

THE CITY OF EDINBURGH COUNCIL
EDINBURGH TRAM NETWORK

STATEMENT OF CASE
FOR
TRAFFIC REGULATION ORDERS



February 2010

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1. Introduction:

- 1.1 This Statement sets out the case to support the making of two traffic regulation orders ("the Orders") which are necessary to allow the Edinburgh Tram Network to operate within sections of the public road network.
- 1.2 On 9 February 2010, the City of Edinburgh Council ("the Council"), as local traffic authority, approved the start of the legal process to make these Orders. The intention is to submit a full report on the Orders to the Council in July or September 2010. At that stage, the Council will make a final decision on the Orders. If the Council decides to make the Orders, the new traffic measures will come into force in stages¹ to reflect the programme for commissioning and operating the Edinburgh Tram Network.
- 1.3 The Orders are:
- a. The City of Edinburgh Council (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus/Tram Priority Lanes and Weight Limit) Traffic Regulation Order 201(-) TRO/09/60A, and
 - b. The City of Edinburgh Council (Edinburgh Tram) (Traffic Regulation; Restrictions on Waiting, Loading And Unloading, and Parking Places) Designation and Traffic Regulation Order 201(-) TRO/09/60B
- 1.4 Statement will be placed on public deposit² with the drafts of the Orders from Monday 22 February until Sunday 21 March 2010. At this stage the aim of this Statement is to explain:
- the background to the Orders and their relationship to the operation of the Edinburgh Tram Project;
 - the design process, the main changes being proposed to existing traffic measures and the design philosophy behind the proposed changes;
 - the policy and legal framework for the Orders;
 - information on public consultation undertaken to date;
 - the Council's strategy for making the Orders;
 - the current programme; and
 - the main issues raised so far by consultees and members of the public, together with a brief response to those issues.
- 1.5 Any objections to the Orders which are lodged during the public deposit period will be considered and a report on the issues raised by objectors will be added to this Statement, together with recommendations, before it is submitted to the Council in July or September 2010.

¹ Operational dates will be advertised in accordance with statutory requirements

² See www.edinburghtrams.com

2. Background:

The Edinburgh Tram Network ("ETN")

- 2.1 In April 2006, two Private Acts of the Scottish Parliament³ received Royal Assent. Those Acts, which were promoted by the Council, approved the construction and operation of a tram network in Edinburgh. The Scottish Ministers then approved funding for the ETN on the basis of a Business Case⁴ submitted on behalf of the Council by their agent, **tie Limited**. ("tie")
- 2.2 The ETN was further debated in the Scottish Parliament following the election of the new Scottish Government in 2007. After debate, the Scottish Parliament decided to continue to support the ETN. As a result of that Parliamentary support, the Scottish Ministers approved a funding package based on the final Business Case⁵. The Scottish Government's financial contribution to the ETN has been capped at £500m.
- 2.3 The Council has also taken a series of decisions in support of the ETN. Such as, the approval of the Tram network⁶, the decision to approve in principle a financial contribution of £45 million⁷ and the approval of the final Business Case⁸.
- 2.4 This means that the ETN has the support of the Scottish Parliament, the Scottish Government⁹ and the Council. It also means that this process relates only to the making of the Orders and not to the approval or the principle of the ETN because the principle, justification and need for the ETN has already been considered and approved by the Scottish Parliament.

The Need for Traffic Regulation Orders:

- 2.5 The ETN will operate through the city centre and surrounding areas, which are already subject to control under Traffic Regulation Orders. These existing orders regulate or control matters such as parking, loading and unloading, banned turns etc. The new tram lines are located on the existing roads in this area. This means that some of the existing traffic measures, such as parking bays, have to be adjusted or removed and new measures introduced, to accommodate the operation of the ETN. These Orders are therefore necessary to allow the ETN to operate in accordance with the objectives of its approved business case.

³ Edinburgh Tram (Line One) Act 2006 asp 7 and Edinburgh Tram (Line Two) Act 2006 asp 6: Documents 1 and 2

⁴ tie Limited: ETN Draft Final Business Case, November 2006: Document 9

⁵ tie Limited: Final Business Case Version 2, 7th December 2007: Document 10

⁶ City of Edinburgh Council Committee Report – Edinburgh Tram Network - 28 January 2003: Document 12

⁷ City of Edinburgh Council Committee Report - Edinburgh Tram - 26 January 2006: Document 13

⁸ City of Edinburgh Council Committee Report - Edinburgh Tram Final Business Case - 25 October 2007: Document 14

⁹ Funding support

The Importance of the Business Case for the ETN

- 2.6 It is important that the ETN operates in accordance with the objectives of its approved business case. Political decisions taken to support and/or fund the ETN are directly related to achieving the objectives of the Final Business Case. Those objectives are all linked to encouraging patronage and consequently making revenue and include minimising runtime, maximising service reliability, maintaining headways and ensuring that the tram runs to a desired frequency or service. Those objectives were the basis on which decisions were taken to invest significant sums of public money in the ETN. Accordingly, the Council and tie must ensure that the ultimate project design enables the ETN to operate in accordance with the objectives set out in the Final Business Case.

Timing of the Orders

- 2.7 Obtaining consent for any major project is a complex process. The usual approach is to start with some form of 'approval in principle'. The promoter of the project then has the comfort of knowing that the project is acceptable in principle before undertaking the cost of working up a detailed design. However, it means that the person or body giving the 'approval in principle' does not have all of the detail available when they make their initial decision. Nevertheless, this approach is common practice. It has long been accepted that it would be unreasonable to expect developers, whether in the public or private sector, to spend significant amounts of money working up detailed proposals before they know whether or not the project is acceptable in principle.
- 2.8 A similar approach was followed for the ETN. The Tram Bills, which were lodged with the Scottish Parliament in 2004, were supported by the required information specified in the Standing Orders dealing with the private bill process and also the STAG Report¹⁰ (which set out an indicative alignment based on a specimen design) and the Preliminary Financial Case¹¹ to allow MSPs to consider the project. However, the substantive design work¹² was not undertaken until after the Acts were passed in 2006 and this was recognised and accepted by the Parliamentary Committee considering the Edinburgh Tram (Line One) Bill:-

“The Committee recognised that much of the detailed design of the tram project has yet to be developed and may indeed only be known after the Parliament has completed its consideration of the Bill (should the Bill become an Act).”¹³

- 2.9 For instance, the details of various matters which required the prior approval of the planning authority such as the design of the tram stops and the design and location of the building fixings were not available during the parliamentary stage.
- 2.10 Likewise, the detailed design for the traffic management measures was not available during the parliamentary stage. Again this was recognised and accepted by the

¹⁰ Scottish Transport Appraisal Guidance Report (STAG) dated November 2003: Document 6 (see also Scottish Transport Appraisal Guidance Report (STAG) dated December 2006: Document 7)

¹¹ Preliminary Financial Case dated September 2004: Document 8

¹² See section 3 on the design process and principles

¹³ Consideration Stage Report on the Edinburgh Tram (Line One) Bill. SP Paper 510, paragraph 87

Parliamentary Committee considering the Edinburgh Tram (Line One) Bill.¹⁴ The traffic management measures could only be designed after completion of the detailed design for the tram infrastructure and the road lay out.

- 2.11 The detailed design is substantially complete and hence it is only now that the proposed detailed traffic management measures for the Orders are available.
- 2.12 In order to minimise any delay in delivering the ETN, tram construction works started in May 2008 under a temporary traffic regulation order. As set out in the Final Business Case, there was no legal bar to taking this approach. However, now that the proposed traffic management measures are available, it would be prudent to make the Orders as soon as possible. This would ensure that the Orders are in force either before completion of the tram construction works or as soon as practicable thereafter.
- 2.13 To achieve this, the Orders have to be made by the Council under a statutory process in terms of the Road Traffic Regulation Act 1984. ("the 1984 Act")¹⁵

¹⁴ See for example Consideration Stage Report on the Edinburgh Tram (Line One) Bill, SP Paper 510, paragraph 119: Document 3

¹⁵ See Section 5 of this Statement on Legal Framework

3. The Design Process

The Process of Designing the Edinburgh Tram Network

- 3.1 Design for the ETN has a long history which reflects the evolution of the details of the project and the process of refinement from the initial assessment of potential route, as part of the STAG process, through to the detailed design required for construction.
- 3.2 Throughout the process the design teams have tried to optimise the use of the existing space, balancing the needs of the existing roads users, including the private car, public transport and cyclists, pedestrians and frontagers while obtaining the necessary amount of priority for the tram to allow it to operate in accordance with the objectives set out in the Final Business Case.
- 3.3 The design process for the ETN began with a need to obtain the planning and statutory powers to construct and operate the tram, which, at that time in Scotland, required an Act of Parliament to be promoted through the private bill process. Following the passing of the Act, the design was developed in three stages – the outline, preliminary and detailed design. Each stage considered greater technical detail and has been subject to scrutiny through a range of public and stakeholder consultation.

Parliamentary Process

- 3.4 Initial studies completed in preparation of the introduction of the Edinburgh Tram (Line One) Bill commenced by comparing possible route options in accordance with the Scottish Transport Appraisal Guidance (STAG). From this, the preferred route option was developed to a level which enabled the design team to identify the extent of the land which would be required for construction – the Limits of Deviation (LOD) and Limits of Land to be Acquired and Used (LLAU) - as set out in the Parliamentary Plans and Sections. This process was subject to public consultation.
- 3.5 In addition, as required as part of STAG, a set of more detailed plans showing an indicative route for the tram tracks was prepared. This showed the indicative tram alignment, indicative parking and loading and indicative locations for tram stops. These were also submitted to the Parliamentary Committee considering the Edinburgh Tram (Line One) Bill for information and consideration.
- 3.6 The Parliamentary Plans and Sections were subject to a sixty day objection period. The Parliamentary Plans and Sections and public response provided the basis for deliberation by the Parliamentary Committee of the proposals initially considering objections in principle and subsequently issues of detail. As part of this process, those who formally objected to the tram Bills gave evidence to the Committee.
- 3.7 During the Parliamentary consideration there were further design refinements in response to various objections. This resulted in two bill amendments to the alignment which were again considered by the Committee and incorporated in to the Act – one through Haymarket Yards and one at Lindsay Road. These bill amendments were also subject to an objection period.

Design Development

- 3.8 Following passing of the Acts of Parliament, a separate contract was let for the design of the ETN based on the three stages set out above at paragraph 3.3.

Outline Design

- 3.9 The main purpose of this phase of the design process was to confirm the starting point for preliminary design work. In essence the outline design was the indicative alignment shown in the STAG drawings, as amended by the Parliamentary process, the Bill amendments and the negotiations which had taken place during the Parliamentary process in order to remove objections.

Preliminary Design

- 3.10 The main purpose of the preliminary design phase was to develop the designs by bringing together the different components of the tram system, for example overhead wires, track layout, tram stops and substations and also to develop the preliminary traffic management measures required as a consequence of the preliminary design. Importantly, consultation at various levels also took place during this stage, including the following:-

- the planning authority undertook a detailed review of specific areas of the route in a series of charettes to evaluate key city spaces to ensure that their function and form was understood. These were workshop sessions with the City Design Champion, planning experts, urban designers and elected members to raise planning and urban design issues for full discussion. They provided a guide for the designers towards achieving the best fit of the new infrastructure, whilst harnessing potential to enhance streetscape and offer place-making opportunity. A notable example of this was the change of track alignment around St Andrew Square from a single track to the east and west to both tracks being located along St Andrews St with all other traffic being routed on St David Street;
- there was a series “planning summits” which were high level discussions between project managers at tier, the designers and Council officers to resolve potential conflicts with regard to strategic design issues;
- the Tram Design Working Group was established to bring together the planning authority, Historic Scotland and Edinburgh World Heritage Trust in formal meeting sessions to discuss issues of sensitivity within the world heritage site and conservation areas, to ensure that the emerging design respected these areas;
- a Roads Design Working Group was set up which was a multi-disciplinary group including the roads authority and the planning authority to ensure that the necessary roads design criteria were met and that the design was complementary to the wider design considerations such as the public realm works; and
- there were discussions with frontagers along the route, the emergency services and key interest groups, such as Spokes and Lothian Buses.

- 3.11 As part of the preliminary design process, the designers undertook traffic modelling to evaluate and test the design solutions. This was an iterative process used to achieve a best fit of complex criteria within the finite road space available.

- 3.12 From all of these exercises, the designers produced the preliminary design which was reviewed by the Council, the planning authority, the roads authority and the operator. There were a series of Design Review Panels at which time the preliminary design was discussed and approved either unconditionally or subject to comments or rejected for further consideration of potentially conflicting issues. To aid the designers, the reviewers set out the priorities to which the designers should work in order to achieve an integrated design solution.
- 3.13 This resulted in the completion and approval of the preliminary design.

Detailed Design

- 3.14 The main purpose of this stage was to progress the preliminary design to detailed design and to obtain the necessary planning and roads approvals.
- 3.15 Again this process included consultation. The Tram Design Working Group and the Roads Design Group continued as did the consultation with frontagers along the route, the emergency services and key interest groups, such as Spokes and Lothian Buses.
- 3.16 The designers also undertook further traffic modelling. Again this was an iterative process used to inform and finalise the detailed design.
- 3.17 It was only at this stage that there was sufficient detail for the preliminary traffic management measures to be developed in full.

Design Principles

- 3.18 The design has been informed and also constrained by the powers under the Act and also other requirements and design guidelines. The key constraints are the LOD and LLAU set out in the Parliamentary Plans and Sections. The tram must be located within those limits in order to be authorised by the Act.
- 3.19 Other constraints include:-
- various design standards and guidelines including the Design Manual for Roads and Bridges, the Council's roads design guidelines, the Tram Design Manual and other transportation standards;
 - the need to obtain prior approval for certain elements of the tram infrastructure;
 - roads and rail safety audits carried out by independent engineers to assess whether the roads design and rail design were safe; and
 - the requirements of the Competent Independent Person appointed under the The Railways and Other Guided Transport Systems (Safety) Regulations 2006, who assesses whether the tram can operate safely.
- 3.20 Throughout the design exercise, the key objectives have been to design a tram system which can be constructed and operated in a safe and efficient manner whilst allowing traffic and people to access the city.
- 3.21 At each design level there have been challenges to balance the demands of all road users to accommodate road lanes, including the tram, footways, bus stops, taxi ranks, loading bays, residential parking, controlled and pay parking, disabled spaces

and cycle provision within the existing road space. The overall space has been allocated to optimise the use of the space available.

3.22 As part of the design evolution, various generic design features were developed:-

- to achieve the objectives of the Final Business Case, the aim was to maximise segregation of the tram from other traffic on the on-street sections to ensure reliability. However that had to be balanced against the other competing demands for roads space. As a result only approximately half of the track is dedicated to tram or to tram and bus along the on-street sections. However this has been achieved on the most congested sections of the route. The reason that more of the route cannot be segregated is mainly due to the need to have all vehicle shared arrangements such as on parts of Ocean Drive and Constitution Street and at all junctions.
- A central median has been incorporated where central overhead line equipment (OLE) poles and/or street lighting poles are being used. The central median provides a safe zone for this infrastructure in line with industry standards and guidelines. In addition this area also provides a safe refuge for any pedestrian who accidentally strays into this area. However the central median also prevents traffic from turning right over the tram track and so in many cases side streets will become left in/left out ie right turns into the road or from the road will be banned. There are gaps in the central median and at these locations turning movements are typically controlled by traffic signals to facilitate safe crossing for traffic and pedestrians. Gaps are also required for emergency vehicles and also in certain circumstances to allow U-turns so that access can be taken where right turns have been banned. Generally however, U-turns are prohibited at various locations along the tram route to eliminate unsafe turning movements
- Cross-overs are required around the ETN to enable trams to reverse their direction of travel by switching tracks. Trams may require to reverse their direction of travel at the end of their service at terminating stops and so cross-overs are located at the Newhaven tram stop, the Ocean Terminal tram stop and also the Haymarket tram stop. Trams may require to reverse their direction of travel if the route is curtailed for a special event as envisaged in the Act. For example Princes Street may be closed for Hogmanay and on other occasions and so to allow the tram to provide a restricted service, cross-overs can be found at York Place and Shandwick Place. Other cross-overs have been located at appropriate intervals along the route in accordance with operational and safety requirements. Safety considerations are critical to the operation of these cross-overs as the tram will be travelling at times in the opposite direction to general traffic. For that reason cross-overs are located in tram only areas.
- Tram stops are provided at regular intervals along the alignment to accommodate the anticipated ridership and serve the surrounding areas. Placement of tram stops has been carefully considered. The indicative locations were discussed during the Parliamentary process and while many of the stops reflect their indicative location some have moved, in some cases due to geometric constraints and in other cases to create public transport interchanges to facilitate changes in mode

3.23 These generic design features have been used where appropriate throughout the route and have been complemented by area specific measures.

Proposed Changes to Existing Traffic Management Arrangements:

- 3.24 The key features of the design and the proposed changes to the existing road space and the implications of those changes are summarised in Appendix 2. The necessary traffic management measures required as a consequence of the detailed design, to allow the ETN to operate in accordance with the objectives of its business case, are detailed in the Orders and shown on the drawings, as placed on public deposit.

Traffic Modelling:

- 3.25 The traffic simulation models 'VISUM' (high level) and 'VISSIM' (low level) have been developed to provide future predictions of traffic flows on the road network, as shown in the Edinburgh Tram Network, Traffic Modelling Report.¹⁶ The wider area model (VISUM) incorporated the regional road network and is used to seed traffic on to the local area model (VISSUM) to provide the predicted traffic flows on local roads on and adjacent to the tram route.
- 3.26 Table A1 in the aforementioned Traffic Modelling Report shows the AM and PM peak time predicted traffic flows in 2011, covering both 'with no tram' and 'with tram' scenarios. These predictions have been used to optimise the operation of the traffic signals at junctions. The model has also been used to predict tram running times, providing typical variations in running time during the peak periods. These running time variations are then mitigated by modification to tram signals through integration with the traffic signals to prioritise tram operation.

¹⁶ Edinburgh Tram Network, Traffic Modelling Report -January 2010: Document 15

4. Policy Context:

Background:

- 4.1 The ETN was approved by the Scottish Parliament in 2006.¹⁷ For ease of reference, Appendix 3 to this Statement sets out the policy context relating to the ETN. However, it is reiterated that the principle of the ETN has already been approved by the Acts of Parliament.¹⁸
- 4.2 For the purposes of the Orders, the relevant policy context is the Local Transport Strategy.
- 4.3 The **Local Transport Strategy 2007-2012** (LTS) is the principal means to determine how the needs of motorists, public transport users, pedestrians and cyclists will be prioritised and balanced. The LTS states that an effective, integrated transport system is essential in Edinburgh to the continuing development of the economy of the region as a whole, the quality of life of its citizens and the experience of all who travel into the city for work, education or leisure.
- 4.4 The range of issues addressed range from growing congestion in the city to the mobility needs of disabled people. The views of Edinburgh's residents, businesses and other organisations have been sought through extensive consultation in recent years, highlighting issues such as road maintenance and availability of evening/weekend bus services as key concerns. Consultation with the business and economic development community has highlighted the importance of good transport to continuing economic success. Other issues arise from development pressure and the implications arising from government requirements and legislation such as national transport strategy, national road safety targets, the need to meet air quality standards, reducing greenhouse gas emissions, and contributing to wider policy objectives for traffic and congestion reduction, social inclusion and better health.
- 4.5 The LTS notes that major projects are currently in the pipeline – including the ETN. In the public consultation most respondents supported the strategic direction. Connectivity, both internal and external, is one of the most important determinants of city competitiveness and the goal of delivering a high quality and efficient public transport system will help to ensure Edinburgh's competitiveness. As the performance of Edinburgh's economy has a significant impact on the future growth of the Scottish economy, ensuring that Edinburgh's connectivity is first class is in the national interest. Securing connectivity in a way that minimises environmental impact will be a more robust and sustainable approach. The LTS therefore considers investment into sustainable transport as a major priority.¹⁹ A tram system for Edinburgh will significantly improve connectivity: reliability and faster journey times will effectively 'shrink' the scale of the city, making areas such as Leith and the waterfront appear much closer to the city centre and therefore more accessible.²⁰

¹⁷ See paragraph 2.1 above

¹⁸ Documents 1 and 2

¹⁹ Local Transport Strategy 2007-2012 – pages 16 & 90: Document 22

²⁰ Local Transport Strategy 2007-2012 – page 73: Document 22

4.6 Achieving the efficient co-ordination and integration of public transport services remains an issue for the Council. Although the difficulties are recognised, Council powers are limited by the deregulated environment for bus operation in the UK*. The LTS considers the ETN is also an opportunity to improve matters in this regard.²¹

²¹ Local Transport Strategy 2007-2012 – page 17: Document 22

5. Legal Framework:

The Road Traffic Regulation Act 1984

- 5.1 Section 1 of the 1984 Act empowers the Council to make Traffic Regulation Orders. (TROs) It is a wide ranging power allowing the Council to make TROs to address matters such as road safety, damage prevention or facilitating the passage on the road of any class of traffic. TROs are important management tools for the Council. They allow the Council to manage and allocate fixed road capacity in the face of increasing demand from all road users.
- 5.2 Section 2 of the 1984 Act sets out what measures may be included in a TRO. This essentially allows the prohibition, restriction or regulation of the use of the road by vehicular traffic or classes of vehicular traffic. These prohibitions, restrictions or regulations may be imposed generally or subject to exceptions. The exceptions may be at all times or at specified times/days/periods. These types of measures allow the Council to prioritise the demands of road users in accordance with policy objectives. For instance, by prioritising public transport through bus lanes.
- 5.3 Section 2 goes on to set out specific measures that may be included in a TRO although the list is not exhaustive. Those measures are:
- requiring vehicular traffic or specified classes of vehicular traffic to proceed in a specified direction, or prohibiting its so proceeding;
 - specifying part of the carriageway to be used by such traffic proceeding in a specified direction;
 - prohibiting or restricting waiting/loading/unloading;
 - prohibiting the use of roads by through traffic;
 - prohibiting or restricting overtaking
- 5.4 Schedule 9 to the 1984 Act deals with certain procedural matters relating to TROs including the power of the Scottish Ministers to make regulations and the right of appeal to the Court of Session.

The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 as amended.

- 5.5 The 1999 Regulations were made by the Scottish Ministers in terms of Schedule 9 to the 1984 Act. These Regulations set out the procedure to be followed by the Council before they make a TRO.
- 5.6 The procedure involves three main stages:
- Statutory Consultation
 - Public Deposit
 - Making the TRO

Statutory Consultation:

5.7 The first main stage involves consultation with bodies listed in the 1999 Regulations. Those bodies are:

- The Chief Constable;
- Chief Fire Officer;
- Chief Officer – NHS Trust
- Bus Operators;
- Freight Transport Association;
- Road Haulage Association;
- Other organisations, as the Council thinks appropriate

This statutory list contains bodies and organisations which use the road network for operational purposes rather than private use. Their views must be sought and taken into account before the Council place a draft TRO on public deposit. The Council maintain a list of other organisations such as community councils, taxi operators and cyclist interest groups. When proposing a TRO, the Council will consider their list of organisations and decide which, if any, should be consulted at this first stage.

Public Deposit of Draft TRO

5.8 Following the statutory consultation exercise, the Council will be asked to start the second main stage, which involves placing the draft TRO on public deposit for a minimum period of 21 days. The draft TRO, including a map showing the existing and proposed traffic measures and supporting documents, will be available for public inspection. Anyone wishing to object to any of the measures within the TRO may do so within the 21 day period.

5.9 Any objections are considered and will be formally reported to the Council. Each objector will be advised if the Council makes the Orders.

Making the TRO:

5.10 The final stage involves making the TRO. A report to the Council explains the purpose of the TRO, the outcome of the statutory consultation and public deposit stages and any adjustments made to the draft TRO as a result of objections. The final draft TRO is submitted with a recommendation to make the TRO.

5.11 The Council may decide:

- Not to proceed with the TRO;
- To make the TRO as drafted

- To make the TRO in part;
- To refer outstanding objections to a public hearing before taking a final decision.

5.12 If the Council make the TRO, a public notice is advertised to inform the public and to confirm the date on which the measures come into force.

6. Public Consultation:

Informal Consultation:

6.1 While the process of making the Orders requires formalised consultation with certain bodies, as explained in paragraph 5.7, it has always been the intention to supplement this with a wider and more informal consultation process to allow interested parties to have their say. While this is not a statutory requirement, it was considered appropriate given the scale and complexity of the ETN. At earlier stages of the design process stakeholders were invited to comment on emerging details so that comments were addressed in design development. In summary, the consultation process has included the following steps:

- Identification of different groups of stakeholders
- Initial liaison meetings with stakeholders and frontagers
- Public exhibition of draft traffic management measures
- Feedback to stakeholders/those who commented earlier

These stages are in addition to the formal statutory process outlined in Section 5 of this Statement.

6.2 It has already been noted that the traffic measures needed for the ETN could only be prepared following completion of the final road layout and design²². This meant that the first suite of draft traffic measures became available late summer 2008. tie, in consultation with the Council, held a series of public exhibitions of the drawings showing the draft traffic measures even although the design was only about 95% complete.

6.3 Public exhibitions were held as follows:

DATE	VENUE
23 September 08	City Centre
25 September 08	West End
30 September 08	Leith
2 October 08	Leith
6 October 08	City Centre
13 October 08	City Centre
16 October 08	Leith

6.4 There were over 500 visitors to the exhibitions and over 100 comments and suggestions were submitted to tie. In addition to the exhibitions the drawings were

²² See paragraphs 2.7 to 2.12 above

also advertised on the Council's website and this attracted a further twenty three comments. All of the comments were reviewed and design issues were forwarded to the design team for consideration.

6.5 Amendments to traffic management proposals were only possible where it could be demonstrated that their effect did not impact on the fundamental objective of allowing the tram to run in accordance with the objectives of its approved Final Business Case²³. This therefore restricted the extent to which the comments and suggestions made by members of the public could be addressed through amendments. Nevertheless, as a result of this exercise, a number of amendments have been made to the proposed traffic management measures.

6.6 Despite the constraints imposed on the design through the need to reconcile the operational and safety requirements of road and rail on-street, the design has been amended as far as possible to balance the needs of all road users and the local communities. The following are examples of how the current design of traffic management measures has addressed comments made through public consultation.

- Ocean Terminal

The original design was an all-traffic facility with bus and tram stops. Following consultation with Forth ports the facility evolved into a transport hub, with a separate access road for general traffic.

- Constitution Street/ Bernard Street

The original platform design was a staggered side platform layout, which reduced the loading parking and access for properties. The modified design is for a central platform extending into Bernard Street. This improves access, loading and parking and additionally creates the opportunity for improving the public realm layout adjacent to the Burns Statue and the shops on Bernard Street.

- Foot of the Walk

The need for access for frontagers influenced the decision to move the platform from the foot of Leith Walk into the south end of Constitution Street. This allows for loading facilities, a bus stop and a taxi rank to be provided

- Leith Walk

Local businesses called for an increase in space for loading and parking, over that originally to be provided on-street. The revised design introduces lay-bys where footway widths and footfall levels permit.

The figures contained in the tables shown in Appendix 6 demonstrate a number of important changes in Leith Walk made as a direct result of public consultation:-

- The provision for parking and loading has been increased by 129 spaces, a major achievement considering the spatial impact of the tram on the road;
- The consultation in the Autumn of 2008 resulted in some 125 additional spaces being provided (+76 loading and +47 parking)

²³ Document 10

- The consultation with local stakeholders resulted in a changed balance between the overall provision of parking and loading, with parking reduced by 32 spaces or 19% compared to an increase in loading of 50%
- The regulation of side streets mainly affect the non-regulated spaces during the day and have minimal impact on residents in the evening, when the greatest demand for residential spaces occurs. The Council is currently consulting on TRO proposals to enable resident badge holders to be allowed to use pay bays during the regulated period.

- Blenheim Place access from London Road

The original design sought to close this access in order to take account of concerns from the local community to address problems of speed and volume of traffic running through this residential area. Following public consultation this junction is to be kept open to provide left-in/left-out facilities.

- Glass House Hotel

The redesign of the gyratory junction at Picardy Place has resulted in the removal of the existing loading bay in front of the Glass House Hotel. A review of the adjacent kerb line provides for an alternative loading bay adjacent to the Playhouse Theatre.

- York Place/Elder Street

Following discussions with the developer of the St James Quarter, the junction at York Place/Elder Street has been improved to make better provision for right turn movements to access the car park. This makes provision for proposals to increase the capacity of the car park by some 1000 vehicles.

- Stafford Street

The original design closed this street off to Shandwick Place. Following representation from traders on Stafford Street this junction is to be kept open and linked to an access from Coates Crescent.

- Morrison Street

The proposal to introduce two-way flows on Torphichen Place resulted in the loss of loading facilities. To compensate for this loss the design has been revised to make additional provision for loading on Morrison Street.

- Haymarket Railway Station

Following representation from the Taxi Association the design was amended to re-introduce a rank in front of the Station and on the newly adopted public road. Additional overspill ranks are to be provided on adjacent streets.

- General Facilities

Bus stop relocations were optimised to meet passenger demand as far as possible.

Cycling Issues:

- 6.7 Cycling groups have also been consulted, primarily in the context of the impact on cycle routes across, along and parallel to the tram routes. These groups, SPOKES and the Lothian cycling campaign group, provided valuable advice on facilities for cyclists. For instance, this has resulted in the introduction of a signalised junction on the south side of Ocean Terminal to replace the roundabout, and improved access to and through Picardy Place. However, although SPOKES have been positive and supportive of ETN throughout its development, providing constructive criticism, they have expressed concerns that cycle routes, especially in Princes Street and Leith Walk, will be adversely affected by the operation of the ETN.
- 6.8 In November 2008, a Scoping Study was carried out to determine the scope of more detailed work on cycling needs so that the designers could have regard to those needs so far as practicable in the context of the ETN. The outcome of the initial Scoping Study was to undertake a further study – the “Edinburgh Tram Cycling Integration Study July 2009”²⁴. The Study addressed:
- Consultation - Further discussions with the Council, SPOKES and other stakeholders
 - Benchmarking – Establish approaches used on other UK trams
 - Assessing Main Access Routes - Define the end-to-end routes to be maintained (including schools)
 - Establishing Conflicts - Establish where the above routes may be compromised by the tram
 - Mitigation Plans – On route - Proposals to improve facilities on the tram route
 - Mitigation Plans – Off route Proposals for alternative routes away from the tram
 - Cycle Storage - Establish capacity, design options and processes for storage
 - at stops
 - Signage, education, publicity & training - Advice on tram driver & cyclist training and on signage & publicity
 - Monitoring & feedback - Advice on collection, analysis and review processes
- 6.9 A key outcome of this preliminary work was the identification of the need to provide alternative routes for cyclists, some of which have been incorporated into the ETN design and some of which will be taken forward independently of the ETN.

Formal Consultation:

- 6.10 The formal statutory consultation²⁵ requires the Council to consult the Chief Constable and other specified bodies and organisations before making any Order. On 12

²⁴ Document 16

²⁵ Section 5 of this Statement

October 2009, tie consulted the undernoted bodies regarding the Orders. The consultees received a letter, plans showing existing and proposed traffic measures and an Explanatory Note.

- a. The Chief Constable for Lothian and Borders Police;
- b. Lothian and Borders Fire and Rescue Service;
- c. The Scottish Ambulance Service;
- d. Lothian Buses;
- e. First;
- f. Road Haulage Association;
- g. Freight Transport Association

6.11 The consultees were given a four week period in which to comment on the Orders. During this period, tie officers liaised with all of the consultees and held meetings with the Lothian and Borders Police. No adverse comments were received from these organisations and bodies. Although Lothian and Borders Fire and Rescue Service and the Scottish Ambulance Service did not respond, tie contacted them and confirmed that neither Service had any adverse comment to make at this stage.

6.12 Consultation responses, in detail, were as follows:

Consultee	Date of Response	Adverse Comments	Other Comments
Lothian and Borders Police	11 Nov 09 ²⁶	No	Yes
Lothian Buses	5 Nov 09 ²⁷	No	Yes
First	10 Nov 09 ²⁸	No	No
Road Haulage Association	21 Oct 09 ²⁹	No	Yes
Freight Transport Association	undated ³⁰	No	Yes

²⁶ Appendix 4

²⁷ Appendix 4

²⁸ Appendix 4

²⁹ Appendix 4

³⁰ Appendix 4

Other Recent Consultation:

- 6.13 In addition tie wrote³¹ to a number of community bodies and organisations to alert them to the start of the statutory process for the Orders and to direct them to the Tram website which displays the drawings and details of the programme for the statutory process. Appendix 5 contains a list of those bodies and organisations.

Next Stage

- 6.14 Following the formal deposit of the Orders on 22 February 2010, all objections received will be considered and an objections report will be prepared by tie. This report will list all issues raised by objectors during the public deposit period together with a response to each issue. This report will be submitted to the Council so that it can be taken into account by Members when they are considering whether or not to make the Orders.

³¹ Appendix 5

7. The TRO Strategy:

Background:

7.1 The Final Business Case³² set out a preferred approach to the Orders for the ETN.³³ That approach has evolved to take account of changes in the law and current circumstances but the fundamental approach has not changed. The objectives of the preferred approach remain as follows:

- To make the core Orders³⁴ as soon as possible (that is, those measures necessary to allow tram to operate in accordance with the objectives of its approved Business Case);
- To revoke existing Orders and replace with the new Orders. (Revocation is simpler than trying to vary existing Orders);
- To make one Order for moving measures, such as banned turns, and one Order for stationary measures, such as yellow lines/loading/parking;
- To distinguish between 'core' measures and 'consequential' measures. The former being those measures necessary to allow tram to operate in accordance with the objectives of its approved Business Case³⁵. Consequential measures are those required to address the impacts of the core measures but are not necessarily directly related to tram operation³⁶;
- To remove the requirement for a mandatory public hearing of objections due to the prior approval of the ETN.³⁷

7.2 The 1999 Regulations were amended in 2008³⁸. The amendment removed the requirement for a mandatory public hearing of objections where the "*order only contains provision in connection with matters authorised by a private Act of the Scottish Parliament.*"

7.3 This amendment was made in 2008 after approval of the Final Business Case in 2007. In order to allow the ETN to benefit from this new legal provision, a decision was taken to process one Order³⁹ which "*only contains provision in connection with*

³² Document 10

³³ Page 126 of the Final Business Case – Document 10

³⁴ TRO1

³⁵ TRO1

³⁶ TRO2

³⁷ See section 2 of this Statement.

³⁸ SSI 2003 No 3: The Local Authorities' Traffic Orders (Procedure) (Scotland) Amendment Regulations 2008; Document 5

³⁹ TRO1

matters authorised by a private Act of the Scottish Parliament" and one Order that contains other consequential provisions or measures⁴⁰.

7.4 Bearing in mind the first objective (a. above), the Order which *only contains provision in connection with matters authorised by a private Act of the Scottish Parliament* is being accelerated in advance of the second Order with the consequential measures.

7.5 The TRO strategy is to take forward three sets of Orders, as follows:

TRO	Measures
TRO1A	<p>This Order contains only provision in connection with matters authorised by a private Act of the Scottish Parliament.</p> <p>The traffic measures are those necessary to allow tram to operate in accordance with its approved Final Business Case.</p> <p>This Order will contain moving measures only.</p>
TRO 1B	<p>This Order contains only provision in connection with matters authorised by a private Act of the Scottish Parliament.</p> <p>The traffic measures are those necessary to allow tram to operate in accordance with its approved Final Business Case.</p> <p>This Order will contain stationary measures only.</p>
TRO 2A	<p>This Order will contain adjustments to TRO 1A. Those adjustments may have been suggested by Members of the Council or members of the public during the statutory process for TRO 1A.</p> <p>However, the suggestions will be modelled and tested by the design team to ensure that they are feasible without impacting on the operation of tram in accordance with its approved Final Business Case.</p> <p>This Order will contain moving measures only.</p>

⁴⁰ TRO2

TRO	Measures
TRO 2B	<p>This Order will contain adjustments to TRO 1B. Those adjustments may have been suggested by Members of the Council or members of the public during the statutory process for TRO 1B.</p> <p>However, the suggestions will be modelled and tested by the design team to ensure that they are feasible without impacting on the operation of tram in accordance with its approved Final Business Case.</p> <p>This Order will contain stationary measures only.</p>
TRO 3A	<p>This Order will take forward any adjustments arising from monitoring of the road network after tram is fully operational.</p> <p>This Order will contain moving measures only.</p>
TRO 3B	<p>This Order will take forward any adjustments arising from monitoring of the road network after tram is fully operational.</p> <p>This Order will contain stationary measures only.</p>

7.6 Although the 2008 Amendment to the 1999 Regulations removes the requirement for a mandatory public hearing of objections in relation to TRO 1A and TRO 1B, it is still open to the Council to hold a discretionary hearing. However, it is being assumed that the Council will make TRO 1A and TRO 1B without holding a public hearing into objections because:

- The ETN has already been endorsed by the Scottish Parliament, the Scottish Government and the Council'
- This prior endorsement justified the removal of the legal requirement for a mandatory public hearing;
- TRO 1A and 1B will only contain measures deemed necessary to allow tram to operate in accordance with the objectives of its approved Final Business Case⁴¹;
- Any unplanned adjustment to TRO1A or TRO 1B creates a real risk to tram operation in accordance with the objectives of its approved Final Business Case;
- But any suggestions could be taken forward in a planned way through TRO 2. This is the prudent approach to manage risk to tram operation;

⁴¹ Document 10

- Physical construction of the TRO 1 measures will be underway when the Council consider TRO 1. Any decision to hold a public hearing could result in the unusual, if not unique, situation in which a Reporter would be considering objections to a proposal that is under construction. That would not represent best value for the Council or objectors.
- The public sector is investing at least £500m to deliver the ETN in the interests of the general public or 'greater good'. This public investment has to be weighed against the private inconvenience of an individual user of the public road network.
- TRO 2 provides a mechanism to balance the need to make TRO 1 in the interests of the ETN and the desire to accommodate the concerns of objectors.
- Finally, it is important to remember that tram will operate on the existing public road⁴² network. The capacity of the road network is essentially constrained or fixed. The ETN will take up some of that fixed road capacity. So the remaining road capacity has to be shared amongst other road users including pedestrians, cyclists, public transport, freight and private cars. The tram design team has allocated the remaining road capacity to balance those competing needs as fairly as possible. Their proposals have been modelled to ensure that they support the ETN and allow the remaining network to operate safely. These measures are inter-related so unplanned adjustments could have a disproportionate impact on the overall operation of the road network with direct adverse impact on the ETN.

⁴² References to 'road' or 'roads' include the carriageway and associated footways, as well as loading bays, parking bays, bus stops, etc.

8. Programme:

8.1 The current programme for taking forward TRO1 is as follows:

TRO 1 (A and B)

EVENT	DATE
Statutory Consultation	2 October to 30 October 09
Public Deposit Period	22 February to 21 March 10
Report to Council to make TRO 1	July or September 2010

TRO 2 (A and B):

If the Council decides to make TRO1, the variation order(s) for TRO 2 will be brought forward as soon as practicable thereafter. The measures to be included in TRO 2 will require further modelling and design work and will be the subject of public consultation. In due course, the order(s) will be the subject of a Report to the Council.

TRO 3 (A and B):

Once the ETN becomes operational, the road network will be monitored and any necessary adjustments that are identified will be addressed by TRO 3. These orders will be brought forward by the Council as soon as practicable.

9. Response to Issues/Representations/Objections:

Issues raised during 2008 public exhibitions:

- 9.1 The issues raised during the public exhibitions held in 2008 are considered in section 6 of this Statement.

Issues raised by Consultees during 2009 statutory consultation:

- 9.2 The issues raised by statutory consultees are contained in Appendix 4 to this Statement.

Objections received during 2010 public deposit period;

- 9.3 The issues raised by members of the public and other stakeholders will be set out in an objections' report that will be submitted to the Council to ensure that it is taken into account by Members when they consider the making of the Orders.

22 February 2010

The Edinburgh Tram Network
Traffic Regulation Orders
Supporting Documents

1. [Edinburgh Tram \(Line One\) Act 2006 \(asp 7\)](#)
2. [Edinburgh Tram \(Line Two\) Act 2006 \(asp 6\)](#)
3. [Consideration Stage on the Edinburgh Tram \(Line One\) Bill, SP Paper 510 - The Report](#)
4. [The Local Authorities' Traffic Orders \(procedure\) \(Scotland\) Regulations 1999](#)
5. [The Local Authorities' Traffic Orders \(Procedure\) \(Scotland\) Amendment Regulations 2008 No. 3](#)
6. [Scottish Transport Appraisal Guidance \(STAG\) Report Line 1 - November 2003](#)
[STAG Line 1 Appendices](#)
7. [Scottish Transport Appraisal Guidance \(STAG\) Report dated December 2006 - Part One](#)
[Scottish Transport Appraisal Guidance \(STAG\) Report dated December 2006 - Part Two](#)
8. [Preliminary Financial Case Line 1 dated September 2004](#)
[Preliminary Financial Case Line 2 dated September 2004](#)
9. [ETN Draft Final Business Case - November 2006](#)
10. [tie limited: Edinburgh Tram Network Final Business Case - December 2007](#)
11. [Tram Design Manual](#)
12. [City of Edinburgh Council Committee Report - Edinburgh Tram Network - 28 January 2003](#)
13. [City of Edinburgh Council Committee Report - Edinburgh Tram - 26 Jan 2006](#)
14. [City of Edinburgh Council Committee Report - Edinburgh Tram Final Business Case - 25 Oct 2007](#)
15. [Edinburgh tram network - Traffic Modelling Report - January 2010](#)
16. [Edinburgh Tram Cycling Integration Study - July 2009](#)
17. [National Planning Framework for Scotland 2004](#)
18. [National Planning Framework for Scotland 2 \(2009\)](#)

19. [National Transport Strategy](#)
20. [Strategic Transport Projects' Review](#)
21. [Regional Transport Strategy 2008 - 2023](#)
22. [Local Transport Strategy 2004 - 2007](#)
[Local Transport Strategy 2007 - 2012](#)
23. [Edinburgh and Lothians Structure Plan 2015](#)
24. [Edinburgh City Local Plan](#)
25. [Rural West Edinburgh Local Plan](#)
26. [\(Draft Rural West Edinburgh Local Plan Alteration\)](#)
27. [West Edinburgh Planning Framework 2008](#)
28. [West Edinburgh Strategic Design Framework](#)

February 2010

APPENDIX 2

Description of proposed changes to existing traffic management arrangements in geographical areas

1.1 Leith Docks (Refer to TRO Drawings ULE 90130-01-TMG-00001-6)

The area is approximately of 3km north of Edinburgh City Centre and contains the tram alignment from the junction Lindsay Road/Southgate at Newhaven along Ocean Drive to the intersection with Constitution Street, adjacent to the Casino. Ocean Drive will incorporate a new section of road, Road 8, which runs parallel to Ocean Terminal, which will provide a through route for all traffic and local access.

- Termination tram stop at Newhaven, within waterfront catchment area, current and future, next to the local shopping centre.
- Crossover required, adjacent to Newhaven tram stop, to enable trams to switch tracks at the end of the line.
- General traffic will run on street, except at the public transport interchange at Ocean Terminal.
- Provision for linking cyclist from Lindsay Road to Ocean Drive is provided, mostly on a dedicated track. Generally cycling facilities will be integrated into the carriageway.
- Lindsay Road will have its vertical profile lowered to accommodate the new junction with Ocean Drive, as envisaged by one of the Bill amendments.
- Ocean Drive, a private road, is to become an adopted public road: it will be reconstructed to current road design standards and maintained by the Council.
- The revised section of Ocean Drive from Lindsay Road junction to Ocean Terminal provides sections of tram only running and better access to Ocean Terminal and, left in left out, for coaches to the Ocean Liner pick-up point, consequently the majority of right turns are at junctions except where both turns have been maintained where safety considerations permit access in all directions.
- A new access has been provided to ADM Milling.
- A modified access arrangement provides 24 hour access to the Multi Storey Car Parks. The blue car park of Ocean Terminal is accessed via Road 8.
- At Ocean Terminal there will be a public transport interchange (bus and tram), taxi rank, improved pedestrian links to the developments (existing and future) and HGV access in the evening and overnight. The new plaza will form a new public realm area linking the precinct to the new developments.
- The junctions at both ends of Ocean Terminal will be signalised and provide pedestrian crossing facilities.
- A crossover for trams is provided to enable services to switch tracks, when they are terminated here.

- Ocean Drive between Ocean Terminal and Tower Place Bridge provides new accesses to planned future developments. There is a median strip to accommodate centre line OLE poles, side OLE at Tower Place Bridge and gaps for emergency vehicles. A new footway will be provided on the east side of this road and a widening of Tower Bridge will accommodate pedestrians and cycles.
- From Tower Place Bridge much of this section will be tram only, because of the Port of Leith tram stop.
- The Port of Leith tram stop adjacent to the casino, serves the catchment of existing and planned developments within Leith Docks development area.

1.2 **Leith, Constitution Street (Refer to TRO Drawings ULE 90130-01-TMG-00006-8)**

The area contains the tram alignment from the junction with Ocean Drive to the south along Constitution Street to the Foot of the Walk. The tram runs on-street through this entire section, and is shared with general traffic for most of this section because of special constraints. The exception is for a short section of Constitution Street between Laurie Street and Foot of the Walk, where all traffic including cyclists, except trams and southbound buses are excluded from the area of the tram stop. As a result of Constitution Street being closed at Laurie Street to Foot of the Walk, traffic patterns will change (reducing through traffic on Constitution Street). The tram works will introduce the first stage of a public realm project at Bernard Street, where the junction will be completely revised in conjunction with the placement of the tram stop.

- The existing roundabout at the Casino will be removed and will be replaced with a signalised junction to improve the road layout. This will provide a safer and more efficient management of traffic flows and tram progression as well as making provision for a future link road to the east.
- From the Casino to Foot of the Walk provision has been made to maximise the provision of loading and parking.
- A new junction layout at Bernard Street/Constitution Street junction maintains the existing junction capacity while creating the opportunity to provide a new public realm area between the shops and the Burn's Statue.
- The Bernard Street tram stop has been altered from side stops to a centre stop, as a result of public consultation, to provide better access to adjacent properties. Consequently for safety reasons the left turn in from Baltic Street is banned however all other turning manoeuvres are maintained. There are alternative routes available to maintain access to this area.
- The section of Constitution Street between Bernard Street to Laurie Street is shared use with tram and general traffic. Local access is maintained throughout the area for residents and businesses, except for the section from Laurie Street to Foot of the Walk.
- Constitution Street, from Laurie Street to Great Junction Street, is restricted to tram only northbound and bus and tram only southbound. This is primarily for safety and operational reasons as it accommodates the Foot of the Walk tram stop. The stop has been located here as it provides a better tram bus interchange.

- Parking and loading have been maximised where possible along the tram route or on adjacent streets.
- Emergency vehicles will be able to access all locations, even tram only areas.
- The Council is exploring the possible provision of an off-road cycle route through the privately owned shopping centre that could link the Foot of the Walk to Constitution Street.

1.3 **Leith, Leith Walk (Refer to TRO Drawings ULE 90130-01-TMG-00009-14)**

The tram alignment on Leith Walk, from Foot of the Walk to London Road, is entirely within the centre of the carriageway with an integral median strip to accommodate the combined OLE and Street lighting poles and includes a mix of on-street with tram only, integrated with buses and general traffic at junctions.

- Tram stops will be provided on Leith Walk at Balfour Street and just north of McDonald Road. These stops provide intermediary stops to the interchanges at Picardy Place and Foot of the Walk.
- A new signalised junction is proposed at Manderson Street to facilitate pedestrian movements and local access.
- All of the other junctions with traffic signals will be retained. In order to maintain a safe environment for motorists and tram, all non-traffic signalised right turning movements will be banned, creating a left-in / left-out scenario for the remainder of the side streets. U-turns at the signalised junctions will be retained to facilitate access to those streets which have right turn ingress/egress restricted due to the introduction of the median.
- Parking and loading have been replaced where possible along the tram route or on adjacent streets. Following the outcome of the public consultation in 2008 there has been an increase in loading and parking facilities through introduction of additional lay-bys on Leith Walk and bays on adjacent streets.
- A tram cross-over has been provided at the Foot of the Walk to facilitate the switch over of trams as part of normal tram maintenance procedures as well as during emergency operations. For safety and operational reasons this facility is required to be protected by a tram only area.
- Tram only areas are required at tram stops, the crossover and on section of this carriageway for safety and operational reasons and to ensure that the timetables can be maintained.
- Alternative cycle routes will be signed.

1.4 **City Centre, Picardy Place (Refer to TRO Drawings ULE 90130-01-TMG-00014)**

To facilitate the implementation of the tram scheme and accommodate current and future traffic and pedestrian flows, the existing roundabout is being reconfigured to a new gyratory junction. The tram will travel in the centre of the roadway on segregated (tram only) lane from London Road to Picardy Place, where it will turn east and a new tram stop will be situated in the middle of Picardy Place on the north edge of the newly created space. The tram will then pass through the newly

configured Broughton Street junction into the centre of York Place. Pedestrian movements have been rationalised, with some additional crossings to better align with pedestrian desire lines.

- London Road roundabout will be replaced with a signalised junction to safely facilitate traffic movements and the tram through this junction. This new layout will also improve pedestrian facilities. The pedestrian links will provide crossings closer to the desire lines.
- A secondary impact of London Road junction realignment is that the junction of Blenheim Place and London Road will now be restricted to left-in / left-out movement due to a combination of factors, including its proximity to the new signalised junction, the high volume of traffic and potential for queuing over Leith Walk, pedestrians and cycles in the area, the geometric constraints and operational requirements. Alternative routes are available so as to maintain local access to this area.
- A consequence of providing this gyratory junction and tram stop will be the loss of the segregated parking and loading areas which currently exists on the north side of Picardy Place. Alternative 24 hour parking loading facilities are provide to the west of Union Street as well as further loading facilities on Union Street and off-peak loading provided at the shops and to the west of the bus stops.
- Additional loading facilities are being provided south of Greenside Lane to compensate for the loss of this facility adjacent to the Omni centre and Glass House Hotel.
- Cathedral Lane will be closed to traffic at Picardy Place, with access only provided from Elder Street, because of level differences and safety issues relating to the proximity to the York Place junction.
- Little King Street access is maintained.

1.5 **City Centre, York Place (Refer to TRO Drawings ULE 90130-01-TMG-00015)**

The tram line will run down the centre of York Place in segregated running (tram only) between Picardy Place to its turn southward into St. Andrew Square. Segregated running is required because of level differences between the carriageway and tramway, the crossover and for operational reasons.

- A tram crossover is located just to the east of Elder Street. This crossover will be used to facilitate necessary turn back operations as part of normal tram operating and maintenance procedures. It will also be used during special events on Princes Street when the tram may not go further than Picardy Place as well as for emergency operations.
- Access to St James Centre has been maintained. The junction at Elder Street is capable of further minor modification to accommodate the proposed increase in car park capacity.
- There are no changes to the parking and loading provisions.

- Cyclists on the National cycle route from Dublin Street will traverse a new ramp up to York Place, and then on to North St. Andrew Street, where the cycle route will continue up towards and through St Andrew Square.

1.6 **City Centre, St Andrew Square (Refer to TRO Drawings ULE 90130-01-TMG-00015-18)**

The tram tracks will run along the east side of the Square only, along North St. Andrew Street entering from York Place, passing through St. Andrew Square, and exiting from South St. Andrew Street to run along Princes Street to the west. St. Andrew Square is currently being regenerated as part of CEC's Capital Streets Projects, which is complementary to and coordinated with Edinburgh Tram. The area is a major transport interchange for the tram, bus and train given its proximity to both Waverley Station and St. Andrew Square Bus Station.

- In consultation with the World Heritage Trust and Historic Scotland the tram stop will be located on east side of St. Andrew Square, offset to the north side of the square, providing good connections for pedestrians and optimising the interchange with buses.
- The Square will be converted into a gyratory operation for public transport while maintaining local access, which will include east-bound access to the Square from North St. David Street along North St. Andrew Lane to North St Andrew Street.
- North St. Andrew Street at York Place / Queen Street and South St. Andrew Street at Princes Street will be closed to general traffic (becoming Tram only), while maintaining access to the lanes.
- North St. David Street and South St. David Street has been reconfigured and opened to two-way traffic to connect Princes Street to Queen Street, and visa versa, for general traffic, as part of a previous order.
- The junction of St. Andrew Square and George Street will become left only to all traffic (north bound) and bus, taxi and cycle only for right turn movements (south bound).
- The National Cycle Route will be realigned through the Square to suit the revised traffic movements.
- The parking and loading throughout and around the Square has been redistributed and reduced to accommodate the revised street geometries required.

1.7 **City Centre, Princes Street (Refer to TRO Drawings ULE 90130-01-TMG-00018-22)**

The tram will run along the centre of Princes Street between South St. Andrew Street and the West End. A tram stop is located in the section between the Mound and Fredrick Street. A median strip will accommodate the OLE and street lighting poles. Bus, taxi and cycle only lanes are provided in both directions and provision is made for bus stops along the length of Princes Street and for interchange at the tram stop location.

- The Mound / Hanover Street junction will make provision for north and south movements for general traffic while accommodating east and west movement for tram, bus, taxi and cycle only.
- Frederick Street will be re-opened for access to buses, taxis and cycles and access for time restricted loading on Princes Street.
- Castle Street at Princes Street will remain closed.
- Access for loading on Princes Street will be provided from 8pm until 7am.

1.8 West End, Shandwick Place (Refer to TRO Drawings ULE 90130-01-TMG-00022-24)

- In Shandwick Place the tram will share the carriageway with bus, taxi and cycles only. This is necessary to allow safe and efficient bus and tram operations within the space constricted area and maintain the existing pedestrian footways. The tram will run on-street shared with general traffic west of Manor Place to Torphichen Street. A bus and tram lane will operate in both directions on sections of West Maitland Street. Access to and from Queensferry Street will be maintained for bus, taxi and cycle.
- Loading adjacent to the shops on Shandwick Place is permitted from 8pm through to 7am.
- East bound traffic can now use the route via Queensferry Street to Charlotte Square, (these measures were approved by the Council in May 2009).
- A tram stop is located adjacent to Atholl and Coates Crescents in the centre of the carriageway.
- A tram only provision has been introduced adjacent to Shandwick Place tram stop to allow safe operation of the tram crossover, where trams will be running in the opposite direction to general traffic during these turn back movements. This crossover will be used to facilitate necessary turn back operations as part of normal tram operation and maintenance procedures, as well as during special events when the tram may not go further than Shandwick Place.
- Access to Stafford Street will be retained for general traffic, but only by turning left out of Coates Crescent and then immediately left onto Stafford Street.
- General access traffic will be required to use the crescents as a one-way system (east on Coates Crescent, across Shandwick Place, and west on Atholl Crescent) to turn around as required, with minimal impacts to the existing parking scheme proposed.
- Access to/from Walker Street will remain closed.
- Canning Street will remain one-way with egress on to Shandwick Place; however, the use of the street will be restricted to buses, taxis and cycles only. A taxi rank will also be located along west kerb line.

1.9 West End, Haymarket (Refer to TRO Drawings ULE 90130-01-TMG-00024-25 and ULE90130-02-TMG-00001)

The tram alignment will run on-street through Haymarket junction, and then move off-street to the tram stop located on a new Haymarket viaduct just to the west of the railway station and adjacent to the station car park.

- The new on-street taxi rank at Haymarket Station will be provided, with a further taxi rank located on Rosebery Crescent.
- Bus stops will be redistributed adjacent to the tram stop to provide an interchange with tram.
- Torphichen Place will be 2-way, with the new northbound movement restricted to a maximum 7.5 ton vehicle due to the limited turning space at the junction of Torphichen Place and Torphichen Street.
- Grosvenor Street will operate with a left-in / left-out operation so as to maintain local access without adversely impacting the capacity of Haymarket junction.
- The left turn from Palmerston Place into West Maitland Street is to be banned, so as to improve the traffic capacity of this junction and optimise pedestrian flows (high peak demand to and from Haymarket Station). An alternative signed local route via Manor Place will be available to facilitate this manoeuvre.
- Improved pedestrian facilities will be provided at Haymarket junction to better accommodate the peak flows, with for example a staggered crossing on the Dalry Road, part of this junction.
- Access for cyclists is maintained at the Haymarket junction, with the left turn ban from Dalry Road retained for safety and pedestrian demand reasons.
- The tram will proceed along Haymarket Yards, sharing the road for some 100m from the Haymarket Viaduct with all road users. After this the tram will run, on a dedicated track, parallel to the Edinburgh/Glasgow railway line.
- An alternative cycle route is to be explored by the Council, which would potentially link to the tram cycleway from Devon Place, through a future housing development.

APPENDIX 3

Policy Statement:

Background:

- 1 The ETN was approved by the Scottish Parliament in 2006.⁴³ At that stage, Edinburgh and the Lothians had seen sustained economic growth for a number of years. One of the impacts of economic growth was increasing transport demand in and around Edinburgh, both by car and by public transport. National, regional and local policies focused on creating a framework to deliver sustainable city region growth and transport provision was a key consideration.
- 2 Sustainability was important then and it remains a key policy driver for national and local government. The Edinburgh and Lothian Structure Plan⁴⁴ sets out the approach of the Council and neighbouring authorities to strategic economic growth and infrastructure delivery to support that growth. The development strategy is to channel growth into a number of 'core development areas', including the nationally significant 'West Edinburgh' area surrounding Edinburgh Airport. Many of the Core Development Areas require investment in transport infrastructure to provide the necessary levels of connectivity both to attract investment and to minimise emissions in the interests of sustainability.
- 3 The Council recognised that unconstrained growth in private car use in the urban area was not sustainable, an approach which was consistent with national policies for congested urban areas expressed in the National Transport Strategy.⁴⁵
- 4 In December 2006, the Scottish Executive published the **National Transport Strategy** ("NTS") which set out for the first time the long term vision for transport, together with objectives, priorities and plans. The NTS had three strategic outcomes relating to:
 - c. improved journey times and connections;
 - d. reduced emissions; and
 - e. improved quality, accessibility and affordability
- 5 In March 2007, the **Regional Transport Strategy**⁴⁶ ("RTS") was published by SEStran, the Regional Transport Partnership. The RTS supported the vision of the NTS. The overarching direction of the RTS was to develop a transport system to enable businesses to function effectively and to allow all groups in society to share in the region's success through high quality access to services and opportunities, whilst respecting the environment and contributing to better health.

⁴³ See paragraph 2.1 of Statement of Case

⁴⁴ Edinburgh & Lothian Structure Plan 2015: Document 23

⁴⁵ Scottish Executive, National Transport Strategy December 2006: Document 19

⁴⁶ Document 21

- 6 At the local level, the Council had published its Local Transport Strategy ("LTS") in 2000 with updates in January 2004 and March 2007⁴⁷. The aims of the LTS were to support a sustainable and growing local and regional economy; improve safety for all road and transport users; reduce environmental impacts of travel; support the local economy; promote better health and fitness and reduce social exclusion.
- 7 The policy context that informed decisions on the ETN is set out in more detail in the Final Business Case⁴⁸.

Current Policy:

- 8 Current transport and planning policies recognise the contribution which the ETN will make to improving accessibility and environmental quality in the city. It is considered a necessary underpinning to support economic health and future growth and regeneration. It should be borne in mind that decisions to approve and fund the Project were taken during a period of sustained economic growth. Since 2008, the global, national and local economies have changed dramatically. The Council has been monitoring the impact on the Edinburgh and its region and has brought forward policies and action plans to support economic resilience.
- 9 In common with US and European governments, one of the objectives of the Scottish Government and the UK government is to invest in infrastructure projects during the recession to support the construction industry. The ETN is one of the Scottish infrastructure projects which is helping to meet this economic objective.
- 10 The **National Transport Strategy 2006**⁴⁹ (NTS) maps out the long-term future for transport in Scotland. Although it has no specific timescale, it is linked to the current capital investment plan to 2012 and is to be updated every 4 years. In this document, Scottish Government makes it clear that growing Scotland's economy is their first priority. Transport is essential for economic activity, making a significant and positive contribution to economic growth, prosperity and the quality of life. The Scottish Government seeks to attain integrated, modern, reliable and environmentally efficient transport choices.
- 11 The NTS states that Scotland needs to ensure that it has a well-connected, sustainable transport network to enhance global competitiveness and to enable the economy to maximise its productivity.⁵⁰ Three key strategic outcomes are set out in paragraph 10, as follows:
- improve journey times and connections – reducing congestion and delays and improving connections in transport to support economic growth, achieve social inclusion, integration and safety;
 - reduce emissions – to help tackle climate change, improve air quality and health and protect the environment; and

⁴⁷ Document 22

⁴⁸ Document 10

⁴⁹ Document 19

⁵⁰ Scottish Executive, National Transport Strategy December 2009 – para 71: Document 19

- improve quality, accessibility and affordability – giving people a choice of public transport with better quality services and value for money or an alternative to the car
- 12 A number of initiatives to develop and improve Scotland’s strategic transport network are listed, projects such as the completion of the M77 motorway and completion of the Larkhall Milngavie rail link in 2005. Further commitments to key transport projects are noted, such as completion of the motorway network with work on the M74, M8 and M80, provision of a second crossing at Kincardine Bridge, and Edinburgh Trams. The NTS notes that Scottish Government is committed to delivering these projects through the existing infrastructure plan to 2012.
- 13 The **SEStran Regional Transport Strategy 2008-2023**⁵¹ (RTS) sets out a framework for investment in and management of transport throughout the Edinburgh City Region. In the RTS’ summary it is noted that there has been a significant increase in car traffic and this has created a number of problems such as increased traffic congestion etc. In light of this, the RTS gives a commitment to:
- improving public transport in South East Scotland in terms of journey time, reliability, price, convenience, quality, availability, information and integration;
 - key connectivity to facilitate a successful economy;
 - the need to reduce greenhouse gas emissions.⁵²
- 14 Subsequently SEStran will strive to see further expansion of the tram network within Edinburgh and beyond.⁵³ The ETN will encourage economic growth and regional prosperity by improving connectivity and tackling congestion. The ETN will also conform to the RTS’ commitment to developing a transport system which minimises the impact of transport on the local and global environment.⁵⁴
- 15 The **Local Transport Strategy 2007-2012**⁵⁵ (LTS) is the principal means to determine how the needs of motorists, public transport users, pedestrians and cyclists will be prioritised and balanced. The LTS states that an effective, integrated transport system is essential in Edinburgh to the continuing development of the economy of the region as a whole, the quality of life of its citizens and the experience of all who travel into the city for work, education or leisure.
- 16 The range of issues addressed range from growing congestion in the city to the mobility needs of disabled people. The views of Edinburgh’s residents, businesses and other organisations have been sought through extensive consultation in recent years, highlighting issues such as road maintenance and availability of evening/weekend bus services as key concerns. Consultation with the business and economic development community has highlighted the importance of good transport to continuing economic success. Other issues arise from development pressure and the implications arising from government requirements and legislation such as

⁵¹ Document 21

⁵² SEStran Regional Transport Strategy 2008-2023 – para 1.4.1: Document 21

⁵³ SEStran Regional Transport Strategy 2008-2023 – para 5.2.6; Document 21

⁵⁴ SEStran Regional Transport Strategy 2008-2023 – para 3.3.9: Document 21

⁵⁵ Document 22

national transport strategy, national road safety targets, the need to meet air quality standards, reducing greenhouse gas emissions, and contributing to wider policy objectives for traffic and congestion reduction, social inclusion and better health.

- 17 The LTS notes that major projects are currently in the pipeline – including the ETN. In the public consultation most respondents supported the strategic direction. Connectivity, both internal and external, is one of the most important determinants of city competitiveness and the goal of delivering a high quality and efficient public transport system will help to ensure Edinburgh’s competitiveness. As the performance of Edinburgh’s economy has a significant impact on the future growth of the Scottish economy, ensuring that Edinburgh’s connectivity is first class is in the national interest. Securing connectivity in a way that minimises environmental impact will be a more robust and sustainable approach. The LTS therefore considers investment into sustainable transport as a major priority.⁵⁶ A tram system for Edinburgh will significantly improve connectivity: reliability and faster journey times will effectively ‘shrink’ the scale of the city, making areas such as Leith and the waterfront appear much closer to the city centre and therefore more accessible?⁵⁷
- 18 Achieving the efficient co-ordination and integration of public transport services remains an issue for the Council. Although the difficulties are recognised, Council powers are limited by the deregulated environment for bus operation in the UK*. The LTS considers the ETN is also an opportunity to improve matters in this regard.⁵⁸
- 19 The Scottish Executive published the first **National Planning Framework** for Scotland (NPF) in 2004 and updated this with the publication of NPF2 in 2009. NPF2 sets out the Scottish Government policy for the long term spatial development of Scotland up to the year 2030. NPF2 establishes strategic development priorities to support the Scottish Government’s central purpose – sustainable economic growth – and takes forward their commitments to this and to tackling climate change. It focuses strongly on infrastructure priorities. For transport it promotes the strategic outcomes set out in the National Transport Strategy, incorporating the findings of the Strategic Transport Project Review. It identifies a number of major infrastructure projects “which Ministers consider to be essential elements of the strategy for Scotland’s long term development”⁵⁹.
- 20 The Development strategy set out in paragraph 53 contains 12 main elements, a number of which are relevant:
- Support strong sustainable growth for the benefit of all parts of Scotland
 - Support the development of Scotland’s cities as key drivers of the economy
 - Expand opportunities for businesses by promoting environmental quality and good connectivity
 - Promote more sustainable patterns of travel, transport and land use.

Under the heading “The Cities and their Regions” the document acknowledges the need for cities to compete to attract high value jobs and creative people, noting that

⁵⁶ Local Transport Strategy 2007-2012 – pages 16 & 90: Document 22

⁵⁷ Local Transport Strategy 2007-2012 – page 73; Document 22

⁵⁸ Local Transport Strategy 2007-2012 – page 17: Document 22

⁵⁹ National Planning Framework for Scotland 2 – para 6: Document 19

“successful cities need to be supported by strong regions well connected to urban facilities.....Efficient public transport systems are needed to support increasingly flexible city region labour markets and to help minimize reliance on carbon intensive modes of transport. For all our cities and their regions, the aim must be to develop spatial plans and other policies which encourage shifts to walking, cycling and public transport over the next 20 years.”⁶⁰ Edinburgh is considered to be vital to Scotland’s economic wellbeing, as is Glasgow.

- 21 The chapter on “Spatial Perspectives” sets out the nationally important spatial issues to be addressed, giving the focus for development planning and the ongoing activities of the Scottish Government, key agencies and local authorities. For the Central Belt, both Edinburgh Waterfront and West Edinburgh are highlighted, and the role of the proposed Edinburgh tram is acknowledged in paragraph 187 “The City Council plans to have the new tram line between the Waterfront and Edinburgh Airport operational by 2011.” In addition, reference is made to the development of transport and interchange facilities at Haymarket to help accommodate the predicted growth in rail demand.⁶¹
- 22 Fourteen Statements of Need are contained in the Annex to NPF2. These identify the developments which are considered to be essential to the delivery of the Scotland’s spatial strategy and provide the definition of National Developments for planning purposes. The ETN is not specifically identified given that the relevant consents have already been obtained. Nevertheless, in the Statement of Need for Strategic Airport Enhancements it is noted that Edinburgh Airport is of key economic importance as an international gateway and that “Improved public transport access will provide more sustainable means of accessing the airport and associated facilities and help to accommodate projected passenger traffic volumes.”
- 23 There is a cross reference in paragraph 188 to the **West Edinburgh Planning Framework (WEPF)**, confirming the importance of the area around Edinburgh Airport as a potential location for prime offices serving international markets as well as accommodating airport growth and addressing issues of congestion and connectivity. The WEPF was published jointly by the Scottish Executive, Scottish Enterprise, City of Edinburgh Council and West Lothian Council, and sets out a long term vision for West Edinburgh. It recognises the importance of securing sustainable transport infrastructure as an integral component of development proposals. The area is considered to be of national importance in terms of economic development, global connectivity and transport.
- 24 The WEPF 2008 predates the finalised version of NPF2, being published in final form at the end of May 2008. It notes that the important characteristics of West Edinburgh are the improving global connections, strategic location within the Central Belt with excellent connections, gateway to the city and access to a talented workforce within commuting distance. Timescale is 2020. The elements in the WEPF are as follows
- Enhancement of the Airport is a designated “National Development”, showing the existing boundary of the airport and the proposed airport expansion to 2020.
 - A new replacement site for the Royal Highland Showground, allowing for modernisation and expansion, and removal from the green belt is recommended.

⁶⁰ National Planning Framework for Scotland 2 – para 55: Document 18

⁶¹ National Planning Framework for Scotland 2 – para 189: Document 18

- Land for an “International Business Gateway” is identified, to be established through Strategic and Local Development Plans and a “Strategic Design Framework”.
 - A scheme for the Gogar Burn (alleviating flood risk/improving water quality) should be implemented, and safeguarded in the meantime.
 - Introduction of the Edinburgh Tram, in accordance with the proposals considered and endorsed by the Scottish Parliament, and their integration with a rail station in the vicinity of Gogar thus giving links between light and heavy rail. The Council together with key stakeholders are also required to undertake a transport appraisal exercise of options for west Edinburgh.
- 25 The WEPF 2008 sets the scene for an Alteration to the Rural West Edinburgh Local Plan and identifies matters to be addressed in future Strategic and Local Development Plans. A Strategic Design Framework was to be prepared and the West Edinburgh Partnership set up to drive implementation forward. Planning authorities are also required to take both NPF2 and the WEPF2008 into account when preparing statutory development plans.
- 26 The **Structure Plan for Edinburgh and the Lothians 2015** (ELSP) was approved by Scottish Ministers on 17 June 2004 as part of the Statutory Development Plan. It sets out a spatial development plan for Lothian region, founded upon a number of core growth areas and strategic infrastructure provision. The strategy of the Plan and its policies are in accordance with the principle of sustainable development, maintaining and enhancing the environmental heritage underpinning the area’s quality of life. The context of the Plan was prosperity and the need to accommodate growth based on the forecasts at the time when it was prepared. Nevertheless the aims are wide and include a commitment to integrating land use and transport, maintaining and enhancing economic competitiveness and also to protecting and enhancing the quality of the environment.
- 27 Fifteen core development areas are identified as the focus for growth throughout the region. These are areas where infrastructure capacity has been identified or where it will be cost-effective to provide new infrastructure. Fundamentally the success of the Plan rests on achieving improved accessibility by encouraging growth in these areas at the same time as transport networks are developed.⁶² Three of these core development areas are within urban Edinburgh – Edinburgh City Centre, Waterfront Edinburgh and Edinburgh Park/South Gyle/Sighthill. The Plan makes it clear that to achieve a more sustainable pattern of development throughout the region, the provision of new transport infrastructure must be prioritised.⁶³ Indeed, the Plan states categorically that “The construction of a tram system in Edinburgh is crucial to the success of the development strategy.”⁶⁴ However, the Plan’s transport policies are not wholly focused on growth, but give a commitment to maximising accessibility for all in the community by foot, cycle and public transport, and the delivery of the tram system will clearly help to achieve this aim. The tram system is identified in Table 5.1 as the “North Edinburgh loop, the City-Edinburgh Park-Edinburgh Airport-Newbridge, City-Cameron Toll-Royal Infirmary Edinburgh-Danderhall and Network

⁶² Structure Plan for Edinburgh and the Lothians 2015 – para 2.28; Document 23

⁶³ Structure Plan for Edinburgh and the Lothians 2015 – para 5.1; Document 23

⁶⁴ Structure Plan for Edinburgh and the Lothians 2015 – para 5.10: Document 23

Extension to Queensferry” and policy TRAN1 requires these routes plus ancillary facilities and depots all to be safeguarded from development which might prevent development.

- 28 The Structure Plan includes a separate Action Plan which makes it clear in paragraph 4.2 that “Implementation of the major transport initiatives will involve substantial capital investment.....In particular it is imperative that the Scottish Executive makes a major contribution to the necessary investment programme.” In addition, the Action Plan notes that planning authorities will need to play their part in securing developer contributions as support funding for transport projects. The two Edinburgh Tram lines which were the subject of the tram Acts are noted as Strategic Transport Investment Proposals for delivery by 2009 (Schedule 2 in Action Plan).
- 29 The **Rural West Edinburgh Local Plan (RWELP)** covers part of Edinburgh City outwith the City By-Pass, and its strategy aims to integrate fully land use and transport planning to achieve more sustainable development. “The integration of land use and transportation planning is central to achieving sustainable development. The local plan builds on the Structure Plan’s approach in this area. The role of public transport as a more energy efficient means of movement than the car is a vital element and this plan contains a range of innovative proposals for new public transport infrastructure and the creation of park & ride sites on the city edge to intercept car-borne travellers.”⁶⁵ It notes that traffic pressures render this area of strategic transport importance to the city and that the Structure Plan includes a number of proposals to improve public transport in the area. The most significant of these is the West Edinburgh Tram.
- 30 The Plan notes “Proposals T1 for a West Edinburgh Tram and T2 for park & 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 & ride facility at Ingliston. The tram line is shown on the plan to Newbridge.”⁶⁶ This Plan also safeguarded the route of a guided busway along a similar alignment, but this was a contingency measure in the event that the proposal for the West Edinburgh Tram was not implemented. Reference was also made to possible future safeguarding of tram lines to Queensferry and Livingston once final alignments were agreed. An Action Plan to accompany RWELP was approved by the Planning Committee on 4th September 2008. This lists all the strategic infrastructure requirements and includes the Edinburgh Tram as a project to be delivered in the medium term (i.e. before 2015).
- 31 The **Rural West Edinburgh Local Plan Alteration** is in the course of preparation and will update planning guidance to take account of airport expansion requirements and the proposals contained in WEPF. A consultation draft Alteration was published in October 2008, closely linked to the preparation of the West Edinburgh Strategic Design Framework, which will in due course provide supplementary planning guidance.

⁶⁵ Rural West Edinburgh Local Plan – para 2.27: Document 25

⁶⁶ Rural West Edinburgh Local Plan – para 7.33: Document 25

32 Alterations 14 and 15 are particularly relevant.

- Alteration 14 – National Context – this proposes replacement text relating to the WEPF and committed transport proposals “i.e. the Edinburgh Tram from Newhaven to Edinburgh Airport (under construction), a rail station in the Gogar area with associated tram interchange and the construction of a Dalmeny Chord rail link between the Glasgow and Fife lines. Beyond that, WEPF 2008 states that strategic transport interventions are to be subject to ongoing appraisal and decisions will be made through the development plan process. It requires the Council together with key stakeholders to undertake an appraisal of transport options for West Edinburgh...”
- Alteration 15 – transport proposals – this also proposes replacement text to reflect the substitution of the Dalmeny Chord for the Edinburgh Airport Rail Link, and new railway stations to be safeguarded at Gogar and at Newbridge/Ratho Station. It also made clear that the findings of the transport options appraisal would be taken forward at the stage of finalising the Alteration.
- Alteration 16 – Proposal T1 – this proposes amending the line of the proposed Edinburgh Tram to match the line that has Parliamentary approval.

33 The Alteration remains to be finalised (taking account of comments received) and placed on public deposit. It is anticipated that there will be objections at this next stage and that an examination to hear outstanding objections is likely to be required before it can be adopted.

34 The **Edinburgh City Local Plan (ECLP)** completes the statutory development plan coverage. It is close to adoption having been the subject of a public local inquiry at the end of 2008. Chapter 2 describes the drivers of change as a growing economy, higher densities, better transport and a more sustainable city. Under the heading of “better transport”, it is noted that the tram is the “most important infrastructure project” and that the project will start with “a direct Edinburgh Airport/City Centre/Leith line. This will improve accessibility and will be critical to the success of the waterfront regeneration proposals.”⁶⁷ The Plan’s core aims which sit within the Structure Plan guidance include the following

- encourage high quality, sustainable development which strengthens the city’s economy and role as a capital city and enhances its economic competitiveness
- encourage shopping and other complementary facilities in locations convenient to serve residents, workers and visitors
- encourage sustainable lifestyles and minimise the contribution that growth makes to climate change
- ensure the provision of transport, educational and other necessary infrastructure to meet needs and encourage the provision of a wide range of leisure, recreational and visitor facilities in accessible locations

35 The Plan identifies four strategic growth areas/core development areas. These match the Structure Plan core development areas, and three of these have a high

⁶⁷ Edinburgh City Local Plan – para 2.6: Document 24

degree of reliance on the current tram project – City Centre, Waterfront and West Edinburgh. The descriptions below are drawn from the local plan text.

City Centre

- 36 The ECLP notes that the city centre has attracted a wide range of high quality development. New office building and housing have taken place, together with individual developments associated with its cultural, leisure and entertainment functions. The core shopping area requires support to withstand competition, especially from out of town centres, but it has struggled to attract retail investment. The city centre is the hub of the transport system. It will continue to play a crucial role in the city's economic growth, and its further development as a service centre of national importance. Accessibility to the city centre will be significantly enhanced through the tram project. The Plan continues to encourage a wide range of development, emphasising diversity of provision and mixed uses on individual sites. The aim is to retain city centre vitality, but recognising that this is a lived-in centre where housing will continue to play a large part in regeneration.

Edinburgh's Waterfront

- 37 Two extensive areas of land along Edinburgh's waterfront, at Leith and Granton, will see significant development during the Local Plan period and beyond, providing much needed housing and associated community facilities, as well as employment and leisure/ tourism related developments that will enable these areas to take on a wider role, complementary to that of the city centre. The potential of both areas combined is for approximately 30,000 houses. The ETN will be crucial if the full potential of these areas is to be realised.

West Edinburgh

- 38 Edinburgh Park lies at the heart of the South Gyle/Sighthill core development area identified in the Structure Plan and has progressed steadily to become Scotland's premier business park. The ETN will enhance the accessibility of this area, and development at Edinburgh Park will be completed with the construction of office buildings at higher densities than exist, but within the design controls set by an agreed master plan.
- 39 The Chapter which focuses on transport matters in the local plan is headed up with the following objectives. The need for new transport infrastructure to serve the city is highlighted in the text, as follows.
- To minimise the distances people need to travel
 - To maximise the accessibility of communities to jobs and essential services
 - To minimise the detrimental effects of traffic and parking on communities and the environment
 - To support the provision of necessary network infrastructure

“Additional transport infrastructure will be needed in Edinburgh, to provide for its growth requirements and assist the development of more sustainable patterns of travel. The following policies and safeguards arise from committed proposals and policy requirements of the Local Transport Strategy or the Structure Plan, where

these have implications for the future use of land and its development. Each can be related to a designation on the Proposals Map.”⁶⁸

- 40 Various proposals are specified, requiring to be safeguarded both in the Plan and in decisions on planning applications. The ETN is one of these, and the safeguard is for the wider proposal for three lines. The text goes on to note:

“The Edinburgh Tram project is the largest infrastructure proposal to improve the city’s overall transport networks. Parliamentary approval has been given to the construction of the tram lines shown on the Proposals Map. Phase 1a, to be built first, will run from the airport through Edinburgh Park, the city centre to Ocean Terminal and Newhaven. Phase 1b, to be built at a later date, will run from a connection with phase 1a at Roseburn to Granton. The Proposals Map also shows two routes to be safeguarded for longer term extensions of the system. One consists of an extension of phases 1a and 1b between Newhaven and Granton to complete a loop. The other is a line from the city centre to Newcraighall via the Royal Infirmary and Greendykes. The tram will have a major influence on travel patterns, secure the accessibility of the city centre and enhance the accessibility of key growth areas in Leith and Granton. The planned tram stops are also shown on the Proposals Map. Higher density, mixed use developments will in principle be acceptable around tram stops.”⁶⁹

- 41 With regard to procedures, the local plan also notes the following:

“The Tram Acts have the effect of granting planning permission for the construction of tram phases 1a and 1b within certain defined ‘limits of deviation’. The Acts have introduced a special planning process called ‘prior approval’. Proposals will now be submitted to the Council for ‘prior approval’, but may only be refused or conditions imposed on an approval, if an alternative alignment within the limits of deviation is available, or if the design is reasonably capable of modification. The Council will seek the highest standard of design within its powers and its advisory role, ensuring that adverse effects on the existing environment are minimised. For these purposes and to guide the tram system designers, the Council has prepared the Tram Design Manual and a series of urban design briefs for the tram route. A reference to these and other relevant guidelines should be made in the design statements to be submitted with the prior approval applications. Whilst it is only the tram system design that will come to the Council for prior approval, regard will be had to the longer term scope for re-designing the streetscape and the wider public realm through which the tram will pass.”⁷⁰

- 42 There are other references to the ETN in relation to other transport proposals. For example, in paragraph 9.33 in relation to the proposed cross-Forth Ferry the text notes that “Any ferry terminal should be located where it could be conveniently served by public transport, preferably the proposed tram.”
- 43 The ECLP includes other references to the Tram Project, demonstrating a reliance on the delivery of the project as one of the underpinnings to the strategy for the city. Major shopping facilities and established centres of economic development rely in

⁶⁸ Edinburgh City Local Plan – para 9.16: Document 24

⁶⁹ Edinburgh City Local Plan – para 9.17; Document 24

⁷⁰ Edinburgh City Local Plan – para 9.19: Document 24

particular on the ETN being operational. As a transport system which has the ability to move greater numbers of people more quickly around the city the ETN opens up the potential for additional development capacity in accessible parts of the city, well-served by tram stops, as explained in paragraph 7.9 and Policy Ret 3 and demonstrated in Table 8.2.

APPENDIX 4



Haymarket-Newhaven Area Tram
Measures
c/o Dundas and Wilson
Saltire Court
20 Castle Terrace
Edinburgh
EH1 2EN

Our Ref: 3762

Your Ref: TRO/09/60

Date: 11th November 2009

Dear Sir or Madam,

**HAYMARKET - NEWHAVEN AREA, EDINBURGH
PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM
NETWORK**

Thank you for providing the Force with copies of the proposed measures as detailed in TRO 1. Since receipt of the documents a meeting has taken place at Police Headquarters between Duncan Fraser, and Ken McLeod of the Council Tram Team and staff from my Traffic Management Section.

In consequence of the observations and issues discussed during this meeting, I can confirm that I do not wish to raise any formal objections on behalf of the Chief Constable at this stage.

I do however request and as was agreed at the above meeting, that the following observations and comments be forwarded for your consideration with a view to informing and amending the anticipated future TRO's for these areas.

Plan 1 - I understand the taxi rank shown on Annfield is for information purposes only and will be covered by a separate approval process however, I do consider the rank to be an unrealistic distance from the tramstop. There is therefore a likelihood, due to parking and stopping restrictions, that both taxis and private vehicles will stop in the immediate vicinity of the tramstop.

Plan 2 - No comment, as it is my understanding the very short bus lane depicted is for information purposes only and the lane will actually still continue to North Leith Sands.

David JR Strang QPM BSc MSc Chief Constable

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Plan 3 – The plan appears to show two raised walkways across the tram track at the Ocean Terminal tramstop. There does not appear to be any control to this crossing point and this may also create the potential for a trip hazard for pedestrians when crossing at this location.

Plan 4 – The exit from the Ocean Terminal car park to Ocean Drive depicts a 'No Right Turn' sign. There is no possible right turn at this location, the proposed signage here should be scrutinised.

Plan 5 – No comments.

Plan 6 – No comments.

Plan 7 – The 'No Left Turn' from Baltic Street to Constitution Street will not be self-enforcing for all lengths of vehicles. There is the potential for traffic to be displaced onto routes that currently have significant traffic flows. A signing strategy encouraging the use of alternative routes is not provided.

Assembly Street will become two-way with a loading bay located near the turning point. Will there be a restriction on vehicle lengths as many rigid large goods vehicles may have difficulty turning safely?

The 'No U Turn' signs are not self-enforcing.

Plan 8 – Despite 'Vehicles Prohibited' signs earlier on the tram route, they have been replaced with non-standard 'No Entry' signs, this has the potential to confuse the motoring public.

Loading for businesses located to the northeast side of the Foot of the Walk junction, including a public house and florist, appears to be located in Laurie Street. This will require all deliveries to be carried through the Foot of the Walk tramstop creating a potential safety concern for pedestrians when heavy objects are being delivered.

The exit from 156 Constitution Street should show a 'No Left Turn' and 'No Right Turn' sign supported by an 'Ahead Only' arrow.

Plan 9 – The bus stops located in the single running lane on Leith Walk will create the obvious potential for driver frustration. A significant driver education programme will be required for the average motorist to appreciate that a bus stopping on multiple occasions through the length of Leith Walk, is not an obstruction which would justify driving onto the 'tram and bus only' lanes in order to complete an overtaking manoeuvre.

The 'No Right Turn' into or exiting Crown Place and Crown Street is not self-enforcing. I appreciate the latter is a result of track crossovers but this does not appear to be the case with Crown Place. A short extension to the central reserve would resolve this issue.

Many of the pedestrian crossings over the length of Leith Walk are not staggered and are a significant distance for the elderly or disabled to negotiate.

Plan 10 - The varying road use on this section may prove confusing to drivers. I believe it unlikely that bus drivers will choose to use lane two between stops, particularly during peak times, as other drivers may be reluctant to allow them back to lane one knowing the bus will thereafter stop further up the road and block the running lane.

Plan 11 - The 'No U Turn' signs appear on one approach only to each junction, the lack of continuity may confuse drivers. Where U-Turns are permitted, does the signal have a double head to prevent conflict with the pedestrian phase should a manoeuvre be slow or late?

Plan 12 - Comments as above regarding running lanes and U-Turns.

Plan 13 - There is a lack of continuity with the tram only lane at McDonald Road tramstop. The south-west pedestrian crossing is 'tram only' and a different tactile or coloured surface from the other crossing points.

The significant junction of Leith Walk/Annandale Street has a 'No Right Turn'; what is the route for vehicles returning to Lothian Buses depot and will this have an adverse effect on other junctions?

Gayfield Square Police Station is the response station for central Edinburgh with most vehicles requiring a right turn on exiting the Square. In addition, vehicles cannot legally perform a U-Turn until the McDonald Road junction. Previously a yellow box for northbound traffic with a gap in the central reserve was provided for exiting vehicles. Can dropped kerbs be provided to allow emergency vehicles the opportunity to perform a right turn?

Plan 14 - The 'No Right Turn' from London Road to Blenheim Place is a desired manoeuvre. While it is appreciated alternative routes are available via Hillside Crescent or Easter Road/Regent Road, this is not a popular alternative and the instances of U-Turns on London Road will potentially increase.

Cathedral Lane is narrow with no area at the north end to allow large vehicles to turn. The north entrance is depicted with a 'Motor Vehicles Prohibited' sign but is currently used for deliveries to adjacent properties including the public house. The most obvious choice for delivery drivers to stop may become the bus lane on York Place.

Signing in the Picardy area has a lack of continuity with only one banned turn sign or one-way street being supported by a 'No Entry' sign in Picardy Place. The Signing Schedule is not available to ascertain if this has been addressed.

Plan 15 - Lining for the York Place bus lane westbound from Elder Street starts at this junction but the shaded area on the plan does not match, commencing some distance west of this junction.

There is no parking restriction shown for York Place on Sundays, current experience provides parking can have a significantly negative impact on traffic flow.

Plan 16 – No comments.

Plan 17 – The right turn from Queen Street to North St David Street is shown as a banned movement. The turn is working well under the current diversion route. Any traffic wishing to reach St Andrew Square from the north and west will be forced to do so via George Street, further loading the near-capacity George Street/Hanover Street/The Mound signalised junction.

The St Andrew Square/George Street junction has a lack of continuity with northbound traffic now allowed to turn left but southbound traffic still banned from turning right into George Street.

Plan 18 – The north kerb line on Princes Street on approach to South St Andrew Street shows a sharp deviation. It is accepted this is a design issue that has no effect on the TRO but should be considered for improvement.

The opportunity to improve parking restrictions on Princes Street to the immediate west of North Bridge appears to have been missed.

Plan 19 – No comments.

Plan 20 – Delivery vehicles entering Princes Street from Frederick Street during permitted hours can only do so by illegally entering the bus lane.

Plan 21 – As above, delivery vehicles entering the restricted area of Princes Street during permitted hours must enter illegally via the bus lane.

Plan 22 – A significant and clear signing strategy will be required to direct traffic heading west from Lothian Road via the West Approach Road.

Plan 23 – The right turn from West Maitland Street to Atholl Crescent Lane is a desired route and creates an enforcement issue, as the proposed road layout is not self-enforcing.

Plan 24 – West Maitland Street has only one very small area provided for loading with no other loading area in 'line-of-sight'. This will pose a significant problem for local businesses particularly the Post Office and public houses. It is anticipated that the bus stops will be utilised for this purpose creating the potential for congestion as buses queue.

The 'No right turn' from Haymarket Station taxi rank to Haymarket Terrace is unrealistic and the larger proportion of taxis will wish to turn right from here. The capacity is also insufficient and grossly underestimated.

Dalry Road has been narrowed by a large traffic island creating the potential for buses to queue from the stop across the pedestrian crossing.

The left turn from Palmerston Place has been banned for no apparent reason.

Plan 25 – A 7.5 Tonne weight restriction is proposed for goods vehicles on Torphichen Place. It is my understanding this is required to allow long vehicles to pass in opposing directions at the Torphichen Place/Torphichen Street junction. Would a vehicle length restriction therefore be more appropriate as there is still the potential for two visiting coaches to collide, being unaware of the width restriction?

This weight restriction is not self-enforcing, creating significant enforcement issues.

Torphichen Place does not have a controlled crossing at its north end despite this being a pedestrian desire line. It is appreciated there is not currently controlled crossing facilities but the inter-green time and one-way traffic flow allows for safe crossing. This is removed by two-way traffic flow and the potential danger for pedestrians is increased.

The exit from Dewar Place Lane has a 'No Right Turn'- despite two-way flow on Torphichen Place. The number of vehicle wishing this manoeuvre is limited but certainly desirable for operational police officers leaving the West End Police Station. A yellow box junction or 'Keep Clear' would allow smooth egress without interrupting traffic flow southbound and should be provided.

In addition to the above plan specific comments, I have the following general queries:

Has commuter parking along the tram route, in line with the tram stops, been considered as a requirement?

The current plans do not depict 'Tram Lane', 'Bus Lane' or any signs that are a combination of both, merely an apparent change in road surface colour or tactile. Have such signs been considered and will they be listed on the proposed Signing Schedule?

I trust that you will find these comments to be of value in assisting with future amendments to these documents.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alan Duncan', with a long horizontal flourish extending to the right.

Alan Duncan
Superintendent
Road Policing Branch

EDINBURGH

THE CITY OF EDINBURGH COUNCIL

CITY DEVELOPMENT

TRANSPORT

Superintendent Alan Duncan
 Road Policing Branch
 Lothian and Borders Police
 Force Headquarters
 Fettes Avenue
 EDINBURGH
 EH4 1RB

Date: 23 December 2009
Your Ref: 3762
Our Ref: TRO/09/60
Corr No:

Dear Superintendent Duncan

HAYMARKET – NEWHAVEN AREA, EDINBURGH PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM NETWORK

Further to my letter of 12 October 2009 advising you that the City of Edinburgh Council proposes to promote Traffic Regulation Orders TRO/09/60 for the Edinburgh Tram network I acknowledge receipt of your response of 11 November 2009.

I note your confirmation that you do not wish to raise any formal objections to the proposals at this stage and I would make the following comments on the points you raise, a number of which I note are not TRO-related.

- Plan 1. The proposed taxi stance could not be accommodated on the main road and the site on Annfield Street was identified as the most suitable alternative location in the vicinity of the tram stop.
- Plan 3. I can confirm that the tram track is flush with the carriageway at crossing points.
- Plan 4. A number of features, including some of the signs, are shown on the drawings for clarification purposes only. The as-built signing will reflect the TRO requirements.
- Plan 7. The banned left turn from Baltic Street into Constitution Street is required for road safety reasons, due to the proximity of the tram stop to the junction. Extensive traffic modelling has been undertaken to identify

DAVE ANDERSON
 DIRECTOR

City Chambers, High Street, Edinburgh EH1 1YJ



"wider-area" issues and proposals will be brought forward, if appropriate, to address any issues identified.

It is not proposed at this stage to introduce any restriction on the type of vehicles permitted to access Assembly Street but this will be reviewed post-implementation of tram, as will all aspects of the TRO.

As above, the operation of "No U-turn" features will be reviewed post-implementation of tram.

Plan 8. The Roads Authority have previously obtained authorisation from the Scottish Government for the use of Dia 616 *No Entry* signs across the City of Edinburgh Council area, in preference to Dia 619 *Motor Vehicles Prohibited* signs. The case made to the Scottish Government at the time was that motorists do not understand the Dia 619 signs where they do understand the Dia 616 signs. The Roads Authority's position has not changed in that regard and the experience on Princes Street since it was re-opened on Sunday 29 November using Dia 619 signs would seem to underline the point.

I can confirm that properties adjacent to the Foot of the Walk tram stop will be serviced from the Laurie Street loading areas and I note your comment about potential conflict with pedestrians.

The signage required at the egress from 156 Constitution Street will be reviewed in light of your comment.

Plan 9. On the issue of what constitutes an obstruction warranting encroachment on dedicated traffic lanes, a distinction needs to be made between *tram only* lanes (tram bahns) and *tram and bus only* lanes:

- *Tram only* lanes are used where there are clear safety and engineering reasons, as well as operational reasons, for designating them "*bahns*", and they will be surfaced differently (setts or imprint) from the adjacent asphalt carriageway. Emergency vehicles aside, other vehicles, including buses, should only be permitted to run on tram bahns in extreme circumstances and generally under instruction. The Articles will need to reflect this.
- On the other hand the use of *tram and bus only* lanes is generally based on operational requirements only, so an encroachment by other vehicles is less critical. I would therefore suggest that the definition of an obstruction should extend to include the scenario you describe, that of a bus stopping on multiple occasions along a route, and general traffic should be permitted to encroach on the dedicated *tram and bus only* lane for the purposes of passing the bus.

The design will be reviewed at the Crown Place egress in light of your comment.

All the pedestrian crossings, including straight-over crossings, have been designed in line with the DfT Traffic Advisory Leaflet TAL 5/05 a key requirement of which is the identification of appropriate pedestrian green times based on a *pedestrian comfort factor*, which factor reflects the *local*

characteristics of the pedestrians using the crossing, ie young, elderly, proximity to school, etc.

Plan 10. The lane configurations are designed to give priority to public transport and any advantage gained will depend on how the operators make use of the facilities provided. Drivers will receive training but as with all aspects of the TRO these features will be reviewed post-implementation of tram to establish if they are achieving the desired result.

Plan 11. I can confirm that U-turns are only permitted where there is no conflict on the "return" direction, ie there either is no pedestrian crossing on the return arm, or it is not called at the same time as potential U-turning vehicles.

Plan 12. As Plan 11 above.

Plan 13. I can confirm that the surfacing shown on the drawing at the south-west tram stop crossing is incorrect and pedestrian crossing treatments will be consistent throughout.

The design is based on extensive traffic modelling which was undertaken to identify appropriate junction configurations. Any necessary diversions will have been identified, and accommodated, in the modelling.

The designers have safety concerns with the facility you propose and have not recommended it, but the emergency vehicle over-run facility between Gayfield Square and Gayfield Street is to be maintained by way of accommodating southbound egress from the station.

Plan 14. The predicted traffic levels on London Road, coupled with the proximity of the eastbound bus stops, means that a vehicle in the offside lane waiting to turn right into Blenheim Place would potentially block the eastbound carriageway. This would be a very likely occurrence in peak periods when both general traffic numbers are highest and buses queue back from the bus stops. Traffic would back up through the junction and what might seem a minor issue can have a very serious consequential impact on the surrounding road network, which can take a long time to resolve itself.

A right-turn facility therefore requires a dedicated right-turn lane but there is not sufficient space to accommodate one, so the right-turn needs to be banned. That said there are alternative routing options, including London Road, Easter Road and Carlton Terrace Brae.

The egress from Cathedral Lane to Picardy Place must be closed off for road safety reasons. An off-peak loading facility is provided on York Place westbound immediately in advance of the bus lane to address the loading issue you highlight.

I can confirm that the Picardy Place junction will be scheduled appropriately and will be signed in accordance with that schedule.

Plan 15. The westbound bus lane should continue immediately west of the Elder Street junction; the colouring on the drawing is incorrect.

Parking is to be restricted on Sundays on York Place, in line with your comment. This will be addressed in a subsequent variation Order.

Plan 17. As noted above the design is based on extensive traffic modelling which was undertaken to identify appropriate junction configurations under operational conditions. All aspects of the TRO will be reviewed post-implementation and proposals for adjustments to the road network will be brought forward as and where appropriate.

Plan 18. The design of the north kerblines on the approach to South St Andrew Street will be reviewed.

The parking arrangements in front of the Balmoral Hotel are not impacted by the tram project but they will be reviewed separately.

Plan 20. This will be addressed in the same way as the eastbound approach to Princes Street ... see *Plan 21* response below

Plan 21. The West End junction layout is such that a "*Tram, Bus, Taxi and Pedal Cycles Only*" lane cannot be marked and signed appropriately to allow it to be enforced. But while it will not be scheduled in the Order the offside approach lane will be marked as shown on the drawing. This is equivalent to the current (pre-tram works) situation which incorporated a similarly marked "*Bus, Taxi and Cycle Only*" approach lane, a measure which has worked very successfully since it was introduced in 1995.

Plan 22. The wider-area signing strategy is under review.

Plan 23. It is considered that because of the extensive restrictions throughout the Shandwick Place generally the right-turn facility into Atholl Crescent Lane needs to be maintained to help local access. Again this will be reviewed post-implementation of the tram.

Plan 24. While a limited section of "at-any-time" loading has been provided on the north side of West Maitland Street between the bus stops, it is intended that the bulk of loading in this area will be conducted from the dedicated loading bays on the north side of Morrison Street.

The No right-turn out of the Haymarket taxi rank was incorporated in the design for safety reasons; its operation will be reviewed post-implementation of tram. The capacity of the rank reflects the need to strike a balance with a requirement to enhance the public space generally, to provide safe cycle facilities, and to accommodate a drop-off facility for the general public.

The operation of the bus stops on Dalry Road will be reviewed post-implementation of tram.

The design of the Palmerston Place/West Maitland Street junction is based on extensive traffic modelling which was undertaken to identify an appropriate junction configuration and it was established that the demand for a left-turn out of Palmerston Place is very low. More importantly the ban allows the central island and the pedestrian crossing on the east arm

of the junction to be well placed. It also means that the pedestrian crossing can operate during the same stage as Palmerston Place traffic.

Plan 25. I note your concerns about the potential for conflict between coaches which would not be restricted by the proposed weight limit. The designer will be asked to consider other options, including width and length restrictions.

The provision of a pedestrian crossing facility on Torphichen Place would require a separate stage in the signals which would reduce the capacity of the junction to unworkable levels. The situation will be reviewed post-implementation of tram.

As you rightly note the demand for a right-turn from Dewar Place Lane is low. To accommodate such a facility would require the yellow box or *Keep Clear* measures you describe and that in turn would impact on the link capacity to such a degree that the designers have advised against it. Again the situation will be reviewed post-implementation of tram, once actual traffic levels have been established.

General Consideration was given at the design stage to introducing waiting restrictions at potential "commuter parking" locations. However, when the Orders were being prepared it was agreed that rather than pre-empt a problem which might not materialise at all or indeed any locations it would be better to assess the situation post-implementation of tram.

"*Tram Only*" and "*Tram and Bus Only*" signs based on DIA 958 bus-lane principles will be used. The signs are non-prescribed, not least because they will apply to offside lanes rather than nearside, so Scottish Government authorisation will be required.

If you require further information please contact Alan Bowen on 0131 623 8804 and thank you for taking the time to review and comment on the proposals.

Please note that any changes required to address the issues you raise, on Torphichen Place for example, will be considered under a variation Order which will be promoted subsequent to the making of these Orders.

It is anticipated that the Orders will be formally advertised in February 2010.

Yours sincerely



PP
Dave Anderson
Director of City Development

Our Ref: WWC/GL

Dave Anderson
Director of City Development
Haymarket – Newhaven Area Tram Measures
c/o Dundas and Wilson
Saltire Court
20 Castle Terrace
EDINBURGH
EH1 2EN

5 November 2009

Dear Mr Anderson

**HAYMARKET – NEWHAVEN AREA, EDINBURGH
PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM
NETWORK**

I refer to your letter of 12 October 2009 inviting comments in relation to the above proposed measures.

Following a very useful discussion with Duncan Fraser and Ken McLeod yesterday there are only a small number of items we would wish to identify as areas of concern and they are set out in the attached schedule.

I trust that there will be an appropriate course of action in relation to each of them to obviate any requirement to make formal objections to the proposed measures and hope that you will be able to respond to each item to this effect.

I am more than happy to discuss these points in greater detail if that would be of assistance.

During yesterday's discussion other points of concern were raised but as I understand they are not directly relevant to the above proposed orders I will write separately to Andy Conway in order to ensure that they are addressed through whatever means is appropriate in each case. I will ensure that a copy of that letter is sent to Duncan Fraser.

Yours sincerely



W W Campbell
Operations Director

Enc.

TRO - Lothian Buses' Items of Concern

1. At the junction to the north of Ocean Terminal tram stop buses heading north need to be able to make a u-turn within the junction before returning towards the tram stop. It is not clear if a bus can make this manoeuvre without encroaching on the tram zone marked out across the tracks heading towards the tram stop.
2. At the London Road/Leith Walk junction, buses heading south on Leith Walk need to be able to make a u-turn within the junction before returning north on Leith Walk. There are no exceptions shown to the banned u-turn to permit this manoeuvre to happen.
3. The northbound bus stop in the vicinity of Elm Row on Leith Walk is used as a driver changeover point. It is common for three buses to be in a queue at this bus stop and previously general traffic passed this queue in the adjacent running lane. This is prevented under the proposed TRO because of the existence of the tram zone and, as currently provided for in the TRO, risks leading to significant block-back over the London Road junction. It is necessary for traffic still to be able to overtake stationary buses at this bus stop.
4. In York Place there are only two lanes eastbound where previously there were three. In our experience one running lane adjacent to parked vehicles is insufficient to maintain traffic flow on Sundays and it is therefore essential that the waiting and loading restrictions on the north kerb between Dublin St and Broughton St are applicable on Sundays.
5. The existence of a contraflow lane on Torphichen Place which can be used by buses and coaches produces a conflict at the junction with Torphichen Street with such vehicles having to move into the path of traffic going from Palmerston Place to Torphichen Place.

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CITY DEVELOPMENT
TRANSPORT

W W Campbell
Operations Director
Lothian Buses plc
Annandale Street
EDINBURGH
EH7 4AZ

Date: 23 December 2009
Your Ref: WWC/GL
Our Ref: TRO/09/60
Corr No:

Dear Bill

HAYMARKET – NEWHAVEN AREA, EDINBURGH PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM NETWORK

Further to my letter of 12 October 2009 advising you that the City of Edinburgh Council proposes to promote Traffic Regulation Orders TRO/09/60 for the Edinburgh Tram network, I acknowledge receipt of your response of 5 November 2009 and would make the following comments on the points you raise.

1. The design will be reviewed to determine if the requested U-turn facility at the junction to the north of the Ocean Terminal tram stop can be accommodated safely.
2. The design will be reviewed to determine if the requested south-to-north U-turn facility at the London Road/Leith Walk junction can be accommodated safely.
3. The design will be reviewed to determine if the tram bahn can be truncated or if the bus stop can be moved to address the conflict you have highlighted.
4. The changes to York Place which would address the issue you raise will be considered under a variation Order which will be promoted subsequent to the making of these Orders. *(Note that the revised design was not available in time to be incorporated in these Orders.)*
5. The proposed restriction/

DAVE ANDERSON
DIRECTOR

City Chambers, High Street, Edinburgh EH1 1YJ



5. The proposed restriction on Torphichen Place northbound is intended to prohibit all large vehicles but I note your concerns that a weight restriction will not apply to buses and coaches and a potential conflict problem remains. The designer will be asked to consider other options, including width and length restrictions to address this.

Any required changes identified following the design reviews will be incorporated in the subsequent variation Order referred to in (4) above.

I trust that the above is acceptable and thank you for taking the time to comment on the proposed Orders. If you require further information please contact Alan Bowen on 0131 623 8804.

It is anticipated that the Orders will be formally advertised in February 2010.

Yours sincerely



Dave Anderson
Director of City Development

PP

Ref: JS/Trams TRO

10 November 2009

Haymarket – Newhaven Area Tram Measures
C/O Dundas and Wilson
Saltire Court
20 Castle Terrace
Edinburgh
EH1 2EN

Carmuir House
300 Stirling Road
Larbert FK5 3NJ
Tel: 08708 727271 (Public Enquiries)
01324 602200 (Business calls only)
Fax: 01324 611287

To whom it may concern:

Re: Proposed Traffic Management Measures Edinburgh Tram Network

Further to the consultation letter and information in respect of the TRO's proposed for the introduction of the Tram route, which was received from the City of Edinburgh council dated 12 October 2009. First Scotland East Ltd have no comment to make on the initial proposal contained in the document and drawings on the CD, and we look forward to having sight of the formal submission in due course

Yours sincerely



John W Scott
Network Manager
First Scotland East Ltd

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CITY DEVELOPMENT
TRANSPORT

John W Scott
Network Manager
First Scotland East Ltd
Carmuir's House
300 Stirling Road
Larbert
FK5 3NJ

Date: 23 December 2009
Your Ref: JS/Trams TRO
Our Ref: TRO/09/60
Corr No:

Dear Mr Scott

**HAYMARKET – NEWHAVEN AREA, EDINBURGH
PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM NETWORK**

Further to my letter of 12 October 2009 advising you that the City of Edinburgh Council proposes to promote Traffic Regulation Orders TRO/09/60 for the Edinburgh Tram network, I acknowledge receipt of your response of 10 November 2009 confirming that you have no comments at this stage.

It is anticipated that the Orders will be formally advertised in February 2010 but if you require further information in the meantime please contact Alan Bowen on 0131 623 8804.

Yours sincerely

PP

Dave Anderson
Director of City Development

DAVE ANDERSON
DIRECTOR

City Chambers, High Street, Edinburgh EH1 1YJ





Duncan Fraser
Haymarket – Newhaven Area Tram Measures
c/o Dundas and Wilson
Saltire Court
20 Castle Terrace
EDINBURGH
EH1 2EN

Your ref: TRO/09/60

21 October 2009

Dear Mr Fraser

**Haymarket – Newhaven Area , Edinburgh
Proposed Traffic Management Measures Edinburgh Tram Network**

Thank you for the copies of the traffic regulation proposals attached to the Council's letter dated 12 October 2009. I also refer to our brief phone call yesterday.

I appreciate that efforts have been made to accommodate local businesses and goods delivery firms in developing the proposals and I have no specific points to raise at this juncture. However I would like to underline the need for the Council to keep in mind the loading / unloading requirements of businesses when finalising the Traffic Regulation Orders.

Please keep me in touch with any relevant developments in the traffic management measures.

Yours sincerely

David Eaglesham
Policy Adviser
Road Haulage Association – Scotland and Northern Ireland

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THE CITY OF EDINBURGH COUNCIL

CITY DEVELOPMENT

TRANSPORT

David Eaglesham
Policy Advisor
Road Haulage Association Ltd
Roadway House
The Rural Centre
Ingliston
NEWBRIDGE
EH28 8NZ

Date: 23 December 2009
Your Ref:
Our Ref: TRO/09/60
Corr No:

Dear Mr Eaglesham

**HAYMARKET – NEWHAVEN AREA, EDINBURGH
PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM NETWORK**

Further to my letter of 12 October 2009 advising you that the City of Edinburgh Council proposes to promote Traffic Regulation Orders TRO/09/60 for the Edinburgh Tram network, I acknowledge receipt of your response of 21 October 2009 confirming that you have no comments at this stage.

It is anticipated that the Orders will be formally advertised in February 2010 but if you require further information in the meantime please contact Alan Bowen on 0131 623 8804.

Yours sincerely

PP **Dave Anderson**
Director of City Development

DAVE ANDERSON
DIRECTOR

City Chambers, High Street, Edinburgh EH1 1YJ





FREIGHT TRANSPORT ASSOCIATION

Haymarket – Newhaven Area Tram Measures
c/o Dundas and Wilson
Saltire Court
20 Castle Terrace
Edinburgh
EH1 2EN

Reference TRO/09/60

FTA has received the drawings relating to the proposed traffic management measures and, following discussions with Duncan Fraser of tie, is pleased to note that the proposals regarding loading and unloading bays will not allow the parking of vehicles displaying blue disabled badges. One of the most common complaints from operators effecting deliveries in Edinburgh is the thoughtless parking of vehicles in loading bays in a position that prevents goods vehicles entering them.

Gavin Scott
Head of Policy - Scotland

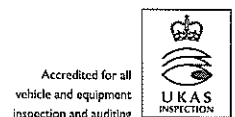
SCOTLAND AND NORTHERN IRELAND

HERMES HOUSE, MELVILLE TERRACE, STIRLING FK8 2ND
TEL: 01786 457500 FAX: 01786 450412 WEBSITE: www.fta.co.uk

Freight Transport Association Limited (Reg Office) Hermes House, St John's Road, Tunbridge Wells, Kent TN4 9UZ
Registered in England Number 391957



INVESTOR IN PEOPLE



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CITY DEVELOPMENT
TRANSPORT

Gavin Scott
Head of Policy – Scotland
Freight Transport Association
Hermes House
Melville Terrace
STIRLING
FK8 2ND

Date: 23 December 2009
Your Ref:
Our Ref: TRO/09/60
Corr No:

Dear Mr Scott

**HAYMARKET – NEWHAVEN AREA, EDINBURGH
PROPOSED TRAFFIC MANAGEMENT MEASURES EDINBURGH TRAM NETWORK**

Further to my letter of 12 October 2009 advising you that the City of Edinburgh Council proposes to promote Traffic Regulation Orders TRO/09/60 for the Edinburgh Tram network, I acknowledge receipt of your response and would take this opportunity to confirm the position with regard to blue badge holders.

While blue badge holders will be permitted to use public parking bays without limit they will not be permitted to use designated loading bays, other than for loading.

It is anticipated that the Orders will be formally advertised in February 2010 but if you require further information in the meantime please contact Alan Bowen on 0131 623 8804.

Yours sincerely

pp.
Dave Anderson
Director of City Development

DAVE ANDERSON
DIRECTOR

City Chambers, High Street, Edinburgh EH1 1YJ



APPENDIX 5

List of Community Bodies and Organisations

British Gas TRANSCO, Inchcolm House, Edinburgh EH5 1RH

British Telecom, NEC pp601E, Telephone House, 357 Gorgie Road, Edinburgh EH11 2RP

Neil Adamson, **SP Power Systems**, Telferton House, Telferton Industrial Estate, 55 Fishwives Causeway, Edinburgh EH7 6UX

The Secretary, **Central Radio Taxis**, 8 St. Peters Buildings, Gilmore Place, Edinburgh EH3 9PG

Mr Peter Campbell, **City Cabs**, 2 Atholl Place, Edinburgh EH3 8HP

Mr Galloway, **Edinburgh Licensed Taxi Association**, 25 Nantwich Drive, Edinburgh EH7 6RA

Moira Tasker, Director, **Cockburn Association (Edinburgh Civic Trust)**, Trunks Close, 55 High Street, Edinburgh EH1 1SR

Mr A W Scotland, Co-Ordinator Planning Group, **SPOKES**, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG

Mr W J Dickson, Rights Officer CTC, **Cyclists Touring Club**, Lothians District Association, 52 Swan Spring Avenue, Edinburgh EH10 6NH

Ken Glendinning, **British Motorcyclists Federation**, 14 Craiglockhart Avenue, Edinburgh EH14 1HW

Steve Wykes, Regional Representative, **Motorcycle Action Group Scotland**, 1F2, 3 Boothacres Cottages, Leith, Edinburgh EH6 7QW

Mr R Hewitt, Chief Executive, **Edinburgh Chamber of Commerce & Enterprise**, Capital House, 2 Festival Square, Edinburgh EH3 9SU

Federation of Small Businesses, East of Scotland Regional Office, CBC House, 24 Canning Street, Edinburgh EH3 8EG

Mr Brian Ferguson, Collections Planning Manager, **Royal Mail**, Mails Centre, 11 Cultins Road, Edinburgh EH11 4YY

Kevin J Harper, Delivery Office Manager, **Parcel Force**, 100 Bankhead Crossway North, Edinburgh EH11 4XX

Mr D. Hinnricks, **Edinburgh Hotel & Guest House Association**, C/O Allison House Hotel, 15/17 Mayfield Gardens, Edinburgh EH9 2AY

Mr S. Williams, Chairman, **Edinburgh Principal Hotels Association**, 15 Corrennie Avenue, Edinburgh EH10 6EG

Mr J. Parkes, **Confederation of Passenger Transport**, Sardinia House, 52 Lincoln's Inn Fields, London WC2A 3LZ

Carol J. Dixon, Secretary, **Feurs & Proprietors of Rutland Street & Rutland Square**, John Clegg & Co, 2 Rutland Square, Edinburgh EH1 2AS

Sonia Squires, Chair, **Gorgie/Dalry Community Council**, St Martin Church, 232 Dalry Road, Edinburgh EH12 2JG

Mr K. Swinney, Secretary, **Corstorphine Community Council**, 100 Saughton Road North, Edinburgh EH12 7JN

Roland Reid, Secretary, **Leith / Central Community Council**, 8 (1F2) Smith's Place, Edinburgh EH6 8NT

Elaine Carnegie, Secretary, **Leith / Harbour & Newhaven Community Council**, 8/1 Sherriff Park, Edinburgh EH6 6DY

Mrs Margaret Moffett, Secretary, **Leith / Links Community Council**, 12 Clarebank Crescent, Edinburgh EH6 7NJ

Milton Park, Secretary, **Murrayfield Community Council**, 28 Coltbridge Terrace, Edinburgh EH12 6AE

I Robertson, Secretary, **West End Community Council**, 61/1 Melville Street, Edinburgh, EH3 7HL

Chris Richardson, Secretary, **Newtown / Broughton Community Council**, 17/10 Barony Street, Edinburgh EH3 6PD

John Stewart, Secretary, **Old Town Community Council**, 202/3 Canongate, Edinburgh EH8 8DQ

Ann Wigglesworth, Secretary, **Tollcross Community Council**, 12 Leven Terrace, Edinburgh EH3 9LW

Dr. M. Curisten, Chair, **West End Residents Association**, 14 William Street, Edinburgh EH3 7NH

George Street Association of Edinburgh, Hamilton & Inches, 87 George Street, Edinburgh EH2 3EY

A Casson, Secretary, **Regent, Royal & Carlton Terraces Association**, 20 Regent Terrace, Edinburgh EH7 5BS

Alan D Rudland, Vice-Chairman, **Leith Business Association**, 288 Leith Walk, Edinburgh EH6 5EQ

G Hughes, Secretary, **Lord Moray's Feuars**, c/o Whitelaw Wells & Co C.A., 9 Ainslie Place, Edinburgh EH3 6AT

APPENDIX 6

Changes in parking/loading provision reported at autumn 2008 exhibitions:

	Drawing No.	Existing Spaces (No.)	Proposed Spaces (No.)	Difference (No.)	Difference (%)
Parking	ULE90130-01-TMG 09	12	0 (with S/S 10)	-12 (-2)	-100% (-16%)
Parking	ULE90130-01-TMG 10	26	10 (with S/S 24)	-16 (-2)	-38% (-8%)
Parking	ULE90130-01-TMG 11	47	25 (with S/S 51)	-22 (+4)	+8% (+8%)
Parking	ULE90130-01-TMG 12	32	25 (with S/S 40)	-7 (+8)	+25% (+25%)
Parking	ULE90130-01-TMG 13	45	23 (with S/S 25)	-22 (-20)	-55% (-55%)
Parking	Totals:	162	83 (w S/S 150)	-79 (-12)	-48% (-7%)

	Drawing No.	Existing Space (metres)	Proposed Space (metres)	Difference (metres)	Difference (%)
Loading	ULE90130-01-TMG 09	56	48	-8	-15%
Loading	ULE90130-01-TMG 10	69	97	+28	+40%
Loading	ULE90130-01-TMG 11	112	126	+14	+12%
Loading	ULE90130-01-TMG 12	24	77	+53	+220%
Loading	ULE90130-01-TMG 13	60	58	-2	-4%
Loading	Totals:	321	406	+85	+26%

Changes on current August 2009 Drawings

	Drawing No.	Existing Spaces	Proposed Spaces (including side streets)	Difference (including side streets)	Difference (%) (including side streets)
Parking	ULE90130-01-TMG 09	12	8 (18)	-4 (+6)	-33% (+50%)
Parking	ULE90130-01-TMG 10	26	15 (33)	-11 (+7)	-42% (+27%)
Parking	ULE90130-01-TMG 11	47	28 (59)	-19 (+12)	-40% (+26%)
Parking	ULE90130-01-TMG 12	32	40 (59)	+8 (+27)	-25% (+84%)
Parking	ULE90130-01-TMG 13	45	39 (49)	-6 (+4)	-13% (+9%)
Parking	Totals:	162	130 (218)	-32 (+56)	-20% (+35%)

	Drawing No.	Existing Space including side streets (metres)	Proposed Space including side streets (metres)	Difference (metres)	Difference (%)
Loading	ULE90130-01-TMG 09	56	45	-11	-20%
Loading	ULE90130-01-TMG 10	69	102	+33	+48%
Loading	ULE90130-01-TMG 11	112	155	+43	+38%
Loading	ULE90130-01-TMG 12	24	100	+76	+316%
Loading	ULE90130-01-TMG 13	60	80	+20	+33%
Loading	Totals:	321	482	+161	+50%