotland have commenced the development of a STPR2 Delivery Plan which will set out the immediate funding priorities; and
 - 1.1.5 Notes discussions between Transport Scotland, the Council and Regional Partners continue to help inform the final STPR2 Delivery Plan.

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Report

Motion by Councillor McVey – Tram Extension

2. Executive Summary

- 2.1 This report responds to an adjusted motion by Councillor McVey, which was approved by the Council on 25 August 2022. The report provides an update on Transport Scotland's Strategic Transport Projects Review (STPR2) report and outlines the progress being made on the development of a Strategic Business Case for the Granton Waterfront to Edinburgh BioQuarter Mass Rapid Transit.

3. Background

- 3.1 This report has been prepared in response to an adjusted motion by Councillor McVey, which was approved by the Council in [August 2022](#). The approved motion:
- 3.1.1 Noted the work of the team in delivering Trams to Newhaven, keeping the project on track in the most difficult of circumstances. To note successful delivery of this project being able to weather the circumstances of the last 3 years was due to the approach approved by Council with the right governance controls, the right team and collaborative approach, prudent business planning and straightforward communication with local residents and businesses;
 - 3.1.2 Noted the importance of public confidence in the delivery of such a major infrastructure scheme and note the June 29th 2022 "Elected Member Briefing Note - Trams to Newhaven Project" which set out a holistic response giving assurance on issues relating to recent media reports and requested that this information was set out in a full update report on the project be brought to Transport and Environment Committee in once cycle to set out the projected timeline, costs and any other relevant issues for Councillors and residents;
 - 3.1.3 Noted further that 2 further extensions were planned within the City Mobility Strategy and agreed of the importance of progressing these to ensure Granton Waterfront and Bioquarter could deliver new communities, much-needed housing and job opportunities in the most sustainable way possible;
 - 3.1.4 Agreed that, by January 2023, officers would bring forward next steps to Council to progress these projects, including information for Councillors on light rail's inclusion in the Scottish Government's "Strategic Transport

Projects Review 2" which opens significant opportunities of national funding to support the delivery of these extensions;

- 3.1.5 Noted that, as a key part of national transport infrastructure, this project was already part of Phase 1 of the Strategic Transport Projects Review 2 (STPR2), and a decision was due on Phase 2 in the autumn. To further note that inclusion in Phase 2 was expected to unlock Scottish Government funding to help develop the business case which must be robust if the project was to progress as part of STPR2; and
- 3.1.6 Agreed that encouraging modal shift from cars to public and active transport was fundamental to securing Edinburgh's economic prosperity and improving the wellbeing of residents.

Second Strategic Transport Projects Review (known as STPR2)

- 3.2 In [2019](#), Transport Scotland commenced the second Strategic Transport Projects Review (known as STPR2), following publication of the first review in 2008.
- 3.3 STPR2 will help deliver the vision, priorities and outcomes that are set out in the second [National Transport Strategy \(NTS2\)](#).
- 3.4 STPR2 informs transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations to Scottish Ministers.
- 3.5 STPR2 aligns with other national plans such as the Climate Change Plan and the [Fourth National Planning Framework](#) (NPF4) and is a strong fit with the Council's [City Mobility Plan](#).
- 3.6 During the first part of 2022, a statutory consultation provided stakeholders and members of the public with the opportunity to comment on STPR2. Feedback from this consultation has been used to finalise the STPR2 and its 45 recommendations.

North/South Mass Rapid Transit Linking Granton Waterfront to Edinburgh Bioquarter Strategic Business Case

- 3.7 To support the development of the Council's City Mobility Plan and [City Plan](#), the Council commissioned the Edinburgh Strategic Sustainable Transport Study (ESSTS). This study was reported to the Transport and Environment Committee on [16 January 2020](#) and concluded that mass transit (Tram) will contribute significantly to supporting wider policy outcomes including sustainable economic growth, reducing carbon, promoting equity and social inclusion and supporting healthier lifestyles.
- 3.8 Subsequently, the City Mobility Plan Implementation Plan confirmed that a Strategic Business Case (SBC) for mass rapid transit linking Granton Waterfront to the Edinburgh BioQuarter (and beyond) would be delivered by the end of 2023.
- 3.9 The development of the SBC is underway and is helping inform the development of both the Circulation Plan and Public Transport Action Plan. To support the Council in developing the SBC, a multidisciplinary and specialist consultancy team of: Steer, Jacobs and Anturas was appointed.
- 3.10 The core scope of the development of the SBC includes:

- 3.10.1 Option development and assessment towards the identification of a Preferred Option or shortlist of options that are feasible, deliverable and have the potential to meet the objectives of the scheme;
- 3.10.2 The development of a full UK Treasury Green Book compliant SBC, setting out the case for investment and supporting evidence-base, to inform Council on whether and how the scheme should be taken forward (i.e. towards Outline Business Case); and
- 3.10.3 Client and stakeholder engagement.

4. Main report

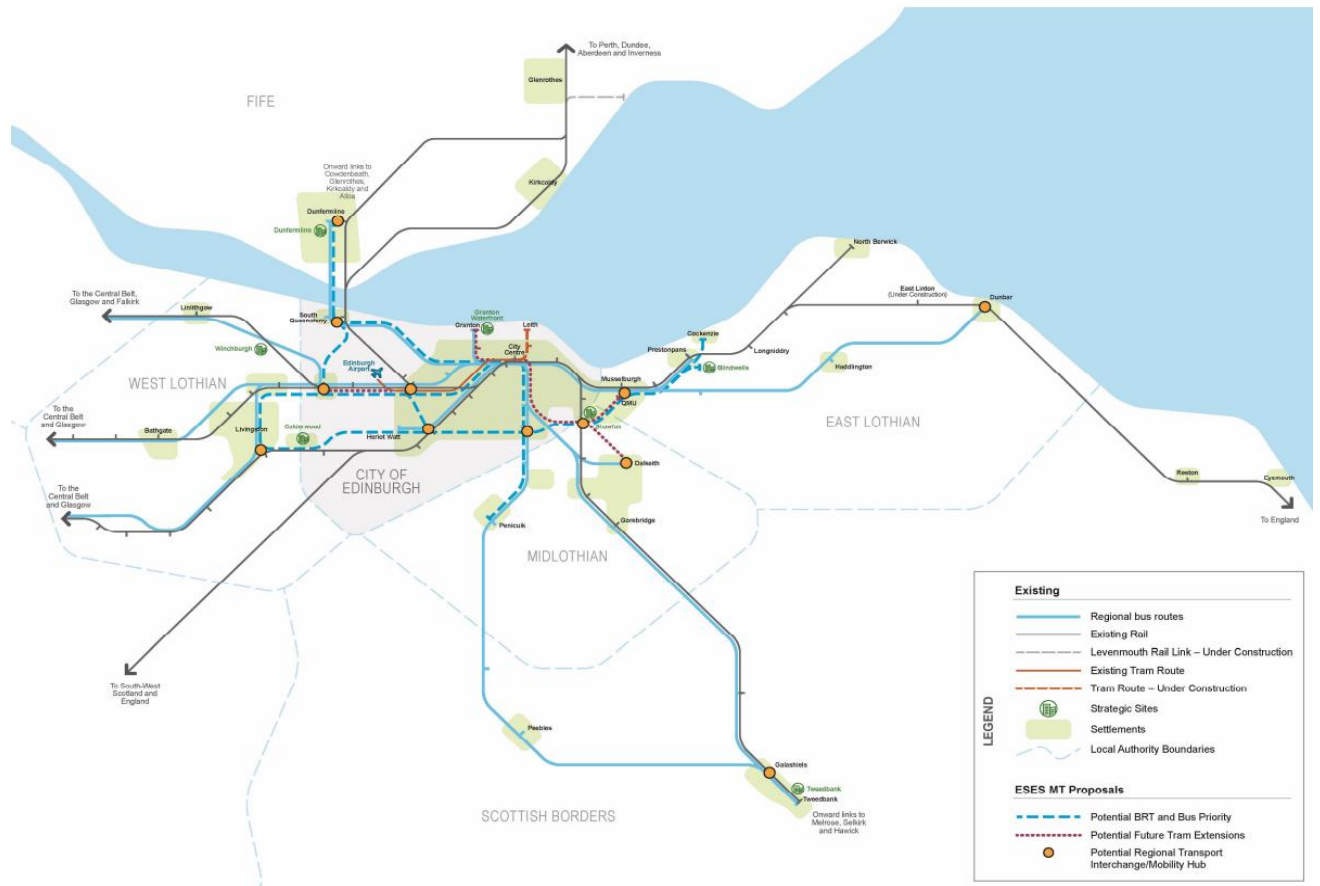
STPR2

- 4.1 On [8 December 2022](#), Transport Scotland published their final Strategic Transport Projects Review (STPR2) report. The recommendations set out wide-ranging inventions across most parts of Scotland (45 in total), including the following ones which are most relevant to Edinburgh include:
- (STPR2 reference 1) Connected (20 minute) Neighbourhoods;
 - (2) Active (Travel) Freeway and Cycle Parking Hubs;
 - (12) Edinburgh and South East Scotland Mass Transit;
 - (17) Edinburgh / Glasgow - Perth / Dundee Rail Corridor Enhancements;
 - (43) Major Rail Stations Masterplan;
 - (44) Rail Freight Terminals and Facilities; and
 - (45) High Speed and Cross Border Rail Enhancements
- 4.2 STPR2 closely aligns with the Council's City Mobility Plan and recommends that Transport Scotland work with Edinburgh (and Regional Partners) to develop and enhance bus priority and Tram.
- 4.3 A Delivery Plan, to prioritise STPR2 recommendations and inform funding decisions, is expected to be presented to Scottish Ministers in 2023. Council officers and Regional Partners will continue to engage with Transport Scotland to help develop the final Delivery Plan.

Edinburgh and South East Scotland Mass Transit

- 4.4 STPR2 Recommendation Number 12: *The Edinburgh and South East Scotland Mass Transit*, is the most significant proposal relevant to Edinburgh.
- 4.5 This recommendation highlights the limited public transport choices for cross-boundary trips, high amounts of congestion on the strategic road network and local corridors that buses use, which impacts on the attractiveness of public transport and results in a dominance of journeys by car across the region.

- 4.6 Transport Scotland have committed to work with City of Edinburgh Council and Regional Partners in the future to develop and enhance the cross-boundary public transport system for the Region; potentially comprising tram and bus-based transit modes including Bus Rapid Transit (BRT) and bus priority measures.
- 4.7 The indicative extent of Recommendation Number 12 is presented in Figure 4.1. below:



Granton Waterfront to Edinburgh BioQuarter Mass Rapid Transit

- 4.8 As noted above, the Council has committed to developing a SBC for a Granton Waterfront to Edinburgh BioQuarter Mass Rapid Transit by the end of 2023.
- 4.9 The delivery of the SBC is making good progress. Work is ongoing on:
- 4.9.1 Detailed tramline alignment assessments. Assessments are based on multi-criteria which include: deliverability, equality and social inclusion, economic prosperity, environmental considerations, wellbeing and health.
 - 4.9.2 Other technical works, such as: finalising alignment options for the southern section of the line, examining the required depot locations, multi-model options appraisal and a preliminary cost-benefit analysis.
 - 4.9.3 An assessment of mode options (Tram or BRT).
- 4.10 The Council has also initially engaged with neighbouring authorities (including Midlothian and East Lothian Councils) and SEStran to look at high level cross-boundary alignments. Further discussions are also expected at the next Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee.

- 4.11 It is important to note that no decision has been taken on the preferred alignment and this will be subject to extensive consultation ahead of any final recommendation being made.

5. Next Steps

Consultation on Granton Waterfront to Edinburgh Bioquarter Mass Rapid Transit

- 5.1 A three month public consultation is planned for later this year. This will present the primary findings from the work completed so far and the outcome of the consultation will be used to complete the SBC.
- 5.2 The key area focus for consultation will be on the assessed route alignment options. Public consultees will be provided with a summary of the multi-criteria analysis and views will be sought. As noted above, no decision has been taken on any alignments at this stage and feedback from the extensive consultation will be reported to Transport and Environment Committee.
- 5.3 Taking account of the time required to prepare, conduct and analyse the consultation, it is anticipated that the work to complete the remaining SBC will take approximately nine months.

STPR2

- 5.4 Council officers, along with Regional Partners, will continue to engage with Transport Scotland to help develop the final STPR2 Delivery Plan and future governance arrangements for the progression of Recommendation Number 12.

6. Financial impact

- 6.1 Transport Scotland are expected to publish their STPR2 Delivery Plan in the first part of 2023, and this will confirm the immediate investment priorities.
- 6.2 The Council will continue to work with Transport Scotland to help inform the future Delivery Plan in an attempt to secure funding for the full development of Recommendation Number 12.

7. Stakeholder/Community Impact

- 7.1 The input of stakeholders, including local residents, key stakeholder groups, businesses, interest groups, people with protected characteristics and the general public, will be critical to delivering the final SBC for a Mass Rapid Transit solution for Granton Waterfront to Edinburgh BioQuarter.
- 7.2 Extensive and detailed public consultation is a requirement of the SBC process and is currently being prepared.
- 7.3 The public consultation will be publicised on the Council's Consultation Hub to garner detailed feedback on the scheme.
- 7.4 Communications will be delivered via the Council's website and Council social media.

- 7.5 An Interim Integrated Impact Assessment (IIA) is being developed as part of the SBC process and will be maintained throughout the design process.
- 7.6 In preparing the SBC, the transport economic specialist consultants Steer have been commissioned to undertake an Economic appraisal of project (in line with UK Treasury Green Book guidelines). The outcomes of this work will be published as part of the full SBC and will confirm the: Cost-Benefit Analysis, benefit to the economy, plus other economic and non-economic considerations (including local job creation, sustainability, increased property values, any increased visitor spend, health, public safety and the urban environment).

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 None.